LOUDOUN COUNTY
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VDOT

TECHNICAL REPORT

TRANSPORTATION & TRAFFIC

SUBMITTED PURSUANT TO 42 U.S.C. 4332(2)(C)

DULLES AIR CARGO, PASSENGER & METRO ACCESS HIGHWAY

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Chapter 1.0 INTRODUCTION / PROJECT BACKGROUND

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating a potential limited access roadway west of the Washington Dulles International Airport (IAD) in Loudoun County, Virginia. The proposed Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) would extend from the interchange of the planned Northstar Boulevard / Bi-County Parkway (VA Route 411) and John Mosby Highway (US Route 50) to the planned MWAA Western Lands Expansion Aviation Support Roadway beginning at Loudoun County Parkway. Presently, air cargo and passenger services to IAD are accessible from the Dulles Airport Access and Toll Road (VA Route 267) to the east and from Old Ox Road (VA Route 606) to the north from Ariane Way.

Recently, Loudoun County's Board of Supervisors moved to adopt a resolution in support of the North-South Corridor of Statewide Significance, which identified a north-south corridor that would pass near IAD. A portion of the proposed project is located within the same corridor as the planning-level study area for the North-South Corridor and follows Loudoun County's resolution to support the state's planning efforts and accommodate growth in and around IAD. In addition, VDOT has identified the DACPMAH as a priority project for the region.

The proposed project would address current and forecasted transportation network deficiencies, including access, congestion, and inadequate system linkage associated with existing transportation facilities to the north, south, and west of IAD as well as planned development within and around the airport. The need for the proposed project is also based on future transportation needs identified in Loudoun County's Comprehensive Plan and on current and future economic development resulting from airport development activities and the planned Metrorail Silver Line expansion.

The purpose of this study is to document the findings of the transportation analyses performed in support of the Environmental Assessment for the proposed Dulles Air Cargo, Passenger and Metro Access Highway and generate environmental traffic data required for the associated air and noise studies for the proposed project.

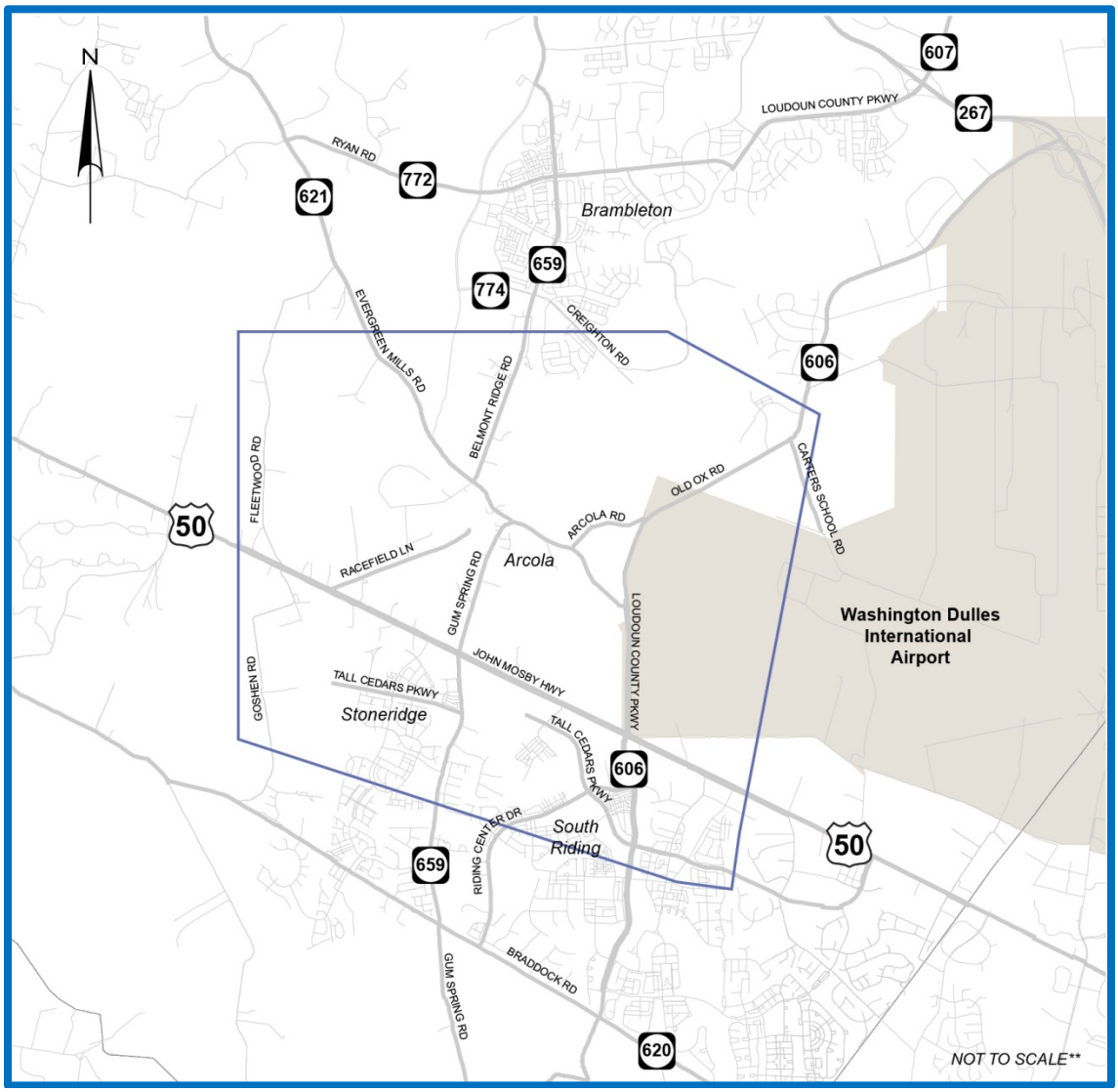
Prior to the issuance of this EA, upon the identification of Location Study Corridors and preliminary alternatives for the proposed project, VDOT conducted an initial environmental analysis and announced the availability of the *Dulles Air Cargo, Passenger and Metro Access Highway Draft Environmental Assessment* on May 24, 2013 for a 30-day public review and comment period. A subsequent location study public hearing was held on June 13, 2013. Additional stakeholder meetings and agency correspondence efforts also took place following the release of the initial draft EA. In order to address comments and additional information that were made available during the public comment period, the location study public hearing, agency consultation, and stakeholder meetings following the preliminary draft EA; identify and evaluate additional proposed alternatives; and provide greater detail regarding the impacts and benefits of each alternative, VDOT has revised the EA in accordance with FHWA regulations at 23 CFR § 771.119.

Chapter 2.0 EXISTING CONDITIONS

2.1 Study Area

As illustrated in Figure 2-1, the study area for the traffic and transportation study extends from Creighton Road (VA Route 774) to the north, Tall Cedars Parkway (VA Route 2200) to the south, Fleetwood Road / Goshen Road (VA Route 616) to the west, and Old Ox Road (VA Route 606) and the Dulles Airport to the east, focusing on the Dulles South portion of Loudoun County and the transportation needs and issues associated with this region.

Figure 2-1: Project Study Area



2.2 Existing Roadway Conditions

Several major roadways are located within the study area and are described below:

John Mosby Highway (US Route 50) is a four-lane divided rural minor arterial west of Pinebrook Drive (VA Route 742), a four-lane divided urban principal arterial east of Pinebrook Drive to Loudoun County Parkway (VA Route 606) and a six-lane divided urban principal arterial east of Loudoun County Parkway (VA Route 606). The posted speed limit is 55 mph and US Route 50 serves several commercial, industrial, and residential properties with direct access. Within the study area, US Route 50 intersects several other major roads including Gum Spring Road (VA Route 659), Stone Springs Boulevard (VA Route 2625) and Loudoun County Parkway (VA Route 606) at signalized intersections.

Loudoun County Parkway (VA Route 606 / VA Route 607) is a four-lane divided urban collector north of US Route 50 to Evergreen Mills Road (VA Route 621), a two-lane undivided urban collector north of Evergreen Mills Road, and a four-lane divided urban local roadway south of US Route 50. The posted speed limit is 45 mph south of US Route 50 and 55 mph north of US Route 50. Loudoun County Parkway serves several commercial and residential properties with direct access south of US Route 50. Within the study area, Loudoun County Parkway intersects several other major roads including Evergreen Mills Road (VA Route 621), US Route 50, and Tall Cedars Parkway (VA Route 2200) at signalized intersections.

Old Ox Road (VA Route 606) is a two-lane undivided urban collector that begins at the intersection with Arcola Road (VA Route 842) and Loudoun County Parkway (VA Route 606). The posted speed limit is 55 mph. Old Ox Road serves commercial and residential properties.

Evergreen Mills Road (VA Route 621) is a two-lane undivided urban collector east of Belmont Ridge Road (VA Route 659) and a two-lane undivided rural minor collector west of Belmont Ridge Road. The existing posted speed limit is 35 mph within the study area. Evergreen Mills Road serves commercial and residential properties. Within the study area, Evergreen Mills Road intersects Belmont Ridge Road (VA Route 659), Gum Spring Road (VA Route 659), and Loudoun County Parkway (VA Route 606) at signalized intersections.

Gum Spring Road (VA Route 659) is a two-lane undivided rural collector south of Evergreen Mills Road (VA Route 621) to Tall Cedars Parkway (VA Route 2200). Gum Spring Road will be improved to a four-lane section south of US Route 50 to Tall Cedars Parkway. The posted speed limit is 35 mph north of US Route 50 and 45 mph south of US Route 50. Gum Spring Road serves several commercial and residential properties. Within the study area, Gum Spring Road intersects Evergreen Mills Road and US Route 50 at signalized intersections.

Belmont Ridge Road (VA Route 659) is a four-lane divided urban collector north of Shreveport Drive, and is a two-lane undivided urban collector south of Shreveport Drive. The posted speed limit is 45 mph. Belmont Ridge Road serves several residential properties. Within the study area, Belmont Ridge Road intersects Evergreen Mills Road (VA Route 621) at a signalized intersection.

Tall Cedars Parkway (VA Route 2200) is a four-lane divided local roadway that serves several commercial and residential properties. The posted speed limit is 45 mph. Within the study area, Tall Cedars Parkway intersects Loudoun County Parkway (VA Route 606) at a signalized intersection.

The following signalized intersections are contained within the study area:

- John Mosby Highway (US Route 50) at Stone Springs Boulevard (VA Route 2625)
- John Mosby Highway (US Route 50) at Gum Spring Road (VA Route 659)
- John Mosby Highway (US Route 50) at Hutchinson Farm Road
- John Mosby Highway (US Route 50) at Pinebrook Road (VA Route 827)
- John Mosby Highway (US Route 50) at Loudoun County Parkway (VA Route 606)
- John Mosby Highway (US Route 50) at South Riding Boulevard (VA Route 2201)
- Loudoun County Parkway (VA Route 606) at Tall Cedars Parkway (VA Route 2200)
- Loudoun County Parkway (VA Route 606) at Riding Center Drive
- Loudoun County Parkway (VA Route 606) at Evergreen Mills Road (VA Route 621)
- Gum Spring Road (VA Route 659) at Evergreen Mills Road (VA Route 621)
- Belmont Ridge Road (VA Route 659) at Evergreen Mills Road (VA Route 621)

2.3 Existing Traffic Volumes

Existing traffic volumes were collected in December 2012 (with exceptions noted below). Traffic volume summaries are included in Appendix A. Peak hour turning movement counts (7 – 9 AM and 4 – 6 PM) were conducted at the following intersections:

- John Mosby Highway (US Route 50) at Stone Springs Boulevard (VA Route 2625)
- John Mosby Highway (US Route 50) at Gum Spring Road (VA Route 659)
- John Mosby Highway (US Route 50) at Hutchinson Farm Road – January 2013
- John Mosby Highway (US Route 50) at Pinebrook Road (VA Route 827)
- John Mosby Highway (US Route 50) at Loudoun County Parkway (VA Route 606)
- John Mosby Highway (US Route 50) at South Riding Boulevard (VA Route 2201)
- John Mosby Highway (US Route 50) at Poland Road (VA Route 742) / Tanner Lane
- John Mosby Highway (US Route 50) at Tall Cedars Parkway (VA Route 2200)
- Loudoun County Parkway (VA Route 606) at Tall Cedars Parkway (VA Route 2200)
- Loudoun County Parkway (VA Route 606) at Evergreen Mills Road (VA Route 621)
- Gum Spring Road (VA Route 659) at Evergreen Mills Road (VA Route 621)
- Belmont Ridge Road (VA Route 659) at Evergreen Mills Road (VA Route 621)

Hourly traffic volumes were collected for a 48-hour period in December 2012 (with exceptions noted below) for the following locations (see Appendix A):

- John Mosby Highway (US Route 50) – East of Gum Spring Road (VA Route 659)
- Loudoun County Parkway (VA Route 606) – South of US Route 50
- Loudoun County Parkway (VA Route 606) – North of Evergreen Mills Road (VA Route 621)
- Evergreen Mills Road (VA Route 621) – West of Belmont Ridge Road (VA Route 659)
- Gum Spring Road (VA Route 659) – North of US Route 50
- Belmont Ridge Road (VA Route 659) – North of Evergreen Mills Road (VA Route 621)
- Belmont Ridge Road (VA Route 659) – South of Parkview Drive
- Tall Cedars Parkway (VA Route 2200) – West of Poland Road (VA Route 742) – March 2013

Additional hourly traffic volumes were provided by VDOT for a 48-hour period in February 2011 (with exceptions noted below) for the following locations to assist with traffic forecasting, (see Appendix A):

- John Mosby Highway (US Route 50) – West of Fleetwood Road / Goshen Road (VA Route 616) – March 2011
- John Mosby Highway (US Route 50) – East of Pinebrook Road (VA Route 827) – March 2011
- Loudoun County Parkway (VA Route 606) – North of US Route 50
- Loudoun County Parkway (VA Route 606) – North of Edgewater Street (VA Route 2237)
- Old Ox Road (VA Route 606) – North of Arcola Road (VA Route 842)
- Gum Spring Road (VA Route 659) – South of US Route 50

2.4 Safety Analysis

A crash analysis was conducted in the study area to identify crash trends and how each study area roadway compares to statewide and Northern Virginia District crash rates for similar types of roadways. Detailed crash data for the entire project area for the three year period from January 2009 through December 2011 was provided by VDOT. Table 2-1 summarizes a comparison of crash rates along the study area roadway segments with state and Northern Virginia District crash rates for similar facilities based on 2007 crash data.

There were a total of 435 reported crashes along US Route 50, Loudoun County Parkway / Old Ox Road (VA Route 606), Evergreen Mills Road (VA Route 621), Gum Spring Road / Belmont Ridge Road (VA Route 659), and Tall Cedars Parkway (VA Route 2200) within the study area. Of the total crashes, 146 (34%) involved personal injuries and two (0.5%) were fatalities. Along US Route 50, there were 229 crashes including 76 (33%) personal injury crashes and one fatality. Along VA Route 606, there were 68 crashes including 21 (31%) personal injury crashes. Along VA Route 621, there were 42 crashes including 10 (24%) personal injury crashes. Along Route VA 659, there were 30 crashes including 7 (23%) personal injury crashes and one fatality. Along VA Route 2200, there were 66 crashes including 32 (48%) personal injury crashes.

Roadway Segment Crash Rate Comparison: A comparison to other statewide and Northern Virginia District roadways was performed to determine the relative safety level of each roadway in the study area based on the latest available 2007 VDOT Summary of Crash Data. Crash rates along study area roadway segments were calculated based on the number of crashes within the three-year study period, roadway segment lengths, and the VDOT published ADT values for those segments.

As shown in Table 2-1, the crash rate along US Route 50 is greater than the statewide average crash rate, but less than the Northern Virginia average crash rate. The crash rates for VA Routes 606, 621, 659, and 2200 are generally less than the Northern Virginia average crash rate for Secondary Highways, except for the eastern segment of Tall Cedars Parkway (VA Route 2200) from Riding Center Drive (VA Route 2201) to US Route 50.

Based on this analysis, the roadways within the study area generally experience average to below-average crash rates when compared to Northern Virginia District averages for similar roadways, with the exception of Tall Cedars Parkway (VA Route 2200).

Table 2-1: Roadway Segment Crash Rate Analysis

Roadway	Segment	Facility Type	Crash Rate (crashes per 100 million vehicle-miles traveled)		
			Study Area (2009 – 2011)	Statewide Average (2007)	Northern Virginia District Average (2007)
US Route 50 (John Mosby Highway)	VA Route 616 to VA Route 2200	Rural minor arterial / Urban principal arterial	162	103	168
VA Route 606 (Loudoun County Parkway)	Southern Study Limits to VA Route 621	Local / Urban collector	82	N/A	234
VA Route 606 (Loudoun County Parkway / Old Ox Road)	VA Route 621 to Northern Study Limits	Urban collector	128	N/A	234
VA Route 621 (Evergreen Mills Road)	VA Route 659 to VA Route 606	Urban collector	175	N/A	234
VA Route 659 (Gum Spring Road)	VA Route 2200 to US Route 50	Rural minor collector	228	N/A	234
VA Route 659 (Gum Spring Road)	US Route 50 to VA Route 621	Urban collector	65	N/A	234
VA Route 659 (Belmont Ridge Road)	VA Route 621 to VA Route 772	Urban collector	46	N/A	234
VA Route 2200 (Tall Cedars Parkway)	West End to VA Route 659	Local	60	N/A	234
VA Route 2200 (Tall Cedars Parkway)	VA Route 2201 to US Route 50	Local	238	N/A	234

Chapter 3.0 ALTERNATIVES CONSIDERED

3.1 Alternative 1: No Build

The No Build Alternative serves as a benchmark for comparison to the proposed project alternatives, and would include all planned and programed transportation improvements in the study area that have been approved and adopted for implementation by 2040, as identified in the most recent *National Capital Region's Financially Constrained Long-Range Plan* (CLRP). Prepared by the National Capital Region Transportation Planning Board (TPB), which is the designated Metropolitan Planning Organization (MPO) for the Washington, DC region under the Metropolitan Washington Council of Governments (MWCOG), the CLRP includes projected transit and traffic, demographics, and air quality conditions through the 2040 horizon year. Projects listed in the CLRP that would affect the proposed project study area are included for consideration under the No Build Alternative. The following is a summary of the planned roadway improvements included in the CLRP:

- Construction of the Loudoun County Parkway (VA Route 606 / VA Route 607) to four lanes from Old Ox Road (VA Route 606) / Arcola Road (VA Route 842) to Ryan Road (VA Route 772);
- Widening of US Route 50 from four to six lanes from Gum Spring Road (VA Route 659) to Sully Road (VA Route 28);
- Completion of the new Bi-County Parkway (VA Route 411), a four-lane limited access facility from Prince William Parkway (VA Route 234) in Prince William County at Interstate 66 in Fairfax County to US Route 50, west of Dulles Airport along the Northstar Boulevard alignment in Loudoun County;
- Widening of Gum Spring Road (VA Route 659) from two lanes to a four-lane divided facility from Braddock Road (VA Route 620) to US Route 50;
- Reconstruction and widening of Old Ox Road (VA Route 606) from two to four lanes from Moran Road (VA Route 634) to Evergreen Mills Road (VA Route 621);
- Construction of an interchange at US Route 50 and Old Ox Road (VA Route 606) / Loudoun County Parkway; and
- Construction of Tall Cedars Parkway (VA Route 2200) to a four-lane divided facility from Gum Spring Road (VA Route 659) to Pinebrook Road (VA Route 827).

3.2 Alternative 2: New Alignment

Alternative 2 consists of a new roadway originating at US Route 50, approximately 2.2 miles west of its existing intersection with the Loudoun County Parkway (Route 606 / VA Route 607), in the location where the Bi-County Parkway (VA Route 411) interchange is planned. Alternative 2 would connect to the proposed interchange allowing for all movements to and from US Route 50 and the proposed Bi-County Parkway (VA Route 411). From US Route 50, the Alternative 2 would follow a new alignment located within the same corridor as Loudoun County's proposed Northstar Boulevard, extending approximately one-mile northeast before turning due east approximately 0.25 mile south of Evergreen Mills Road (VA Route 621). The alignment would continue east for approximately 1.7 miles, with an overpass at Belmont Ridge Road (VA Route 659) and Evergreen Mills Road (VA Route 621) until intersecting with existing Old Ox Road (VA Route 606) / Loudoun County Parkway.

This connection would consist of a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. Alternative 2 would be a limited access highway, with no direct access to adjoining properties. Instead, connections with arterial roadways would be provided via US Route 50, Bi-County Parkway, Old Ox Road (VA Route 606), planned extension of Loudoun County Parkway (VA Route 606 / VA Route 607) and the future airport connector roads. Alternative 2 would consist of a four-lane divided principal arterial with a design speed of 60 miles per hour.

3.3 Alternative 3A: US Route 50 Elevated

Alternative 3A would be a four-lane divided limited access principal arterial, on an aerial structure within the median of US Route 50. In order to construct the aerial structure, the existing US Route 50 median would need to be widened, resulting in the at-grade lanes for US Route 50 being shifted outward from the widened median. Upon returning to grade parallel to Loudoun County Parkway (VA Route 606/ VA Route 607), Alternative 3A would continue to be a four-lane divided, limited access principal arterial but at-grade instead of elevated.

Specifically, Alternative 3A would originate at US Route 50 and the planned Bi-County Parkway interchange and provide full connections to Bi-County Parkway (VA Route 411). Proposed Alternative 3A would provide access to US Route 50 westbound and from US Route 50 eastbound only. From the interchange at Bi-County Parkway (VA Route 411), Alternative 3A would follow along the US Route 50 alignment in an elevated section, within the roadway median. At the future interchange with Loudoun County Parkway, the roadway would travel north over the Loudoun County Parkway and return to grade on the east side of Old Ox Road (VA 606) / Loudoun County Parkway, on Dulles Airport property. Alternative 3A would provide a connection to US Route 50 eastbound and from US Route 50 westbound at this future interchange. From there the facility would extend parallel to Old Ox Road (VA Route 606) / Loudoun County Parkway approximately 1.7 miles to the future airport connector roads. Flyover ramps would be provided along this portion of Alternative 3A to provide a connection from northbound Alternative 3A to northbound Loudoun County Parkway and from southbound Loudoun County Parkway to southbound Alternative 3A. A proposed full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads is proposed.

3.4 Alternative 3B: Loudoun County: Countywide Transportation Plan (CTP)

Alternative 3B would originate at the planned full-access interchange of US Route 50 and the Bi-County Parkway (VA Route 411). To meet Loudoun County's CTP (Loudoun County, 2012a) US Route 50 would be widened from four (4) lanes to six (6) lanes plus two (2) auxiliary lanes, from the planned interchange at Bi-County Parkway (VA Route 411) to Gum Spring Road (VA Route 659). At-grade access would be closed along US Route 50 from Bi-County Parkway to Loudoun County Parkway to meet the limited access requirements. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659). The Loudoun County CTP identifies proposed Glascock Boulevard as a parallel facility to the north of US Route 50, but this facility is not currently included in the CLRP and therefore not included in this study. Should this Glascock Boulevard be constructed prior to 2025, this facility could function in place of the proposed frontage road; however, in Alternative 3B a separate frontage road is assumed within the proposed corridor along US Route 50. A full access interchange at Gum Spring Road (VA Route 659) and US Route 50

would also be provided, in order to conform to the long term transportation plan found in Loudoun County's CTP.

A full access interchange would be provided at Old Ox Road (VA 606) / Loudoun County Parkway and US Route 50 where Alternative 3B would follow Old Ox Road (VA Route 606) / Loudoun County Parkway to the north. Under Alternative 3B, Old Ox Road (VA Route 606) / Loudoun County Parkway would be upgraded to an eight (8) lane limited access facility to match the Loudoun County CTP designation of the facility as a freeway. The Loudoun County CTP shows at-grade intersections at proposed Glascock Boulevard, Evergreen Mills Rd (VA Route 621) and Arcola Boulevard (VA Route 842) with the proposed freeway facility. However, at grade intersections are generally not allowed within a limited access freeway. Therefore, Alternative 3B assumes a frontage road will be provided within the proposed corridor along Old Ox Road (VA Route 606) / Loudoun County Parkway in the southbound direction to provide limited access to and from Evergreen Mills Road (VA Route 621). The frontage road is anticipated to be for the southbound direction only. Alternative 3B would terminate at a full-access interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. This proposed alternative would be a six (6) lane limited access facility plus two (2) auxiliary lanes along US Route 50 and an eight (8) lane limited access highway along Old Ox Road (VA Route 606) / Loudoun County Parkway, with design speeds of 60 miles per hour.

3.5 Alternative 3C: US Route 50 Limited Access and Loudoun County Parkway At-Grade

In order to address suggestions to provide access to Dulles Airport by a southern entrance point at the planned interchange of US Route 50 and Loudoun County Parkway, Alternative 3C (**Figure 2-11**) has been incorporated for study in this Revised EA. Alternative 3C would originate at the planned full-access interchange of US Route 50 and the planned Northstar Boulevard (VA Route 411) / Bi-County Parkway and extend along US Route 50 to an interchange at Old Ox Road (VA Route 606) / Loudoun County Parkway / Dulles Airport property. At the eastern terminus, airport access would be provided into the southwest corner of Dulles Airport. The ramps between Alternative 3C and Dulles Airport would connect to the future perimeter road on MWAA property. According to MWAA, the future perimeter roads at Dulles Airport will ultimately allow traffic to reach planned expansion areas as well as the Main Terminal area. MWAA has confirmed that their ALP would be updated to reflect this link to the public roadway network.

Under Alternative 3C, access to and from the airport would be provided from both directions of US Route 50 and both directions of VA Route 606 / Loudoun County Parkway. Along US Route 50, Alternative 3C would consist of six through lanes (three in each direction), three interchanges along US Route 50 at Northstar Boulevard (VA Route 411) / Bi-County Parkway, Gum Springs Road, and Old Ox Road (VA Route 606) / Loudoun County Parkway, two auxiliary lanes (one in each direction connecting the ramps of the interchanges), and two dedicated lanes, separated by a concrete median, for traffic in and out of Dulles Airport (one in each direction). VA Route 606 would be widened to six lanes between its interchange with US Route 50 and where the Dulles Loop widening is expected to terminate. A frontage road would be included on the north side of US Route 50 in order to maintain access for residents and businesses along this corridor.

Chapter 4.0 TRAFFIC FORECASTING

The travel demand forecasts for this study were developed using the TPB Travel Forecasting Model, Version 2.3.39 with COG Round 8.1 Cooperative Forecasts. The model was built for a base year of 2012, an opening year of 2025 and a design year 2040. The calibration was performed by taking into account the modeling efforts of the Bi-County Parkway Extension Study and all efforts were made to maintain consistent modeling assumptions. Forecasting data, including forecasted average daily traffic volumes (ADTs) and turning movements, are provided in Appendix B.

4.1 Base Year Calibration and Validation

The model study area extends from Ryan Road (VA Route 772) to the north, Braddock Road (VA Route 620) to the south, Fleetwood Road / Goshen Road (VA Route 616) to the west, and Old Ox Road (VA Route 606) and Dulles Airport to the east. Minor adjustments were made to the base year network, including the extension of Tall Cedars Parkway (VA Route 2200) to US Route 50, the addition of South Riding Boulevard (between Tall Cedars Parkway and US Route 50) and minor centroid connector changes in the vicinity of the roadway changes.

The original model validation was reviewed for reasonableness by comparing volume to count ratios for the base year along all major roadways within the study area (see Table 4-1). After network adjustments were made, base year model runs were performed to compare calibration results. The calibration process was repeated by making minor adjustments to the network as described above, until reasonable volume to count ratios were achieved.

Table 4-1: Model Validation – Volume to Count Ratios by Facility (2012)

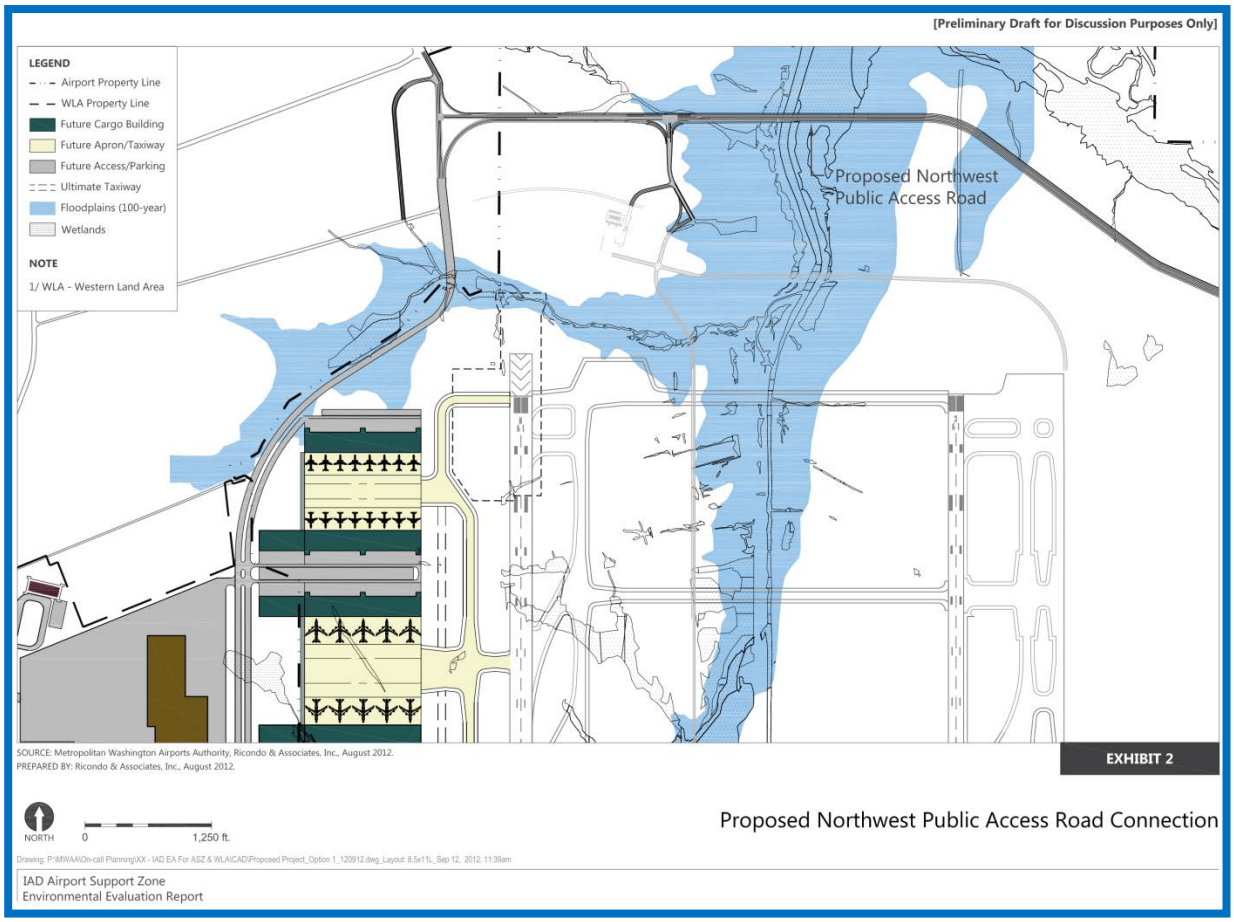
Segment #	Roadway	Segment		2012 ADT (Count)	Original Bi-County Parkway Model		Calibrated DACPMAH Model	
		From	To		Model Volume	Volume / Count Ratio	Model Volume	Volume / Count Ratio
1	US Route 50 (John Mosby Highway)	Watson Road	Fleetwood Road	16300	19500	1.20	21500	1.32
2		Fleetwood Road	Gum Spring Road	--*	--	--	--	--
3		Gum Spring Road	Loudoun County Parkway	30900	31700	1.03	37000	1.20
4		Loudoun County Parkway	Poland Road	35900	40100	1.12	36300	1.01
5		Poland Road	Pleasant Valley Road	--*	--	--	--	--
			US Route 50 (Total)	**83100**	**91300**	**1.10**	**94800**	**1.14**
6	VA Route 659 (Belmont Ridge Road)	North of Ryan Road	Ryan Road	13900	11500	0.83	12400	0.89
7		Ryan Road	Creighton Road	16700	13200	0.79	16000	0.96
8		Creighton Road	Evergreen Mills Road	14100	16900	1.20	19000	1.35
9		Evergreen Mills Road	Gum Spring Road	20300	16100	0.79	18600	0.92
10		Gum Spring Road	US Route 50	9000	6100	0.68	8100	0.90
11		US Route 50	Braddock Road	17200	13200	0.77	14400	0.84
12		Braddock Road	South of Braddock	--*	7800	--	9100	--
			Belmont Ridge Road (Total)	**91200**	**77000**	**0.84**	**88500**	**0.97**
13	VA Route 606 / 607 (Loudoun County Parkway)	Bear Schools Road	Evergreen Mills Road	21500	8700	0.40	10200	0.47
14		Evergreen Mills Road	US Route 50	30600	16600	0.54	18800	0.61
15		US Route 50	Tall Cedars Parkway	13300	14700	1.11	14500	1.09
16		Tall Cedars Parkway	Braddock Road	12400	2800	0.23	5200	0.42
			Loudoun County Parkway (Total)	**77800**	**42800**	**0.55**	**48700**	**0.63**
17	VA Route 620 (Braddock Road)	Lightridge Farm Road	Gum Spring Road	2200	--	--	--	--
18		Gum Spring Road	Loudoun County Parkway	--*	6500	--	11050	--
19		Loudoun County Parkway	Pleasant Valley Road	7300	8200	1.12	6600	0.90
			Braddock Road (Total)	**7300**	**8200**	**1.12**	**6600**	**0.90**
20	VA Route 621 (Evergreen Mills Road)	North of Ryan Road	Ryan Road	--*	6200	--	7800	--
21		Ryan Road	Fleetwood Road	7100	3900	0.55	4900	0.69
22		Fleetwood Road	Belmont Ridge Road	6900	3900	0.57	4900	0.71
			Evergreen Mills Road (Total)	**14000**	**7800**	**0.56**	**9800**	**0.70**

* Data unavailable

4.2 MWAA Western Lands

The Metropolitan Washington Airports Authority (MWAA) Western Lands Mixed Use and Cargo expansion (see Figure 4-1) was identified as a significant development to be incorporated into the future modeling efforts. The 6 million square foot Dulles Airport expansion, including a new cargo terminal, a hotel/conference center and mixed-use development including office/retail/industrial land uses, is located completely within zone # 2387 of the MWCOG model.

Figure 4-1: Western Lands Expansion



Source: IAD Airport Support Zone, Environmental Evaluation Report, August 2012

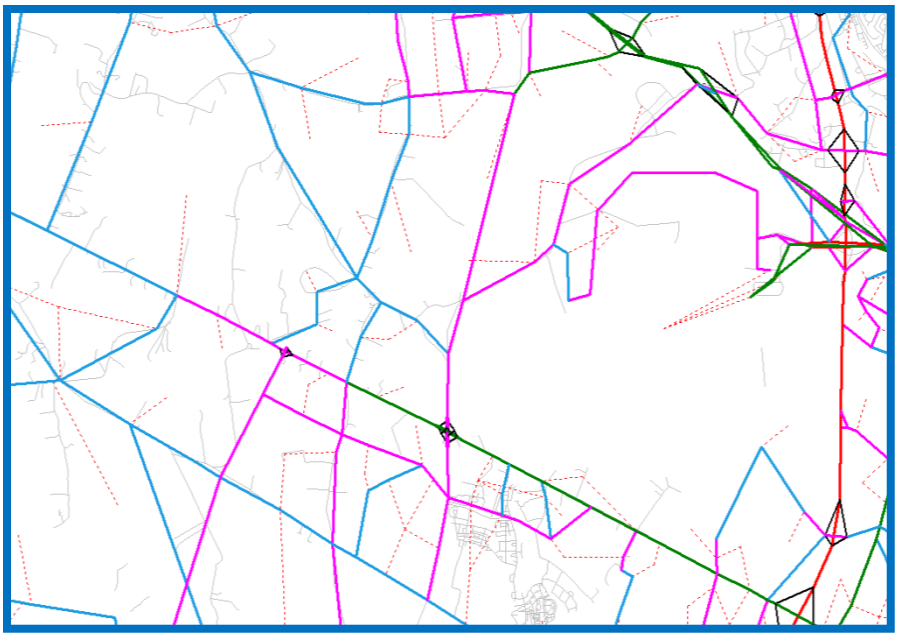
The development consists of two access points (see Figure 4-1), a northern entrance at Old Ox Road (VA Route 606) and a southern entrance from Loudoun County Parkway (VA Route 606 / VA Route 607), which will connect to the proposed DACPMAH. A proposed "Northwest Public Access Road" will connect this development to the current Dulles passenger terminal through existing Autopilot Drive. This internal roadway was coded as a collector (FT-4) and is proposed to be two lanes in 2020 and four lanes in 2040. Trip generation numbers provided by MWAA suggest that approximately 20% of all trips into the development will be truck trips.

4.3 Future Year Model No Build Network

All CLRP projects within the study area along with the approved MWAA Western Lands development were added to the future year no build networks as shown in Figure 4-2. As discussed in Section 3.1, the following is a summary of the planned roadway improvements included in the CLRP:

- Construction of the Loudoun County Parkway (VA Route 606 / VA Route 607) to four lanes from Old Ox Road (VA Route 606) / Arcola Road (VA Route 842) to Ryan Road (VA Route 772);
- Widening of US Route 50 from four to six lanes from Gum Spring Road (VA Route 659) to Sully Road (VA Route 28);
- Completion of the new Bi-County Parkway (VA Route 411), a four-lane limited access facility from Prince William Parkway (VA Route 234) to US Route 50, west of Dulles Airport;
- Widening of Gum Spring Road (VA Route 659) from two lanes to a four lane divided facility from Braddock Road (VA Route 620) to US Route 50;
- Reconstruction and widening of Old Ox Road (VA Route 606) from two to four lanes from Moran Road (VA Route 634) to Evergreen Mills Road (VA Route 621);
- Construction of an interchange at US Route 50 and Old Ox Road (VA Route 606) / Loudoun County Parkway; and
- Construction of Tall Cedars Parkway (VA Route 2200) to a four-lane divided facility from Gum Spring Road (VA Route 659) to Pinebrook Road (VA Route 827).

Figure 4-2: Future (2040) No Build Network



4.4 Future Year Growth and Demographics

MWCOG Round 8.1 Cooperative Forecasts were used in the Version 2.3, Build 39 TPB Travel Forecasting model. These demographics were summarized for the study area TAZs (see Table 4-2).

Substantial growth was observed between 2012 and 2025, with a flattening of growth between 2025 and 2040. Households in the study area TAZs are observed to increase by 90% along with a population growth of 81% in the 28-year period. This translates to an annual growth of 2.3% in households and 2.1% growth in population. Employment growth was observed to be 138%, which is an annual growth of 3.1%.

4.5 ADT and TMC Methodology

The future year forecast ADTs from the model were post-processed based on: (1) growth observed in the model between the base year and future year alternatives; (2) NCHRP 255-based forecasting techniques; and (3) reliance on model volumes at new facilities that do not exist in the base year.

The daily truck percentages in the study area were derived from a combination of (1) model truck percents and (2) trucks from MWAA's new Dulles Access Cargo facility. Based on discussions with MWAA and Western Lands trip generation provided, it was assumed that approximately 20% of all trips into the new development would be cargo-related trucks. These cargo trucks were further distributed along roadways adjacent to the Dulles interchange based on travel patterns observed from the model. The roadways include the new DACPMAH highway, Loudoun County Parkway, Bi-County Parkway, US Route 50, and Old Ox Road. On these segments, model truck percents were adjusted by adding the cargo facility trucks. Unadjusted truck percents from the model were used on all other study area roadways.

AM and PM peak hour turning movement forecasts at the study intersections were calculated based on the NCHRP 255 based average rates methodology. This process grows existing turning movements from growth observed between base year and forecast year approach volumes.

AM and PM peak hour volumes at the interchanges were calculated using model-forecasted ADTs and historic K and D-factors along US Route 50 and Loudoun County Parkway (VA Route 606 / VA Route 607). K-factors ranging between 8 and 10% were applied to the ADTs to calculate AM and PM peak hour volumes.

After the turning movement forecasting was completed, volumes were balanced between the intersections/interchanges by making adjustments so that: (1) total volume entering each intersection matched the total volume exiting the upstream intersection; and (2) total volume exiting each intersection matched the total volume entering the downstream intersection. Traffic forecasting data, including forecast ADTs and turning movements, is provided in Appendix B.

Table 4-2: Study Area Demographics

TAZ		Households			Population			Employment		
		2012	2025	2040	2012	2025	2040	2012	2025	2040
Dulles Airport	1677	0	0	0	0	0	0	162	238	294
	1680	0	0	0	0	0	0	54	67	77
	2387	0	0	0	0	0	0	1,717	5,761	10,164
	2388	0	0	0	0	0	0	13,385	18,679	21,934
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**15,318**	**24,745**	**32,469**
North of US Route 50	2317	393	393	393	1,509	1,509	1,509	78	78	78
	2318	252	259	259	1,006	1,032	1,032	715	2,349	3,227
	2319	1,031	1,031	1,031	2,812	2,812	2,812	141	141	141
	2320	0	0	0	0	0	0	2,616	2,616	2,616
	2407	19	52	53	49	171	175	23	25	223
	2408	299	1,362	1,672	880	3,853	4,437	291	904	1,270
	2409	48	275	567	173	899	1,451	748	3,352	4,228
	2410	208	1,044	1,110	561	2,543	2,668	442	2,942	3,655
	2411	29	282	373	84	690	860	808	3,035	3,036
	2412	43	358	534	106	796	1,129	34	248	311
	2413	318	2,071	2,501	1,068	6,140	6,952	97	220	242
	2414	1,140	1,172	1,172	4,241	4,333	4,333	264	266	266
	2415	883	1,229	1,229	2,816	3,831	3,831	639	1,770	1,770
	2416	187	987	987	591	3,149	3,149	19	84	428
	2417	253	1,548	1,548	834	5,277	5,277	48	241	529
	2422	186	1,151	1,234	602	4,192	4,502	46	114	287
	2423	67	167	276	198	570	974	194	203	208
	Total	**5,356**	**13,381**	**14,939**	**17,530**	**41,797**	**45,091**	**7,203**	**18,588**	**22,515**
South of US Route 50	2402	401	781	815	1,405	2,816	2,944	120	146	147
	2403	42	214	214	138	777	777	148	174	174
	2404	94	527	554	309	1,921	2,023	74	353	354
	2405	2,081	3,216	3,216	6,663	10,156	10,156	432	592	592
	2406	719	1,523	1,523	1,771	3,572	3,572	756	1,837	1,899
	2389	681	907	907	1,776	2,263	2,263	418	620	862
	2391	53	259	259	153	746	746	781	1,668	1,812
	2392	977	1,788	1,977	3,551	5,774	6,168	181	762	1,446
	2393	1,908	2,085	2,085	5,927	6,537	6,537	623	634	634
	2394	369	564	564	1,096	1,656	1,656	939	2,050	2,647
	2395	841	1,299	1,299	2,579	4,041	4,041	226	253	253
	2396	1,508	1,549	1,549	5,228	5,364	5,364	577	615	615
	2399	1,477	1,480	1,480	5,113	5,125	5,125	293	293	293
	Total	**11,151**	**16,192**	**16,442**	**35,709**	**50,748**	**51,372**	**5,568**	**9,997**	**11,728**
Total		**16,507**	**29,573**	**31,381**	**53,239**	**92,545**	**96,463**	**28,089**	**53,330**	**66,712**
Growth			**79%**	**90%**		**74%**	**81%**		**90%**	**138%**
Annual Growth				**2.3%**			**2.1%**			**3.1%**

4.6 Future Alternatives Modeling Results

The five alternatives under consideration (including the No Build alternative) were modeled for future conditions as shown in Figure 4-3. The 2040 ADTs and number of travel lanes assumed for each roadway segment are tabulated in Table 4-3. The following is a summary of key findings of the model results:

Alternative 1 (No Build)

- Loudoun County Parkway (VA Route 606 / VA Route 607) volumes increase by 100 to 140% north of US Route 50 and by 40% south of US Route 50
- US Route 50 volumes increase by 50 to 130% west of Loudoun County Parkway and by 55% east of Loudoun County Parkway

Alternative 2

- 6,000 to 13,000 vehicles per day (vpd) are shifted onto the limited access facility from US Route 50
- 5,000 to 11,000 vpd are shifted onto the limited access facility from Loudoun County Parkway
- The new alignment limited access facility carries about 35,000 vpd

Alternative 3A

- 4,000 to 12,000 vpd are shifted from US Route 50 onto the limited access facility (i.e., elevated structure over US Route 50)
- 22,000 vehicles are shifted from Loudoun County Parkway to the limited access roadway parallel to Loudoun County Parkway
- US Route 50/Loudoun County Parkway elevated structure/parallel roadway carries 14,000 to 35,000 vpd

Alternative 3B

- US Route 50 volumes increase by 12,000 to 15,000 vehicles per day (vpd)
- Loudoun County Parkway volumes increase by 11,000 to 20,000 vpd

Alternative 3C

- US Route 50 volumes increase by 3,500 to 10,500 vehicles per day (vpd)
- Loudoun County Parkway volumes increase by 6,000 to 8,500 vpd
- The dedicated lanes in the median of US Route 50 to and from the Dulles Interchange entrance will carry 11,200 vpd

With Alternatives 2, 3A, 3B, and 3C, model volumes to and from the Western Lands (from the Dulles Interchange entrance) range from 13,000 to 19,000.

Figure 4-3: Model Network for Alternatives 1, 2, 3A, 3B and 3C

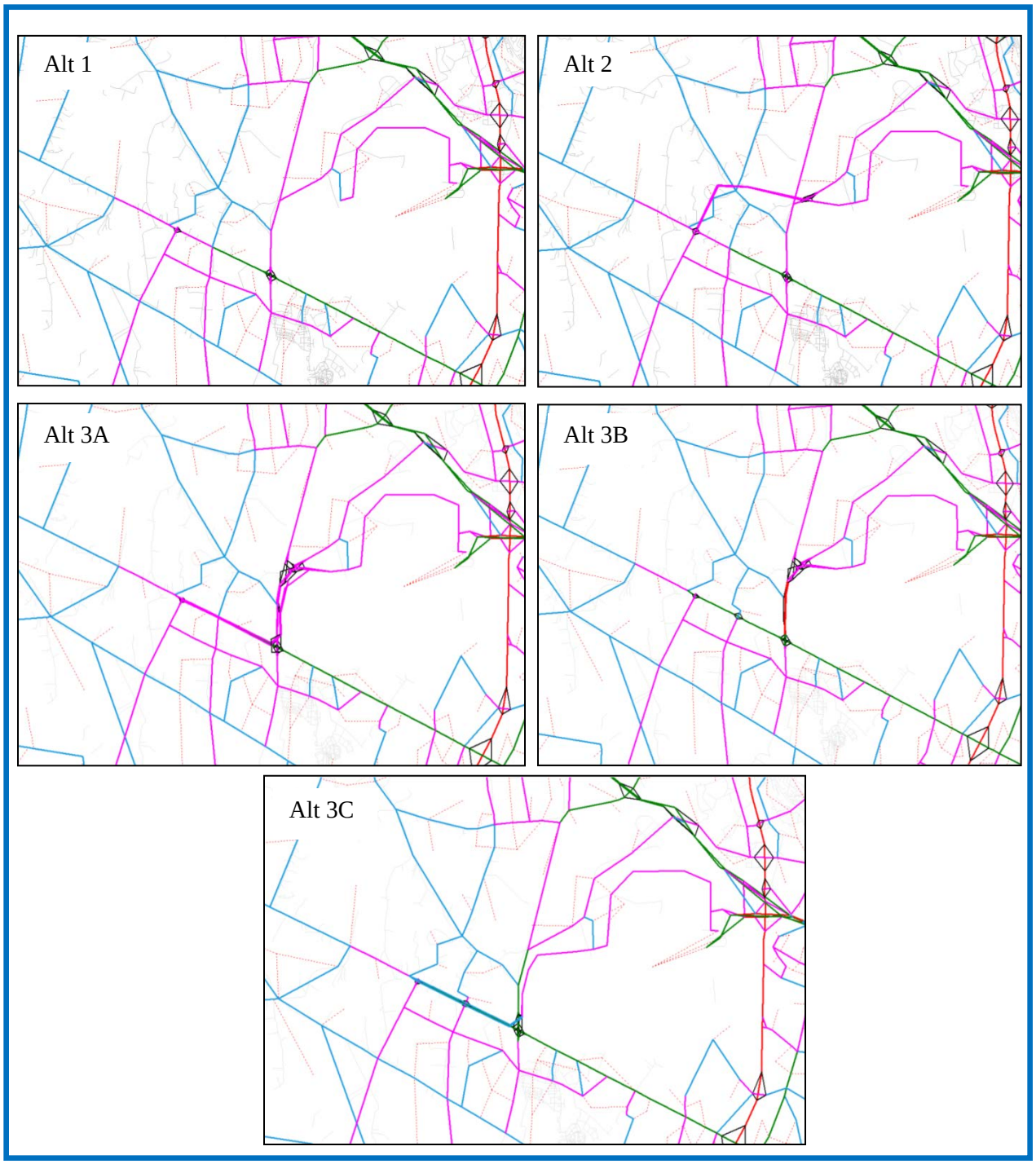


Table 4-3: Model Alternatives – ADT and Number of Lanes

Roadway	Link		Existing (2012)		2040 Alt. 1 (No Build)		2040 Alt. 2 (New Alignment)		2040 Alt. 3A (Route 50 Elevated)		2040 Alt. 3B (Loudoun County CTP)		2040 Alt. 3C (Route 50 Limited Access and Loudoun County Pkwy. At-Grade)	
	From	To	# Lanes	ADT	# Lanes	ADT	# Lanes	ADT	# Lanes	ADT	# Lanes (Auxiliary Lanes)	ADT	# Lanes (Auxiliary Lanes)	ADT
US Route 50	West of Northstar Blvd	Northstar Blvd	4	16,500	4	24,800	4	33,000	4	25,100	4 (2)	25,300	4 (2)	25,300
	Northstar Blvd	Gum Spring Road	4	16,500	4	38,000	4	32,200	4	34,800	6 (2)	53,500	6 (2)	48,500
	Gum Spring Road	Loudoun County Pkwy	4	31,000	6	59,000	6	45,900	6	47,700	6 (2)	71,000	6 (2)	62,600
	Loudoun County Pkwy	South Riding Blvd	6	36,000	6	54,900	6	54,600	6	55,200	6	58,000	6	58,000
Elevated US Route 50 (Alt. 3A) / US Route 50 in median (Alt. 3C)	Northstar Blvd	Gum Spring Road	--	--	--	--	--	--	4	29,600	--	--	2	11,200
	Gum Spring Road	Loudoun County Pkwy	--	--	--	--	--	--	4	29,600	--	--	2	11,200
New Alignment Road (Alt. 2)	US Route 50	Loudoun County Pkwy / Old Ox Rd / MWAA Interchange	--	--	--	--	4	34,700	--	--	--	--	--	--
MWAA Western Lands Expansion Aviation Support Roadway	Loudoun County Pkwy / MWAA Interchange	Dulles Airport	--	--	--	--	4	14,100	4	18,500	4	12,900	4	16,700
Loudoun County Parkway	Tall Cedars Pkwy	US Route 50	4	13,500	4	18,100	4	18,100	4	18,200	4	21,600	4	20,500
	US Route 50	Evergreen Mills Road	4	30,500	4	61,500	4	56,900	4	37,900	8	73,900	6	63,900
	Evergreen Mills Road	Loudoun County Parkway / Old Ox Road	2	21,500	4	51,000	4	40,100	4	52,100	8	71,500	6	57,400
	Loudoun County Pkwy / Old Ox Rd	Creighton Road	2	--	4	30,500	4	34,300	4	36,000	4	39,000	4	39,000
Dulles Connector (Parallel to Loudoun County Pkwy)	US Route 50	Evergreen Mills Road	--	--	--	--	--	--	4	34,700	--	--	--	--
Old Ox Road	Loudoun County Pkwy / Old Ox Rd	Carters School Road	2	21,500	4	32,300	4	39,200	4	33,400	4	38,800	4	33,100
Northstar Boulevard	Tall Cedars Pkwy	US Route 50	--	--	4	29,500	4	37,800	4	36,300	4	35,600	4	37,100
Gum Spring Road	South of US Route 50	US Route 50	4	17,000	4	27,300	4	26,800	4	27,200	4	34,100	4	36,400
	US Route 50	Evergreen Mills Road	2	9,000	2	19,000	2	17,200	2	16,700	2	17,000	2	14,100
Evergreen Mills Road	Belmont Ridge Road	Gum Spring Road	2	20,500	2	23,800	2	23,800	2	23,800	2	23,800	2	23,800
	Gum Spring Road	Loudoun County Pkwy	2	13,000	2	15,600	2	16,300	2	16,800	2	15,100	2	18,300
Tall Cedars Parkway	Loudoun County Pkwy	East of Loudoun County Pkwy	4	9,000	4	23,300	4	16,900	4	22,650	4	22,350	4	22,100
	Gum Spring Road	Loudoun County Pkwy	--	--	4	15,300	4	12,300	4	12,900	4	15,200	4	13,600
	Northstar Blvd	Gum Spring Road	--	--	4	11,200	4	4,700	4	5,300	4	11,100	4	9,800

4.7 Environmental Traffic Data

Traffic data required to support the associated noise studies for the project was developed using the Environmental Traffic Data (ENTRADA) program, a spreadsheet-based tool developed by VDOT Transportation Planning. ENTRADA standardizes the production of planning-level traffic data for environmental analysis, including diurnal distribution of traffic volumes, hourly classification data and operating speeds. It utilizes the methodologies of the *Highway Capacity Manual* (HCM) and several other nationally and internationally recognized sources as well as local factors to adjust capacities and free-flow speeds for various facility types.

Input data required for ENTRADA includes base year (2012) and design year (2040) average daily traffic (ADT) volumes, hourly distribution of traffic volumes, directional distribution of traffic, and proportion of medium trucks and heavy trucks. Other inputs include number of lanes per direction, route type, median type, lateral clearance, lane width, access point density, posted speeds, and number of traffic signals. Based on count data collected for the project and VDOT-supplied traffic data, the ADT, hourly distribution of truck data (medium and heavy), and hourly distribution of ADT was entered into ENTRADA. Field visits were conducted to obtain all other required ENTRADA inputs.

To ensure that ENTRADA produced reasonable results, hourly speed distribution outputs for the base year (2012) were compared to available field-collected speed data to determine the appropriate calibration parameter values. Each ENTRADA segment was calibrated to produce accurate results. Where speed data was not available to calibrate certain roadway segments, the calibration parameters from adjacent segments were utilized.

In addition, peak hour volumes and level of service (LOS) for intersections were also compiled from the operational analysis and provided for use as part of the air studies.

Chapter 5.0 TRAFFIC OPERATIONS ANALYSIS

5.1 Methodology and Assumptions

Signalized Intersections: Capacity analysis using Synchro Version 8, Build 803 was performed at signalized intersections within the study area for existing (2012) and no-build (2040) conditions. Intersection geometry and traffic control device configurations were identified based on field visits. Signal timing data was provided by VDOT and field-verified. The existing traffic signal cycle lengths and timings were not modified; however, for the future (2040) conditions, traffic signal cycle lengths were increased, signal splits were adjusted, and network offsets were optimized as it can be reasonably anticipated that signal timings will be adjusted in the future to accommodate varying travel demands. Intersection level of service (LOS) outputs were obtained from Synchro using the HCM 2000 Signals report, which follows the procedures outlined in the *Highway Capacity Manual* (HCM). Table 5-1 defines LOS A through F for signalized intersections.

Table 5-1: Intersection LOS Descriptions

LOS	Description	Congestion Level
A	Progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.	Low
B	Good progression with short cycle lengths. Some vehicle stoppage may occur, causing slightly higher levels of delay.	Low
C	Higher delays resulting from fair progression, longer cycle lengths, or both. Individual cycle failure may begin to occur at this level, resulting in some overflow. The number of vehicles stopping is significant at this level, but many still pass through the intersection without stopping.	Moderate
D	Longer delays may result from some combination of unfavorable progression, long cycle lengths, and lane flow rates conflicting with signal timing. Individual cycle failures are noticeable at this level.	Moderate
E	High delay level indicative of poor progression, long cycle lengths, and high ratios of conflicts between lane flow rates and signal timing. Individual cycle failures are frequent.	Severe
F	Arrival flow rates exceed the capacity of lane groups and conflicting signal timing. Evidenced by poor progression and long cycle lengths with many individual cycle failures. Considered to be unacceptable by most motorists.	Severe

Source: *Highway Capacity Manual*, Transportation Research Board, 2000, pp. 10-15-17

Roadway Segments: Existing (2012) conditions and all future (2040) alternatives were analyzed using ENTRADA to calculate a LOS for each roadway segment within the study area. ENTRADA is based on HCM methodologies as described in Section 4-7. The speed output from ENTRADA was converted to a LOS based on HCM methodologies. Table 5-2 defines LOS A through F for roadway segments.

Urban Streets: All roadway segments with signalized intersections spaced at less than 2 miles were considered urban street facilities consistent with the 2010 HCM Chapter 16, Urban Street Facilities and Chapter 17, Urban Street Segments. Both directions of travel were evaluated for each urban street facility segment within the study area. The LOS for an urban street facility may be defined for both automobile

and nonautomobile (i.e., pedestrian, bicycle, and transit) modes; however, for the purposes of this study, only the automobile mode was analyzed. For the urban street automobile analysis, travel speed as a percentage of base free-flow speed (%) is the measure used to determine LOS. The travel speed for each roadway segment was obtained from ENTRADA. Field-collected data, where available, was used to define the base free-flow speed. For roadway segments where field data was not available, the base free-flow speed from ENTRADA was used.

Freeway Segments: LOS for freeways within the study area was derived based on density (passenger car per mile per lane (pc/hr/ln)). The freeway density was calculated by obtaining the speed (mph) and volume (vehicles per hour) outputs from ENTRADA, converting the vehicles per hour to a flow rate (pc/hr/ln) using Equation 11-2 from the 2010 HCM, and then dividing this by the speed from ENTRADA to produce a density (pc/mi/ln).

Table 5-2: Roadway Segment LOS Descriptions

LOS	Description	Congestion Level
A	Free traffic flow with low volumes and high speeds. Speeds controlled by driver desires, speed limits, and physical roadway conditions. Vehicles almost completely unimpeded in their ability to maneuver within the traffic stream.	Low
B	Stable traffic flow, with operating speeds remaining near free flow. Drivers still have reasonable freedom to maneuver with only slight restrictions within the traffic stream.	Low
C	Stable flow, but with higher volumes, more closely controlled speed and maneuverability that is noticeably restricted.	Moderate
D	Approaching unstable flow with tolerable operating speeds maintained, but considerably effected by changes in operating conditions. Freedom to maneuver within the traffic stream is more noticeably limited.	Moderate
E	Unstable flow with low speed and momentary stoppages. Operations are at capacity with no usable gaps within the traffic stream.	Severe
F	Forced flow with low speed. Traffic volumes exceed capacity and stoppages for long periods are possible.	Severe

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

5.2 Existing Conditions

Traffic operations analyses were performed using Synchro and ENTRADA as described in Section 5.1. The HCM Signals reports and ENTRADA are included in Appendix C. Tables 5-3 and 5-5 and Figure 5-1 summarize existing LOS within the study area. Under existing conditions, three of the twelve signalized study intersections operate at LOS F in the AM peak hour, while five intersections operate at LOS D or E in the AM peak hour. Two of the twelve signalized study intersections operate at a LOS F in the PM peak hour, while two intersections operate at LOS D. Despite the fact that some individual intersections operate at LOS E or F, almost all individual roadway segments operate at LOS C or better in existing conditions. The exceptions to this are Loudoun County Parkway north of Evergreen Mills Road and Old Ox Road north of Arcola Road, which operate at LOS D. Also, Evergreen Mills Road between Belmont Ridge Road and Gum Spring Road operates at LOS F.

Table 5-3: Existing (2012) LOS at Intersections

Intersection	Level of Service	
	Existing (2012)	
	AM	PM
US Route 50 at Stone Springs Boulevard	B	B
US Route 50 at Gum Spring Road	F	F
US Route 50 at Hutchinson Farm Drive	E	C
US Route 50 at Pinebrook Road	D	C
US Route 50 at Loudoun County Parkway	D	D
US Route 50 at South Riding Boulevard	A	A
US Route 50 at Poland Road/Tanner Lane	C	C
US Route 50 at Tall Cedars Parkway	E	C
Loudoun County Parkway at Evergreen Mills Road	D	C
Loudoun County Parkway at Tall Cedars Parkway	C	C
Evergreen Mills Road at Belmont Ridge Road/Briarfield Lane	F	F
Evergreen Mills Road at Gum Spring Road	F	D

FIGURE 5-1
EXISTING CONDITIONS (2012) LOS

5.3 Alternative 1 (No Build)

Traffic operations analyses were completed using Synchro and ENTRADA as described in Section 5.1. The HCM Signals reports and ENTRADA are included in Appendix C. Tables 5-4 and 5-5 and Figure 5-2 summarize LOS for 2040 No Build conditions within the study area. As shown, five of the twelve signalized study intersections are projected to operate at LOS F in the AM peak hour, while five intersections are projected to operate at LOS D or E in the AM peak hour. Nine of the twelve signalized intersections are projected to operate at a LOS F in the PM peak hour, while three intersections are projected to operate at LOS D or E. Also, many roadway segments are projected to operate at LOS D or worse. US Route 50 is projected to operate at LOS D from the interchange with Northstar Boulevard to Gum Spring Road and LOS F from Gum Spring Road to Loudoun County Parkway. Gum Spring Road is projected to operate at LOS D south of US Route 50 and LOS F north of US Route 50. Loudoun County Parkway is projected to operate at LOS F north of US Route 50 to Old Ox Road. Evergreen Mills Road and Old Ox Road are projected to operate at LOS F within the study area. In Alternative 1, the CLRP improvements are included, which assumes interchanges at US Route 50 and Bi-County Parkway (i.e., Northstar Boulevard) and US Route 50 at Loudoun County Parkway. Also, US Route 50 is assumed to be six lanes east of Gum Spring Road, and both Loudoun County Parkway and Old Ox Road are assumed to be four-lane facilities.

Table 5-4: Alternative 1 (No Build) LOS at Intersections

Intersection	Level of Service	
	Future (2040)	
	AM	PM
US Route 50 at Stone Springs Boulevard	C	E
US Route 50 at Gum Spring Road	E[1]	F[1]
US Route 50 at Hutchinson Farm Drive	E[1]	F[1]
US Route 50 at Pinebrook Road	E[1]	F[1]
US Route 50 at Loudoun County Parkway	--[2]	--[2]
US Route 50 at South Riding Boulevard	B	D
US Route 50 at Poland Road/Tanner Lane	D	F
US Route 50 at Tall Cedars Parkway	E	D
Loudoun County Parkway at Evergreen Mills Road	F	F
Loudoun County Parkway at Tall Cedars Parkway	F	F
Loudoun County Parkway at Old Ox Road (Route 606)	F	F
Evergreen Mills Road at Belmont Ridge Road/Briarfield Lane	F	F
Evergreen Mills Road at Gum Spring Road	F	F

[1] Assumes future improvements per the CLRP including widening US Route 50 and associated turn lane improvements
[2] Assumes US Route 50 at Loudoun County Parkway is an interchange in the future per the CLRP

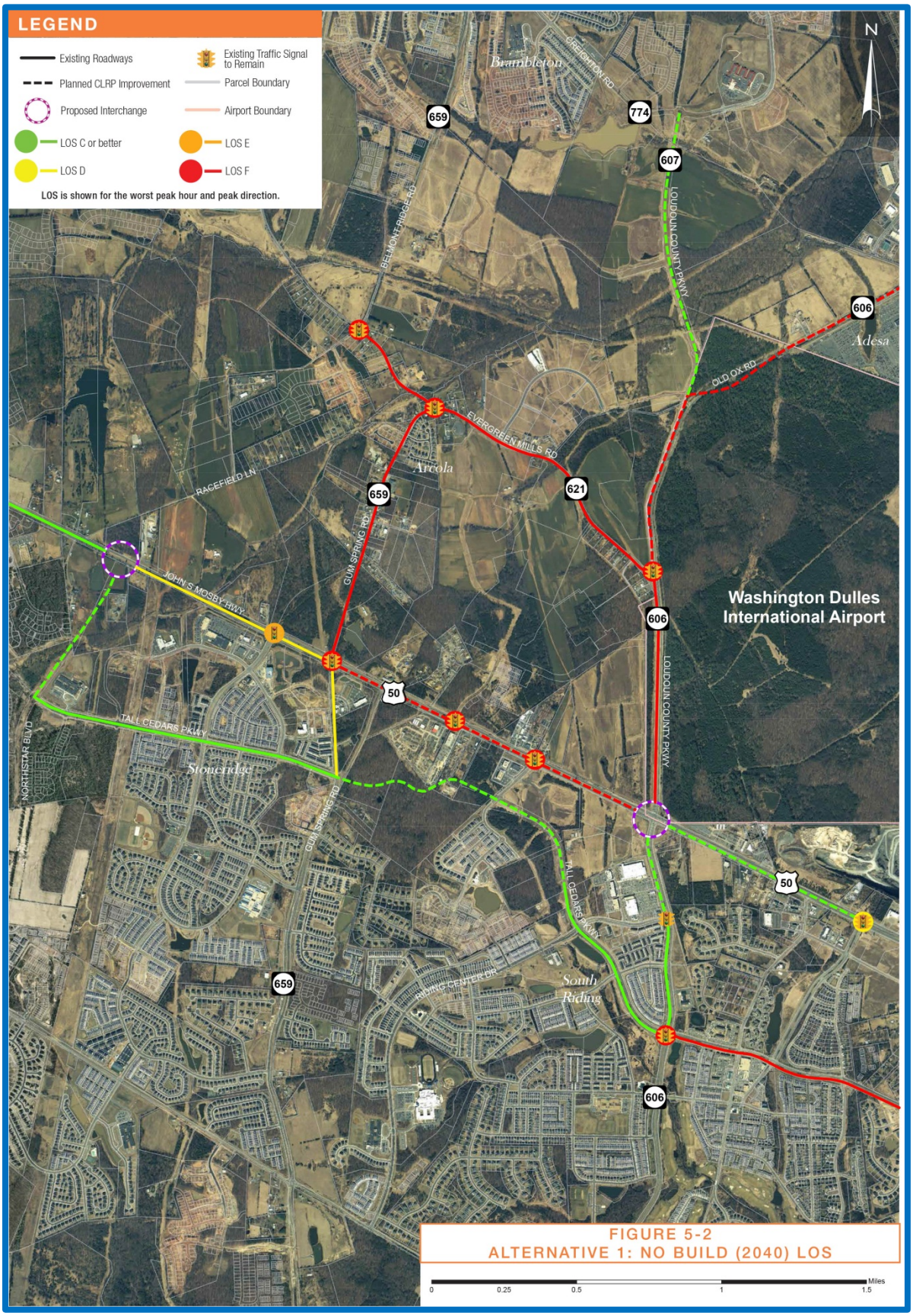


FIGURE 5-2
ALTERNATIVE 1: NO BUILD (2040) LOS

5.4 Build Alternatives

Traffic operations analyses for the build alternatives were completed using Synchro and ENTRADA as described in Section 5.1 for the 2040 design year. The HCM Signals reports and ENTRADA are included in Appendix C. Table 5-5 and Figures 5-3, 5-4 and 5-5 display the LOS for Alternatives 2, 3A and 3B, respectively.

Alternative 2 consists of a new roadway originating at US Route 50 where the Bi-County Parkway (VA Route 411) interchange is planned and extending in a northeasterly direction to an interchange with Old Ox Road (VA Route 606), the planned Loudoun County Parkway (VA Route 607) extension, and future airport connector roads. The new alignment roadway is projected to operate at LOS B. In Alternative 2, the LOS is projected to be C or better on US Route 50. Loudoun County Parkway is projected to operate at LOS E or F between US Route 50 and the proposed Loudoun County Parkway/Old Ox Road/MWAA interchange. Gum Spring Road is projected to operate at LOS D south of US 50 and LOS F north of US Route 50. Evergreen Mills Road is projected to operate at LOS F within the study limits. Tall Cedars Parkway east of Loudoun County Parkway is anticipated to operate at LOS B or better.

Alternative 3A consists of a four-lane elevated structure along US Route 50 from Northstar Boulevard to Loudoun County Parkway. North of the interchange with Loudoun County Parkway, Alternative 3A is a four-lane parallel, separate roadway located east of Loudoun County Parkway. The elevated structure and parallel roadway is projected to operate at LOS C or better. In Alternative 3A, US Route 50 is projected to operate at LOS C west of Gum Spring Road and LOS D east of Gum Spring Road to Loudoun County Parkway. Loudoun County Parkway is projected to operate at LOS C or better south of Evergreen Mills Road and operate at LOS F north of Evergreen Mills Road. Gum Spring Road is projected to operate at LOS D south of US Route 50 and LOS E north of US Route 50. Evergreen Mills Road is projected to operate at LOS F within the study limits. Tall Cedars Parkway east of Loudoun County Parkway is anticipated to operate at LOS F.

In Alternative 3B, US Route 50 and Loudoun County Parkway are converted to limited access freeway facilities with six lanes (plus two auxiliary lanes) and eight lanes, respectively. In Alternative 3B, both US Route 50 and Loudoun County Parkway are anticipated to operate at LOS C or better from Northstar Boulevard to the Loudoun County Parkway/Old Ox Road/MWAA interchange. Both Gum Spring Road and Evergreen Mills Road are projected to operate at LOS F within the study limits. Tall Cedars Parkway east of Loudoun County Parkway is anticipated to operate at LOS F.

In Alternative 3C, US Route 50 is converted to a limited access freeway facility with six lanes (plus two auxiliary lanes), and two dedicated lanes for traffic in and out of IAD. Loudoun County Parkway would be widened to six lanes between its interchange with US Route 50 and the split between the planned Loudoun County Parkway (VA Route 607) and VA Route 606. Both US Route 50 and Loudoun County Parkway are anticipated to operate at LOS C or better from Northstar Boulevard to the Loudoun County Parkway/Old Ox Road intersection. Both Gum Spring Road (south of US Route 50) and Evergreen Mills Road are projected to operate at LOS F within the study limits. Tall Cedars Parkway east of Loudoun County Parkway is anticipated to operate at LOS F.

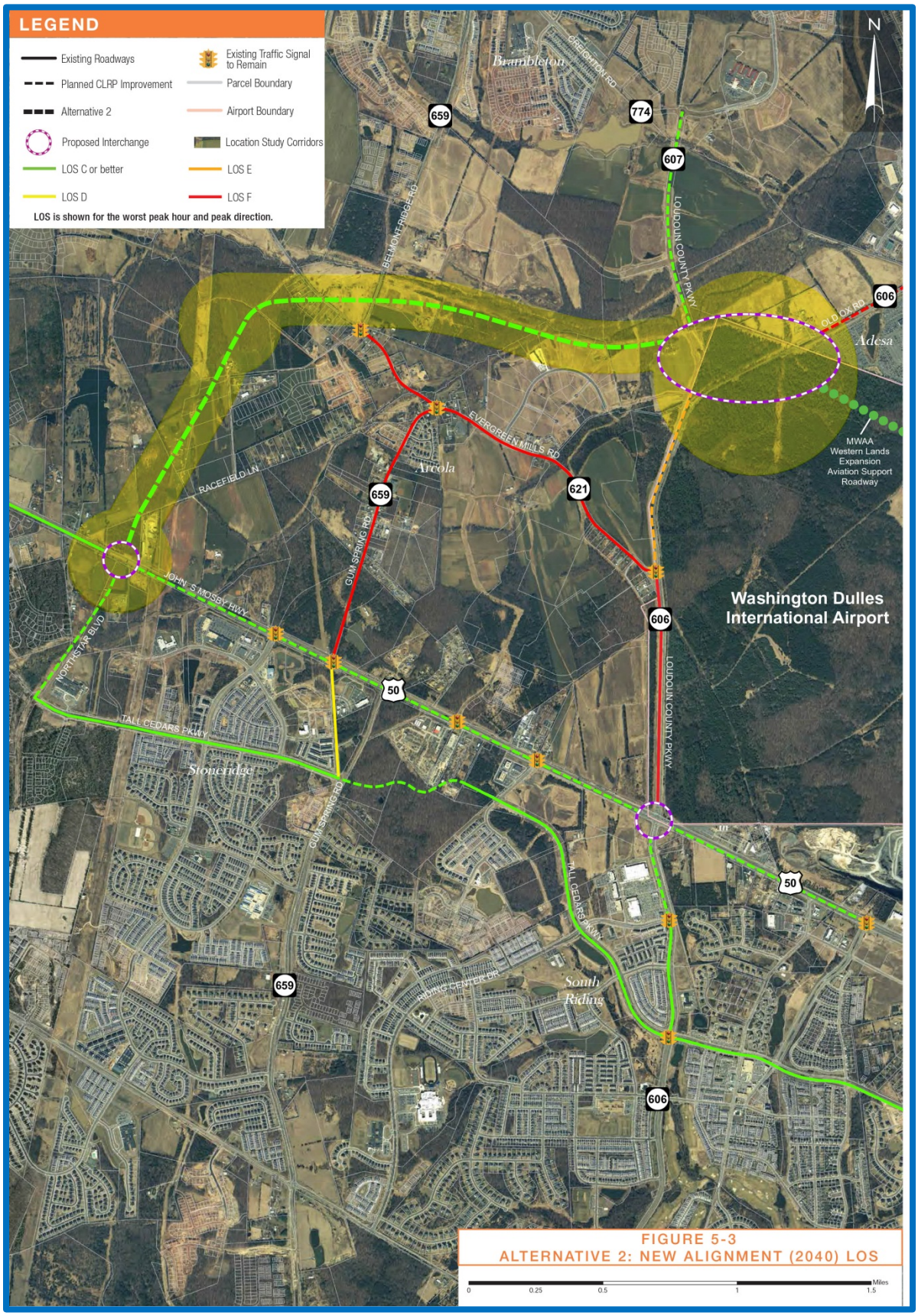


FIGURE 5-3
ALTERNATIVE 2: NEW ALIGNMENT (2040) LOS

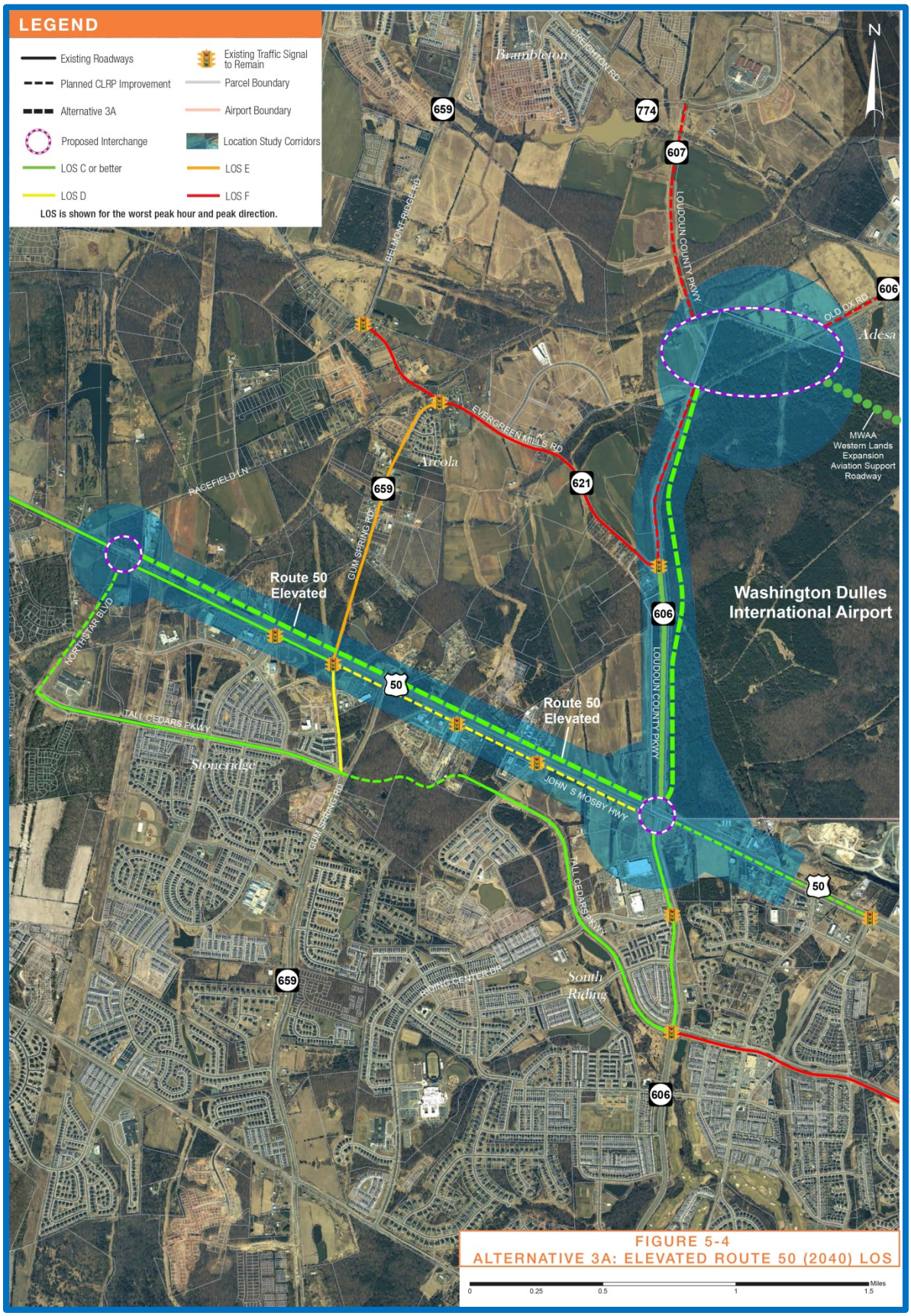


FIGURE 5-4
ALTERNATIVE 3A: ELEVATED ROUTE 50 (2040) LOS

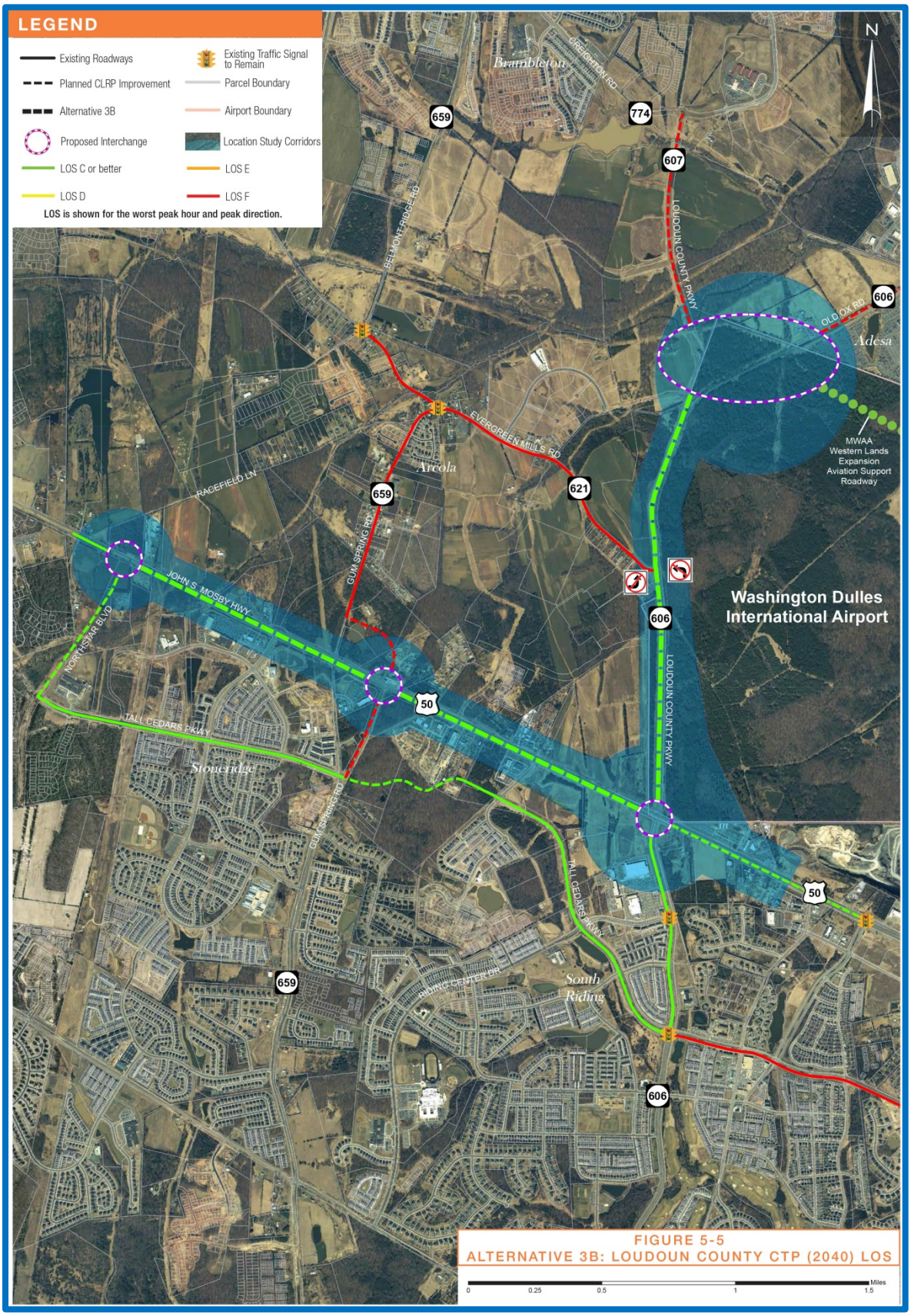


FIGURE 5-5
ALTERNATIVE 3B: LOUDOUN COUNTY CTP (2040) LOS

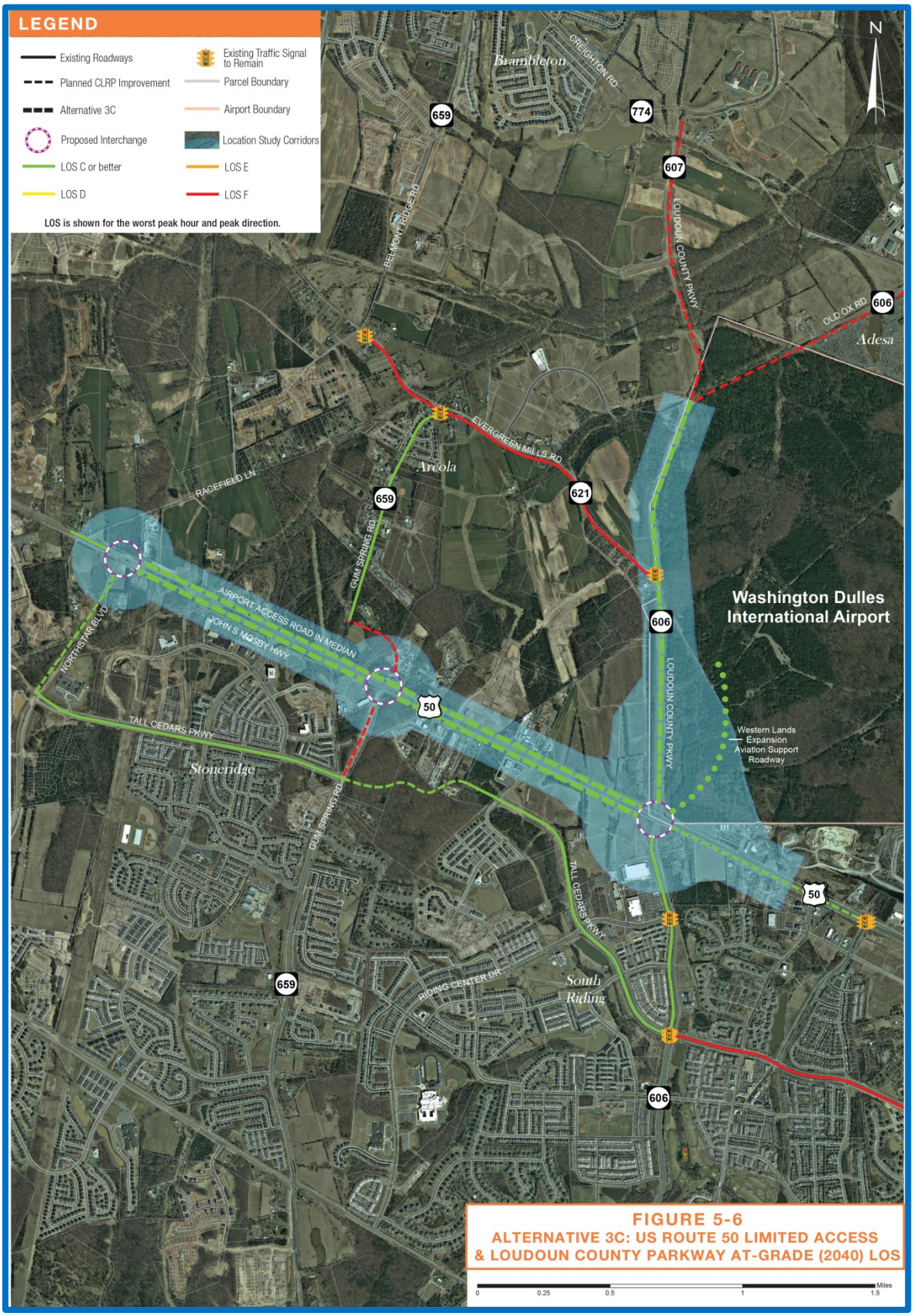


FIGURE 5-6
ALTERNATIVE 3C: US ROUTE 50 LIMITED ACCESS & LOUDOUN COUNTY PARKWAY AT-GRADE (2040) LOS

5.5 Comparison of Build Alternatives

Table 5-5 presents a comparison of LOS for existing (2012) conditions and all 2040 build alternatives. The following summarizes key findings when comparing the alternatives under consideration for future (2040) conditions:

- The new and/or reconstructed roadway segments for all four build alternatives (i.e., Alternatives 2, 3A, 3B and 3C) will operate at LOS C or better. For Alternative 2, this includes the new alignment roadway. For Alternative 3A, this includes the elevated structure along US Route 50 and the parallel roadway along Loudoun County Parkway. For Alternatives 3B and 3C, this includes US Route 50 from Northstar Boulevard to Loudoun County Parkway and Loudoun County Parkway from US Route 50 to the Old Ox Road / MWAA interchange.

- Along US Route 50 from Northstar Boulevard to Loudoun County Parkway, Alternatives 2, 3B and 3C will operate at LOS C or better. Alternative 3A will operate at LOS D in the AM peak hour between Gum Spring Road and Loudoun County Parkway. This is primarily due to proposed elevated structure not attracting enough traffic from the existing US Route 50 lanes. Under No Build conditions, US Route 50 is anticipated to operate at LOS D between Northstar Boulevard and Gum Spring Road and LOS F between Gum Spring Road and Loudoun County Parkway.

- Along Loudoun County Parkway between US Route 50 and Old Ox Road, Alternatives 3B and 3C are the only alternatives that results in LOS C or better. Alternatives 1, 2, and 3A result in LOS F for one or more segments along Loudoun County Parkway between US Route 50 and Old Ox Road.

- Access to existing properties along US Route 50 will be maintained with Alternatives 2 and 3A. With Alternatives 3B and 3C, access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659).

    - As a result of limiting access along US Route 50 with Alternatives 3B and 3C, the LOS on Gum Spring Road from Tall Cedars Parkway to US Route 50 is anticipated to degrade from LOS D with Alternatives 1, 2 and 3A to LOS F with Alternatives 3B and 3C. Motorists along the south side of US Route 50 will be required to use either Loudoun County Parkway or Gum Spring Road to access US Route 50.

- Alternative 2 results in LOS C or better conditions along the entire length of Tall Cedars Parkway. With Alternatives 3B and 3C, Tall Cedars Parkway will provide access to properties along the south side of US Route 50, resulting in higher volumes and LOS F, east of Loudoun County Parkway. With Alternative 3A, due to capacity issues along US Route 50, Tall Cedars Parkway east of Loudoun County Parkway will operate at LOS F.

- Evergreen Mills Road within the project limits is anticipated to operate at LOS F with all alternatives under consideration.

- Gum Spring Road north of US Route 50 to Evergreen Mills Road will operate at LOS E or F with Alternatives 2, 3A and 3B. Alternative 3C will operate at C or better in this segment.

Table 5-5: Segment LOS for Existing Conditions and all Alternatives

Roadway	Link		Existing (2012)		2040 Alt. 1 (No-Build)		2040 Alt. 2 (New Alignment)		2040 Alt. 3A (Route 50 Elevated)		2040 Alt. 3B (Loudoun County CTP)		2040 Alt. 3C (Route 50 Limited Access and Loudoun County Pkwy. At-Grade)	
	From	To	LOS		LOS		LOS		LOS		LOS		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
US Route 50	West of Northstar Blvd	Northstar Blvd	A	A	A	A	C	A	A	A	A	A	A	A
	Northstar Blvd	Gum Spring Road	B	B	C	D	C	C	C	C	B	C	A	B
	Gum Spring Road	Loudoun County Pkwy	B	B	C	F	C	C	D	B	B	C	B	C
	Loudoun County Pkwy	South Riding Blvd	B	A	C	B	C	B	C	B	B	B	B	A
Elevated US Route 50 (Alt. 3A) / US Route 50 in median (Alt. 3C)	Northstar Blvd	Gum Spring Road	--	--	--	--	--	--	B	C	--	--	A	A
	Gum Spring Road	Loudoun County Pkwy	--	--	--	--	--	--	B	C	--	--	A	A
New Alignment (Alt. 2)	US Route 50	Loudoun County Pkwy / Old Ox Rd / MWAA Interchange	--	--	--	--	B	B	--	--	--	--	--	--
MWAA Western Lands Expansion Aviation Support Roadway	Loudoun County Pkwy / MWAA Interchange	Dulles Airport	--	--	--	--	A	A	A	A	A	A	A	A
Loudoun County Pkwy	Tall Cedars Pkwy	US Route 50	A	A	B	B	B	B	A	B	B	B	B	B
	US Route 50	Evergreen Mills Road	B	B	F	F	E	F	C	C	C	C	C	C
	Evergreen Mills Road	Loudoun County Pkwy / Old Ox Rd	D	B	F	C	E	C	F	C	C	C	C	B
	Loudoun County Pkwy / Old Ox Rd	Creighton Road	--	--	B	A	B	A	F	A	F	A	F	A
Dulles Connector (Parallel to Loudoun County Pkwy)	US Route 50	Evergreen Mills Road	--	--	--	--	--	--	C	B	--	--	--	--
Old Ox Road (Route 606)	Loudoun County Pkwy / Old Ox Rd	Carters School Road	D	D	C	F	F	F	E	F	F	F	D	F
Northstar Blvd	Tall Cedars Pkwy	US Route 50	--	--	A	A	A	A	A	A	A	A	A	A
Gum Spring Road	Tall Cedars Pkwy	US Route 50	A	A	D	A	D	A	D	A	F	A	F	A
	US Route 50	Evergreen Mills Road	B	B	F	B	F	B	E	B	F	B	C	B
Evergreen Mills Road	Belmont Ridge Road	Gum Spring Road	F	F	F	F	F	F	F	F	F	F	F	F
	Gum Spring Road	Loudoun County Pkwy	C	B	F	E	F	E	F	F	F	D	F	F
Tall Cedars Pkwy	Loudoun County Pkwy	South Riding Blvd	A	A	F	A	B	A	F	A	F	A	F	A
	Gum Spring Road	Loudoun County Pkwy	--	--	A	A	A	A	A	A	B	A	A	A
	Northstar Blvd	Gum Spring Road	--	--	A	A	A	A	A	A	A	A	A	A

APPENDIX A – TRAFFIC COUNT DATA

Intersection Turning Movement Counts
Tube Counts

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt 50 @ Fleetwood Road
Date: Tues & Wed, December 4 & 5, 2012

File Name : 02 - Rt50 at FleetwoodRd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

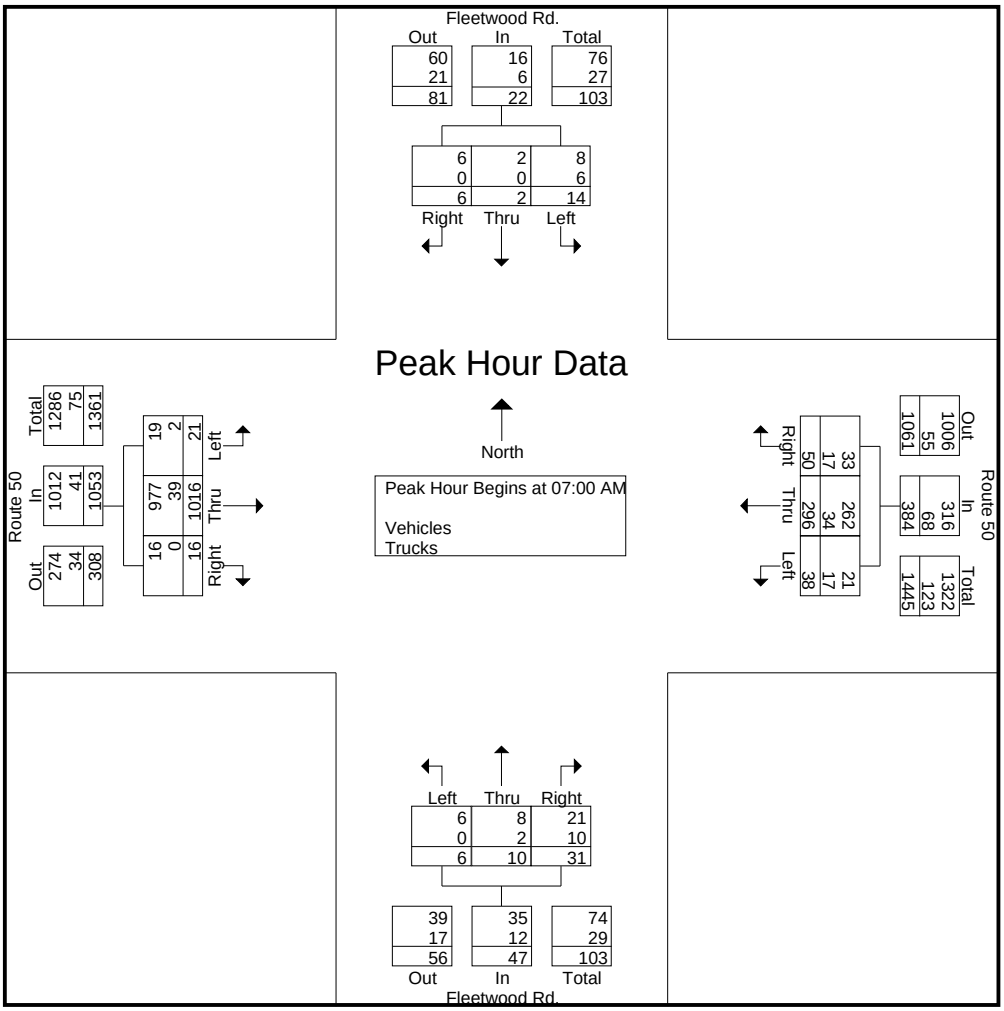
	Route 50 Eastbound					Route 50 Westbound					Fleetwood Rd. Northbound					Fleetwood Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	5	288	3	0	296	13	63	12	0	88	1	1	9	0	11	1	1	0	0	2	397
07:15 AM	4	268	4	0	276	12	60	6	0	78	1	5	9	0	15	3	1	3	0	7	376
07:30 AM	8	241	1	0	250	4	87	13	0	104	1	3	7	0	11	4	0	1	0	5	370
07:45 AM	4	219	8	0	231	9	86	19	0	114	3	1	6	0	10	6	0	2	0	8	363
Total	21	1016	16	0	1053	38	296	50	0	384	6	10	31	0	47	14	2	6	0	22	1506
08:00 AM	4	174	5	0	183	10	72	20	0	102	1	4	4	0	9	9	0	2	0	11	305
08:15 AM	5	187	7	0	199	12	76	14	0	102	1	3	7	0	11	5	3	3	0	11	323
08:30 AM	2	197	3	0	202	16	67	11	0	94	1	1	19	0	21	8	0	1	0	9	326
08:45 AM	3	160	3	0	166	10	80	11	0	101	1	1	19	0	21	11	1	2	0	14	302
Total	14	718	18	0	750	48	295	56	0	399	4	9	49	0	62	33	4	8	0	45	1256
04:00 PM	0	107	1	0	108	10	260	5	0	275	0	1	7	0	8	10	0	4	0	14	405
04:15 PM	1	110	0	0	111	6	269	1	0	276	8	1	14	0	23	4	1	5	0	10	420
04:30 PM	3	102	2	0	107	6	244	0	0	250	6	5	9	0	20	1	3	2	0	6	383
04:45 PM	2	81	0	0	83	5	233	3	0	241	3	0	5	0	8	5	2	7	0	14	346
Total	6	400	3	0	409	27	1006	9	0	1042	17	7	35	0	59	20	6	18	0	44	1554
05:00 PM	2	106	1	0	109	5	259	2	0	266	3	1	3	0	7	7	2	4	0	13	395
05:15 PM	2	77	1	0	80	5	253	4	0	262	2	0	6	0	8	2	1	1	0	4	354
05:30 PM	0	103	2	0	105	6	215	4	0	225	2	0	3	0	5	7	1	6	0	14	349
05:45 PM	0	95	0	0	95	4	197	3	0	204	0	0	5	0	5	4	4	2	0	10	314
Total	4	381	4	0	389	20	924	13	0	957	7	1	17	0	25	20	8	13	0	41	1412
Grand Total	45	2515	41	0	2601	133	2521	128	0	2782	34	27	132	0	193	87	20	45	0	152	5728
Apprch %	1.7	96.7	1.6	0		4.8	90.6	4.6	0		17.6	14	68.4	0		57.2	13.2	29.6	0		
Total %	0.8	43.9	0.7	0	45.4	2.3	44	2.2	0	48.6	0.6	0.5	2.3	0	3.4	1.5	0.3	0.8	0	2.7	
Vehicles	39	2415	35	0	2489	106	2415	82	0	2603	32	23	108	0	163	58	18	41	0	117	5372
% Vehicles	86.7	96	85.4	0	95.7	79.7	95.8	64.1	0	93.6	94.1	85.2	81.8	0	84.5	66.7	90	91.1	0	77	93.8
Trucks	6	100	6	0	112	27	106	46	0	179	2	4	24	0	30	29	2	4	0	35	356
% Trucks	13.3	4	14.6	0	4.3	20.3	4.2	35.9	0	6.4	5.9	14.8	18.2	0	15.5	33.3	10	8.9	0	23	6.2

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt 50 @ Fleetwood Road
Date: Tues & Wed, December 4 & 5, 2012

File Name : 02 - Rt50 at FleetwoodRd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound				Fleetwood Rd. Northbound				Fleetwood Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	**288**	3	**296**	**13**	63	12	88	1	1	**9**	11	1	**1**	0	2	**397**
07:15 AM	4	268	4	276	12	60	6	78	1	**5**	9	**15**	3	1	**3**	7	376
07:30 AM	**8**	241	1	250	4	**87**	13	104	1	3	7	11	4	0	1	5	370
07:45 AM	4	219	**8**	231	9	86	**19**	**114**	**3**	1	6	10	**6**	0	2	**8**	363
Total Volume	21	1016	16	1053	38	296	50	384	6	10	31	47	14	2	6	22	1506
% App. Total	2	96.5	1.5		9.9	77.1	13		12.8	21.3	66		63.6	9.1	27.3		
PHF	.656	.882	.500	.889	.731	.851	.658	.842	.500	.500	.861	.783	.583	.500	.500	.688	.948
Vehicles	19	977	16	1012	21	262	33	316	6	8	21	35	8	2	6	16	1379
% Vehicles	90.5	96.2	100	96.1	55.3	88.5	66.0	82.3	100	80.0	67.7	74.5	57.1	100	100	72.7	91.6
Trucks	2	39	0	41	17	34	17	68	0	2	10	12	6	0	0	6	127
% Trucks	9.5	3.8	0	3.9	44.7	11.5	34.0	17.7	0	20.0	32.3	25.5	42.9	0	0	27.3	8.4



Peggy Malone & Associates, Inc.
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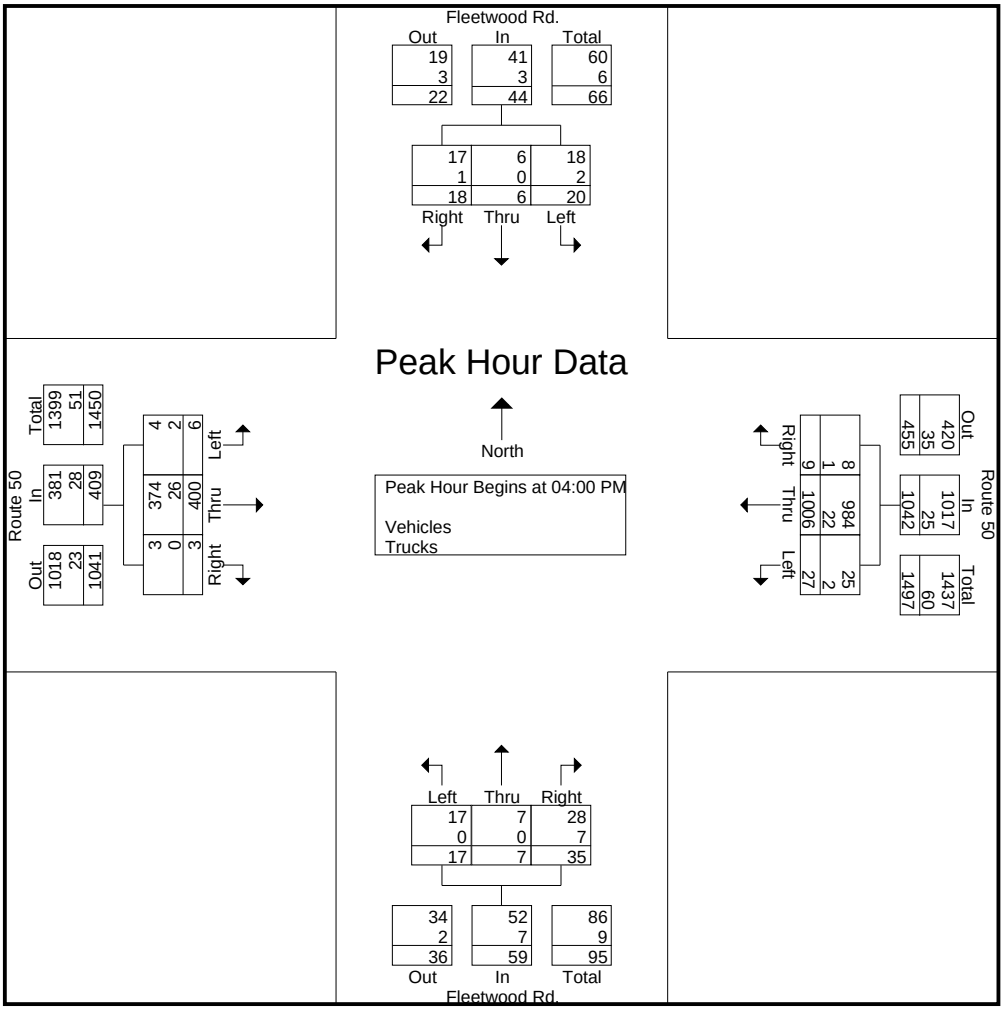
Dulles Airport Connector
Intersection: Rt 50 @ Fleetwood Road
Date: Tues & Wed, December 4 & 5, 2012

File Name : 02 - Rt50 at FleetwoodRd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound				Fleetwood Rd. Northbound				Fleetwood Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	107	1	108	**10**	260	**5**	275	0	1	7	8	**10**	0	4	**14**	405
04:15 PM	1	**110**	0	**111**	6	**269**	1	**276**	**8**	1	**14**	**23**	4	1	5	10	**420**
04:30 PM	**3**	102	**2**	107	6	244	0	250	6	**5**	9	20	1	**3**	2	6	383
04:45 PM	2	81	0	83	5	233	3	241	3	0	5	8	5	2	**7**	14	346
Total Volume	6	400	3	409	27	1006	9	1042	17	7	35	59	20	6	18	44	1554
% App. Total	1.5	97.8	0.7		2.6	96.5	0.9		28.8	11.9	59.3		45.5	13.6	40.9		
PHF	.500	.909	.375	.921	.675	.935	.450	.944	.531	.350	.625	.641	.500	.500	.643	.786	.925
Vehicles	4	374	3	381	25	984	8	1017	17	7	28	52	18	6	17	41	1491
% Vehicles	66.7	93.5	100	93.2	92.6	97.8	88.9	97.6	100	100	80.0	88.1	90.0	100	94.4	93.2	95.9
Trucks	2	26	0	28	2	22	1	25	0	0	7	7	2	0	1	3	63
% Trucks	33.3	6.5	0	6.8	7.4	2.2	11.1	2.4	0	0	20.0	11.9	10.0	0	5.6	6.8	4.1



Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt 50 at StoneSpringsBlvd
Date: Tuesday, December 4, 2012

File Name : 03 - Rt50 at StoneSpringsBlvd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound					Route 50 Westbound				Stone Springs Blvd. Northbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	0	270	43	0	313	23	74	0	97	18	103	0	121	531
07:15 AM	0	242	51	0	293	45	55	0	100	24	89	0	113	506
07:30 AM	0	214	42	0	256	45	75	0	120	34	121	0	155	531
07:45 AM	0	207	49	0	256	44	77	0	121	39	125	0	164	541
Total	0	933	185	0	1118	157	281	0	438	115	438	0	553	2109
08:00 AM	0	171	35	0	206	38	84	0	122	26	81	0	107	435
08:15 AM	0	165	38	0	203	35	101	0	136	27	103	0	130	469
08:30 AM	0	170	33	0	203	50	68	0	118	40	84	0	124	445
08:45 AM	0	168	31	0	199	20	69	0	89	21	74	0	95	383
Total	0	674	137	0	811	143	322	0	465	114	342	0	456	1732
04:00 PM	0	98	29	0	127	100	260	0	360	47	73	0	120	607
04:15 PM	0	106	33	0	139	94	226	0	320	49	63	0	112	571
04:30 PM	0	89	29	0	118	138	211	0	349	33	62	0	95	562
04:45 PM	0	84	26	0	110	145	231	0	376	37	76	0	113	599
Total	0	377	117	0	494	477	928	0	1405	166	274	0	440	2339
05:00 PM	0	95	33	0	128	140	198	0	338	45	81	0	126	592
05:15 PM	0	71	27	0	98	146	258	0	404	23	63	0	86	588
05:30 PM	0	84	45	0	129	141	178	0	319	34	74	0	108	556
05:45 PM	0	88	29	0	117	157	187	0	344	28	57	0	85	546
Total	0	338	134	0	472	584	821	0	1405	130	275	0	405	2282
Grand Total	0	2322	573	0	2895	1361	2352	0	3713	525	1329	0	1854	8462
Apprch %	0	80.2	19.8	0		36.7	63.3	0		28.3	71.7	0		
Total %	0	27.4	6.8	0	34.2	16.1	27.8	0	43.9	6.2	15.7	0	21.9	
Vehicles	0	2194	542	0	2736	1321	2218	0	3539	491	1279	0	1770	8045
% Vehicles	0	94.5	94.6	0	94.5	97.1	94.3	0	95.3	93.5	96.2	0	95.5	95.1
Trucks	0	128	31	0	159	40	134	0	174	34	50	0	84	417
% Trucks	0	5.5	5.4	0	5.5	2.9	5.7	0	4.7	6.5	3.8	0	4.5	4.9

Peggy Malone & Associates, Inc.
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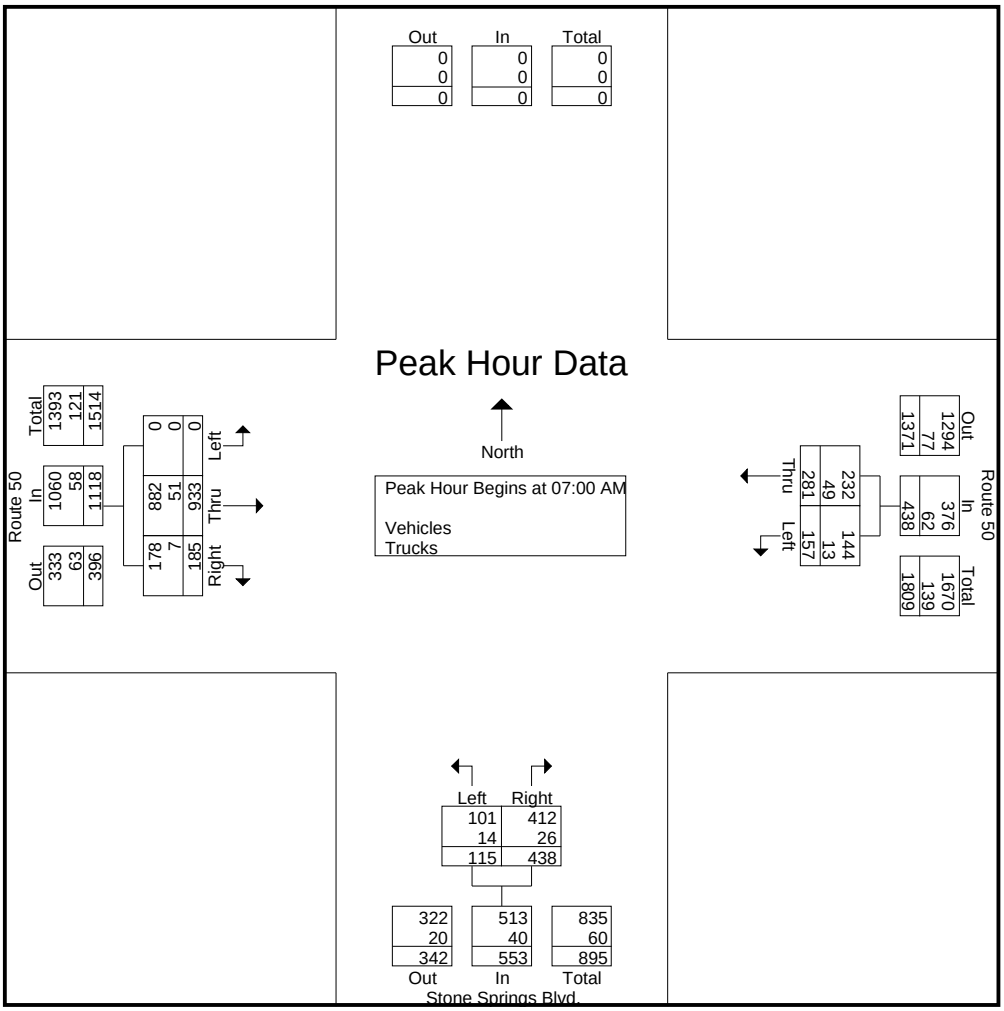
Dulles Airport Connector
Intersection: Rt 50 at StoneSpringsBlvd
Date: Tuesday, December 4, 2012

File Name : 03 - Rt50 at StoneSpringsBlvd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound			Stone Springs Blvd. Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	**270**	43	**313**	23	74	97	18	103	121	531
07:15 AM	0	242	**51**	293	**45**	55	100	24	89	113	506
07:30 AM	0	214	42	256	45	75	120	34	121	155	531
07:45 AM	0	207	49	256	44	**77**	**121**	**39**	**125**	**164**	**541**
Total Volume	0	933	185	1118	157	281	438	115	438	553	2109
% App. Total	0	83.5	16.5		35.8	64.2		20.8	79.2		
PHF	.000	.864	.907	.893	.872	.912	.905	.737	.876	.843	.975
Vehicles	0	882	178	1060	144	232	376	101	412	513	1949
% Vehicles	0	94.5	96.2	94.8	91.7	82.6	85.8	87.8	94.1	92.8	92.4
Trucks	0	51	7	58	13	49	62	14	26	40	160
% Trucks	0	5.5	3.8	5.2	8.3	17.4	14.2	12.2	5.9	7.2	7.6

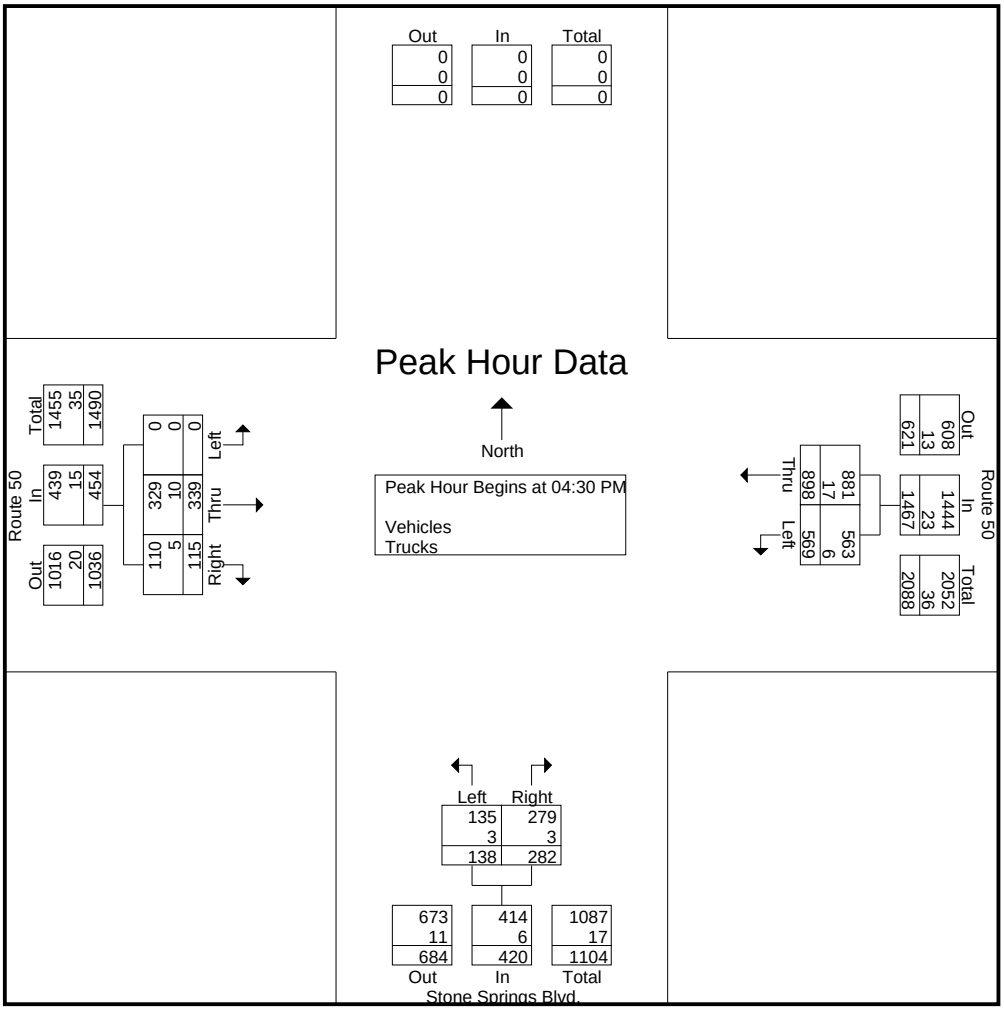


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt 50 at StoneSpringsBlvd
Date: Tuesday, December 4, 2012

File Name : 03 - Rt50 at StoneSpringsBlvd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound			Stone Springs Blvd. Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	0	89	29	118	138	211	349	33	62	95	562
04:45 PM	0	84	26	110	145	231	376	37	76	113	**599**
05:00 PM	0	**95**	**33**	**128**	140	198	338	**45**	**81**	**126**	592
05:15 PM	0	71	27	98	**146**	**258**	**404**	23	63	86	588
Total Volume	0	339	115	454	569	898	1467	138	282	420	2341
% App. Total	0	74.7	25.3		38.8	61.2		32.9	67.1		
PHF	.000	.892	.871	.887	.974	.870	.908	.767	.870	.833	.977
Vehicles	0	329	110	439	563	881	1444	135	279	414	2297
% Vehicles	0	97.1	95.7	96.7	98.9	98.1	98.4	97.8	98.9	98.6	98.1
Trucks	0	10	5	15	6	17	23	3	3	6	44
% Trucks	0	2.9	4.3	3.3	1.1	1.9	1.6	2.2	1.1	1.4	1.9



Peggy Malone & Associates, Inc.
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Dulles Airport Connector
Intersection: Rt50 at GumSpringRd
Date: Tuesday, December 4, 2012

File Name : 04 - Rt50 at GumSpringRd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

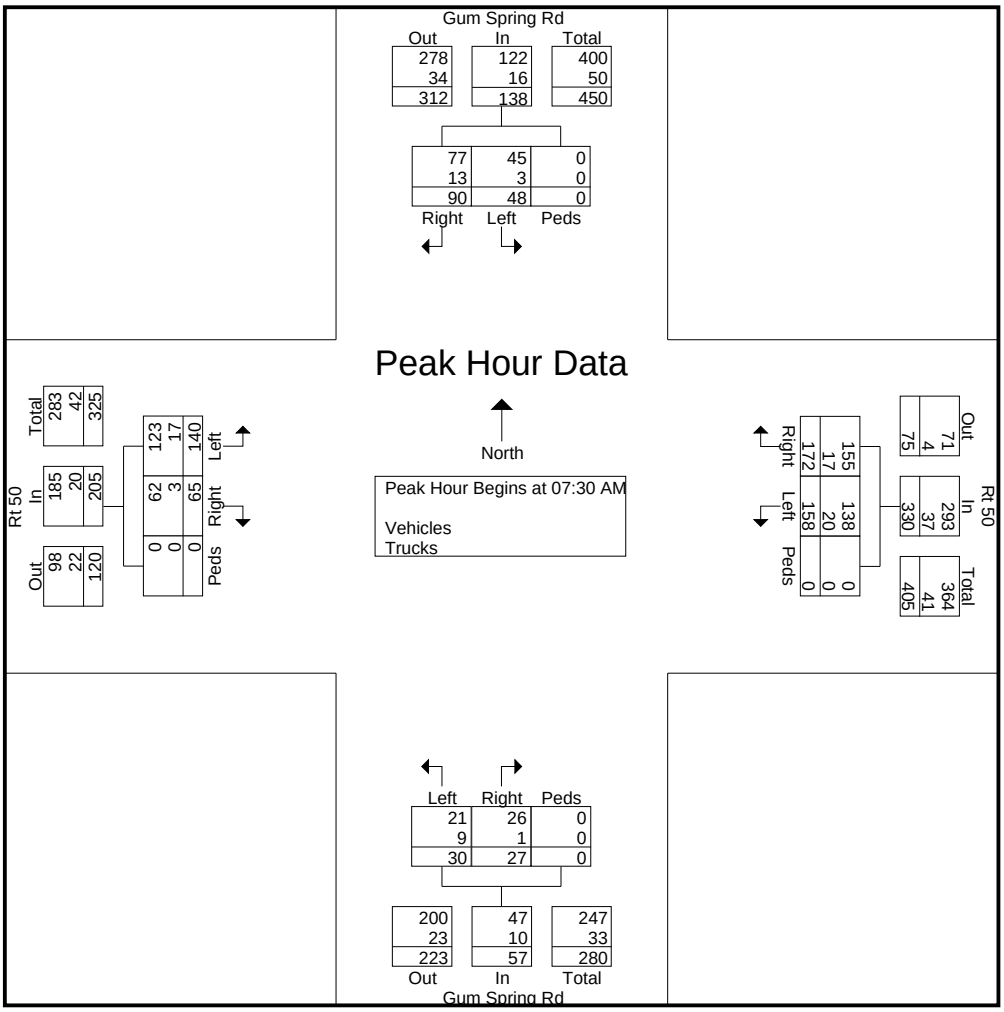
	Rt 50 Eastbound				Rt 50 Westbound				Gum Spring Rd Northbound				Gum Spring Rd Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	29	10	0	39	37	30	0	67	8	10	0	18	22	13	0	35	159
07:15 AM	35	12	0	47	31	25	0	56	6	5	0	11	6	13	0	19	133
07:30 AM	33	9	0	42	46	38	0	84	4	6	0	10	16	15	0	31	167
07:45 AM	46	16	0	62	30	51	0	81	5	3	0	8	12	16	0	28	179
Total	143	47	0	190	144	144	0	288	23	24	0	47	56	57	0	113	638
08:00 AM	26	21	0	47	36	53	0	89	9	13	0	22	12	29	0	41	199
08:15 AM	35	19	0	54	46	30	0	76	12	5	0	17	8	30	0	38	185
08:30 AM	35	18	0	53	31	28	0	59	8	3	0	11	13	17	0	30	153
08:45 AM	24	8	0	32	35	21	0	56	11	7	0	18	7	19	0	26	132
Total	120	66	0	186	148	132	0	280	40	28	0	68	40	95	0	135	669
04:00 PM	30	16	0	46	117	21	0	138	15	4	0	19	8	17	0	25	228
04:15 PM	29	22	0	51	134	15	0	149	12	7	0	19	9	18	0	27	246
04:30 PM	32	14	0	46	122	23	0	145	17	6	0	23	3	19	0	22	236
04:45 PM	14	17	0	31	153	22	0	175	9	7	0	16	6	20	0	26	248
Total	105	69	0	174	526	81	0	607	53	24	0	77	26	74	0	100	958
05:00 PM	23	22	0	45	129	23	0	152	8	8	0	16	6	37	0	43	256
05:15 PM	28	10	0	38	148	10	0	158	7	9	0	16	4	17	0	21	233
05:30 PM	26	17	0	43	129	17	0	146	6	8	0	14	6	22	0	28	231
05:45 PM	26	15	0	41	135	19	0	154	16	3	0	19	2	13	0	15	229
Total	103	64	0	167	541	69	0	610	37	28	0	65	18	89	0	107	949
Grand Total	471	246	0	717	1359	426	0	1785	153	104	0	257	140	315	0	455	3214
Apprch %	65.7	34.3	0		76.1	23.9	0		59.5	40.5	0		30.8	69.2	0		
Total %	14.7	7.7	0	22.3	42.3	13.3	0	55.5	4.8	3.2	0	8	4.4	9.8	0	14.2	
Vehicles	436	232	0	668	1294	386	0	1680	138	99	0	237	126	295	0	421	3006
% Vehicles	92.6	94.3	0	93.2	95.2	90.6	0	94.1	90.2	95.2	0	92.2	90	93.7	0	92.5	93.5
Trucks	35	14	0	49	65	40	0	105	15	5	0	20	14	20	0	34	208
% Trucks	7.4	5.7	0	6.8	4.8	9.4	0	5.9	9.8	4.8	0	7.8	10	6.3	0	7.5	6.5

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at GumSpringRd
Date: Tuesday, December 4, 2012

File Name : 04 - Rt50 at GumSpringRd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Rt 50 Eastbound				Rt 50 Westbound				Gum Spring Rd Northbound				Gum Spring Rd Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	9	0	42	**46**	38	0	84	4	6	0	10	**16**	15	0	31	167
07:45 AM	**46**	16	0	**62**	30	51	0	81	5	3	0	8	12	16	0	28	179
08:00 AM	26	**21**	0	47	36	**53**	0	**89**	9	**13**	0	**22**	12	29	0	**41**	**199**
08:15 AM	35	19	0	54	46	30	0	76	**12**	5	0	17	8	**30**	0	38	185
Total Volume	140	65	0	205	158	172	0	330	30	27	0	57	48	90	0	138	730
% App. Total	68.3	31.7	0		47.9	52.1	0		52.6	47.4	0		34.8	65.2	0		
PHF	.761	.774	.000	.827	.859	.811	.000	.927	.625	.519	.000	.648	.750	.750	.000	.841	.917
Vehicles	123	62	0	185	138	155	0	293	21	26	0	47	45	77	0	122	647
% Vehicles	87.9	95.4	0	90.2	87.3	90.1	0	88.8	70.0	96.3	0	82.5	93.8	85.6	0	88.4	88.6
Trucks	17	3	0	20	20	17	0	37	9	1	0	10	3	13	0	16	83
% Trucks	12.1	4.6	0	9.8	12.7	9.9	0	11.2	30.0	3.7	0	17.5	6.3	14.4	0	11.6	11.4

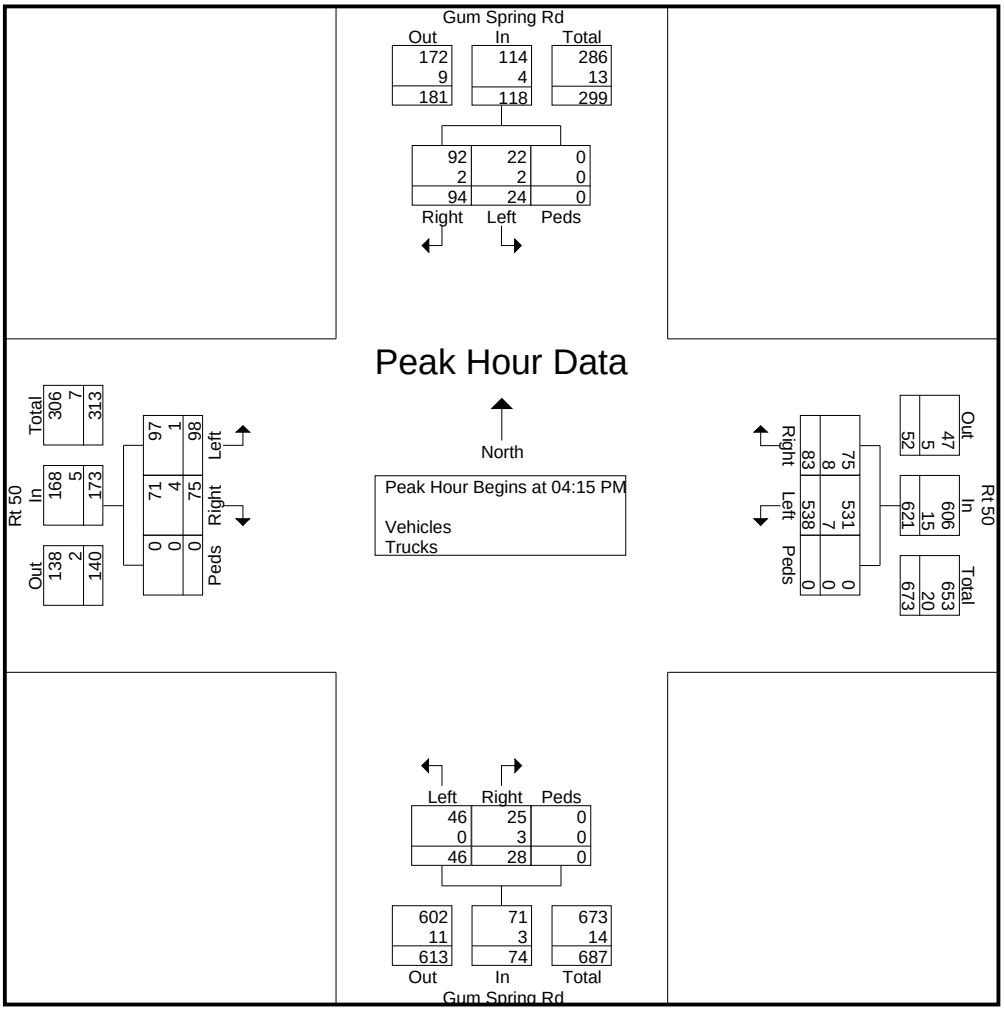


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at GumSpringRd
Date: Tuesday, December 4, 2012

File Name : 04 - Rt50 at GumSpringRd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Rt 50 Eastbound				Rt 50 Westbound				Gum Spring Rd Northbound				Gum Spring Rd Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	29	**22**	0	**51**	134	15	0	149	12	7	0	19	**9**	18	0	27	246
04:30 PM	**32**	14	0	46	122	**23**	0	145	**17**	6	0	**23**	3	19	0	22	236
04:45 PM	14	17	0	31	**153**	22	0	**175**	9	7	0	16	6	20	0	26	248
05:00 PM	23	22	0	45	129	23	0	152	8	**8**	0	16	6	**37**	0	**43**	**256**
Total Volume	98	75	0	173	538	83	0	621	46	28	0	74	24	94	0	118	986
% App. Total	56.6	43.4	0		86.6	13.4	0		62.2	37.8	0		20.3	79.7	0		
PHF	.766	.852	.000	.848	.879	.902	.000	.887	.676	.875	.000	.804	.667	.635	.000	.686	.963
Vehicles	97	71	0	168	531	75	0	606	46	25	0	71	22	92	0	114	959
% Vehicles	99.0	94.7	0	97.1	98.7	90.4	0	97.6	100	89.3	0	95.9	91.7	97.9	0	96.6	97.3
Trucks	1	4	0	5	7	8	0	15	0	3	0	3	2	2	0	4	27
% Trucks	1.0	5.3	0	2.9	1.3	9.6	0	2.4	0	10.7	0	4.1	8.3	2.1	0	3.4	2.7



Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Rt50 at Hutchinson Farm Rd
Date: Tuesday, January 15, 2013

File Name : 05A - Rt50 at HutchinsonFarmRd
Site Code : 00000033
Start Date : 1/15/2013
Page No : 1

Groups Printed- Vehicles - Trucks

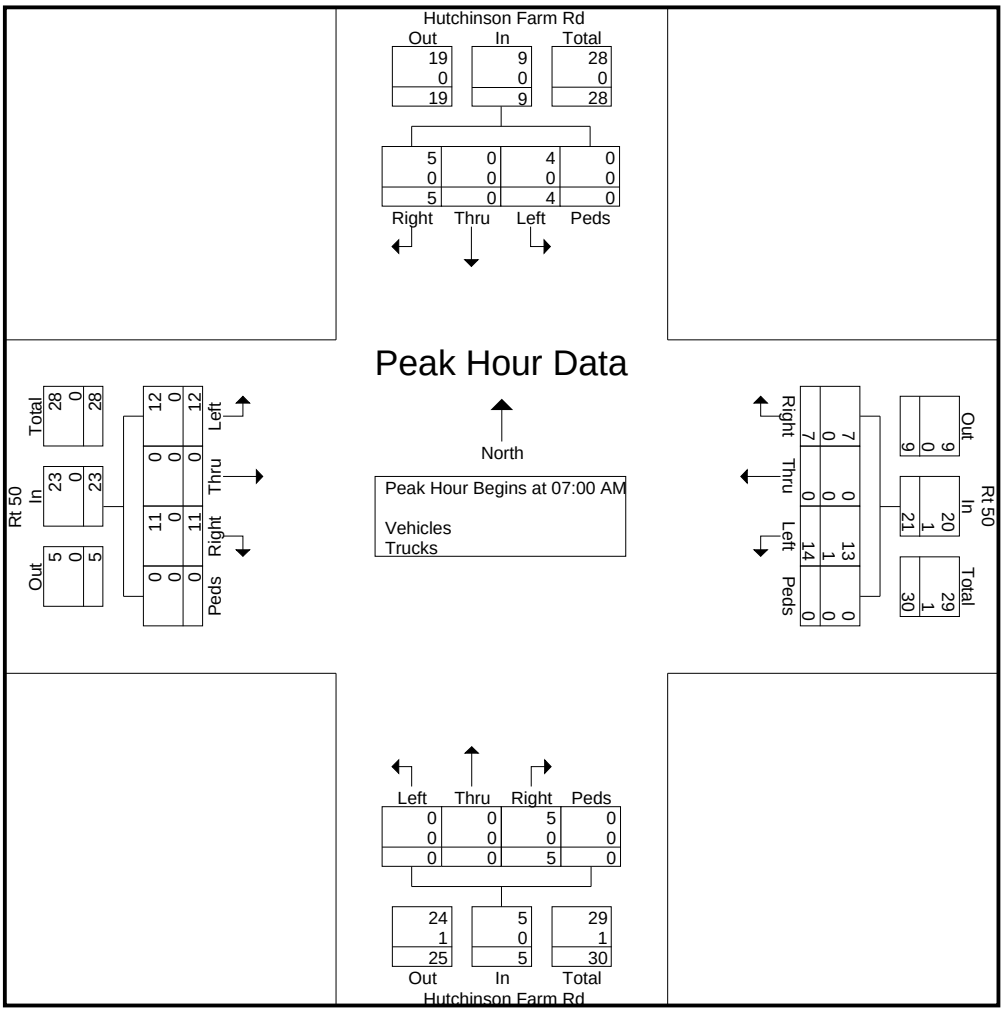
	Rt 50 Eastbound					Rt 50 Westbound					Hutchinson Farm Rd Northbound					Hutchinson Farm Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	3	0	5	0	8	6	0	1	0	7	0	0	2	0	2	0	0	2	0	2	19
07:30 AM	5	0	4	0	9	6	0	5	0	11	0	0	0	0	0	0	0	1	0	1	21
07:45 AM	4	0	1	0	5	2	0	1	0	3	0	0	3	0	3	4	0	2	0	6	17
Total	12	0	11	0	23	14	0	7	0	21	0	0	5	0	5	4	0	5	0	9	58
04:30 PM	1	0	0	0	1	4	0	1	0	5	0	0	0	0	0	0	1	0	0	1	7
04:45 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	5	0	0	0	5	8
Total	3	0	0	0	3	4	0	2	0	6	0	0	0	0	0	5	1	0	0	6	15
05:00 PM	1	0	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	3	0	1	0	4	10
Grand Total	18	0	11	0	29	24	0	10	0	34	0	0	5	0	5	12	1	6	0	19	87
Apprch %	62.1	0	37.9	0		70.6	0	29.4	0		0	0	100	0		63.2	5.3	31.6	0		
Total %	20.7	0	12.6	0	33.3	27.6	0	11.5	0	39.1	0	0	5.7	0	5.7	13.8	1.1	6.9	0	21.8	
Vehicles	18	0	11	0	29	23	0	10	0	33	0	0	5	0	5	12	1	6	0	19	86
% Vehicles	100	0	100	0	100	95.8	0	100	0	97.1	0	0	100	0	100	100	100	100	0	100	98.9
Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	4.2	0	0	0	2.9	0	0	0	0	0	0	0	0	0	0	1.1

Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Rt50 at Hutchinson Farm Rd
Date: Tuesday, January 15, 2013

File Name : 05A - Rt50 at HutchinsonFarmRd
Site Code : 00000033
Start Date : 1/15/2013
Page No : 2

	Rt 50 Eastbound					Rt 50 Westbound					Hutchinson Farm Rd Northbound					Hutchinson Farm Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	3	0	**5**	0	8	**6**	0	1	0	7	0	0	2	0	2	0	0	**2**	0	2	19
07:30 AM	**5**	0	4	0	**9**	6	0	**5**	0	**11**	0	0	0	0	0	0	0	1	0	1	**21**
07:45 AM	4	0	1	0	5	2	0	1	0	3	0	0	**3**	0	**3**	**4**	0	2	0	**6**	17
Total Volume	12	0	11	0	23	14	0	7	0	21	0	0	5	0	5	4	0	5	0	9	58
% App. Total	52.2	0	47.8	0		66.7	0	33.3	0		0	0	100	0		44.4	0	55.6	0		
PHF	.600	.000	.550	.000	.639	.583	.000	.350	.000	.477	.000	.000	.417	.000	.417	.250	.000	.625	.000	.375	.690
Vehicles	12	0	11	0	23	13	0	7	0	20	0	0	5	0	5	4	0	5	0	9	57
% Vehicles	100	0	100	0	100	92.9	0	100	0	95.2	0	0	100	0	100	100	0	100	0	100	98.3
Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	7.1	0	0	0	4.8	0	0	0	0	0	0	0	0	0	0	1.7

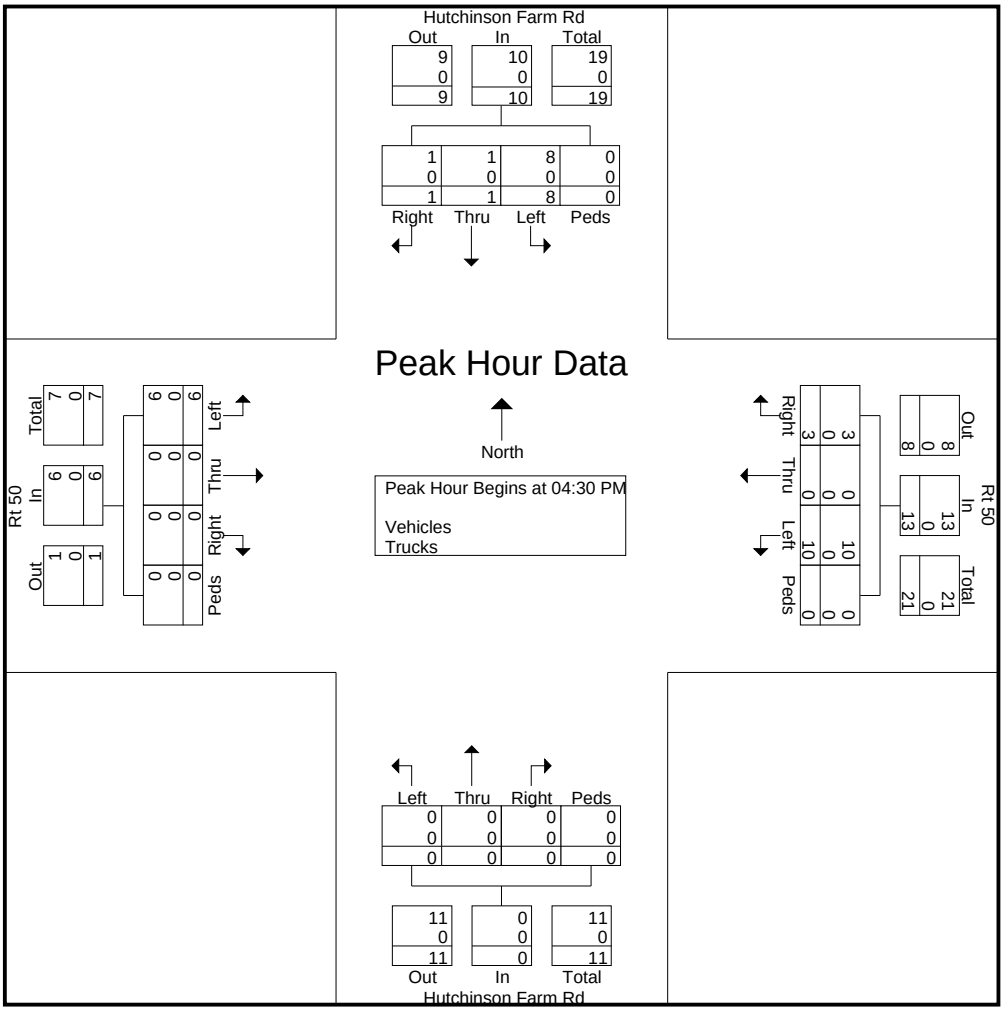


Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Rt50 at Hutchinson Farm Rd
Date: Tuesday, January 15, 2013

File Name : 05A - Rt50 at HutchinsonFarmRd
Site Code : 00000033
Start Date : 1/15/2013
Page No : 3

	Rt 50 Eastbound					Rt 50 Westbound					Hutchinson Farm Rd Northbound					Hutchinson Farm Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	0	0	0	1	**4**	0	**1**	0	**5**	0	0	0	0	0	0	**1**	0	0	1	7
04:45 PM	**2**	0	0	0	**2**	0	0	1	0	1	0	0	0	0	0	**5**	0	0	0	**5**	8
05:00 PM	1	0	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	3	0	**1**	0	4	**10**
Total Volume	6	0	0	0	6	10	0	3	0	13	0	0	0	0	0	8	1	1	0	10	29
% App. Total	100	0	0	0		76.9	0	23.1	0		0	0	0	0		80	10	10	0		
PHF	.750	.000	.000	.000	.750	.625	.000	.750	.000	.650	.000	.000	.000	.000	.000	.400	.250	.250	.000	.500	.725
Vehicles	6	0	0	0	6	10	0	3	0	13	0	0	0	0	0	8	1	1	0	10	29
% Vehicles	100	0	0	0	100	100	0	100	0	100	0	0	0	0	0	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at PinebrookRd
Date: Tuesday, December 4, 2012

File Name : 05 - Rt50 at PinebrookRd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

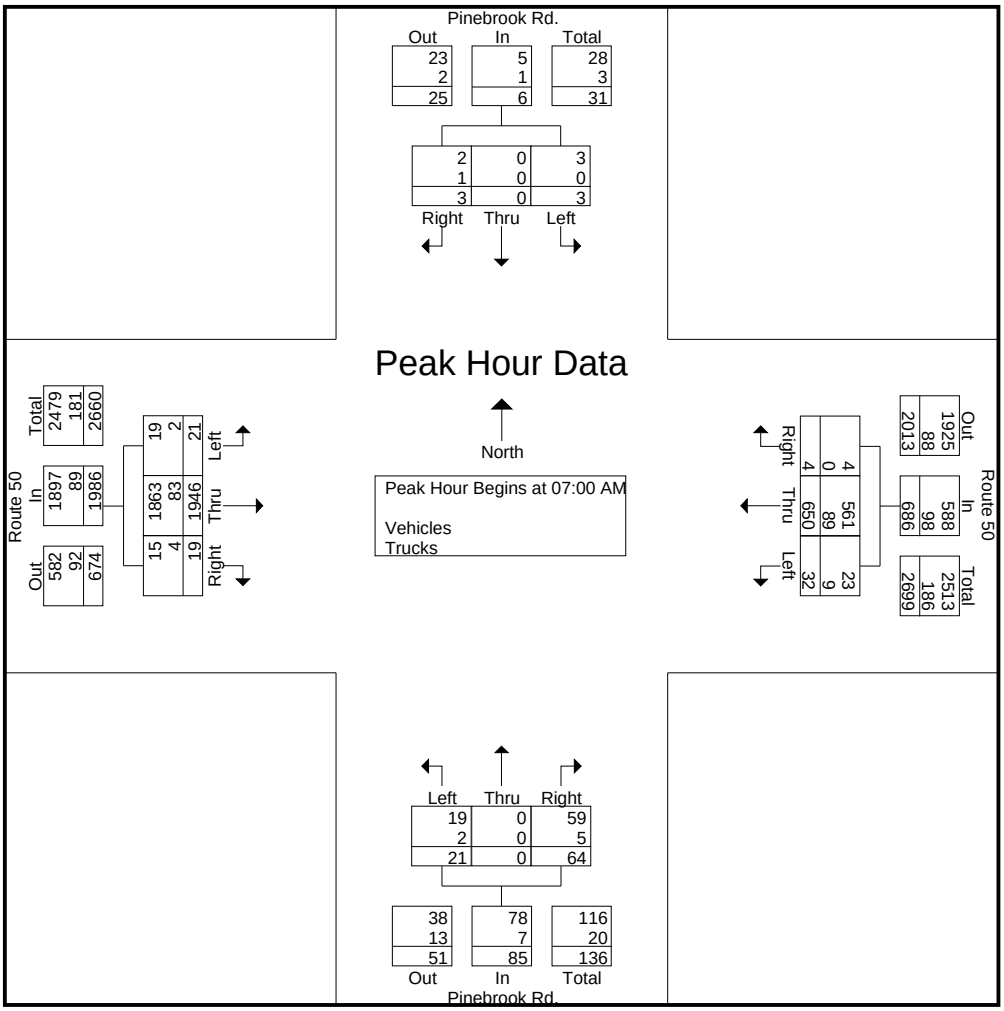
	Route 50 Eastbound					Route 50 Westbound					Pinebrook Rd. Northbound					Pinebrook Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	4	484	4	0	492	5	155	2	0	162	4	0	19	0	23	0	0	2	0	2	679
07:15 AM	4	536	2	0	542	8	143	1	0	152	5	0	15	0	20	0	0	0	0	0	714
07:30 AM	8	492	7	0	507	10	170	1	1	182	4	0	18	0	22	2	0	1	0	3	714
07:45 AM	5	434	6	0	445	9	182	0	0	191	8	0	12	0	20	1	0	0	0	1	657
Total	21	1946	19	0	1986	32	650	4	1	687	21	0	64	0	85	3	0	3	0	6	2764
08:00 AM	4	400	11	0	415	13	150	0	0	163	10	0	16	0	26	0	0	0	0	0	604
08:15 AM	2	346	5	0	353	11	150	1	0	162	8	0	18	0	26	0	0	0	0	0	541
08:30 AM	5	347	7	0	359	9	144	1	0	154	6	0	22	0	28	0	0	1	0	1	542
08:45 AM	2	355	6	0	363	10	139	0	0	149	1	0	17	0	18	2	0	0	0	2	532
Total	13	1448	29	0	1490	43	583	2	0	628	25	0	73	0	98	2	0	1	0	3	2219
04:00 PM	6	212	8	0	226	22	437	3	0	462	7	0	18	0	25	1	0	0	0	1	714
04:15 PM	5	189	7	0	201	26	434	2	0	462	7	0	10	0	17	1	0	1	0	2	682
04:30 PM	4	199	10	0	213	13	477	3	0	493	5	0	15	0	20	3	0	1	0	4	730
04:45 PM	6	178	13	0	197	17	461	0	0	478	12	0	18	0	30	5	0	4	0	9	714
Total	21	778	38	0	837	78	1809	8	0	1895	31	0	61	0	92	10	0	6	0	16	2840
05:00 PM	12	215	7	0	234	23	454	0	0	477	20	0	13	0	33	0	0	0	0	0	744
05:15 PM	0	179	8	0	187	22	480	0	0	502	8	0	11	0	19	2	1	0	0	3	711
05:30 PM	4	173	7	0	184	26	407	0	0	433	13	0	22	0	35	1	0	0	0	1	653
05:45 PM	4	183	6	0	193	15	466	1	0	482	4	0	13	0	17	0	0	1	0	1	693
Total	20	750	28	0	798	86	1807	1	0	1894	45	0	59	0	104	3	1	1	0	5	2801
Grand Total	75	4922	114	0	5111	239	4849	15	1	5104	122	0	257	0	379	18	1	11	0	30	10624
Apprch %	1.5	96.3	2.2	0		4.7	95	0.3	0		32.2	0	67.8	0		60	3.3	36.7	0		
Total %	0.7	46.3	1.1	0	48.1	2.2	45.6	0.1	0	48	1.1	0	2.4	0	3.6	0.2	0	0.1	0	0.3	
Vehicles	64	4686	103	0	4853	217	4618	13	1	4849	115	0	245	0	360	17	1	9	0	27	10089
% Vehicles	85.3	95.2	90.4	0	95	90.8	95.2	86.7	100	95	94.3	0	95.3	0	95	94.4	100	81.8	0	90	95
Trucks	11	236	11	0	258	22	231	2	0	255	7	0	12	0	19	1	0	2	0	3	535
% Trucks	14.7	4.8	9.6	0	5	9.2	4.8	13.3	0	5	5.7	0	4.7	0	5	5.6	0	18.2	0	10	5

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at PinebrookRd
Date: Tuesday, December 4, 2012

File Name : 05 - Rt50 at PinebrookRd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound				Pinebrook Rd. Northbound				Pinebrook Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	484	4	492	5	155	**2**	162	4	0	**19**	**23**	0	0	**2**	2	679
07:15 AM	4	**536**	2	**542**	8	143	1	152	5	0	15	20	0	0	0	0	**714**
07:30 AM	**8**	492	**7**	507	**10**	170	1	181	4	0	18	22	**2**	0	1	**3**	713
07:45 AM	5	434	6	445	9	**182**	0	**191**	**8**	0	12	20	1	0	0	1	657
Total Volume	21	1946	19	1986	32	650	4	686	21	0	64	85	3	0	3	6	2763
% App. Total	1.1	98	1		4.7	94.8	0.6		24.7	0	75.3		50	0	50		
PHF	.656	.908	.679	.916	.800	.893	.500	.898	.656	.000	.842	.924	.375	.000	.375	.500	.967
Vehicles	19	1863	15	1897	23	561	4	588	19	0	59	78	3	0	2	5	2568
% Vehicles	90.5	95.7	78.9	95.5	71.9	86.3	100	85.7	90.5	0	92.2	91.8	100	0	66.7	83.3	92.9
Trucks	2	83	4	89	9	89	0	98	2	0	5	7	0	0	1	1	195
% Trucks	9.5	4.3	21.1	4.5	28.1	13.7	0	14.3	9.5	0	7.8	8.2	0	0	33.3	16.7	7.1



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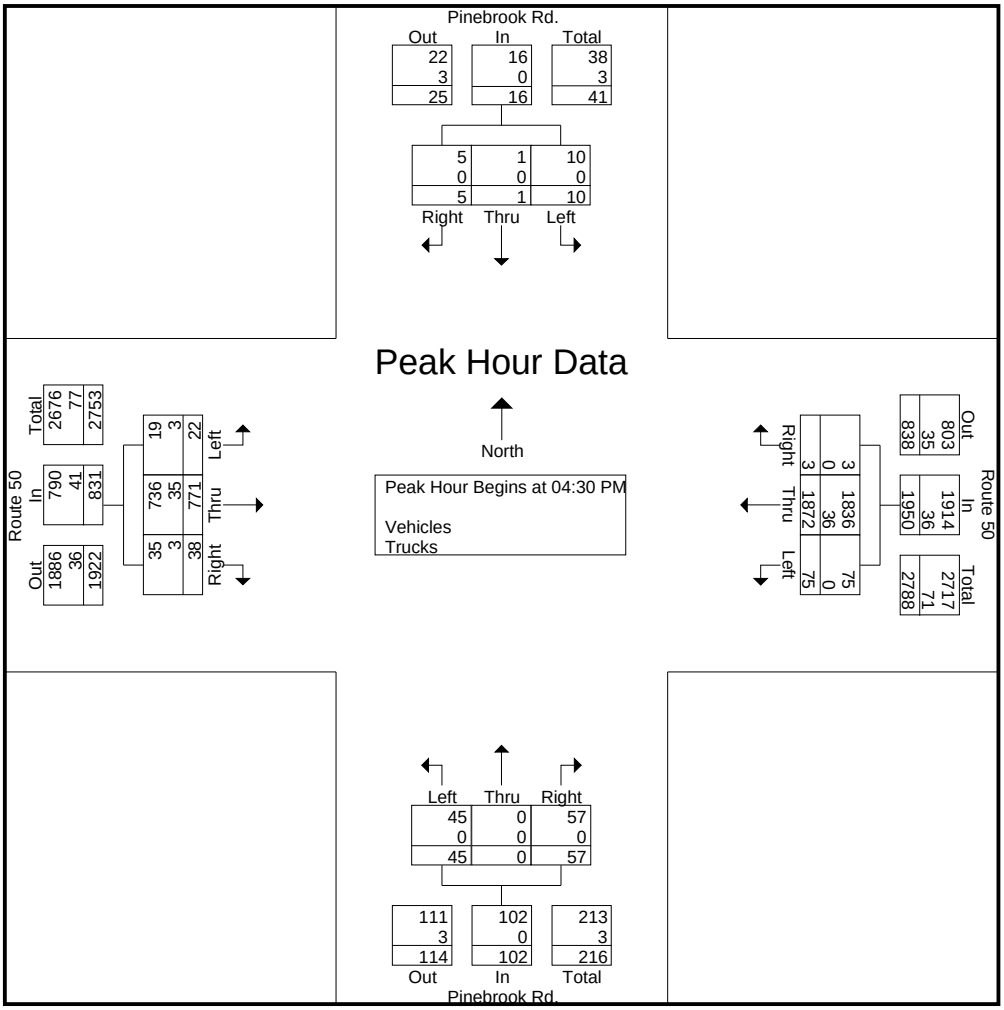
Dulles Airport Connector
Intersection: Rt50 at PinebrookRd
Date: Tuesday, December 4, 2012

File Name : 05 - Rt50 at PinebrookRd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound				Pinebrook Rd. Northbound				Pinebrook Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	199	10	213	13	477	**3**	493	5	0	15	20	3	0	1	4	730
04:45 PM	6	178	**13**	197	17	461	0	478	12	0	**18**	30	**5**	0	**4**	**9**	714
05:00 PM	**12**	**215**	7	**234**	**23**	454	0	477	**20**	0	13	**33**	0	0	0	0	**744**
05:15 PM	0	179	8	187	22	**480**	0	**502**	8	0	11	19	2	**1**	0	3	711
Total Volume	22	771	38	831	75	1872	3	1950	45	0	57	102	10	1	5	16	2899
% App. Total	2.6	92.8	4.6		3.8	96	0.2		44.1	0	55.9		62.5	6.2	31.2		
PHF	.458	.897	.731	.888	.815	.975	.250	.971	.563	.000	.792	.773	.500	.250	.313	.444	.974
Vehicles	19	736	35	790	75	1836	3	1914	45	0	57	102	10	1	5	16	2822
% Vehicles	86.4	95.5	92.1	95.1	100	98.1	100	98.2	100	0	100	100	100	100	100	100	97.3
Trucks	3	35	3	41	0	36	0	36	0	0	0	0	0	0	0	0	77
% Trucks	13.6	4.5	7.9	4.9	0	1.9	0	1.8	0	0	0	0	0	0	0	0	2.7



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Dulles Airport Connector
Intersection: Rt50 at LoudounCoPkwy
Date: Tuesday, December 4, 2012

File Name : 06 - Rt50 at LoudounCoPkwy
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound					Route 50 Westbound					Loudoun Co. Pkwy. Northbound					Loudoun Co. Pkwy. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	165	309	26	0	500	29	88	155	0	272	20	177	52	0	249	121	49	52	0	222	1243
07:15 AM	181	347	26	0	554	40	98	171	0	309	22	152	48	0	222	89	55	36	0	180	1265
07:30 AM	154	227	76	0	457	30	108	155	0	293	33	142	43	0	218	100	33	48	0	181	1149
07:45 AM	128	214	76	0	418	46	90	117	0	253	51	96	71	0	218	62	65	38	0	165	1054
Total	628	1097	204	0	1929	145	384	598	0	1127	126	567	214	0	907	372	202	174	0	748	4711
08:00 AM	120	270	68	0	458	28	84	117	0	229	40	152	58	0	250	77	73	34	0	184	1121
08:15 AM	140	231	35	0	406	31	85	120	0	236	42	130	50	0	222	88	58	37	0	183	1047
08:30 AM	141	214	32	0	387	12	64	109	0	185	37	152	55	0	244	84	60	37	0	181	997
08:45 AM	149	194	42	0	385	35	91	84	0	210	34	114	53	0	201	74	57	33	0	164	960
Total	550	909	177	0	1636	106	324	430	0	860	153	548	216	0	917	323	248	141	0	712	4125
04:00 PM	50	115	26	0	191	76	228	141	0	445	47	74	29	0	150	90	105	149	0	344	1130
04:15 PM	70	110	37	0	217	70	273	147	0	490	37	85	35	0	157	94	157	172	0	423	1287
04:30 PM	63	106	43	0	212	58	265	161	0	484	34	67	33	0	134	88	137	178	0	403	1233
04:45 PM	56	113	39	0	208	85	263	132	0	480	37	58	41	0	136	100	165	170	0	435	1259
Total	239	444	145	0	828	289	1029	581	0	1899	155	284	138	0	577	372	564	669	0	1605	4909
05:00 PM	56	119	39	0	214	71	320	146	0	537	42	62	41	0	145	96	147	160	0	403	1299
05:15 PM	49	113	33	0	195	80	266	142	0	488	28	60	24	0	112	97	185	160	0	442	1237
05:30 PM	47	116	43	0	206	120	274	135	0	529	32	52	32	0	116	86	192	142	0	420	1271
05:45 PM	40	98	44	0	182	69	250	101	0	420	40	47	22	0	109	99	157	152	0	408	1119
Total	192	446	159	0	797	340	1110	524	0	1974	142	221	119	0	482	378	681	614	0	1673	4926
Grand Total	1609	2896	685	0	5190	880	2847	2133	0	5860	576	1620	687	0	2883	1445	1695	1598	0	4738	18671
Apprch %	31	55.8	13.2	0		15	48.6	36.4	0		20	56.2	23.8	0		30.5	35.8	33.7	0		
Total %	8.6	15.5	3.7	0	27.8	4.7	15.2	11.4	0	31.4	3.1	8.7	3.7	0	15.4	7.7	9.1	8.6	0	25.4	
Vehicles	1517	2771	659	0	4947	868	2707	1982	0	5557	557	1587	667	0	2811	1340	1652	1494	0	4486	17801
% Vehicles	94.3	95.7	96.2	0	95.3	98.6	95.1	92.9	0	94.8	96.7	98	97.1	0	97.5	92.7	97.5	93.5	0	94.7	95.3
Trucks	92	125	26	0	243	12	140	151	0	303	19	33	20	0	72	105	43	104	0	252	870
% Trucks	5.7	4.3	3.8	0	4.7	1.4	4.9	7.1	0	5.2	3.3	2	2.9	0	2.5	7.3	2.5	6.5	0	5.3	4.7

Peggy Malone & Associates, Inc.
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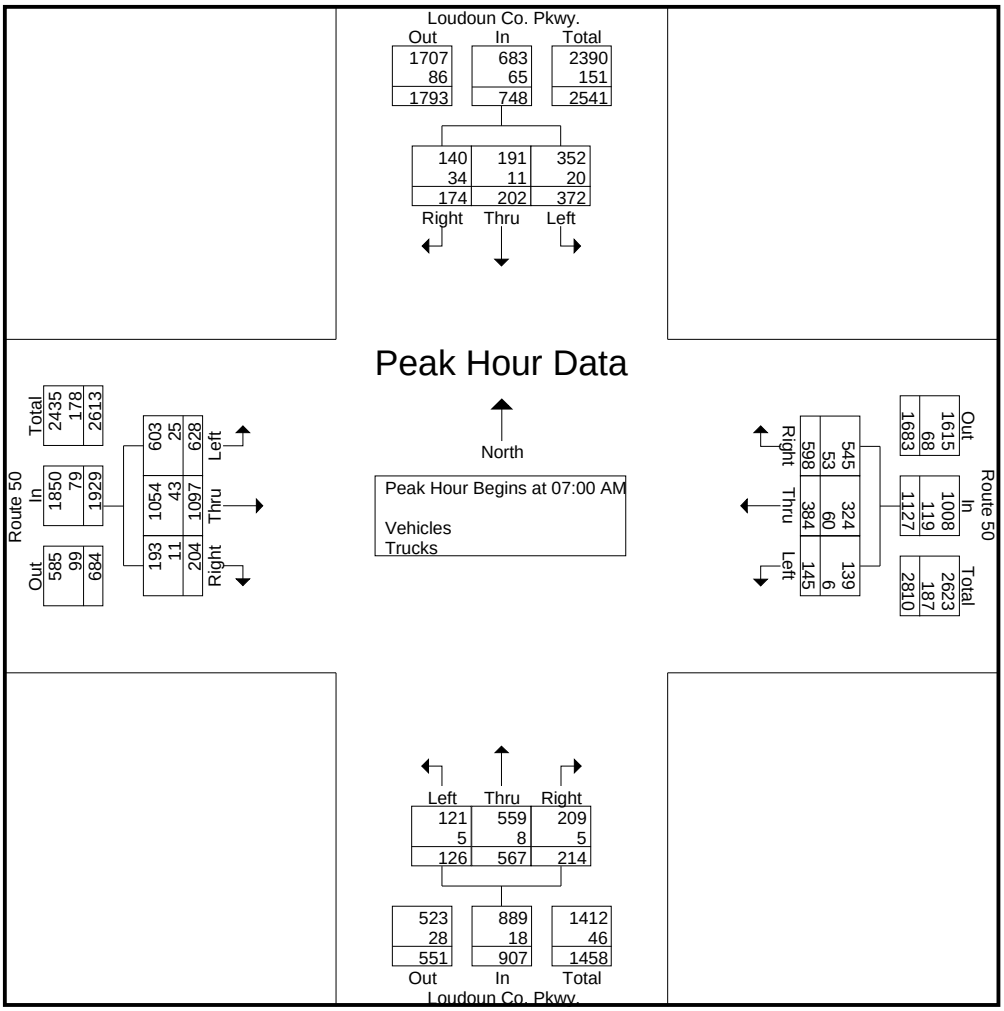
Dulles Airport Connector
Intersection: Rt50 at LoudounCoPkwy
Date: Tuesday, December 4, 2012

File Name : 06 - Rt50 at LoudounCoPkwy
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	165	309	26	500	29	88	155	272	20	**177**	52	**249**	**121**	49	**52**	**222**	1243
07:15 AM	**181**	**347**	26	**554**	40	98	**171**	**309**	22	152	48	222	89	55	36	180	**1265**
07:30 AM	154	227	**76**	457	30	**108**	155	293	33	142	43	218	100	33	48	181	1149
07:45 AM	128	214	76	418	**46**	90	117	253	**51**	96	**71**	218	62	**65**	38	165	1054
Total Volume	628	1097	204	1929	145	384	598	1127	126	567	214	907	372	202	174	748	4711
% App. Total	32.6	56.9	10.6		12.9	34.1	53.1		13.9	62.5	23.6		49.7	27	23.3		
PHF	.867	.790	.671	.870	.788	.889	.874	.912	.618	.801	.754	.911	.769	.777	.837	.842	.931
Vehicles	603	1054	193	1850	139	324	545	1008	121	559	209	889	352	191	140	683	4430
% Vehicles	96.0	96.1	94.6	95.9	95.9	84.4	91.1	89.4	96.0	98.6	97.7	98.0	94.6	94.6	80.5	91.3	94.0
Trucks	25	43	11	79	6	60	53	119	5	8	5	18	20	11	34	65	281
% Trucks	4.0	3.9	5.4	4.1	4.1	15.6	8.9	10.6	4.0	1.4	2.3	2.0	5.4	5.4	19.5	8.7	6.0

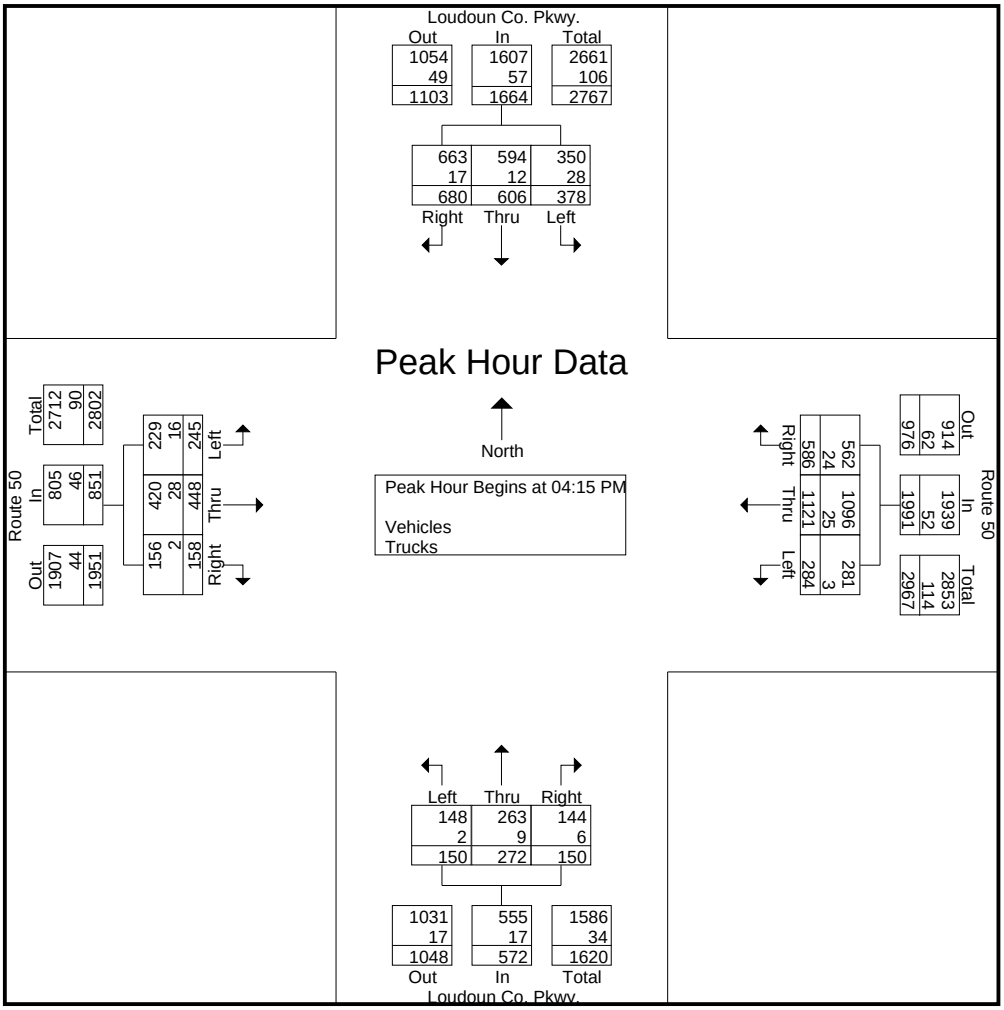


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at LoudounCoPkwy
Date: Tuesday, December 4, 2012

File Name : 06 - Rt50 at LoudounCoPkwy
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**70**	110	37	**217**	70	273	147	490	37	**85**	35	**157**	94	157	172	423	1287
04:30 PM	63	106	**43**	212	58	265	**161**	484	34	67	33	134	88	137	**178**	403	1233
04:45 PM	56	113	39	208	**85**	263	132	480	37	58	**41**	136	**100**	**165**	170	**435**	1259
05:00 PM	56	**119**	39	214	71	**320**	146	**537**	**42**	62	41	145	96	147	160	403	**1299**
Total Volume	245	448	158	851	284	1121	586	1991	150	272	150	572	378	606	680	1664	5078
% App. Total	28.8	52.6	18.6		14.3	56.3	29.4		26.2	47.6	26.2		22.7	36.4	40.9		
PHF	.875	.941	.919	.980	.835	.876	.910	.927	.893	.800	.915	.911	.945	.918	.955	.956	.977
Vehicles	229	420	156	805	281	1096	562	1939	148	263	144	555	350	594	663	1607	4906
% Vehicles	93.5	93.8	98.7	94.6	98.9	97.8	95.9	97.4	98.7	96.7	96.0	97.0	92.6	98.0	97.5	96.6	96.6
Trucks	16	28	2	46	3	25	24	52	2	9	6	17	28	12	17	57	172
% Trucks	6.5	6.3	1.3	5.4	1.1	2.2	4.1	2.6	1.3	3.3	4.0	3.0	7.4	2.0	2.5	3.4	3.4



Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: Rt50 at Elk Lick Rd
Date: Tuesday, December 4, 2012

File Name : 07 - Rt50 at ElkLickRd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound				Route 50 Westbound				Elk Lick Rd. Northbound				Southbound			
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Left	Peds	App. Total	Int. Total
07:00 AM	0	57	0	57	7	0	0	7	23	23	0	46	0	0	0	110
07:15 AM	0	105	0	105	5	0	0	5	25	22	0	47	0	0	0	157
07:30 AM	0	90	0	90	10	0	0	10	21	15	0	36	0	0	0	136
07:45 AM	0	84	0	84	8	0	0	8	15	16	0	31	0	0	0	123
Total	0	336	0	336	30	0	0	30	84	76	0	160	0	0	0	526
08:00 AM	0	97	0	97	8	0	0	8	12	16	0	28	0	0	0	133
08:15 AM	0	70	0	70	8	0	0	8	20	13	0	33	0	0	0	111
08:30 AM	0	56	0	56	5	0	0	5	18	15	0	33	0	0	0	94
08:45 AM	0	51	0	51	13	0	0	13	20	26	0	46	0	0	0	110
Total	0	274	0	274	34	0	0	34	70	70	0	140	0	0	0	448
04:00 PM	0	29	0	29	35	0	0	35	10	15	0	25	0	0	0	89
04:15 PM	0	26	0	26	42	0	0	42	16	15	0	31	0	0	0	99
04:30 PM	0	27	0	27	49	0	0	49	18	10	0	28	0	0	0	104
04:45 PM	0	41	0	41	48	0	0	48	11	14	0	25	0	0	0	114
Total	0	123	0	123	174	0	0	174	55	54	0	109	0	0	0	406
05:00 PM	0	53	0	53	55	0	0	55	11	26	0	37	0	0	0	145
05:15 PM	0	53	0	53	57	0	0	57	23	22	0	45	0	0	0	155
05:30 PM	0	45	0	45	46	0	0	46	10	24	0	34	0	0	0	125
05:45 PM	0	37	0	37	70	0	0	70	18	24	0	42	0	0	0	149
Total	0	188	0	188	228	0	0	228	62	96	0	158	0	0	0	574
Grand Total	0	921	0	921	466	0	0	466	271	296	0	567	0	0	0	1954
Apprch %	0	100	0		100	0	0		47.8	52.2	0		0	0		
Total %	0	47.1	0	47.1	23.8	0	0	23.8	13.9	15.1	0	29	0	0	0	
Vehicles	0	888	0	888	462	0	0	462	263	277	0	540	0	0	0	1890
% Vehicles	0	96.4	0	96.4	99.1	0	0	99.1	97	93.6	0	95.2	0	0	0	96.7
Trucks	0	33	0	33	4	0	0	4	8	19	0	27	0	0	0	64
% Trucks	0	3.6	0	3.6	0.9	0	0	0.9	3	6.4	0	4.8	0	0	0	3.3

Peggy Malone & Associates, Inc.
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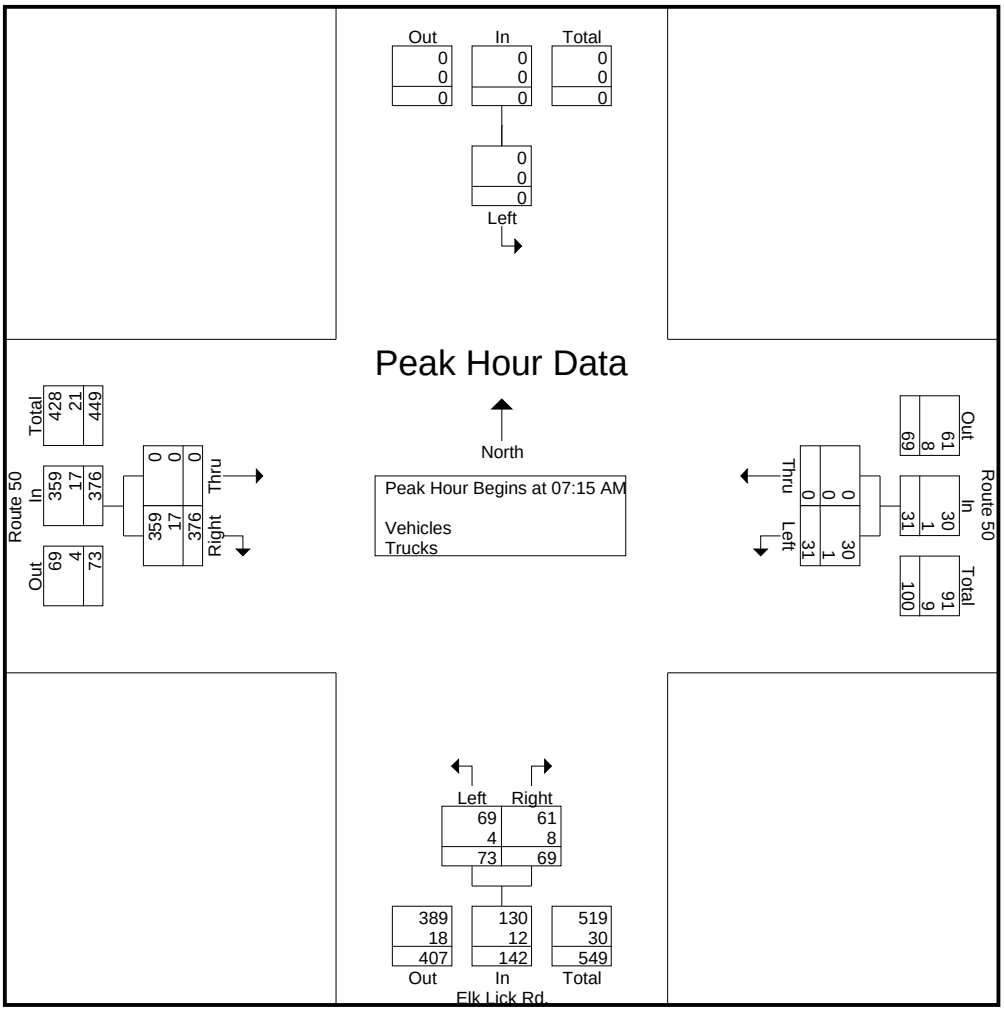
Dulles Airport Connector
Intersection: Rt50 at Elk Lick Rd
Date: Tuesday, December 4, 2012

File Name : 07 - Rt50 at ElkLickRd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound			Route 50 Westbound			Elk Lick Rd. Northbound			Southbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	0	**105**	**105**	5	0	5	**25**	**22**	**47**	0	0	**157**
07:30 AM	0	90	90	**10**	0	**10**	21	15	36	0	0	136
07:45 AM	0	84	84	8	0	8	15	16	31	0	0	123
08:00 AM	0	97	97	8	0	8	12	16	28	0	0	133
Total Volume	0	376	376	31	0	31	73	69	142	0	0	549
% App. Total	0	100		100	0		51.4	48.6		0		
PHF	.000	.895	.895	.775	.000	.775	.730	.784	.755	.000	.000	.874
Vehicles	0	359	359	30	0	30	69	61	130	0	0	519
% Vehicles	0	95.5	95.5	96.8	0	96.8	94.5	88.4	91.5	0	0	94.5
Trucks	0	17	17	1	0	1	4	8	12	0	0	30
% Trucks	0	4.5	4.5	3.2	0	3.2	5.5	11.6	8.5	0	0	5.5



Peggy Malone & Associates, Inc.
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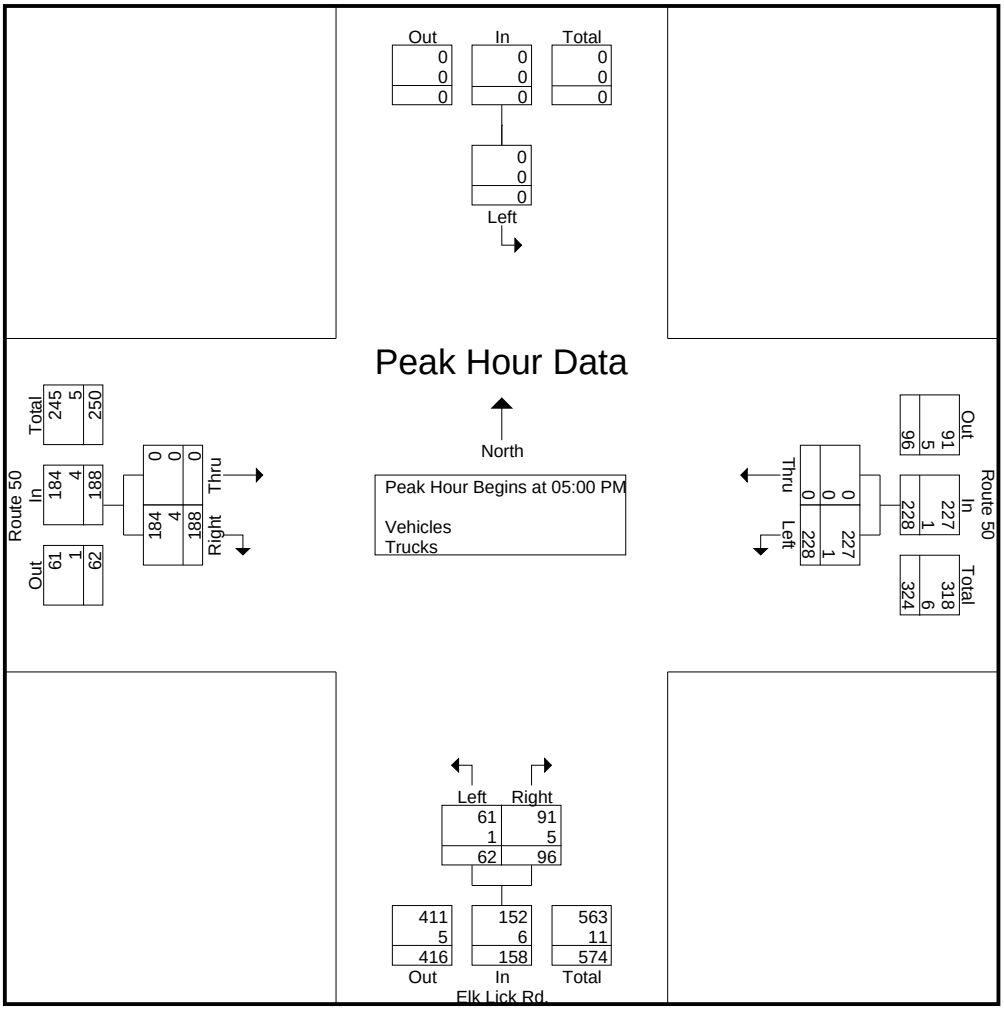
Dulles Airport Connector
Intersection: Rt50 at Elk Lick Rd
Date: Tuesday, December 4, 2012

File Name : 07 - Rt50 at ElkLickRd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound			Route 50 Westbound			Elk Lick Rd. Northbound			Southbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Left	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 05:00 PM												
05:00 PM	0	**53**	**53**	55	0	55	11	**26**	37	0	0	145
05:15 PM	0	53	53	57	0	57	**23**	22	**45**	0	0	**155**
05:30 PM	0	45	45	46	0	46	10	24	34	0	0	125
05:45 PM	0	37	37	**70**	0	**70**	18	24	42	0	0	149
Total Volume	0	188	188	228	0	228	62	96	158	0	0	574
% App. Total	0	100		100	0		39.2	60.8		0		
PHF	.000	.887	.887	.814	.000	.814	.674	.923	.878	.000	.000	.926
Vehicles	0	184	184	227	0	227	61	91	152	0	0	563
% Vehicles	0	97.9	97.9	99.6	0	99.6	98.4	94.8	96.2	0	0	98.1
Trucks	0	4	4	1	0	1	1	5	6	0	0	11
% Trucks	0	2.1	2.1	0.4	0	0.4	1.6	5.2	3.8	0	0	1.9



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Dulles Airport Connector
Intersection: Rt50 at SouthRidingBlvd
Date: Tuesday, December 12, 2012

File Name : 08 - Rt50 at SouthRidingBlvd
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound					Route 50 Westbound				South Riding Blvd. Northbound				
Start Time	U-turns	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	5	183	95	0	283	18	192	0	210	29	42	0	71	564
07:15 AM	6	127	71	0	204	10	159	0	169	30	46	0	76	449
07:30 AM	4	158	39	0	201	8	197	0	205	34	46	0	80	486
07:45 AM	2	228	72	0	302	12	175	0	187	25	27	0	52	541
Total	17	696	277	0	990	48	723	0	771	118	161	0	279	2040
08:00 AM	0	296	73	0	369	13	157	0	170	27	57	0	84	623
08:15 AM	4	269	79	0	352	9	154	0	163	21	47	0	68	583
08:30 AM	3	285	76	0	364	20	133	0	153	17	33	0	50	567
08:45 AM	9	290	58	0	357	13	166	0	179	15	23	0	38	574
Total	16	1140	286	0	1442	55	610	0	665	80	160	0	240	2347
04:00 PM	0	201	20	0	221	26	475	0	501	10	13	0	23	745
04:15 PM	1	229	19	0	249	33	502	0	535	13	17	0	30	814
04:30 PM	0	187	10	0	197	24	501	0	525	10	12	1	23	745
04:45 PM	1	225	16	0	242	24	468	0	492	11	17	0	28	762
Total	2	842	65	0	909	107	1946	0	2053	44	59	1	104	3066
05:00 PM	1	232	11	0	244	28	520	0	548	18	18	0	36	828
05:15 PM	4	210	17	0	231	25	514	0	539	21	11	0	32	802
05:30 PM	2	210	18	0	230	28	451	0	479	29	11	0	40	749
05:45 PM	0	205	19	0	224	42	431	0	473	14	14	0	28	725
Total	7	857	65	0	929	123	1916	0	2039	82	54	0	136	3104
Grand Total	42	3535	693	0	4270	333	5195	0	5528	324	434	1	759	10557
Apprch %	1	82.8	16.2	0		6	94	0		42.7	57.2	0.1		
Total %	0.4	33.5	6.6	0	40.4	3.2	49.2	0	52.4	3.1	4.1	0	7.2	
Vehicles	40	3332	669	0	4041	322	4954	0	5276	315	418	1	734	10051
% Vehicles	95.2	94.3	96.5	0	94.6	96.7	95.4	0	95.4	97.2	96.3	100	96.7	95.2
Trucks	2	203	24	0	229	11	241	0	252	9	16	0	25	506
% Trucks	4.8	5.7	3.5	0	5.4	3.3	4.6	0	4.6	2.8	3.7	0	3.3	4.8

Peggy Malone & Associates, Inc.
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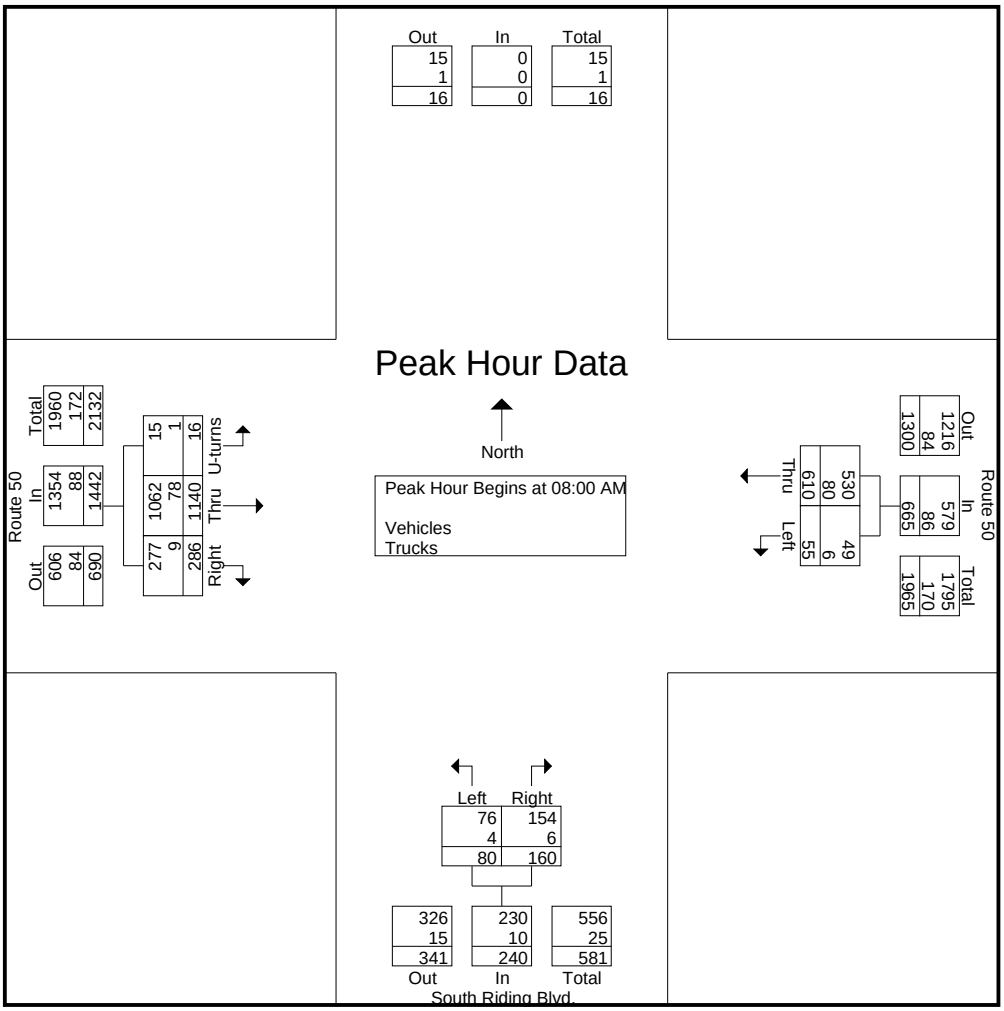
Dulles Airport Connector
Intersection: Rt50 at SouthRidingBlvd
Date: Tuesday, December 12, 2012

File Name : 08 - Rt50 at SouthRidingBlvd
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound			South Riding Blvd. Northbound			
Start Time	U-turns	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	**296**	73	**369**	13	157	170	**27**	**57**	**84**	**623**
08:15 AM	4	269	**79**	352	9	154	163	21	47	68	583
08:30 AM	3	285	76	364	**20**	133	153	17	33	50	567
08:45 AM	**9**	290	58	357	13	**166**	**179**	15	23	38	574
Total Volume	16	1140	286	1442	55	610	665	80	160	240	2347
% App. Total	1.1	79.1	19.8		8.3	91.7		33.3	66.7		
PHF	.444	.963	.905	.977	.688	.919	.929	.741	.702	.714	.942
Vehicles	15	1062	277	1354	49	530	579	76	154	230	2163
% Vehicles	93.8	93.2	96.9	93.9	89.1	86.9	87.1	95.0	96.3	95.8	92.2
Trucks	1	78	9	88	6	80	86	4	6	10	184
% Trucks	6.3	6.8	3.1	6.1	10.9	13.1	12.9	5.0	3.8	4.2	7.8



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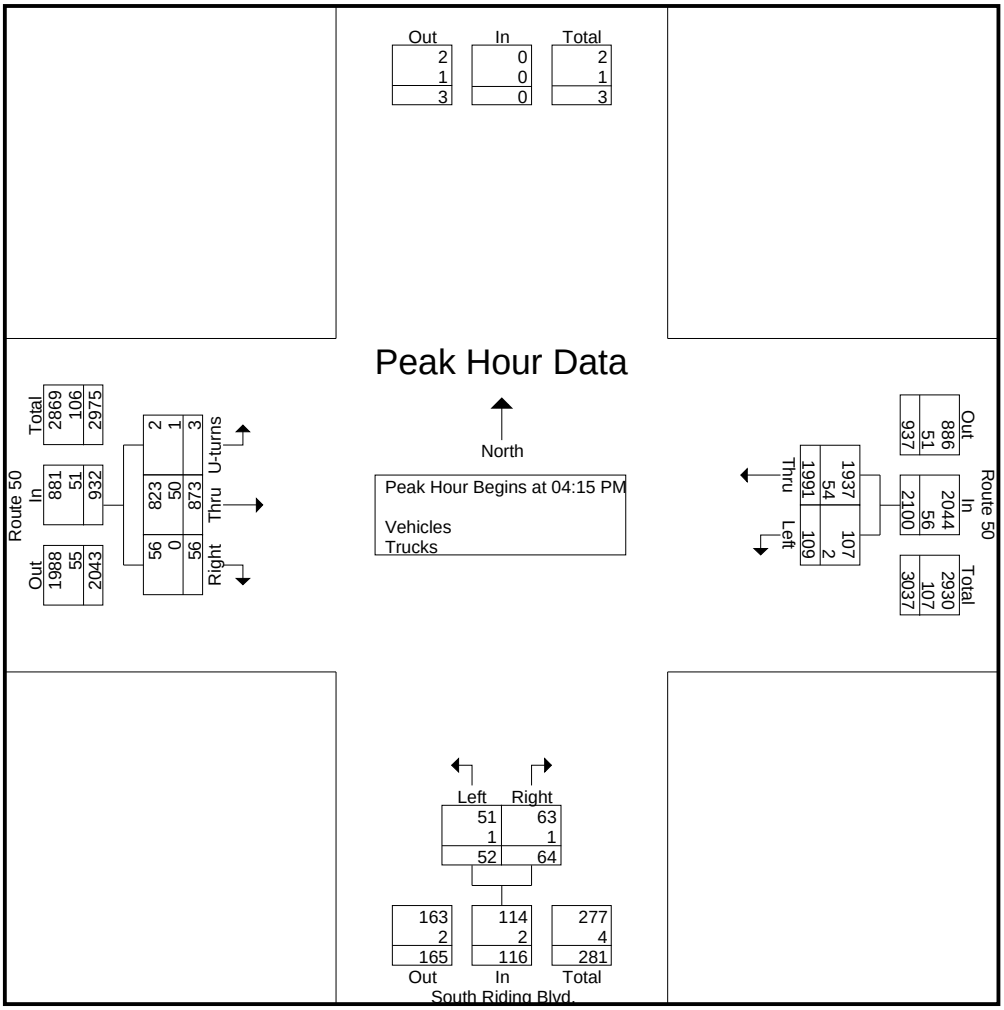
Dulles Airport Connector
Intersection: Rt50 at SouthRidingBlvd
Date: Tuesday, December 12, 2012

File Name : 08 - Rt50 at SouthRidingBlvd
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound			South Riding Blvd. Northbound			
Start Time	U-turns	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	**1**	229	**19**	**249**	**33**	502	535	13	17	30	814
04:30 PM	0	187	10	197	24	501	525	10	12	22	744
04:45 PM	1	225	16	242	24	468	492	11	17	28	762
05:00 PM	1	**232**	11	244	28	**520**	**548**	**18**	**18**	**36**	**828**
Total Volume	3	873	56	932	109	1991	2100	52	64	116	3148
% App. Total	0.3	93.7	6		5.2	94.8		44.8	55.2		
PHF	.750	.941	.737	.936	.826	.957	.958	.722	.889	.806	.950
Vehicles	2	823	56	881	107	1937	2044	51	63	114	3039
% Vehicles	66.7	94.3	100	94.5	98.2	97.3	97.3	98.1	98.4	98.3	96.5
Trucks	1	50	0	51	2	54	56	1	1	2	109
% Trucks	33.3	5.7	0	5.5	1.8	2.7	2.7	1.9	1.6	1.7	3.5



Peggy Malone & Associates, Inc.
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Dulles Airport Connector
Intersection: Rt50 at Poland/Tanner
Date: Tuesday, December 12, 2012

File Name : 09 - Rt50 at Poland_Tanner
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound					Route 50 Westbound					Poland Rd. Northbound					Tanner Ln. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	14	110	97	0	221	24	179	8	0	211	38	0	39	0	77	2	2	0	0	4	513
07:15 AM	5	91	49	0	145	24	138	5	0	167	27	2	32	0	61	1	1	5	0	7	380
07:30 AM	10	149	61	0	220	8	158	1	0	167	31	0	53	0	84	0	4	3	0	7	478
07:45 AM	1	229	53	0	283	14	174	7	0	195	24	1	79	0	104	1	2	2	0	5	587
Total	30	579	260	0	869	70	649	21	0	740	120	3	203	0	326	4	9	10	0	23	1958
08:00 AM	6	263	73	0	342	11	124	4	0	139	22	4	57	1	84	5	1	6	0	12	577
08:15 AM	2	251	62	0	315	13	131	5	0	149	22	2	50	0	74	1	4	4	0	9	547
08:30 AM	2	239	87	0	328	12	131	5	0	148	30	3	49	0	82	4	3	5	0	12	570
08:45 AM	2	235	99	0	336	14	155	4	0	173	21	1	61	0	83	3	2	9	0	14	606
Total	12	988	321	0	1321	50	541	18	0	609	95	10	217	1	323	13	10	24	0	47	2300
04:00 PM	1	176	40	0	217	52	431	5	0	488	22	1	19	0	42	10	4	16	0	30	777
04:15 PM	1	219	28	0	248	31	504	3	0	538	22	0	21	0	43	0	2	14	0	16	845
04:30 PM	0	171	34	0	205	39	439	6	0	484	34	3	19	0	56	3	5	8	0	16	761
04:45 PM	0	208	41	0	249	35	503	2	0	540	22	0	18	0	40	2	1	5	0	8	837
Total	2	774	143	0	919	157	1877	16	0	2050	100	4	77	0	181	15	12	43	0	70	3220
05:00 PM	1	204	26	0	231	29	498	1	0	528	31	0	17	0	48	4	3	11	0	18	825
05:15 PM	1	190	31	0	222	38	504	1	0	543	36	1	18	0	55	0	0	2	0	2	822
05:30 PM	1	211	23	0	235	22	495	0	0	517	17	0	15	0	32	0	0	4	0	4	788
05:45 PM	0	187	29	0	216	34	460	3	0	497	27	0	12	0	39	2	1	7	0	10	762
Total	3	792	109	0	904	123	1957	5	0	2085	111	1	62	0	174	6	4	24	0	34	3197
Grand Total	47	3133	833	0	4013	400	5024	60	0	5484	426	18	559	1	1004	38	35	101	0	174	10675
Apprch %	1.2	78.1	20.8	0		7.3	91.6	1.1	0		42.4	1.8	55.7	0.1		21.8	20.1	58	0		
Total %	0.4	29.3	7.8	0	37.6	3.7	47.1	0.6	0	51.4	4	0.2	5.2	0	9.4	0.4	0.3	0.9	0	1.6	
Vehicles	32	2967	772	0	3771	370	4809	19	0	5198	402	14	538	1	955	22	18	65	0	105	10029
% Vehicles	68.1	94.7	92.7	0	94	92.5	95.7	31.7	0	94.8	94.4	77.8	96.2	100	95.1	57.9	51.4	64.4	0	60.3	93.9
Trucks	15	166	61	0	242	30	215	41	0	286	24	4	21	0	49	16	17	36	0	69	646
% Trucks	31.9	5.3	7.3	0	6	7.5	4.3	68.3	0	5.2	5.6	22.2	3.8	0	4.9	42.1	48.6	35.6	0	39.7	6.1

Peggy Malone & Associates, Inc.
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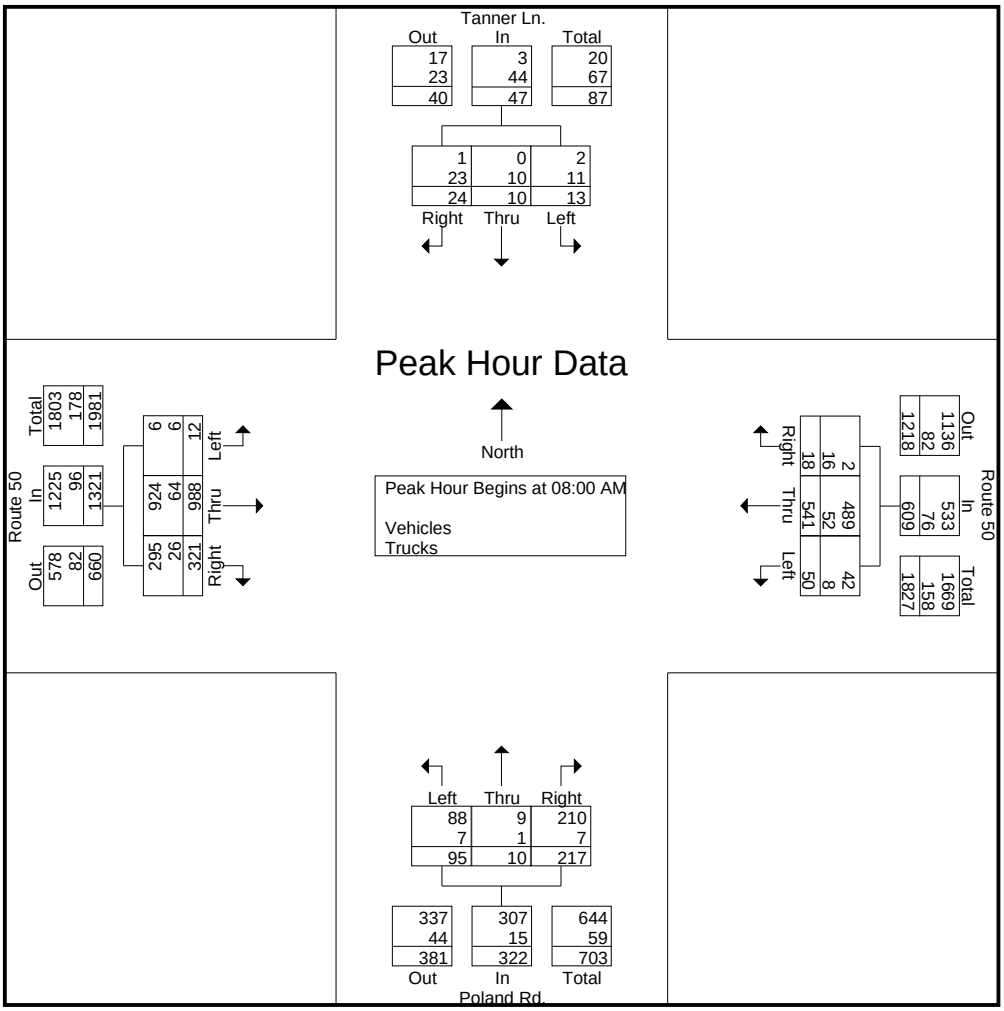
Dulles Airport Connector
Intersection: Rt50 at Poland/Tanner
Date: Tuesday, December 12, 2012

File Name : 09 - Rt50 at Poland_Tanner
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound				Poland Rd. Northbound				Tanner Ln. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**6**	**263**	73	**342**	11	124	4	139	22	**4**	57	**83**	**5**	1	6	12	576
08:15 AM	2	251	62	315	13	131	**5**	149	22	2	50	74	1	**4**	4	9	547
08:30 AM	2	239	87	328	12	131	5	148	**30**	3	49	82	4	3	5	12	570
08:45 AM	2	235	**99**	336	**14**	**155**	4	**173**	21	1	**61**	83	3	2	**9**	**14**	**606**
Total Volume	12	988	321	1321	50	541	18	609	95	10	217	322	13	10	24	47	2299
% App. Total	0.9	74.8	24.3		8.2	88.8	3		29.5	3.1	67.4		27.7	21.3	51.1		
PHF	.500	.939	.811	.966	.893	.873	.900	.880	.792	.625	.889	.970	.650	.625	.667	.839	.948
Vehicles	6	924	295	1225	42	489	2	533	88	9	210	307	2	0	1	3	2068
% Vehicles	50.0	93.5	91.9	92.7	84.0	90.4	11.1	87.5	92.6	90.0	96.8	95.3	15.4	0	4.2	6.4	90.0
Trucks	6	64	26	96	8	52	16	76	7	1	7	15	11	10	23	44	231
% Trucks	50.0	6.5	8.1	7.3	16.0	9.6	88.9	12.5	7.4	10.0	3.2	4.7	84.6	100	95.8	93.6	10.0



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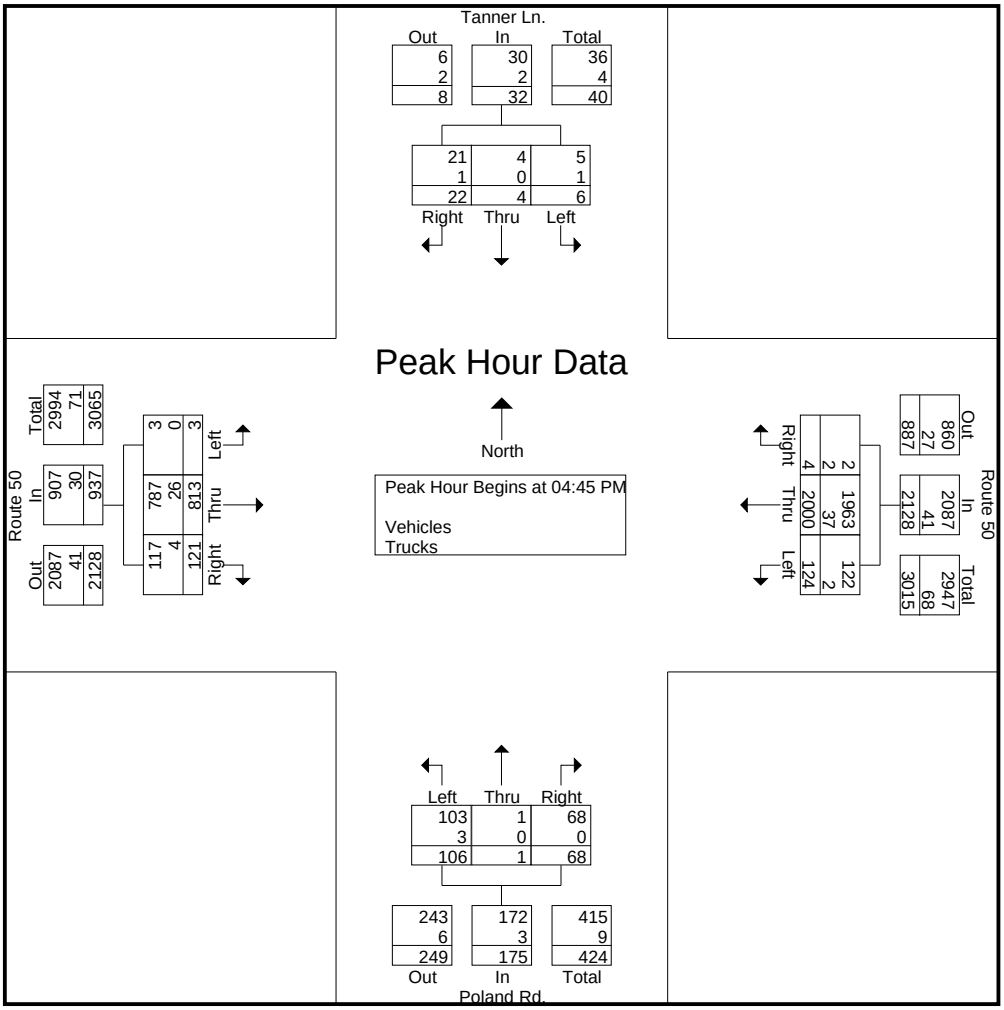
Dulles Airport Connector
Intersection: Rt50 at Poland/Tanner
Date: Tuesday, December 12, 2012

File Name : 09 - Rt50 at Poland_Tanner
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound				Poland Rd. Northbound				Tanner Ln. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	208	**41**	**249**	35	503	**2**	540	22	0	**18**	40	2	1	5	8	**837**
05:00 PM	**1**	204	26	231	29	498	1	528	31	0	17	48	**4**	**3**	**11**	**18**	825
05:15 PM	1	190	31	222	**38**	**504**	1	**543**	**36**	**1**	18	**55**	0	0	2	2	822
05:30 PM	1	**211**	23	235	22	495	0	517	17	0	15	32	0	0	4	4	788
Total Volume	3	813	121	937	124	2000	4	2128	106	1	68	175	6	4	22	32	3272
% App. Total	0.3	86.8	12.9		5.8	94	0.2		60.6	0.6	38.9		18.8	12.5	68.8		
PHF	.750	.963	.738	.941	.816	.992	.500	.980	.736	.250	.944	.795	.375	.333	.500	.444	.977
Vehicles	3	787	117	907	122	1963	2	2087	103	1	68	172	5	4	21	30	3196
% Vehicles	100	96.8	96.7	96.8	98.4	98.2	50.0	98.1	97.2	100	100	98.3	83.3	100	95.5	93.8	97.7
Trucks	0	26	4	30	2	37	2	41	3	0	0	3	1	0	1	2	76
% Trucks	0	3.2	3.3	3.2	1.6	1.9	50.0	1.9	2.8	0	0	1.7	16.7	0	4.5	6.3	2.3



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Dulles Airport Connector
Intersection: Rt50 at TallCedarsPkwy
Date: Tuesday, December 4, 2012

File Name : 10 - Rt50 at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Route 50 Eastbound					Route 50 Westbound				Tall Cedars Pkwy. Northbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	8	120	17	0	145	20	181	0	201	5	83	0	88	434
07:15 AM	3	117	9	0	129	6	168	0	174	17	43	0	60	363
07:30 AM	1	252	6	0	259	14	161	0	175	4	104	0	108	542
07:45 AM	0	315	2	0	317	14	147	0	161	11	122	0	133	611
Total	12	804	34	0	850	54	657	0	711	37	352	0	389	1950
08:00 AM	4	317	4	0	325	19	144	0	163	9	128	0	137	625
08:15 AM	3	255	3	0	261	13	146	0	159	12	107	0	119	539
08:30 AM	1	316	6	0	323	13	156	0	169	8	107	0	115	607
08:45 AM	2	328	2	0	332	14	156	0	170	9	90	0	99	601
Total	10	1216	15	0	1241	59	602	0	661	38	432	0	470	2372
04:00 PM	11	220	6	0	237	76	466	0	542	4	37	0	41	820
04:15 PM	8	225	10	0	243	88	533	0	621	11	35	0	46	910
04:30 PM	4	178	4	0	186	90	494	0	584	4	29	0	33	803
04:45 PM	9	232	10	0	251	85	507	0	592	8	39	0	47	890
Total	32	855	30	0	917	339	2000	0	2339	27	140	0	167	3423
05:00 PM	1	208	7	0	216	88	526	0	614	5	39	0	44	874
05:15 PM	3	213	8	0	224	74	547	0	621	5	42	0	47	892
05:30 PM	1	199	7	0	207	76	505	0	581	4	27	0	31	819
05:45 PM	2	192	7	0	201	86	529	0	615	4	32	0	36	852
Total	7	812	29	0	848	324	2107	0	2431	18	140	0	158	3437
Grand Total	61	3687	108	0	3856	776	5366	0	6142	120	1064	0	1184	11182
Apprch %	1.6	95.6	2.8	0		12.6	87.4	0		10.1	89.9	0		
Total %	0.5	33	1	0	34.5	6.9	48	0	54.9	1.1	9.5	0	10.6	
Vehicles	34	3531	107	0	3672	767	5134	0	5901	99	1049	0	1148	10721
% Vehicles	55.7	95.8	99.1	0	95.2	98.8	95.7	0	96.1	82.5	98.6	0	97	95.9
Trucks	27	156	1	0	184	9	232	0	241	21	15	0	36	461
% Trucks	44.3	4.2	0.9	0	4.8	1.2	4.3	0	3.9	17.5	1.4	0	3	4.1

Peggy Malone & Associates, Inc.
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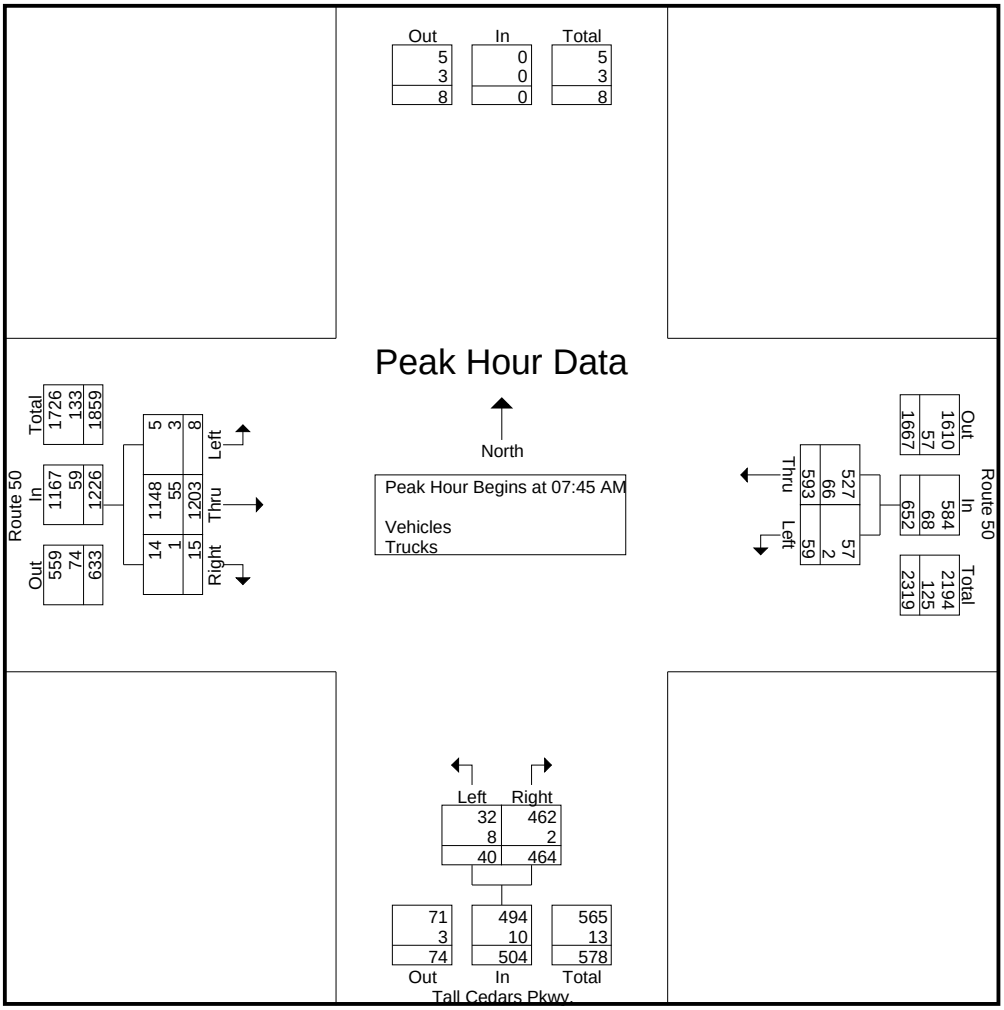
Dulles Airport Connector
Intersection: Rt50 at TallCedarsPkwy
Date: Tuesday, December 4, 2012

File Name : 10 - Rt50 at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 2

	Route 50 Eastbound				Route 50 Westbound			Tall Cedars Pkwy. Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	315	2	317	14	147	161	11	122	133	611
08:00 AM	**4**	**317**	4	**325**	**19**	144	163	9	**128**	**137**	**625**
08:15 AM	3	255	3	261	13	146	159	**12**	107	119	539
08:30 AM	1	316	**6**	323	13	**156**	**169**	8	107	115	607
Total Volume	8	1203	15	1226	59	593	652	40	464	504	2382
% App. Total	0.7	98.1	1.2		9	91		7.9	92.1		
PHF	.500	.949	.625	.943	.776	.950	.964	.833	.906	.920	.953
Vehicles	5	1148	14	1167	57	527	584	32	462	494	2245
% Vehicles	62.5	95.4	93.3	95.2	96.6	88.9	89.6	80.0	99.6	98.0	94.2
Trucks	3	55	1	59	2	66	68	8	2	10	137
% Trucks	37.5	4.6	6.7	4.8	3.4	11.1	10.4	20.0	0.4	2.0	5.8



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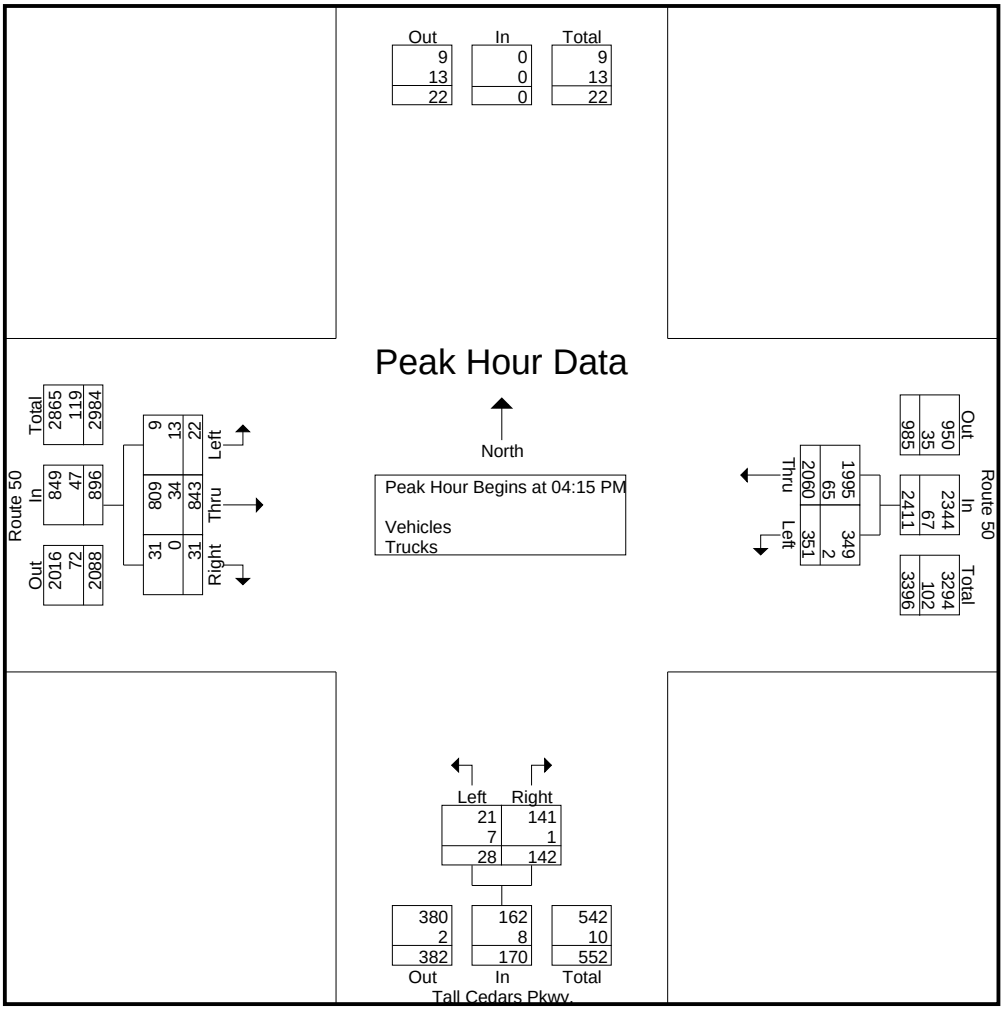
Dulles Airport Connector
Intersection: Rt50 at TallCedarsPkwy
Date: Tuesday, December 4, 2012

File Name : 10 - Rt50 at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 3

	Route 50 Eastbound				Route 50 Westbound			Tall Cedars Pkwy. Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	8	225	**10**	243	88	**533**	**621**	**11**	35	46	**910**
04:30 PM	4	178	4	186	**90**	494	584	4	29	33	803
04:45 PM	**9**	**232**	10	**251**	85	507	592	8	**39**	**47**	890
05:00 PM	1	208	7	216	88	526	614	5	39	44	874
Total Volume	22	843	31	896	351	2060	2411	28	142	170	3477
% App. Total	2.5	94.1	3.5		14.6	85.4		16.5	83.5		
PHF	.611	.908	.775	.892	.975	.966	.971	.636	.910	.904	.955
Vehicles	9	809	31	849	349	1995	2344	21	141	162	3355
% Vehicles	40.9	96.0	100	94.8	99.4	96.8	97.2	75.0	99.3	95.3	96.5
Trucks	13	34	0	47	2	65	67	7	1	8	122
% Trucks	59.1	4.0	0	5.2	0.6	3.2	2.8	25.0	0.7	4.7	3.5



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Dulles Airport Connector
Intersection: LoudounCoPkwy @ TallCedarsPkwy
Date: Tues & Wed, December 4 & 5, 2012

File Name : 11 - LoudounCoPkwy at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Tall Cedars Pkwy. Eastbound					Tall Cedars Pkwy. Westbound					Loudoun Co. Pkwy. Northbound					Loudoun Co. Pkwy. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	4	40	3	0	47	18	15	32	0	65	1	115	77	0	193	20	46	1	0	67	372
07:15 AM	0	53	4	0	57	36	10	32	0	78	6	116	97	1	220	14	47	0	0	61	416
07:30 AM	3	71	8	0	82	40	23	23	0	86	3	123	87	0	213	30	34	3	0	67	448
07:45 AM	0	79	14	0	93	24	24	32	0	80	7	97	117	2	223	20	43	1	0	64	460
Total	7	243	29	0	279	118	72	119	0	309	17	451	378	3	849	84	170	5	0	259	1696
08:00 AM	1	65	17	0	83	29	42	25	0	96	8	113	94	1	216	21	56	1	0	78	473
08:15 AM	1	73	19	0	93	36	42	20	0	98	9	106	76	1	192	18	37	0	0	55	438
08:30 AM	2	39	23	0	64	19	50	34	0	103	15	99	79	0	193	19	26	0	0	45	405
08:45 AM	0	69	21	0	90	18	26	19	0	63	9	96	66	0	171	31	30	1	0	62	386
Total	4	246	80	0	330	102	160	98	0	360	41	414	315	2	772	89	149	2	0	240	1702
04:00 PM	1	72	22	2	97	43	35	34	0	112	11	70	27	1	109	21	107	1	0	129	447
04:15 PM	1	21	4	1	27	42	41	31	1	115	3	78	26	1	108	33	155	2	2	192	442
04:30 PM	0	26	13	7	46	42	40	39	2	123	5	70	32	0	107	34	138	1	1	174	450
04:45 PM	0	31	8	4	43	35	46	39	0	120	10	47	38	4	99	25	141	3	0	169	431
Total	2	150	47	14	213	162	162	143	3	470	29	265	123	6	423	113	541	7	3	664	1770
05:00 PM	1	38	13	1	53	58	53	50	0	161	4	62	34	3	103	35	166	0	0	201	518
05:15 PM	2	32	22	0	56	56	49	48	0	153	12	68	40	1	121	35	171	0	0	206	536
05:30 PM	0	30	16	0	46	51	58	31	0	140	7	59	25	0	91	40	203	0	0	243	520
05:45 PM	1	29	7	0	37	51	41	31	0	123	6	65	33	1	105	45	139	2	0	186	451
Total	4	129	58	1	192	216	201	160	0	577	29	254	132	5	420	155	679	2	0	836	2025
Grand Total	17	768	214	15	1014	598	595	520	3	1716	116	1384	948	16	2464	441	1539	16	3	1999	7193
Apprch %	1.7	75.7	21.1	1.5		34.8	34.7	30.3	0.2		4.7	56.2	38.5	0.6		22.1	77	0.8	0.2		
Total %	0.2	10.7	3	0.2	14.1	8.3	8.3	7.2	0	23.9	1.6	19.2	13.2	0.2	34.3	6.1	21.4	0.2	0	27.8	
Vehicles	16	745	201	15	977	554	581	508	3	1646	109	1358	913	16	2396	436	1503	14	3	1956	6975
% Vehicles	94.1	97	93.9	100	96.4	92.6	97.6	97.7	100	95.9	94	98.1	96.3	100	97.2	98.9	97.7	87.5	100	97.8	97
Trucks	1	23	13	0	37	44	14	12	0	70	7	26	35	0	68	5	36	2	0	43	218
% Trucks	5.9	3	6.1	0	3.6	7.4	2.4	2.3	0	4.1	6	1.9	3.7	0	2.8	1.1	2.3	12.5	0	2.2	3

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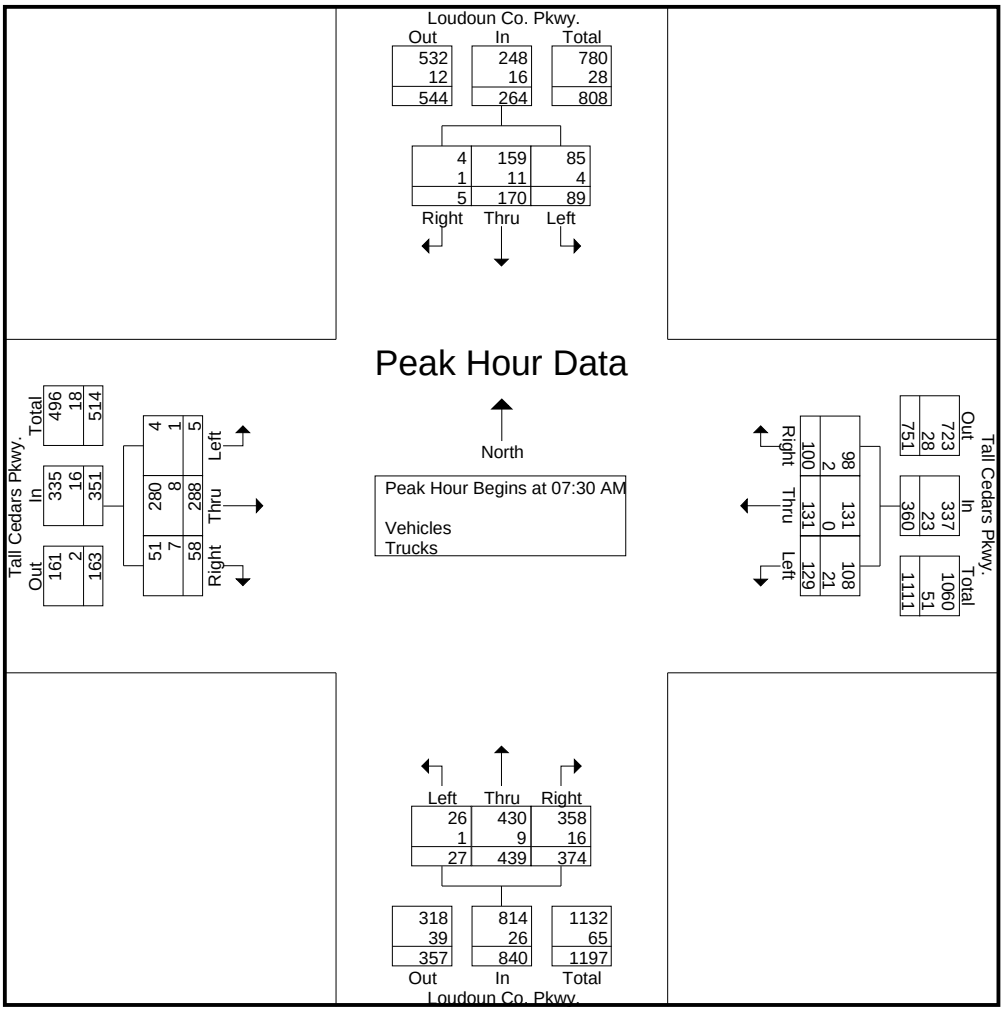
Dulles Airport Connector
Intersection: LoudounCoPkwy @ TallCedarsPkwy
Date: Tues & Wed, December 4 & 5, 2012

File Name : 11 - LoudounCoPkwy at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 2

	Tall Cedars Pkwy. Eastbound				Tall Cedars Pkwy. Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**3**	71	8	82	**40**	23	23	86	3	**123**	87	213	**30**	34	**3**	67	448
07:45 AM	0	**79**	14	**93**	24	24	**32**	80	7	97	**117**	**221**	20	43	1	64	458
08:00 AM	1	65	17	83	29	**42**	25	96	8	113	94	215	21	**56**	1	**78**	**472**
08:15 AM	1	73	**19**	93	36	42	20	**98**	**9**	106	76	191	18	37	0	55	437
Total Volume	5	288	58	351	129	131	100	360	27	439	374	840	89	170	5	264	1815
% App. Total	1.4	82.1	16.5		35.8	36.4	27.8		3.2	52.3	44.5		33.7	64.4	1.9		
PHF	.417	.911	.763	.944	.806	.780	.781	.918	.750	.892	.799	.950	.742	.759	.417	.846	.961
Vehicles	4	280	51	335	108	131	98	337	26	430	358	814	85	159	4	248	1734
% Vehicles	80.0	97.2	87.9	95.4	83.7	100	98.0	93.6	96.3	97.9	95.7	96.9	95.5	93.5	80.0	93.9	95.5
Trucks	1	8	7	16	21	0	2	23	1	9	16	26	4	11	1	16	81
% Trucks	20.0	2.8	12.1	4.6	16.3	0	2.0	6.4	3.7	2.1	4.3	3.1	4.5	6.5	20.0	6.1	4.5



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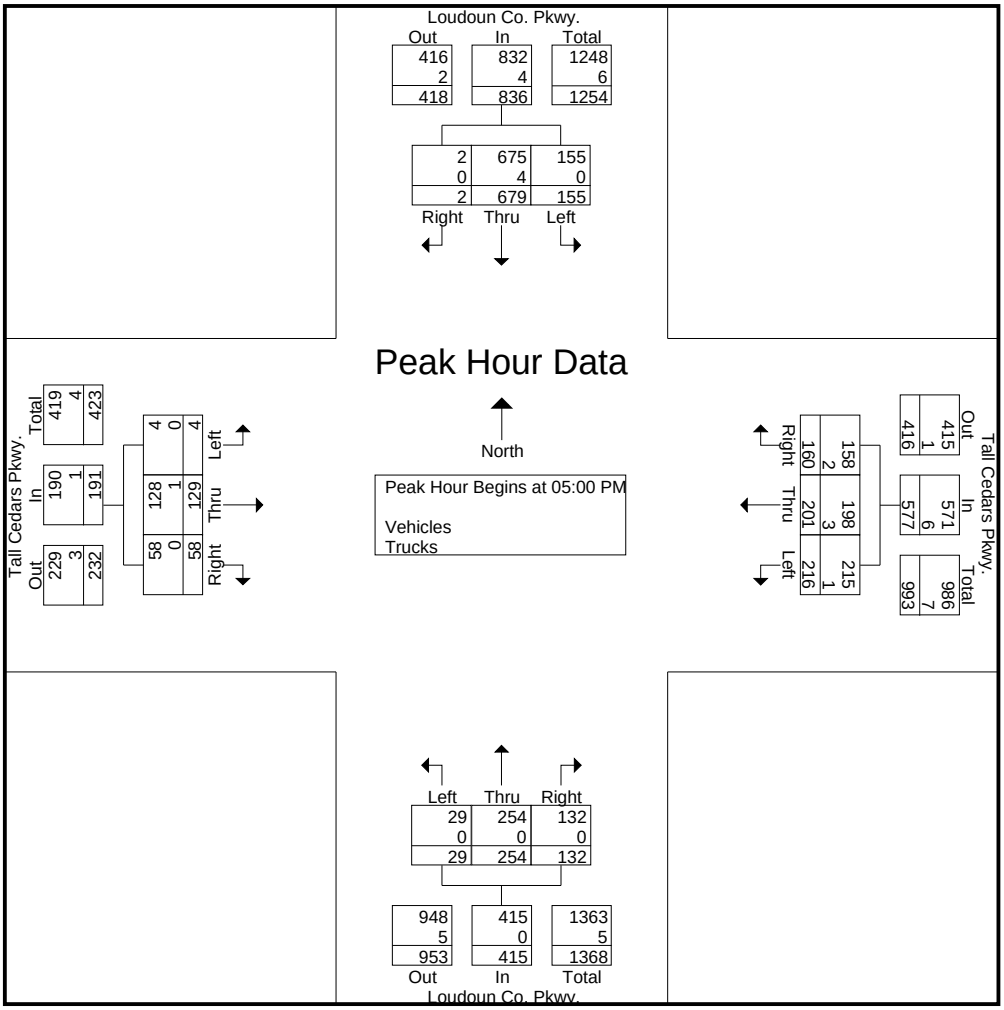
Dulles Airport Connector
Intersection: LoudounCoPkwy @ TallCedarsPkwy
Date: Tues & Wed, December 4 & 5, 2012

File Name : 11 - LoudounCoPkwy at TallCedarsPkwy
Site Code :
Start Date : 12/4/2012
Page No : 3

	Tall Cedars Pkwy. Eastbound				Tall Cedars Pkwy. Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	**38**	13	52	**58**	53	**50**	**161**	4	62	34	100	35	166	0	201	514
05:15 PM	**2**	32	**22**	**56**	56	49	48	153	**12**	**68**	**40**	**120**	35	171	0	206	**535**
05:30 PM	0	30	16	46	51	**58**	31	140	7	59	25	91	40	**203**	0	**243**	520
05:45 PM	1	29	7	37	51	41	31	123	6	65	33	104	**45**	139	**2**	186	450
Total Volume	4	129	58	191	216	201	160	577	29	254	132	415	155	679	2	836	2019
% App. Total	2.1	67.5	30.4		37.4	34.8	27.7		7	61.2	31.8		18.5	81.2	0.2		
PHF	.500	.849	.659	.853	.931	.866	.800	.896	.604	.934	.825	.865	.861	.836	.250	.860	.943
Vehicles	4	128	58	190	215	198	158	571	29	254	132	415	155	675	2	832	2008
% Vehicles	100	99.2	100	99.5	99.5	98.5	98.8	99.0	100	100	100	100	100	99.4	100	99.5	99.5
Trucks	0	1	0	1	1	3	2	6	0	0	0	0	0	4	0	4	11
% Trucks	0	0.8	0	0.5	0.5	1.5	1.3	1.0	0	0	0	0	0	0.6	0	0.5	0.5



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Dulles Airport Connector
Intersection: LoudounCoPkwy at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 14 - LoudounCoPkwy at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

	Evergreen Mills Rd Eastbound					Evergreen Mills Rd Westbound					Loudoun County Pkwy Northbound					Loudoun County Pkwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	37	0	128	0	165	0	0	0	0	0	106	382	0	0	488	1	85	13	0	99	752
07:15 AM	28	0	113	0	141	0	0	0	0	0	90	333	0	0	423	0	68	9	0	77	641
07:30 AM	27	0	110	0	137	0	0	0	0	0	101	284	0	0	385	0	70	10	0	80	602
07:45 AM	22	0	90	0	112	0	0	0	0	0	83	304	0	0	387	0	72	11	0	83	582
Total	114	0	441	0	555	0	0	0	0	0	380	1303	0	0	1683	1	295	43	0	339	2577
08:00 AM	30	0	125	0	155	0	0	0	0	0	94	276	0	0	370	0	73	21	0	94	619
08:15 AM	23	0	123	0	146	0	0	0	0	0	91	319	0	0	410	0	80	4	0	84	640
08:30 AM	22	0	103	0	125	0	0	0	0	0	101	280	0	0	381	0	76	8	0	84	590
08:45 AM	23	0	90	0	113	0	0	0	0	0	88	302	0	0	390	0	66	8	0	74	577
Total	98	0	441	0	539	0	0	0	0	0	374	1177	0	0	1551	0	295	41	0	336	2426
04:00 PM	18	0	97	0	115	0	0	0	0	0	146	115	0	0	261	0	270	20	0	290	666
04:15 PM	25	0	107	0	132	0	0	0	0	0	149	144	0	0	293	0	302	15	0	317	742
04:30 PM	14	0	119	0	133	0	0	0	0	0	174	132	0	0	306	0	288	24	0	312	751
04:45 PM	21	0	135	0	156	0	0	0	0	0	118	124	0	0	242	0	300	19	0	319	717
Total	78	0	458	0	536	0	0	0	0	0	587	515	0	0	1102	0	1160	78	0	1238	2876
05:00 PM	24	0	123	0	147	0	0	0	0	0	130	109	0	0	239	0	324	15	0	339	725
05:15 PM	25	0	128	0	153	0	0	0	0	0	163	118	0	0	281	0	309	12	0	321	755
05:30 PM	14	0	128	0	142	0	0	0	0	0	130	104	0	0	234	0	298	14	0	312	688
05:45 PM	10	0	105	0	115	0	0	0	0	0	101	89	0	0	190	0	341	13	0	354	659
Total	73	0	484	0	557	0	0	0	0	0	524	420	0	0	944	0	1272	54	0	1326	2827
Grand Total	363	0	1824	0	2187	0	0	0	0	0	1865	3415	0	0	5280	1	3022	216	0	3239	10706
Apprch %	16.6	0	83.4	0		0	0	0	0		35.3	64.7	0	0		0	93.3	6.7	0		
Total %	3.4	0	17	0	20.4	0	0	0	0	0	17.4	31.9	0	0	49.3	0	28.2	2	0	30.3	
Vehicles	330	0	1709	0	2039	0	0	0	0	0	1756	3245	0	0	5001	1	2864	188	0	3053	10093
% Vehicles	90.9	0	93.7	0	93.2	0	0	0	0	0	94.2	95	0	0	94.7	100	94.8	87	0	94.3	94.3
Trucks	33	0	115	0	148	0	0	0	0	0	109	170	0	0	279	0	158	28	0	186	613
% Trucks	9.1	0	6.3	0	6.8	0	0	0	0	0	5.8	5	0	0	5.3	0	5.2	13	0	5.7	5.7

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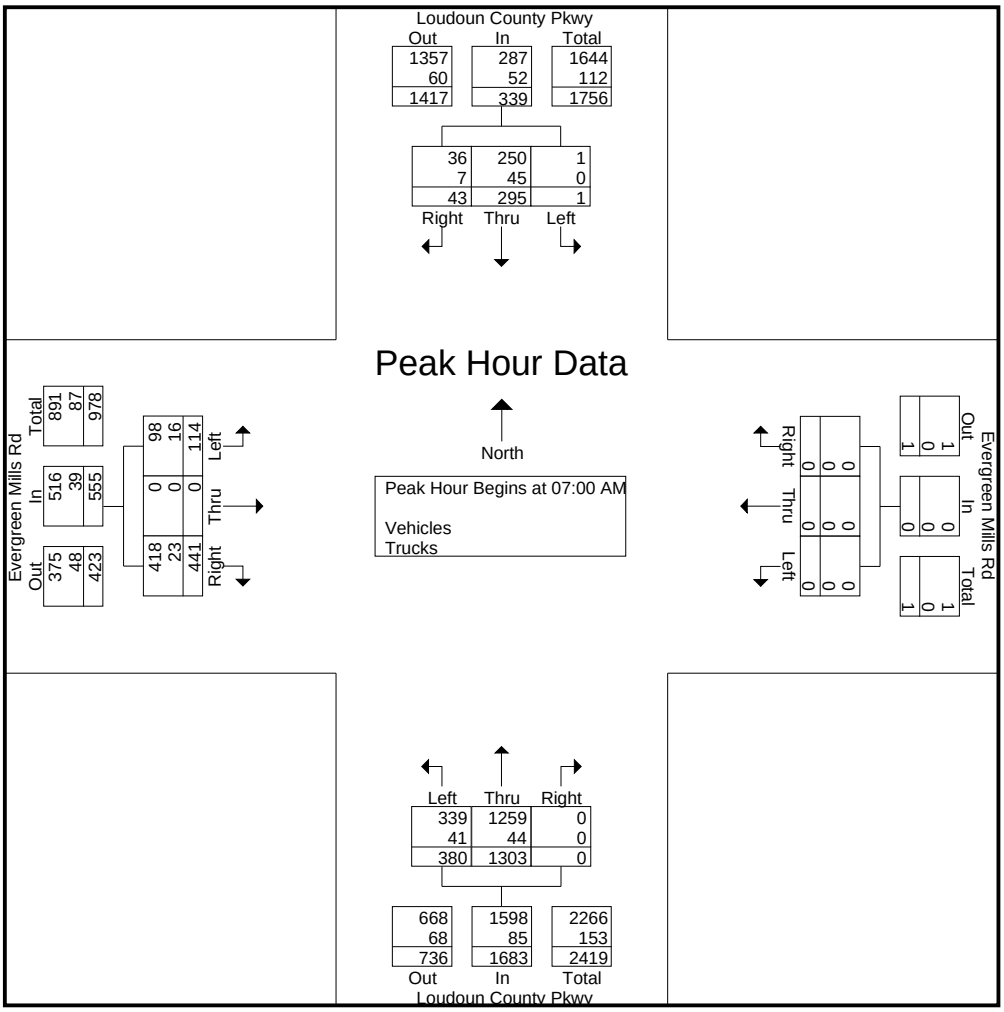
Dulles Airport Connector
Intersection: LoudounCoPkwy at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 14 - LoudounCoPkwy at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 2

	Evergreen Mills Rd Eastbound				Evergreen Mills Rd Westbound				Loudoun County Pkwy Northbound				Loudoun County Pkwy Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**37**	0	**128**	**165**	0	0	0	0	**106**	**382**	0	**488**	**1**	**85**	**13**	**99**	**752**
07:15 AM	28	0	113	141	0	0	0	0	90	333	0	423	0	68	9	77	641
07:30 AM	27	0	110	137	0	0	0	0	101	284	0	385	0	70	10	80	602
07:45 AM	22	0	90	112	0	0	0	0	83	304	0	387	0	72	11	83	582
Total Volume	114	0	441	555	0	0	0	0	380	1303	0	1683	1	295	43	339	2577
% App. Total	20.5	0	79.5		0	0	0		22.6	77.4	0		0.3	87	12.7		
PHF	.770	.000	.861	.841	.000	.000	.000	.000	.896	.853	.000	.862	.250	.868	.827	.856	.857
Vehicles	98	0	418	516	0	0	0	0	339	1259	0	1598	1	250	36	287	2401
% Vehicles	86.0	0	94.8	93.0	0	0	0	0	89.2	96.6	0	94.9	100	84.7	83.7	84.7	93.2
Trucks	16	0	23	39	0	0	0	0	41	44	0	85	0	45	7	52	176
% Trucks	14.0	0	5.2	7.0	0	0	0	0	10.8	3.4	0	5.1	0	15.3	16.3	15.3	6.8



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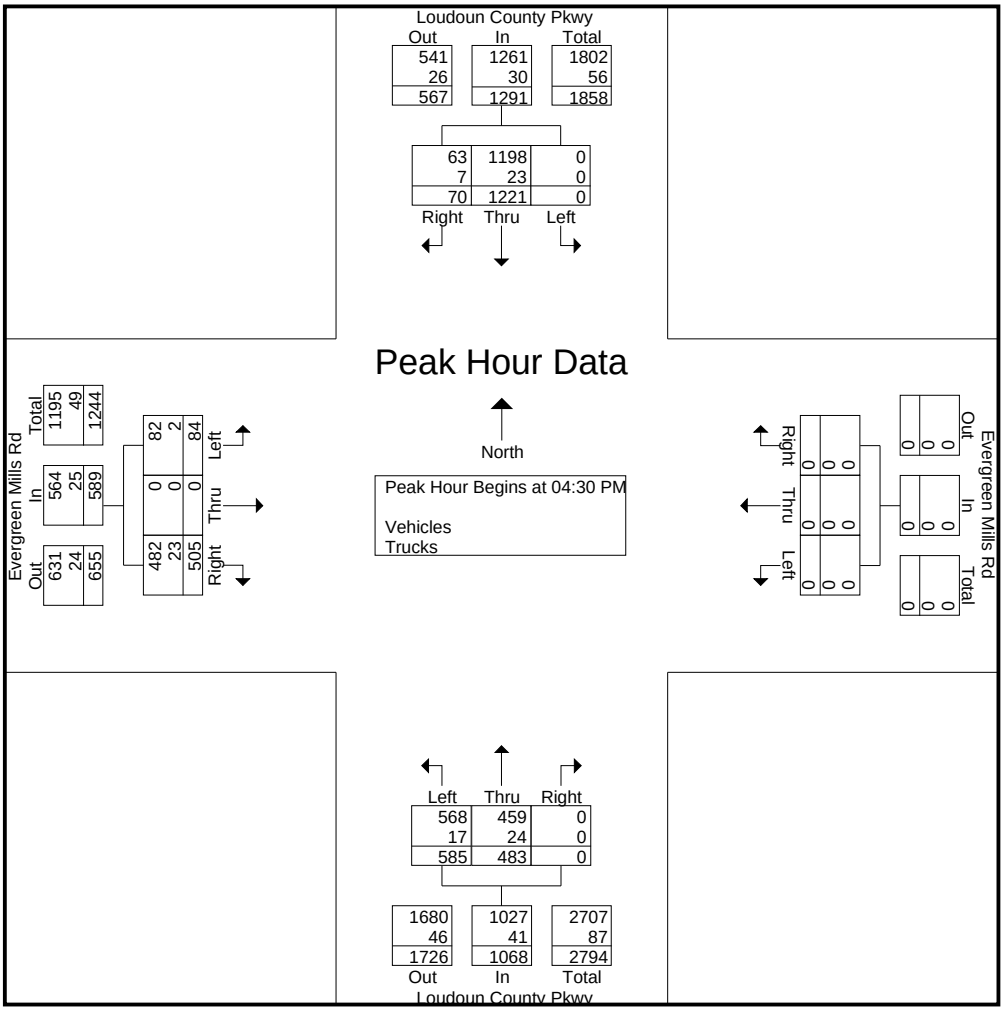
Dulles Airport Connector
Intersection: LoudounCoPkwy at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 14 - LoudounCoPkwy at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 3

	Evergreen Mills Rd Eastbound				Evergreen Mills Rd Westbound				Loudoun County Pkwy Northbound				Loudoun County Pkwy Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	14	0	119	133	0	0	0	0	**174**	**132**	0	**306**	0	288	**24**	312	751
04:45 PM	21	0	**135**	**156**	0	0	0	0	118	124	0	242	0	300	19	319	717
05:00 PM	24	0	123	147	0	0	0	0	130	109	0	239	0	**324**	15	**339**	725
05:15 PM	**25**	0	128	153	0	0	0	0	163	118	0	281	0	309	12	321	**755**
Total Volume	84	0	505	589	0	0	0	0	585	483	0	1068	0	1221	70	1291	2948
% App. Total	14.3	0	85.7		0	0	0		54.8	45.2	0		0	94.6	5.4		
PHF	.840	.000	.935	.944	.000	.000	.000	.000	.841	.915	.000	.873	.000	.942	.729	.952	.976
Vehicles	82	0	482	564	0	0	0	0	568	459	0	1027	0	1198	63	1261	2852
% Vehicles	97.6	0	95.4	95.8	0	0	0	0	97.1	95.0	0	96.2	0	98.1	90.0	97.7	96.7
Trucks	2	0	23	25	0	0	0	0	17	24	0	41	0	23	7	30	96
% Trucks	2.4	0	4.6	4.2	0	0	0	0	2.9	5.0	0	3.8	0	1.9	10.0	2.3	3.3



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Dulles Airport Connector
Intersection: LoudounCoPkwy at RyanRd
Date: Wednesday, December 5, 2012

File Name : 23 - LoudounCoPkwy at Ryan Rd
Site Code :
Start Date : 12/5/2012
Page No : 1

Groups Printed- Vehicles - Trucks

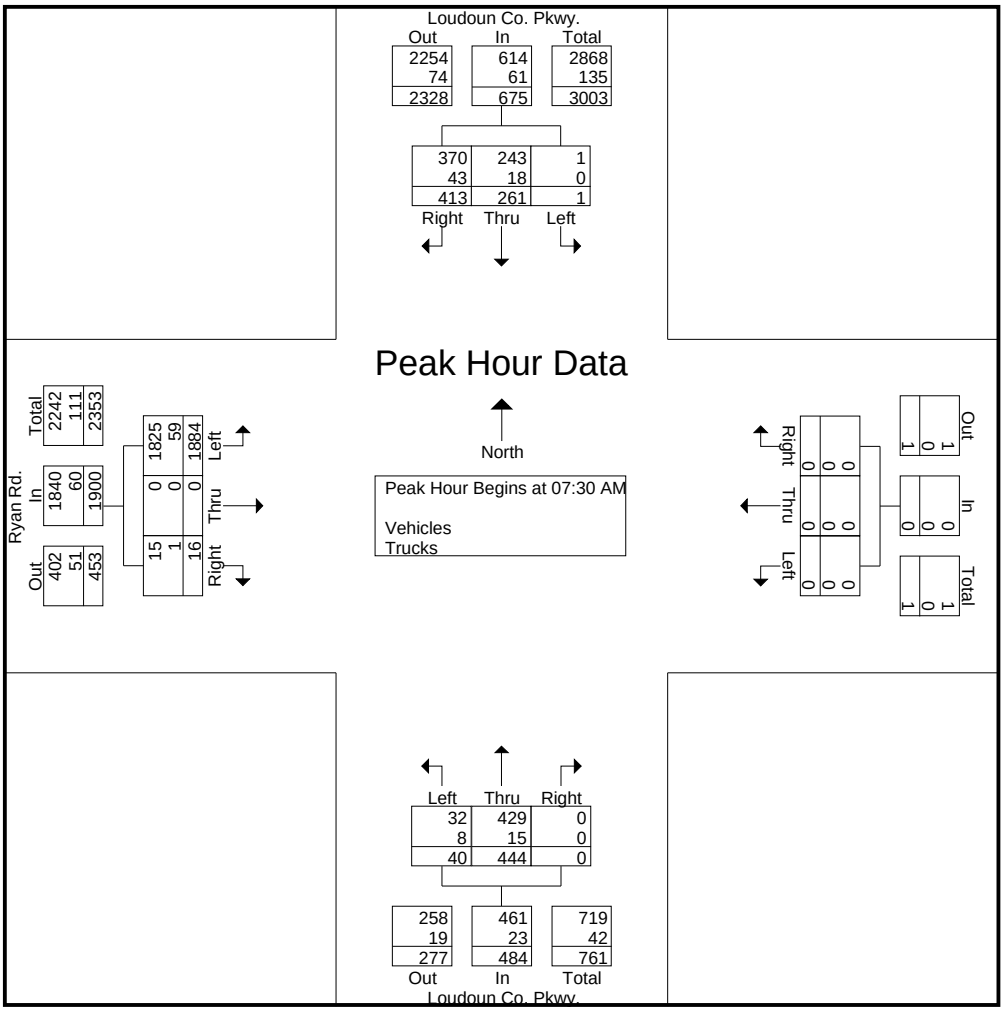
	Ryan Rd. Eastbound					Westbound					Loudoun Co. Pkwy. Northbound					Loudoun Co. Pkwy. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	386	0	1	0	387	0	0	0	0	0	0	29	0	0	29	0	22	68	0	90	506
07:15 AM	347	0	2	0	349	0	0	0	0	0	2	47	0	0	49	1	45	84	0	130	528
07:30 AM	489	0	7	0	496	0	0	0	0	0	9	100	0	0	109	0	84	81	0	165	770
07:45 AM	489	0	2	0	491	0	0	0	0	0	13	130	0	0	143	0	45	104	0	149	783
Total	1711	0	12	0	1723	0	0	0	0	0	24	306	0	0	330	1	196	337	0	534	2587
08:00 AM	440	0	3	0	443	0	0	0	0	0	6	110	0	0	116	1	74	88	0	163	722
08:15 AM	466	0	4	0	470	0	0	0	0	0	12	104	0	0	116	0	58	140	0	198	784
08:30 AM	442	0	2	0	444	0	0	0	0	0	15	86	0	0	101	0	27	125	0	152	697
08:45 AM	408	0	0	0	408	0	0	0	0	0	7	62	0	1	70	0	18	138	0	156	634
Total	1756	0	9	0	1765	0	0	0	0	0	40	362	0	1	403	1	177	491	0	669	2837
04:00 PM	160	0	1	0	161	0	0	0	0	0	3	40	0	0	43	2	51	212	0	265	469
04:15 PM	126	0	3	0	129	0	0	0	0	0	6	34	0	0	40	1	57	347	0	405	574
04:30 PM	132	0	0	0	132	0	0	0	0	0	20	61	0	0	81	2	43	356	0	401	614
04:45 PM	152	0	0	0	152	0	0	0	0	0	4	30	0	0	34	1	35	387	0	423	609
Total	570	0	4	0	574	0	0	0	0	0	33	165	0	0	198	6	186	1302	0	1494	2266
05:00 PM	159	0	0	0	159	0	0	0	0	0	1	27	0	0	28	1	50	434	0	485	672
05:15 PM	147	0	2	0	149	0	0	0	0	0	4	35	0	0	39	2	49	442	0	493	681
05:30 PM	138	0	0	0	138	0	0	0	0	0	6	35	0	0	41	1	64	431	0	496	675
05:45 PM	122	0	2	0	124	0	0	0	0	0	5	29	0	0	34	1	72	428	0	501	659
Total	566	0	4	0	570	0	0	0	0	0	16	126	0	0	142	5	235	1735	0	1975	2687
Grand Total	4603	0	29	0	4632	0	0	0	0	0	113	959	0	1	1073	13	794	3865	0	4672	10377
Apprch %	99.4	0	0.6	0		0	0	0	0		10.5	89.4	0	0.1		0.3	17	82.7	0		
Total %	44.4	0	0.3	0	44.6	0	0	0	0	0	1.1	9.2	0	0	10.3	0.1	7.7	37.2	0	45	
Vehicles	4472	0	25	0	4497	0	0	0	0	0	96	923	0	1	1020	13	759	3736	0	4508	10025
% Vehicles	97.2	0	86.2	0	97.1	0	0	0	0	0	85	96.2	0	100	95.1	100	95.6	96.7	0	96.5	96.6
Trucks	131	0	4	0	135	0	0	0	0	0	17	36	0	0	53	0	35	129	0	164	352
% Trucks	2.8	0	13.8	0	2.9	0	0	0	0	0	15	3.8	0	0	4.9	0	4.4	3.3	0	3.5	3.4

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: LoudounCoPkwy at RyanRd
Date: Wednesday, December 5, 2012

File Name : 23 - LoudounCoPkwy at Ryan Rd
Site Code :
Start Date : 12/5/2012
Page No : 2

	Ryan Rd. Eastbound				Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**489**	0	**7**	**496**	0	0	0	0	9	100	0	109	0	**84**	81	165	770
07:45 AM	489	0	2	491	0	0	0	0	**13**	**130**	0	**143**	0	45	104	149	783
08:00 AM	440	0	3	443	0	0	0	0	6	110	0	116	**1**	74	88	163	722
08:15 AM	466	0	4	470	0	0	0	0	12	104	0	116	0	58	**140**	**198**	**784**
Total Volume	1884	0	16	1900	0	0	0	0	40	444	0	484	1	261	413	675	3059
% App. Total	99.2	0	0.8		0	0	0		8.3	91.7	0		0.1	38.7	61.2		
PHF	.963	.000	.571	.958	.000	.000	.000	.000	.769	.854	.000	.846	.250	.777	.738	.852	.975
Vehicles	1825	0	15	1840	0	0	0	0	32	429	0	461	1	243	370	614	2915
% Vehicles	96.9	0	93.8	96.8	0	0	0	0	80.0	96.6	0	95.2	100	93.1	89.6	91.0	95.3
Trucks	59	0	1	60	0	0	0	0	8	15	0	23	0	18	43	61	144
% Trucks	3.1	0	6.3	3.2	0	0	0	0	20.0	3.4	0	4.8	0	6.9	10.4	9.0	4.7



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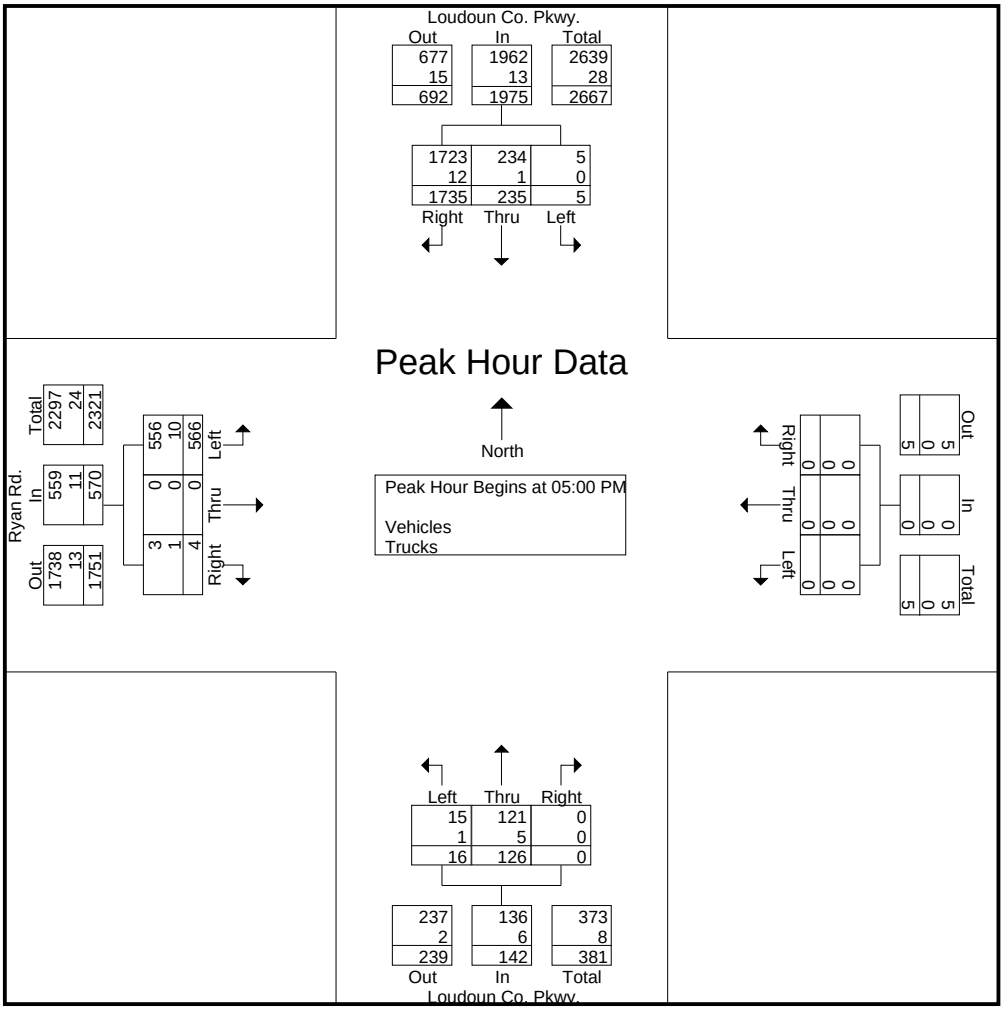
(904) 992-8072

Dulles Airport Connector
Intersection: LoudounCoPkwy at RyanRd
Date: Wednesday, December 5, 2012

File Name : 23 - LoudounCoPkwy at Ryan Rd
Site Code :
Start Date : 12/5/2012
Page No : 3

	Ryan Rd. Eastbound				Westbound				Loudoun Co. Pkwy. Northbound				Loudoun Co. Pkwy. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**159**	0	0	**159**	0	0	0	0	1	27	0	28	1	50	434	485	672
05:15 PM	147	0	**2**	149	0	0	0	0	4	**35**	0	39	**2**	49	**442**	493	**681**
05:30 PM	138	0	0	138	0	0	0	0	**6**	35	0	**41**	1	64	431	496	675
05:45 PM	122	0	2	124	0	0	0	0	5	29	0	34	1	**72**	428	**501**	659
Total Volume	566	0	4	570	0	0	0	0	16	126	0	142	5	235	1735	1975	2687
% App. Total	99.3	0	0.7		0	0	0		11.3	88.7	0		0.3	11.9	87.8		
PHF	.890	.000	.500	.896	.000	.000	.000	.000	.667	.900	.000	.866	.625	.816	.981	.986	.986
Vehicles	556	0	3	559	0	0	0	0	15	121	0	136	5	234	1723	1962	2657
% Vehicles	98.2	0	75.0	98.1	0	0	0	0	93.8	96.0	0	95.8	100	99.6	99.3	99.3	98.9
Trucks	10	0	1	11	0	0	0	0	1	5	0	6	0	1	12	13	30
% Trucks	1.8	0	25.0	1.9	0	0	0	0	6.3	4.0	0	4.2	0	0.4	0.7	0.7	1.1



Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: GumSpringRd at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 15 - GumSpringRd at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

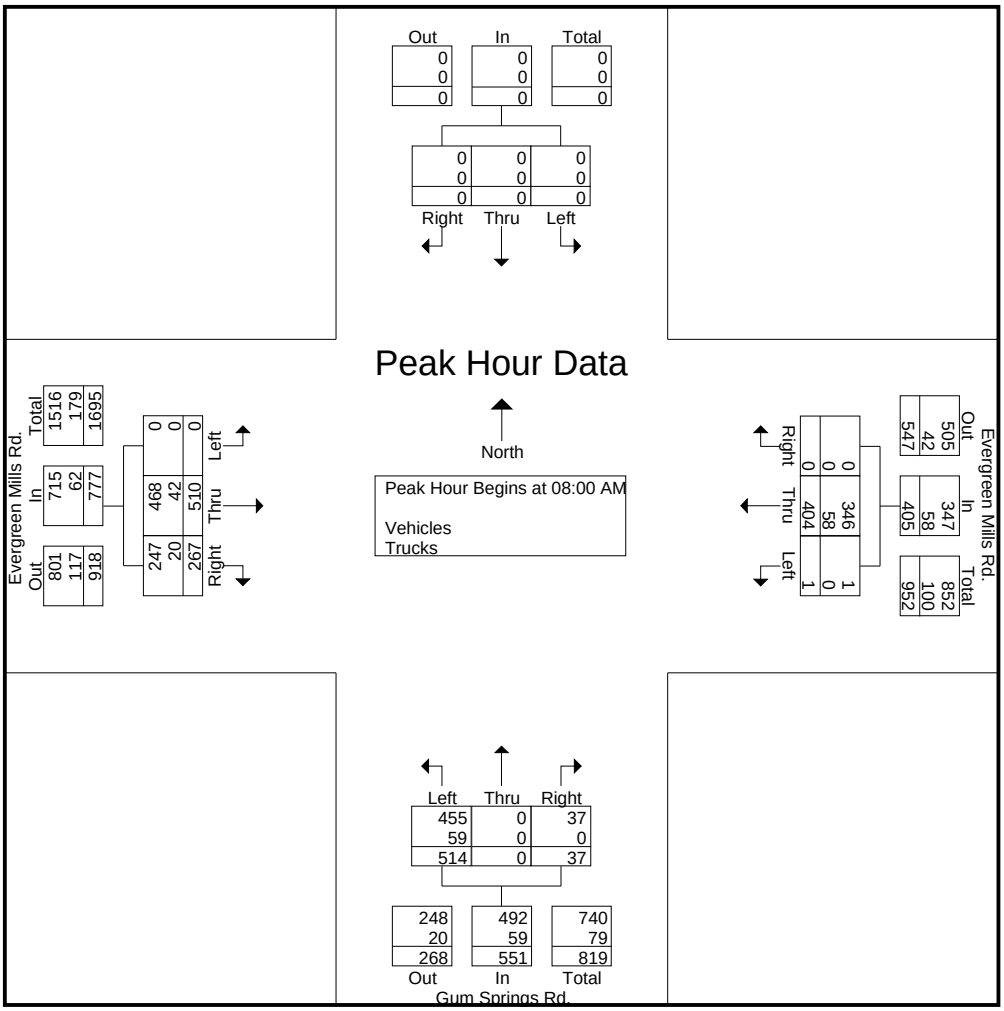
	Evergreen Mills Rd. Eastbound					Evergreen Mills Rd. Westbound					Gum Springs Rd. Northbound					Southbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	160	45	0	205	0	102	0	0	102	103	0	2	0	105	0	0	0	0	412
07:15 AM	0	120	54	0	174	0	108	0	0	108	108	0	11	0	119	0	0	0	0	401
07:30 AM	0	120	55	0	175	0	115	0	0	115	127	0	6	0	133	0	0	0	0	423
07:45 AM	0	123	64	0	187	0	82	0	0	82	116	0	10	0	126	0	0	0	0	395
Total	0	523	218	0	741	0	407	0	0	407	454	0	29	0	483	0	0	0	0	1631
08:00 AM	0	147	70	0	217	0	100	0	0	100	122	0	15	0	137	0	0	0	0	454
08:15 AM	0	136	79	0	215	0	108	0	0	108	124	0	3	0	127	0	0	0	0	450
08:30 AM	0	120	59	0	179	0	96	0	0	96	125	0	14	0	139	0	0	0	0	414
08:45 AM	0	107	59	0	166	1	100	0	0	101	143	0	5	0	148	0	0	0	0	415
Total	0	510	267	0	777	1	404	0	0	405	514	0	37	0	551	0	0	0	0	1733
04:00 PM	0	105	82	0	187	0	165	0	0	165	76	0	7	0	83	0	0	0	0	435
04:15 PM	0	107	101	0	208	2	167	0	0	169	73	0	13	0	86	0	0	0	0	463
04:30 PM	0	115	106	0	221	0	183	0	0	183	59	0	5	0	64	0	0	0	0	468
04:45 PM	0	134	101	0	235	1	158	0	0	159	66	0	17	0	83	0	0	0	0	477
Total	0	461	390	0	851	3	673	0	0	676	274	0	42	0	316	0	0	0	0	1843
05:00 PM	0	118	108	0	226	1	159	0	0	160	89	0	16	0	105	0	0	0	0	491
05:15 PM	0	131	106	0	237	0	181	0	0	181	59	0	12	0	71	0	0	0	0	489
05:30 PM	0	115	107	0	222	0	153	0	0	153	76	0	13	0	89	0	0	0	0	464
05:45 PM	0	121	98	0	219	0	138	0	0	138	55	0	10	0	65	0	0	0	0	422
Total	0	485	419	0	904	1	631	0	0	632	279	0	51	0	330	0	0	0	0	1866
Grand Total	0	1979	1294	0	3273	5	2115	0	0	2120	1521	0	159	0	1680	0	0	0	0	7073
Apprch %	0	60.5	39.5	0		0.2	99.8	0	0		90.5	0	9.5	0		0	0	0		
Total %	0	28	18.3	0	46.3	0.1	29.9	0	0	30	21.5	0	2.2	0	23.8	0	0	0	0	
Vehicles	0	1843	1180	0	3023	5	1973	0	0	1978	1398	0	153	0	1551	0	0	0	0	6552
% Vehicles	0	93.1	91.2	0	92.4	100	93.3	0	0	93.3	91.9	0	96.2	0	92.3	0	0	0	0	92.6
Trucks	0	136	114	0	250	0	142	0	0	142	123	0	6	0	129	0	0	0	0	521
% Trucks	0	6.9	8.8	0	7.6	0	6.7	0	0	6.7	8.1	0	3.8	0	7.7	0	0	0	0	7.4

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: GumSpringRd at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 15 - GumSpringRd at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 2

	Evergreen Mills Rd. Eastbound				Evergreen Mills Rd. Westbound				Gum Springs Rd. Northbound				Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**147**	70	**217**	0	100	0	100	122	0	**15**	137	0	0	0	0	**454**
08:15 AM	0	136	**79**	215	0	**108**	0	**108**	124	0	3	127	0	0	0	0	450
08:30 AM	0	120	59	179	0	96	0	96	125	0	14	139	0	0	0	0	414
08:45 AM	0	107	59	166	**1**	100	0	101	**143**	0	5	**148**	0	0	0	0	415
Total Volume	0	510	267	777	1	404	0	405	514	0	37	551	0	0	0	0	1733
% App. Total	0	65.6	34.4		0.2	99.8	0		93.3	0	6.7		0	0	0		
PHF	.000	.867	.845	.895	.250	.935	.000	.938	.899	.000	.617	.931	.000	.000	.000	.000	.954
Vehicles	0	468	247	715	1	346	0	347	455	0	37	492	0	0	0	0	1554
% Vehicles	0	91.8	92.5	92.0	100	85.6	0	85.7	88.5	0	100	89.3	0	0	0	0	89.7
Trucks	0	42	20	62	0	58	0	58	59	0	0	59	0	0	0	0	179
% Trucks	0	8.2	7.5	8.0	0	14.4	0	14.3	11.5	0	0	10.7	0	0	0	0	10.3

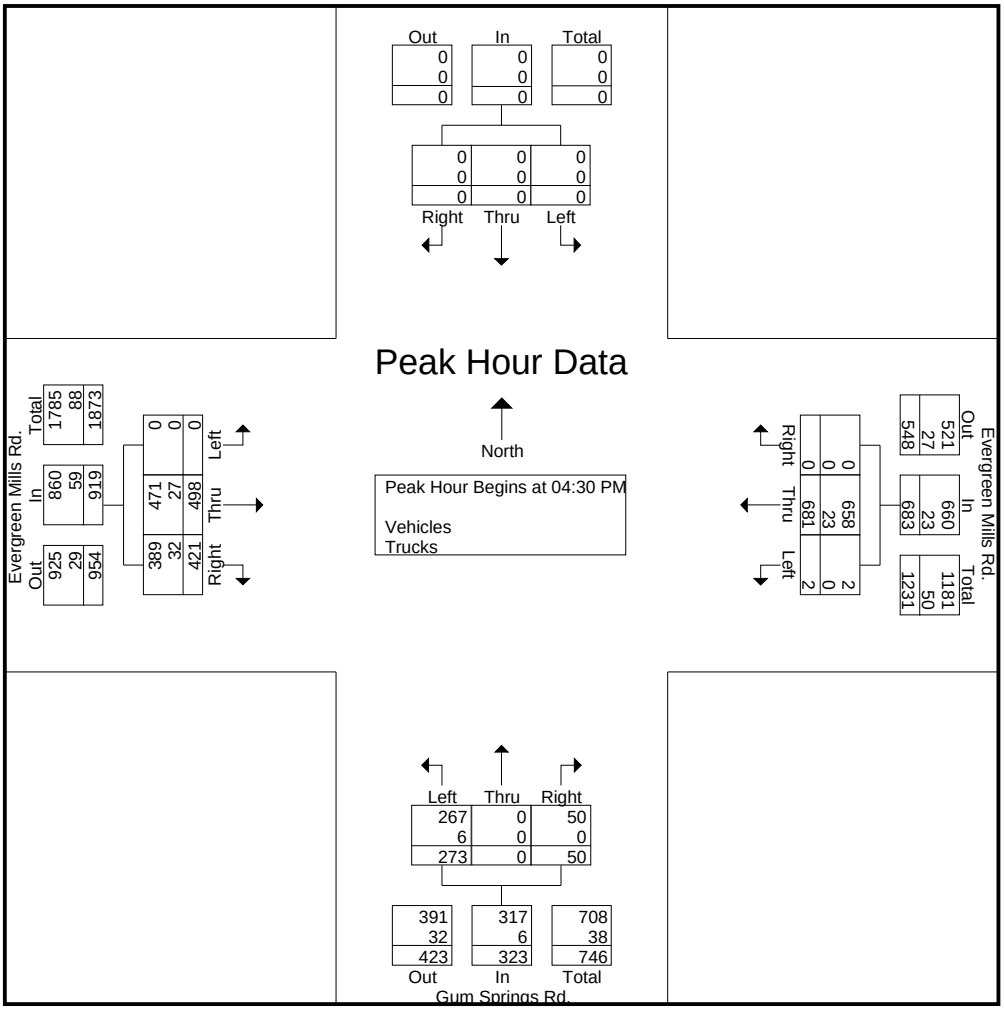


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: GumSpringRd at EvergreenMills
Date: Tuesday, December 4, 2012

File Name : 15 - GumSpringRd at EvergreenMills
Site Code :
Start Date : 12/4/2012
Page No : 3

	Evergreen Mills Rd. Eastbound				Evergreen Mills Rd. Westbound				Gum Springs Rd. Northbound				Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	115	106	221	0	**183**	0	**183**	59	0	5	64	0	0	0	0	468
04:45 PM	0	**134**	101	235	**1**	158	0	159	66	0	**17**	83	0	0	0	0	477
05:00 PM	0	118	**108**	226	1	159	0	160	**89**	0	16	**105**	0	0	0	0	**491**
05:15 PM	0	131	106	**237**	0	181	0	181	59	0	12	71	0	0	0	0	489
Total Volume	0	498	421	919	2	681	0	683	273	0	50	323	0	0	0	0	1925
% App. Total	0	54.2	45.8		0.3	99.7	0		84.5	0	15.5		0	0	0		
PHF	.000	.929	.975	.969	.500	.930	.000	.933	.767	.000	.735	.769	.000	.000	.000	.000	.980
Vehicles	0	471	389	860	2	658	0	660	267	0	50	317	0	0	0	0	1837
% Vehicles	0	94.6	92.4	93.6	100	96.6	0	96.6	97.8	0	100	98.1	0	0	0	0	95.4
Trucks	0	27	32	59	0	23	0	23	6	0	0	6	0	0	0	0	88
% Trucks	0	5.4	7.6	6.4	0	3.4	0	3.4	2.2	0	0	1.9	0	0	0	0	4.6



Peggy Malone & Associates, Inc.
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Dulles Airport Connector
Intersection: EvergreenMills at BelmontRidge
Date: Tuesday, December 4, 2012
Note: North and South congestion at peaks

File Name : 16 - EvergreenMills at BelmontRidge
Site Code : 00003010
Start Date : 12/4/2012
Page No : 1

Groups Printed- Vehicles - Trucks

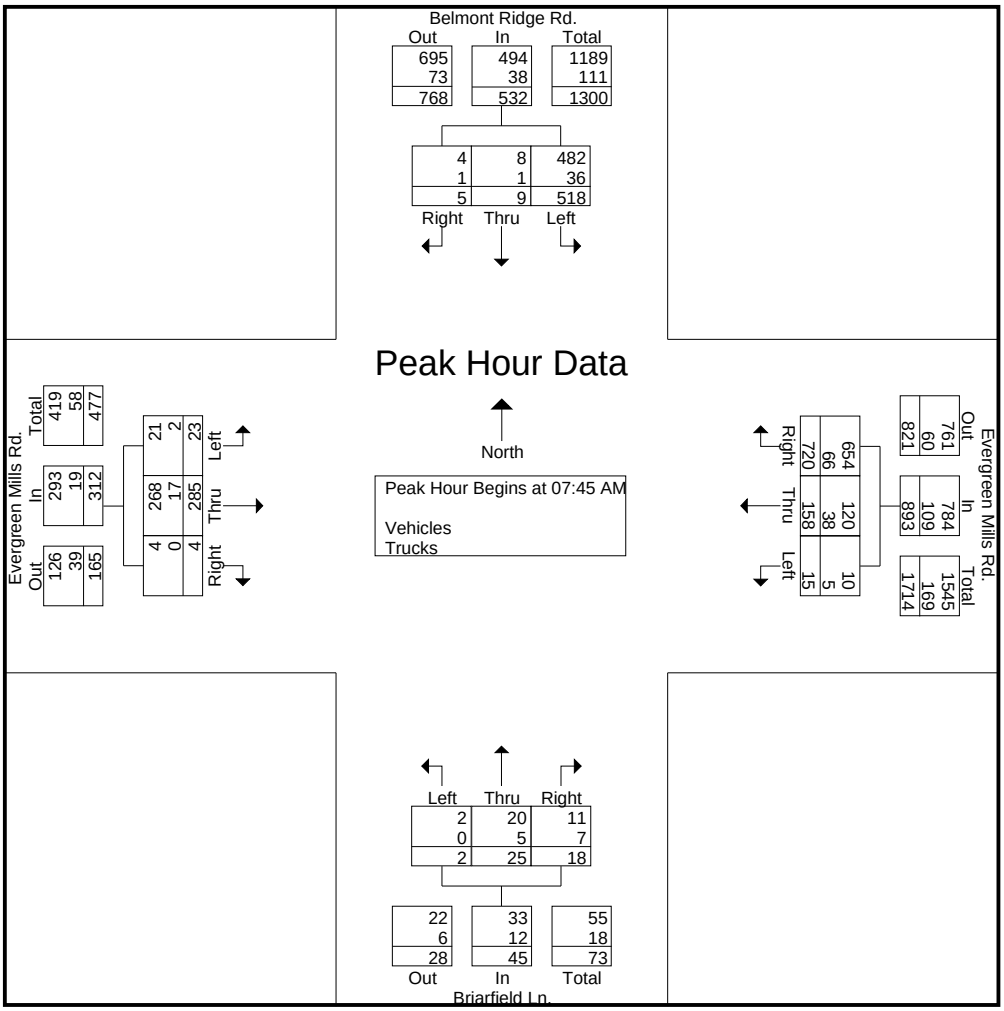
	Evergreen Mills Rd. Eastbound					Evergreen Mills Rd. Westbound					Briarfield Ln. Northbound					Belmont Ridge Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	108	3	0	112	1	42	163	0	206	0	5	2	0	7	76	4	1	0	81	406
07:15 AM	3	65	0	0	68	3	47	179	0	229	0	5	5	0	10	97	1	1	0	99	406
07:30 AM	9	103	3	0	115	2	43	186	0	231	0	3	0	0	3	71	0	1	0	72	421
07:45 AM	5	72	0	0	77	2	42	181	0	225	0	11	3	0	14	129	3	0	0	132	448
Total	18	348	6	0	372	8	174	709	0	891	0	24	10	0	34	373	8	3	0	384	1681
08:00 AM	7	84	0	0	91	3	43	166	0	212	1	4	2	0	7	153	2	2	0	157	467
08:15 AM	6	59	1	0	66	6	39	181	0	226	0	3	4	0	7	115	1	1	0	117	416
08:30 AM	5	70	3	0	78	4	34	192	0	230	1	7	9	0	17	121	3	2	0	126	451
08:45 AM	5	59	1	0	65	2	40	192	0	234	0	2	5	0	7	116	4	2	0	122	428
Total	23	272	5	0	300	15	156	731	0	902	2	16	20	0	38	505	10	7	0	522	1762
04:00 PM	3	63	1	0	67	2	100	135	0	237	0	1	7	0	8	122	2	5	0	129	441
04:15 PM	0	58	2	0	60	3	118	116	0	237	1	2	3	0	6	141	6	5	0	152	455
04:30 PM	0	61	1	0	62	4	106	133	0	243	0	1	4	0	5	150	1	2	0	153	463
04:45 PM	0	75	0	0	75	5	103	121	0	229	1	1	4	0	6	167	3	1	0	171	481
Total	3	257	4	0	264	14	427	505	0	946	2	5	18	0	25	580	12	13	0	605	1840
05:00 PM	2	56	1	0	59	1	90	140	0	231	0	0	2	0	2	172	2	2	0	176	468
05:15 PM	2	63	2	0	67	2	93	143	0	238	0	2	1	0	3	151	2	0	0	153	461
05:30 PM	3	69	0	0	72	4	89	136	0	229	0	0	6	0	6	159	2	4	0	165	472
05:45 PM	0	46	0	0	46	1	94	147	0	242	0	2	2	0	4	156	5	1	0	162	454
Total	7	234	3	0	244	8	366	566	0	940	0	4	11	0	15	638	11	7	0	656	1855
Grand Total	51	1111	18	0	1180	45	1123	2511	0	3679	4	49	59	0	112	2096	41	30	0	2167	7138
Apprch %	4.3	94.2	1.5	0		1.2	30.5	68.3	0		3.6	43.8	52.7	0		96.7	1.9	1.4	0		
Total %	0.7	15.6	0.3	0	16.5	0.6	15.7	35.2	0	51.5	0.1	0.7	0.8	0	1.6	29.4	0.6	0.4	0	30.4	
Vehicles	47	1022	12	0	1081	35	1026	2359	0	3420	4	44	44	0	92	1949	37	29	0	2015	6608
% Vehicles	92.2	92	66.7	0	91.6	77.8	91.4	93.9	0	93	100	89.8	74.6	0	82.1	93	90.2	96.7	0	93	92.6
Trucks	4	89	6	0	99	10	97	152	0	259	0	5	15	0	20	147	4	1	0	152	530
% Trucks	7.8	8	33.3	0	8.4	22.2	8.6	6.1	0	7	0	10.2	25.4	0	17.9	7	9.8	3.3	0	7	7.4

Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: EvergreenMills at BelmontRidge
Date: Tuesday, December 4, 2012
Note: North and South congestion at peaks

File Name : 16 - EvergreenMills at BelmontRidge
Site Code : 00003010
Start Date : 12/4/2012
Page No : 2

	Evergreen Mills Rd. Eastbound				Evergreen Mills Rd. Westbound				Briarfield Ln. Northbound				Belmont Ridge Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	72	0	77	2	42	181	225	0	**11**	3	14	129	**3**	0	132	448
08:00 AM	**7**	**84**	0	**91**	3	**43**	166	212	**1**	4	2	7	**153**	2	**2**	**157**	**467**
08:15 AM	6	59	1	66	**6**	39	181	226	0	3	4	7	115	1	1	117	416
08:30 AM	5	70	**3**	78	4	34	**192**	**230**	1	7	**9**	**17**	121	3	2	126	451
Total Volume	23	285	4	312	15	158	720	893	2	25	18	45	518	9	5	532	1782
% App. Total	7.4	91.3	1.3		1.7	17.7	80.6		4.4	55.6	40		97.4	1.7	0.9		
PHF	.821	.848	.333	.857	.625	.919	.938	.971	.500	.568	.500	.662	.846	.750	.625	.847	.954
Vehicles	21	268	4	293	10	120	654	784	2	20	11	33	482	8	4	494	1604
% Vehicles	91.3	94.0	100	93.9	66.7	75.9	90.8	87.8	100	80.0	61.1	73.3	93.1	88.9	80.0	92.9	90.0
Trucks	2	17	0	19	5	38	66	109	0	5	7	12	36	1	1	38	178
% Trucks	8.7	6.0	0	6.1	33.3	24.1	9.2	12.2	0	20.0	38.9	26.7	6.9	11.1	20.0	7.1	10.0

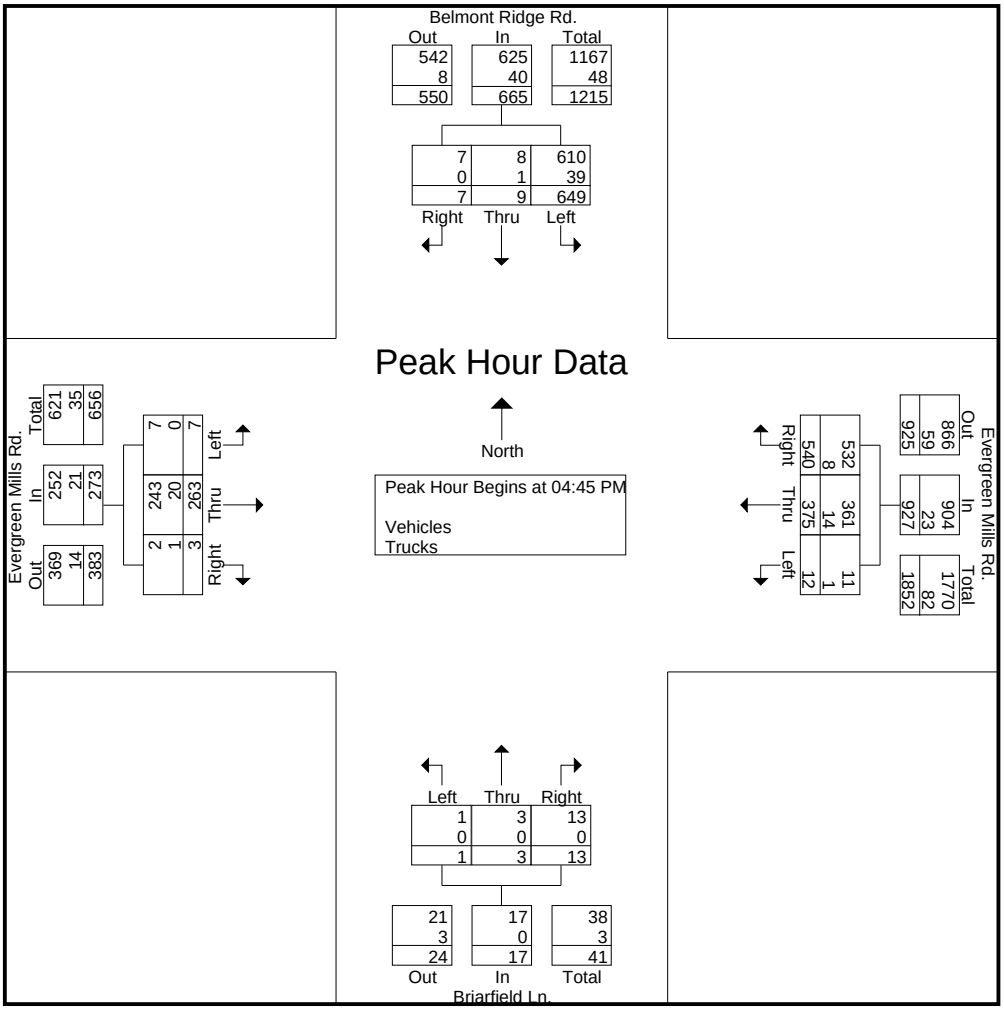


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: EvergreenMills at BelmontRidge
Date: Tuesday, December 4, 2012
Note: North and South congestion at peaks

File Name : 16 - EvergreenMills at BelmontRidge
Site Code : 00003010
Start Date : 12/4/2012
Page No : 3

	Evergreen Mills Rd. Eastbound				Evergreen Mills Rd. Westbound				Briarfield Ln. Northbound				Belmont Ridge Rd. Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**75**	0	**75**	**5**	**103**	121	229	**1**	1	4	**6**	167	**3**	1	171	**481**
05:00 PM	2	56	1	59	1	90	140	231	0	0	2	2	**172**	2	2	**176**	468
05:15 PM	2	63	**2**	67	2	93	**143**	**238**	0	**2**	1	3	151	2	0	153	461
05:30 PM	**3**	69	0	72	4	89	136	229	0	0	**6**	6	159	2	**4**	165	472
Total Volume	7	263	3	273	12	375	540	927	1	3	13	17	649	9	7	665	1882
% App. Total	2.6	96.3	1.1		1.3	40.5	58.3		5.9	17.6	76.5		97.6	1.4	1.1		
PHF	.583	.877	.375	.910	.600	.910	.944	.974	.250	.375	.542	.708	.943	.750	.438	.945	.978
Vehicles	7	243	2	252	11	361	532	904	1	3	13	17	610	8	7	625	1798
% Vehicles	100	92.4	66.7	92.3	91.7	96.3	98.5	97.5	100	100	100	100	94.0	88.9	100	94.0	95.5
Trucks	0	20	1	21	1	14	8	23	0	0	0	0	39	1	0	40	84
% Trucks	0	7.6	33.3	7.7	8.3	3.7	1.5	2.5	0	0	0	0	6.0	11.1	0	6.0	4.5



Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: BelmontRidge at CreightonRd
Date: Thursday, December 6, 2012

File Name : 24 - BelmontRidge at CreightonRd
Site Code : 00002960
Start Date : 12/6/2012
Page No : 1

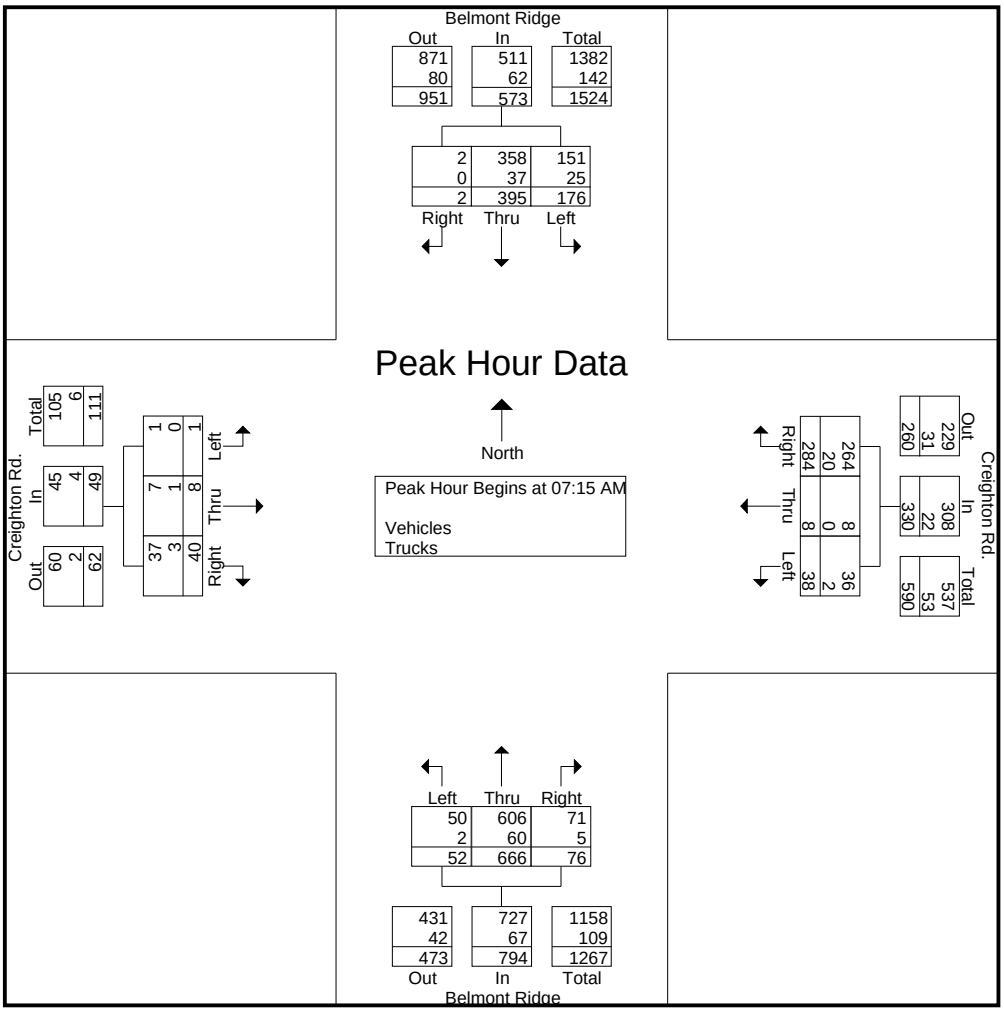
Groups Printed- Vehicles - Trucks

	Creighton Rd. Eastbound					Creighton Rd. Westbound					Belmont Ridge Northbound					Belmont Ridge Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	5	5	0	10	10	1	28	0	39	9	145	7	0	161	22	82	2	0	106	316
07:15 AM	0	2	11	0	13	2	2	40	0	44	11	148	29	0	188	56	91	0	0	147	392
07:30 AM	0	1	7	0	8	14	2	98	0	114	8	179	19	0	206	78	98	0	0	176	504
07:45 AM	0	3	11	0	14	17	3	103	0	123	23	181	17	0	221	30	112	1	0	143	501
Total	0	11	34	0	45	43	8	269	0	320	51	653	72	0	776	186	383	3	0	572	1713
08:00 AM	1	2	11	0	14	5	1	43	0	49	10	158	11	0	179	12	94	1	0	107	349
08:15 AM	1	1	7	0	9	7	7	42	0	56	11	195	3	0	209	10	90	2	0	102	376
08:30 AM	0	0	17	0	17	7	6	45	0	58	6	192	9	1	208	25	84	0	0	109	392
08:45 AM	2	2	15	0	19	11	5	33	0	49	13	148	5	0	166	16	93	1	0	110	344
Total	4	5	50	0	59	30	19	163	0	212	40	693	28	1	762	63	361	4	0	428	1461
04:00 PM	0	3	15	2	20	4	1	21	0	26	12	121	3	0	136	17	110	3	0	130	312
04:15 PM	0	2	19	0	21	8	4	29	0	41	12	116	8	0	136	15	125	6	0	146	344
04:30 PM	0	2	20	0	22	3	5	19	1	28	9	121	10	0	140	26	150	4	0	180	370
04:45 PM	1	0	11	0	12	3	2	18	0	23	14	132	11	0	157	21	127	0	0	148	340
Total	1	7	65	2	75	18	12	87	1	118	47	490	32	0	569	79	512	13	0	604	1366
05:00 PM	0	2	16	1	19	5	1	22	0	28	12	125	8	0	145	36	149	6	0	191	383
05:15 PM	2	2	15	0	19	12	3	45	1	61	17	125	7	0	149	30	141	2	0	173	402
05:30 PM	1	1	14	0	16	6	5	23	0	34	8	124	14	0	146	26	158	2	0	186	382
05:45 PM	0	4	12	1	17	6	0	0	0	6	5	0	0	0	5	0	154	0	0	154	182
Total	3	9	57	2	71	29	9	90	1	129	42	374	29	0	445	92	602	10	0	704	1349
Grand Total	8	32	206	4	250	120	48	609	2	779	180	2210	161	1	2552	420	1858	30	0	2308	5889
Apprch %	3.2	12.8	82.4	1.6		15.4	6.2	78.2	0.3		7.1	86.6	6.3	0		18.2	80.5	1.3	0		
Total %	0.1	0.5	3.5	0.1	4.2	2	0.8	10.3	0	13.2	3.1	37.5	2.7	0	43.3	7.1	31.6	0.5	0	39.2	
Vehicles	8	31	191	4	234	111	48	582	2	743	169	2062	154	1	2386	388	1746	29	0	2163	5526
% Vehicles	100	96.9	92.7	100	93.6	92.5	100	95.6	100	95.4	93.9	93.3	95.7	100	93.5	92.4	94	96.7	0	93.7	93.8
Trucks	0	1	15	0	16	9	0	27	0	36	11	148	7	0	166	32	112	1	0	145	363
% Trucks	0	3.1	7.3	0	6.4	7.5	0	4.4	0	4.6	6.1	6.7	4.3	0	6.5	7.6	6	3.3	0	6.3	6.2

Dulles Airport Connector
Intersection: BelmontRidge at CreightonRd
Date: Thursday, December 6, 2012

File Name : 24 - BelmontRidge at CreightonRd
Site Code : 00002960
Start Date : 12/6/2012
Page No : 2

	Creighton Rd. Eastbound				Creighton Rd. Westbound				Belmont Ridge Northbound				Belmont Ridge Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	**11**	13	2	2	40	44	11	148	**29**	188	56	91	0	147	392
07:30 AM	0	1	7	8	14	2	98	114	8	179	19	206	**78**	98	0	**176**	**504**
07:45 AM	0	**3**	11	**14**	**17**	**3**	**103**	**123**	**23**	**181**	17	**221**	30	**112**	**1**	143	501
08:00 AM	**1**	2	11	14	5	1	43	49	10	158	11	179	12	94	1	107	349
Total Volume	1	8	40	49	38	8	284	330	52	666	76	794	176	395	2	573	1746
% App. Total	2	16.3	81.6		11.5	2.4	86.1		6.5	83.9	9.6		30.7	68.9	0.3		
PHF	.250	.667	.909	.875	.559	.667	.689	.671	.565	.920	.655	.898	.564	.882	.500	.814	.866
Vehicles	1	7	37	45	36	8	264	308	50	606	71	727	151	358	2	511	1591
% Vehicles	100	87.5	92.5	91.8	94.7	100	93.0	93.3	96.2	91.0	93.4	91.6	85.8	90.6	100	89.2	91.1
Trucks	0	1	3	4	2	0	20	22	2	60	5	67	25	37	0	62	155
% Trucks	0	12.5	7.5	8.2	5.3	0	7.0	6.7	3.8	9.0	6.6	8.4	14.2	9.4	0	10.8	8.9

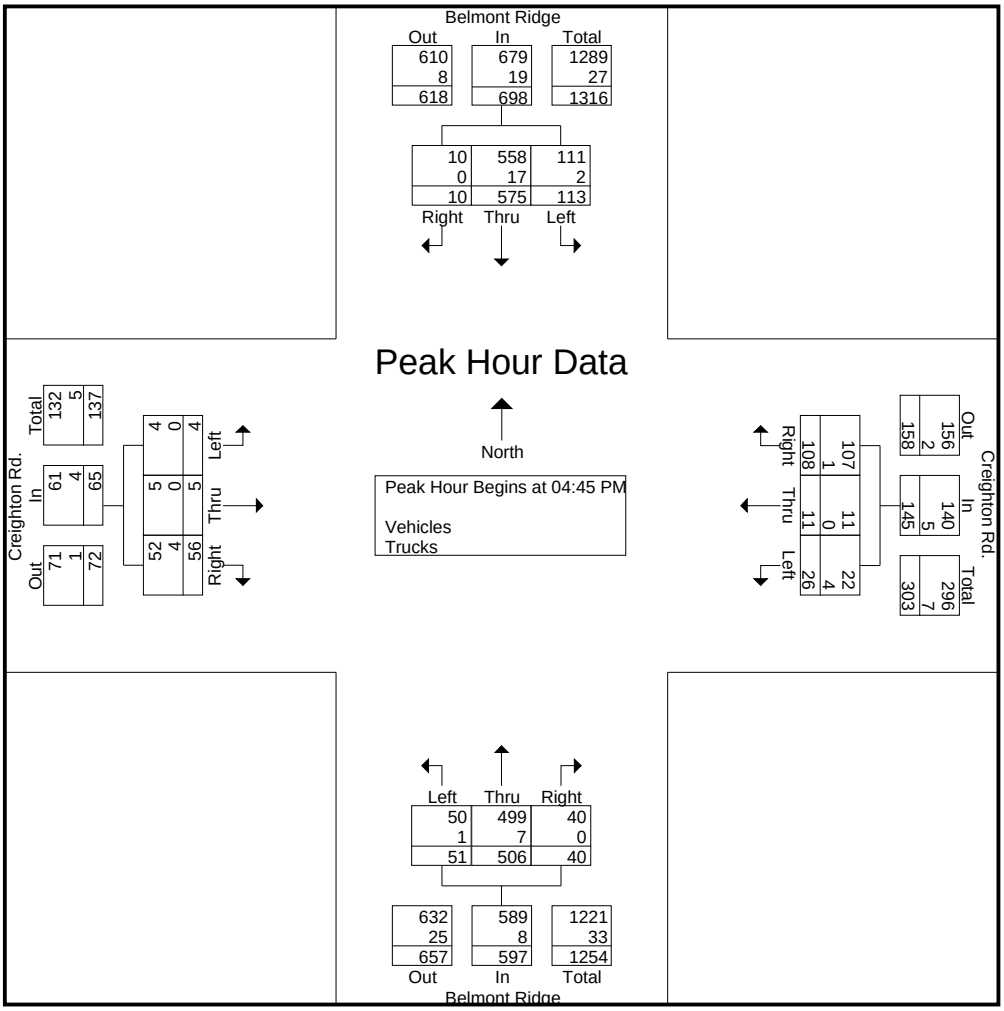


Peggy Malone & Associates, Inc.
(904) 992-8072

Dulles Airport Connector
Intersection: BelmontRidge at CreightonRd
Date: Thursday, December 6, 2012

File Name : 24 - BelmontRidge at CreightonRd
Site Code : 00002960
Start Date : 12/6/2012
Page No : 3

	Creighton Rd. Eastbound				Creighton Rd. Westbound				Belmont Ridge Northbound				Belmont Ridge Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	11	12	3	2	18	23	14	**132**	11	**157**	21	127	0	148	340
05:00 PM	0	**2**	**16**	18	5	1	22	28	12	125	8	145	**36**	149	**6**	**191**	382
05:15 PM	**2**	2	15	**19**	**12**	3	**45**	**60**	**17**	125	7	149	30	141	2	173	**401**
05:30 PM	1	1	14	16	6	**5**	23	34	8	124	**14**	146	26	**158**	2	186	382
Total Volume	4	5	56	65	26	11	108	145	51	506	40	597	113	575	10	698	1505
% App. Total	6.2	7.7	86.2		17.9	7.6	74.5		8.5	84.8	6.7		16.2	82.4	1.4		
PHF	.500	.625	.875	.855	.542	.550	.600	.604	.750	.958	.714	.951	.785	.910	.417	.914	.938
Vehicles	4	5	52	61	22	11	107	140	50	499	40	589	111	558	10	679	1469
% Vehicles	100	100	92.9	93.8	84.6	100	99.1	96.6	98.0	98.6	100	98.7	98.2	97.0	100	97.3	97.6
Trucks	0	0	4	4	4	0	1	5	1	7	0	8	2	17	0	19	36
% Trucks	0	0	7.1	6.2	15.4	0	0.9	3.4	2.0	1.4	0	1.3	1.8	3.0	0	2.7	2.4



Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Tall Cedars Pkwy at S. Rid
Date: Tuesday, January 22, 2013

File Name : 25 - TallCedarsPkwy at SouthRidingBlvd
Site Code : 00012213
Start Date : 1/22/2013
Page No : 1

Groups Printed- Vehicles - Uturns - Heavy Vehicles

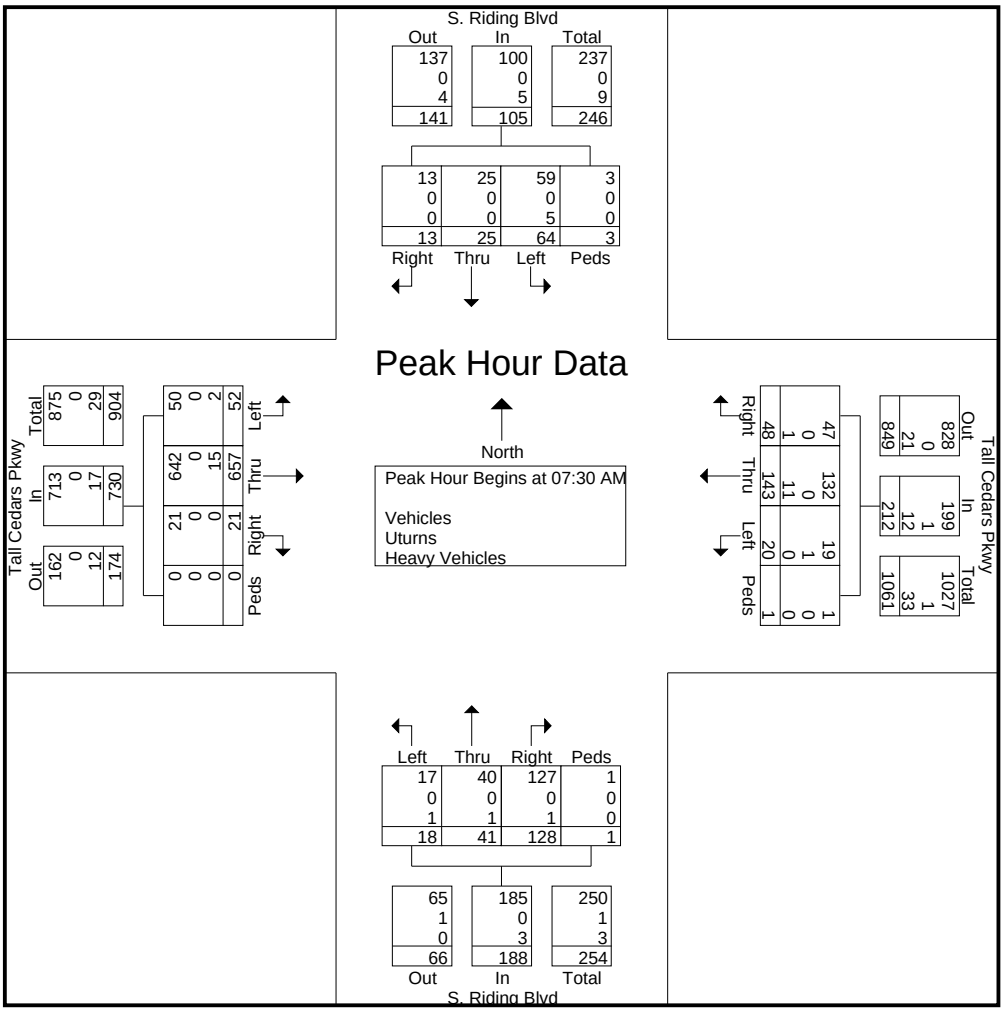
	Tall Cedars Pkwy Eastbound					Tall Cedars Pkwy Westbound					S. Riding Blvd Northbound					S. Riding Blvd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	19	91	1	1	112	4	26	9	0	39	5	7	18	0	30	10	3	4	0	17	198
07:15 AM	13	151	13	0	177	6	32	11	1	50	4	11	29	1	45	7	9	4	0	20	292
07:30 AM	15	178	4	0	197	6	40	16	0	62	5	9	30	0	44	11	6	1	0	18	321
07:45 AM	12	173	8	0	193	6	16	16	0	38	6	8	33	0	47	18	6	4	0	28	306
Total	59	593	26	1	679	22	114	52	1	189	20	35	110	1	166	46	24	13	0	83	1117
08:00 AM	13	156	5	0	174	4	41	7	0	52	2	15	33	1	51	18	5	4	2	29	306
08:15 AM	12	150	4	0	166	4	46	9	1	60	5	9	32	0	46	17	8	4	1	30	302
08:30 AM	18	125	9	0	152	10	50	7	0	67	9	7	28	0	44	14	10	2	0	26	289
08:45 AM	15	137	8	0	160	5	38	7	0	50	6	8	19	0	33	9	11	3	2	25	268
Total	58	568	26	0	652	23	175	30	1	229	22	39	112	1	174	58	34	13	5	110	1165
04:00 PM	10	68	9	0	87	9	50	11	0	70	3	13	8	1	25	10	6	9	0	25	207
04:15 PM	6	43	5	0	54	6	52	16	1	75	4	9	6	0	19	9	14	4	0	27	175
04:30 PM	4	55	8	0	67	15	68	8	0	91	5	1	10	2	18	14	16	8	0	38	214
04:45 PM	10	37	12	0	59	23	56	8	0	87	8	8	14	0	30	17	23	12	0	52	228
Total	30	203	34	0	267	53	226	43	1	323	20	31	38	3	92	50	59	33	0	142	824
05:00 PM	6	53	11	0	70	17	68	13	0	98	10	7	19	0	36	15	17	17	0	49	253
05:15 PM	8	38	10	0	56	14	75	6	1	96	6	11	11	1	29	15	14	8	0	37	218
05:30 PM	7	63	7	0	77	18	67	13	1	99	5	5	14	1	25	16	24	16	0	56	257
05:45 PM	8	43	10	0	61	16	69	2	1	88	10	11	17	1	39	15	19	9	0	43	231
Total	29	197	38	0	264	65	279	34	3	381	31	34	61	3	129	61	74	50	0	185	959
Grand Total	176	1561	124	1	1862	163	794	159	6	1122	93	139	321	8	561	215	191	109	5	520	4065
Apprch %	9.5	83.8	6.7	0.1		14.5	70.8	14.2	0.5		16.6	24.8	57.2	1.4		41.3	36.7	21	1		
Total %	4.3	38.4	3.1	0	45.8	4	19.5	3.9	0.1	27.6	2.3	3.4	7.9	0.2	13.8	5.3	4.7	2.7	0.1	12.8	
Vehicles	167	1527	123	1	1818	159	756	155	6	1076	91	136	316	8	551	209	190	108	5	512	3957
% Vehicles	94.9	97.8	99.2	100	97.6	97.5	95.2	97.5	100	95.9	97.8	97.8	98.4	100	98.2	97.2	99.5	99.1	100	98.5	97.3
Uturns	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
% Uturns	0	0	0	0	0	0.6	0	0	0	0.1	1.1	0	0	0	0.2	0	0	0	0	0	0
Heavy Vehicles																					
% Heavy Vehicles	5.1	2.2	0.8	0	2.4	1.8	4.8	2.5	0	4	1.1	2.2	1.6	0	1.6	2.8	0.5	0.9	0	1.5	2.6

Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Tall Cedars Pkwy at S. Rid
Date: Tuesday, January 22, 2013

File Name : 25 - TallCedarsPkwy at SouthRidingBlvd
Site Code : 00012213
Start Date : 1/22/2013
Page No : 2

	Tall Cedars Pkwy Eastbound					Tall Cedars Pkwy Westbound					S. Riding Blvd Northbound					S. Riding Blvd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**15**	**178**	4	0	**197**	**6**	40	**16**	0	**62**	5	9	30	0	44	11	6	1	0	18	**321**
07:45 AM	12	173	**8**	0	193	6	16	16	0	38	**6**	8	**33**	0	47	**18**	6	**4**	0	28	306
08:00 AM	13	156	5	0	174	4	41	7	0	52	2	**15**	33	**1**	**51**	18	5	4	**2**	29	306
08:15 AM	12	150	4	0	166	4	**46**	9	**1**	60	5	9	32	0	46	17	**8**	4	1	**30**	302
Total Volume	52	657	21	0	730	20	143	48	1	212	18	41	128	1	188	64	25	13	3	105	1235
% App. Total	7.1	90	2.9	0		9.4	67.5	22.6	0.5		9.6	21.8	68.1	0.5		61	23.8	12.4	2.9		
PHF	.867	.923	.656	.000	.926	.833	.777	.750	.250	.855	.750	.683	.970	.250	.922	.889	.781	.813	.375	.875	.962
Vehicles	50	642	21	0	713	19	132	47	1	199	17	40	127	1	185	59	25	13	3	100	1197
% Vehicles	96.2	97.7	100	0	97.7	95.0	92.3	97.9	100	93.9	94.4	97.6	99.2	100	98.4	92.2	100	100	100	95.2	96.9
Uturns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Uturns	0	0	0	0	0	5.0	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.1
Heavy Vehicles	2	15	0	0	17	0	11	1	0	12	1	1	1	0	3	5	0	0	0	5	37
% Heavy Vehicles	3.8	2.3	0	0	2.3	0	7.7	2.1	0	5.7	5.6	2.4	0.8	0	1.6	7.8	0	0	0	4.8	3.0

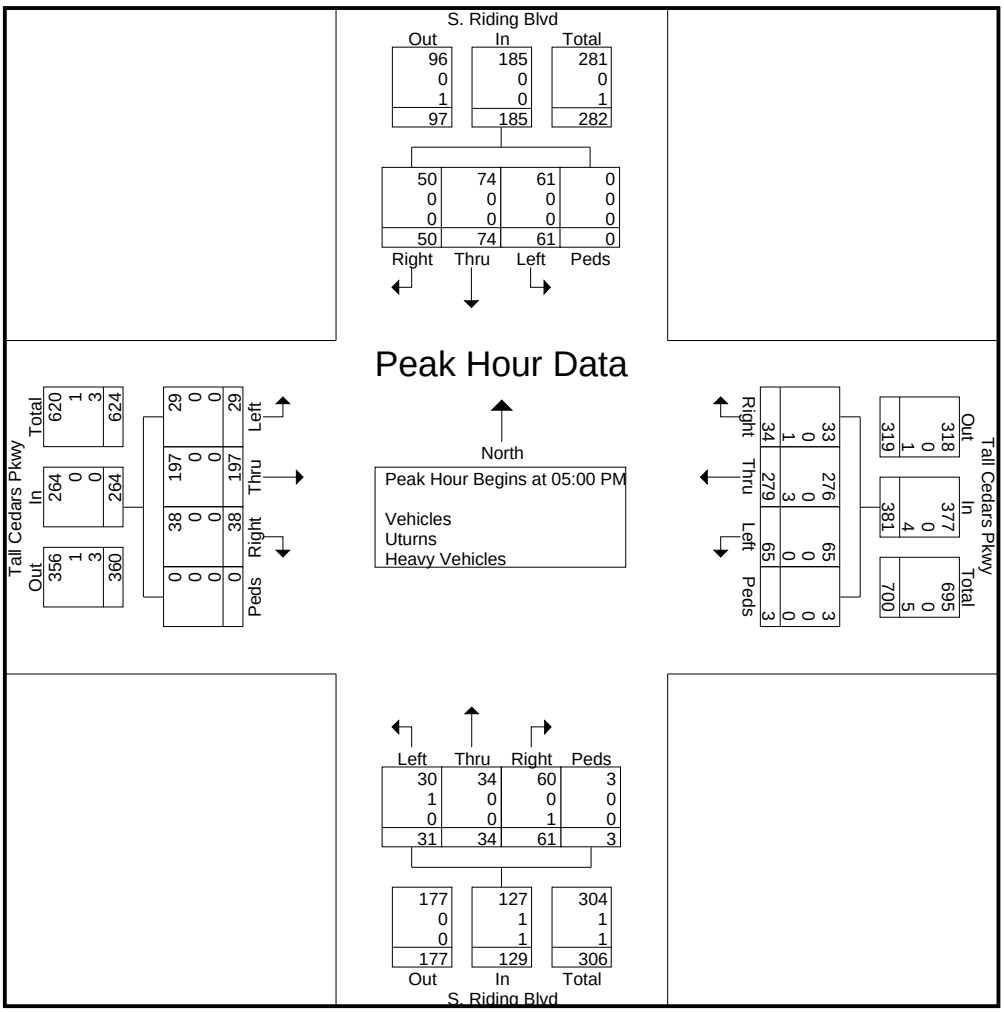


Whitman, Requardt & Associates
801 S. Caroline St
Baltimore, MD 21231

Dulles Airport Connector
Intersection: Tall Cedars Pkwy at S. Rid
Date: Tuesday, January 22, 2013

File Name : 25 - TallCedarsPkwy at SouthRidingBlvd
Site Code : 00012213
Start Date : 1/22/2013
Page No : 3

	Tall Cedars Pkwy Eastbound					Tall Cedars Pkwy Westbound					S. Riding Blvd Northbound					S. Riding Blvd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	53	**11**	0	70	17	68	**13**	0	98	**10**	7	**19**	0	36	15	17	**17**	0	49	253
05:15 PM	**8**	38	10	0	56	14	**75**	6	**1**	96	6	**11**	11	**1**	29	15	14	8	0	37	218
05:30 PM	7	**63**	7	0	**77**	**18**	67	13	1	**99**	5	5	14	1	25	**16**	**24**	16	0	**56**	**257**
05:45 PM	8	43	10	0	61	16	69	2	1	88	10	11	17	1	**39**	15	19	9	0	43	231
Total Volume	29	197	38	0	264	65	279	34	3	381	31	34	61	3	129	61	74	50	0	185	959
% App. Total	11	74.6	14.4	0		17.1	73.2	8.9	0.8		24	26.4	47.3	2.3		33	40	27	0		
PHF	.906	.782	.864	.000	.857	.903	.930	.654	.750	.962	.775	.773	.803	.750	.827	.953	.771	.735	.000	.826	.933
Vehicles	29	197	38	0	264	65	276	33	3	377	30	34	60	3	127	61	74	50	0	185	953
% Vehicles	100	100	100	0	100	100	98.9	97.1	100	99.0	96.8	100	98.4	100	98.4	100	100	100	0	100	99.4
Uturns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Uturns	0	0	0	0	0	0	0	0	0	0	3.2	0	0	0	0.8	0	0	0	0	0	0.1
Heavy Vehicles	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	5
% Heavy Vehicles	0	0	0	0	0	0	1.1	2.9	0	1.0	0	0	1.6	0	0.8	0	0	0	0	0	0.5



Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
00:30	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
01:00	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
Hour Total	1	18	4	0	0	1	0	2	0	0	0	0	0	0	0	26
01:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	1	0	0	0	0	2	0	0	0	0	0	0	0	6
Hour Total	0	7	3	0	0	0	0	2	0	0	0	0	0	0	0	12
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
02:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	20	2	0	1	0	0	0	1	0	0	0	0	0	0	24
03:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
03:30	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
03:45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	36	12	0	4	0	0	0	0	0	0	0	0	0	0	52
04:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
04:30	0	23	13	0	0	1	0	0	0	0	0	0	0	0	0	37
04:45	0	35	23	0	1	0	0	1	0	0	0	0	0	0	0	60
05:00	0	42	16	0	3	1	0	0	0	0	0	0	0	0	0	62
Hour Total	0	112	57	0	4	2	0	1	0	0	0	0	0	0	0	176
05:15	0	63	25	0	0	1	0	0	0	0	0	0	0	0	0	89
05:30	0	80	32	0	0	1	1	0	1	0	0	0	0	0	0	115
05:45	0	150	46	1	2	8	0	0	2	0	0	0	0	0	0	209
06:00	1	142	48	1	3	1	0	0	2	0	0	0	0	0	0	198
Hour Total	1	435	151	2	5	11	1	0	5	0	0	0	0	0	0	611
06:15	0	168	55	1	1	2	0	1	0	0	0	0	0	0	0	228
06:30	1	238	74	1	2	4	0	2	1	0	1	0	0	0	0	324
06:45	1	259	61	0	1	2	0	0	1	0	0	0	0	0	0	325
07:00	1	262	50	3	5	1	1	1	1	0	0	0	0	0	0	325
Hour Total	3	927	240	5	9	9	1	4	3	0	1	0	0	0	0	1202
07:15	1	244	51	1	9	1	0	3	3	0	1	0	0	0	0	314
07:30	1	258	58	0	4	0	0	5	1	0	1	0	0	0	0	328
07:45	0	245	59	1	9	1	1	0	1	0	0	2	0	0	0	319
08:00	1	218	46	1	5	3	0	0	0	0	0	0	1	0	0	275
Hour Total	3	965	214	3	27	5	1	8	5	0	2	2	1	0	0	1236
08:15	1	178	36	1	7	0	0	2	1	0	0	0	0	0	0	226
08:30	0	195	28	0	4	4	1	0	5	0	0	0	1	0	0	238
08:45	0	194	41	1	8	0	0	0	1	0	0	0	0	0	0	245
09:00	1	170	34	0	7	4	0	0	4	0	0	1	0	0	0	221

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	737	139	2	26	8	1	2	11	0	0	1	1	0	0	930
09:15	1	142	34	3	7	3	1	2	1	0	0	2	2	0	0	198
09:30	0	120	37	1	6	6	1	1	1	0	0	0	0	0	0	173
09:45	3	131	30	0	0	2	1	2	0	0	0	0	0	0	0	169
10:00	0	115	36	0	5	5	0	0	1	0	0	0	0	0	0	162
Hour Total	4	508	137	4	18	16	3	5	3	0	0	2	2	0	0	702
10:15	1	109	33	1	6	1	0	2	0	0	0	0	0	0	0	153
10:30	0	109	26	0	6	3	0	0	1	0	0	0	0	0	0	145
10:45	0	91	31	0	4	3	0	0	1	1	0	1	0	0	0	132
11:00	0	107	28	1	3	2	0	0	4	0	0	0	0	0	0	145
Hour Total	1	416	118	2	19	9	0	2	6	1	0	1	0	0	0	575
11:15	2	76	31	1	3	2	2	0	1	0	0	0	0	0	0	118
11:30	0	81	31	0	6	4	0	1	0	0	1	0	0	0	0	124
11:45	0	73	29	2	3	6	0	0	1	0	0	0	0	0	0	114
12:00	1	88	30	0	2	0	0	0	1	0	0	0	0	0	0	122
Hour Total	3	318	121	3	14	12	2	1	3	0	1	0	0	0	0	478
12:15	0	86	34	0	7	5	0	0	0	0	0	0	0	0	0	132
12:30	0	85	39	2	5	2	0	0	3	0	0	0	0	0	0	136
12:45	0	104	21	1	4	2	0	1	2	0	0	1	0	0	0	136
13:00	0	108	31	1	4	1	0	0	3	0	0	0	0	0	0	148
Hour Total	0	383	125	4	20	10	0	1	8	0	0	1	0	0	0	552
13:15	0	87	27	0	3	2	0	1	2	0	0	1	0	0	0	123
13:30	0	79	15	0	4	1	3	0	1	1	2	0	0	0	0	106
13:45	0	80	29	2	6	1	3	0	1	0	0	0	0	0	0	122
14:00	0	72	25	3	3	4	3	0	0	0	0	0	0	0	0	110
Hour Total	0	318	96	5	16	8	9	1	4	1	2	1	0	0	0	461
14:15	0	86	19	1	3	3	4	0	3	0	1	0	0	0	0	120
14:30	1	91	40	1	5	2	1	1	3	0	0	0	0	0	0	145
14:45	0	78	27	0	2	1	1	0	2	0	0	0	0	0	0	111
15:00	0	81	30	0	5	5	0	0	6	0	0	0	0	0	0	127
Hour Total	1	336	116	2	15	11	6	1	14	0	1	0	0	0	0	503
15:15	1	78	29	0	2	4	0	0	1	0	0	0	0	0	0	115
15:30	0	94	33	0	3	6	1	1	3	0	0	1	0	0	0	142
15:45	0	103	30	1	4	4	0	2	0	0	0	0	0	0	0	144
16:00	0	69	30	0	5	11	0	2	1	0	0	0	0	0	0	118
Hour Total	1	344	122	1	14	25	1	5	5	0	0	1	0	0	0	519
16:15	2	104	19	3	6	2	0	0	2	0	0	0	0	0	0	138
16:30	1	102	33	1	3	3	1	1	1	0	0	0	1	0	0	147
16:45	0	83	18	1	1	2	0	1	1	0	0	0	0	0	0	107
17:00	1	101	29	0	0	1	0	0	2	0	0	1	1	0	0	136
Hour Total	4	390	99	5	10	8	1	2	6	0	0	1	2	0	0	528

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	112	21	0	1	0	0	0	0	0	0	0	0	0	0	135
17:30	1	106	19	0	2	0	0	0	0	0	0	0	0	0	0	128
17:45	0	92	22	2	1	0	1	0	0	0	0	0	0	0	0	118
18:00	1	79	22	0	2	0	0	0	0	0	0	0	0	0	0	104
Hour Total	3	389	84	2	6	0	1	0	0	0	0	0	0	0	0	485
18:15	0	108	19	0	1	0	0	2	2	0	0	0	0	0	0	132
18:30	0	90	17	1	0	0	0	0	2	0	0	0	1	0	0	111
18:45	0	82	19	1	4	0	0	0	0	0	0	0	0	0	0	106
19:00	0	81	14	0	2	0	1	0	0	0	0	0	0	0	0	98
Hour Total	0	361	69	2	7	0	1	2	4	0	0	0	1	0	0	447
19:15	1	92	8	0	2	0	1	0	0	0	0	0	0	0	0	104
19:30	0	63	7	1	0	2	0	0	0	0	0	0	0	0	0	73
19:45	0	66	11	0	1	1	0	0	0	0	0	0	0	0	0	79
20:00	0	46	9	0	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	1	267	35	1	3	3	1	0	0	0	0	0	0	0	0	311
20:15	0	31	7	0	1	0	0	0	0	0	0	0	0	0	0	39
20:30	0	45	7	0	2	0	0	0	0	0	0	0	0	0	0	54
20:45	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
21:00	0	37	5	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	150	28	0	3	0	0	0	0	0	0	0	0	0	0	181
21:15	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
21:30	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
21:45	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
22:00	0	31	2	0	0	0	0	1	2	0	0	0	0	0	0	36
Hour Total	0	130	11	0	0	0	0	1	2	0	0	0	0	0	0	144
22:15	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	33
22:30	0	39	9	0	0	0	0	0	0	0	0	0	0	0	0	48
22:45	0	26	6	0	0	0	0	0	1	0	0	0	0	0	0	33
23:00	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	123	17	0	0	0	0	0	1	0	0	0	0	0	0	141
23:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	43	5	0	0	0	0	0	0	0	0	0	0	0	0	48
DAY TOTAL	28	7733	2005	43	221	138	29	40	81	2	7	10	7	0	0	10344
PERCENTS	0.3%	74.8%	19.4%	0.5%	2.2%	1.4%	0.3%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.4% Trucks & Buses 5.5%

AM Times	09:00	06:45	06:15	06:15	08:45	09:15	09:00	06:45	08:15	10:00	06:30	08:30	08:30	06:45
AM Peaks	5	1023	240	5	28	16	3	9	11	1	2	3	3	1292
PM Times	16:15	17:00	14:30	13:45	12:15	15:15	13:30	15:15	14:15	12:45	13:30	12:30	16:15	12:15
PM Peaks	4	411	126	7	20	25	13	5	14	1	3	2	2	552

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	4	0	0	0	0	0	1	1	0	0	0	0	0	0	6
Hour Total	0	12	4	0	0	0	0	1	1	0	0	0	0	0	0	18
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	1	0	0	1	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	0	0	1
Hour Total	0	9	2	0	0	1	0	0	0	0	0	0	0	0	0	12
02:15	0	2	1	0	0	0	0	2	0	0	0	0	0	0	0	5
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	19	6	0	0	0	0	2	0	0	0	0	0	0	0	27
03:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
03:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
03:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	32	9	0	1	0	0	0	0	0	0	0	0	0	0	42
04:15	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	13
04:30	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
04:45	0	30	14	0	1	1	0	0	0	0	0	0	0	0	0	46
05:00	0	48	18	0	2	1	0	0	1	0	0	0	0	0	0	70
Hour Total	0	110	49	0	3	2	0	0	1	0	0	0	0	0	0	165
05:15	1	48	36	0	0	0	0	0	0	0	0	0	0	0	0	85
05:30	0	110	34	2	2	1	0	0	1	0	0	0	0	0	0	150
05:45	0	139	34	0	2	1	1	0	2	0	0	0	0	0	0	179
06:00	1	143	64	2	2	5	0	1	0	0	0	0	0	0	0	218
Hour Total	2	440	168	4	6	7	1	1	3	0	0	0	0	0	0	632
06:15	0	173	58	0	1	5	0	2	1	0	0	0	0	0	0	240
06:30	0	227	66	2	3	0	0	1	1	0	0	1	0	0	0	301
06:45	1	302	72	0	0	3	1	3	2	0	1	0	0	0	0	385
07:00	0	245	51	3	6	0	0	3	2	0	0	0	1	0	0	311
Hour Total	1	947	247	5	10	8	1	9	6	0	1	1	1	0	0	1237
07:15	0	259	47	1	6	0	0	1	3	0	0	0	0	0	0	317
07:30	0	228	53	3	4	0	0	2	2	1	0	0	0	0	0	293
07:45	1	267	61	4	6	4	0	1	1	1	0	0	0	0	0	346
08:00	2	206	45	6	7	2	0	2	1	0	0	0	0	0	0	271
Hour Total	3	960	206	14	23	6	0	6	7	2	0	0	0	0	0	1227
08:15	1	173	29	6	8	1	0	0	2	0	0	0	0	0	0	220
08:30	0	201	34	3	11	2	1	1	2	0	0	0	0	0	0	255
08:45	2	193	37	5	9	0	0	3	0	1	1	0	1	0	0	252
09:00	0	168	49	5	3	3	1	1	2	1	0	1	0	0	0	234

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	3	735	149	19	31	6	2	5	6	2	1	1	1	0	0	961
09:15	0	114	37	4	5	4	2	0	2	0	2	0	1	0	0	171
09:30	1	116	40	2	4	3	0	3	3	0	0	2	1	0	0	175
09:45	0	108	24	0	2	2	0	1	2	0	0	0	0	0	0	139
10:00	0	123	39	1	5	1	0	1	3	0	1	0	0	0	0	174
Hour Total	1	461	140	7	16	10	2	5	10	0	3	2	2	0	0	659
10:15	0	113	25	6	3	3	1	3	0	1	1	1	1	0	0	158
10:30	0	94	37	1	6	4	2	2	2	0	0	0	0	0	0	148
10:45	0	94	36	1	5	4	1	0	2	0	0	0	0	0	0	143
11:00	0	76	30	0	6	2	1	1	0	0	0	0	0	0	0	116
Hour Total	0	377	128	8	20	13	5	6	4	1	1	1	1	0	0	565
11:15	0	79	35	0	3	5	0	0	1	0	0	0	0	0	0	123
11:30	0	85	38	0	1	3	0	0	0	0	0	0	0	0	0	127
11:45	0	73	34	1	6	3	1	0	1	1	0	0	0	0	0	120
12:00	0	85	28	0	3	5	1	0	0	0	0	0	0	0	0	122
Hour Total	0	322	135	1	13	16	2	0	2	1	0	0	0	0	0	492
12:15	0	94	23	1	3	4	1	2	0	0	0	0	0	0	0	128
12:30	0	92	22	0	3	2	1	0	1	1	0	0	0	0	0	122
12:45	0	109	39	1	3	2	0	1	1	1	1	0	0	0	0	158
13:00	0	85	28	1	5	2	0	1	0	0	0	0	0	0	0	122
Hour Total	0	380	112	3	14	10	2	4	2	2	1	0	0	0	0	530
13:15	0	90	31	0	4	2	0	0	2	0	0	0	0	0	0	129
13:30	1	88	27	2	2	4	1	1	0	0	0	0	0	0	0	126
13:45	0	83	28	2	5	4	4	0	2	0	0	0	0	0	0	128
14:00	1	76	36	1	2	3	5	0	1	0	0	0	0	0	0	125
Hour Total	2	337	122	5	13	13	10	1	5	0	0	0	0	0	0	508
14:15	0	72	31	0	4	4	4	0	2	0	0	0	0	0	0	117
14:30	2	87	17	3	1	2	3	0	2	1	0	0	0	0	0	118
14:45	1	80	29	2	7	4	0	0	1	0	0	0	0	0	0	124
15:00	0	120	31	0	1	4	0	1	3	0	1	0	0	0	0	161
Hour Total	3	359	108	5	13	14	7	1	8	1	1	0	0	0	0	520
15:15	2	83	28	1	5	3	1	1	0	0	0	0	0	0	0	124
15:30	0	83	28	0	6	2	0	0	0	0	1	0	0	0	0	120
15:45	1	66	40	0	4	4	0	2	1	0	0	0	0	0	0	118
16:00	1	88	30	1	8	2	0	1	0	0	1	0	0	0	0	132
Hour Total	4	320	126	2	23	11	1	4	1	0	2	0	0	0	0	494
16:15	0	93	26	3	4	0	0	2	1	0	0	0	0	0	0	129
16:30	0	97	21	0	1	3	0	0	0	0	0	0	0	0	0	122
16:45	0	95	16	1	2	2	0	1	1	0	1	0	0	0	0	119
17:00	0	108	19	2	2	0	0	0	0	0	0	0	0	0	0	131
Hour Total	0	393	82	6	9	5	0	3	2	0	1	0	0	0	0	501

Site Ref: Site D
Site ID: EB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: EB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	101	21	1	4	0	0	0	1	0	0	0	0	0	0	129
17:30	0	95	25	0	1	0	0	1	1	0	0	0	0	0	0	123
17:45	0	98	16	1	3	0	0	0	0	0	0	0	0	0	0	118
18:00	0	83	17	0	4	1	0	1	2	0	0	0	0	0	0	108
Hour Total	1	377	79	2	12	1	0	2	4	0	0	0	0	0	0	478
18:15	0	103	20	0	2	0	0	1	2	0	0	0	0	0	0	128
18:30	0	81	13	0	3	2	1	0	1	0	0	0	0	0	0	101
18:45	0	67	19	0	1	2	1	0	1	0	0	0	0	0	0	91
19:00	0	79	9	1	1	1	1	2	1	0	0	0	0	0	0	95
Hour Total	0	330	61	1	7	5	3	3	5	0	0	0	0	0	0	415
19:15	0	54	12	1	0	1	0	0	0	1	0	0	0	0	0	69
19:30	0	75	9	0	1	1	2	0	1	0	0	0	0	0	0	89
19:45	0	43	5	1	0	1	2	0	0	0	0	0	0	0	0	52
20:00	1	43	4	0	0	0	2	0	0	0	0	0	0	0	0	50
Hour Total	1	215	30	2	1	3	6	0	1	1	0	0	0	0	0	260
20:15	0	46	7	0	0	1	3	0	0	0	0	0	0	0	0	57
20:30	0	40	6	0	2	0	0	1	0	0	0	0	0	0	0	49
20:45	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
21:00	0	46	3	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	165	22	0	2	1	3	1	0	0	0	0	0	0	0	194
21:15	1	37	3	0	0	0	1	0	0	0	0	0	0	0	0	42
21:30	1	26	2	0	0	0	1	0	0	0	0	0	0	0	0	30
21:45	1	33	3	0	0	0	0	1	1	0	0	0	0	0	0	39
22:00	0	23	2	0	0	0	0	1	0	0	0	0	0	0	0	26
Hour Total	3	119	10	0	0	0	2	2	1	0	0	0	0	0	0	137
22:15	1	16	4	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
22:45	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	1	73	14	0	1	0	0	0	0	0	0	0	0	0	0	89
23:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8
Hour Total	0	35	5	0	0	0	0	1	0	0	0	0	0	0	0	41
DAY TOTAL	25	7527	2014	84	218	132	47	57	69	10	11	5	5	0	0	10204
PERCENTS	0.3%	73.8%	19.8%	0.9%	2.2%	1.3%	0.5%	0.5%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.7% Trucks & Buses 6.2%

AM Times	08:00	06:45	06:00	08:00	08:00	11:15	10:15	06:15	09:15	07:00	08:30	08:45	08:45	06:30
AM Peaks	5	1034	260	20	35	16	5	9	10	2	3	3	3	1314
PM Times	14:30	17:00	15:00	13:45	15:15	13:30	13:45	15:30	14:15	12:15	14:45			12:45
PM Peaks	5	402	127	6	23	15	16	5	8	2	2			535

GRAND TOTAL	53	4019	439	76	150	18	12	0	15260	127	270	97	12	15	0	20548
PERCENTS	0.3%	74.3%	19.6%	0.7%	2.2%	1.4%	0.4%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	35
00:30	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
00:45	0	20	3	0	1	0	0	0	0	0	0	0	0	0	0	24
01:00	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	115	8	0	1	0	0	0	0	0	0	0	0	0	0	124
01:15	0	21	1	0	1	0	0	0	0	0	0	0	0	0	0	23
01:30	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
01:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
02:00	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	89	14	0	1	0	0	0	0	0	0	0	0	0	0	104
02:15	0	16	3	0	0	0	0	1	0	0	0	0	0	0	0	20
02:30	0	12	3	0	0	1	0	0	0	0	0	0	0	0	0	16
02:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	49	9	0	0	1	0	1	0	0	0	0	0	0	0	60
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
03:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	18	5	0	2	1	0	0	1	0	0	0	0	0	0	27
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	6	5	0	0	3	0	0	0	0	0	0	0	0	0	14
05:00	0	10	2	0	1	0	0	0	2	0	0	0	0	0	0	15
Hour Total	0	22	11	0	1	3	0	0	2	0	0	0	0	0	0	39
05:15	0	30	7	1	0	0	0	0	0	0	0	0	0	0	0	38
05:30	0	29	10	1	4	2	0	0	0	0	0	0	0	0	0	46
05:45	1	41	10	1	8	1	0	0	0	0	0	0	0	0	0	62
06:00	0	44	13	1	3	8	0	0	1	0	0	0	0	0	0	70
Hour Total	1	144	40	4	15	11	0	0	1	0	0	0	0	0	0	216
06:15	0	63	25	1	5	5	1	0	0	0	0	0	0	0	0	100
06:30	0	81	24	0	4	6	1	2	1	1	0	0	0	0	0	120
06:45	0	86	41	1	1	5	0	0	1	0	0	0	0	0	0	135
07:00	0	107	35	2	7	7	0	1	1	1	0	0	0	0	0	161
Hour Total	0	337	125	4	17	23	2	3	3	2	0	0	0	0	0	516
07:15	0	90	42	2	7	7	1	2	0	1	0	0	0	0	0	152
07:30	0	74	46	2	11	6	3	0	2	2	0	1	0	0	0	147
07:45	0	120	44	0	14	8	2	5	2	1	0	0	0	0	0	196
08:00	2	117	46	2	10	1	6	0	3	0	0	0	0	0	0	187
Hour Total	2	401	178	6	42	22	12	7	7	4	0	1	0	0	0	682
08:15	1	114	32	1	5	1	3	0	7	0	0	0	0	0	0	164
08:30	1	89	46	1	11	2	2	0	2	0	0	0	0	0	0	154
08:45	0	97	36	2	10	2	4	0	2	2	0	0	0	0	0	155
09:00	0	82	43	0	8	2	7	0	2	0	0	0	0	0	0	144

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	382	157	4	34	7	16	0	13	2	0	0	0	0	0	617
09:15	0	90	38	0	5	4	4	2	1	0	0	0	0	0	0	144
09:30	1	68	47	0	2	3	4	1	3	0	0	0	1	0	0	130
09:45	0	73	43	0	9	1	4	0	1	0	0	0	0	0	0	131
10:00	1	91	32	0	5	3	4	1	0	0	1	0	0	0	0	138
Hour Total	2	322	160	0	21	11	16	4	5	0	1	0	1	0	0	543
10:15	0	74	37	0	7	1	3	0	1	0	0	0	0	0	0	123
10:30	4	69	35	1	3	1	4	1	3	0	0	0	0	0	0	121
10:45	0	103	25	2	2	5	2	0	3	1	0	0	0	0	0	143
11:00	1	94	21	2	9	4	3	0	2	0	0	1	0	0	0	137
Hour Total	5	340	118	5	21	11	12	1	9	1	0	1	0	0	0	524
11:15	2	80	39	1	2	3	1	1	3	0	0	0	0	0	0	132
11:30	1	104	40	1	6	2	4	0	4	0	0	0	0	0	0	162
11:45	1	105	33	0	10	4	4	0	3	1	0	0	0	0	0	161
12:00	0	126	44	1	3	4	6	0	1	0	0	0	1	0	0	186
Hour Total	4	415	156	3	21	13	15	1	11	1	0	0	1	0	0	641
12:15	4	104	35	0	4	5	9	2	1	1	0	0	0	0	0	165
12:30	2	126	38	0	4	4	12	2	4	2	0	0	0	0	0	194
12:45	1	129	42	0	7	2	3	0	1	0	0	0	1	0	0	186
13:00	2	146	32	0	5	6	9	0	3	1	1	0	0	0	0	205
Hour Total	9	505	147	0	20	17	33	4	9	4	1	0	1	0	0	750
13:15	4	107	28	0	5	2	8	1	2	3	0	0	0	0	0	160
13:30	0	119	38	1	3	6	2	0	6	0	0	0	0	0	0	175
13:45	7	134	33	0	3	7	5	1	2	0	1	0	0	0	0	193
14:00	0	155	45	1	6	7	4	0	1	2	1	1	0	0	0	223
Hour Total	11	515	144	2	17	22	19	2	11	5	2	1	0	0	0	751
14:15	4	164	55	1	5	1	9	1	5	0	0	0	0	0	0	245
14:30	2	182	53	0	4	6	5	2	6	0	0	0	0	0	0	260
14:45	4	200	54	0	6	1	0	0	1	0	0	0	0	0	0	266
15:00	5	217	51	0	3	4	5	0	3	0	0	1	0	0	0	289
Hour Total	15	763	213	1	18	12	19	3	15	0	0	1	0	0	0	1060
15:15	4	232	83	0	8	2	1	1	3	2	0	0	0	0	0	336
15:30	8	274	86	0	8	5	1	0	5	0	0	0	0	0	0	387
15:45	8	295	71	1	5	2	1	2	3	1	0	0	0	0	0	389
16:00	2	364	70	1	9	0	0	1	3	0	0	0	0	0	0	450
Hour Total	22	1165	310	2	30	9	3	4	14	3	0	0	0	0	0	1562
16:15	3	337	80	1	7	2	0	3	2	1	0	0	0	0	0	436
16:30	5	381	60	0	5	4	0	0	1	2	0	1	0	0	0	459
16:45	1	427	58	1	5	3	1	2	1	0	0	0	0	0	0	499
17:00	0	384	92	2	5	0	0	0	2	0	0	0	0	0	0	485
Hour Total	9	1529	290	4	22	9	1	5	6	3	0	1	0	0	0	1879

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	2	447	64	0	3	1	0	0	2	1	0	1	0	0	0	521
17:30	0	408	62	0	4	1	0	1	3	1	0	1	0	0	0	481
17:45	2	385	56	0	2	1	0	2	1	2	0	1	0	0	0	452
18:00	3	397	55	0	1	2	1	2	1	0	0	0	0	0	0	462
Hour Total	7	1637	237	0	10	5	1	5	7	4	0	3	0	0	0	1916
18:15	0	383	50	1	6	1	0	0	0	0	0	0	0	0	0	441
18:30	1	405	52	2	0	1	0	1	0	0	0	0	0	0	0	462
18:45	3	395	42	0	3	2	0	1	0	1	0	0	0	0	0	447
19:00	3	325	42	0	7	0	0	0	0	0	0	0	0	0	0	377
Hour Total	7	1508	186	3	16	4	0	2	0	1	0	0	0	0	0	1727
19:15	1	251	32	2	1	0	0	0	1	0	0	0	0	0	0	288
19:30	1	260	27	0	0	0	0	0	0	0	0	0	0	0	0	288
19:45	3	230	20	0	0	1	0	0	0	0	0	0	0	0	0	254
20:00	1	213	23	0	2	0	0	0	0	0	0	0	0	0	0	239
Hour Total	6	954	102	2	3	1	0	0	1	0	0	0	0	0	0	1069
20:15	0	165	19	0	0	0	1	1	1	0	1	0	0	0	0	188
20:30	1	145	11	0	2	0	1	0	0	0	0	0	0	0	0	160
20:45	0	135	16	0	1	0	0	0	0	0	0	0	0	0	0	152
21:00	1	143	16	0	2	0	0	0	0	0	0	0	0	0	0	162
Hour Total	2	588	62	0	5	0	2	1	1	0	1	0	0	0	0	662
21:15	0	145	8	0	1	0	0	0	0	0	0	0	0	0	0	154
21:30	0	122	13	0	0	0	0	1	1	0	0	0	0	0	0	137
21:45	0	97	13	0	0	0	0	0	0	0	0	0	0	0	0	110
22:00	0	115	5	0	0	1	0	0	0	0	0	0	0	0	0	121
Hour Total	0	479	39	0	1	1	0	1	1	0	0	0	0	0	0	522
22:15	1	95	6	0	0	0	0	0	0	0	0	0	0	0	0	102
22:30	0	62	6	0	0	0	0	0	0	0	0	0	0	0	0	68
22:45	0	68	6	0	1	0	0	0	1	0	0	0	0	0	0	76
23:00	0	70	2	0	0	0	0	0	0	0	0	0	0	0	0	72
Hour Total	1	295	20	0	1	0	0	0	1	0	0	0	0	0	0	318
23:15	0	39	3	0	0	0	0	1	1	0	0	0	0	0	0	44
23:30	0	52	2	0	0	0	0	0	0	0	0	0	0	0	0	54
23:45	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
24:00	1	24	4	0	0	0	0	0	1	0	0	0	0	0	0	30
Hour Total	1	141	10	0	0	0	0	1	2	0	0	0	0	0	0	155
DAY TOTAL	106	12713	2741	40	319	183	151	45	120	30	5	8	3	0	0	16464
PERCENTS	0.7%	77.3%	16.7%	0.3%	2.0%	1.1%	0.9%	0.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.5% Trucks & Buses 5.4%

AM Times	10:30	07:45	07:15	06:45	07:15	07:00	08:45	07:00	07:30	07:00	09:15	06:45	08:45	07:45
AM Peaks	7	440	178	7	42	28	19	8	14	5	1	1	1	701
PM Times	15:00	16:45	15:15	16:15	15:15	13:15	12:15	15:30	14:15	12:30	13:00	17:00	12:15	16:45
PM Peaks	25	1666	310	4	30	22	33	6	15	6	2	3	1	1986

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	17	5	0	0	0	0	0	1	0	0	0	0	0	0	23
00:30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
00:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	76	10	0	0	0	0	0	1	0	0	0	0	0	0	87
01:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0	42
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
02:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	2	0	0	0	0	1	0	0	0	0	0	0	0	25
03:15	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
03:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
Hour Total	0	18	3	1	1	1	0	0	1	0	0	0	0	0	0	25
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	6
04:45	0	4	3	1	0	3	0	0	0	0	0	0	0	0	0	11
05:00	0	13	1	0	1	1	0	0	1	0	0	0	0	0	0	17
Hour Total	0	29	5	1	1	6	0	0	1	0	0	0	0	0	0	43
05:15	1	39	8	1	0	0	0	1	4	0	0	0	0	0	0	54
05:30	0	19	10	1	2	4	0	0	1	0	0	0	0	0	0	37
05:45	0	39	22	1	6	1	0	0	1	0	0	0	0	0	0	70
06:00	0	41	10	2	5	3	0	0	2	0	0	0	0	0	0	63
Hour Total	1	138	50	5	13	8	0	1	8	0	0	0	0	0	0	224
06:15	0	57	16	0	3	4	0	1	2	1	0	0	0	0	0	84
06:30	0	71	22	1	2	4	6	0	0	1	0	0	0	0	0	107
06:45	1	105	45	0	7	6	7	1	0	0	0	0	0	0	0	172
07:00	0	90	31	5	5	6	5	0	0	3	0	0	0	0	0	145
Hour Total	1	323	114	6	17	20	18	2	2	5	0	0	0	0	0	508
07:15	0	82	54	2	8	3	4	0	1	1	0	0	0	0	0	155
07:30	3	97	47	0	9	3	6	1	4	1	0	0	0	0	0	171
07:45	1	94	40	0	4	7	6	4	2	3	0	0	0	0	0	161
08:00	0	99	39	1	11	1	9	0	5	4	0	0	0	0	0	169
Hour Total	4	372	180	3	32	14	25	5	12	9	0	0	0	0	0	656
08:15	3	89	39	2	9	4	8	0	2	2	0	0	0	0	0	158
08:30	0	91	48	0	14	6	6	0	3	3	0	0	0	0	0	171
08:45	2	79	25	3	7	4	7	0	5	2	0	0	1	0	0	135
09:00	0	84	36	1	7	2	5	1	6	3	0	0	0	0	0	145

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	5	343	148	6	37	16	26	1	16	10	0	0	1	0	0	609
09:15	0	86	50	1	5	3	6	0	2	0	0	0	0	0	0	153
09:30	1	60	31	0	8	5	2	0	4	1	0	0	0	0	0	112
09:45	1	84	36	0	3	3	5	2	1	2	0	0	0	0	0	137
10:00	1	78	33	0	4	6	7	0	3	4	0	0	0	0	0	136
Hour Total	3	308	150	1	20	17	20	2	10	7	0	0	0	0	0	538
10:15	1	82	43	1	1	5	6	0	4	2	0	0	0	0	0	145
10:30	1	86	31	0	3	3	7	1	2	1	0	1	1	0	0	137
10:45	0	71	37	0	4	2	6	0	2	1	0	0	0	0	0	123
11:00	0	96	38	0	6	4	1	2	4	0	0	0	0	0	0	151
Hour Total	2	335	149	1	14	14	20	3	12	4	0	1	1	0	0	556
11:15	0	112	33	0	3	4	7	0	1	0	0	0	0	0	0	160
11:30	0	91	27	0	6	2	2	0	2	0	0	0	0	0	0	130
11:45	0	114	26	0	7	4	3	0	1	0	0	0	0	0	0	155
12:00	0	125	34	2	5	2	5	0	2	1	0	0	1	0	0	177
Hour Total	0	442	120	2	21	12	17	0	6	1	0	0	1	0	0	622
12:15	1	106	45	0	6	0	3	1	1	1	0	0	1	0	0	165
12:30	1	133	32	0	4	2	4	0	1	0	0	0	0	0	0	177
12:45	0	118	35	0	5	5	2	0	2	0	0	0	0	0	0	167
13:00	0	119	48	1	4	3	3	1	2	0	0	0	0	0	0	181
Hour Total	2	476	160	1	19	10	12	2	6	1	0	0	1	0	0	690
13:15	1	143	42	1	8	2	4	1	1	1	0	0	1	0	0	205
13:30	0	123	37	0	3	4	2	0	2	0	0	0	0	0	0	171
13:45	0	161	47	0	4	5	1	0	3	1	0	0	0	0	0	222
14:00	2	142	47	0	8	4	5	2	0	1	0	0	0	0	0	211
Hour Total	3	569	173	1	23	15	12	3	6	3	0	0	1	0	0	809
14:15	1	175	49	0	6	5	4	1	1	5	0	0	0	0	0	247
14:30	0	152	57	0	5	2	10	0	2	0	0	0	2	0	0	230
14:45	2	202	51	0	1	3	5	0	2	2	0	0	0	0	0	268
15:00	1	201	57	0	1	1	4	0	4	0	0	0	0	0	0	269
Hour Total	4	730	214	0	13	11	23	1	9	7	0	0	2	0	0	1014
15:15	1	238	58	0	4	10	4	3	2	1	0	0	0	0	0	321
15:30	2	254	82	1	7	2	1	2	0	0	0	0	0	0	0	351
15:45	1	264	68	3	6	5	0	0	1	1	0	0	0	0	0	349
16:00	1	336	78	0	5	2	1	1	5	1	0	0	1	0	0	431
Hour Total	5	1092	286	4	22	19	6	6	8	3	0	0	1	0	0	1452
16:15	0	330	62	0	5	6	1	0	4	1	0	0	0	0	0	409
16:30	4	403	73	3	4	8	0	0	1	0	0	0	1	0	0	497
16:45	0	401	70	1	4	2	1	1	4	1	0	0	0	0	0	485
17:00	2	375	56	1	4	6	0	1	1	0	0	1	0	0	0	447
Hour Total	6	1509	261	5	17	22	2	2	10	2	0	1	1	0	0	1838

Site Ref: Site D
Site ID: WB In/Out
Loc: Rt. 50, e/o Gum Spring Rd.
Direction: ROAD TOTAL

File: WB.prn
Info: 12-173 TO/RS Max
GPS: 38.93750 77.54034

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	3	447	74	0	3	2	0	1	3	0	0	0	0	0	0	533
17:30	0	402	55	1	5	1	1	2	2	0	0	0	0	0	0	469
17:45	7	363	76	0	1	1	2	3	3	1	1	3	1	0	0	462
18:00	3	408	65	0	3	2	0	0	2	0	1	0	0	0	0	484
Hour Total	13	1620	270	1	12	6	3	6	10	1	2	3	1	0	0	1948
18:15	1	397	61	1	5	1	1	0	1	0	0	0	0	0	0	468
18:30	2	414	54	2	5	3	0	0	1	1	0	0	0	0	0	482
18:45	1	372	54	0	1	1	1	0	2	0	0	0	0	0	0	432
19:00	0	393	41	0	1	0	0	0	0	0	0	0	0	0	0	435
Hour Total	4	1576	210	3	12	5	2	0	4	1	0	0	0	0	0	1817
19:15	2	326	34	0	2	1	1	0	0	1	0	0	0	0	0	367
19:30	0	241	36	2	0	2	0	0	0	0	0	0	0	0	0	281
19:45	1	255	29	0	1	0	0	0	2	0	0	0	0	0	0	288
20:00	0	209	23	1	0	0	0	0	0	0	0	0	0	0	0	233
Hour Total	3	1031	122	3	3	3	1	0	2	1	0	0	0	0	0	1169
20:15	0	167	24	0	0	0	0	1	0	0	0	0	0	0	0	192
20:30	0	162	19	0	0	0	0	0	0	0	0	0	0	0	0	181
20:45	0	137	14	0	0	0	0	0	1	0	0	0	0	0	0	152
21:00	0	132	6	0	1	0	0	0	1	0	0	0	0	0	0	140
Hour Total	0	598	63	0	1	0	0	1	2	0	0	0	0	0	0	665
21:15	0	131	18	0	0	0	0	0	0	0	0	0	0	0	0	149
21:30	0	105	13	0	1	0	0	0	0	0	0	0	0	0	0	119
21:45	0	128	17	0	0	0	0	0	0	0	0	0	0	0	0	145
22:00	0	109	8	0	1	0	0	0	0	0	0	0	0	0	0	118
Hour Total	0	473	56	0	2	0	0	0	0	0	0	0	0	0	0	531
22:15	0	94	11	0	0	0	0	0	0	0	0	0	0	0	0	105
22:30	0	96	8	0	0	0	0	0	1	0	0	0	0	0	0	105
22:45	0	65	4	0	0	1	0	0	0	0	0	0	0	0	0	70
23:00	0	51	5	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	306	28	0	0	1	0	0	1	0	0	0	0	0	0	336
23:15	0	46	7	0	0	0	0	0	2	0	0	0	0	0	0	55
23:30	0	41	4	0	0	0	0	1	0	0	0	0	0	0	0	46
23:45	0	35	1	0	1	0	0	0	0	0	0	0	0	0	0	37
24:00	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	151	13	0	1	0	0	1	2	0	0	0	0	0	0	168
DAY TOTAL	56	12575	2791	44	281	200	187	37	129	55	2	5	10	0	0	16372
PERCENTS	0.4%	76.9%	17.1%	0.3%	1.8%	1.2%	1.1%	0.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.1% Trucks & Buses 5.8%

AM Times	07:30	11:15	07:15	06:30	08:00	06:15	08:00	07:00	08:45	07:45	09:45	08:00	07:30
AM Peaks	7	442	180	8	41	20	30	5	17	12	1	1	659
PM Times	17:15	16:30	15:30	15:45	13:15	16:15	14:00	17:00	16:00	14:00	17:15	17:00	13:45	16:30
PM Peaks	13	1626	290	6	23	22	24	7	14	8	2	4	2	1962

GRAND TOTAL	162	5532	600	338	249	7	13	0	25288	84	383	82	85	13	0	32836
PERCENTS	0.5%	77.1%	16.9%	0.3%	1.9%	1.2%	1.0%	0.2%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	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	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
04:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
05:15	0	30	3	0	0	1	0	0	0	0	0	0	0	0	0	34
05:30	1	31	7	0	0	1	0	0	0	0	0	0	0	0	0	40
05:45	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	65
06:00	0	53	12	0	1	1	0	0	0	0	0	0	0	0	0	67
Hour Total	1	167	34	0	1	3	0	0	0	0	0	0	0	0	0	206
06:15	0	89	16	0	0	0	0	0	0	0	0	0	0	0	0	105
06:30	0	104	14	0	0	0	1	1	0	0	0	0	0	0	0	120
06:45	1	106	14	1	0	0	0	0	0	0	0	0	0	0	0	122
07:00	0	145	14	0	1	0	0	0	1	0	0	0	0	0	0	161
Hour Total	1	444	58	1	1	0	1	1	1	0	0	0	0	0	0	508
07:15	1	154	26	0	1	1	0	1	1	0	0	0	0	0	0	185
07:30	0	153	15	0	1	1	0	0	0	0	0	0	0	0	0	170
07:45	0	145	23	0	1	0	0	1	0	0	0	0	0	0	0	170
08:00	0	174	19	0	1	0	0	0	0	0	0	0	0	0	0	194
Hour Total	1	626	83	0	4	2	0	2	1	0	0	0	0	0	0	719
08:15	1	149	20	0	2	0	1	1	1	0	0	0	0	0	0	175
08:30	2	127	14	0	1	0	0	0	0	0	0	0	0	0	0	144
08:45	2	143	21	1	5	0	0	0	1	0	0	0	0	0	0	173
09:00	1	140	20	0	1	1	0	0	0	0	0	0	0	0	0	163

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	6	559	75	1	9	1	1	1	2	0	0	0	0	0	0	655
09:15	0	114	13	0	1	0	0	0	0	0	0	0	0	0	0	128
09:30	1	131	11	0	1	1	1	0	1	0	0	0	0	0	0	147
09:45	0	111	16	0	2	1	0	0	1	0	0	0	0	0	0	131
10:00	1	73	8	0	0	0	0	0	1	0	0	0	0	0	0	83
Hour Total	2	429	48	0	4	2	1	0	3	0	0	0	0	0	0	489
10:15	1	69	10	1	4	1	0	0	0	0	0	0	0	0	0	86
10:30	0	57	12	0	0	0	0	0	1	0	0	0	0	0	0	70
10:45	1	70	15	0	2	1	0	0	0	0	0	0	0	0	0	89
11:00	0	57	7	0	3	0	0	1	0	0	0	0	0	0	0	68
Hour Total	2	253	44	1	9	2	0	1	1	0	0	0	0	0	0	313
11:15	0	69	3	0	1	0	1	0	0	0	0	0	0	0	0	74
11:30	1	66	8	0	1	0	0	0	0	0	0	0	0	0	0	76
11:45	1	57	11	0	3	1	0	0	0	0	0	0	0	0	0	73
12:00	0	86	10	0	1	1	0	0	0	0	0	0	0	0	0	98
Hour Total	2	278	32	0	6	2	1	0	0	0	0	0	0	0	0	321
12:15	0	78	15	0	0	0	0	0	1	0	0	0	0	0	0	94
12:30	1	72	16	0	2	2	2	0	0	0	0	0	0	0	0	95
12:45	2	67	7	2	1	2	0	0	0	0	0	0	0	0	0	81
13:00	2	71	11	0	2	0	0	0	0	0	0	0	0	0	0	86
Hour Total	5	288	49	2	5	4	2	0	1	0	0	0	0	0	0	356
13:15	1	61	11	0	1	3	0	0	0	0	0	0	0	0	0	77
13:30	0	67	8	1	0	1	0	0	1	1	0	0	0	0	0	79
13:45	0	59	10	0	0	0	0	0	0	0	0	0	0	0	0	69
14:00	0	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	237	38	1	1	4	0	0	1	1	0	0	0	0	0	284
14:15	1	60	13	1	1	0	0	0	0	0	0	0	0	0	0	76
14:30	0	60	14	0	2	3	0	0	0	0	0	0	0	0	0	79
14:45	0	67	12	0	3	2	0	0	0	0	0	0	0	0	0	84
15:00	0	85	6	0	4	2	0	0	2	0	0	0	0	0	0	99
Hour Total	1	272	45	1	10	7	0	0	2	0	0	0	0	0	0	338
15:15	1	66	7	0	2	1	0	0	0	0	0	0	0	0	0	77
15:30	0	58	11	0	1	2	0	0	0	0	0	0	0	0	0	72
15:45	0	66	12	1	2	1	0	1	0	0	0	0	0	0	0	83
16:00	1	70	10	0	2	1	1	0	1	0	0	0	0	0	0	86
Hour Total	2	260	40	1	7	5	1	1	1	0	0	0	0	0	0	318
16:15	0	106	11	1	1	2	0	0	0	0	0	0	0	0	0	121
16:30	0	89	15	1	2	1	0	0	0	0	0	0	0	0	0	108
16:45	0	106	13	0	1	0	0	0	0	0	0	0	0	0	0	120
17:00	1	78	8	0	0	1	0	0	0	0	0	0	0	0	0	88
Hour Total	1	379	47	2	4	4	0	0	0	0	0	0	0	0	0	437

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	108	14	0	2	0	0	0	0	0	0	0	0	0	0	124
17:30	0	116	11	0	1	0	0	0	0	0	0	0	0	0	0	128
17:45	1	96	6	0	0	0	0	0	0	0	0	0	0	0	0	103
18:00	0	94	6	0	0	0	0	0	0	0	0	0	0	0	0	100
Hour Total	1	414	37	0	3	0	0	0	0	0	0	0	0	0	0	455
18:15	0	122	9	0	0	0	0	0	0	0	0	0	0	0	0	131
18:30	0	104	13	0	0	0	0	0	0	0	0	0	0	0	0	117
18:45	0	89	15	0	0	1	0	0	0	0	0	0	0	0	0	105
19:00	1	79	9	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	394	46	0	0	1	0	0	0	0	0	0	0	0	0	442
19:15	0	81	6	0	1	0	0	0	0	0	0	0	0	0	0	88
19:30	0	63	1	0	0	0	0	0	0	0	0	0	0	0	0	64
19:45	1	68	5	0	0	0	0	0	0	0	0	0	0	0	0	74
20:00	1	41	8	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	2	253	20	0	1	0	0	0	0	0	0	0	0	0	0	276
20:15	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
20:30	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
21:00	2	32	4	0	0	0	0	0	0	0	0	0	1	0	0	39
Hour Total	2	131	11	0	0	0	0	0	0	0	0	0	1	0	0	145
21:15	0	27	0	0	1	0	0	0	0	0	0	0	0	0	0	28
21:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
21:45	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	96	3	0	1	0	0	0	0	0	0	0	0	0	0	100
22:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	46	8	0	0	1	0	0	0	0	0	0	0	0	0	55
23:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
DAY TOTAL	31	5645	732	10	66	39	7	6	13	1	0	0	1	0	0	6551
PERCENTS	0.5%	86.2%	11.2%	0.2%	1.1%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.8% Trucks & Buses 2.1%

AM Times	08:15	07:15	07:15	06:00	08:00	05:15	05:45	06:30	09:15							07:15
AM Peaks	6	626	83	1	9	3	1	2	3							719
PM Times	12:30	17:30	16:30	12:45	14:30	14:30	12:15	15:00	14:15	12:45			20:15			17:30
PM Peaks	6	428	50	3	11	8	2	1	2	1			1			462

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	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	0	0	1
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
04:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
04:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	42	7	0	1	0	0	0	0	0	0	0	0	0	0	50
05:15	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
05:30	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
05:45	0	45	13	0	1	1	0	0	1	0	0	0	0	0	0	61
06:00	0	70	14	0	0	0	0	0	0	0	0	0	0	0	0	84
Hour Total	0	166	36	0	1	1	0	0	1	0	0	0	0	0	0	205
06:15	0	79	12	0	0	0	0	0	0	0	0	0	0	0	0	91
06:30	0	101	17	0	0	1	0	0	0	0	0	0	0	0	0	119
06:45	0	120	23	0	0	0	0	0	0	0	0	0	0	0	0	143
07:00	0	131	16	2	4	0	0	0	0	0	0	0	0	0	0	153
Hour Total	0	431	68	2	4	1	0	0	0	0	0	0	0	0	0	506
07:15	0	165	14	0	3	0	0	0	0	0	0	0	0	0	0	182
07:30	0	152	19	1	4	1	0	0	1	0	0	0	0	0	0	178
07:45	0	152	10	0	0	1	0	0	2	0	0	0	0	0	0	165
08:00	0	137	10	0	2	1	0	0	0	0	0	0	0	0	0	150
Hour Total	0	606	53	1	9	3	0	0	3	0	0	0	0	0	0	675
08:15	0	138	19	0	1	1	0	0	0	0	0	0	0	0	0	159
08:30	2	124	16	1	0	1	0	0	0	0	0	0	0	0	0	144
08:45	0	141	19	0	5	1	0	0	0	0	0	0	0	0	0	166
09:00	0	113	16	0	0	0	0	0	0	0	0	0	0	0	0	129

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	516	70	1	6	3	0	0	0	0	0	0	0	0	0	598
09:15	0	93	14	1	0	1	0	0	0	0	0	0	0	0	0	109
09:30	1	112	20	0	2	0	0	0	0	0	0	0	0	0	0	135
09:45	0	95	13	0	3	0	0	0	0	0	0	0	0	0	0	111
10:00	0	100	15	0	0	0	0	0	0	0	0	0	0	0	0	115
Hour Total	1	400	62	1	5	1	0	0	0	0	0	0	0	0	0	470
10:15	1	69	16	1	0	0	0	0	0	0	0	0	0	0	0	87
10:30	0	78	14	0	0	1	0	0	0	0	0	0	0	0	0	93
10:45	0	56	10	0	1	0	1	0	1	0	0	0	0	0	0	69
11:00	0	47	8	0	0	1	0	1	0	0	0	0	0	0	0	57
Hour Total	1	250	48	1	1	2	1	1	1	0	0	0	0	0	0	306
11:15	0	61	11	1	1	2	0	0	0	0	0	0	0	0	0	76
11:30	0	61	9	2	0	1	0	0	0	0	0	0	0	0	0	73
11:45	1	62	14	0	3	0	0	1	0	0	0	0	0	0	0	81
12:00	1	50	17	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	2	234	51	3	4	3	0	1	0	0	0	0	0	0	0	298
12:15	1	76	12	0	2	0	0	0	0	0	0	0	0	0	0	91
12:30	0	88	9	0	1	1	0	0	0	0	0	0	0	0	0	99
12:45	1	72	9	0	0	1	0	0	0	0	0	0	0	0	0	83
13:00	0	72	12	1	0	1	0	0	0	0	0	0	0	0	0	86
Hour Total	2	308	42	1	3	3	0	0	0	0	0	0	0	0	0	359
13:15	0	76	12	0	0	0	0	0	0	0	0	0	0	0	0	88
13:30	0	61	13	0	3	0	1	0	0	0	0	0	0	0	0	78
13:45	1	65	7	0	0	0	0	0	0	0	0	0	0	0	0	73
14:00	0	63	5	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	1	265	37	0	3	0	1	0	0	0	0	0	0	0	0	307
14:15	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
14:30	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
14:45	1	69	10	0	0	1	1	0	0	0	0	0	0	0	0	82
15:00	0	73	12	1	3	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	250	41	1	5	1	1	0	0	0	0	0	0	0	0	300
15:15	0	60	9	0	4	0	0	1	0	0	0	0	0	0	0	74
15:30	0	59	12	0	2	3	0	0	0	0	0	0	0	0	0	76
15:45	0	78	11	0	2	5	0	0	0	0	0	0	0	0	0	96
16:00	0	67	18	0	0	3	0	0	0	0	0	0	0	0	0	88
Hour Total	0	264	50	0	8	11	0	1	0	0	0	0	0	0	0	334
16:15	0	94	11	1	4	0	0	0	0	0	0	0	0	0	0	110
16:30	0	83	15	2	3	0	0	0	0	0	0	0	0	0	0	103
16:45	0	99	10	0	0	0	0	1	0	0	0	0	0	0	0	110
17:00	0	103	15	0	1	1	0	0	0	0	0	0	0	0	0	120
Hour Total	0	379	51	3	8	1	0	1	0	0	0	0	0	0	0	443

Site Ref: Site F
Site ID: NB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: NB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	92	11	0	1	1	0	0	1	0	0	0	0	0	0	106
17:30	0	118	12	0	0	0	0	0	0	0	0	0	0	0	0	130
17:45	0	102	14	0	1	0	0	0	0	0	0	0	0	0	0	117
18:00	0	112	13	0	0	0	0	0	0	0	0	0	0	0	0	125
Hour Total	0	424	50	0	2	1	0	0	1	0	0	0	0	0	0	478
18:15	0	100	8	0	0	0	0	0	0	0	0	0	0	0	0	108
18:30	0	94	8	0	0	0	0	0	0	0	0	0	0	0	0	102
18:45	0	75	12	0	2	2	0	0	0	0	0	0	0	0	0	91
19:00	0	80	3	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Total	0	349	31	0	2	2	0	0	0	0	0	0	0	0	0	384
19:15	0	75	2	0	0	0	0	0	0	0	0	0	0	0	0	77
19:30	0	51	4	0	0	0	0	0	1	0	0	0	0	0	0	56
19:45	0	64	1	0	0	0	0	0	0	0	0	0	0	0	0	65
20:00	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	234	10	0	0	0	0	0	1	0	0	0	0	0	0	245
20:15	0	54	1	0	0	0	0	0	0	0	0	0	0	0	0	55
20:30	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
20:45	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	49
21:00	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	174	6	0	0	0	0	0	0	0	0	0	0	0	0	180
21:15	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
21:30	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	90	5	0	0	0	0	0	0	0	0	0	0	0	0	95
22:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	53	4	0	0	0	0	0	0	0	0	0	0	0	0	57
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
24:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	29	1	0	0	0	0	0	1	0	0	0	0	0	0	31
DAY TOTAL	10	5502	726	14	62	33	3	4	8	0	0	0	0	0	0	6362
PERCENTS	0.2%	86.5%	11.5%	0.3%	0.9%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 98.0% Trucks & Buses 1.9%

AM Times	07:45	07:15	06:45	06:45	06:45	07:30	10:00	11:00	07:00	07:00
AM Peaks	2	606	72	3	11	4	1	2	3	678
PM Times	12:15	17:30	15:45	15:45	15:00	15:15	12:45	14:30	16:30	17:30
PM Peaks	2	432	55	3	11	11	1	1	1	480

GRAND TOTAL	41	1458	128	10	21	0	1	0	11147	24	72	10	1	0	0	12913
PERCENTS	0.4%	86.4%	11.3%	0.2%	1.0%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
00:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	41
01:15	0	7	3	0	0	0	1	0	0	0	0	0	0	0	0	11
01:30	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	7
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	24	4	0	0	0	2	0	0	0	0	0	0	0	0	30
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	11
04:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	3	0	1	1	0	0	0	0	0	0	0	0	0	13
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
06:15	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
06:30	0	12	8	0	1	0	0	0	0	0	0	0	0	0	0	21
06:45	0	25	5	0	0	1	0	0	0	0	0	0	0	0	0	31
07:00	0	29	7	0	2	2	3	0	0	0	0	0	0	0	0	43
Hour Total	0	79	21	0	4	3	3	0	0	0	0	0	0	0	0	110
07:15	0	41	7	0	0	0	1	0	0	0	0	0	0	0	0	49
07:30	0	69	12	2	0	1	2	2	0	0	0	0	0	0	0	88
07:45	0	82	11	0	2	1	0	1	2	0	0	0	0	0	0	99
08:00	1	102	20	0	2	3	1	0	4	0	0	0	0	0	0	133
Hour Total	1	294	50	2	4	5	4	3	6	0	0	0	0	0	0	369
08:15	1	76	26	0	2	3	2	0	0	1	0	0	0	0	0	111
08:30	0	53	10	1	2	3	2	0	2	0	0	0	0	0	0	73
08:45	0	48	6	0	1	1	2	0	0	1	0	0	0	0	0	59
09:00	1	44	11	0	0	1	0	0	0	0	0	0	0	0	0	57

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	221	53	1	5	8	6	0	2	2	0	0	0	0	0	300
09:15	1	33	11	0	1	1	0	0	1	0	0	0	0	0	0	48
09:30	1	34	11	0	0	0	6	0	0	0	0	0	0	0	0	52
09:45	0	35	10	0	2	0	0	0	0	0	0	0	0	0	0	47
10:00	0	41	13	0	0	0	1	0	0	1	0	0	0	0	0	56
Hour Total	2	143	45	0	3	1	7	0	1	1	0	0	0	0	0	203
10:15	0	35	10	0	1	2	2	0	0	0	0	0	0	0	0	50
10:30	0	31	6	0	1	2	1	0	1	0	0	0	0	0	0	42
10:45	2	37	9	1	1	1	0	1	1	0	0	0	0	0	0	53
11:00	0	49	8	0	0	2	2	0	0	0	0	0	0	0	0	61
Hour Total	2	152	33	1	3	7	5	1	2	0	0	0	0	0	0	206
11:15	0	47	9	0	2	1	0	0	0	0	0	0	0	0	0	59
11:30	1	50	12	0	1	0	1	0	1	0	0	0	0	0	0	66
11:45	0	48	7	0	2	0	0	0	0	0	0	0	1	0	0	58
12:00	3	43	14	1	0	0	1	0	0	0	0	0	0	0	0	62
Hour Total	4	188	42	1	5	1	2	0	1	0	0	0	1	0	0	245
12:15	0	54	11	0	3	0	1	0	0	0	0	0	0	0	0	69
12:30	0	68	8	0	3	0	4	0	1	0	0	0	0	0	0	84
12:45	0	70	8	0	0	0	0	1	0	1	0	0	1	0	0	81
13:00	1	77	17	0	1	0	1	0	0	0	0	0	0	0	0	97
Hour Total	1	269	44	0	7	0	6	1	1	1	0	0	1	0	0	331
13:15	1	73	13	0	3	0	1	0	0	0	0	0	0	0	0	91
13:30	1	72	10	0	1	0	0	0	0	0	0	0	0	0	0	84
13:45	2	64	18	0	0	0	0	0	0	0	0	0	0	0	0	84
14:00	0	71	10	0	1	0	1	0	0	0	0	0	1	0	0	84
Hour Total	4	280	51	0	5	0	2	0	0	0	0	0	1	0	0	343
14:15	1	75	12	0	2	0	0	0	0	1	0	0	0	0	0	91
14:30	0	96	16	0	0	1	0	0	0	0	0	0	0	0	0	113
14:45	0	95	19	0	1	1	0	0	0	0	0	0	0	0	0	116
15:00	0	49	12	1	4	0	1	0	0	0	0	0	0	0	0	67
Hour Total	1	315	59	1	7	2	1	0	0	1	0	0	0	0	0	387
15:15	0	91	18	0	3	0	0	0	1	0	0	0	0	0	0	113
15:30	1	96	18	0	1	0	0	0	1	0	0	0	0	0	0	117
15:45	1	103	16	0	1	0	0	0	1	0	0	0	0	0	0	122
16:00	2	113	25	0	3	1	0	0	0	0	1	0	0	0	0	145
Hour Total	4	403	77	0	8	1	0	0	3	0	1	0	0	0	0	497
16:15	1	135	17	1	1	0	1	0	1	0	0	0	0	0	0	157
16:30	3	150	32	0	0	1	1	0	0	0	0	1	1	0	0	189
16:45	0	144	25	0	1	1	0	2	1	0	0	0	0	0	0	174
17:00	0	158	23	1	1	1	1	0	1	1	0	0	1	0	0	188
Hour Total	4	587	97	2	3	3	3	2	3	1	0	1	2	0	0	708

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	179	21	0	0	3	0	0	0	1	0	0	0	0	0	205
17:30	1	190	32	0	0	0	0	0	0	0	0	0	0	0	0	223
17:45	1	236	24	1	1	0	0	0	0	0	0	0	0	0	0	263
18:00	3	184	15	0	2	0	1	0	3	0	0	1	0	0	0	209
Hour Total	6	789	92	1	3	3	1	0	3	1	0	1	0	0	0	900
18:15	1	193	17	0	0	0	2	0	0	0	0	0	1	0	0	214
18:30	0	198	14	0	0	0	0	0	0	0	0	0	0	0	0	212
18:45	0	181	17	0	0	0	0	0	0	0	0	0	0	0	0	198
19:00	0	169	13	0	0	0	0	0	0	0	0	0	1	0	0	183
Hour Total	1	741	61	0	0	0	2	0	0	0	0	0	2	0	0	807
19:15	1	139	9	0	0	0	0	0	1	0	0	0	0	0	0	150
19:30	1	129	5	0	0	0	0	0	0	0	0	0	0	0	0	135
19:45	0	114	6	0	0	0	0	0	0	0	0	0	0	0	0	120
20:00	0	113	11	0	0	0	0	0	1	0	0	0	0	0	0	125
Hour Total	2	495	31	0	0	0	0	0	2	0	0	0	0	0	0	530
20:15	0	103	7	0	0	0	0	0	0	0	0	0	0	0	0	110
20:30	0	97	6	0	0	0	0	0	0	0	0	0	0	0	0	103
20:45	1	69	3	0	0	0	0	0	0	0	0	0	0	0	0	73
21:00	0	81	5	0	0	0	1	0	1	0	0	0	0	0	0	88
Hour Total	1	350	21	0	0	0	1	0	1	0	0	0	0	0	0	374
21:15	0	81	2	0	0	0	0	0	1	0	0	0	0	0	0	84
21:30	0	56	2	0	0	0	1	1	0	0	0	1	0	0	0	61
21:45	0	54	5	0	0	0	0	0	0	0	0	0	0	0	0	59
22:00	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	236	9	0	0	0	1	1	1	0	0	1	0	0	0	249
22:15	0	49	4	0	0	0	0	0	0	0	0	0	0	0	0	53
22:30	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
22:45	0	37	2	0	0	0	0	0	0	0	0	0	0	0	0	39
23:00	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	150	15	0	0	0	0	0	0	0	0	0	0	0	0	165
23:15	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
23:30	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
23:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	81	4	0	0	0	0	0	0	0	0	0	0	0	0	85
DAY TOTAL	35	5889	816	9	60	35	46	8	26	7	1	3	7	0	0	6942
PERCENTS	0.6%	84.9%	11.8%	0.2%	0.8%	0.5%	0.6%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	100%

Passenger Vehicles 97.0% Trucks & Buses 2.9%

AM Times	11:15	07:30	07:30	06:45	07:45	07:45	09:30	07:00	07:45	08:00	11:00	07:30
AM Peaks	4	329	69	2	8	10	9	3	8	2	1	431
PM Times	15:45	17:45	16:30	16:15	14:45	16:30	12:15	16:00	15:00	16:30	15:15	15:45	16:15	17:30
PM Peaks	7	811	101	2	9	6	6	2	3	2	1	1	2	909

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	16	2	0	0	0	0	0	1	0	0	0	0	0	0	19
00:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	39	2	0	0	0	1	0	1	0	0	0	0	0	0	43
01:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	1	0	0	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	0	0	2
Hour Total	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	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	0	0	4
Hour Total	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	2	0	1	1	0	0	0	0	0	0	0	0	0	12
05:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	6	2	0	0	2	2	0	0	0	0	0	0	0	0	12
05:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	26	8	0	0	2	2	0	0	0	0	0	0	0	0	38
06:15	0	10	3	0	0	1	1	0	0	0	0	0	0	0	0	15
06:30	0	14	2	0	2	1	0	0	0	0	0	0	0	0	0	19
06:45	2	17	6	0	0	2	0	1	0	0	0	0	0	0	0	28
07:00	0	27	4	1	0	0	0	0	1	0	0	0	1	0	0	34
Hour Total	2	68	15	1	2	4	1	1	1	0	0	0	1	0	0	96
07:15	1	49	7	1	0	3	1	0	0	1	0	0	0	0	0	63
07:30	0	55	7	1	0	0	0	0	1	0	0	0	0	0	0	64
07:45	0	40	8	0	0	0	2	0	0	0	0	0	0	0	0	50
08:00	0	45	11	0	0	0	0	0	2	3	0	0	1	0	0	62
Hour Total	1	189	33	2	0	3	3	0	3	4	0	0	1	0	0	239
08:15	0	56	8	0	1	1	1	0	0	0	0	0	0	0	0	67
08:30	0	46	6	0	1	1	0	0	0	0	0	0	0	0	0	54
08:45	0	27	8	0	0	0	2	0	0	0	0	1	0	0	0	38
09:00	0	39	10	1	1	2	2	0	0	1	0	0	0	0	0	56

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	168	32	1	3	4	5	0	0	1	0	1	0	0	0	215
09:15	1	26	11	0	0	1	1	0	0	1	0	0	0	0	0	41
09:30	0	44	13	0	1	0	3	0	0	1	0	0	0	0	0	62
09:45	0	44	8	0	2	2	1	0	0	1	0	1	0	0	0	59
10:00	0	40	11	0	0	0	1	0	1	0	0	0	0	0	0	53
Hour Total	1	154	43	0	3	3	6	0	1	3	0	1	0	0	0	215
10:15	0	41	7	0	0	0	4	0	0	0	0	0	0	0	0	52
10:30	0	51	13	1	1	3	3	0	1	1	0	0	0	0	0	74
10:45	0	35	11	0	0	0	3	1	0	0	0	0	0	0	0	50
11:00	0	29	19	0	1	0	1	0	0	1	0	0	0	0	0	51
Hour Total	0	156	50	1	2	3	11	1	1	2	0	0	0	0	0	227
11:15	0	46	17	0	1	2	1	0	0	0	0	0	0	0	0	67
11:30	1	33	8	0	0	1	2	0	0	2	0	0	0	0	0	47
11:45	0	48	8	1	0	0	0	0	0	0	0	0	0	0	0	57
12:00	0	62	12	0	0	0	0	0	0	2	0	0	0	0	0	76
Hour Total	1	189	45	1	1	3	3	0	0	4	0	0	0	0	0	247
12:15	1	56	11	0	0	1	2	0	0	1	0	0	0	0	0	72
12:30	0	79	15	0	1	0	0	0	1	0	0	0	0	0	0	96
12:45	0	73	17	0	0	0	0	0	0	0	0	0	0	0	0	90
13:00	0	57	10	1	0	2	2	0	0	1	0	0	0	0	0	73
Hour Total	1	265	53	1	1	3	4	0	1	2	0	0	0	0	0	331
13:15	0	54	16	0	1	1	0	0	1	1	0	0	0	0	0	74
13:30	0	70	11	0	0	0	0	1	0	0	0	0	0	0	0	82
13:45	0	73	13	0	0	1	1	0	0	0	0	0	0	0	0	88
14:00	0	74	14	0	1	0	1	0	2	0	0	0	0	0	0	92
Hour Total	0	271	54	0	2	2	2	1	3	1	0	0	0	0	0	336
14:15	0	73	10	0	1	0	0	0	0	0	0	0	0	0	0	84
14:30	1	87	20	0	0	1	1	0	0	0	0	0	0	0	0	110
14:45	0	74	14	0	0	0	0	0	1	0	0	0	0	0	0	89
15:00	0	66	18	0	1	0	0	0	0	0	0	0	0	0	0	85
Hour Total	1	300	62	0	2	1	1	0	1	0	0	0	0	0	0	368
15:15	1	86	21	0	0	0	1	1	0	0	0	0	0	0	0	110
15:30	1	105	24	0	1	1	0	0	0	0	0	0	0	0	0	132
15:45	0	93	28	0	1	1	0	0	0	1	0	0	0	0	0	124
16:00	0	126	14	0	2	0	1	0	1	0	0	0	2	0	0	146
Hour Total	2	410	87	0	4	2	2	1	1	1	0	0	2	0	0	512
16:15	1	147	27	0	2	1	3	0	1	0	0	0	0	0	0	182
16:30	2	126	23	0	0	0	2	0	0	0	0	0	0	0	0	153
16:45	3	163	24	0	0	0	1	0	0	0	0	0	0	0	0	191
17:00	1	178	27	0	0	0	1	0	1	1	0	0	0	0	0	209
Hour Total	7	614	101	0	2	1	7	0	2	1	0	0	0	0	0	735

Site Ref: Site F
Site ID: SB In/Out
Loc: Loudoun Co. Pkwy., s/o Rt. 50
Direction: ROAD TOTAL

File: SB.prn
Info: 12-173 TO/RS Max
GPS: 38.92317 77.51815

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	187	18	0	1	1	0	0	0	0	0	0	0	0	0	208
17:30	0	190	23	0	0	0	2	0	1	0	0	0	0	0	0	216
17:45	1	217	16	0	3	0	1	1	0	1	0	0	0	0	0	240
18:00	0	172	16	0	0	1	4	0	0	0	0	0	0	0	0	193
Hour Total	2	766	73	0	4	2	7	1	1	1	0	0	0	0	0	857
18:15	1	175	18	0	0	2	2	0	0	1	0	0	1	0	0	200
18:30	1	204	15	1	0	1	11	0	0	0	0	0	0	0	0	233
18:45	0	156	19	0	0	1	6	0	0	0	0	0	0	0	0	182
19:00	0	164	21	0	0	0	6	0	1	1	0	0	0	0	0	193
Hour Total	2	699	73	1	0	4	25	0	1	2	0	0	1	0	0	808
19:15	0	145	13	0	1	0	7	0	0	0	0	0	0	0	0	166
19:30	0	148	10	0	0	1	4	0	1	1	0	0	0	0	0	165
19:45	0	135	3	0	0	0	6	0	0	0	0	0	0	0	0	144
20:00	1	102	5	0	0	0	4	0	0	0	0	0	0	0	0	112
Hour Total	1	530	31	0	1	1	21	0	1	1	0	0	0	0	0	587
20:15	1	119	7	0	0	0	3	0	0	0	0	0	0	0	0	130
20:30	0	98	7	0	0	0	2	0	1	0	0	0	0	0	0	108
20:45	0	87	6	0	0	0	4	0	0	0	0	0	0	0	0	97
21:00	0	82	4	0	0	0	2	0	1	0	1	0	0	0	0	90
Hour Total	1	386	24	0	0	0	11	0	2	0	1	0	0	0	0	425
21:15	0	79	3	0	0	1	1	0	0	0	0	0	0	0	0	84
21:30	0	69	1	0	0	0	1	0	0	1	0	0	0	0	0	72
21:45	0	60	0	0	1	0	1	0	0	0	0	0	0	0	0	62
22:00	0	44	4	0	0	1	0	0	0	0	1	0	0	0	0	50
Hour Total	0	252	8	0	1	2	3	0	0	1	1	0	0	0	0	268
22:15	0	62	4	0	0	0	0	0	0	0	0	0	0	0	0	66
22:30	0	34	3	0	1	0	0	0	0	0	0	0	0	0	0	38
22:45	0	32	4	0	2	1	0	0	0	0	0	1	0	0	0	40
23:00	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	164	11	0	3	1	0	0	0	0	0	1	0	0	0	180
23:15	0	13	2	0	0	0	0	1	0	0	0	0	0	0	0	16
23:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:45	0	10	0	0	0	0	1	0	0	0	1	0	0	0	0	12
24:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	50	4	0	0	0	1	1	0	0	1	0	0	0	0	57
DAY TOTAL	22	5738	817	8	32	43	116	6	20	24	3	3	5	0	0	6837
PERCENTS	0.4%	84.0%	12.0%	0.2%	0.5%	0.7%	1.7%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.1% Trucks & Buses 3.8%

AM Times	06:30	07:30	10:30	06:45	09:00	06:30	10:00	06:00	07:15	07:15	08:00	06:15	11:15
AM Peaks	3	196	60	3	4	6	11	1	3	4	1	1	247
PM Times	16:15	17:00	16:15	12:15	15:30	18:00	18:30	12:45	13:15	12:15	20:15	22:00	15:15	17:00
PM Peaks	7	772	101	1	6	5	30	1	3	2	1	1	2	873

GRAND TOTAL	57	11627	1633	17	92	78	162	14	46	31	4	6	12	0	0	13779
PERCENTS	0.5%	84.4%	11.9%	0.2%	0.7%	0.6%	1.1%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	13	0	0	1	0	0	0	1	0	0	0	0	0	0	15
03:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	7	1	0	1	0	0	0	1	0	0	0	0	0	0	10
03:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	33	9	0	2	0	0	0	1	0	0	0	0	0	0	45
04:15	0	18	3	0	0	1	0	0	0	0	0	0	0	0	0	22
04:30	0	17	5	0	2	0	0	0	1	0	0	0	0	0	0	25
04:45	0	27	6	0	2	0	0	0	1	0	0	0	0	0	0	36
05:00	0	36	10	0	1	1	0	0	0	0	0	0	0	0	0	48
Hour Total	0	98	24	0	5	2	0	0	2	0	0	0	0	0	0	131
05:15	0	40	16	0	1	1	0	0	0	0	0	0	0	0	0	58
05:30	0	80	24	1	3	0	0	0	0	0	0	0	0	0	0	108
05:45	0	122	41	1	3	0	0	0	0	1	0	0	0	0	0	168
06:00	3	153	46	1	3	1	0	1	0	0	0	0	0	0	0	208
Hour Total	3	395	127	3	10	2	0	1	0	1	0	0	0	0	0	542
06:15	1	177	49	1	1	3	0	0	0	0	0	0	0	0	0	232
06:30	0	242	52	1	1	7	0	0	0	0	0	0	0	0	0	303
06:45	3	250	48	0	1	5	0	0	1	0	0	0	0	0	0	308
07:00	0	272	36	0	6	4	1	0	0	0	0	0	0	0	0	319
Hour Total	4	941	185	2	9	19	1	0	1	0	0	0	0	0	0	1162
07:15	2	314	50	1	5	5	0	1	2	0	0	0	1	0	0	381
07:30	1	286	51	0	8	3	0	0	1	0	0	1	1	0	0	352
07:45	2	256	43	0	3	4	1	1	1	0	0	2	1	0	0	314
08:00	1	266	46	1	4	2	1	0	0	1	0	2	1	0	0	325
Hour Total	6	1122	190	2	20	14	2	2	4	1	0	5	4	0	0	1372
08:15	3	240	34	1	4	1	2	2	2	0	0	3	3	0	0	295
08:30	2	261	47	2	6	1	2	0	1	0	0	0	5	0	0	327
08:45	5	261	35	1	3	6	3	0	1	1	0	0	0	0	0	316
09:00	1	271	40	1	3	0	0	0	1	0	1	0	4	0	0	322

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	11	1033	156	5	16	8	7	2	5	1	1	3	12	0	0	1260
09:15	5	254	41	0	7	2	5	3	2	0	0	0	1	0	0	320
09:30	1	266	32	1	3	1	3	1	2	2	0	2	0	0	0	314
09:45	3	195	37	1	5	3	0	0	1	0	0	0	0	0	0	245
10:00	0	166	32	0	5	2	4	1	2	0	0	0	0	0	0	212
Hour Total	9	881	142	2	20	8	12	5	7	2	0	2	1	0	0	1091
10:15	0	131	28	1	4	3	4	1	0	2	0	0	0	0	0	174
10:30	1	114	23	0	3	2	2	0	1	1	0	0	0	0	0	147
10:45	0	93	34	0	4	3	4	0	3	0	0	0	0	0	0	141
11:00	0	96	23	0	9	4	1	1	1	2	0	0	0	0	0	137
Hour Total	1	434	108	1	20	12	11	2	5	5	0	0	0	0	0	599
11:15	0	100	16	0	7	5	5	0	1	1	0	0	0	0	0	135
11:30	0	82	23	0	6	3	1	0	0	0	0	0	0	0	0	115
11:45	1	104	31	0	2	4	4	1	1	0	0	0	0	0	0	148
12:00	0	97	18	0	0	2	3	0	3	2	0	0	0	0	0	125
Hour Total	1	383	88	0	15	14	13	1	5	3	0	0	0	0	0	523
12:15	0	87	25	1	7	3	4	1	0	2	0	0	0	0	0	130
12:30	0	92	22	0	3	6	3	0	1	0	0	0	0	0	0	127
12:45	1	96	34	0	4	4	2	2	0	2	0	0	0	0	0	145
13:00	1	90	21	0	2	2	4	0	0	0	0	0	0	0	0	120
Hour Total	2	365	102	1	16	15	13	3	1	4	0	0	0	0	0	522
13:15	1	80	29	1	6	4	0	0	1	0	0	0	0	0	0	122
13:30	1	98	25	1	3	7	0	2	0	3	0	0	0	0	0	140
13:45	2	82	30	1	1	2	3	1	2	4	0	0	0	0	0	128
14:00	0	95	33	0	4	1	2	1	1	0	0	0	0	0	0	137
Hour Total	4	355	117	3	14	14	5	4	4	7	0	0	0	0	0	527
14:15	1	80	32	0	8	6	1	2	3	1	0	0	0	0	0	134
14:30	3	79	20	1	7	4	4	0	1	3	0	0	0	0	0	122
14:45	1	75	33	0	3	6	0	0	0	0	0	0	0	0	0	118
15:00	0	68	20	0	3	6	0	3	3	0	0	0	0	0	0	103
Hour Total	5	302	105	1	21	22	5	5	7	4	0	0	0	0	0	477
15:15	1	88	23	0	6	7	2	1	3	4	0	0	0	0	0	135
15:30	0	69	27	0	8	3	2	2	1	0	0	0	0	0	0	112
15:45	0	100	22	0	3	5	2	1	1	0	0	0	0	0	0	134
16:00	0	91	27	2	9	7	2	1	0	1	0	0	0	0	0	140
Hour Total	1	348	99	2	26	22	8	5	5	5	0	0	0	0	0	521
16:15	1	97	15	3	3	11	1	0	1	0	0	0	0	0	0	132
16:30	1	125	31	2	7	1	0	1	2	0	0	0	0	0	0	170
16:45	3	105	34	0	4	2	0	0	1	0	0	0	0	0	0	149
17:00	1	102	27	0	4	5	0	0	0	0	0	0	0	0	0	139
Hour Total	6	429	107	5	18	19	1	1	4	0	0	0	0	0	0	590

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	3	107	20	1	2	1	0	0	0	1	0	0	0	0	0	135
17:30	0	117	21	1	3	2	0	0	0	0	0	0	0	0	0	144
17:45	1	104	16	2	1	1	0	2	0	0	0	0	0	0	0	127
18:00	0	73	21	0	0	1	0	1	0	0	0	0	0	0	0	96
Hour Total	4	401	78	4	6	5	0	3	0	1	0	0	0	0	0	502
18:15	0	104	16	1	4	0	0	1	0	1	0	0	0	0	0	127
18:30	0	98	16	1	3	2	0	2	0	0	0	0	0	0	0	122
18:45	0	89	6	0	1	1	0	1	0	0	0	0	0	0	0	98
19:00	1	68	14	1	1	0	0	0	0	0	0	0	0	0	0	85
Hour Total	1	359	52	3	9	3	0	4	0	1	0	0	0	0	0	432
19:15	0	64	11	0	0	0	0	0	0	0	0	0	0	0	0	75
19:30	0	49	6	1	0	0	0	1	0	0	0	0	0	0	0	57
19:45	0	45	3	0	2	0	1	1	0	0	0	0	0	0	0	52
20:00	0	38	6	0	0	0	0	0	0	1	0	0	0	0	0	45
Hour Total	0	196	26	1	2	0	1	2	0	1	0	0	0	0	0	229
20:15	0	42	3	0	2	0	0	1	2	0	0	0	0	0	0	50
20:30	1	24	5	0	1	0	0	0	0	0	0	0	0	0	0	31
20:45	0	34	7	0	0	0	0	1	0	0	0	0	0	0	0	42
21:00	5	28	5	0	0	1	0	0	0	0	0	0	0	0	0	39
Hour Total	6	128	20	0	3	1	0	2	2	0	0	0	0	0	0	162
21:15	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0	27
21:30	0	25	5	0	0	1	0	0	0	0	0	0	0	0	0	31
21:45	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
22:00	0	29	0	0	0	0	0	0	1	0	0	0	0	0	0	30
Hour Total	0	105	7	0	1	1	0	0	1	0	0	0	0	0	0	115
22:15	0	21	2	0	2	0	0	2	0	0	0	0	0	0	0	27
22:30	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0	22
22:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
23:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	85	8	0	2	1	0	2	0	0	0	0	0	0	0	98
23:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	33	3	0	0	1	0	0	0	0	0	0	0	0	0	37
DAY TOTAL	64	8476	1758	35	237	183	79	44	55	36	1	10	17	0	0	10995
PERCENTS	0.6%	77.1%	16.0%	0.4%	2.2%	1.7%	0.7%	0.4%	0.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	100%

Passenger Vehicles 93.6% Trucks & Buses 6.3%

AM Times	08:30	07:00	06:00	08:00	10:45	06:30	10:00	09:15	09:15	10:15	08:15	07:30	08:15	07:15
AM Peaks	13	1128	195	5	26	21	14	5	7	5	1	8	12	1372
PM Times	16:30	16:30	13:30	15:45	15:15	15:30	12:15	15:00	15:00	13:30				16:30
PM Peaks	8	439	120	7	26	26	13	7	8	8				593

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	5	1	0	0	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	0	0	1
Hour Total	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
03:15	0	4	4	0	1	1	0	0	0	0	0	0	0	0	0	10
03:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	37	8	0	1	2	0	0	0	0	0	0	0	0	0	48
04:15	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	19
04:30	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
04:45	0	33	5	0	0	1	0	0	0	0	0	0	0	0	0	39
05:00	0	28	14	0	2	1	0	0	0	0	0	0	0	0	0	45
Hour Total	0	88	29	0	3	2	0	0	0	0	0	0	0	0	0	122
05:15	0	45	19	0	0	1	0	0	1	0	0	0	0	0	0	66
05:30	0	84	25	1	2	2	0	0	0	0	0	0	0	0	0	114
05:45	0	127	34	1	5	0	0	0	2	0	0	0	0	0	0	169
06:00	0	175	55	1	4	4	0	0	0	0	0	0	0	0	0	239
Hour Total	0	431	133	3	11	7	0	0	3	0	0	0	0	0	0	588
06:15	1	177	51	2	1	2	0	1	0	0	1	0	0	0	0	236
06:30	0	220	63	3	1	4	0	0	0	0	0	0	0	0	0	291
06:45	0	304	54	0	3	4	0	0	0	0	0	0	0	0	0	365
07:00	1	264	36	0	3	0	2	0	2	0	0	0	0	0	0	308
Hour Total	2	965	204	5	8	10	2	1	2	0	1	0	0	0	0	1200
07:15	0	324	44	1	5	0	0	0	1	0	0	0	0	0	0	375
07:30	0	294	51	0	3	1	0	2	1	0	0	0	0	0	0	352
07:45	0	280	49	0	2	1	4	0	0	1	0	1	1	0	0	339
08:00	1	287	31	2	8	6	3	0	1	0	0	1	3	0	0	343
Hour Total	1	1185	175	3	18	8	7	2	3	1	0	2	4	0	0	1409
08:15	1	257	35	0	6	2	1	0	3	1	0	0	1	0	0	307
08:30	1	271	41	1	7	1	4	1	0	0	0	1	0	0	0	328
08:45	0	265	34	0	7	0	4	2	3	1	2	0	1	0	0	319
09:00	0	278	47	1	4	1	6	0	4	1	0	1	1	0	0	344

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	1071	157	2	24	4	15	3	10	3	2	2	3	0	0	1298
09:15	1	230	34	2	5	4	3	1	1	0	0	0	0	0	0	281
09:30	0	202	44	0	4	2	3	0	0	0	0	0	1	0	0	256
09:45	0	216	41	0	4	4	2	0	1	1	0	0	0	0	0	269
10:00	0	189	40	0	4	0	2	1	1	2	0	0	0	0	0	239
Hour Total	1	837	159	2	17	10	10	2	3	3	0	0	1	0	0	1045
10:15	0	124	41	0	4	2	6	0	2	0	0	0	0	0	0	179
10:30	0	116	30	2	4	2	3	1	3	3	0	0	0	0	0	164
10:45	0	101	31	0	4	3	6	0	6	2	0	0	0	0	0	153
11:00	0	96	23	1	3	3	6	1	0	0	0	0	0	0	0	133
Hour Total	0	437	125	3	15	10	21	2	11	5	0	0	0	0	0	629
11:15	0	101	36	0	5	2	0	0	0	1	0	0	0	0	0	145
11:30	0	80	20	0	4	4	3	1	1	0	0	0	0	0	0	113
11:45	0	95	30	0	4	4	2	1	0	1	0	0	0	0	0	137
12:00	0	85	23	0	1	2	3	0	0	2	0	0	0	0	0	116
Hour Total	0	361	109	0	14	12	8	2	1	4	0	0	0	0	0	511
12:15	0	92	19	2	5	1	1	0	1	1	0	0	0	0	0	122
12:30	0	72	25	0	3	2	5	0	3	1	0	0	0	0	0	111
12:45	0	106	27	0	2	3	6	1	1	1	0	0	0	0	0	147
13:00	0	97	20	0	5	0	3	0	1	0	0	0	0	0	0	126
Hour Total	0	367	91	2	15	6	15	1	6	3	0	0	0	0	0	506
13:15	0	93	28	3	0	2	2	1	0	1	0	0	0	0	0	130
13:30	0	89	23	0	3	6	3	0	0	2	0	0	0	0	0	126
13:45	0	103	14	0	6	4	2	1	1	1	0	0	0	0	0	132
14:00	0	76	24	0	5	3	0	1	2	1	0	0	0	0	0	112
Hour Total	0	361	89	3	14	15	7	3	3	5	0	0	0	0	0	500
14:15	0	77	30	1	2	5	3	0	3	3	0	0	0	0	0	124
14:30	0	76	23	0	7	4	3	1	0	1	0	0	0	0	0	115
14:45	0	78	19	0	4	2	2	0	1	3	0	0	0	0	0	109
15:00	0	101	44	0	7	8	6	0	2	0	0	0	0	0	0	168
Hour Total	0	332	116	1	20	19	14	1	6	7	0	0	0	0	0	516
15:15	0	102	25	0	5	10	2	1	1	1	0	0	0	0	0	147
15:30	0	88	28	0	7	4	2	1	1	1	0	0	0	0	0	132
15:45	0	72	23	0	7	4	0	1	0	2	0	0	0	0	0	109
16:00	0	93	30	0	5	5	3	0	1	0	0	0	0	0	0	137
Hour Total	0	355	106	0	24	23	7	3	3	4	0	0	0	0	0	525
16:15	0	98	32	2	6	1	1	0	0	1	0	0	0	0	0	141
16:30	0	104	18	3	8	6	0	1	0	0	0	0	0	0	0	140
16:45	1	97	19	1	1	3	0	1	0	0	0	0	0	0	0	123
17:00	0	97	18	0	2	0	0	1	0	0	0	0	0	0	0	118
Hour Total	1	396	87	6	17	10	1	3	0	1	0	0	0	0	0	522

Site Ref: Site E
Site ID: 000000003810
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	76	28	1	3	3	0	0	0	0	0	0	0	0	0	111
17:30	0	121	16	0	2	0	0	1	2	0	0	0	0	0	0	142
17:45	0	110	20	0	2	2	0	0	1	0	0	0	0	0	0	135
18:00	0	96	16	1	3	2	0	1	0	0	0	0	0	0	0	119
Hour Total	0	403	80	2	10	7	0	2	3	0	0	0	0	0	0	507
18:15	0	96	20	0	1	1	0	0	0	0	0	1	0	0	0	119
18:30	0	76	10	1	7	0	0	1	0	0	0	0	1	0	0	96
18:45	0	76	10	0	4	2	0	1	1	0	0	0	0	0	0	94
19:00	0	69	11	1	0	0	0	0	0	0	0	0	0	0	0	81
Hour Total	0	317	51	2	12	3	0	2	1	0	0	1	1	0	0	390
19:15	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	65
19:30	1	65	2	2	0	0	0	0	0	0	0	0	0	0	0	70
19:45	0	60	5	1	0	0	0	0	1	0	0	0	0	0	0	67
20:00	0	28	5	1	1	0	0	0	1	0	0	0	0	0	0	36
Hour Total	1	206	24	4	1	0	0	0	2	0	0	0	0	0	0	238
20:15	0	48	1	0	2	0	0	0	0	0	0	0	0	0	0	51
20:30	0	42	4	0	0	0	0	0	1	0	0	0	0	0	0	47
20:45	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	45
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	152	17	0	2	0	0	0	1	0	0	0	0	0	0	172
21:15	0	33	1	0	1	0	0	0	0	0	0	0	0	0	0	35
21:30	0	20	5	0	0	0	0	0	1	1	0	0	0	0	0	27
21:45	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	118	11	0	1	0	0	0	1	1	0	0	0	0	0	132
22:15	0	26	3	0	1	0	0	0	0	0	0	0	0	0	0	30
22:30	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
22:45	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	19
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	68	6	0	3	0	0	0	0	0	0	0	0	0	0	77
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
24:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	34	1	0	1	0	0	0	1	0	0	0	0	0	0	37
DAY TOTAL	8	8564	1784	38	231	148	107	27	61	37	3	5	9	0	0	11022
PERCENTS	0.1%	77.7%	16.2%	0.4%	2.1%	1.4%	1.0%	0.3%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 94.9% Trucks & Buses 6.0%

AM Times	07:45	06:45	06:00	05:45	08:00	06:00	10:15	08:30	10:00	10:00	08:00	07:45	07:30	07:15
AM Peaks	3	1186	223	7	28	14	21	4	12	7	2	3	5	1409
PM Times	16:00	17:30	15:00	16:00	15:00	15:00	12:30	13:15	12:15	14:00	17:30	17:45		14:45
PM Peaks	1	423	120	6	26	26	16	3	6	8	1	1		556

GRAND TOTAL	72	3542	468	186	116	4	26	0							
	17040	73	331	71	73	15	0	22017							
PERCENTS	0.4%	77.4%	16.1%	0.4%	2.2%	1.5%	0.8%	0.3%	0.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
00:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
00:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	69	1	0	0	0	0	0	0	0	0	0	0	0	0	70
01:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
01:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	56	8	0	1	0	0	0	0	0	0	0	0	0	0	65
02:15	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0	14
02:30	0	7	1	0	0	2	0	1	0	0	0	0	0	0	0	11
02:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	31	1	0	1	2	0	1	1	0	0	0	0	0	0	37
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	1	0	0	1	0	0	1	0	0	0	0	0	0	8
Hour Total	0	15	3	0	1	1	0	0	1	0	0	0	0	0	0	21
04:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	4	3	0	0	1	0	0	1	0	0	0	0	0	0	9
04:45	0	9	1	1	0	2	0	0	0	0	0	0	0	0	0	13
05:00	0	8	3	0	1	0	0	0	3	0	0	0	0	0	0	15
Hour Total	0	27	9	1	1	3	0	0	4	0	0	0	0	0	0	45
05:15	0	6	3	2	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	11	5	0	1	3	1	0	1	0	0	0	0	0	0	22
05:45	0	14	4	1	1	2	0	0	1	0	0	0	0	0	0	23
06:00	0	30	7	1	2	1	0	0	1	0	0	0	0	0	0	42
Hour Total	0	61	19	4	4	6	1	0	3	0	0	0	0	0	0	98
06:15	0	41	18	0	0	1	0	0	1	0	0	0	0	0	0	61
06:30	0	60	27	0	3	6	0	0	1	1	0	0	0	0	0	98
06:45	0	73	34	1	7	2	0	1	1	1	0	0	0	0	0	120
07:00	0	76	34	2	4	4	0	2	3	0	0	0	0	0	0	125
Hour Total	0	250	113	3	14	13	0	3	6	2	0	0	0	0	0	404
07:15	0	55	28	0	5	1	2	1	2	0	0	0	0	0	0	94
07:30	0	41	23	0	10	5	1	1	2	0	0	0	0	0	0	83
07:45	0	50	24	1	2	2	0	0	2	0	0	0	0	0	0	81
08:00	0	50	19	0	5	2	0	0	1	0	0	0	0	0	0	77
Hour Total	0	196	94	1	22	10	3	2	7	0	0	0	0	0	0	335
08:15	0	55	28	0	4	3	1	2	2	0	0	0	0	0	0	95
08:30	0	48	20	0	7	2	1	0	0	0	0	0	0	0	0	78
08:45	0	49	21	1	4	6	1	1	1	0	0	0	0	0	0	84
09:00	1	39	20	2	4	9	0	0	1	0	0	0	0	0	0	76

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	191	89	3	19	20	3	3	4	0	0	0	0	0	0	333
09:15	0	49	19	0	3	2	2	0	1	0	0	0	0	0	0	76
09:30	1	47	22	2	1	4	0	1	1	1	0	0	0	0	0	80
09:45	0	43	15	0	0	1	1	0	9	0	0	0	0	0	0	69
10:00	2	45	19	2	1	0	0	0	4	0	0	0	0	0	0	73
Hour Total	3	184	75	4	5	7	3	1	15	1	0	0	0	0	0	298
10:15	0	36	18	0	6	6	4	0	1	0	0	0	0	0	0	71
10:30	1	52	24	2	2	6	0	1	1	2	0	0	0	0	0	91
10:45	0	47	15	3	1	6	1	0	1	0	0	0	0	0	0	74
11:00	0	59	17	0	6	5	2	0	4	1	0	0	1	0	0	95
Hour Total	1	194	74	5	15	23	7	1	7	3	0	0	1	0	0	331
11:15	1	61	21	2	3	5	3	0	0	0	0	0	0	0	0	96
11:30	1	70	22	1	4	3	1	0	3	0	0	0	0	0	0	105
11:45	0	64	23	0	2	5	0	0	3	1	0	0	0	0	0	98
12:00	0	67	26	0	2	6	3	1	1	0	0	0	0	0	0	106
Hour Total	2	262	92	3	11	19	7	1	7	1	0	0	0	0	0	405
12:15	0	84	31	0	6	8	1	2	2	0	0	0	0	0	0	134
12:30	1	92	33	1	0	3	1	0	3	0	0	0	0	0	0	134
12:45	1	94	21	0	4	7	2	0	0	1	0	0	0	0	0	130
13:00	2	89	18	0	4	3	1	0	2	0	0	0	0	0	0	119
Hour Total	4	359	103	1	14	21	5	2	7	1	0	0	0	0	0	517
13:15	0	70	29	1	2	6	0	1	4	1	0	0	0	0	0	114
13:30	2	74	26	1	7	1	2	0	4	1	0	0	0	0	0	118
13:45	6	94	23	0	6	4	0	1	3	0	0	0	0	0	0	137
14:00	0	83	23	1	1	3	3	1	3	0	0	0	0	0	0	118
Hour Total	8	321	101	3	16	14	5	3	14	2	0	0	0	0	0	487
14:15	2	106	32	1	3	5	0	1	4	0	1	0	0	0	0	155
14:30	4	138	24	0	4	5	0	0	2	0	0	0	0	0	0	177
14:45	3	130	41	3	5	1	1	0	5	0	0	0	0	0	0	189
15:00	4	121	38	1	5	5	2	1	1	0	0	0	0	0	0	178
Hour Total	13	495	135	5	17	16	3	2	12	0	1	0	0	0	0	699
15:15	2	181	50	0	7	5	0	0	1	0	0	0	0	0	0	246
15:30	1	175	57	1	5	5	0	2	6	0	0	0	0	0	0	252
15:45	6	204	45	1	4	3	2	0	2	0	0	0	0	0	0	267
16:00	1	226	41	0	7	0	1	0	0	0	0	0	0	0	0	276
Hour Total	10	786	193	2	23	13	3	2	9	0	0	0	0	0	0	1041
16:15	1	250	54	2	5	3	1	0	2	1	0	0	0	0	0	319
16:30	1	226	53	2	4	1	1	2	2	0	0	1	3	0	0	296
16:45	1	253	51	0	3	0	1	2	0	0	0	4	0	0	0	315
17:00	1	274	35	0	5	2	0	1	1	0	0	0	2	0	0	321
Hour Total	4	1003	193	4	17	6	3	5	5	1	0	5	5	0	0	1251

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	285	38	0	1	0	0	1	1	1	0	1	0	0	0	329
17:30	3	268	36	2	2	0	1	0	3	0	0	0	0	0	0	315
17:45	3	274	23	0	1	1	1	1	3	0	0	0	0	0	0	307
18:00	1	305	36	1	6	3	0	0	0	0	0	0	0	0	0	352
Hour Total	8	1132	133	3	10	4	2	2	7	1	0	1	0	0	0	1303
18:15	1	274	25	0	1	1	1	2	0	0	0	1	3	0	0	309
18:30	1	272	37	1	1	0	1	0	1	2	0	0	1	0	0	317
18:45	2	308	30	0	4	2	0	1	0	0	0	0	0	0	0	347
19:00	1	230	23	1	3	0	0	0	1	0	0	0	0	0	0	259
Hour Total	5	1084	115	2	9	3	2	3	2	2	0	1	4	0	0	1232
19:15	0	169	17	1	0	0	0	1	0	0	0	0	0	0	0	188
19:30	1	170	13	0	0	0	0	0	0	0	0	0	0	0	0	184
19:45	0	146	7	0	2	0	0	0	0	0	0	0	0	0	0	155
20:00	0	135	9	0	3	0	0	0	0	0	0	0	0	0	0	147
Hour Total	1	620	46	1	5	0	0	1	0	0	0	0	0	0	0	674
20:15	0	100	5	0	1	1	0	0	0	0	0	0	0	0	0	107
20:30	1	107	9	0	1	0	0	0	0	0	0	0	0	0	0	118
20:45	0	71	4	0	3	0	0	0	0	0	0	0	0	0	0	78
21:00	1	73	6	0	0	0	0	0	0	0	0	0	0	0	0	80
Hour Total	2	351	24	0	5	1	0	0	0	0	0	0	0	0	0	383
21:15	0	90	5	0	0	1	0	0	0	0	0	0	0	0	0	96
21:30	0	90	7	0	1	0	0	0	0	0	0	0	0	0	0	98
21:45	0	60	3	0	0	0	0	0	0	0	0	0	0	0	0	63
22:00	0	74	3	0	0	1	0	0	0	0	0	0	0	0	0	78
Hour Total	0	314	18	0	1	2	0	0	0	0	0	0	0	0	0	335
22:15	1	40	4	0	0	0	0	0	0	0	0	0	0	0	0	45
22:30	0	56	4	0	0	0	0	0	0	0	0	0	0	0	0	60
22:45	0	54	2	0	0	0	0	0	1	0	0	0	0	0	0	57
23:00	0	41	4	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Total	1	191	14	0	0	0	0	0	1	0	0	0	0	0	0	207
23:15	0	28	1	0	0	0	0	1	0	0	0	0	0	0	0	30
23:30	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
23:45	0	31	0	0	0	1	0	0	0	0	0	0	0	0	0	32
24:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	103	4	0	0	1	0	1	0	0	0	0	0	0	0	109
DAY TOTAL	63	8295	1657	45	211	185	47	33	112	14	1	7	10	0	0	10680
PERCENTS	0.6%	77.7%	15.6%	0.5%	2.0%	1.8%	0.4%	0.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.7% Trucks & Buses 6.2%

AM Times	09:15	06:30	06:30	10:00	06:45	10:15	10:15	06:45	09:15	10:15	10:15	06:30
AM Peaks	3	264	123	7	26	23	7	5	15	3	1	437
PM Times	14:15	18:00	16:00	14:00	15:15	12:15	12:15	16:30	13:15	12:45	13:30	16:30	16:15	18:00
PM Peaks	13	1159	199	5	23	21	5	6	14	3	1	6	5	1325

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	19	2	0	0	0	0	0	1	0	0	0	0	0	0	22
00:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
00:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	70	3	0	0	0	0	0	1	0	0	0	0	0	0	74
01:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	10	0	0	0	0	0	1	1	0	0	0	0	0	0	12
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	37	3	0	0	0	0	1	1	0	0	0	0	0	0	42
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
Hour Total	1	17	3	0	0	2	0	0	0	0	0	0	0	0	0	23
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	13	4	0	1	1	0	0	0	0	0	0	0	0	0	19
04:15	0	8	0	0	3	0	0	0	0	0	0	0	0	0	0	11
04:30	0	5	2	0	0	3	0	0	0	0	0	0	0	0	0	10
04:45	0	7	3	1	0	2	0	0	0	0	0	0	0	0	0	13
05:00	0	8	1	2	1	0	0	0	1	0	0	0	0	0	0	13
Hour Total	0	28	6	3	4	5	0	0	1	0	0	0	0	0	0	47
05:15	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
05:30	0	8	0	2	0	2	0	0	2	0	0	0	0	0	0	14
05:45	1	18	7	0	0	0	0	0	4	0	0	0	1	0	0	31
06:00	0	34	7	1	1	3	0	0	2	0	0	0	0	0	0	48
Hour Total	1	70	17	3	1	5	0	0	9	0	0	0	1	0	0	107
06:15	0	40	11	0	1	0	1	1	1	0	1	0	0	0	0	56
06:30	0	67	25	0	2	8	0	1	1	0	0	0	0	0	0	104
06:45	0	61	36	1	9	3	0	0	0	0	0	0	0	0	0	110
07:00	0	81	25	2	7	4	1	0	1	0	0	0	0	0	0	121
Hour Total	0	249	97	3	19	15	2	2	3	0	1	0	0	0	0	391
07:15	0	73	33	0	7	1	0	2	1	0	0	0	0	0	0	117
07:30	1	52	28	0	4	1	1	1	1	0	0	0	0	0	0	89
07:45	0	44	20	1	3	5	1	0	3	1	0	0	0	0	0	78
08:00	0	69	25	1	6	4	0	0	1	0	0	0	0	0	0	106
Hour Total	1	238	106	2	20	11	2	3	6	1	0	0	0	0	0	390
08:15	0	63	22	2	4	1	1	0	2	1	0	0	0	0	0	96
08:30	0	45	16	0	5	2	0	0	2	0	0	0	0	0	0	70
08:45	0	38	17	0	4	11	1	0	1	0	0	0	0	0	0	72
09:00	1	55	23	0	2	2	3	0	0	0	0	0	0	0	0	86

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	201	78	2	15	16	5	0	5	1	0	0	0	0	0	324
09:15	1	34	20	0	4	4	0	0	2	0	0	0	0	0	0	65
09:30	0	43	18	1	2	6	0	0	2	0	0	0	1	0	0	73
09:45	0	58	13	0	4	4	0	1	3	0	0	0	0	0	0	83
10:00	0	36	21	0	6	4	1	1	3	0	0	0	0	0	0	72
Hour Total	1	171	72	1	16	18	1	2	10	0	0	0	1	0	0	293
10:15	0	53	25	1	3	3	2	0	5	0	0	0	0	0	0	92
10:30	0	36	23	0	3	5	0	0	4	0	0	0	0	0	0	71
10:45	0	44	17	1	5	9	1	0	0	0	0	0	0	0	0	77
11:00	0	62	38	1	3	9	0	0	2	0	0	0	0	0	0	115
Hour Total	0	195	103	3	14	26	3	0	11	0	0	0	0	0	0	355
11:15	0	71	15	0	1	4	1	0	0	0	0	0	0	0	0	92
11:30	0	76	19	0	5	0	0	0	2	0	0	0	0	0	0	102
11:45	0	63	23	1	5	3	0	0	1	0	0	0	0	0	0	96
12:00	0	78	26	0	3	5	2	0	1	0	0	0	0	0	0	115
Hour Total	0	288	83	1	14	12	3	0	4	0	0	0	0	0	0	405
12:15	0	110	17	0	3	3	1	1	1	0	0	0	0	0	0	136
12:30	0	93	28	1	4	4	0	0	4	0	0	0	0	0	0	134
12:45	0	93	21	0	2	9	0	0	1	0	0	0	0	0	0	126
13:00	0	112	25	1	1	3	3	0	3	0	0	0	0	0	0	148
Hour Total	0	408	91	2	10	19	4	1	9	0	0	0	0	0	0	544
13:15	0	118	26	1	3	3	1	0	1	0	0	0	0	0	0	153
13:30	0	94	39	0	5	5	1	0	2	0	0	0	0	0	0	146
13:45	1	101	26	1	6	2	1	1	4	0	0	0	0	0	0	143
14:00	0	111	20	1	8	3	1	0	3	0	0	0	0	0	0	147
Hour Total	1	424	111	3	22	13	4	1	10	0	0	0	0	0	0	589
14:15	0	138	21	1	4	1	2	1	2	0	0	0	0	0	0	170
14:30	0	105	31	0	1	5	4	1	3	0	0	0	0	0	0	150
14:45	0	154	38	1	2	7	1	0	3	0	0	0	0	0	0	206
15:00	0	121	33	1	7	5	2	3	4	0	0	0	0	0	0	176
Hour Total	0	518	123	3	14	18	9	5	12	0	0	0	0	0	0	702
15:15	1	190	55	1	5	7	0	0	3	0	0	1	0	0	0	263
15:30	0	163	50	1	7	6	0	2	1	0	0	0	0	0	0	230
15:45	0	220	56	0	4	8	0	1	2	0	0	0	0	0	0	291
16:00	1	216	40	0	3	2	0	0	2	0	0	0	0	0	0	264
Hour Total	2	789	201	2	19	23	0	3	8	0	0	1	0	0	0	1048
16:15	0	255	54	0	5	4	1	0	1	0	0	0	0	0	0	320
16:30	2	251	59	2	2	1	0	0	0	0	0	0	0	0	0	317
16:45	0	273	40	0	7	0	0	0	1	0	0	0	0	0	0	321
17:00	0	305	45	1	2	1	0	1	1	0	0	0	0	0	0	356
Hour Total	2	1084	198	3	16	6	1	1	3	0	0	0	0	0	0	1314

Site Ref: Site E
Site ID: 000000009353
Loc: Loudoun Co. Pkwy., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.94971 77.51736

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	284	36	0	2	0	0	2	0	0	0	0	0	0	0	325
17:30	1	270	40	2	2	0	1	0	1	0	0	1	1	0	0	319
17:45	0	279	30	0	1	0	0	0	2	1	0	0	0	0	0	313
18:00	0	279	33	1	6	0	1	0	1	1	0	0	0	0	0	322
Hour Total	2	1112	139	3	11	0	2	2	4	2	0	1	1	0	0	1279
18:15	3	241	31	0	0	1	1	0	2	1	0	0	7	0	0	287
18:30	1	268	34	0	2	0	1	3	2	1	0	2	2	0	0	316
18:45	0	302	32	1	1	2	0	1	2	1	0	0	0	0	0	342
19:00	0	338	28	0	1	0	0	3	1	0	0	0	0	0	0	371
Hour Total	4	1149	125	1	4	3	2	7	7	3	0	2	9	0	0	1316
19:15	1	237	29	0	2	0	0	0	1	0	0	0	1	0	0	271
19:30	1	259	22	2	3	1	0	0	0	0	0	0	0	0	0	288
19:45	0	193	11	0	2	0	0	0	0	0	0	0	0	0	0	206
20:00	0	134	16	0	1	0	0	0	0	0	0	0	0	0	0	151
Hour Total	2	823	78	2	8	1	0	0	1	0	0	0	1	0	0	916
20:15	0	140	5	0	0	0	0	0	0	0	0	0	0	0	0	145
20:30	0	119	7	0	0	0	0	0	0	0	0	0	0	0	0	126
20:45	0	103	2	0	0	0	0	1	0	0	0	0	0	0	0	106
21:00	0	90	7	0	0	1	0	0	0	0	0	0	0	0	0	98
Hour Total	0	452	21	0	0	1	0	1	0	0	0	0	0	0	0	475
21:15	0	79	5	0	0	0	0	0	0	0	0	0	0	0	0	84
21:30	0	78	6	0	1	0	0	0	1	0	0	0	0	0	0	86
21:45	0	66	4	0	0	0	0	0	0	0	0	0	0	0	0	70
22:00	0	71	2	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	294	17	0	1	0	0	0	1	0	0	0	0	0	0	313
22:15	0	66	6	0	2	0	0	0	0	0	0	0	0	0	0	74
22:30	0	54	5	0	0	0	0	0	1	0	0	0	0	0	0	60
22:45	0	55	2	0	0	0	0	0	0	0	0	0	0	0	0	57
23:00	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	213	14	0	2	0	0	0	1	0	0	0	0	0	0	230
23:15	0	36	1	0	0	0	0	0	1	0	0	0	0	0	0	38
23:30	0	35	3	0	0	0	0	0	1	1	0	0	0	0	0	40
23:45	0	19	0	0	0	0	0	0	1	0	0	0	0	0	0	20
24:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	114	7	0	0	0	0	0	3	1	0	0	0	0	0	125
DAY TOTAL	18	8957	1700	37	211	195	38	29	110	8	1	4	13	0	0	11321
PERCENTS	0.2%	79.2%	15.1%	0.4%	1.9%	1.7%	0.3%	0.2%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%		100%

Passenger Vehicles 94.2% Trucks & Buses 5.7%

AM Times	08:30	11:15	06:45	04:45	06:45	10:30	08:15	06:30	09:45	07:30	05:30	05:00	06:30
AM Peaks	2	288	122	5	27	27	5	3	15	2	1	1	452
PM Times	17:30	18:15	15:45	14:45	13:30	15:00	14:15	18:15	14:30	17:45	17:45	17:45	16:45
PM Peaks	4	1149	209	4	23	26	9	7	13	4	2	9	1321

GRAND TOTAL	81	3357	422	85	222	2	23	0							
	17252	82	380	62	22	11	0	22001							
PERCENTS	0.4%	78.5%	15.3%	0.4%	2.0%	1.8%	0.3%	0.2%	1.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	6	0	0	0	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	0	0	1
Hour Total	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
03:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	10	6	0	0	0	0	1	0	0	0	0	0	0	0	17
04:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
04:30	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
04:45	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	23	2	1	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	52	15	1	1	0	0	0	0	0	0	0	0	0	0	69
05:15	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
05:30	0	18	12	0	0	0	0	0	0	0	0	0	0	0	0	30
05:45	0	52	18	1	0	0	0	1	0	0	0	0	0	0	0	72
06:00	0	58	20	0	0	0	0	0	0	0	0	0	0	0	0	78
Hour Total	0	144	54	1	0	0	0	1	0	0	0	0	0	0	0	200
06:15	0	48	20	0	0	0	0	0	1	0	0	0	0	0	0	69
06:30	0	61	23	0	0	0	0	1	0	0	0	0	0	0	0	85
06:45	1	65	17	0	0	0	0	0	1	1	0	0	0	0	0	85
07:00	0	67	26	0	0	1	0	0	0	0	0	0	0	0	0	94
Hour Total	1	241	86	0	0	1	0	1	2	1	0	0	0	0	0	333
07:15	1	94	22	1	1	0	0	0	0	0	0	0	0	0	0	119
07:30	0	55	10	0	0	1	3	0	0	0	0	0	0	0	0	69
07:45	0	77	24	0	5	1	0	1	3	0	0	0	0	0	0	111
08:00	1	62	10	0	1	1	0	0	0	0	0	0	0	0	0	75
Hour Total	2	288	66	1	7	3	3	1	3	0	0	0	0	0	0	374
08:15	0	74	14	0	2	3	0	0	0	0	0	0	0	0	0	93
08:30	1	50	14	1	1	1	0	0	0	0	0	0	0	0	0	68
08:45	2	50	18	0	1	2	1	0	1	0	0	0	0	0	0	75
09:00	0	37	11	1	4	5	1	1	3	0	0	0	0	0	0	63

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	3	211	57	2	8	11	2	1	4	0	0	0	0	0	0	299
09:15	1	28	6	1	0	0	2	0	1	0	0	0	0	0	0	39
09:30	0	33	11	0	0	6	0	0	0	0	0	0	0	0	0	50
09:45	0	29	16	0	2	2	0	0	0	1	0	0	0	0	0	50
10:00	0	15	14	0	2	2	1	0	2	0	0	0	0	0	0	36
Hour Total	1	105	47	1	4	10	3	0	3	1	0	0	0	0	0	175
10:15	0	29	17	0	4	5	0	0	1	1	0	0	0	0	0	57
10:30	0	27	13	0	2	5	0	1	0	0	0	0	0	0	0	48
10:45	0	23	8	0	3	6	0	0	0	1	0	0	0	0	0	41
11:00	0	11	13	0	3	6	0	0	5	0	0	0	0	0	0	38
Hour Total	0	90	51	0	12	22	0	1	6	2	0	0	0	0	0	184
11:15	0	18	7	0	3	0	0	1	1	0	0	0	0	0	0	30
11:30	1	23	11	0	3	2	0	0	0	0	0	0	0	0	0	40
11:45	0	14	8	0	3	6	0	0	0	2	0	0	0	0	0	33
12:00	0	19	8	2	4	8	1	0	0	0	0	0	0	0	0	42
Hour Total	1	74	34	2	13	16	1	1	1	2	0	0	0	0	0	145
12:15	0	20	16	2	3	4	0	1	1	0	0	0	0	0	0	47
12:30	0	23	17	0	4	4	0	0	1	0	0	0	0	0	0	49
12:45	0	18	8	0	3	3	0	1	0	0	0	0	0	0	0	33
13:00	1	29	12	0	3	3	1	0	0	0	0	0	0	0	0	49
Hour Total	1	90	53	2	13	14	1	2	2	0	0	0	0	0	0	178
13:15	0	17	9	0	1	5	0	1	1	0	0	0	0	0	0	34
13:30	0	16	7	1	0	8	0	1	1	0	0	0	0	0	0	34
13:45	0	15	16	1	2	6	0	0	1	0	0	0	0	0	0	41
14:00	1	34	12	0	1	4	0	0	0	1	0	0	0	0	0	53
Hour Total	1	82	44	2	4	23	0	2	3	1	0	0	0	0	0	162
14:15	2	15	11	0	1	4	0	2	0	0	0	0	0	0	0	35
14:30	0	18	6	0	2	2	0	0	1	0	0	0	0	0	0	29
14:45	0	31	16	0	0	7	0	0	1	0	0	0	0	0	0	55
15:00	0	19	9	1	2	6	0	1	1	0	0	0	0	0	0	39
Hour Total	2	83	42	1	5	19	0	3	3	0	0	0	0	0	0	158
15:15	0	29	10	0	3	3	0	0	0	0	0	0	0	0	0	45
15:30	1	29	12	0	2	1	0	1	1	0	0	0	0	0	0	47
15:45	0	28	11	1	5	4	0	1	0	0	0	0	0	0	0	50
16:00	0	23	10	0	4	6	0	1	1	0	0	0	0	0	0	45
Hour Total	1	109	43	1	14	14	0	3	2	0	0	0	0	0	0	187
16:15	2	29	18	0	7	9	0	1	1	0	0	0	0	0	0	67
16:30	1	37	13	0	6	2	0	1	1	0	0	0	0	0	0	61
16:45	2	39	12	0	3	2	0	1	0	0	0	0	0	0	0	59
17:00	1	50	16	0	4	4	0	1	0	0	0	0	0	0	0	76
Hour Total	6	155	59	0	20	17	0	4	2	0	0	0	0	0	0	263

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	44	13	1	1	3	0	0	0	0	0	0	0	0	0	62
17:30	0	56	13	0	1	0	0	0	0	1	0	0	0	0	0	71
17:45	0	47	13	0	1	1	1	0	0	0	0	0	0	0	0	63
18:00	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	188	46	1	3	4	1	0	0	1	0	0	0	0	0	244
18:15	0	47	6	0	0	1	0	0	0	0	0	0	0	0	0	54
18:30	1	30	3	0	1	0	0	0	0	0	0	0	0	0	0	35
18:45	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
19:00	0	30	4	0	0	1	0	0	1	0	0	0	0	0	0	36
Hour Total	1	138	14	0	1	2	0	0	1	0	0	0	0	0	0	157
19:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
19:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
19:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	69	10	0	0	0	0	0	0	0	0	0	0	0	0	79
20:15	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
20:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
20:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	62	8	0	0	0	0	0	0	0	0	0	0	0	0	70
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
21:30	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
21:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	9
Hour Total	0	38	4	0	1	0	0	0	0	1	0	0	0	0	0	44
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	11	1	0	0	0	0	0	0	0	0	1	0	0	0	13
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	35	4	0	0	0	0	0	0	0	0	1	0	0	0	40
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
DAY TOTAL	20	2307	750	15	106	156	11	21	33	9	0	1	0	0	0	3429
PERCENTS	0.6%	67.3%	21.9%	0.5%	3.1%	4.6%	0.3%	0.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 89.7% Trucks & Buses 10.2%

AM Times	08:00	07:00	06:30	08:30	11:15	10:15	08:30	05:45	10:15	09:30						07:00
AM Peaks	4	293	88	3	13	22	4	2	6	2						393
PM Times	16:15	17:00	16:15	12:15	15:45	13:15	12:15	15:30	13:00	13:15		22:00				17:00
PM Peaks	6	197	59	2	22	23	1	4	3	1		1				272

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	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	0	0	4
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	2	0	0	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	0	0
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	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	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	9	3	0	0	1	0	0	0	0	0	0	0	0	0	13
04:15	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
04:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	50	9	0	0	1	0	0	1	0	0	0	0	0	0	61
05:15	1	17	10	0	0	0	0	0	0	0	0	0	0	0	0	28
05:30	0	23	8	0	0	0	0	0	1	0	0	0	0	0	0	32
05:45	0	41	14	1	0	2	0	0	2	0	0	0	0	0	0	60
06:00	0	52	26	0	0	0	0	0	0	0	0	0	0	0	0	78
Hour Total	1	133	58	1	0	2	0	0	3	0	0	0	0	0	0	198
06:15	0	49	17	0	0	0	1	0	0	0	0	0	0	0	0	67
06:30	0	81	12	0	0	1	0	0	0	0	0	0	0	0	0	94
06:45	0	71	19	0	1	0	0	0	0	1	0	0	0	0	0	92
07:00	0	90	23	0	0	3	0	0	0	0	0	1	0	0	0	117
Hour Total	0	291	71	0	1	4	1	0	0	1	0	1	0	0	0	370
07:15	0	79	14	0	2	1	0	0	0	0	0	0	0	0	0	96
07:30	0	65	15	0	0	2	0	1	0	1	0	0	0	0	0	84
07:45	0	58	17	0	0	0	0	0	1	0	0	0	0	0	0	76
08:00	1	75	15	0	2	1	0	1	0	0	0	0	0	0	0	95
Hour Total	1	277	61	0	4	4	0	2	1	1	0	0	0	0	0	351
08:15	1	67	17	0	1	4	1	1	0	0	0	0	0	0	0	92
08:30	0	52	8	0	0	6	0	1	3	0	0	0	0	0	0	70
08:45	2	32	11	0	2	1	0	0	2	0	0	0	0	0	0	50
09:00	0	47	6	0	0	1	1	0	3	1	0	0	0	0	0	59

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	3	198	42	0	3	12	2	2	8	1	0	0	0	0	0	271
09:15	5	38	8	0	3	1	1	0	1	0	0	0	0	0	0	57
09:30	0	38	14	0	0	2	0	1	1	0	0	0	0	0	0	56
09:45	2	32	11	0	0	2	0	0	1	0	0	1	0	0	0	49
10:00	3	33	13	0	0	3	1	0	1	0	0	0	0	0	0	54
Hour Total	10	141	46	0	3	8	2	1	4	0	0	1	0	0	0	216
10:15	1	34	14	0	1	4	0	0	0	0	0	0	0	0	0	54
10:30	0	25	6	0	5	2	1	1	0	1	0	0	1	0	0	42
10:45	2	20	4	3	1	6	1	1	0	0	0	0	0	0	0	38
11:00	1	24	11	0	1	1	0	0	2	0	0	1	1	0	0	42
Hour Total	4	103	35	3	8	13	2	2	2	1	0	1	2	0	0	176
11:15	2	22	5	0	2	1	2	1	0	0	0	0	0	0	0	35
11:30	0	18	13	1	1	4	1	0	1	0	0	0	0	0	0	39
11:45	0	19	13	0	2	2	0	1	1	1	0	1	1	0	0	41
12:00	1	28	17	0	0	3	1	0	0	1	0	0	0	0	0	51
Hour Total	3	87	48	1	5	10	4	2	2	2	0	1	1	0	0	166
12:15	0	19	17	0	1	1	0	0	0	0	0	1	0	0	0	39
12:30	0	33	15	0	0	2	0	1	0	0	0	0	0	0	0	51
12:45	0	22	10	0	2	5	1	0	0	0	0	0	0	0	0	40
13:00	0	19	10	0	5	3	1	0	1	0	0	0	0	0	0	39
Hour Total	0	93	52	0	8	11	2	1	1	0	0	1	0	0	0	169
13:15	0	20	10	0	0	3	0	0	1	0	0	0	0	0	0	34
13:30	0	19	14	0	1	2	0	0	2	0	0	1	0	0	0	39
13:45	0	23	15	0	0	1	1	0	1	0	0	1	0	0	0	42
14:00	1	24	8	0	2	2	0	0	2	0	0	0	0	0	0	39
Hour Total	1	86	47	0	3	8	1	0	6	0	0	2	0	0	0	154
14:15	0	32	9	0	1	3	0	1	0	0	0	0	2	0	0	48
14:30	0	15	8	0	3	4	0	0	0	0	0	0	0	0	0	30
14:45	0	26	7	0	1	1	0	1	2	0	0	0	0	0	0	38
15:00	0	25	7	0	6	4	2	1	0	1	0	0	0	0	0	46
Hour Total	0	98	31	0	11	12	2	3	2	1	0	0	2	0	0	162
15:15	1	30	17	0	1	3	0	0	0	0	0	0	0	0	0	52
15:30	0	28	7	0	1	2	0	0	1	0	0	0	0	0	0	39
15:45	1	33	11	1	3	1	0	0	2	0	0	0	0	0	0	52
16:00	0	28	19	0	1	1	1	1	0	0	0	0	0	0	0	51
Hour Total	2	119	54	1	6	7	1	1	3	0	0	0	0	0	0	194
16:15	3	30	17	0	2	4	0	1	0	0	0	0	0	0	0	57
16:30	0	32	16	0	2	0	1	1	0	0	0	0	0	0	0	52
16:45	1	41	9	0	0	1	1	0	0	0	0	0	0	0	0	53
17:00	5	38	10	0	1	3	1	0	0	0	0	0	0	0	0	58
Hour Total	9	141	52	0	5	8	3	2	0	0	0	0	0	0	0	220

Site Ref: Site A
Site ID: 000000003595
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: EAST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	34	9	0	0	4	0	0	0	0	0	1	0	0	0	49
17:30	1	61	9	0	0	2	0	1	1	0	0	0	0	0	0	75
17:45	2	33	9	0	1	1	1	0	0	0	0	0	0	0	0	47
18:00	2	47	4	0	2	1	0	0	1	0	0	0	0	0	0	57
Hour Total	6	175	31	0	3	8	1	1	2	0	0	1	0	0	0	228
18:15	1	35	6	0	0	1	0	0	1	1	0	0	0	0	0	45
18:30	1	37	3	0	0	0	1	0	0	0	0	0	0	0	0	42
18:45	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
19:00	0	26	7	0	0	0	0	1	0	0	0	0	0	0	0	34
Hour Total	2	119	19	0	1	1	1	1	1	1	0	0	0	0	0	146
19:15	0	18	0	0	1	0	2	0	1	0	0	0	0	0	0	22
19:30	0	20	4	0	0	1	1	0	0	0	0	0	0	0	0	26
19:45	1	13	1	0	0	0	2	0	0	0	0	0	0	0	0	17
20:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	69	6	0	1	1	5	0	1	0	0	0	0	0	0	84
20:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
20:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
20:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	52	4	0	0	0	0	0	0	0	0	0	0	0	0	56
21:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
21:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
21:45	0	12	1	0	0	1	0	1	0	0	0	0	0	0	0	15
22:00	0	13	2	0	0	1	0	0	0	0	1	0	0	0	0	17
Hour Total	0	53	7	0	0	2	0	1	0	0	1	0	0	0	0	64
22:15	0	9	1	0	0	0	0	1	0	0	0	0	0	0	0	11
22:30	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	23	3	0	0	0	0	1	0	0	0	0	0	0	0	28
23:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
DAY TOTAL	44	2351	684	6	62	113	27	20	37	8	1	8	5	0	0	3366
PERCENTS	1.4%	69.9%	20.4%	0.2%	1.9%	3.4%	0.8%	0.5%	1.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	100%

Passenger Vehicles 91.4% Trucks & Buses 8.5%

AM Times	09:15	06:30	06:00	10:45	10:30	10:00	10:30	07:30	08:30	06:45	11:00	10:15		06:30
AM Peaks	10	321	74	4	9	15	4	3	9	2	2	2		399
PM Times	16:15	17:30	15:45	15:00	14:15	12:30	19:00	14:15	13:15	14:15	21:15	13:00	13:30	16:45
PM Peaks	9	176	63	1	11	13	5	3	6	1	1	2	2	235

GRAND TOTAL	64	1434	168	38	70	1	5	0							
	4658	21	269	41	17	9	0	6795							
PERCENTS	1.0%	68.6%	21.2%	0.4%	2.5%	3.9%	0.5%	0.6%	1.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	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	0	0	1
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
04:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	9
05:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	15	8	0	1	1	0	0	0	0	0	0	0	0	0	25
06:15	0	7	5	0	1	1	0	0	0	0	0	0	0	0	0	14
06:30	0	23	7	0	4	2	0	0	0	0	0	0	0	0	0	36
06:45	0	23	19	0	2	3	0	0	0	1	0	0	0	0	0	48
07:00	0	19	12	0	4	0	0	1	1	1	0	0	0	0	0	38
Hour Total	0	72	43	0	11	6	0	1	1	2	0	0	0	0	0	136
07:15	0	23	14	0	3	0	0	0	2	0	0	0	0	0	0	42
07:30	0	19	18	0	5	0	1	0	0	1	0	0	0	0	0	44
07:45	0	19	16	0	4	3	4	0	0	0	0	0	0	0	0	46
08:00	0	24	12	0	3	1	0	0	2	0	0	0	0	0	0	42
Hour Total	0	85	60	0	15	4	5	0	4	1	0	0	0	0	0	174
08:15	0	20	16	0	4	3	4	1	0	0	0	0	0	0	0	48
08:30	0	12	15	0	2	2	5	2	1	0	0	0	0	0	0	39
08:45	0	14	16	0	0	2	3	0	0	0	0	0	0	0	0	35
09:00	0	15	17	0	5	2	4	0	1	0	0	0	0	0	0	44

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	61	64	0	11	9	16	3	2	0	0	0	0	0	0	166
09:15	0	26	13	3	5	1	2	0	0	0	0	0	0	0	0	50
09:30	0	22	13	0	3	2	1	0	2	1	0	0	0	0	0	44
09:45	0	18	12	1	1	1	5	0	1	0	0	0	0	0	0	39
10:00	0	16	11	0	2	0	4	0	0	0	0	0	0	0	0	33
Hour Total	0	82	49	4	11	4	12	0	3	1	0	0	0	0	0	166
10:15	0	18	15	0	5	2	4	1	0	0	0	0	0	0	0	45
10:30	1	22	9	0	5	2	5	0	0	0	0	0	0	0	0	44
10:45	2	24	20	0	0	1	5	0	2	0	0	0	0	0	0	54
11:00	1	21	13	0	1	0	1	0	0	1	0	0	0	0	0	38
Hour Total	4	85	57	0	11	5	15	1	2	1	0	0	0	0	0	181
11:15	0	23	7	1	0	2	8	0	0	0	0	0	0	0	0	41
11:30	3	22	9	1	5	3	11	0	0	1	0	0	0	0	0	55
11:45	0	18	11	1	1	0	5	0	3	0	0	0	0	0	0	39
12:00	0	19	12	1	3	2	1	0	0	0	0	0	0	0	0	38
Hour Total	3	82	39	4	9	7	25	0	3	1	0	0	0	0	0	173
12:15	1	12	13	0	5	1	3	0	1	0	0	0	0	0	0	36
12:30	0	34	12	0	0	1	5	1	2	0	0	0	0	0	0	55
12:45	0	26	11	0	0	0	2	0	1	0	0	0	0	0	0	40
13:00	0	24	15	0	2	0	2	0	2	0	0	0	0	0	0	45
Hour Total	1	96	51	0	7	2	12	1	6	0	0	0	0	0	0	176
13:15	0	19	12	0	2	1	8	0	0	0	0	0	0	0	0	42
13:30	0	30	11	0	0	1	3	0	0	0	0	0	0	0	0	45
13:45	1	23	14	0	3	1	5	0	0	0	0	0	1	0	0	48
14:00	0	16	16	0	0	0	1	0	0	0	0	0	0	0	0	33
Hour Total	1	88	53	0	5	3	17	0	0	0	0	0	1	0	0	168
14:15	1	32	18	0	2	0	3	0	2	0	0	0	0	0	0	58
14:30	1	26	23	1	1	0	5	1	0	0	0	0	0	0	0	58
14:45	4	38	13	1	1	0	9	0	1	0	0	0	0	0	0	67
15:00	0	45	17	0	3	1	4	0	0	0	0	0	0	0	0	70
Hour Total	6	141	71	2	7	1	21	1	3	0	0	0	0	0	0	253
15:15	0	28	21	0	5	0	1	0	0	0	0	0	0	0	0	55
15:30	0	58	19	0	2	0	0	0	0	0	0	0	0	0	0	79
15:45	1	53	23	1	1	1	3	0	1	0	0	0	0	0	0	84
16:00	2	90	17	1	1	1	1	0	2	0	0	0	0	0	0	115
Hour Total	3	229	80	2	9	2	5	0	3	0	0	0	0	0	0	333
16:15	0	73	20	0	1	2	0	0	0	1	0	0	0	0	0	97
16:30	2	100	21	0	0	0	0	0	0	0	0	0	0	0	0	123
16:45	0	88	21	0	0	0	1	0	0	0	0	0	0	0	0	110
17:00	0	83	24	0	1	1	2	0	0	0	0	0	0	0	0	111
Hour Total	2	344	86	0	2	3	3	0	0	1	0	0	0	0	0	441

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	71	15	0	2	0	0	0	2	0	0	0	0	0	0	90
17:30	1	67	20	0	1	0	0	0	0	0	0	0	0	0	0	89
17:45	1	66	16	0	1	0	0	0	0	0	0	0	0	0	0	84
18:00	0	89	10	0	0	0	0	0	0	0	0	0	0	0	0	99
Hour Total	2	293	61	0	4	0	0	0	2	0	0	0	0	0	0	362
18:15	0	67	13	0	1	1	0	0	0	0	0	0	0	0	0	82
18:30	1	49	12	0	1	0	0	0	0	0	0	0	0	0	0	63
18:45	0	62	10	0	1	0	0	0	0	0	0	0	0	0	0	73
19:00	0	41	10	0	1	1	0	0	0	0	0	0	0	0	0	53
Hour Total	1	219	45	0	4	2	0	0	0	0	0	0	0	0	0	271
19:15	0	38	11	1	1	0	0	0	1	0	0	0	0	0	0	52
19:30	0	45	6	0	0	0	0	0	0	0	0	0	0	0	0	51
19:45	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
20:00	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	135	22	1	1	0	0	0	1	0	0	0	0	0	0	160
20:15	0	21	9	0	1	0	0	0	0	0	0	0	0	0	0	31
20:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
20:45	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	21
21:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	78	18	0	2	0	0	0	0	0	0	0	0	0	0	98
21:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
21:30	1	26	3	0	0	0	0	0	0	0	0	0	0	0	0	30
21:45	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	63	8	1	0	0	0	0	0	0	0	0	0	0	0	73
22:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
DAY TOTAL	24	2275	831	14	110	49	131	7	32	7	0	0	1	0	0	3481
PERCENTS	0.7%	65.4%	23.9%	0.5%	3.1%	1.4%	3.7%	0.2%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 89.9% Trucks & Buses 10.0%

AM Times	10:45	10:30	08:15	09:00	07:00	07:45	10:45	07:45	07:15	06:45						10:45
AM Peaks	6	90	64	4	16	9	25	3	4	3						188
PM Times	14:00	16:00	16:15	14:00	14:45	15:30	14:15	12:15	12:15	15:30			13:00			16:00
PM Peaks	6	351	86	2	11	4	21	1	6	1			1			445

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	0	0	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	0	0	3
Hour Total	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	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	0	0	1
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6
05:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	8	7	0	0	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	20	8	0	1	2	0	0	0	0	0	0	0	0	0	31
06:15	0	14	4	0	1	1	0	0	0	0	0	0	0	0	0	20
06:30	0	15	12	0	1	1	0	0	0	0	0	0	0	0	0	29
06:45	0	18	12	0	3	3	0	1	1	0	0	0	0	0	0	38
07:00	0	29	11	0	5	2	0	0	0	0	0	0	0	0	0	47
Hour Total	0	76	39	0	10	7	0	1	1	0	0	0	0	0	0	134
07:15	0	20	15	0	2	2	0	0	0	0	0	0	0	0	0	39
07:30	0	25	16	1	6	0	0	0	0	0	0	0	0	0	0	48
07:45	0	23	20	0	5	0	2	0	0	1	0	0	0	0	0	51
08:00	0	25	10	0	0	1	1	0	0	0	0	0	0	0	0	37
Hour Total	0	93	61	1	13	3	3	0	0	1	0	0	0	0	0	175
08:15	0	25	17	0	0	4	6	0	1	0	0	0	0	0	0	53
08:30	0	27	13	0	5	0	2	0	0	0	0	0	0	0	0	47
08:45	0	28	17	1	2	1	4	1	0	0	0	0	0	0	0	54
09:00	0	21	18	0	4	1	3	1	0	0	0	0	0	0	0	48

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	101	65	1	11	6	15	2	1	0	0	0	0	0	0	202
09:15	0	21	15	3	3	0	2	0	0	0	0	0	0	0	0	44
09:30	0	27	22	0	4	3	3	1	1	0	0	0	0	0	0	61
09:45	0	17	11	0	1	1	3	0	0	0	0	0	0	0	0	33
10:00	0	19	14	0	5	3	1	1	2	0	0	0	0	0	0	45
Hour Total	0	84	62	3	13	7	9	2	3	0	0	0	0	0	0	183
10:15	0	16	12	0	3	0	7	0	3	1	0	0	0	0	0	42
10:30	0	20	13	0	2	1	4	0	2	0	0	0	0	0	0	42
10:45	0	18	15	0	2	2	3	0	1	0	0	0	0	0	0	41
11:00	0	18	16	0	0	1	3	0	0	0	0	0	0	0	0	38
Hour Total	0	72	56	0	7	4	17	0	6	1	0	0	0	0	0	163
11:15	0	18	12	0	1	1	1	0	2	1	0	0	0	0	0	36
11:30	0	23	7	2	5	0	2	0	1	0	0	0	0	0	0	40
11:45	0	21	9	0	0	0	4	0	1	0	0	0	0	0	0	35
12:00	0	23	14	0	1	1	3	0	0	0	0	0	0	0	0	42
Hour Total	0	85	42	2	7	2	10	0	4	1	0	0	0	0	0	153
12:15	1	22	15	0	2	2	2	0	0	0	0	0	0	0	0	44
12:30	0	21	10	0	2	0	7	0	1	0	0	0	0	0	0	41
12:45	0	32	19	0	4	1	3	0	1	0	0	0	0	0	0	60
13:00	0	17	12	0	3	0	2	0	0	0	0	0	0	0	0	34
Hour Total	1	92	56	0	11	3	14	0	2	0	0	0	0	0	0	179
13:15	0	19	15	0	0	2	2	0	0	0	0	0	0	0	0	38
13:30	0	26	15	0	2	1	1	0	0	0	0	0	0	0	0	45
13:45	0	37	14	0	3	1	2	1	0	0	0	0	0	0	0	58
14:00	0	28	15	0	3	1	5	1	0	0	0	0	0	0	0	53
Hour Total	0	110	59	0	8	5	10	2	0	0	0	0	0	0	0	194
14:15	0	32	10	0	2	2	2	0	0	0	0	0	0	0	0	48
14:30	0	40	15	0	2	0	2	0	0	0	0	0	0	0	0	59
14:45	0	37	18	0	1	1	2	0	0	0	0	0	0	0	0	59
15:00	0	40	13	0	2	0	4	0	0	0	0	0	0	0	0	59
Hour Total	0	149	56	0	7	3	10	0	0	0	0	0	0	0	0	225
15:15	0	44	16	0	4	1	1	1	2	0	0	0	0	0	0	69
15:30	0	52	27	0	2	0	0	1	2	0	0	0	0	0	0	84
15:45	0	62	21	0	3	0	0	0	1	0	0	0	0	0	0	87
16:00	0	54	22	0	2	2	0	0	1	0	0	0	0	0	0	81
Hour Total	0	212	86	0	11	3	1	2	6	0	0	0	0	0	0	321
16:15	1	76	25	0	0	0	0	0	1	0	0	0	0	0	0	103
16:30	0	82	18	0	4	1	0	0	0	0	0	0	0	0	0	105
16:45	0	72	16	1	2	1	0	0	2	0	0	0	1	0	0	95
17:00	0	72	17	0	1	0	0	0	0	0	0	0	0	0	0	90
Hour Total	1	302	76	1	7	2	0	0	3	0	0	0	1	0	0	393

Site Ref: Site A
Site ID: 000000003604
Loc: Evergreen Mills Rd., w/o Belmont Ridge
Direction: WEST
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95889 77.54299

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	91	23	0	0	0	0	0	0	0	0	0	0	0	0	114
17:30	0	82	20	0	1	0	0	0	0	0	0	0	0	0	0	103
17:45	0	93	10	0	0	1	0	1	0	0	0	0	0	0	0	105
18:00	0	73	11	0	2	0	0	0	0	0	0	0	0	0	0	86
Hour Total	0	339	64	0	3	1	0	1	0	0	0	0	0	0	0	408
18:15	0	73	13	0	0	0	0	0	0	0	0	0	0	0	0	86
18:30	0	43	15	0	1	0	0	0	0	0	0	0	0	0	0	59
18:45	0	48	12	0	0	1	0	0	0	1	0	0	0	0	0	62
19:00	0	60	17	0	0	0	0	2	0	0	0	0	0	0	0	79
Hour Total	0	224	57	0	1	1	0	2	0	1	0	0	0	0	0	286
19:15	0	41	11	0	0	0	0	0	0	0	0	0	0	0	0	52
19:30	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
19:45	1	28	7	0	0	0	0	0	0	0	0	0	0	0	0	36
20:00	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	1	136	29	0	0	0	0	0	0	0	0	0	0	0	0	166
20:15	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
20:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
20:45	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	87	12	0	0	0	0	0	0	0	0	0	0	0	0	99
21:15	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
21:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
21:45	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
22:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	57	8	0	1	0	0	0	0	0	0	0	0	0	0	66
22:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	29	10	0	0	0	0	0	0	0	0	0	0	0	0	39
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
DAY TOTAL	3	2323	850	8	112	49	89	12	27	4	0	0	1	0	0	3478
PERCENTS	0.1%	66.8%	24.5%	0.3%	3.3%	1.4%	2.5%	0.3%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.3% Trucks & Buses 8.6%

AM Times	08:00	08:45	08:30	07:00	06:30	10:15	08:45	10:00	07:00							08:45
AM Peaks	105	72	4	18	8	17	3	8	1							207
PM Times	12:15	17:15	15:30	16:00	12:15	13:15	12:15	13:15	15:15	18:00			16:00			17:00
PM Peaks	1	339	95	1	11	5	14	2	6	1			1			412

GRAND TOTAL	27	1681	222	220	59	0	2	0								
	4598	22	98	19	11	0	0	6959								
PERCENTS	0.4%	66.1%	24.2%	0.4%	3.2%	1.5%	3.1%	0.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Ref: 000000003604
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	0	0	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	0	0	1
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	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	0	0	1
Hour Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	13	7	0	0	1	0	0	0	0	0	0	0	0	0	21
05:15	0	14	5	0	0	0	0	0	1	0	0	0	0	0	0	20
05:30	0	24	10	0	0	0	0	0	0	0	0	0	0	0	0	34
05:45	0	21	10	0	2	0	0	0	0	0	0	0	0	0	0	33
06:00	0	27	12	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	86	37	0	2	0	0	0	1	0	0	0	0	0	0	126
06:15	0	42	20	0	2	1	0	0	0	0	0	0	0	0	0	65
06:30	0	62	27	0	2	2	0	1	2	0	0	0	0	0	0	96
06:45	1	72	27	1	3	1	1	0	0	0	0	0	0	0	0	106
07:00	0	77	51	0	5	1	0	0	2	1	0	0	0	0	0	137
Hour Total	1	253	125	1	12	5	1	1	4	1	0	0	0	0	0	404
07:15	0	78	39	0	5	1	0	0	0	0	0	0	0	0	0	123
07:30	0	87	45	0	11	1	1	1	1	0	0	0	0	0	0	147
07:45	0	91	34	0	10	3	0	0	0	0	0	0	0	0	0	138
08:00	0	73	34	1	8	2	2	0	1	0	0	0	0	0	0	121
Hour Total	0	329	152	1	34	7	3	1	2	0	0	0	0	0	0	529
08:15	0	89	35	0	4	2	2	0	3	0	0	0	0	0	0	135
08:30	1	73	38	0	6	3	0	0	2	0	0	0	0	0	0	123
08:45	0	79	23	0	5	0	0	0	1	0	0	0	0	0	0	108
09:00	0	59	30	0	5	1	1	1	0	0	0	0	0	0	0	97

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Ref: 000000003604
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	300	126	0	20	6	3	1	6	0	0	0	0	0	0	463
09:15	0	65	43	1	4	1	0	0	0	0	0	1	0	0	0	115
09:30	0	71	25	1	3	0	0	1	2	0	1	0	0	0	0	104
09:45	0	62	20	0	4	3	1	0	2	1	0	0	0	0	0	93
10:00	0	43	13	1	4	4	0	1	1	0	0	0	0	0	0	67
Hour Total	0	241	101	3	15	8	1	2	5	1	1	1	0	0	0	379
10:15	0	32	25	0	4	7	0	0	0	0	0	0	1	0	0	69
10:30	0	40	24	0	2	4	0	0	3	0	0	0	0	0	0	73
10:45	0	32	16	0	3	2	0	0	1	0	0	0	0	0	0	54
11:00	0	31	21	0	2	2	0	1	3	0	0	0	0	0	0	60
Hour Total	0	135	86	0	11	15	0	1	7	0	0	0	1	0	0	256
11:15	0	25	27	0	3	1	1	0	1	0	0	0	0	0	0	58
11:30	0	37	20	1	6	2	0	0	3	0	0	0	0	0	0	69
11:45	0	37	20	2	3	2	0	0	2	0	0	0	0	0	0	66
12:00	0	37	27	1	2	6	1	0	0	0	0	0	0	0	0	74
Hour Total	0	136	94	4	14	11	2	0	6	0	0	0	0	0	0	267
12:15	1	53	20	0	2	3	0	0	0	0	0	0	0	0	0	79
12:30	0	42	19	0	1	4	0	0	2	0	0	0	0	0	0	68
12:45	0	46	13	1	4	2	0	0	0	0	0	0	0	0	0	66
13:00	0	40	22	1	1	2	0	2	1	0	0	0	0	0	0	69
Hour Total	1	181	74	2	8	11	0	2	3	0	0	0	0	0	0	282
13:15	0	38	16	0	6	2	2	0	0	0	0	0	0	0	0	64
13:30	0	36	19	0	5	0	1	0	0	0	0	0	1	0	0	62
13:45	0	34	20	0	3	3	2	0	1	0	0	0	0	0	0	63
14:00	1	44	22	0	2	1	2	1	1	0	0	0	0	0	0	74
Hour Total	1	152	77	0	16	6	7	1	2	0	0	0	1	0	0	263
14:15	0	36	19	0	3	2	1	0	1	0	0	0	0	0	0	62
14:30	0	46	18	0	3	1	3	0	1	0	0	0	0	0	0	72
14:45	0	47	18	0	2	2	1	0	0	0	0	0	0	0	0	70
15:00	0	45	12	0	7	1	2	0	0	0	0	0	0	0	0	67
Hour Total	0	174	67	0	15	6	7	0	2	0	0	0	0	0	0	271
15:15	0	51	20	1	0	1	4	0	1	0	0	0	0	0	0	78
15:30	0	48	14	0	3	0	0	1	1	0	0	0	0	0	0	67
15:45	0	45	16	0	1	0	2	0	3	0	0	0	0	0	0	67
16:00	0	61	11	0	4	1	2	0	0	0	0	0	0	0	0	79
Hour Total	0	205	61	1	8	2	8	1	5	0	0	0	0	0	0	291
16:15	0	71	8	0	1	1	1	0	0	0	0	0	0	0	0	82
16:30	0	51	11	2	1	0	0	0	1	0	0	0	0	0	0	66
16:45	0	83	10	1	1	2	0	0	0	1	0	0	0	0	0	98
17:00	0	82	10	0	3	3	0	0	1	0	0	0	0	0	0	99
Hour Total	0	287	39	3	6	6	1	0	2	1	0	0	0	0	0	345

Site Ref: 000000003604
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	81	14	0	1	1	0	0	0	0	0	0	0	0	0	97
17:30	0	64	9	0	0	0	0	0	0	1	0	0	0	0	0	74
17:45	0	65	9	0	1	1	0	0	0	0	0	0	0	0	0	76
18:00	0	75	6	0	1	0	0	0	1	0	0	0	0	0	0	83
Hour Total	0	285	38	0	3	2	0	0	1	1	0	0	0	0	0	330
18:15	0	70	4	0	0	0	0	0	0	0	0	0	0	0	0	74
18:30	0	79	12	0	3	0	0	0	0	0	0	0	0	0	0	94
18:45	0	43	10	1	0	0	0	0	0	0	0	0	0	0	0	54
19:00	0	44	11	0	0	1	0	0	0	0	0	0	0	0	0	56
Hour Total	0	236	37	1	3	1	0	0	0	0	0	0	0	0	0	278
19:15	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
19:30	1	32	2	0	0	1	0	0	0	0	0	0	0	0	0	36
19:45	0	33	1	0	0	0	0	0	0	1	0	0	0	0	0	35
20:00	0	19	3	0	0	0	0	0	1	0	0	0	0	0	0	23
Hour Total	1	119	13	0	0	1	0	0	1	1	0	0	0	0	0	136
20:15	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
20:30	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	92	11	0	0	0	0	0	0	0	0	0	0	0	0	103
21:15	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
21:30	1	16	1	0	1	0	0	0	0	0	0	0	0	0	0	19
21:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	91	8	0	1	0	0	0	0	0	0	0	0	0	0	101
22:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
23:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
DAY TOTAL	6	3393	1170	16	169	88	33	10	47	5	1	1	2	0	0	4941
PERCENTS	0.2%	68.7%	23.7%	0.4%	3.5%	1.7%	0.6%	0.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 92.4% Trucks & Buses 7.5%

AM Times	06:00	07:30	07:00	11:15	07:15	09:45	07:30	08:45	11:00	06:15	08:45	08:30	09:30		07:00
AM Peaks	1	340	169	4	34	18	5	2	9	1	1	1	1		545
PM Times	12:15	16:45	13:30	16:00	12:45	12:15	14:30	12:15	15:00	16:45			12:45		16:45
PM Peaks	1	310	80	3	16	11	10	2	5	2			1		368

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Ref: 000000003604
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	8	0	2	0	0	0	0	0	0	0	0	0	0	26
05:15	0	14	5	0	0	2	0	0	0	0	0	0	0	0	0	21
05:30	0	17	7	0	0	1	0	0	0	0	0	0	0	0	0	25
05:45	0	18	10	0	0	0	0	0	1	0	0	0	0	0	0	29
06:00	0	26	15	0	0	3	0	0	0	0	0	0	0	0	0	44
Hour Total	0	75	37	0	0	6	0	0	1	0	0	0	0	0	0	119
06:15	0	36	20	1	1	1	1	0	0	0	0	0	0	0	0	60
06:30	0	67	28	0	1	0	0	0	1	0	0	0	0	0	0	97
06:45	0	79	32	0	3	2	0	0	0	0	0	0	0	0	0	116
07:00	0	72	41	0	6	3	0	0	3	0	0	0	0	0	0	125
Hour Total	0	254	121	1	11	6	1	0	4	0	0	0	0	0	0	398
07:15	0	88	31	0	4	1	2	0	2	0	0	0	0	0	0	128
07:30	1	88	32	1	10	3	2	0	3	0	1	0	0	0	0	141
07:45	1	85	34	0	7	2	1	1	2	0	1	1	0	0	0	135
08:00	1	79	29	1	6	1	2	0	2	1	0	0	1	0	0	123
Hour Total	3	340	126	2	27	7	7	1	9	1	2	1	1	0	0	527
08:15	0	78	43	1	10	3	1	3	1	1	0	0	0	0	0	141
08:30	0	70	41	0	7	1	2	0	1	0	0	1	0	0	0	123
08:45	0	80	40	0	4	0	1	0	2	0	0	0	0	0	0	127
09:00	0	73	26	0	3	4	1	0	0	0	0	0	0	0	0	107

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TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	301	150	1	24	8	5	3	4	1	0	1	0	0	0	498
09:15	0	69	33	3	8	3	1	1	3	0	0	0	0	0	0	121
09:30	0	72	23	1	2	6	2	0	0	1	0	0	0	0	0	107
09:45	0	56	26	0	2	6	5	0	0	0	1	0	0	0	0	96
10:00	0	32	13	0	2	2	1	0	2	0	0	0	0	0	0	52
Hour Total	0	229	95	4	14	17	9	1	5	1	1	0	0	0	0	376
10:15	0	38	20	0	4	6	3	0	1	0	0	0	0	0	0	72
10:30	0	26	17	0	4	4	0	1	1	2	0	0	0	0	0	55
10:45	0	35	21	0	3	4	2	0	0	0	0	1	1	0	0	67
11:00	0	32	23	2	2	3	3	1	2	0	0	0	0	0	0	68
Hour Total	0	131	81	2	13	17	8	2	4	2	0	1	1	0	0	262
11:15	0	50	24	0	2	3	2	0	2	0	0	0	0	0	0	83
11:30	0	41	19	0	4	3	1	0	0	0	0	0	0	0	0	68
11:45	0	33	27	0	4	2	4	1	2	1	0	0	0	0	0	74
12:00	0	25	15	0	4	2	4	1	1	0	0	0	0	0	0	52
Hour Total	0	149	85	0	14	10	11	2	5	1	0	0	0	0	0	277
12:15	0	47	20	0	1	3	2	0	1	0	0	0	1	0	0	75
12:30	0	12	5	2	1	2	1	0	0	0	0	0	0	0	0	23
12:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	63	27	2	2	5	3	0	1	0	0	0	1	0	0	104
13:15	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
13:30	0	5	7	0	3	0	0	0	0	0	0	0	0	0	0	15
13:45	0	28	15	0	1	3	1	0	3	0	0	0	1	0	0	52
14:00	0	38	11	0	1	1	1	0	1	1	0	0	0	0	0	54
Hour Total	0	81	35	0	6	4	2	0	4	1	0	0	1	0	0	134
14:15	0	31	17	0	2	1	2	0	1	0	0	0	0	0	0	54
14:30	0	39	14	1	3	0	1	0	0	1	0	0	0	0	0	59
14:45	0	43	21	0	2	4	3	0	1	0	0	0	0	0	0	74
15:00	0	47	9	0	2	1	0	0	1	0	0	0	0	0	0	60
Hour Total	0	160	61	1	9	6	6	0	3	1	0	0	0	0	0	247
15:15	0	58	21	1	2	3	3	0	0	0	0	0	0	0	0	88
15:30	0	41	17	0	2	0	0	0	0	0	0	0	0	0	0	60
15:45	0	64	8	1	1	1	1	0	0	0	0	0	0	0	0	76
16:00	0	59	12	1	1	5	0	0	0	0	0	0	0	0	0	78
Hour Total	0	222	58	3	6	9	4	0	0	0	0	0	0	0	0	302
16:15	0	79	8	1	5	5	1	0	0	0	0	0	0	0	0	99
16:30	0	52	14	1	4	2	0	1	1	0	0	0	0	0	0	75
16:45	0	64	13	1	2	1	0	0	3	0	0	0	0	0	0	84
17:00	0	60	12	0	1	0	0	0	1	0	0	0	0	0	0	74
Hour Total	0	255	47	3	12	8	1	1	5	0	0	0	0	0	0	332

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TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	71	20	1	2	0	0	0	2	0	0	0	0	0	0	96
17:30	0	61	14	1	2	0	0	0	0	0	0	0	0	0	0	78
17:45	0	67	12	0	0	0	0	0	1	0	0	0	0	0	0	80
18:00	0	67	12	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	266	58	2	4	0	0	0	3	0	0	0	0	0	0	333
18:15	0	61	8	0	0	0	0	0	0	0	0	0	0	0	0	69
18:30	0	71	17	1	4	1	0	0	0	0	0	0	0	0	0	94
18:45	0	56	12	0	2	0	0	0	0	0	0	0	0	0	0	70
19:00	0	44	8	0	0	0	0	0	0	0	0	0	0	0	0	52
Hour Total	0	232	45	1	6	1	0	0	0	0	0	0	0	0	0	285
19:15	0	34	3	0	1	1	0	0	0	0	0	0	0	0	0	39
19:30	1	42	4	0	0	0	0	0	0	0	0	0	0	0	0	47
19:45	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
20:00	0	45	3	0	0	0	0	0	0	0	0	0	0	0	0	48
Hour Total	1	151	15	0	1	1	0	0	0	0	0	0	0	0	0	169
20:15	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	39
20:30	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	26	2	0	0	0	0	0	1	0	0	0	0	0	0	29
Hour Total	0	117	12	0	0	0	0	0	1	0	0	0	0	0	0	130
21:15	0	21	2	4	1	0	0	0	0	0	0	0	0	0	0	28
21:30	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
22:00	0	23	3	1	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	94	6	5	1	0	0	0	0	0	0	0	0	0	0	106
22:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
22:30	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	53	5	0	0	0	0	0	0	0	0	0	0	0	0	58
23:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
23:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	43	3	0	0	0	0	0	0	0	0	0	0	0	0	46
DAY TOTAL	4	3253	1084	27	152	105	57	10	49	8	3	3	4	0	0	4759
PERCENTS	0.1%	68.4%	22.8%	0.6%	3.2%	2.3%	1.2%	0.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.2% Trucks & Buses 8.7%

AM Times	07:15	07:15	08:00	08:45	07:30	09:30	09:30	07:30	07:00	07:30	07:00	07:45	07:15	07:30
AM Peaks	3	340	153	4	33	20	11	4	10	2	2	2	1	540
PM Times	18:45	17:15	14:45	21:15	16:00	15:45	14:00	15:45	16:30	13:45	12:15	16:00		
PM Peaks	1	266	68	5	12	13	7	1	7	2	1	336		

GRAND TOTAL	10	2254	321	90	96	4	6	0							
	6646	43	193	20	13	4	0	9700							
PERCENTS	0.2%	68.6%	23.3%	0.5%	3.4%	1.9%	0.9%	0.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	14
05:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	10	5	1	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	14	3	0	0	0	0	0	1	0	0	0	0	0	0	18
Hour Total	0	38	11	1	0	0	0	0	1	0	0	0	0	0	0	51
06:15	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
06:30	0	25	3	0	1	0	0	0	0	0	0	0	0	0	0	29
06:45	0	22	9	0	0	1	0	0	0	0	0	0	0	0	0	32
07:00	0	52	8	1	0	0	0	0	0	0	0	0	0	0	0	61
Hour Total	0	112	26	1	1	1	0	0	0	0	0	0	0	0	0	141
07:15	0	41	8	0	2	0	0	0	0	0	0	0	0	0	0	51
07:30	0	43	11	0	4	0	0	0	0	0	0	0	0	0	0	58
07:45	0	33	9	0	3	0	0	1	0	0	0	0	0	0	0	46
08:00	0	52	11	0	0	1	0	0	1	0	0	0	0	0	0	65
Hour Total	0	169	39	0	9	1	0	1	1	0	0	0	0	0	0	220
08:15	0	44	25	1	2	0	0	0	1	0	1	0	0	0	0	74
08:30	0	42	19	0	2	0	0	0	0	0	0	0	0	0	0	63
08:45	0	39	15	0	2	2	0	0	0	0	0	0	0	0	0	58
09:00	0	34	10	0	3	1	0	1	0	0	1	0	0	0	0	50

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	159	69	1	9	3	0	1	1	0	2	0	0	0	0	245
09:15	0	32	17	0	1	1	0	0	1	0	0	0	0	0	0	52
09:30	0	32	12	0	0	2	5	0	1	0	0	0	0	0	0	52
09:45	0	33	19	1	2	1	2	0	0	0	0	0	0	0	0	58
10:00	0	29	18	0	3	1	0	0	2	0	0	0	0	0	0	53
Hour Total	0	126	66	1	6	5	7	0	4	0	0	0	0	0	0	215
10:15	0	30	17	2	3	2	3	0	0	0	0	0	0	0	0	57
10:30	0	26	15	0	2	1	0	0	2	0	0	0	0	0	0	46
10:45	0	32	19	0	3	4	0	1	3	0	0	0	0	0	0	62
11:00	0	29	15	0	4	1	0	0	0	0	0	0	0	0	0	49
Hour Total	0	117	66	2	12	8	3	1	5	0	0	0	0	0	0	214
11:15	0	32	20	0	1	3	0	0	0	0	0	0	0	0	0	56
11:30	0	29	21	0	4	0	5	0	3	1	0	0	0	0	0	63
11:45	0	35	19	0	4	0	4	0	1	0	0	0	0	0	0	63
12:00	0	24	25	0	0	1	3	0	0	1	0	0	0	0	0	54
Hour Total	0	120	85	0	9	4	12	0	4	2	0	0	0	0	0	236
12:15	0	33	16	0	3	4	0	0	0	0	0	0	0	0	0	56
12:30	0	22	21	0	2	3	4	0	1	0	0	0	0	0	0	53
12:45	0	41	17	0	4	1	1	0	3	0	0	0	0	0	0	67
13:00	0	43	15	0	3	0	4	0	1	0	0	0	0	0	0	66
Hour Total	0	139	69	0	12	8	9	0	5	0	0	0	0	0	0	242
13:15	0	23	14	1	3	2	1	0	1	0	0	0	0	0	0	45
13:30	0	40	14	0	5	6	1	0	1	0	0	1	1	0	0	69
13:45	0	33	15	1	5	4	1	1	0	0	0	0	0	0	0	60
14:00	0	41	18	0	4	2	1	0	1	0	0	0	0	0	0	67
Hour Total	0	137	61	2	17	14	4	1	3	0	0	1	1	0	0	241
14:15	0	35	25	0	4	2	5	0	2	0	0	0	0	0	0	73
14:30	0	49	27	0	4	4	0	0	2	0	0	0	0	0	0	86
14:45	0	55	22	0	1	6	0	0	1	0	0	0	0	0	0	85
15:00	0	55	19	0	4	9	0	0	1	0	0	0	0	0	0	88
Hour Total	0	194	93	0	13	21	5	0	6	0	0	0	0	0	0	332
15:15	0	38	25	0	4	10	1	0	0	0	0	0	0	0	0	78
15:30	0	53	31	0	4	5	0	0	1	0	0	0	0	0	0	94
15:45	0	56	27	0	2	1	0	0	0	0	0	0	0	0	0	86
16:00	0	58	25	1	3	5	0	0	0	0	0	0	0	0	0	92
Hour Total	0	205	108	1	13	21	1	0	1	0	0	0	0	0	0	350
16:15	0	56	25	0	7	5	0	2	1	0	0	0	0	0	0	96
16:30	0	66	35	1	5	4	0	0	0	0	0	0	0	0	0	111
16:45	1	84	28	0	4	1	0	1	0	0	0	0	0	0	0	119
17:00	0	63	26	0	3	3	0	1	0	0	0	0	0	0	0	96
Hour Total	1	269	114	1	19	13	0	4	1	0	0	0	0	0	0	422

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	66	17	1	1	2	0	0	0	0	0	0	0	0	0	87
17:30	0	71	20	0	4	1	0	0	0	0	0	0	0	0	0	96
17:45	0	71	15	0	4	1	0	0	0	0	0	0	0	0	0	91
18:00	1	78	14	0	2	0	0	1	0	0	0	0	0	0	0	96
Hour Total	1	286	66	1	11	4	0	1	0	0	0	0	0	0	0	370
18:15	0	76	9	0	2	0	0	0	0	0	0	0	0	0	0	87
18:30	0	59	8	0	1	0	0	0	0	0	0	0	0	0	0	68
18:45	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
19:00	0	46	12	0	0	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	244	40	0	3	0	0	0	0	0	0	0	0	0	0	287
19:15	0	54	10	0	1	0	0	0	0	0	0	0	0	0	0	65
19:30	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
19:45	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
20:00	0	46	7	0	1	0	0	0	0	0	0	0	0	0	0	54
Hour Total	0	179	26	0	2	0	0	0	0	0	0	0	0	0	0	207
20:15	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	35
20:30	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
20:45	0	28	4	0	1	0	0	0	0	0	0	0	0	0	0	33
21:00	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	131	9	0	1	0	0	0	0	0	0	0	0	0	0	141
21:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
21:30	0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	47
21:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	105	7	0	0	0	0	0	0	0	0	0	0	0	0	112
22:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
22:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	49	5	0	0	0	0	0	0	0	0	0	0	0	0	54
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
DAY TOTAL	2	2849	965	11	137	104	41	10	32	2	2	1	1	0	0	4157
PERCENTS	0.1%	68.6%	23.3%	0.3%	3.3%	2.6%	0.9%	0.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.7% Trucks & Buses 8.2%

AM Times	08:00	11:15	09:30	11:00	10:30	11:15	02:45	10:00	11:15	08:15						08:00
AM Peaks	177	85	3	13	9	12	1	7	2	2						260
PM Times	16:00	17:30	16:15	13:00	16:00	14:45	12:30	16:15	12:30			12:45	12:45			16:15
PM Peaks	1	296	114	2	19	30	10	4	6			1	1			422

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	4	0	0	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	0	0	4
Hour Total	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	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	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
05:45	0	13	7	1	0	0	0	0	0	0	0	0	0	0	0	21
06:00	0	12	2	0	0	0	0	0	2	0	0	0	0	0	0	16
Hour Total	0	39	11	1	1	0	0	0	2	0	0	0	0	0	0	54
06:15	0	16	5	0	0	2	0	0	0	0	0	0	0	0	0	23
06:30	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
06:45	0	30	4	0	1	0	0	0	0	0	0	0	0	0	0	35
07:00	0	45	9	1	0	0	0	0	0	0	0	0	0	0	0	55
Hour Total	0	111	25	1	1	2	0	0	0	0	0	0	0	0	0	140
07:15	0	46	16	0	0	1	0	0	1	0	0	0	0	0	0	64
07:30	0	35	12	1	6	1	0	0	1	0	0	0	0	0	0	56
07:45	0	34	13	0	3	3	0	0	0	0	0	0	0	0	0	53
08:00	0	42	15	0	0	4	0	1	0	0	1	0	1	0	0	64
Hour Total	0	157	56	1	9	9	0	1	2	0	1	0	1	0	0	237
08:15	0	37	12	0	4	5	2	0	0	0	0	0	0	0	0	60
08:30	0	51	11	0	2	1	1	0	1	0	0	0	0	0	0	67
08:45	0	32	13	0	2	2	4	1	0	0	0	0	0	0	0	54
09:00	0	39	6	0	2	3	0	0	0	0	0	0	0	0	0	50

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	159	42	0	10	11	7	1	1	0	0	0	0	0	0	231
09:15	0	40	13	0	3	6	4	0	0	1	0	0	0	0	0	67
09:30	0	25	15	0	2	0	3	0	0	0	0	0	0	0	0	45
09:45	0	27	13	0	4	6	4	0	0	0	0	0	1	0	0	55
10:00	0	32	7	1	3	6	1	0	3	0	0	0	0	0	0	53
Hour Total	0	124	48	1	12	18	12	0	3	1	0	0	1	0	0	220
10:15	0	36	16	0	3	4	4	1	3	0	0	0	0	0	0	67
10:30	0	30	17	1	5	7	3	0	3	0	0	0	0	0	0	66
10:45	0	39	14	0	3	0	3	0	0	0	0	0	0	0	0	59
11:00	0	34	17	0	3	3	0	0	0	0	0	0	0	0	0	57
Hour Total	0	139	64	1	14	14	10	1	6	0	0	0	0	0	0	249
11:15	0	36	14	0	1	3	5	0	0	1	0	0	0	0	0	60
11:30	2	28	14	0	3	3	2	0	1	0	0	0	0	0	0	53
11:45	0	27	10	0	6	4	3	0	0	0	0	0	0	0	0	50
12:00	0	25	16	1	2	4	4	0	1	0	0	0	0	0	0	53
Hour Total	2	116	54	1	12	14	14	0	2	1	0	0	0	0	0	216
12:15	0	25	23	0	4	4	3	1	0	0	0	0	0	0	0	60
12:30	0	43	19	0	4	5	2	0	1	0	0	0	0	0	0	74
12:45	0	31	23	0	5	2	1	0	0	0	0	0	0	0	0	62
13:00	0	37	16	0	4	3	1	0	0	1	0	0	0	0	0	62
Hour Total	0	136	81	0	17	14	7	1	1	1	0	0	0	0	0	258
13:15	0	25	24	1	5	2	1	0	0	0	0	0	0	0	0	58
13:30	0	33	12	0	4	3	0	1	1	1	0	0	0	0	0	55
13:45	0	44	30	0	0	3	1	1	1	0	0	0	0	0	0	80
14:00	0	42	21	0	1	4	1	0	0	0	0	0	0	0	0	69
Hour Total	0	144	87	1	10	12	3	2	2	1	0	0	0	0	0	262
14:15	0	35	23	1	3	2	1	0	0	0	0	0	0	0	0	65
14:30	0	43	25	0	0	5	3	0	1	0	0	0	0	0	0	77
14:45	1	48	19	0	1	2	1	0	1	0	0	0	0	0	0	73
15:00	0	56	32	0	1	6	0	0	1	0	0	0	0	0	0	96
Hour Total	1	182	99	1	5	15	5	0	3	0	0	0	0	0	0	311
15:15	0	46	31	1	6	3	2	0	1	0	0	0	0	0	0	90
15:30	0	69	40	1	2	5	1	0	3	0	0	0	0	0	0	121
15:45	0	65	24	1	4	3	0	0	1	0	0	0	0	0	0	98
16:00	0	49	24	0	2	2	0	0	1	0	0	0	0	0	0	78
Hour Total	0	229	119	3	14	13	3	0	6	0	0	0	0	0	0	387
16:15	0	68	25	1	3	3	0	0	0	0	0	0	0	0	0	100
16:30	0	61	27	1	6	2	0	0	0	0	0	0	0	0	0	97
16:45	0	74	39	0	2	2	0	0	0	0	0	0	0	0	0	117
17:00	0	72	26	0	6	0	0	0	1	0	0	0	0	0	0	105
Hour Total	0	275	117	2	17	7	0	0	1	0	0	0	0	0	0	419

Site Ref: 000000009376
Site ID: Site C
Loc: Gum Spring Rd n/o Rt 50
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO Max
GPS: 38.95064 77.53596

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	59	21	0	1	2	0	1	0	0	0	0	0	0	0	84
17:30	0	77	20	1	3	0	1	0	0	0	0	0	0	0	0	102
17:45	0	89	19	0	0	1	1	0	1	0	0	0	0	0	0	111
18:00	0	93	22	0	1	1	0	0	0	0	0	0	0	0	0	117
Hour Total	0	318	82	1	5	4	2	1	1	0	0	0	0	0	0	414
18:15	0	90	16	0	3	1	0	0	0	0	0	0	0	0	0	110
18:30	0	63	6	0	1	0	0	0	0	0	0	0	0	0	0	70
18:45	0	52	5	0	0	0	0	0	0	0	0	0	0	0	0	57
19:00	0	51	7	0	0	2	0	0	0	0	0	0	0	0	0	60
Hour Total	0	256	34	0	4	3	0	0	0	0	0	0	0	0	0	297
19:15	0	44	4	0	0	0	0	0	0	0	0	0	0	0	0	48
19:30	0	44	11	0	0	1	0	0	0	0	0	0	0	0	0	56
19:45	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
20:00	0	39	4	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	169	22	0	0	1	0	0	0	0	0	0	0	0	0	192
20:15	0	39	6	0	0	0	0	0	1	0	0	0	0	0	0	46
20:30	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
20:45	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
21:00	0	39	3	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	148	21	0	0	0	0	0	1	0	0	0	0	0	0	170
21:15	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39
21:30	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
21:45	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
22:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	123	8	0	0	0	0	0	0	0	0	0	0	0	0	131
22:15	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	62	6	0	0	0	0	0	0	0	0	0	0	0	0	68
23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
DAY TOTAL	3	2982	987	14	131	137	63	7	31	4	1	0	2	0	0	4362
PERCENTS	0.1%	68.4%	22.7%	0.4%	3.1%	3.1%	1.4%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.0% Trucks & Buses 8.9%

AM Times	10:45	07:45	10:15	06:45	09:45	09:45	11:15	08:00	09:45	08:30	07:15	07:15	10:15
AM Peaks	2	164	64	2	15	23	14	2	9	1	1	1	249
PM Times	14:00	17:30	15:00	15:00	12:30	15:00	12:15	13:00	14:45	12:45			17:30
PM Peaks	1	349	127	3	18	17	7	2	6	2			440

GRAND TOTAL	5	1952	268	104	63	3	3	0	5831	25	241	17	6	1	0	8519
PERCENTS	0.1%	68.5%	23.0%	0.3%	3.2%	2.9%	1.2%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	18	2	0	0	1	0	0	0	0	0	0	0	0	0	21
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	1	0	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	0	0	2
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	3	0	0	0	1	0	0	0	0	0	0	0	0	11
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
04:45	0	5	4	2	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Hour Total	0	11	4	2	1	4	0	0	1	0	0	0	0	0	0	23
05:15	0	12	4	2	0	0	0	0	1	0	0	0	0	0	0	19
05:30	0	16	3	0	1	1	0	0	1	0	0	0	0	0	0	22
05:45	0	17	5	0	1	0	0	0	2	0	0	0	0	0	0	25
06:00	0	18	9	1	1	7	2	1	2	0	0	0	0	0	0	41
Hour Total	0	63	21	3	3	8	2	1	6	0	0	0	0	0	0	107
06:15	1	25	14	1	0	1	0	0	1	0	0	0	0	0	0	43
06:30	0	48	22	2	1	11	1	0	1	0	0	0	0	0	0	86
06:45	1	72	17	1	1	4	4	2	0	1	0	0	0	0	0	103
07:00	0	88	37	1	3	9	0	0	3	1	0	0	0	0	0	142
Hour Total	2	233	90	5	5	25	5	2	5	2	0	0	0	0	0	374
07:15	2	86	43	1	5	11	5	2	6	0	1	0	0	0	0	162
07:30	1	119	40	1	7	8	1	1	2	0	0	0	0	0	0	180
07:45	2	132	37	2	6	5	2	1	4	2	0	0	0	0	0	193
08:00	10	132	25	0	4	11	2	1	11	1	0	1	1	0	0	199
Hour Total	15	469	145	4	22	35	10	5	23	3	1	1	1	0	0	734
08:15	11	112	31	1	3	8	2	0	5	2	0	0	0	0	0	175
08:30	3	130	31	1	4	14	3	1	3	1	0	0	0	0	0	191
08:45	4	146	29	0	1	9	4	1	5	1	0	1	0	0	0	201
09:00	5	137	27	0	5	7	6	0	3	0	0	1	1	0	0	192

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	23	525	118	2	13	38	15	2	16	4	0	2	1	0	0	759
09:15	4	139	35	1	6	11	2	0	3	2	0	0	0	0	0	203
09:30	2	93	29	0	5	17	4	0	0	1	0	0	0	0	0	151
09:45	6	91	24	0	10	11	2	0	1	1	0	0	0	0	0	146
10:00	4	81	20	2	7	5	1	1	3	2	0	0	0	0	0	126
Hour Total	16	404	108	3	28	44	9	1	7	6	0	0	0	0	0	626
10:15	4	57	20	2	1	10	1	1	0	0	0	0	0	0	0	96
10:30	6	44	16	0	1	10	6	0	1	0	0	0	0	0	0	84
10:45	4	51	19	0	5	4	0	0	0	0	0	0	0	0	0	83
11:00	1	66	14	0	3	13	4	0	0	1	0	0	0	0	0	102
Hour Total	15	218	69	2	10	37	11	1	1	1	0	0	0	0	0	365
11:15	2	41	18	0	4	7	4	0	1	1	0	0	0	0	0	78
11:30	1	59	16	0	0	11	4	0	3	1	0	0	0	0	0	95
11:45	0	50	9	1	2	9	3	0	2	0	0	0	0	0	0	76
12:00	0	46	20	1	4	5	4	0	2	0	0	0	0	0	0	82
Hour Total	3	196	63	2	10	32	15	0	8	2	0	0	0	0	0	331
12:15	2	55	18	2	4	6	3	0	2	0	0	0	0	0	0	92
12:30	1	61	19	0	3	5	2	0	2	1	0	0	0	0	0	94
12:45	1	53	18	0	1	10	5	0	1	0	0	0	0	0	0	89
13:00	6	53	16	0	2	10	4	0	3	0	0	0	0	0	0	94
Hour Total	10	222	71	2	10	31	14	0	8	1	0	0	0	0	0	369
13:15	3	47	12	1	5	7	6	0	1	2	0	0	0	0	0	84
13:30	3	55	10	0	0	5	4	0	3	3	0	0	0	0	0	83
13:45	3	56	16	1	1	11	2	1	1	0	0	0	0	0	0	92
14:00	5	58	21	0	1	12	4	0	2	1	0	0	0	0	0	104
Hour Total	14	216	59	2	7	35	16	1	7	6	0	0	0	0	0	363
14:15	0	71	14	0	0	9	3	0	0	0	0	0	0	0	0	97
14:30	2	61	14	0	1	8	4	0	0	1	0	0	0	0	0	91
14:45	5	69	16	0	1	12	10	0	2	0	0	0	0	0	0	115
15:00	3	78	15	0	0	8	4	0	1	2	0	0	0	0	0	111
Hour Total	10	279	59	0	2	37	21	0	3	3	0	0	0	0	0	414
15:15	3	64	11	0	1	4	3	0	1	0	0	0	0	0	0	87
15:30	7	77	6	1	1	2	3	0	1	0	0	0	0	0	0	98
15:45	3	75	8	0	0	3	4	0	2	0	0	0	0	0	0	95
16:00	4	102	13	0	1	2	4	0	0	1	0	1	2	0	0	130
Hour Total	17	318	38	1	3	11	14	0	4	1	0	1	2	0	0	410
16:15	2	110	16	0	0	7	3	0	0	1	0	0	0	0	0	139
16:30	9	88	7	0	2	6	3	0	2	0	0	1	0	0	0	118
16:45	2	113	12	0	1	3	0	1	2	0	0	0	0	0	0	134
17:00	6	99	11	0	3	1	2	0	0	0	0	0	0	0	0	122
Hour Total	19	410	46	0	6	17	8	1	4	1	0	1	0	0	0	513

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	130	11	0	0	2	0	0	1	0	1	0	0	0	0	146
17:30	4	128	12	0	1	2	0	0	0	0	0	0	0	0	0	147
17:45	3	120	7	0	0	0	0	0	1	0	0	0	0	0	0	131
18:00	5	131	11	0	0	0	0	0	0	1	0	0	0	0	0	148
Hour Total	13	509	41	0	1	4	0	0	2	1	1	0	0	0	0	572
18:15	4	115	9	0	0	2	0	0	1	0	0	0	0	0	0	131
18:30	2	130	7	0	0	1	4	0	0	0	0	0	0	0	0	144
18:45	2	98	5	1	0	1	3	0	4	0	0	0	0	0	0	114
19:00	5	74	8	0	0	0	1	0	0	0	0	0	0	0	0	88
Hour Total	13	417	29	1	0	4	8	0	5	0	0	0	0	0	0	477
19:15	2	81	4	0	0	1	0	0	0	0	0	0	0	0	0	88
19:30	3	89	3	1	0	1	1	0	0	0	0	0	0	0	0	98
19:45	2	77	6	0	0	0	1	0	0	0	0	0	0	0	0	86
20:00	1	62	2	0	0	0	0	0	1	0	0	0	0	0	0	66
Hour Total	8	309	15	1	0	2	2	0	1	0	0	0	0	0	0	338
20:15	0	56	1	0	0	0	0	0	0	0	0	0	0	0	0	57
20:30	1	36	4	0	0	0	2	0	0	0	0	0	0	0	0	43
20:45	2	36	2	0	0	0	0	0	0	0	0	0	0	0	0	40
21:00	3	46	5	0	0	1	0	0	0	0	0	0	0	0	0	55
Hour Total	6	174	12	0	0	1	2	0	0	0	0	0	0	0	0	195
21:15	0	42	2	0	0	0	1	0	0	0	0	0	0	0	0	45
21:30	1	32	1	0	0	0	0	0	1	0	0	0	0	0	0	35
21:45	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	43
22:00	2	32	2	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	3	149	5	0	0	0	1	0	1	0	0	0	0	0	0	159
22:15	2	29	0	0	0	0	1	0	0	0	0	0	0	0	0	32
22:30	1	24	2	0	0	0	0	0	0	0	0	0	0	0	0	27
22:45	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
23:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	3	101	4	0	0	0	1	0	0	0	0	0	0	0	0	109
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	10
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	46	2	0	0	0	1	0	0	0	0	0	0	0	0	49
DAY TOTAL	190	5339	1007	30	121	366	156	14	102	31	2	5	4	0	0	7367
PERCENTS	2.6%	72.5%	13.7%	0.5%	1.7%	5.0%	2.2%	0.1%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 88.7% Trucks & Buses 11.2%

AM Times	08:00	08:30	07:00	06:00	09:15	09:00	08:45	06:45	08:00	07:45	06:30	08:00	07:15	08:30
AM Peaks	28	552	157	5	28	46	16	5	24	6	1	2	1	787
PM Times	16:15	17:15	12:15	12:15	12:30	14:00	14:00	13:00	12:15	13:15	16:30	15:45	15:15	17:15
PM Peaks	19	509	71	2	11	41	21	1	8	6	1	2	2	572

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	2	0	0	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	0	0	1
Hour Total	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	9	2	1	0	0	0	0	0	0	0	0	0	0	0	13
04:15	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	4
04:30	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	4	0	1	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	0	15	3	4	0	0	1	0	1	0	0	0	0	0	0	24
05:15	0	10	2	1	0	1	0	0	1	0	0	0	0	0	0	15
05:30	0	16	3	1	0	2	0	0	2	0	0	0	0	0	0	24
05:45	1	20	8	0	0	4	1	0	2	0	0	0	0	0	0	36
06:00	1	26	8	1	0	5	2	0	1	1	0	0	0	0	0	45
Hour Total	2	72	21	3	0	12	3	0	6	1	0	0	0	0	0	120
06:15	2	27	10	1	0	2	0	0	2	0	0	1	0	0	0	45
06:30	1	53	14	1	2	6	3	0	1	0	0	0	0	0	0	81
06:45	3	68	21	1	0	5	4	0	3	0	0	1	0	0	0	106
07:00	4	97	28	0	2	9	2	0	3	1	0	0	0	0	0	146
Hour Total	10	245	73	3	4	22	9	0	9	1	0	2	0	0	0	378
07:15	4	105	42	0	1	14	2	2	4	1	0	1	0	0	0	176
07:30	8	122	37	0	8	4	2	1	8	0	0	1	0	0	0	191
07:45	8	138	36	1	2	13	0	0	3	1	0	0	0	0	0	202
08:00	4	116	28	1	6	8	3	1	7	1	0	4	0	0	0	179
Hour Total	24	481	143	2	17	39	7	4	22	3	0	6	0	0	0	748
08:15	3	138	33	0	1	9	2	1	5	0	0	2	0	0	0	194
08:30	6	166	33	2	1	6	2	1	2	0	0	0	0	0	0	219
08:45	11	129	26	0	2	6	1	1	4	2	0	1	0	0	0	183
09:00	4	106	27	0	3	10	3	3	1	1	0	0	0	0	0	158

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	24	539	119	2	7	31	8	6	12	3	0	3	0	0	0	754
09:15	2	85	30	0	3	4	5	1	5	0	0	0	0	0	0	135
09:30	5	71	30	1	2	8	2	0	2	1	0	0	0	0	0	122
09:45	1	96	31	0	3	7	3	1	3	0	0	1	0	0	0	146
10:00	2	59	27	0	6	7	2	0	2	1	0	0	0	0	0	106
Hour Total	10	311	118	1	14	26	12	2	12	2	0	1	0	0	0	509
10:15	2	56	20	0	2	9	3	0	0	1	0	0	0	0	0	93
10:30	7	51	27	0	2	10	1	0	2	0	0	0	0	0	0	100
10:45	1	55	18	0	2	4	1	0	1	0	0	0	0	0	0	82
11:00	1	51	13	0	4	5	2	1	1	1	0	0	0	0	0	79
Hour Total	11	213	78	0	10	28	7	1	4	2	0	0	0	0	0	354
11:15	2	74	21	0	1	2	3	2	0	1	0	0	0	0	0	106
11:30	3	59	20	0	4	3	2	0	2	0	0	0	0	0	0	93
11:45	2	49	16	1	1	8	1	0	3	0	0	0	0	0	0	81
12:00	1	48	15	0	1	2	1	0	2	1	0	0	0	0	0	71
Hour Total	8	230	72	1	7	15	7	2	7	2	0	0	0	0	0	351
12:15	1	64	21	0	1	1	2	0	1	1	0	0	0	0	0	92
12:30	4	53	17	0	7	10	4	2	2	3	0	1	0	0	0	103
12:45	0	66	16	0	0	5	3	1	1	1	0	0	0	0	0	93
13:00	1	55	13	1	1	4	4	0	1	0	0	0	0	0	0	80
Hour Total	6	238	67	1	9	20	13	3	5	5	0	1	0	0	0	368
13:15	3	59	17	0	0	5	1	0	1	0	0	0	0	0	0	86
13:30	3	69	21	0	2	9	7	1	2	0	0	0	0	0	0	114
13:45	2	50	19	0	2	4	5	0	1	2	0	0	1	0	0	86
14:00	1	52	15	0	2	7	0	0	1	0	0	0	0	0	0	78
Hour Total	9	230	72	0	6	25	13	1	5	2	0	0	1	0	0	364
14:15	0	55	19	0	0	10	3	1	0	1	0	0	0	0	0	89
14:30	1	64	21	0	2	4	4	0	1	0	0	0	0	0	0	97
14:45	1	63	18	0	1	4	3	0	1	0	0	0	0	0	0	91
15:00	4	75	15	0	0	6	4	0	3	0	0	0	0	0	0	107
Hour Total	6	257	73	0	3	24	14	1	5	1	0	0	0	0	0	384
15:15	2	96	16	0	1	2	0	0	1	1	0	0	0	0	0	119
15:30	1	85	13	0	2	6	2	1	1	2	0	1	0	0	0	114
15:45	0	93	18	1	3	8	1	1	0	1	0	0	0	0	0	126
16:00	0	101	18	0	1	4	1	0	0	1	0	0	0	0	0	126
Hour Total	3	375	65	1	7	20	4	2	2	5	0	1	0	0	0	485
16:15	3	100	19	0	2	6	0	0	2	0	0	0	0	0	0	132
16:30	2	103	10	0	0	5	0	1	3	0	0	0	0	0	0	124
16:45	5	83	18	0	0	4	3	0	1	0	0	0	1	0	0	115
17:00	1	123	7	0	2	4	1	0	2	0	0	0	1	0	0	141
Hour Total	11	409	54	0	4	19	4	1	8	0	0	0	2	0	0	512

Site Ref: Site B
Site ID: 000000009375
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: NORTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	2	125	12	0	0	1	2	1	0	0	0	0	0	0	0	143
17:30	4	157	11	0	0	2	2	0	2	0	0	1	0	0	0	179
17:45	4	137	10	0	2	2	1	1	1	0	0	0	0	0	0	158
18:00	1	151	11	0	0	1	2	0	1	0	0	0	0	0	0	167
Hour Total	11	570	44	0	2	6	7	2	4	0	0	1	0	0	0	647
18:15	4	117	9	0	0	0	4	0	0	0	0	0	0	0	0	134
18:30	2	113	10	0	0	1	0	0	0	0	0	0	0	0	0	126
18:45	4	110	8	0	0	2	1	1	0	0	0	0	0	0	0	126
19:00	4	79	3	1	0	1	3	0	0	0	0	0	0	0	0	91
Hour Total	14	419	30	1	0	4	8	1	0	0	0	0	0	0	0	477
19:15	1	81	5	0	0	0	2	0	1	0	0	0	0	0	0	90
19:30	1	77	3	0	0	0	1	0	0	0	0	0	0	0	0	82
19:45	1	68	4	1	0	1	4	0	0	0	0	0	0	0	0	79
20:00	0	56	0	0	0	1	1	0	0	0	0	0	0	0	0	58
Hour Total	3	282	12	1	0	2	8	0	1	0	0	0	0	0	0	309
20:15	0	60	5	0	0	0	1	0	0	0	0	0	0	0	0	66
20:30	0	45	2	1	0	1	2	0	0	0	0	0	0	0	0	51
20:45	0	52	1	0	0	0	2	0	0	0	0	0	0	0	0	55
21:00	0	42	2	0	0	0	1	0	0	0	0	0	0	0	0	45
Hour Total	0	199	10	1	0	1	6	0	0	0	0	0	0	0	0	217
21:15	0	47	2	0	0	1	0	0	0	0	0	0	0	0	0	50
21:30	0	45	1	0	0	0	2	0	0	0	0	0	0	0	0	48
21:45	1	31	2	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	23	2	0	0	0	1	0	1	0	0	0	0	0	0	27
Hour Total	1	146	7	0	0	1	3	0	1	0	0	0	0	0	0	159
22:15	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26
22:30	0	26	0	1	0	1	0	0	0	0	0	0	0	0	0	28
22:45	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	18	1	1	0	1	0	0	0	0	0	0	0	0	0	21
Hour Total	1	91	2	2	0	2	0	0	0	0	0	0	0	0	0	98
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
24:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	34	1	0	1	1	0	0	0	0	0	0	0	0	0	37
DAY TOTAL	156	5396	1069	24	91	298	134	26	104	27	0	15	3	0	0	7343
PERCENTS	2.2%	73.5%	14.6%	0.4%	1.3%	4.0%	1.8%	0.3%	1.4%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 90.1% Trucks & Buses 9.8%

AM Times	07:00	07:45	07:00	04:30	07:15	07:00	09:00	08:15	07:30	08:45	07:30	07:45
AM Peaks	24	558	143	5	17	40	13	6	23	4	7	794
PM Times	18:15	17:15	13:30	19:00	12:15	13:30	13:00	12:15	16:15	12:15	12:15 16:15	17:15
PM Peaks	14	570	74	2	9	30	17	3	8	5	1 2	647

GRAND TOTAL	346	2076	212	290	206	2	7	0	10735	54	664	40	58	20	0 14710
PERCENTS	2.4%	73.0%	14.2%	0.4%	1.5%	4.6%	1.9%	0.2%	1.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0% 100%

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
00:30	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
00:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	47	2	0	0	0	0	0	1	0	0	0	0	0	0	50
01:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
05:15	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
05:30	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
05:45	0	26	8	0	0	0	1	0	0	0	0	0	0	0	0	35
06:00	0	30	5	0	1	0	0	1	0	0	0	0	0	0	0	37
Hour Total	0	88	20	0	1	0	1	1	0	0	0	0	0	0	0	111
06:15	1	50	9	0	0	0	0	0	0	0	0	0	0	0	0	60
06:30	0	55	5	0	2	1	0	0	0	0	0	0	0	0	0	63
06:45	0	72	7	1	0	2	1	0	0	0	0	0	0	0	0	83
07:00	0	94	13	1	1	0	0	0	1	0	0	0	0	0	0	110
Hour Total	1	271	34	2	3	3	1	0	1	0	0	0	0	0	0	316
07:15	0	71	7	0	6	1	0	0	0	0	0	0	0	0	0	85
07:30	0	83	12	0	1	0	3	0	1	1	0	0	0	0	0	101
07:45	1	74	11	0	2	1	2	0	0	0	0	0	0	0	0	91
08:00	7	58	6	0	0	2	17	1	9	5	0	3	3	0	0	111
Hour Total	8	286	36	0	9	4	22	1	10	6	0	3	3	0	0	388
08:15	7	92	14	0	0	1	5	0	5	3	0	1	2	0	0	130
08:30	2	96	12	1	5	1	1	0	1	0	0	1	1	0	0	121
08:45	0	101	17	0	1	0	1	0	2	1	0	0	0	0	0	123
09:00	1	90	19	0	2	2	5	0	0	0	0	0	0	0	0	119

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Tue 12/4/2012

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	10	379	62	1	8	4	12	0	8	4	0	2	3	0	0	493
09:15	0	69	13	1	5	3	6	0	0	0	0	0	0	0	0	97
09:30	1	71	21	0	3	2	5	0	1	0	0	0	0	0	0	104
09:45	0	71	23	0	1	2	2	0	1	0	0	0	0	0	0	100
10:00	1	50	15	0	8	6	1	0	0	0	0	1	0	0	0	82
Hour Total	2	261	72	1	17	13	14	0	2	0	0	1	0	0	0	383
10:15	0	57	19	0	4	4	5	0	2	0	0	0	0	0	0	91
10:30	0	48	13	1	2	1	6	0	1	0	0	0	0	0	0	72
10:45	0	54	15	0	5	0	1	0	1	1	0	0	0	0	0	77
11:00	0	62	27	0	2	1	1	0	0	0	0	0	0	0	0	93
Hour Total	0	221	74	1	13	6	13	0	4	1	0	0	0	0	0	333
11:15	0	52	26	0	3	2	6	1	4	0	0	0	0	0	0	94
11:30	0	57	21	0	3	3	8	1	2	0	0	1	1	0	0	97
11:45	0	55	26	1	4	3	3	0	4	0	0	0	0	0	0	96
12:00	1	45	21	0	4	5	1	0	2	1	0	0	0	0	0	80
Hour Total	1	209	94	1	14	13	18	2	12	1	0	1	1	0	0	367
12:15	0	41	22	0	2	2	3	0	1	1	0	0	0	0	0	72
12:30	2	55	27	0	2	6	9	0	0	0	0	0	2	0	0	103
12:45	1	51	19	0	5	5	2	0	1	1	0	0	0	0	0	85
13:00	2	45	19	0	2	4	1	0	1	1	1	0	1	0	0	77
Hour Total	5	192	87	0	11	17	15	0	3	3	1	0	3	0	0	337
13:15	0	48	21	1	3	7	6	1	1	2	0	0	0	0	0	90
13:30	1	62	23	0	2	4	7	0	6	0	0	0	0	0	0	105
13:45	0	54	29	2	3	3	4	0	2	0	0	1	0	0	0	98
14:00	1	59	23	1	4	2	1	0	6	0	0	0	0	0	0	97
Hour Total	2	223	96	4	12	16	18	1	15	2	0	1	0	0	0	390
14:15	2	51	25	2	5	3	4	0	1	0	0	0	0	0	0	93
14:30	5	77	23	0	2	2	16	0	1	1	0	0	3	0	0	130
14:45	2	63	24	0	2	2	7	0	0	2	0	2	0	0	0	104
15:00	3	63	27	0	6	3	2	0	2	1	0	0	0	0	0	107
Hour Total	12	254	99	2	15	10	29	0	4	4	0	2	3	0	0	434
15:15	5	71	24	1	6	5	4	0	3	1	0	0	0	0	0	120
15:30	1	94	29	0	2	2	7	1	2	0	0	0	0	0	0	138
15:45	7	82	30	2	3	4	10	1	6	5	0	1	0	0	0	151
16:00	0	86	29	0	11	4	4	2	1	0	0	0	0	0	0	137
Hour Total	13	333	112	3	22	15	25	4	12	6	0	1	0	0	0	546
16:15	11	75	20	0	2	6	5	0	5	2	0	3	5	0	0	134
16:30	9	77	25	0	3	7	7	1	6	2	0	1	4	0	0	142
16:45	10	98	15	0	0	5	5	0	3	2	0	4	3	0	0	145
17:00	11	96	25	0	2	6	2	0	6	2	0	3	0	0	0	153
Hour Total	41	346	85	0	7	24	19	1	20	8	0	11	12	0	0	574

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	13	103	26	0	0	2	3	0	6	3	0	1	1	0	0	158
17:30	9	88	25	0	2	0	0	2	3	0	0	2	8	0	0	139
17:45	21	101	21	1	2	3	2	0	4	1	0	3	1	0	0	160
18:00	14	112	15	1	2	3	1	1	3	3	0	1	1	0	0	157
Hour Total	57	404	87	2	6	8	6	3	16	7	0	7	11	0	0	614
18:15	10	118	21	1	1	1	4	1	1	0	0	1	3	0	0	162
18:30	1	89	16	0	3	1	0	0	0	0	0	0	0	0	0	110
18:45	2	99	11	0	0	1	0	0	1	0	0	0	0	0	0	114
19:00	2	83	4	0	2	1	0	0	0	0	0	0	0	0	0	92
Hour Total	15	389	52	1	6	4	4	1	2	0	0	1	3	0	0	478
19:15	1	71	6	0	2	0	0	0	0	0	0	0	0	0	0	80
19:30	0	57	5	0	0	0	1	0	0	0	0	0	0	0	0	63
19:45	1	47	9	0	2	0	0	0	0	0	0	0	0	0	0	59
20:00	0	59	10	0	0	0	1	0	0	0	0	0	0	0	0	70
Hour Total	2	234	30	0	4	0	2	0	0	0	0	0	0	0	0	272
20:15	3	70	6	0	0	1	0	0	0	0	0	0	0	0	0	80
20:30	2	44	6	0	0	0	0	0	0	0	0	0	0	0	0	52
20:45	1	44	6	0	0	1	0	0	0	0	0	0	0	0	0	52
21:00	0	41	2	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	6	199	20	0	0	2	0	0	0	0	0	0	0	0	0	227
21:15	1	42	4	0	0	0	0	0	0	0	0	0	0	0	0	47
21:30	0	45	3	0	0	0	1	0	0	0	0	0	0	0	0	49
21:45	0	32	3	0	0	0	1	0	0	0	0	0	0	0	0	36
22:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	1	145	13	0	0	0	2	0	0	0	0	0	0	0	0	161
22:15	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
22:30	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
22:45	0	18	1	0	1	0	0	0	0	0	0	0	0	0	0	20
23:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	84	7	0	1	0	0	0	0	0	0	0	0	0	0	92
23:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	22
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	49	2	0	0	0	0	0	0	0	0	0	0	0	0	52
DAY TOTAL	177	4687	1092	18	149	139	201	14	110	42	1	30	39	0	0	6699
PERCENTS	2.7%	70.0%	16.4%	0.3%	2.3%	2.0%	3.0%	0.2%	1.6%	0.6%	0.0%	0.4%	0.5%	0.0%	0.0%	100%

Passenger Vehicles 88.9% Trucks & Buses 11.0%

AM Times	07:45	08:15	11:00	06:15	10:00	09:30	07:30	10:45	08:00	07:30	07:45	07:45	08:15
AM Peaks	17	379	100	2	19	14	27	2	17	9	5	6	493
PM Times	17:15	17:45	15:15	13:30	15:15	16:15	14:15	15:15	16:30	15:45	12:15	16:15	17:30	17:30
PM Peaks	57	420	112	5	22	24	29	4	21	9	1	11	13	618

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	1	20	0	0	0	0	1	0	0	0	0	0	0	0	0	22
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	0	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	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	25	3	1	0	0	0	0	0	0	0	0	0	0	0	29
05:15	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:30	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
05:45	0	22	7	0	0	0	1	0	2	0	0	0	0	0	0	32
06:00	1	35	7	0	1	0	0	0	0	0	0	0	0	0	0	44
Hour Total	2	89	17	0	2	0	1	0	2	0	0	0	0	0	0	113
06:15	1	45	3	0	0	1	0	0	0	0	0	0	0	0	0	50
06:30	0	53	8	0	2	0	0	0	1	0	0	0	0	0	0	64
06:45	1	73	14	0	0	0	0	0	1	0	0	0	0	0	0	89
07:00	1	98	17	2	4	2	0	0	2	0	0	1	0	0	0	127
Hour Total	3	269	42	2	6	3	0	0	4	0	0	1	0	0	0	330
07:15	1	73	9	0	3	0	0	0	0	0	0	1	0	0	0	87
07:30	0	84	13	0	1	1	2	0	0	2	0	0	0	0	0	103
07:45	0	90	13	0	3	0	5	0	2	1	0	0	0	0	0	114
08:00	1	112	17	0	2	1	1	0	1	0	0	0	0	0	0	135
Hour Total	2	359	52	0	9	2	8	0	3	3	0	1	0	0	0	439
08:15	2	90	16	0	1	0	1	0	1	0	0	0	0	0	0	111
08:30	3	81	16	0	2	2	7	0	3	0	0	0	0	0	0	114
08:45	2	91	22	0	1	2	3	0	1	0	0	1	0	0	0	123
09:00	1	76	23	1	2	1	3	0	2	0	0	0	1	0	0	110

Malone & Associates Inc.
CLASSIFICATION SUMMARY
Wed 12/5/2012

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	8	338	77	1	6	5	14	0	7	0	0	1	1	0	0	458
09:15	2	69	17	0	2	1	5	0	4	1	0	0	0	0	0	101
09:30	1	82	15	0	3	0	6	0	1	1	0	0	0	0	0	109
09:45	0	69	20	1	3	1	3	0	2	1	0	0	0	0	0	100
10:00	3	68	16	0	2	3	4	1	1	0	0	1	0	0	0	99
Hour Total	6	288	68	1	10	5	18	1	8	3	0	1	0	0	0	409
10:15	2	57	15	0	4	3	5	0	2	0	0	0	0	0	0	88
10:30	1	52	26	1	1	4	3	0	3	0	0	0	1	0	0	92
10:45	0	54	24	0	1	1	3	0	2	1	0	0	0	0	0	86
11:00	1	55	28	0	4	1	5	2	0	0	0	0	0	0	0	96
Hour Total	4	218	93	1	10	9	16	2	7	1	0	0	1	0	0	362
11:15	2	47	14	0	2	2	6	0	1	1	0	0	0	0	0	75
11:30	0	44	22	0	3	2	4	1	1	0	0	0	0	0	0	77
11:45	1	52	16	0	1	2	4	0	0	0	0	1	0	0	0	77
12:00	0	65	21	0	1	1	3	0	1	0	0	0	0	0	0	92
Hour Total	3	208	73	0	7	7	17	1	3	1	0	1	0	0	0	321
12:15	1	59	24	1	5	1	9	1	0	2	0	0	0	0	0	103
12:30	0	59	19	0	3	2	7	0	0	0	0	0	0	0	0	90
12:45	0	46	15	0	5	2	2	0	0	1	0	0	0	0	0	71
13:00	1	51	32	0	4	4	8	0	0	0	0	0	1	0	0	101
Hour Total	2	215	90	1	17	9	26	1	0	3	0	0	1	0	0	365
13:15	2	53	24	0	3	2	5	0	1	1	0	0	1	0	0	92
13:30	1	53	37	0	2	1	9	0	1	0	0	0	1	0	0	105
13:45	1	52	22	1	4	1	5	0	1	1	1	0	0	0	0	89
14:00	0	68	25	2	5	2	5	0	0	1	0	0	0	0	0	108
Hour Total	4	226	108	3	14	6	24	0	3	3	1	0	2	0	0	394
14:15	12	41	18	0	8	2	5	1	3	2	0	2	0	0	0	94
14:30	4	62	31	1	1	3	13	0	0	0	0	1	2	0	0	118
14:45	0	71	23	0	1	3	9	1	1	0	0	0	0	0	0	109
15:00	2	80	22	2	3	4	6	0	2	0	0	0	0	0	0	121
Hour Total	18	254	94	3	13	12	33	2	6	2	0	3	2	0	0	442
15:15	2	63	34	0	1	2	5	0	0	0	0	0	1	0	0	108
15:30	11	74	33	3	2	7	7	1	4	3	1	1	1	0	0	148
15:45	4	85	31	4	2	9	9	0	2	0	0	0	2	0	0	148
16:00	4	88	31	0	3	3	8	1	5	0	0	1	0	0	0	144
Hour Total	21	310	129	7	8	21	29	2	11	3	1	2	4	0	0	548
16:15	11	76	16	1	1	8	5	1	4	2	0	1	8	0	0	134
16:30	14	93	23	0	5	2	5	0	2	3	0	0	3	0	0	150
16:45	10	92	24	0	1	6	6	0	4	3	0	1	2	0	0	149
17:00	18	97	23	0	0	3	5	0	4	4	0	0	0	0	0	154
Hour Total	53	358	86	1	7	19	21	1	14	12	0	2	13	0	0	587

Site Ref: Site B
Site ID: 000000009364
Loc: Belmont Ridge Rd., n/o Evergreen Mills
Direction: SOUTH
Lane: 1

File: Class.prn
Info: 12-173 TO/RS Max
GPS: 38.95848 77.53785

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	7	103	17	0	2	4	3	0	5	2	0	2	4	0	0	149
17:30	13	91	23	0	1	3	6	0	6	3	0	1	1	0	0	148
17:45	8	119	15	0	1	5	5	0	5	2	0	2	3	0	0	165
18:00	6	122	11	1	2	0	0	1	6	3	0	2	3	0	0	157
Hour Total	34	435	66	1	6	12	14	1	22	10	0	7	11	0	0	619
18:15	6	98	12	0	0	2	7	0	1	0	0	0	1	0	0	127
18:30	2	112	18	0	1	3	1	0	2	0	0	0	0	0	0	139
18:45	1	87	10	0	2	1	5	0	2	0	0	0	1	0	0	109
19:00	0	106	10	0	2	2	1	0	0	0	0	0	0	0	0	121
Hour Total	9	403	50	0	5	8	14	0	5	0	0	0	2	0	0	496
19:15	0	89	9	0	1	1	2	0	0	0	0	0	0	0	0	102
19:30	0	81	10	0	0	1	1	0	1	0	0	0	0	0	0	94
19:45	0	64	6	0	0	0	2	0	0	0	0	0	0	0	0	72
20:00	1	56	9	0	1	1	0	0	0	0	0	0	0	0	0	68
Hour Total	1	290	34	0	2	3	5	0	1	0	0	0	0	0	0	336
20:15	0	57	6	1	3	0	0	0	0	0	0	0	0	0	0	67
20:30	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	39
20:45	0	50	7	0	0	0	1	1	1	0	0	0	0	0	0	60
21:00	2	69	3	0	0	0	0	0	0	0	0	0	0	0	0	74
Hour Total	2	212	19	1	3	0	1	1	1	0	0	0	0	0	0	240
21:15	0	46	2	0	0	0	1	0	0	0	0	0	0	0	0	49
21:30	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	46
21:45	0	30	2	0	0	0	2	0	0	0	0	0	0	0	0	34
22:00	0	30	1	1	0	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	152	5	1	0	0	4	0	0	0	0	0	0	0	0	162
22:15	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
22:30	0	31	2	0	0	0	1	0	0	0	0	0	0	0	0	34
22:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	84	9	0	0	0	1	0	0	0	0	0	0	0	0	94
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	39	3	0	0	0	1	0	0	0	0	0	0	0	0	43
DAY TOTAL	173	4822	1120	24	125	121	248	12	97	41	2	19	37	0	0	6841
PERCENTS	2.6%	70.5%	16.4%	0.4%	1.9%	1.8%	3.7%	0.1%	1.4%	0.5%	0.0%	0.2%	0.5%	0.0%	0.0%	100%

Passenger Vehicles 89.3% Trucks & Buses 10.6%

AM Times	08:00	07:30	10:15	06:15	09:30	09:45	11:00	10:45	08:30	07:00	06:30	08:15		08:00
AM Peaks	8	376	93	2	12	11	19	3	10	3	2	1		483
PM Times	16:15	17:45	15:15	15:00	13:30	15:30	14:15	15:30	17:15	16:15	13:00	17:15	15:45	17:15
PM Peaks	53	451	129	9	19	27	33	3	22	12	1	7	13	619

GRAND TOTAL	350	2212	274	449	207	3	76	0								
	9509	42	260	26	83	49	0	13540								
PERCENTS	2.6%	70.3%	16.4%	0.4%	2.1%	1.9%	3.3%	0.1%	1.5%	0.6%	0.0%	0.3%	0.5%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	1	0	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	0	0	3
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	0	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	0	0	1
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
04:15	0	2	0	1	0	2	0	0	0	0	0	0	0	0	0	5
04:30	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
Hour Total	0	22	3	3	0	2	0	0	1	0	0	0	0	0	0	31
05:15	0	15	3	0	0	1	0	0	2	0	0	0	0	0	0	21
05:30	0	14	3	0	0	2	0	0	0	0	0	0	0	0	0	19
05:45	0	39	10	1	0	4	0	0	2	0	0	0	0	0	0	56
06:00	0	26	7	0	1	0	0	0	1	0	0	0	0	0	0	35
Hour Total	0	94	23	1	1	7	0	0	5	0	0	0	0	0	0	131
06:15	0	30	15	0	0	1	0	0	2	0	0	0	0	0	0	48
06:30	0	75	19	0	1	2	0	0	2	0	0	0	0	0	0	99
06:45	1	76	18	2	0	4	1	1	0	0	0	0	0	0	0	103
07:00	0	105	28	2	1	1	0	0	2	0	0	0	0	0	0	139
Hour Total	1	286	80	4	2	8	1	1	6	0	0	0	0	0	0	389
07:15	0	134	42	2	4	3	1	0	0	1	0	0	0	0	0	187
07:30	0	165	47	3	10	2	0	1	1	0	0	0	0	0	0	229
07:45	0	296	34	1	13	2	0	1	1	0	0	0	0	0	0	348
08:00	0	263	38	1	8	1	0	1	0	0	0	0	0	0	0	312
Hour Total	0	858	161	7	35	8	1	3	2	1	0	0	0	0	0	1076
08:15	0	182	38	0	13	3	1	0	4	0	0	0	0	0	0	241
08:30	0	193	29	2	3	5	1	1	2	1	0	0	0	0	0	237
08:45	2	214	51	0	8	4	0	0	2	0	0	0	0	0	0	281
09:00	0	191	35	0	6	2	0	0	1	1	0	0	0	0	0	236

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	780	153	2	30	14	2	1	9	2	0	0	0	0	0	995
09:15	0	117	39	1	5	5	0	1	0	0	0	0	0	0	0	168
09:30	0	107	31	0	7	8	1	0	2	1	0	0	0	0	0	157
09:45	0	110	44	5	6	4	1	0	5	0	0	0	0	0	0	175
10:00	0	80	26	7	3	4	1	2	1	1	0	0	0	0	0	125
Hour Total	0	414	140	13	21	21	3	3	8	2	0	0	0	0	0	625
10:15	0	64	16	2	1	10	0	0	2	0	0	0	0	0	0	95
10:30	0	46	17	1	4	10	0	1	1	0	0	0	0	0	0	80
10:45	0	80	25	5	5	7	0	0	2	0	0	0	0	0	0	124
11:00	1	78	24	1	5	3	0	0	2	0	0	0	0	0	0	114
Hour Total	1	268	82	9	15	30	0	1	7	0	0	0	0	0	0	413
11:15	0	51	24	1	7	2	0	0	0	0	0	0	0	0	0	85
11:30	0	75	21	1	8	4	2	0	3	0	0	0	0	0	0	114
11:45	1	75	28	4	8	7	0	0	0	0	0	0	0	0	0	123
12:00	0	74	24	5	5	8	1	0	1	0	0	0	0	0	0	118
Hour Total	1	275	97	11	28	21	3	0	4	0	0	0	0	0	0	440
12:15	1	61	21	3	4	8	0	0	0	0	0	0	0	0	0	98
12:30	0	65	17	4	1	7	0	1	1	0	0	0	0	0	0	96
12:45	0	59	13	1	2	6	0	0	0	0	0	0	0	0	0	81
13:00	0	69	22	2	5	3	0	2	2	0	0	0	0	0	0	105
Hour Total	1	254	73	10	12	24	0	3	3	0	0	0	0	0	0	380
13:15	0	76	21	2	2	3	0	1	0	0	0	0	0	0	0	105
13:30	0	80	24	2	3	0	1	0	0	0	0	0	0	0	0	110
13:45	0	59	21	0	3	3	0	0	0	0	0	0	0	0	0	86
14:00	0	62	21	0	3	1	0	1	2	0	0	0	0	0	0	90
Hour Total	0	277	87	4	11	7	1	2	2	0	0	0	0	0	0	391
14:15	0	65	19	0	1	4	0	0	2	0	0	0	0	0	0	91
14:30	0	87	24	0	2	1	0	0	0	0	0	0	0	0	0	114
14:45	0	119	26	3	7	1	0	0	0	0	0	0	0	0	0	156
15:00	0	112	31	1	16	1	0	0	0	0	0	0	0	0	0	161
Hour Total	0	383	100	4	26	7	0	0	2	0	0	0	0	0	0	522
15:15	0	99	15	0	6	0	0	0	0	0	0	0	0	0	0	120
15:30	0	121	28	0	5	0	0	0	0	1	0	0	0	0	0	155
15:45	0	89	9	0	1	0	0	2	0	0	0	0	0	0	0	101
16:00	0	129	17	1	7	3	1	0	0	0	0	0	0	0	0	158
Hour Total	0	438	69	1	19	3	1	2	0	1	0	0	0	0	0	534
16:15	0	144	19	1	5	0	0	0	0	0	0	0	0	0	0	169
16:30	0	115	19	0	4	1	1	0	0	0	0	0	0	0	0	140
16:45	0	153	20	1	3	0	0	0	0	0	0	0	0	0	0	177
17:00	0	145	18	0	3	0	0	0	0	0	0	0	0	0	0	166
Hour Total	0	557	76	2	15	1	1	0	0	0	0	0	0	0	0	652

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	168	8	0	1	0	0	0	1	0	0	0	0	0	0	178
17:30	0	152	26	1	0	0	0	0	0	0	0	0	0	0	0	179
17:45	0	155	8	0	2	0	0	0	0	0	0	0	0	0	0	165
18:00	0	168	12	0	1	0	0	0	0	0	0	0	0	0	0	181
Hour Total	0	643	54	1	4	0	0	0	1	0	0	0	0	0	0	703
18:15	0	132	6	1	1	1	0	0	0	0	0	0	0	0	0	141
18:30	0	150	12	1	0	0	0	0	0	0	0	0	0	0	0	163
18:45	0	123	17	1	0	0	0	0	0	0	0	0	0	0	0	141
19:00	0	119	14	0	1	0	0	0	0	0	0	0	0	0	0	134
Hour Total	0	524	49	3	2	1	0	0	0	0	0	0	0	0	0	579
19:15	0	103	7	1	0	0	0	0	0	0	0	0	0	0	0	111
19:30	1	74	4	1	2	0	0	0	0	0	0	0	0	0	0	82
19:45	0	66	2	0	1	0	0	0	0	0	0	0	0	0	0	69
20:00	0	53	4	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Total	1	296	17	2	3	0	0	0	0	0	0	0	0	0	0	319
20:15	0	52	6	0	0	0	0	0	0	0	0	0	0	0	0	58
20:30	0	43	3	0	1	0	0	0	0	0	0	0	0	0	0	47
20:45	0	46	6	0	0	0	0	0	0	0	0	0	0	0	0	52
21:00	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	188	17	0	1	0	0	0	0	0	0	0	0	0	0	206
21:15	0	48	4	0	0	0	0	0	0	0	0	0	0	0	0	52
21:30	0	44	1	0	0	0	0	0	0	0	0	0	0	0	0	45
21:45	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	36	4	1	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	166	10	1	0	0	0	0	0	0	0	0	0	0	0	177
22:15	1	32	2	0	0	0	0	0	1	0	0	0	0	0	0	36
22:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	1	92	8	0	0	0	0	0	1	0	0	0	0	0	0	102
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
24:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	43
DAY TOTAL	8	6896	1304	78	225	154	13	16	51	6	0	0	0	0	0	8751
PERCENTS	0.1%	78.9%	15.0%	0.9%	2.6%	1.8%	0.1%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.7% Trucks & Buses 6.2%

AM Times	08:00	07:45	07:15	09:45	07:30	10:00	09:15	07:15	09:30	08:15	07:45
AM Peaks	2	934	161	15	44	31	3	3	10	2	1138
PM Times	12:15	17:15	14:15	12:15	14:45	12:15	15:45	12:30	13:30	14:45	17:15
PM Peaks	1	643	100	10	34	24	2	4	4	1	703

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	11
04:15	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00	0	5	1	0	1	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	17	6	1	2	2	0	0	0	0	0	0	0	0	0	28
05:15	0	11	2	0	0	2	0	0	2	0	0	0	0	0	0	17
05:30	0	23	5	0	0	1	0	0	0	0	0	0	0	0	0	29
05:45	0	18	5	0	0	3	0	0	0	0	0	0	0	0	0	26
06:00	0	28	16	0	0	1	0	0	3	0	0	0	0	0	0	48
Hour Total	0	80	28	0	0	7	0	0	5	0	0	0	0	0	0	120
06:15	0	28	14	2	1	1	0	0	2	0	0	0	0	0	0	48
06:30	0	65	17	0	2	3	0	0	0	0	0	0	0	0	0	87
06:45	0	88	11	2	2	3	0	0	0	0	0	0	0	0	0	106
07:00	0	115	35	1	3	2	0	0	1	0	0	0	0	0	0	157
Hour Total	0	296	77	5	8	9	0	0	3	0	0	0	0	0	0	398
07:15	0	133	28	3	6	2	1	0	3	0	0	0	0	0	0	176
07:30	0	178	46	0	15	2	0	0	2	1	0	0	0	0	0	244
07:45	1	277	45	1	14	1	0	2	1	0	0	0	0	0	0	342
08:00	0	289	38	1	7	4	2	1	0	0	0	0	0	0	0	342
Hour Total	1	877	157	5	42	9	3	3	6	1	0	0	0	0	0	1104
08:15	1	177	53	4	11	4	3	1	3	1	0	0	0	0	0	258
08:30	0	208	35	1	6	4	1	1	2	1	0	0	0	0	0	259
08:45	0	194	51	3	9	3	1	1	0	0	0	0	0	0	0	262
09:00	0	174	44	0	3	5	1	0	1	0	0	0	0	0	0	228

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	753	183	8	29	16	6	3	6	2	0	0	0	0	0	1007
09:15	0	113	43	6	6	5	0	0	1	0	0	0	0	0	0	174
09:30	0	112	27	0	10	2	1	0	6	1	0	0	0	0	0	159
09:45	0	110	28	0	1	6	2	0	1	0	0	0	0	0	0	148
10:00	0	83	24	1	3	2	2	0	3	1	0	0	0	0	0	119
Hour Total	0	418	122	7	20	15	5	0	11	2	0	0	0	0	0	600
10:15	0	63	16	0	5	3	0	0	2	0	0	0	0	0	0	89
10:30	0	76	18	1	0	7	0	1	1	1	0	0	0	0	0	105
10:45	0	73	20	0	4	5	1	0	3	0	0	0	0	0	0	106
11:00	0	79	21	2	2	3	0	0	3	0	0	0	0	0	0	110
Hour Total	0	291	75	3	11	18	1	1	9	1	0	0	0	0	0	410
11:15	0	60	24	3	3	3	2	1	1	0	0	0	0	0	0	97
11:30	0	75	25	0	5	3	0	0	5	0	0	0	0	0	0	113
11:45	0	88	24	0	5	7	2	0	4	0	0	0	0	0	0	130
12:00	0	77	19	3	6	7	2	1	2	0	0	0	0	0	0	117
Hour Total	0	300	92	6	19	20	6	2	12	0	0	0	0	0	0	457
12:15	0	60	21	1	5	5	0	1	2	0	0	0	0	0	0	95
12:30	0	59	21	1	2	4	2	1	3	0	0	0	0	0	0	93
12:45	0	79	15	1	4	5	1	0	5	0	0	0	0	0	0	110
13:00	0	66	15	2	0	6	0	0	3	0	0	0	0	0	0	92
Hour Total	0	264	72	5	11	20	3	2	13	0	0	0	0	0	0	390
13:15	0	69	17	1	6	4	3	1	1	0	0	0	0	0	0	102
13:30	0	47	11	1	2	8	0	0	1	1	0	0	0	0	0	71
13:45	1	72	15	0	1	5	2	1	2	0	0	0	0	0	0	99
14:00	0	61	23	3	4	5	0	0	4	0	0	0	0	0	0	100
Hour Total	1	249	66	5	13	22	5	2	8	1	0	0	0	0	0	372
14:15	0	69	22	2	1	2	2	0	1	0	0	0	0	0	0	99
14:30	0	76	18	4	1	4	0	0	0	0	0	0	0	0	0	103
14:45	0	115	28	2	7	4	1	0	1	0	0	0	0	0	0	158
15:00	0	120	27	5	14	2	0	0	2	0	0	0	0	0	0	170
Hour Total	0	380	95	13	23	12	3	0	4	0	0	0	0	0	0	530
15:15	0	101	18	0	5	1	0	0	2	0	0	0	0	0	0	127
15:30	0	104	25	0	3	0	2	1	1	0	0	0	0	0	0	136
15:45	0	84	16	2	1	2	1	0	1	0	0	0	0	0	0	107
16:00	0	110	17	1	4	1	0	0	0	0	0	0	0	0	0	133
Hour Total	0	399	76	3	13	4	3	1	4	0	0	0	0	0	0	503
16:15	0	126	18	1	3	0	0	0	0	0	1	0	0	0	0	149
16:30	0	109	17	1	6	1	1	0	0	0	0	0	0	0	0	135
16:45	0	125	20	1	3	1	1	1	0	0	0	0	0	0	0	152
17:00	0	127	15	2	1	1	0	0	0	0	0	0	0	0	0	146
Hour Total	0	487	70	5	13	3	2	1	0	0	1	0	0	0	0	582

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003595
Site ID: Site B NB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	190	20	0	0	0	0	0	0	0	0	0	0	0	0	210
17:30	0	161	21	1	1	0	0	0	0	0	0	0	0	0	0	184
17:45	1	149	16	0	0	0	0	0	0	0	0	0	0	0	0	166
18:00	0	162	16	1	0	0	0	0	0	0	0	0	0	0	0	179
Hour Total	1	662	73	2	1	0	0	0	0	0	0	0	0	0	0	739
18:15	1	150	9	0	0	0	0	0	0	0	0	0	0	0	0	160
18:30	0	127	13	1	0	0	0	0	0	0	0	0	0	0	0	141
18:45	1	122	13	1	2	0	0	0	0	0	0	0	0	0	0	139
19:00	0	96	11	0	0	0	0	0	0	0	0	0	0	0	0	107
Hour Total	2	495	46	2	2	0	0	0	0	0	0	0	0	0	0	547
19:15	0	89	5	0	0	0	0	0	0	0	0	0	0	0	0	94
19:30	0	71	5	1	0	0	0	0	0	0	0	0	0	0	0	77
19:45	1	67	8	0	2	0	0	0	0	0	0	0	0	0	0	78
20:00	0	79	2	0	0	0	0	0	0	0	0	0	0	0	0	81
Hour Total	1	306	20	1	2	0	0	0	0	0	0	0	0	0	0	330
20:15	0	69	1	0	0	0	0	0	0	0	0	0	0	0	0	70
20:30	0	55	6	0	0	0	0	0	0	0	0	0	0	0	0	61
20:45	0	59	4	0	0	0	0	0	0	0	0	0	0	0	0	63
21:00	0	59	9	0	0	0	0	0	0	0	0	0	0	0	0	68
Hour Total	0	242	20	0	0	0	0	0	0	0	0	0	0	0	0	262
21:15	0	48	1	1	3	0	0	0	0	0	0	0	0	0	0	53
21:30	0	48	4	0	1	0	0	0	0	0	0	0	0	0	0	53
21:45	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	53
22:00	0	43	3	0	1	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	192	8	1	5	0	0	0	0	0	0	0	0	0	0	206
22:15	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
22:30	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40
22:45	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
23:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	129	6	0	0	0	0	0	0	0	0	0	0	0	0	135
23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
23:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
24:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	71	1	0	0	0	0	0	0	0	0	0	0	0	0	72
DAY TOTAL	7	6939	1301	73	214	157	37	15	81	7	1	0	0	0	0	8832
PERCENTS	0.1%	78.6%	14.8%	0.9%	2.5%	1.7%	0.4%	0.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.3% Trucks & Buses 6.6%

AM Times	07:30	07:45	08:15	08:30	07:30	11:15	08:00	07:45	11:00	07:30		07:45
AM Peaks	2	951	183	10	47	20	7	5	13	2		1201
PM Times	17:30	17:15	14:45	14:15	14:45	12:45	12:30	12:15	12:15	12:45	15:30	17:15
PM Peaks	2	662	98	13	29	23	6	2	13	1	1	739

GRAND TOTAL	15	13835	2605	151	439	311	50	31	132	13	1	0	0	0	0	17583
PERCENTS	0.1%	78.7%	14.9%	0.9%	2.5%	1.8%	0.3%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	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	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	22	3	0	0	1	0	0	0	0	0	0	0	0	0	26
05:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
05:45	0	20	3	0	0	0	0	1	1	0	0	0	0	0	0	25
06:00	0	27	8	0	1	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	75	14	0	1	0	0	1	1	0	0	0	0	0	0	92
06:15	0	31	17	0	0	0	0	0	1	0	0	0	0	0	0	49
06:30	0	55	11	1	2	0	0	0	0	0	0	0	0	0	0	69
06:45	0	51	19	1	2	0	0	0	1	0	0	0	0	0	0	74
07:00	0	96	11	1	4	0	0	0	0	0	0	0	0	0	0	112
Hour Total	0	233	58	3	8	0	0	0	2	0	0	0	0	0	0	304
07:15	0	91	17	0	8	0	0	0	0	0	0	0	0	0	0	116
07:30	0	120	17	1	3	0	0	0	1	0	0	0	0	0	0	142
07:45	0	141	18	5	10	1	0	0	1	0	0	0	0	0	0	176
08:00	0	117	18	0	6	0	0	0	1	1	0	0	0	0	0	143
Hour Total	0	469	70	6	27	1	0	0	3	1	0	0	0	0	0	577
08:15	0	103	25	0	2	1	2	0	1	0	0	0	0	0	0	134
08:30	0	84	20	1	2	1	2	1	1	0	0	0	0	0	0	112
08:45	0	99	23	1	7	0	1	0	1	0	0	0	0	0	0	132
09:00	0	91	15	0	2	0	0	0	2	0	0	0	0	0	0	110

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	377	83	2	13	2	5	1	5	0	0	0	0	0	0	488
09:15	0	73	20	0	1	3	7	0	2	0	0	0	0	0	0	106
09:30	0	69	21	1	3	3	10	1	1	2	0	0	0	0	0	111
09:45	0	52	20	0	1	2	6	0	1	0	0	1	0	0	0	83
10:00	0	54	17	0	4	1	6	0	2	0	0	0	0	0	0	84
Hour Total	0	248	78	1	9	9	29	1	6	2	0	1	0	0	0	384
10:15	2	47	17	1	3	3	8	0	1	2	0	0	0	0	0	84
10:30	0	43	14	3	1	2	6	1	2	1	0	0	0	0	0	73
10:45	0	58	21	1	3	2	3	0	3	0	0	0	0	0	0	91
11:00	0	55	16	1	3	4	0	0	1	2	0	0	0	0	0	82
Hour Total	2	203	68	6	10	11	17	1	7	5	0	0	0	0	0	330
11:15	0	36	21	2	5	0	3	0	1	0	0	0	0	0	0	68
11:30	0	48	24	0	6	1	5	0	4	0	0	0	0	0	0	88
11:45	0	46	19	1	5	1	8	0	0	1	0	0	0	0	0	81
12:00	0	61	24	0	4	3	6	0	1	0	0	0	0	0	0	99
Hour Total	0	191	88	3	20	5	22	0	6	1	0	0	0	0	0	336
12:15	0	81	21	0	5	2	6	0	3	1	0	0	0	0	0	119
12:30	0	62	28	1	1	1	6	0	3	0	0	0	0	0	0	102
12:45	0	66	15	1	4	1	6	0	3	1	0	0	0	0	0	97
13:00	0	64	21	0	6	1	4	0	1	1	0	0	0	0	0	98
Hour Total	0	273	85	2	16	5	22	0	10	3	0	0	0	0	0	416
13:15	0	60	22	0	7	0	0	0	1	0	0	0	0	0	0	90
13:30	0	58	16	0	4	1	0	1	2	0	0	0	0	0	0	82
13:45	0	74	22	0	2	1	1	1	1	0	0	0	0	0	0	102
14:00	0	58	34	2	4	0	7	1	0	0	0	0	0	0	0	106
Hour Total	0	250	94	2	17	2	8	3	4	0	0	0	0	0	0	380
14:15	0	75	20	3	8	0	3	0	1	0	0	0	0	0	0	110
14:30	0	90	24	4	12	3	2	0	1	0	0	0	0	0	0	136
14:45	1	101	26	1	7	1	1	0	1	0	0	0	0	0	0	139
15:00	0	86	26	0	4	3	0	0	0	1	0	0	0	0	0	120
Hour Total	1	352	96	8	31	7	6	0	3	1	0	0	0	0	0	505
15:15	0	93	25	0	6	5	0	1	0	0	0	0	0	0	0	130
15:30	0	75	28	2	4	2	0	0	1	0	0	0	0	0	0	112
15:45	0	117	27	2	2	0	1	1	0	0	0	0	0	0	0	150
16:00	0	122	30	3	6	2	0	0	1	0	0	0	1	0	0	165
Hour Total	0	407	110	7	18	9	1	2	2	0	0	0	1	0	0	557
16:15	1	128	29	5	10	5	0	2	0	0	0	0	0	0	0	180
16:30	0	146	40	1	9	3	0	0	0	0	0	0	0	0	0	199
16:45	1	146	37	0	2	3	0	1	0	0	0	0	0	0	0	190
17:00	0	151	28	0	5	2	0	1	0	0	0	0	0	0	0	187
Hour Total	2	571	134	6	26	13	0	4	0	0	0	0	0	0	0	756

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 12/12/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	169	29	2	2	1	0	1	0	0	0	0	0	0	0	204
17:30	0	182	32	0	3	0	0	0	0	0	0	0	0	0	0	217
17:45	0	195	17	0	2	0	0	0	0	0	0	0	0	0	0	214
18:00	2	155	24	1	6	0	1	0	0	0	0	0	0	0	0	189
Hour Total	2	701	102	3	13	1	1	1	0	0	0	0	0	0	0	824
18:15	0	147	7	0	3	0	0	0	0	0	0	0	0	0	0	157
18:30	0	146	13	1	2	0	0	0	0	0	0	0	0	0	0	162
18:45	0	128	17	0	0	1	0	0	0	0	0	0	0	0	0	146
19:00	0	115	16	0	0	0	0	0	0	0	0	0	0	0	0	131
Hour Total	0	536	53	1	5	1	0	0	0	0	0	0	0	0	0	596
19:15	0	113	9	1	0	0	0	0	1	0	0	0	0	0	0	124
19:30	0	94	9	0	2	1	0	0	1	0	0	0	0	0	0	107
19:45	0	85	6	0	0	0	0	0	0	0	0	0	0	0	0	91
20:00	0	73	9	0	1	0	0	0	0	0	0	0	0	0	0	83
Hour Total	0	365	33	1	3	1	0	0	2	0	0	0	0	0	0	405
20:15	0	67	3	0	1	0	0	0	0	0	0	0	0	0	0	71
20:30	0	60	9	0	2	0	0	0	0	0	0	0	0	0	0	71
20:45	0	55	9	0	0	0	0	0	0	0	0	0	0	0	0	64
21:00	0	54	5	0	1	0	0	0	0	0	0	0	0	0	0	60
Hour Total	0	236	26	0	4	0	0	0	0	0	0	0	0	0	0	266
21:15	0	60	1	0	0	0	0	0	0	0	0	0	0	0	0	61
21:30	1	58	7	0	0	0	0	0	0	0	0	0	0	0	0	66
21:45	0	37	4	0	0	0	0	0	0	0	0	0	0	0	0	41
22:00	1	34	1	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	2	189	13	0	0	0	0	0	0	0	0	0	0	0	0	204
22:15	0	37	8	0	0	0	0	0	1	0	0	0	0	0	0	46
22:30	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	33
22:45	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	111	9	0	0	0	0	0	1	0	0	0	0	0	0	121
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
DAY TOTAL	9	5906	1229	51	221	68	111	15	52	13	0	1	1	0	0	7677
PERCENTS	0.2%	77.0%	16.1%	0.7%	2.9%	0.9%	1.4%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.0% Trucks & Buses 6.9%

AM Times	09:30	07:30	11:15	07:00	07:15	10:15	09:30	02:45	10:45	10:15	09:00	07:30
AM Peaks	2	481	88	7	27	11	30	1	9	5	1	595
PM Times	16:00	17:15	16:00	15:30	14:00	16:00	12:15	16:15	12:15	12:15	15:15	17:15
PM Peaks	2	701	136	12	31	13	22	4	10	3	1	824

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
00:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	38	2	0	0	0	0	0	0	0	0	0	0	0	0	40
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	0	0	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	0	0	3
Hour Total	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
05:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	19	3	0	1	0	0	0	0	0	0	0	0	0	0	23
06:00	0	38	6	0	1	1	0	0	2	0	0	0	0	0	0	48
Hour Total	0	84	11	0	2	1	0	0	2	0	0	0	0	0	0	100
06:15	0	42	9	0	0	1	1	0	0	0	0	0	0	0	0	53
06:30	0	61	10	2	4	0	0	0	0	0	0	0	0	0	0	77
06:45	0	53	11	1	2	0	0	0	1	0	0	0	0	0	0	68
07:00	0	87	12	2	0	0	0	0	1	0	0	0	0	0	0	102
Hour Total	0	243	42	5	6	1	1	0	2	0	0	0	0	0	0	300
07:15	0	103	19	0	8	0	1	0	0	0	0	0	0	0	0	131
07:30	0	114	17	1	6	1	0	1	1	0	0	0	0	0	0	141
07:45	0	165	24	6	12	0	2	1	2	0	1	0	0	0	0	213
08:00	0	95	17	1	4	2	5	0	2	0	0	0	1	0	0	127
Hour Total	0	477	77	8	30	3	8	2	5	0	1	0	1	0	0	612
08:15	0	83	21	0	5	0	3	0	1	1	0	0	0	0	0	114
08:30	1	99	15	0	4	2	3	0	2	0	0	0	1	0	0	127
08:45	0	83	26	1	1	2	5	0	2	1	0	0	0	0	0	121
09:00	0	92	16	0	2	4	2	0	2	2	0	0	0	0	0	120

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	357	78	1	12	8	13	0	7	4	0	0	1	0	0	482
09:15	0	81	19	0	4	2	1	0	0	0	0	0	0	0	0	107
09:30	0	82	18	0	1	1	2	0	0	0	0	0	0	0	0	104
09:45	0	78	15	1	7	6	1	0	0	0	0	0	0	0	0	108
10:00	0	58	27	3	1	7	1	2	3	0	0	0	0	0	0	102
Hour Total	0	299	79	4	13	16	5	2	3	0	0	0	0	0	0	421
10:15	0	59	19	1	1	4	5	0	3	1	0	0	0	0	0	93
10:30	0	59	25	2	6	3	2	1	2	0	0	0	0	0	0	100
10:45	0	58	15	1	1	0	0	0	0	0	0	0	0	0	0	75
11:00	0	58	18	0	2	1	3	0	2	0	0	0	0	0	0	84
Hour Total	0	234	77	4	10	8	10	1	7	1	0	0	0	0	0	352
11:15	0	51	14	2	8	2	5	0	3	0	0	0	0	0	0	85
11:30	0	53	13	1	6	3	2	0	0	0	0	0	0	0	0	78
11:45	0	60	18	1	7	3	5	0	4	0	0	0	0	0	0	98
12:00	0	71	15	1	3	3	6	1	2	2	0	0	0	0	0	104
Hour Total	0	235	60	5	24	11	18	1	9	2	0	0	0	0	0	365
12:15	0	66	20	0	6	0	1	0	6	1	0	0	0	0	0	100
12:30	1	64	22	0	3	4	7	1	0	0	0	0	0	0	0	102
12:45	0	67	22	0	9	2	6	0	3	1	0	0	0	0	0	110
13:00	0	58	28	1	5	3	2	0	2	1	0	0	0	0	0	100
Hour Total	1	255	92	1	23	9	16	1	11	3	0	0	0	0	0	412
13:15	0	63	25	1	4	2	4	0	4	2	0	0	0	0	0	105
13:30	0	71	22	0	2	2	5	0	3	2	0	0	0	0	0	107
13:45	0	74	30	1	3	2	2	0	2	1	0	0	0	0	0	115
14:00	0	75	18	2	1	2	5	1	0	1	0	0	0	0	0	105
Hour Total	0	283	95	4	10	8	16	1	9	6	0	0	0	0	0	432
14:15	0	69	24	1	4	1	5	0	3	1	1	0	0	0	0	109
14:30	0	108	34	5	10	5	2	0	3	2	0	0	0	0	0	169
14:45	1	79	34	2	2	1	4	0	2	1	0	0	0	0	0	126
15:00	0	84	30	0	3	1	0	0	0	0	0	0	0	0	0	118
Hour Total	1	340	122	8	19	8	11	0	8	4	1	0	0	0	0	522
15:15	0	85	29	4	5	2	1	0	0	1	0	0	0	0	0	127
15:30	0	102	29	3	5	5	1	1	3	2	0	0	0	0	0	151
15:45	0	136	22	3	4	4	0	0	0	0	0	0	0	0	0	169
16:00	0	110	35	1	4	1	0	1	1	1	0	0	0	0	0	154
Hour Total	0	433	115	11	18	12	2	2	4	4	0	0	0	0	0	601
16:15	0	139	32	2	6	1	0	0	3	0	0	0	0	0	0	183
16:30	0	126	30	1	6	3	0	2	0	0	0	0	0	0	0	168
16:45	0	159	35	0	2	0	0	0	0	0	0	0	0	0	0	196
17:00	0	172	23	1	6	0	0	1	1	0	0	0	0	0	0	204
Hour Total	0	596	120	4	20	4	0	3	4	0	0	0	0	0	0	751

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 12/13/2012

Site Reference: 000000003728
Site ID: Site B SB
Location: Belmont Ridge s/o Parkview Dr
Direction: ROAD TOTAL

File: Class.prn
City: 12-173 TO Max
County: 38.97961 77.52884

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	165	35	1	5	1	0	1	0	0	0	0	0	0	0	208
17:30	0	179	21	1	4	2	0	1	0	0	0	0	0	0	0	208
17:45	0	178	23	0	0	3	0	0	0	0	0	0	0	0	0	204
18:00	0	193	18	1	1	0	0	0	0	0	0	0	0	0	0	213
Hour Total	0	715	97	3	10	6	0	2	0	0	0	0	0	0	0	833
18:15	0	172	20	0	0	2	0	0	0	0	0	0	0	0	0	194
18:30	0	158	14	1	4	0	0	0	0	0	0	0	0	0	0	177
18:45	0	119	9	0	3	0	0	0	0	0	0	0	0	0	0	131
19:00	0	108	7	0	0	1	0	0	0	0	0	0	0	0	0	116
Hour Total	0	557	50	1	7	3	0	0	0	0	0	0	0	0	0	618
19:15	0	91	10	1	1	1	0	0	0	0	0	0	0	0	0	104
19:30	0	93	16	0	1	0	0	0	0	0	0	0	0	0	0	110
19:45	0	76	9	0	0	0	0	0	0	0	0	0	0	0	0	85
20:00	1	92	3	0	1	0	0	0	0	0	0	0	0	0	0	97
Hour Total	1	352	38	1	3	1	0	0	0	0	0	0	0	0	0	396
20:15	0	78	3	0	0	0	0	0	1	0	0	0	0	0	0	82
20:30	0	68	5	0	1	0	0	0	0	0	0	0	0	0	0	74
20:45	0	85	12	0	0	0	0	0	0	0	0	0	0	0	0	97
21:00	0	73	5	0	1	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	304	25	0	2	0	0	0	1	0	0	0	0	0	0	332
21:15	1	73	3	0	0	0	0	0	0	0	0	0	0	0	0	77
21:30	0	60	3	0	0	0	0	0	0	0	0	0	0	0	0	63
21:45	0	66	4	0	0	0	0	0	0	0	0	0	0	0	0	70
22:00	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	1	237	13	0	0	0	0	0	0	0	0	0	0	0	0	251
22:15	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	49
22:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
22:45	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	121	9	0	0	0	0	0	0	0	0	0	0	0	0	130
23:15	0	24	2	0	1	0	0	0	0	0	0	0	0	0	0	27
23:30	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
23:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	75	10	0	1	0	0	0	0	0	0	0	0	0	0	86
DAY TOTAL	5	6286	1215	60	210	99	100	15	72	24	2	0	2	0	0	8090
PERCENTS	0.1%	77.8%	15.1%	0.8%	2.6%	1.3%	1.2%	0.1%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 92.7% Trucks & Buses 7.2%

AM Times	07:45	07:15	09:45	07:00	07:15	09:45	11:15	09:45	11:00	08:15	07:00	07:45	07:15
AM Peaks	1	477	86	9	30	20	18	3	9	4	1	2	612
PM Times	12:15	17:30	16:00	14:30	12:15	15:00	12:30	16:30	12:45	12:45	13:30		17:15
PM Peaks	1	722	132	11	23	12	19	4	12	6	1		833

GRAND TOTAL	14	12192	2444	111	431	167	211	30	124	37	2	1	3	0	0	15767
PERCENTS	0.1%	77.4%	15.6%	0.8%	2.8%	1.0%	1.3%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	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	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	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	0	0	1
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
06:15	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
06:30	0	18	4	0	1	0	0	0	0	0	0	0	0	0	0	23
06:45	0	30	2	0	1	0	0	0	0	0	0	0	0	0	0	33
07:00	0	40	7	0	0	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	105	17	0	2	0	0	0	0	0	0	0	0	0	0	124
07:15	0	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
07:30	0	88	11	0	0	0	0	0	0	0	0	0	0	0	0	99
07:45	0	100	11	0	0	0	0	0	0	0	0	0	0	0	0	111
08:00	0	100	12	0	2	1	0	0	0	0	0	0	0	0	0	115
Hour Total	0	338	43	0	2	1	0	0	0	0	0	0	0	0	0	384
08:15	0	81	15	0	0	1	0	0	0	0	0	0	0	0	0	97
08:30	0	87	17	1	1	2	0	0	0	0	0	0	0	0	0	108
08:45	0	70	7	0	0	0	0	0	0	0	0	0	0	0	0	77
09:00	1	55	10	0	2	1	0	0	0	0	0	0	0	0	0	69

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	1	293	49	1	3	4	0	0	0	0	0	0	0	0	0	351
09:15	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
09:30	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
09:45	0	26	5	0	0	1	0	0	0	0	0	0	0	0	0	32
10:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	97	19	0	0	1	0	0	0	0	0	0	0	0	0	117
10:15	0	15	1	0	0	1	0	0	0	0	0	0	0	0	0	17
10:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
10:45	0	16	5	0	0	1	0	0	0	0	0	0	0	0	0	22
11:00	0	18	7	0	0	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	57	17	0	0	3	0	0	0	0	0	0	0	0	0	77
11:15	0	23	8	0	0	1	0	0	0	0	0	0	0	0	0	32
11:30	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	26
11:45	0	17	7	0	0	1	0	0	0	0	0	0	0	0	0	25
12:00	0	18	4	0	0	0	0	1	0	0	0	0	0	0	0	23
Hour Total	0	75	28	0	0	2	0	1	0	0	0	0	0	0	0	106
12:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
12:30	0	14	3	0	0	1	0	0	0	0	0	0	0	0	0	18
12:45	0	13	3	0	0	1	0	0	0	0	0	0	0	0	0	17
13:00	0	27	5	1	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	67	14	1	0	2	0	0	0	0	0	0	0	0	0	84
13:15	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
13:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
13:45	0	18	1	0	0	1	0	0	0	0	0	0	0	0	0	20
14:00	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	66	15	0	0	1	0	0	0	0	0	0	0	0	0	82
14:15	0	22	4	0	0	1	0	0	0	0	0	0	0	0	0	27
14:30	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
14:45	0	24	3	0	0	1	0	0	0	0	0	0	0	0	0	28
15:00	0	12	4	0	1	2	0	0	0	0	0	0	0	0	0	19
Hour Total	0	76	11	0	1	4	0	0	0	0	0	0	0	0	0	92
15:15	1	12	2	0	1	0	0	0	0	0	0	0	0	0	0	16
15:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
15:45	0	20	2	0	0	1	0	0	0	0	0	0	0	0	0	23
16:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	63	12	0	1	1	0	0	0	0	0	0	0	0	0	78
16:15	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
16:30	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
16:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
17:00	0	29	5	0	0	0	0	1	0	0	0	0	0	0	0	35
Hour Total	0	90	13	0	1	0	0	1	0	0	0	0	0	0	0	105

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
17:30	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
17:45	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
18:00	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	99	11	0	0	0	0	0	0	0	0	0	0	0	0	110
18:15	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
18:30	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
18:45	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
19:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	93	4	0	0	0	0	0	0	0	0	0	0	0	0	97
19:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
19:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
19:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	51	9	0	0	0	0	0	0	0	0	0	0	0	0	60
20:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
20:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
20:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	42	9	0	0	0	0	0	0	0	0	0	0	0	0	51
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	2	1692	280	2	11	19	0	2	0	0	0	0	0	0	0	2008
PERCENTS	0.1%	84.3%	14.0%	0.1%	0.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 98.3% Trucks & Buses 1.6%

AM Times	08:15	07:30	07:45	07:45	07:45	07:45	11:15	07:45
AM Peaks	1	369	55	1	3	4	1	431
PM Times	14:30	17:45	12:30	12:15	14:30	14:15	16:15	17:45
PM Peaks	1	115	17	1	2	4	1	120

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	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	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
05:45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	26	9	0	2	0	0	0	0	0	0	0	0	0	0	37
06:15	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
06:30	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
06:45	0	29	6	0	3	0	0	0	0	0	0	0	0	0	0	38
07:00	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	101	15	0	5	0	0	0	0	0	0	0	0	0	0	121
07:15	0	48	7	0	0	0	0	0	0	0	0	0	0	0	0	55
07:30	0	102	14	1	1	0	0	0	0	0	0	0	0	0	0	118
07:45	0	81	16	0	0	1	0	0	0	0	0	0	0	0	0	98
08:00	0	59	8	0	0	0	0	0	0	0	0	0	0	0	0	67
Hour Total	0	290	45	1	1	1	0	0	0	0	0	0	0	0	0	338
08:15	0	77	6	0	1	0	0	0	0	0	0	0	0	0	0	84
08:30	0	81	6	0	2	1	0	0	0	0	0	0	0	0	0	90
08:45	0	46	8	0	0	2	0	0	0	0	0	0	0	0	0	56
09:00	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	259	27	0	4	3	0	0	0	0	0	0	0	0	0	293
09:15	0	31	3	0	0	1	0	0	0	0	0	0	0	0	0	35
09:30	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
09:45	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00	0	14	1	0	1	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	93	11	0	1	2	0	0	0	0	0	0	0	0	0	107
10:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
10:30	0	12	2	0	1	1	0	0	0	0	0	0	0	0	0	16
10:45	0	14	2	0	1	0	0	0	1	0	0	0	0	0	0	18
11:00	0	19	4	0	0	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	64	10	0	2	2	0	0	1	0	0	0	0	0	0	79
11:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
11:30	0	17	2	0	1	0	0	0	2	0	0	0	0	0	0	22
11:45	0	23	1	0	1	0	0	0	0	0	0	0	0	0	0	25
12:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	66	8	0	2	0	0	0	2	0	0	0	0	0	0	78
12:15	0	18	2	0	0	3	0	0	0	0	0	0	0	0	0	23
12:30	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
12:45	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
13:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	72	14	0	0	3	0	0	0	0	0	0	0	0	0	89
13:15	0	18	3	0	0	1	0	0	0	0	0	0	0	0	0	22
13:30	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
13:45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
14:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	60	10	0	0	1	0	0	0	0	0	0	0	0	0	71
14:15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
14:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
14:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	58	13	0	2	0	0	0	0	0	0	0	0	0	0	73
15:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
15:30	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
15:45	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
16:00	0	20	8	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	59	18	0	0	0	0	0	0	0	0	0	0	0	0	77
16:15	0	19	5	0	2	0	0	0	0	0	0	0	0	0	0	26
16:30	0	19	5	0	0	3	0	0	0	0	0	0	0	0	0	27
16:45	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
17:00	0	17	4	0	1	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	77	17	0	4	4	0	0	0	0	0	0	0	0	0	102

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: EB In
Site ID: 000000003728
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: _Class-EB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
17:30	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
17:45	0	25	1	0	0	0	1	0	0	0	0	0	0	0	0	27
18:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	93	11	0	0	0	1	0	0	0	0	0	0	0	0	105
18:15	1	18	5	0	0	0	0	0	0	0	0	0	0	0	0	24
18:30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
18:45	0	17	4	0	2	0	0	0	0	0	0	0	0	0	0	23
19:00	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	1	80	13	0	2	0	0	0	0	0	0	0	0	0	0	96
19:15	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	15
19:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
19:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	67	4	0	1	0	0	0	0	0	0	0	0	0	0	72
20:15	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	47	7	0	0	0	0	0	0	0	0	0	0	0	0	54
21:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
DAY TOTAL	1	1574	238	1	26	16	1	0	3	0	0	0	0	0	0	1860
PERCENTS	0.1%	84.7%	12.8%	0.1%	1.4%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.4% Trucks & Buses 2.5%

AM Times	07:30	07:15	06:45	06:00	08:30	10:45		07:30
AM Peaks	319	45	1	6	4	3		367
PM Times	17:30	17:15	15:30	16:15	16:15	17:00		16:00
PM Peaks	1	93	22	4	4	1		107

GRAND TOTAL	3	3266	518	3	37	35	1	2	3	0	0	0	0	0	0	3868
PERCENTS	0.1%	84.5%	13.4%	0.1%	1.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	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	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	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	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	1	7	0	0	0	0	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	0	0	8
Hour Total	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	23
05:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:30	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	17
05:45	1	16	3	0	0	0	0	0	0	0	0	0	0	0	0	20
06:00	0	18	3	0	0	1	0	0	0	0	0	0	0	0	0	22
Hour Total	2	64	7	0	0	1	0	0	0	0	0	0	0	0	0	74
06:15	0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	47
06:30	0	47	4	0	0	0	0	0	0	0	0	0	0	0	0	51
06:45	0	64	10	0	1	0	0	0	0	0	0	0	0	0	0	75
07:00	0	84	3	1	1	1	1	0	0	0	0	0	0	0	0	91
Hour Total	0	240	19	1	2	1	1	0	0	0	0	0	0	0	0	264
07:15	0	112	9	0	0	0	2	0	0	0	0	0	0	0	0	123
07:30	2	157	11	0	0	2	0	0	0	0	0	0	0	0	0	172
07:45	1	169	10	0	1	2	0	0	0	0	0	0	0	0	0	183
08:00	0	149	14	0	5	1	0	0	0	0	0	0	0	0	0	169
Hour Total	3	587	44	0	6	5	2	0	0	0	0	0	0	0	0	647
08:15	0	154	10	0	1	0	0	0	0	0	0	0	0	0	0	165
08:30	0	162	10	1	1	0	0	0	1	0	0	0	0	0	0	175
08:45	0	123	7	0	1	0	0	0	0	0	0	0	0	0	0	131
09:00	0	98	10	0	0	1	0	0	0	0	0	0	0	0	0	109

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	537	37	1	3	1	0	0	1	0	0	0	0	0	0	580
09:15	0	68	6	0	0	1	0	0	0	0	0	0	0	0	0	75
09:30	0	42	6	0	0	0	0	0	0	0	0	0	0	0	0	48
09:45	0	44	3	0	0	0	0	0	1	0	0	0	0	0	0	48
10:00	0	29	3	0	1	0	0	0	1	0	0	0	0	0	0	34
Hour Total	0	183	18	0	1	1	0	0	2	0	0	0	0	0	0	205
10:15	0	24	6	0	0	1	0	0	0	0	0	0	0	0	0	31
10:30	0	36	2	0	2	0	0	0	0	0	0	0	0	0	0	40
10:45	0	28	4	0	1	1	0	0	0	0	0	0	0	0	0	34
11:00	0	31	6	0	0	2	0	0	1	0	0	0	0	0	0	40
Hour Total	0	119	18	0	3	4	0	0	1	0	0	0	0	0	0	145
11:15	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
11:30	0	22	3	0	0	2	0	0	0	0	0	0	0	0	0	27
11:45	0	34	1	0	0	1	0	0	0	0	0	0	0	0	0	36
12:00	0	39	4	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	127	12	0	1	3	0	0	0	0	0	0	0	0	0	143
12:15	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	30
12:30	0	35	6	0	1	0	0	0	0	0	0	0	0	0	0	42
12:45	0	42	5	0	0	0	0	0	0	0	0	0	0	0	0	47
13:00	0	28	3	0	0	0	0	0	0	1	0	0	0	0	0	32
Hour Total	0	130	18	0	2	0	0	0	0	1	0	0	0	0	0	151
13:15	0	25	4	0	0	0	0	0	0	1	0	0	0	0	0	30
13:30	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
13:45	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
14:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	110	10	0	0	0	0	0	0	1	0	0	0	0	0	121
14:15	0	29	0	0	0	2	0	0	0	0	0	0	0	0	0	31
14:30	1	25	3	0	0	0	0	0	0	0	0	0	0	0	0	29
14:45	0	33	5	2	1	0	0	0	0	0	0	0	0	0	0	41
15:00	0	29	1	0	2	1	0	0	0	0	0	0	0	0	0	33
Hour Total	1	116	9	2	3	3	0	0	0	0	0	0	0	0	0	134
15:15	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
15:30	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
15:45	0	38	4	0	1	0	0	0	0	0	0	0	0	0	0	43
16:00	0	31	7	0	1	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	119	19	0	2	0	0	0	0	0	0	0	0	0	0	140
16:15	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
16:30	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
16:45	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	53
17:00	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	149	20	0	0	0	0	0	0	0	0	0	0	0	0	169

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
17:30	0	42	4	0	0	0	0	0	0	0	0	0	0	0	0	46
17:45	0	33	1	0	0	0	0	1	0	0	0	0	0	0	0	35
18:00	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	150	15	0	0	0	0	1	0	0	0	0	0	0	0	166
18:15	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	42
18:30	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
18:45	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
19:00	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	153	6	0	0	0	0	0	0	0	0	0	0	0	0	159
19:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
19:30	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
20:00	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	116	8	0	0	0	0	0	0	0	0	0	0	0	0	124
20:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
20:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
20:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	59	4	0	0	0	0	0	0	0	0	0	0	0	0	63
21:15	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	16
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	35	1	0	0	0	0	0	0	0	0	0	0	0	0	37
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
DAY TOTAL	9	3045	269	4	23	19	3	1	4	2	0	0	0	0	0	3379
PERCENTS	0.3%	90.2%	8.0%	0.2%	0.7%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 98.3% Trucks & Buses 1.6%

AM Times	07:00	07:45	07:30	06:15	07:45	07:00	06:30	09:15								07:45
AM Peaks	3	634	45	1	8	5	3	2								692
PM Times	13:45	16:45	15:45	14:00	14:15	14:15	17:00	12:30								16:45
PM Peaks	1	173	22	2	3	3	1	2								191

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	2	0	0	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	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	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	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	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	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	23	1	0	0	1	0	0	0	0	0	0	0	0	0	25
05:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
05:45	0	17	2	0	0	2	0	0	0	0	0	0	0	0	0	21
06:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	60	7	0	0	2	0	0	0	0	0	0	0	0	0	69
06:15	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
06:30	0	48	3	0	1	1	2	0	0	0	0	0	0	0	0	55
06:45	0	62	9	1	0	0	1	1	0	0	0	0	0	0	0	74
07:00	1	88	8	0	0	0	0	0	0	0	0	0	0	0	0	97
Hour Total	1	233	21	1	1	1	3	1	0	0	0	0	0	0	0	262
07:15	0	105	7	0	0	0	0	0	0	0	0	0	0	0	0	112
07:30	1	159	10	0	0	1	1	0	0	0	0	0	0	0	0	172
07:45	0	149	6	0	1	0	0	0	0	0	0	0	0	0	0	156
08:00	0	122	9	0	4	0	2	0	0	0	0	0	0	0	0	137
Hour Total	1	535	32	0	5	1	3	0	0	0	0	0	0	0	0	577
08:15	0	115	7	0	1	0	1	0	0	0	0	0	0	0	0	124
08:30	0	120	16	1	0	0	0	0	0	0	0	0	0	0	0	137
08:45	0	108	2	0	0	1	0	0	0	0	0	0	0	0	0	111
09:00	0	108	4	0	0	0	0	0	1	0	0	0	0	0	0	113

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	451	29	1	1	1	1	0	1	0	0	0	0	0	0	485
09:15	0	67	7	0	0	0	0	0	0	0	0	0	0	0	0	74
09:30	0	42	5	0	0	1	0	0	0	0	0	0	0	0	0	48
09:45	0	43	5	0	0	1	0	0	0	0	0	0	0	0	0	49
10:00	0	31	8	0	2	1	0	1	1	0	0	0	0	0	0	44
Hour Total	0	183	25	0	2	3	0	1	1	0	0	0	0	0	0	215
10:15	0	35	3	0	2	0	0	0	0	0	0	0	0	0	0	40
10:30	0	27	4	0	2	0	0	0	0	0	0	0	0	0	0	33
10:45	0	35	5	0	1	0	0	0	0	0	0	0	0	0	0	41
11:00	0	21	9	0	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	0	118	21	0	5	1	0	0	0	0	0	0	0	0	0	145
11:15	0	28	3	1	1	1	0	0	0	0	0	0	0	0	0	34
11:30	0	32	2	0	1	0	0	0	0	0	0	0	0	0	0	35
11:45	0	39	3	0	0	1	0	0	0	0	0	0	0	0	0	43
12:00	0	26	5	0	0	0	0	0	1	0	0	0	0	0	0	32
Hour Total	0	125	13	1	2	2	0	0	1	0	0	0	0	0	0	144
12:15	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
12:30	0	29	4	0	1	0	0	0	0	0	0	0	0	0	0	34
12:45	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
13:00	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	128	8	0	1	0	0	0	0	0	0	0	0	0	0	137
13:15	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
13:30	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
13:45	0	24	2	0	0	1	0	0	0	0	0	0	0	0	0	27
14:00	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	99	13	0	0	1	0	0	0	0	0	0	0	0	0	113
14:15	0	30	4	0	0	1	0	0	0	0	0	0	0	0	0	35
14:30	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
14:45	0	15	8	1	4	0	0	0	0	0	0	0	0	0	0	28
15:00	0	22	4	0	2	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	97	20	1	6	1	0	0	0	0	0	0	0	0	0	125
15:15	0	25	2	0	0	2	0	0	0	0	0	0	0	0	0	29
15:30	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
15:45	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	37
16:00	0	41	3	0	1	2	0	0	0	0	0	0	0	0	0	47
Hour Total	0	124	16	0	2	4	0	0	0	0	0	0	0	0	0	146
16:15	0	30	0	0	1	0	0	0	0	0	0	0	0	0	0	31
16:30	0	37	2	0	1	0	0	0	0	0	0	0	0	0	0	40
16:45	1	38	2	0	1	1	0	0	0	0	0	0	0	0	0	43
17:00	1	46	3	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	2	151	7	0	3	1	0	0	0	0	0	0	0	0	0	164

Site Reference: EB Out
Site ID: 000000009361
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: EAST
Lane: 1

File: Class-EB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91492 77.50561

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
17:30	0	47	3	0	0	0	1	0	0	0	0	0	0	0	0	51
17:45	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	55
18:00	0	37	4	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	171	13	0	0	0	1	0	0	0	0	0	0	0	0	185
18:15	0	41	3	0	0	0	1	0	0	0	0	0	1	0	0	46
18:30	0	44	4	0	0	0	1	0	0	0	1	0	0	0	0	50
18:45	0	40	1	0	0	0	0	0	0	0	0	0	0	0	0	41
19:00	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	151	9	0	0	0	2	0	0	0	1	0	1	0	0	164
19:15	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
19:30	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
19:45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
20:00	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	120	8	0	0	0	0	0	0	0	0	0	0	0	0	128
20:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
20:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
20:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
21:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	69	4	0	0	0	0	0	0	0	0	0	0	0	0	73
21:15	0	9	3	0	0	2	0	0	0	0	0	0	0	0	0	14
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	32	4	0	0	2	0	0	0	0	0	0	0	0	0	38
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
DAY TOTAL	4	2909	253	4	28	21	10	2	3	0	1	0	1	0	0	3236
PERCENTS	0.2%	89.9%	7.9%	0.2%	0.9%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 97.8% Trucks & Buses 2.1%

AM Times	06:45	07:30	07:45	06:00	10:00	05:45	07:30	06:00	08:15							07:30
AM Peaks	2	545	38	1	7	3	4	1	1							589
PM Times	16:15	17:00	14:15	14:00	14:15	15:15	17:30				17:45		17:30			17:00
PM Peaks	2	180	20	1	6	4	2				1		1			194

GRAND TOTAL	13	5954	522	8	51	40	13	3	7	2	1	0	1	0	0	6615
PERCENTS	0.2%	90.1%	7.9%	0.2%	0.8%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	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	0	0	1
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	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	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	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	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	7	1	0	0	2	0	0	0	0	0	0	0	0	0	10
06:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	25	2	0	0	2	0	0	0	0	0	0	0	0	0	29
07:15	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
07:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
07:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
08:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	52	10	0	1	0	0	0	0	0	0	0	0	0	0	63
08:15	0	31	2	0	1	0	0	0	0	0	0	0	0	0	0	34
08:30	0	23	5	1	0	1	0	0	0	0	0	0	0	0	0	30
08:45	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
09:00	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	92	10	1	1	1	0	0	0	0	0	0	0	0	0	105
09:15	0	12	1	0	1	1	0	0	0	0	0	0	0	0	0	15
09:30	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
09:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
10:00	1	12	2	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	52	8	0	1	1	0	0	0	0	0	0	0	0	0	63
10:15	0	13	2	0	0	2	0	0	0	0	0	0	0	0	0	17
10:30	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
10:45	0	20	6	0	0	0	0	0	1	0	0	0	0	0	0	27
11:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	60	15	0	0	2	0	0	1	0	0	0	0	0	0	78
11:15	1	20	8	0	0	1	0	0	0	0	0	0	0	0	0	30
11:30	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
11:45	0	25	2	0	0	1	0	0	0	0	0	0	0	0	0	28
12:00	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	88	18	0	0	2	0	0	0	0	0	0	0	0	0	109
12:15	0	33	5	0	0	0	0	0	1	0	0	0	0	0	0	39
12:30	0	22	3	0	0	1	0	0	0	0	0	0	0	0	0	26
12:45	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
13:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	100	14	0	0	1	0	0	1	0	0	0	0	0	0	116
13:15	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
13:30	0	30	6	0	0	0	0	0	1	0	0	0	0	0	0	37
13:45	0	26	1	0	0	1	0	0	0	0	0	0	0	0	0	28
14:00	0	28	6	0	0	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	115	16	0	0	2	0	0	1	0	0	0	0	0	0	134
14:15	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	34
14:30	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
14:45	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
15:00	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	120	19	0	0	0	0	0	0	0	0	0	0	0	0	139
15:15	0	24	10	0	1	1	0	0	0	0	0	0	0	0	0	36
15:30	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
15:45	0	36	9	0	0	0	0	0	0	0	0	0	0	0	0	45
16:00	0	42	6	1	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	130	33	1	1	1	0	0	0	0	0	0	0	0	0	166
16:15	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
16:30	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
16:45	0	56	9	0	0	0	0	0	0	0	0	0	0	0	0	65
17:00	1	55	6	0	2	0	0	0	0	0	0	0	0	0	0	64
Hour Total	1	186	27	0	3	0	0	0	0	0	0	0	0	0	0	217

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	67	9	1	0	0	0	0	0	0	0	0	0	0	0	77
17:30	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
17:45	0	50	1	0	0	0	0	0	0	0	0	0	0	0	0	51
18:00	0	54	5	0	0	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	229	21	1	0	0	0	0	0	0	0	0	0	0	0	251
18:15	0	45	4	0	0	0	0	0	0	0	0	0	0	0	0	49
18:30	0	41	4	0	0	0	0	0	0	0	0	0	0	0	0	45
18:45	0	50	2	0	0	0	0	0	0	0	0	0	0	0	0	52
19:00	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	182	15	0	0	0	0	0	0	0	0	0	0	0	0	197
19:15	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
19:30	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
19:45	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
20:00	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	136	9	0	0	0	0	0	0	0	0	0	0	0	0	145
20:15	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
20:30	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
21:00	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	103	11	0	0	0	0	0	0	0	0	0	0	0	0	114
21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
21:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
21:45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	67	4	0	0	0	0	0	0	0	0	0	0	0	0	71
22:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0	42
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
DAY TOTAL	3	1827	239	3	7	13	0	0	3	0	0	0	0	0	0	2095
PERCENTS	0.2%	87.3%	11.4%	0.1%	0.3%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 98.7% Trucks & Buses 1.2%

AM Times	09:15	08:15	10:30	07:45	06:30	05:45	10:00		11:15
AM Peaks	1	92	21	1	1	2	1		109
PM Times	16:15	16:45	15:15	15:15	16:15	13:15	12:15		16:45
PM Peaks	1	236	33	1	3	2	1		270

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	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	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
06:30	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
06:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	30	5	0	0	2	0	0	0	0	0	0	0	0	0	37
07:15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
07:30	0	17	2	0	3	1	0	0	0	0	0	0	0	0	0	23
07:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	59	11	0	4	1	0	0	0	0	0	0	0	0	0	75
08:15	0	19	3	1	0	1	0	0	0	0	0	0	0	0	0	24
08:30	0	21	1	0	0	0	0	0	1	0	0	0	0	0	0	23
08:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
09:00	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	74	10	1	1	1	0	0	1	0	0	0	0	0	0	88
09:15	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
09:30	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	17
09:45	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
10:00	0	10	5	0	1	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	52	17	0	3	1	0	0	0	0	0	0	0	0	0	73
10:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
10:45	0	20	3	0	0	1	0	0	0	0	0	0	0	0	0	24
11:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	54	11	0	0	1	0	0	0	0	0	0	0	0	0	66
11:15	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
11:30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
11:45	0	21	2	0	0	1	0	0	0	0	0	0	0	0	0	24
12:00	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	85	11	0	0	1	0	0	0	0	0	0	0	0	0	97
12:15	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
12:30	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
12:45	0	28	5	0	0	0	0	1	0	0	0	0	0	0	0	34
13:00	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	106	20	0	0	0	0	1	0	0	0	0	0	0	0	127
13:15	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
13:30	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0	27
13:45	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	38
14:00	0	25	5	0	0	1	0	0	0	0	0	0	0	0	0	31
Hour Total	0	109	22	0	1	1	0	0	0	0	0	0	0	0	0	133
14:15	0	23	6	0	0	1	0	0	0	0	0	0	0	0	0	30
14:30	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
14:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
15:00	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	111	15	0	0	1	0	0	0	0	0	0	0	0	0	127
15:15	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
15:30	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
15:45	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
16:00	0	41	4	1	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	146	17	1	0	0	0	0	0	0	0	0	0	0	0	164
16:15	0	39	9	0	2	0	0	0	0	0	0	0	0	0	0	50
16:30	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
16:45	0	60	8	0	0	0	0	0	0	0	0	0	0	0	0	68
17:00	0	70	7	0	0	0	0	0	0	0	0	0	0	0	0	77
Hour Total	0	227	30	0	2	0	0	0	0	0	0	0	0	0	0	259

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: WB In
Site ID: 000000000052
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: _Class-WB-Inside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	61	9	0	0	0	0	0	0	0	0	0	0	0	0	70
17:30	0	55	7	0	0	0	0	0	0	0	0	0	0	0	0	62
17:45	0	74	4	0	0	0	0	0	0	0	0	0	0	0	0	78
18:00	0	72	7	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	262	27	0	0	0	0	0	0	0	0	0	0	0	0	289
18:15	0	60	1	0	0	0	0	0	0	0	0	0	0	0	0	61
18:30	0	46	3	0	0	0	0	0	0	0	0	0	0	0	0	49
18:45	0	49	2	0	0	0	0	0	0	0	0	0	0	0	0	51
19:00	0	56	4	0	0	0	0	0	0	0	0	0	0	0	0	60
Hour Total	0	211	10	0	0	0	0	0	0	0	0	0	0	0	0	221
19:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
19:30	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
19:45	0	33	1	0	0	0	0	0	0	0	0	0	0	0	0	34
20:00	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	129	10	0	0	0	0	0	0	0	0	0	0	0	0	139
20:15	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
20:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
20:45	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
21:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	111	7	0	0	0	0	0	0	0	0	0	0	0	0	118
21:15	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
21:30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	62	4	0	0	0	0	0	0	0	0	0	0	0	0	66
22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	9	1	0	0	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	0	0	6
Hour Total	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
DAY TOTAL	0	1900	231	2	12	9	0	1	1	0	0	0	0	0	0	2156
PERCENTS	0.0%	88.2%	10.8%	0.1%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 98.8% Trucks & Buses 1.1%

AM Times	11:15	10:30	07:30	07:15	05:45		07:45								11:15
AM Peaks	85	18	1	4	2		1								97
PM Times	17:15	16:45	15:15	15:30	13:30	12:15									17:15
PM Peaks	262	31	1	2	2	1									289

GRAND TOTAL	3	3727	470	5	19	22	0	1	4	0	0	0	0	0	0	4251
PERCENTS	0.1%	87.7%	11.1%	0.2%	0.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	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	0	0
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	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	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	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	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	3	0	0	0	1	0	0	0	0	0	0	0	0	13
06:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30	1	2	1	0	0	4	1	0	0	0	0	0	0	0	0	9
06:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	19	8	0	0	4	1	0	0	0	0	0	0	0	0	33
07:15	0	7	5	1	4	0	0	0	0	0	0	0	0	0	0	17
07:30	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	15
07:45	0	13	2	0	0	1	0	0	0	0	0	0	0	0	0	16
08:00	0	8	2	0	0	4	1	0	0	0	0	0	0	0	0	15
Hour Total	0	40	11	1	4	6	1	0	0	0	0	0	0	0	0	63
08:15	1	19	3	0	2	1	0	0	1	0	0	0	0	0	0	27
08:30	0	14	2	0	1	4	0	1	0	0	0	0	0	0	0	22
08:45	1	17	4	0	0	1	1	0	0	0	0	0	0	0	0	24
09:00	0	20	1	0	0	2	0	0	0	0	0	0	0	0	0	23

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	70	10	0	3	8	1	1	1	0	0	0	0	0	0	96
09:15	0	16	5	0	0	3	1	0	0	0	0	0	0	0	0	25
09:30	1	10	4	0	0	2	1	0	0	0	0	0	0	0	0	18
09:45	0	12	2	0	1	3	1	0	0	0	0	0	0	0	0	19
10:00	0	8	2	0	0	2	0	0	0	1	0	0	0	0	0	13
Hour Total	1	46	13	0	1	10	3	0	0	1	0	0	0	0	0	75
10:15	1	16	2	0	0	2	1	0	0	0	0	0	0	0	0	22
10:30	0	11	2	0	0	2	0	0	0	0	0	0	0	0	0	15
10:45	1	15	1	0	1	2	1	0	0	0	0	0	0	0	0	21
11:00	0	11	4	0	1	1	1	0	0	0	0	0	0	0	0	18
Hour Total	2	53	9	0	2	7	3	0	0	0	0	0	0	0	0	76
11:15	0	15	6	1	0	3	0	0	0	0	0	0	0	0	0	25
11:30	0	15	5	0	1	3	0	1	1	0	0	0	0	0	0	26
11:45	0	18	4	0	0	3	0	0	0	0	0	0	0	0	0	25
12:00	0	26	4	0	0	2	1	0	0	0	0	0	0	0	0	33
Hour Total	0	74	19	1	1	11	1	1	1	0	0	0	0	0	0	109
12:15	0	20	9	0	1	2	1	0	0	0	0	0	0	0	0	33
12:30	0	22	5	0	0	3	1	0	0	0	0	0	0	0	0	31
12:45	0	13	4	0	0	2	1	0	0	0	0	0	0	0	0	20
13:00	0	14	4	0	0	5	0	0	0	0	0	0	0	0	0	23
Hour Total	0	69	22	0	1	12	3	0	0	0	0	0	0	0	0	107
13:15	0	14	4	0	0	2	0	0	0	0	0	0	0	0	0	20
13:30	0	20	1	0	0	2	1	0	0	0	0	0	0	0	0	24
13:45	0	19	3	0	0	1	0	0	0	0	0	0	0	0	0	23
14:00	0	21	5	0	0	4	1	0	0	0	0	0	0	0	0	31
Hour Total	0	74	13	0	0	9	2	0	0	0	0	0	0	0	0	98
14:15	0	20	2	0	0	0	0	1	0	0	0	0	0	0	0	23
14:30	1	14	4	0	0	4	0	0	0	0	0	0	0	0	0	23
14:45	0	30	7	0	1	1	0	0	0	0	0	0	0	0	0	39
15:00	0	19	5	2	1	2	2	0	0	0	0	0	0	0	0	31
Hour Total	1	83	18	2	2	7	2	1	0	0	0	0	0	0	0	116
15:15	0	14	4	0	0	4	0	0	0	0	0	0	0	0	0	22
15:30	0	24	4	0	1	2	0	0	0	0	0	0	0	0	0	31
15:45	0	26	3	0	0	4	0	0	0	0	0	0	0	0	0	33
16:00	0	28	3	0	2	3	0	0	0	0	0	0	0	0	0	36
Hour Total	0	92	14	0	3	13	0	0	0	0	0	0	0	0	0	122
16:15	0	28	6	0	1	1	0	0	0	0	0	0	0	0	0	36
16:30	0	34	3	1	0	0	0	0	0	0	0	0	0	0	0	38
16:45	0	45	6	0	0	0	0	0	0	0	0	0	0	0	0	51
17:00	0	40	8	0	1	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	147	23	1	2	1	0	0	0	0	0	0	0	0	0	174

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 3/20/2013

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	33	1	0	0	0	0	0	0	0	0	0	0	0	0	34
17:30	0	56	2	0	0	0	0	0	0	0	0	0	0	0	0	58
17:45	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
18:00	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	154	9	0	0	0	0	0	0	0	0	0	0	0	0	163
18:15	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
18:30	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
18:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
19:00	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	109	14	0	0	0	0	0	0	0	0	0	0	0	0	123
19:15	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
19:30	0	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28
19:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
20:00	0	20	1	0	0	0	0	1	0	0	0	0	0	0	0	22
Hour Total	0	85	6	0	1	0	0	1	0	0	0	0	0	0	0	93
20:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
20:30	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
20:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	59	6	0	1	0	0	0	0	0	0	0	0	0	0	66
21:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
21:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	7	1254	200	5	21	88	18	4	2	1	0	0	0	0	0	1600
PERCENTS	0.5%	78.4%	12.6%	0.3%	1.3%	5.5%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.3% Trucks & Buses 8.6%

AM Times	08:00	11:15	11:00	06:30	06:30	11:15	08:45	07:45	07:30	09:15		11:15
AM Peaks	2	74	19	1	4	11	3	1	1	1		109
PM Times	13:45	16:45	16:15	14:15	15:30	15:15	12:15	13:30				16:45
PM Peaks	1	174	23	2	4	13	3	1				192

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	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	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	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	0	0	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	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	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
06:15	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7
06:30	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	5
06:45	0	4	2	0	1	0	0	1	0	0	0	0	0	0	0	8
07:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	24	8	0	1	4	1	1	0	0	0	0	0	0	0	39
07:15	0	9	2	2	3	0	0	0	0	0	0	0	0	0	0	16
07:30	0	8	3	0	1	2	0	0	0	0	0	0	0	0	0	14
07:45	0	7	3	0	0	2	0	0	0	0	0	0	0	0	0	12
08:00	1	13	2	0	0	3	0	0	0	0	0	0	0	0	0	19
Hour Total	1	37	10	2	4	7	0	0	0	0	0	0	0	0	0	61
08:15	1	15	5	0	3	0	1	1	0	0	0	0	0	0	0	26
08:30	0	18	3	0	0	2	2	0	0	0	0	0	0	0	0	25
08:45	1	15	2	0	1	1	0	0	0	0	0	0	0	0	0	20
09:00	0	22	3	0	0	3	0	0	0	0	0	0	0	0	0	28

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	70	13	0	4	6	3	1	0	0	0	0	0	0	0	99
09:15	0	9	4	0	0	2	1	0	0	0	0	0	0	0	0	16
09:30	0	8	3	0	2	2	1	0	0	0	0	0	0	0	0	16
09:45	0	9	2	0	0	2	1	0	0	0	0	0	0	0	0	14
10:00	0	11	2	0	0	2	1	0	0	0	0	0	0	0	0	16
Hour Total	0	37	11	0	2	8	4	0	0	0	0	0	0	0	0	62
10:15	0	11	1	0	0	4	1	0	0	0	0	0	0	0	0	17
10:30	1	6	1	0	2	0	0	0	0	0	0	0	0	0	0	10
10:45	0	7	5	0	3	2	1	0	0	0	0	1	0	0	0	19
11:00	0	14	4	1	1	4	0	0	1	0	0	0	0	0	0	25
Hour Total	1	38	11	1	6	10	2	0	1	0	0	1	0	0	0	71
11:15	0	10	3	1	0	2	0	0	0	0	0	0	0	0	0	16
11:30	0	21	4	0	0	3	2	0	1	0	0	0	0	0	0	31
11:45	1	17	1	0	2	1	0	0	0	0	0	0	0	0	0	22
12:00	0	16	3	0	0	1	0	0	0	0	0	0	0	0	0	20
Hour Total	1	64	11	1	2	7	2	0	1	0	0	0	0	0	0	89
12:15	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
12:30	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
12:45	0	15	4	0	0	0	0	1	0	0	0	0	0	0	0	20
13:00	0	18	3	0	0	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	70	20	0	1	0	1	1	0	0	0	0	0	0	0	93
13:15	0	20	3	0	0	0	0	0	1	0	0	0	0	0	0	24
13:30	0	15	6	0	1	0	0	0	0	0	0	0	0	0	0	22
13:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
14:00	0	14	2	0	0	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	66	13	0	1	1	0	0	1	0	0	0	0	0	0	82
14:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
14:30	0	25	3	0	0	0	1	0	0	0	0	0	0	0	0	29
14:45	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
15:00	0	15	3	1	4	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	65	12	1	6	0	1	0	0	0	0	0	0	0	0	85
15:15	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
15:30	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
15:45	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
16:00	0	26	2	0	1	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	83	14	0	2	0	0	0	0	0	0	0	0	0	0	99
16:15	0	23	12	1	0	0	0	0	0	0	0	0	0	0	0	36
16:30	0	32	6	0	1	0	0	0	0	0	0	0	0	0	0	39
16:45	0	35	10	0	0	0	0	0	0	0	0	0	0	0	0	45
17:00	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	122	36	1	1	0	0	0	0	0	0	0	0	0	0	160

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 3/21/2013

Site Reference: WB Out
Site ID: 000000003599
Location: Tall Cedars, btw Plantation Fld & Poland
Direction: WEST
Lane: 1

File: Class-WB-Outside.prn
City: 13-043 TO/RS Max
County: 38.91327 77.50120

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	50
17:30	0	40	1	0	0	0	0	0	0	0	0	0	0	0	0	41
17:45	1	49	2	0	0	0	0	0	0	0	0	0	0	0	0	52
18:00	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Total	1	180	13	0	0	0	0	0	0	0	0	0	0	0	0	194
18:15	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
18:30	0	33	1	0	1	0	0	0	0	0	0	0	0	0	0	35
18:45	0	34	5	0	0	0	0	0	0	0	0	0	0	0	0	39
19:00	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	127	10	0	2	0	0	0	0	0	0	0	0	0	0	139
19:15	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
19:30	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
19:45	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
20:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	89	6	0	0	0	0	0	0	0	0	0	0	0	0	95
20:15	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
20:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
21:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
DAY TOTAL	7	1200	205	6	33	45	14	3	3	0	0	1	0	0	0	1517
PERCENTS	0.5%	79.2%	13.6%	0.4%	2.2%	3.0%	0.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 93.0% Trucks & Buses 6.9%

AM Times	08:00	08:15	10:45	06:30	10:15	10:45	09:15	06:00	10:45	10:00	08:15
AM Peaks	3	70	16	2	6	11	4	1	2	1	99
PM Times	17:00	17:15	16:15	14:15	14:15	13:15	12:15	12:15	12:30	17:15	
PM Peaks	1	180	36	1	6	1	1	1	1	194	

GRAND TOTAL	14	2454	405	11	54	133	32	7	5	1	0	1	0	0	0	3117
PERCENTS	0.5%	78.8%	13.0%	0.4%	1.8%	4.2%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Site ID:	90056	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.95078 77.57407
Loc:	Route 50		
Start Date:	3/9/2011	Start Time:	12:00:00 AM
End Date:	3/10/2011	End Time:	12:00:00 AM

Route 50 Eastbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	10	0	1	11	90.9%	0.0%	9.1%	51.5
1:00:00 AM	4	0	2	6	66.7%	0.0%	33.3%	56.1
2:00:00 AM	16	1	1	18	88.9%	5.6%	5.6%	53.2
3:00:00 AM	43	2	2	47	91.5%	4.3%	4.3%	55.9
4:00:00 AM	133	3	4	140	95.0%	2.1%	2.9%	55.9
5:00:00 AM	513	4	4	521	98.5%	0.8%	0.8%	54.7
6:00:00 AM	977	8	10	995	98.2%	0.8%	1.0%	53.5
7:00:00 AM	1087	17	14	1118	97.2%	1.5%	1.3%	51.7
8:00:00 AM	804	20	13	837	96.1%	2.4%	1.6%	52.7
9:00:00 AM	489	13	17	519	94.2%	2.5%	3.3%	52.1
10:00:00 AM	347	10	14	371	93.5%	2.7%	3.8%	52.0
11:00:00 AM	330	13	14	357	92.4%	3.6%	3.9%	51.3
12:00:00 PM	291	10	9	310	93.9%	3.2%	2.9%	49.8
1:00:00 PM	282	5	16	303	93.1%	1.7%	5.3%	49.3
2:00:00 PM	275	7	7	289	95.2%	2.4%	2.4%	51.6
3:00:00 PM	283	11	6	300	94.3%	3.7%	2.0%	51.2
4:00:00 PM	295	11	5	311	94.9%	3.5%	1.6%	51.2
5:00:00 PM	292	5	1	298	98.0%	1.7%	0.3%	52.2
6:00:00 PM	227	7	3	237	95.8%	3.0%	1.3%	51.7
7:00:00 PM	145	2	0	147	98.6%	1.4%	0.0%	49.7
8:00:00 PM	101	1	2	104	97.1%	1.0%	1.9%	51.2
9:00:00 PM	68	1	0	69	98.6%	1.4%	0.0%	50.6
10:00:00 PM	46	0	1	47	97.9%	0.0%	2.1%	50.8
11:00:00 PM	24	0	0	24	100.0%	0.0%	0.0%	51.1
	7082	151	146	7379				
	95.98%	2.05%	1.98%					

Site ID:	90056	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.95078 77.57407
Loc:	Route 50		
Start Date:	3/9/2011	Start Time:	12:00:00 AM
End Date:	3/10/2011	End Time:	12:00:00 AM

Route 50 Westbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	8	1	0	9	88.9%	11.1%	0.0%	53.8
1:00:00 AM	16	0	3	19	84.2%	0.0%	15.8%	54.6
2:00:00 AM	35	1	8	44	79.5%	2.3%	18.2%	50.9
3:00:00 AM	96	5	6	107	89.7%	4.7%	5.6%	49.3
4:00:00 AM	127	11	11	149	85.2%	7.4%	7.4%	51.2
5:00:00 AM	140	6	9	155	90.3%	3.9%	5.8%	50.9
6:00:00 AM	121	5	13	139	87.1%	3.6%	9.4%	52.2
7:00:00 AM	125	5	14	144	86.8%	3.5%	9.7%	51.8
8:00:00 AM	149	6	17	172	86.6%	3.5%	9.9%	51.7
9:00:00 AM	240	8	13	261	92.0%	3.1%	5.0%	51.0
10:00:00 AM	305	13	16	334	91.3%	3.9%	4.8%	52.4
11:00:00 AM	399	16	15	430	92.8%	3.7%	3.5%	51.5
12:00:00 PM	529	17	19	565	93.6%	3.0%	3.4%	48.2
1:00:00 PM	650	16	15	681	95.4%	2.3%	2.2%	48.7
2:00:00 PM	647	7	18	672	96.3%	1.0%	2.7%	50.8
3:00:00 PM	587	5	10	602	97.5%	0.8%	1.7%	47.1
4:00:00 PM	458	3	6	467	98.1%	0.6%	1.3%	38.4
5:00:00 PM	414	11	7	432	95.8%	2.5%	1.6%	43.6
6:00:00 PM	516	12	6	534	96.6%	2.2%	1.1%	45.2
7:00:00 PM	609	11	3	623	97.8%	1.8%	0.5%	47.9
8:00:00 PM	547	2	6	555	98.6%	0.4%	1.1%	49.8
9:00:00 PM	436	3	2	441	98.9%	0.7%	0.5%	49.8
10:00:00 PM	280	1	2	283	98.9%	0.4%	0.7%	51.6
11:00:00 PM	153	2	1	156	98.1%	1.3%	0.6%	51.4
	7587	167	220	7974				
	95.15%	2.09%	2.76%					

Site ID:	90056	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.95078 77.57407
Loc:	Route 50		
Start Date:	3/9/2011	Start Time:	12:00:00 AM
End Date:	3/10/2011	End Time:	12:00:00 AM

Route 50 Both Directions

Starting	Hourly Volume Totals					Directional	Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	% ADT	Distribution	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	18	1	1	20	0.13%	55%	90.0%	5.0%	5.0%	52.5
1:00:00 AM	20	0	5	25	0.16%	24%	80.0%	0.0%	20.0%	55.0
2:00:00 AM	51	2	9	62	0.40%	29%	82.3%	3.2%	14.5%	51.6
3:00:00 AM	139	7	8	154	1.00%	31%	90.3%	4.5%	5.2%	51.3
4:00:00 AM	260	14	15	289	1.88%	48%	90.0%	4.8%	5.2%	53.5
5:00:00 AM	653	10	13	676	4.40%	77%	96.6%	1.5%	1.9%	53.8
6:00:00 AM	1098	13	23	1134	7.39%	88%	96.8%	1.1%	2.0%	53.3
7:00:00 AM	1212	22	28	1262	8.22%	89%	96.0%	1.7%	2.2%	51.7
8:00:00 AM	953	26	30	1009	6.57%	83%	94.4%	2.6%	3.0%	52.5
9:00:00 AM	729	21	30	780	5.08%	67%	93.5%	2.7%	3.8%	51.7
10:00:00 AM	652	23	30	705	4.59%	53%	92.5%	3.3%	4.3%	52.2
11:00:00 AM	729	29	29	787	5.13%	45%	92.6%	3.7%	3.7%	51.4
12:00:00 PM	820	27	28	875	5.70%	35%	93.7%	3.1%	3.2%	48.8
1:00:00 PM	932	21	31	984	6.41%	31%	94.7%	2.1%	3.2%	48.9
2:00:00 PM	922	14	25	961	6.26%	30%	95.9%	1.5%	2.6%	51.0
3:00:00 PM	870	16	16	902	5.88%	33%	96.5%	1.8%	1.8%	48.5
4:00:00 PM	753	14	11	778	5.07%	40%	96.8%	1.8%	1.4%	43.5
5:00:00 PM	706	16	8	730	4.75%	41%	96.7%	2.2%	1.1%	47.1
6:00:00 PM	743	19	9	771	5.02%	31%	96.4%	2.5%	1.2%	47.2
7:00:00 PM	754	13	3	770	5.02%	19%	97.9%	1.7%	0.4%	48.2
8:00:00 PM	648	3	8	659	4.29%	16%	98.3%	0.5%	1.2%	50.0
9:00:00 PM	504	4	2	510	3.32%	14%	98.8%	0.8%	0.4%	49.9
10:00:00 PM	326	1	3	330	2.15%	14%	98.8%	0.3%	0.9%	51.5
11:00:00 PM	177	2	1	180	1.17%	13%	98.3%	1.1%	0.6%	51.4
	14669	318	366	15353	100.00%					
	95.5%	2.07%	2.38%							

Site ID: 90058
Site Reference:
Location: Route 50, east of Pinebrook Road (VA Route 827)
Start Date: 3/9/2011 Start Time: 12:00:00 AM
End Date: 3/10/2011 End Time: 12:00:00 AM

Route 50, east of Pinebrook Road (VA Route 827)

Starting Time	Hourly Volume Totals EB	WB	Total	EB Directional Distribution	Hourly K-Factor
12:00:00 AM	33	186	219	15%	0.48%
1:00:00 AM	20	97	117	17%	0.25%
2:00:00 AM	22	81	103	21%	0.22%
3:00:00 AM	101	59	160	63%	0.35%
4:00:00 AM	218	92	310	70%	0.67%
5:00:00 AM	811	291	1102	74%	2.39%
6:00:00 AM	1576	914	2490	63%	5.41%
7:00:00 AM	2029	1009	3038	67%	6.60%
8:00:00 AM	1674	1147	2821	59%	6.12%
9:00:00 AM	1138	1012	2150	53%	4.67%
10:00:00 AM	769	1127	1896	41%	4.12%
11:00:00 AM	762	1132	1894	40%	4.11%
12:00:00 PM	686	1490	2176	32%	4.72%
1:00:00 PM	648	1531	2179	30%	4.73%
2:00:00 PM	633	1946	2579	25%	5.60%
3:00:00 PM	674	2725	3399	20%	7.38%
4:00:00 PM	670	3840	4510	15%	9.79%
5:00:00 PM	645	3898	4543	14%	9.86%
6:00:00 PM	621	3347	3968	16%	8.61%
7:00:00 PM	371	2099	2470	15%	5.36%
8:00:00 PM	241	1367	1608	15%	3.49%
9:00:00 PM	184	974	1158	16%	2.51%
10:00:00 PM	126	640	766	16%	1.66%
11:00:00 PM	54	354	408	13%	0.89%
Total	**14706**	**31358**	**46064**	**-**	**1**

Site ID: 301455
Site Reference:
Location: Loudoun County Parkway, North of US 50
Start Date: 2/15/2011 Start Time: 12:00:00 AM
End Date: 2/16/2011 End Time: 12:00:00 AM

Loudoun County Parkway, North of US 50

Starting Time	Hourly Volume Totals NB	SB	Total	NB Directional Distribution
12:00:00 AM	44	76	120	37%
1:00:00 AM	27	46	73	37%
2:00:00 AM	23	32	55	42%
3:00:00 AM	41	25	66	62%
4:00:00 AM	122	77	199	61%
5:00:00 AM	569	253	822	69%
6:00:00 AM	1280	712	1992	64%
7:00:00 AM	1551	864	2415	64%
8:00:00 AM	1521	857	2378	64%
9:00:00 AM	1145	634	1779	64%
10:00:00 AM	701	570	1271	55%
11:00:00 AM	624	584	1208	52%
12:00:00 PM	697	744	1441	48%
1:00:00 PM	689	751	1440	48%
2:00:00 PM	745	889	1634	46%
3:00:00 PM	895	1173	2068	43%
4:00:00 PM	1094	1580	2674	41%
5:00:00 PM	1041	1730	2771	38%
6:00:00 PM	859	1612	2471	35%
7:00:00 PM	489	792	1281	38%
8:00:00 PM	322	512	834	39%
9:00:00 PM	258	459	717	36%
10:00:00 PM	167	253	420	40%
11:00:00 PM	72	156	228	32%
Total	**14976**	**15381**	**30357**	**-**

Site ID:	303821	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.90351 77.52221
Loc:	Loudoun Co. Pkwy., near Edgewater St		
Start Date:	2/15/2011 Start Time:	12:00:00 AM	
End Date:	2/16/2011 End Time:	12:00:00 AM	

Loudoun County Northbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	11	0	1	12	91.7%	0.0%	8.3%	38.2
1:00:00 AM	6	0	0	6	100.0%	0.0%	0.0%	42.0
2:00:00 AM	4	0	0	4	100.0%	0.0%	0.0%	40.0
3:00:00 AM	14	0	0	14	100.0%	0.0%	0.0%	42.0
4:00:00 AM	46	0	1	47	97.9%	0.0%	2.1%	40.3
5:00:00 AM	190	1	2	193	98.4%	0.5%	1.0%	42.6
6:00:00 AM	479	3	2	484	99.0%	0.6%	0.4%	43.7
7:00:00 AM	785	15	7	807	97.3%	1.9%	0.9%	44.1
8:00:00 AM	698	13	7	718	97.2%	1.8%	1.0%	44.4
9:00:00 AM	430	5	7	442	97.3%	1.1%	1.6%	44.0
10:00:00 AM	246	6	3	255	96.5%	2.4%	1.2%	43.6
11:00:00 AM	252	8	5	265	95.1%	3.0%	1.9%	43.9
12:00:00 PM	256	5	5	266	96.2%	1.9%	1.9%	43.3
1:00:00 PM	235	5	4	244	96.3%	2.0%	1.6%	43.6
2:00:00 PM	268	10	4	282	95.0%	3.5%	1.4%	42.0
3:00:00 PM	273	5	4	282	96.8%	1.8%	1.4%	43.3
4:00:00 PM	358	14	6	378	94.7%	3.7%	1.6%	44.0
5:00:00 PM	384	2	1	387	99.2%	0.5%	0.3%	42.8
6:00:00 PM	386	1	1	388	99.5%	0.3%	0.3%	43.1
7:00:00 PM	230	0	1	231	99.6%	0.0%	0.4%	42.6
8:00:00 PM	138	1	0	139	99.3%	0.7%	0.0%	41.3
9:00:00 PM	93	0	0	93	100.0%	0.0%	0.0%	41.4
10:00:00 PM	50	0	0	50	100.0%	0.0%	0.0%	40.7
11:00:00 PM	19	0	0	19	100.0%	0.0%	0.0%	40.1
	5851	94	61	6006				
	97.42%	1.57%	1.02%					

Site ID:	303821	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.90351 77.52221
Loc:	Loudoun Co. Pkwy., near Edgewater St		
Start Date:	2/15/2011 Start Time:	12:00:00 AM	
End Date:	2/16/2011 End Time:	12:00:00 AM	

Loudoun County Southbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	6	0	2	8	75.0%	0.0%	25.0%	41.8
1:00:00 AM	18	0	0	18	100.0%	0.0%	0.0%	42.3
2:00:00 AM	26	0	2	28	92.9%	0.0%	7.1%	42.7
3:00:00 AM	64	3	1	68	94.1%	4.4%	1.5%	42.8
4:00:00 AM	137	11	3	151	90.7%	7.3%	2.0%	41.3
5:00:00 AM	142	6	3	151	94.0%	4.0%	2.0%	41.2
6:00:00 AM	96	2	4	102	94.1%	2.0%	3.9%	41.5
7:00:00 AM	91	2	2	95	95.8%	2.1%	2.1%	40.0
8:00:00 AM	115	6	3	124	92.7%	4.8%	2.4%	40.5
9:00:00 AM	172	5	3	180	95.6%	2.8%	1.7%	41.3
10:00:00 AM	274	13	6	293	93.5%	4.4%	2.0%	41.1
11:00:00 AM	289	10	3	302	95.7%	3.3%	1.0%	41.6
12:00:00 PM	298	6	5	309	96.4%	1.9%	1.6%	41.7
1:00:00 PM	414	6	4	424	97.6%	1.4%	0.9%	41.7
2:00:00 PM	545	7	3	555	98.2%	1.3%	0.5%	41.4
3:00:00 PM	524	2	3	529	99.1%	0.4%	0.6%	42.6
4:00:00 PM	392	2	3	397	98.7%	0.5%	0.8%	42.9
5:00:00 PM	313	5	0	318	98.4%	1.6%	0.0%	41.9
6:00:00 PM	330	4	2	336	98.2%	1.2%	0.6%	41.3
7:00:00 PM	406	4	2	412	98.5%	1.0%	0.5%	42.0
8:00:00 PM	468	1	2	471	99.4%	0.2%	0.4%	41.5
9:00:00 PM	410	0	0	410	100.0%	0.0%	0.0%	42.2
10:00:00 PM	255	0	0	255	100.0%	0.0%	0.0%	41.6
11:00:00 PM	168	0	0	168	100.0%	0.0%	0.0%	42.3
	5953	95	56	6104				
	97.53%	1.56%	0.92%					

Site ID:	303821	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.90351 77.52221
Loc:	Loudoun Co. Pkwy., near Edgewater St		
Start Date:	2/15/2011	Start Time:	12:00:00 AM
End Date:	2/16/2011	End Time:	12:00:00 AM

Loudoun County Both Directions

Starting	Hourly Volume Totals					Directional	Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	% ADT	Distribution	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	17	0	3	20	0.17%	60%	85.0%	0.0%	15.0%	39.6
1:00:00 AM	24	0	0	24	0.20%	25%	100.0%	0.0%	0.0%	42.2
2:00:00 AM	30	0	2	32	0.26%	13%	93.8%	0.0%	6.3%	42.4
3:00:00 AM	78	3	1	82	0.68%	17%	95.1%	3.7%	1.2%	42.7
4:00:00 AM	183	11	4	198	1.64%	24%	92.4%	5.6%	2.0%	41.1
5:00:00 AM	332	7	5	344	2.84%	56%	96.5%	2.0%	1.5%	42.0
6:00:00 AM	575	5	6	586	4.84%	83%	98.1%	0.9%	1.0%	43.3
7:00:00 AM	876	17	9	902	7.45%	89%	97.1%	1.9%	1.0%	43.7
8:00:00 AM	813	19	10	842	6.95%	85%	96.6%	2.3%	1.2%	43.8
9:00:00 AM	602	10	10	622	5.14%	71%	96.8%	1.6%	1.6%	43.2
10:00:00 AM	520	19	9	548	4.53%	47%	94.9%	3.5%	1.6%	42.3
11:00:00 AM	541	18	8	567	4.68%	47%	95.4%	3.2%	1.4%	42.7
12:00:00 PM	554	11	10	575	4.75%	46%	96.3%	1.9%	1.7%	42.4
1:00:00 PM	649	11	8	668	5.52%	37%	97.2%	1.6%	1.2%	42.4
2:00:00 PM	813	17	7	837	6.91%	34%	97.1%	2.0%	0.8%	41.6
3:00:00 PM	797	7	7	811	6.70%	35%	98.3%	0.9%	0.9%	42.8
4:00:00 PM	750	16	9	775	6.40%	49%	96.8%	2.1%	1.2%	43.4
5:00:00 PM	697	7	1	705	5.82%	55%	98.9%	1.0%	0.1%	42.4
6:00:00 PM	716	5	3	724	5.98%	54%	98.9%	0.7%	0.4%	42.3
7:00:00 PM	636	4	3	643	5.31%	36%	98.9%	0.6%	0.5%	42.2
8:00:00 PM	606	2	2	610	5.04%	23%	99.3%	0.3%	0.3%	41.5
9:00:00 PM	503	0	0	503	4.15%	18%	100.0%	0.0%	0.0%	42.1
10:00:00 PM	305	0	0	305	2.52%	16%	100.0%	0.0%	0.0%	41.5
11:00:00 PM	187	0	0	187	1.54%	10%	100.0%	0.0%	0.0%	42.1
	11804	189	117	12110	100.00%					
	97.5%	1.56%	0.97%							

Site ID: 301456
Site Reference:
Location: Old Ox Road, north of Arcola Road
Start Date: 2/15/2011 Start Time: 12:00:00 AM
End Date: 2/16/2011 End Time: 12:00:00 AM

Old Ox Road, north of Arcola Road

Starting Time	Hourly Volume Totals NB	SB	Total	NB Directional Distribution	Hourly K-Factor
12:00:00 AM	21	60	81	26%	0.38%
1:00:00 AM	16	34	50	32%	0.23%
2:00:00 AM	17	22	39	44%	0.18%
3:00:00 AM	37	17	54	69%	0.25%
4:00:00 AM	117	28	145	81%	0.68%
5:00:00 AM	545	76	621	88%	2.91%
6:00:00 AM	1149	343	1492	77%	7.00%
7:00:00 AM	1223	379	1602	76%	7.51%
8:00:00 AM	1288	336	1624	79%	7.62%
9:00:00 AM	1002	301	1303	77%	6.11%
10:00:00 AM	548	335	883	62%	4.14%
11:00:00 AM	441	390	831	53%	3.90%
12:00:00 PM	467	503	970	48%	4.55%
1:00:00 PM	491	547	1038	47%	4.87%
2:00:00 PM	442	688	1130	39%	5.30%
3:00:00 PM	484	956	1440	34%	6.75%
4:00:00 PM	550	1429	1979	28%	9.28%
5:00:00 PM	483	1452	1935	25%	9.08%
6:00:00 PM	384	1368	1752	22%	8.22%
7:00:00 PM	225	664	889	25%	4.17%
8:00:00 PM	153	394	547	28%	2.57%
9:00:00 PM	125	335	460	27%	2.16%
10:00:00 PM	84	199	283	30%	1.33%
11:00:00 PM	41	131	172	24%	0.81%
Total	**10333**	**10987**	**21320**	**-**	**1**

Site ID:	301511	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.92710 77.54343
Loc:	Gum Spring Road s/o Route 50		
Start Date:	2/15/2011 Start Time:	12:00:00 AM	
End Date:	2/16/2011 End Time:	12:00:00 AM	

Gum Spring Northbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	12	0	0	12	100.0%	0.0%	0.0%	44.4
1:00:00 AM	10	0	0	10	100.0%	0.0%	0.0%	41.4
2:00:00 AM	7	0	1	8	87.5%	0.0%	12.5%	43.9
3:00:00 AM	19	0	1	20	95.0%	0.0%	5.0%	46.1
4:00:00 AM	87	1	2	90	96.7%	1.1%	2.2%	45.4
5:00:00 AM	341	2	3	346	98.6%	0.6%	0.9%	46.4
6:00:00 AM	779	7	14	800	97.4%	0.9%	1.8%	46.4
7:00:00 AM	1060	33	13	1106	95.8%	3.0%	1.2%	45.9
8:00:00 AM	858	26	16	900	95.3%	2.9%	1.8%	44.6
9:00:00 AM	599	16	16	631	94.9%	2.5%	2.5%	45.7
10:00:00 AM	348	10	11	369	94.3%	2.7%	3.0%	45.4
11:00:00 AM	356	16	11	383	93.0%	4.2%	2.9%	45.2
12:00:00 PM	339	11	25	375	90.4%	2.9%	6.7%	44.7
1:00:00 PM	309	7	13	329	93.9%	2.1%	4.0%	45.0
2:00:00 PM	336	24	15	375	89.6%	6.4%	4.0%	44.3
3:00:00 PM	404	14	14	432	93.5%	3.2%	3.2%	44.7
4:00:00 PM	445	14	11	470	94.7%	3.0%	2.3%	46.0
5:00:00 PM	466	8	3	477	97.7%	1.7%	0.6%	45.9
6:00:00 PM	410	1	2	413	99.3%	0.2%	0.5%	45.2
7:00:00 PM	238	1	2	241	98.8%	0.4%	0.8%	45.1
8:00:00 PM	161	0	0	161	100.0%	0.0%	0.0%	44.1
9:00:00 PM	123	0	0	123	100.0%	0.0%	0.0%	44.3
10:00:00 PM	78	1	0	79	98.7%	1.3%	0.0%	43.9
11:00:00 PM	36	0	0	36	100.0%	0.0%	0.0%	44.5
	7821	192	173	8186				
	95.54%	2.35%	2.11%					

Site ID:	301511	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.92710 77.54343
Loc:	Gum Spring Road s/o Route 50		
Start Date:	2/15/2011 Start Time:	12:00:00 AM	
End Date:	2/16/2011 End Time:	12:00:00 AM	

Gum Spring Southbound

Starting	Hourly Volume Totals				Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	8	0	0	8	100.0%	0.0%	0.0%	39.5
1:00:00 AM	17	1	2	20	85.0%	5.0%	10.0%	37.3
2:00:00 AM	51	0	2	53	96.2%	0.0%	3.8%	38.3
3:00:00 AM	106	5	4	115	92.2%	4.3%	3.5%	42.5
4:00:00 AM	173	6	10	189	91.5%	3.2%	5.3%	38.2
5:00:00 AM	163	8	8	179	91.1%	4.5%	4.5%	38.6
6:00:00 AM	136	5	5	146	93.2%	3.4%	3.4%	37.7
7:00:00 AM	124	7	9	140	88.6%	5.0%	6.4%	38.1
8:00:00 AM	132	9	7	148	89.2%	6.1%	4.7%	37.5
9:00:00 AM	232	9	12	253	91.7%	3.6%	4.7%	39.3
10:00:00 AM	317	12	17	346	91.6%	3.5%	4.9%	39.0
11:00:00 AM	349	14	15	378	92.3%	3.7%	4.0%	39.1
12:00:00 PM	401	16	14	431	93.0%	3.7%	3.2%	37.1
1:00:00 PM	535	11	15	561	95.4%	2.0%	2.7%	38.3
2:00:00 PM	584	11	8	603	96.8%	1.8%	1.3%	38.8
3:00:00 PM	614	6	8	628	97.8%	1.0%	1.3%	40.1
4:00:00 PM	424	8	8	440	96.4%	1.8%	1.8%	40.6
5:00:00 PM	377	7	8	392	96.2%	1.8%	2.0%	40.3
6:00:00 PM	400	11	10	421	95.0%	2.6%	2.4%	37.7
7:00:00 PM	504	5	8	517	97.5%	1.0%	1.5%	37.3
8:00:00 PM	512	3	2	517	99.0%	0.6%	0.4%	37.8
9:00:00 PM	485	1	1	487	99.6%	0.2%	0.2%	39.0
10:00:00 PM	283	1	0	284	99.6%	0.4%	0.0%	38.3
11:00:00 PM	190	1	1	192	99.0%	0.5%	0.5%	38.8
	7117	157	174	7448				
	95.56%	2.11%	2.34%					

Site ID:	301511	Info:	12-173 TO/RS Max
Site Ref:	VDOT	GPS:	38.92710 77.54343
Loc:	Gum Spring Road s/o Route 50		
Start Date:	2/15/2011 Start Time:	12:00:00 AM	
End Date:	2/16/2011 End Time:	12:00:00 AM	

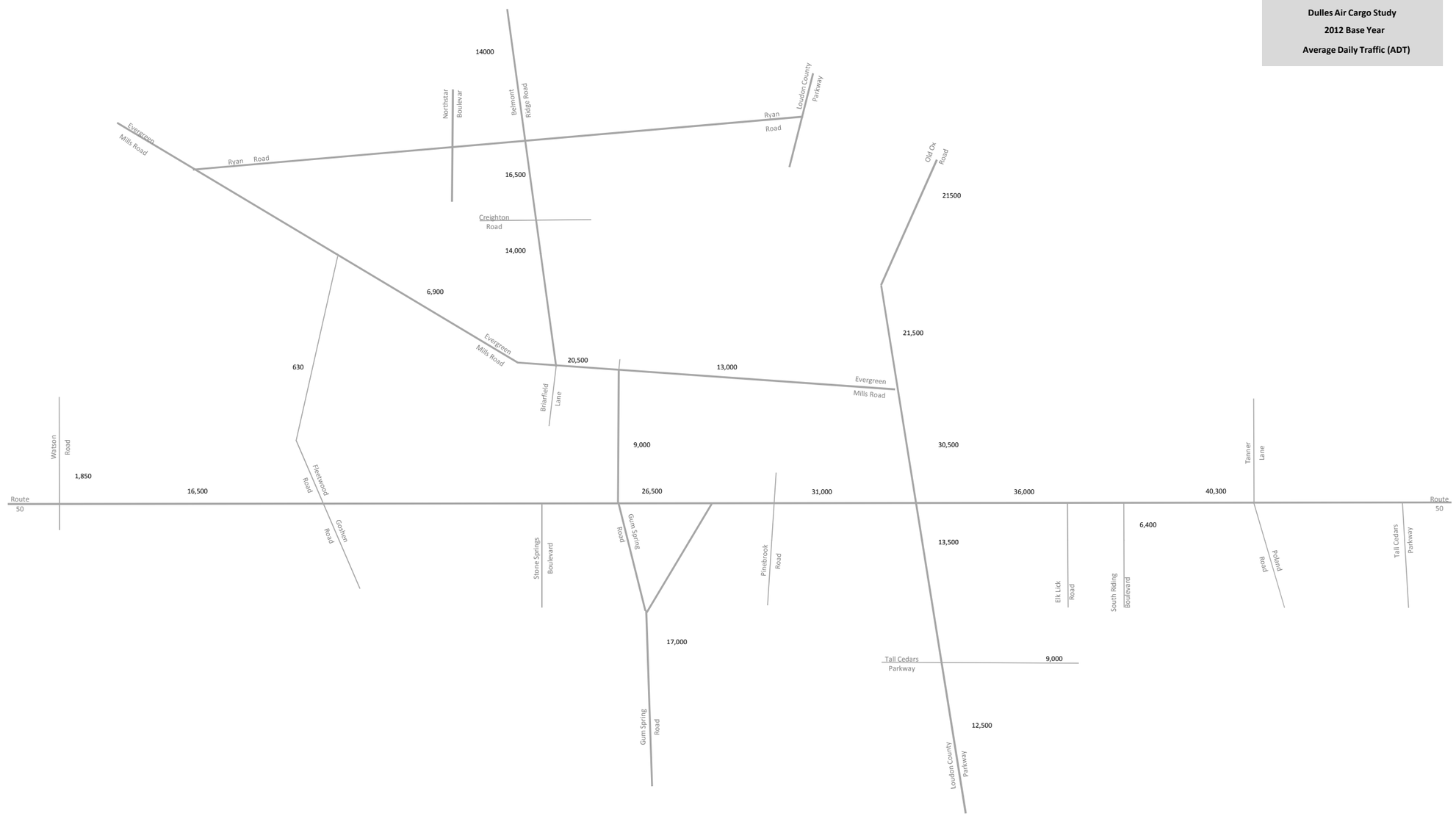
Gum Spring Both Directions

Starting	Hourly Volume Totals					Directional	Hourly Volume Splits			Hourly Avg
Time	Class 1-3	Class 4-5	Class 6-13	Total	% ADT	Distribution	Class 1-3	Class 4-5	Class 6-13	Speed
12:00:00 AM	20	0	0	20	0.13%	60%	100.0%	0.0%	0.0%	42.4
1:00:00 AM	27	1	2	30	0.19%	33%	90.0%	3.3%	6.7%	38.7
2:00:00 AM	58	0	3	61	0.39%	13%	95.1%	0.0%	4.9%	39.0
3:00:00 AM	125	5	5	135	0.86%	15%	92.6%	3.7%	3.7%	43.0
4:00:00 AM	260	7	12	279	1.78%	32%	93.2%	2.5%	4.3%	40.5
5:00:00 AM	504	10	11	525	3.36%	66%	96.0%	1.9%	2.1%	43.7
6:00:00 AM	915	12	19	946	6.05%	85%	96.7%	1.3%	2.0%	45.1
7:00:00 AM	1184	40	22	1246	7.97%	89%	95.0%	3.2%	1.8%	45.0
8:00:00 AM	990	35	23	1048	6.70%	86%	94.5%	3.3%	2.2%	43.6
9:00:00 AM	831	25	28	884	5.65%	71%	94.0%	2.8%	3.2%	43.9
10:00:00 AM	665	22	28	715	4.57%	52%	93.0%	3.1%	3.9%	42.3
11:00:00 AM	705	30	26	761	4.87%	50%	92.6%	3.9%	3.4%	42.2
12:00:00 PM	740	27	39	806	5.16%	47%	91.8%	3.3%	4.8%	40.6
1:00:00 PM	844	18	28	890	5.69%	37%	94.8%	2.0%	3.1%	40.8
2:00:00 PM	920	35	23	978	6.26%	38%	94.1%	3.6%	2.4%	40.9
3:00:00 PM	1018	20	22	1060	6.78%	41%	96.0%	1.9%	2.1%	42.0
4:00:00 PM	869	22	19	910	5.82%	52%	95.5%	2.4%	2.1%	43.4
5:00:00 PM	843	15	11	869	5.56%	55%	97.0%	1.7%	1.3%	43.4
6:00:00 PM	810	12	12	834	5.33%	50%	97.1%	1.4%	1.4%	41.4
7:00:00 PM	742	6	10	758	4.85%	32%	97.9%	0.8%	1.3%	39.8
8:00:00 PM	673	3	2	678	4.34%	24%	99.3%	0.4%	0.3%	39.3
9:00:00 PM	608	1	1	610	3.90%	20%	99.7%	0.2%	0.2%	40.1
10:00:00 PM	361	2	0	363	2.32%	22%	99.4%	0.6%	0.0%	39.5
11:00:00 PM	226	1	1	228	1.46%	16%	99.1%	0.4%	0.4%	39.7
	14938	349	347	15634	100.00%					
	95.5%	2.23%	2.22%							

APPENDIX B –FORECASTING DATA

ADT Forecasts
Peak Hour Turning Movement Forecasts

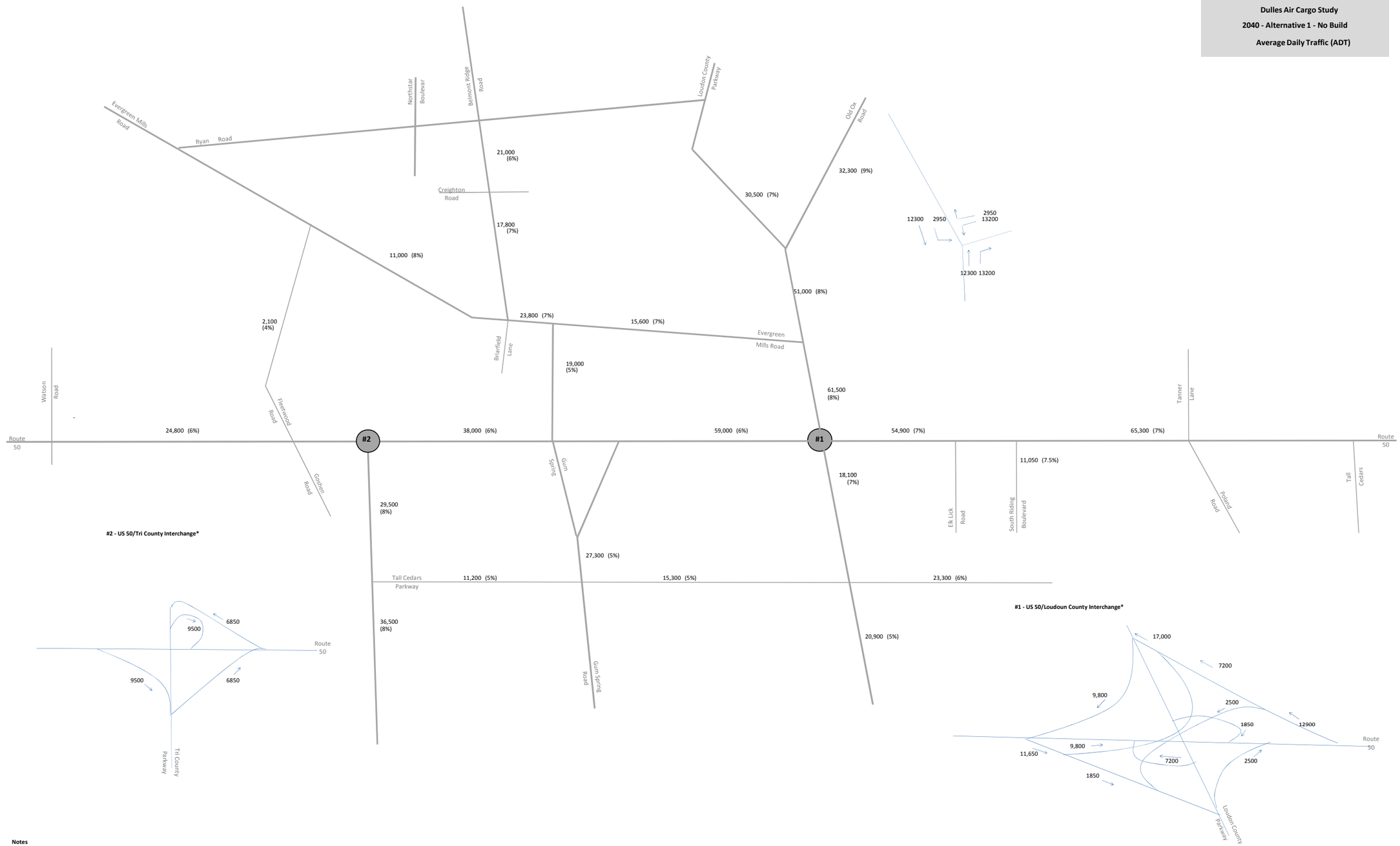
Dulles Air Cargo Study
2012 Base Year
Average Daily Traffic (ADT)



Dulles Air Cargo Study

2040 - Alternative 1 - No Build

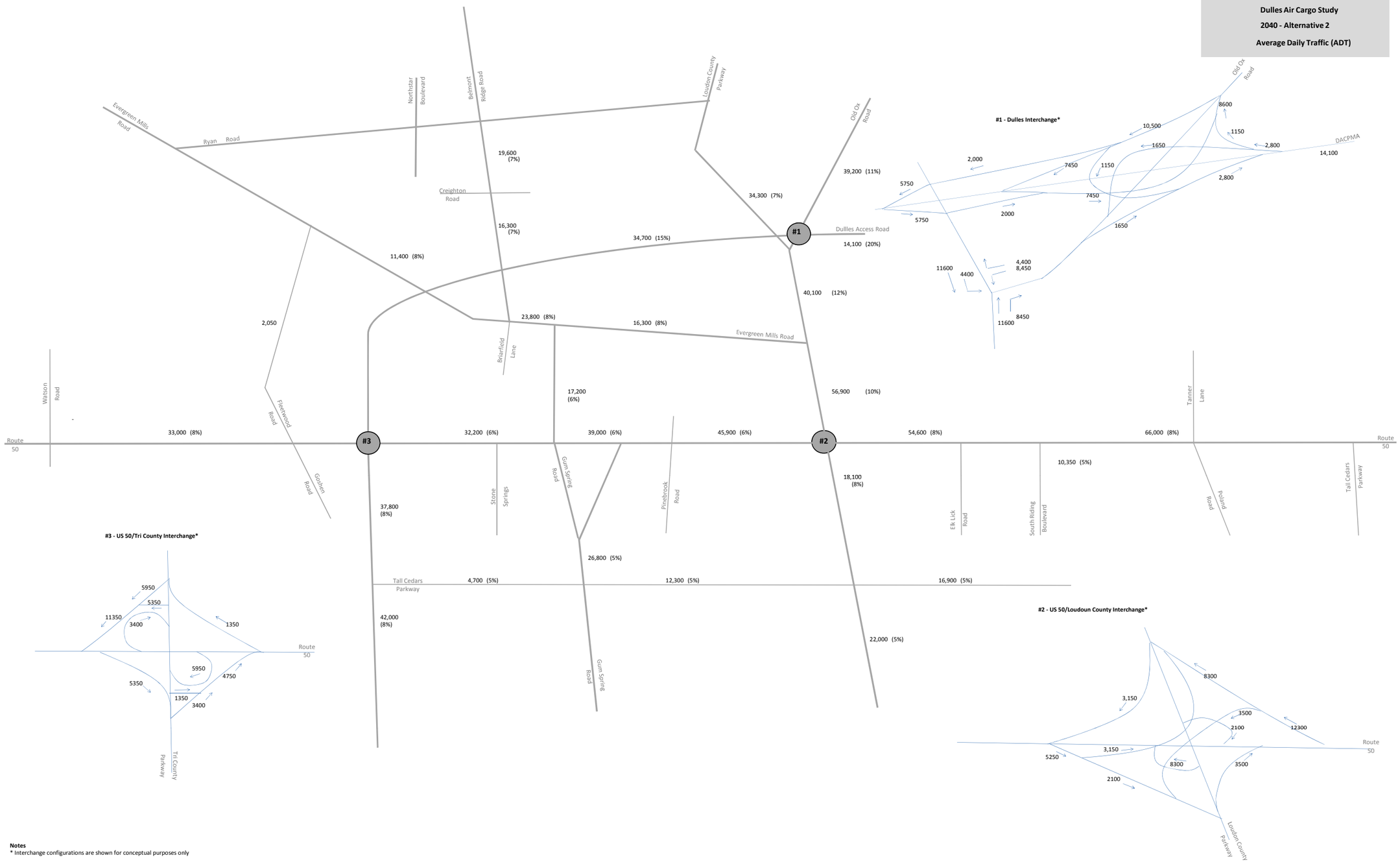
Average Daily Traffic (ADT)



Notes

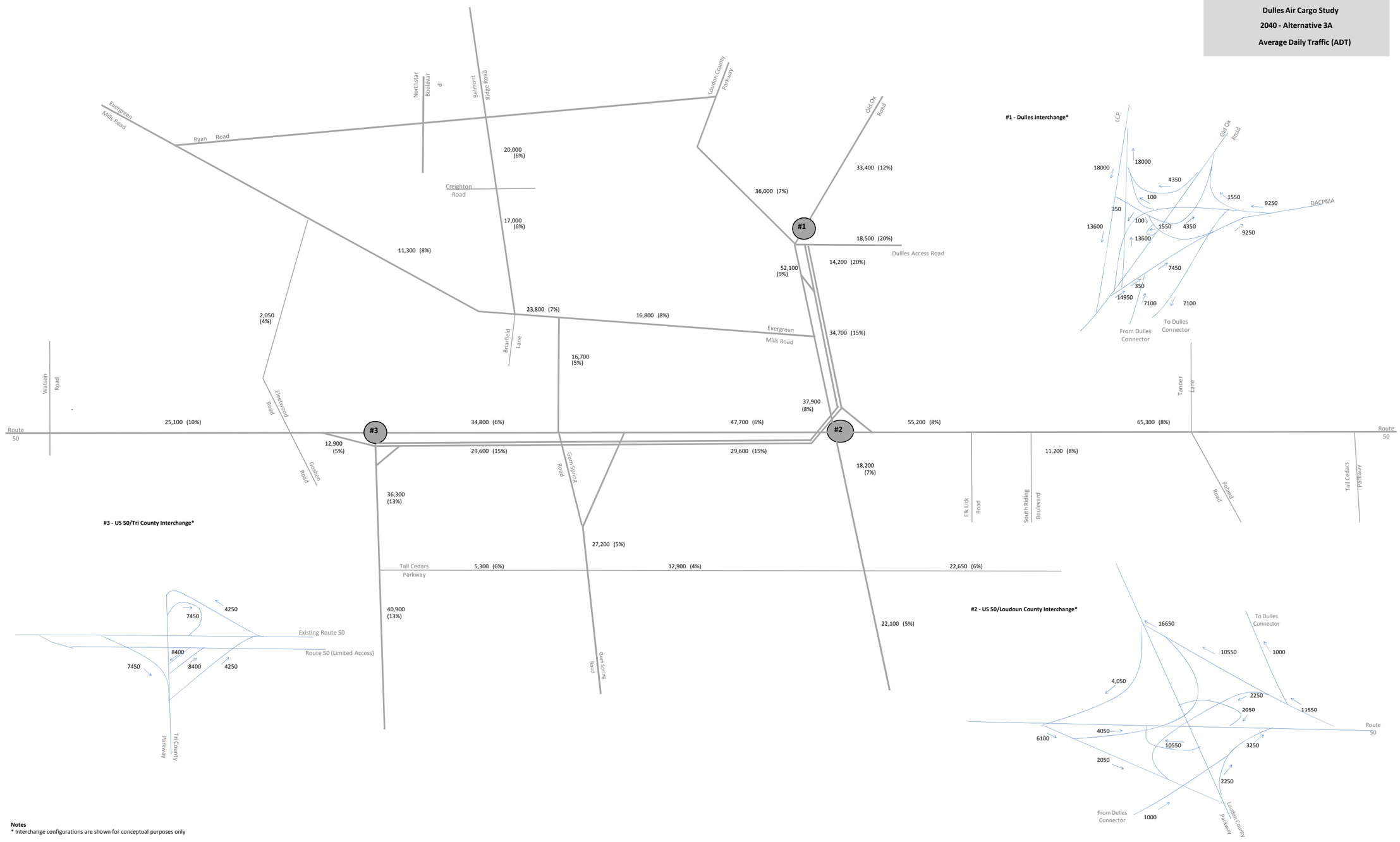
* Interchange configurations are shown for conceptual purposes only

Dulles Air Cargo Study
2040 - Alternative 2
Average Daily Traffic (ADT)



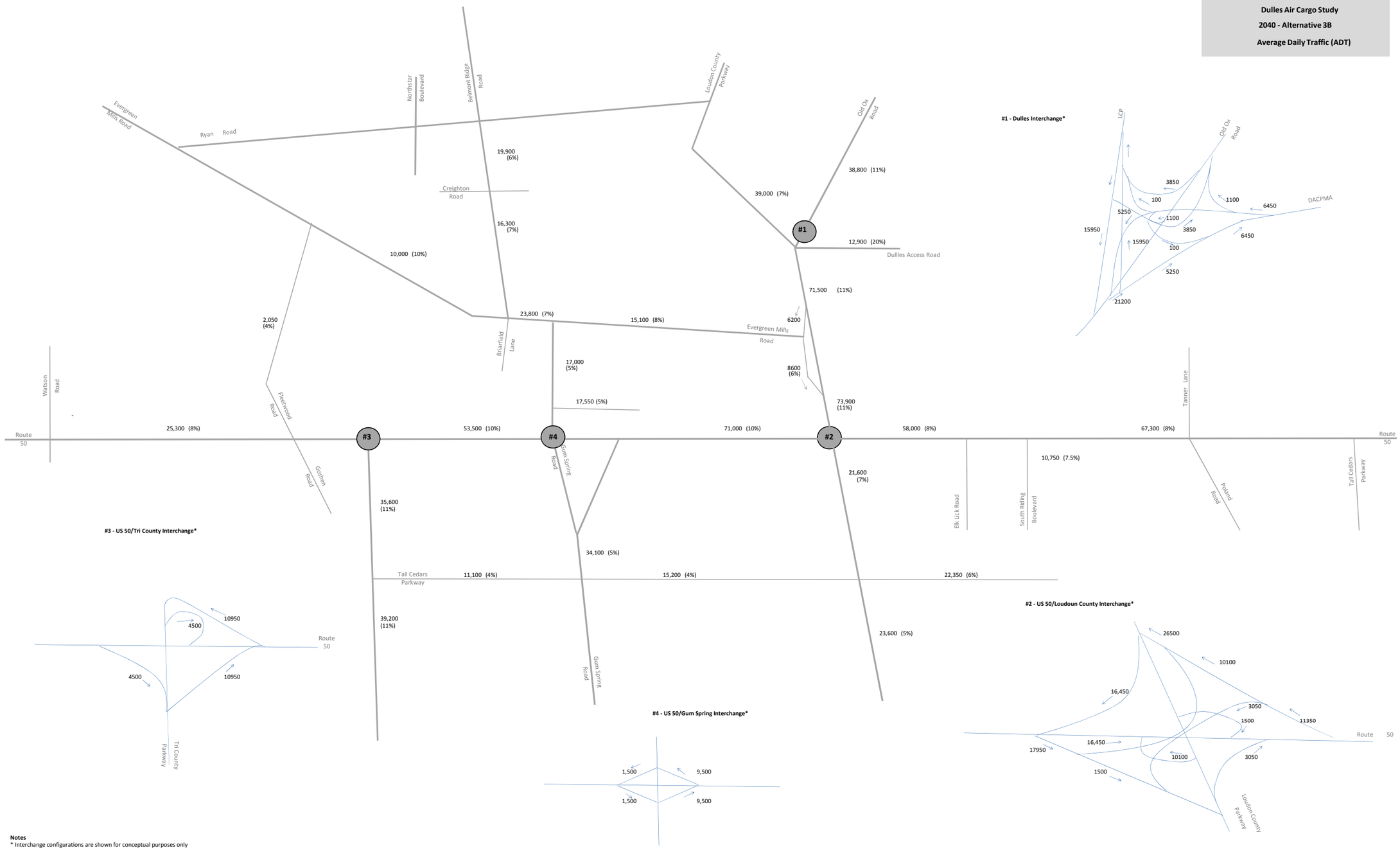
Notes
* Interchange configurations are shown for conceptual purposes only

Dulles Air Cargo Study
2040 - Alternative 3A
Average Daily Traffic (ADT)



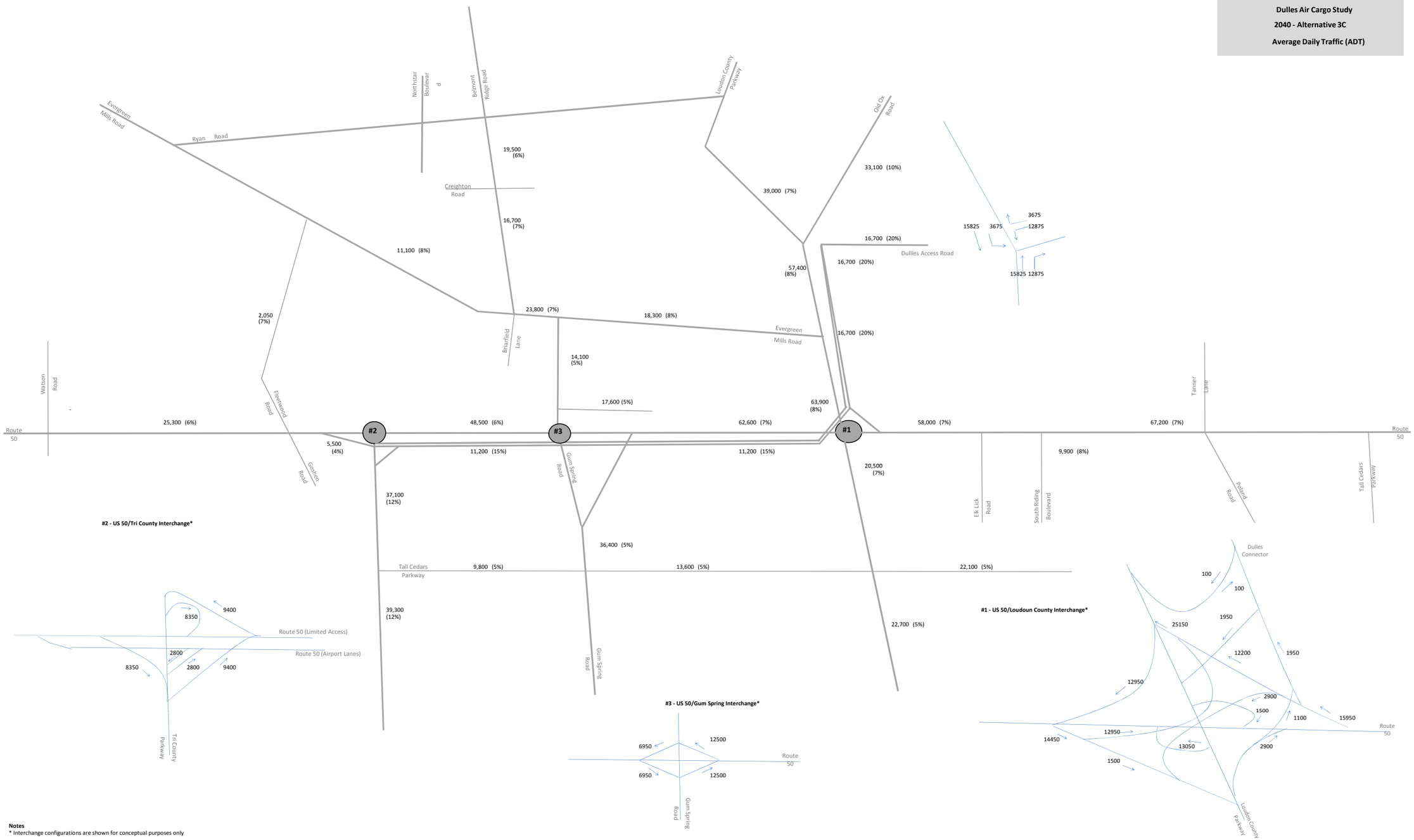
Notes
* Interchange configurations are shown for conceptual purposes only

Dulles Air Cargo Study
2040 - Alternative 3B
Average Daily Traffic (ADT)



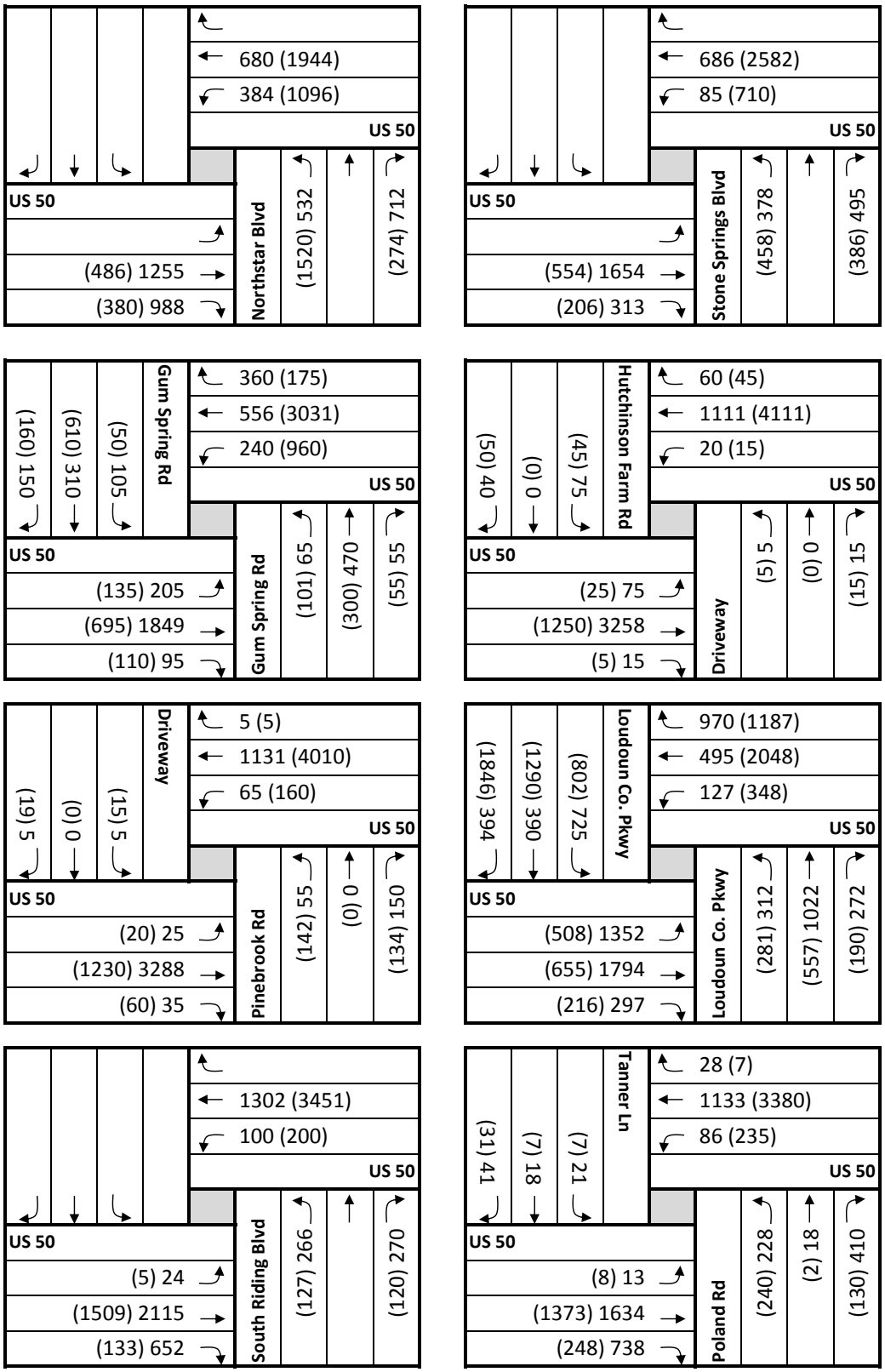
Notes
* Interchange configurations are shown for conceptual purposes only

Dulles Air Cargo Study
2040 - Alternative 3C
Average Daily Traffic (ADT)

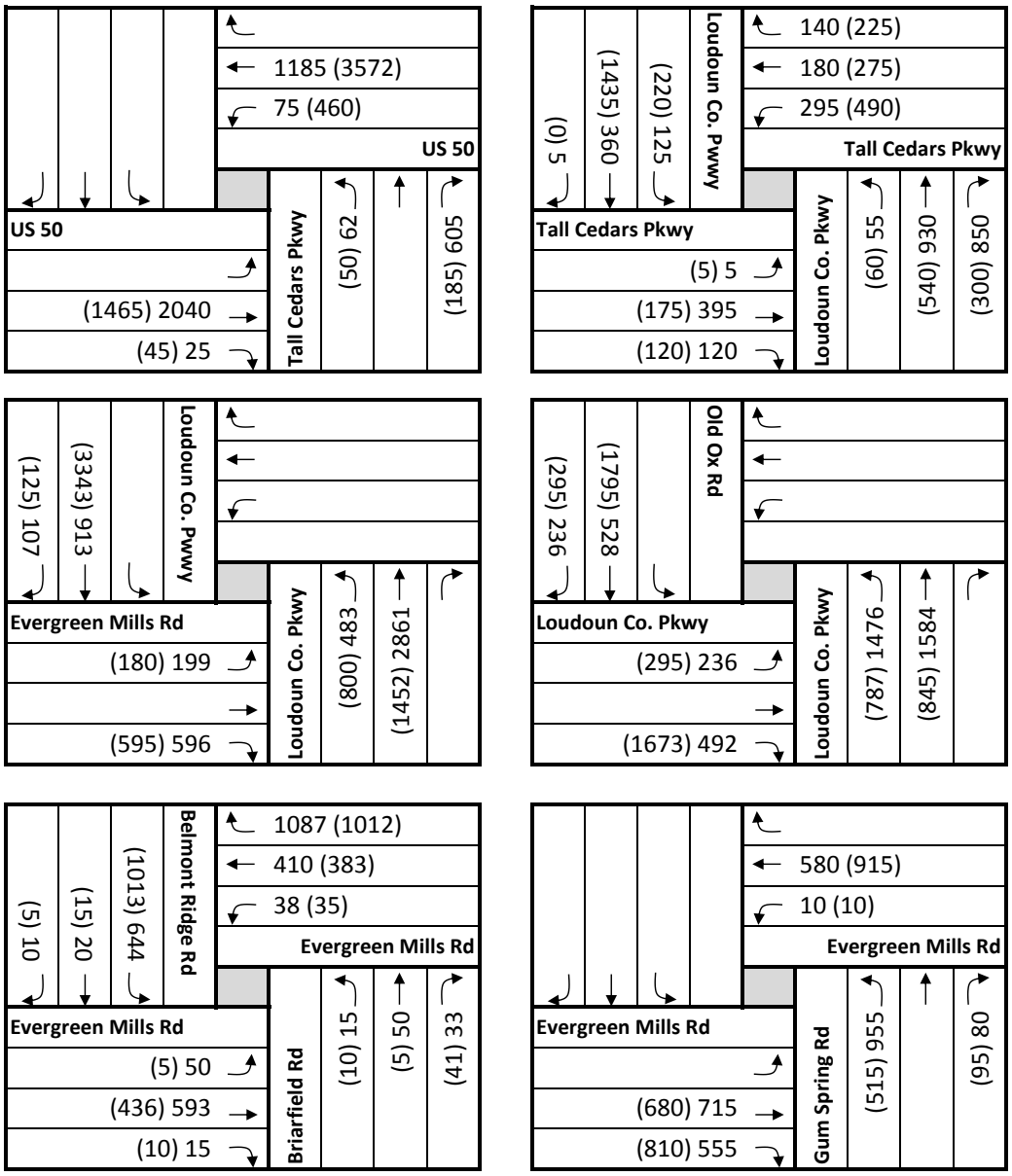


Notes
* Interchange configurations are shown for conceptual purposes only

Alternative 1 (2040)
AM Peak (PM Peak)

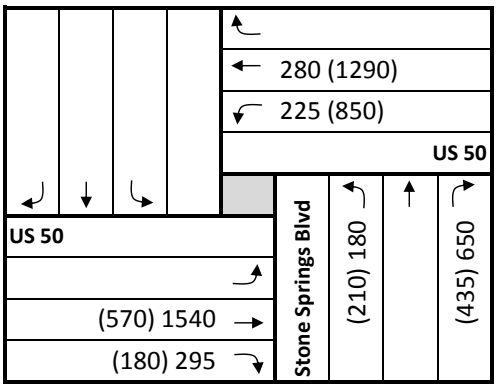


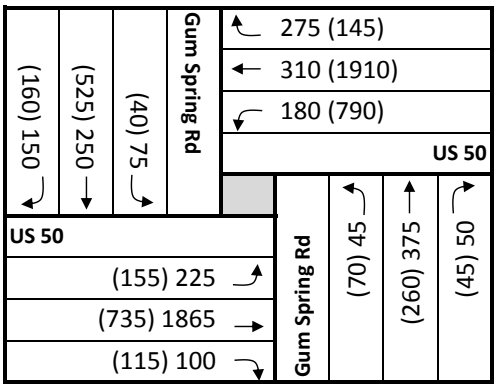
Alternative 1 (2040)
AM Peak (PM Peak)

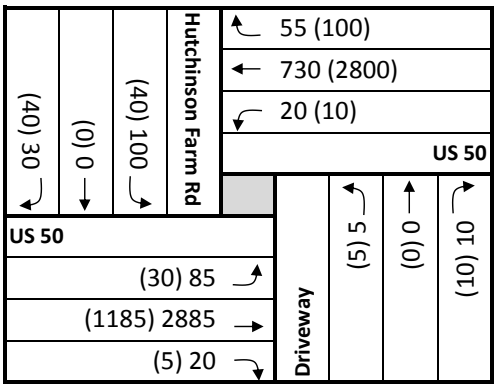


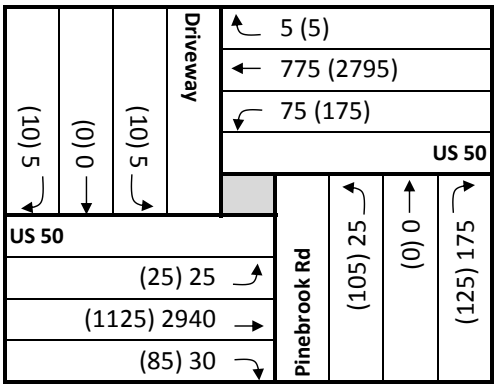
Alternative 2 (2040)
AM Peak (PM Peak)

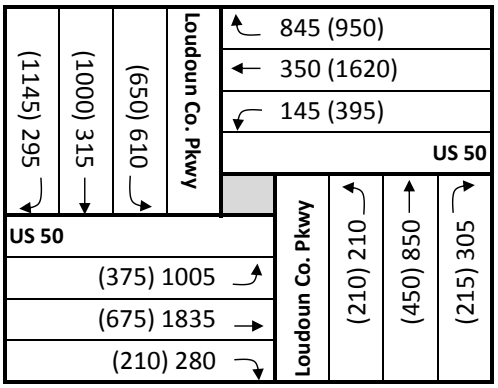
See below for US 50 at Northstar Boulevard Interchange Volumes

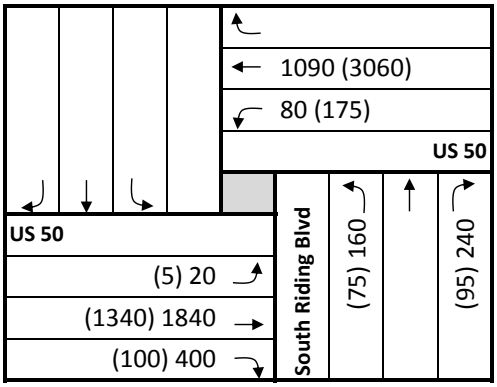


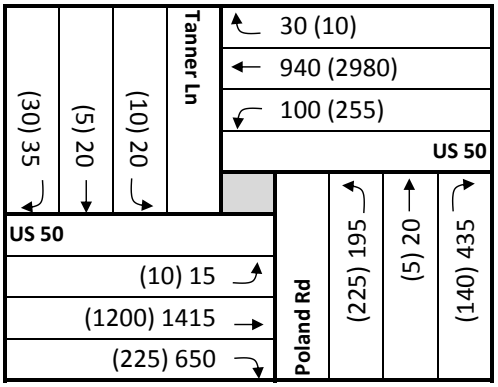




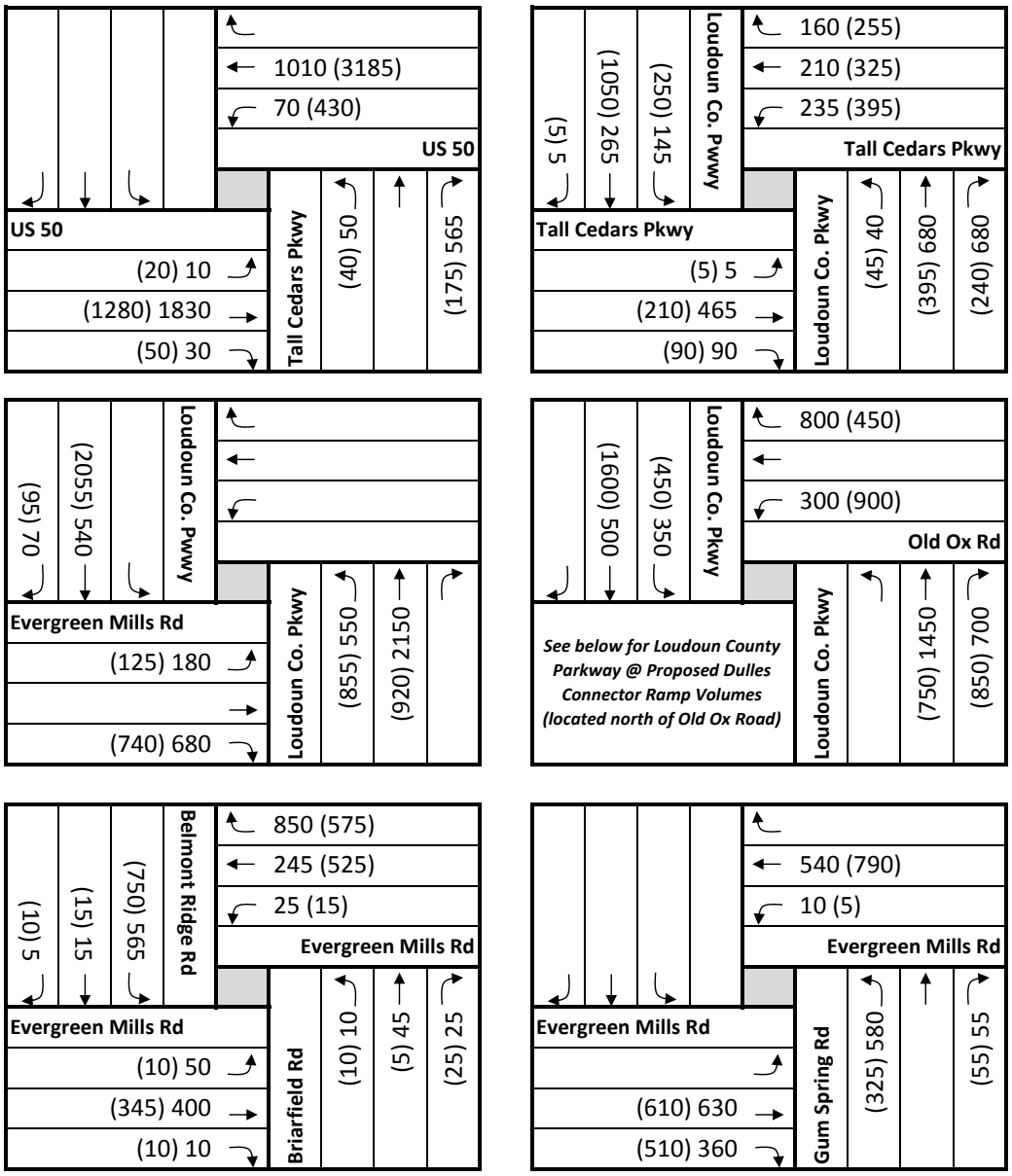






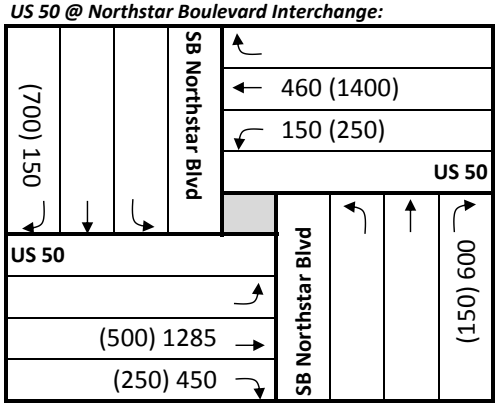


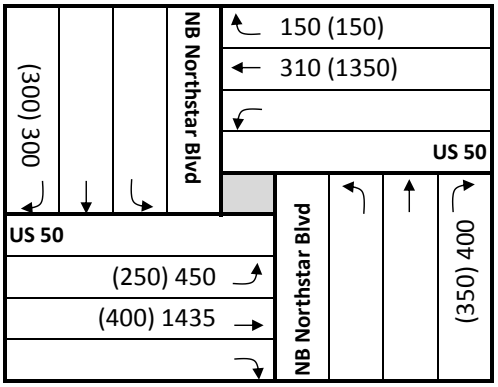
Alternative 2 (2040)
AM Peak (PM Peak)



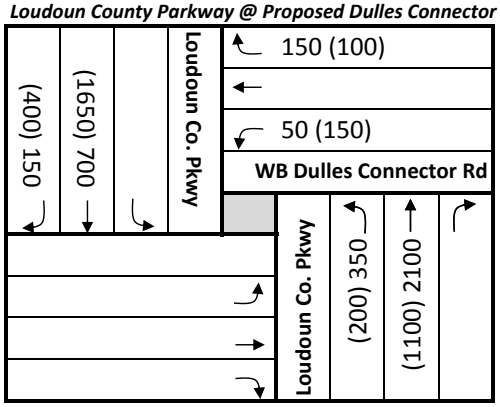
Alternative 2 (2040)
AM Peak (PM Peak)

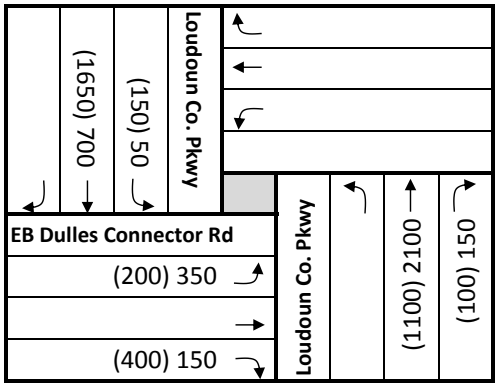
US 50 @ Northstar Boulevard Interchange:



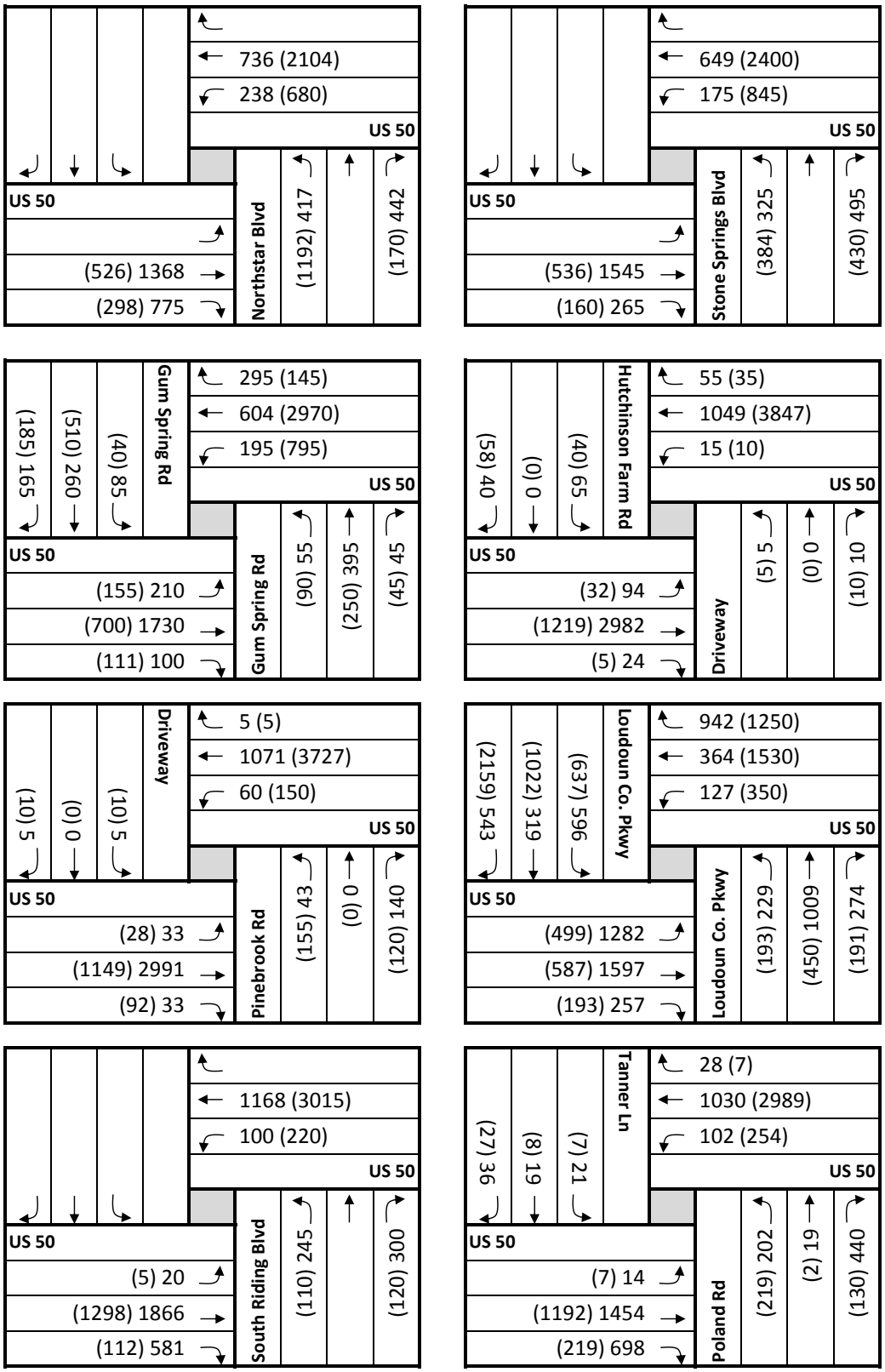


Loudoun County Parkway @ Proposed Dulles Connector Interchange:

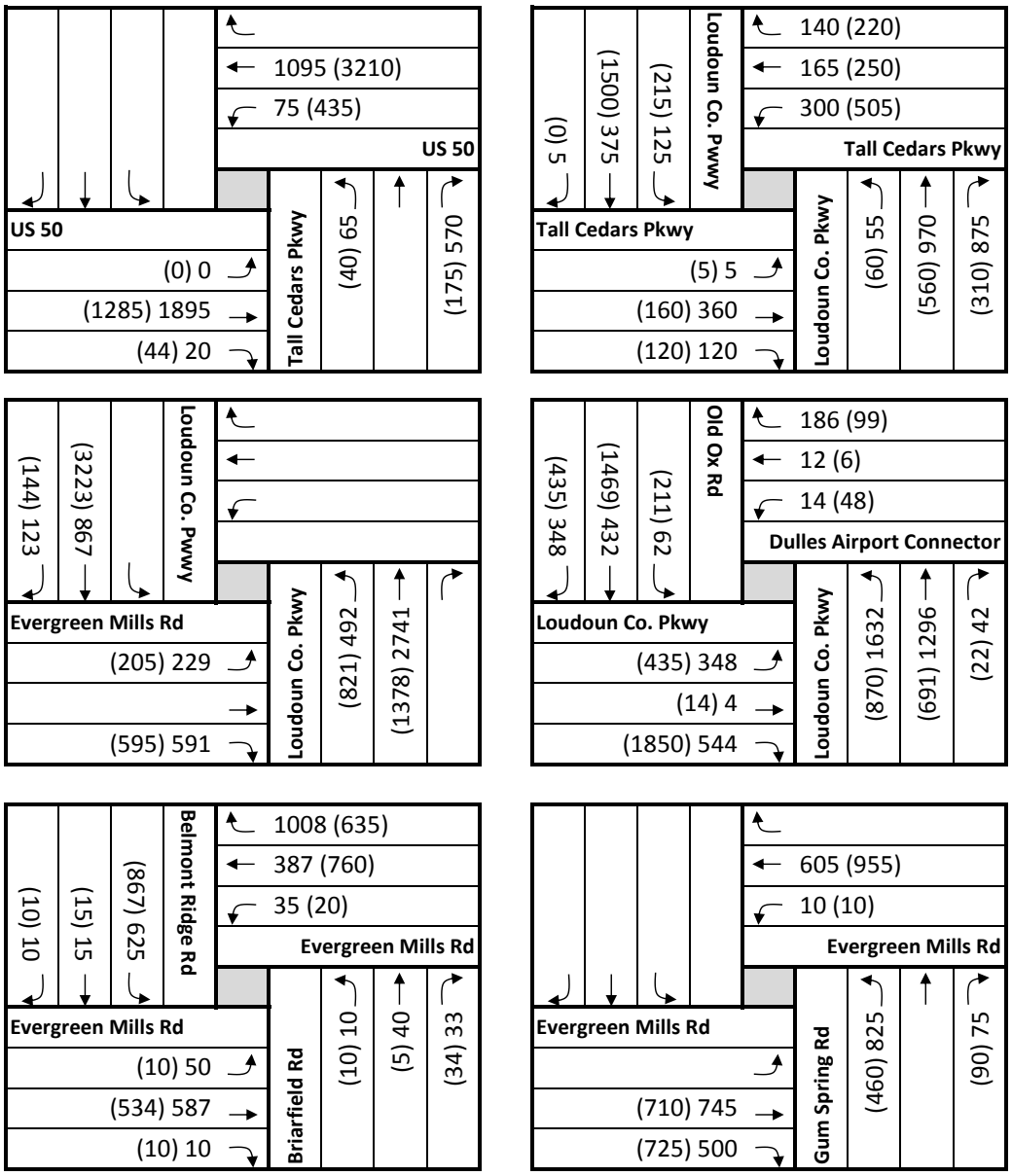




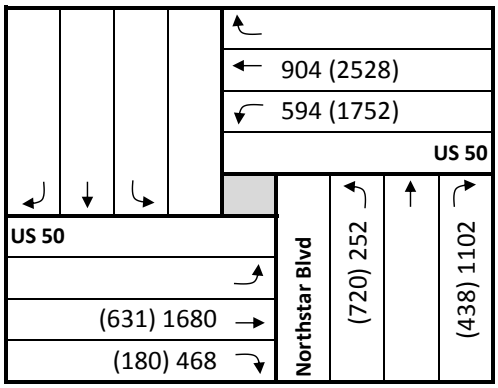
Alternative 3A (2040)
AM Peak (PM Peak)



Alternative 3A (2040)
AM Peak (PM Peak)



Alternative 3B (2040)
AM Peak (PM Peak)

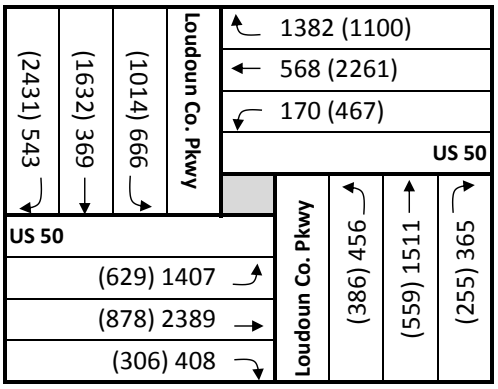


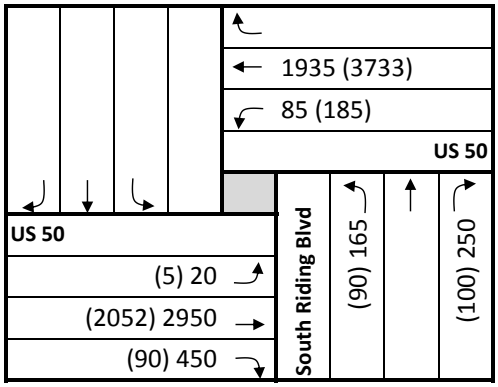
US 50 is limited access freeway at existing Stone Springs Boulevard in Alternative 3B

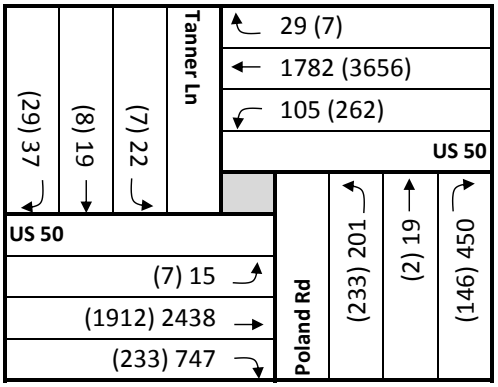
See below for US 50 at Gum Spring Road Interchange Volumes

US 50 is limited access freeway at existing Hutchinson Farm Road in Alternative 3B

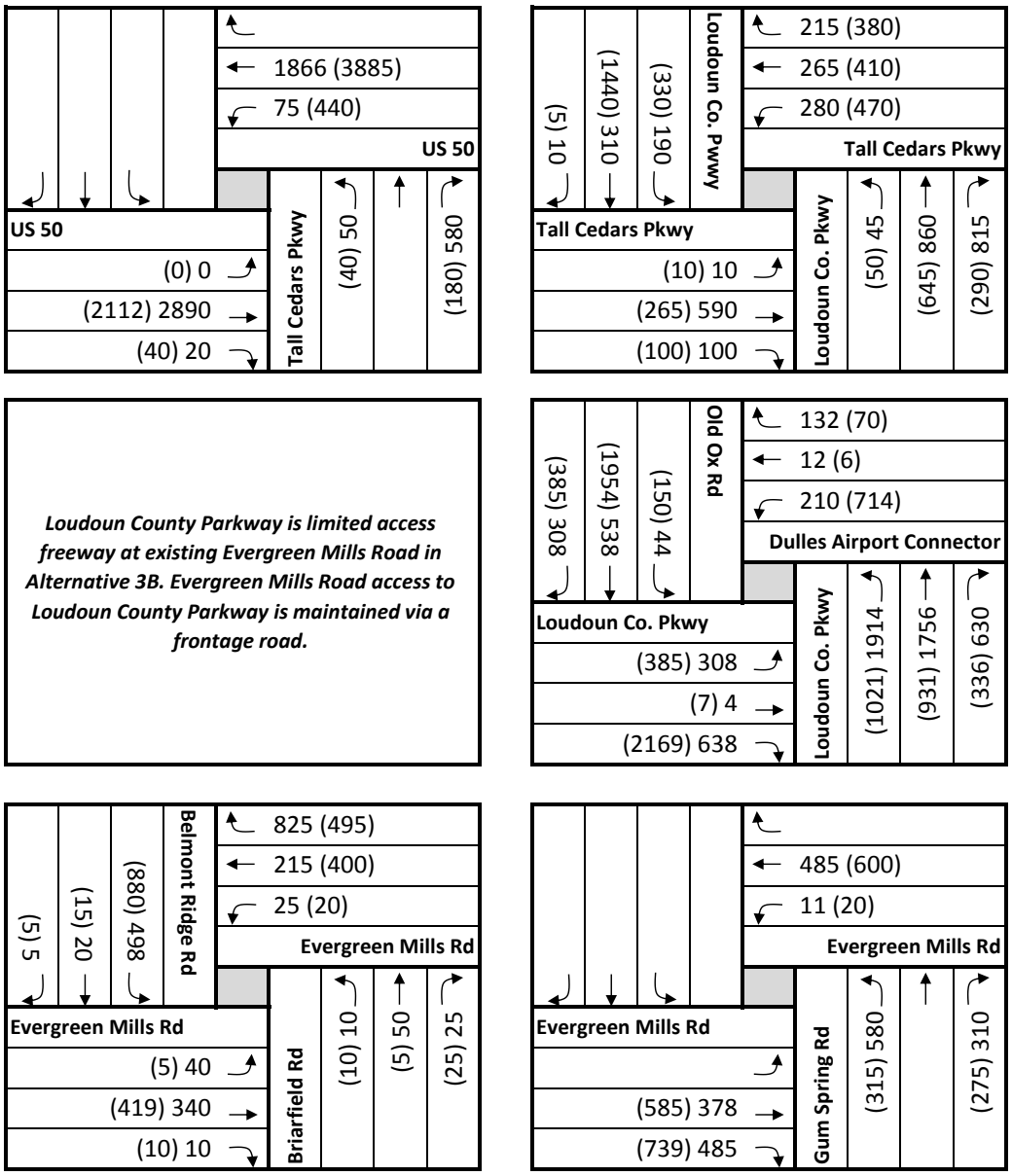
US 50 is limited access freeway at existing Pinebrook Road in Alternative 3B





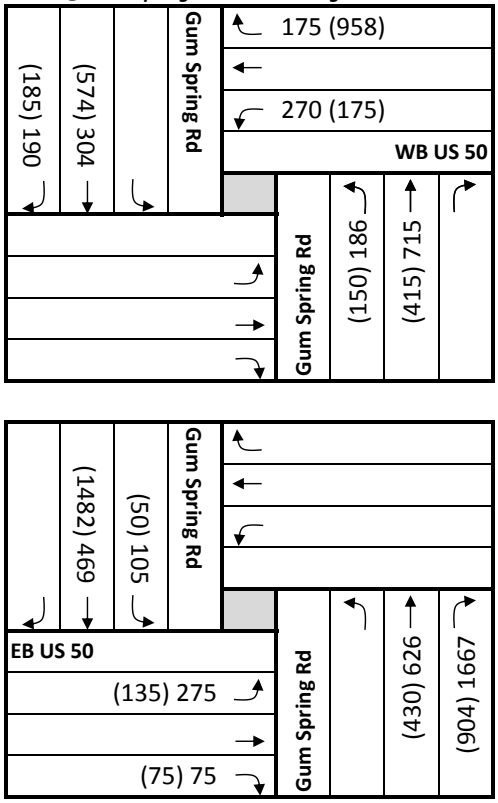


Alternative 3B (2040)
AM Peak (PM Peak)

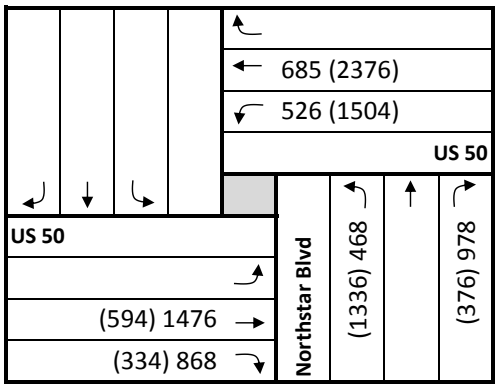


Alternative 3B (2040)
AM Peak (PM Peak)

US 50 @ Gum Spring Road Interchange:



Alternative 3C (2040)
AM Peak (PM Peak)

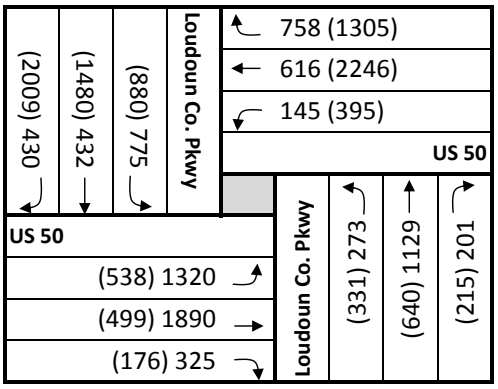


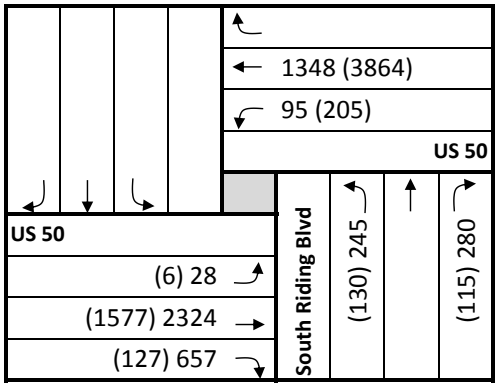
US 50 is limited access freeway at existing Stone Springs Boulevard in Alternative 3C

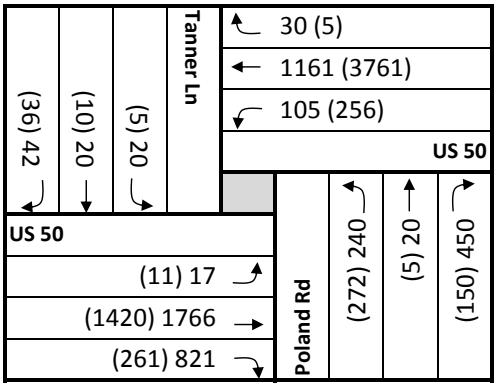
See below for US 50 at Gum Spring Road Interchange Volumes

US 50 is limited access freeway at existing Hutchinson Farm Road in Alternative 3C

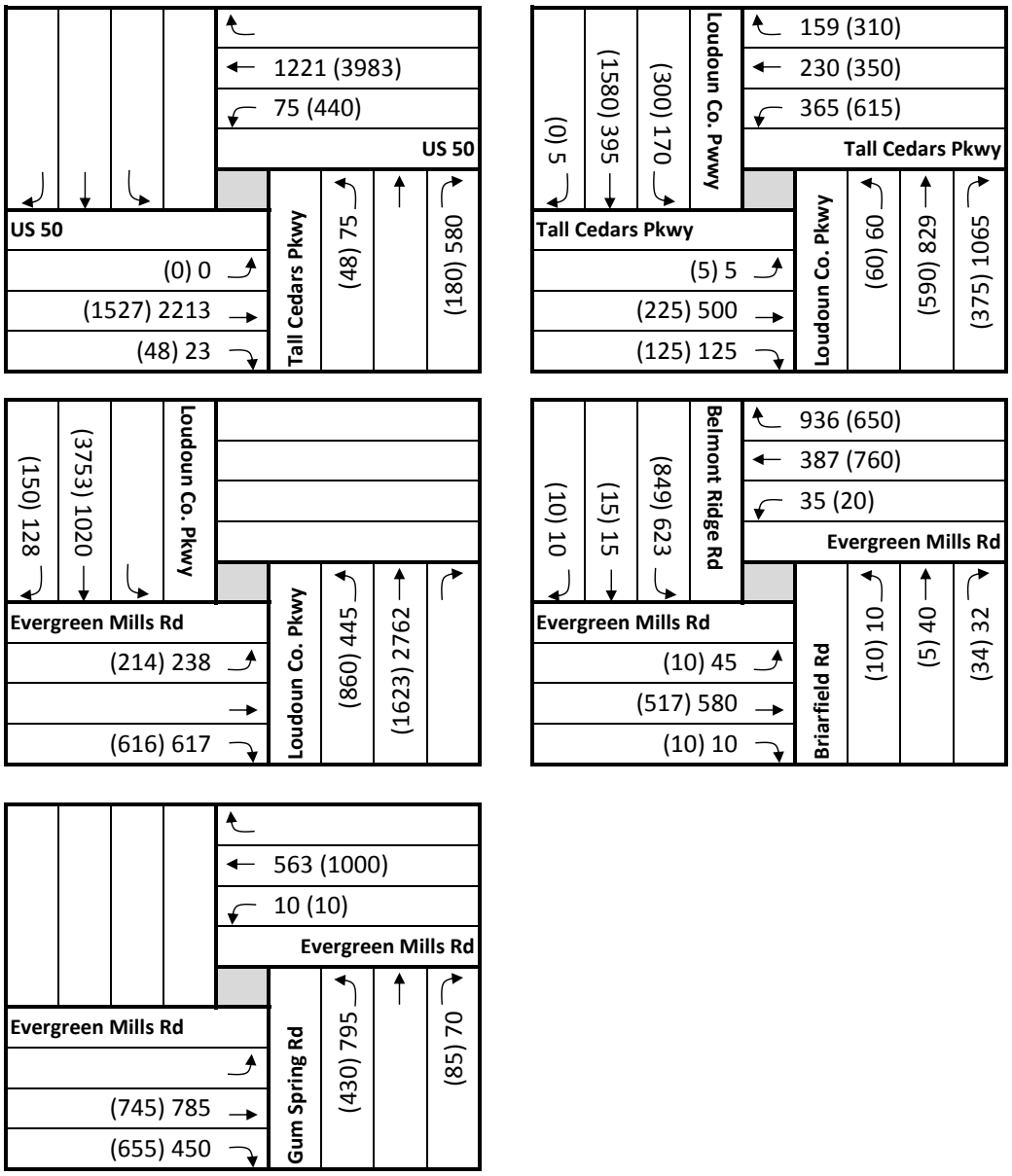
US 50 is limited access freeway at existing Pinebrook Road in Alternative 3C





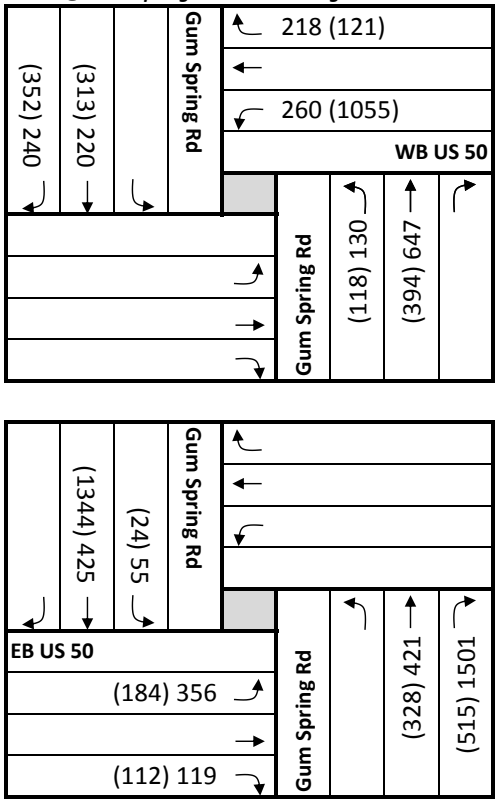


Alternative 3C (2040)
AM Peak (PM Peak)



Alternative 3C (2040)
AM Peak (PM Peak)

US 50 @ Gum Spring Road Interchange:



APPENDIX C – ENVIRONMENTAL TRAFFIC DATA

Synchro HCM Analysis Reports
ENTRADA Analysis Reports

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	900	185	150	195	115	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		3406	1553	3242	3085	3127	1524
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		3406	1553	3242	3085	3127	1524
Peak-hour factor, PHF	1.00	0.86	0.91	0.87	0.91	0.74	0.88
Adj. Flow (vph)	0	1047	203	172	214	155	483
RTOR Reduction (vph)	0	0	59	0	0	0	0
Lane Group Flow (vph)	0	1047	144	172	214	155	483
Heavy Vehicles (%)	0%	6%	4%	8%	17%	12%	6%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)		120.7	120.7	15.4	143.1	12.9	170.0
Effective Green, g (s)		120.7	120.7	15.4	143.1	12.9	170.0
Actuated g/C Ratio		0.71	0.71	0.09	0.84	0.08	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	4.0	3.0	2.0	
Lane Grp Cap (vph)		2418	1102	293	2596	237	1524
v/s Ratio Prot		c0.31		c0.05	0.07	c0.05	
v/s Ratio Perm			0.09				0.32
v/c Ratio		0.43	0.13	0.59	0.08	0.65	0.32
Uniform Delay, d1		10.3	7.9	74.2	2.3	76.4	0.0
Progression Factor		1.00	1.00	0.88	1.50	1.00	1.00
Incremental Delay, d2		0.6	0.2	2.9	0.1	4.9	0.5
Delay (s)		10.9	8.1	68.5	3.5	81.3	0.5
Level of Service		B	A	E	A	F	A
Approach Delay (s)		10.4			32.4	20.2	
Approach LOS		B			C	C	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	1120	65	130	225	175	30	235	30	50	155	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98			0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	1612	3406	1538	1597	3139	1468		1652			1630	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.99	
Satd. Flow (perm)	1612	3406	1538	1597	3139	1468		1652			1630	
Peak-hour factor, PHF	0.76	0.89	0.77	0.86	0.93	0.81	0.63	0.95	0.52	0.75	0.94	0.75
Adj. Flow (vph)	184	1258	84	151	242	216	48	247	58	67	165	120
RTOR Reduction (vph)	0	0	55	0	0	142	0	4	0	0	11	0
Lane Group Flow (vph)	184	1258	29	151	242	74	0	349	0	0	341	0
Heavy Vehicles (%)	12%	6%	5%	13%	15%	10%	30%	10%	4%	6%	9%	14%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						
Actuated Green, G (s)	19.0	58.5	58.5	18.5	58.0	58.0		33.0			32.0	
Effective Green, g (s)	19.0	58.5	58.5	18.5	58.0	58.0		33.0			32.0	
Actuated g/C Ratio	0.11	0.34	0.34	0.11	0.34	0.34		0.19			0.19	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Vehicle Extension (s)	4.0	2.0	2.0	4.0	2.0	2.0		5.0			3.0	
Lane Grp Cap (vph)	180	1172	529	173	1070	500		320			306	
v/s Ratio Prot	c0.11	c0.37		0.09	0.08			c0.21			c0.21	
v/s Ratio Perm			0.02			0.05						
v/c Ratio	1.02	1.07	0.05	0.87	0.23	0.15		1.09			1.12	
Uniform Delay, d1	75.5	55.8	37.3	74.6	40.0	38.8		68.5			69.0	
Progression Factor	0.90	0.87	3.01	0.89	0.59	2.61		1.00			1.00	
Incremental Delay, d2	70.8	47.6	0.2	35.4	0.5	0.6		76.7			86.3	
Delay (s)	139.0	96.0	112.2	101.5	24.1	101.9		145.2			155.3	
Level of Service	F	F	F	F	C	F		F			F	
Approach Delay (s)		102.1			70.9			145.2			155.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	107.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	1955	15	15	515	20	5	0	10	25	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.89			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (prot)	3502	3406	1615	1687	3139	1615		1673			1805	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (perm)	3502	3406	1615	1687	3139	1615		1673			1805	1615
Peak-hour factor, PHF	0.60	0.92	0.55	0.53	0.93	0.35	0.92	1.00	0.42	0.92	1.00	0.63
Adj. Flow (vph)	50	2125	27	28	554	57	5	0	24	27	0	16
RTOR Reduction (vph)	0	0	10	0	0	21	0	27	0	0	0	15
Lane Group Flow (vph)	50	2125	17	28	554	36	0	2	0	0	27	1
Heavy Vehicles (%)	0%	6%	0%	7%	15%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	6.6	109.5	109.5	5.5	108.4	108.4		11.0			15.0	15.0
Effective Green, g (s)	6.6	109.5	109.5	5.5	108.4	108.4		11.0			15.0	15.0
Actuated g/C Ratio	0.04	0.64	0.64	0.03	0.64	0.64		0.06			0.09	0.09
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	135	2193	1040	54	2001	1029		108			159	142
v/s Ratio Prot	0.01	c0.62		c0.02	0.18			c0.00			c0.01	
v/s Ratio Perm			0.01			0.02						0.00
v/c Ratio	0.37	0.97	0.02	0.52	0.28	0.04		0.02			0.17	0.01
Uniform Delay, d1	79.7	28.6	10.9	80.9	13.6	11.4		74.4			71.7	70.7
Progression Factor	0.71	2.03	1.00	0.72	1.53	1.00		1.00			1.00	1.00
Incremental Delay, d2	1.3	11.0	0.0	8.0	0.3	0.1		0.3			2.3	0.1
Delay (s)	57.9	69.2	10.9	66.6	21.0	11.5		74.7			74.0	70.9
Level of Service	E	E	B	E	C	B		E			E	E
Approach Delay (s)		68.2			22.2			74.7			72.9	
Approach LOS		E			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1950	20	30	525	5	20	0	70	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0	8.0	7.0	8.0	8.0	7.0	7.0	7.0		7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (prot)	1641	3471	1335	1410	3167	1615	1559	1559	1495		1473	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (perm)	1641	3471	1335	1410	3167	1615	1559	1559	1495		1473	
Peak-hour factor, PHF	0.66	0.91	0.68	0.80	0.89	0.50	0.66	1.00	0.84	0.38	1.00	0.37
Adj. Flow (vph)	30	2143	29	38	590	10	30	0	83	13	0	14
RTOR Reduction (vph)	0	0	7	0	0	3	0	0	71	0	26	0
Lane Group Flow (vph)	30	2143	22	38	590	7	15	15	12	0	1	0
Heavy Vehicles (%)	10%	4%	21%	28%	14%	0%	10%	0%	8%	0%	0%	33%
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	
Protected Phases	5	2	2 4	1	6		4	4	4 1	3	3	
Permitted Phases						6						
Actuated Green, G (s)	7.2	119.2	129.2	7.6	118.6	118.6	10.0	10.0	24.6		4.2	
Effective Green, g (s)	7.2	119.2	129.2	7.6	118.6	118.6	10.0	10.0	24.6		4.2	
Actuated g/C Ratio	0.04	0.70	0.76	0.04	0.70	0.70	0.06	0.06	0.14		0.02	
Clearance Time (s)	8.0	8.0		7.0	8.0	8.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			4.0	
Lane Grp Cap (vph)	69	2433	1014	63	2209	1126	91	91	216		36	
v/s Ratio Prot	0.02	c0.62	0.02	c0.03	0.19		c0.01	0.01	0.01		c0.00	
v/s Ratio Perm						0.00						
v/c Ratio	0.43	0.88	0.02	0.60	0.27	0.01	0.16	0.16	0.06		0.02	
Uniform Delay, d1	79.4	19.8	5.0	79.7	9.5	7.8	76.0	76.0	62.7		80.9	
Progression Factor	1.37	2.26	1.00	0.99	0.53	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.7	2.0	0.0	13.8	0.3	0.0	0.9	0.9	0.1		0.3	
Delay (s)	110.5	46.8	5.0	92.7	5.3	7.8	76.9	76.9	62.8		81.2	
Level of Service	F	D	A	F	A	A	E	E	E		F	
Approach Delay (s)		47.1			10.5			66.5			81.2	
Approach LOS		D			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	600	1225	200	100	235	500	150	530	215	360	195	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	8.0	8.0	7.0	8.0	8.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	4988	1538	3367	4472	1482	3367	3574	1583	3335	3438	1346
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	4988	1538	3367	4472	1482	3367	3574	1583	3335	3438	1346
Peak-hour factor, PHF	0.87	0.79	0.67	0.79	0.89	0.87	0.62	0.80	0.75	0.77	0.78	0.84
Adj. Flow (vph)	690	1551	299	127	264	575	242	662	287	468	250	208
RTOR Reduction (vph)	0	0	139	0	0	68	0	0	119	0	0	52
Lane Group Flow (vph)	690	1551	160	127	264	507	242	662	168	468	250	156
Heavy Vehicles (%)	4%	4%	5%	4%	16%	9%	4%	1%	2%	5%	5%	20%
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	5	2	2 7	1	6	6 3	7	4	4 1	3	8	8 5
Permitted Phases												
Actuated Green, G (s)	39.4	68.4	91.2	9.7	38.7	75.0	14.3	33.6	51.3	27.8	47.1	94.5
Effective Green, g (s)	39.4	68.4	91.2	9.7	38.7	75.0	14.3	33.6	51.3	27.8	47.1	94.5
Actuated g/C Ratio	0.23	0.40	0.54	0.06	0.23	0.44	0.08	0.20	0.30	0.16	0.28	0.56
Clearance Time (s)	7.0	8.5		7.0	8.5		7.0	8.0		7.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	780	2006	825	192	1018	653	283	706	477	545	952	748
v/s Ratio Prot	c0.20	0.31	0.10	0.04	0.06	c0.34	0.07	c0.19	0.11	c0.14	0.07	0.12
v/s Ratio Perm												
v/c Ratio	0.88	0.77	0.19	0.66	0.26	0.78	0.86	0.94	0.35	0.86	0.26	0.21
Uniform Delay, d1	63.1	44.1	20.4	78.5	53.9	40.4	76.8	67.2	46.4	69.2	47.9	19.0
Progression Factor	0.78	0.70	2.38	1.00	0.98	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.3	2.0	0.1	8.2	0.6	5.7	21.5	19.9	0.5	12.7	0.1	0.1
Delay (s)	57.7	32.7	48.7	86.8	53.2	43.3	98.3	87.1	46.8	81.9	48.1	19.1
Level of Service	E	C	D	F	D	D	F	F	D	F	D	B
Approach Delay (s)		41.4			51.7			79.7			58.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	15	1205	275	50	675	100	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%	0%	
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	7.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1703	4848	1568	3186	4636	3335	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1703	4848	1568	3186	4636	3335	1553
Peak-hour factor, PHF	0.44	0.96	0.91	0.69	0.92	0.74	0.70
Adj. Flow (vph)	34	1255	302	72	734	135	214
RTOR Reduction (vph)	0	0	74	0	0	0	0
Lane Group Flow (vph)	34	1255	228	72	734	135	214
Heavy Vehicles (%)	6%	7%	3%	11%	13%	5%	4%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)	6.7	128.3	128.3	8.3	129.9	11.4	170.0
Effective Green, g (s)	6.7	128.3	128.3	8.3	129.9	11.4	170.0
Actuated g/C Ratio	0.04	0.75	0.75	0.05	0.76	0.07	1.00
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	7.0	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	67	3658	1183	155	3542	223	1553
v/s Ratio Prot	0.02	c0.26		c0.02	0.16	c0.04	
v/s Ratio Perm			0.15				c0.14
v/c Ratio	0.51	0.34	0.19	0.46	0.21	0.61	0.14
Uniform Delay, d1	80.0	6.9	6.0	78.7	5.6	77.1	0.0
Progression Factor	1.07	0.32	0.02	0.96	0.78	1.00	1.00
Incremental Delay, d2	1.6	0.2	0.3	0.8	0.1	3.2	0.2
Delay (s)	87.6	2.4	0.4	76.3	4.5	80.3	0.2
Level of Service	F	A	A	E	A	F	A
Approach Delay (s)		3.8			10.9	31.2	
Approach LOS		A			B	C	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	995	350	50	605	20	95	10	215	15	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (prot)	1203	3374	1495	1556	4715	854		1695	1568		905	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (perm)	1203	3374	1495	1556	4715	854		1695	1568		905	
Peak-hour factor, PHF	0.50	0.94	0.81	0.89	0.87	0.90	0.79	0.63	0.89	0.65	0.63	0.67
Adj. Flow (vph)	20	1059	432	56	695	22	120	16	242	23	16	37
RTOR Reduction (vph)	0	0	162	0	0	8	0	0	216	0	20	0
Lane Group Flow (vph)	20	1059	270	56	695	14	0	136	26	0	56	0
Heavy Vehicles (%)	50%	7%	8%	16%	10%	89%	7%	10%	3%	84%	100%	96%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Actuated Green, G (s)	6.0	104.5	104.5	9.4	107.9	107.9		18.1	18.1		10.0	
Effective Green, g (s)	6.0	104.5	104.5	9.4	107.9	107.9		18.1	18.1		10.0	
Actuated g/C Ratio	0.04	0.61	0.61	0.06	0.63	0.63		0.11	0.11		0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0		3.0	3.0		5.0	
Lane Grp Cap (vph)	42	2074	918	86	2992	542		180	166		53	
v/s Ratio Prot	0.02	c0.31		c0.04	c0.15			c0.08			c0.06	
v/s Ratio Perm			0.18			0.02			0.02			
v/c Ratio	0.48	0.51	0.29	0.65	0.23	0.03		0.76	0.16		1.06	
Uniform Delay, d1	80.5	18.4	15.4	78.7	13.3	11.5		73.8	69.0		80.0	
Progression Factor	1.24	0.51	0.47	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	8.0	0.9	0.8	16.3	0.2	0.1		16.4	0.4		141.8	
Delay (s)	107.5	10.3	8.0	95.0	13.5	11.6		90.2	69.4		221.8	
Level of Service	F	B	A	F	B	B		F	E		F	
Approach Delay (s)		11.0			19.3			76.9			221.8	
Approach LOS		B			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	10	1200	15	59	625	40	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1308	3438	1509	3400	3252	2918	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1308	3438	1509	3400	3252	2918	1599
Peak-hour factor, PHF	0.50	0.95	0.63	0.78	0.95	0.83	0.91
Adj. Flow (vph)	20	1263	24	76	658	48	510
RTOR Reduction (vph)	0	0	3	0	0	0	82
Lane Group Flow (vph)	20	1263	21	76	658	48	428
Heavy Vehicles (%)	38%	5%	7%	3%	11%	20%	1%
Turn Type	Prot	NA	pm+ov	Prot	NA	NA	pt+ov
Protected Phases	5	2	4	1	6	4	4 1
Permitted Phases			2				
Actuated Green, G (s)	8.0	180.2	209.2	9.8	182.0	29.0	45.8
Effective Green, g (s)	8.0	180.2	209.2	9.8	182.0	29.0	45.8
Actuated g/C Ratio	0.03	0.75	0.87	0.04	0.76	0.12	0.19
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	43	2581	1359	138	2466	352	305
v/s Ratio Prot	0.02	c0.37	0.00	0.02	0.20	0.02	c0.27
v/s Ratio Perm			0.01				
v/c Ratio	0.47	0.49	0.02	0.55	0.27	0.14	1.40
Uniform Delay, d1	113.9	11.8	2.0	112.9	8.8	94.3	97.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.7	0.0	2.7	0.3	0.1	200.5
Delay (s)	116.8	12.4	2.0	115.6	9.1	94.4	297.6
Level of Service	F	B	A	F	A	F	F
Approach Delay (s)		13.8			20.1	280.1	
Approach LOS		B			C	F	

Intersection Summary			
HCM 2000 Control Delay	72.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	115	440	380	1250	290	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	4.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00	0.97	1.00	0.95	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1583	1538	3155	1845	3070	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1583	1538	3155	1845	3070	
Peak-hour factor, PHF	0.77	0.86	0.90	0.85	0.87	0.83
Adj. Flow (vph)	149	512	422	1471	333	54
RTOR Reduction (vph)	0	0	0	0	7	0
Lane Group Flow (vph)	149	512	422	1471	380	0
Heavy Vehicles (%)	14%	5%	11%	3%	15%	16%
Turn Type	NA	Free	Prot	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		Free				
Actuated Green, G (s)	18.7	169.7	27.9	137.0	102.1	
Effective Green, g (s)	18.7	169.7	27.9	137.0	102.1	
Actuated g/C Ratio	0.11	1.00	0.16	0.81	0.60	
Clearance Time (s)	7.0		7.0	7.0	7.0	
Vehicle Extension (s)	3.0		5.0	3.0	3.0	
Lane Grp Cap (vph)	174	1538	518	1489	1847	
v/s Ratio Prot	c0.09		0.13	c0.80	0.12	
v/s Ratio Perm		0.33				
v/c Ratio	0.86	0.33	0.81	0.99	0.21	
Uniform Delay, d1	74.2	0.0	68.4	15.6	15.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	31.5	0.6	10.7	20.2	0.1	
Delay (s)	105.7	0.6	79.1	35.8	15.4	
Level of Service	F	A	E	D	B	
Approach Delay (s)	24.3			45.5	15.4	
Approach LOS	C			D	B	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	169.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	288	58	129	131	100	27	439	374	89	170	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.0	7.5	7.5	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1504	3505	1442	1556	3610	1583	1736	3539	1553	1719	3374	1346
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1504	3505	1442	1556	3610	1583	1736	3539	1553	1719	3374	1346
Peak-hour factor, PHF	0.42	0.91	0.76	0.81	0.78	0.78	0.75	0.89	0.80	0.74	0.76	0.42
Adj. Flow (vph)	12	316	76	159	168	128	36	493	468	120	224	12
RTOR Reduction (vph)	0	0	53	0	0	65	0	0	140	0	0	9
Lane Group Flow (vph)	12	316	23	159	168	63	36	493	328	120	224	3
Heavy Vehicles (%)	20%	3%	12%	16%	0%	2%	4%	2%	4%	5%	7%	20%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	1.2	24.7	32.9	17.5	41.0	54.0	8.2	25.2	42.7	13.0	30.0	31.2
Effective Green, g (s)	1.2	24.7	32.9	17.5	41.0	54.0	8.2	25.2	42.7	13.0	30.0	31.2
Actuated g/C Ratio	0.01	0.23	0.30	0.16	0.38	0.50	0.08	0.23	0.39	0.12	0.28	0.29
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.0	7.5	7.5	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	16	794	528	250	1359	784	130	818	708	205	929	385
v/s Ratio Prot	0.01	c0.09	0.00	c0.10	0.05	0.01	0.02	c0.14	c0.07	c0.07	c0.07	0.00
v/s Ratio Perm			0.01			0.03			0.14			0.00
v/c Ratio	0.75	0.40	0.04	0.64	0.12	0.08	0.28	0.60	0.46	0.59	0.24	0.01
Uniform Delay, d1	53.7	35.8	26.9	42.7	22.2	14.4	47.6	37.4	24.6	45.4	30.6	27.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	106.0	0.3	0.0	5.2	0.0	0.0	1.2	1.3	0.5	4.2	0.1	0.0
Delay (s)	159.7	36.1	26.9	47.9	22.2	14.5	48.7	38.6	25.1	49.6	30.8	27.8
Level of Service	F	D	C	D	C	B	D	D	C	D	C	C
Approach Delay (s)		38.0			29.0			32.6			37.0	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	108.9	Sum of lost time (s)	28.5
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	305	5	15	185	740	5	25	15	500	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			0.95			1.00	
Flt Protected		1.00	1.00		1.00			0.99			0.95	
Satd. Flow (prot)		1779	1615		1509			1445			1687	
Flt Permitted		0.84	1.00		0.98			0.92			0.67	
Satd. Flow (perm)		1494	1615		1487			1342			1189	
Peak-hour factor, PHF	0.82	0.85	0.33	0.63	0.92	0.94	0.50	0.57	0.50	0.85	0.75	0.63
Adj. Flow (vph)	37	359	15	24	201	787	10	44	30	588	13	8
RTOR Reduction (vph)	0	0	0	0	115	0	0	18	0	0	1	0
Lane Group Flow (vph)	0	396	15	0	898	0	0	66	0	0	608	0
Heavy Vehicles (%)	9%	6%	0%	33%	24%	9%	0%	20%	39%	7%	11%	20%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		55.0	55.0		55.0			40.0			40.0	
Effective Green, g (s)		55.0	55.0		55.0			40.0			40.0	
Actuated g/C Ratio		0.50	0.50		0.50			0.36			0.36	
Clearance Time (s)		7.0	7.0		7.0			8.0			8.0	
Vehicle Extension (s)		4.0	4.0		4.0			3.0			5.0	
Lane Grp Cap (vph)		747	807		743			488			432	
v/s Ratio Prot												
v/s Ratio Perm		0.27	0.01		c0.60			0.05			c0.51	
v/c Ratio		0.53	0.02		1.21			0.13			1.41	
Uniform Delay, d1		18.7	13.9		27.5			23.4			35.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.9	0.0		106.0			0.1			197.1	
Delay (s)		19.6	13.9		133.5			23.5			232.1	
Level of Service		B	B		F			C			F	
Approach Delay (s)		19.4			133.5			23.5			232.1	
Approach LOS		B			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	135.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	123.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	530	290	5	430	510	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.95			1.00	0.99	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1674			1672	1619	
Flt Permitted	1.00			0.51	0.96	
Satd. Flow (perm)	1674			851	1619	
Peak-hour factor, PHF	0.87	0.85	0.25	0.94	0.90	0.62
Adj. Flow (vph)	609	341	20	457	567	65
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	950	0	0	477	632	0
Heavy Vehicles (%)	8%	8%	0%	14%	12%	0%
Turn Type	NA		Perm	NA	NA	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	60.0			60.0	40.0	
Effective Green, g (s)	60.0			60.0	40.0	
Actuated g/C Ratio	0.53			0.53	0.35	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	4.0			4.0	4.0	
Lane Grp Cap (vph)	881			447	568	
v/s Ratio Prot	c0.57				c0.39	
v/s Ratio Perm				0.56		
v/c Ratio	1.08			1.07	1.11	
Uniform Delay, d1	27.0			27.0	37.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	53.7			61.6	72.6	
Delay (s)	80.7			88.6	109.6	
Level of Service	F			F	F	
Approach Delay (s)	80.7			88.6	109.6	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	91.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	114.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	340	115	550	870	140	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		3505	1553	3467	3539	3433	1599
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		3505	1553	3467	3539	3433	1599
Peak-hour factor, PHF	1.00	0.89	0.87	0.97	0.87	0.77	0.87
Adj. Flow (vph)	0	382	132	567	1000	182	322
RTOR Reduction (vph)	0	0	71	0	0	0	0
Lane Group Flow (vph)	0	382	61	567	1000	182	322
Heavy Vehicles (%)	0%	3%	4%	1%	2%	2%	1%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1 3	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)		64.7	64.7	35.4	114.1	11.9	140.0
Effective Green, g (s)		64.7	64.7	35.4	114.1	11.9	140.0
Actuated g/C Ratio		0.46	0.46	0.25	0.81	0.09	1.00
Clearance Time (s)		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0	3.0		3.0	2.0	
Lane Grp Cap (vph)		1619	717	876	2884	291	1599
v/s Ratio Prot		0.11		c0.16	c0.28	c0.05	
v/s Ratio Perm			0.04				0.20
v/c Ratio		0.24	0.09	0.65	0.35	0.63	0.20
Uniform Delay, d1		22.7	21.1	46.7	3.3	61.9	0.0
Progression Factor		1.00	1.00	0.61	0.26	1.00	1.00
Incremental Delay, d2		0.3	0.2	0.2	0.0	3.0	0.3
Delay (s)		23.1	21.3	28.5	0.9	64.9	0.3
Level of Service		C	C	C	A	E	A
Approach Delay (s)		22.6			10.9	23.6	
Approach LOS		C			B	C	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	455	75	525	1280	85	45	150	30	25	305	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			1.00	
Satd. Flow (prot)	1787	3539	1538	1787	3539	1468		1744			1734	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			1.00	
Satd. Flow (perm)	1787	3539	1538	1787	3539	1468		1744			1734	
Peak-hour factor, PHF	0.77	0.88	0.85	0.88	0.94	0.90	0.68	0.89	0.88	0.67	0.91	0.64
Adj. Flow (vph)	117	517	88	597	1362	94	66	169	34	37	335	148
RTOR Reduction (vph)	0	0	74	0	0	58	0	3	0	0	10	0
Lane Group Flow (vph)	117	517	14	597	1362	36	0	266	0	0	510	0
Heavy Vehicles (%)	1%	2%	5%	1%	2%	10%	0%	7%	11%	8%	6%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						
Actuated Green, G (s)	10.0	23.0	23.0	40.0	53.0	53.0		20.0			29.0	
Effective Green, g (s)	10.0	23.0	23.0	40.0	53.0	53.0		20.0			29.0	
Actuated g/C Ratio	0.07	0.16	0.16	0.29	0.38	0.38		0.14			0.21	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0			7.0	
Vehicle Extension (s)	4.0	2.0	2.0	4.0	2.0	2.0		5.0			3.0	
Lane Grp Cap (vph)	127	581	252	510	1339	555		249			359	
v/s Ratio Prot	0.07	0.15		c0.33	c0.38			c0.15			c0.29	
v/s Ratio Perm			0.01			0.02						
v/c Ratio	0.92	0.89	0.06	1.17	1.02	0.06		1.07			1.42	
Uniform Delay, d1	64.6	57.3	49.4	50.0	43.5	27.7		60.0			55.5	
Progression Factor	1.21	0.78	1.00	1.02	0.56	1.86		1.00			1.00	
Incremental Delay, d2	56.2	18.1	0.4	88.8	23.1	0.1		75.8			204.6	
Delay (s)	134.1	63.0	49.8	139.7	47.6	51.7		135.8			260.1	
Level of Service	F	E	D	F	D	D		F			F	
Approach Delay (s)		72.9			74.6			135.8			260.1	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	105.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	800	5	10	1870	15	5	0	10	15	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98			0.96	1.00
Satd. Flow (prot)	3502	3312	1615	1805	3539	1615		1697			1827	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.98			0.96	1.00
Satd. Flow (perm)	3502	3312	1615	1805	3539	1615		1697			1827	1615
Peak-hour factor, PHF	0.75	0.88	0.92	0.63	0.94	0.75	0.92	1.00	0.92	0.92	0.25	0.92
Adj. Flow (vph)	13	909	5	16	1989	20	5	0	11	16	4	16
RTOR Reduction (vph)	0	0	2	0	0	7	0	15	0	0	0	15
Lane Group Flow (vph)	13	909	3	16	1989	13	0	1	0	0	20	1
Heavy Vehicles (%)	0%	9%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	2.8	91.2	91.2	2.8	91.2	91.2		7.0			10.0	10.0
Effective Green, g (s)	2.8	91.2	91.2	2.8	91.2	91.2		7.0			10.0	10.0
Actuated g/C Ratio	0.02	0.65	0.65	0.02	0.65	0.65		0.05			0.07	0.07
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	70	2157	1052	36	2305	1052		84			130	115
v/s Ratio Prot	0.00	0.27		c0.01	c0.56			c0.00			c0.01	
v/s Ratio Perm			0.00			0.01						0.00
v/c Ratio	0.19	0.42	0.00	0.44	0.86	0.01		0.01			0.15	0.01
Uniform Delay, d1	67.5	11.7	8.5	67.8	19.4	8.6		63.2			61.0	60.4
Progression Factor	0.63	2.35	1.00	1.27	1.18	1.00		1.00			1.00	1.00
Incremental Delay, d2	1.1	0.5	0.0	5.0	2.7	0.0		0.2			2.5	0.2
Delay (s)	43.5	28.0	8.5	90.9	25.7	8.6		63.4			63.5	60.6
Level of Service	D	C	A	F	C	A		E			E	E
Approach Delay (s)		28.1			26.1			63.4			62.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	765	40	75	1835	5	50	0	60	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0	8.0	7.0	8.0	8.0	7.0	7.0	7.0		7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (prot)	1583	3438	1495	1805	3539	1615	1715	1715	1615		1723	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (perm)	1583	3438	1495	1805	3539	1615	1715	1715	1615		1723	
Peak-hour factor, PHF	0.46	0.90	0.73	0.82	0.98	0.25	0.56	1.00	0.79	0.50	0.25	0.31
Adj. Flow (vph)	43	850	55	91	1872	20	89	0	76	20	4	32
RTOR Reduction (vph)	0	0	19	0	0	8	0	0	60	0	30	0
Lane Group Flow (vph)	43	850	36	91	1872	12	44	45	16	0	26	0
Heavy Vehicles (%)	14%	5%	8%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	
Protected Phases	5	2	2 4	1	6		4	4	4 1	3	3	
Permitted Phases						6						
Actuated Green, G (s)	7.2	80.9	91.5	12.4	85.1	85.1	10.6	10.6	30.0		7.1	
Effective Green, g (s)	7.2	80.9	91.5	12.4	85.1	85.1	10.6	10.6	30.0		7.1	
Actuated g/C Ratio	0.05	0.58	0.65	0.09	0.61	0.61	0.08	0.08	0.21		0.05	
Clearance Time (s)	8.0	8.0		7.0	8.0	8.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			4.0	
Lane Grp Cap (vph)	81	1986	977	159	2151	981	129	129	346		87	
v/s Ratio Prot	0.03	c0.25	0.02	0.05	c0.53		0.03	c0.03	0.01		c0.01	
v/s Ratio Perm						0.01						
v/c Ratio	0.53	0.43	0.04	0.57	0.87	0.01	0.34	0.35	0.05		0.29	
Uniform Delay, d1	64.8	16.6	8.6	61.3	22.9	10.8	61.4	61.4	43.7		64.0	
Progression Factor	0.68	0.65	3.46	1.30	0.69	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	0.6	0.0	3.0	3.2	0.0	1.6	1.6	0.1		2.6	
Delay (s)	50.0	11.5	29.8	82.9	19.1	10.9	63.0	63.1	43.7		66.6	
Level of Service	D	B	C	F	B	B	E	E	D		E	
Approach Delay (s)		14.3			21.9			54.1			66.6	
Approach LOS		B			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	450	150	275	1080	570	150	270	150	385	625	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.5	8.5	7.0	8.5	8.5	7.0	8.0	8.0	7.0	8.0	8.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3273	4893	1599	3467	5085	1553	3467	3505	1553	3273	3539	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3273	4893	1599	3467	5085	1553	3467	3505	1553	3273	3539	1568
Peak-hour factor, PHF	0.88	0.94	0.92	0.84	0.88	0.91	0.89	0.80	0.92	0.95	0.92	0.96
Adj. Flow (vph)	267	479	163	327	1227	626	169	338	163	405	679	714
RTOR Reduction (vph)	0	0	88	0	0	40	0	0	97	0	0	91
Lane Group Flow (vph)	267	479	75	327	1227	586	169	338	66	405	679	623
Heavy Vehicles (%)	7%	6%	1%	1%	2%	4%	1%	3%	4%	7%	2%	3%
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	5	2	2 7	1	6	6 3	7	4	4 1	3	8	8 5
Permitted Phases												
Actuated Green, G (s)	13.0	44.0	64.5	18.5	49.5	80.7	12.0	24.3	50.8	22.7	35.0	56.0
Effective Green, g (s)	13.0	44.0	64.5	18.5	49.5	80.7	12.0	24.3	50.8	22.7	35.0	56.0
Actuated g/C Ratio	0.09	0.31	0.46	0.13	0.35	0.58	0.09	0.17	0.36	0.16	0.25	0.40
Clearance Time (s)	7.0	8.5		7.0	8.5		7.0	8.0		7.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	303	1537	736	458	1797	895	297	608	563	530	884	627
v/s Ratio Prot	0.08	0.10	0.05	0.09	c0.24	c0.38	0.05	0.10	0.04	c0.12	0.19	c0.40
v/s Ratio Perm												
v/c Ratio	0.88	0.31	0.10	0.71	0.68	0.65	0.57	0.56	0.12	0.76	0.77	0.99
Uniform Delay, d1	62.7	36.5	21.4	58.2	38.6	20.2	61.5	52.9	29.7	56.1	48.7	41.8
Progression Factor	0.70	1.04	10.39	0.91	0.78	1.25	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	23.2	0.5	0.1	4.8	2.0	1.6	2.5	1.1	0.1	6.5	4.1	34.1
Delay (s)	67.0	38.6	221.9	58.1	32.0	26.9	64.0	54.0	29.8	62.6	52.8	75.9
Level of Service	E	D	F	E	C	C	E	D	C	E	D	E
Approach Delay (s)		79.8			34.4			50.6			64.2	
Approach LOS		E			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	53.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	5	840	55	110	2020	55	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%	0%	
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	7.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1357	4893	1615	3467	5086	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1357	4893	1615	3467	5086	3433	1583
Peak-hour factor, PHF	0.75	0.94	0.74	0.83	0.96	0.72	0.89
Adj. Flow (vph)	7	894	74	133	2104	76	67
RTOR Reduction (vph)	0	0	21	0	0	0	0
Lane Group Flow (vph)	7	894	53	133	2104	76	67
Heavy Vehicles (%)	33%	6%	0%	2%	3%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)	1.4	100.5	100.5	9.9	109.0	7.6	140.0
Effective Green, g (s)	1.4	100.5	100.5	9.9	109.0	7.6	140.0
Actuated g/C Ratio	0.01	0.72	0.72	0.07	0.78	0.05	1.00
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	7.0	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	13	3512	1159	245	3959	186	1583
v/s Ratio Prot	0.01	0.18		c0.04	c0.41	c0.02	
v/s Ratio Perm			0.03				0.04
v/c Ratio	0.54	0.25	0.05	0.54	0.53	0.41	0.04
Uniform Delay, d1	69.0	6.8	5.8	62.9	5.9	64.0	0.0
Progression Factor	1.04	0.30	0.04	1.20	0.10	1.00	1.00
Incremental Delay, d2	19.1	0.2	0.1	1.1	0.4	0.5	0.1
Delay (s)	90.8	2.2	0.3	76.5	1.0	64.6	0.1
Level of Service	F	A	A	E	A	E	A
Approach Delay (s)		2.7			5.5	34.3	
Approach LOS		A			A	C	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	785	110	125	2000	5	110	1	70	5	4	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.99	
Satd. Flow (prot)	1805	3505	1568	1770	5085	1077		1760	1615		1620	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.99	
Satd. Flow (perm)	1805	3505	1568	1770	5085	1077		1760	1615		1620	
Peak-hour factor, PHF	0.75	0.96	0.74	0.82	0.99	0.50	0.74	0.25	0.94	0.38	0.33	0.50
Adj. Flow (vph)	7	818	149	152	2020	10	149	4	74	13	12	40
RTOR Reduction (vph)	0	0	74	0	0	4	0	0	65	0	38	0
Lane Group Flow (vph)	7	818	75	152	2020	6	0	153	9	0	27	0
Heavy Vehicles (%)	0%	3%	3%	2%	2%	50%	3%	0%	0%	17%	0%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Actuated Green, G (s)	1.5	70.1	70.1	17.3	85.9	85.9		16.2	16.2		8.4	
Effective Green, g (s)	1.5	70.1	70.1	17.3	85.9	85.9		16.2	16.2		8.4	
Actuated g/C Ratio	0.01	0.50	0.50	0.12	0.61	0.61		0.12	0.12		0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0		3.0	3.0		5.0	
Lane Grp Cap (vph)	19	1755	785	218	3120	660		203	186		97	
v/s Ratio Prot	0.00	0.23		c0.09	c0.40			c0.09			c0.02	
v/s Ratio Perm			0.05			0.01			0.01			
v/c Ratio	0.37	0.47	0.10	0.70	0.65	0.01		0.75	0.05		0.28	
Uniform Delay, d1	68.8	22.8	18.3	58.8	17.3	10.5		60.0	55.0		62.9	
Progression Factor	0.72	0.83	4.23	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	11.5	0.9	0.2	9.3	1.1	0.0		14.6	0.1		3.3	
Delay (s)	60.8	19.8	77.7	68.2	18.4	10.5		74.6	55.1		66.2	
Level of Service	E	B	E	E	B	B		E	E		E	
Approach Delay (s)		29.0			21.8			68.2			66.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	20	810	30	351	2080	30	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1135	3471	1615	3467	3505	2801	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1135	3471	1615	3467	3505	2801	1599
Peak-hour factor, PHF	0.61	0.91	0.78	0.98	0.97	0.64	0.91
Adj. Flow (vph)	33	890	38	358	2144	47	156
RTOR Reduction (vph)	0	0	8	0	0	0	126
Lane Group Flow (vph)	33	890	30	358	2144	47	30
Heavy Vehicles (%)	59%	4%	0%	1%	3%	25%	1%
Turn Type	Prot	NA	pm+ov	Prot	NA	NA	pt+ov
Protected Phases	5	2	4	1	6	4	4 1
Permitted Phases			2				
Actuated Green, G (s)	8.0	163.2	172.0	27.0	182.2	8.8	42.8
Effective Green, g (s)	8.0	163.2	172.0	27.0	182.2	8.8	42.8
Actuated g/C Ratio	0.04	0.74	0.78	0.12	0.83	0.04	0.19
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	41	2574	1314	425	2902	112	311
v/s Ratio Prot	c0.03	0.26	0.00	0.10	c0.61	c0.02	0.02
v/s Ratio Perm			0.02				
v/c Ratio	0.80	0.35	0.02	0.84	0.74	0.42	0.10
Uniform Delay, d1	105.2	9.9	5.3	94.4	8.4	103.1	72.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	66.1	0.4	0.0	13.5	1.7	0.9	0.1
Delay (s)	171.3	10.2	5.3	107.9	10.1	104.0	72.8
Level of Service	F	B	A	F	B	F	E
Approach Delay (s)		15.6			24.1	80.0	
Approach LOS		B			C	F	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	80	475	585	490	1220	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	4.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00	0.97	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1538	3400	3438	3491	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1538	3400	3438	3491	
Peak-hour factor, PHF	0.84	0.94	0.84	0.92	0.94	0.73
Adj. Flow (vph)	95	505	696	533	1298	82
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	95	505	696	533	1377	0
Heavy Vehicles (%)	2%	5%	3%	5%	2%	10%
Turn Type	NA	Free	Prot	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		Free				
Actuated Green, G (s)	12.2	126.7	33.4	100.5	60.1	
Effective Green, g (s)	12.2	126.7	33.4	100.5	60.1	
Actuated g/C Ratio	0.10	1.00	0.26	0.79	0.47	
Clearance Time (s)	7.0		7.0	7.0	7.0	
Vehicle Extension (s)	3.0		5.0	3.0	3.0	
Lane Grp Cap (vph)	170	1538	896	2727	1655	
v/s Ratio Prot	c0.05		c0.20	0.16	c0.39	
v/s Ratio Perm		0.33				
v/c Ratio	0.56	0.33	0.78	0.20	0.83	
Uniform Delay, d1	54.7	0.0	43.2	3.2	28.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.9	0.6	5.0	0.0	3.7	
Delay (s)	58.6	0.6	48.2	3.2	32.7	
Level of Service	E	A	D	A	C	
Approach Delay (s)	9.8			28.7	32.7	
Approach LOS	A			C	C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	126.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	129	58	216	201	160	29	254	132	155	679	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.5	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1615	1787	3539	1599	1805	3574	1615	1805	3574	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1615	1787	3539	1599	1805	3574	1615	1805	3574	1615
Peak-hour factor, PHF	0.50	0.85	0.66	0.93	0.87	0.80	0.60	0.93	0.83	0.86	0.84	0.25
Adj. Flow (vph)	8	152	88	232	231	200	48	273	159	180	808	8
RTOR Reduction (vph)	0	0	55	0	0	96	0	0	95	0	0	6
Lane Group Flow (vph)	8	152	33	232	231	104	48	273	64	180	808	2
Heavy Vehicles (%)	0%	1%	0%	1%	2%	1%	0%	1%	0%	0%	1%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	0.9	19.8	26.5	21.0	39.9	55.9	6.7	22.4	43.4	16.0	31.7	32.6
Effective Green, g (s)	0.9	19.8	26.5	21.0	39.9	55.9	6.7	22.4	43.4	16.0	31.7	32.6
Actuated g/C Ratio	0.01	0.18	0.25	0.19	0.37	0.52	0.06	0.21	0.40	0.15	0.29	0.30
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.5	2.0	2.0	3.5	2.0
Lane Grp Cap (vph)	15	657	502	348	1311	933	112	743	650	268	1051	488
v/s Ratio Prot	0.00	c0.04	0.00	c0.13	0.07	0.02	0.03	0.08	0.02	c0.10	c0.23	0.00
v/s Ratio Perm			0.02			0.05			0.02			0.00
v/c Ratio	0.53	0.23	0.07	0.67	0.18	0.11	0.43	0.37	0.10	0.67	0.77	0.00
Uniform Delay, d1	53.2	37.5	31.1	40.1	22.8	13.2	48.7	36.6	20.0	43.4	34.7	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.0	0.1	0.0	3.7	0.0	0.0	1.0	0.4	0.0	5.1	3.5	0.0
Delay (s)	70.2	37.5	31.1	43.8	22.9	13.2	49.6	36.9	20.0	48.5	38.2	26.2
Level of Service	E	D	C	D	C	B	D	D	C	D	D	C
Approach Delay (s)		36.3			27.3			32.6			40.0	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	107.7	Sum of lost time (s)	28.5
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	260	5	10	410	535	5	3	15	650	9	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.93			0.93			1.00	
Flt Protected		1.00	1.00		1.00			0.98			0.95	
Satd. Flow (prot)		1761	1214		1707			1741			1706	
Flt Permitted		0.97	1.00		0.99			0.76			0.69	
Satd. Flow (perm)		1703	1214		1694			1350			1238	
Peak-hour factor, PHF	0.58	0.88	0.38	0.60	0.91	0.94	0.25	0.38	0.54	0.94	0.75	0.44
Adj. Flow (vph)	9	295	13	17	451	569	20	8	28	691	12	11
RTOR Reduction (vph)	0	0	0	0	30	0	0	15	0	0	1	0
Lane Group Flow (vph)	0	304	13	0	1007	0	0	41	0	0	713	0
Heavy Vehicles (%)	0%	8%	33%	8%	4%	2%	0%	0%	0%	6%	11%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		65.0	65.0		65.0			65.0			65.0	
Effective Green, g (s)		65.0	65.0		65.0			65.0			65.0	
Actuated g/C Ratio		0.45	0.45		0.45			0.45			0.45	
Clearance Time (s)		7.0	7.0		7.0			8.0			8.0	
Vehicle Extension (s)		4.0	4.0		4.0			3.0			5.0	
Lane Grp Cap (vph)		763	544		759			605			554	
v/s Ratio Prot												
v/s Ratio Perm		0.18	0.01		c0.59			0.03			c0.58	
v/c Ratio		0.40	0.02		1.33			0.07			1.29	
Uniform Delay, d1		26.9	22.3		40.0			22.8			40.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1.6	0.1		155.9			0.0			142.7	
Delay (s)		28.4	22.4		195.9			22.8			182.7	
Level of Service		C	C		F			C			F	
Approach Delay (s)		28.2			195.9			22.8			182.7	
Approach LOS		C			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	161.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	130.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	505	420	5	680	275	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.94			1.00	0.98	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	1681			1844	1755	
Flt Permitted	1.00			0.91	0.96	
Satd. Flow (perm)	1681			1679	1755	
Peak-hour factor, PHF	0.93	0.98	0.50	0.93	0.77	0.74
Adj. Flow (vph)	543	429	10	731	357	68
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	972	0	0	741	425	0
Heavy Vehicles (%)	5%	8%	0%	3%	2%	0%
Turn Type	NA		Perm	NA	NA	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	68.7			68.7	29.3	
Effective Green, g (s)	68.7			68.7	29.3	
Actuated g/C Ratio	0.61			0.61	0.26	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	4.0			4.0	4.0	
Lane Grp Cap (vph)	1031			1029	459	
v/s Ratio Prot	c0.58				c0.24	
v/s Ratio Perm				0.44		
v/c Ratio	0.94			0.72	0.93	
Uniform Delay, d1	19.8			15.0	40.3	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	16.2			2.7	24.9	
Delay (s)	36.0			17.7	65.2	
Level of Service	D			B	E	
Approach Delay (s)	36.0			17.7	65.2	
Approach LOS	D			B	E	

Intersection Summary			
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	112.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	1654	313	85	686	378	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		3406	1553	3242	3085	3127	1524
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		3406	1553	3242	3085	3127	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1741	329	89	722	398	521
RTOR Reduction (vph)	0	0	72	0	0	0	0
Lane Group Flow (vph)	0	1741	257	89	722	398	521
Heavy Vehicles (%)	0%	6%	4%	8%	17%	12%	6%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)		121.3	121.3	10.4	138.7	27.3	180.0
Effective Green, g (s)		121.3	121.3	10.4	138.7	27.3	180.0
Actuated g/C Ratio		0.67	0.67	0.06	0.77	0.15	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	4.0	3.0	2.0	
Lane Grp Cap (vph)		2295	1046	187	2377	474	1524
v/s Ratio Prot		c0.51		0.03	0.23	c0.13	
v/s Ratio Perm			0.17				c0.34
v/c Ratio		0.76	0.25	0.48	0.30	0.84	0.34
Uniform Delay, d1		19.6	11.5	82.2	6.2	74.2	0.0
Progression Factor		1.00	1.00	0.85	1.25	1.00	1.00
Incremental Delay, d2		2.4	0.6	2.5	0.3	11.9	0.6
Delay (s)		22.0	12.0	72.4	8.1	86.1	0.6
Level of Service		C	B	E	A	F	A
Approach Delay (s)		20.4			15.1	37.6	
Approach LOS		C			B	D	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	1849	95	240	556	360	65	470	55	105	310	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	4893	1538	3099	4510	1468	1388	1727	1553	1703	3312	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	4893	1538	3099	4510	1468	1388	1727	1553	1703	3312	1417
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	216	1946	100	253	585	379	68	495	58	111	326	158
RTOR Reduction (vph)	0	0	59	0	0	159	0	0	41	0	0	113
Lane Group Flow (vph)	216	1946	41	253	585	220	68	495	17	111	326	45
Heavy Vehicles (%)	12%	6%	5%	13%	15%	10%	30%	10%	4%	6%	9%	14%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			4
Actuated Green, G (s)	17.5	73.0	73.0	15.0	70.5	70.5	13.2	52.0	52.0	12.0	50.8	50.8
Effective Green, g (s)	17.5	73.0	73.0	15.0	70.5	70.5	13.2	52.0	52.0	12.0	50.8	50.8
Actuated g/C Ratio	0.10	0.41	0.41	0.08	0.39	0.39	0.07	0.29	0.29	0.07	0.28	0.28
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	4.0	2.0	2.0	4.0	2.0	2.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	304	1984	623	258	1766	574	101	498	448	113	934	399
v/s Ratio Prot	0.07	c0.40		c0.08	0.13		0.05	c0.29		c0.07	0.10	
v/s Ratio Perm			0.03			0.15			0.01			0.03
v/c Ratio	0.71	0.98	0.07	0.98	0.33	0.38	0.67	0.99	0.04	0.98	0.35	0.11
Uniform Delay, d1	78.8	52.8	32.7	82.4	38.3	39.2	81.3	63.8	46.0	83.9	51.4	47.9
Progression Factor	1.10	0.70	0.52	0.84	1.15	1.66	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.1	13.5	0.1	49.1	0.5	1.8	16.3	38.7	0.1	78.7	0.5	0.3
Delay (s)	92.8	50.2	17.0	118.5	44.7	67.0	97.6	102.5	46.1	162.6	51.9	48.1
Level of Service	F	D	B	F	D	E	F	F	D	F	D	D
Approach Delay (s)		52.8			67.0			96.7			71.6	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	64.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	3258	15	20	1111	60	5	0	15	75	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.90			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (prot)	3502	4893	1615	1687	4510	1615		1685			1805	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (perm)	3502	4893	1615	1687	4510	1615		1685			1805	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	3429	16	21	1169	63	5	0	16	79	0	42
RTOR Reduction (vph)	0	0	4	0	0	19	0	20	0	0	0	40
Lane Group Flow (vph)	79	3429	12	21	1169	44	0	1	0	0	79	2
Heavy Vehicles (%)	0%	6%	0%	7%	15%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	7.8	129.8	129.8	4.2	126.2	126.2		7.0			10.0	10.0
Effective Green, g (s)	7.8	129.8	129.8	4.2	126.2	126.2		7.0			10.0	10.0
Actuated g/C Ratio	0.04	0.72	0.72	0.02	0.70	0.70		0.04			0.06	0.06
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	151	3528	1164	39	3162	1132		65			100	89
v/s Ratio Prot	c0.02	c0.70		0.01	0.26			c0.00			c0.04	
v/s Ratio Perm			0.01			0.03						0.00
v/c Ratio	0.52	0.97	0.01	0.54	0.37	0.04		0.01			0.79	0.03
Uniform Delay, d1	84.3	23.4	7.1	86.9	10.9	8.3		83.2			84.0	80.4
Progression Factor	1.17	0.54	1.00	1.05	0.83	1.00		1.00			1.00	1.00
Incremental Delay, d2	2.7	8.6	0.0	13.0	0.3	0.1		0.4			45.7	0.5
Delay (s)	101.7	21.3	7.1	104.5	9.3	8.3		83.5			129.6	80.9
Level of Service	F	C	A	F	A	A		F			F	F
Approach Delay (s)		23.0			10.9			83.5			112.7	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	3288	35	65	1131	5	55	0	150	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0	8.0	7.0	8.0	8.0	7.0	7.0	7.0		7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (prot)	1641	4988	1335	1410	4550	1615	1559	1559	1495		1484	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (perm)	1641	4988	1335	1410	4550	1615	1559	1559	1495		1484	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	3461	37	68	1191	5	58	0	158	5	0	5
RTOR Reduction (vph)	0	0	8	0	0	1	0	0	104	0	10	0
Lane Group Flow (vph)	26	3461	29	68	1191	4	29	29	54	0	0	0
Heavy Vehicles (%)	10%	4%	21%	28%	14%	0%	10%	0%	8%	0%	0%	33%
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	
Protected Phases	5	2	2 4	1	6		4	4	4 1	3	3	
Permitted Phases						6						
Actuated Green, G (s)	4.2	129.2	139.2	9.0	133.0	133.0	10.0	10.0	26.0		2.8	
Effective Green, g (s)	4.2	129.2	139.2	9.0	133.0	133.0	10.0	10.0	26.0		2.8	
Actuated g/C Ratio	0.02	0.72	0.77	0.05	0.74	0.74	0.06	0.06	0.14		0.02	
Clearance Time (s)	8.0	8.0		7.0	8.0	8.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			4.0	
Lane Grp Cap (vph)	38	3580	1032	70	3361	1193	86	86	215		23	
v/s Ratio Prot	0.02	c0.69	0.02	c0.05	0.26		0.02	0.02	c0.04		c0.00	
v/s Ratio Perm						0.00						
v/c Ratio	0.68	0.97	0.03	0.97	0.35	0.00	0.34	0.34	0.25		0.01	
Uniform Delay, d1	87.2	23.4	4.7	85.4	8.3	6.2	81.8	81.8	68.4		87.2	
Progression Factor	0.74	0.10	0.00	0.97	0.77	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	15.8	3.9	0.0	96.1	0.3	0.0	2.3	2.3	0.6		0.2	
Delay (s)	80.0	6.1	0.0	179.1	6.7	6.2	84.1	84.1	69.0		87.4	
Level of Service	F	A	A	F	A	A	F	F	E		F	
Approach Delay (s)		6.6			16.0			73.1			87.4	
Approach LOS		A			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	24	2115	652	100	1302	266	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%	0%	
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	7.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1703	4848	1568	3186	4636	3335	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1703	4848	1568	3186	4636	3335	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	2226	686	105	1371	280	284
RTOR Reduction (vph)	0	0	157	0	0	0	0
Lane Group Flow (vph)	25	2226	529	105	1371	280	284
Heavy Vehicles (%)	6%	7%	3%	11%	13%	5%	4%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)	4.9	128.2	128.2	10.3	133.6	19.5	180.0
Effective Green, g (s)	4.9	128.2	128.2	10.3	133.6	19.5	180.0
Actuated g/C Ratio	0.03	0.71	0.71	0.06	0.74	0.11	1.00
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	7.0	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	46	3452	1116	182	3440	361	1553
v/s Ratio Prot	0.01	c0.46		c0.03	c0.30	c0.08	
v/s Ratio Perm			0.34				0.18
v/c Ratio	0.54	0.64	0.47	0.58	0.40	0.78	0.18
Uniform Delay, d1	86.4	13.8	11.3	82.7	8.5	78.1	0.0
Progression Factor	1.14	0.68	0.31	1.17	0.40	1.00	1.00
Incremental Delay, d2	6.2	0.8	1.3	2.4	0.3	9.2	0.3
Delay (s)	104.9	10.2	4.7	99.2	3.7	87.3	0.3
Level of Service	F	B	A	F	A	F	A
Approach Delay (s)		9.7			10.5	43.5	
Approach LOS		A			B	D	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	1634	738	86	1133	28	228	18	410	21	18	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (prot)	1203	4848	1495	1556	4715	854		1694	1568		901	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (perm)	1203	4848	1495	1556	4715	854		1694	1568		901	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	1720	777	91	1193	29	240	19	432	22	19	43
RTOR Reduction (vph)	0	0	245	0	0	13	0	0	193	0	21	0
Lane Group Flow (vph)	14	1720	532	91	1193	16	0	259	239	0	63	0
Heavy Vehicles (%)	50%	7%	8%	16%	10%	89%	7%	10%	3%	84%	100%	96%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Actuated Green, G (s)	2.8	88.8	88.8	13.8	99.8	99.8		32.6	32.6		16.8	
Effective Green, g (s)	2.8	88.8	88.8	13.8	99.8	99.8		32.6	32.6		16.8	
Actuated g/C Ratio	0.02	0.49	0.49	0.08	0.55	0.55		0.18	0.18		0.09	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0		3.0	3.0		5.0	
Lane Grp Cap (vph)	18	2391	737	119	2614	473		306	283		84	
v/s Ratio Prot	0.01	0.35		c0.06	0.25			c0.15			c0.07	
v/s Ratio Perm			c0.36			0.02			0.15			
v/c Ratio	0.78	0.72	0.72	0.76	0.46	0.03		0.85	0.84		0.75	
Uniform Delay, d1	88.3	35.8	35.9	81.5	23.9	18.2		71.3	71.2		79.6	
Progression Factor	1.30	0.61	0.39	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	93.4	1.5	4.9	24.8	0.6	0.1		18.9	19.9		35.9	
Delay (s)	208.4	23.4	18.9	106.4	24.5	18.3		90.2	91.1		115.4	
Level of Service	F	C	B	F	C	B		F	F		F	
Approach Delay (s)		23.0			30.0			90.8			115.4	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	2040	25	75	1185	62	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		0.91	1.00	0.97	0.91	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		4940	1509	3400	4673	2918	1599
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		4940	1509	3400	4673	2918	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2147	26	79	1247	65	637
RTOR Reduction (vph)	0	0	4	0	0	0	3
Lane Group Flow (vph)	0	2147	22	79	1247	65	634
Heavy Vehicles (%)	38%	5%	7%	3%	11%	20%	1%
Turn Type	Prot	NA	pm+ov	Prot	NA	NA	pt+ov
Protected Phases	5	2	4	1	6	4	4 1
Permitted Phases			2				
Actuated Green, G (s)		110.0	172.0	7.0	124.0	62.0	76.0
Effective Green, g (s)		110.0	172.0	7.0	124.0	62.0	76.0
Actuated g/C Ratio		0.55	0.86	0.04	0.62	0.31	0.38
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	2.0	2.0	3.0	2.0	
Lane Grp Cap (vph)		2717	1350	119	2897	904	607
v/s Ratio Prot		c0.43	0.01	0.02	0.27	0.02	c0.40
v/s Ratio Perm			0.01				
v/c Ratio		0.79	0.02	0.66	0.43	0.07	1.04
Uniform Delay, d1		35.8	2.0	95.3	19.7	48.7	62.0
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.4	0.0	10.3	0.5	0.0	48.6
Delay (s)		38.2	2.0	105.6	20.2	48.7	110.6
Level of Service		D	A	F	C	D	F
Approach Delay (s)		37.8			25.3	104.9	
Approach LOS		D			C	F	

Intersection Summary			
HCM 2000 Control Delay	45.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	199	596	483	2861	913	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	4.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	0.97	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	3155	3505	3139	1392
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	3155	3505	3139	1392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	209	627	508	3012	961	113
RTOR Reduction (vph)	0	0	0	0	0	47
Lane Group Flow (vph)	209	627	508	3012	961	66
Heavy Vehicles (%)	14%	5%	11%	3%	15%	16%
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		Free				2
Actuated Green, G (s)	24.0	200.0	38.5	162.0	116.5	116.5
Effective Green, g (s)	24.0	200.0	38.5	162.0	116.5	116.5
Actuated g/C Ratio	0.12	1.00	0.19	0.81	0.58	0.58
Clearance Time (s)	7.0		7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0		5.0	3.0	3.0	3.0
Lane Grp Cap (vph)	189	1538	607	2839	1828	810
v/s Ratio Prot	c0.13		0.16	c0.86	0.31	
v/s Ratio Perm		0.41				0.05
v/c Ratio	1.11	0.41	0.84	1.06	0.53	0.08
Uniform Delay, d1	88.0	0.0	77.7	19.0	25.1	18.3
Progression Factor	1.00	1.00	1.00	1.00	0.49	0.00
Incremental Delay, d2	96.7	0.8	10.8	35.9	0.8	0.1
Delay (s)	184.7	0.8	88.5	54.9	13.2	0.1
Level of Service	F	A	F	D	B	A
Approach Delay (s)	46.8			59.7	11.8	
Approach LOS	D			E	B	

Intersection Summary			
HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	595	95	285	270	235	45	1223	825	230	489	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	7.0	7.0	6.0	7.0	7.0	6.0	7.0	7.0	6.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1504	3505	1442	1556	3610	1583	1736	3539	1553	1719	3374	1346
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1504	3505	1442	1556	3610	1583	1736	3539	1553	1719	3374	1346
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	626	100	300	284	247	47	1287	868	242	515	11
RTOR Reduction (vph)	0	0	77	0	0	38	0	0	61	0	0	6
Lane Group Flow (vph)	21	626	23	300	284	209	47	1287	807	242	515	5
Heavy Vehicles (%)	20%	3%	12%	16%	0%	2%	4%	2%	4%	5%	7%	20%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	3.6	27.8	34.8	27.0	51.2	71.2	7.0	49.2	76.2	20.0	62.2	65.8
Effective Green, g (s)	3.6	27.8	34.8	27.0	51.2	71.2	7.0	49.2	76.2	20.0	62.2	65.8
Actuated g/C Ratio	0.02	0.19	0.23	0.18	0.34	0.47	0.05	0.33	0.51	0.13	0.41	0.44
Clearance Time (s)	7.0	6.0	7.0	7.0	6.0	7.0	7.0	6.0	7.0	7.0	6.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	36	649	334	280	1232	751	81	1160	788	229	1399	590
v/s Ratio Prot	0.01	c0.18	0.00	c0.19	0.08	0.04	0.03	c0.36	0.18	c0.14	0.15	0.00
v/s Ratio Perm			0.01			0.09			0.34			0.00
v/c Ratio	0.58	0.96	0.07	1.07	0.23	0.28	0.58	1.11	1.02	1.06	0.37	0.01
Uniform Delay, d1	72.5	60.6	45.0	61.5	35.3	23.8	70.1	50.4	36.9	65.0	30.3	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.23	1.00
Incremental Delay, d2	21.8	26.5	0.1	74.0	0.1	0.2	10.1	61.8	38.3	74.2	0.7	0.0
Delay (s)	94.3	87.1	45.0	135.5	35.4	24.0	80.2	112.2	75.2	140.6	38.0	23.7
Level of Service	F	F	D	F	D	C	F	F	E	F	D	C
Approach Delay (s)		81.7			68.2			96.9			70.1	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	84.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	1476	1584	236	492	528	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1554	1667	248	518	556	248
RTOR Reduction (vph)	0	204	0	0	0	90
Lane Group Flow (vph)	1554	1463	248	518	556	158
Turn Type	NA	Perm	Prot	NA	NA	pm+ov
Protected Phases	2		1	6	3	1
Permitted Phases		2				3
Actuated Green, G (s)	146.0	146.0	12.0	163.0	27.0	39.0
Effective Green, g (s)	146.0	146.0	12.0	163.0	27.0	39.0
Actuated g/C Ratio	0.73	0.73	0.06	0.82	0.14	0.20
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2583	1155	205	2884	463	613
v/s Ratio Prot	0.44		c0.07	0.15	c0.16	0.02
v/s Ratio Perm		c0.92				0.04
v/c Ratio	0.60	1.27	1.21	0.18	1.20	0.26
Uniform Delay, d1	13.0	27.0	94.0	4.0	86.5	68.2
Progression Factor	0.50	0.36	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	120.6	130.9	0.1	109.6	0.2
Delay (s)	6.6	130.2	224.9	4.1	196.1	68.5
Level of Service	A	F	F	A	F	E
Approach Delay (s)	70.6			75.6	156.7	
Approach LOS	E			E	F	

Intersection Summary			
HCM 2000 Control Delay	85.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	113.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	593	15	38	410	1087	15	50	33	644	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			0.95			1.00	
Flt Protected		1.00	1.00		1.00			0.99			0.95	
Satd. Flow (prot)		1782	1615		1511			1460			1686	
Flt Permitted		0.74	1.00		0.93			0.99			0.71	
Satd. Flow (perm)		1332	1615		1408			1451			1247	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	624	16	40	432	1144	16	53	35	678	21	11
RTOR Reduction (vph)	0	0	0	0	79	0	0	17	0	0	1	0
Lane Group Flow (vph)	0	677	16	0	1537	0	0	87	0	0	709	0
Heavy Vehicles (%)	9%	6%	0%	33%	24%	9%	0%	20%	39%	7%	11%	20%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		65.0	65.0		65.0			30.0			30.0	
Effective Green, g (s)		65.0	65.0		65.0			30.0			30.0	
Actuated g/C Ratio		0.59	0.59		0.59			0.27			0.27	
Clearance Time (s)		7.0	7.0		7.0			8.0			8.0	
Vehicle Extension (s)		4.0	4.0		4.0			3.0			5.0	
Lane Grp Cap (vph)		787	954		832			395			340	
v/s Ratio Prot												
v/s Ratio Perm		0.51	0.01		c1.09			0.06			c0.57	
v/c Ratio		0.86	0.02		1.85			0.22			2.09	
Uniform Delay, d1		18.7	9.3		22.5			31.0			40.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		9.8	0.0		385.8			0.3			498.7	
Delay (s)		28.5	9.3		408.3			31.2			538.7	
Level of Service		C	A		F			C			F	
Approach Delay (s)		28.1			408.3			31.2			538.7	
Approach LOS		C			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	341.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	178.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	878	465	85	530	660	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.95			1.00	0.96	
Flt Protected	1.00			0.99	0.97	
Satd. Flow (prot)	1677			1684	1625	
Flt Permitted	1.00			0.10	0.97	
Satd. Flow (perm)	1677			162	1625	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	924	489	89	558	695	304
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1413	0	0	647	999	0
Heavy Vehicles (%)	8%	8%	0%	14%	12%	0%
Turn Type	NA		Perm	NA	NA	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	48.0			48.0	28.0	
Effective Green, g (s)	48.0			48.0	28.0	
Actuated g/C Ratio	0.53			0.53	0.31	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	4.0			4.0	4.0	
Lane Grp Cap (vph)	894			86	505	
v/s Ratio Prot	0.84				c0.61	
v/s Ratio Perm				c4.00		
v/c Ratio	1.58			7.52	1.98	
Uniform Delay, d1	21.0			21.0	31.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	266.6			2959.4	447.3	
Delay (s)	287.6			2980.4	478.3	
Level of Service	F			F	F	
Approach Delay (s)	287.6			2980.4	478.3	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	919.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	5.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	165.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	554	206	710	2582	458	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	4.0
Lane Util. Factor		0.95	1.00	0.97	0.95	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		3505	1553	3467	3539	3433	1599
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		3505	1553	3467	3539	3433	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	583	217	747	2718	482	406
RTOR Reduction (vph)	0	0	115	0	0	0	0
Lane Group Flow (vph)	0	583	102	747	2718	482	406
Heavy Vehicles (%)	0%	3%	4%	1%	2%	2%	1%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1 3	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)		84.3	84.3	44.7	143.0	23.0	180.0
Effective Green, g (s)		84.3	84.3	44.7	143.0	23.0	180.0
Actuated g/C Ratio		0.47	0.47	0.25	0.79	0.13	1.00
Clearance Time (s)		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		3.0	3.0		3.0	2.0	
Lane Grp Cap (vph)		1641	727	860	2811	438	1599
v/s Ratio Prot		0.17		0.22	c0.77	c0.14	
v/s Ratio Perm			0.07				0.25
v/c Ratio		0.36	0.14	0.87	0.97	1.10	0.25
Uniform Delay, d1		30.5	27.2	64.8	16.4	78.5	0.0
Progression Factor		1.00	1.00	1.45	1.39	1.00	1.00
Incremental Delay, d2		0.6	0.4	1.0	1.5	73.1	0.4
Delay (s)		31.1	27.6	94.9	24.4	151.6	0.4
Level of Service		C	C	F	C	F	A
Approach Delay (s)		30.2			39.6	82.4	
Approach LOS		C			D	F	

Intersection Summary			
HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	695	110	960	3031	175	101	300	55	50	610	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	5085	1538	3467	5085	1468	1805	1776	1455	1671	3406	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	5085	1538	3467	5085	1468	1805	1776	1455	1671	3406	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	142	732	116	1011	3191	184	106	316	58	53	642	168
RTOR Reduction (vph)	0	0	86	0	0	47	0	0	47	0	0	126
Lane Group Flow (vph)	142	732	30	1011	3191	137	106	316	11	53	642	42
Heavy Vehicles (%)	1%	2%	5%	1%	2%	10%	0%	7%	11%	8%	6%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2			8			4
Actuated Green, G (s)	8.0	46.0	46.0	65.0	103.0	103.0	10.0	33.0	33.0	8.0	31.0	31.0
Effective Green, g (s)	8.0	46.0	46.0	65.0	103.0	103.0	10.0	33.0	33.0	8.0	31.0	31.0
Actuated g/C Ratio	0.04	0.26	0.26	0.36	0.57	0.57	0.06	0.18	0.18	0.04	0.17	0.17
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	4.0	2.0	2.0	4.0	2.0	2.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	154	1299	393	1251	2909	840	100	325	266	74	586	272
v/s Ratio Prot	0.04	0.14		c0.29	c0.63		c0.06	0.18		0.03	c0.19	
v/s Ratio Perm			0.02			0.09			0.01			0.03
v/c Ratio	0.92	0.56	0.08	0.81	1.10	0.16	1.06	0.97	0.04	0.72	1.10	0.16
Uniform Delay, d1	85.7	58.3	50.9	51.9	38.5	18.2	85.0	73.0	60.5	84.9	74.5	63.4
Progression Factor	1.22	0.69	2.59	0.92	0.40	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	49.3	1.7	0.4	0.5	44.2	0.0	107.1	42.7	0.1	45.3	66.0	0.6
Delay (s)	154.1	41.7	132.0	48.5	59.5	4.2	192.1	115.7	60.6	130.2	140.5	63.9
Level of Service	F	D	F	D	E	A	F	F	E	F	F	E
Approach Delay (s)		68.4			54.6			125.9			124.9	
Approach LOS		E			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	70.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	112.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	1250	5	15	4111	45	5	0	15	45	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.90			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (prot)	3502	4759	1615	1805	5085	1615		1685			1805	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (perm)	3502	4759	1615	1805	5085	1615		1685			1805	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	1316	5	16	4327	47	5	0	16	47	0	53
RTOR Reduction (vph)	0	0	1	0	0	13	0	20	0	0	0	50
Lane Group Flow (vph)	26	1316	4	16	4327	34	0	1	0	0	47	3
Heavy Vehicles (%)	0%	9%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						4
Actuated Green, G (s)	4.2	129.8	129.8	4.2	129.8	129.8		7.0			10.0	10.0
Effective Green, g (s)	4.2	129.8	129.8	4.2	129.8	129.8		7.0			10.0	10.0
Actuated g/C Ratio	0.02	0.72	0.72	0.02	0.72	0.72		0.04			0.06	0.06
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	8.0		7.0			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Lane Grp Cap (vph)	81	3431	1164	42	3666	1164		65			100	89
v/s Ratio Prot	0.01	0.28		c0.01	c0.85			c0.00			c0.03	
v/s Ratio Perm			0.00			0.02						0.00
v/c Ratio	0.32	0.38	0.00	0.38	1.18	0.03		0.01			0.47	0.03
Uniform Delay, d1	86.5	9.7	7.0	86.6	25.1	7.2		83.2			82.4	80.4
Progression Factor	0.69	2.46	1.00	1.21	0.23	1.00		1.00			1.00	1.00
Incremental Delay, d2	2.2	0.3	0.0	0.5	81.4	0.0		0.4			15.0	0.7
Delay (s)	62.0	24.2	7.0	105.3	87.1	7.2		83.5			97.4	81.1
Level of Service	E	C	A	F	F	A		F			F	F
Approach Delay (s)		24.8			86.3			83.5			88.8	
Approach LOS		C			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	72.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	111.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	1230	60	160	4010	5	142	0	134	15	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0	8.0	7.0	8.0	8.0	7.0	7.0	7.0		7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (prot)	1583	4940	1495	1805	5085	1615	1715	1715	1615		1719	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00		0.98	
Satd. Flow (perm)	1583	4940	1495	1805	5085	1615	1715	1715	1615		1719	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	1295	63	168	4221	5	149	0	141	16	0	20
RTOR Reduction (vph)	0	0	20	0	0	1	0	0	95	0	35	0
Lane Group Flow (vph)	21	1295	43	168	4221	4	74	75	46	0	1	0
Heavy Vehicles (%)	14%	5%	8%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Split	NA	pt+ov	Split	NA	
Protected Phases	5	2	2 4	1	6		4	4	4 1	3	3	
Permitted Phases						6						
Actuated Green, G (s)	4.2	114.1	124.1	21.3	130.2	130.2	10.0	10.0	38.3		5.6	
Effective Green, g (s)	4.2	114.1	124.1	21.3	130.2	130.2	10.0	10.0	38.3		5.6	
Actuated g/C Ratio	0.02	0.63	0.69	0.12	0.72	0.72	0.06	0.06	0.21		0.03	
Clearance Time (s)	8.0	8.0		7.0	8.0	8.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0			4.0	
Lane Grp Cap (vph)	36	3131	1030	213	3678	1168	95	95	343		53	
v/s Ratio Prot	0.01	c0.26	0.03	0.09	c0.83		0.04	c0.04	0.03		c0.00	
v/s Ratio Perm						0.00						
v/c Ratio	0.58	0.41	0.04	0.79	1.15	0.00	0.78	0.79	0.13		0.02	
Uniform Delay, d1	87.0	16.4	8.9	77.2	24.9	6.9	83.9	84.0	57.4		84.5	
Progression Factor	0.89	0.25	0.02	1.07	0.80	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	20.7	0.4	0.0	16.6	69.9	0.0	32.2	34.1	0.2		0.2	
Delay (s)	98.4	4.4	0.2	99.4	89.8	6.9	116.1	118.0	57.6		84.8	
Level of Service	F	A	A	F	F	A	F	F	E		F	
Approach Delay (s)		5.7			90.1			88.1			84.8	
Approach LOS		A			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	70.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	111.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	5	1509	133	200	3451	127	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%	0%	
Total Lost time (s)	7.0	8.0	8.0	7.0	8.0	7.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1357	4893	1615	3467	5086	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1357	4893	1615	3467	5086	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	1588	140	211	3633	134	126
RTOR Reduction (vph)	0	0	36	0	0	0	0
Lane Group Flow (vph)	5	1588	104	211	3633	134	126
Heavy Vehicles (%)	33%	6%	0%	2%	3%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	NA	Free
Protected Phases	5	2		1	6	4	
Permitted Phases			2				Free
Actuated Green, G (s)	1.0	133.6	133.6	14.8	147.4	9.6	180.0
Effective Green, g (s)	1.0	133.6	133.6	14.8	147.4	9.6	180.0
Actuated g/C Ratio	0.01	0.74	0.74	0.08	0.82	0.05	1.00
Clearance Time (s)	7.0	8.0	8.0	7.0	8.0	7.0	
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	
Lane Grp Cap (vph)	7	3631	1198	285	4164	183	1583
v/s Ratio Prot	0.00	0.32		c0.06	c0.71	c0.04	
v/s Ratio Perm			0.06				0.08
v/c Ratio	0.71	0.44	0.09	0.74	0.87	0.73	0.08
Uniform Delay, d1	89.4	8.9	6.4	80.7	10.3	83.9	0.0
Progression Factor	1.08	0.53	0.04	1.12	0.59	1.00	1.00
Incremental Delay, d2	140.2	0.4	0.1	0.8	0.3	12.2	0.1
Delay (s)	236.3	5.1	0.4	91.6	6.4	96.1	0.1
Level of Service	F	A	A	F	A	F	A
Approach Delay (s)		5.4			11.0	49.6	
Approach LOS		A			B	D	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	1373	248	235	3380	7	240	2	130	7	7	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.99	
Satd. Flow (prot)	1805	3505	1568	1770	5085	1077		1758	1615		1610	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.99	
Satd. Flow (perm)	1805	3505	1568	1770	5085	1077		1758	1615		1610	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	8	1445	261	247	3558	7	253	2	137	7	7	33
RTOR Reduction (vph)	0	0	73	0	0	2	0	0	120	0	32	0
Lane Group Flow (vph)	8	1445	188	247	3558	5	0	255	17	0	15	0
Heavy Vehicles (%)	0%	3%	3%	2%	2%	50%	3%	0%	0%	17%	0%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2			6			4			
Actuated Green, G (s)	2.8	94.0	94.0	28.0	119.2	119.2		22.0	22.0		8.0	
Effective Green, g (s)	2.8	94.0	94.0	28.0	119.2	119.2		22.0	22.0		8.0	
Actuated g/C Ratio	0.02	0.52	0.52	0.16	0.66	0.66		0.12	0.12		0.04	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Vehicle Extension (s)	3.0	4.0	4.0	3.0	4.0	4.0		3.0	3.0		5.0	
Lane Grp Cap (vph)	28	1830	818	275	3367	713		214	197		71	
v/s Ratio Prot	0.00	0.41		c0.14	c0.70			c0.15			c0.01	
v/s Ratio Perm			0.12			0.00			0.01			
v/c Ratio	0.29	0.79	0.23	0.90	1.06	0.01		1.19	0.08		0.22	
Uniform Delay, d1	87.6	35.0	23.4	74.6	30.4	10.3		79.0	70.1		83.0	
Progression Factor	0.87	0.68	0.78	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	5.2	3.3	0.6	29.1	33.2	0.0		122.9	0.2		3.2	
Delay (s)	81.6	27.2	18.8	103.7	63.6	10.3		201.9	70.3		86.2	
Level of Service	F	C	B	F	E	B		F	E		F	
Approach Delay (s)		26.2			66.1			155.9			86.2	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	60.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (vph)	0	1465	45	460	3572	50	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		0.91	1.00	0.97	0.91	0.97	1.00
Frt		1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)		4988	1615	3467	5036	2801	1599
Flt Permitted		1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)		4988	1615	3467	5036	2801	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1542	47	484	3760	53	195
RTOR Reduction (vph)	0	0	4	0	0	0	35
Lane Group Flow (vph)	0	1542	43	484	3760	53	160
Heavy Vehicles (%)	59%	4%	0%	1%	3%	25%	1%
Turn Type	Prot	NA	pm+ov	Prot	NA	NA	pt+ov
Protected Phases	5	2	4	1	6	4	4 1
Permitted Phases			2				
Actuated Green, G (s)		148.0	166.2	32.8	187.8	18.2	58.0
Effective Green, g (s)		148.0	166.2	32.8	187.8	18.2	58.0
Actuated g/C Ratio		0.67	0.76	0.15	0.85	0.08	0.26
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	2.0	2.0	3.0	2.0	
Lane Grp Cap (vph)		3355	1271	516	4298	231	421
v/s Ratio Prot		0.31	0.00	0.14	c0.75	0.02	c0.10
v/s Ratio Perm			0.02				
v/c Ratio		0.46	0.03	0.94	0.87	0.23	0.38
Uniform Delay, d1		17.1	6.8	92.6	9.3	94.3	66.3
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.5	0.0	24.5	2.8	0.2	0.2
Delay (s)		17.5	6.8	117.1	12.1	94.5	66.5
Level of Service		B	A	F	B	F	E
Approach Delay (s)		17.2			24.1	72.5	
Approach LOS		B			C	E	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	180	595	800	1452	3343	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	4.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	0.97	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1538	3400	3438	3539	1468
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1538	3400	3438	3539	1468
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	189	626	842	1528	3519	132
RTOR Reduction (vph)	0	0	0	0	0	26
Lane Group Flow (vph)	189	626	842	1528	3519	106
Heavy Vehicles (%)	2%	5%	3%	5%	2%	10%
Turn Type	NA	Free	Prot	NA	NA	Perm
Protected Phases	4		1	6	2	
Permitted Phases		Free				2
Actuated Green, G (s)	11.0	150.0	23.0	125.0	95.0	95.0
Effective Green, g (s)	11.0	150.0	23.0	125.0	95.0	95.0
Actuated g/C Ratio	0.07	1.00	0.15	0.83	0.63	0.63
Clearance Time (s)	7.0		7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0		5.0	3.0	3.0	3.0
Lane Grp Cap (vph)	129	1538	521	2865	2241	929
v/s Ratio Prot	c0.11		c0.25	0.44	c0.99	
v/s Ratio Perm		0.41				0.07
v/c Ratio	1.47	0.41	1.62	0.53	1.57	0.11
Uniform Delay, d1	69.5	0.0	63.5	3.8	27.5	10.9
Progression Factor	1.00	1.00	1.19	0.49	0.92	0.85
Incremental Delay, d2	246.6	0.8	286.0	0.7	256.8	0.0
Delay (s)	316.1	0.8	361.8	2.5	282.2	9.3
Level of Service	F	A	F	A	F	A
Approach Delay (s)	73.9			130.2	272.3	
Approach LOS	E			F	F	

Intersection Summary			
HCM 2000 Control Delay	199.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	142.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	265	95	475	415	330	50	491	290	374	1555	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.5	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1615	1787	3539	1599	1805	3574	1615	1805	3574	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1615	1787	3539	1599	1805	3574	1615	1805	3574	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	279	100	500	437	347	53	517	305	394	1637	26
RTOR Reduction (vph)	0	0	78	0	0	92	0	0	158	0	0	14
Lane Group Flow (vph)	5	279	22	500	437	255	53	517	147	394	1637	12
Heavy Vehicles (%)	0%	1%	0%	1%	2%	1%	0%	1%	0%	0%	1%	0%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	1.4	26.3	33.2	21.0	45.9	85.2	6.9	34.9	55.9	39.3	67.3	68.7
Effective Green, g (s)	1.4	26.3	33.2	21.0	45.9	85.2	6.9	34.9	55.9	39.3	67.3	68.7
Actuated g/C Ratio	0.01	0.18	0.22	0.14	0.31	0.57	0.05	0.23	0.37	0.26	0.45	0.46
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.5	2.0	2.0	3.5	2.0
Lane Grp Cap (vph)	16	626	432	250	1082	982	83	831	601	472	1603	739
v/s Ratio Prot	0.00	c0.08	0.00	c0.28	0.12	0.07	0.03	0.14	0.03	c0.22	c0.46	0.00
v/s Ratio Perm			0.01			0.09			0.06			0.01
v/c Ratio	0.31	0.45	0.05	2.00	0.40	0.26	0.64	0.62	0.24	0.83	1.02	0.02
Uniform Delay, d1	73.8	55.3	46.0	64.5	41.2	16.4	70.3	51.6	32.5	52.3	41.4	22.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.38	1.00
Incremental Delay, d2	4.0	0.2	0.0	464.0	0.1	0.1	11.3	3.5	0.1	6.3	21.7	0.0
Delay (s)	77.9	55.5	46.0	528.5	41.3	16.5	81.6	55.1	32.6	58.7	37.2	22.2
Level of Service	E	E	D	F	D	B	F	E	C	E	D	C
Approach Delay (s)		53.3			224.3			48.9			41.2	
Approach LOS		D			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	94.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.5
Intersection Capacity Utilization	106.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Volume (vph)	787	845	295	1673	1795	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	828	889	311	1761	1889	311
RTOR Reduction (vph)	0	539	0	0	0	24
Lane Group Flow (vph)	828	350	311	1761	1889	287
Turn Type	NA	Perm	Prot	NA	NA	custom
Protected Phases	2		1	6	3	1
Permitted Phases		2				8
Actuated Green, G (s)	48.0	48.0	14.0	67.0	73.0	87.0
Effective Green, g (s)	48.0	48.0	14.0	67.0	73.0	87.0
Actuated g/C Ratio	0.32	0.32	0.09	0.45	0.49	0.58
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1132	506	320	1580	1670	1709
v/s Ratio Prot	0.23		0.09	c0.50	c0.55	0.02
v/s Ratio Perm		0.22				0.09
v/c Ratio	0.73	0.69	0.97	1.11	1.13	0.17
Uniform Delay, d1	45.3	44.6	67.8	41.5	38.5	14.7
Progression Factor	0.86	1.29	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	5.9	42.5	60.9	67.2	0.0
Delay (s)	42.3	63.5	110.3	102.4	105.7	14.7
Level of Service	D	E	F	F	F	B
Approach Delay (s)	53.2			103.6	92.8	
Approach LOS	D			F	F	

Intersection Summary			
HCM 2000 Control Delay	85.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	436	10	35	383	1012	10	5	41	1013	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		7.0			8.0			8.0	
Lane Util. Factor		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.90			0.90			1.00	
Flt Protected		1.00	1.00		1.00			0.99			0.95	
Satd. Flow (prot)		1760	1214		1672			1697			1707	
Flt Permitted		0.98	1.00		0.98			0.92			0.69	
Satd. Flow (perm)		1733	1214		1637			1579			1230	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5	459	11	37	403	1065	11	5	43	1066	16	5
RTOR Reduction (vph)	0	0	0	0	73	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	464	11	0	1432	0	0	33	0	0	1087	0
Heavy Vehicles (%)	0%	8%	33%	8%	4%	2%	0%	0%	0%	6%	11%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)		58.0	58.0		58.0			47.0			47.0	
Effective Green, g (s)		58.0	58.0		58.0			47.0			47.0	
Actuated g/C Ratio		0.48	0.48		0.48			0.39			0.39	
Clearance Time (s)		7.0	7.0		7.0			8.0			8.0	
Vehicle Extension (s)		4.0	4.0		4.0			3.0			5.0	
Lane Grp Cap (vph)		837	586		791			618			481	
v/s Ratio Prot												
v/s Ratio Perm		0.27	0.01		c0.87			0.02			c0.88	
v/c Ratio		0.55	0.02		1.81			0.05			2.26	
Uniform Delay, d1		21.9	16.2		31.0			22.7			36.5	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		2.6	0.1		369.8			0.0			573.6	
Delay (s)		24.5	16.2		400.8			22.7			610.1	
Level of Service		C	B		F			C			F	
Approach Delay (s)		24.3			400.8			22.7			610.1	
Approach LOS		C			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	409.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	189.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	570	650	20	898	310	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.93			1.00	0.94	
Flt Protected	1.00			1.00	0.97	
Satd. Flow (prot)	1654			1844	1715	
Flt Permitted	1.00			0.40	0.97	
Satd. Flow (perm)	1654			746	1715	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	600	684	21	945	326	289
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1284	0	0	966	615	0
Heavy Vehicles (%)	5%	8%	0%	3%	2%	0%
Turn Type	NA		Perm	NA	NA	
Protected Phases	2			6	4	
Permitted Phases			6			
Actuated Green, G (s)	86.0			86.0	30.0	
Effective Green, g (s)	86.0			86.0	30.0	
Actuated g/C Ratio	0.66			0.66	0.23	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	4.0			4.0	4.0	
Lane Grp Cap (vph)	1094			493	395	
v/s Ratio Prot	0.78				c0.36	
v/s Ratio Perm				c1.30		
v/c Ratio	1.17			1.96	1.56	
Uniform Delay, d1	22.0			22.0	50.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	88.0			439.1	262.8	
Delay (s)	110.0			461.1	312.8	
Level of Service	F			F	F	
Approach Delay (s)	110.0			461.1	312.8	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	271.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.85		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	115.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

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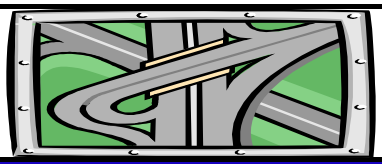
Ver. 2012-10

US 50, west of Fleetwood Road (Route 616)

0

Route	US 50 (John S. Mosby Highway)		
From	st of Fleetwood Road (begin of 4 lane sect		
To	Proposed Northstar Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	11	0	0	0	0	0.13%	55%	0.0%	9.1%	9.1%
1:00	6	0	0	0	0	0.16%	24%	0.0%	33.3%	33.3%
2:00	18	0	0	0	0	0.40%	29%	5.6%	5.6%	11.2%
3:00	48	0	0	0	0	1.00%	31%	4.3%	4.3%	8.6%
4:00	139	0	0	0	0	1.88%	48%	2.1%	2.9%	5.0%
5:00	521	0	0	0	0	4.40%	77%	0.8%	0.8%	1.6%
6:00	998	0	0	0	0	7.39%	88%	0.8%	1.0%	1.8%
7:00	1,123	0	0	0	0	8.22%	89%	1.5%	1.3%	2.8%
8:00	837	0	0	0	0	6.57%	83%	2.4%	1.6%	4.0%
9:00	523	0	0	0	0	5.08%	67%	2.5%	3.3%	5.8%
10:00	374	0	0	0	0	4.59%	53%	2.7%	3.8%	6.5%
11:00	354	0	0	0	0	5.13%	45%	3.6%	3.9%	7.5%
12:00	306	0	0	0	0	5.70%	35%	3.2%	2.9%	6.1%
13:00	305	0	0	0	0	6.41%	31%	1.7%	5.3%	7.0%
14:00	288	0	0	0	0	6.26%	30%	2.4%	2.4%	4.8%
15:00	298	0	0	0	0	5.88%	33%	3.7%	2.0%	5.7%
16:00	311	0	0	0	0	5.07%	40%	3.5%	1.6%	5.1%
17:00	299	0	0	0	0	4.75%	41%	1.7%	0.3%	2.0%
18:00	239	0	0	0	0	5.02%	31%	3.0%	1.3%	4.3%
19:00	146	0	0	0	0	5.02%	19%	1.4%	0.0%	1.4%
20:00	105	0	0	0	0	4.29%	16%	1.0%	1.9%	2.9%
21:00	71	0	0	0	0	3.32%	14%	1.4%	0.0%	1.4%
22:00	46	0	0	0	0	2.15%	14%	0.0%	2.1%	2.1%
23:00	23	0	0	0	0	1.17%	13%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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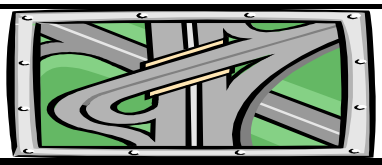
Ver. 2012-10

US 50, west of Fleetwood Road (Route 616)

0

Route	US 50 (John S. Mosby Highway)		
From	st of Fleetwood Road (begin of 4 lane sect		
To	Proposed Northstar Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	9	0	0	0	0	0.13%	45%	11.1%	0.0%	11.1%
1:00	19	0	0	0	0	0.16%	76%	0.0%	15.8%	15.8%
2:00	44	0	0	0	0	0.40%	71%	2.3%	18.2%	20.5%
3:00	106	0	0	0	0	1.00%	69%	4.7%	5.6%	10.3%
4:00	150	0	0	0	0	1.88%	52%	7.4%	7.4%	14.8%
5:00	155	0	0	0	0	4.40%	23%	3.9%	5.8%	9.7%
6:00	136	0	0	0	0	7.39%	12%	3.6%	9.4%	13.0%
7:00	139	0	0	0	0	8.22%	11%	3.5%	9.7%	13.2%
8:00	172	0	0	0	0	6.57%	17%	3.5%	9.9%	13.4%
9:00	257	0	0	0	0	5.08%	33%	3.1%	5.0%	8.1%
10:00	331	0	0	0	0	4.59%	47%	3.9%	4.8%	8.7%
11:00	433	0	0	0	0	5.13%	55%	3.7%	3.5%	7.2%
12:00	569	0	0	0	0	5.70%	65%	3.0%	3.4%	6.4%
13:00	679	0	0	0	0	6.41%	69%	2.3%	2.2%	4.5%
14:00	673	0	0	0	0	6.26%	70%	1.0%	2.7%	3.7%
15:00	604	0	0	0	0	5.88%	67%	0.8%	1.7%	2.5%
16:00	467	0	0	0	0	5.07%	60%	0.6%	1.3%	1.9%
17:00	431	0	0	0	0	4.75%	59%	2.5%	1.6%	4.1%
18:00	532	0	0	0	0	5.02%	69%	2.2%	1.1%	3.3%
19:00	624	0	0	0	0	5.02%	81%	1.8%	0.5%	2.3%
20:00	554	0	0	0	0	4.29%	84%	0.4%	1.1%	1.5%
21:00	439	0	0	0	0	3.32%	86%	0.7%	0.5%	1.2%
22:00	284	0	0	0	0	2.15%	86%	0.4%	0.7%	1.1%
23:00	157	0	0	0	0	1.17%	87%	1.3%	0.6%	1.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

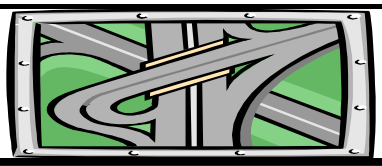
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Fleetwood Road (Route 616)

0

Route	US 50 (John S. Mosby Highway)		
From	st of Fleetwood Road (begin of 4 lane sect		
To	Proposed Northstar Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	0	0	0.13%	100%	5.0%	5.0%	10.0%
1:00	25	0	0	0	0	0.16%	100%	0.0%	20.0%	20.0%
2:00	62	0	0	0	0	0.40%	100%	3.3%	14.5%	17.8%
3:00	154	0	0	0	0	1.00%	100%	4.6%	5.2%	9.8%
4:00	289	0	0	0	0	1.88%	100%	4.9%	5.2%	10.1%
5:00	676	0	0	0	0	4.40%	100%	1.5%	2.0%	3.5%
6:00	1,134	0	0	0	0	7.39%	100%	1.1%	2.0%	3.1%
7:00	1,262	0	0	0	0	8.22%	100%	1.7%	2.2%	3.9%
8:00	1,009	0	0	0	0	6.57%	100%	2.6%	3.0%	5.6%
9:00	780	0	0	0	0	5.08%	100%	2.7%	3.9%	6.6%
10:00	705	0	0	0	0	4.59%	100%	3.3%	4.3%	7.5%
11:00	787	0	0	0	0	5.13%	100%	3.7%	3.7%	7.3%
12:00	875	0	0	0	0	5.70%	100%	3.1%	3.2%	6.3%
13:00	984	0	0	0	0	6.41%	100%	2.1%	3.2%	5.3%
14:00	961	0	0	0	0	6.26%	100%	1.4%	2.6%	4.0%
15:00	902	0	0	0	0	5.88%	100%	1.8%	1.8%	3.6%
16:00	778	0	0	0	0	5.07%	100%	1.8%	1.4%	3.2%
17:00	730	0	0	0	0	4.75%	100%	2.2%	1.1%	3.2%
18:00	771	0	0	0	0	5.02%	100%	2.4%	1.2%	3.6%
19:00	770	0	0	0	0	5.02%	100%	1.7%	0.4%	2.1%
20:00	659	0	0	0	0	4.29%	100%	0.5%	1.2%	1.7%
21:00	510	0	0	0	0	3.32%	100%	0.8%	0.4%	1.2%
22:00	330	0	0	0	0	2.15%	100%	0.3%	0.9%	1.2%
23:00	180	0	0	0	0	1.17%	100%	1.1%	0.5%	1.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

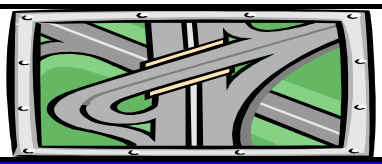
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, proposed Northstar Blvd. to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Proposed Northstar Boulevard		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	0	0	0.49%	18%	0.0%	13.0%	13.0%
1:00	13	0	0	0	0	0.33%	15%	0.0%	15.4%	15.4%
2:00	27	0	0	0	0	0.26%	39%	3.7%	7.4%	11.1%
3:00	48	0	0	0	0	0.28%	65%	6.3%	0.0%	6.3%
4:00	170	0	0	0	0	0.80%	80%	2.3%	1.8%	4.1%
5:00	625	0	0	0	0	3.16%	74%	1.4%	2.4%	3.8%
6:00	1,213	0	0	0	0	6.48%	70%	1.2%	1.9%	3.1%
7:00	1,237	0	0	0	0	7.12%	65%	2.8%	1.9%	4.7%
8:00	952	0	0	0	0	5.83%	61%	4.1%	2.5%	6.6%
9:00	685	0	0	0	0	4.57%	56%	3.4%	4.8%	8.2%
10:00	567	0	0	0	0	4.16%	51%	4.4%	4.6%	9.0%
11:00	481	0	0	0	0	4.19%	43%	3.3%	4.1%	7.4%
12:00	543	0	0	0	0	4.72%	43%	3.9%	3.9%	7.8%
13:00	481	0	0	0	0	4.74%	38%	4.1%	5.8%	9.9%
14:00	512	0	0	0	0	5.80%	33%	3.5%	6.4%	9.9%
15:00	504	0	0	0	0	7.53%	25%	3.9%	5.5%	9.4%
16:00	522	0	0	0	0	8.88%	22%	2.9%	3.1%	6.0%
17:00	483	0	0	0	0	9.03%	20%	2.3%	0.8%	3.1%
18:00	441	0	0	0	0	8.25%	20%	2.1%	2.8%	4.9%
19:00	281	0	0	0	0	5.26%	20%	1.4%	2.8%	4.2%
20:00	188	0	0	0	0	3.19%	22%	1.6%	1.6%	3.2%
21:00	140	0	0	0	0	2.50%	21%	0.0%	2.8%	2.8%
22:00	115	0	0	0	0	1.66%	26%	0.9%	0.9%	1.8%
23:00	46	0	0	0	0	0.77%	22%	0.0%	2.2%	2.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

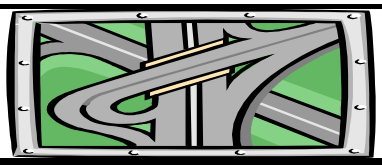
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, proposed Northstar Blvd. to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Proposed Northstar Boulevard		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	0	0	0.49%	82%	0.9%	0.9%	1.8%
1:00	74	0	0	0	0	0.33%	85%	1.4%	0.0%	1.4%
2:00	43	0	0	0	0	0.26%	61%	0.0%	4.7%	4.7%
3:00	26	0	0	0	0	0.28%	35%	7.7%	7.7%	15.4%
4:00	43	0	0	0	0	0.80%	20%	4.8%	14.3%	19.1%
5:00	219	0	0	0	0	3.16%	26%	8.6%	6.8%	15.4%
6:00	520	0	0	0	0	6.48%	30%	4.3%	7.8%	12.1%
7:00	666	0	0	0	0	7.12%	35%	6.3%	8.8%	15.1%
8:00	608	0	0	0	0	5.83%	39%	6.7%	8.8%	15.5%
9:00	538	0	0	0	0	4.57%	44%	3.9%	8.7%	12.6%
10:00	545	0	0	0	0	4.16%	49%	3.9%	8.3%	12.2%
11:00	638	0	0	0	0	4.19%	57%	3.8%	6.3%	10.1%
12:00	720	0	0	0	0	4.72%	57%	2.8%	7.1%	9.9%
13:00	786	0	0	0	0	4.74%	62%	2.8%	6.5%	9.3%
14:00	1,039	0	0	0	0	5.80%	67%	1.5%	5.0%	6.5%
15:00	1,511	0	0	0	0	7.53%	75%	1.9%	2.5%	4.4%
16:00	1,852	0	0	0	0	8.88%	78%	1.3%	1.8%	3.1%
17:00	1,932	0	0	0	0	9.03%	80%	0.6%	1.5%	2.1%
18:00	1,764	0	0	0	0	8.25%	80%	1.0%	0.6%	1.6%
19:00	1,126	0	0	0	0	5.26%	80%	0.5%	0.4%	0.9%
20:00	665	0	0	0	0	3.19%	78%	0.5%	0.6%	1.1%
21:00	529	0	0	0	0	2.50%	79%	0.4%	0.4%	0.8%
22:00	329	0	0	0	0	1.66%	74%	0.3%	0.6%	0.9%
23:00	161	0	0	0	0	0.77%	78%	0.6%	1.9%	2.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

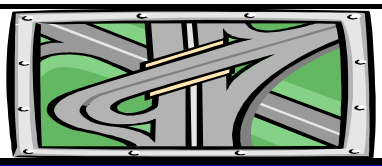
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, proposed Northstar Blvd. to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Proposed Northstar Boulevard		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	0	0	0.49%	100%	0.7%	3.1%	3.8%
1:00	87	0	0	0	0	0.33%	100%	1.2%	2.3%	3.5%
2:00	70	0	0	0	0	0.26%	100%	1.4%	5.8%	7.2%
3:00	74	0	0	0	0	0.28%	100%	6.8%	2.7%	9.5%
4:00	213	0	0	0	0	0.80%	100%	2.8%	4.3%	7.1%
5:00	844	0	0	0	0	3.16%	100%	3.3%	3.5%	6.8%
6:00	1,733	0	0	0	0	6.48%	100%	2.1%	3.7%	5.8%
7:00	1,903	0	0	0	0	7.12%	100%	4.0%	4.3%	8.3%
8:00	1,560	0	0	0	0	5.83%	100%	5.1%	5.0%	10.1%
9:00	1,223	0	0	0	0	4.57%	100%	3.6%	6.5%	10.1%
10:00	1,112	0	0	0	0	4.16%	100%	4.2%	6.4%	10.6%
11:00	1,119	0	0	0	0	4.19%	100%	3.6%	5.4%	8.9%
12:00	1,263	0	0	0	0	4.72%	100%	3.3%	5.7%	9.0%
13:00	1,267	0	0	0	0	4.74%	100%	3.3%	6.2%	9.5%
14:00	1,551	0	0	0	0	5.80%	100%	2.2%	5.5%	7.6%
15:00	2,014	0	0	0	0	7.53%	100%	2.4%	3.3%	5.7%
16:00	2,374	0	0	0	0	8.88%	100%	1.7%	2.1%	3.7%
17:00	2,415	0	0	0	0	9.03%	100%	0.9%	1.4%	2.3%
18:00	2,205	0	0	0	0	8.25%	100%	1.2%	1.0%	2.3%
19:00	1,407	0	0	0	0	5.26%	100%	0.7%	0.9%	1.6%
20:00	853	0	0	0	0	3.19%	100%	0.7%	0.8%	1.6%
21:00	669	0	0	0	0	2.50%	100%	0.3%	0.9%	1.2%
22:00	444	0	0	0	0	1.66%	100%	0.5%	0.7%	1.1%
23:00	207	0	0	0	0	0.77%	100%	0.5%	2.0%	2.4%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

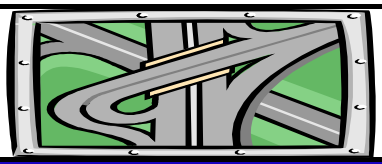
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	0	0	0.49%	30%	0.0%	13.0%	13.0%
1:00	29	0	0	0	0	0.21%	34%	0.0%	15.4%	15.4%
2:00	44	0	0	0	0	0.22%	50%	3.7%	7.4%	11.1%
3:00	74	0	0	0	0	0.31%	61%	6.3%	0.0%	6.3%
4:00	224	0	0	0	0	0.72%	78%	2.3%	1.8%	4.1%
5:00	925	0	0	0	0	3.11%	75%	1.4%	2.4%	3.8%
6:00	1,937	0	0	0	0	6.77%	72%	1.2%	1.9%	3.1%
7:00	1,784	0	0	0	0	6.43%	70%	2.8%	1.9%	4.7%
8:00	1,277	0	0	0	0	4.98%	64%	4.1%	2.5%	6.6%
9:00	1,299	0	0	0	0	5.26%	62%	3.4%	4.8%	8.2%
10:00	1,036	0	0	0	0	4.69%	55%	4.4%	4.6%	9.0%
11:00	1,016	0	0	0	0	4.98%	51%	3.3%	4.1%	7.4%
12:00	1,022	0	0	0	0	5.29%	48%	3.9%	3.9%	7.8%
13:00	969	0	0	0	0	5.18%	47%	4.1%	5.8%	9.9%
14:00	985	0	0	0	0	6.03%	41%	3.5%	6.4%	9.9%
15:00	940	0	0	0	0	6.83%	34%	3.9%	5.5%	9.4%
16:00	986	0	0	0	0	8.09%	31%	2.9%	3.1%	6.0%
17:00	921	0	0	0	0	8.46%	27%	2.3%	0.8%	3.1%
18:00	805	0	0	0	0	6.84%	30%	2.1%	2.8%	4.9%
19:00	738	0	0	0	0	5.74%	32%	1.4%	2.8%	4.2%
20:00	544	0	0	0	0	3.88%	35%	1.6%	1.6%	3.2%
21:00	362	0	0	0	0	2.87%	32%	0.0%	2.8%	2.8%
22:00	212	0	0	0	0	1.71%	31%	0.9%	0.9%	1.8%
23:00	107	0	0	0	0	0.90%	30%	0.0%	2.2%	2.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

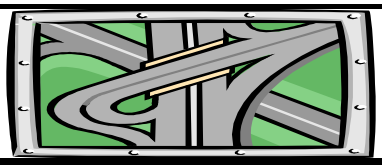
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	0	0	0.49%	70%	0.9%	0.9%	1.8%
1:00	56	0	0	0	0	0.21%	66%	1.4%	0.0%	1.4%
2:00	44	0	0	0	0	0.22%	50%	0.0%	4.7%	4.7%
3:00	48	0	0	0	0	0.31%	39%	7.7%	7.7%	15.4%
4:00	65	0	0	0	0	0.72%	22%	4.8%	14.3%	19.1%
5:00	316	0	0	0	0	3.11%	25%	8.6%	6.8%	15.4%
6:00	761	0	0	0	0	6.77%	28%	4.3%	7.8%	12.1%
7:00	781	0	0	0	0	6.43%	30%	6.3%	8.8%	15.1%
8:00	709	0	0	0	0	4.98%	36%	6.7%	8.8%	15.5%
9:00	798	0	0	0	0	5.26%	38%	3.9%	8.7%	12.6%
10:00	833	0	0	0	0	4.69%	45%	3.9%	8.3%	12.2%
11:00	969	0	0	0	0	4.98%	49%	3.8%	6.3%	10.1%
12:00	1,089	0	0	0	0	5.29%	52%	2.8%	7.1%	9.9%
13:00	1,097	0	0	0	0	5.18%	53%	2.8%	6.5%	9.3%
14:00	1,419	0	0	0	0	6.03%	59%	1.5%	5.0%	6.5%
15:00	1,785	0	0	0	0	6.83%	66%	1.9%	2.5%	4.4%
16:00	2,239	0	0	0	0	8.09%	69%	1.3%	1.8%	3.1%
17:00	2,454	0	0	0	0	8.46%	73%	0.6%	1.5%	2.1%
18:00	1,921	0	0	0	0	6.84%	70%	1.0%	0.6%	1.6%
19:00	1,551	0	0	0	0	5.74%	68%	0.5%	0.4%	0.9%
20:00	1,003	0	0	0	0	3.88%	65%	0.5%	0.6%	1.1%
21:00	784	0	0	0	0	2.87%	68%	0.4%	0.4%	0.8%
22:00	469	0	0	0	0	1.71%	69%	0.3%	0.6%	0.9%
23:00	252	0	0	0	0	0.90%	70%	0.6%	1.9%	2.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

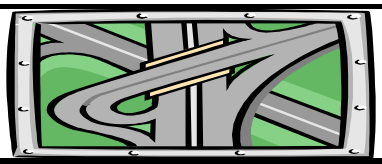
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	0	0	0.49%	100%	0.6%	4.5%	5.2%
1:00	85	0	0	0	0	0.21%	100%	0.9%	5.3%	6.2%
2:00	88	0	0	0	0	0.22%	100%	1.9%	6.1%	7.9%
3:00	122	0	0	0	0	0.31%	100%	6.9%	3.0%	9.9%
4:00	289	0	0	0	0	0.72%	100%	2.9%	4.6%	7.5%
5:00	1,241	0	0	0	0	3.11%	100%	3.2%	3.5%	6.8%
6:00	2,698	0	0	0	0	6.77%	100%	2.1%	3.6%	5.6%
7:00	2,565	0	0	0	0	6.43%	100%	3.9%	4.0%	7.9%
8:00	1,986	0	0	0	0	4.98%	100%	5.0%	4.7%	9.8%
9:00	2,097	0	0	0	0	5.26%	100%	3.6%	6.3%	9.9%
10:00	1,869	0	0	0	0	4.69%	100%	4.2%	6.2%	10.4%
11:00	1,985	0	0	0	0	4.98%	100%	3.5%	5.2%	8.7%
12:00	2,111	0	0	0	0	5.29%	100%	3.3%	5.6%	8.9%
13:00	2,066	0	0	0	0	5.18%	100%	3.4%	6.2%	9.6%
14:00	2,404	0	0	0	0	6.03%	100%	2.3%	5.6%	7.9%
15:00	2,725	0	0	0	0	6.83%	100%	2.6%	3.5%	6.1%
16:00	3,225	0	0	0	0	8.09%	100%	1.8%	2.2%	4.0%
17:00	3,375	0	0	0	0	8.46%	100%	1.1%	1.3%	2.4%
18:00	2,726	0	0	0	0	6.84%	100%	1.3%	1.2%	2.6%
19:00	2,289	0	0	0	0	5.74%	100%	0.8%	1.2%	2.0%
20:00	1,547	0	0	0	0	3.88%	100%	0.9%	1.0%	1.8%
21:00	1,146	0	0	0	0	2.87%	100%	0.3%	1.2%	1.4%
22:00	681	0	0	0	0	1.71%	100%	0.5%	0.7%	1.2%
23:00	359	0	0	0	0	0.90%	100%	0.4%	2.0%	2.4%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

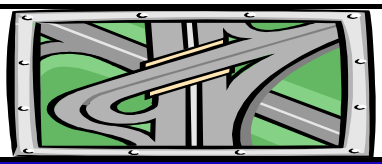
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	13	0	0	0	0	0.21%	68%	2.9%	0.0%	2.9%
1:00	5	0	0	0	0	0.21%	26%	0.0%	0.0%	0.0%
2:00	3	0	0	0	0	0.60%	6%	0.0%	0.0%	0.0%
3:00	12	0	0	0	0	0.99%	13%	0.0%	0.0%	0.0%
4:00	24	0	0	0	0	1.58%	17%	0.0%	0.0%	0.0%
5:00	122	0	0	0	0	2.77%	49%	4.2%	4.2%	8.4%
6:00	401	0	0	0	0	5.72%	78%	0.8%	3.3%	4.1%
7:00	526	0	0	0	0	7.15%	82%	3.2%	3.0%	6.2%
8:00	481	0	0	0	0	6.96%	77%	6.1%	4.0%	10.1%
9:00	376	0	0	0	0	6.35%	66%	4.8%	4.0%	8.8%
10:00	260	0	0	0	0	5.47%	53%	4.8%	7.1%	11.9%
11:00	270	0	0	0	0	6.26%	48%	5.0%	11.5%	16.5%
12:00	191	0	0	0	0	5.31%	40%	5.9%	8.8%	14.7%
13:00	197	0	0	0	0	5.77%	38%	3.6%	6.7%	10.3%
14:00	259	0	0	0	0	6.28%	46%	5.5%	7.5%	13.0%
15:00	298	0	0	0	0	6.26%	53%	5.0%	6.2%	11.2%
16:00	338	0	0	0	0	6.28%	60%	3.0%	5.1%	8.1%
17:00	331	0	0	0	0	6.35%	58%	3.5%	3.8%	7.3%
18:00	283	0	0	0	0	5.72%	55%	1.5%	1.2%	2.7%
19:00	152	0	0	0	0	4.35%	39%	2.1%	0.4%	2.5%
20:00	117	0	0	0	0	3.52%	37%	0.7%	1.3%	2.0%
21:00	105	0	0	0	0	2.92%	40%	0.0%	0.9%	0.9%
22:00	50	0	0	0	0	1.78%	31%	3.8%	0.0%	3.8%
23:00	34	0	0	0	0	1.17%	32%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

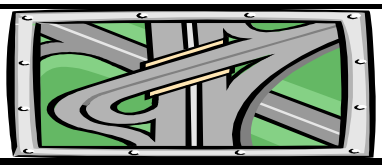
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	0	0	0.21%	32%	1.4%	0.0%	1.4%
1:00	14	0	0	0	0	0.21%	74%	0.0%	16.7%	16.7%
2:00	51	0	0	0	0	0.60%	94%	0.0%	7.1%	7.1%
3:00	77	0	0	0	0	0.99%	87%	2.0%	2.0%	4.0%
4:00	118	0	0	0	0	1.58%	83%	1.3%	1.3%	2.6%
5:00	127	0	0	0	0	2.77%	51%	4.2%	1.7%	5.9%
6:00	113	0	0	0	0	5.72%	22%	4.0%	3.2%	7.2%
7:00	116	0	0	0	0	7.15%	18%	3.6%	8.0%	11.6%
8:00	144	0	0	0	0	6.96%	23%	6.1%	7.9%	14.0%
9:00	194	0	0	0	0	6.35%	34%	3.5%	8.3%	11.8%
10:00	231	0	0	0	0	5.47%	47%	3.6%	6.3%	9.9%
11:00	292	0	0	0	0	6.26%	52%	6.1%	6.1%	12.2%
12:00	286	0	0	0	0	5.31%	60%	4.1%	6.9%	11.0%
13:00	321	0	0	0	0	5.77%	62%	3.9%	7.0%	10.9%
14:00	305	0	0	0	0	6.28%	54%	5.3%	5.6%	10.9%
15:00	264	0	0	0	0	6.26%	47%	3.6%	4.6%	8.2%
16:00	226	0	0	0	0	6.28%	40%	3.0%	4.2%	7.2%
17:00	239	0	0	0	0	6.35%	42%	4.9%	5.3%	10.2%
18:00	231	0	0	0	0	5.72%	45%	3.0%	6.8%	9.8%
19:00	239	0	0	0	0	4.35%	61%	3.0%	5.2%	8.2%
20:00	199	0	0	0	0	3.52%	63%	4.2%	3.8%	8.0%
21:00	157	0	0	0	0	2.92%	60%	3.0%	1.5%	4.5%
22:00	110	0	0	0	0	1.78%	69%	1.3%	0.0%	1.3%
23:00	71	0	0	0	0	1.17%	68%	0.9%	0.0%	0.9%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

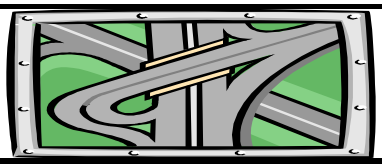
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	0	0	0.21%	100%	2.4%	0.0%	2.4%
1:00	19	0	0	0	0	0.21%	100%	0.0%	12.4%	12.4%
2:00	54	0	0	0	0	0.60%	100%	0.0%	6.7%	6.7%
3:00	89	0	0	0	0	0.99%	100%	1.7%	1.7%	3.5%
4:00	142	0	0	0	0	1.58%	100%	1.1%	1.1%	2.2%
5:00	249	0	0	0	0	2.77%	100%	4.2%	2.9%	7.1%
6:00	514	0	0	0	0	5.72%	100%	1.5%	3.3%	4.8%
7:00	642	0	0	0	0	7.15%	100%	3.3%	3.9%	7.2%
8:00	625	0	0	0	0	6.96%	100%	6.1%	4.9%	11.0%
9:00	570	0	0	0	0	6.35%	100%	4.4%	5.5%	9.8%
10:00	491	0	0	0	0	5.47%	100%	4.2%	6.7%	11.0%
11:00	562	0	0	0	0	6.26%	100%	5.6%	8.7%	14.3%
12:00	477	0	0	0	0	5.31%	100%	4.8%	7.7%	12.5%
13:00	518	0	0	0	0	5.77%	100%	3.8%	6.9%	10.7%
14:00	564	0	0	0	0	6.28%	100%	5.4%	6.5%	11.9%
15:00	562	0	0	0	0	6.26%	100%	4.3%	5.4%	9.8%
16:00	564	0	0	0	0	6.28%	100%	3.0%	4.7%	7.7%
17:00	570	0	0	0	0	6.35%	100%	4.1%	4.4%	8.5%
18:00	514	0	0	0	0	5.72%	100%	2.2%	3.7%	5.9%
19:00	391	0	0	0	0	4.35%	100%	2.6%	3.3%	6.0%
20:00	316	0	0	0	0	3.52%	100%	2.9%	2.9%	5.8%
21:00	262	0	0	0	0	2.92%	100%	1.8%	1.3%	3.1%
22:00	160	0	0	0	0	1.78%	100%	2.1%	0.0%	2.1%
23:00	105	0	0	0	0	1.17%	100%	0.6%	0.0%	0.6%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

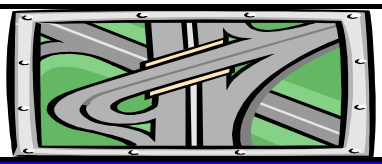
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd western leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. western leg (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	10,214	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	0	0	0.10%	29%	0.0%	0.0%	0.0%
1:00	2	0	0	0	0	0.20%	12%	0.0%	0.0%	0.0%
2:00	2	0	0	0	0	0.60%	4%	0.0%	12.5%	12.5%
3:00	6	0	0	0	0	1.20%	5%	0.0%	5.0%	5.0%
4:00	24	0	0	0	0	2.10%	11%	1.1%	2.2%	3.3%
5:00	94	0	0	0	0	2.70%	34%	0.6%	0.9%	1.5%
6:00	214	0	0	0	0	3.50%	60%	0.9%	1.8%	2.7%
7:00	303	0	0	0	0	4.30%	69%	3.0%	1.2%	4.2%
8:00	241	0	0	0	0	3.80%	62%	2.9%	1.8%	4.7%
9:00	172	0	0	0	0	4.20%	40%	2.5%	2.5%	5.0%
10:00	103	0	0	0	0	4.40%	23%	2.7%	3.0%	5.7%
11:00	103	0	0	0	0	4.80%	21%	4.2%	2.9%	7.1%
12:00	160	0	0	0	0	5.80%	27%	2.9%	6.7%	9.6%
13:00	139	0	0	0	0	6.80%	20%	2.1%	4.0%	6.1%
14:00	153	0	0	0	0	7.50%	20%	6.4%	4.0%	10.4%
15:00	186	0	0	0	0	7.90%	23%	3.2%	3.2%	6.4%
16:00	196	0	0	0	0	6.20%	31%	3.0%	2.3%	5.3%
17:00	201	0	0	0	0	5.80%	34%	1.7%	0.6%	2.3%
18:00	178	0	0	0	0	5.80%	30%	0.2%	0.5%	0.7%
19:00	106	0	0	0	0	6.10%	17%	0.4%	0.8%	1.2%
20:00	70	0	0	0	0	5.70%	12%	0.0%	0.0%	0.0%
21:00	54	0	0	0	0	5.30%	10%	0.0%	0.0%	0.0%
22:00	35	0	0	0	0	3.10%	11%	1.3%	0.0%	1.3%
23:00	15	0	0	0	0	2.10%	7%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

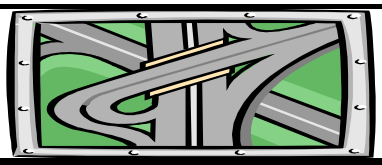
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd western leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. western leg (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	10,214	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	7	0	0	0	0	0.10%	71%	0.0%	0.0%	0.0%
1:00	18	0	0	0	0	0.20%	88%	5.0%	10.0%	15.0%
2:00	59	0	0	0	0	0.60%	96%	0.0%	3.8%	3.8%
3:00	116	0	0	0	0	1.20%	95%	4.3%	3.5%	7.8%
4:00	191	0	0	0	0	2.10%	89%	3.2%	5.3%	8.5%
5:00	182	0	0	0	0	2.70%	66%	4.5%	4.5%	9.0%
6:00	143	0	0	0	0	3.50%	40%	3.4%	3.4%	6.8%
7:00	136	0	0	0	0	4.30%	31%	5.0%	6.4%	11.4%
8:00	147	0	0	0	0	3.80%	38%	6.1%	4.7%	10.8%
9:00	257	0	0	0	0	4.20%	60%	3.6%	4.7%	8.3%
10:00	346	0	0	0	0	4.40%	77%	3.5%	4.9%	8.4%
11:00	387	0	0	0	0	4.80%	79%	3.7%	4.0%	7.7%
12:00	432	0	0	0	0	5.80%	73%	3.7%	3.2%	6.9%
13:00	556	0	0	0	0	6.80%	80%	2.0%	2.7%	4.7%
14:00	613	0	0	0	0	7.50%	80%	1.8%	1.3%	3.1%
15:00	621	0	0	0	0	7.90%	77%	1.0%	1.3%	2.3%
16:00	437	0	0	0	0	6.20%	69%	1.8%	1.8%	3.6%
17:00	391	0	0	0	0	5.80%	66%	1.8%	2.0%	3.8%
18:00	415	0	0	0	0	5.80%	70%	2.6%	2.4%	5.0%
19:00	517	0	0	0	0	6.10%	83%	1.0%	1.5%	2.5%
20:00	512	0	0	0	0	5.70%	88%	0.6%	0.4%	1.0%
21:00	487	0	0	0	0	5.30%	90%	0.2%	0.2%	0.4%
22:00	282	0	0	0	0	3.10%	89%	0.4%	0.0%	0.4%
23:00	199	0	0	0	0	2.10%	93%	0.5%	0.5%	1.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	51	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	50	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	50	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

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ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd western leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. western leg (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
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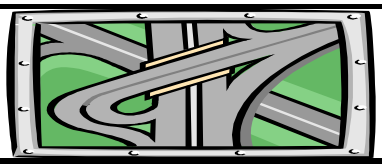
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	10,214	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	0	0	0.10%	100%	0.0%	0.0%	0.0%
1:00	20	0	0	0	0	0.20%	100%	4.4%	8.8%	13.2%
2:00	61	0	0	0	0	0.60%	100%	0.0%	4.1%	4.1%
3:00	123	0	0	0	0	1.20%	100%	4.1%	3.6%	7.7%
4:00	214	0	0	0	0	2.10%	100%	3.0%	5.0%	7.9%
5:00	276	0	0	0	0	2.70%	100%	3.2%	3.3%	6.5%
6:00	357	0	0	0	0	3.50%	100%	1.9%	2.4%	4.3%
7:00	439	0	0	0	0	4.30%	100%	3.6%	2.8%	6.4%
8:00	388	0	0	0	0	3.80%	100%	4.1%	2.9%	7.0%
9:00	429	0	0	0	0	4.20%	100%	3.2%	3.8%	7.0%
10:00	449	0	0	0	0	4.40%	100%	3.3%	4.5%	7.8%
11:00	490	0	0	0	0	4.80%	100%	3.8%	3.8%	7.6%
12:00	592	0	0	0	0	5.80%	100%	3.5%	4.1%	7.6%
13:00	695	0	0	0	0	6.80%	100%	2.0%	3.0%	5.0%
14:00	766	0	0	0	0	7.50%	100%	2.7%	1.8%	4.6%
15:00	807	0	0	0	0	7.90%	100%	1.5%	1.7%	3.2%
16:00	633	0	0	0	0	6.20%	100%	2.2%	2.0%	4.1%
17:00	592	0	0	0	0	5.80%	100%	1.8%	1.5%	3.3%
18:00	592	0	0	0	0	5.80%	100%	1.9%	1.8%	3.7%
19:00	623	0	0	0	0	6.10%	100%	0.9%	1.4%	2.3%
20:00	582	0	0	0	0	5.70%	100%	0.5%	0.4%	0.9%
21:00	541	0	0	0	0	5.30%	100%	0.2%	0.2%	0.4%
22:00	317	0	0	0	0	3.10%	100%	0.5%	0.0%	0.5%
23:00	214	0	0	0	0	2.10%	100%	0.5%	0.5%	0.9%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	51	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	50	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	51	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

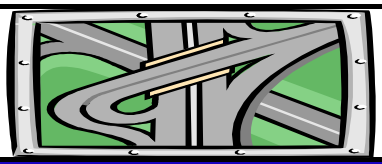
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd Eastern Leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. Eastern Leg		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	5,484	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	5	0	0	0	0	0.10%	100%	0.0%	0.0%	0.0%
1:00	5	0	0	0	0	0.10%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	0	0	0.10%	100%	0.0%	12.5%	12.5%
3:00	16	0	0	0	0	0.30%	100%	0.0%	5.0%	5.0%
4:00	66	0	0	0	0	1.20%	100%	1.1%	2.2%	3.3%
5:00	258	0	0	0	0	4.70%	100%	0.6%	0.9%	1.5%
6:00	592	0	0	0	0	10.80%	100%	0.9%	1.8%	2.7%
7:00	812	0	0	0	0	14.80%	100%	3.0%	1.2%	4.2%
8:00	658	0	0	0	0	12.00%	100%	2.9%	1.8%	4.7%
9:00	461	0	0	0	0	8.40%	100%	2.5%	2.5%	5.0%
10:00	274	0	0	0	0	5.00%	100%	2.7%	3.0%	5.7%
11:00	280	0	0	0	0	5.10%	100%	4.2%	2.9%	7.1%
12:00	219	0	0	0	0	4.00%	100%	2.9%	6.7%	9.6%
13:00	192	0	0	0	0	3.50%	100%	2.1%	4.0%	6.1%
14:00	219	0	0	0	0	4.00%	100%	6.4%	4.0%	10.4%
15:00	252	0	0	0	0	4.60%	100%	3.2%	3.2%	6.4%
16:00	274	0	0	0	0	5.00%	100%	3.0%	2.3%	5.3%
17:00	280	0	0	0	0	5.10%	100%	1.7%	0.6%	2.3%
18:00	241	0	0	0	0	4.40%	100%	0.2%	0.5%	0.7%
19:00	143	0	0	0	0	2.60%	100%	0.4%	0.8%	1.2%
20:00	93	0	0	0	0	1.70%	100%	0.0%	0.0%	0.0%
21:00	71	0	0	0	0	1.30%	100%	0.0%	0.0%	0.0%
22:00	44	0	0	0	0	0.80%	100%	1.3%	0.0%	1.3%
23:00	22	0	0	0	0	0.40%	100%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	51	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	29	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	47	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	52	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

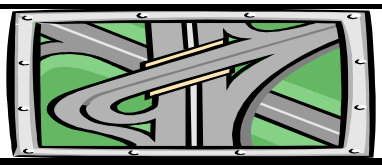
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd Eastern Leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. Eastern Leg		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	5,484	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
1:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
2:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
3:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
4:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
5:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
6:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
7:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
8:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
9:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
10:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
11:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
12:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
13:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
14:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
15:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
16:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
17:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
18:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
19:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
20:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
21:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
22:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%
23:00	0	0	0	0	0	0.00%	0%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

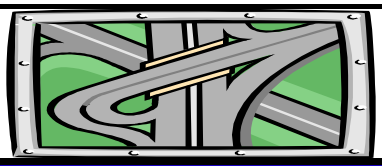
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd Eastern Leg, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. Eastern Leg		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	5,484	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	5	0	0	0	0	0.10%	100%	0.0%	0.0%	0.0%
1:00	5	0	0	0	0	0.10%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	0	0	0.10%	100%	0.0%	12.5%	12.5%
3:00	16	0	0	0	0	0.30%	100%	0.0%	5.0%	5.0%
4:00	66	0	0	0	0	1.20%	100%	1.1%	2.2%	3.3%
5:00	258	0	0	0	0	4.70%	100%	0.6%	0.9%	1.5%
6:00	592	0	0	0	0	10.80%	100%	0.9%	1.8%	2.7%
7:00	812	0	0	0	0	14.80%	100%	3.0%	1.2%	4.2%
8:00	658	0	0	0	0	12.00%	100%	2.9%	1.8%	4.7%
9:00	461	0	0	0	0	8.40%	100%	2.5%	2.5%	5.0%
10:00	274	0	0	0	0	5.00%	100%	2.7%	3.0%	5.7%
11:00	280	0	0	0	0	5.10%	100%	4.2%	2.9%	7.1%
12:00	219	0	0	0	0	4.00%	100%	2.9%	6.7%	9.6%
13:00	192	0	0	0	0	3.50%	100%	2.1%	4.0%	6.1%
14:00	219	0	0	0	0	4.00%	100%	6.4%	4.0%	10.4%
15:00	252	0	0	0	0	4.60%	100%	3.2%	3.2%	6.4%
16:00	274	0	0	0	0	5.00%	100%	3.0%	2.3%	5.3%
17:00	280	0	0	0	0	5.10%	100%	1.7%	0.6%	2.3%
18:00	241	0	0	0	0	4.40%	100%	0.2%	0.5%	0.7%
19:00	143	0	0	0	0	2.60%	100%	0.4%	0.8%	1.2%
20:00	93	0	0	0	0	1.70%	100%	0.0%	0.0%	0.0%
21:00	71	0	0	0	0	1.30%	100%	0.0%	0.0%	0.0%
22:00	44	0	0	0	0	0.80%	100%	1.3%	0.0%	1.3%
23:00	22	0	0	0	0	0.40%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	#VALUE!	#VALUE!	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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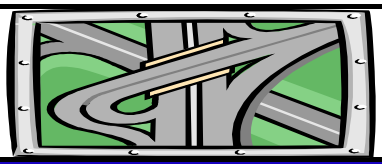
Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	14,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	0	0	0.31%	46%	0.0%	0.0%	0.0%
1:00	8	0	0	0	0	0.14%	43%	0.0%	0.0%	0.0%
2:00	6	0	0	0	0	0.07%	64%	0.0%	0.0%	0.0%
3:00	10	0	0	0	0	0.13%	55%	8.3%	0.0%	8.3%
4:00	25	0	0	0	0	0.32%	56%	6.7%	10.0%	16.7%
5:00	107	0	0	0	0	1.33%	57%	0.8%	8.7%	9.5%
6:00	345	0	0	0	0	4.18%	59%	2.7%	3.4%	6.1%
7:00	847	0	0	0	0	10.09%	60%	5.6%	2.0%	7.6%
8:00	698	0	0	0	0	8.90%	56%	4.1%	4.5%	8.6%
9:00	503	0	0	0	0	6.09%	59%	4.5%	7.6%	12.1%
10:00	361	0	0	0	0	4.52%	57%	4.8%	9.7%	14.5%
11:00	375	0	0	0	0	4.79%	56%	8.3%	9.2%	17.5%
12:00	355	0	0	0	0	4.79%	53%	6.1%	11.0%	17.1%
13:00	357	0	0	0	0	4.72%	54%	3.7%	7.0%	10.7%
14:00	489	0	0	0	0	6.23%	56%	7.8%	3.6%	11.4%
15:00	469	0	0	0	0	6.57%	51%	4.3%	2.0%	6.3%
16:00	575	0	0	0	0	8.21%	50%	2.8%	1.0%	3.8%
17:00	663	0	0	0	0	9.29%	51%	1.0%	0.1%	1.1%
18:00	521	0	0	0	0	7.02%	53%	1.3%	0.3%	1.6%
19:00	317	0	0	0	0	4.35%	52%	1.3%	0.0%	1.3%
20:00	242	0	0	0	0	3.20%	54%	0.3%	0.0%	0.3%
21:00	194	0	0	0	0	2.51%	55%	1.7%	0.0%	1.7%
22:00	96	0	0	0	0	1.47%	47%	0.0%	0.9%	0.9%
23:00	50	0	0	0	0	0.77%	46%	1.7%	0.0%	1.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

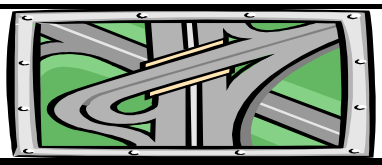
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	14,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	0	0	0.31%	54%	0.0%	0.0%	0.0%
1:00	11	0	0	0	0	0.14%	57%	0.0%	0.0%	0.0%
2:00	3	0	0	0	0	0.07%	36%	0.0%	0.0%	0.0%
3:00	8	0	0	0	0	0.13%	45%	0.0%	10.0%	10.0%
4:00	20	0	0	0	0	0.32%	44%	4.2%	4.2%	8.4%
5:00	80	0	0	0	0	1.33%	43%	2.1%	4.1%	6.2%
6:00	240	0	0	0	0	4.18%	41%	3.5%	1.4%	4.9%
7:00	565	0	0	0	0	10.09%	40%	3.5%	1.6%	5.1%
8:00	548	0	0	0	0	8.90%	44%	2.3%	2.6%	4.9%
9:00	350	0	0	0	0	6.09%	41%	4.3%	6.5%	10.8%
10:00	272	0	0	0	0	4.52%	43%	4.4%	8.4%	12.8%
11:00	295	0	0	0	0	4.79%	44%	5.9%	8.7%	14.6%
12:00	315	0	0	0	0	4.79%	47%	4.0%	7.2%	11.2%
13:00	304	0	0	0	0	4.72%	46%	4.7%	6.7%	11.4%
14:00	384	0	0	0	0	6.23%	44%	4.8%	3.9%	8.7%
15:00	451	0	0	0	0	6.57%	49%	3.9%	3.3%	7.2%
16:00	575	0	0	0	0	8.21%	50%	3.9%	1.8%	5.7%
17:00	637	0	0	0	0	9.29%	49%	1.4%	0.8%	2.2%
18:00	462	0	0	0	0	7.02%	47%	0.7%	0.2%	0.9%
19:00	292	0	0	0	0	4.35%	48%	1.1%	0.6%	1.7%
20:00	206	0	0	0	0	3.20%	46%	1.2%	0.4%	1.6%
21:00	158	0	0	0	0	2.51%	45%	0.0%	0.0%	0.0%
22:00	109	0	0	0	0	1.47%	53%	0.0%	0.8%	0.8%
23:00	58	0	0	0	0	0.77%	54%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	30	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	17	17	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	17	17	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

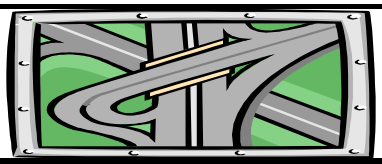
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	14,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	44	0	0	0	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	19	0	0	0	0	0.14%	100%	0.0%	0.0%	0.0%
2:00	9	0	0	0	0	0.07%	100%	0.0%	0.0%	0.0%
3:00	18	0	0	0	0	0.13%	100%	4.6%	4.5%	9.1%
4:00	45	0	0	0	0	0.32%	100%	5.6%	7.4%	13.0%
5:00	187	0	0	0	0	1.33%	100%	1.4%	6.7%	8.1%
6:00	585	0	0	0	0	4.18%	100%	3.0%	2.6%	5.6%
7:00	1,412	0	0	0	0	10.09%	100%	4.8%	1.8%	6.6%
8:00	1,246	0	0	0	0	8.90%	100%	3.3%	3.7%	7.0%
9:00	853	0	0	0	0	6.09%	100%	4.4%	7.1%	11.6%
10:00	633	0	0	0	0	4.52%	100%	4.6%	9.1%	13.8%
11:00	670	0	0	0	0	4.79%	100%	7.2%	9.0%	16.2%
12:00	670	0	0	0	0	4.79%	100%	5.1%	9.2%	14.3%
13:00	661	0	0	0	0	4.72%	100%	4.2%	6.9%	11.0%
14:00	872	0	0	0	0	6.23%	100%	6.5%	3.7%	10.2%
15:00	920	0	0	0	0	6.57%	100%	4.1%	2.6%	6.7%
16:00	1,150	0	0	0	0	8.21%	100%	3.4%	1.4%	4.8%
17:00	1,301	0	0	0	0	9.29%	100%	1.2%	0.4%	1.6%
18:00	982	0	0	0	0	7.02%	100%	1.0%	0.3%	1.3%
19:00	609	0	0	0	0	4.35%	100%	1.2%	0.3%	1.5%
20:00	447	0	0	0	0	3.20%	100%	0.7%	0.2%	0.9%
21:00	352	0	0	0	0	2.51%	100%	0.9%	0.0%	0.9%
22:00	205	0	0	0	0	1.47%	100%	0.0%	0.8%	0.8%
23:00	108	0	0	0	0	0.77%	100%	0.8%	0.0%	0.8%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	29	29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	29	29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	30	0	0	0	0	0.31%	75%	0.0%	0.0%	0.0%
1:00	14	0	0	0	0	0.18%	61%	0.0%	0.0%	0.0%
2:00	8	0	0	0	0	0.16%	40%	0.0%	13.3%	13.3%
3:00	9	0	0	0	0	0.20%	36%	0.0%	7.1%	7.1%
4:00	13	0	0	0	0	0.55%	19%	1.6%	1.6%	3.2%
5:00	50	0	0	0	0	2.34%	17%	0.5%	1.3%	1.8%
6:00	182	0	0	0	0	5.80%	25%	0.3%	1.4%	1.7%
7:00	407	0	0	0	0	8.24%	39%	1.3%	2.0%	3.3%
8:00	391	0	0	0	0	8.20%	37%	2.0%	6.3%	8.3%
9:00	307	0	0	0	0	6.02%	40%	1.9%	7.0%	8.9%
10:00	257	0	0	0	0	4.39%	46%	5.6%	12.3%	17.9%
11:00	271	0	0	0	0	4.42%	48%	5.7%	11.5%	17.2%
12:00	285	0	0	0	0	4.66%	48%	5.8%	8.5%	14.3%
13:00	292	0	0	0	0	4.59%	50%	2.3%	12.0%	14.3%
14:00	361	0	0	0	0	5.16%	55%	4.6%	12.2%	16.8%
15:00	550	0	0	0	0	7.31%	59%	4.7%	6.9%	11.6%
16:00	665	0	0	0	0	8.29%	63%	4.4%	6.1%	10.5%
17:00	777	0	0	0	0	9.38%	65%	1.6%	3.6%	5.2%
18:00	609	0	0	0	0	7.68%	62%	0.7%	2.4%	3.1%
19:00	374	0	0	0	0	4.74%	62%	1.3%	4.5%	5.8%
20:00	244	0	0	0	0	3.09%	62%	0.0%	0.0%	0.0%
21:00	167	0	0	0	0	2.24%	59%	1.9%	4.8%	6.7%
22:00	123	0	0	0	0	1.44%	67%	0.0%	3.1%	3.1%
23:00	49	0	0	0	0	0.60%	64%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	37	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	36	31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

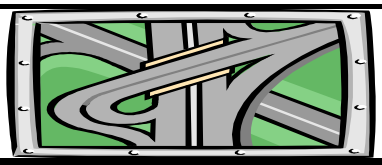
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	0	0	0.31%	25%	0.0%	0.0%	0.0%
1:00	9	0	0	0	0	0.18%	39%	0.0%	0.0%	0.0%
2:00	12	0	0	0	0	0.16%	60%	0.0%	0.0%	0.0%
3:00	16	0	0	0	0	0.20%	64%	14.3%	14.3%	28.6%
4:00	57	0	0	0	0	0.55%	81%	0.0%	9.1%	9.1%
5:00	248	0	0	0	0	2.34%	83%	3.8%	5.8%	9.6%
6:00	557	0	0	0	0	5.80%	75%	6.9%	6.1%	13.0%
7:00	642	0	0	0	0	8.24%	61%	6.9%	5.4%	12.3%
8:00	653	0	0	0	0	8.20%	63%	5.4%	12.3%	17.7%
9:00	459	0	0	0	0	6.02%	60%	7.6%	10.1%	17.7%
10:00	302	0	0	0	0	4.39%	54%	4.2%	12.6%	16.8%
11:00	292	0	0	0	0	4.42%	52%	5.8%	13.9%	19.7%
12:00	309	0	0	0	0	4.66%	52%	4.0%	9.3%	13.3%
13:00	292	0	0	0	0	4.59%	50%	3.4%	8.5%	11.9%
14:00	296	0	0	0	0	5.16%	45%	2.8%	6.9%	9.7%
15:00	381	0	0	0	0	7.31%	41%	2.9%	2.9%	5.8%
16:00	391	0	0	0	0	8.29%	37%	0.9%	1.5%	2.4%
17:00	418	0	0	0	0	9.38%	35%	0.9%	0.4%	1.3%
18:00	369	0	0	0	0	7.68%	38%	0.8%	0.8%	1.6%
19:00	229	0	0	0	0	4.74%	38%	0.7%	0.7%	1.4%
20:00	150	0	0	0	0	3.09%	38%	1.1%	0.0%	1.1%
21:00	118	0	0	0	0	2.24%	41%	1.6%	0.0%	1.6%
22:00	61	0	0	0	0	1.44%	33%	0.0%	0.0%	0.0%
23:00	28	0	0	0	0	0.60%	36%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	37	32	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	29	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

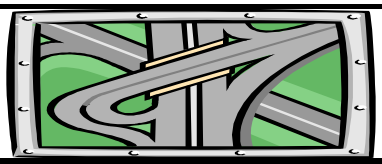
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	0	0	0.18%	100%	0.0%	0.0%	0.0%
2:00	20	0	0	0	0	0.16%	100%	0.0%	5.3%	5.3%
3:00	25	0	0	0	0	0.20%	100%	9.2%	11.7%	20.9%
4:00	70	0	0	0	0	0.55%	100%	0.3%	7.7%	8.0%
5:00	298	0	0	0	0	2.34%	100%	3.2%	5.0%	8.3%
6:00	739	0	0	0	0	5.80%	100%	5.3%	4.9%	10.2%
7:00	1,049	0	0	0	0	8.24%	100%	4.7%	4.1%	8.8%
8:00	1,044	0	0	0	0	8.20%	100%	4.1%	10.1%	14.2%
9:00	766	0	0	0	0	6.02%	100%	5.3%	8.9%	14.2%
10:00	559	0	0	0	0	4.39%	100%	4.8%	12.5%	17.3%
11:00	563	0	0	0	0	4.42%	100%	5.8%	12.7%	18.5%
12:00	594	0	0	0	0	4.66%	100%	4.9%	8.9%	13.8%
13:00	584	0	0	0	0	4.59%	100%	2.9%	10.3%	13.1%
14:00	657	0	0	0	0	5.16%	100%	3.8%	9.8%	13.6%
15:00	931	0	0	0	0	7.31%	100%	4.0%	5.3%	9.2%
16:00	1,056	0	0	0	0	8.29%	100%	3.1%	4.4%	7.5%
17:00	1,195	0	0	0	0	9.38%	100%	1.4%	2.5%	3.8%
18:00	978	0	0	0	0	7.68%	100%	0.7%	1.8%	2.5%
19:00	603	0	0	0	0	4.74%	100%	1.1%	3.1%	4.1%
20:00	394	0	0	0	0	3.09%	100%	0.4%	0.0%	0.4%
21:00	285	0	0	0	0	2.24%	100%	1.8%	2.8%	4.6%
22:00	184	0	0	0	0	1.44%	100%	0.0%	2.1%	2.1%
23:00	77	0	0	0	0	0.60%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	39	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	34	29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	39	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	38	33	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

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0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	0	0	0.19%	48%	2.6%	2.6%	5.2%
1:00	20	0	0	0	0	0.30%	31%	0.0%	0.0%	0.0%
2:00	16	0	0	0	0	0.53%	14%	5.0%	0.0%	5.0%
3:00	49	0	0	0	0	1.33%	17%	6.3%	6.3%	12.6%
4:00	128	0	0	0	0	1.52%	39%	4.2%	4.2%	8.4%
5:00	564	0	0	0	0	3.50%	75%	3.1%	2.4%	5.5%
6:00	1,181	0	0	0	0	6.25%	88%	2.5%	1.2%	3.7%
7:00	1,391 *	0	0	0	0	7.37%	88%	1.0%	1.6%	2.6%
8:00	1,287 *	0	0	0	0	7.14%	84%	1.6%	2.2%	3.8%
9:00	1,071	0	0	0	0	7.13%	70%	1.9%	3.2%	5.1%
10:00	616	0	0	0	0	4.78%	60%	2.0%	3.1%	5.1%
11:00	517	0	0	0	0	4.82%	50%	3.3%	6.8%	10.1%
12:00	510	0	0	0	0	5.52%	43%	2.9%	6.2%	9.1%
13:00	509	0	0	0	0	6.08%	39%	3.3%	6.6%	9.9%
14:00	500	0	0	0	0	6.30%	37%	3.3%	6.6%	9.9%
15:00	518	0	0	0	0	6.52%	37%	4.4%	9.1%	13.5%
16:00	558	0	0	0	0	5.30%	49%	5.0%	8.2%	13.2%
17:00	503	0	0	0	0	4.88%	48%	4.1%	3.6%	7.7%
18:00	407	0	0	0	0	5.13%	37%	2.2%	2.2%	4.4%
19:00	231	0	0	0	0	4.49%	24%	3.2%	1.9%	5.1%
20:00	166	0	0	0	0	4.08%	19%	1.7%	1.3%	3.0%
21:00	124	0	0	0	0	3.62%	16%	1.8%	1.8%	3.6%
22:00	90	0	0	0	0	2.09%	20%	0.8%	1.6%	2.4%
23:00	39	0	0	0	0	1.13%	16%	3.4%	2.2%	5.6%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	29	29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	25	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

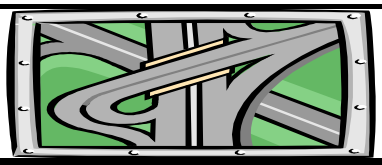
ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	0	0	0.19%	52%	1.5%	1.0%	2.5%
1:00	45	0	0	0	0	0.30%	69%	4.8%	9.5%	14.3%
2:00	98	0	0	0	0	0.53%	86%	4.4%	15.6%	20.0%
3:00	237	0	0	0	0	1.33%	83%	8.2%	10.2%	18.4%
4:00	199	0	0	0	0	1.52%	61%	3.8%	5.0%	8.8%
5:00	188	0	0	0	0	3.50%	25%	6.0%	5.5%	11.5%
6:00	161	0	0	0	0	6.25%	12%	6.5%	9.1%	15.6%
7:00	190	0	0	0	0	7.37%	12%	3.1%	9.4%	12.5%
8:00	245	0	0	0	0	7.14%	16%	5.8%	13.2%	19.0%
9:00	459	0	0	0	0	7.13%	30%	4.4%	9.1%	13.5%
10:00	410	0	0	0	0	4.78%	40%	3.5%	6.5%	10.0%
11:00	517	0	0	0	0	4.82%	50%	5.1%	7.3%	12.4%
12:00	675	0	0	0	0	5.52%	57%	4.3%	6.2%	10.5%
13:00	797	0	0	0	0	6.08%	61%	2.5%	4.0%	6.5%
14:00	852	0	0	0	0	6.30%	63%	2.7%	4.5%	7.2%
15:00	881	0	0	0	0	6.52%	63%	1.6%	3.0%	4.6%
16:00	580	0	0	0	0	5.30%	51%	1.5%	3.1%	4.6%
17:00	544	0	0	0	0	4.88%	52%	2.2%	3.4%	5.6%
18:00	693	0	0	0	0	5.13%	63%	2.6%	3.3%	5.9%
19:00	733	0	0	0	0	4.49%	76%	1.9%	2.2%	4.1%
20:00	709	0	0	0	0	4.08%	81%	1.5%	2.2%	3.7%
21:00	654	0	0	0	0	3.62%	84%	1.0%	1.4%	2.4%
22:00	358	0	0	0	0	2.09%	80%	0.9%	1.4%	2.3%
23:00	203	0	0	0	0	1.13%	84%	0.8%	0.6%	1.4%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	28	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	30	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

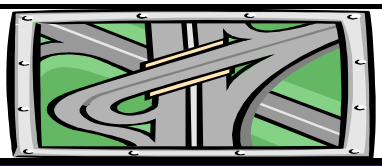
ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	0	0.19%	100%	2.0%	1.8%	3.8%
1:00	65	0	0	0	0	0.30%	100%	3.3%	6.6%	9.9%
2:00	114	0	0	0	0	0.53%	100%	4.5%	13.4%	17.9%
3:00	286	0	0	0	0	1.33%	100%	7.9%	9.5%	17.4%
4:00	327	0	0	0	0	1.52%	100%	4.0%	4.7%	8.6%
5:00	752	0	0	0	0	3.50%	100%	3.8%	3.2%	7.0%
6:00	1,342	0	0	0	0	6.25%	100%	3.0%	2.1%	5.1%
7:00	1,581	0	0	0	0	7.37%	100%	1.3%	2.5%	3.8%
8:00	1,532	0	0	0	0	7.14%	100%	2.3%	4.0%	6.2%
9:00	1,530	0	0	0	0	7.13%	100%	2.7%	5.0%	7.6%
10:00	1,026	0	0	0	0	4.78%	100%	2.6%	4.5%	7.1%
11:00	1,034	0	0	0	0	4.82%	100%	4.2%	7.1%	11.3%
12:00	1,185	0	0	0	0	5.52%	100%	3.7%	6.2%	9.9%
13:00	1,306	0	0	0	0	6.08%	100%	2.8%	5.0%	7.8%
14:00	1,352	0	0	0	0	6.30%	100%	2.9%	5.3%	8.2%
15:00	1,399	0	0	0	0	6.52%	100%	2.6%	5.3%	7.9%
16:00	1,138	0	0	0	0	5.30%	100%	3.2%	5.6%	8.8%
17:00	1,047	0	0	0	0	4.88%	100%	3.1%	3.5%	6.6%
18:00	1,100	0	0	0	0	5.13%	100%	2.5%	2.9%	5.3%
19:00	964	0	0	0	0	4.49%	100%	2.2%	2.1%	4.3%
20:00	875	0	0	0	0	4.08%	100%	1.5%	2.0%	3.6%
21:00	778	0	0	0	0	3.62%	100%	1.1%	1.5%	2.6%
22:00	448	0	0	0	0	2.09%	100%	0.9%	1.4%	2.3%
23:00	242	0	0	0	0	1.13%	100%	1.2%	0.9%	2.1%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	31	31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	28	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

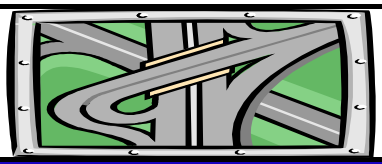
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	16	0	0	0	0	0.45%	52%	0.0%	0.0%	0.0%
1:00	10	0	0	0	0	0.28%	53%	0.0%	0.0%	0.0%
2:00	8	0	0	0	0	0.20%	57%	0.0%	12.5%	12.5%
3:00	15	0	0	0	0	0.33%	65%	0.0%	6.7%	6.7%
4:00	64	0	0	0	0	1.11%	84%	1.5%	1.5%	3.0%
5:00	198	0	0	0	0	3.30%	87%	0.5%	1.5%	2.0%
6:00	351	0	0	0	0	7.06%	72%	0.3%	1.7%	2.0%
7:00	361	0	0	0	0	7.80%	67%	1.7%	2.5%	4.2%
8:00	287	0	0	0	0	6.82%	61%	2.4%	7.7%	10.1%
9:00	197	0	0	0	0	5.38%	53%	2.0%	8.7%	10.7%
10:00	180	0	0	0	0	5.11%	51%	6.6%	14.9%	21.5%
11:00	157	0	0	0	0	4.65%	49%	7.0%	14.0%	21.0%
12:00	177	0	0	0	0	5.11%	50%	6.9%	10.3%	17.2%
13:00	160	0	0	0	0	4.94%	47%	3.1%	14.5%	17.6%
14:00	160	0	0	0	0	5.80%	40%	5.6%	14.9%	20.5%
15:00	192	0	0	0	0	7.50%	37%	5.8%	8.4%	14.2%
16:00	244	0	0	0	0	9.55%	37%	5.4%	7.4%	12.8%
17:00	237	0	0	0	0	9.02%	38%	1.7%	4.2%	5.9%
18:00	151	0	0	0	0	6.24%	35%	0.7%	2.6%	3.3%
19:00	84	0	0	0	0	3.58%	34%	1.2%	4.8%	6.0%
20:00	63	0	0	0	0	2.34%	39%	0.0%	0.0%	0.0%
21:00	55	0	0	0	0	1.81%	44%	1.8%	5.5%	7.3%
22:00	34	0	0	0	0	1.16%	43%	0.0%	2.9%	2.9%
23:00	13	0	0	0	0	0.46%	41%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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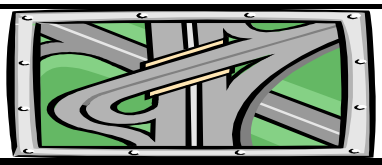
Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	15	0	0	0	0	0.45%	48%	0.0%	0.0%	0.0%
1:00	9	0	0	0	0	0.28%	47%	0.0%	0.0%	0.0%
2:00	6	0	0	0	0	0.20%	43%	0.0%	0.0%	0.0%
3:00	8	0	0	0	0	0.33%	35%	12.5%	12.5%	25.0%
4:00	12	0	0	0	0	1.11%	16%	0.0%	8.3%	8.3%
5:00	30	0	0	0	0	3.30%	13%	3.4%	6.9%	10.3%
6:00	137	0	0	0	0	7.06%	28%	8.1%	7.4%	15.5%
7:00	178	0	0	0	0	7.80%	33%	8.5%	6.3%	14.8%
8:00	184	0	0	0	0	6.82%	39%	6.5%	14.6%	21.1%
9:00	175	0	0	0	0	5.38%	47%	9.1%	11.9%	21.0%
10:00	173	0	0	0	0	5.11%	49%	5.2%	15.1%	20.3%
11:00	164	0	0	0	0	4.65%	51%	6.7%	16.5%	23.2%
12:00	177	0	0	0	0	5.11%	50%	5.1%	11.2%	16.3%
13:00	181	0	0	0	0	4.94%	53%	3.8%	10.4%	14.2%
14:00	240	0	0	0	0	5.80%	60%	3.3%	8.3%	11.6%
15:00	326	0	0	0	0	7.50%	63%	3.4%	3.4%	6.8%
16:00	416	0	0	0	0	9.55%	63%	1.2%	1.7%	2.9%
17:00	386	0	0	0	0	9.02%	62%	1.0%	0.5%	1.5%
18:00	280	0	0	0	0	6.24%	65%	1.1%	1.1%	2.2%
19:00	163	0	0	0	0	3.58%	66%	0.6%	0.6%	1.2%
20:00	99	0	0	0	0	2.34%	61%	1.0%	0.0%	1.0%
21:00	70	0	0	0	0	1.81%	56%	1.4%	0.0%	1.4%
22:00	46	0	0	0	0	1.16%	57%	0.0%	0.0%	0.0%
23:00	19	0	0	0	0	0.46%	59%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

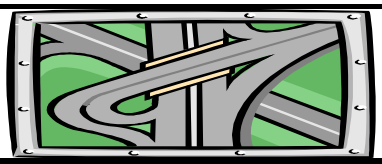
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	31	0	0	0	0	0.45%	100%	0.0%	0.0%	0.0%
1:00	19	0	0	0	0	0.28%	100%	0.0%	0.0%	0.0%
2:00	14	0	0	0	0	0.20%	100%	0.0%	7.1%	7.1%
3:00	23	0	0	0	0	0.33%	100%	4.4%	8.7%	13.1%
4:00	77	0	0	0	0	1.11%	100%	1.3%	2.6%	3.8%
5:00	228	0	0	0	0	3.30%	100%	0.9%	2.2%	3.1%
6:00	488	0	0	0	0	7.06%	100%	2.5%	3.3%	5.8%
7:00	539	0	0	0	0	7.80%	100%	3.9%	3.8%	7.7%
8:00	471	0	0	0	0	6.82%	100%	4.0%	10.4%	14.4%
9:00	372	0	0	0	0	5.38%	100%	5.3%	10.2%	15.5%
10:00	353	0	0	0	0	5.11%	100%	5.9%	15.0%	20.9%
11:00	321	0	0	0	0	4.65%	100%	6.8%	15.3%	22.1%
12:00	353	0	0	0	0	5.11%	100%	6.0%	10.8%	16.8%
13:00	341	0	0	0	0	4.94%	100%	3.5%	12.3%	15.8%
14:00	401	0	0	0	0	5.80%	100%	4.2%	10.9%	15.2%
15:00	518	0	0	0	0	7.50%	100%	4.3%	5.3%	9.5%
16:00	660	0	0	0	0	9.55%	100%	2.8%	3.8%	6.6%
17:00	623	0	0	0	0	9.02%	100%	1.3%	1.9%	3.2%
18:00	431	0	0	0	0	6.24%	100%	1.0%	1.6%	2.6%
19:00	247	0	0	0	0	3.58%	100%	0.8%	2.0%	2.8%
20:00	162	0	0	0	0	2.34%	100%	0.6%	0.0%	0.6%
21:00	125	0	0	0	0	1.81%	100%	1.6%	2.4%	4.0%
22:00	80	0	0	0	0	1.16%	100%	0.0%	1.2%	1.2%
23:00	32	0	0	0	0	0.46%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Northbound

Starting Time	Hourly Volume					Existing		% Truck ADTAvailable		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	26	0	0	0	0	0.38%	26%	na	na	na
1:00	20	0	0	0	0	0.24%	32%	na	na	na
2:00	21	0	0	0	0	0.18%	44%	na	na	na
3:00	45	0	0	0	0	0.25%	69%	na	na	na
4:00	143	0	0	0	0	0.68%	81%	na	na	na
5:00	666	0	0	0	0	2.91%	88%	na	na	na
6:00	1,401 *	0	0	0	0	7.00%	77%			
7:00	1,486 *	0	0	0	0	7.52%	76%			
8:00	1,565 *	0	0	0	0	7.62%	79%			
9:00	1,223	0	0	0	0	6.11%	77%			
10:00	667	0	0	0	0	4.14%	62%			
11:00	537	0	0	0	0	3.90%	53%			
12:00	569	0	0	0	0	4.56%	48%			
13:00	595	0	0	0	0	4.87%	47%			
14:00	537	0	0	0	0	5.30%	39%			
15:00	598	0	0	0	0	6.76%	34%			
16:00	676	0	0	0	0	9.28%	28%			
17:00	590	0	0	0	0	9.08%	25%			
18:00	470	0	0	0	0	8.22%	22%			
19:00	271	0	0	0	0	4.17%	25%			
20:00	187	0	0	0	0	2.57%	28%			
21:00	152	0	0	0	0	2.16%	27%	na	na	na
22:00	103	0	0	0	0	1.32%	30%	na	na	na
23:00	51	0	0	0	0	0.81%	24%	na	na	na

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	29	29	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	25	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

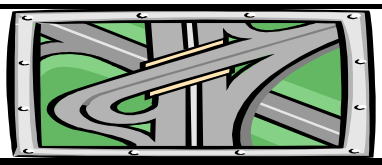
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Southbound

Starting Time	Hourly Volume					Existing		% Truck ADTAvailable		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	73	0	0	0	0	0.38%	74%	na	na	na
1:00	42	0	0	0	0	0.24%	68%	na	na	na
2:00	26	0	0	0	0	0.18%	56%	na	na	na
3:00	20	0	0	0	0	0.25%	31%	na	na	na
4:00	34	0	0	0	0	0.68%	19%	na	na	na
5:00	91	0	0	0	0	2.91%	12%	na	na	na
6:00	419	0	0	0	0	7.00%	23%			
7:00	469	0	0	0	0	7.52%	24%			
8:00	416	0	0	0	0	7.62%	21%			
9:00	365	0	0	0	0	6.11%	23%			
10:00	409	0	0	0	0	4.14%	38%			
11:00	477	0	0	0	0	3.90%	47%			
12:00	617	0	0	0	0	4.56%	52%			
13:00	671	0	0	0	0	4.87%	53%			
14:00	841	0	0	0	0	5.30%	61%			
15:00	1,160	0	0	0	0	6.76%	66%			
16:00	1,737 *	0	0	0	0	9.28%	72%			
17:00	1,771 *	0	0	0	0	9.08%	75%			
18:00	1,667 *	0	0	0	0	8.22%	78%			
19:00	813	0	0	0	0	4.17%	75%			
20:00	481	0	0	0	0	2.57%	72%			
21:00	410	0	0	0	0	2.16%	73%	na	na	na
22:00	240	0	0	0	0	1.32%	70%	na	na	na
23:00	160	0	0	0	0	0.81%	76%	na	na	na

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	28	28	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	30	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

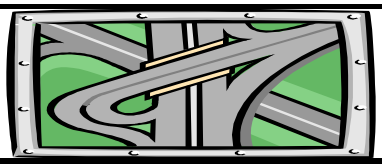
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		% Truck ADTAvailable		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	99	0	0	0	0	0.38%	100%	n/a	n/a	n/a
1:00	62	0	0	0	0	0.24%	100%	n/a	n/a	n/a
2:00	47	0	0	0	0	0.18%	100%	n/a	n/a	n/a
3:00	65	0	0	0	0	0.25%	100%	n/a	n/a	n/a
4:00	177	0	0	0	0	0.68%	100%	n/a	n/a	n/a
5:00	757	0	0	0	0	2.91%	100%	n/a	n/a	n/a
6:00	1,820	0	0	0	0	7.00%	100%			
7:00	1,955	0	0	0	0	7.52%	100%			
8:00	1,981	0	0	0	0	7.62%	100%			
9:00	1,589	0	0	0	0	6.11%	100%			
10:00	1,076	0	0	0	0	4.14%	100%			
11:00	1,014	0	0	0	0	3.90%	100%			
12:00	1,186	0	0	0	0	4.56%	100%			
13:00	1,266	0	0	0	0	4.87%	100%			
14:00	1,378	0	0	0	0	5.30%	100%			
15:00	1,758	0	0	0	0	6.76%	100%			
16:00	2,413	0	0	0	0	9.28%	100%			
17:00	2,361	0	0	0	0	9.08%	100%			
18:00	2,137	0	0	0	0	8.22%	100%			
19:00	1,084	0	0	0	0	4.17%	100%			
20:00	668	0	0	0	0	2.57%	100%			
21:00	562	0	0	0	0	2.16%	100%	n/a	n/a	n/a
22:00	343	0	0	0	0	1.32%	100%	n/a	n/a	n/a
23:00	211	0	0	0	0	0.81%	100%	n/a	n/a	n/a

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	30	30	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

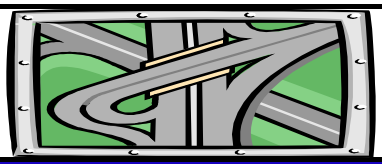
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	0	0.36%	56%	0.0%	0.0%	0.0%
1:00	20	0	0	0	0	0.17%	59%	0.0%	0.0%	0.0%
2:00	11	0	0	0	0	0.13%	44%	0.0%	13.3%	13.3%
3:00	13	0	0	0	0	0.17%	37%	0.0%	7.1%	7.1%
4:00	25	0	0	0	0	0.46%	27%	1.6%	1.6%	3.2%
5:00	115	0	0	0	0	2.05%	28%	0.5%	1.3%	1.8%
6:00	451	0	0	0	0	5.63%	40%	0.3%	1.4%	1.7%
7:00	824	0	0	0	0	8.27%	50%	1.3%	2.0%	3.3%
8:00	823	0	0	0	0	8.18%	50%	2.0%	6.3%	8.3%
9:00	617	0	0	0	0	6.20%	50%	1.9%	7.0%	8.9%
10:00	464	0	0	0	0	4.62%	50%	5.6%	12.3%	17.9%
11:00	477	0	0	0	0	4.71%	50%	5.7%	11.5%	17.2%
12:00	495	0	0	0	0	5.03%	49%	5.8%	8.5%	14.3%
13:00	489	0	0	0	0	4.80%	51%	2.3%	12.0%	14.3%
14:00	556	0	0	0	0	5.34%	52%	4.6%	12.2%	16.8%
15:00	791	0	0	0	0	7.41%	53%	4.7%	6.9%	11.6%
16:00	931	0	0	0	0	8.41%	55%	4.4%	6.1%	10.5%
17:00	1,029	0	0	0	0	9.19%	56%	1.6%	3.6%	5.2%
18:00	835	0	0	0	0	7.34%	57%	0.7%	2.4%	3.1%
19:00	491	0	0	0	0	4.44%	55%	1.3%	4.5%	5.8%
20:00	330	0	0	0	0	2.97%	55%	0.0%	0.0%	0.0%
21:00	214	0	0	0	0	2.12%	50%	1.9%	4.8%	6.7%
22:00	164	0	0	0	0	1.39%	59%	0.0%	3.1%	3.1%
23:00	64	0	0	0	0	0.61%	52%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	36	21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	26	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	39	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	22	13	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	9	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	12	7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	35	21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

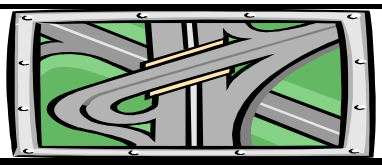
ENTRADA© - Environmental Traffic Data Output

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Ver. 2012-10

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	0	0	0.36%	44%	0.0%	0.0%	0.0%
1:00	14	0	0	0	0	0.17%	41%	0.0%	0.0%	0.0%
2:00	15	0	0	0	0	0.13%	56%	0.0%	0.0%	0.0%
3:00	22	0	0	0	0	0.17%	63%	14.3%	14.3%	28.6%
4:00	68	0	0	0	0	0.46%	73%	0.0%	9.1%	9.1%
5:00	298	0	0	0	0	2.05%	72%	3.8%	5.8%	9.6%
6:00	683	0	0	0	0	5.63%	60%	6.9%	6.1%	13.0%
7:00	840	0	0	0	0	8.27%	50%	6.9%	5.4%	12.3%
8:00	822	0	0	0	0	8.18%	50%	5.4%	12.3%	17.7%
9:00	629	0	0	0	0	6.20%	50%	7.6%	10.1%	17.7%
10:00	464	0	0	0	0	4.62%	50%	4.2%	12.6%	16.8%
11:00	470	0	0	0	0	4.71%	50%	5.8%	13.9%	19.7%
12:00	516	0	0	0	0	5.03%	51%	4.0%	9.3%	13.3%
13:00	477	0	0	0	0	4.80%	49%	3.4%	8.5%	11.9%
14:00	517	0	0	0	0	5.34%	48%	2.8%	6.9%	9.7%
15:00	699	0	0	0	0	7.41%	47%	2.9%	2.9%	5.8%
16:00	761	0	0	0	0	8.41%	45%	0.9%	1.5%	2.4%
17:00	819	0	0	0	0	9.19%	44%	0.9%	0.4%	1.3%
18:00	641	0	0	0	0	7.34%	43%	0.8%	0.8%	1.6%
19:00	402	0	0	0	0	4.44%	45%	0.7%	0.7%	1.4%
20:00	268	0	0	0	0	2.97%	45%	1.1%	0.0%	1.1%
21:00	212	0	0	0	0	2.12%	50%	1.6%	0.0%	1.6%
22:00	115	0	0	0	0	1.39%	41%	0.0%	0.0%	0.0%
23:00	59	0	0	0	0	0.61%	48%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	33	19	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	15	8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	7	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	32	18	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	39	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	38	22	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

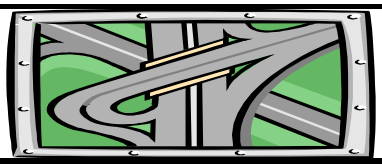
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	72	0	0	0	0	0.36%	100%	0.0%	0.0%	0.0%
1:00	34	0	0	0	0	0.17%	100%	0.0%	0.0%	0.0%
2:00	26	0	0	0	0	0.13%	100%	0.0%	5.9%	5.9%
3:00	35	0	0	0	0	0.17%	100%	9.0%	11.6%	20.6%
4:00	94	0	0	0	0	0.46%	100%	0.4%	7.1%	7.5%
5:00	413	0	0	0	0	2.05%	100%	2.9%	4.5%	7.4%
6:00	1,133	0	0	0	0	5.63%	100%	4.3%	4.2%	8.5%
7:00	1,664	0	0	0	0	8.27%	100%	4.1%	3.7%	7.8%
8:00	1,645	0	0	0	0	8.18%	100%	3.7%	9.3%	13.0%
9:00	1,247	0	0	0	0	6.20%	100%	4.8%	8.6%	13.3%
10:00	929	0	0	0	0	4.62%	100%	4.9%	12.5%	17.4%
11:00	947	0	0	0	0	4.71%	100%	5.7%	12.7%	18.4%
12:00	1,011	0	0	0	0	5.03%	100%	4.9%	8.9%	13.8%
13:00	965	0	0	0	0	4.80%	100%	2.8%	10.3%	13.1%
14:00	1,073	0	0	0	0	5.34%	100%	3.7%	9.6%	13.4%
15:00	1,491	0	0	0	0	7.41%	100%	3.9%	5.0%	8.9%
16:00	1,692	0	0	0	0	8.41%	100%	2.8%	4.0%	6.9%
17:00	1,848	0	0	0	0	9.19%	100%	1.3%	2.2%	3.5%
18:00	1,475	0	0	0	0	7.34%	100%	0.7%	1.7%	2.4%
19:00	893	0	0	0	0	4.44%	100%	1.0%	2.8%	3.8%
20:00	598	0	0	0	0	2.97%	100%	0.5%	0.0%	0.5%
21:00	426	0	0	0	0	2.12%	100%	1.8%	2.4%	4.2%
22:00	279	0	0	0	0	1.39%	100%	0.0%	1.8%	1.8%
23:00	123	0	0	0	0	0.61%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	37	21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	25	15	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	17	10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	36	21	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	30	18	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	23	13	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	23	14	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	38	22	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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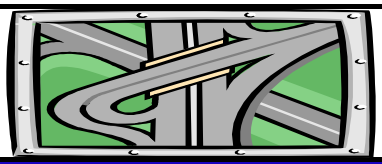
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	0	0	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	0	0	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	0	0	0.12%	45%	0.0%	0.0%	0.0%
3:00	4	0	0	0	0	0.12%	73%	0.0%	0.0%	0.0%
4:00	14	0	0	0	0	0.44%	79%	0.0%	3.2%	3.2%
5:00	48	0	0	0	0	1.41%	85%	0.9%	1.9%	2.8%
6:00	173	0	0	0	0	5.09%	85%	1.6%	1.0%	2.6%
7:00	435	0	0	0	0	12.35%	88%	0.8%	0.7%	1.5%
8:00	380	0	0	0	0	11.73%	81%	0.8%	0.7%	1.5%
9:00	144	0	0	0	0	5.14%	70%	0.6%	1.9%	2.5%
10:00	99	0	0	0	0	4.12%	60%	2.2%	2.7%	4.9%
11:00	106	0	0	0	0	4.90%	54%	1.3%	2.5%	3.8%
12:00	103	0	0	0	0	5.06%	51%	0.9%	1.3%	2.2%
13:00	86	0	0	0	0	4.67%	46%	0.0%	1.0%	1.0%
14:00	96	0	0	0	0	4.99%	48%	3.8%	1.9%	5.7%
15:00	100	0	0	0	0	5.56%	45%	1.4%	1.4%	2.8%
16:00	121	0	0	0	0	7.55%	40%	1.5%	1.1%	2.6%
17:00	128	0	0	0	0	8.19%	39%	0.0%	0.7%	0.7%
18:00	115	0	0	0	0	6.68%	43%	0.4%	0.8%	1.2%
19:00	86	0	0	0	0	4.80%	45%	0.5%	0.0%	0.5%
20:00	55	0	0	0	0	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	0	0	1.93%	38%	1.5%	1.5%	3.0%
22:00	14	0	0	0	0	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	0	0	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

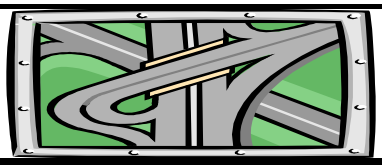
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	0	0	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	0	0	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	0	0	0.12%	55%	0.0%	16.7%	16.7%
3:00	1	0	0	0	0	0.12%	27%	0.0%	33.3%	33.3%
4:00	4	0	0	0	0	0.44%	21%	0.0%	12.5%	12.5%
5:00	8	0	0	0	0	1.41%	15%	5.3%	5.3%	10.6%
6:00	31	0	0	0	0	5.09%	15%	1.4%	11.4%	12.8%
7:00	59	0	0	0	0	12.35%	12%	6.1%	6.1%	12.2%
8:00	89	0	0	0	0	11.73%	19%	3.1%	6.2%	9.3%
9:00	62	0	0	0	0	5.14%	30%	2.9%	10.2%	13.1%
10:00	66	0	0	0	0	4.12%	40%	3.4%	9.6%	13.0%
11:00	90	0	0	0	0	4.90%	46%	1.5%	6.9%	8.4%
12:00	99	0	0	0	0	5.06%	49%	0.5%	4.5%	5.0%
13:00	101	0	0	0	0	4.67%	54%	0.4%	4.0%	4.4%
14:00	104	0	0	0	0	4.99%	52%	2.6%	2.6%	5.2%
15:00	122	0	0	0	0	5.56%	55%	1.4%	2.5%	3.9%
16:00	181	0	0	0	0	7.55%	60%	1.2%	0.2%	1.4%
17:00	200	0	0	0	0	8.19%	61%	0.2%	0.0%	0.2%
18:00	152	0	0	0	0	6.68%	57%	0.3%	0.0%	0.3%
19:00	106	0	0	0	0	4.80%	55%	0.4%	0.4%	0.8%
20:00	79	0	0	0	0	3.33%	59%	0.6%	0.0%	0.6%
21:00	48	0	0	0	0	1.93%	62%	0.0%	0.0%	0.0%
22:00	27	0	0	0	0	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	0	0	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

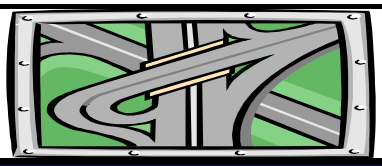
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	0	0	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	0	0	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	0	0	0.12%	100%	0.0%	9.2%	9.2%
3:00	5	0	0	0	0	0.12%	100%	0.0%	9.0%	9.0%
4:00	18	0	0	0	0	0.44%	100%	0.0%	5.2%	5.2%
5:00	56	0	0	0	0	1.41%	100%	1.6%	2.4%	4.0%
6:00	204	0	0	0	0	5.09%	100%	1.6%	2.6%	4.1%
7:00	494	0	0	0	0	12.35%	100%	1.4%	1.3%	2.8%
8:00	469	0	0	0	0	11.73%	100%	1.2%	1.7%	3.0%
9:00	206	0	0	0	0	5.14%	100%	1.3%	4.4%	5.7%
10:00	165	0	0	0	0	4.12%	100%	2.7%	5.5%	8.1%
11:00	196	0	0	0	0	4.90%	100%	1.4%	4.5%	5.9%
12:00	202	0	0	0	0	5.06%	100%	0.7%	2.9%	3.6%
13:00	187	0	0	0	0	4.67%	100%	0.2%	2.6%	2.8%
14:00	200	0	0	0	0	4.99%	100%	3.2%	2.3%	5.4%
15:00	222	0	0	0	0	5.56%	100%	1.4%	2.0%	3.4%
16:00	302	0	0	0	0	7.55%	100%	1.3%	0.6%	1.9%
17:00	328	0	0	0	0	8.19%	100%	0.1%	0.3%	0.4%
18:00	267	0	0	0	0	6.68%	100%	0.3%	0.3%	0.7%
19:00	192	0	0	0	0	4.80%	100%	0.4%	0.2%	0.7%
20:00	133	0	0	0	0	3.33%	100%	0.4%	0.0%	0.4%
21:00	77	0	0	0	0	1.93%	100%	0.6%	0.6%	1.1%
22:00	40	0	0	0	0	1.01%	100%	0.0%	0.0%	0.0%
23:00	20	0	0	0	0	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

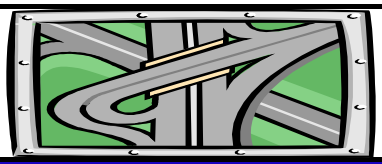
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	24,800

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	11	0	0	0	18	0.13%	55%	0.0%	16.7%	16.7%
1:00	6	0	0	0	10	0.16%	24%	0.0%	40.0%	40.0%
2:00	18	0	0	0	29	0.40%	29%	10.3%	10.3%	20.7%
3:00	48	0	0	0	77	1.00%	31%	5.3%	5.3%	10.5%
4:00	139	0	0	0	224	1.88%	48%	3.1%	4.4%	7.5%
5:00	521	0	0	0	841	4.40%	77%	1.2%	1.2%	2.4%
6:00	998	0	0	0	1,612	7.39%	88%	1.2%	1.4%	2.6%
7:00	1,123	0	0	0	1,814	8.22%	89%	2.2%	1.9%	4.1%
8:00	837	0	0	0	1,353	6.57%	83%	3.6%	2.4%	5.9%
9:00	523	0	0	0	844	5.08%	67%	3.7%	4.9%	8.6%
10:00	374	0	0	0	604	4.59%	53%	4.0%	5.7%	9.7%
11:00	354	0	0	0	572	5.13%	45%	5.4%	5.9%	11.3%
12:00	306	0	0	0	495	5.70%	35%	4.8%	4.4%	9.2%
13:00	305	0	0	0	493	6.41%	31%	2.5%	7.8%	10.2%
14:00	288	0	0	0	466	6.26%	30%	3.4%	3.4%	6.9%
15:00	298	0	0	0	481	5.88%	33%	5.6%	3.1%	8.7%
16:00	311	0	0	0	503	5.07%	40%	5.4%	2.4%	7.8%
17:00	299	0	0	0	483	4.75%	41%	2.5%	0.2%	2.7%
18:00	239	0	0	0	386	5.02%	31%	4.2%	1.8%	6.0%
19:00	146	0	0	0	236	5.02%	19%	1.7%	0.0%	1.7%
20:00	105	0	0	0	170	4.29%	16%	1.8%	2.4%	4.2%
21:00	71	0	0	0	115	3.32%	14%	2.7%	0.0%	2.7%
22:00	46	0	0	0	75	2.15%	14%	0.0%	3.9%	3.9%
23:00	23	0	0	0	38	1.17%	13%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	54	49
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

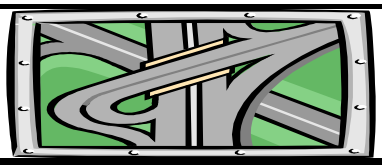
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	24,800

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	9	0	0	0	15	0.13%	45%	13.3%	0.0%	13.3%
1:00	19	0	0	0	31	0.16%	76%	0.0%	19.4%	19.4%
2:00	44	0	0	0	71	0.40%	71%	2.8%	22.5%	25.4%
3:00	106	0	0	0	172	1.00%	69%	5.8%	6.9%	12.7%
4:00	150	0	0	0	243	1.88%	52%	9.1%	9.1%	18.3%
5:00	155	0	0	0	251	4.40%	23%	4.8%	7.2%	12.0%
6:00	136	0	0	0	220	7.39%	12%	4.4%	11.6%	16.0%
7:00	139	0	0	0	224	8.22%	11%	4.3%	12.0%	16.3%
8:00	172	0	0	0	277	6.57%	17%	4.3%	11.9%	16.2%
9:00	257	0	0	0	416	5.08%	33%	3.8%	6.2%	10.0%
10:00	331	0	0	0	535	4.59%	47%	4.8%	5.9%	10.7%
11:00	433	0	0	0	699	5.13%	55%	4.6%	4.3%	8.9%
12:00	569	0	0	0	919	5.70%	65%	3.6%	4.2%	7.8%
13:00	679	0	0	0	1,097	6.41%	69%	2.9%	2.7%	5.6%
14:00	673	0	0	0	1,087	6.26%	70%	1.3%	3.3%	4.6%
15:00	604	0	0	0	976	5.88%	67%	1.0%	2.1%	3.1%
16:00	467	0	0	0	754	5.07%	60%	0.8%	1.6%	2.4%
17:00	431	0	0	0	696	4.75%	59%	3.2%	2.0%	5.2%
18:00	532	0	0	0	859	5.02%	69%	2.7%	1.4%	4.1%
19:00	624	0	0	0	1,007	5.02%	81%	2.2%	0.6%	2.8%
20:00	554	0	0	0	894	4.29%	84%	0.4%	1.3%	1.8%
21:00	439	0	0	0	708	3.32%	86%	0.8%	0.6%	1.4%
22:00	284	0	0	0	458	2.15%	86%	0.4%	0.9%	1.3%
23:00	157	0	0	0	253	1.17%	87%	1.6%	0.8%	2.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

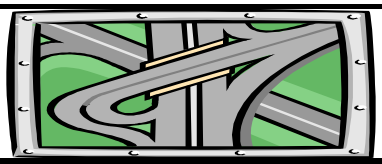
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	24,800

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	0	32	0.13%	100%	6.0%	9.2%	15.2%
1:00	25	0	0	0	40	0.16%	100%	0.0%	24.3%	24.3%
2:00	62	0	0	0	100	0.40%	100%	5.0%	19.0%	24.0%
3:00	154	0	0	0	249	1.00%	100%	5.6%	6.4%	12.0%
4:00	289	0	0	0	467	1.88%	100%	6.2%	6.9%	13.1%
5:00	676	0	0	0	1,092	4.40%	100%	2.0%	2.6%	4.6%
6:00	1,134	0	0	0	1,832	7.39%	100%	1.6%	2.6%	4.2%
7:00	1,262	0	0	0	2,039	8.22%	100%	2.4%	3.0%	5.4%
8:00	1,009	0	0	0	1,630	6.57%	100%	3.7%	4.0%	7.7%
9:00	780	0	0	0	1,260	5.08%	100%	3.7%	5.3%	9.0%
10:00	705	0	0	0	1,139	4.59%	100%	4.4%	5.8%	10.2%
11:00	787	0	0	0	1,271	5.13%	100%	5.0%	5.0%	10.0%
12:00	875	0	0	0	1,413	5.70%	100%	4.0%	4.2%	8.3%
13:00	984	0	0	0	1,589	6.41%	100%	2.8%	4.3%	7.1%
14:00	961	0	0	0	1,552	6.26%	100%	1.9%	3.4%	5.3%
15:00	902	0	0	0	1,457	5.88%	100%	2.5%	2.4%	4.9%
16:00	778	0	0	0	1,257	5.07%	100%	2.6%	1.9%	4.5%
17:00	730	0	0	0	1,179	4.75%	100%	2.9%	1.3%	4.2%
18:00	771	0	0	0	1,245	5.02%	100%	3.1%	1.5%	4.7%
19:00	770	0	0	0	1,244	5.02%	100%	2.1%	0.5%	2.6%
20:00	659	0	0	0	1,064	4.29%	100%	0.7%	1.5%	2.2%
21:00	510	0	0	0	824	3.32%	100%	1.1%	0.5%	1.6%
22:00	330	0	0	0	533	2.15%	100%	0.4%	1.3%	1.7%
23:00	180	0	0	0	291	1.17%	100%	1.4%	0.7%	2.1%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
1:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
2:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
4:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
5:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
6:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
7:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	54	50
8:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
9:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
10:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
11:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
12:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
13:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
14:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
15:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
16:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
17:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
18:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
19:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
21:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
22:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51
23:00	55	51	n/a	n/a	n/a	n/a	n/a	n/a	55	51

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

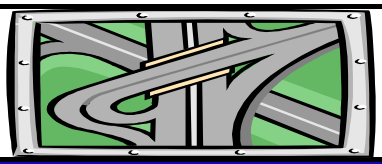
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	38,000

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	0	33	0.49%	18%	0.0%	32.6%	32.6%
1:00	13	0	0	0	19	0.33%	15%	0.0%	38.5%	38.5%
2:00	27	0	0	0	39	0.26%	39%	9.3%	18.5%	27.8%
3:00	48	0	0	0	68	0.28%	65%	15.6%	0.0%	15.6%
4:00	170	0	0	0	242	0.80%	80%	5.8%	4.4%	10.2%
5:00	625	0	0	0	888	3.16%	74%	3.4%	5.9%	9.3%
6:00	1,213	0	0	0	1,724	6.48%	70%	2.9%	4.7%	7.6%
7:00	1,237	0	0	0	1,758	7.12%	65%	6.9%	4.7%	11.6%
8:00	952	0	0	0	1,352	5.83%	61%	10.2%	6.1%	16.3%
9:00	685	0	0	0	973	4.57%	56%	8.4%	11.9%	20.3%
10:00	567	0	0	0	806	4.16%	51%	10.8%	11.5%	22.3%
11:00	481	0	0	0	684	4.19%	43%	8.1%	10.2%	18.3%
12:00	543	0	0	0	772	4.72%	43%	9.6%	9.6%	19.2%
13:00	481	0	0	0	684	4.74%	38%	10.2%	14.2%	24.4%
14:00	512	0	0	0	727	5.80%	33%	8.7%	15.9%	24.6%
15:00	504	0	0	0	716	7.53%	25%	9.8%	13.6%	23.4%
16:00	522	0	0	0	742	8.88%	22%	7.2%	7.7%	14.9%
17:00	483	0	0	0	686	9.03%	20%	5.7%	2.1%	7.8%
18:00	441	0	0	0	627	8.25%	20%	5.2%	6.8%	12.0%
19:00	281	0	0	0	400	5.26%	20%	3.5%	7.0%	10.5%
20:00	188	0	0	0	267	3.19%	22%	4.0%	4.0%	8.0%
21:00	140	0	0	0	200	2.50%	21%	0.0%	7.1%	7.1%
22:00	115	0	0	0	164	1.66%	26%	2.2%	2.2%	4.4%
23:00	46	0	0	0	65	0.77%	22%	0.0%	5.6%	5.6%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	52	43
1:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	55	47
2:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	54	45
3:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	51
4:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
5:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
6:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	51	42
7:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	44	36
8:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	47	38
9:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	45	36
10:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
11:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
12:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
13:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	47	37
14:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	46	37
15:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	37
16:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	48	38
17:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	46	37
18:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
19:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	49	39
20:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
22:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
23:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	54	44

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

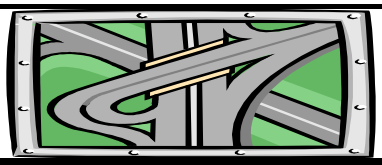
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	38,000

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	0	152	0.49%	82%	2.3%	2.3%	4.6%
1:00	74	0	0	0	105	0.33%	85%	3.4%	0.0%	3.4%
2:00	43	0	0	0	61	0.26%	61%	0.0%	11.6%	11.6%
3:00	26	0	0	0	37	0.28%	35%	21.2%	19.2%	40.4%
4:00	43	0	0	0	61	0.80%	20%	13.1%	36.9%	50.0%
5:00	219	0	0	0	312	3.16%	26%	22.6%	17.9%	40.5%
6:00	520	0	0	0	739	6.48%	30%	11.3%	20.5%	31.8%
7:00	666	0	0	0	947	7.12%	35%	16.5%	23.1%	39.6%
8:00	608	0	0	0	865	5.83%	39%	17.6%	23.0%	40.6%
9:00	538	0	0	0	765	4.57%	44%	10.2%	22.8%	33.0%
10:00	545	0	0	0	774	4.16%	49%	10.2%	21.8%	32.0%
11:00	638	0	0	0	907	4.19%	57%	9.9%	16.6%	26.5%
12:00	720	0	0	0	1,023	4.72%	57%	7.3%	18.6%	25.9%
13:00	786	0	0	0	1,116	4.74%	62%	7.4%	17.1%	24.5%
14:00	1,039	0	0	0	1,477	5.80%	67%	3.9%	13.1%	17.0%
15:00	1,511	0	0	0	2,147	7.53%	75%	5.0%	6.5%	11.5%
16:00	1,852	0	0	0	2,632	8.88%	78%	3.4%	4.7%	8.1%
17:00	1,932	0	0	0	2,746	9.03%	80%	1.6%	3.9%	5.5%
18:00	1,764	0	0	0	2,507	8.25%	80%	2.6%	1.6%	4.2%
19:00	1,126	0	0	0	1,600	5.26%	80%	1.3%	1.1%	2.4%
20:00	665	0	0	0	946	3.19%	78%	1.4%	1.6%	3.0%
21:00	529	0	0	0	751	2.50%	79%	1.0%	0.9%	1.9%
22:00	329	0	0	0	467	1.66%	74%	0.8%	1.5%	2.3%
23:00	161	0	0	0	229	0.77%	78%	1.5%	4.9%	6.4%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	55	55
1:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	55	55
2:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	55	55
3:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
6:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
7:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	47
8:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	48
9:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
10:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	48
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
12:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	48
13:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	48
14:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	47
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	41	35
16:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	32	30
17:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	30	27
18:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	40	34
19:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	54
21:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	55
22:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	55
23:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	55	55

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

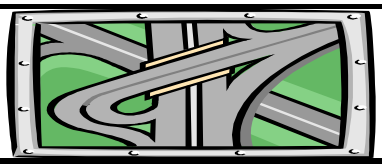
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	38,000

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	0	185	0.49%	100%	1.9%	7.8%	9.6%
1:00	87	0	0	0	124	0.33%	100%	2.9%	5.8%	8.7%
2:00	70	0	0	0	99	0.26%	100%	3.6%	14.3%	17.9%
3:00	74	0	0	0	105	0.28%	100%	17.6%	6.7%	24.3%
4:00	213	0	0	0	303	0.80%	100%	7.3%	10.9%	18.2%
5:00	844	0	0	0	1,200	3.16%	100%	8.4%	9.0%	17.4%
6:00	1,733	0	0	0	2,463	6.48%	100%	5.4%	9.4%	14.9%
7:00	1,903	0	0	0	2,705	7.12%	100%	10.3%	11.1%	21.4%
8:00	1,560	0	0	0	2,217	5.83%	100%	13.1%	12.7%	25.8%
9:00	1,223	0	0	0	1,738	4.57%	100%	9.2%	16.7%	25.9%
10:00	1,112	0	0	0	1,580	4.16%	100%	10.5%	16.5%	27.1%
11:00	1,119	0	0	0	1,590	4.19%	100%	9.1%	13.8%	23.0%
12:00	1,263	0	0	0	1,795	4.72%	100%	8.3%	14.7%	23.0%
13:00	1,267	0	0	0	1,801	4.74%	100%	8.5%	16.0%	24.5%
14:00	1,551	0	0	0	2,204	5.80%	100%	5.5%	14.0%	19.5%
15:00	2,014	0	0	0	2,862	7.53%	100%	6.2%	8.3%	14.5%
16:00	2,374	0	0	0	3,374	8.88%	100%	4.2%	5.4%	9.6%
17:00	2,415	0	0	0	3,432	9.03%	100%	2.4%	3.5%	6.0%
18:00	2,205	0	0	0	3,134	8.25%	100%	3.1%	2.6%	5.8%
19:00	1,407	0	0	0	2,000	5.26%	100%	1.7%	2.3%	4.0%
20:00	853	0	0	0	1,212	3.19%	100%	2.0%	2.1%	4.1%
21:00	669	0	0	0	951	2.50%	100%	0.8%	2.2%	3.0%
22:00	444	0	0	0	631	1.66%	100%	1.2%	1.7%	2.8%
23:00	207	0	0	0	294	0.77%	100%	1.2%	5.1%	6.2%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	54	53
1:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	54
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
5:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	52	44
7:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	48	40
8:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	50	42
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	49	41
10:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	51	43
11:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	52	44
12:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	52	44
13:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	52	44
14:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	52	44
15:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	42	36
16:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	36	32
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	33	29
18:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	42	35
19:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	49
20:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	54	51
21:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	54	52
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	54	51
23:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

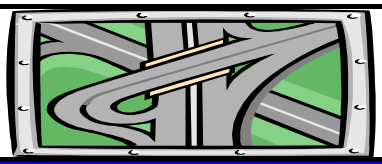
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Rd to Loudoun County Pkwy

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Rd (Rt 659)		
To	Loudoun County Parkway (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	59,000

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	0	52	0.49%	18%	0.0%	32.9%	32.9%
1:00	13	0	0	0	29	0.33%	15%	0.0%	39.5%	39.5%
2:00	27	0	0	0	60	0.26%	39%	7.9%	19.1%	27.0%
3:00	48	0	0	0	106	0.28%	65%	15.7%	0.0%	15.7%
4:00	170	0	0	0	376	0.80%	80%	5.7%	4.4%	10.1%
5:00	625	0	0	0	1,378	3.16%	74%	3.5%	5.9%	9.4%
6:00	1,213	0	0	0	2,677	6.48%	70%	2.9%	4.7%	7.6%
7:00	1,237	0	0	0	2,730	7.12%	65%	6.9%	4.7%	11.6%
8:00	952	0	0	0	2,100	5.83%	61%	10.2%	6.2%	16.4%
9:00	685	0	0	0	1,511	4.57%	56%	8.5%	11.8%	20.3%
10:00	567	0	0	0	1,251	4.16%	51%	10.9%	11.4%	22.3%
11:00	481	0	0	0	1,062	4.19%	43%	8.2%	10.1%	18.3%
12:00	543	0	0	0	1,198	4.72%	43%	9.7%	9.6%	19.3%
13:00	481	0	0	0	1,062	4.74%	38%	10.2%	14.3%	24.5%
14:00	512	0	0	0	1,129	5.80%	33%	8.7%	15.9%	24.6%
15:00	504	0	0	0	1,111	7.53%	25%	9.6%	13.6%	23.2%
16:00	522	0	0	0	1,153	8.88%	22%	7.2%	7.7%	14.9%
17:00	483	0	0	0	1,066	9.03%	20%	5.8%	2.0%	7.8%
18:00	441	0	0	0	973	8.25%	20%	5.2%	6.9%	12.1%
19:00	281	0	0	0	621	5.26%	20%	3.4%	7.1%	10.5%
20:00	188	0	0	0	414	3.19%	22%	4.0%	4.0%	8.0%
21:00	140	0	0	0	310	2.50%	21%	0.0%	6.9%	6.9%
22:00	115	0	0	0	255	1.66%	26%	1.8%	1.8%	3.6%
23:00	46	0	0	0	100	0.77%	22%	0.0%	4.7%	4.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	52	43
1:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	55	47
2:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	55	45
3:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	51
4:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
5:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
6:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	50	41
7:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	42	33
8:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	46	37
9:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	45	36
10:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
11:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
12:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	38
13:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	47	37
14:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	46	37
15:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	47	37
16:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	48	38
17:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	47	37
18:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	48	38
19:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	49	39
20:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
22:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	50	41
23:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	54	44

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

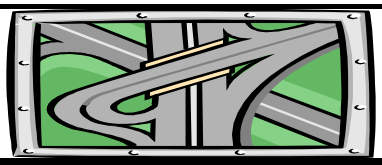
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Rd to Loudoun County Pkwy

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Rd (Rt 659)		
To	Loudoun County Parkway (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	59,000

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	0	235	0.49%	82%	2.1%	2.1%	4.2%
1:00	74	0	0	0	163	0.33%	85%	3.0%	0.0%	3.0%
2:00	43	0	0	0	94	0.26%	61%	0.0%	13.4%	13.4%
3:00	26	0	0	0	57	0.28%	35%	19.0%	17.2%	36.2%
4:00	43	0	0	0	94	0.80%	20%	13.8%	36.2%	50.0%
5:00	219	0	0	0	484	3.16%	26%	22.8%	17.9%	40.7%
6:00	520	0	0	0	1,147	6.48%	30%	11.2%	20.5%	31.7%
7:00	666	0	0	0	1,470	7.12%	35%	16.6%	23.0%	39.6%
8:00	608	0	0	0	1,343	5.83%	39%	17.5%	23.0%	40.5%
9:00	538	0	0	0	1,187	4.57%	44%	10.2%	22.9%	33.1%
10:00	545	0	0	0	1,202	4.16%	49%	10.2%	21.8%	32.0%
11:00	638	0	0	0	1,407	4.19%	57%	10.0%	16.6%	26.6%
12:00	720	0	0	0	1,589	4.72%	57%	7.3%	18.7%	26.0%
13:00	786	0	0	0	1,733	4.74%	62%	7.4%	17.0%	24.4%
14:00	1,039	0	0	0	2,293	5.80%	67%	3.9%	13.2%	17.1%
15:00	1,511	0	0	0	3,333	7.53%	75%	5.0%	6.6%	11.6%
16:00	1,852	0	0	0	4,086	8.88%	78%	3.4%	4.7%	8.1%
17:00	1,932	0	0	0	4,263	9.03%	80%	1.6%	3.9%	5.5%
18:00	1,764	0	0	0	3,893	8.25%	80%	2.6%	1.6%	4.2%
19:00	1,126	0	0	0	2,484	5.26%	80%	1.4%	1.0%	2.4%
20:00	665	0	0	0	1,468	3.19%	78%	1.2%	1.6%	2.8%
21:00	529	0	0	0	1,166	2.50%	79%	1.1%	1.1%	2.2%
22:00	329	0	0	0	725	1.66%	74%	0.7%	1.4%	2.1%
23:00	161	0	0	0	356	0.77%	78%	1.4%	4.9%	6.3%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	55	55
1:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	55	55
2:00	58	58	n/a	n/a	n/a	n/a	n/a	n/a	55	55
3:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
6:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
7:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	46
8:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	48
9:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
10:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	55	48
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
12:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	48
13:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	48
14:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	46
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	30	25
16:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	15	13
17:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	14	12
18:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	31	26
19:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	54
21:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	55
22:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	55
23:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	55	55

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

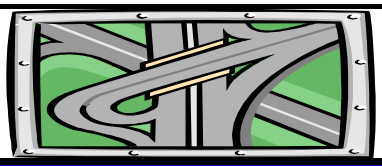
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Rd to Loudoun County Pkwy

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Rd (Rt 659)		
To	Loudoun County Parkway (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	59,000

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	0	287	0.49%	100%	1.7%	7.6%	9.4%
1:00	87	0	0	0	192	0.33%	100%	2.6%	5.9%	8.5%
2:00	70	0	0	0	154	0.26%	100%	3.1%	15.6%	18.7%
3:00	74	0	0	0	163	0.28%	100%	16.9%	6.0%	22.9%
4:00	213	0	0	0	470	0.80%	100%	7.3%	10.8%	18.1%
5:00	844	0	0	0	1,862	3.16%	100%	8.5%	9.0%	17.5%
6:00	1,733	0	0	0	3,824	6.48%	100%	5.4%	9.4%	14.8%
7:00	1,903	0	0	0	4,199	7.12%	100%	10.3%	11.1%	21.4%
8:00	1,560	0	0	0	3,442	5.83%	100%	13.0%	12.8%	25.8%
9:00	1,223	0	0	0	2,699	4.57%	100%	9.2%	16.7%	25.9%
10:00	1,112	0	0	0	2,454	4.16%	100%	10.6%	16.5%	27.1%
11:00	1,119	0	0	0	2,469	4.19%	100%	9.2%	13.8%	23.0%
12:00	1,263	0	0	0	2,787	4.72%	100%	8.3%	14.8%	23.1%
13:00	1,267	0	0	0	2,796	4.74%	100%	8.5%	16.0%	24.4%
14:00	1,551	0	0	0	3,423	5.80%	100%	5.5%	14.1%	19.6%
15:00	2,014	0	0	0	4,444	7.53%	100%	6.2%	8.4%	14.5%
16:00	2,374	0	0	0	5,239	8.88%	100%	4.2%	5.4%	9.6%
17:00	2,415	0	0	0	5,329	9.03%	100%	2.4%	3.5%	6.0%
18:00	2,205	0	0	0	4,866	8.25%	100%	3.1%	2.7%	5.8%
19:00	1,407	0	0	0	3,105	5.26%	100%	1.8%	2.2%	4.0%
20:00	853	0	0	0	1,882	3.19%	100%	1.8%	2.1%	3.9%
21:00	669	0	0	0	1,476	2.50%	100%	0.9%	2.3%	3.2%
22:00	444	0	0	0	980	1.66%	100%	1.0%	1.5%	2.5%
23:00	207	0	0	0	457	0.77%	100%	1.1%	4.9%	5.9%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53
1:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	54
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
4:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
5:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
6:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	51	44
7:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	46	38
8:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	50	41
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	49	41
10:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	51	43
11:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	52	44
12:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	52	44
13:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	52	44
14:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	52	43
15:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	34	28
16:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	22	19
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	21	17
18:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	34	28
19:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	49
20:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	54	51
21:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	54	52
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	54	51
23:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

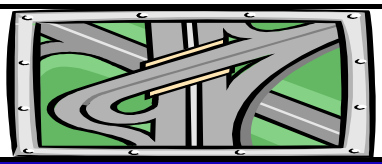
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	54,900

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	0	81	0.49%	30%	0.0%	14.9%	14.9%
1:00	29	0	0	0	40	0.21%	34%	0.0%	18.5%	18.5%
2:00	44	0	0	0	61	0.22%	50%	3.6%	9.1%	12.7%
3:00	74	0	0	0	102	0.31%	61%	7.1%	0.0%	7.1%
4:00	224	0	0	0	308	0.72%	78%	2.6%	2.0%	4.6%
5:00	925	0	0	0	1,274	3.11%	75%	1.6%	2.8%	4.5%
6:00	1,937	0	0	0	2,667	6.77%	72%	1.4%	2.2%	3.6%
7:00	1,784	0	0	0	2,456	6.43%	70%	3.2%	2.2%	5.5%
8:00	1,277	0	0	0	1,758	4.98%	64%	4.7%	2.9%	7.7%
9:00	1,299	0	0	0	1,788	5.26%	62%	3.9%	5.5%	9.4%
10:00	1,036	0	0	0	1,426	4.69%	55%	5.1%	5.3%	10.4%
11:00	1,016	0	0	0	1,399	4.98%	51%	3.8%	4.7%	8.5%
12:00	1,022	0	0	0	1,407	5.29%	48%	4.5%	4.5%	9.0%
13:00	969	0	0	0	1,334	5.18%	47%	4.7%	6.7%	11.4%
14:00	985	0	0	0	1,356	6.03%	41%	4.1%	7.3%	11.4%
15:00	940	0	0	0	1,294	6.83%	34%	4.5%	6.3%	10.9%
16:00	986	0	0	0	1,357	8.09%	31%	3.4%	3.6%	7.0%
17:00	921	0	0	0	1,268	8.46%	27%	2.7%	0.9%	3.6%
18:00	805	0	0	0	1,108	6.84%	30%	2.5%	3.3%	5.7%
19:00	738	0	0	0	1,016	5.74%	32%	1.5%	3.2%	4.8%
20:00	544	0	0	0	749	3.88%	35%	1.8%	1.8%	3.6%
21:00	362	0	0	0	498	2.87%	32%	0.0%	3.1%	3.1%
22:00	212	0	0	0	292	1.71%	31%	0.8%	0.8%	1.7%
23:00	107	0	0	0	147	0.90%	30%	0.0%	2.2%	2.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	50
1:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	49
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	51
3:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	55
4:00	57	57	n/a	n/a	n/a	n/a	n/a	n/a	55	55
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	52
6:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	41	36
7:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	35	30
8:00	24	24	n/a	n/a	n/a	n/a	n/a	n/a	27	22
9:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	40	34
10:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	49	43
11:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	49	43
12:00	46	46	n/a	n/a	n/a	n/a	n/a	n/a	49	44
13:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	48	42
14:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	48	42
15:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	53	47
17:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	49
18:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	48
19:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	53	47
20:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	53	47
21:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	55	49
22:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	49
23:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	49

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

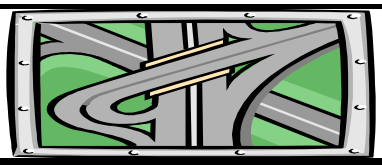
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	54,900

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	0	190	0.49%	70%	0.9%	0.9%	1.8%
1:00	56	0	0	0	77	0.21%	66%	1.3%	0.0%	1.3%
2:00	44	0	0	0	61	0.22%	50%	0.0%	5.7%	5.7%
3:00	48	0	0	0	66	0.31%	39%	9.4%	9.4%	18.9%
4:00	65	0	0	0	89	0.72%	22%	5.8%	17.4%	23.3%
5:00	316	0	0	0	435	3.11%	25%	10.6%	8.4%	18.9%
6:00	761	0	0	0	1,048	6.77%	28%	5.2%	9.5%	14.7%
7:00	781	0	0	0	1,075	6.43%	30%	7.8%	10.8%	18.5%
8:00	709	0	0	0	976	4.98%	36%	8.2%	10.8%	19.0%
9:00	798	0	0	0	1,099	5.26%	38%	4.8%	10.7%	15.5%
10:00	833	0	0	0	1,147	4.69%	45%	4.8%	10.2%	14.9%
11:00	969	0	0	0	1,334	4.98%	49%	4.6%	7.7%	12.3%
12:00	1,089	0	0	0	1,499	5.29%	52%	3.4%	8.7%	12.1%
13:00	1,097	0	0	0	1,510	5.18%	53%	3.4%	7.9%	11.3%
14:00	1,419	0	0	0	1,954	6.03%	59%	1.8%	6.1%	8.0%
15:00	1,785	0	0	0	2,458	6.83%	66%	2.3%	3.0%	5.4%
16:00	2,239	0	0	0	3,083	8.09%	69%	1.6%	2.2%	3.8%
17:00	2,454	0	0	0	3,379	8.46%	73%	0.7%	1.8%	2.6%
18:00	1,921	0	0	0	2,645	6.84%	70%	1.2%	0.7%	2.0%
19:00	1,551	0	0	0	2,135	5.74%	68%	0.7%	0.5%	1.1%
20:00	1,003	0	0	0	1,381	3.88%	65%	0.7%	0.7%	1.4%
21:00	784	0	0	0	1,079	2.87%	68%	0.5%	0.5%	0.9%
22:00	469	0	0	0	646	1.71%	69%	0.3%	0.7%	1.0%
23:00	252	0	0	0	347	0.90%	70%	0.6%	2.1%	2.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	54
1:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
3:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	50
4:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	52
6:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	55	50
7:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	54	49
8:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	49
9:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	55	49
10:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	48
11:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	53	48
12:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	54	48
13:00	50	50	n/a	n/a	n/a	n/a	n/a	n/a	53	47
14:00	49	49	n/a	n/a	n/a	n/a	n/a	n/a	52	46
15:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	54	49
16:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	51	46
17:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	51	46
18:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	53	48
19:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	51
20:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	52
21:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	52
22:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53
23:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

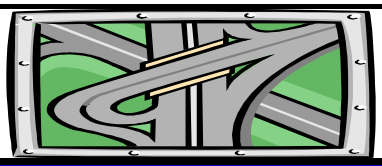
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	54,900

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	0	271	0.49%	100%	0.6%	5.1%	5.7%
1:00	85	0	0	0	117	0.21%	100%	0.9%	6.3%	7.2%
2:00	88	0	0	0	121	0.22%	100%	1.8%	7.4%	9.2%
3:00	122	0	0	0	168	0.31%	100%	8.0%	3.7%	11.7%
4:00	289	0	0	0	398	0.72%	100%	3.3%	5.5%	8.8%
5:00	1,241	0	0	0	1,709	3.11%	100%	3.9%	4.2%	8.1%
6:00	2,698	0	0	0	3,715	6.77%	100%	2.5%	4.3%	6.8%
7:00	2,565	0	0	0	3,531	6.43%	100%	4.6%	4.8%	9.4%
8:00	1,986	0	0	0	2,734	4.98%	100%	6.0%	5.7%	11.7%
9:00	2,097	0	0	0	2,887	5.26%	100%	4.2%	7.5%	11.7%
10:00	1,869	0	0	0	2,573	4.69%	100%	5.0%	7.5%	12.4%
11:00	1,985	0	0	0	2,733	4.98%	100%	4.2%	6.2%	10.4%
12:00	2,111	0	0	0	2,906	5.29%	100%	3.9%	6.7%	10.6%
13:00	2,066	0	0	0	2,844	5.18%	100%	4.0%	7.4%	11.4%
14:00	2,404	0	0	0	3,310	6.03%	100%	2.8%	6.6%	9.4%
15:00	2,725	0	0	0	3,752	6.83%	100%	3.1%	4.2%	7.3%
16:00	3,225	0	0	0	4,440	8.09%	100%	2.2%	2.6%	4.8%
17:00	3,375	0	0	0	4,647	8.46%	100%	1.3%	1.6%	2.9%
18:00	2,726	0	0	0	3,753	6.84%	100%	1.6%	1.5%	3.1%
19:00	2,289	0	0	0	3,151	5.74%	100%	0.9%	1.4%	2.3%
20:00	1,547	0	0	0	2,130	3.88%	100%	1.1%	1.1%	2.2%
21:00	1,146	0	0	0	1,578	2.87%	100%	0.3%	1.3%	1.6%
22:00	681	0	0	0	938	1.71%	100%	0.5%	0.8%	1.2%
23:00	359	0	0	0	494	0.90%	100%	0.4%	2.1%	2.5%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	53
1:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
2:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
3:00	55	55	n/a	n/a	n/a	n/a	n/a	n/a	55	53
4:00	56	56	n/a	n/a	n/a	n/a	n/a	n/a	55	54
5:00	54	54	n/a	n/a	n/a	n/a	n/a	n/a	55	52
6:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	45	40
7:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	41	35
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	37	31
9:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	46	40
10:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	51	45
11:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	51	45
12:00	48	48	n/a	n/a	n/a	n/a	n/a	n/a	52	46
13:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	51	45
14:00	47	47	n/a	n/a	n/a	n/a	n/a	n/a	50	45
15:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	53	48
16:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	52	46
17:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	51	51	n/a	n/a	n/a	n/a	n/a	n/a	53	48
19:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	54	50
20:00	52	52	n/a	n/a	n/a	n/a	n/a	n/a	54	50
21:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	51
22:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52
23:00	53	53	n/a	n/a	n/a	n/a	n/a	n/a	55	52

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

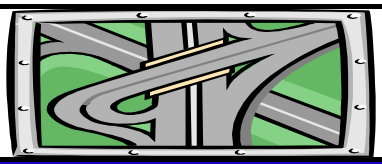
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	19,000

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	13	0	0	0	27	0.21%	68%	0.0%	0.0%	0.0%
1:00	5	0	0	0	10	0.21%	26%	0.0%	0.0%	0.0%
2:00	3	0	0	0	7	0.60%	6%	0.0%	0.0%	0.0%
3:00	12	0	0	0	24	0.99%	13%	0.0%	8.3%	8.3%
4:00	24	0	0	0	51	1.58%	17%	2.7%	0.0%	2.7%
5:00	122	0	0	0	258	2.77%	49%	0.7%	3.1%	3.8%
6:00	401	0	0	0	848	5.72%	78%	1.9%	1.0%	2.9%
7:00	526	0	0	0	1,114	7.15%	82%	2.3%	2.1%	4.4%
8:00	481	0	0	0	1,018	6.96%	77%	3.0%	1.3%	4.4%
9:00	376	0	0	0	796	6.35%	66%	2.3%	1.8%	4.1%
10:00	260	0	0	0	551	5.47%	53%	4.1%	3.6%	7.7%
11:00	270	0	0	0	571	6.26%	48%	5.2%	3.2%	8.4%
12:00	191	0	0	0	404	5.31%	40%	3.9%	3.1%	7.1%
13:00	197	0	0	0	417	5.77%	38%	2.1%	2.8%	5.0%
14:00	259	0	0	0	549	6.28%	46%	6.6%	4.6%	11.2%
15:00	298	0	0	0	630	6.26%	53%	5.8%	7.1%	13.0%
16:00	338	0	0	0	716	6.28%	60%	4.8%	1.4%	6.2%
17:00	331	0	0	0	700	6.35%	58%	1.4%	0.3%	1.7%
18:00	283	0	0	0	598	5.72%	55%	0.3%	1.2%	1.5%
19:00	152	0	0	0	323	4.35%	39%	0.5%	0.5%	1.1%
20:00	117	0	0	0	247	3.52%	37%	0.0%	0.9%	0.9%
21:00	105	0	0	0	222	2.92%	40%	1.4%	0.0%	1.4%
22:00	50	0	0	0	105	1.78%	31%	0.0%	2.5%	2.5%
23:00	34	0	0	0	71	1.17%	32%	0.0%	4.5%	4.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	42	33
1:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	42	33
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	42	33
3:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	33
4:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	33
5:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	42	33
6:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	40	31
7:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	10	8
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	18	14
9:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	41	31
10:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
11:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
12:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
13:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
14:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	33
15:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
16:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
17:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	33
18:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	33
19:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	42	33
20:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	42	33
21:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	42	33
22:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	42	33
23:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	42	33

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

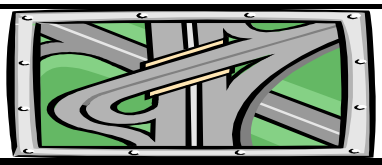
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	19,000

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	0	13	0.21%	32%	0.0%	1.7%	1.7%
1:00	14	0	0	0	30	0.21%	74%	0.0%	2.9%	2.9%
2:00	51	0	0	0	107	0.60%	94%	0.0%	4.8%	4.8%
3:00	77	0	0	0	164	0.99%	87%	7.1%	0.0%	7.1%
4:00	118	0	0	0	249	1.58%	83%	5.6%	5.6%	11.1%
5:00	127	0	0	0	269	2.77%	51%	0.0%	9.1%	9.1%
6:00	113	0	0	0	239	5.72%	22%	6.1%	10.1%	16.2%
7:00	116	0	0	0	245	7.15%	18%	2.1%	7.9%	10.0%
8:00	144	0	0	0	304	6.96%	23%	2.7%	8.5%	11.2%
9:00	194	0	0	0	410	6.35%	34%	2.0%	8.4%	10.4%
10:00	231	0	0	0	488	5.47%	47%	2.9%	11.3%	14.2%
11:00	292	0	0	0	618	6.26%	52%	2.6%	4.6%	7.1%
12:00	286	0	0	0	606	5.31%	60%	2.1%	4.2%	6.4%
13:00	321	0	0	0	680	5.77%	62%	1.9%	2.7%	4.6%
14:00	305	0	0	0	644	6.28%	54%	1.9%	1.7%	3.5%
15:00	264	0	0	0	559	6.26%	47%	1.8%	2.1%	3.9%
16:00	226	0	0	0	477	6.28%	40%	0.9%	2.5%	3.4%
17:00	239	0	0	0	507	6.35%	42%	0.7%	1.8%	2.6%
18:00	231	0	0	0	489	5.72%	45%	0.1%	3.3%	3.4%
19:00	239	0	0	0	505	4.35%	61%	0.4%	3.3%	3.7%
20:00	199	0	0	0	421	3.52%	63%	0.0%	2.8%	2.8%
21:00	157	0	0	0	333	2.92%	60%	0.3%	3.3%	3.5%
22:00	110	0	0	0	234	1.78%	69%	1.6%	0.4%	2.0%
23:00	71	0	0	0	151	1.17%	68%	0.0%	3.9%	3.9%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	31
1:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	31
2:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	31
3:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	31
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	31
5:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	31
6:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	31
7:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
8:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
9:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
10:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
11:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
12:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
13:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
14:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
15:00	32	32	n/a	n/a	n/a	n/a	n/a	n/a	42	31
16:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	42	31
17:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	42	31
18:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	31
19:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	31
20:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	31
21:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	31
22:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	31
23:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	31

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

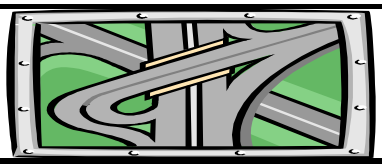
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	19,000

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	0	40	0.21%	100%	0.0%	0.5%	0.5%
1:00	19	0	0	0	40	0.21%	100%	0.0%	2.2%	2.2%
2:00	54	0	0	0	114	0.60%	100%	0.0%	4.5%	4.5%
3:00	89	0	0	0	188	0.99%	100%	6.2%	1.1%	7.3%
4:00	142	0	0	0	300	1.58%	100%	5.1%	4.6%	9.7%
5:00	249	0	0	0	527	2.77%	100%	0.3%	6.1%	6.5%
6:00	514	0	0	0	1,088	5.72%	100%	2.9%	3.0%	5.8%
7:00	642	0	0	0	1,359	7.15%	100%	2.3%	3.2%	5.4%
8:00	625	0	0	0	1,323	6.96%	100%	3.0%	3.0%	5.9%
9:00	570	0	0	0	1,206	6.35%	100%	2.2%	4.0%	6.3%
10:00	491	0	0	0	1,039	5.47%	100%	3.5%	7.2%	10.8%
11:00	562	0	0	0	1,189	6.26%	100%	3.8%	3.9%	7.7%
12:00	477	0	0	0	1,009	5.31%	100%	2.8%	3.8%	6.6%
13:00	518	0	0	0	1,096	5.77%	100%	2.0%	2.7%	4.7%
14:00	564	0	0	0	1,193	6.28%	100%	4.0%	3.0%	7.1%
15:00	562	0	0	0	1,189	6.26%	100%	3.9%	4.8%	8.7%
16:00	564	0	0	0	1,193	6.28%	100%	3.2%	1.9%	5.1%
17:00	570	0	0	0	1,206	6.35%	100%	1.1%	0.9%	2.0%
18:00	514	0	0	0	1,088	5.72%	100%	0.2%	2.1%	2.4%
19:00	391	0	0	0	827	4.35%	100%	0.4%	2.2%	2.6%
20:00	316	0	0	0	669	3.52%	100%	0.0%	2.1%	2.1%
21:00	262	0	0	0	554	2.92%	100%	0.7%	2.0%	2.7%
22:00	160	0	0	0	339	1.78%	100%	1.1%	1.0%	2.2%
23:00	105	0	0	0	222	1.17%	100%	0.0%	4.1%	4.1%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	32
1:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	31
2:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	31
3:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	31
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	31
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	32
6:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	40	31
7:00	33	33	n/a	n/a	n/a	n/a	n/a	n/a	16	12
8:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	23	18
9:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	41	31
10:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
11:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
12:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
13:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
14:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
15:00	34	34	n/a	n/a	n/a	n/a	n/a	n/a	42	32
16:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	32
17:00	35	35	n/a	n/a	n/a	n/a	n/a	n/a	42	32
18:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	32
19:00	36	36	n/a	n/a	n/a	n/a	n/a	n/a	42	32
20:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	32
21:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	42	32
22:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	32
23:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	42	32

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

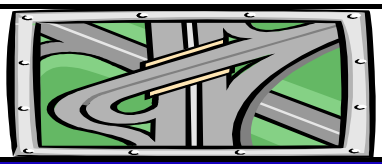
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd,Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	27,300

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	0	21	0.13%	60%	0.0%	0.0%	0.0%
1:00	10	0	0	0	17	0.19%	33%	0.0%	0.0%	0.0%
2:00	8	0	0	0	14	0.39%	13%	0.0%	12.5%	12.5%
3:00	20	0	0	0	35	0.86%	15%	0.0%	5.0%	5.0%
4:00	89	0	0	0	156	1.78%	32%	1.1%	2.2%	3.3%
5:00	347	0	0	0	605	3.36%	66%	0.6%	0.9%	1.5%
6:00	804	0	0	0	1,404	6.05%	85%	0.9%	1.8%	2.7%
7:00	1,109	0	0	0	1,936	7.97%	89%	3.0%	1.2%	4.2%
8:00	901	0	0	0	1,573	6.70%	86%	2.9%	1.8%	4.7%
9:00	627	0	0	0	1,095	5.65%	71%	2.5%	2.5%	5.0%
10:00	372	0	0	0	649	4.57%	52%	2.7%	3.0%	5.7%
11:00	381	0	0	0	665	4.87%	50%	4.2%	2.9%	7.1%
12:00	379	0	0	0	662	5.16%	47%	2.9%	6.7%	9.6%
13:00	329	0	0	0	575	5.69%	37%	2.1%	4.0%	6.1%
14:00	372	0	0	0	649	6.26%	38%	6.4%	4.0%	10.4%
15:00	435	0	0	0	759	6.78%	41%	3.2%	3.2%	6.4%
16:00	473	0	0	0	826	5.82%	52%	3.0%	2.3%	5.3%
17:00	478	0	0	0	835	5.56%	55%	1.7%	0.6%	2.3%
18:00	417	0	0	0	728	5.33%	50%	0.2%	0.5%	0.7%
19:00	243	0	0	0	424	4.85%	32%	0.4%	0.8%	1.2%
20:00	163	0	0	0	284	4.34%	24%	0.0%	0.0%	0.0%
21:00	122	0	0	0	213	3.90%	20%	0.0%	0.0%	0.0%
22:00	80	0	0	0	139	2.32%	22%	1.3%	0.0%	1.3%
23:00	37	0	0	0	64	1.46%	16%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	50	46
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	22	20
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	43	40
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	51	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

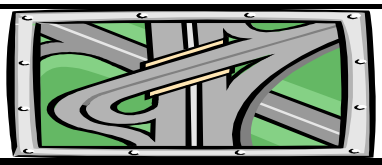
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd,Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	27,300

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	8	0	0	0	14	0.13%	40%	0.0%	0.0%	0.0%
1:00	20	0	0	0	35	0.19%	67%	5.0%	10.0%	15.0%
2:00	53	0	0	0	93	0.39%	87%	0.0%	3.8%	3.8%
3:00	114	0	0	0	200	0.86%	85%	4.3%	3.5%	7.8%
4:00	189	0	0	0	330	1.78%	68%	3.2%	5.3%	8.5%
5:00	179	0	0	0	312	3.36%	34%	4.5%	4.5%	9.0%
6:00	142	0	0	0	248	6.05%	15%	3.4%	3.4%	6.8%
7:00	137	0	0	0	239	7.97%	11%	5.0%	6.4%	11.4%
8:00	147	0	0	0	256	6.70%	14%	6.1%	4.7%	10.8%
9:00	256	0	0	0	447	5.65%	29%	3.6%	4.7%	8.3%
10:00	343	0	0	0	599	4.57%	48%	3.5%	4.9%	8.4%
11:00	381	0	0	0	665	4.87%	50%	3.7%	4.0%	7.7%
12:00	428	0	0	0	747	5.16%	53%	3.7%	3.2%	6.9%
13:00	560	0	0	0	979	5.69%	63%	2.0%	2.7%	4.7%
14:00	607	0	0	0	1,060	6.26%	62%	1.8%	1.3%	3.1%
15:00	625	0	0	0	1,092	6.78%	59%	1.0%	1.3%	2.3%
16:00	437	0	0	0	763	5.82%	48%	1.8%	1.8%	3.6%
17:00	391	0	0	0	683	5.56%	45%	1.8%	2.0%	3.8%
18:00	417	0	0	0	728	5.33%	50%	2.6%	2.4%	5.0%
19:00	516	0	0	0	900	4.85%	68%	1.0%	1.5%	2.5%
20:00	516	0	0	0	900	4.34%	76%	0.6%	0.4%	1.0%
21:00	488	0	0	0	852	3.90%	80%	0.2%	0.2%	0.4%
22:00	283	0	0	0	494	2.32%	78%	0.4%	0.0%	0.4%
23:00	192	0	0	0	335	1.46%	84%	0.5%	0.5%	1.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

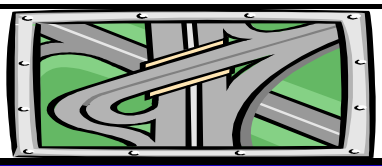
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd,Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	27,300

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	0	35	0.13%	100%	0.0%	0.0%	0.0%
1:00	30	0	0	0	52	0.19%	100%	3.4%	6.7%	10.1%
2:00	61	0	0	0	106	0.39%	100%	0.0%	4.9%	4.9%
3:00	134	0	0	0	235	0.86%	100%	3.7%	3.7%	7.4%
4:00	278	0	0	0	486	1.78%	100%	2.5%	4.3%	6.8%
5:00	525	0	0	0	917	3.36%	100%	1.9%	2.1%	4.1%
6:00	946	0	0	0	1,652	6.05%	100%	1.3%	2.0%	3.3%
7:00	1,246	0	0	0	2,176	7.97%	100%	3.2%	1.8%	5.0%
8:00	1,047	0	0	0	1,829	6.70%	100%	3.3%	2.2%	5.6%
9:00	883	0	0	0	1,542	5.65%	100%	2.8%	3.1%	6.0%
10:00	714	0	0	0	1,248	4.57%	100%	3.1%	3.9%	7.0%
11:00	761	0	0	0	1,330	4.87%	100%	4.0%	3.5%	7.4%
12:00	807	0	0	0	1,409	5.16%	100%	3.3%	4.8%	8.2%
13:00	890	0	0	0	1,553	5.69%	100%	2.0%	3.2%	5.2%
14:00	979	0	0	0	1,709	6.26%	100%	3.5%	2.3%	5.9%
15:00	1,060	0	0	0	1,851	6.78%	100%	1.9%	2.1%	4.0%
16:00	910	0	0	0	1,589	5.82%	100%	2.4%	2.1%	4.5%
17:00	869	0	0	0	1,518	5.56%	100%	1.7%	1.2%	3.0%
18:00	833	0	0	0	1,455	5.33%	100%	1.4%	1.5%	2.9%
19:00	758	0	0	0	1,324	4.85%	100%	0.8%	1.3%	2.1%
20:00	679	0	0	0	1,185	4.34%	100%	0.5%	0.3%	0.8%
21:00	610	0	0	0	1,065	3.90%	100%	0.2%	0.2%	0.3%
22:00	363	0	0	0	633	2.32%	100%	0.6%	0.0%	0.6%
23:00	228	0	0	0	399	1.46%	100%	0.4%	0.4%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	50	46
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	25	23
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	45	41
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

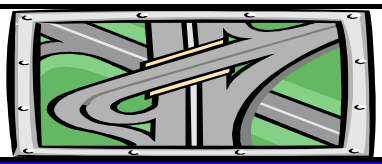
ENTRADA© - Environmental Traffic Data Output

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Ver. 2012-10

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	17,800

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	0	25	0.31%	46%	0.0%	0.0%	0.0%
1:00	10	0	0	0	11	0.14%	43%	0.0%	0.0%	0.0%
2:00	7	0	0	0	8	0.07%	64%	0.0%	0.0%	0.0%
3:00	12	0	0	0	13	0.13%	55%	8.3%	0.0%	8.3%
4:00	30	0	0	0	32	0.32%	56%	6.7%	10.0%	16.7%
5:00	127	0	0	0	135	1.33%	57%	0.8%	8.7%	9.5%
6:00	412	0	0	0	439	4.18%	59%	2.7%	3.4%	6.1%
7:00	1,011	0	0	0	1,077	10.09%	60%	5.6%	2.0%	7.6%
8:00	833	0	0	0	887	8.90%	56%	4.1%	4.5%	8.6%
9:00	601	0	0	0	640	6.09%	59%	4.5%	7.6%	12.1%
10:00	430	0	0	0	459	4.52%	57%	4.8%	9.7%	14.5%
11:00	448	0	0	0	477	4.79%	56%	8.3%	9.2%	17.5%
12:00	424	0	0	0	452	4.79%	53%	6.1%	11.0%	17.1%
13:00	426	0	0	0	454	4.72%	54%	3.7%	7.0%	10.7%
14:00	583	0	0	0	621	6.23%	56%	7.8%	3.6%	11.4%
15:00	560	0	0	0	597	6.57%	51%	4.3%	2.0%	6.3%
16:00	686	0	0	0	731	8.21%	50%	2.8%	1.0%	3.8%
17:00	792	0	0	0	843	9.29%	51%	1.0%	0.1%	1.1%
18:00	621	0	0	0	662	7.02%	53%	1.3%	0.3%	1.6%
19:00	378	0	0	0	403	4.35%	52%	1.3%	0.0%	1.3%
20:00	288	0	0	0	307	3.20%	54%	0.3%	0.0%	0.3%
21:00	231	0	0	0	246	2.51%	55%	1.7%	0.0%	1.7%
22:00	115	0	0	0	123	1.47%	47%	0.0%	0.9%	0.9%
23:00	59	0	0	0	63	0.77%	46%	1.7%	0.0%	1.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	51	47	n/a	n/a	n/a	n/a	n/a	n/a	50	46
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	51	47
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

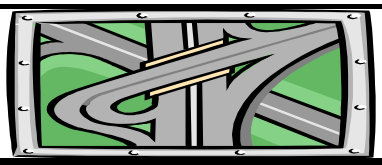
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	17,800

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	28	0	0	0	30	0.31%	54%	0.0%	0.0%	0.0%
1:00	13	0	0	0	14	0.14%	57%	0.0%	0.0%	0.0%
2:00	4	0	0	0	4	0.07%	36%	0.0%	0.0%	0.0%
3:00	10	0	0	0	11	0.13%	45%	0.0%	10.0%	10.0%
4:00	24	0	0	0	25	0.32%	44%	4.2%	4.2%	8.4%
5:00	96	0	0	0	102	1.33%	43%	2.1%	4.1%	6.2%
6:00	286	0	0	0	305	4.18%	41%	3.5%	1.4%	4.9%
7:00	674	0	0	0	718	10.09%	40%	3.5%	1.6%	5.1%
8:00	654	0	0	0	697	8.90%	44%	2.3%	2.6%	4.9%
9:00	417	0	0	0	445	6.09%	41%	4.3%	6.5%	10.8%
10:00	325	0	0	0	346	4.52%	43%	4.4%	8.4%	12.8%
11:00	352	0	0	0	375	4.79%	44%	5.9%	8.7%	14.6%
12:00	376	0	0	0	401	4.79%	47%	4.0%	7.2%	11.2%
13:00	363	0	0	0	387	4.72%	46%	4.7%	6.7%	11.4%
14:00	458	0	0	0	488	6.23%	44%	4.8%	3.9%	8.7%
15:00	538	0	0	0	573	6.57%	49%	3.9%	3.3%	7.2%
16:00	686	0	0	0	731	8.21%	50%	3.9%	1.8%	5.7%
17:00	760	0	0	0	810	9.29%	49%	1.4%	0.8%	2.2%
18:00	551	0	0	0	587	7.02%	47%	0.7%	0.2%	0.9%
19:00	349	0	0	0	372	4.35%	48%	1.1%	0.6%	1.7%
20:00	246	0	0	0	262	3.20%	46%	1.2%	0.4%	1.6%
21:00	189	0	0	0	201	2.51%	45%	0.0%	0.0%	0.0%
22:00	130	0	0	0	138	1.47%	53%	0.0%	0.8%	0.8%
23:00	70	0	0	0	74	0.77%	54%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

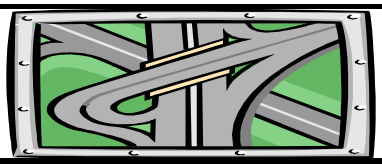
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	17,800

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	52	0	0	0	55	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	0	25	0.14%	100%	0.0%	0.0%	0.0%
2:00	11	0	0	0	12	0.07%	100%	0.0%	0.0%	0.0%
3:00	22	0	0	0	23	0.13%	100%	4.6%	4.5%	9.1%
4:00	54	0	0	0	58	0.32%	100%	5.6%	7.4%	13.0%
5:00	223	0	0	0	238	1.33%	100%	1.4%	6.7%	8.1%
6:00	698	0	0	0	744	4.18%	100%	3.0%	2.6%	5.6%
7:00	1,685	0	0	0	1,795	10.09%	100%	4.8%	1.8%	6.6%
8:00	1,487	0	0	0	1,584	8.90%	100%	3.3%	3.7%	7.0%
9:00	1,018	0	0	0	1,085	6.09%	100%	4.4%	7.1%	11.6%
10:00	755	0	0	0	804	4.52%	100%	4.6%	9.1%	13.8%
11:00	800	0	0	0	852	4.79%	100%	7.2%	9.0%	16.2%
12:00	800	0	0	0	852	4.79%	100%	5.1%	9.2%	14.3%
13:00	789	0	0	0	841	4.72%	100%	4.2%	6.9%	11.0%
14:00	1,041	0	0	0	1,109	6.23%	100%	6.5%	3.7%	10.2%
15:00	1,098	0	0	0	1,170	6.57%	100%	4.1%	2.6%	6.7%
16:00	1,372	0	0	0	1,462	8.21%	100%	3.4%	1.4%	4.8%
17:00	1,552	0	0	0	1,654	9.29%	100%	1.2%	0.4%	1.6%
18:00	1,172	0	0	0	1,249	7.02%	100%	1.0%	0.3%	1.3%
19:00	727	0	0	0	775	4.35%	100%	1.2%	0.3%	1.5%
20:00	534	0	0	0	569	3.20%	100%	0.7%	0.2%	0.9%
21:00	420	0	0	0	447	2.51%	100%	0.9%	0.0%	0.9%
22:00	245	0	0	0	261	1.47%	100%	0.0%	0.8%	0.8%
23:00	129	0	0	0	137	0.77%	100%	0.8%	0.0%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	51	47	n/a	n/a	n/a	n/a	n/a	n/a	51	47
8:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	52	47	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,600

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	30	0	0	0	37	0.31%	75%	0.0%	0.0%	0.0%
1:00	14	0	0	0	17	0.18%	61%	0.0%	0.0%	0.0%
2:00	8	0	0	0	10	0.16%	40%	0.0%	13.3%	13.3%
3:00	9	0	0	0	11	0.20%	36%	0.0%	7.1%	7.1%
4:00	13	0	0	0	16	0.55%	19%	1.6%	1.6%	3.2%
5:00	50	0	0	0	61	2.34%	17%	0.5%	1.3%	1.8%
6:00	182	0	0	0	223	5.80%	25%	0.3%	1.4%	1.7%
7:00	407	0	0	0	499	8.24%	39%	1.3%	2.0%	3.3%
8:00	391	0	0	0	479	8.20%	37%	2.0%	6.3%	8.3%
9:00	307	0	0	0	376	6.02%	40%	1.9%	7.0%	8.9%
10:00	257	0	0	0	315	4.39%	46%	5.6%	12.3%	17.9%
11:00	271	0	0	0	332	4.42%	48%	5.7%	11.5%	17.2%
12:00	285	0	0	0	349	4.66%	48%	5.8%	8.5%	14.3%
13:00	292	0	0	0	358	4.59%	50%	2.3%	12.0%	14.3%
14:00	361	0	0	0	442	5.16%	55%	4.6%	12.2%	16.8%
15:00	550	0	0	0	674	7.31%	59%	4.7%	6.9%	11.6%
16:00	665	0	0	0	815	8.29%	63%	4.4%	6.1%	10.5%
17:00	777	0	0	0	952	9.38%	65%	1.6%	3.6%	5.2%
18:00	609	0	0	0	746	7.68%	62%	0.7%	2.4%	3.1%
19:00	374	0	0	0	458	4.74%	62%	1.3%	4.5%	5.8%
20:00	244	0	0	0	299	3.09%	62%	0.0%	0.0%	0.0%
21:00	167	0	0	0	205	2.24%	59%	1.9%	4.8%	6.7%
22:00	123	0	0	0	151	1.44%	67%	0.0%	3.1%	3.1%
23:00	49	0	0	0	60	0.60%	64%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
6:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
7:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
8:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
9:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
15:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	36	31
16:00	37	32	n/a	n/a	n/a	n/a	n/a	n/a	22	19
17:00	36	31	n/a	n/a	n/a	n/a	n/a	n/a	19	16
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	40	34
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

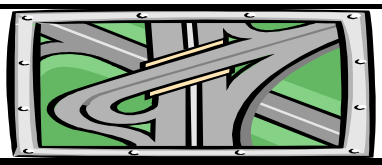
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,600

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	0	12	0.31%	25%	0.0%	0.0%	0.0%
1:00	9	0	0	0	11	0.18%	39%	0.0%	0.0%	0.0%
2:00	12	0	0	0	15	0.16%	60%	0.0%	0.0%	0.0%
3:00	16	0	0	0	20	0.20%	64%	14.3%	14.3%	28.6%
4:00	57	0	0	0	70	0.55%	81%	0.0%	9.1%	9.1%
5:00	248	0	0	0	304	2.34%	83%	3.8%	5.8%	9.6%
6:00	557	0	0	0	682	5.80%	75%	6.9%	6.1%	13.0%
7:00	642	0	0	0	786	8.24%	61%	6.9%	5.4%	12.3%
8:00	653	0	0	0	800	8.20%	63%	5.4%	12.3%	17.7%
9:00	459	0	0	0	562	6.02%	60%	7.6%	10.1%	17.7%
10:00	302	0	0	0	370	4.39%	54%	4.2%	12.6%	16.8%
11:00	292	0	0	0	358	4.42%	52%	5.8%	13.9%	19.7%
12:00	309	0	0	0	379	4.66%	52%	4.0%	9.3%	13.3%
13:00	292	0	0	0	358	4.59%	50%	3.4%	8.5%	11.9%
14:00	296	0	0	0	363	5.16%	45%	2.8%	6.9%	9.7%
15:00	381	0	0	0	467	7.31%	41%	2.9%	2.9%	5.8%
16:00	391	0	0	0	479	8.29%	37%	0.9%	1.5%	2.4%
17:00	418	0	0	0	512	9.38%	35%	0.9%	0.4%	1.3%
18:00	369	0	0	0	452	7.68%	38%	0.8%	0.8%	1.6%
19:00	229	0	0	0	281	4.74%	38%	0.7%	0.7%	1.4%
20:00	150	0	0	0	184	3.09%	38%	1.1%	0.0%	1.1%
21:00	118	0	0	0	145	2.24%	41%	1.6%	0.0%	1.6%
22:00	61	0	0	0	75	1.44%	33%	0.0%	0.0%	0.0%
23:00	28	0	0	0	34	0.60%	36%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
6:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	33	28
7:00	37	32	n/a	n/a	n/a	n/a	n/a	n/a	21	18
8:00	29	25	n/a	n/a	n/a	n/a	n/a	n/a	9	8
9:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	38	33
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
15:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
16:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
17:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

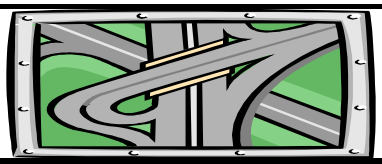
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,600

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	49	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	0	28	0.18%	100%	0.0%	0.0%	0.0%
2:00	20	0	0	0	25	0.16%	100%	0.0%	5.3%	5.3%
3:00	25	0	0	0	31	0.20%	100%	9.2%	11.7%	20.9%
4:00	70	0	0	0	86	0.55%	100%	0.3%	7.7%	8.0%
5:00	298	0	0	0	365	2.34%	100%	3.2%	5.0%	8.3%
6:00	739	0	0	0	905	5.80%	100%	5.3%	4.9%	10.2%
7:00	1,049	0	0	0	1,285	8.24%	100%	4.7%	4.1%	8.8%
8:00	1,044	0	0	0	1,279	8.20%	100%	4.1%	10.1%	14.2%
9:00	766	0	0	0	938	6.02%	100%	5.3%	8.9%	14.2%
10:00	559	0	0	0	685	4.39%	100%	4.8%	12.5%	17.3%
11:00	563	0	0	0	690	4.42%	100%	5.8%	12.7%	18.5%
12:00	594	0	0	0	728	4.66%	100%	4.9%	8.9%	13.8%
13:00	584	0	0	0	715	4.59%	100%	2.9%	10.3%	13.1%
14:00	657	0	0	0	805	5.16%	100%	3.8%	9.8%	13.6%
15:00	931	0	0	0	1,141	7.31%	100%	4.0%	5.3%	9.2%
16:00	1,056	0	0	0	1,294	8.29%	100%	3.1%	4.4%	7.5%
17:00	1,195	0	0	0	1,464	9.38%	100%	1.4%	2.5%	3.8%
18:00	978	0	0	0	1,198	7.68%	100%	0.7%	1.8%	2.5%
19:00	603	0	0	0	739	4.74%	100%	1.1%	3.1%	4.1%
20:00	394	0	0	0	483	3.09%	100%	0.4%	0.0%	0.4%
21:00	285	0	0	0	349	2.24%	100%	1.8%	2.8%	4.6%
22:00	184	0	0	0	225	1.44%	100%	0.0%	2.1%	2.1%
23:00	77	0	0	0	94	0.60%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
1:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
2:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
3:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
4:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
5:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
6:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	35	30
7:00	39	33	n/a	n/a	n/a	n/a	n/a	n/a	29	25
8:00	34	29	n/a	n/a	n/a	n/a	n/a	n/a	21	18
9:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	40	34
10:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
11:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
12:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
13:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
14:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
15:00	41	35	n/a	n/a	n/a	n/a	n/a	n/a	38	33
16:00	39	34	n/a	n/a	n/a	n/a	n/a	n/a	29	25
17:00	38	33	n/a	n/a	n/a	n/a	n/a	n/a	27	23
18:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	40	35
19:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
20:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
21:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
22:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36
23:00	42	36	n/a	n/a	n/a	n/a	n/a	n/a	42	36

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

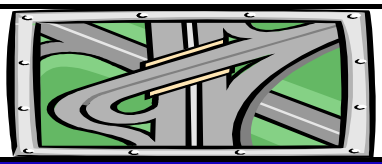
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Old Ox Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Old Ox Rd (Rt 606)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	51,000

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	0	46	0.19%	48%	0.0%	0.0%	0.0%
1:00	20	0	0	0	48	0.30%	31%	6.3%	0.0%	6.3%
2:00	16	0	0	0	38	0.53%	14%	7.9%	7.9%	15.8%
3:00	49	0	0	0	116	1.33%	17%	5.3%	5.3%	10.5%
4:00	128	0	0	0	303	1.52%	39%	3.6%	3.0%	6.6%
5:00	564	0	0	0	1,340	3.50%	75%	3.2%	1.5%	4.7%
6:00	1,181	0	0	0	2,806 *	6.25%	88%	1.3%	2.0%	3.3%
7:00	1,391 *	0	0	0	3,306 *	7.37%	88%	2.0%	2.8%	4.8%
8:00	1,287 *	0	0	0	3,058 *	7.14%	84%	2.4%	4.0%	6.5%
9:00	1,071	0	0	0	2,545 *	7.13%	70%	2.6%	4.0%	6.5%
10:00	616	0	0	0	1,463	4.78%	60%	4.2%	8.6%	12.8%
11:00	517	0	0	0	1,228	4.82%	50%	3.7%	7.9%	11.6%
12:00	510	0	0	0	1,211	5.52%	43%	4.2%	8.4%	12.6%
13:00	509	0	0	0	1,210	6.08%	39%	4.2%	8.4%	12.6%
14:00	500	0	0	0	1,189	6.30%	37%	5.6%	11.5%	17.1%
15:00	518	0	0	0	1,230	6.52%	37%	6.3%	10.4%	16.8%
16:00	558	0	0	0	1,325	5.30%	49%	5.2%	4.6%	9.8%
17:00	503	0	0	0	1,194	4.88%	48%	2.8%	2.8%	5.5%
18:00	407	0	0	0	967	5.13%	37%	4.0%	2.5%	6.4%
19:00	231	0	0	0	550	4.49%	24%	2.0%	1.6%	3.6%
20:00	166	0	0	0	395	4.08%	19%	2.3%	2.3%	4.5%
21:00	124	0	0	0	296	3.62%	16%	1.0%	2.0%	3.1%
22:00	90	0	0	0	213	2.09%	20%	4.3%	2.8%	7.1%
23:00	39	0	0	0	92	1.13%	16%	3.3%	3.3%	6.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
1:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
2:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
3:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
4:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
5:00	59	51	n/a	n/a	n/a	n/a	n/a	n/a	57	48
6:00	37	32	n/a	n/a	n/a	n/a	n/a	n/a	27	23
7:00	25	22	n/a	n/a	n/a	n/a	n/a	n/a	16	13
8:00	27	23	n/a	n/a	n/a	n/a	n/a	n/a	17	15
9:00	38	33	n/a	n/a	n/a	n/a	n/a	n/a	28	23
10:00	55	48	n/a	n/a	n/a	n/a	n/a	n/a	50	42
11:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	56	47
12:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	55	47
13:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	55	47
14:00	57	50	n/a	n/a	n/a	n/a	n/a	n/a	54	45
15:00	57	49	n/a	n/a	n/a	n/a	n/a	n/a	53	44
16:00	58	50	n/a	n/a	n/a	n/a	n/a	n/a	55	46
17:00	60	52	n/a	n/a	n/a	n/a	n/a	n/a	58	49
18:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	60	51
19:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
20:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
21:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
22:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
23:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

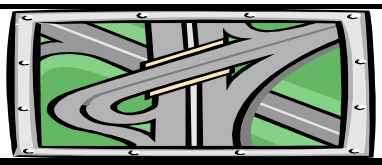
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Old Ox Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Old Ox Rd (Rt 606)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	51,000

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	0	49	0.19%	52%	4.0%	12.0%	16.0%
1:00	45	0	0	0	107	0.30%	69%	5.6%	19.6%	25.2%
2:00	98	0	0	0	233	0.53%	86%	9.9%	12.4%	22.3%
3:00	237	0	0	0	564	1.33%	83%	4.8%	6.0%	10.8%
4:00	199	0	0	0	474	1.52%	61%	7.4%	6.7%	14.1%
5:00	188	0	0	0	447	3.50%	25%	7.9%	11.1%	19.0%
6:00	161	0	0	0	383	6.25%	12%	3.9%	11.6%	15.5%
7:00	190	0	0	0	451	7.37%	12%	7.1%	16.0%	23.2%
8:00	245	0	0	0	582	7.14%	16%	5.3%	11.2%	16.5%
9:00	459	0	0	0	1,091	7.13%	30%	4.2%	7.9%	12.1%
10:00	410	0	0	0	975	4.78%	40%	6.2%	8.8%	15.0%
11:00	517	0	0	0	1,228	4.82%	50%	5.2%	7.5%	12.7%
12:00	675	0	0	0	1,605	5.52%	57%	3.1%	4.9%	8.0%
13:00	797	0	0	0	1,893	6.08%	61%	3.3%	5.5%	8.8%
14:00	852	0	0	0	2,024	6.30%	63%	2.0%	3.6%	5.6%
15:00	881	0	0	0	2,094	6.52%	63%	1.8%	3.8%	5.6%
16:00	580	0	0	0	1,379	5.30%	51%	2.6%	4.1%	6.7%
17:00	544	0	0	0	1,294	4.88%	52%	3.1%	4.0%	7.1%
18:00	693	0	0	0	1,647	5.13%	63%	2.3%	2.7%	5.0%
19:00	733	0	0	0	1,741	4.49%	76%	1.8%	2.7%	4.5%
20:00	709	0	0	0	1,684	4.08%	81%	1.3%	1.7%	3.0%
21:00	654	0	0	0	1,553	3.62%	84%	1.1%	1.7%	2.8%
22:00	358	0	0	0	852	2.09%	80%	0.9%	0.7%	1.6%
23:00	203	0	0	0	483	1.13%	84%	1.6%	1.2%	2.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
1:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
2:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
3:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
4:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
5:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
6:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
7:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
8:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	51
9:00	59	52	n/a	n/a	n/a	n/a	n/a	n/a	58	49
10:00	60	52	n/a	n/a	n/a	n/a	n/a	n/a	58	49
11:00	58	50	n/a	n/a	n/a	n/a	n/a	n/a	55	46
12:00	55	48	n/a	n/a	n/a	n/a	n/a	n/a	50	42
13:00	50	43	n/a	n/a	n/a	n/a	n/a	n/a	42	35
14:00	50	44	n/a	n/a	n/a	n/a	n/a	n/a	43	36
15:00	49	43	n/a	n/a	n/a	n/a	n/a	n/a	41	34
16:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	56	47
17:00	59	51	n/a	n/a	n/a	n/a	n/a	n/a	57	48
18:00	56	49	n/a	n/a	n/a	n/a	n/a	n/a	52	44
19:00	56	48	n/a	n/a	n/a	n/a	n/a	n/a	51	43
20:00	57	49	n/a	n/a	n/a	n/a	n/a	n/a	53	45
21:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	55	47
22:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	51
23:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

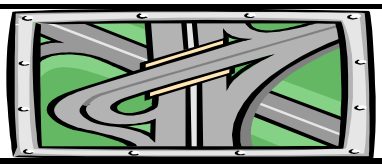
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Old Ox Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Old Ox Rd (Rt 606)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	51,000

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	95	0.19%	100%	2.1%	6.2%	8.3%
1:00	65	0	0	0	154	0.30%	100%	5.8%	13.5%	19.3%
2:00	114	0	0	0	271	0.53%	100%	9.6%	11.8%	21.4%
3:00	286	0	0	0	680	1.33%	100%	4.9%	5.9%	10.7%
4:00	327	0	0	0	777	1.52%	100%	5.9%	5.3%	11.2%
5:00	752	0	0	0	1,787	3.50%	100%	4.4%	3.9%	8.3%
6:00	1,342	0	0	0	3,189	6.25%	100%	1.6%	3.2%	4.8%
7:00	1,581	0	0	0	3,757	7.37%	100%	2.6%	4.4%	7.0%
8:00	1,532	0	0	0	3,640	7.14%	100%	2.9%	5.2%	8.1%
9:00	1,530	0	0	0	3,636	7.13%	100%	3.1%	5.1%	8.2%
10:00	1,026	0	0	0	2,438	4.78%	100%	5.0%	8.7%	13.7%
11:00	1,034	0	0	0	2,457	4.82%	100%	4.5%	7.7%	12.2%
12:00	1,185	0	0	0	2,816	5.52%	100%	3.5%	6.4%	10.0%
13:00	1,306	0	0	0	3,103	6.08%	100%	3.6%	6.6%	10.3%
14:00	1,352	0	0	0	3,213	6.30%	100%	3.3%	6.6%	9.9%
15:00	1,399	0	0	0	3,324	6.52%	100%	3.5%	6.2%	9.7%
16:00	1,138	0	0	0	2,704	5.30%	100%	3.9%	4.4%	8.3%
17:00	1,047	0	0	0	2,488	4.88%	100%	2.9%	3.4%	6.4%
18:00	1,100	0	0	0	2,614	5.13%	100%	2.9%	2.6%	5.5%
19:00	964	0	0	0	2,291	4.49%	100%	1.9%	2.4%	4.3%
20:00	875	0	0	0	2,079	4.08%	100%	1.4%	1.8%	3.3%
21:00	778	0	0	0	1,849	3.62%	100%	1.1%	1.8%	2.9%
22:00	448	0	0	0	1,065	2.09%	100%	1.6%	1.1%	2.7%
23:00	242	0	0	0	575	1.13%	100%	1.9%	1.6%	3.5%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
1:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
2:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52
3:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
4:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	61	52
5:00	60	52	n/a	n/a	n/a	n/a	n/a	n/a	58	49
6:00	40	35	n/a	n/a	n/a	n/a	n/a	n/a	31	26
7:00	29	25	n/a	n/a	n/a	n/a	n/a	n/a	21	18
8:00	33	28	n/a	n/a	n/a	n/a	n/a	n/a	24	21
9:00	45	39	n/a	n/a	n/a	n/a	n/a	n/a	37	31
10:00	57	49	n/a	n/a	n/a	n/a	n/a	n/a	53	45
11:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	55	47
12:00	57	49	n/a	n/a	n/a	n/a	n/a	n/a	53	44
13:00	53	46	n/a	n/a	n/a	n/a	n/a	n/a	47	40
14:00	53	46	n/a	n/a	n/a	n/a	n/a	n/a	47	39
15:00	52	45	n/a	n/a	n/a	n/a	n/a	n/a	45	38
16:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	55	46
17:00	59	52	n/a	n/a	n/a	n/a	n/a	n/a	58	48
18:00	58	50	n/a	n/a	n/a	n/a	n/a	n/a	55	46
19:00	57	49	n/a	n/a	n/a	n/a	n/a	n/a	53	45
20:00	58	50	n/a	n/a	n/a	n/a	n/a	n/a	55	46
21:00	59	51	n/a	n/a	n/a	n/a	n/a	n/a	56	47
22:00	61	53	n/a	n/a	n/a	n/a	n/a	n/a	61	51
23:00	62	53	n/a	n/a	n/a	n/a	n/a	n/a	62	52

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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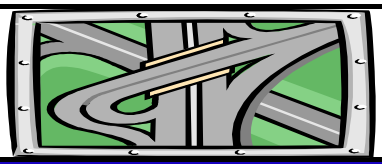
Ver. 2012-10

Loudoun County Pkwy (Rt 606), Rte 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Rte 50, John Mosby Highway		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	61,500

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	31	0	0	0	89	0.40%	37%	0.0%	0.0%	0.0%
1:00	19	0	0	0	55	0.24%	37%	7.0%	0.0%	7.0%
2:00	16	0	0	0	47	0.18%	42%	8.7%	8.7%	17.4%
3:00	29	0	0	0	83	0.22%	62%	5.8%	5.8%	11.6%
4:00	86	0	0	0	247	0.66%	61%	3.8%	3.0%	6.9%
5:00	402	0	0	0	1,153	2.71%	69%	3.2%	1.5%	4.7%
6:00	905	0	0	0	2,593 *	6.56%	64%	1.3%	2.0%	3.3%
7:00	1,097	0	0	0	3,142 *	7.96%	64%	2.0%	2.8%	4.8%
8:00	1,075	0	0	0	3,081 *	7.83%	64%	2.4%	4.1%	6.5%
9:00	810	0	0	0	2,320	5.86%	64%	2.5%	4.0%	6.5%
10:00	496	0	0	0	1,420	4.19%	55%	4.1%	8.6%	12.8%
11:00	441	0	0	0	1,264	3.98%	52%	3.6%	7.9%	11.5%
12:00	493	0	0	0	1,412	4.75%	48%	4.2%	8.3%	12.5%
13:00	487	0	0	0	1,396	4.74%	48%	4.2%	8.4%	12.6%
14:00	527	0	0	0	1,509	5.38%	46%	5.6%	11.6%	17.2%
15:00	633	0	0	0	1,813	6.81%	43%	6.3%	10.4%	16.7%
16:00	773	0	0	0	2,216	8.81%	41%	5.1%	4.5%	9.7%
17:00	736	0	0	0	2,109	9.13%	38%	2.8%	2.8%	5.6%
18:00	607	0	0	0	1,740	8.14%	35%	4.1%	2.4%	6.5%
19:00	346	0	0	0	991	4.22%	38%	2.1%	1.6%	3.7%
20:00	228	0	0	0	652	2.75%	39%	2.3%	2.3%	4.6%
21:00	182	0	0	0	523	2.36%	36%	1.1%	2.3%	3.4%
22:00	118	0	0	0	338	1.38%	40%	4.3%	3.1%	7.5%
23:00	51	0	0	0	146	0.75%	32%	3.7%	3.7%	7.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
1:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
2:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
3:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
4:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
5:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	59	53
6:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	32	28
7:00	59	53	n/a	n/a	n/a	n/a	n/a	n/a	18	16
8:00	59	53	n/a	n/a	n/a	n/a	n/a	n/a	17	15
9:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	33	30
10:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	51	46
11:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	55	49
12:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	51	46
13:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	52	46
14:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	44	40
15:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	34	31
16:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	31	28
17:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	40	36
18:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	49	44
19:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	60	54
20:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	55
21:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	55
22:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
23:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

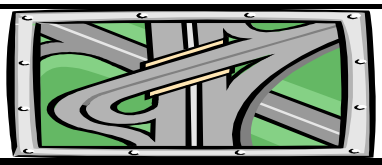
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Rte 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Rte 50, John Mosby Highway		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	61,500

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	0	154	0.40%	63%	6.7%	11.7%	18.3%
1:00	33	0	0	0	93	0.24%	63%	5.4%	18.6%	24.0%
2:00	23	0	0	0	65	0.18%	58%	10.0%	12.5%	22.4%
3:00	18	0	0	0	51	0.22%	38%	4.7%	6.0%	10.7%
4:00	54	0	0	0	156	0.66%	39%	7.2%	6.8%	14.0%
5:00	179	0	0	0	513	2.71%	31%	7.9%	11.3%	19.1%
6:00	503	0	0	0	1,442	6.56%	36%	3.7%	11.4%	15.1%
7:00	611	0	0	0	1,750	7.96%	36%	7.0%	16.2%	23.2%
8:00	606	0	0	0	1,736	7.83%	36%	5.4%	11.1%	16.5%
9:00	448	0	0	0	1,284	5.86%	36%	4.2%	7.9%	12.2%
10:00	403	0	0	0	1,155	4.19%	45%	6.2%	8.9%	15.1%
11:00	413	0	0	0	1,183	3.98%	48%	5.3%	7.6%	12.8%
12:00	526	0	0	0	1,507	4.75%	52%	3.0%	4.9%	7.9%
13:00	531	0	0	0	1,521	4.74%	52%	3.3%	5.5%	8.7%
14:00	629	0	0	0	1,801	5.38%	54%	1.9%	3.7%	5.6%
15:00	829	0	0	0	2,376	6.81%	57%	1.8%	3.8%	5.6%
16:00	1,117	0	0	0	3,201 *	8.81%	59%	2.7%	4.1%	6.8%
17:00	1,223	0	0	0	3,505 *	9.13%	62%	3.2%	4.0%	7.1%
18:00	1,140	0	0	0	3,266 *	8.14%	65%	2.3%	2.6%	5.0%
19:00	560	0	0	0	1,605	4.22%	62%	1.8%	2.7%	4.5%
20:00	362	0	0	0	1,037	2.75%	61%	1.2%	1.7%	2.9%
21:00	325	0	0	0	930	2.36%	64%	1.1%	1.7%	2.8%
22:00	179	0	0	0	513	1.38%	60%	1.0%	0.7%	1.7%
23:00	110	0	0	0	316	0.75%	68%	1.9%	1.2%	3.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
1:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
2:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
3:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
4:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
5:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	55
6:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	48	43
7:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	29	26
8:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	37	34
9:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	54	49
10:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	55	50
11:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	56	50
12:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	52	46
14:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	48	43
15:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	33	30
16:00	59	52	n/a	n/a	n/a	n/a	n/a	n/a	15	13
17:00	58	51	n/a	n/a	n/a	n/a	n/a	n/a	11	10
18:00	59	53	n/a	n/a	n/a	n/a	n/a	n/a	16	14
19:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	53	48
20:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	60	54
21:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	54
22:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
23:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

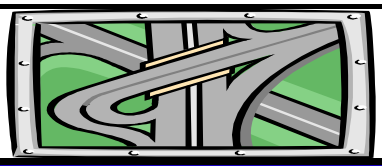
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Rte 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Rte 50, John Mosby Highway		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	61,500

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	85	0	0	0	243	0.40%	100%	4.2%	7.4%	11.6%
1:00	52	0	0	0	148	0.24%	100%	6.0%	11.7%	17.7%
2:00	39	0	0	0	111	0.18%	100%	9.4%	10.9%	20.3%
3:00	47	0	0	0	134	0.22%	100%	5.4%	5.9%	11.3%
4:00	141	0	0	0	403	0.66%	100%	5.1%	4.5%	9.6%
5:00	581	0	0	0	1,665	2.71%	100%	4.6%	4.5%	9.1%
6:00	1,408	0	0	0	4,036	6.56%	100%	2.1%	5.4%	7.5%
7:00	1,707	0	0	0	4,893	7.96%	100%	3.8%	7.6%	11.4%
8:00	1,681	0	0	0	4,818	7.83%	100%	3.5%	6.6%	10.1%
9:00	1,258	0	0	0	3,604	5.86%	100%	3.1%	5.4%	8.5%
10:00	899	0	0	0	2,575	4.19%	100%	5.1%	8.8%	13.8%
11:00	854	0	0	0	2,447	3.98%	100%	4.4%	7.7%	12.2%
12:00	1,019	0	0	0	2,919	4.75%	100%	3.6%	6.6%	10.1%
13:00	1,018	0	0	0	2,917	4.74%	100%	3.7%	6.8%	10.6%
14:00	1,155	0	0	0	3,310	5.38%	100%	3.6%	7.3%	10.9%
15:00	1,462	0	0	0	4,190	6.81%	100%	3.8%	6.6%	10.4%
16:00	1,891	0	0	0	5,417 *	8.81%	100%	3.7%	4.3%	8.0%
17:00	1,959	0	0	0	5,614 *	9.13%	100%	3.0%	3.6%	6.6%
18:00	1,747	0	0	0	5,006	8.14%	100%	2.9%	2.5%	5.5%
19:00	906	0	0	0	2,595	4.22%	100%	1.9%	2.3%	4.2%
20:00	590	0	0	0	1,690	2.75%	100%	1.6%	1.9%	3.5%
21:00	507	0	0	0	1,453	2.36%	100%	1.1%	1.9%	3.0%
22:00	297	0	0	0	851	1.38%	100%	2.3%	1.7%	4.0%
23:00	161	0	0	0	462	0.75%	100%	2.4%	2.0%	4.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
1:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
2:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
3:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
4:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
5:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	60	54
6:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	38	34
7:00	60	53	n/a	n/a	n/a	n/a	n/a	n/a	22	20
8:00	60	53	n/a	n/a	n/a	n/a	n/a	n/a	24	22
9:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	41	37
10:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	53	47
11:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	55	50
12:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	52	46
14:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	46	42
15:00	61	54	n/a	n/a	n/a	n/a	n/a	n/a	34	30
16:00	60	53	n/a	n/a	n/a	n/a	n/a	n/a	22	19
17:00	59	52	n/a	n/a	n/a	n/a	n/a	n/a	22	20
18:00	60	53	n/a	n/a	n/a	n/a	n/a	n/a	27	25
19:00	61	55	n/a	n/a	n/a	n/a	n/a	n/a	56	50
20:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	54
21:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	61	55
22:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55
23:00	62	55	n/a	n/a	n/a	n/a	n/a	n/a	62	55

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

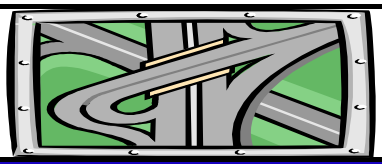
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	18,100

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	0	16	0.40%	22%	0.0%	0.0%	0.0%
1:00	12	0	0	0	16	0.27%	33%	0.0%	0.0%	0.0%
2:00	6	0	0	0	8	0.16%	29%	0.0%	0.0%	0.0%
3:00	17	0	0	0	23	0.20%	63%	0.0%	13.0%	13.0%
4:00	53	0	0	0	71	0.49%	80%	4.2%	0.0%	4.2%
5:00	206	0	0	0	279	1.77%	87%	1.1%	4.7%	5.7%
6:00	507	0	0	0	686	4.57%	83%	2.3%	1.5%	3.8%
7:00	701	0	0	0	949	7.49%	70%	3.1%	2.8%	5.8%
8:00	628	0	0	0	850	6.62%	71%	4.6%	1.9%	6.5%
9:00	482	0	0	0	653	5.15%	70%	2.9%	2.5%	5.4%
10:00	312	0	0	0	422	3.95%	59%	6.2%	5.5%	11.7%
11:00	312	0	0	0	423	4.17%	56%	7.6%	3.8%	11.4%
12:00	359	0	0	0	485	5.16%	52%	5.4%	4.8%	10.1%
13:00	299	0	0	0	405	4.76%	47%	3.2%	4.0%	7.2%
14:00	321	0	0	0	434	5.22%	46%	9.0%	6.0%	15.0%
15:00	324	0	0	0	439	6.21%	39%	8.2%	10.2%	18.4%
16:00	442	0	0	0	598	8.69%	38%	6.5%	2.2%	8.7%
17:00	471	0	0	0	637	10.06%	35%	2.1%	0.5%	2.5%
18:00	416	0	0	0	563	9.14%	34%	0.5%	1.8%	2.3%
19:00	263	0	0	0	355	6.14%	32%	0.8%	0.8%	1.7%
20:00	163	0	0	0	221	4.21%	29%	0.0%	1.4%	1.4%
21:00	97	0	0	0	131	2.68%	27%	2.3%	0.0%	2.3%
22:00	58	0	0	0	78	1.72%	25%	0.0%	3.9%	3.9%
23:00	31	0	0	0	42	0.77%	30%	0.0%	7.1%	7.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
1:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
2:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
3:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
4:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
5:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
6:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
7:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
8:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
9:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
10:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
11:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
12:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
13:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
14:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
15:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
16:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
17:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
18:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
19:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
20:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
21:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
22:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
23:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

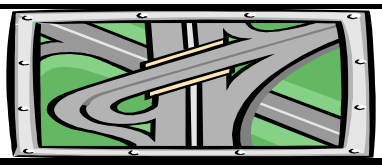
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	18,100

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	42	0	0	0	57	0.40%	78%	0.0%	3.5%	3.5%
1:00	24	0	0	0	33	0.27%	67%	0.0%	6.3%	6.3%
2:00	15	0	0	0	20	0.16%	71%	0.0%	10.0%	10.0%
3:00	10	0	0	0	14	0.20%	37%	14.3%	0.0%	14.3%
4:00	13	0	0	0	18	0.49%	20%	11.1%	11.1%	22.2%
5:00	31	0	0	0	42	1.77%	13%	0.0%	14.3%	14.3%
6:00	104	0	0	0	141	4.57%	17%	7.1%	12.8%	19.9%
7:00	301	0	0	0	407	7.49%	30%	2.4%	10.9%	13.4%
8:00	257	0	0	0	347	6.62%	29%	4.0%	11.7%	15.8%
9:00	207	0	0	0	280	5.15%	30%	2.8%	11.3%	14.1%
10:00	216	0	0	0	293	3.95%	41%	3.4%	15.9%	19.3%
11:00	246	0	0	0	332	4.17%	44%	3.0%	6.6%	9.6%
12:00	331	0	0	0	448	5.16%	48%	3.1%	5.8%	8.9%
13:00	338	0	0	0	457	4.76%	53%	2.6%	3.5%	6.1%
14:00	377	0	0	0	510	5.22%	54%	2.7%	2.3%	5.1%
15:00	507	0	0	0	686	6.21%	61%	2.3%	2.9%	5.3%
16:00	721	0	0	0	976	8.69%	62%	1.2%	3.8%	5.0%
17:00	875	0	0	0	1,184	10.06%	65%	1.0%	2.5%	3.5%
18:00	807	0	0	0	1,092	9.14%	66%	0.2%	4.7%	4.8%
19:00	558	0	0	0	755	6.14%	68%	0.5%	4.6%	5.2%
20:00	400	0	0	0	541	4.21%	71%	0.0%	4.1%	4.1%
21:00	261	0	0	0	354	2.68%	73%	0.6%	4.5%	5.1%
22:00	173	0	0	0	233	1.72%	75%	2.6%	0.9%	3.4%
23:00	72	0	0	0	98	0.77%	70%	0.0%	6.2%	6.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
1:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
2:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
3:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
4:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
5:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
6:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
7:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
8:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
9:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
10:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
11:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
12:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
13:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
14:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
15:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
16:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
17:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
18:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
19:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
20:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
21:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
22:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
23:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

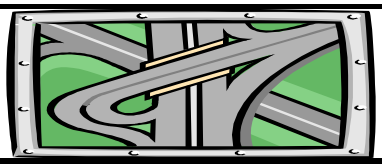
ENTRADA© - Environmental Traffic Data Output

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Ver. 2012-10

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	18,100

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	0	73	0.40%	100%	0.0%	2.7%	2.7%
1:00	36	0	0	0	49	0.27%	100%	0.0%	4.2%	4.2%
2:00	21	0	0	0	28	0.16%	100%	0.0%	7.1%	7.1%
3:00	27	0	0	0	37	0.20%	100%	5.3%	8.2%	13.5%
4:00	66	0	0	0	89	0.49%	100%	5.6%	2.2%	7.8%
5:00	237	0	0	0	321	1.77%	100%	0.9%	5.9%	6.8%
6:00	611	0	0	0	827	4.57%	100%	3.1%	3.4%	6.5%
7:00	1,002	0	0	0	1,356	7.49%	100%	2.9%	5.2%	8.1%
8:00	885	0	0	0	1,197	6.62%	100%	4.4%	4.7%	9.2%
9:00	689	0	0	0	932	5.15%	100%	2.9%	5.1%	8.0%
10:00	528	0	0	0	714	3.95%	100%	5.1%	9.8%	14.8%
11:00	558	0	0	0	755	4.17%	100%	5.6%	5.0%	10.6%
12:00	690	0	0	0	934	5.16%	100%	4.3%	5.3%	9.5%
13:00	637	0	0	0	862	4.76%	100%	2.9%	3.7%	6.6%
14:00	698	0	0	0	944	5.22%	100%	5.6%	4.0%	9.7%
15:00	831	0	0	0	1,124	6.21%	100%	4.6%	5.8%	10.4%
16:00	1,163	0	0	0	1,574	8.69%	100%	3.2%	3.2%	6.4%
17:00	1,346	0	0	0	1,821	10.06%	100%	1.4%	1.8%	3.2%
18:00	1,223	0	0	0	1,655	9.14%	100%	0.3%	3.7%	4.0%
19:00	821	0	0	0	1,111	6.14%	100%	0.6%	3.4%	4.0%
20:00	563	0	0	0	762	4.21%	100%	0.0%	3.3%	3.3%
21:00	358	0	0	0	484	2.68%	100%	1.0%	3.3%	4.3%
22:00	230	0	0	0	311	1.72%	100%	1.9%	1.6%	3.5%
23:00	103	0	0	0	139	0.77%	100%	0.0%	6.5%	6.5%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
1:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
2:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
3:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
4:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
5:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
6:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
7:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
8:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
9:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
10:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
11:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
12:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
13:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
14:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
15:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
16:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
17:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
18:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
19:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
20:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
21:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
22:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39
23:00	45	41	n/a	n/a	n/a	n/a	n/a	n/a	45	39

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

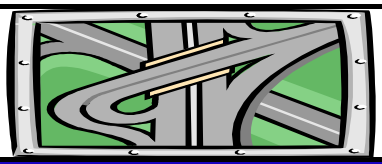
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,000

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	16	0	0	0	26	0.45%	52%	0.0%	0.0%	0.0%
1:00	10	0	0	0	16	0.28%	53%	0.0%	0.0%	0.0%
2:00	8	0	0	0	13	0.20%	57%	0.0%	12.5%	12.5%
3:00	15	0	0	0	24	0.33%	65%	0.0%	6.7%	6.7%
4:00	64	0	0	0	103	1.11%	84%	1.5%	1.5%	3.0%
5:00	198	0	0	0	316	3.30%	87%	0.5%	1.5%	2.0%
6:00	351	0	0	0	559	7.06%	72%	0.3%	1.7%	2.0%
7:00	361	0	0	0	575	7.80%	67%	1.7%	2.5%	4.2%
8:00	287	0	0	0	458	6.82%	61%	2.4%	7.7%	10.1%
9:00	197	0	0	0	314	5.38%	53%	2.0%	8.7%	10.7%
10:00	180	0	0	0	287	5.11%	51%	6.6%	14.9%	21.5%
11:00	157	0	0	0	251	4.65%	49%	7.0%	14.0%	21.0%
12:00	177	0	0	0	281	5.11%	50%	6.9%	10.3%	17.2%
13:00	160	0	0	0	255	4.94%	47%	3.1%	14.5%	17.6%
14:00	160	0	0	0	255	5.80%	40%	5.6%	14.9%	20.5%
15:00	192	0	0	0	305	7.50%	37%	5.8%	8.4%	14.2%
16:00	244	0	0	0	389	9.55%	37%	5.4%	7.4%	12.8%
17:00	237	0	0	0	377	9.02%	38%	1.7%	4.2%	5.9%
18:00	151	0	0	0	240	6.24%	35%	0.7%	2.6%	3.3%
19:00	84	0	0	0	134	3.58%	34%	1.2%	4.8%	6.0%
20:00	63	0	0	0	100	2.34%	39%	0.0%	0.0%	0.0%
21:00	55	0	0	0	88	1.81%	44%	1.8%	5.5%	7.3%
22:00	34	0	0	0	55	1.16%	43%	0.0%	2.9%	2.9%
23:00	13	0	0	0	21	0.46%	41%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

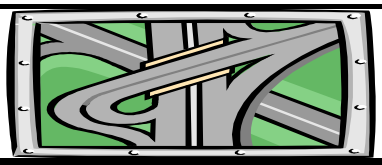
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,000

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	15	0	0	0	24	0.45%	48%	0.0%	0.0%	0.0%
1:00	9	0	0	0	14	0.28%	47%	0.0%	0.0%	0.0%
2:00	6	0	0	0	9	0.20%	43%	0.0%	0.0%	0.0%
3:00	8	0	0	0	13	0.33%	35%	12.5%	12.5%	25.0%
4:00	12	0	0	0	20	1.11%	16%	0.0%	8.3%	8.3%
5:00	30	0	0	0	47	3.30%	13%	3.4%	6.9%	10.3%
6:00	137	0	0	0	217	7.06%	28%	8.1%	7.4%	15.5%
7:00	178	0	0	0	283	7.80%	33%	8.5%	6.3%	14.8%
8:00	184	0	0	0	293	6.82%	39%	6.5%	14.6%	21.1%
9:00	175	0	0	0	278	5.38%	47%	9.1%	11.9%	21.0%
10:00	173	0	0	0	275	5.11%	49%	5.2%	15.1%	20.3%
11:00	164	0	0	0	261	4.65%	51%	6.7%	16.5%	23.2%
12:00	177	0	0	0	281	5.11%	50%	5.1%	11.2%	16.3%
13:00	181	0	0	0	288	4.94%	53%	3.8%	10.4%	14.2%
14:00	240	0	0	0	383	5.80%	60%	3.3%	8.3%	11.6%
15:00	326	0	0	0	520	7.50%	63%	3.4%	3.4%	6.8%
16:00	416	0	0	0	662	9.55%	63%	1.2%	1.7%	2.9%
17:00	386	0	0	0	615	9.02%	62%	1.0%	0.5%	1.5%
18:00	280	0	0	0	446	6.24%	65%	1.1%	1.1%	2.2%
19:00	163	0	0	0	260	3.58%	66%	0.6%	0.6%	1.2%
20:00	99	0	0	0	157	2.34%	61%	1.0%	0.0%	1.0%
21:00	70	0	0	0	111	1.81%	56%	1.4%	0.0%	1.4%
22:00	46	0	0	0	73	1.16%	57%	0.0%	0.0%	0.0%
23:00	19	0	0	0	30	0.46%	59%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	41	29
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

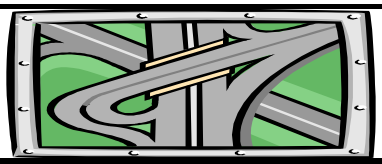
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,000

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	31	0	0	0	50	0.45%	100%	0.0%	0.0%	0.0%
1:00	19	0	0	0	31	0.28%	100%	0.0%	0.0%	0.0%
2:00	14	0	0	0	22	0.20%	100%	0.0%	7.1%	7.1%
3:00	23	0	0	0	36	0.33%	100%	4.4%	8.7%	13.1%
4:00	77	0	0	0	122	1.11%	100%	1.3%	2.6%	3.8%
5:00	228	0	0	0	363	3.30%	100%	0.9%	2.2%	3.1%
6:00	488	0	0	0	777	7.06%	100%	2.5%	3.3%	5.8%
7:00	539	0	0	0	858	7.80%	100%	3.9%	3.8%	7.7%
8:00	471	0	0	0	750	6.82%	100%	4.0%	10.4%	14.4%
9:00	372	0	0	0	592	5.38%	100%	5.3%	10.2%	15.5%
10:00	353	0	0	0	562	5.11%	100%	5.9%	15.0%	20.9%
11:00	321	0	0	0	512	4.65%	100%	6.8%	15.3%	22.1%
12:00	353	0	0	0	562	5.11%	100%	6.0%	10.8%	16.8%
13:00	341	0	0	0	543	4.94%	100%	3.5%	12.3%	15.8%
14:00	401	0	0	0	638	5.80%	100%	4.2%	10.9%	15.2%
15:00	518	0	0	0	825	7.50%	100%	4.3%	5.3%	9.5%
16:00	660	0	0	0	1,051	9.55%	100%	2.8%	3.8%	6.6%
17:00	623	0	0	0	992	9.02%	100%	1.3%	1.9%	3.2%
18:00	431	0	0	0	686	6.24%	100%	1.0%	1.6%	2.6%
19:00	247	0	0	0	394	3.58%	100%	0.8%	2.0%	2.8%
20:00	162	0	0	0	257	2.34%	100%	0.6%	0.0%	0.6%
21:00	125	0	0	0	199	1.81%	100%	1.6%	2.4%	4.0%
22:00	80	0	0	0	128	1.16%	100%	0.0%	1.2%	1.2%
23:00	32	0	0	0	51	0.46%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
1:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
2:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
3:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
4:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
5:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
6:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
7:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
8:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
9:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
10:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
11:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
12:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
13:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
14:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
15:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
16:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
17:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
18:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
19:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
20:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
21:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
22:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30
23:00	42	30	n/a	n/a	n/a	n/a	n/a	n/a	42	30

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

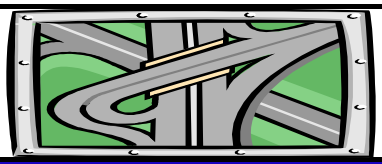
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	32,300

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	0	32	0.38%	26%	0.0%	0.0%	0.0%
1:00	16	0	0	0	25	0.24%	32%	10.0%	0.0%	10.0%
2:00	17	0	0	0	25	0.18%	44%	12.5%	12.5%	25.0%
3:00	37	0	0	0	55	0.25%	69%	5.6%	5.6%	11.1%
4:00	117	0	0	0	177	0.68%	81%	4.2%	3.7%	7.9%
5:00	544	0	0	0	825	2.91%	88%	3.5%	1.6%	5.2%
6:00	1,149	0	0	0	1,741	7.00%	77%	1.4%	2.2%	3.7%
7:00	1,224	0	0	0	1,854	7.52%	76%	2.3%	3.2%	5.4%
8:00	1,288 *	0	0	0	1,952	7.62%	79%	2.7%	4.6%	7.3%
9:00	1,002	0	0	0	1,518	6.11%	77%	2.8%	4.4%	7.2%
10:00	548	0	0	0	830	4.14%	62%	4.8%	9.7%	14.5%
11:00	441	0	0	0	669	3.90%	53%	4.2%	8.8%	13.1%
12:00	468	0	0	0	709	4.56%	48%	4.8%	9.4%	14.2%
13:00	491	0	0	0	744	4.87%	47%	4.8%	9.4%	14.2%
14:00	442	0	0	0	670	5.30%	39%	6.3%	13.0%	19.3%
15:00	484	0	0	0	734	6.76%	34%	7.0%	11.8%	18.8%
16:00	550	0	0	0	833	9.28%	28%	5.7%	5.1%	10.9%
17:00	483	0	0	0	732	9.08%	25%	3.2%	3.2%	6.3%
18:00	384	0	0	0	582	8.22%	22%	4.5%	2.7%	7.3%
19:00	225	0	0	0	341	4.17%	25%	2.3%	2.0%	4.3%
20:00	153	0	0	0	232	2.57%	28%	2.8%	2.8%	5.5%
21:00	125	0	0	0	190	2.16%	27%	0.5%	2.1%	2.7%
22:00	84	0	0	0	127	1.32%	30%	5.2%	3.0%	8.2%
23:00	41	0	0	0	62	0.81%	24%	1.8%	1.8%	3.5%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	23	22	n/a	n/a	n/a	n/a	n/a	n/a	56	53
7:00	10	10	n/a	n/a	n/a	n/a	n/a	n/a	47	45
8:00	5	5	n/a	n/a	n/a	n/a	n/a	n/a	34	32
9:00	30	28	n/a	n/a	n/a	n/a	n/a	n/a	58	55
10:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
16:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
17:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
18:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
19:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

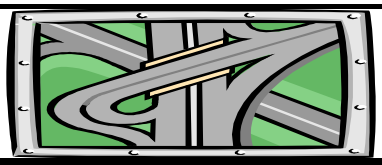
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	32,300

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	60	0	0	0	91	0.38%	74%	9.4%	12.5%	21.9%
1:00	35	0	0	0	53	0.24%	68%	5.9%	22.1%	27.9%
2:00	22	0	0	0	33	0.18%	56%	10.9%	14.3%	25.2%
3:00	17	0	0	0	25	0.25%	31%	5.3%	7.0%	12.3%
4:00	28	0	0	0	42	0.68%	19%	8.3%	7.6%	15.9%
5:00	76	0	0	0	115	2.91%	12%	8.9%	12.1%	21.1%
6:00	343	0	0	0	520	7.00%	23%	4.1%	12.9%	17.0%
7:00	379	0	0	0	575	7.52%	24%	7.7%	18.0%	25.7%
8:00	336	0	0	0	509	7.62%	21%	6.1%	12.4%	18.5%
9:00	301	0	0	0	456	6.11%	23%	4.8%	8.9%	13.7%
10:00	335	0	0	0	507	4.14%	38%	7.1%	10.0%	17.1%
11:00	390	0	0	0	591	3.90%	47%	5.8%	8.5%	14.3%
12:00	504	0	0	0	764	4.56%	52%	3.4%	5.5%	8.8%
13:00	547	0	0	0	829	4.87%	53%	3.7%	6.2%	9.9%
14:00	688	0	0	0	1,042	5.30%	61%	2.3%	4.1%	6.4%
15:00	957	0	0	0	1,450	6.76%	66%	2.1%	4.3%	6.3%
16:00	1,428 *	0	0	0	2,164	9.28%	72%	3.0%	4.7%	7.6%
17:00	1,452 *	0	0	0	2,201	9.08%	75%	3.6%	4.5%	8.1%
18:00	1,368 *	0	0	0	2,073	8.22%	78%	2.6%	3.0%	5.6%
19:00	664	0	0	0	1,006	4.17%	75%	2.0%	3.0%	5.0%
20:00	395	0	0	0	598	2.57%	72%	1.4%	2.0%	3.4%
21:00	335	0	0	0	508	2.16%	73%	1.2%	1.9%	3.2%
22:00	198	0	0	0	300	1.32%	70%	0.9%	0.7%	1.7%
23:00	132	0	0	0	199	0.81%	76%	2.3%	1.3%	3.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
8:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
9:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	60	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	41	37	n/a	n/a	n/a	n/a	n/a	n/a	60	57
16:00	5	5	n/a	n/a	n/a	n/a	n/a	n/a	18	17
17:00	5	5	n/a	n/a	n/a	n/a	n/a	n/a	14	14
18:00	5	5	n/a	n/a	n/a	n/a	n/a	n/a	31	30
19:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

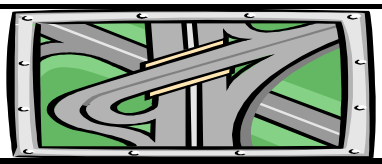
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	32,300

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	81	0	0	0	123	0.38%	100%	6.9%	9.3%	16.2%
1:00	51	0	0	0	78	0.24%	100%	7.2%	15.0%	22.2%
2:00	38	0	0	0	58	0.18%	100%	11.6%	13.5%	25.1%
3:00	53	0	0	0	81	0.25%	100%	5.5%	6.0%	11.5%
4:00	145	0	0	0	220	0.68%	100%	5.0%	4.4%	9.4%
5:00	620	0	0	0	940	2.91%	100%	4.2%	2.9%	7.1%
6:00	1,492	0	0	0	2,261	7.00%	100%	2.0%	4.7%	6.7%
7:00	1,603	0	0	0	2,429	7.52%	100%	3.6%	6.7%	10.2%
8:00	1,624	0	0	0	2,461	7.62%	100%	3.4%	6.2%	9.6%
9:00	1,302	0	0	0	1,974	6.11%	100%	3.2%	5.5%	8.7%
10:00	882	0	0	0	1,337	4.14%	100%	5.6%	9.8%	15.5%
11:00	831	0	0	0	1,260	3.90%	100%	5.0%	8.7%	13.6%
12:00	972	0	0	0	1,473	4.56%	100%	4.0%	7.4%	11.4%
13:00	1,038	0	0	0	1,573	4.87%	100%	4.2%	7.7%	11.9%
14:00	1,130	0	0	0	1,712	5.30%	100%	3.8%	7.6%	11.4%
15:00	1,441	0	0	0	2,183	6.76%	100%	3.7%	6.8%	10.5%
16:00	1,978	0	0	0	2,997	9.28%	100%	3.7%	4.8%	8.5%
17:00	1,935	0	0	0	2,933	9.08%	100%	3.5%	4.2%	7.6%
18:00	1,752	0	0	0	2,655	8.22%	100%	3.0%	2.9%	6.0%
19:00	889	0	0	0	1,347	4.17%	100%	2.1%	2.7%	4.8%
20:00	548	0	0	0	830	2.57%	100%	1.8%	2.2%	4.0%
21:00	460	0	0	0	698	2.16%	100%	1.0%	2.0%	3.0%
22:00	281	0	0	0	426	1.32%	100%	2.2%	1.4%	3.6%
23:00	173	0	0	0	262	0.81%	100%	2.2%	1.4%	3.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	32	30	n/a	n/a	n/a	n/a	n/a	n/a	57	54
7:00	22	21	n/a	n/a	n/a	n/a	n/a	n/a	51	48
8:00	17	16	n/a	n/a	n/a	n/a	n/a	n/a	40	38
9:00	38	35	n/a	n/a	n/a	n/a	n/a	n/a	59	56
10:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	61	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	47	44	n/a	n/a	n/a	n/a	n/a	n/a	60	57
16:00	18	17	n/a	n/a	n/a	n/a	n/a	n/a	30	28
17:00	16	15	n/a	n/a	n/a	n/a	n/a	n/a	26	25
18:00	16	15	n/a	n/a	n/a	n/a	n/a	n/a	38	36
19:00	61	56	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	62	57	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

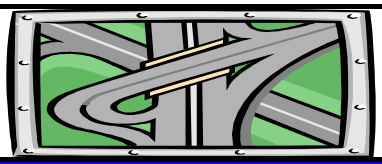
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,800

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	0	47	0.36%	56%	0.0%	0.0%	0.0%
1:00	20	0	0	0	24	0.17%	59%	0.0%	0.0%	0.0%
2:00	11	0	0	0	14	0.13%	44%	0.0%	13.3%	13.3%
3:00	13	0	0	0	15	0.17%	37%	0.0%	7.1%	7.1%
4:00	25	0	0	0	30	0.46%	27%	1.6%	1.6%	3.2%
5:00	115	0	0	0	136	2.05%	28%	0.5%	1.3%	1.8%
6:00	451	0	0	0	533	5.63%	40%	0.3%	1.4%	1.7%
7:00	824	0	0	0	975	8.27%	50%	1.3%	2.0%	3.3%
8:00	823	0	0	0	973	8.18%	50%	2.0%	6.3%	8.3%
9:00	617	0	0	0	730	6.20%	50%	1.9%	7.0%	8.9%
10:00	464	0	0	0	549	4.62%	50%	5.6%	12.3%	17.9%
11:00	477	0	0	0	565	4.71%	50%	5.7%	11.5%	17.2%
12:00	495	0	0	0	586	5.03%	49%	5.8%	8.5%	14.3%
13:00	489	0	0	0	578	4.80%	51%	2.3%	12.0%	14.3%
14:00	556	0	0	0	658	5.34%	52%	4.6%	12.2%	16.8%
15:00	791	0	0	0	936	7.41%	53%	4.7%	6.9%	11.6%
16:00	931	0	0	0	1,102	8.41%	55%	4.4%	6.1%	10.5%
17:00	1,029	0	0	0	1,218 *	9.19%	56%	1.6%	3.6%	5.2%
18:00	835	0	0	0	988	7.34%	57%	0.7%	2.4%	3.1%
19:00	491	0	0	0	582	4.44%	55%	1.3%	4.5%	5.8%
20:00	330	0	0	0	390	2.97%	55%	0.0%	0.0%	0.0%
21:00	214	0	0	0	253	2.12%	50%	1.9%	4.8%	6.7%
22:00	164	0	0	0	195	1.39%	59%	0.0%	3.1%	3.1%
23:00	64	0	0	0	76	0.61%	52%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
6:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
7:00	36	21	n/a	n/a	n/a	n/a	n/a	n/a	22	11
8:00	26	15	n/a	n/a	n/a	n/a	n/a	n/a	10	5
9:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	35	17
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	19
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	38	19
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	19
13:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	20
14:00	39	23	n/a	n/a	n/a	n/a	n/a	n/a	30	15
15:00	22	13	n/a	n/a	n/a	n/a	n/a	n/a	7	5
16:00	9	5	n/a	n/a	n/a	n/a	n/a	n/a	5	5
17:00	12	7	n/a	n/a	n/a	n/a	n/a	n/a	5	5
18:00	35	21	n/a	n/a	n/a	n/a	n/a	n/a	21	10
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

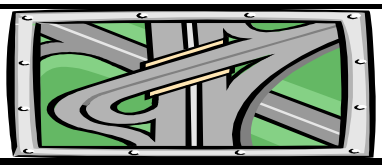
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,800

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	0	37	0.36%	44%	0.0%	0.0%	0.0%
1:00	14	0	0	0	17	0.17%	41%	0.0%	0.0%	0.0%
2:00	15	0	0	0	17	0.13%	56%	0.0%	0.0%	0.0%
3:00	22	0	0	0	26	0.17%	63%	14.3%	14.3%	28.6%
4:00	68	0	0	0	80	0.46%	73%	0.0%	9.1%	9.1%
5:00	298	0	0	0	353	2.05%	72%	3.8%	5.8%	9.6%
6:00	683	0	0	0	808	5.63%	60%	6.9%	6.1%	13.0%
7:00	840	0	0	0	994	8.27%	50%	6.9%	5.4%	12.3%
8:00	822	0	0	0	973	8.18%	50%	5.4%	12.3%	17.7%
9:00	629	0	0	0	745	6.20%	50%	7.6%	10.1%	17.7%
10:00	464	0	0	0	549	4.62%	50%	4.2%	12.6%	16.8%
11:00	470	0	0	0	556	4.71%	50%	5.8%	13.9%	19.7%
12:00	516	0	0	0	610	5.03%	51%	4.0%	9.3%	13.3%
13:00	477	0	0	0	564	4.80%	49%	3.4%	8.5%	11.9%
14:00	517	0	0	0	612	5.34%	48%	2.8%	6.9%	9.7%
15:00	699	0	0	0	827	7.41%	47%	2.9%	2.9%	5.8%
16:00	761	0	0	0	900	8.41%	45%	0.9%	1.5%	2.4%
17:00	819	0	0	0	969	9.19%	44%	0.9%	0.4%	1.3%
18:00	641	0	0	0	758	7.34%	43%	0.8%	0.8%	1.6%
19:00	402	0	0	0	475	4.44%	45%	0.7%	0.7%	1.4%
20:00	268	0	0	0	317	2.97%	45%	1.1%	0.0%	1.1%
21:00	212	0	0	0	251	2.12%	50%	1.6%	0.0%	1.6%
22:00	115	0	0	0	136	1.39%	41%	0.0%	0.0%	0.0%
23:00	59	0	0	0	70	0.61%	48%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
6:00	33	19	n/a	n/a	n/a	n/a	n/a	n/a	17	8
7:00	15	8	n/a	n/a	n/a	n/a	n/a	n/a	5	5
8:00	7	5	n/a	n/a	n/a	n/a	n/a	n/a	5	5
9:00	32	18	n/a	n/a	n/a	n/a	n/a	n/a	15	8
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	20
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	37	18
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	38	19
13:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	41	20
14:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	40	20
15:00	39	23	n/a	n/a	n/a	n/a	n/a	n/a	31	15
16:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	32	16
17:00	38	22	n/a	n/a	n/a	n/a	n/a	n/a	28	14
18:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	40	20
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

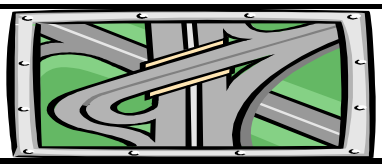
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,800

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	72	0	0	0	85	0.36%	100%	0.0%	0.0%	0.0%
1:00	34	0	0	0	40	0.17%	100%	0.0%	0.0%	0.0%
2:00	26	0	0	0	31	0.13%	100%	0.0%	5.9%	5.9%
3:00	35	0	0	0	41	0.17%	100%	9.0%	11.6%	20.6%
4:00	94	0	0	0	111	0.46%	100%	0.4%	7.1%	7.5%
5:00	413	0	0	0	489	2.05%	100%	2.9%	4.5%	7.4%
6:00	1,133	0	0	0	1,341	5.63%	100%	4.3%	4.2%	8.5%
7:00	1,664	0	0	0	1,969	8.27%	100%	4.1%	3.7%	7.8%
8:00	1,645	0	0	0	1,946	8.18%	100%	3.7%	9.3%	13.0%
9:00	1,247	0	0	0	1,475	6.20%	100%	4.8%	8.6%	13.3%
10:00	929	0	0	0	1,099	4.62%	100%	4.9%	12.5%	17.4%
11:00	947	0	0	0	1,121	4.71%	100%	5.7%	12.7%	18.4%
12:00	1,011	0	0	0	1,196	5.03%	100%	4.9%	8.9%	13.8%
13:00	965	0	0	0	1,142	4.80%	100%	2.8%	10.3%	13.1%
14:00	1,073	0	0	0	1,270	5.34%	100%	3.7%	9.6%	13.4%
15:00	1,491	0	0	0	1,764	7.41%	100%	3.9%	5.0%	8.9%
16:00	1,692	0	0	0	2,002	8.41%	100%	2.8%	4.0%	6.9%
17:00	1,848	0	0	0	2,187	9.19%	100%	1.3%	2.2%	3.5%
18:00	1,475	0	0	0	1,746	7.34%	100%	0.7%	1.7%	2.4%
19:00	893	0	0	0	1,057	4.44%	100%	1.0%	2.8%	3.8%
20:00	598	0	0	0	707	2.97%	100%	0.5%	0.0%	0.5%
21:00	426	0	0	0	504	2.12%	100%	1.8%	2.4%	4.2%
22:00	279	0	0	0	330	1.39%	100%	0.0%	1.8%	1.8%
23:00	123	0	0	0	146	0.61%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
1:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
2:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
3:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
4:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
5:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
6:00	37	21	n/a	n/a	n/a	n/a	n/a	n/a	27	13
7:00	25	15	n/a	n/a	n/a	n/a	n/a	n/a	13	6
8:00	17	10	n/a	n/a	n/a	n/a	n/a	n/a	6	3
9:00	36	21	n/a	n/a	n/a	n/a	n/a	n/a	25	12
10:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	19
11:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	38	19
12:00	41	24	n/a	n/a	n/a	n/a	n/a	n/a	39	19
13:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	40	20
14:00	40	23	n/a	n/a	n/a	n/a	n/a	n/a	35	17
15:00	30	18	n/a	n/a	n/a	n/a	n/a	n/a	18	9
16:00	23	13	n/a	n/a	n/a	n/a	n/a	n/a	15	8
17:00	23	14	n/a	n/a	n/a	n/a	n/a	n/a	14	7
18:00	38	22	n/a	n/a	n/a	n/a	n/a	n/a	29	15
19:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
20:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
21:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
22:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21
23:00	42	24	n/a	n/a	n/a	n/a	n/a	n/a	42	21

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

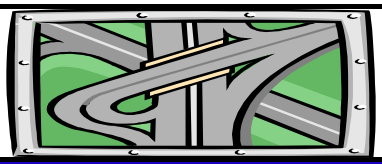
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road

0

Route	Loudoun County Parkway		
From	Route 606		
To	North of Route 606		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	30,500

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0 #	0 #	0 #	0	220	1.50%	48%	0.0%	0.0%	0.0%
1:00	0 #	0 #	0 #	0	95	1.00%	31%	3.6%	0.0%	3.6%
2:00	0 #	0 #	0 #	0	21	0.50%	14%	4.3%	4.3%	8.7%
3:00	0 #	0 #	0 #	0	26	0.50%	17%	4.4%	4.4%	8.8%
4:00	0 #	0 #	0 #	0	59	0.50%	39%	3.9%	2.2%	6.1%
5:00	0 #	0 #	0 #	0	343	1.50%	75%	2.7%	1.4%	4.1%
6:00	0 #	0 #	0 #	0	939	3.50%	88%	1.1%	1.8%	2.9%
7:00	0 #	0 #	0 #	0	1,745	6.50%	88%	1.8%	2.5%	4.3%
8:00	0 #	0 #	0 #	0	1,281	5.00%	84%	2.1%	3.6%	5.7%
9:00	0 #	0 #	0 #	0	1,068	5.00%	70%	2.2%	3.4%	5.6%
10:00	0 #	0 #	0 #	0	915	5.00%	60%	3.7%	7.6%	11.2%
11:00	0 #	0 #	0 #	0	763	5.00%	50%	3.1%	6.9%	10.1%
12:00	0 #	0 #	0 #	0	656	5.00%	43%	3.7%	7.4%	11.1%
13:00	0 #	0 #	0 #	0	773	6.50%	39%	3.7%	7.4%	11.1%
14:00	0 #	0 #	0 #	0	734	6.50%	37%	4.8%	10.1%	14.9%
15:00	0 #	0 #	0 #	0	790	7.00%	37%	5.5%	9.1%	14.6%
16:00	0 #	0 #	0 #	0	1,196	8.00%	49%	4.6%	3.9%	8.5%
17:00	0 #	0 #	0 #	0	1,244	8.50%	48%	2.5%	2.5%	5.0%
18:00	0 #	0 #	0 #	0	790	7.00%	37%	3.6%	2.1%	5.7%
19:00	0 #	0 #	0 #	0	366	5.00%	24%	2.1%	1.2%	3.3%
20:00	0 #	0 #	0 #	0	203	3.50%	19%	1.7%	1.7%	3.3%
21:00	0 #	0 #	0 #	0	146	3.00%	16%	0.6%	1.7%	2.3%
22:00	0 #	0 #	0 #	0	153	2.50%	20%	3.2%	2.4%	5.6%
23:00	0 #	0 #	0 #	0	98	2.00%	16%	1.9%	1.9%	3.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	55	52
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

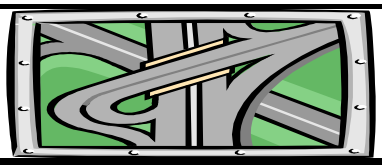
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road

0

Route	Loudoun County Parkway		
From	Route 606		
To	North of Route 606		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	30,500

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0 #	0 #	0 #	0	238	1.50%	52%	3.3%	10.0%	13.3%
1:00	0 #	0 #	0 #	0	210	1.00%	69%	4.7%	17.2%	21.9%
2:00	0 #	0 #	0 #	0	131	0.50%	86%	8.6%	10.8%	19.4%
3:00	0 #	0 #	0 #	0	127	0.50%	83%	4.1%	5.3%	9.5%
4:00	0 #	0 #	0 #	0	93	0.50%	61%	6.3%	6.0%	12.3%
5:00	0 #	0 #	0 #	0	114	1.50%	25%	6.8%	9.8%	16.7%
6:00	0 #	0 #	0 #	0	128	3.50%	12%	3.1%	9.7%	12.8%
7:00	0 #	0 #	0 #	0	238	6.50%	12%	6.3%	14.1%	20.4%
8:00	0 #	0 #	0 #	0	244	5.00%	16%	4.7%	9.8%	14.5%
9:00	0 #	0 #	0 #	0	458	5.00%	30%	3.7%	7.0%	10.7%
10:00	0 #	0 #	0 #	0	610	5.00%	40%	5.5%	7.9%	13.4%
11:00	0 #	0 #	0 #	0	763	5.00%	50%	4.6%	6.5%	11.2%
12:00	0 #	0 #	0 #	0	869	5.00%	57%	2.6%	4.2%	6.8%
13:00	0 #	0 #	0 #	0	1,209	6.50%	61%	2.8%	4.8%	7.6%
14:00	0 #	0 #	0 #	0	1,249	6.50%	63%	1.6%	3.1%	4.8%
15:00	0 #	0 #	0 #	0	1,345	7.00%	63%	1.6%	3.3%	4.9%
16:00	0 #	0 #	0 #	0	1,244	8.00%	51%	2.3%	3.6%	5.9%
17:00	0 #	0 #	0 #	0	1,348	8.50%	52%	2.7%	3.5%	6.2%
18:00	0 #	0 #	0 #	0	1,345	7.00%	63%	2.0%	2.3%	4.4%
19:00	0 #	0 #	0 #	0	1,159	5.00%	76%	1.6%	2.3%	4.0%
20:00	0 #	0 #	0 #	0	865	3.50%	81%	1.1%	1.5%	2.6%
21:00	0 #	0 #	0 #	0	769	3.00%	84%	0.9%	1.5%	2.4%
22:00	0 #	0 #	0 #	0	610	2.50%	80%	0.8%	0.6%	1.4%
23:00	0 #	0 #	0 #	0	512	2.00%	84%	1.4%	1.0%	2.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

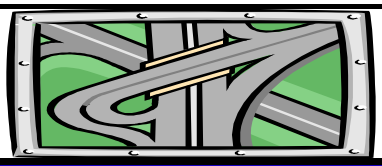
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road

0

Route	Loudoun County Parkway		
From	Route 606		
To	North of Route 606		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	30,500

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0 #	0 #	0 #	0	458	1.50%	100%	0.0%	0.0%	0.0%
1:00	0 #	0 #	0 #	0	305	1.00%	100%	0.0%	0.0%	0.0%
2:00	0 #	0 #	0 #	0	153	0.50%	100%	0.0%	0.0%	0.0%
3:00	0 #	0 #	0 #	0	153	0.50%	100%	0.0%	0.0%	0.0%
4:00	0 #	0 #	0 #	0	153	0.50%	100%	0.0%	0.0%	0.0%
5:00	0 #	0 #	0 #	0	458	1.50%	100%	0.0%	0.0%	0.0%
6:00	0 #	0 #	0 #	0	1,068	3.50%	100%	0.0%	0.0%	0.0%
7:00	0 #	0 #	0 #	0	1,983	6.50%	100%	0.0%	0.0%	0.0%
8:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
9:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
10:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
11:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
12:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
13:00	0 #	0 #	0 #	0	1,983	6.50%	100%	0.0%	0.0%	0.0%
14:00	0 #	0 #	0 #	0	1,983	6.50%	100%	0.0%	0.0%	0.0%
15:00	0 #	0 #	0 #	0	2,135	7.00%	100%	0.0%	0.0%	0.0%
16:00	0 #	0 #	0 #	0	2,440	8.00%	100%	0.0%	0.0%	0.0%
17:00	0 #	0 #	0 #	0	2,593	8.50%	100%	0.0%	0.0%	0.0%
18:00	0 #	0 #	0 #	0	2,135	7.00%	100%	0.0%	0.0%	0.0%
19:00	0 #	0 #	0 #	0	1,525	5.00%	100%	0.0%	0.0%	0.0%
20:00	0 #	0 #	0 #	0	1,068	3.50%	100%	0.0%	0.0%	0.0%
21:00	0 #	0 #	0 #	0	915	3.00%	100%	0.0%	0.0%	0.0%
22:00	0 #	0 #	0 #	0	763	2.50%	100%	0.0%	0.0%	0.0%
23:00	0 #	0 #	0 #	0	610	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	56	53
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	61	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

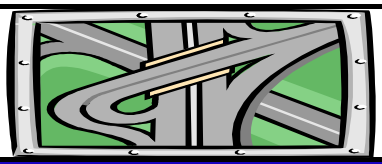
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	29,500

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	266	1.50%	60%	0.0%	16.0%	16.0%
1:00	0	0	0	0	195	1.00%	66%	0.0%	21.4%	21.4%
2:00	0	0	0	0	77	0.50%	52%	3.3%	10.0%	13.3%
3:00	0	0	0	0	80	0.50%	54%	7.5%	0.0%	7.5%
4:00	0	0	0	0	50	0.50%	34%	2.6%	2.1%	4.8%
5:00	0	0	0	0	106	1.50%	24%	1.9%	3.1%	4.9%
6:00	0	0	0	0	268	3.50%	26%	1.6%	2.6%	4.2%
7:00	0	0	0	0	767	6.50%	40%	3.7%	2.6%	6.3%
8:00	0	0	0	0	767	5.00%	52%	5.5%	3.4%	8.8%
9:00	0	0	0	0	856	5.00%	58%	4.5%	6.4%	10.9%
10:00	0	0	0	0	915	5.00%	62%	5.9%	6.2%	12.1%
11:00	0	0	0	0	915	5.00%	62%	4.5%	5.4%	9.9%
12:00	0	0	0	0	826	5.00%	56%	5.0%	5.2%	10.2%
13:00	0	0	0	0	1,074	6.50%	56%	5.4%	7.6%	13.1%
14:00	0	0	0	0	1,035	6.50%	54%	4.6%	8.5%	13.1%
15:00	0	0	0	0	1,115	7.00%	54%	5.2%	7.3%	12.5%
16:00	0	0	0	0	1,180	8.00%	50%	3.7%	4.2%	7.9%
17:00	0	0	0	0	1,254	8.50%	50%	3.0%	0.9%	3.9%
18:00	0	0	0	0	743	7.00%	36%	2.7%	3.6%	6.3%
19:00	0	0	0	0	590	5.00%	40%	1.6%	3.8%	5.4%
20:00	0	0	0	0	434	3.50%	42%	1.9%	1.9%	3.8%
21:00	0	0	0	0	407	3.00%	46%	0.0%	3.2%	3.2%
22:00	0	0	0	0	325	2.50%	44%	0.8%	0.8%	1.6%
23:00	0	0	0	0	319	2.00%	54%	0.0%	2.0%	2.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

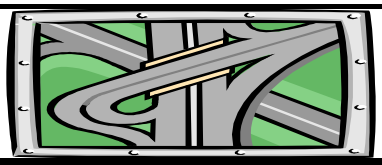
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	29,500

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	177	1.50%	40%	0.8%	0.8%	1.7%
1:00	0	0	0	0	100	1.00%	34%	1.2%	0.0%	1.2%
2:00	0	0	0	0	71	0.50%	48%	0.0%	6.4%	6.4%
3:00	0	0	0	0	68	0.50%	46%	10.3%	10.3%	20.7%
4:00	0	0	0	0	97	0.50%	66%	6.5%	21.7%	28.3%
5:00	0	0	0	0	336	1.50%	76%	11.9%	9.8%	21.7%
6:00	0	0	0	0	764	3.50%	74%	6.0%	10.8%	16.8%
7:00	0	0	0	0	1,151	6.50%	60%	8.9%	12.3%	21.2%
8:00	0	0	0	0	708	5.00%	48%	9.3%	12.4%	21.7%
9:00	0	0	0	0	620	5.00%	42%	5.4%	12.2%	17.6%
10:00	0	0	0	0	561	5.00%	38%	5.4%	11.7%	17.1%
11:00	0	0	0	0	561	5.00%	38%	5.4%	8.7%	14.2%
12:00	0	0	0	0	649	5.00%	44%	3.9%	10.1%	13.9%
13:00	0	0	0	0	844	6.50%	44%	3.9%	9.0%	13.0%
14:00	0	0	0	0	882	6.50%	46%	2.1%	7.0%	9.1%
15:00	0	0	0	0	950	7.00%	46%	2.7%	3.5%	6.3%
16:00	0	0	0	0	1,180	8.00%	50%	1.9%	2.5%	4.4%
17:00	0	0	0	0	1,254	8.50%	50%	0.8%	2.1%	3.0%
18:00	0	0	0	0	1,322	7.00%	64%	1.4%	0.9%	2.3%
19:00	0	0	0	0	885	5.00%	60%	0.6%	0.6%	1.2%
20:00	0	0	0	0	599	3.50%	58%	0.8%	0.8%	1.6%
21:00	0	0	0	0	478	3.00%	54%	0.5%	0.5%	1.0%
22:00	0	0	0	0	413	2.50%	56%	0.3%	0.8%	1.1%
23:00	0	0	0	0	271	2.00%	46%	0.6%	2.2%	2.8%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

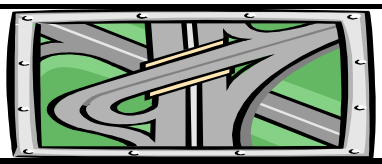
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	29,500

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	443	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	0	295	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	0	148	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	0	148	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	0	148	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	0	443	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	0	1,033	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	0	1,918	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	0	1,918	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	0	1,918	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	0	2,065	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	0	2,360	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	0	2,508	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	0	2,065	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	0	1,475	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	0	1,033	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	0	885	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	0	738	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	0	590	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	62	58

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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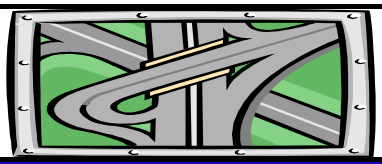
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,300

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	0	21	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	0	5	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	0	13	0.12%	45%	0.0%	0.0%	0.0%
3:00	4	0	0	0	21	0.12%	73%	0.0%	0.0%	0.0%
4:00	14	0	0	0	80	0.44%	79%	0.0%	11.1%	11.1%
5:00	48	0	0	0	279	1.41%	85%	2.9%	5.0%	7.9%
6:00	173	0	0	0	1,009	5.09%	85%	4.5%	2.8%	7.3%
7:00	435	0	0	0	2,533 *	12.35%	88%	2.3%	2.0%	4.3%
8:00	380	0	0	0	2,213	11.73%	81%	2.3%	2.1%	4.4%
9:00	144	0	0	0	838	5.14%	70%	1.7%	5.5%	7.1%
10:00	99	0	0	0	576	4.12%	60%	6.4%	7.9%	14.3%
11:00	106	0	0	0	617	4.90%	54%	3.7%	7.5%	11.2%
12:00	103	0	0	0	601	5.06%	51%	2.3%	3.8%	6.2%
13:00	86	0	0	0	500	4.67%	46%	0.0%	2.8%	2.8%
14:00	96	0	0	0	558	4.99%	48%	10.6%	5.1%	15.7%
15:00	100	0	0	0	583	5.56%	45%	4.0%	4.0%	8.0%
16:00	121	0	0	0	704	7.55%	40%	4.0%	3.3%	7.3%
17:00	128	0	0	0	744	8.19%	39%	0.0%	1.9%	1.9%
18:00	115	0	0	0	669	6.68%	43%	1.2%	2.1%	3.3%
19:00	86	0	0	0	504	4.80%	45%	1.6%	0.0%	1.6%
20:00	55	0	0	0	318	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	0	171	1.93%	38%	4.7%	5.2%	9.9%
22:00	14	0	0	0	80	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	0	39	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	52	43
1:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	52	42
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
3:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	52	42
4:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	52	42
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	52	43
6:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	11	11
8:00	45	45	n/a	n/a	n/a	n/a	n/a	n/a	19	16
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	48
10:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
11:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
12:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	48
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	48
14:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	48
15:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	52	48
16:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	48
18:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
20:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
21:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	46
22:00	40	40	n/a	n/a	n/a	n/a	n/a	n/a	52	45
23:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	52	44

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

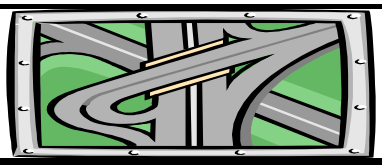
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,300

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	0	37	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	0	13	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	0	16	0.12%	55%	0.0%	25.0%	25.0%
3:00	1	0	0	0	8	0.12%	27%	0.0%	50.0%	50.0%
4:00	4	0	0	0	21	0.44%	21%	0.0%	19.0%	19.0%
5:00	8	0	0	0	49	1.41%	15%	8.2%	8.2%	16.3%
6:00	31	0	0	0	178	5.09%	15%	2.2%	16.5%	18.7%
7:00	59	0	0	0	345	12.35%	12%	8.7%	8.7%	17.5%
8:00	89	0	0	0	519	11.73%	19%	4.5%	8.7%	13.2%
9:00	62	0	0	0	359	5.14%	30%	3.9%	14.3%	18.3%
10:00	66	0	0	0	384	4.12%	40%	4.7%	13.4%	18.2%
11:00	90	0	0	0	525	4.90%	46%	2.1%	9.7%	11.7%
12:00	99	0	0	0	578	5.06%	49%	0.7%	6.4%	7.1%
13:00	101	0	0	0	587	4.67%	54%	0.5%	5.7%	6.2%
14:00	104	0	0	0	605	4.99%	52%	3.8%	3.8%	7.6%
15:00	122	0	0	0	713	5.56%	55%	1.9%	3.6%	5.6%
16:00	181	0	0	0	1,055	7.55%	60%	1.7%	0.3%	2.0%
17:00	200	0	0	0	1,164	8.19%	61%	0.3%	0.0%	0.3%
18:00	152	0	0	0	887	6.68%	57%	0.5%	0.0%	0.5%
19:00	106	0	0	0	615	4.80%	55%	0.5%	0.5%	1.0%
20:00	79	0	0	0	458	3.33%	59%	0.9%	0.0%	0.9%
21:00	48	0	0	0	279	1.93%	62%	0.0%	0.0%	0.0%
22:00	27	0	0	0	155	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	0	76	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
1:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	52	41
2:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
3:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	52	41
4:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
5:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	52	41
6:00	39	39	n/a	n/a	n/a	n/a	n/a	n/a	52	41
7:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	41
8:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
9:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	41
10:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
11:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
12:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
14:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
15:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
16:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
17:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	52	41
18:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
19:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
20:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
22:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	41
23:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	41

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

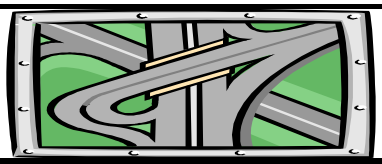
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	23,300

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	0	57	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	0	18	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	0	29	0.12%	100%	0.0%	13.8%	13.8%
3:00	5	0	0	0	29	0.12%	100%	0.0%	13.5%	13.5%
4:00	17	0	0	0	101	0.44%	100%	0.0%	12.8%	12.8%
5:00	56	0	0	0	328	1.41%	100%	3.7%	5.5%	9.2%
6:00	204	0	0	0	1,187	5.09%	100%	4.1%	4.8%	9.0%
7:00	494	0	0	0	2,878	12.35%	100%	3.1%	2.8%	5.9%
8:00	469	0	0	0	2,732	11.73%	100%	2.7%	3.3%	6.0%
9:00	205	0	0	0	1,197	5.14%	100%	2.3%	8.1%	10.5%
10:00	165	0	0	0	960	4.12%	100%	5.7%	10.1%	15.8%
11:00	196	0	0	0	1,142	4.90%	100%	3.0%	8.5%	11.5%
12:00	202	0	0	0	1,179	5.06%	100%	1.5%	5.1%	6.6%
13:00	187	0	0	0	1,088	4.67%	100%	0.3%	4.3%	4.6%
14:00	200	0	0	0	1,163	4.99%	100%	7.1%	4.4%	11.5%
15:00	222	0	0	0	1,296	5.56%	100%	2.9%	3.8%	6.6%
16:00	302	0	0	0	1,759	7.55%	100%	2.6%	1.5%	4.1%
17:00	327	0	0	0	1,907	8.19%	100%	0.2%	0.7%	0.9%
18:00	267	0	0	0	1,556	6.68%	100%	0.8%	0.9%	1.7%
19:00	192	0	0	0	1,119	4.80%	100%	1.0%	0.3%	1.3%
20:00	133	0	0	0	775	3.33%	100%	0.5%	0.0%	0.5%
21:00	77	0	0	0	450	1.93%	100%	1.8%	2.0%	3.8%
22:00	40	0	0	0	234	1.01%	100%	0.0%	0.0%	0.0%
23:00	20	0	0	0	114	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	42
1:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	41
2:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	43
3:00	37	37	n/a	n/a	n/a	n/a	n/a	n/a	52	41
4:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	52	41
5:00	38	38	n/a	n/a	n/a	n/a	n/a	n/a	52	42
6:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	46
7:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	16	14
8:00	44	44	n/a	n/a	n/a	n/a	n/a	n/a	25	21
9:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	46
10:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	44
11:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	44
12:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	45
13:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	44
14:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	44
15:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	44
16:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	43
17:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	43
18:00	43	43	n/a	n/a	n/a	n/a	n/a	n/a	52	43
19:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	43
20:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	43
21:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	43
22:00	41	41	n/a	n/a	n/a	n/a	n/a	n/a	52	42
23:00	42	42	n/a	n/a	n/a	n/a	n/a	n/a	52	42

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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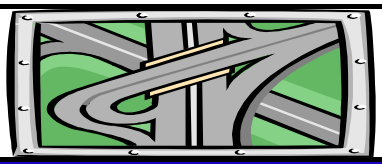
Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,300

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	0	10	0.18%	36%	0.0%	0.0%	0.0%
1:00	4	0	0	0	17	0.38%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	0	9	0.13%	45%	0.0%	0.0%	0.0%
3:00	5	0	0	0	20	0.18%	73%	0.0%	0.0%	0.0%
4:00	17	0	0	0	68	0.56%	79%	0.0%	9.4%	9.4%
5:00	82	0	0	0	320	2.46%	85%	2.7%	3.8%	6.6%
6:00	187	0	0	0	733	5.66%	85%	3.6%	2.6%	6.2%
7:00	310	0	0	0	1,215	9.02%	88%	2.0%	1.7%	3.7%
8:00	264	0	0	0	1,034	8.30%	81%	1.9%	1.6%	3.6%
9:00	169	0	0	0	661	6.15%	70%	1.3%	4.3%	5.6%
10:00	88	0	0	0	346	3.74%	60%	5.5%	6.3%	11.8%
11:00	94	0	0	0	368	4.48%	54%	3.0%	6.0%	8.9%
12:00	103	0	0	0	406	5.20%	51%	1.8%	3.0%	4.8%
13:00	73	0	0	0	285	4.02%	46%	0.0%	2.1%	2.1%
14:00	93	0	0	0	365	5.00%	48%	9.1%	4.7%	13.7%
15:00	97	0	0	0	379	5.56%	45%	3.2%	3.2%	6.3%
16:00	100	0	0	0	392	6.41%	40%	3.7%	2.6%	6.3%
17:00	115	0	0	0	451	7.61%	39%	0.0%	1.4%	1.4%
18:00	142	0	0	0	558	8.46%	43%	1.1%	1.6%	2.7%
19:00	115	0	0	0	450	6.56%	45%	1.5%	0.0%	1.5%
20:00	76	0	0	0	299	4.82%	41%	0.0%	0.0%	0.0%
21:00	43	0	0	0	170	2.92%	38%	4.4%	4.4%	8.8%
22:00	21	0	0	0	82	1.56%	34%	0.0%	0.0%	0.0%
23:00	8	0	0	0	32	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
1:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
2:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
3:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
4:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
5:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
6:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
7:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
8:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
9:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
10:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
11:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
12:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
13:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
14:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
15:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
16:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
17:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
18:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
19:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
20:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
21:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
22:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
23:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

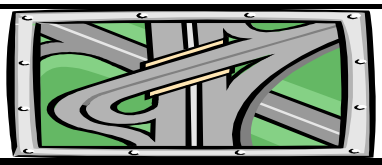
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,300

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	0	18	0.18%	64%	0.0%	0.0%	0.0%
1:00	11	0	0	0	42	0.38%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	0	11	0.13%	55%	0.0%	20.0%	20.0%
3:00	2	0	0	0	8	0.18%	27%	0.0%	40.0%	40.0%
4:00	4	0	0	0	18	0.56%	21%	0.0%	14.3%	14.3%
5:00	14	0	0	0	57	2.46%	15%	6.3%	6.3%	12.5%
6:00	34	0	0	0	133	5.66%	15%	1.7%	13.3%	15.0%
7:00	42	0	0	0	165	9.02%	12%	7.1%	7.1%	14.2%
8:00	60	0	0	0	236	8.30%	19%	3.6%	7.5%	11.1%
9:00	71	0	0	0	280	6.15%	30%	3.4%	12.0%	15.4%
10:00	58	0	0	0	226	3.74%	40%	3.6%	11.2%	14.9%
11:00	81	0	0	0	317	4.48%	46%	1.7%	8.1%	9.8%
12:00	99	0	0	0	390	5.20%	49%	0.5%	5.3%	5.8%
13:00	84	0	0	0	330	4.02%	54%	0.5%	4.7%	5.2%
14:00	102	0	0	0	400	5.00%	52%	3.0%	3.0%	6.0%
15:00	120	0	0	0	471	5.56%	55%	1.7%	3.0%	4.7%
16:00	150	0	0	0	589	6.41%	60%	1.3%	0.1%	1.4%
17:00	182	0	0	0	713	7.61%	61%	0.3%	0.0%	0.3%
18:00	188	0	0	0	736	8.46%	57%	0.3%	0.0%	0.3%
19:00	141	0	0	0	553	6.56%	55%	0.5%	0.5%	1.0%
20:00	112	0	0	0	438	4.82%	59%	0.7%	0.0%	0.7%
21:00	70	0	0	0	276	2.92%	62%	0.0%	0.0%	0.0%
22:00	40	0	0	0	156	1.56%	66%	0.0%	0.0%	0.0%
23:00	16	0	0	0	63	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
1:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
2:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
3:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
4:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
5:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
6:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
7:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
8:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
9:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
10:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
11:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
12:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
13:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
14:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
15:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
16:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
17:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
18:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
19:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
20:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
21:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
22:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
23:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

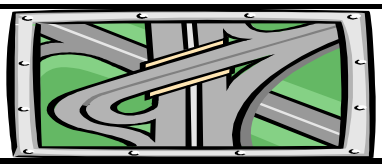
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	15,300

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	7	0	0	0	28	0.18%	100%	0.0%	0.0%	0.0%
1:00	15	0	0	0	58	0.38%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	0	20	0.13%	100%	0.0%	10.9%	10.9%
3:00	7	0	0	0	28	0.18%	100%	0.0%	10.9%	10.9%
4:00	22	0	0	0	86	0.56%	100%	0.0%	10.4%	10.4%
5:00	96	0	0	0	376	2.46%	100%	3.3%	4.2%	7.5%
6:00	221	0	0	0	866	5.66%	100%	3.3%	4.2%	7.6%
7:00	352	0	0	0	1,380	9.02%	100%	2.6%	2.4%	5.0%
8:00	324	0	0	0	1,270	8.30%	100%	2.2%	2.7%	5.0%
9:00	240	0	0	0	941	6.15%	100%	1.9%	6.6%	8.5%
10:00	146	0	0	0	572	3.74%	100%	4.8%	8.3%	13.0%
11:00	175	0	0	0	685	4.48%	100%	2.4%	6.9%	9.3%
12:00	203	0	0	0	796	5.20%	100%	1.2%	4.1%	5.3%
13:00	157	0	0	0	615	4.02%	100%	0.3%	3.5%	3.8%
14:00	195	0	0	0	765	5.00%	100%	5.9%	3.8%	9.7%
15:00	217	0	0	0	851	5.56%	100%	2.4%	3.1%	5.4%
16:00	250	0	0	0	981	6.41%	100%	2.3%	1.1%	3.4%
17:00	297	0	0	0	1,164	7.61%	100%	0.2%	0.6%	0.7%
18:00	330	0	0	0	1,294	8.46%	100%	0.7%	0.7%	1.4%
19:00	256	0	0	0	1,004	6.56%	100%	1.0%	0.3%	1.2%
20:00	188	0	0	0	737	4.82%	100%	0.4%	0.0%	0.4%
21:00	114	0	0	0	447	2.92%	100%	1.7%	1.7%	3.4%
22:00	61	0	0	0	239	1.56%	100%	0.0%	0.0%	0.0%
23:00	24	0	0	0	95	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
1:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
2:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
3:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
4:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
5:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
6:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
7:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
8:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
9:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
10:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
11:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
12:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
13:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
14:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
15:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
16:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
17:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
18:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
19:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
20:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
21:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
22:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41
23:00	52	36	n/a	n/a	n/a	n/a	n/a	n/a	52	41

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

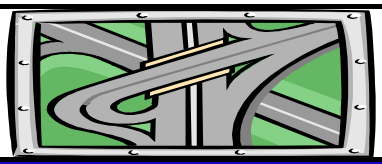
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,200

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	7	0.18%	36%	0.0%	0.0%	0.0%
1:00	0	0	0	0	12	0.38%	29%	0.0%	0.0%	0.0%
2:00	0	0	0	0	7	0.13%	45%	0.0%	0.0%	0.0%
3:00	0	0	0	0	15	0.18%	73%	0.0%	0.0%	0.0%
4:00	0	0	0	0	50	0.56%	79%	0.0%	5.1%	5.1%
5:00	0	0	0	0	234	2.46%	85%	1.5%	5.2%	6.7%
6:00	0	0	0	0	537	5.66%	85%	3.9%	2.3%	6.2%
7:00	0	0	0	0	890	9.02%	88%	2.0%	1.6%	3.6%
8:00	0	0	0	0	757	8.30%	81%	2.0%	1.7%	3.6%
9:00	0	0	0	0	484	6.15%	70%	1.7%	4.5%	6.2%
10:00	0	0	0	0	253	3.74%	60%	5.0%	6.5%	11.5%
11:00	0	0	0	0	270	4.48%	54%	3.1%	6.1%	9.2%
12:00	0	0	0	0	297	5.20%	51%	2.4%	3.1%	5.5%
13:00	0	0	0	0	209	4.02%	46%	0.0%	2.9%	2.9%
14:00	0	0	0	0	267	5.00%	48%	9.0%	4.1%	13.2%
15:00	0	0	0	0	278	5.56%	45%	3.2%	3.2%	6.5%
16:00	0	0	0	0	287	6.41%	40%	3.6%	2.7%	6.2%
17:00	0	0	0	0	330	7.61%	39%	0.0%	2.0%	2.0%
18:00	0	0	0	0	409	8.46%	43%	0.6%	2.2%	2.8%
19:00	0	0	0	0	330	6.56%	45%	0.8%	0.0%	0.8%
20:00	0	0	0	0	219	4.82%	41%	0.0%	0.0%	0.0%
21:00	0	0	0	0	125	2.92%	38%	2.4%	2.4%	4.8%
22:00	0	0	0	0	60	1.56%	34%	0.0%	0.0%	0.0%
23:00	0	0	0	0	24	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

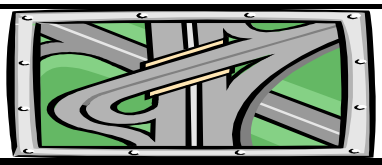
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,200

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	13	0.18%	64%	0.0%	0.0%	0.0%
1:00	0	0	0	0	30	0.38%	71%	0.0%	0.0%	0.0%
2:00	0	0	0	0	8	0.13%	55%	0.0%	12.5%	12.5%
3:00	0	0	0	0	5	0.18%	27%	0.0%	25.0%	25.0%
4:00	0	0	0	0	13	0.56%	21%	0.0%	10.0%	10.0%
5:00	0	0	0	0	42	2.46%	15%	4.2%	4.2%	8.3%
6:00	0	0	0	0	97	5.66%	15%	1.1%	13.6%	14.8%
7:00	0	0	0	0	121	9.02%	12%	7.3%	7.3%	14.5%
8:00	0	0	0	0	173	8.30%	19%	4.1%	7.4%	11.5%
9:00	0	0	0	0	205	6.15%	30%	3.5%	11.7%	15.2%
10:00	0	0	0	0	166	3.74%	40%	3.8%	11.5%	15.3%
11:00	0	0	0	0	232	4.48%	46%	2.0%	8.3%	10.2%
12:00	0	0	0	0	285	5.20%	49%	0.4%	5.4%	5.8%
13:00	0	0	0	0	241	4.02%	54%	0.4%	4.6%	5.0%
14:00	0	0	0	0	293	5.00%	52%	3.4%	3.1%	6.5%
15:00	0	0	0	0	345	5.56%	55%	1.7%	3.2%	4.9%
16:00	0	0	0	0	431	6.41%	60%	1.4%	0.2%	1.6%
17:00	0	0	0	0	522	7.61%	61%	0.2%	0.0%	0.2%
18:00	0	0	0	0	539	8.46%	57%	0.2%	0.0%	0.2%
19:00	0	0	0	0	405	6.56%	55%	0.3%	0.3%	0.7%
20:00	0	0	0	0	321	4.82%	59%	0.5%	0.0%	0.5%
21:00	0	0	0	0	202	2.92%	62%	0.0%	0.0%	0.0%
22:00	0	0	0	0	115	1.56%	66%	0.0%	0.0%	0.0%
23:00	0	0	0	0	46	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

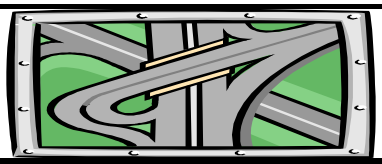
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	0	11,200

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	0	20	0.18%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	0	43	0.38%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	0	15	0.13%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	0	20	0.18%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	0	63	0.56%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	0	276	2.46%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	0	634	5.66%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	0	1,010	9.02%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	0	930	8.30%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	0	689	6.15%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	0	419	3.74%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	0	502	4.48%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	0	582	5.20%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	0	450	4.02%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	0	560	5.00%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	0	623	5.56%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	0	718	6.41%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	0	852	7.61%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	0	948	8.46%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	0	735	6.56%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	0	540	4.82%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	0	327	2.92%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	0	175	1.56%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	0	69	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
1:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
2:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
3:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
4:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
5:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
6:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
7:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
8:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
9:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
10:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
11:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
12:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
13:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
14:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
15:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
16:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
17:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
18:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
19:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
20:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
21:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
22:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47
23:00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	52	47

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

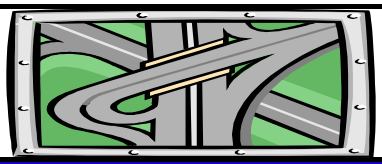
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 from Fleetwood Road to Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	Fleetwood Road (Route 616)		
To	Northstar Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,000	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	11	0	0	24	0	0.13%	55%	0.0%	16.7%	16.7%
1:00	6	0	0	13	0	0.16%	24%	0.0%	69.2%	69.2%
2:00	18	0	0	39	0	0.40%	29%	10.3%	10.3%	20.6%
3:00	48	0	0	103	0	1.00%	31%	8.9%	8.9%	17.8%
4:00	139	0	0	298	0	1.88%	48%	4.3%	6.6%	10.9%
5:00	521	0	0	1,119	0	4.40%	77%	1.8%	1.8%	3.6%
6:00	998	0	0	2,145	0	7.39%	88%	1.8%	2.2%	4.0%
7:00	1,123	0	0	2,414	0	8.22%	89%	3.4%	2.9%	6.3%
8:00	837	0	0	1,800	0	6.57%	83%	5.4%	3.6%	9.0%
9:00	523	0	0	1,123	0	5.08%	67%	5.6%	7.3%	12.9%
10:00	374	0	0	803	0	4.59%	53%	6.1%	8.4%	14.5%
11:00	354	0	0	761	0	5.13%	45%	8.2%	8.7%	16.9%
12:00	306	0	0	658	0	5.70%	35%	7.1%	6.3%	13.4%
13:00	305	0	0	656	0	6.41%	31%	3.8%	12.0%	15.8%
14:00	288	0	0	620	0	6.26%	30%	5.5%	5.3%	10.8%
15:00	298	0	0	640	0	5.88%	33%	8.4%	4.5%	12.9%
16:00	311	0	0	669	0	5.07%	40%	7.8%	3.6%	11.4%
17:00	299	0	0	643	0	4.75%	41%	3.9%	0.6%	4.5%
18:00	239	0	0	514	0	5.02%	31%	6.7%	3.1%	9.8%
19:00	146	0	0	314	0	5.02%	19%	2.8%	0.0%	2.8%
20:00	105	0	0	227	0	4.29%	16%	1.8%	4.0%	5.8%
21:00	71	0	0	153	0	3.32%	14%	2.7%	0.0%	2.7%
22:00	46	0	0	99	0	2.15%	14%	0.0%	4.0%	4.0%
23:00	23	0	0	50	0	1.17%	13%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	49	45	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	32	30	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	51	47	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

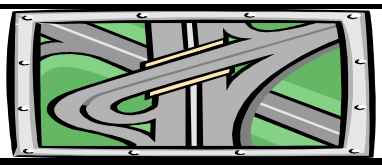
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 from Fleetwood Road to Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	Fleetwood Road (Route 616)		
To	Northstar Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,000	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	9	0	0	19	0	0.13%	45%	21.1%	0.0%	21.1%
1:00	19	0	0	41	0	0.16%	76%	0.0%	26.8%	26.8%
2:00	44	0	0	95	0	0.40%	71%	4.2%	33.7%	37.9%
3:00	106	0	0	228	0	1.00%	69%	8.7%	10.4%	19.1%
4:00	150	0	0	323	0	1.88%	52%	14.1%	14.1%	28.2%
5:00	155	0	0	334	0	4.40%	23%	7.2%	10.5%	17.7%
6:00	136	0	0	292	0	7.39%	12%	6.7%	17.4%	24.1%
7:00	139	0	0	298	0	8.22%	11%	6.5%	18.1%	24.6%
8:00	172	0	0	369	0	6.57%	17%	6.5%	18.6%	25.1%
9:00	257	0	0	553	0	5.08%	33%	5.7%	9.3%	15.0%
10:00	331	0	0	712	0	4.59%	47%	7.2%	8.8%	16.0%
11:00	433	0	0	930	0	5.13%	55%	6.8%	6.5%	13.3%
12:00	569	0	0	1,222	0	5.70%	65%	5.7%	6.3%	12.0%
13:00	679	0	0	1,459	0	6.41%	69%	4.3%	4.1%	8.4%
14:00	673	0	0	1,446	0	6.26%	70%	1.9%	5.1%	7.0%
15:00	604	0	0	1,299	0	5.88%	67%	1.5%	3.0%	4.5%
16:00	467	0	0	1,003	0	5.07%	60%	1.1%	2.4%	3.5%
17:00	431	0	0	926	0	4.75%	59%	4.8%	3.0%	7.8%
18:00	532	0	0	1,143	0	5.02%	69%	4.2%	2.1%	6.3%
19:00	624	0	0	1,341	0	5.02%	81%	3.4%	0.8%	4.2%
20:00	554	0	0	1,190	0	4.29%	84%	0.6%	2.0%	2.6%
21:00	439	0	0	943	0	3.32%	86%	1.2%	0.7%	1.9%
22:00	284	0	0	610	0	2.15%	86%	0.7%	1.2%	1.9%
23:00	157	0	0	337	0	1.17%	87%	2.1%	1.2%	3.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

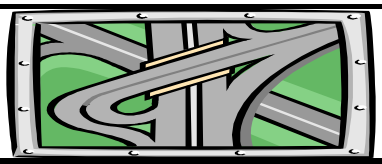
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 from Fleetwood Road to Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	Fleetwood Road (Route 616)		
To	Northstar Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	43	0	0.13%	100%	9.5%	9.2%	18.7%
1:00	25	0	0	54	0	0.16%	100%	0.0%	37.0%	37.0%
2:00	62	0	0	133	0	0.40%	100%	6.0%	26.9%	32.9%
3:00	154	0	0	331	0	1.00%	100%	8.8%	9.9%	18.7%
4:00	289	0	0	621	0	1.88%	100%	9.4%	10.5%	19.9%
5:00	676	0	0	1,453	0	4.40%	100%	3.0%	3.8%	6.8%
6:00	1,134	0	0	2,437	0	7.39%	100%	2.4%	4.0%	6.4%
7:00	1,262	0	0	2,713	0	8.22%	100%	3.7%	4.6%	8.3%
8:00	1,009	0	0	2,169	0	6.57%	100%	5.6%	6.2%	11.7%
9:00	780	0	0	1,677	0	5.08%	100%	5.6%	8.0%	13.6%
10:00	705	0	0	1,515	0	4.59%	100%	6.6%	8.6%	15.2%
11:00	787	0	0	1,692	0	5.13%	100%	7.4%	7.5%	14.9%
12:00	875	0	0	1,881	0	5.70%	100%	6.2%	6.3%	12.5%
13:00	984	0	0	2,115	0	6.41%	100%	4.1%	6.5%	10.7%
14:00	961	0	0	2,066	0	6.26%	100%	3.0%	5.2%	8.1%
15:00	902	0	0	1,939	0	5.88%	100%	3.8%	3.5%	7.3%
16:00	778	0	0	1,672	0	5.07%	100%	3.8%	2.9%	6.7%
17:00	730	0	0	1,569	0	4.75%	100%	4.4%	2.0%	6.4%
18:00	771	0	0	1,657	0	5.02%	100%	5.0%	2.4%	7.4%
19:00	770	0	0	1,655	0	5.02%	100%	3.3%	0.6%	3.9%
20:00	659	0	0	1,416	0	4.29%	100%	0.8%	2.3%	3.1%
21:00	510	0	0	1,096	0	3.32%	100%	1.4%	0.6%	2.0%
22:00	330	0	0	709	0	2.15%	100%	0.6%	1.6%	2.2%
23:00	180	0	0	387	0	1.17%	100%	1.8%	1.0%	2.9%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	50	46	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	35	32	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	52	48	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

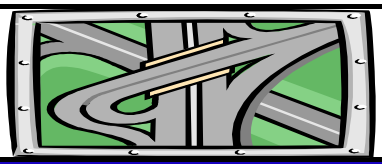
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Northstar Boulevard to Gum Spring Road

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Boulevard		
To	Gum Spring Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	32,200	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	28	0	0.49%	18%	0.0%	13.0%	13.0%
1:00	13	0	0	16	0	0.33%	15%	0.0%	15.4%	15.4%
2:00	27	0	0	33	0	0.26%	39%	3.7%	7.4%	11.1%
3:00	48	0	0	58	0	0.28%	65%	6.3%	0.0%	6.3%
4:00	170	0	0	205	0	0.80%	80%	2.3%	1.8%	4.1%
5:00	625	0	0	752	0	3.16%	74%	1.4%	2.4%	3.8%
6:00	1,213	0	0	1,461	0	6.48%	70%	1.2%	1.9%	3.1%
7:00	1,237	0	0	1,490	0	7.12%	65%	2.8%	1.9%	4.7%
8:00	952	0	0	1,146	0	5.83%	61%	4.1%	2.5%	6.6%
9:00	685	0	0	825	0	4.57%	56%	3.4%	4.8%	8.2%
10:00	567	0	0	683	0	4.16%	51%	4.4%	4.6%	9.0%
11:00	481	0	0	579	0	4.19%	43%	3.3%	4.1%	7.4%
12:00	543	0	0	654	0	4.72%	43%	3.9%	3.9%	7.8%
13:00	481	0	0	580	0	4.74%	38%	4.1%	5.8%	9.9%
14:00	512	0	0	616	0	5.80%	33%	3.5%	6.4%	9.9%
15:00	504	0	0	606	0	7.53%	25%	3.9%	5.5%	9.4%
16:00	522	0	0	629	0	8.88%	22%	2.9%	3.1%	6.0%
17:00	483	0	0	582	0	9.03%	20%	2.3%	0.8%	3.1%
18:00	441	0	0	531	0	8.25%	20%	2.1%	2.8%	4.9%
19:00	281	0	0	339	0	5.26%	20%	1.4%	2.8%	4.2%
20:00	188	0	0	226	0	3.19%	22%	1.6%	1.6%	3.2%
21:00	140	0	0	169	0	2.50%	21%	0.0%	2.8%	2.8%
22:00	115	0	0	139	0	1.66%	26%	0.9%	0.9%	1.8%
23:00	46	0	0	55	0	0.77%	22%	0.0%	2.2%	2.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	51	42	n/a	n/a
1:00	48	48	n/a	n/a	n/a	n/a	55	46	n/a	n/a
2:00	46	46	n/a	n/a	n/a	n/a	53	44	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	50	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
5:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	51	42	n/a	n/a
7:00	40	40	n/a	n/a	n/a	n/a	47	38	n/a	n/a
8:00	40	40	n/a	n/a	n/a	n/a	47	38	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	44	35	n/a	n/a
10:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
11:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
12:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
13:00	38	38	n/a	n/a	n/a	n/a	45	36	n/a	n/a
14:00	38	38	n/a	n/a	n/a	n/a	45	36	n/a	n/a
15:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
16:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
17:00	38	38	n/a	n/a	n/a	n/a	45	36	n/a	n/a
18:00	39	39	n/a	n/a	n/a	n/a	46	37	n/a	n/a
19:00	40	40	n/a	n/a	n/a	n/a	48	39	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	49	40	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	49	40	n/a	n/a
22:00	42	42	n/a	n/a	n/a	n/a	49	40	n/a	n/a
23:00	45	45	n/a	n/a	n/a	n/a	53	44	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

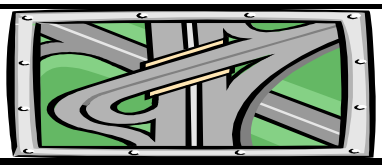
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Northstar Boulevard to Gum Spring Road

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Boulevard		
To	Gum Spring Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	32,200	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	128	0	0.49%	82%	0.9%	0.9%	1.8%
1:00	74	0	0	89	0	0.33%	85%	1.4%	0.0%	1.4%
2:00	43	0	0	51	0	0.26%	61%	0.0%	4.7%	4.7%
3:00	26	0	0	31	0	0.28%	35%	7.7%	7.7%	15.4%
4:00	43	0	0	51	0	0.80%	20%	4.8%	14.3%	19.1%
5:00	219	0	0	264	0	3.16%	26%	8.6%	6.8%	15.4%
6:00	520	0	0	626	0	6.48%	30%	4.3%	7.8%	12.1%
7:00	666	0	0	802	0	7.12%	35%	6.3%	8.8%	15.1%
8:00	608	0	0	733	0	5.83%	39%	6.7%	8.8%	15.5%
9:00	538	0	0	648	0	4.57%	44%	3.9%	8.7%	12.6%
10:00	545	0	0	656	0	4.16%	49%	3.9%	8.3%	12.2%
11:00	638	0	0	768	0	4.19%	57%	3.8%	6.3%	10.1%
12:00	720	0	0	867	0	4.72%	57%	2.8%	7.1%	9.9%
13:00	786	0	0	946	0	4.74%	62%	2.8%	6.5%	9.3%
14:00	1,039	0	0	1,251	0	5.80%	67%	1.5%	5.0%	6.5%
15:00	1,511	0	0	1,819	0	7.53%	75%	1.9%	2.5%	4.4%
16:00	1,852	0	0	2,230	0	8.88%	78%	1.3%	1.8%	3.1%
17:00	1,932	0	0	2,327	0	9.03%	80%	0.6%	1.5%	2.1%
18:00	1,764	0	0	2,124	0	8.25%	80%	1.0%	0.6%	1.6%
19:00	1,126	0	0	1,356	0	5.26%	80%	0.5%	0.4%	0.9%
20:00	665	0	0	801	0	3.19%	78%	0.5%	0.6%	1.1%
21:00	529	0	0	636	0	2.50%	79%	0.4%	0.4%	0.8%
22:00	329	0	0	396	0	1.66%	74%	0.3%	0.6%	0.9%
23:00	161	0	0	194	0	0.77%	78%	0.6%	1.9%	2.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	58	58	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	58	58	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	53	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	53	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
6:00	51	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	49	49	n/a	n/a	n/a	n/a	55	47	n/a	n/a
8:00	49	49	n/a	n/a	n/a	n/a	55	48	n/a	n/a
9:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	55	47	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	55	48	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	55	46	n/a	n/a
16:00	47	47	n/a	n/a	n/a	n/a	48	40	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	45	37	n/a	n/a
18:00	47	47	n/a	n/a	n/a	n/a	52	43	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	55	50	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	55	53	n/a	n/a
21:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
22:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
23:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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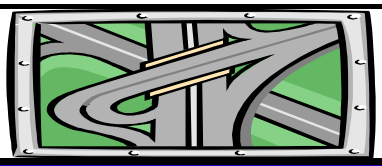
Ver. 2012-10

US 50, east of Northstar Boulevard to Gum Spring Road

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Boulevard		
To	Gum Spring Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	32,200	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	157	0	0.49%	100%	0.7%	3.1%	3.8%
1:00	87	0	0	105	0	0.33%	100%	1.2%	2.3%	3.5%
2:00	70	0	0	84	0	0.26%	100%	1.4%	5.8%	7.2%
3:00	74	0	0	89	0	0.28%	100%	6.8%	2.7%	9.5%
4:00	213	0	0	257	0	0.80%	100%	2.8%	4.3%	7.1%
5:00	844	0	0	1,016	0	3.16%	100%	3.3%	3.5%	6.8%
6:00	1,733	0	0	2,087	0	6.48%	100%	2.1%	3.7%	5.8%
7:00	1,903	0	0	2,292	0	7.12%	100%	4.0%	4.3%	8.3%
8:00	1,560	0	0	1,879	0	5.83%	100%	5.1%	5.0%	10.1%
9:00	1,223	0	0	1,473	0	4.57%	100%	3.6%	6.5%	10.1%
10:00	1,112	0	0	1,339	0	4.16%	100%	4.2%	6.4%	10.6%
11:00	1,119	0	0	1,348	0	4.19%	100%	3.6%	5.4%	8.9%
12:00	1,263	0	0	1,521	0	4.72%	100%	3.3%	5.7%	9.0%
13:00	1,267	0	0	1,526	0	4.74%	100%	3.3%	6.2%	9.5%
14:00	1,551	0	0	1,868	0	5.80%	100%	2.2%	5.5%	7.6%
15:00	2,014	0	0	2,426	0	7.53%	100%	2.4%	3.3%	5.7%
16:00	2,374	0	0	2,859	0	8.88%	100%	1.7%	2.1%	3.7%
17:00	2,415	0	0	2,908	0	9.03%	100%	0.9%	1.4%	2.3%
18:00	2,205	0	0	2,656	0	8.25%	100%	1.2%	1.0%	2.3%
19:00	1,407	0	0	1,694	0	5.26%	100%	0.7%	0.9%	1.6%
20:00	853	0	0	1,027	0	3.19%	100%	0.7%	0.8%	1.6%
21:00	669	0	0	806	0	2.50%	100%	0.3%	0.9%	1.2%
22:00	444	0	0	535	0	1.66%	100%	0.5%	0.7%	1.1%
23:00	207	0	0	249	0	0.77%	100%	0.5%	2.0%	2.4%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	54	53	n/a	n/a
1:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	54	51	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	55	49	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	52	44	n/a	n/a
7:00	43	43	n/a	n/a	n/a	n/a	50	41	n/a	n/a
8:00	43	43	n/a	n/a	n/a	n/a	50	42	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	49	41	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	50	42	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	51	43	n/a	n/a
12:00	45	45	n/a	n/a	n/a	n/a	51	43	n/a	n/a
13:00	46	46	n/a	n/a	n/a	n/a	51	44	n/a	n/a
14:00	46	46	n/a	n/a	n/a	n/a	52	44	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	53	44	n/a	n/a
16:00	45	45	n/a	n/a	n/a	n/a	48	40	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	45	37	n/a	n/a
18:00	46	46	n/a	n/a	n/a	n/a	51	42	n/a	n/a
19:00	50	50	n/a	n/a	n/a	n/a	54	48	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	54	51	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	54	51	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	54	51	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	54	52	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	45,900	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	40	0	0.49%	18%	0.0%	13.0%	13.0%
1:00	13	0	0	22	0	0.33%	15%	0.0%	15.4%	15.4%
2:00	27	0	0	47	0	0.26%	39%	3.7%	7.4%	11.1%
3:00	48	0	0	83	0	0.28%	65%	6.3%	0.0%	6.3%
4:00	170	0	0	293	0	0.80%	80%	2.3%	1.8%	4.1%
5:00	625	0	0	1,072	0	3.16%	74%	1.4%	2.4%	3.8%
6:00	1,213	0	0	2,083	0	6.48%	70%	1.2%	1.9%	3.1%
7:00	1,237	0	0	2,123	0	7.12%	65%	2.8%	1.9%	4.7%
8:00	952	0	0	1,634	0	5.83%	61%	4.1%	2.5%	6.6%
9:00	685	0	0	1,176	0	4.57%	56%	3.4%	4.8%	8.2%
10:00	567	0	0	974	0	4.16%	51%	4.4%	4.6%	9.0%
11:00	481	0	0	826	0	4.19%	43%	3.3%	4.1%	7.4%
12:00	543	0	0	932	0	4.72%	43%	3.9%	3.9%	7.8%
13:00	481	0	0	827	0	4.74%	38%	4.1%	5.8%	9.9%
14:00	512	0	0	879	0	5.80%	33%	3.5%	6.4%	9.9%
15:00	504	0	0	864	0	7.53%	25%	3.9%	5.5%	9.4%
16:00	522	0	0	897	0	8.88%	22%	2.9%	3.1%	6.0%
17:00	483	0	0	829	0	9.03%	20%	2.3%	0.8%	3.1%
18:00	441	0	0	757	0	8.25%	20%	2.1%	2.8%	4.9%
19:00	281	0	0	483	0	5.26%	20%	1.4%	2.8%	4.2%
20:00	188	0	0	322	0	3.19%	22%	1.6%	1.6%	3.2%
21:00	140	0	0	241	0	2.50%	21%	0.0%	2.8%	2.8%
22:00	115	0	0	198	0	1.66%	26%	0.9%	0.9%	1.8%
23:00	46	0	0	78	0	0.77%	22%	0.0%	2.2%	2.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	51	36	n/a	n/a
1:00	48	48	n/a	n/a	n/a	n/a	55	40	n/a	n/a
2:00	46	46	n/a	n/a	n/a	n/a	53	38	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	44	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	45	n/a	n/a
5:00	50	50	n/a	n/a	n/a	n/a	55	42	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	51	36	n/a	n/a
7:00	40	40	n/a	n/a	n/a	n/a	47	32	n/a	n/a
8:00	40	40	n/a	n/a	n/a	n/a	47	32	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	44	29	n/a	n/a
10:00	39	39	n/a	n/a	n/a	n/a	46	31	n/a	n/a
11:00	39	39	n/a	n/a	n/a	n/a	46	31	n/a	n/a
12:00	39	39	n/a	n/a	n/a	n/a	46	31	n/a	n/a
13:00	38	38	n/a	n/a	n/a	n/a	45	30	n/a	n/a
14:00	38	38	n/a	n/a	n/a	n/a	45	30	n/a	n/a
15:00	39	39	n/a	n/a	n/a	n/a	46	30	n/a	n/a
16:00	39	39	n/a	n/a	n/a	n/a	46	31	n/a	n/a
17:00	38	38	n/a	n/a	n/a	n/a	45	30	n/a	n/a
18:00	39	39	n/a	n/a	n/a	n/a	46	31	n/a	n/a
19:00	40	40	n/a	n/a	n/a	n/a	48	32	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	49	34	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	49	34	n/a	n/a
22:00	42	42	n/a	n/a	n/a	n/a	49	34	n/a	n/a
23:00	45	45	n/a	n/a	n/a	n/a	53	37	n/a	n/a

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US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
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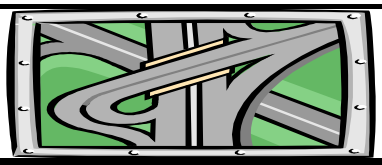
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	45,900	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	183	0	0.49%	82%	0.9%	0.9%	1.8%
1:00	74	0	0	127	0	0.33%	85%	1.4%	0.0%	1.4%
2:00	43	0	0	73	0	0.26%	61%	0.0%	4.7%	4.7%
3:00	26	0	0	44	0	0.28%	35%	7.7%	7.7%	15.4%
4:00	43	0	0	73	0	0.80%	20%	4.8%	14.3%	19.1%
5:00	219	0	0	377	0	3.16%	26%	8.6%	6.8%	15.4%
6:00	520	0	0	893	0	6.48%	30%	4.3%	7.8%	12.1%
7:00	666	0	0	1,143	0	7.12%	35%	6.3%	8.8%	15.1%
8:00	608	0	0	1,044	0	5.83%	39%	6.7%	8.8%	15.5%
9:00	538	0	0	924	0	4.57%	44%	3.9%	8.7%	12.6%
10:00	545	0	0	935	0	4.16%	49%	3.9%	8.3%	12.2%
11:00	638	0	0	1,095	0	4.19%	57%	3.8%	6.3%	10.1%
12:00	720	0	0	1,236	0	4.72%	57%	2.8%	7.1%	9.9%
13:00	786	0	0	1,349	0	4.74%	62%	2.8%	6.5%	9.3%
14:00	1,039	0	0	1,784	0	5.80%	67%	1.5%	5.0%	6.5%
15:00	1,511	0	0	2,593	0	7.53%	75%	1.9%	2.5%	4.4%
16:00	1,852	0	0	3,179	0	8.88%	78%	1.3%	1.8%	3.1%
17:00	1,932	0	0	3,317	0	9.03%	80%	0.6%	1.5%	2.1%
18:00	1,764	0	0	3,028	0	8.25%	80%	1.0%	0.6%	1.6%
19:00	1,126	0	0	1,932	0	5.26%	80%	0.5%	0.4%	0.9%
20:00	665	0	0	1,142	0	3.19%	78%	0.5%	0.6%	1.1%
21:00	529	0	0	907	0	2.50%	79%	0.4%	0.4%	0.8%
22:00	329	0	0	564	0	1.66%	74%	0.3%	0.6%	0.9%
23:00	161	0	0	277	0	0.77%	78%	0.6%	1.9%	2.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	55	49	n/a	n/a
1:00	58	58	n/a	n/a	n/a	n/a	55	50	n/a	n/a
2:00	58	58	n/a	n/a	n/a	n/a	55	50	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	46	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	46	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	46	n/a	n/a
6:00	51	51	n/a	n/a	n/a	n/a	55	43	n/a	n/a
7:00	49	49	n/a	n/a	n/a	n/a	55	41	n/a	n/a
8:00	49	49	n/a	n/a	n/a	n/a	55	41	n/a	n/a
9:00	50	50	n/a	n/a	n/a	n/a	55	42	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	55	41	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	42	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	41	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	55	42	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	55	42	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	55	41	n/a	n/a
16:00	47	47	n/a	n/a	n/a	n/a	51	36	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	48	34	n/a	n/a
18:00	47	47	n/a	n/a	n/a	n/a	53	38	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	55	44	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	55	47	n/a	n/a
21:00	56	56	n/a	n/a	n/a	n/a	55	48	n/a	n/a
22:00	56	56	n/a	n/a	n/a	n/a	55	48	n/a	n/a
23:00	57	57	n/a	n/a	n/a	n/a	55	49	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

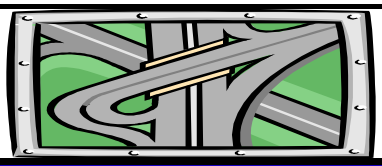
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	45,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	223	0	0.49%	100%	0.7%	3.1%	3.8%
1:00	87	0	0	149	0	0.33%	100%	1.2%	2.3%	3.5%
2:00	70	0	0	120	0	0.26%	100%	1.4%	5.8%	7.2%
3:00	74	0	0	127	0	0.28%	100%	6.8%	2.7%	9.5%
4:00	213	0	0	366	0	0.80%	100%	2.8%	4.3%	7.1%
5:00	844	0	0	1,449	0	3.16%	100%	3.3%	3.5%	6.8%
6:00	1,733	0	0	2,975	0	6.48%	100%	2.1%	3.7%	5.8%
7:00	1,903	0	0	3,267	0	7.12%	100%	4.0%	4.3%	8.3%
8:00	1,560	0	0	2,678	0	5.83%	100%	5.1%	5.0%	10.1%
9:00	1,223	0	0	2,100	0	4.57%	100%	3.6%	6.5%	10.1%
10:00	1,112	0	0	1,909	0	4.16%	100%	4.2%	6.4%	10.6%
11:00	1,119	0	0	1,921	0	4.19%	100%	3.6%	5.4%	8.9%
12:00	1,263	0	0	2,168	0	4.72%	100%	3.3%	5.7%	9.0%
13:00	1,267	0	0	2,175	0	4.74%	100%	3.3%	6.2%	9.5%
14:00	1,551	0	0	2,663	0	5.80%	100%	2.2%	5.5%	7.6%
15:00	2,014	0	0	3,457	0	7.53%	100%	2.4%	3.3%	5.7%
16:00	2,374	0	0	4,075	0	8.88%	100%	1.7%	2.1%	3.7%
17:00	2,415	0	0	4,146	0	9.03%	100%	0.9%	1.4%	2.3%
18:00	2,205	0	0	3,785	0	8.25%	100%	1.2%	1.0%	2.3%
19:00	1,407	0	0	2,415	0	5.26%	100%	0.7%	0.9%	1.6%
20:00	853	0	0	1,464	0	3.19%	100%	0.7%	0.8%	1.6%
21:00	669	0	0	1,148	0	2.50%	100%	0.3%	0.9%	1.2%
22:00	444	0	0	762	0	1.66%	100%	0.5%	0.7%	1.1%
23:00	207	0	0	355	0	0.77%	100%	0.5%	2.0%	2.4%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	54	47	n/a	n/a
1:00	56	56	n/a	n/a	n/a	n/a	55	48	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	54	45	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	55	45	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	46	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	55	43	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	52	38	n/a	n/a
7:00	43	43	n/a	n/a	n/a	n/a	50	35	n/a	n/a
8:00	43	43	n/a	n/a	n/a	n/a	50	35	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	49	34	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	50	36	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	51	37	n/a	n/a
12:00	45	45	n/a	n/a	n/a	n/a	51	37	n/a	n/a
13:00	46	46	n/a	n/a	n/a	n/a	51	37	n/a	n/a
14:00	46	46	n/a	n/a	n/a	n/a	52	38	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	53	38	n/a	n/a
16:00	45	45	n/a	n/a	n/a	n/a	50	35	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	47	33	n/a	n/a
18:00	46	46	n/a	n/a	n/a	n/a	52	37	n/a	n/a
19:00	50	50	n/a	n/a	n/a	n/a	54	42	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	54	44	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	54	45	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	54	45	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	54	46	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

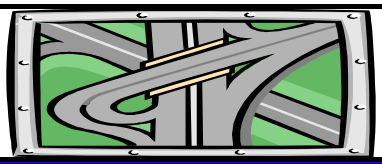
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	54,600	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	81	0	0.49%	30%	0.0%	17.0%	17.0%
1:00	29	0	0	40	0	0.21%	34%	0.0%	18.5%	18.5%
2:00	44	0	0	60	0	0.22%	50%	5.5%	9.1%	14.6%
3:00	74	0	0	101	0	0.31%	61%	8.2%	0.0%	8.2%
4:00	224	0	0	307	0	0.72%	78%	3.2%	2.3%	5.5%
5:00	925	0	0	1,267	0	3.11%	75%	1.9%	3.2%	5.1%
6:00	1,937	0	0	2,652	0	6.77%	72%	1.6%	2.5%	4.1%
7:00	1,784	0	0	2,443	0	6.43%	70%	3.7%	2.5%	6.2%
8:00	1,277	0	0	1,749	0	4.98%	64%	5.4%	3.3%	8.7%
9:00	1,299	0	0	1,779	0	5.26%	62%	4.5%	6.3%	10.8%
10:00	1,036	0	0	1,419	0	4.69%	55%	5.7%	6.1%	11.8%
11:00	1,016	0	0	1,391	0	4.98%	51%	4.4%	5.4%	9.8%
12:00	1,022	0	0	1,399	0	5.29%	48%	5.1%	5.1%	10.2%
13:00	969	0	0	1,327	0	5.18%	47%	5.4%	7.7%	13.1%
14:00	985	0	0	1,349	0	6.03%	41%	4.7%	8.4%	13.1%
15:00	940	0	0	1,287	0	6.83%	34%	5.1%	7.2%	12.3%
16:00	986	0	0	1,350	0	8.09%	31%	3.9%	4.2%	8.1%
17:00	921	0	0	1,261	0	8.46%	27%	3.0%	1.1%	4.1%
18:00	805	0	0	1,102	0	6.84%	30%	2.8%	3.7%	6.5%
19:00	738	0	0	1,011	0	5.74%	32%	1.9%	3.6%	5.5%
20:00	544	0	0	745	0	3.88%	35%	2.1%	2.1%	4.2%
21:00	362	0	0	496	0	2.87%	32%	0.0%	3.8%	3.8%
22:00	212	0	0	290	0	1.71%	31%	1.3%	1.3%	2.6%
23:00	107	0	0	147	0	0.90%	30%	0.0%	3.3%	3.3%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	55	52	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	53	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	41	37	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	35	31	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	27	24	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	40	36	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	49	45	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	49	45	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	49	45	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	48	44	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	48	44	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	52	48	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	53	49	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	54	50	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	53	49	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	53	49	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	54	50	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

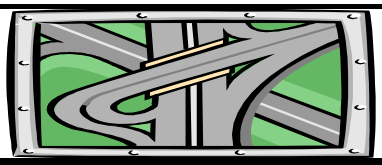
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	54,600	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	189	0	0.49%	70%	1.4%	1.4%	2.8%
1:00	56	0	0	77	0	0.21%	66%	2.0%	0.0%	2.0%
2:00	44	0	0	60	0	0.22%	50%	0.0%	6.8%	6.8%
3:00	48	0	0	66	0	0.31%	39%	11.3%	11.3%	22.6%
4:00	65	0	0	89	0	0.72%	22%	7.0%	19.8%	26.8%
5:00	316	0	0	433	0	3.11%	25%	12.2%	9.5%	21.7%
6:00	761	0	0	1,042	0	6.77%	28%	6.0%	11.0%	17.0%
7:00	781	0	0	1,069	0	6.43%	30%	8.8%	12.3%	21.1%
8:00	709	0	0	971	0	4.98%	36%	9.4%	12.3%	21.7%
9:00	798	0	0	1,093	0	5.26%	38%	5.4%	12.1%	17.5%
10:00	833	0	0	1,141	0	4.69%	45%	5.4%	11.7%	17.1%
11:00	969	0	0	1,327	0	4.98%	49%	5.3%	8.7%	14.0%
12:00	1,089	0	0	1,491	0	5.29%	52%	3.9%	10.0%	13.9%
13:00	1,097	0	0	1,502	0	5.18%	53%	3.9%	9.2%	13.1%
14:00	1,419	0	0	1,943	0	6.03%	59%	2.1%	7.0%	9.1%
15:00	1,785	0	0	2,444	0	6.83%	66%	2.6%	3.5%	6.1%
16:00	2,239	0	0	3,066	0	8.09%	69%	1.8%	2.5%	4.3%
17:00	2,454	0	0	3,360	0	8.46%	73%	0.9%	2.1%	3.0%
18:00	1,921	0	0	2,630	0	6.84%	70%	1.4%	0.9%	2.3%
19:00	1,551	0	0	2,124	0	5.74%	68%	0.7%	0.6%	1.3%
20:00	1,003	0	0	1,373	0	3.88%	65%	0.7%	0.8%	1.5%
21:00	784	0	0	1,073	0	2.87%	68%	0.6%	0.6%	1.2%
22:00	469	0	0	642	0	1.71%	69%	0.4%	0.9%	1.3%
23:00	252	0	0	345	0	0.90%	70%	0.9%	2.4%	3.3%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	52	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	55	52	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	54	50	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	54	51	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	54	50	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	53	49	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	54	50	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	53	49	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	52	48	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	54	50	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	51	47	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	51	47	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	53	49	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	55	53	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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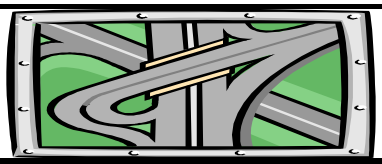
Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	54,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	270	0	0.49%	100%	1.0%	6.1%	7.1%
1:00	85	0	0	116	0	0.21%	100%	1.3%	6.3%	7.6%
2:00	88	0	0	120	0	0.22%	100%	2.8%	8.0%	10.7%
3:00	122	0	0	167	0	0.31%	100%	9.4%	4.4%	13.9%
4:00	289	0	0	396	0	0.72%	100%	4.1%	6.2%	10.3%
5:00	1,241	0	0	1,699	0	3.11%	100%	4.5%	4.8%	9.3%
6:00	2,698	0	0	3,694	0	6.77%	100%	2.8%	4.9%	7.7%
7:00	2,565	0	0	3,512	0	6.43%	100%	5.3%	5.5%	10.7%
8:00	1,986	0	0	2,719	0	4.98%	100%	6.8%	6.5%	13.3%
9:00	2,097	0	0	2,871	0	5.26%	100%	4.8%	8.5%	13.3%
10:00	1,869	0	0	2,559	0	4.69%	100%	5.6%	8.6%	14.2%
11:00	1,985	0	0	2,718	0	4.98%	100%	4.8%	7.0%	11.9%
12:00	2,111	0	0	2,890	0	5.29%	100%	4.5%	7.6%	12.1%
13:00	2,066	0	0	2,829	0	5.18%	100%	4.6%	8.5%	13.1%
14:00	2,404	0	0	3,292	0	6.03%	100%	3.2%	7.6%	10.7%
15:00	2,725	0	0	3,731	0	6.83%	100%	3.5%	4.8%	8.2%
16:00	3,225	0	0	4,416	0	8.09%	100%	2.4%	3.0%	5.5%
17:00	3,375	0	0	4,621	0	8.46%	100%	1.5%	1.8%	3.3%
18:00	2,726	0	0	3,733	0	6.84%	100%	1.8%	1.7%	3.5%
19:00	2,289	0	0	3,134	0	5.74%	100%	1.1%	1.6%	2.7%
20:00	1,547	0	0	2,118	0	3.88%	100%	1.2%	1.3%	2.4%
21:00	1,146	0	0	1,569	0	2.87%	100%	0.4%	1.6%	2.0%
22:00	681	0	0	932	0	1.71%	100%	0.7%	1.0%	1.7%
23:00	359	0	0	492	0	0.90%	100%	0.6%	2.7%	3.3%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	55	53	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	53	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	54	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	54	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	45	41	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	41	37	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	37	33	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	45	42	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
11:00	47	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	52	48	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
14:00	47	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	53	50	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	51	48	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	52	48	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	53	49	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	54	52	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	54	52	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	55	53	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	19,600	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	28	0	0.31%	46%	0.0%	0.0%	0.0%
1:00	10	0	0	12	0	0.14%	43%	0.0%	0.0%	0.0%
2:00	7	0	0	8	0	0.07%	64%	0.0%	0.0%	0.0%
3:00	12	0	0	14	0	0.13%	55%	8.3%	0.0%	8.3%
4:00	30	0	0	35	0	0.32%	56%	6.7%	10.0%	16.7%
5:00	127	0	0	149	0	1.33%	57%	0.8%	8.7%	9.5%
6:00	412	0	0	483	0	4.18%	59%	2.7%	3.4%	6.1%
7:00	1,011	0	0	1,186	0	10.09%	60%	5.6%	2.0%	7.6%
8:00	833	0	0	977	0	8.90%	56%	4.1%	4.5%	8.6%
9:00	601	0	0	705	0	6.09%	59%	4.5%	7.6%	12.1%
10:00	430	0	0	505	0	4.52%	57%	4.8%	9.7%	14.5%
11:00	448	0	0	526	0	4.79%	56%	8.3%	9.2%	17.5%
12:00	424	0	0	497	0	4.79%	53%	6.1%	11.0%	17.1%
13:00	426	0	0	500	0	4.72%	54%	3.7%	7.0%	10.7%
14:00	583	0	0	684	0	6.23%	56%	7.8%	3.6%	11.4%
15:00	560	0	0	657	0	6.57%	51%	4.3%	2.0%	6.3%
16:00	686	0	0	805	0	8.21%	50%	2.8%	1.0%	3.8%
17:00	792	0	0	929	0	9.29%	51%	1.0%	0.1%	1.1%
18:00	621	0	0	729	0	7.02%	53%	1.3%	0.3%	1.6%
19:00	378	0	0	444	0	4.35%	52%	1.3%	0.0%	1.3%
20:00	288	0	0	338	0	3.20%	54%	0.3%	0.0%	0.3%
21:00	231	0	0	271	0	2.51%	55%	1.7%	0.0%	1.7%
22:00	115	0	0	135	0	1.47%	47%	0.0%	0.9%	0.9%
23:00	59	0	0	70	0	0.77%	46%	1.7%	0.0%	1.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	51	47	n/a	n/a	n/a	n/a	48	44	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

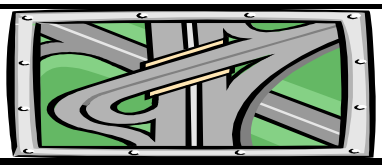
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	19,600	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	28	0	0	33	0	0.31%	54%	0.0%	0.0%	0.0%
1:00	13	0	0	15	0	0.14%	57%	0.0%	0.0%	0.0%
2:00	4	0	0	5	0	0.07%	36%	0.0%	0.0%	0.0%
3:00	10	0	0	12	0	0.13%	45%	0.0%	10.0%	10.0%
4:00	24	0	0	28	0	0.32%	44%	4.2%	4.2%	8.4%
5:00	96	0	0	112	0	1.33%	43%	2.1%	4.1%	6.2%
6:00	286	0	0	336	0	4.18%	41%	3.5%	1.4%	4.9%
7:00	674	0	0	791	0	10.09%	40%	3.5%	1.6%	5.1%
8:00	654	0	0	768	0	8.90%	44%	2.3%	2.6%	4.9%
9:00	417	0	0	490	0	6.09%	41%	4.3%	6.5%	10.8%
10:00	325	0	0	381	0	4.52%	43%	4.4%	8.4%	12.8%
11:00	352	0	0	413	0	4.79%	44%	5.9%	8.7%	14.6%
12:00	376	0	0	441	0	4.79%	47%	4.0%	7.2%	11.2%
13:00	363	0	0	426	0	4.72%	46%	4.7%	6.7%	11.4%
14:00	458	0	0	537	0	6.23%	44%	4.8%	3.9%	8.7%
15:00	538	0	0	631	0	6.57%	49%	3.9%	3.3%	7.2%
16:00	686	0	0	805	0	8.21%	50%	3.9%	1.8%	5.7%
17:00	760	0	0	892	0	9.29%	49%	1.4%	0.8%	2.2%
18:00	551	0	0	646	0	7.02%	47%	0.7%	0.2%	0.9%
19:00	349	0	0	409	0	4.35%	48%	1.1%	0.6%	1.7%
20:00	246	0	0	288	0	3.20%	46%	1.2%	0.4%	1.6%
21:00	189	0	0	222	0	2.51%	45%	0.0%	0.0%	0.0%
22:00	130	0	0	152	0	1.47%	53%	0.0%	0.8%	0.8%
23:00	70	0	0	82	0	0.77%	54%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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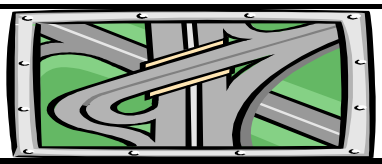
Ver. 2012-10

Belmont Ridge Rd (Rt 659), Creighton Rd to Evergreen Mill Rd

0

Route	Belmont Ridge Rd. (Rt 659)		
From	Creighton Rd (Rt 774)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	16,707	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	19,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	52	0	0	61	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	27	0	0.14%	100%	0.0%	0.0%	0.0%
2:00	11	0	0	13	0	0.07%	100%	0.0%	0.0%	0.0%
3:00	22	0	0	26	0	0.13%	100%	4.6%	4.5%	9.1%
4:00	54	0	0	63	0	0.32%	100%	5.6%	7.4%	13.0%
5:00	223	0	0	262	0	1.33%	100%	1.4%	6.7%	8.1%
6:00	698	0	0	819	0	4.18%	100%	3.0%	2.6%	5.6%
7:00	1,685	0	0	1,977	0	10.09%	100%	4.8%	1.8%	6.6%
8:00	1,487	0	0	1,744	0	8.90%	100%	3.3%	3.7%	7.0%
9:00	1,018	0	0	1,194	0	6.09%	100%	4.4%	7.1%	11.6%
10:00	755	0	0	886	0	4.52%	100%	4.6%	9.1%	13.8%
11:00	800	0	0	939	0	4.79%	100%	7.2%	9.0%	16.2%
12:00	800	0	0	939	0	4.79%	100%	5.1%	9.2%	14.3%
13:00	789	0	0	926	0	4.72%	100%	4.2%	6.9%	11.0%
14:00	1,041	0	0	1,221	0	6.23%	100%	6.5%	3.7%	10.2%
15:00	1,098	0	0	1,288	0	6.57%	100%	4.1%	2.6%	6.7%
16:00	1,372	0	0	1,610	0	8.21%	100%	3.4%	1.4%	4.8%
17:00	1,552	0	0	1,821	0	9.29%	100%	1.2%	0.4%	1.6%
18:00	1,172	0	0	1,375	0	7.02%	100%	1.0%	0.3%	1.3%
19:00	727	0	0	853	0	4.35%	100%	1.2%	0.3%	1.5%
20:00	534	0	0	626	0	3.20%	100%	0.7%	0.2%	0.9%
21:00	420	0	0	493	0	2.51%	100%	0.9%	0.0%	0.9%
22:00	245	0	0	287	0	1.47%	100%	0.0%	0.8%	0.8%
23:00	129	0	0	151	0	0.77%	100%	0.8%	0.0%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	51	47	n/a	n/a	n/a	n/a	50	45	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

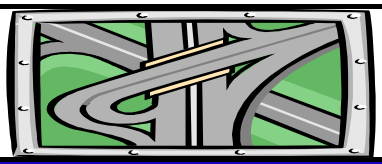
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	40,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	36	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	20	0	0	38	0	0.30%	31%	10.8%	0.0%	10.8%
2:00	16	0	0	30	0	0.53%	14%	13.3%	13.3%	26.6%
3:00	49	0	0	91	0	1.33%	17%	8.9%	8.9%	17.8%
4:00	128	0	0	238	0	1.52%	39%	5.5%	4.6%	10.1%
5:00	564	0	0	1,054	0	3.50%	75%	4.6%	2.4%	7.0%
6:00	1,181	0	0	2,206	0	6.25%	88%	1.9%	3.0%	4.9%
7:00	1,391 *	0	0	2,599 *	0	7.37%	88%	3.1%	4.2%	7.3%
8:00	1,287 *	0	0	2,404	0	7.14%	84%	3.6%	6.1%	9.7%
9:00	1,071	0	0	2,001	0	7.13%	70%	3.8%	5.9%	9.7%
10:00	616	0	0	1,150	0	4.78%	60%	6.3%	12.9%	19.2%
11:00	517	0	0	966	0	4.82%	50%	5.5%	11.8%	17.3%
12:00	510	0	0	952	0	5.52%	43%	6.3%	12.5%	18.8%
13:00	509	0	0	952	0	6.08%	39%	6.4%	12.5%	18.9%
14:00	500	0	0	935	0	6.30%	37%	8.4%	17.4%	25.8%
15:00	518	0	0	967	0	6.52%	37%	9.5%	15.5%	25.0%
16:00	558	0	0	1,042	0	5.30%	49%	7.8%	6.7%	14.5%
17:00	503	0	0	939	0	4.88%	48%	4.2%	4.2%	8.4%
18:00	407	0	0	760	0	5.13%	37%	6.1%	3.8%	9.9%
19:00	231	0	0	432	0	4.49%	24%	3.0%	2.5%	5.5%
20:00	166	0	0	311	0	4.08%	19%	3.5%	3.5%	7.0%
21:00	124	0	0	233	0	3.62%	16%	1.7%	3.4%	5.1%
22:00	90	0	0	167	0	2.09%	20%	6.6%	4.8%	11.4%
23:00	39	0	0	72	0	1.13%	16%	5.6%	5.6%	11.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
5:00	59	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
6:00	35	29	n/a	n/a	n/a	n/a	39	30	n/a	n/a
7:00	21	18	n/a	n/a	n/a	n/a	25	20	n/a	n/a
8:00	22	19	n/a	n/a	n/a	n/a	26	21	n/a	n/a
9:00	34	28	n/a	n/a	n/a	n/a	38	29	n/a	n/a
10:00	51	43	n/a	n/a	n/a	n/a	53	42	n/a	n/a
11:00	57	48	n/a	n/a	n/a	n/a	58	45	n/a	n/a
12:00	56	47	n/a	n/a	n/a	n/a	58	45	n/a	n/a
13:00	56	47	n/a	n/a	n/a	n/a	58	45	n/a	n/a
14:00	54	45	n/a	n/a	n/a	n/a	56	43	n/a	n/a
15:00	53	45	n/a	n/a	n/a	n/a	55	43	n/a	n/a
16:00	56	47	n/a	n/a	n/a	n/a	57	45	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	60	47	n/a	n/a
18:00	61	51	n/a	n/a	n/a	n/a	61	48	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

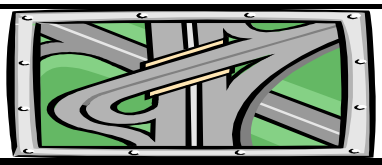
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	40,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	39	0	0.19%	52%	10.3%	17.9%	28.2%
1:00	45	0	0	84	0	0.30%	69%	8.3%	28.6%	36.9%
2:00	98	0	0	183	0	0.53%	86%	14.8%	19.1%	33.9%
3:00	237	0	0	444	0	1.33%	83%	7.0%	9.0%	16.0%
4:00	199	0	0	373	0	1.52%	61%	10.7%	10.2%	20.9%
5:00	188	0	0	351	0	3.50%	25%	12.1%	16.7%	28.8%
6:00	161	0	0	301	0	6.25%	12%	5.4%	17.1%	22.5%
7:00	190	0	0	354	0	7.37%	12%	10.5%	24.4%	34.9%
8:00	245	0	0	458	0	7.14%	16%	8.1%	16.6%	24.7%
9:00	459	0	0	858	0	7.13%	30%	6.4%	11.8%	18.2%
10:00	410	0	0	767	0	4.78%	40%	9.2%	13.3%	22.5%
11:00	517	0	0	966	0	4.82%	50%	7.8%	11.3%	19.1%
12:00	675	0	0	1,262	0	5.52%	57%	4.6%	7.3%	11.9%
13:00	797	0	0	1,488	0	6.08%	61%	4.9%	8.2%	13.1%
14:00	852	0	0	1,591	0	6.30%	63%	3.0%	5.5%	8.5%
15:00	881	0	0	1,647	0	6.52%	63%	2.8%	5.7%	8.5%
16:00	580	0	0	1,084	0	5.30%	51%	4.0%	6.2%	10.2%
17:00	544	0	0	1,017	0	4.88%	52%	4.7%	5.9%	10.6%
18:00	693	0	0	1,295	0	5.13%	63%	3.4%	4.0%	7.4%
19:00	733	0	0	1,369	0	4.49%	76%	2.7%	4.0%	6.7%
20:00	709	0	0	1,324	0	4.08%	81%	1.8%	2.5%	4.3%
21:00	654	0	0	1,221	0	3.62%	84%	1.6%	2.5%	4.1%
22:00	358	0	0	670	0	2.09%	80%	1.3%	1.0%	2.3%
23:00	203	0	0	380	0	1.13%	84%	2.9%	1.8%	4.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
4:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
5:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
7:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
8:00	61	51	n/a	n/a	n/a	n/a	61	48	n/a	n/a
9:00	58	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
10:00	59	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
11:00	56	47	n/a	n/a	n/a	n/a	57	45	n/a	n/a
12:00	53	45	n/a	n/a	n/a	n/a	55	43	n/a	n/a
13:00	46	39	n/a	n/a	n/a	n/a	49	38	n/a	n/a
14:00	47	40	n/a	n/a	n/a	n/a	50	39	n/a	n/a
15:00	46	39	n/a	n/a	n/a	n/a	49	38	n/a	n/a
16:00	57	48	n/a	n/a	n/a	n/a	58	46	n/a	n/a
17:00	58	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
18:00	55	46	n/a	n/a	n/a	n/a	57	44	n/a	n/a
19:00	54	46	n/a	n/a	n/a	n/a	56	44	n/a	n/a
20:00	56	47	n/a	n/a	n/a	n/a	57	45	n/a	n/a
21:00	58	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

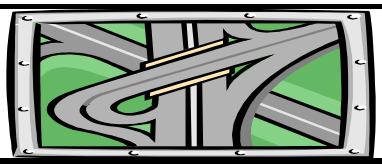
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	40,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	75	0	0.19%	100%	5.4%	9.3%	14.7%
1:00	65	0	0	121	0	0.30%	100%	9.1%	19.7%	28.8%
2:00	114	0	0	213	0	0.53%	100%	14.6%	18.3%	32.9%
3:00	286	0	0	534	0	1.33%	100%	7.3%	9.0%	16.3%
4:00	327	0	0	611	0	1.52%	100%	8.7%	8.0%	16.7%
5:00	752	0	0	1,405	0	3.50%	100%	6.5%	6.0%	12.5%
6:00	1,342	0	0	2,507	0	6.25%	100%	2.3%	4.7%	7.0%
7:00	1,581	0	0	2,954	0	7.37%	100%	4.0%	6.6%	10.6%
8:00	1,532	0	0	2,862	0	7.14%	100%	4.3%	7.8%	12.1%
9:00	1,530	0	0	2,859	0	7.13%	100%	4.6%	7.7%	12.3%
10:00	1,026	0	0	1,917	0	4.78%	100%	7.5%	13.1%	20.5%
11:00	1,034	0	0	1,932	0	4.82%	100%	6.7%	11.6%	18.2%
12:00	1,185	0	0	2,214	0	5.52%	100%	5.3%	9.5%	14.9%
13:00	1,306	0	0	2,440	0	6.08%	100%	5.5%	9.9%	15.4%
14:00	1,352	0	0	2,526	0	6.30%	100%	5.0%	9.9%	14.9%
15:00	1,399	0	0	2,614	0	6.52%	100%	5.3%	9.3%	14.6%
16:00	1,138	0	0	2,126	0	5.30%	100%	5.9%	6.4%	12.3%
17:00	1,047	0	0	1,956	0	4.88%	100%	4.5%	5.1%	9.5%
18:00	1,100	0	0	2,055	0	5.13%	100%	4.4%	3.9%	8.3%
19:00	964	0	0	1,801	0	4.49%	100%	2.8%	3.6%	6.4%
20:00	875	0	0	1,635	0	4.08%	100%	2.1%	2.7%	4.8%
21:00	778	0	0	1,454	0	3.62%	100%	1.6%	2.6%	4.3%
22:00	448	0	0	837	0	2.09%	100%	2.4%	1.8%	4.1%
23:00	242	0	0	452	0	1.13%	100%	3.3%	2.4%	5.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
4:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
5:00	59	50	n/a	n/a	n/a	n/a	60	47	n/a	n/a
6:00	38	32	n/a	n/a	n/a	n/a	42	33	n/a	n/a
7:00	26	22	n/a	n/a	n/a	n/a	30	23	n/a	n/a
8:00	29	24	n/a	n/a	n/a	n/a	32	25	n/a	n/a
9:00	41	34	n/a	n/a	n/a	n/a	44	34	n/a	n/a
10:00	54	46	n/a	n/a	n/a	n/a	56	44	n/a	n/a
11:00	56	47	n/a	n/a	n/a	n/a	57	45	n/a	n/a
12:00	54	46	n/a	n/a	n/a	n/a	56	44	n/a	n/a
13:00	50	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	50	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	49	41	n/a	n/a	n/a	n/a	51	40	n/a	n/a
16:00	57	48	n/a	n/a	n/a	n/a	58	45	n/a	n/a
17:00	59	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
18:00	57	48	n/a	n/a	n/a	n/a	58	45	n/a	n/a
19:00	56	47	n/a	n/a	n/a	n/a	57	45	n/a	n/a
20:00	57	48	n/a	n/a	n/a	n/a	58	46	n/a	n/a
21:00	58	49	n/a	n/a	n/a	n/a	59	46	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

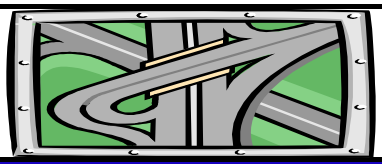
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	56,900	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	84	0	0.40%	37%	0.0%	0.0%	0.0%
1:00	16	0	0	42	0	0.20%	37%	9.4%	0.0%	9.4%
2:00	18	0	0	48	0	0.20%	42%	11.9%	11.9%	23.8%
3:00	27	0	0	71	0	0.20%	62%	6.3%	6.3%	12.6%
4:00	92	0	0	243	0	0.70%	61%	4.7%	3.9%	8.6%
5:00	400	0	0	1,060	0	2.70%	69%	4.0%	1.9%	5.9%
6:00	907	0	0	2,403	0	6.60%	64%	1.6%	2.5%	4.1%
7:00	1,099	0	0	2,913 *	0	8.00%	64%	2.5%	3.5%	6.0%
8:00	1,071	0	0	2,840 *	0	7.80%	64%	3.0%	5.1%	8.1%
9:00	810	0	0	2,149	0	5.90%	64%	3.2%	4.9%	8.1%
10:00	496	0	0	1,314	0	4.20%	55%	5.2%	10.8%	16.0%
11:00	446	0	0	1,184	0	4.00%	52%	4.6%	9.8%	14.4%
12:00	495	0	0	1,311	0	4.80%	48%	5.2%	10.5%	15.7%
13:00	484	0	0	1,284	0	4.70%	48%	5.2%	10.5%	15.7%
14:00	533	0	0	1,413	0	5.40%	46%	7.0%	14.5%	21.5%
15:00	628	0	0	1,664	0	6.80%	43%	7.8%	13.0%	20.8%
16:00	774	0	0	2,053	0	8.80%	41%	6.4%	5.7%	12.1%
17:00	742	0	0	1,968	0	9.10%	38%	3.4%	3.4%	6.8%
18:00	608	0	0	1,613	0	8.10%	35%	5.0%	3.0%	8.0%
19:00	343	0	0	908	0	4.20%	38%	2.7%	2.1%	4.8%
20:00	234	0	0	621	0	2.80%	39%	2.9%	2.9%	5.8%
21:00	185	0	0	492	0	2.40%	36%	1.5%	2.4%	3.9%
22:00	120	0	0	319	0	1.40%	40%	5.5%	3.4%	8.9%
23:00	55	0	0	146	0	0.80%	32%	5.0%	5.0%	10.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	35	32	n/a	n/a
7:00	59	53	n/a	n/a	n/a	n/a	21	19	n/a	n/a
8:00	59	52	n/a	n/a	n/a	n/a	19	17	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	36	33	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	51	47	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	55	50	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	51	47	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	52	48	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	43	40	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	35	32	n/a	n/a
16:00	61	54	n/a	n/a	n/a	n/a	33	30	n/a	n/a
17:00	61	54	n/a	n/a	n/a	n/a	42	39	n/a	n/a
18:00	61	55	n/a	n/a	n/a	n/a	50	46	n/a	n/a
19:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

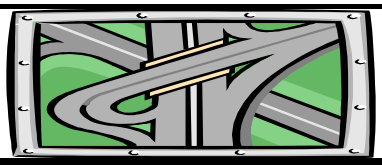
ENTRADA© - Environmental Traffic Data Output

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Ver. 2012-10

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	56,900	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	143	0	0.40%	63%	8.9%	14.3%	23.2%
1:00	27	0	0	72	0	0.20%	63%	6.7%	24.4%	31.1%
2:00	25	0	0	66	0	0.20%	58%	12.3%	15.8%	28.1%
3:00	16	0	0	43	0	0.20%	38%	5.7%	7.8%	13.5%
4:00	59	0	0	155	0	0.70%	39%	9.2%	8.3%	17.5%
5:00	180	0	0	476	0	2.70%	31%	9.9%	13.8%	23.7%
6:00	510	0	0	1,352	0	6.60%	36%	4.7%	14.4%	19.1%
7:00	618	0	0	1,639	0	8.00%	36%	8.8%	20.0%	28.8%
8:00	603	0	0	1,598	0	7.80%	36%	6.6%	13.9%	20.5%
9:00	456	0	0	1,209	0	5.90%	36%	5.3%	9.8%	15.1%
10:00	406	0	0	1,075	0	4.20%	45%	7.8%	11.2%	19.0%
11:00	412	0	0	1,092	0	4.00%	48%	6.5%	9.4%	15.9%
12:00	536	0	0	1,420	0	4.80%	52%	3.8%	6.1%	9.9%
13:00	525	0	0	1,391	0	4.70%	52%	4.1%	6.9%	11.0%
14:00	626	0	0	1,659	0	5.40%	54%	2.4%	4.5%	6.9%
15:00	832	0	0	2,205	0	6.80%	57%	2.3%	4.7%	7.0%
16:00	1,114	0	0	2,954 *	0	8.80%	59%	3.4%	5.1%	8.5%
17:00	1,211	0	0	3,210 *	0	9.10%	62%	3.9%	5.0%	8.9%
18:00	1,130	0	0	2,996 *	0	8.10%	65%	2.9%	3.3%	6.2%
19:00	559	0	0	1,482	0	4.20%	62%	2.3%	3.4%	5.7%
20:00	367	0	0	972	0	2.80%	61%	1.5%	2.1%	3.6%
21:00	330	0	0	874	0	2.40%	64%	1.4%	2.1%	3.5%
22:00	180	0	0	478	0	1.40%	60%	1.3%	0.9%	2.2%
23:00	117	0	0	310	0	0.80%	68%	2.2%	1.5%	3.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	48	44	n/a	n/a
7:00	60	53	n/a	n/a	n/a	n/a	27	25	n/a	n/a
8:00	61	54	n/a	n/a	n/a	n/a	38	34	n/a	n/a
9:00	61	55	n/a	n/a	n/a	n/a	54	50	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	55	50	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	56	51	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	53	48	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	53	48	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	50	46	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	36	33	n/a	n/a
16:00	58	52	n/a	n/a	n/a	n/a	17	15	n/a	n/a
17:00	57	51	n/a	n/a	n/a	n/a	13	11	n/a	n/a
18:00	59	52	n/a	n/a	n/a	n/a	19	17	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	55	50	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	60	55	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

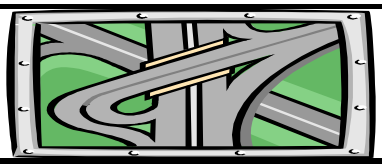
ENTRADA© - Environmental Traffic Data Output

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Ver. 2012-10

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	56,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	86	0	0	228	0	0.40%	100%	5.6%	9.0%	14.6%
1:00	43	0	0	114	0	0.20%	100%	7.7%	15.4%	23.1%
2:00	43	0	0	114	0	0.20%	100%	12.1%	14.2%	26.3%
3:00	43	0	0	114	0	0.20%	100%	6.1%	6.9%	12.9%
4:00	150	0	0	398	0	0.70%	100%	6.5%	5.6%	12.1%
5:00	580	0	0	1,536	0	2.70%	100%	5.8%	5.6%	11.4%
6:00	1,417	0	0	3,755	0	6.60%	100%	2.7%	6.8%	9.5%
7:00	1,717	0	0	4,552	0	8.00%	100%	4.8%	9.4%	14.2%
8:00	1,674	0	0	4,438	0	7.80%	100%	4.3%	8.3%	12.6%
9:00	1,266	0	0	3,357	0	5.90%	100%	4.0%	6.7%	10.6%
10:00	901	0	0	2,390	0	4.20%	100%	6.4%	11.0%	17.4%
11:00	859	0	0	2,276	0	4.00%	100%	5.5%	9.6%	15.1%
12:00	1,030	0	0	2,731	0	4.80%	100%	4.5%	8.2%	12.7%
13:00	1,009	0	0	2,674	0	4.70%	100%	4.6%	8.6%	13.3%
14:00	1,159	0	0	3,073	0	5.40%	100%	4.5%	9.1%	13.6%
15:00	1,459	0	0	3,869	0	6.80%	100%	4.7%	8.3%	12.9%
16:00	1,889	0	0	5,007	0	8.80%	100%	4.6%	5.3%	10.0%
17:00	1,953	0	0	5,178 *	0	9.10%	100%	3.7%	4.4%	8.1%
18:00	1,739	0	0	4,609	0	8.10%	100%	3.6%	3.2%	6.8%
19:00	901	0	0	2,390	0	4.20%	100%	2.5%	2.9%	5.4%
20:00	601	0	0	1,593	0	2.80%	100%	2.0%	2.4%	4.5%
21:00	515	0	0	1,366	0	2.40%	100%	1.4%	2.2%	3.6%
22:00	300	0	0	797	0	1.40%	100%	3.0%	1.9%	4.9%
23:00	172	0	0	455	0	0.80%	100%	3.1%	2.6%	5.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	60	55	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	40	36	n/a	n/a
7:00	60	53	n/a	n/a	n/a	n/a	23	21	n/a	n/a
8:00	60	53	n/a	n/a	n/a	n/a	26	24	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	42	39	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	53	48	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	56	51	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	52	48	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	52	48	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	47	43	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	35	32	n/a	n/a
16:00	59	53	n/a	n/a	n/a	n/a	23	21	n/a	n/a
17:00	59	52	n/a	n/a	n/a	n/a	24	22	n/a	n/a
18:00	60	53	n/a	n/a	n/a	n/a	30	27	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	57	52	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	56	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

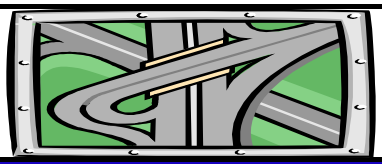
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,400	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	16	0	0	27	0	0.45%	52%	0.0%	0.0%	0.0%
1:00	10	0	0	17	0	0.28%	53%	0.0%	0.0%	0.0%
2:00	8	0	0	13	0	0.20%	57%	0.0%	12.5%	12.5%
3:00	15	0	0	24	0	0.33%	65%	0.0%	6.7%	6.7%
4:00	64	0	0	106	0	1.11%	84%	1.5%	1.5%	3.0%
5:00	198	0	0	327	0	3.30%	87%	0.5%	1.5%	2.0%
6:00	351	0	0	579	0	7.06%	72%	0.3%	1.7%	2.0%
7:00	361	0	0	596	0	7.80%	67%	1.7%	2.5%	4.2%
8:00	287	0	0	474	0	6.82%	61%	2.4%	7.7%	10.1%
9:00	197	0	0	325	0	5.38%	53%	2.0%	8.7%	10.7%
10:00	180	0	0	297	0	5.11%	51%	6.6%	14.9%	21.5%
11:00	157	0	0	260	0	4.65%	49%	7.0%	14.0%	21.0%
12:00	177	0	0	291	0	5.11%	50%	6.9%	10.3%	17.2%
13:00	160	0	0	265	0	4.94%	47%	3.1%	14.5%	17.6%
14:00	160	0	0	264	0	5.80%	40%	5.6%	14.9%	20.5%
15:00	192	0	0	316	0	7.50%	37%	5.8%	8.4%	14.2%
16:00	244	0	0	403	0	9.55%	37%	5.4%	7.4%	12.8%
17:00	237	0	0	391	0	9.02%	38%	1.7%	4.2%	5.9%
18:00	151	0	0	249	0	6.24%	35%	0.7%	2.6%	3.3%
19:00	84	0	0	139	0	3.58%	34%	1.2%	4.8%	6.0%
20:00	63	0	0	104	0	2.34%	39%	0.0%	0.0%	0.0%
21:00	55	0	0	91	0	1.81%	44%	1.8%	5.5%	7.3%
22:00	34	0	0	57	0	1.16%	43%	0.0%	2.9%	2.9%
23:00	13	0	0	22	0	0.46%	41%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	48	48	n/a	n/a	n/a	n/a	42	39	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	42	39	n/a	n/a
2:00	50	50	n/a	n/a	n/a	n/a	42	39	n/a	n/a
3:00	50	50	n/a	n/a	n/a	n/a	42	39	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	42	39	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	42	39	n/a	n/a
6:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
7:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
8:00	48	48	n/a	n/a	n/a	n/a	42	39	n/a	n/a
9:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
11:00	48	48	n/a	n/a	n/a	n/a	42	39	n/a	n/a
12:00	49	49	n/a	n/a	n/a	n/a	42	39	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
14:00	46	46	n/a	n/a	n/a	n/a	42	39	n/a	n/a
15:00	48	48	n/a	n/a	n/a	n/a	42	39	n/a	n/a
16:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
17:00	47	47	n/a	n/a	n/a	n/a	42	39	n/a	n/a
18:00	49	49	n/a	n/a	n/a	n/a	42	39	n/a	n/a
19:00	51	51	n/a	n/a	n/a	n/a	42	39	n/a	n/a
20:00	50	50	n/a	n/a	n/a	n/a	42	39	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	42	39	n/a	n/a
22:00	52	52	n/a	n/a	n/a	n/a	42	39	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	42	39	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

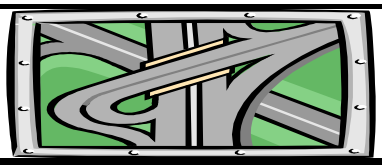
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,400	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	15	0	0	25	0	0.45%	48%	0.0%	0.0%	0.0%
1:00	9	0	0	15	0	0.28%	47%	0.0%	0.0%	0.0%
2:00	6	0	0	10	0	0.20%	43%	0.0%	0.0%	0.0%
3:00	8	0	0	13	0	0.33%	35%	12.5%	12.5%	25.0%
4:00	12	0	0	20	0	1.11%	16%	0.0%	8.3%	8.3%
5:00	30	0	0	49	0	3.30%	13%	3.4%	6.9%	10.3%
6:00	137	0	0	225	0	7.06%	28%	8.1%	7.4%	15.5%
7:00	178	0	0	293	0	7.80%	33%	8.5%	6.3%	14.8%
8:00	184	0	0	303	0	6.82%	39%	6.5%	14.6%	21.1%
9:00	175	0	0	288	0	5.38%	47%	9.1%	11.9%	21.0%
10:00	173	0	0	285	0	5.11%	49%	5.2%	15.1%	20.3%
11:00	164	0	0	270	0	4.65%	51%	6.7%	16.5%	23.2%
12:00	177	0	0	291	0	5.11%	50%	5.1%	11.2%	16.3%
13:00	181	0	0	298	0	4.94%	53%	3.8%	10.4%	14.2%
14:00	240	0	0	397	0	5.80%	60%	3.3%	8.3%	11.6%
15:00	326	0	0	539	0	7.50%	63%	3.4%	3.4%	6.8%
16:00	416	0	0	686	0	9.55%	63%	1.2%	1.7%	2.9%
17:00	386	0	0	638	0	9.02%	62%	1.0%	0.5%	1.5%
18:00	280	0	0	462	0	6.24%	65%	1.1%	1.1%	2.2%
19:00	163	0	0	269	0	3.58%	66%	0.6%	0.6%	1.2%
20:00	99	0	0	163	0	2.34%	61%	1.0%	0.0%	1.0%
21:00	70	0	0	116	0	1.81%	56%	1.4%	0.0%	1.4%
22:00	46	0	0	75	0	1.16%	57%	0.0%	0.0%	0.0%
23:00	19	0	0	31	0	0.46%	59%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	42	30	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	42	30	n/a	n/a
2:00	56	56	n/a	n/a	n/a	n/a	42	30	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	42	30	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	42	30	n/a	n/a
5:00	55	55	n/a	n/a	n/a	n/a	42	30	n/a	n/a
6:00	51	51	n/a	n/a	n/a	n/a	42	30	n/a	n/a
7:00	48	48	n/a	n/a	n/a	n/a	42	30	n/a	n/a
8:00	48	48	n/a	n/a	n/a	n/a	42	30	n/a	n/a
9:00	48	48	n/a	n/a	n/a	n/a	42	30	n/a	n/a
10:00	48	48	n/a	n/a	n/a	n/a	42	30	n/a	n/a
11:00	48	48	n/a	n/a	n/a	n/a	42	30	n/a	n/a
12:00	49	49	n/a	n/a	n/a	n/a	42	30	n/a	n/a
13:00	49	49	n/a	n/a	n/a	n/a	42	30	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	42	30	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	42	30	n/a	n/a
16:00	50	50	n/a	n/a	n/a	n/a	42	30	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	42	30	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	42	30	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	42	30	n/a	n/a
20:00	53	53	n/a	n/a	n/a	n/a	42	30	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	42	30	n/a	n/a
22:00	54	54	n/a	n/a	n/a	n/a	42	30	n/a	n/a
23:00	57	57	n/a	n/a	n/a	n/a	42	30	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

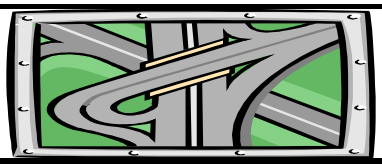
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Road, west of Belmont Ridge Road

0

Route	Evergreen Mills Road		
From	Fleetwood Road		
To	Belmont Ridge Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	6,909	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,400	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	31	0	0	51	0	0.45%	100%	0.0%	0.0%	0.0%
1:00	19	0	0	32	0	0.28%	100%	0.0%	0.0%	0.0%
2:00	14	0	0	23	0	0.20%	100%	0.0%	7.1%	7.1%
3:00	23	0	0	38	0	0.33%	100%	4.4%	8.7%	13.1%
4:00	77	0	0	127	0	1.11%	100%	1.3%	2.6%	3.8%
5:00	228	0	0	376	0	3.30%	100%	0.9%	2.2%	3.1%
6:00	488	0	0	805	0	7.06%	100%	2.5%	3.3%	5.8%
7:00	539	0	0	889	0	7.80%	100%	3.9%	3.8%	7.7%
8:00	471	0	0	777	0	6.82%	100%	4.0%	10.4%	14.4%
9:00	372	0	0	613	0	5.38%	100%	5.3%	10.2%	15.5%
10:00	353	0	0	583	0	5.11%	100%	5.9%	15.0%	20.9%
11:00	321	0	0	530	0	4.65%	100%	6.8%	15.3%	22.1%
12:00	353	0	0	583	0	5.11%	100%	6.0%	10.8%	16.8%
13:00	341	0	0	563	0	4.94%	100%	3.5%	12.3%	15.8%
14:00	401	0	0	661	0	5.80%	100%	4.2%	10.9%	15.2%
15:00	518	0	0	855	0	7.50%	100%	4.3%	5.3%	9.5%
16:00	660	0	0	1,089	0	9.55%	100%	2.8%	3.8%	6.6%
17:00	623	0	0	1,028	0	9.02%	100%	1.3%	1.9%	3.2%
18:00	431	0	0	711	0	6.24%	100%	1.0%	1.6%	2.6%
19:00	247	0	0	408	0	3.58%	100%	0.8%	2.0%	2.8%
20:00	162	0	0	267	0	2.34%	100%	0.6%	0.0%	0.6%
21:00	125	0	0	206	0	1.81%	100%	1.6%	2.4%	4.0%
22:00	80	0	0	132	0	1.16%	100%	0.0%	1.2%	1.2%
23:00	32	0	0	52	0	0.46%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	53	53	n/a	n/a	n/a	n/a	42	35	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	42	35	n/a	n/a
2:00	52	52	n/a	n/a	n/a	n/a	42	35	n/a	n/a
3:00	51	51	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	42	38	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	42	38	n/a	n/a
6:00	48	48	n/a	n/a	n/a	n/a	42	37	n/a	n/a
7:00	48	48	n/a	n/a	n/a	n/a	42	36	n/a	n/a
8:00	48	48	n/a	n/a	n/a	n/a	42	36	n/a	n/a
9:00	48	48	n/a	n/a	n/a	n/a	42	35	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	42	35	n/a	n/a
11:00	48	48	n/a	n/a	n/a	n/a	42	34	n/a	n/a
12:00	49	49	n/a	n/a	n/a	n/a	42	35	n/a	n/a
13:00	48	48	n/a	n/a	n/a	n/a	42	34	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	42	34	n/a	n/a
15:00	50	50	n/a	n/a	n/a	n/a	42	33	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	42	33	n/a	n/a
17:00	50	50	n/a	n/a	n/a	n/a	42	33	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	42	33	n/a	n/a
19:00	53	53	n/a	n/a	n/a	n/a	42	33	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	42	34	n/a	n/a
21:00	52	52	n/a	n/a	n/a	n/a	42	34	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	42	34	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	42	34	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

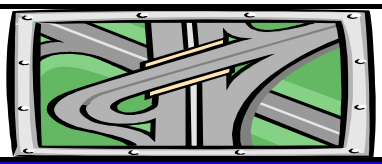
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,200	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	39	0	0.38%	26%	0.0%	0.0%	0.0%
1:00	16	0	0	30	0	0.24%	32%	8.1%	0.0%	8.1%
2:00	17	0	0	31	0	0.18%	44%	10.3%	10.3%	20.6%
3:00	37	0	0	68	0	0.25%	69%	8.0%	8.0%	16.0%
4:00	117	0	0	216	0	0.68%	81%	5.2%	4.3%	9.5%
5:00	546	0	0	1,004	0	2.91%	88%	4.4%	2.0%	6.4%
6:00	1,149	0	0	2,113	0	7.00%	77%	1.8%	2.8%	4.6%
7:00	1,218	0	0	2,240	0	7.52%	76%	2.8%	3.8%	6.6%
8:00	1,283 *	0	0	2,360	0	7.62%	79%	3.3%	5.6%	8.9%
9:00	1,003	0	0	1,844	0	6.11%	77%	3.5%	5.4%	8.9%
10:00	547	0	0	1,006	0	4.14%	62%	5.7%	11.8%	17.5%
11:00	441	0	0	810	0	3.90%	53%	5.0%	10.9%	15.9%
12:00	467	0	0	858	0	4.56%	48%	5.7%	11.5%	17.2%
13:00	488	0	0	897	0	4.87%	47%	5.8%	11.5%	17.3%
14:00	441	0	0	810	0	5.30%	39%	7.6%	15.9%	23.5%
15:00	490	0	0	901	0	6.76%	34%	8.7%	14.2%	22.9%
16:00	554	0	0	1,019	0	9.28%	28%	7.2%	6.3%	13.5%
17:00	484	0	0	890	0	9.08%	25%	3.8%	3.8%	7.6%
18:00	385	0	0	709	0	8.22%	22%	5.6%	3.2%	8.8%
19:00	222	0	0	409	0	4.17%	25%	2.8%	2.3%	5.1%
20:00	153	0	0	282	0	2.57%	28%	3.3%	3.3%	6.6%
21:00	124	0	0	229	0	2.16%	27%	1.3%	3.1%	4.4%
22:00	84	0	0	155	0	1.32%	30%	6.1%	4.3%	10.4%
23:00	41	0	0	76	0	0.81%	24%	4.3%	4.3%	8.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	20	19	n/a	n/a	n/a	n/a	32	31	n/a	n/a
7:00	8	8	n/a	n/a	n/a	n/a	17	16	n/a	n/a
8:00	5	5	n/a	n/a	n/a	n/a	7	6	n/a	n/a
9:00	24	23	n/a	n/a	n/a	n/a	37	35	n/a	n/a
10:00	60	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	60	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

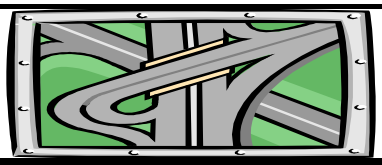
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,200	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	60	0	0	110	0	0.38%	74%	7.9%	18.4%	26.3%
1:00	35	0	0	64	0	0.24%	68%	8.5%	26.8%	35.3%
2:00	21	0	0	40	0	0.18%	56%	14.0%	16.8%	30.8%
3:00	17	0	0	30	0	0.25%	31%	6.4%	8.5%	14.9%
4:00	28	0	0	51	0	0.68%	19%	10.1%	9.0%	19.1%
5:00	74	0	0	137	0	2.91%	12%	10.9%	15.3%	26.2%
6:00	343	0	0	631	0	7.00%	23%	5.1%	15.4%	20.5%
7:00	385	0	0	707	0	7.52%	24%	9.6%	22.3%	31.9%
8:00	341	0	0	627	0	7.62%	21%	7.2%	15.2%	22.4%
9:00	300	0	0	551	0	6.11%	23%	5.7%	10.9%	16.6%
10:00	335	0	0	617	0	4.14%	38%	8.4%	12.3%	20.7%
11:00	391	0	0	719	0	3.90%	47%	7.2%	10.3%	17.5%
12:00	505	0	0	930	0	4.56%	52%	4.2%	6.7%	10.9%
13:00	550	0	0	1,012	0	4.87%	53%	4.5%	7.5%	12.0%
14:00	689	0	0	1,267	0	5.30%	61%	2.7%	5.1%	7.8%
15:00	951	0	0	1,749	0	6.76%	66%	2.5%	5.3%	7.8%
16:00	1,424 *	0	0	2,619 *	0	9.28%	72%	3.6%	5.6%	9.2%
17:00	1,452 *	0	0	2,670 *	0	9.08%	75%	4.3%	5.6%	9.9%
18:00	1,367 *	0	0	2,513	0	8.22%	78%	3.2%	3.7%	6.9%
19:00	667	0	0	1,226	0	4.17%	75%	2.5%	3.6%	6.1%
20:00	394	0	0	725	0	2.57%	72%	1.7%	2.3%	4.0%
21:00	336	0	0	618	0	2.16%	73%	1.5%	2.3%	3.8%
22:00	197	0	0	362	0	1.32%	70%	1.2%	1.1%	2.3%
23:00	131	0	0	241	0	0.81%	76%	2.7%	1.9%	4.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	60	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	36	34	n/a	n/a	n/a	n/a	47	45	n/a	n/a
16:00	5	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
17:00	5	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
18:00	5	5	n/a	n/a	n/a	n/a	6	6	n/a	n/a
19:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

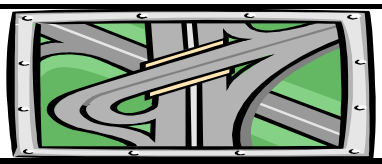
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Arcola Rd (Rt 842)		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,200	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	81	0	0	149	0	0.38%	100%	5.8%	13.6%	19.5%
1:00	51	0	0	94	0	0.24%	100%	8.4%	18.2%	26.6%
2:00	38	0	0	71	0	0.18%	100%	12.4%	13.9%	26.3%
3:00	53	0	0	98	0	0.25%	100%	7.5%	8.2%	15.7%
4:00	145	0	0	267	0	0.68%	100%	6.1%	5.2%	11.3%
5:00	620	0	0	1,141	0	2.91%	100%	5.2%	3.6%	8.8%
6:00	1,492	0	0	2,744	0	7.00%	100%	2.6%	5.7%	8.3%
7:00	1,603	0	0	2,948	0	7.52%	100%	4.4%	8.2%	12.7%
8:00	1,624	0	0	2,987	0	7.62%	100%	4.1%	7.6%	11.7%
9:00	1,302	0	0	2,395	0	6.11%	100%	4.0%	6.7%	10.7%
10:00	882	0	0	1,623	0	4.14%	100%	6.7%	12.0%	18.7%
11:00	831	0	0	1,529	0	3.90%	100%	6.0%	10.6%	16.7%
12:00	972	0	0	1,788	0	4.56%	100%	4.9%	9.0%	13.9%
13:00	1,038	0	0	1,909	0	4.87%	100%	5.1%	9.4%	14.5%
14:00	1,130	0	0	2,078	0	5.30%	100%	4.6%	9.3%	13.9%
15:00	1,441	0	0	2,650	0	6.76%	100%	4.6%	8.3%	12.9%
16:00	1,978	0	0	3,638	0	9.28%	100%	4.6%	5.8%	10.4%
17:00	1,935	0	0	3,559	0	9.08%	100%	4.2%	5.2%	9.3%
18:00	1,752	0	0	3,222	0	8.22%	100%	3.7%	3.6%	7.3%
19:00	889	0	0	1,635	0	4.17%	100%	2.6%	3.3%	5.9%
20:00	548	0	0	1,007	0	2.57%	100%	2.1%	2.6%	4.7%
21:00	460	0	0	847	0	2.16%	100%	1.4%	2.5%	4.0%
22:00	281	0	0	517	0	1.32%	100%	2.7%	2.1%	4.7%
23:00	173	0	0	318	0	0.81%	100%	3.1%	2.5%	5.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	29	28	n/a	n/a	n/a	n/a	39	37	n/a	n/a
7:00	21	20	n/a	n/a	n/a	n/a	27	26	n/a	n/a
8:00	17	16	n/a	n/a	n/a	n/a	18	17	n/a	n/a
9:00	33	31	n/a	n/a	n/a	n/a	42	40	n/a	n/a
10:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	60	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	44	42	n/a	n/a	n/a	n/a	52	49	n/a	n/a
16:00	18	17	n/a	n/a	n/a	n/a	19	18	n/a	n/a
17:00	16	15	n/a	n/a	n/a	n/a	17	16	n/a	n/a
18:00	16	15	n/a	n/a	n/a	n/a	18	17	n/a	n/a
19:00	61	58	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	58	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

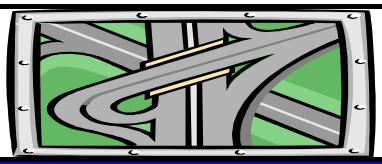
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	23,600	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	47	0	0.36%	56%	0.0%	0.0%	0.0%
1:00	20	0	0	23	0	0.17%	59%	0.0%	0.0%	0.0%
2:00	11	0	0	13	0	0.13%	44%	0.0%	13.3%	13.3%
3:00	13	0	0	15	0	0.17%	37%	0.0%	7.1%	7.1%
4:00	25	0	0	30	0	0.46%	27%	1.6%	1.6%	3.2%
5:00	115	0	0	135	0	2.05%	28%	0.5%	1.3%	1.8%
6:00	451	0	0	529	0	5.63%	40%	0.3%	1.4%	1.7%
7:00	824	0	0	967	0	8.27%	50%	1.3%	2.0%	3.3%
8:00	823	0	0	965	0	8.18%	50%	2.0%	6.3%	8.3%
9:00	617	0	0	724	0	6.20%	50%	1.9%	7.0%	8.9%
10:00	464	0	0	545	0	4.62%	50%	5.6%	12.3%	17.9%
11:00	477	0	0	560	0	4.71%	50%	5.7%	11.5%	17.2%
12:00	495	0	0	581	0	5.03%	49%	5.8%	8.5%	14.3%
13:00	489	0	0	573	0	4.80%	51%	2.3%	12.0%	14.3%
14:00	556	0	0	653	0	5.34%	52%	4.6%	12.2%	16.8%
15:00	791	0	0	929	0	7.41%	53%	4.7%	6.9%	11.6%
16:00	931	0	0	1,093	0	8.41%	55%	4.4%	6.1%	10.5%
17:00	1,029	0	0	1,207 *	0	9.19%	56%	1.6%	3.6%	5.2%
18:00	835	0	0	979	0	7.34%	57%	0.7%	2.4%	3.1%
19:00	491	0	0	577	0	4.44%	55%	1.3%	4.5%	5.8%
20:00	330	0	0	387	0	2.97%	55%	0.0%	0.0%	0.0%
21:00	214	0	0	251	0	2.12%	50%	1.9%	4.8%	6.7%
22:00	164	0	0	193	0	1.39%	59%	0.0%	3.1%	3.1%
23:00	64	0	0	75	0	0.61%	52%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
6:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
7:00	36	21	n/a	n/a	n/a	n/a	23	11	n/a	n/a
8:00	26	15	n/a	n/a	n/a	n/a	10	5	n/a	n/a
9:00	40	23	n/a	n/a	n/a	n/a	35	18	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	39	19	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
13:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
14:00	39	23	n/a	n/a	n/a	n/a	30	15	n/a	n/a
15:00	22	13	n/a	n/a	n/a	n/a	8	5	n/a	n/a
16:00	9	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
17:00	12	7	n/a	n/a	n/a	n/a	5	5	n/a	n/a
18:00	35	21	n/a	n/a	n/a	n/a	22	11	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

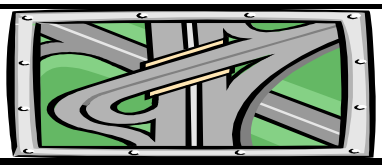
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	23,600	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	37	0	0.36%	44%	0.0%	0.0%	0.0%
1:00	14	0	0	16	0	0.17%	41%	0.0%	0.0%	0.0%
2:00	15	0	0	17	0	0.13%	56%	0.0%	0.0%	0.0%
3:00	22	0	0	26	0	0.17%	63%	14.3%	14.3%	28.6%
4:00	68	0	0	80	0	0.46%	73%	0.0%	9.1%	9.1%
5:00	298	0	0	350	0	2.05%	72%	3.8%	5.8%	9.6%
6:00	683	0	0	801	0	5.63%	60%	6.9%	6.1%	13.0%
7:00	840	0	0	986	0	8.27%	50%	6.9%	5.4%	12.3%
8:00	822	0	0	965	0	8.18%	50%	5.4%	12.3%	17.7%
9:00	629	0	0	739	0	6.20%	50%	7.6%	10.1%	17.7%
10:00	464	0	0	545	0	4.62%	50%	4.2%	12.6%	16.8%
11:00	470	0	0	552	0	4.71%	50%	5.8%	13.9%	19.7%
12:00	516	0	0	605	0	5.03%	51%	4.0%	9.3%	13.3%
13:00	477	0	0	559	0	4.80%	49%	3.4%	8.5%	11.9%
14:00	517	0	0	607	0	5.34%	48%	2.8%	6.9%	9.7%
15:00	699	0	0	820	0	7.41%	47%	2.9%	2.9%	5.8%
16:00	761	0	0	892	0	8.41%	45%	0.9%	1.5%	2.4%
17:00	819	0	0	961	0	9.19%	44%	0.9%	0.4%	1.3%
18:00	641	0	0	752	0	7.34%	43%	0.8%	0.8%	1.6%
19:00	402	0	0	471	0	4.44%	45%	0.7%	0.7%	1.4%
20:00	268	0	0	314	0	2.97%	45%	1.1%	0.0%	1.1%
21:00	212	0	0	249	0	2.12%	50%	1.6%	0.0%	1.6%
22:00	115	0	0	134	0	1.39%	41%	0.0%	0.0%	0.0%
23:00	59	0	0	69	0	0.61%	48%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
6:00	33	19	n/a	n/a	n/a	n/a	18	9	n/a	n/a
7:00	15	8	n/a	n/a	n/a	n/a	5	5	n/a	n/a
8:00	7	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
9:00	32	18	n/a	n/a	n/a	n/a	16	8	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	37	19	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	39	19	n/a	n/a
13:00	42	24	n/a	n/a	n/a	n/a	41	20	n/a	n/a
14:00	42	24	n/a	n/a	n/a	n/a	40	20	n/a	n/a
15:00	39	23	n/a	n/a	n/a	n/a	32	16	n/a	n/a
16:00	40	23	n/a	n/a	n/a	n/a	32	16	n/a	n/a
17:00	38	22	n/a	n/a	n/a	n/a	29	14	n/a	n/a
18:00	42	24	n/a	n/a	n/a	n/a	40	20	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

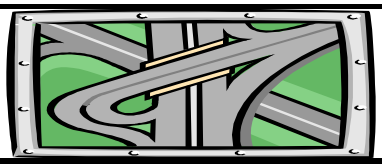
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Belmont Ridge Rd to Gum Spring Rd

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Belmont Ridge Rd. (Rt 659)		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	20,111	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	23,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	72	0	0	84	0	0.36%	100%	0.0%	0.0%	0.0%
1:00	34	0	0	40	0	0.17%	100%	0.0%	0.0%	0.0%
2:00	26	0	0	31	0	0.13%	100%	0.0%	5.9%	5.9%
3:00	35	0	0	41	0	0.17%	100%	9.0%	11.6%	20.6%
4:00	94	0	0	110	0	0.46%	100%	0.4%	7.1%	7.5%
5:00	413	0	0	485	0	2.05%	100%	2.9%	4.5%	7.4%
6:00	1,133	0	0	1,330	0	5.63%	100%	4.3%	4.2%	8.5%
7:00	1,664	0	0	1,953	0	8.27%	100%	4.1%	3.7%	7.8%
8:00	1,645	0	0	1,930	0	8.18%	100%	3.7%	9.3%	13.0%
9:00	1,247	0	0	1,463	0	6.20%	100%	4.8%	8.6%	13.3%
10:00	929	0	0	1,090	0	4.62%	100%	4.9%	12.5%	17.4%
11:00	947	0	0	1,112	0	4.71%	100%	5.7%	12.7%	18.4%
12:00	1,011	0	0	1,186	0	5.03%	100%	4.9%	8.9%	13.8%
13:00	965	0	0	1,133	0	4.80%	100%	2.8%	10.3%	13.1%
14:00	1,073	0	0	1,259	0	5.34%	100%	3.7%	9.6%	13.4%
15:00	1,491	0	0	1,749	0	7.41%	100%	3.9%	5.0%	8.9%
16:00	1,692	0	0	1,986	0	8.41%	100%	2.8%	4.0%	6.9%
17:00	1,848	0	0	2,169	0	9.19%	100%	1.3%	2.2%	3.5%
18:00	1,475	0	0	1,731	0	7.34%	100%	0.7%	1.7%	2.4%
19:00	893	0	0	1,048	0	4.44%	100%	1.0%	2.8%	3.8%
20:00	598	0	0	701	0	2.97%	100%	0.5%	0.0%	0.5%
21:00	426	0	0	500	0	2.12%	100%	1.8%	2.4%	4.2%
22:00	279	0	0	327	0	1.39%	100%	0.0%	1.8%	1.8%
23:00	123	0	0	144	0	0.61%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
1:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
2:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
3:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
4:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
5:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
6:00	37	21	n/a	n/a	n/a	n/a	27	14	n/a	n/a
7:00	25	15	n/a	n/a	n/a	n/a	13	7	n/a	n/a
8:00	17	10	n/a	n/a	n/a	n/a	6	3	n/a	n/a
9:00	36	21	n/a	n/a	n/a	n/a	26	13	n/a	n/a
10:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
11:00	41	24	n/a	n/a	n/a	n/a	38	19	n/a	n/a
12:00	41	24	n/a	n/a	n/a	n/a	39	20	n/a	n/a
13:00	42	24	n/a	n/a	n/a	n/a	40	20	n/a	n/a
14:00	40	23	n/a	n/a	n/a	n/a	35	18	n/a	n/a
15:00	30	18	n/a	n/a	n/a	n/a	19	10	n/a	n/a
16:00	23	13	n/a	n/a	n/a	n/a	16	8	n/a	n/a
17:00	23	14	n/a	n/a	n/a	n/a	14	7	n/a	n/a
18:00	38	22	n/a	n/a	n/a	n/a	30	15	n/a	n/a
19:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
20:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
21:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
22:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a
23:00	42	24	n/a	n/a	n/a	n/a	42	21	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

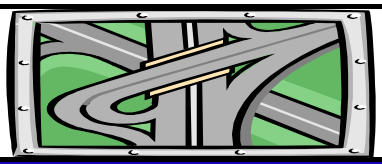
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	127	0	1.50%	60%	0.0%	58.3%	58.3%
1:00	0	0	0	93	0	1.00%	66%	0.0%	42.9%	42.9%
2:00	0	0	0	37	0	0.50%	52%	21.4%	21.4%	42.8%
3:00	0	0	0	38	0	0.50%	54%	28.0%	0.0%	28.0%
4:00	0	0	0	24	0	0.50%	34%	7.8%	7.8%	15.6%
5:00	0	0	0	51	0	1.50%	24%	5.2%	7.9%	13.1%
6:00	0	0	0	128	0	3.50%	26%	4.0%	6.2%	10.2%
7:00	0	0	0	367	0	6.50%	40%	9.2%	6.2%	15.4%
8:00	0	0	0	367	0	5.00%	52%	13.2%	8.0%	21.2%
9:00	0	0	0	409	0	5.00%	58%	11.1%	15.6%	26.7%
10:00	0	0	0	437	0	5.00%	62%	14.3%	15.3%	29.6%
11:00	0	0	0	437	0	5.00%	62%	10.2%	12.9%	23.1%
12:00	0	0	0	395	0	5.00%	56%	12.6%	12.6%	25.2%
13:00	0	0	0	513	0	6.50%	56%	12.9%	19.5%	32.4%
14:00	0	0	0	495	0	6.50%	54%	11.1%	20.7%	31.8%
15:00	0	0	0	533	0	7.00%	54%	12.4%	18.7%	31.1%
16:00	0	0	0	564	0	8.00%	50%	9.6%	9.6%	19.2%
17:00	0	0	0	599	0	8.50%	50%	7.9%	2.8%	10.7%
18:00	0	0	0	355	0	7.00%	36%	7.5%	8.8%	16.3%
19:00	0	0	0	282	0	5.00%	40%	4.6%	8.6%	13.2%
20:00	0	0	0	207	0	3.50%	42%	7.0%	7.0%	14.0%
21:00	0	0	0	195	0	3.00%	46%	0.0%	9.5%	9.5%
22:00	0	0	0	155	0	2.50%	44%	4.9%	4.9%	9.8%
23:00	0	0	0	152	0	2.00%	54%	0.0%	12.5%	12.5%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

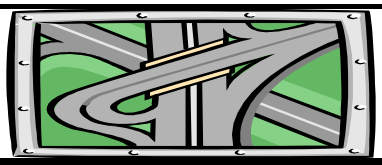
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	85	0	1.50%	40%	5.4%	5.4%	10.8%
1:00	0	0	0	48	0	1.00%	34%	7.7%	0.0%	7.7%
2:00	0	0	0	34	0	0.50%	48%	0.0%	13.0%	13.0%
3:00	0	0	0	32	0	0.50%	46%	21.4%	21.4%	42.8%
4:00	0	0	0	47	0	0.50%	66%	13.6%	45.5%	59.1%
5:00	0	0	0	161	0	1.50%	76%	29.1%	23.9%	53.0%
6:00	0	0	0	365	0	3.50%	74%	15.2%	27.0%	42.2%
7:00	0	0	0	550	0	6.50%	60%	21.5%	30.6%	52.1%
8:00	0	0	0	338	0	5.00%	48%	23.5%	31.2%	54.7%
9:00	0	0	0	296	0	5.00%	42%	13.3%	30.5%	43.8%
10:00	0	0	0	268	0	5.00%	38%	13.3%	29.5%	42.8%
11:00	0	0	0	268	0	5.00%	38%	13.5%	21.9%	35.4%
12:00	0	0	0	310	0	5.00%	44%	10.0%	24.7%	34.7%
13:00	0	0	0	403	0	6.50%	44%	10.0%	22.8%	32.8%
14:00	0	0	0	422	0	6.50%	46%	5.1%	17.2%	22.3%
15:00	0	0	0	454	0	7.00%	46%	6.5%	8.8%	15.3%
16:00	0	0	0	564	0	8.00%	50%	4.6%	6.4%	11.0%
17:00	0	0	0	599	0	8.50%	50%	2.1%	5.1%	7.2%
18:00	0	0	0	632	0	7.00%	64%	3.3%	2.2%	5.5%
19:00	0	0	0	423	0	5.00%	60%	1.7%	1.2%	2.9%
20:00	0	0	0	286	0	3.50%	58%	2.0%	2.0%	4.0%
21:00	0	0	0	228	0	3.00%	54%	1.1%	1.1%	2.2%
22:00	0	0	0	197	0	2.50%	56%	1.7%	1.7%	3.4%
23:00	0	0	0	130	0	2.00%	46%	3.5%	8.2%	11.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

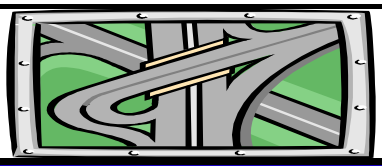
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	212	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	141	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	71	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	71	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	71	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	212	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	494	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	917	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	917	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	917	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	987	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,128	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,199	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	987	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	705	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	494	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	423	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	353	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	282	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

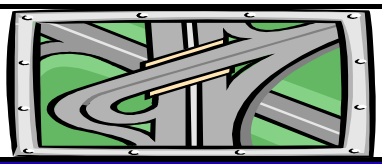
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Dulles Connector Road, from US 50 to LCP Interchange

0

Route	Dulles Connector Road		
From	US 50		
To	LCP Interchange		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,700	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	312	0	1.50%	60%	0.0%	33.3%	33.3%
1:00	0	0	0	229	0	1.00%	66%	0.0%	41.2%	41.2%
2:00	0	0	0	90	0	0.50%	52%	5.7%	20.0%	25.7%
3:00	0	0	0	94	0	0.50%	54%	16.1%	0.0%	16.1%
4:00	0	0	0	59	0	0.50%	34%	5.4%	4.5%	9.9%
5:00	0	0	0	125	0	1.50%	24%	3.3%	5.8%	9.1%
6:00	0	0	0	316	0	3.50%	26%	3.0%	4.7%	7.7%
7:00	0	0	0	902	0	6.50%	40%	7.0%	4.6%	11.6%
8:00	0	0	0	902	0	5.00%	52%	10.1%	6.3%	16.4%
9:00	0	0	0	1,006	0	5.00%	58%	8.5%	11.8%	20.3%
10:00	0	0	0	1,076	0	5.00%	62%	11.1%	11.3%	22.4%
11:00	0	0	0	1,076	0	5.00%	62%	8.2%	10.1%	18.3%
12:00	0	0	0	972	0	5.00%	56%	9.5%	9.5%	19.0%
13:00	0	0	0	1,263	0	6.50%	56%	10.3%	14.6%	24.9%
14:00	0	0	0	1,218	0	6.50%	54%	8.6%	15.9%	24.5%
15:00	0	0	0	1,312	0	7.00%	54%	9.9%	13.5%	23.4%
16:00	0	0	0	1,388	0	8.00%	50%	7.0%	7.8%	14.8%
17:00	0	0	0	1,475	0	8.50%	50%	5.6%	1.9%	7.5%
18:00	0	0	0	874	0	7.00%	36%	5.3%	7.1%	12.4%
19:00	0	0	0	694	0	5.00%	40%	3.2%	6.7%	9.9%
20:00	0	0	0	510	0	3.50%	42%	4.1%	4.1%	8.2%
21:00	0	0	0	479	0	3.00%	46%	0.0%	6.6%	6.6%
22:00	0	0	0	382	0	2.50%	44%	1.3%	1.3%	2.6%
23:00	0	0	0	375	0	2.00%	54%	0.0%	3.4%	3.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

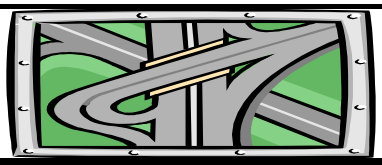
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Dulles Connector Road, from US 50 to LCP Interchange

0

Route	Dulles Connector Road		
From	US 50		
To	LCP Interchange		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,700	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	208	0	1.50%	40%	2.2%	2.2%	4.4%
1:00	0	0	0	118	0	1.00%	34%	3.1%	0.0%	3.1%
2:00	0	0	0	83	0	0.50%	48%	0.0%	14.3%	14.3%
3:00	0	0	0	80	0	0.50%	46%	23.5%	23.5%	47.0%
4:00	0	0	0	115	0	0.50%	66%	14.5%	38.2%	52.7%
5:00	0	0	0	396	0	1.50%	76%	23.0%	18.1%	41.1%
6:00	0	0	0	899	0	3.50%	74%	11.4%	20.5%	31.9%
7:00	0	0	0	1,353	0	6.50%	60%	16.7%	23.1%	39.8%
8:00	0	0	0	833	0	5.00%	48%	17.6%	23.0%	40.6%
9:00	0	0	0	729	0	5.00%	42%	10.1%	22.8%	32.9%
10:00	0	0	0	659	0	5.00%	38%	10.1%	21.7%	31.8%
11:00	0	0	0	659	0	5.00%	38%	10.0%	16.5%	26.5%
12:00	0	0	0	763	0	5.00%	44%	7.3%	18.5%	25.8%
13:00	0	0	0	992	0	6.50%	44%	7.3%	17.1%	24.4%
14:00	0	0	0	1,038	0	6.50%	46%	3.9%	13.0%	16.9%
15:00	0	0	0	1,117	0	7.00%	46%	5.0%	6.5%	11.5%
16:00	0	0	0	1,388	0	8.00%	50%	3.4%	4.7%	8.1%
17:00	0	0	0	1,475	0	8.50%	50%	1.6%	3.9%	5.5%
18:00	0	0	0	1,555	0	7.00%	64%	2.7%	1.6%	4.3%
19:00	0	0	0	1,041	0	5.00%	60%	1.2%	1.1%	2.3%
20:00	0	0	0	704	0	3.50%	58%	1.3%	1.5%	2.8%
21:00	0	0	0	562	0	3.00%	54%	1.2%	1.2%	2.4%
22:00	0	0	0	486	0	2.50%	56%	0.7%	1.9%	2.6%
23:00	0	0	0	319	0	2.00%	46%	1.4%	4.8%	6.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

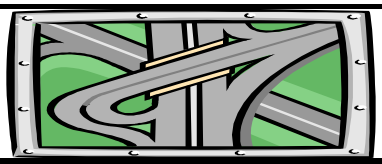
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Dulles Connector Road, from US 50 to LCP Interchange

0

Route	Dulles Connector Road		
From	US 50		
To	LCP Interchange		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,700	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	521	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	347	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	174	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	174	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	174	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	521	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,215	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,256	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,256	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,256	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,429	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,776	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	2,950	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,429	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,735	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,215	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,041	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	868	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	694	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

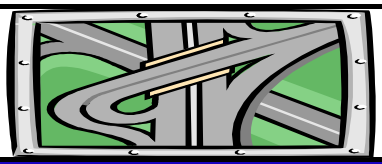
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,300	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	247	0	1.50%	48%	0.0%	0.0%	0.0%
1:00	0	0	0	106	0	1.00%	31%	6.3%	0.0%	6.3%
2:00	0	0	0	24	0	0.50%	14%	7.7%	7.7%	15.4%
3:00	0	0	0	29	0	0.50%	17%	3.9%	3.9%	7.8%
4:00	0	0	0	67	0	0.50%	39%	3.4%	3.0%	6.4%
5:00	0	0	0	386	0	1.50%	75%	2.8%	1.3%	4.1%
6:00	0	0	0	1,056	0	3.50%	88%	1.1%	1.7%	2.8%
7:00	0	0	0	1,962	0	6.50%	88%	1.8%	2.5%	4.3%
8:00	0	0	0	1,441	0	5.00%	84%	2.1%	3.5%	5.6%
9:00	0	0	0	1,201	0	5.00%	70%	2.2%	3.5%	5.7%
10:00	0	0	0	1,029	0	5.00%	60%	3.6%	7.6%	11.2%
11:00	0	0	0	858	0	5.00%	50%	3.3%	6.9%	10.2%
12:00	0	0	0	737	0	5.00%	43%	3.6%	7.3%	10.9%
13:00	0	0	0	870	0	6.50%	39%	3.7%	7.3%	11.0%
14:00	0	0	0	825	0	6.50%	37%	4.9%	10.1%	15.0%
15:00	0	0	0	888	0	7.00%	37%	5.5%	9.2%	14.7%
16:00	0	0	0	1,345	0	8.00%	49%	4.5%	4.0%	8.5%
17:00	0	0	0	1,399	0	8.50%	48%	2.5%	2.5%	5.0%
18:00	0	0	0	888	0	7.00%	37%	3.5%	2.0%	5.5%
19:00	0	0	0	412	0	5.00%	24%	1.9%	1.6%	3.5%
20:00	0	0	0	228	0	3.50%	19%	2.2%	2.2%	4.4%
21:00	0	0	0	165	0	3.00%	16%	1.0%	1.5%	2.5%
22:00	0	0	0	172	0	2.50%	20%	4.2%	2.1%	6.3%
23:00	0	0	0	110	0	2.00%	16%	3.3%	3.3%	6.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	44	42	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

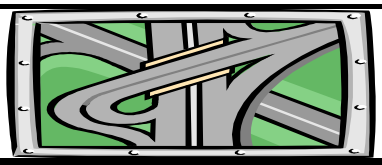
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,300	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	268	0	1.50%	52%	5.9%	8.8%	14.7%
1:00	0	0	0	237	0	1.00%	69%	4.2%	16.7%	20.9%
2:00	0	0	0	147	0	0.50%	86%	8.9%	10.8%	19.7%
3:00	0	0	0	142	0	0.50%	83%	3.9%	5.3%	9.2%
4:00	0	0	0	105	0	0.50%	61%	6.3%	5.9%	12.2%
5:00	0	0	0	129	0	1.50%	25%	6.7%	9.8%	16.5%
6:00	0	0	0	144	0	3.50%	12%	3.1%	10.2%	13.3%
7:00	0	0	0	268	0	6.50%	12%	6.3%	14.2%	20.5%
8:00	0	0	0	274	0	5.00%	16%	4.7%	9.7%	14.4%
9:00	0	0	0	515	0	5.00%	30%	3.8%	6.9%	10.7%
10:00	0	0	0	686	0	5.00%	40%	5.5%	7.8%	13.3%
11:00	0	0	0	858	0	5.00%	50%	4.5%	6.5%	11.0%
12:00	0	0	0	978	0	5.00%	57%	2.7%	4.3%	7.0%
13:00	0	0	0	1,360	0	6.50%	61%	2.8%	4.8%	7.6%
14:00	0	0	0	1,405	0	6.50%	63%	1.7%	3.2%	4.9%
15:00	0	0	0	1,513	0	7.00%	63%	1.6%	3.3%	4.9%
16:00	0	0	0	1,399	0	8.00%	51%	2.3%	3.7%	6.0%
17:00	0	0	0	1,516	0	8.50%	52%	2.8%	3.6%	6.4%
18:00	0	0	0	1,513	0	7.00%	63%	2.0%	2.4%	4.4%
19:00	0	0	0	1,303	0	5.00%	76%	1.6%	2.4%	4.0%
20:00	0	0	0	972	0	3.50%	81%	1.1%	1.5%	2.6%
21:00	0	0	0	864	0	3.00%	84%	1.0%	1.5%	2.5%
22:00	0	0	0	686	0	2.50%	80%	0.9%	0.5%	1.4%
23:00	0	0	0	576	0	2.00%	84%	1.5%	0.9%	2.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	60	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

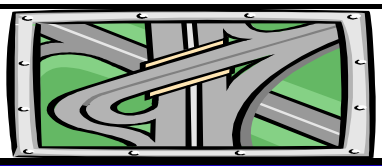
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	515	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	343	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	172	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	172	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	172	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	515	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,201	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,230	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,230	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,230	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,401	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,744	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	2,916	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,401	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,715	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,201	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,029	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	858	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	686	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	46	44	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	60	56	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

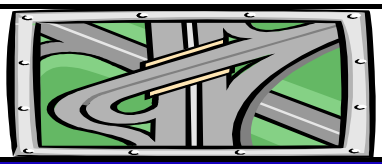
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,800	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	340	0	1.50%	60%	0.0%	24.2%	24.2%
1:00	0	0	0	249	0	1.00%	66%	0.0%	33.3%	33.3%
2:00	0	0	0	98	0	0.50%	52%	5.3%	15.8%	21.1%
3:00	0	0	0	102	0	0.50%	54%	11.8%	0.0%	11.8%
4:00	0	0	0	64	0	0.50%	34%	5.0%	3.3%	8.3%
5:00	0	0	0	136	0	1.50%	24%	2.7%	4.8%	7.5%
6:00	0	0	0	344	0	3.50%	26%	2.4%	3.8%	6.2%
7:00	0	0	0	983	0	6.50%	40%	5.6%	3.8%	9.4%
8:00	0	0	0	983	0	5.00%	52%	8.2%	4.9%	13.1%
9:00	0	0	0	1,096	0	5.00%	58%	6.7%	9.5%	16.2%
10:00	0	0	0	1,172	0	5.00%	62%	8.8%	9.2%	18.0%
11:00	0	0	0	1,172	0	5.00%	62%	6.6%	8.2%	14.8%
12:00	0	0	0	1,058	0	5.00%	56%	7.7%	7.8%	15.5%
13:00	0	0	0	1,376	0	6.50%	56%	8.0%	11.6%	19.6%
14:00	0	0	0	1,327	0	6.50%	54%	6.8%	12.7%	19.5%
15:00	0	0	0	1,429	0	7.00%	54%	7.7%	10.9%	18.6%
16:00	0	0	0	1,512	0	8.00%	50%	5.8%	6.3%	12.1%
17:00	0	0	0	1,607	0	8.50%	50%	4.7%	1.5%	6.2%
18:00	0	0	0	953	0	7.00%	36%	4.3%	5.6%	9.9%
19:00	0	0	0	756	0	5.00%	40%	3.0%	5.4%	8.4%
20:00	0	0	0	556	0	3.50%	42%	3.0%	3.0%	6.0%
21:00	0	0	0	522	0	3.00%	46%	0.0%	6.0%	6.0%
22:00	0	0	0	416	0	2.50%	44%	1.2%	1.2%	2.4%
23:00	0	0	0	408	0	2.00%	54%	0.0%	3.1%	3.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

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ENTRADA, Ver. 2012-10, VDOT

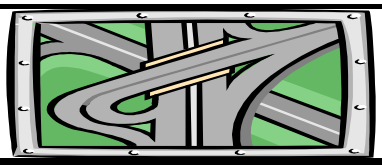
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,800	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	227	0	1.50%	40%	1.3%	1.3%	2.6%
1:00	0	0	0	129	0	1.00%	34%	1.9%	0.0%	1.9%
2:00	0	0	0	91	0	0.50%	48%	0.0%	9.8%	9.8%
3:00	0	0	0	87	0	0.50%	46%	16.2%	16.2%	32.4%
4:00	0	0	0	125	0	0.50%	66%	10.2%	28.8%	39.0%
5:00	0	0	0	431	0	1.50%	76%	18.3%	14.1%	32.4%
6:00	0	0	0	979	0	3.50%	74%	9.0%	16.3%	25.3%
7:00	0	0	0	1,474	0	6.50%	60%	13.3%	18.5%	31.8%
8:00	0	0	0	907	0	5.00%	48%	14.1%	18.4%	32.5%
9:00	0	0	0	794	0	5.00%	42%	8.2%	18.4%	26.6%
10:00	0	0	0	718	0	5.00%	38%	8.2%	17.4%	25.6%
11:00	0	0	0	718	0	5.00%	38%	7.9%	13.2%	21.1%
12:00	0	0	0	832	0	5.00%	44%	6.0%	14.9%	20.9%
13:00	0	0	0	1,081	0	6.50%	44%	5.9%	13.8%	19.7%
14:00	0	0	0	1,130	0	6.50%	46%	3.1%	10.5%	13.6%
15:00	0	0	0	1,217	0	7.00%	46%	3.9%	5.3%	9.2%
16:00	0	0	0	1,512	0	8.00%	50%	2.7%	3.8%	6.5%
17:00	0	0	0	1,607	0	8.50%	50%	1.2%	3.1%	4.3%
18:00	0	0	0	1,693	0	7.00%	64%	2.1%	1.3%	3.4%
19:00	0	0	0	1,134	0	5.00%	60%	1.1%	0.8%	1.9%
20:00	0	0	0	767	0	3.50%	58%	1.2%	1.4%	2.6%
21:00	0	0	0	612	0	3.00%	54%	0.8%	0.8%	1.6%
22:00	0	0	0	529	0	2.50%	56%	0.4%	1.3%	1.7%
23:00	0	0	0	348	0	2.00%	46%	0.9%	3.5%	4.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

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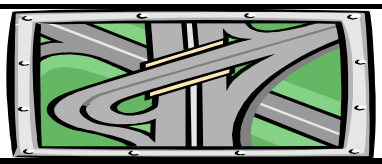
Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,800	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	567	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	378	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	189	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	189	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	189	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	567	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,323	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,457	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,457	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,457	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,646	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	3,024	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	3,213	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,646	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,890	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,323	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,134	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	945	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	756	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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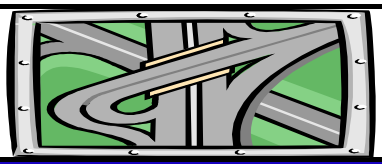
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,900	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	15	0	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	4	0	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	9	0	0.12%	45%	0.0%	0.0%	0.0%
3:00	3	0	0	15	0	0.12%	73%	0.0%	0.0%	0.0%
4:00	13	0	0	58	0	0.44%	79%	0.0%	16.7%	16.7%
5:00	47	0	0	202	0	1.41%	85%	0.0%	7.0%	7.0%
6:00	169	0	0	732	0	5.09%	85%	1.9%	3.8%	5.6%
7:00	424	0	0	1,837	0	12.35%	88%	1.0%	2.0%	3.0%
8:00	371	0	0	1,605	0	11.73%	81%	1.6%	2.0%	3.6%
9:00	140	0	0	608	0	5.14%	70%	1.0%	6.1%	7.0%
10:00	96	0	0	418	0	4.12%	60%	3.6%	8.4%	12.0%
11:00	103	0	0	447	0	4.90%	54%	2.2%	8.0%	10.1%
12:00	101	0	0	436	0	5.06%	51%	1.4%	4.3%	5.7%
13:00	84	0	0	363	0	4.67%	46%	0.0%	2.9%	2.9%
14:00	94	0	0	405	0	4.99%	48%	6.2%	5.8%	12.0%
15:00	98	0	0	423	0	5.56%	45%	2.4%	4.4%	6.8%
16:00	118	0	0	510	0	7.55%	40%	2.5%	3.3%	5.8%
17:00	125	0	0	540	0	8.19%	39%	0.0%	2.1%	2.1%
18:00	112	0	0	485	0	6.68%	43%	0.6%	2.4%	3.1%
19:00	84	0	0	365	0	4.80%	45%	0.9%	0.0%	0.9%
20:00	53	0	0	231	0	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	124	0	1.93%	38%	2.9%	4.9%	7.8%
22:00	13	0	0	58	0	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	28	0	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	52	44	n/a	n/a
1:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	44	36	n/a	n/a
8:00	45	45	n/a	n/a	n/a	n/a	52	45	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
10:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
14:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
15:00	44	44	n/a	n/a	n/a	n/a	52	49	n/a	n/a
16:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
18:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
21:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	52	46	n/a	n/a
23:00	39	39	n/a	n/a	n/a	n/a	52	45	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

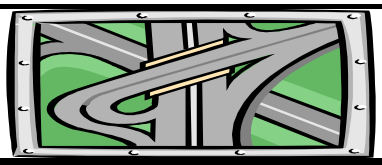
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,900	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	27	0	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	9	0	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	11	0	0.12%	55%	0.0%	14.3%	14.3%
3:00	1	0	0	6	0	0.12%	27%	0.0%	28.6%	28.6%
4:00	4	0	0	15	0	0.44%	21%	0.0%	11.1%	11.1%
5:00	8	0	0	36	0	1.41%	15%	4.7%	4.7%	9.3%
6:00	30	0	0	129	0	5.09%	15%	1.3%	13.1%	14.4%
7:00	58	0	0	250	0	12.35%	12%	7.3%	7.0%	14.2%
8:00	87	0	0	377	0	11.73%	19%	3.8%	7.2%	11.0%
9:00	60	0	0	260	0	5.14%	30%	3.5%	12.1%	15.7%
10:00	64	0	0	279	0	4.12%	40%	3.9%	11.4%	15.3%
11:00	88	0	0	381	0	4.90%	46%	1.7%	8.2%	9.9%
12:00	97	0	0	419	0	5.06%	49%	0.4%	5.3%	5.7%
13:00	98	0	0	426	0	4.67%	54%	0.4%	4.9%	5.3%
14:00	101	0	0	439	0	4.99%	52%	3.2%	3.2%	6.4%
15:00	119	0	0	517	0	5.56%	55%	1.7%	3.0%	4.8%
16:00	177	0	0	766	0	7.55%	60%	1.4%	0.2%	1.6%
17:00	195	0	0	844	0	8.19%	61%	0.2%	0.0%	0.2%
18:00	149	0	0	643	0	6.68%	57%	0.3%	0.0%	0.3%
19:00	103	0	0	446	0	4.80%	55%	0.4%	0.4%	0.7%
20:00	77	0	0	332	0	3.33%	59%	0.5%	0.0%	0.5%
21:00	47	0	0	202	0	1.93%	62%	0.0%	0.0%	0.0%
22:00	26	0	0	112	0	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	55	0	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

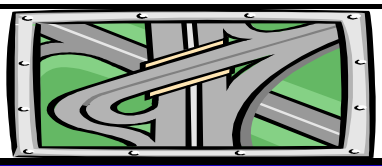
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	42	0	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	13	0	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	21	0	0.12%	100%	0.0%	7.9%	7.9%
3:00	5	0	0	21	0	0.12%	100%	0.0%	7.7%	7.7%
4:00	17	0	0	74	0	0.44%	100%	0.0%	15.5%	15.5%
5:00	55	0	0	238	0	1.41%	100%	0.7%	6.6%	7.3%
6:00	199	0	0	861	0	5.09%	100%	1.8%	5.2%	6.9%
7:00	482	0	0	2,087	0	12.35%	100%	1.7%	2.6%	4.3%
8:00	458	0	0	1,982	0	11.73%	100%	2.0%	3.0%	5.0%
9:00	200	0	0	868	0	5.14%	100%	1.7%	7.9%	9.6%
10:00	161	0	0	696	0	4.12%	100%	3.7%	9.6%	13.3%
11:00	191	0	0	829	0	4.90%	100%	2.0%	8.1%	10.0%
12:00	197	0	0	855	0	5.06%	100%	0.9%	4.8%	5.7%
13:00	182	0	0	789	0	4.67%	100%	0.2%	4.0%	4.2%
14:00	195	0	0	844	0	4.99%	100%	4.6%	4.4%	9.0%
15:00	217	0	0	940	0	5.56%	100%	2.0%	3.7%	5.7%
16:00	295	0	0	1,276	0	7.55%	100%	1.8%	1.5%	3.3%
17:00	319	0	0	1,383	0	8.19%	100%	0.1%	0.8%	1.0%
18:00	261	0	0	1,129	0	6.68%	100%	0.4%	1.1%	1.5%
19:00	187	0	0	812	0	4.80%	100%	0.6%	0.2%	0.8%
20:00	130	0	0	562	0	3.33%	100%	0.3%	0.0%	0.3%
21:00	75	0	0	327	0	1.93%	100%	1.1%	1.9%	3.0%
22:00	39	0	0	170	0	1.01%	100%	0.0%	0.0%	0.0%
23:00	19	0	0	83	0	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	41	41	n/a	n/a	n/a	n/a	52	42	n/a	n/a
1:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	46	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	45	37	n/a	n/a
8:00	44	44	n/a	n/a	n/a	n/a	52	44	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	46	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
23:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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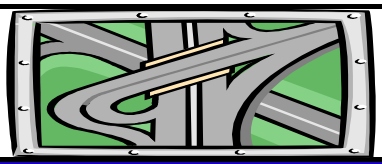
Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,300	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	8	0	0.18%	36%	0.0%	0.0%	0.0%
1:00	4	0	0	14	0	0.38%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	7	0	0.13%	45%	0.0%	0.0%	0.0%
3:00	5	0	0	16	0	0.18%	73%	0.0%	0.0%	0.0%
4:00	17	0	0	54	0	0.56%	79%	0.0%	4.7%	4.7%
5:00	82	0	0	257	0	2.46%	85%	1.4%	4.8%	6.2%
6:00	188	0	0	592	0	5.66%	85%	3.8%	2.3%	6.1%
7:00	310	0	0	976	0	9.02%	88%	2.0%	1.8%	3.8%
8:00	262	0	0	827	0	8.30%	81%	2.0%	1.6%	3.6%
9:00	168	0	0	530	0	6.15%	70%	1.6%	4.3%	5.9%
10:00	88	0	0	276	0	3.74%	60%	5.6%	6.2%	11.8%
11:00	94	0	0	298	0	4.48%	54%	3.1%	5.9%	9.0%
12:00	103	0	0	326	0	5.20%	51%	2.2%	3.2%	5.4%
13:00	72	0	0	227	0	4.02%	46%	0.0%	2.6%	2.6%
14:00	94	0	0	295	0	5.00%	48%	9.2%	4.8%	14.0%
15:00	98	0	0	308	0	5.56%	45%	3.3%	3.3%	6.6%
16:00	100	0	0	315	0	6.41%	40%	3.2%	2.7%	5.9%
17:00	116	0	0	365	0	7.61%	39%	0.0%	1.8%	1.8%
18:00	142	0	0	447	0	8.46%	43%	0.6%	2.0%	2.6%
19:00	115	0	0	363	0	6.56%	45%	0.8%	0.0%	0.8%
20:00	77	0	0	243	0	4.82%	41%	0.0%	0.0%	0.0%
21:00	43	0	0	136	0	2.92%	38%	2.2%	2.2%	4.4%
22:00	21	0	0	65	0	1.56%	34%	0.0%	0.0%	0.0%
23:00	8	0	0	26	0	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

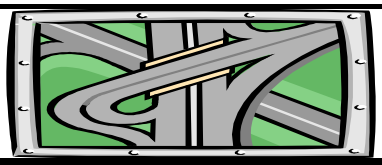
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,300	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	14	0	0.18%	64%	0.0%	0.0%	0.0%
1:00	11	0	0	33	0	0.38%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	9	0	0.13%	55%	0.0%	12.5%	12.5%
3:00	2	0	0	6	0	0.18%	27%	0.0%	25.0%	25.0%
4:00	5	0	0	14	0	0.56%	21%	0.0%	9.1%	9.1%
5:00	14	0	0	45	0	2.46%	15%	3.8%	3.8%	7.6%
6:00	33	0	0	104	0	5.66%	15%	1.0%	13.5%	14.5%
7:00	42	0	0	133	0	9.02%	12%	7.7%	7.2%	14.9%
8:00	62	0	0	194	0	8.30%	19%	3.7%	7.5%	11.2%
9:00	72	0	0	227	0	6.15%	30%	3.2%	12.2%	15.4%
10:00	58	0	0	184	0	3.74%	40%	4.5%	11.4%	15.9%
11:00	80	0	0	253	0	4.48%	46%	1.8%	8.2%	10.0%
12:00	99	0	0	313	0	5.20%	49%	0.7%	5.6%	6.3%
13:00	85	0	0	267	0	4.02%	54%	0.3%	4.5%	4.8%
14:00	101	0	0	320	0	5.00%	52%	3.1%	3.1%	6.2%
15:00	119	0	0	376	0	5.56%	55%	1.6%	2.9%	4.5%
16:00	150	0	0	473	0	6.41%	60%	1.6%	0.2%	1.8%
17:00	181	0	0	571	0	7.61%	61%	0.2%	0.0%	0.2%
18:00	188	0	0	593	0	8.46%	57%	0.2%	0.0%	0.2%
19:00	141	0	0	444	0	6.56%	55%	0.3%	0.3%	0.6%
20:00	111	0	0	350	0	4.82%	59%	0.4%	0.0%	0.4%
21:00	71	0	0	223	0	2.92%	62%	0.0%	0.0%	0.0%
22:00	40	0	0	127	0	1.56%	66%	0.0%	0.0%	0.0%
23:00	16	0	0	50	0	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

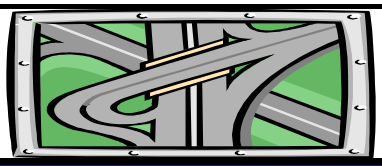
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	7	0	0	22	0	0.18%	100%	0.0%	0.0%	0.0%
1:00	15	0	0	47	0	0.38%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	16	0	0.13%	100%	0.0%	6.9%	6.9%
3:00	7	0	0	22	0	0.18%	100%	0.0%	6.8%	6.8%
4:00	22	0	0	69	0	0.56%	100%	0.0%	5.6%	5.6%
5:00	96	0	0	303	0	2.46%	100%	1.8%	4.7%	6.4%
6:00	221	0	0	696	0	5.66%	100%	3.4%	4.0%	7.4%
7:00	352	0	0	1,109	0	9.02%	100%	2.7%	2.4%	5.1%
8:00	324	0	0	1,021	0	8.30%	100%	2.3%	2.7%	5.0%
9:00	240	0	0	756	0	6.15%	100%	2.1%	6.7%	8.8%
10:00	146	0	0	460	0	3.74%	100%	5.2%	8.3%	13.4%
11:00	175	0	0	551	0	4.48%	100%	2.5%	7.0%	9.5%
12:00	203	0	0	640	0	5.20%	100%	1.5%	4.4%	5.8%
13:00	157	0	0	494	0	4.02%	100%	0.2%	3.6%	3.8%
14:00	195	0	0	615	0	5.00%	100%	6.0%	3.9%	9.9%
15:00	217	0	0	684	0	5.56%	100%	2.4%	3.1%	5.4%
16:00	250	0	0	788	0	6.41%	100%	2.2%	1.2%	3.4%
17:00	297	0	0	936	0	7.61%	100%	0.1%	0.7%	0.8%
18:00	330	0	0	1,041	0	8.46%	100%	0.4%	0.9%	1.2%
19:00	256	0	0	807	0	6.56%	100%	0.5%	0.2%	0.7%
20:00	188	0	0	593	0	4.82%	100%	0.2%	0.0%	0.2%
21:00	114	0	0	359	0	2.92%	100%	0.8%	0.8%	1.7%
22:00	61	0	0	192	0	1.56%	100%	0.0%	0.0%	0.0%
23:00	24	0	0	76	0	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

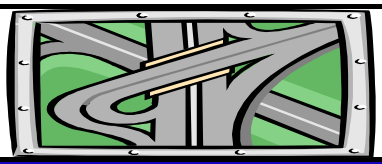
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	4,700	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	3	0	0.18%	36%	0.0%	0.0%	0.0%
1:00	0	0	0	5	0	0.38%	29%	0.0%	0.0%	0.0%
2:00	0	0	0	3	0	0.13%	45%	0.0%	0.0%	0.0%
3:00	0	0	0	6	0	0.18%	73%	0.0%	0.0%	0.0%
4:00	0	0	0	21	0	0.56%	79%	0.0%	12.5%	12.5%
5:00	0	0	0	98	0	2.46%	85%	3.6%	3.6%	7.1%
6:00	0	0	0	225	0	5.66%	85%	3.4%	2.5%	5.9%
7:00	0	0	0	373	0	9.02%	88%	1.8%	1.8%	3.5%
8:00	0	0	0	318	0	8.30%	81%	2.0%	1.6%	3.6%
9:00	0	0	0	203	0	6.15%	70%	1.2%	4.1%	5.3%
10:00	0	0	0	106	0	3.74%	60%	6.0%	6.0%	12.0%
11:00	0	0	0	113	0	4.48%	54%	3.2%	5.6%	8.9%
12:00	0	0	0	125	0	5.20%	51%	1.7%	4.1%	5.8%
13:00	0	0	0	88	0	4.02%	46%	0.0%	2.0%	2.0%
14:00	0	0	0	112	0	5.00%	48%	8.0%	4.5%	12.5%
15:00	0	0	0	116	0	5.56%	45%	3.4%	4.3%	7.7%
16:00	0	0	0	120	0	6.41%	40%	2.8%	3.5%	6.3%
17:00	0	0	0	139	0	7.61%	39%	0.0%	1.3%	1.3%
18:00	0	0	0	172	0	8.46%	43%	1.5%	1.5%	3.0%
19:00	0	0	0	138	0	6.56%	45%	2.0%	0.0%	2.0%
20:00	0	0	0	92	0	4.82%	41%	0.0%	0.0%	0.0%
21:00	0	0	0	52	0	2.92%	38%	5.7%	5.7%	11.4%
22:00	0	0	0	25	0	1.56%	34%	0.0%	0.0%	0.0%
23:00	0	0	0	10	0	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

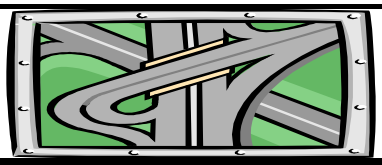
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	4,700	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	5	0	0.18%	64%	0.0%	0.0%	0.0%
1:00	0	0	0	13	0	0.38%	71%	0.0%	0.0%	0.0%
2:00	0	0	0	3	0	0.13%	55%	0.0%	33.3%	33.3%
3:00	0	0	0	2	0	0.18%	27%	0.0%	50.0%	50.0%
4:00	0	0	0	5	0	0.56%	21%	0.0%	25.0%	25.0%
5:00	0	0	0	17	0	2.46%	15%	10.0%	10.0%	20.0%
6:00	0	0	0	41	0	5.66%	15%	2.7%	13.5%	16.2%
7:00	0	0	0	51	0	9.02%	12%	5.8%	7.2%	13.0%
8:00	0	0	0	72	0	8.30%	19%	2.9%	6.9%	9.8%
9:00	0	0	0	86	0	6.15%	30%	2.8%	11.1%	13.9%
10:00	0	0	0	70	0	3.74%	40%	3.9%	10.4%	14.3%
11:00	0	0	0	97	0	4.48%	46%	1.9%	7.5%	9.3%
12:00	0	0	0	120	0	5.20%	49%	0.9%	5.1%	6.0%
13:00	0	0	0	101	0	4.02%	54%	0.8%	5.1%	5.9%
14:00	0	0	0	123	0	5.00%	52%	2.4%	2.4%	4.9%
15:00	0	0	0	145	0	5.56%	55%	1.4%	3.4%	4.8%
16:00	0	0	0	181	0	6.41%	60%	1.4%	0.5%	1.9%
17:00	0	0	0	219	0	7.61%	61%	0.4%	0.0%	0.4%
18:00	0	0	0	226	0	8.46%	57%	0.6%	0.0%	0.6%
19:00	0	0	0	170	0	6.56%	55%	0.8%	0.8%	1.6%
20:00	0	0	0	135	0	4.82%	59%	1.1%	0.0%	1.1%
21:00	0	0	0	85	0	2.92%	62%	0.0%	0.0%	0.0%
22:00	0	0	0	48	0	1.56%	66%	0.0%	0.0%	0.0%
23:00	0	0	0	19	0	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

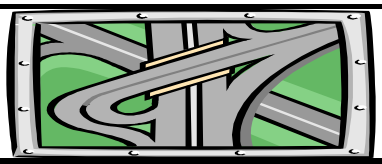
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	4,700	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	8	0	0.18%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	18	0	0.38%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	6	0	0.13%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	8	0	0.18%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	26	0	0.56%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	116	0	2.46%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	266	0	5.66%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	424	0	9.02%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	390	0	8.30%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	289	0	6.15%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	176	0	3.74%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	211	0	4.48%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	244	0	5.20%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	189	0	4.02%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	235	0	5.00%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	261	0	5.56%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	301	0	6.41%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	358	0	7.61%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	398	0	8.46%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	308	0	6.56%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	227	0	4.82%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	137	0	2.92%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	73	0	1.56%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	29	0	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

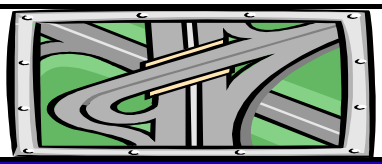
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,100	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	11	0	0	18	0	0.13%	55%	0.0%	27.8%	27.8%
1:00	6	0	0	10	0	0.16%	24%	0.0%	70.0%	70.0%
2:00	18	0	0	29	0	0.40%	29%	17.2%	17.2%	34.5%
3:00	48	0	0	78	0	1.00%	31%	9.1%	9.1%	18.2%
4:00	139	0	0	227	0	1.88%	48%	5.2%	7.4%	12.7%
5:00	521	0	0	851	0	4.40%	77%	2.0%	2.0%	4.0%
6:00	998	0	0	1,631	0	7.39%	88%	2.0%	2.4%	4.4%
7:00	1,123	0	0	1,836	0	8.22%	89%	3.7%	3.2%	6.9%
8:00	837	0	0	1,369	0	6.57%	83%	6.0%	3.9%	9.9%
9:00	523	0	0	854	0	5.08%	67%	6.1%	8.1%	14.3%
10:00	374	0	0	611	0	4.59%	53%	6.6%	9.4%	16.0%
11:00	354	0	0	579	0	5.13%	45%	8.9%	9.8%	18.7%
12:00	306	0	0	501	0	5.70%	35%	7.9%	7.3%	15.2%
13:00	305	0	0	499	0	6.41%	31%	4.0%	12.9%	17.0%
14:00	288	0	0	471	0	6.26%	30%	5.7%	5.7%	11.4%
15:00	298	0	0	487	0	5.88%	33%	9.2%	5.1%	14.3%
16:00	311	0	0	509	0	5.07%	40%	8.9%	3.9%	12.8%
17:00	299	0	0	489	0	4.75%	41%	4.1%	0.4%	4.5%
18:00	239	0	0	391	0	5.02%	31%	7.8%	3.1%	10.9%
19:00	146	0	0	239	0	5.02%	19%	2.9%	0.0%	2.9%
20:00	105	0	0	172	0	4.29%	16%	2.9%	4.1%	7.1%
21:00	71	0	0	117	0	3.32%	14%	4.4%	0.0%	4.4%
22:00	46	0	0	76	0	2.15%	14%	0.0%	6.5%	6.5%
23:00	23	0	0	38	0	1.17%	13%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	52	48	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

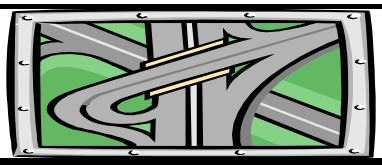
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,100	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	9	0	0	15	0	0.13%	45%	26.7%	0.0%	26.7%
1:00	19	0	0	31	0	0.16%	76%	0.0%	32.3%	32.3%
2:00	44	0	0	72	0	0.40%	71%	5.6%	37.5%	43.1%
3:00	106	0	0	174	0	1.00%	69%	9.1%	12.0%	21.1%
4:00	150	0	0	246	0	1.88%	52%	15.2%	15.2%	30.3%
5:00	155	0	0	254	0	4.40%	23%	8.3%	12.3%	20.6%
6:00	136	0	0	222	0	7.39%	12%	7.0%	18.9%	26.0%
7:00	139	0	0	227	0	8.22%	11%	6.8%	20.0%	26.8%
8:00	172	0	0	280	0	6.57%	17%	7.5%	20.6%	28.1%
9:00	257	0	0	421	0	5.08%	33%	6.3%	10.1%	16.4%
10:00	331	0	0	542	0	4.59%	47%	7.9%	9.9%	17.8%
11:00	433	0	0	708	0	5.13%	55%	7.7%	7.3%	14.9%
12:00	569	0	0	930	0	5.70%	65%	6.3%	6.9%	13.2%
13:00	679	0	0	1,110	0	6.41%	69%	4.9%	4.6%	9.4%
14:00	673	0	0	1,100	0	6.26%	70%	2.1%	5.5%	7.6%
15:00	604	0	0	988	0	5.88%	67%	1.6%	3.4%	5.0%
16:00	467	0	0	763	0	5.07%	60%	1.3%	2.8%	4.1%
17:00	431	0	0	704	0	4.75%	59%	5.2%	3.3%	8.5%
18:00	532	0	0	870	0	5.02%	69%	4.7%	2.4%	7.1%
19:00	624	0	0	1,020	0	5.02%	81%	3.6%	1.0%	4.6%
20:00	554	0	0	905	0	4.29%	84%	0.7%	2.3%	3.0%
21:00	439	0	0	717	0	3.32%	86%	1.4%	0.8%	2.2%
22:00	284	0	0	464	0	2.15%	86%	0.9%	1.3%	2.2%
23:00	157	0	0	256	0	1.17%	87%	2.4%	1.6%	3.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

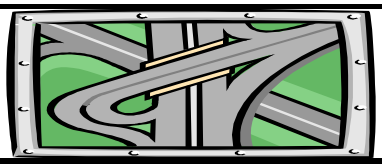
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	33	0	0.13%	100%	12.0%	15.3%	27.3%
1:00	25	0	0	41	0	0.16%	100%	0.0%	41.3%	41.3%
2:00	62	0	0	101	0	0.40%	100%	8.9%	31.6%	40.6%
3:00	154	0	0	252	0	1.00%	100%	9.1%	11.1%	20.2%
4:00	289	0	0	472	0	1.88%	100%	10.4%	11.4%	21.8%
5:00	676	0	0	1,105	0	4.40%	100%	3.4%	4.4%	7.8%
6:00	1,134	0	0	1,854	0	7.39%	100%	2.6%	4.4%	7.0%
7:00	1,262	0	0	2,063	0	8.22%	100%	4.0%	5.1%	9.1%
8:00	1,009	0	0	1,650	0	6.57%	100%	6.2%	6.8%	13.0%
9:00	780	0	0	1,275	0	5.08%	100%	6.2%	8.8%	15.0%
10:00	705	0	0	1,153	0	4.59%	100%	7.2%	9.6%	16.8%
11:00	787	0	0	1,287	0	5.13%	100%	8.2%	8.4%	16.6%
12:00	875	0	0	1,431	0	5.70%	100%	6.8%	7.1%	13.9%
13:00	984	0	0	1,609	0	6.41%	100%	4.6%	7.2%	11.8%
14:00	961	0	0	1,571	0	6.26%	100%	3.2%	5.5%	8.7%
15:00	902	0	0	1,475	0	5.88%	100%	4.1%	3.9%	8.1%
16:00	778	0	0	1,272	0	5.07%	100%	4.3%	3.2%	7.6%
17:00	730	0	0	1,193	0	4.75%	100%	4.8%	2.1%	6.9%
18:00	771	0	0	1,260	0	5.02%	100%	5.6%	2.6%	8.3%
19:00	770	0	0	1,259	0	5.02%	100%	3.5%	0.8%	4.3%
20:00	659	0	0	1,077	0	4.29%	100%	1.0%	2.6%	3.6%
21:00	510	0	0	834	0	3.32%	100%	1.8%	0.7%	2.5%
22:00	330	0	0	540	0	2.15%	100%	0.7%	2.0%	2.8%
23:00	180	0	0	294	0	1.17%	100%	2.0%	1.4%	3.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	53	48	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

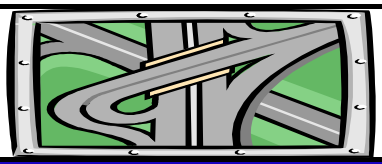
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,800	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	30	0	0.49%	18%	0.0%	13.3%	13.3%
1:00	13	0	0	17	0	0.33%	15%	0.0%	17.6%	17.6%
2:00	27	0	0	36	0	0.26%	39%	2.9%	8.6%	11.4%
3:00	48	0	0	63	0	0.28%	65%	6.5%	0.0%	6.5%
4:00	170	0	0	222	0	0.80%	80%	2.2%	1.8%	4.0%
5:00	625	0	0	813	0	3.16%	74%	1.4%	2.3%	3.7%
6:00	1,213	0	0	1,579	0	6.48%	70%	1.2%	1.9%	3.1%
7:00	1,237	0	0	1,610	0	7.12%	65%	2.8%	1.9%	4.7%
8:00	952	0	0	1,239	0	5.83%	61%	4.1%	2.5%	6.6%
9:00	685	0	0	891	0	4.57%	56%	3.4%	4.8%	8.2%
10:00	567	0	0	738	0	4.16%	51%	4.4%	4.6%	9.0%
11:00	481	0	0	626	0	4.19%	43%	3.3%	4.1%	7.4%
12:00	543	0	0	707	0	4.72%	43%	3.8%	3.8%	7.7%
13:00	481	0	0	627	0	4.74%	38%	4.1%	5.8%	10.0%
14:00	512	0	0	666	0	5.80%	33%	3.4%	6.4%	9.9%
15:00	504	0	0	655	0	7.53%	25%	3.9%	5.5%	9.4%
16:00	522	0	0	680	0	8.88%	22%	2.8%	3.1%	6.0%
17:00	483	0	0	629	0	9.03%	20%	2.2%	0.8%	3.0%
18:00	441	0	0	574	0	8.25%	20%	2.1%	2.8%	5.0%
19:00	281	0	0	366	0	5.26%	20%	1.3%	2.7%	4.0%
20:00	188	0	0	244	0	3.19%	22%	1.6%	1.6%	3.3%
21:00	140	0	0	183	0	2.50%	21%	0.0%	2.7%	2.7%
22:00	115	0	0	150	0	1.66%	26%	0.7%	0.7%	1.3%
23:00	46	0	0	59	0	0.77%	22%	0.0%	1.7%	1.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	48	48	n/a	n/a	n/a	n/a	55	45	n/a	n/a
2:00	46	46	n/a	n/a	n/a	n/a	54	43	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	49	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	40	40	n/a	n/a	n/a	n/a	48	37	n/a	n/a
8:00	40	40	n/a	n/a	n/a	n/a	48	37	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	45	34	n/a	n/a
10:00	39	39	n/a	n/a	n/a	n/a	47	36	n/a	n/a
11:00	39	39	n/a	n/a	n/a	n/a	47	36	n/a	n/a
12:00	39	39	n/a	n/a	n/a	n/a	47	36	n/a	n/a
13:00	38	38	n/a	n/a	n/a	n/a	47	35	n/a	n/a
14:00	38	38	n/a	n/a	n/a	n/a	46	35	n/a	n/a
15:00	39	39	n/a	n/a	n/a	n/a	47	36	n/a	n/a
16:00	39	39	n/a	n/a	n/a	n/a	48	36	n/a	n/a
17:00	38	38	n/a	n/a	n/a	n/a	46	35	n/a	n/a
18:00	39	39	n/a	n/a	n/a	n/a	47	36	n/a	n/a
19:00	40	40	n/a	n/a	n/a	n/a	49	38	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	50	39	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	50	39	n/a	n/a
22:00	42	42	n/a	n/a	n/a	n/a	50	39	n/a	n/a
23:00	45	45	n/a	n/a	n/a	n/a	54	43	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

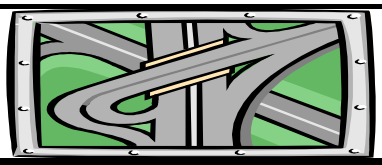
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,800	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	139	0	0.49%	82%	0.7%	0.7%	1.4%
1:00	74	0	0	96	0	0.33%	85%	1.0%	0.0%	1.0%
2:00	43	0	0	56	0	0.26%	61%	0.0%	5.4%	5.4%
3:00	26	0	0	34	0	0.28%	35%	8.8%	8.8%	17.6%
4:00	43	0	0	55	0	0.80%	20%	5.5%	14.5%	20.0%
5:00	219	0	0	286	0	3.16%	26%	9.0%	7.3%	16.3%
6:00	520	0	0	677	0	6.48%	30%	4.7%	8.1%	12.8%
7:00	666	0	0	867	0	7.12%	35%	6.7%	9.3%	15.9%
8:00	608	0	0	792	0	5.83%	39%	7.1%	9.1%	16.3%
9:00	538	0	0	700	0	4.57%	44%	4.0%	9.1%	13.1%
10:00	545	0	0	709	0	4.16%	49%	4.0%	8.7%	12.6%
11:00	638	0	0	830	0	4.19%	57%	4.0%	6.6%	10.6%
12:00	720	0	0	937	0	4.72%	57%	2.9%	7.5%	10.3%
13:00	786	0	0	1,022	0	4.74%	62%	2.9%	6.8%	9.7%
14:00	1,039	0	0	1,353	0	5.80%	67%	1.6%	5.3%	6.8%
15:00	1,511	0	0	1,966	0	7.53%	75%	2.0%	2.6%	4.6%
16:00	1,852	0	0	2,410	0	8.88%	78%	1.4%	1.9%	3.3%
17:00	1,932	0	0	2,515	0	9.03%	80%	0.6%	1.6%	2.2%
18:00	1,764	0	0	2,296	0	8.25%	80%	1.0%	0.6%	1.7%
19:00	1,126	0	0	1,465	0	5.26%	80%	0.5%	0.4%	0.9%
20:00	665	0	0	866	0	3.19%	78%	0.5%	0.6%	1.0%
21:00	529	0	0	688	0	2.50%	79%	0.4%	0.4%	0.9%
22:00	329	0	0	428	0	1.66%	74%	0.2%	0.7%	0.9%
23:00	161	0	0	210	0	0.77%	78%	0.5%	1.9%	2.4%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	57	57	n/a	n/a	n/a	n/a	55	54	n/a	n/a
1:00	58	58	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	58	58	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	52	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	51	51	n/a	n/a	n/a	n/a	55	49	n/a	n/a
7:00	49	49	n/a	n/a	n/a	n/a	55	46	n/a	n/a
8:00	49	49	n/a	n/a	n/a	n/a	55	47	n/a	n/a
9:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
10:00	49	49	n/a	n/a	n/a	n/a	55	46	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
14:00	50	50	n/a	n/a	n/a	n/a	55	47	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	55	45	n/a	n/a
16:00	47	47	n/a	n/a	n/a	n/a	48	40	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	46	37	n/a	n/a
18:00	47	47	n/a	n/a	n/a	n/a	52	42	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	55	49	n/a	n/a
20:00	55	55	n/a	n/a	n/a	n/a	55	52	n/a	n/a
21:00	56	56	n/a	n/a	n/a	n/a	55	53	n/a	n/a
22:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
23:00	57	57	n/a	n/a	n/a	n/a	55	54	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

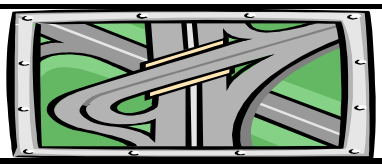
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,800	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	169	0	0.49%	100%	0.6%	3.0%	3.6%
1:00	87	0	0	113	0	0.33%	100%	0.9%	2.6%	3.5%
2:00	70	0	0	91	0	0.26%	100%	1.1%	6.6%	7.7%
3:00	74	0	0	96	0	0.28%	100%	7.3%	3.1%	10.4%
4:00	213	0	0	277	0	0.80%	100%	2.9%	4.3%	7.2%
5:00	844	0	0	1,099	0	3.16%	100%	3.4%	3.6%	7.0%
6:00	1,733	0	0	2,256	0	6.48%	100%	2.2%	3.8%	6.0%
7:00	1,903	0	0	2,477	0	7.12%	100%	4.2%	4.5%	8.6%
8:00	1,560	0	0	2,030	0	5.83%	100%	5.3%	5.1%	10.4%
9:00	1,223	0	0	1,592	0	4.57%	100%	3.6%	6.7%	10.4%
10:00	1,112	0	0	1,447	0	4.16%	100%	4.2%	6.6%	10.8%
11:00	1,119	0	0	1,456	0	4.19%	100%	3.7%	5.5%	9.2%
12:00	1,263	0	0	1,644	0	4.72%	100%	3.3%	5.9%	9.2%
13:00	1,267	0	0	1,649	0	4.74%	100%	3.4%	6.4%	9.8%
14:00	1,551	0	0	2,019	0	5.80%	100%	2.2%	5.6%	7.8%
15:00	2,014	0	0	2,621	0	7.53%	100%	2.5%	3.3%	5.8%
16:00	2,374	0	0	3,090	0	8.88%	100%	1.7%	2.2%	3.9%
17:00	2,415	0	0	3,143	0	9.03%	100%	1.0%	1.4%	2.4%
18:00	2,205	0	0	2,870	0	8.25%	100%	1.3%	1.1%	2.3%
19:00	1,407	0	0	1,831	0	5.26%	100%	0.7%	0.9%	1.5%
20:00	853	0	0	1,110	0	3.19%	100%	0.7%	0.8%	1.5%
21:00	669	0	0	871	0	2.50%	100%	0.3%	0.9%	1.3%
22:00	444	0	0	578	0	1.66%	100%	0.3%	0.7%	1.0%
23:00	207	0	0	269	0	0.77%	100%	0.4%	1.9%	2.2%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	54	52	n/a	n/a
1:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	50	n/a	n/a
3:00	53	53	n/a	n/a	n/a	n/a	55	50	n/a	n/a
4:00	54	54	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	51	51	n/a	n/a	n/a	n/a	55	48	n/a	n/a
6:00	46	46	n/a	n/a	n/a	n/a	53	43	n/a	n/a
7:00	43	43	n/a	n/a	n/a	n/a	51	40	n/a	n/a
8:00	43	43	n/a	n/a	n/a	n/a	51	41	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	49	40	n/a	n/a
10:00	44	44	n/a	n/a	n/a	n/a	51	41	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	52	42	n/a	n/a
12:00	45	45	n/a	n/a	n/a	n/a	52	42	n/a	n/a
13:00	46	46	n/a	n/a	n/a	n/a	52	43	n/a	n/a
14:00	46	46	n/a	n/a	n/a	n/a	52	43	n/a	n/a
15:00	47	47	n/a	n/a	n/a	n/a	53	43	n/a	n/a
16:00	45	45	n/a	n/a	n/a	n/a	48	39	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	46	37	n/a	n/a
18:00	46	46	n/a	n/a	n/a	n/a	51	41	n/a	n/a
19:00	50	50	n/a	n/a	n/a	n/a	54	47	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	54	50	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	54	50	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	54	50	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

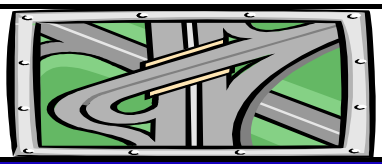
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	47,700	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	43	0	0.50%	18%	0.0%	12.2%	12.2%
1:00	12	0	0	21	0	0.30%	15%	0.0%	17.4%	17.4%
2:00	31	0	0	56	0	0.30%	39%	4.2%	8.3%	12.5%
3:00	52	0	0	93	0	0.30%	65%	5.8%	0.0%	5.8%
4:00	171	0	0	305	0	0.80%	80%	2.3%	1.6%	3.9%
5:00	633	0	0	1,130	0	3.20%	74%	1.4%	2.4%	3.9%
6:00	1,217	0	0	2,170	0	6.50%	70%	1.2%	1.9%	3.1%
7:00	1,234	0	0	2,201	0	7.10%	65%	2.8%	1.9%	4.7%
8:00	946	0	0	1,688	0	5.80%	61%	4.0%	2.5%	6.5%
9:00	689	0	0	1,229	0	4.60%	56%	3.4%	4.7%	8.1%
10:00	573	0	0	1,022	0	4.20%	51%	4.3%	4.5%	8.8%
11:00	483	0	0	861	0	4.20%	43%	3.3%	4.2%	7.5%
12:00	540	0	0	964	0	4.70%	43%	3.9%	3.9%	7.9%
13:00	478	0	0	852	0	4.70%	38%	4.2%	5.7%	9.8%
14:00	512	0	0	913	0	5.80%	33%	3.5%	6.3%	9.8%
15:00	501	0	0	894	0	7.50%	25%	3.9%	5.4%	9.3%
16:00	524	0	0	934	0	8.90%	22%	2.9%	3.0%	6.0%
17:00	481	0	0	859	0	9.00%	20%	2.3%	0.8%	3.1%
18:00	438	0	0	782	0	8.20%	20%	2.1%	2.9%	4.9%
19:00	283	0	0	506	0	5.30%	20%	1.4%	2.7%	4.1%
20:00	188	0	0	336	0	3.20%	22%	1.5%	1.5%	3.0%
21:00	140	0	0	250	0	2.50%	21%	0.0%	2.8%	2.8%
22:00	118	0	0	211	0	1.70%	26%	1.0%	1.0%	1.9%
23:00	47	0	0	84	0	0.80%	22%	0.0%	2.5%	2.5%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	55	45	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	46	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	55	50	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	55	50	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	48	33	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	42	27	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	32	18	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	45	30	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	53	38	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	53	39	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	54	39	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	52	38	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	52	38	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	55	42	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	55	43	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	55	43	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	55	42	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	55	42	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	55	44	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	55	43	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

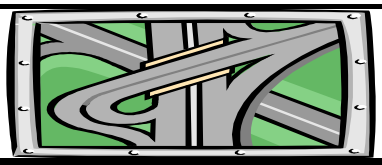
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	47,700	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	110	0	0	196	0	0.50%	82%	1.0%	1.0%	2.1%
1:00	68	0	0	122	0	0.30%	85%	1.5%	0.0%	1.5%
2:00	49	0	0	87	0	0.30%	61%	0.0%	5.2%	5.2%
3:00	28	0	0	50	0	0.30%	35%	8.7%	8.7%	17.4%
4:00	43	0	0	76	0	0.80%	20%	5.3%	16.0%	21.3%
5:00	222	0	0	397	0	3.20%	26%	8.9%	7.1%	16.0%
6:00	521	0	0	930	0	6.50%	30%	4.5%	8.1%	12.6%
7:00	664	0	0	1,185	0	7.10%	35%	6.5%	9.2%	15.7%
8:00	605	0	0	1,079	0	5.80%	39%	6.9%	9.2%	16.2%
9:00	541	0	0	965	0	4.60%	44%	4.1%	9.1%	13.3%
10:00	550	0	0	982	0	4.20%	49%	4.1%	8.7%	12.8%
11:00	640	0	0	1,142	0	4.20%	57%	4.0%	6.6%	10.5%
12:00	716	0	0	1,278	0	4.70%	57%	3.0%	7.4%	10.3%
13:00	779	0	0	1,390	0	4.70%	62%	2.9%	6.8%	9.8%
14:00	1,039	0	0	1,854	0	5.80%	67%	1.6%	5.2%	6.8%
15:00	1,504	0	0	2,683	0	7.50%	75%	2.0%	2.6%	4.6%
16:00	1,856	0	0	3,311	0	8.90%	78%	1.4%	1.9%	3.3%
17:00	1,925	0	0	3,434	0	9.00%	80%	0.6%	1.6%	2.2%
18:00	1,754	0	0	3,129	0	8.20%	80%	1.0%	0.6%	1.7%
19:00	1,134	0	0	2,022	0	5.30%	80%	0.5%	0.4%	0.9%
20:00	667	0	0	1,191	0	3.20%	78%	0.5%	0.6%	1.1%
21:00	528	0	0	942	0	2.50%	79%	0.4%	0.4%	0.8%
22:00	336	0	0	600	0	1.70%	74%	0.3%	0.7%	1.0%
23:00	167	0	0	298	0	0.80%	78%	0.7%	1.7%	2.4%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	55	49	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	47	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	45	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	47	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	55	45	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	55	44	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	55	43	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	43	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	44	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	55	43	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	55	42	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	55	45	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	54	41	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	55	42	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	55	43	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	55	48	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	55	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

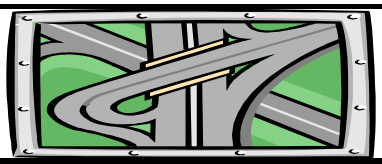
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	47,700	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	134	0	0	239	0	0.50%	100%	0.9%	3.1%	3.9%
1:00	80	0	0	143	0	0.30%	100%	1.3%	2.6%	3.9%
2:00	80	0	0	143	0	0.30%	100%	1.6%	6.4%	8.0%
3:00	80	0	0	143	0	0.30%	100%	6.8%	3.0%	9.9%
4:00	214	0	0	382	0	0.80%	100%	2.9%	4.5%	7.4%
5:00	856	0	0	1,526	0	3.20%	100%	3.4%	3.6%	7.0%
6:00	1,738	0	0	3,101	0	6.50%	100%	2.2%	3.7%	5.9%
7:00	1,898	0	0	3,387	0	7.10%	100%	4.1%	4.5%	8.5%
8:00	1,551	0	0	2,767	0	5.80%	100%	5.2%	5.1%	10.3%
9:00	1,230	0	0	2,194	0	4.60%	100%	3.7%	6.6%	10.3%
10:00	1,123	0	0	2,003	0	4.20%	100%	4.2%	6.6%	10.8%
11:00	1,123	0	0	2,003	0	4.20%	100%	3.7%	5.5%	9.2%
12:00	1,257	0	0	2,242	0	4.70%	100%	3.4%	5.9%	9.3%
13:00	1,257	0	0	2,242	0	4.70%	100%	3.4%	6.4%	9.8%
14:00	1,551	0	0	2,767	0	5.80%	100%	2.2%	5.6%	7.8%
15:00	2,005	0	0	3,578	0	7.50%	100%	2.4%	3.3%	5.8%
16:00	2,380	0	0	4,245	0	8.90%	100%	1.7%	2.2%	3.9%
17:00	2,406	0	0	4,293	0	9.00%	100%	1.0%	1.4%	2.4%
18:00	2,192	0	0	3,911	0	8.20%	100%	1.2%	1.1%	2.3%
19:00	1,417	0	0	2,528	0	5.30%	100%	0.7%	0.9%	1.5%
20:00	856	0	0	1,526	0	3.20%	100%	0.7%	0.8%	1.5%
21:00	668	0	0	1,193	0	2.50%	100%	0.3%	0.9%	1.3%
22:00	455	0	0	811	0	1.70%	100%	0.5%	0.8%	1.3%
23:00	214	0	0	382	0	0.80%	100%	0.5%	1.9%	2.4%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	55	n/a	n/a	n/a	n/a	55	48	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	46	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	48	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	55	49	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a
6:00	44	44	n/a	n/a	n/a	n/a	50	37	n/a	n/a
7:00	40	40	n/a	n/a	n/a	n/a	46	33	n/a	n/a
8:00	35	35	n/a	n/a	n/a	n/a	41	28	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	49	36	n/a	n/a
10:00	48	48	n/a	n/a	n/a	n/a	54	41	n/a	n/a
11:00	48	48	n/a	n/a	n/a	n/a	54	41	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	54	42	n/a	n/a
13:00	48	48	n/a	n/a	n/a	n/a	54	41	n/a	n/a
14:00	48	48	n/a	n/a	n/a	n/a	54	41	n/a	n/a
15:00	52	52	n/a	n/a	n/a	n/a	55	44	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	54	41	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	55	42	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	55	43	n/a	n/a
19:00	53	53	n/a	n/a	n/a	n/a	55	46	n/a	n/a
20:00	53	53	n/a	n/a	n/a	n/a	55	46	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	55	46	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	55	47	n/a	n/a
23:00	54	54	n/a	n/a	n/a	n/a	55	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

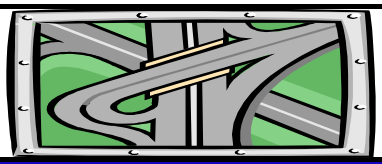
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	55,200	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	82	0	0.49%	30%	0.0%	17.0%	17.0%
1:00	29	0	0	40	0	0.21%	34%	0.0%	18.5%	18.5%
2:00	44	0	0	61	0	0.22%	50%	5.4%	8.9%	14.3%
3:00	74	0	0	102	0	0.31%	61%	8.1%	0.0%	8.1%
4:00	224	0	0	310	0	0.72%	78%	3.1%	2.3%	5.4%
5:00	925	0	0	1,280	0	3.11%	75%	1.9%	3.2%	5.1%
6:00	1,937	0	0	2,681	0	6.77%	72%	1.6%	2.5%	4.1%
7:00	1,784	0	0	2,470	0	6.43%	70%	3.7%	2.5%	6.2%
8:00	1,277	0	0	1,768	0	4.98%	64%	5.4%	3.3%	8.8%
9:00	1,299	0	0	1,798	0	5.26%	62%	4.5%	6.4%	10.9%
10:00	1,036	0	0	1,434	0	4.69%	55%	5.9%	6.0%	11.9%
11:00	1,016	0	0	1,406	0	4.98%	51%	4.4%	5.4%	9.8%
12:00	1,022	0	0	1,415	0	5.29%	48%	5.2%	5.2%	10.4%
13:00	969	0	0	1,341	0	5.18%	47%	5.4%	7.7%	13.1%
14:00	985	0	0	1,364	0	6.03%	41%	4.6%	8.5%	13.1%
15:00	940	0	0	1,301	0	6.83%	34%	5.2%	7.4%	12.5%
16:00	986	0	0	1,365	0	8.09%	31%	3.9%	4.1%	8.0%
17:00	921	0	0	1,275	0	8.46%	27%	3.0%	1.1%	4.1%
18:00	805	0	0	1,114	0	6.84%	30%	2.8%	3.7%	6.5%
19:00	738	0	0	1,022	0	5.74%	32%	1.9%	3.7%	5.6%
20:00	544	0	0	753	0	3.88%	35%	2.1%	2.1%	4.1%
21:00	362	0	0	501	0	2.87%	32%	0.0%	3.8%	3.8%
22:00	212	0	0	293	0	1.71%	31%	1.3%	1.3%	2.5%
23:00	107	0	0	148	0	0.90%	30%	0.0%	3.2%	3.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	41	36	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	35	30	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	27	22	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	40	34	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	49	43	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	49	43	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	49	44	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	48	42	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	48	42	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	53	47	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	55	49	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	54	48	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	53	47	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	53	47	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	55	49	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	55	49	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	54	49	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

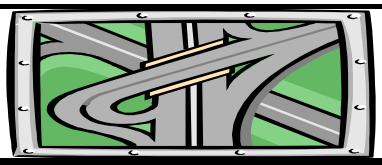
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	55,200	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	191	0	0.49%	70%	1.4%	1.4%	2.7%
1:00	56	0	0	78	0	0.21%	66%	2.0%	0.0%	2.0%
2:00	44	0	0	61	0	0.22%	50%	0.0%	6.7%	6.7%
3:00	48	0	0	66	0	0.31%	39%	11.1%	11.1%	22.2%
4:00	65	0	0	90	0	0.72%	22%	6.9%	19.5%	26.4%
5:00	316	0	0	437	0	3.11%	25%	11.8%	9.4%	21.3%
6:00	761	0	0	1,053	0	6.77%	28%	6.0%	10.9%	16.8%
7:00	781	0	0	1,081	0	6.43%	30%	8.7%	12.4%	21.1%
8:00	709	0	0	981	0	4.98%	36%	9.4%	12.4%	21.8%
9:00	798	0	0	1,105	0	5.26%	38%	5.5%	12.2%	17.6%
10:00	833	0	0	1,153	0	4.69%	45%	5.5%	11.6%	17.1%
11:00	969	0	0	1,341	0	4.98%	49%	5.4%	8.8%	14.2%
12:00	1,089	0	0	1,507	0	5.29%	52%	4.0%	9.9%	13.9%
13:00	1,097	0	0	1,519	0	5.18%	53%	3.9%	9.1%	13.0%
14:00	1,419	0	0	1,964	0	6.03%	59%	2.1%	7.0%	9.1%
15:00	1,785	0	0	2,471	0	6.83%	66%	2.6%	3.5%	6.1%
16:00	2,239	0	0	3,099	0	8.09%	69%	1.8%	2.5%	4.4%
17:00	2,454	0	0	3,397	0	8.46%	73%	0.9%	2.1%	3.0%
18:00	1,921	0	0	2,659	0	6.84%	70%	1.4%	0.8%	2.3%
19:00	1,551	0	0	2,147	0	5.74%	68%	0.7%	0.6%	1.3%
20:00	1,003	0	0	1,388	0	3.88%	65%	0.7%	0.8%	1.5%
21:00	784	0	0	1,085	0	2.87%	68%	0.6%	0.6%	1.1%
22:00	469	0	0	649	0	1.71%	69%	0.4%	0.9%	1.3%
23:00	252	0	0	349	0	0.90%	70%	0.9%	2.4%	3.3%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	53	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	50	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	54	49	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	54	49	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	55	49	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	54	48	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	53	48	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	54	48	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	53	47	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	52	46	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	54	48	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	50	46	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	50	46	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	53	48	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	55	53	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	55	53	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

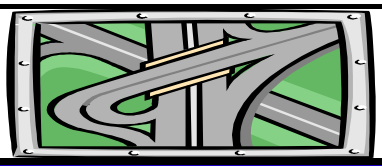
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudon County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	55,200	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	273	0	0.49%	100%	1.0%	6.0%	7.0%
1:00	85	0	0	118	0	0.21%	100%	1.3%	6.3%	7.6%
2:00	88	0	0	122	0	0.22%	100%	2.7%	7.8%	10.5%
3:00	122	0	0	169	0	0.31%	100%	9.3%	4.4%	13.6%
4:00	289	0	0	400	0	0.72%	100%	4.0%	6.2%	10.1%
5:00	1,241	0	0	1,718	0	3.11%	100%	4.4%	4.8%	9.2%
6:00	2,698	0	0	3,735	0	6.77%	100%	2.8%	4.9%	7.7%
7:00	2,565	0	0	3,551	0	6.43%	100%	5.2%	5.5%	10.7%
8:00	1,986	0	0	2,749	0	4.98%	100%	6.8%	6.6%	13.4%
9:00	2,097	0	0	2,903	0	5.26%	100%	4.8%	8.6%	13.4%
10:00	1,869	0	0	2,587	0	4.69%	100%	5.7%	8.5%	14.2%
11:00	1,985	0	0	2,748	0	4.98%	100%	4.9%	7.1%	11.9%
12:00	2,111	0	0	2,922	0	5.29%	100%	4.6%	7.6%	12.2%
13:00	2,066	0	0	2,860	0	5.18%	100%	4.6%	8.4%	13.0%
14:00	2,404	0	0	3,328	0	6.03%	100%	3.1%	7.6%	10.7%
15:00	2,725	0	0	3,772	0	6.83%	100%	3.5%	4.8%	8.3%
16:00	3,225	0	0	4,464	0	8.09%	100%	2.4%	3.0%	5.5%
17:00	3,375	0	0	4,672	0	8.46%	100%	1.4%	1.8%	3.3%
18:00	2,726	0	0	3,774	0	6.84%	100%	1.8%	1.7%	3.5%
19:00	2,289	0	0	3,169	0	5.74%	100%	1.1%	1.6%	2.7%
20:00	1,547	0	0	2,141	0	3.88%	100%	1.2%	1.2%	2.4%
21:00	1,146	0	0	1,586	0	2.87%	100%	0.4%	1.6%	1.9%
22:00	681	0	0	943	0	1.71%	100%	0.7%	1.0%	1.7%
23:00	359	0	0	497	0	0.90%	100%	0.6%	2.6%	3.3%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	55	53	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	53	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	55	54	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	52	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	45	40	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	41	35	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	37	31	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	45	40	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	51	45	n/a	n/a
11:00	47	47	n/a	n/a	n/a	n/a	51	45	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	51	46	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	51	45	n/a	n/a
14:00	47	47	n/a	n/a	n/a	n/a	50	45	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	53	48	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	51	46	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	51	46	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	53	48	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	54	50	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	54	50	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

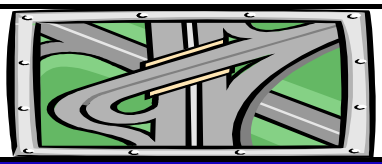
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	13	0	0	24	0	0.21%	68%	0.0%	0.0%	0.0%
1:00	5	0	0	9	0	0.21%	26%	0.0%	0.0%	0.0%
2:00	3	0	0	6	0	0.60%	6%	0.0%	0.0%	0.0%
3:00	12	0	0	22	0	0.99%	13%	0.0%	0.0%	0.0%
4:00	24	0	0	45	0	1.58%	17%	2.2%	2.2%	4.4%
5:00	122	0	0	227	0	2.77%	49%	0.4%	2.2%	2.6%
6:00	401	0	0	746	0	5.72%	78%	1.9%	1.7%	3.6%
7:00	526	0	0	979	0	7.15%	82%	3.7%	2.3%	6.0%
8:00	481	0	0	895	0	6.96%	77%	2.9%	2.5%	5.4%
9:00	376	0	0	700	0	6.35%	66%	2.8%	4.3%	7.1%
10:00	260	0	0	484	0	5.47%	53%	2.9%	7.0%	9.9%
11:00	270	0	0	502	0	6.26%	48%	3.6%	5.3%	8.9%
12:00	191	0	0	355	0	5.31%	40%	2.2%	3.9%	6.1%
13:00	197	0	0	366	0	5.77%	38%	3.2%	4.6%	7.8%
14:00	259	0	0	483	0	6.28%	46%	2.9%	3.7%	6.6%
15:00	298	0	0	554	0	6.26%	53%	1.8%	3.1%	4.9%
16:00	338	0	0	629	0	6.28%	60%	2.1%	2.2%	4.3%
17:00	331	0	0	615	0	6.35%	58%	0.8%	0.6%	1.5%
18:00	283	0	0	526	0	5.72%	55%	1.3%	0.2%	1.5%
19:00	152	0	0	284	0	4.35%	39%	0.4%	0.7%	1.1%
20:00	117	0	0	217	0	3.52%	37%	0.0%	0.5%	0.5%
21:00	105	0	0	195	0	2.92%	40%	2.1%	0.0%	2.1%
22:00	50	0	0	92	0	1.78%	31%	0.0%	0.0%	0.0%
23:00	34	0	0	62	0	1.17%	32%	1.6%	0.0%	1.6%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
1:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	42	33	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	17	13	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	28	22	n/a	n/a
9:00	35	35	n/a	n/a	n/a	n/a	42	33	n/a	n/a
10:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
11:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
12:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
13:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
14:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
15:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
17:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
19:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
20:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
21:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
23:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

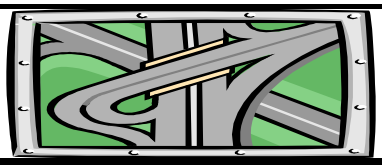
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	11	0	0.21%	32%	0.0%	9.1%	9.1%
1:00	14	0	0	26	0	0.21%	74%	0.0%	3.8%	3.8%
2:00	51	0	0	94	0	0.60%	94%	1.1%	1.1%	2.1%
3:00	77	0	0	144	0	0.99%	87%	0.7%	0.7%	1.4%
4:00	118	0	0	219	0	1.58%	83%	2.3%	0.9%	3.2%
5:00	127	0	0	236	0	2.77%	51%	2.1%	1.7%	3.8%
6:00	113	0	0	210	0	5.72%	22%	1.9%	4.8%	6.7%
7:00	116	0	0	215	0	7.15%	18%	3.8%	4.7%	8.5%
8:00	144	0	0	267	0	6.96%	23%	1.9%	4.9%	6.7%
9:00	194	0	0	360	0	6.35%	34%	2.2%	3.6%	5.9%
10:00	231	0	0	429	0	5.47%	47%	3.5%	3.5%	7.0%
11:00	292	0	0	544	0	6.26%	52%	2.4%	4.1%	6.5%
12:00	286	0	0	532	0	5.31%	60%	2.3%	4.2%	6.4%
13:00	321	0	0	597	0	5.77%	62%	3.0%	3.2%	6.2%
14:00	305	0	0	566	0	6.28%	54%	2.1%	2.7%	4.8%
15:00	264	0	0	491	0	6.26%	47%	1.8%	2.4%	4.3%
16:00	226	0	0	420	0	6.28%	40%	2.9%	3.1%	6.0%
17:00	239	0	0	445	0	6.35%	42%	1.8%	3.9%	5.7%
18:00	231	0	0	430	0	5.72%	45%	1.9%	3.0%	4.9%
19:00	239	0	0	444	0	4.35%	61%	2.5%	2.3%	4.7%
20:00	199	0	0	370	0	3.52%	63%	1.6%	0.8%	2.4%
21:00	157	0	0	292	0	2.92%	60%	0.7%	0.0%	0.7%
22:00	110	0	0	205	0	1.78%	69%	0.5%	0.0%	0.5%
23:00	71	0	0	133	0	1.17%	68%	0.8%	0.0%	0.8%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
1:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
6:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
7:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
8:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
9:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
10:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
11:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
12:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
13:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
14:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
15:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
16:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
17:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
18:00	34	34	n/a	n/a	n/a	n/a	42	31	n/a	n/a
19:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
20:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
21:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
22:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
23:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

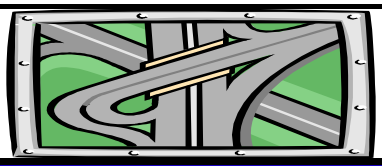
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	35	0	0.21%	100%	0.0%	2.9%	2.9%
1:00	19	0	0	35	0	0.21%	100%	0.0%	2.8%	2.8%
2:00	54	0	0	100	0	0.60%	100%	1.0%	1.0%	2.0%
3:00	89	0	0	166	0	0.99%	100%	0.6%	0.6%	1.2%
4:00	142	0	0	264	0	1.58%	100%	2.3%	1.1%	3.4%
5:00	249	0	0	463	0	2.77%	100%	1.3%	1.9%	3.2%
6:00	514	0	0	956	0	5.72%	100%	1.9%	2.4%	4.3%
7:00	642	0	0	1,194	0	7.15%	100%	3.7%	2.8%	6.5%
8:00	625	0	0	1,162	0	6.96%	100%	2.7%	3.0%	5.7%
9:00	570	0	0	1,060	0	6.35%	100%	2.6%	4.1%	6.7%
10:00	491	0	0	913	0	5.47%	100%	3.2%	5.4%	8.5%
11:00	562	0	0	1,045	0	6.26%	100%	3.0%	4.7%	7.6%
12:00	477	0	0	887	0	5.31%	100%	2.3%	4.1%	6.3%
13:00	518	0	0	963	0	5.77%	100%	3.1%	3.7%	6.8%
14:00	564	0	0	1,049	0	6.28%	100%	2.5%	3.1%	5.6%
15:00	562	0	0	1,045	0	6.26%	100%	1.8%	2.8%	4.6%
16:00	564	0	0	1,049	0	6.28%	100%	2.4%	2.6%	5.0%
17:00	570	0	0	1,060	0	6.35%	100%	1.2%	2.0%	3.2%
18:00	514	0	0	956	0	5.72%	100%	1.6%	1.5%	3.0%
19:00	391	0	0	727	0	4.35%	100%	1.7%	1.7%	3.3%
20:00	316	0	0	588	0	3.52%	100%	1.0%	0.7%	1.7%
21:00	262	0	0	487	0	2.92%	100%	1.2%	0.0%	1.2%
22:00	160	0	0	298	0	1.78%	100%	0.3%	0.0%	0.3%
23:00	105	0	0	195	0	1.17%	100%	1.0%	0.0%	1.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
1:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
7:00	33	33	n/a	n/a	n/a	n/a	22	17	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	31	24	n/a	n/a
9:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
10:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
11:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
12:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
13:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
14:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
15:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
16:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
17:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
18:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
19:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
20:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
21:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
22:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
23:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

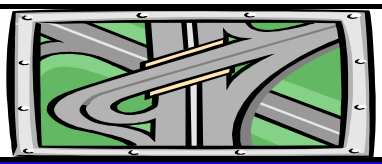
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	27,200	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	21	0	0.13%	60%	0.0%	0.0%	0.0%
1:00	10	0	0	17	0	0.19%	33%	0.0%	0.0%	0.0%
2:00	8	0	0	14	0	0.39%	13%	0.0%	12.5%	12.5%
3:00	20	0	0	35	0	0.86%	15%	0.0%	5.0%	5.0%
4:00	89	0	0	155	0	1.78%	32%	1.1%	2.2%	3.3%
5:00	347	0	0	603	0	3.36%	66%	0.6%	0.9%	1.5%
6:00	804	0	0	1,399	0	6.05%	85%	0.9%	1.8%	2.7%
7:00	1,109	0	0	1,929	0	7.97%	89%	3.0%	1.2%	4.2%
8:00	901	0	0	1,567	0	6.70%	86%	2.9%	1.8%	4.7%
9:00	627	0	0	1,091	0	5.65%	71%	2.5%	2.5%	5.0%
10:00	372	0	0	646	0	4.57%	52%	2.7%	3.0%	5.7%
11:00	381	0	0	662	0	4.87%	50%	4.2%	2.9%	7.1%
12:00	379	0	0	660	0	5.16%	47%	2.9%	6.7%	9.6%
13:00	329	0	0	573	0	5.69%	37%	2.1%	4.0%	6.1%
14:00	372	0	0	647	0	6.26%	38%	6.4%	4.0%	10.4%
15:00	435	0	0	756	0	6.78%	41%	3.2%	3.2%	6.4%
16:00	473	0	0	823	0	5.82%	52%	3.0%	2.3%	5.3%
17:00	478	0	0	832	0	5.56%	55%	1.7%	0.6%	2.3%
18:00	417	0	0	725	0	5.33%	50%	0.2%	0.5%	0.7%
19:00	243	0	0	422	0	4.85%	32%	0.4%	0.8%	1.2%
20:00	163	0	0	283	0	4.34%	24%	0.0%	0.0%	0.0%
21:00	122	0	0	212	0	3.90%	20%	0.0%	0.0%	0.0%
22:00	80	0	0	139	0	2.32%	22%	1.3%	0.0%	1.3%
23:00	37	0	0	64	0	1.46%	16%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	22	20	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	44	40	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

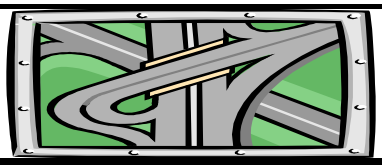
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	27,200	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	8	0	0	14	0	0.13%	40%	0.0%	0.0%	0.0%
1:00	20	0	0	35	0	0.19%	67%	5.0%	10.0%	15.0%
2:00	53	0	0	92	0	0.39%	87%	0.0%	3.8%	3.8%
3:00	114	0	0	199	0	0.86%	85%	4.3%	3.5%	7.8%
4:00	189	0	0	329	0	1.78%	68%	3.2%	5.3%	8.5%
5:00	179	0	0	311	0	3.36%	34%	4.5%	4.5%	9.0%
6:00	142	0	0	247	0	6.05%	15%	3.4%	3.4%	6.8%
7:00	137	0	0	238	0	7.97%	11%	5.0%	6.4%	11.4%
8:00	147	0	0	255	0	6.70%	14%	6.1%	4.7%	10.8%
9:00	256	0	0	446	0	5.65%	29%	3.6%	4.7%	8.3%
10:00	343	0	0	597	0	4.57%	48%	3.5%	4.9%	8.4%
11:00	381	0	0	662	0	4.87%	50%	3.7%	4.0%	7.7%
12:00	428	0	0	744	0	5.16%	53%	3.7%	3.2%	6.9%
13:00	560	0	0	975	0	5.69%	63%	2.0%	2.7%	4.7%
14:00	607	0	0	1,056	0	6.26%	62%	1.8%	1.3%	3.1%
15:00	625	0	0	1,088	0	6.78%	59%	1.0%	1.3%	2.3%
16:00	437	0	0	760	0	5.82%	48%	1.8%	1.8%	3.6%
17:00	391	0	0	681	0	5.56%	45%	1.8%	2.0%	3.8%
18:00	417	0	0	725	0	5.33%	50%	2.6%	2.4%	5.0%
19:00	516	0	0	897	0	4.85%	68%	1.0%	1.5%	2.5%
20:00	516	0	0	897	0	4.34%	76%	0.6%	0.4%	1.0%
21:00	488	0	0	849	0	3.90%	80%	0.2%	0.2%	0.4%
22:00	283	0	0	492	0	2.32%	78%	0.4%	0.0%	0.4%
23:00	192	0	0	334	0	1.46%	84%	0.5%	0.5%	1.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

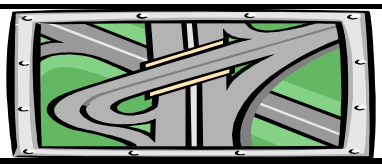
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	27,200	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	35	0	0.13%	100%	0.0%	0.0%	0.0%
1:00	30	0	0	52	0	0.19%	100%	3.4%	6.7%	10.1%
2:00	61	0	0	106	0	0.39%	100%	0.0%	4.9%	4.9%
3:00	134	0	0	234	0	0.86%	100%	3.7%	3.7%	7.4%
4:00	278	0	0	484	0	1.78%	100%	2.5%	4.3%	6.8%
5:00	525	0	0	914	0	3.36%	100%	1.9%	2.1%	4.1%
6:00	946	0	0	1,646	0	6.05%	100%	1.3%	2.0%	3.3%
7:00	1,246	0	0	2,168	0	7.97%	100%	3.2%	1.8%	5.0%
8:00	1,047	0	0	1,822	0	6.70%	100%	3.3%	2.2%	5.6%
9:00	883	0	0	1,537	0	5.65%	100%	2.8%	3.1%	6.0%
10:00	714	0	0	1,243	0	4.57%	100%	3.1%	3.9%	7.0%
11:00	761	0	0	1,325	0	4.87%	100%	4.0%	3.5%	7.4%
12:00	807	0	0	1,404	0	5.16%	100%	3.3%	4.8%	8.2%
13:00	890	0	0	1,548	0	5.69%	100%	2.0%	3.2%	5.2%
14:00	979	0	0	1,703	0	6.26%	100%	3.5%	2.3%	5.9%
15:00	1,060	0	0	1,844	0	6.78%	100%	1.9%	2.1%	4.0%
16:00	910	0	0	1,583	0	5.82%	100%	2.4%	2.1%	4.5%
17:00	869	0	0	1,512	0	5.56%	100%	1.7%	1.2%	3.0%
18:00	833	0	0	1,450	0	5.33%	100%	1.4%	1.5%	2.9%
19:00	758	0	0	1,319	0	4.85%	100%	0.8%	1.3%	2.1%
20:00	679	0	0	1,180	0	4.34%	100%	0.5%	0.3%	0.8%
21:00	610	0	0	1,061	0	3.90%	100%	0.2%	0.2%	0.3%
22:00	363	0	0	631	0	2.32%	100%	0.6%	0.0%	0.6%
23:00	228	0	0	397	0	1.46%	100%	0.4%	0.4%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	26	23	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	45	41	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

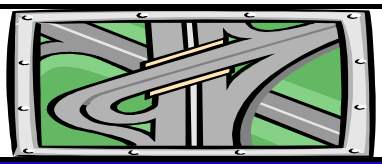
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,800	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	30	0	0	40	0	0.31%	75%	0.0%	0.0%	0.0%
1:00	14	0	0	18	0	0.18%	61%	0.0%	0.0%	0.0%
2:00	8	0	0	11	0	0.16%	40%	0.0%	13.3%	13.3%
3:00	9	0	0	12	0	0.20%	36%	0.0%	7.1%	7.1%
4:00	13	0	0	17	0	0.55%	19%	1.6%	1.6%	3.3%
5:00	50	0	0	66	0	2.34%	17%	0.5%	1.3%	1.9%
6:00	182	0	0	240	0	5.80%	25%	0.3%	1.4%	1.7%
7:00	407	0	0	537	0	8.24%	39%	1.3%	2.0%	3.4%
8:00	391	0	0	516	0	8.20%	37%	2.0%	6.3%	8.3%
9:00	307	0	0	405	0	6.02%	40%	1.9%	7.0%	8.9%
10:00	257	0	0	339	0	4.39%	46%	5.6%	12.3%	17.9%
11:00	271	0	0	358	0	4.42%	48%	5.7%	11.5%	17.2%
12:00	285	0	0	376	0	4.66%	48%	5.8%	8.5%	14.2%
13:00	292	0	0	385	0	4.59%	50%	2.3%	12.0%	14.3%
14:00	361	0	0	476	0	5.16%	55%	4.6%	12.2%	16.8%
15:00	550	0	0	726	0	7.31%	59%	4.7%	6.9%	11.7%
16:00	665	0	0	877	0	8.29%	63%	4.4%	6.1%	10.5%
17:00	777	0	0	1,025	0	9.38%	65%	1.6%	3.6%	5.1%
18:00	609	0	0	803	0	7.68%	62%	0.7%	2.4%	3.1%
19:00	374	0	0	493	0	4.74%	62%	1.3%	4.5%	5.8%
20:00	244	0	0	322	0	3.09%	62%	0.0%	0.0%	0.0%
21:00	167	0	0	220	0	2.24%	59%	1.9%	4.8%	6.7%
22:00	123	0	0	162	0	1.44%	67%	0.0%	3.1%	3.1%
23:00	49	0	0	65	0	0.60%	64%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
7:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
8:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	41	35	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	30	26	n/a	n/a
16:00	37	32	n/a	n/a	n/a	n/a	14	12	n/a	n/a
17:00	36	31	n/a	n/a	n/a	n/a	12	10	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	37	32	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

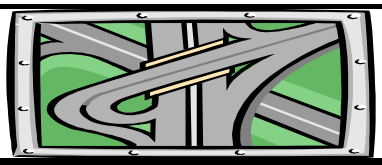
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,800	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	13	0	0.31%	25%	0.0%	0.0%	0.0%
1:00	9	0	0	12	0	0.18%	39%	0.0%	0.0%	0.0%
2:00	12	0	0	16	0	0.16%	60%	0.0%	0.0%	0.0%
3:00	16	0	0	21	0	0.20%	64%	14.3%	14.3%	28.6%
4:00	57	0	0	75	0	0.55%	81%	0.0%	9.1%	9.1%
5:00	248	0	0	327	0	2.34%	83%	3.8%	5.8%	9.6%
6:00	557	0	0	735	0	5.80%	75%	6.9%	6.1%	13.1%
7:00	642	0	0	847	0	8.24%	61%	6.9%	5.4%	12.3%
8:00	653	0	0	862	0	8.20%	63%	5.4%	12.3%	17.7%
9:00	459	0	0	606	0	6.02%	60%	7.6%	10.1%	17.7%
10:00	302	0	0	398	0	4.39%	54%	4.2%	12.6%	16.8%
11:00	292	0	0	385	0	4.42%	52%	5.8%	13.9%	19.7%
12:00	309	0	0	408	0	4.66%	52%	4.0%	9.3%	13.4%
13:00	292	0	0	385	0	4.59%	50%	3.4%	8.5%	11.9%
14:00	296	0	0	391	0	5.16%	45%	2.8%	6.9%	9.7%
15:00	381	0	0	503	0	7.31%	41%	2.9%	2.9%	5.8%
16:00	391	0	0	516	0	8.29%	37%	0.9%	1.5%	2.4%
17:00	418	0	0	551	0	9.38%	35%	0.9%	0.4%	1.3%
18:00	369	0	0	487	0	7.68%	38%	0.8%	0.8%	1.6%
19:00	229	0	0	302	0	4.74%	38%	0.7%	0.7%	1.4%
20:00	150	0	0	198	0	3.09%	38%	1.1%	0.0%	1.1%
21:00	118	0	0	156	0	2.24%	41%	1.6%	0.0%	1.6%
22:00	61	0	0	80	0	1.44%	33%	0.0%	0.0%	0.0%
23:00	28	0	0	37	0	0.60%	36%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	40	35	n/a	n/a	n/a	n/a	27	23	n/a	n/a
7:00	37	32	n/a	n/a	n/a	n/a	14	12	n/a	n/a
8:00	29	25	n/a	n/a	n/a	n/a	5	5	n/a	n/a
9:00	41	35	n/a	n/a	n/a	n/a	34	30	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
16:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
17:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

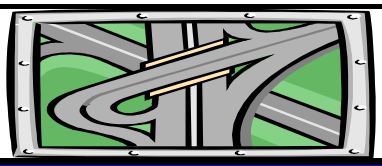
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,800	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	53	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	30	0	0.18%	100%	0.0%	0.0%	0.0%
2:00	20	0	0	26	0	0.16%	100%	0.0%	5.3%	5.3%
3:00	25	0	0	33	0	0.20%	100%	9.1%	11.7%	20.9%
4:00	70	0	0	92	0	0.55%	100%	0.3%	7.7%	8.0%
5:00	298	0	0	393	0	2.34%	100%	3.3%	5.0%	8.3%
6:00	739	0	0	975	0	5.80%	100%	5.3%	4.9%	10.3%
7:00	1,049	0	0	1,384	0	8.24%	100%	4.8%	4.1%	8.8%
8:00	1,044	0	0	1,377	0	8.20%	100%	4.1%	10.1%	14.2%
9:00	766	0	0	1,011	0	6.02%	100%	5.3%	8.9%	14.2%
10:00	559	0	0	737	0	4.39%	100%	4.8%	12.5%	17.3%
11:00	563	0	0	743	0	4.42%	100%	5.8%	12.7%	18.5%
12:00	594	0	0	784	0	4.66%	100%	4.9%	8.9%	13.8%
13:00	584	0	0	770	0	4.59%	100%	2.8%	10.3%	13.1%
14:00	657	0	0	867	0	5.16%	100%	3.8%	9.8%	13.6%
15:00	931	0	0	1,228	0	7.31%	100%	4.0%	5.3%	9.3%
16:00	1,056	0	0	1,393	0	8.29%	100%	3.1%	4.4%	7.5%
17:00	1,195	0	0	1,577	0	9.38%	100%	1.3%	2.5%	3.8%
18:00	978	0	0	1,290	0	7.68%	100%	0.7%	1.8%	2.6%
19:00	603	0	0	796	0	4.74%	100%	1.1%	3.0%	4.1%
20:00	394	0	0	520	0	3.09%	100%	0.4%	0.0%	0.4%
21:00	285	0	0	376	0	2.24%	100%	1.8%	2.8%	4.6%
22:00	184	0	0	243	0	1.44%	100%	0.0%	2.1%	2.1%
23:00	77	0	0	102	0	0.60%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	30	26	n/a	n/a
7:00	39	33	n/a	n/a	n/a	n/a	25	21	n/a	n/a
8:00	34	29	n/a	n/a	n/a	n/a	19	16	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	37	32	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	35	30	n/a	n/a
16:00	39	34	n/a	n/a	n/a	n/a	24	21	n/a	n/a
17:00	38	33	n/a	n/a	n/a	n/a	22	19	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	39	33	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

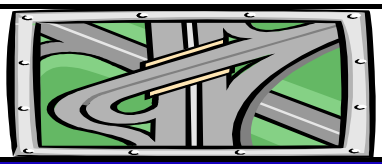
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	52,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	47	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	20	0	0	49	0	0.30%	31%	6.1%	0.0%	6.1%
2:00	16	0	0	39	0	0.53%	14%	7.7%	7.7%	15.4%
3:00	49	0	0	118	0	1.33%	17%	6.0%	6.0%	12.0%
4:00	128	0	0	310	0	1.52%	39%	4.5%	3.2%	7.7%
5:00	564	0	0	1,369	0	3.50%	75%	3.6%	1.7%	5.3%
6:00	1,181	0	0	2,867 *	0	6.25%	88%	1.4%	2.3%	3.7%
7:00	1,391 *	0	0	3,377 *	0	7.37%	88%	2.3%	3.1%	5.4%
8:00	1,287 *	0	0	3,124 *	0	7.14%	84%	2.7%	4.6%	7.3%
9:00	1,071	0	0	2,600 *	0	7.13%	70%	2.9%	4.4%	7.3%
10:00	616	0	0	1,494	0	4.78%	60%	4.7%	9.8%	14.5%
11:00	517	0	0	1,255	0	4.82%	50%	4.1%	8.9%	13.0%
12:00	510	0	0	1,237	0	5.52%	43%	4.7%	9.5%	14.2%
13:00	509	0	0	1,236	0	6.08%	39%	4.7%	9.5%	14.2%
14:00	500	0	0	1,214	0	6.30%	37%	6.3%	13.1%	19.4%
15:00	518	0	0	1,257	0	6.52%	37%	7.2%	11.7%	18.9%
16:00	558	0	0	1,354	0	5.30%	49%	5.9%	5.2%	11.1%
17:00	503	0	0	1,220	0	4.88%	48%	3.2%	3.2%	6.4%
18:00	407	0	0	988	0	5.13%	37%	4.6%	2.7%	7.3%
19:00	231	0	0	562	0	4.49%	24%	2.5%	1.8%	4.3%
20:00	166	0	0	404	0	4.08%	19%	2.5%	2.5%	5.0%
21:00	124	0	0	302	0	3.62%	16%	1.0%	2.3%	3.3%
22:00	90	0	0	217	0	2.09%	20%	4.6%	3.2%	7.8%
23:00	39	0	0	94	0	1.13%	16%	3.3%	3.3%	6.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
5:00	59	50	n/a	n/a	n/a	n/a	56	47	n/a	n/a
6:00	37	31	n/a	n/a	n/a	n/a	25	21	n/a	n/a
7:00	24	20	n/a	n/a	n/a	n/a	14	12	n/a	n/a
8:00	26	22	n/a	n/a	n/a	n/a	15	13	n/a	n/a
9:00	37	31	n/a	n/a	n/a	n/a	25	21	n/a	n/a
10:00	54	46	n/a	n/a	n/a	n/a	47	39	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
12:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
13:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
14:00	57	48	n/a	n/a	n/a	n/a	52	43	n/a	n/a
15:00	56	47	n/a	n/a	n/a	n/a	51	42	n/a	n/a
16:00	58	48	n/a	n/a	n/a	n/a	53	44	n/a	n/a
17:00	60	50	n/a	n/a	n/a	n/a	58	48	n/a	n/a
18:00	61	51	n/a	n/a	n/a	n/a	60	49	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

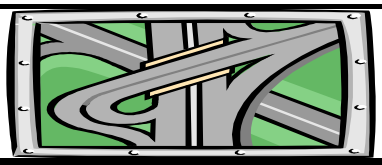
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	52,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	50	0	0.19%	52%	5.9%	13.7%	19.6%
1:00	45	0	0	109	0	0.30%	69%	6.4%	21.1%	27.5%
2:00	98	0	0	238	0	0.53%	86%	11.3%	13.9%	25.2%
3:00	237	0	0	576	0	1.33%	83%	5.2%	6.9%	12.1%
4:00	199	0	0	484	0	1.52%	61%	8.2%	7.6%	15.8%
5:00	188	0	0	456	0	3.50%	25%	8.8%	12.4%	21.2%
6:00	161	0	0	391	0	6.25%	12%	4.1%	12.6%	16.7%
7:00	190	0	0	461	0	7.37%	12%	8.1%	18.3%	26.4%
8:00	245	0	0	595	0	7.14%	16%	6.0%	12.6%	18.6%
9:00	459	0	0	1,114	0	7.13%	30%	4.7%	8.9%	13.6%
10:00	410	0	0	996	0	4.78%	40%	7.0%	10.0%	17.0%
11:00	517	0	0	1,255	0	4.82%	50%	5.9%	8.5%	14.4%
12:00	675	0	0	1,640	0	5.52%	57%	3.4%	5.5%	8.9%
13:00	797	0	0	1,934	0	6.08%	61%	3.7%	6.2%	9.9%
14:00	852	0	0	2,068	0	6.30%	63%	2.2%	4.1%	6.3%
15:00	881	0	0	2,139	0	6.52%	63%	2.1%	4.2%	6.3%
16:00	580	0	0	1,409	0	5.30%	51%	3.0%	4.7%	7.7%
17:00	544	0	0	1,322	0	4.88%	52%	3.5%	4.5%	8.0%
18:00	693	0	0	1,682	0	5.13%	63%	2.6%	3.0%	5.6%
19:00	733	0	0	1,778	0	4.49%	76%	2.1%	3.0%	5.1%
20:00	709	0	0	1,720	0	4.08%	81%	1.3%	1.9%	3.2%
21:00	654	0	0	1,586	0	3.62%	84%	1.2%	1.9%	3.1%
22:00	358	0	0	870	0	2.09%	80%	1.1%	0.8%	1.9%
23:00	203	0	0	493	0	1.13%	84%	2.0%	1.4%	3.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
4:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
5:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
7:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
8:00	61	52	n/a	n/a	n/a	n/a	61	50	n/a	n/a
9:00	59	50	n/a	n/a	n/a	n/a	57	47	n/a	n/a
10:00	60	50	n/a	n/a	n/a	n/a	57	47	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	54	44	n/a	n/a
12:00	55	46	n/a	n/a	n/a	n/a	49	40	n/a	n/a
13:00	49	41	n/a	n/a	n/a	n/a	39	33	n/a	n/a
14:00	50	42	n/a	n/a	n/a	n/a	40	33	n/a	n/a
15:00	48	41	n/a	n/a	n/a	n/a	39	32	n/a	n/a
16:00	58	49	n/a	n/a	n/a	n/a	55	45	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	56	46	n/a	n/a
18:00	56	47	n/a	n/a	n/a	n/a	51	42	n/a	n/a
19:00	55	46	n/a	n/a	n/a	n/a	49	41	n/a	n/a
20:00	57	48	n/a	n/a	n/a	n/a	52	43	n/a	n/a
21:00	58	49	n/a	n/a	n/a	n/a	55	45	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	61	50	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

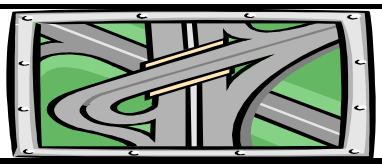
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	52,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	97	0	0.19%	100%	3.1%	7.1%	10.2%
1:00	65	0	0	158	0	0.30%	100%	6.3%	14.6%	20.9%
2:00	114	0	0	277	0	0.53%	100%	10.8%	13.0%	23.8%
3:00	286	0	0	694	0	1.33%	100%	5.3%	6.7%	12.1%
4:00	327	0	0	794	0	1.52%	100%	6.8%	5.9%	12.6%
5:00	752	0	0	1,825	0	3.50%	100%	4.9%	4.4%	9.3%
6:00	1,342	0	0	3,258	0	6.25%	100%	1.7%	3.5%	5.3%
7:00	1,581	0	0	3,838	0	7.37%	100%	3.0%	4.9%	7.9%
8:00	1,532	0	0	3,719	0	7.14%	100%	3.2%	5.9%	9.1%
9:00	1,530	0	0	3,714	0	7.13%	100%	3.4%	5.8%	9.2%
10:00	1,026	0	0	2,491	0	4.78%	100%	5.6%	9.9%	15.5%
11:00	1,034	0	0	2,510	0	4.82%	100%	5.0%	8.7%	13.7%
12:00	1,185	0	0	2,877	0	5.52%	100%	4.0%	7.2%	11.2%
13:00	1,306	0	0	3,170	0	6.08%	100%	4.1%	7.5%	11.6%
14:00	1,352	0	0	3,282	0	6.30%	100%	3.7%	7.4%	11.1%
15:00	1,399	0	0	3,396	0	6.52%	100%	4.0%	7.0%	11.0%
16:00	1,138	0	0	2,762	0	5.30%	100%	4.4%	4.9%	9.4%
17:00	1,047	0	0	2,542	0	4.88%	100%	3.4%	3.9%	7.2%
18:00	1,100	0	0	2,670	0	5.13%	100%	3.3%	2.9%	6.2%
19:00	964	0	0	2,340	0	4.49%	100%	2.2%	2.7%	4.9%
20:00	875	0	0	2,124	0	4.08%	100%	1.5%	2.0%	3.5%
21:00	778	0	0	1,889	0	3.62%	100%	1.2%	2.0%	3.1%
22:00	448	0	0	1,087	0	2.09%	100%	1.8%	1.3%	3.1%
23:00	242	0	0	587	0	1.13%	100%	2.2%	1.7%	3.9%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
5:00	60	50	n/a	n/a	n/a	n/a	58	48	n/a	n/a
6:00	40	33	n/a	n/a	n/a	n/a	29	24	n/a	n/a
7:00	29	24	n/a	n/a	n/a	n/a	20	16	n/a	n/a
8:00	31	27	n/a	n/a	n/a	n/a	23	19	n/a	n/a
9:00	44	37	n/a	n/a	n/a	n/a	35	29	n/a	n/a
10:00	56	47	n/a	n/a	n/a	n/a	51	42	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
12:00	56	47	n/a	n/a	n/a	n/a	51	42	n/a	n/a
13:00	52	44	n/a	n/a	n/a	n/a	45	37	n/a	n/a
14:00	52	44	n/a	n/a	n/a	n/a	45	37	n/a	n/a
15:00	51	43	n/a	n/a	n/a	n/a	43	36	n/a	n/a
16:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	57	47	n/a	n/a
18:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
19:00	57	48	n/a	n/a	n/a	n/a	52	43	n/a	n/a
20:00	58	49	n/a	n/a	n/a	n/a	54	45	n/a	n/a
21:00	59	49	n/a	n/a	n/a	n/a	56	46	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	61	51	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

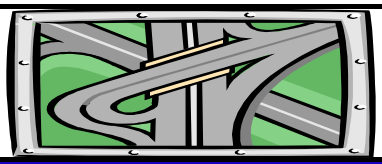
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,900	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	56	0	0.40%	37%	0.0%	0.0%	0.0%
1:00	16	0	0	28	0	0.20%	37%	8.6%	0.0%	8.6%
2:00	18	0	0	32	0	0.20%	42%	10.7%	10.7%	21.4%
3:00	27	0	0	47	0	0.20%	62%	5.9%	5.9%	11.8%
4:00	92	0	0	162	0	0.70%	61%	4.0%	2.7%	6.7%
5:00	400	0	0	706	0	2.70%	69%	3.2%	1.5%	4.7%
6:00	907	0	0	1,601	0	6.60%	64%	1.3%	2.0%	3.3%
7:00	1,099	0	0	1,940	0	8.00%	64%	2.0%	2.8%	4.8%
8:00	1,071	0	0	1,892	0	7.80%	64%	2.4%	4.0%	6.4%
9:00	810	0	0	1,431	0	5.90%	64%	2.5%	4.0%	6.5%
10:00	496	0	0	875	0	4.20%	55%	4.1%	8.7%	12.8%
11:00	446	0	0	788	0	4.00%	52%	3.7%	7.9%	11.6%
12:00	495	0	0	873	0	4.80%	48%	4.2%	8.4%	12.5%
13:00	484	0	0	855	0	4.70%	48%	4.2%	8.4%	12.6%
14:00	533	0	0	941	0	5.40%	46%	5.6%	11.6%	17.2%
15:00	628	0	0	1,108	0	6.80%	43%	6.3%	10.5%	16.8%
16:00	774	0	0	1,367	0	8.80%	41%	5.2%	4.5%	9.7%
17:00	742	0	0	1,311	0	9.10%	38%	2.8%	2.8%	5.6%
18:00	608	0	0	1,074	0	8.10%	35%	4.0%	2.5%	6.5%
19:00	343	0	0	605	0	4.20%	38%	2.2%	1.5%	3.6%
20:00	234	0	0	414	0	2.80%	39%	2.0%	2.0%	4.0%
21:00	185	0	0	327	0	2.40%	36%	1.4%	2.3%	3.7%
22:00	120	0	0	212	0	1.40%	40%	3.8%	2.5%	6.4%
23:00	55	0	0	97	0	0.80%	32%	4.5%	4.5%	9.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	54	49	n/a	n/a
7:00	59	53	n/a	n/a	n/a	n/a	46	41	n/a	n/a
8:00	59	53	n/a	n/a	n/a	n/a	45	41	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	55	49	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	60	55	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	58	52	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	55	50	n/a	n/a
16:00	61	54	n/a	n/a	n/a	n/a	54	49	n/a	n/a
17:00	61	54	n/a	n/a	n/a	n/a	57	51	n/a	n/a
18:00	61	55	n/a	n/a	n/a	n/a	59	53	n/a	n/a
19:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	62	55	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

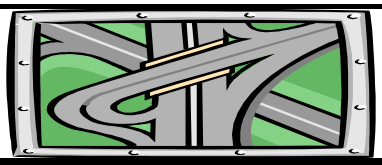
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,900	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	96	0	0.40%	63%	5.4%	13.5%	18.9%
1:00	27	0	0	48	0	0.20%	63%	5.1%	19.0%	24.1%
2:00	25	0	0	44	0	0.20%	58%	9.8%	12.7%	22.5%
3:00	16	0	0	29	0	0.20%	38%	4.8%	6.2%	11.0%
4:00	59	0	0	103	0	0.70%	39%	7.4%	6.5%	13.9%
5:00	180	0	0	317	0	2.70%	31%	7.9%	11.3%	19.2%
6:00	510	0	0	901	0	6.60%	36%	3.9%	11.7%	15.5%
7:00	618	0	0	1,092	0	8.00%	36%	6.9%	16.2%	23.1%
8:00	603	0	0	1,064	0	7.80%	36%	5.4%	11.0%	16.4%
9:00	456	0	0	805	0	5.90%	36%	4.2%	8.0%	12.2%
10:00	406	0	0	716	0	4.20%	45%	6.2%	9.0%	15.2%
11:00	412	0	0	728	0	4.00%	48%	5.3%	7.5%	12.7%
12:00	536	0	0	946	0	4.80%	52%	3.1%	4.8%	7.9%
13:00	525	0	0	926	0	4.70%	52%	3.3%	5.5%	8.8%
14:00	626	0	0	1,105	0	5.40%	54%	1.9%	3.6%	5.6%
15:00	832	0	0	1,469	0	6.80%	57%	1.8%	3.8%	5.6%
16:00	1,114	0	0	1,968	0	8.80%	59%	2.7%	4.2%	6.9%
17:00	1,211	0	0	2,138	0	9.10%	62%	3.2%	4.1%	7.3%
18:00	1,130	0	0	1,995	0	8.10%	65%	2.3%	2.7%	5.0%
19:00	559	0	0	987	0	4.20%	62%	1.8%	2.6%	4.4%
20:00	367	0	0	647	0	2.80%	61%	1.2%	1.7%	2.9%
21:00	330	0	0	582	0	2.40%	64%	1.0%	1.7%	2.8%
22:00	180	0	0	318	0	1.40%	60%	0.9%	0.8%	1.7%
23:00	117	0	0	206	0	0.80%	68%	1.7%	1.4%	3.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	62	55	n/a	n/a
6:00	61	55	n/a	n/a	n/a	n/a	59	53	n/a	n/a
7:00	61	54	n/a	n/a	n/a	n/a	53	48	n/a	n/a
8:00	61	54	n/a	n/a	n/a	n/a	56	51	n/a	n/a
9:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	59	53	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	55	49	n/a	n/a
16:00	59	52	n/a	n/a	n/a	n/a	42	38	n/a	n/a
17:00	58	51	n/a	n/a	n/a	n/a	37	33	n/a	n/a
18:00	59	53	n/a	n/a	n/a	n/a	44	40	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

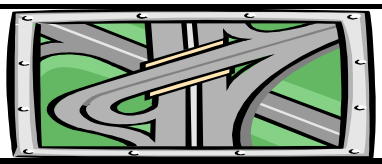
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	86	0	0	152	0	0.40%	100%	3.4%	8.5%	11.9%
1:00	43	0	0	76	0	0.20%	100%	6.4%	12.0%	18.3%
2:00	43	0	0	76	0	0.20%	100%	10.2%	11.9%	22.1%
3:00	43	0	0	76	0	0.20%	100%	5.5%	6.0%	11.5%
4:00	150	0	0	265	0	0.70%	100%	5.3%	4.2%	9.5%
5:00	580	0	0	1,023	0	2.70%	100%	4.7%	4.5%	9.2%
6:00	1,417	0	0	2,501	0	6.60%	100%	2.2%	5.5%	7.7%
7:00	1,717	0	0	3,032	0	8.00%	100%	3.8%	7.6%	11.4%
8:00	1,674	0	0	2,956	0	7.80%	100%	3.5%	6.5%	10.0%
9:00	1,266	0	0	2,236	0	5.90%	100%	3.1%	5.4%	8.5%
10:00	901	0	0	1,592	0	4.20%	100%	5.1%	8.8%	13.9%
11:00	859	0	0	1,516	0	4.00%	100%	4.5%	7.7%	12.1%
12:00	1,030	0	0	1,819	0	4.80%	100%	3.6%	6.5%	10.2%
13:00	1,009	0	0	1,781	0	4.70%	100%	3.7%	6.9%	10.6%
14:00	1,159	0	0	2,047	0	5.40%	100%	3.6%	7.3%	10.9%
15:00	1,459	0	0	2,577	0	6.80%	100%	3.7%	6.7%	10.4%
16:00	1,889	0	0	3,335	0	8.80%	100%	3.7%	4.3%	8.0%
17:00	1,953	0	0	3,449	0	9.10%	100%	3.1%	3.6%	6.7%
18:00	1,739	0	0	3,070	0	8.10%	100%	2.9%	2.6%	5.5%
19:00	901	0	0	1,592	0	4.20%	100%	1.9%	2.2%	4.1%
20:00	601	0	0	1,061	0	2.80%	100%	1.5%	1.8%	3.3%
21:00	515	0	0	910	0	2.40%	100%	1.2%	1.9%	3.1%
22:00	300	0	0	531	0	1.40%	100%	2.1%	1.5%	3.6%
23:00	172	0	0	303	0	0.80%	100%	2.6%	2.4%	4.9%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	56	50	n/a	n/a
7:00	60	53	n/a	n/a	n/a	n/a	48	44	n/a	n/a
8:00	60	53	n/a	n/a	n/a	n/a	49	44	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	57	51	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	54	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	59	53	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	55	50	n/a	n/a
16:00	60	53	n/a	n/a	n/a	n/a	47	43	n/a	n/a
17:00	59	52	n/a	n/a	n/a	n/a	45	40	n/a	n/a
18:00	60	53	n/a	n/a	n/a	n/a	49	45	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	55	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

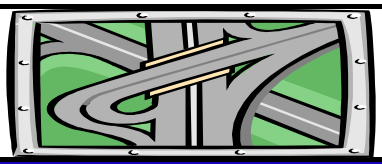
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,200	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	16	0	0.40%	22%	0.0%	0.0%	0.0%
1:00	12	0	0	16	0	0.27%	33%	0.0%	0.0%	0.0%
2:00	6	0	0	8	0	0.16%	29%	0.0%	0.0%	0.0%
3:00	17	0	0	23	0	0.20%	63%	0.0%	13.0%	13.0%
4:00	53	0	0	72	0	0.49%	80%	4.2%	0.0%	4.2%
5:00	206	0	0	281	0	1.77%	87%	1.1%	4.6%	5.7%
6:00	507	0	0	690	0	4.57%	83%	2.8%	1.4%	4.2%
7:00	701	0	0	954	0	7.49%	70%	3.4%	3.1%	6.4%
8:00	628	0	0	855	0	6.62%	71%	4.5%	1.9%	6.3%
9:00	482	0	0	656	0	5.15%	70%	3.4%	2.5%	5.8%
10:00	312	0	0	424	0	3.95%	59%	5.9%	5.2%	11.1%
11:00	312	0	0	425	0	4.17%	56%	7.6%	3.8%	11.3%
12:00	359	0	0	488	0	5.16%	52%	5.1%	4.5%	9.7%
13:00	299	0	0	407	0	4.76%	47%	3.2%	4.0%	7.2%
14:00	321	0	0	437	0	5.22%	46%	8.7%	6.0%	14.7%
15:00	324	0	0	441	0	6.21%	39%	7.9%	10.1%	18.0%
16:00	442	0	0	601	0	8.69%	38%	6.3%	2.2%	8.5%
17:00	471	0	0	641	0	10.06%	35%	2.0%	0.5%	2.5%
18:00	416	0	0	566	0	9.14%	34%	0.5%	1.8%	2.3%
19:00	263	0	0	357	0	6.14%	32%	0.8%	0.8%	1.7%
20:00	163	0	0	222	0	4.21%	29%	0.0%	1.4%	1.4%
21:00	97	0	0	132	0	2.68%	27%	2.3%	0.0%	2.3%
22:00	58	0	0	78	0	1.72%	25%	0.0%	3.8%	3.8%
23:00	31	0	0	42	0	0.77%	30%	0.0%	7.1%	7.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

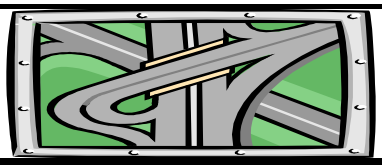
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,200	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	42	0	0	57	0	0.40%	78%	0.0%	3.5%	3.5%
1:00	24	0	0	33	0	0.27%	67%	0.0%	6.1%	6.1%
2:00	15	0	0	20	0	0.16%	71%	0.0%	10.0%	10.0%
3:00	10	0	0	14	0	0.20%	37%	14.3%	0.0%	14.3%
4:00	13	0	0	18	0	0.49%	20%	11.1%	11.1%	22.2%
5:00	31	0	0	42	0	1.77%	13%	0.0%	14.3%	14.3%
6:00	104	0	0	141	0	4.57%	17%	7.1%	12.8%	19.9%
7:00	301	0	0	409	0	7.49%	30%	2.4%	10.6%	13.0%
8:00	257	0	0	349	0	6.62%	29%	4.0%	11.4%	15.4%
9:00	207	0	0	281	0	5.15%	30%	2.8%	11.3%	14.1%
10:00	216	0	0	295	0	3.95%	41%	3.4%	15.5%	18.9%
11:00	246	0	0	334	0	4.17%	44%	3.0%	6.5%	9.5%
12:00	331	0	0	451	0	5.16%	48%	3.1%	6.2%	9.3%
13:00	338	0	0	459	0	4.76%	53%	2.6%	3.5%	6.0%
14:00	377	0	0	513	0	5.22%	54%	2.7%	2.3%	5.1%
15:00	507	0	0	690	0	6.21%	61%	2.3%	2.9%	5.2%
16:00	721	0	0	981	0	8.69%	62%	1.2%	3.7%	4.9%
17:00	875	0	0	1,190	0	10.06%	65%	1.0%	2.7%	3.7%
18:00	807	0	0	1,098	0	9.14%	66%	0.2%	4.5%	4.7%
19:00	558	0	0	760	0	6.14%	68%	0.5%	4.7%	5.3%
20:00	400	0	0	544	0	4.21%	71%	0.0%	4.0%	4.0%
21:00	261	0	0	356	0	2.68%	73%	0.6%	4.5%	5.1%
22:00	173	0	0	235	0	1.72%	75%	2.6%	0.9%	3.4%
23:00	72	0	0	98	0	0.77%	70%	0.0%	6.1%	6.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	45	39	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

Route						
From						
To					13,377	
City/County					0	
Run Date		Time Span	24 Hours		18,200	

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	73	0	0.40%	100%	0.0%	2.7%	2.7%
1:00	36	0	0	49	0	0.27%	100%	0.0%	4.1%	4.1%
2:00	21	0	0	29	0	0.16%	100%	0.0%	7.1%	7.1%
3:00	27	0	0	37	0	0.20%	100%	5.3%	8.2%	13.5%
4:00	66	0	0	90	0	0.49%	100%	5.6%	2.2%	7.8%
5:00	237	0	0	322	0	1.77%	100%	0.9%	5.9%	6.8%
6:00	611	0	0	831	0	4.57%	100%	3.5%	3.4%	6.9%
7:00	1,002	0	0	1,363	0	7.49%	100%	3.1%	5.3%	8.4%
8:00	885	0	0	1,204	0	6.62%	100%	4.3%	4.6%	9.0%
9:00	689	0	0	937	0	5.15%	100%	3.2%	5.1%	8.3%
10:00	528	0	0	718	0	3.95%	100%	4.9%	9.4%	14.3%
11:00	558	0	0	759	0	4.17%	100%	5.5%	5.0%	10.5%
12:00	690	0	0	939	0	5.16%	100%	4.2%	5.3%	9.5%
13:00	637	0	0	867	0	4.76%	100%	2.9%	3.7%	6.6%
14:00	698	0	0	950	0	5.22%	100%	5.5%	4.0%	9.5%
15:00	831	0	0	1,131	0	6.21%	100%	4.5%	5.7%	10.2%
16:00	1,163	0	0	1,582	0	8.69%	100%	3.2%	3.1%	6.3%
17:00	1,346	0	0	1,831	0	10.06%	100%	1.4%	1.9%	3.3%
18:00	1,223	0	0	1,664	0	9.14%	100%	0.3%	3.6%	3.9%
19:00	821	0	0	1,117	0	6.14%	100%	0.6%	3.5%	4.1%
20:00	563	0	0	766	0	4.21%	100%	0.0%	3.3%	3.3%
21:00	358	0	0	487	0	2.68%	100%	1.0%	3.3%	4.3%
22:00	230	0	0	313	0	1.72%	100%	1.9%	1.6%	3.5%
23:00	103	0	0	140	0	0.77%	100%	0.0%	6.4%	6.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	40	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

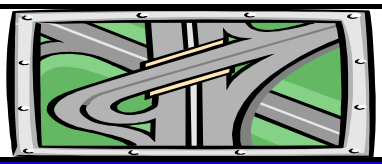
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,400	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	33	0	0.38%	26%	0.0%	0.0%	0.0%
1:00	16	0	0	26	0	0.24%	32%	12.9%	0.0%	12.9%
2:00	17	0	0	26	0	0.18%	44%	16.0%	16.0%	32.0%
3:00	37	0	0	58	0	0.25%	69%	8.0%	8.0%	16.0%
4:00	117	0	0	184	0	0.68%	81%	5.6%	5.1%	10.6%
5:00	546	0	0	855	0	2.91%	88%	4.8%	2.4%	7.2%
6:00	1,149	0	0	1,800	0	7.00%	77%	1.8%	3.0%	4.8%
7:00	1,218	0	0	1,909	0	7.52%	76%	3.1%	4.2%	7.3%
8:00	1,283 *	0	0	2,011	0	7.62%	79%	3.6%	6.1%	9.7%
9:00	1,003	0	0	1,571	0	6.11%	77%	3.8%	5.9%	9.7%
10:00	547	0	0	857	0	4.14%	62%	6.4%	13.0%	19.3%
11:00	441	0	0	690	0	3.90%	53%	5.5%	11.8%	17.2%
12:00	467	0	0	731	0	4.56%	48%	6.1%	12.6%	18.7%
13:00	488	0	0	764	0	4.87%	47%	6.1%	12.6%	18.8%
14:00	441	0	0	690	0	5.30%	39%	8.4%	17.2%	25.6%
15:00	490	0	0	768	0	6.76%	34%	9.6%	15.6%	25.2%
16:00	554	0	0	868	0	9.28%	28%	7.7%	6.8%	14.6%
17:00	484	0	0	758	0	9.08%	25%	4.1%	4.1%	8.1%
18:00	385	0	0	604	0	8.22%	22%	5.9%	3.6%	9.5%
19:00	222	0	0	348	0	4.17%	25%	3.0%	2.7%	5.8%
20:00	153	0	0	240	0	2.57%	28%	3.8%	3.8%	7.7%
21:00	124	0	0	195	0	2.16%	27%	2.1%	3.1%	5.2%
22:00	84	0	0	132	0	1.32%	30%	7.2%	4.3%	11.6%
23:00	41	0	0	65	0	0.81%	24%	6.8%	6.8%	13.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	19	18	n/a	n/a	n/a	n/a	52	49	n/a	n/a
7:00	7	7	n/a	n/a	n/a	n/a	37	35	n/a	n/a
8:00	5	5	n/a	n/a	n/a	n/a	21	20	n/a	n/a
9:00	21	20	n/a	n/a	n/a	n/a	53	50	n/a	n/a
10:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

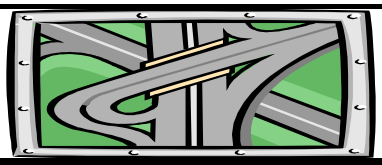
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,400	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	60	0	0	94	0	0.38%	74%	12.1%	15.2%	27.3%
1:00	35	0	0	55	0	0.24%	68%	7.1%	28.6%	35.7%
2:00	21	0	0	34	0	0.18%	56%	15.7%	19.0%	34.6%
3:00	17	0	0	26	0	0.25%	31%	6.8%	9.5%	16.2%
4:00	28	0	0	43	0	0.68%	19%	11.3%	10.0%	21.2%
5:00	74	0	0	117	0	2.91%	12%	12.1%	16.3%	28.4%
6:00	343	0	0	538	0	7.00%	23%	6.0%	16.9%	22.9%
7:00	385	0	0	603	0	7.52%	24%	10.5%	24.1%	34.7%
8:00	341	0	0	534	0	7.62%	21%	7.9%	16.8%	24.7%
9:00	300	0	0	469	0	6.11%	23%	6.4%	12.0%	18.4%
10:00	335	0	0	525	0	4.14%	38%	9.4%	13.4%	22.8%
11:00	391	0	0	612	0	3.90%	47%	8.0%	11.3%	19.3%
12:00	505	0	0	792	0	4.56%	52%	4.5%	7.4%	11.9%
13:00	550	0	0	862	0	4.87%	53%	4.9%	8.1%	13.0%
14:00	689	0	0	1,080	0	5.30%	61%	2.9%	5.5%	8.3%
15:00	951	0	0	1,490	0	6.76%	66%	2.6%	5.7%	8.3%
16:00	1,424 *	0	0	2,232	0	9.28%	72%	4.0%	6.3%	10.3%
17:00	1,452 *	0	0	2,275	0	9.08%	75%	4.7%	6.0%	10.8%
18:00	1,367 *	0	0	2,141	0	8.22%	78%	3.4%	4.1%	7.5%
19:00	667	0	0	1,045	0	4.17%	75%	2.7%	4.0%	6.8%
20:00	394	0	0	618	0	2.57%	72%	1.8%	2.5%	4.3%
21:00	336	0	0	527	0	2.16%	73%	1.6%	2.6%	4.1%
22:00	197	0	0	309	0	1.32%	70%	1.3%	0.9%	2.1%
23:00	131	0	0	206	0	0.81%	76%	2.8%	1.6%	4.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	34	32	n/a	n/a	n/a	n/a	58	55	n/a	n/a
16:00	5	5	n/a	n/a	n/a	n/a	8	8	n/a	n/a
17:00	5	5	n/a	n/a	n/a	n/a	6	6	n/a	n/a
18:00	5	5	n/a	n/a	n/a	n/a	20	19	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

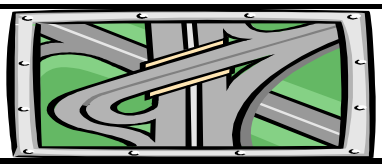
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,400	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	81	0	0	127	0	0.38%	100%	9.0%	11.2%	20.2%
1:00	51	0	0	80	0	0.24%	100%	9.0%	19.4%	28.4%
2:00	38	0	0	60	0	0.18%	100%	15.8%	17.7%	33.5%
3:00	53	0	0	84	0	0.25%	100%	7.6%	8.5%	16.1%
4:00	145	0	0	227	0	0.68%	100%	6.6%	6.0%	12.6%
5:00	620	0	0	972	0	2.91%	100%	5.6%	4.0%	9.7%
6:00	1,492	0	0	2,338	0	7.00%	100%	2.8%	6.2%	9.0%
7:00	1,603	0	0	2,512	0	7.52%	100%	4.9%	9.0%	13.9%
8:00	1,624	0	0	2,545	0	7.62%	100%	4.5%	8.4%	12.9%
9:00	1,302	0	0	2,041	0	6.11%	100%	4.4%	7.3%	11.7%
10:00	882	0	0	1,383	0	4.14%	100%	7.5%	13.1%	20.7%
11:00	831	0	0	1,303	0	3.90%	100%	6.6%	11.6%	18.2%
12:00	972	0	0	1,523	0	4.56%	100%	5.3%	9.9%	15.2%
13:00	1,038	0	0	1,627	0	4.87%	100%	5.5%	10.2%	15.7%
14:00	1,130	0	0	1,770	0	5.30%	100%	5.0%	10.1%	15.1%
15:00	1,441	0	0	2,258	0	6.76%	100%	5.0%	9.0%	14.0%
16:00	1,978	0	0	3,100	0	9.28%	100%	5.0%	6.4%	11.5%
17:00	1,935	0	0	3,033	0	9.08%	100%	4.6%	5.6%	10.1%
18:00	1,752	0	0	2,745	0	8.22%	100%	3.9%	4.0%	7.9%
19:00	889	0	0	1,393	0	4.17%	100%	2.8%	3.7%	6.5%
20:00	548	0	0	858	0	2.57%	100%	2.4%	2.8%	5.2%
21:00	460	0	0	721	0	2.16%	100%	1.7%	2.7%	4.4%
22:00	281	0	0	441	0	1.32%	100%	3.1%	1.9%	5.0%
23:00	173	0	0	271	0	0.81%	100%	3.8%	2.8%	6.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	29	27	n/a	n/a	n/a	n/a	54	51	n/a	n/a
7:00	20	19	n/a	n/a	n/a	n/a	43	41	n/a	n/a
8:00	17	16	n/a	n/a	n/a	n/a	29	28	n/a	n/a
9:00	30	28	n/a	n/a	n/a	n/a	55	52	n/a	n/a
10:00	60	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	43	40	n/a	n/a	n/a	n/a	59	56	n/a	n/a
16:00	18	16	n/a	n/a	n/a	n/a	23	22	n/a	n/a
17:00	16	15	n/a	n/a	n/a	n/a	20	19	n/a	n/a
18:00	15	14	n/a	n/a	n/a	n/a	29	27	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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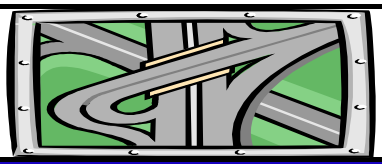
Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,500	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	167	0	1.50%	60%	0.0%	43.8%	43.8%
1:00	0	0	0	122	0	1.00%	66%	0.0%	33.3%	33.3%
2:00	0	0	0	48	0	0.50%	52%	15.8%	15.8%	31.6%
3:00	0	0	0	50	0	0.50%	54%	21.2%	0.0%	21.2%
4:00	0	0	0	31	0	0.50%	34%	8.5%	5.9%	14.4%
5:00	0	0	0	67	0	1.50%	24%	4.6%	7.7%	12.3%
6:00	0	0	0	168	0	3.50%	26%	3.9%	6.3%	10.2%
7:00	0	0	0	481	0	6.50%	40%	9.3%	6.2%	15.5%
8:00	0	0	0	481	0	5.00%	52%	13.6%	8.1%	21.7%
9:00	0	0	0	537	0	5.00%	58%	11.2%	16.1%	27.3%
10:00	0	0	0	574	0	5.00%	62%	14.2%	15.2%	29.4%
11:00	0	0	0	574	0	5.00%	62%	10.7%	13.7%	24.4%
12:00	0	0	0	518	0	5.00%	56%	13.1%	13.3%	26.4%
13:00	0	0	0	673	0	6.50%	56%	13.7%	18.8%	32.4%
14:00	0	0	0	649	0	6.50%	54%	11.0%	21.4%	32.4%
15:00	0	0	0	699	0	7.00%	54%	13.1%	17.9%	31.1%
16:00	0	0	0	740	0	8.00%	50%	9.3%	10.1%	19.4%
17:00	0	0	0	786	0	8.50%	50%	7.8%	3.0%	10.8%
18:00	0	0	0	466	0	7.00%	36%	6.7%	8.7%	15.4%
19:00	0	0	0	370	0	5.00%	40%	5.0%	10.1%	15.1%
20:00	0	0	0	272	0	3.50%	42%	5.3%	5.3%	10.7%
21:00	0	0	0	255	0	3.00%	46%	0.0%	10.2%	10.2%
22:00	0	0	0	204	0	2.50%	44%	3.8%	3.8%	7.5%
23:00	0	0	0	200	0	2.00%	54%	0.0%	9.7%	9.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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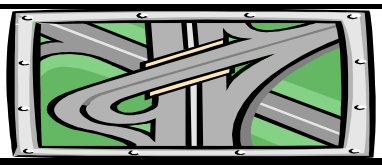
Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,500	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	111	0	1.50%	40%	4.1%	5.4%	9.5%
1:00	0	0	0	63	0	1.00%	34%	5.9%	0.0%	5.9%
2:00	0	0	0	44	0	0.50%	48%	0.0%	13.3%	13.3%
3:00	0	0	0	43	0	0.50%	46%	16.7%	22.2%	38.9%
4:00	0	0	0	61	0	0.50%	66%	10.3%	48.3%	58.6%
5:00	0	0	0	211	0	1.50%	76%	29.4%	22.9%	52.3%
6:00	0	0	0	479	0	3.50%	74%	14.7%	27.7%	42.4%
7:00	0	0	0	722	0	6.50%	60%	21.8%	31.0%	52.8%
8:00	0	0	0	444	0	5.00%	48%	23.1%	30.6%	53.6%
9:00	0	0	0	389	0	5.00%	42%	13.9%	31.0%	44.9%
10:00	0	0	0	352	0	5.00%	38%	13.9%	29.1%	43.0%
11:00	0	0	0	352	0	5.00%	38%	13.5%	22.4%	35.8%
12:00	0	0	0	407	0	5.00%	44%	9.8%	24.6%	34.5%
13:00	0	0	0	529	0	6.50%	44%	9.6%	22.8%	32.4%
14:00	0	0	0	553	0	6.50%	46%	5.3%	17.7%	23.0%
15:00	0	0	0	596	0	7.00%	46%	6.7%	8.7%	15.4%
16:00	0	0	0	740	0	8.00%	50%	4.6%	6.3%	10.9%
17:00	0	0	0	786	0	8.50%	50%	2.1%	5.2%	7.3%
18:00	0	0	0	829	0	7.00%	64%	3.4%	2.0%	5.5%
19:00	0	0	0	555	0	5.00%	60%	1.8%	1.4%	3.2%
20:00	0	0	0	376	0	3.50%	58%	1.5%	2.4%	3.9%
21:00	0	0	0	300	0	3.00%	54%	0.8%	1.1%	1.9%
22:00	0	0	0	259	0	2.50%	56%	1.3%	1.8%	3.1%
23:00	0	0	0	170	0	2.00%	46%	2.7%	6.3%	8.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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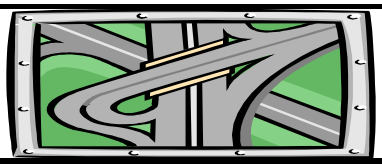
Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,500	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	278	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	185	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	93	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	93	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	93	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	278	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	648	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	1,203	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	1,203	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	1,203	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	1,295	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,480	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,573	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,295	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	925	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	648	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	555	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	463	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	370	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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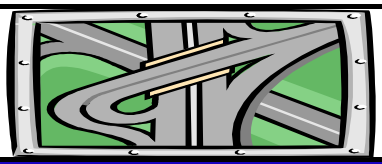
Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,000	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	32	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	0	0	0	34	0	0.30%	31%	5.9%	0.0%	5.9%
2:00	0	0	0	27	0	0.53%	14%	7.4%	7.4%	14.8%
3:00	0	0	0	82	0	1.33%	17%	3.7%	3.7%	7.4%
4:00	0	0	0	214	0	1.52%	39%	3.8%	2.8%	6.6%
5:00	0	0	0	946	0	3.50%	75%	2.7%	1.3%	4.0%
6:00	0	0	0	1,981	0	6.25%	88%	1.1%	1.8%	2.9%
7:00	0	0	0	2,334	0	7.37%	88%	1.8%	2.4%	4.2%
8:00	0	0	0	2,158	0	7.14%	84%	2.1%	3.6%	5.7%
9:00	0	0	0	1,796	0	7.13%	70%	2.2%	3.5%	5.7%
10:00	0	0	0	1,033	0	4.78%	60%	3.7%	7.6%	11.2%
11:00	0	0	0	867	0	4.82%	50%	3.2%	6.9%	10.1%
12:00	0	0	0	855	0	5.52%	43%	3.7%	7.3%	11.0%
13:00	0	0	0	854	0	6.08%	39%	3.6%	7.3%	10.9%
14:00	0	0	0	839	0	6.30%	37%	4.9%	10.2%	15.1%
15:00	0	0	0	868	0	6.52%	37%	5.6%	9.1%	14.7%
16:00	0	0	0	935	0	5.30%	49%	4.5%	4.1%	8.6%
17:00	0	0	0	843	0	4.88%	48%	2.5%	2.5%	5.0%
18:00	0	0	0	683	0	5.13%	37%	3.5%	2.0%	5.5%
19:00	0	0	0	388	0	4.49%	24%	2.0%	1.5%	3.6%
20:00	0	0	0	279	0	4.08%	19%	2.1%	2.1%	4.3%
21:00	0	0	0	209	0	3.62%	16%	1.0%	1.4%	2.4%
22:00	0	0	0	150	0	2.09%	20%	4.0%	2.0%	6.0%
23:00	0	0	0	65	0	1.13%	16%	3.1%	3.1%	6.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	47	45	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	19	18	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	25	24	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	50	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

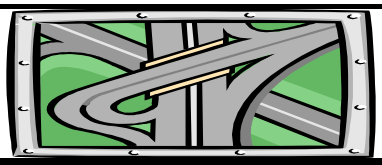
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,000	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	35	0	0.19%	52%	5.7%	8.6%	14.3%
1:00	0	0	0	75	0	0.30%	69%	4.0%	17.3%	21.3%
2:00	0	0	0	164	0	0.53%	86%	8.5%	11.0%	19.5%
3:00	0	0	0	398	0	1.33%	83%	4.0%	5.3%	9.3%
4:00	0	0	0	335	0	1.52%	61%	6.3%	5.7%	11.9%
5:00	0	0	0	315	0	3.50%	25%	6.7%	9.6%	16.3%
6:00	0	0	0	270	0	6.25%	12%	3.4%	10.1%	13.4%
7:00	0	0	0	318	0	7.37%	12%	6.0%	14.2%	20.2%
8:00	0	0	0	411	0	7.14%	16%	4.7%	9.7%	14.4%
9:00	0	0	0	770	0	7.13%	30%	3.8%	6.9%	10.6%
10:00	0	0	0	688	0	4.78%	40%	5.4%	7.7%	13.1%
11:00	0	0	0	867	0	4.82%	50%	4.5%	6.7%	11.2%
12:00	0	0	0	1,133	0	5.52%	57%	2.7%	4.3%	6.9%
13:00	0	0	0	1,336	0	6.08%	61%	2.9%	4.8%	7.7%
14:00	0	0	0	1,429	0	6.30%	63%	1.7%	3.2%	5.0%
15:00	0	0	0	1,478	0	6.52%	63%	1.6%	3.3%	4.9%
16:00	0	0	0	973	0	5.30%	51%	2.3%	3.6%	5.8%
17:00	0	0	0	913	0	4.88%	52%	2.9%	3.5%	6.4%
18:00	0	0	0	1,162	0	5.13%	63%	2.0%	2.3%	4.3%
19:00	0	0	0	1,229	0	4.49%	76%	1.6%	2.4%	3.9%
20:00	0	0	0	1,189	0	4.08%	81%	1.1%	1.5%	2.6%
21:00	0	0	0	1,096	0	3.62%	84%	1.0%	1.5%	2.5%
22:00	0	0	0	601	0	2.09%	80%	0.8%	0.7%	1.5%
23:00	0	0	0	341	0	1.13%	84%	1.5%	0.9%	2.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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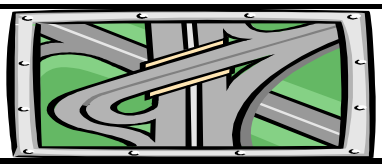
Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	67	0	0.19%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	109	0	0.30%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	191	0	0.53%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	480	0	1.33%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	548	0	1.52%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	1,261	0	3.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	2,251	0	6.25%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,652	0	7.37%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	2,570	0	7.14%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	2,566	0	7.13%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,721	0	4.78%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,734	0	4.82%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,988	0	5.52%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,191	0	6.08%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,268	0	6.30%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,347	0	6.52%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,909	0	5.30%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,756	0	4.88%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,845	0	5.13%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,617	0	4.49%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,468	0	4.08%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,305	0	3.62%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	751	0	2.09%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	406	0	1.13%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	49	46	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	24	23	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	31	29	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	53	51	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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Ver. 2012-10

Loudoun County Pkwy Parallel (Rt 606), Dulles Access Rd to US50

0

Route	Loudoun County Pkwy Parallel (Rt 606)			Map Reference:	0	
From	Dulles Access Rd			Unit: US & BPR Parameters: a= 0.05 and b= 10		
To	US50, John Mosby Highway			Existing Year: 2012 ADT	0	No-build
City/County	Loudoun County			Interim Year: 2025 ADT	0	0
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	34,700	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	31	0	0.19%	48%	0.0%	33.3%	33.3%
1:00	0	0	0	33	0	0.30%	31%	0.0%	41.2%	41.2%
2:00	0	0	0	26	0	0.53%	14%	5.7%	20.0%	25.7%
3:00	0	0	0	79	0	1.33%	17%	16.1%	0.0%	16.1%
4:00	0	0	0	206	0	1.52%	39%	5.4%	4.5%	9.9%
5:00	0	0	0	912	0	3.50%	75%	3.3%	5.8%	9.1%
6:00	0	0	0	1,909	0	6.25%	88%	3.0%	4.7%	7.6%
7:00	0	0	0	2,249	0	7.37%	88%	7.0%	4.6%	11.6%
8:00	0	0	0	2,081	0	7.14%	84%	10.1%	6.3%	16.4%
9:00	0	0	0	1,732	0	7.13%	70%	8.5%	11.8%	20.2%
10:00	0	0	0	995	0	4.78%	60%	11.1%	11.3%	22.4%
11:00	0	0	0	836	0	4.82%	50%	8.2%	10.1%	18.4%
12:00	0	0	0	824	0	5.52%	43%	9.5%	9.5%	19.1%
13:00	0	0	0	823	0	6.08%	39%	10.3%	14.6%	24.9%
14:00	0	0	0	809	0	6.30%	37%	8.6%	15.9%	24.5%
15:00	0	0	0	837	0	6.52%	37%	9.9%	13.5%	23.4%
16:00	0	0	0	902	0	5.30%	49%	7.0%	7.8%	14.8%
17:00	0	0	0	813	0	4.88%	48%	5.6%	1.9%	7.5%
18:00	0	0	0	658	0	5.13%	37%	5.3%	7.1%	12.5%
19:00	0	0	0	374	0	4.49%	24%	3.2%	6.7%	9.9%
20:00	0	0	0	269	0	4.08%	19%	4.1%	4.1%	8.2%
21:00	0	0	0	201	0	3.62%	16%	0.0%	6.6%	6.6%
22:00	0	0	0	145	0	2.09%	20%	1.3%	1.3%	2.6%
23:00	0	0	0	63	0	1.13%	16%	0.0%	3.4%	3.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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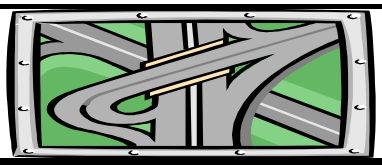
Loudoun County Pkwy Parallel (Rt 606), Dulles Access Rd to US50

0

Ver. 2012-10

Route	Loudoun County Pkwy Parallel (Rt 606)			Map Reference:	0		
From	Dulles Access Rd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	US50, John Mosby Highway			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	34,700	0	



Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	34	0	0.19%	52%	2.2%	2.2%	4.3%
1:00	0	0	0	73	0	0.30%	69%	3.1%	0.0%	3.1%
2:00	0	0	0	159	0	0.53%	86%	0.0%	14.3%	14.3%
3:00	0	0	0	384	0	1.33%	83%	23.5%	23.5%	47.1%
4:00	0	0	0	322	0	1.52%	61%	14.5%	38.2%	52.7%
5:00	0	0	0	304	0	3.50%	25%	23.0%	18.1%	41.1%
6:00	0	0	0	260	0	6.25%	12%	11.4%	20.5%	31.9%
7:00	0	0	0	307	0	7.37%	12%	16.7%	23.1%	39.8%
8:00	0	0	0	396	0	7.14%	16%	17.6%	23.0%	40.5%
9:00	0	0	0	742	0	7.13%	30%	10.1%	22.8%	32.9%
10:00	0	0	0	664	0	4.78%	40%	10.1%	21.7%	31.8%
11:00	0	0	0	836	0	4.82%	50%	10.0%	16.5%	26.5%
12:00	0	0	0	1,092	0	5.52%	57%	7.3%	18.5%	25.7%
13:00	0	0	0	1,288	0	6.08%	61%	7.3%	17.1%	24.4%
14:00	0	0	0	1,377	0	6.30%	63%	3.9%	13.0%	16.9%
15:00	0	0	0	1,425	0	6.52%	63%	5.0%	6.5%	11.5%
16:00	0	0	0	938	0	5.30%	51%	3.4%	4.7%	8.1%
17:00	0	0	0	880	0	4.88%	52%	1.6%	3.9%	5.5%
18:00	0	0	0	1,120	0	5.13%	63%	2.7%	1.6%	4.3%
19:00	0	0	0	1,184	0	4.49%	76%	1.2%	1.1%	2.3%
20:00	0	0	0	1,146	0	4.08%	81%	1.3%	1.5%	2.8%
21:00	0	0	0	1,057	0	3.62%	84%	1.2%	1.2%	2.3%
22:00	0	0	0	579	0	2.09%	80%	0.7%	1.9%	2.6%
23:00	0	0	0	329	0	1.13%	84%	1.4%	4.8%	6.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

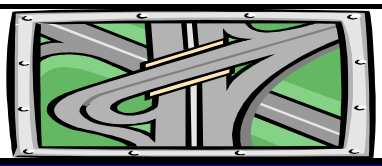
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy Parallel (Rt 606), Dulles Access Rd to US50

0

Route	Loudoun County Pkwy Parallel (Rt 606)			Map Reference:	0		
From	Dulles Access Rd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	US50, John Mosby Highway			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	34,700	0	



Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	65	0	0.19%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	105	0	0.30%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	184	0	0.53%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	462	0	1.33%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	529	0	1.52%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	1,216	0	3.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	2,170	0	6.25%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,556	0	7.37%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	2,477	0	7.14%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	2,474	0	7.13%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,659	0	4.78%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,672	0	4.82%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,916	0	5.52%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,111	0	6.08%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,186	0	6.30%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,262	0	6.52%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,840	0	5.30%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,693	0	4.88%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,778	0	5.13%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,559	0	4.49%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,415	0	4.08%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,258	0	3.62%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	724	0	2.09%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	391	0	1.13%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

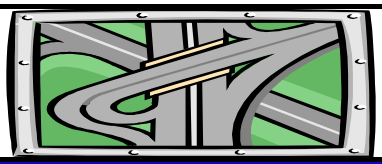
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,300	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	327	0	1.50%	60%	0.0%	29.0%	29.0%
1:00	0	0	0	240	0	1.00%	66%	0.0%	33.3%	33.3%
2:00	0	0	0	94	0	0.50%	52%	5.4%	16.2%	21.6%
3:00	0	0	0	98	0	0.50%	54%	13.8%	0.0%	13.8%
4:00	0	0	0	62	0	0.50%	34%	4.7%	3.9%	8.6%
5:00	0	0	0	131	0	1.50%	24%	3.1%	5.1%	8.2%
6:00	0	0	0	330	0	3.50%	26%	2.6%	4.2%	6.8%
7:00	0	0	0	944	0	6.50%	40%	6.0%	4.1%	10.2%
8:00	0	0	0	944	0	5.00%	52%	8.9%	5.4%	14.3%
9:00	0	0	0	1,053	0	5.00%	58%	7.2%	10.2%	17.4%
10:00	0	0	0	1,125	0	5.00%	62%	9.4%	9.9%	19.4%
11:00	0	0	0	1,125	0	5.00%	62%	7.1%	8.8%	15.9%
12:00	0	0	0	1,016	0	5.00%	56%	8.6%	8.4%	17.0%
13:00	0	0	0	1,321	0	6.50%	56%	8.8%	12.4%	21.2%
14:00	0	0	0	1,274	0	6.50%	54%	7.5%	13.9%	21.4%
15:00	0	0	0	1,372	0	7.00%	54%	8.4%	11.9%	20.3%
16:00	0	0	0	1,452	0	8.00%	50%	6.2%	6.7%	12.9%
17:00	0	0	0	1,543	0	8.50%	50%	4.9%	1.7%	6.6%
18:00	0	0	0	915	0	7.00%	36%	4.4%	5.8%	10.2%
19:00	0	0	0	726	0	5.00%	40%	2.8%	6.2%	9.0%
20:00	0	0	0	534	0	3.50%	42%	3.5%	3.5%	7.0%
21:00	0	0	0	501	0	3.00%	46%	0.0%	5.8%	5.8%
22:00	0	0	0	399	0	2.50%	44%	1.3%	1.3%	2.5%
23:00	0	0	0	392	0	2.00%	54%	0.0%	3.3%	3.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

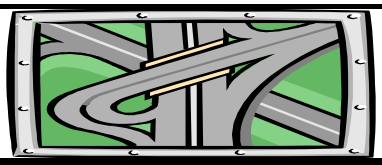
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,300	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	218	0	1.50%	40%	1.4%	1.4%	2.8%
1:00	0	0	0	123	0	1.00%	34%	2.0%	0.0%	2.0%
2:00	0	0	0	87	0	0.50%	48%	0.0%	12.1%	12.1%
3:00	0	0	0	83	0	0.50%	46%	20.0%	20.0%	40.0%
4:00	0	0	0	120	0	0.50%	66%	12.3%	31.6%	43.9%
5:00	0	0	0	414	0	1.50%	76%	19.7%	15.3%	35.0%
6:00	0	0	0	940	0	3.50%	74%	9.8%	17.7%	27.5%
7:00	0	0	0	1,416	0	6.50%	60%	14.2%	20.0%	34.2%
8:00	0	0	0	871	0	5.00%	48%	15.2%	19.9%	35.1%
9:00	0	0	0	762	0	5.00%	42%	9.0%	19.9%	28.9%
10:00	0	0	0	690	0	5.00%	38%	9.0%	18.9%	27.9%
11:00	0	0	0	690	0	5.00%	38%	8.7%	14.3%	23.1%
12:00	0	0	0	799	0	5.00%	44%	6.2%	16.3%	22.6%
13:00	0	0	0	1,038	0	6.50%	44%	6.4%	14.8%	21.2%
14:00	0	0	0	1,085	0	6.50%	46%	3.4%	11.4%	14.8%
15:00	0	0	0	1,169	0	7.00%	46%	4.3%	5.7%	10.0%
16:00	0	0	0	1,452	0	8.00%	50%	3.0%	4.1%	7.1%
17:00	0	0	0	1,543	0	8.50%	50%	1.4%	3.4%	4.8%
18:00	0	0	0	1,626	0	7.00%	64%	2.2%	1.3%	3.6%
19:00	0	0	0	1,089	0	5.00%	60%	1.2%	0.9%	2.1%
20:00	0	0	0	737	0	3.50%	58%	1.2%	1.2%	2.4%
21:00	0	0	0	588	0	3.00%	54%	1.0%	1.0%	2.0%
22:00	0	0	0	508	0	2.50%	56%	0.4%	1.6%	2.0%
23:00	0	0	0	334	0	2.00%	46%	0.9%	4.1%	5.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

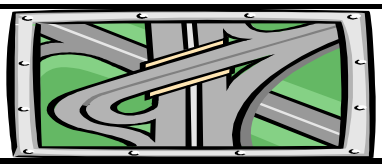
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	545	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	363	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	182	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	182	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	182	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	545	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,271	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,360	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,360	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,360	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,541	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,904	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	3,086	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,541	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,815	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,271	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,089	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	908	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	726	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

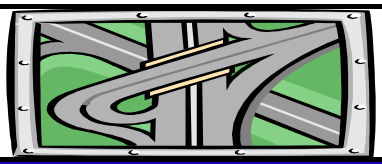
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 Elevated, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 Elevated (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	29,600	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	26	0	0.49%	18%	0.0%	28.0%	28.0%
1:00	0	0	0	14	0	0.33%	15%	0.0%	35.7%	35.7%
2:00	0	0	0	30	0	0.26%	39%	6.7%	16.7%	23.3%
3:00	0	0	0	53	0	0.28%	65%	13.2%	0.0%	13.2%
4:00	0	0	0	189	0	0.80%	80%	5.3%	3.7%	9.0%
5:00	0	0	0	691	0	3.16%	74%	3.6%	6.1%	9.7%
6:00	0	0	0	1,343	0	6.48%	70%	3.0%	4.8%	7.8%
7:00	0	0	0	1,369	0	7.12%	65%	6.9%	4.8%	11.6%
8:00	0	0	0	1,053	0	5.83%	61%	10.2%	6.2%	16.4%
9:00	0	0	0	758	0	4.57%	56%	8.6%	11.9%	20.5%
10:00	0	0	0	628	0	4.16%	51%	11.1%	11.4%	22.5%
11:00	0	0	0	533	0	4.19%	43%	8.4%	10.2%	18.6%
12:00	0	0	0	601	0	4.72%	43%	9.5%	9.5%	19.0%
13:00	0	0	0	533	0	4.74%	38%	10.2%	14.3%	24.5%
14:00	0	0	0	567	0	5.80%	33%	8.8%	15.8%	24.6%
15:00	0	0	0	557	0	7.53%	25%	9.8%	13.7%	23.5%
16:00	0	0	0	578	0	8.88%	22%	7.4%	7.9%	15.3%
17:00	0	0	0	535	0	9.03%	20%	5.6%	1.9%	7.5%
18:00	0	0	0	488	0	8.25%	20%	5.2%	6.7%	11.9%
19:00	0	0	0	312	0	5.26%	20%	3.1%	6.9%	10.1%
20:00	0	0	0	208	0	3.19%	22%	3.3%	3.3%	6.7%
21:00	0	0	0	156	0	2.50%	21%	0.0%	6.4%	6.4%
22:00	0	0	0	128	0	1.66%	26%	1.6%	1.6%	3.1%
23:00	0	0	0	50	0	0.77%	22%	0.0%	4.0%	4.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

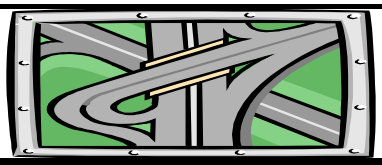
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 Elevated, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 Elevated (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	29,600	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	118	0	0.49%	82%	2.5%	2.5%	5.1%
1:00	0	0	0	82	0	0.33%	85%	3.7%	0.0%	3.7%
2:00	0	0	0	47	0	0.26%	61%	0.0%	10.4%	10.4%
3:00	0	0	0	29	0	0.28%	35%	17.2%	17.2%	34.5%
4:00	0	0	0	47	0	0.80%	20%	10.9%	39.1%	50.0%
5:00	0	0	0	243	0	3.16%	26%	22.4%	18.4%	40.8%
6:00	0	0	0	576	0	6.48%	30%	11.1%	20.5%	31.6%
7:00	0	0	0	737	0	7.12%	35%	16.6%	23.0%	39.6%
8:00	0	0	0	674	0	5.83%	39%	17.8%	23.2%	41.0%
9:00	0	0	0	596	0	4.57%	44%	10.0%	22.9%	32.9%
10:00	0	0	0	603	0	4.16%	49%	10.0%	21.9%	31.9%
11:00	0	0	0	706	0	4.19%	57%	10.1%	16.5%	26.7%
12:00	0	0	0	797	0	4.72%	57%	7.3%	18.8%	26.1%
13:00	0	0	0	870	0	4.74%	62%	7.3%	17.0%	24.3%
14:00	0	0	0	1,150	0	5.80%	67%	3.9%	13.1%	17.0%
15:00	0	0	0	1,672	0	7.53%	75%	5.0%	6.6%	11.6%
16:00	0	0	0	2,050	0	8.88%	78%	3.4%	4.7%	8.2%
17:00	0	0	0	2,139	0	9.03%	80%	1.6%	3.9%	5.5%
18:00	0	0	0	1,953	0	8.25%	80%	2.7%	1.6%	4.3%
19:00	0	0	0	1,246	0	5.26%	80%	1.3%	1.0%	2.3%
20:00	0	0	0	737	0	3.19%	78%	1.5%	1.5%	3.0%
21:00	0	0	0	585	0	2.50%	79%	0.9%	0.9%	1.7%
22:00	0	0	0	364	0	1.66%	74%	0.8%	1.4%	2.2%
23:00	0	0	0	179	0	0.77%	78%	1.7%	4.5%	6.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

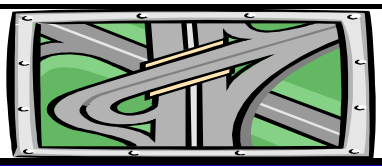
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 Elevated, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 Elevated (John S. Mosby Highway)			Map Reference:	0		
From	Northstar Blvd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Gum Spring Rd (Rt 659)			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	29,600	0	



Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	144	0	0.49%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	96	0	0.33%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	77	0	0.26%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	82	0	0.28%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	236	0	0.80%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	934	0	3.16%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,919	0	6.48%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,107	0	7.12%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,727	0	5.83%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,354	0	4.57%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,231	0	4.16%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,239	0	4.19%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,398	0	4.72%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	1,403	0	4.74%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	1,717	0	5.80%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,230	0	7.53%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,628	0	8.88%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	2,674	0	9.03%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,441	0	8.25%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,558	0	5.26%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	944	0	3.19%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	741	0	2.50%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	492	0	1.66%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	229	0	0.77%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

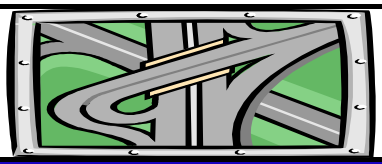
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50 Elevated, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 Elevated (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	29,600	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	27	0	0.50%	18%	0.0%	28.0%	28.0%
1:00	0	0	0	13	0	0.30%	15%	0.0%	35.7%	35.7%
2:00	0	0	0	35	0	0.30%	39%	6.7%	16.7%	23.3%
3:00	0	0	0	58	0	0.30%	65%	13.2%	0.0%	13.2%
4:00	0	0	0	189	0	0.80%	80%	5.3%	3.7%	9.0%
5:00	0	0	0	701	0	3.20%	74%	3.6%	6.1%	9.7%
6:00	0	0	0	1,347	0	6.50%	70%	3.0%	4.8%	7.8%
7:00	0	0	0	1,366	0	7.10%	65%	6.9%	4.8%	11.6%
8:00	0	0	0	1,047	0	5.80%	61%	10.2%	6.2%	16.4%
9:00	0	0	0	762	0	4.60%	56%	8.6%	11.9%	20.5%
10:00	0	0	0	634	0	4.20%	51%	11.1%	11.4%	22.5%
11:00	0	0	0	535	0	4.20%	43%	8.4%	10.2%	18.6%
12:00	0	0	0	598	0	4.70%	43%	9.5%	9.5%	19.0%
13:00	0	0	0	529	0	4.70%	38%	10.2%	14.3%	24.5%
14:00	0	0	0	567	0	5.80%	33%	8.8%	15.8%	24.6%
15:00	0	0	0	555	0	7.50%	25%	9.8%	13.7%	23.5%
16:00	0	0	0	580	0	8.90%	22%	7.4%	7.9%	15.3%
17:00	0	0	0	533	0	9.00%	20%	5.6%	1.9%	7.5%
18:00	0	0	0	485	0	8.20%	20%	5.2%	6.7%	11.9%
19:00	0	0	0	314	0	5.30%	20%	3.1%	6.9%	10.1%
20:00	0	0	0	208	0	3.20%	22%	3.3%	3.3%	6.7%
21:00	0	0	0	155	0	2.50%	21%	0.0%	6.4%	6.4%
22:00	0	0	0	131	0	1.70%	26%	1.6%	1.6%	3.1%
23:00	0	0	0	52	0	0.80%	22%	0.0%	4.0%	4.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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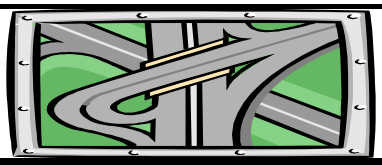
Ver. 2012-10

US 50 Elevated, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 Elevated (John S. Mosby Highway)			Map Reference:	0		
From	Gum Spring Road			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Loudoun County Parkway			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	29,600	0	



Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	121	0	0.50%	82%	2.5%	2.5%	5.1%
1:00	0	0	0	75	0	0.30%	85%	3.7%	0.0%	3.7%
2:00	0	0	0	54	0	0.30%	61%	0.0%	10.4%	10.4%
3:00	0	0	0	31	0	0.30%	35%	17.2%	17.2%	34.5%
4:00	0	0	0	47	0	0.80%	20%	10.9%	39.1%	50.0%
5:00	0	0	0	246	0	3.20%	26%	22.4%	18.4%	40.8%
6:00	0	0	0	577	0	6.50%	30%	11.1%	20.5%	31.6%
7:00	0	0	0	736	0	7.10%	35%	16.6%	23.0%	39.6%
8:00	0	0	0	670	0	5.80%	39%	17.8%	23.2%	41.0%
9:00	0	0	0	599	0	4.60%	44%	10.0%	22.9%	32.9%
10:00	0	0	0	609	0	4.20%	49%	10.0%	21.9%	31.9%
11:00	0	0	0	709	0	4.20%	57%	10.1%	16.5%	26.7%
12:00	0	0	0	793	0	4.70%	57%	7.3%	18.8%	26.1%
13:00	0	0	0	863	0	4.70%	62%	7.3%	17.0%	24.3%
14:00	0	0	0	1,150	0	5.80%	67%	3.9%	13.1%	17.0%
15:00	0	0	0	1,665	0	7.50%	75%	5.0%	6.6%	11.6%
16:00	0	0	0	2,055	0	8.90%	78%	3.4%	4.7%	8.2%
17:00	0	0	0	2,131	0	9.00%	80%	1.6%	3.9%	5.5%
18:00	0	0	0	1,942	0	8.20%	80%	2.7%	1.6%	4.3%
19:00	0	0	0	1,255	0	5.30%	80%	1.3%	1.0%	2.3%
20:00	0	0	0	739	0	3.20%	78%	1.5%	1.5%	3.0%
21:00	0	0	0	585	0	2.50%	79%	0.9%	0.9%	1.7%
22:00	0	0	0	372	0	1.70%	74%	0.8%	1.4%	2.2%
23:00	0	0	0	185	0	0.80%	78%	1.7%	4.5%	6.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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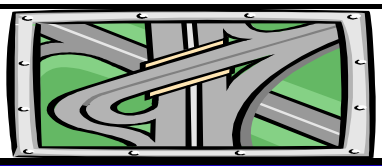
Ver. 2012-10

US 50 Elevated, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 Elevated (John S. Mosby Highway)			Map Reference:	0		
From	Gum Spring Road			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Loudoun County Parkway			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	4/24/2013	Time Span	24 Hours	Design Year: 2040 ADT	29,600	0	



Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	148	0	0.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	89	0	0.30%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	89	0	0.30%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	89	0	0.30%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	237	0	0.80%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	947	0	3.20%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,924	0	6.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,102	0	7.10%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,717	0	5.80%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,362	0	4.60%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,243	0	4.20%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,243	0	4.20%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,391	0	4.70%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	1,391	0	4.70%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	1,717	0	5.80%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,220	0	7.50%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,634	0	8.90%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	2,664	0	9.00%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,427	0	8.20%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,569	0	5.30%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	947	0	3.20%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	740	0	2.50%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	503	0	1.70%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	237	0	0.80%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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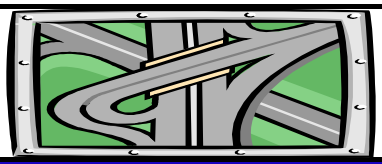
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,650	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	20	0	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	5	0	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	13	0	0.12%	45%	0.0%	0.0%	0.0%
3:00	3	0	0	20	0	0.12%	73%	0.0%	0.0%	0.0%
4:00	13	0	0	78	0	0.44%	79%	0.0%	11.5%	11.5%
5:00	47	0	0	271	0	1.41%	85%	3.0%	5.2%	8.1%
6:00	169	0	0	980	0	5.09%	85%	4.3%	2.9%	7.2%
7:00	424	0	0	2,462 *	0	12.35%	88%	2.3%	2.1%	4.3%
8:00	371	0	0	2,151	0	11.73%	81%	2.4%	2.0%	4.3%
9:00	140	0	0	815	0	5.14%	70%	1.7%	5.3%	7.0%
10:00	96	0	0	560	0	4.12%	60%	6.6%	7.6%	14.2%
11:00	103	0	0	600	0	4.90%	54%	3.9%	7.2%	11.1%
12:00	101	0	0	584	0	5.06%	51%	2.4%	3.9%	6.3%
13:00	84	0	0	486	0	4.67%	46%	0.0%	2.9%	2.9%
14:00	94	0	0	543	0	4.99%	48%	10.4%	5.2%	15.6%
15:00	98	0	0	567	0	5.56%	45%	4.1%	4.1%	8.2%
16:00	118	0	0	684	0	7.55%	40%	4.1%	3.4%	7.5%
17:00	125	0	0	723	0	8.19%	39%	0.0%	1.9%	1.9%
18:00	112	0	0	650	0	6.68%	43%	1.2%	2.1%	3.4%
19:00	84	0	0	489	0	4.80%	45%	1.6%	0.0%	1.6%
20:00	53	0	0	309	0	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	166	0	1.93%	38%	4.8%	5.4%	10.2%
22:00	13	0	0	77	0	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	38	0	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	52	44	n/a	n/a
1:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	12	11	n/a	n/a
8:00	45	45	n/a	n/a	n/a	n/a	21	18	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
10:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
14:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
15:00	44	44	n/a	n/a	n/a	n/a	52	49	n/a	n/a
16:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
18:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
21:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	52	46	n/a	n/a
23:00	39	39	n/a	n/a	n/a	n/a	52	45	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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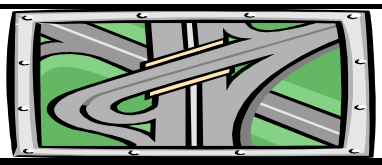
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,650	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	36	0	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	13	0	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	15	0	0.12%	55%	0.0%	26.7%	26.7%
3:00	1	0	0	8	0	0.12%	27%	0.0%	50.0%	50.0%
4:00	4	0	0	21	0	0.44%	21%	0.0%	20.0%	20.0%
5:00	8	0	0	48	0	1.41%	15%	8.3%	8.3%	16.7%
6:00	30	0	0	173	0	5.09%	15%	1.7%	15.8%	17.5%
7:00	58	0	0	336	0	12.35%	12%	8.4%	8.4%	16.8%
8:00	87	0	0	505	0	11.73%	19%	4.3%	8.9%	13.2%
9:00	60	0	0	349	0	5.14%	30%	4.0%	14.4%	18.4%
10:00	64	0	0	373	0	4.12%	40%	5.1%	13.6%	18.7%
11:00	88	0	0	511	0	4.90%	46%	2.1%	9.7%	11.9%
12:00	97	0	0	561	0	5.06%	49%	0.7%	6.2%	6.9%
13:00	98	0	0	571	0	4.67%	54%	0.5%	5.8%	6.3%
14:00	101	0	0	588	0	4.99%	52%	3.5%	3.5%	7.1%
15:00	119	0	0	693	0	5.56%	55%	2.0%	3.4%	5.4%
16:00	177	0	0	1,026	0	7.55%	60%	1.7%	0.3%	1.9%
17:00	195	0	0	1,131	0	8.19%	61%	0.3%	0.0%	0.3%
18:00	149	0	0	862	0	6.68%	57%	0.5%	0.0%	0.5%
19:00	103	0	0	598	0	4.80%	55%	0.5%	0.5%	1.0%
20:00	77	0	0	445	0	3.33%	59%	0.9%	0.0%	0.9%
21:00	47	0	0	271	0	1.93%	62%	0.0%	0.0%	0.0%
22:00	26	0	0	150	0	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	73	0	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

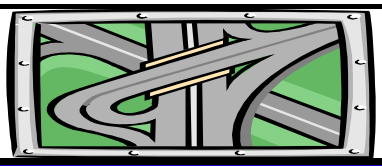
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,650	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	56	0	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	18	0	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	28	0	0.12%	100%	0.0%	14.7%	14.7%
3:00	5	0	0	28	0	0.12%	100%	0.0%	13.5%	13.5%
4:00	17	0	0	99	0	0.44%	100%	0.0%	13.3%	13.3%
5:00	55	0	0	319	0	1.41%	100%	3.8%	5.6%	9.4%
6:00	199	0	0	1,153	0	5.09%	100%	3.9%	4.8%	8.7%
7:00	482	0	0	2,798	0	12.35%	100%	3.0%	2.8%	5.8%
8:00	458	0	0	2,656	0	11.73%	100%	2.7%	3.3%	6.0%
9:00	200	0	0	1,164	0	5.14%	100%	2.4%	8.0%	10.4%
10:00	161	0	0	933	0	4.12%	100%	6.0%	10.0%	16.0%
11:00	191	0	0	1,110	0	4.90%	100%	3.1%	8.4%	11.4%
12:00	197	0	0	1,146	0	5.06%	100%	1.6%	5.1%	6.6%
13:00	182	0	0	1,057	0	4.67%	100%	0.3%	4.5%	4.7%
14:00	195	0	0	1,131	0	4.99%	100%	6.8%	4.3%	11.2%
15:00	217	0	0	1,260	0	5.56%	100%	2.9%	3.7%	6.7%
16:00	295	0	0	1,710	0	7.55%	100%	2.6%	1.5%	4.2%
17:00	319	0	0	1,854	0	8.19%	100%	0.2%	0.8%	0.9%
18:00	261	0	0	1,513	0	6.68%	100%	0.8%	0.9%	1.7%
19:00	187	0	0	1,088	0	4.80%	100%	1.0%	0.3%	1.3%
20:00	130	0	0	754	0	3.33%	100%	0.5%	0.0%	0.5%
21:00	75	0	0	438	0	1.93%	100%	1.8%	2.0%	3.9%
22:00	39	0	0	228	0	1.01%	100%	0.0%	0.0%	0.0%
23:00	19	0	0	111	0	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	41	41	n/a	n/a	n/a	n/a	52	42	n/a	n/a
1:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	46	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	17	15	n/a	n/a
8:00	44	44	n/a	n/a	n/a	n/a	27	23	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	46	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
23:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

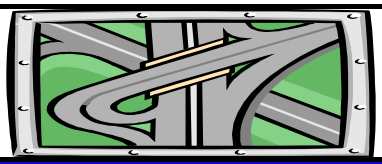
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	8	0	0.18%	36%	0.0%	0.0%	0.0%
1:00	4	0	0	14	0	0.38%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	8	0	0.13%	45%	0.0%	0.0%	0.0%
3:00	5	0	0	17	0	0.18%	73%	0.0%	0.0%	0.0%
4:00	17	0	0	57	0	0.56%	79%	0.0%	4.4%	4.4%
5:00	82	0	0	270	0	2.46%	85%	1.3%	3.9%	5.2%
6:00	188	0	0	621	0	5.66%	85%	3.1%	2.0%	5.0%
7:00	310	0	0	1,024	0	9.02%	88%	1.6%	1.4%	3.0%
8:00	262	0	0	867	0	8.30%	81%	1.5%	1.4%	2.9%
9:00	168	0	0	555	0	6.15%	70%	1.3%	3.7%	4.9%
10:00	88	0	0	289	0	3.74%	60%	4.4%	5.3%	9.7%
11:00	94	0	0	312	0	4.48%	54%	2.4%	5.0%	7.4%
12:00	103	0	0	342	0	5.20%	51%	1.8%	2.4%	4.2%
13:00	72	0	0	239	0	4.02%	46%	0.0%	2.2%	2.2%
14:00	94	0	0	310	0	5.00%	48%	7.5%	3.6%	11.1%
15:00	98	0	0	323	0	5.56%	45%	2.5%	2.5%	5.0%
16:00	100	0	0	331	0	6.41%	40%	3.1%	2.1%	5.1%
17:00	116	0	0	383	0	7.61%	39%	0.0%	1.5%	1.5%
18:00	142	0	0	469	0	8.46%	43%	0.5%	1.6%	2.2%
19:00	115	0	0	381	0	6.56%	45%	0.7%	0.0%	0.7%
20:00	77	0	0	255	0	4.82%	41%	0.0%	0.0%	0.0%
21:00	43	0	0	143	0	2.92%	38%	2.1%	2.1%	4.2%
22:00	21	0	0	68	0	1.56%	34%	0.0%	0.0%	0.0%
23:00	8	0	0	27	0	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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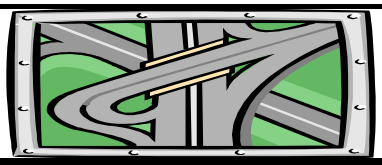
Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	15	0	0.18%	64%	0.0%	0.0%	0.0%
1:00	11	0	0	35	0	0.38%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	9	0	0.13%	55%	0.0%	22.2%	22.2%
3:00	2	0	0	6	0	0.18%	27%	0.0%	25.0%	25.0%
4:00	5	0	0	15	0	0.56%	21%	0.0%	16.7%	16.7%
5:00	14	0	0	48	0	2.46%	15%	3.7%	3.7%	7.4%
6:00	33	0	0	110	0	5.66%	15%	1.0%	10.9%	11.9%
7:00	42	0	0	140	0	9.02%	12%	5.8%	5.8%	11.6%
8:00	62	0	0	203	0	8.30%	19%	3.2%	5.7%	8.9%
9:00	72	0	0	238	0	6.15%	30%	3.0%	9.6%	12.7%
10:00	58	0	0	193	0	3.74%	40%	3.3%	9.0%	12.4%
11:00	80	0	0	266	0	4.48%	46%	1.4%	6.5%	7.9%
12:00	99	0	0	329	0	5.20%	49%	0.6%	4.1%	4.7%
13:00	85	0	0	280	0	4.02%	54%	0.3%	3.7%	4.0%
14:00	101	0	0	335	0	5.00%	52%	2.7%	2.7%	5.3%
15:00	119	0	0	394	0	5.56%	55%	1.5%	2.3%	3.8%
16:00	150	0	0	496	0	6.41%	60%	1.2%	0.2%	1.4%
17:00	181	0	0	599	0	7.61%	61%	0.2%	0.0%	0.2%
18:00	188	0	0	622	0	8.46%	57%	0.2%	0.0%	0.2%
19:00	141	0	0	465	0	6.56%	55%	0.3%	0.3%	0.6%
20:00	111	0	0	367	0	4.82%	59%	0.8%	0.0%	0.8%
21:00	71	0	0	234	0	2.92%	62%	0.0%	0.0%	0.0%
22:00	40	0	0	133	0	1.56%	66%	0.0%	0.0%	0.0%
23:00	16	0	0	53	0	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

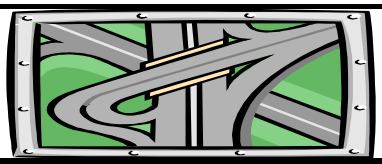
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	7	0	0	23	0	0.18%	100%	0.0%	0.0%	0.0%
1:00	15	0	0	49	0	0.38%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	17	0	0.13%	100%	0.0%	12.2%	12.2%
3:00	7	0	0	23	0	0.18%	100%	0.0%	6.8%	6.8%
4:00	22	0	0	72	0	0.56%	100%	0.0%	7.0%	7.0%
5:00	96	0	0	317	0	2.46%	100%	1.7%	3.9%	5.5%
6:00	221	0	0	730	0	5.66%	100%	2.7%	3.3%	6.1%
7:00	352	0	0	1,164	0	9.02%	100%	2.1%	1.9%	4.0%
8:00	324	0	0	1,071	0	8.30%	100%	1.9%	2.2%	4.1%
9:00	240	0	0	793	0	6.15%	100%	1.8%	5.5%	7.3%
10:00	146	0	0	482	0	3.74%	100%	4.0%	6.8%	10.7%
11:00	175	0	0	578	0	4.48%	100%	1.9%	5.7%	7.6%
12:00	203	0	0	671	0	5.20%	100%	1.2%	3.2%	4.4%
13:00	157	0	0	519	0	4.02%	100%	0.2%	3.0%	3.2%
14:00	195	0	0	645	0	5.00%	100%	5.0%	3.1%	8.1%
15:00	217	0	0	717	0	5.56%	100%	2.0%	2.4%	4.3%
16:00	250	0	0	827	0	6.41%	100%	2.0%	0.9%	2.9%
17:00	297	0	0	982	0	7.61%	100%	0.1%	0.6%	0.7%
18:00	330	0	0	1,091	0	8.46%	100%	0.3%	0.7%	1.0%
19:00	256	0	0	846	0	6.56%	100%	0.5%	0.2%	0.6%
20:00	188	0	0	622	0	4.82%	100%	0.5%	0.0%	0.5%
21:00	114	0	0	377	0	2.92%	100%	0.8%	0.8%	1.6%
22:00	61	0	0	201	0	1.56%	100%	0.0%	0.0%	0.0%
23:00	24	0	0	80	0	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

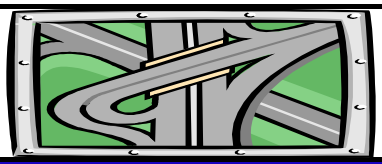
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	5,300	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	3	0	0.18%	36%	0.0%	0.0%	0.0%
1:00	0	0	0	6	0	0.38%	29%	0.0%	0.0%	0.0%
2:00	0	0	0	3	0	0.13%	45%	0.0%	0.0%	0.0%
3:00	0	0	0	7	0	0.18%	73%	0.0%	0.0%	0.0%
4:00	0	0	0	24	0	0.56%	79%	0.0%	16.7%	16.7%
5:00	0	0	0	111	0	2.46%	85%	4.8%	4.8%	9.5%
6:00	0	0	0	254	0	5.66%	85%	4.8%	2.2%	7.0%
7:00	0	0	0	421	0	9.02%	88%	2.3%	1.9%	4.2%
8:00	0	0	0	358	0	8.30%	81%	2.2%	2.2%	4.3%
9:00	0	0	0	229	0	6.15%	70%	1.6%	5.8%	7.3%
10:00	0	0	0	120	0	3.74%	60%	6.1%	8.3%	14.4%
11:00	0	0	0	128	0	4.48%	54%	3.6%	7.9%	11.4%
12:00	0	0	0	141	0	5.20%	51%	2.2%	3.6%	5.8%
13:00	0	0	0	99	0	4.02%	46%	0.0%	2.6%	2.6%
14:00	0	0	0	126	0	5.00%	48%	10.3%	4.0%	14.3%
15:00	0	0	0	131	0	5.56%	45%	3.8%	3.8%	7.6%
16:00	0	0	0	136	0	6.41%	40%	3.1%	3.1%	6.3%
17:00	0	0	0	156	0	7.61%	39%	0.0%	1.8%	1.8%
18:00	0	0	0	193	0	8.46%	43%	2.0%	2.0%	3.9%
19:00	0	0	0	156	0	6.56%	45%	2.6%	0.0%	2.6%
20:00	0	0	0	104	0	4.82%	41%	0.0%	0.0%	0.0%
21:00	0	0	0	59	0	2.92%	38%	7.7%	7.7%	15.4%
22:00	0	0	0	28	0	1.56%	34%	0.0%	0.0%	0.0%
23:00	0	0	0	11	0	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

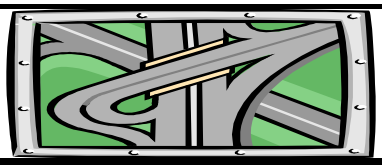
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	5,300	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	6	0	0.18%	64%	0.0%	0.0%	0.0%
1:00	0	0	0	14	0	0.38%	71%	0.0%	0.0%	0.0%
2:00	0	0	0	4	0	0.13%	55%	0.0%	25.0%	25.0%
3:00	0	0	0	3	0	0.18%	27%	0.0%	50.0%	50.0%
4:00	0	0	0	6	0	0.56%	21%	0.0%	20.0%	20.0%
5:00	0	0	0	20	0	2.46%	15%	9.1%	9.1%	18.2%
6:00	0	0	0	46	0	5.66%	15%	2.4%	17.1%	19.5%
7:00	0	0	0	57	0	9.02%	12%	7.7%	9.0%	16.7%
8:00	0	0	0	82	0	8.30%	19%	4.3%	8.7%	13.0%
9:00	0	0	0	97	0	6.15%	30%	2.5%	13.6%	16.0%
10:00	0	0	0	78	0	3.74%	40%	4.7%	12.8%	17.4%
11:00	0	0	0	110	0	4.48%	46%	1.7%	9.2%	10.8%
12:00	0	0	0	135	0	5.20%	49%	0.8%	6.1%	6.9%
13:00	0	0	0	114	0	4.02%	54%	0.8%	5.3%	6.0%
14:00	0	0	0	139	0	5.00%	52%	3.6%	3.6%	7.2%
15:00	0	0	0	163	0	5.56%	55%	1.2%	3.1%	4.3%
16:00	0	0	0	204	0	6.41%	60%	1.7%	0.4%	2.1%
17:00	0	0	0	247	0	7.61%	61%	0.4%	0.0%	0.4%
18:00	0	0	0	255	0	8.46%	57%	0.5%	0.0%	0.5%
19:00	0	0	0	192	0	6.56%	55%	0.7%	0.7%	1.4%
20:00	0	0	0	152	0	4.82%	59%	1.0%	0.0%	1.0%
21:00	0	0	0	96	0	2.92%	62%	0.0%	0.0%	0.0%
22:00	0	0	0	54	0	1.56%	66%	0.0%	0.0%	0.0%
23:00	0	0	0	22	0	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

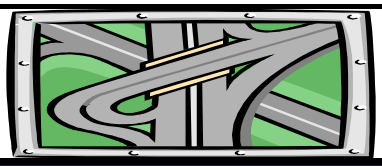
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	5,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	10	0	0.18%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	20	0	0.38%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	7	0	0.13%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	10	0	0.18%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	30	0	0.56%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	130	0	2.46%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	300	0	5.66%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	478	0	9.02%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	440	0	8.30%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	326	0	6.15%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	198	0	3.74%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	237	0	4.48%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	276	0	5.20%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	213	0	4.02%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	265	0	5.00%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	295	0	5.56%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	340	0	6.41%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	403	0	7.61%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	448	0	8.46%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	348	0	6.56%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	255	0	4.82%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	155	0	2.92%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	83	0	1.56%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	33	0	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

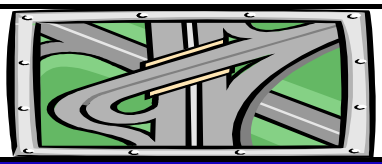
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,300	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	11	0	0	18	0	0.13%	55%	0.0%	22.2%	22.2%
1:00	6	0	0	10	0	0.16%	24%	0.0%	60.0%	60.0%
2:00	18	0	0	30	0	0.40%	29%	13.3%	13.3%	26.6%
3:00	48	0	0	79	0	1.00%	31%	7.8%	7.8%	15.6%
4:00	139	0	0	229	0	1.88%	48%	4.3%	6.1%	10.4%
5:00	521	0	0	858	0	4.40%	77%	1.6%	1.6%	3.2%
6:00	998	0	0	1,644	0	7.39%	88%	1.6%	2.0%	3.6%
7:00	1,123	0	0	1,851	0	8.22%	89%	3.0%	2.6%	5.6%
8:00	837	0	0	1,380	0	6.57%	83%	4.8%	3.2%	8.0%
9:00	523	0	0	861	0	5.08%	67%	4.9%	6.5%	11.4%
10:00	374	0	0	616	0	4.59%	53%	5.2%	7.5%	12.7%
11:00	354	0	0	584	0	5.13%	45%	7.1%	7.8%	14.9%
12:00	306	0	0	505	0	5.70%	35%	6.3%	5.9%	12.2%
13:00	305	0	0	503	0	6.41%	31%	3.2%	10.4%	13.6%
14:00	288	0	0	475	0	6.26%	30%	4.6%	4.6%	9.2%
15:00	298	0	0	491	0	5.88%	33%	7.3%	4.0%	11.3%
16:00	311	0	0	513	0	5.07%	40%	7.0%	3.1%	10.1%
17:00	299	0	0	493	0	4.75%	41%	3.3%	0.4%	3.7%
18:00	239	0	0	394	0	5.02%	31%	6.1%	2.6%	8.7%
19:00	146	0	0	241	0	5.02%	19%	2.5%	0.0%	2.5%
20:00	105	0	0	174	0	4.29%	16%	2.3%	3.5%	5.8%
21:00	71	0	0	118	0	3.32%	14%	3.5%	0.0%	3.5%
22:00	46	0	0	76	0	2.15%	14%	0.0%	5.2%	5.2%
23:00	23	0	0	39	0	1.17%	13%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	53	49	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

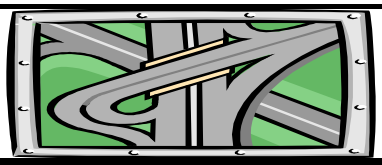
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,300	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	9	0	0	15	0	0.13%	45%	20.0%	0.0%	20.0%
1:00	19	0	0	31	0	0.16%	76%	0.0%	25.8%	25.8%
2:00	44	0	0	73	0	0.40%	71%	4.1%	28.8%	32.9%
3:00	106	0	0	175	0	1.00%	69%	7.4%	9.7%	17.1%
4:00	150	0	0	248	0	1.88%	52%	12.2%	12.2%	24.4%
5:00	155	0	0	256	0	4.40%	23%	6.7%	9.8%	16.5%
6:00	136	0	0	224	0	7.39%	12%	5.7%	15.3%	21.0%
7:00	139	0	0	229	0	8.22%	11%	5.5%	16.0%	21.5%
8:00	172	0	0	283	0	6.57%	17%	6.0%	16.3%	22.3%
9:00	257	0	0	424	0	5.08%	33%	5.1%	8.1%	13.2%
10:00	331	0	0	546	0	4.59%	47%	6.4%	7.8%	14.2%
11:00	433	0	0	713	0	5.13%	55%	6.1%	5.8%	11.9%
12:00	569	0	0	937	0	5.70%	65%	4.9%	5.5%	10.4%
13:00	679	0	0	1,119	0	6.41%	69%	3.8%	3.7%	7.5%
14:00	673	0	0	1,109	0	6.26%	70%	1.8%	4.5%	6.3%
15:00	604	0	0	996	0	5.88%	67%	1.3%	2.6%	3.9%
16:00	467	0	0	769	0	5.07%	60%	1.0%	2.2%	3.2%
17:00	431	0	0	710	0	4.75%	59%	4.2%	2.8%	7.0%
18:00	532	0	0	877	0	5.02%	69%	3.8%	1.9%	5.7%
19:00	624	0	0	1,028	0	5.02%	81%	2.9%	0.8%	3.7%
20:00	554	0	0	912	0	4.29%	84%	0.5%	1.9%	2.4%
21:00	439	0	0	723	0	3.32%	86%	1.1%	0.7%	1.8%
22:00	284	0	0	468	0	2.15%	86%	0.6%	1.1%	1.7%
23:00	157	0	0	258	0	1.17%	87%	1.9%	1.2%	3.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

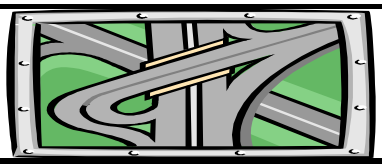
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, west of Northstar Blvd

0

Route	US 50 (John S. Mosby Highway)		
From	West of Fleetwood Rd		
To	Northstar Blvd		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	15,353	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	25,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	33	0	0.13%	100%	9.0%	12.2%	21.2%
1:00	25	0	0	41	0	0.16%	100%	0.0%	34.0%	34.0%
2:00	62	0	0	102	0	0.40%	100%	6.8%	24.3%	31.1%
3:00	154	0	0	254	0	1.00%	100%	7.5%	9.1%	16.6%
4:00	289	0	0	476	0	1.88%	100%	8.4%	9.3%	17.7%
5:00	676	0	0	1,114	0	4.40%	100%	2.8%	3.5%	6.3%
6:00	1,134	0	0	1,869	0	7.39%	100%	2.1%	3.6%	5.7%
7:00	1,262	0	0	2,080	0	8.22%	100%	3.3%	4.1%	7.3%
8:00	1,009	0	0	1,663	0	6.57%	100%	5.0%	5.4%	10.4%
9:00	780	0	0	1,285	0	5.08%	100%	5.0%	7.0%	12.0%
10:00	705	0	0	1,162	0	4.59%	100%	5.8%	7.6%	13.4%
11:00	787	0	0	1,297	0	5.13%	100%	6.6%	6.7%	13.3%
12:00	875	0	0	1,442	0	5.70%	100%	5.4%	5.6%	11.0%
13:00	984	0	0	1,622	0	6.41%	100%	3.6%	5.8%	9.4%
14:00	961	0	0	1,584	0	6.26%	100%	2.6%	4.5%	7.2%
15:00	902	0	0	1,486	0	5.88%	100%	3.3%	3.1%	6.3%
16:00	778	0	0	1,282	0	5.07%	100%	3.4%	2.6%	6.0%
17:00	730	0	0	1,203	0	4.75%	100%	3.8%	1.8%	5.6%
18:00	771	0	0	1,271	0	5.02%	100%	4.5%	2.1%	6.6%
19:00	770	0	0	1,269	0	5.02%	100%	2.8%	0.6%	3.5%
20:00	659	0	0	1,086	0	4.29%	100%	0.8%	2.2%	2.9%
21:00	510	0	0	840	0	3.32%	100%	1.4%	0.6%	2.0%
22:00	330	0	0	544	0	2.15%	100%	0.5%	1.7%	2.2%
23:00	180	0	0	297	0	1.17%	100%	1.7%	1.0%	2.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
1:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
2:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
3:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
4:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
5:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
6:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
7:00	55	51	n/a	n/a	n/a	n/a	53	49	n/a	n/a
8:00	55	51	n/a	n/a	n/a	n/a	55	50	n/a	n/a
9:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
10:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
11:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
13:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
14:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
15:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
16:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
18:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
19:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
21:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
22:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a
23:00	55	51	n/a	n/a	n/a	n/a	55	51	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

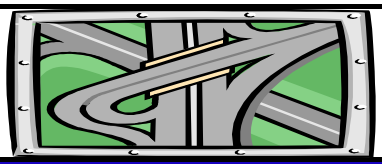
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	53,500	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	23	0	0	47	0	0.49%	18%	0.0%	21.7%	21.7%
1:00	13	0	0	26	0	0.33%	15%	0.0%	26.9%	26.9%
2:00	27	0	0	55	0	0.26%	39%	5.6%	13.0%	18.6%
3:00	48	0	0	96	0	0.28%	65%	10.4%	0.0%	10.4%
4:00	170	0	0	341	0	0.80%	80%	3.8%	2.9%	6.7%
5:00	625	0	0	1,250	0	3.16%	74%	2.2%	3.9%	6.1%
6:00	1,213	0	0	2,427	0	6.48%	70%	2.0%	3.1%	5.1%
7:00	1,237	0	0	2,475	0	7.12%	65%	4.6%	3.1%	7.7%
8:00	952	0	0	1,904	0	5.83%	61%	6.8%	4.1%	10.9%
9:00	685	0	0	1,370	0	4.57%	56%	5.6%	8.0%	13.6%
10:00	567	0	0	1,135	0	4.16%	51%	7.3%	7.6%	14.9%
11:00	481	0	0	963	0	4.19%	43%	5.5%	6.8%	12.3%
12:00	543	0	0	1,087	0	4.72%	43%	6.4%	6.4%	12.8%
13:00	481	0	0	963	0	4.74%	38%	6.8%	9.5%	16.3%
14:00	512	0	0	1,024	0	5.80%	33%	5.8%	10.6%	16.4%
15:00	504	0	0	1,007	0	7.53%	25%	6.5%	9.1%	15.6%
16:00	522	0	0	1,045	0	8.88%	22%	4.8%	5.1%	9.9%
17:00	483	0	0	966	0	9.03%	20%	3.7%	1.3%	5.0%
18:00	441	0	0	882	0	8.25%	20%	3.5%	4.6%	8.1%
19:00	281	0	0	563	0	5.26%	20%	2.3%	4.5%	6.8%
20:00	188	0	0	376	0	3.19%	22%	2.6%	2.6%	5.2%
21:00	140	0	0	281	0	2.50%	21%	0.0%	4.6%	4.6%
22:00	115	0	0	231	0	1.66%	26%	1.3%	1.3%	2.6%
23:00	46	0	0	91	0	0.77%	22%	0.0%	3.3%	3.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	61	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

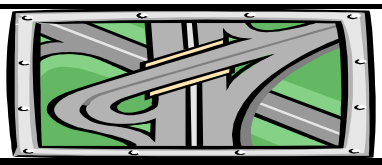
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	53,500	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	107	0	0	213	0	0.49%	82%	1.9%	1.4%	3.3%
1:00	74	0	0	148	0	0.33%	85%	2.7%	0.0%	2.7%
2:00	43	0	0	85	0	0.26%	61%	0.0%	8.1%	8.1%
3:00	26	0	0	52	0	0.28%	35%	13.5%	13.5%	27.0%
4:00	43	0	0	85	0	0.80%	20%	8.3%	25.0%	33.3%
5:00	219	0	0	439	0	3.16%	26%	15.2%	11.8%	27.0%
6:00	520	0	0	1,040	0	6.48%	30%	7.5%	13.7%	21.2%
7:00	666	0	0	1,333	0	7.12%	35%	11.0%	15.4%	26.4%
8:00	608	0	0	1,217	0	5.83%	39%	11.7%	15.4%	27.1%
9:00	538	0	0	1,077	0	4.57%	44%	6.8%	15.1%	21.9%
10:00	545	0	0	1,090	0	4.16%	49%	6.8%	14.5%	21.3%
11:00	638	0	0	1,276	0	4.19%	57%	6.6%	11.0%	17.6%
12:00	720	0	0	1,441	0	4.72%	57%	4.9%	12.3%	17.2%
13:00	786	0	0	1,572	0	4.74%	62%	4.9%	11.4%	16.3%
14:00	1,039	0	0	2,079	0	5.80%	67%	2.6%	8.8%	11.4%
15:00	1,511	0	0	3,022	0	7.53%	75%	3.3%	4.3%	7.6%
16:00	1,852	0	0	3,705	0	8.88%	78%	2.3%	3.1%	5.4%
17:00	1,932	0	0	3,866	0	9.03%	80%	1.0%	2.6%	3.6%
18:00	1,764	0	0	3,530	0	8.25%	80%	1.7%	1.0%	2.7%
19:00	1,126	0	0	2,252	0	5.26%	80%	0.8%	0.7%	1.5%
20:00	665	0	0	1,331	0	3.19%	78%	0.9%	1.1%	2.0%
21:00	529	0	0	1,058	0	2.50%	79%	0.7%	0.7%	1.4%
22:00	329	0	0	657	0	1.66%	74%	0.6%	1.1%	1.7%
23:00	161	0	0	323	0	0.77%	78%	1.2%	3.1%	4.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	61	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
16:00	59	50	n/a	n/a	n/a	n/a	62	60	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	61	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

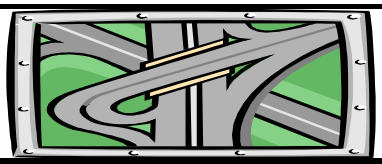
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Northstar Blvd to Gum Spring Rd.

0

Route	US 50 (John S. Mosby Highway)		
From	Northstar Blvd		
To	Gum Spring Rd (Rt 659)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	53,500	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	130	0	0	260	0	0.49%	100%	1.6%	5.1%	6.6%
1:00	87	0	0	174	0	0.33%	100%	2.3%	4.0%	6.3%
2:00	70	0	0	140	0	0.26%	100%	2.2%	10.0%	12.2%
3:00	74	0	0	148	0	0.28%	100%	11.5%	4.7%	16.2%
4:00	213	0	0	426	0	0.80%	100%	4.7%	7.3%	12.0%
5:00	844	0	0	1,689	0	3.16%	100%	5.6%	6.0%	11.5%
6:00	1,733	0	0	3,468	0	6.48%	100%	3.7%	6.3%	9.9%
7:00	1,903	0	0	3,808	0	7.12%	100%	6.8%	7.4%	14.2%
8:00	1,560	0	0	3,122	0	5.83%	100%	8.7%	8.5%	17.2%
9:00	1,223	0	0	2,447	0	4.57%	100%	6.1%	11.1%	17.3%
10:00	1,112	0	0	2,225	0	4.16%	100%	7.1%	11.0%	18.0%
11:00	1,119	0	0	2,239	0	4.19%	100%	6.1%	9.2%	15.3%
12:00	1,263	0	0	2,527	0	4.72%	100%	5.5%	9.8%	15.3%
13:00	1,267	0	0	2,535	0	4.74%	100%	5.6%	10.7%	16.3%
14:00	1,551	0	0	3,104	0	5.80%	100%	3.7%	9.4%	13.1%
15:00	2,014	0	0	4,030	0	7.53%	100%	4.1%	5.5%	9.6%
16:00	2,374	0	0	4,750	0	8.88%	100%	2.9%	3.5%	6.4%
17:00	2,415	0	0	4,832	0	9.03%	100%	1.5%	2.3%	3.9%
18:00	2,205	0	0	4,412	0	8.25%	100%	2.1%	1.7%	3.8%
19:00	1,407	0	0	2,815	0	5.26%	100%	1.1%	1.5%	2.6%
20:00	853	0	0	1,707	0	3.19%	100%	1.3%	1.4%	2.7%
21:00	669	0	0	1,339	0	2.50%	100%	0.6%	1.5%	2.1%
22:00	444	0	0	888	0	1.66%	100%	0.8%	1.2%	1.9%
23:00	207	0	0	414	0	0.77%	100%	0.9%	3.1%	4.1%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	61	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
16:00	60	51	n/a	n/a	n/a	n/a	62	60	n/a	n/a
17:00	60	51	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	61	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

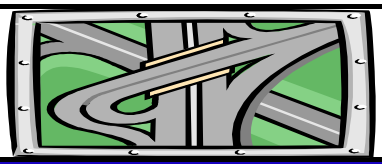
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,000	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	64	0	0.50%	18%	0.0%	21.3%	21.3%
1:00	12	0	0	32	0	0.30%	15%	0.0%	22.9%	22.9%
2:00	31	0	0	83	0	0.30%	39%	6.9%	11.1%	18.0%
3:00	52	0	0	138	0	0.30%	65%	10.2%	0.0%	10.2%
4:00	171	0	0	454	0	0.80%	80%	3.5%	2.9%	6.4%
5:00	633	0	0	1,681	0	3.20%	74%	2.3%	4.0%	6.3%
6:00	1,217	0	0	3,231	0	6.50%	70%	2.0%	3.1%	5.1%
7:00	1,234	0	0	3,277	0	7.10%	65%	4.6%	3.1%	7.7%
8:00	946	0	0	2,512	0	5.80%	61%	6.8%	4.1%	10.9%
9:00	689	0	0	1,829	0	4.60%	56%	5.6%	8.0%	13.6%
10:00	573	0	0	1,521	0	4.20%	51%	7.3%	7.7%	15.0%
11:00	483	0	0	1,282	0	4.20%	43%	5.5%	6.8%	12.3%
12:00	540	0	0	1,435	0	4.70%	43%	6.4%	6.4%	12.8%
13:00	478	0	0	1,268	0	4.70%	38%	6.7%	9.6%	16.3%
14:00	512	0	0	1,359	0	5.80%	33%	5.8%	10.6%	16.4%
15:00	501	0	0	1,331	0	7.50%	25%	6.4%	9.1%	15.5%
16:00	524	0	0	1,390	0	8.90%	22%	4.8%	5.0%	9.8%
17:00	481	0	0	1,278	0	9.00%	20%	3.8%	1.3%	5.1%
18:00	438	0	0	1,164	0	8.20%	20%	3.5%	4.6%	8.1%
19:00	283	0	0	753	0	5.30%	20%	2.4%	4.6%	7.0%
20:00	188	0	0	500	0	3.20%	22%	2.6%	2.6%	5.2%
21:00	140	0	0	373	0	2.50%	21%	0.0%	4.5%	4.5%
22:00	118	0	0	314	0	1.70%	26%	1.6%	1.6%	3.2%
23:00	47	0	0	125	0	0.80%	22%	0.0%	4.2%	4.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

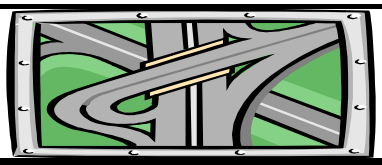
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,000	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	110	0	0	291	0	0.50%	82%	1.8%	1.8%	3.6%
1:00	68	0	0	181	0	0.30%	85%	2.5%	0.0%	2.5%
2:00	49	0	0	130	0	0.30%	61%	0.0%	7.9%	7.9%
3:00	28	0	0	75	0	0.30%	35%	13.0%	13.0%	26.0%
4:00	43	0	0	114	0	0.80%	20%	8.0%	25.0%	33.0%
5:00	222	0	0	591	0	3.20%	26%	14.8%	11.9%	26.7%
6:00	521	0	0	1,385	0	6.50%	30%	7.4%	13.6%	21.0%
7:00	664	0	0	1,764	0	7.10%	35%	11.0%	15.4%	26.4%
8:00	605	0	0	1,606	0	5.80%	39%	11.7%	15.3%	27.0%
9:00	541	0	0	1,437	0	4.60%	44%	6.8%	15.2%	22.0%
10:00	550	0	0	1,461	0	4.20%	49%	6.8%	14.5%	21.3%
11:00	640	0	0	1,700	0	4.20%	57%	6.7%	11.0%	17.7%
12:00	716	0	0	1,902	0	4.70%	57%	4.9%	12.4%	17.3%
13:00	779	0	0	2,069	0	4.70%	62%	4.9%	11.4%	16.3%
14:00	1,039	0	0	2,759	0	5.80%	67%	2.6%	8.7%	11.3%
15:00	1,504	0	0	3,994	0	7.50%	75%	3.3%	4.4%	7.7%
16:00	1,856	0	0	4,929	0	8.90%	78%	2.3%	3.2%	5.5%
17:00	1,925	0	0	5,112	0	9.00%	80%	1.1%	2.6%	3.7%
18:00	1,754	0	0	4,658	0	8.20%	80%	1.7%	1.0%	2.7%
19:00	1,134	0	0	3,010	0	5.30%	80%	0.9%	0.7%	1.6%
20:00	667	0	0	1,772	0	3.20%	78%	0.9%	1.1%	2.0%
21:00	528	0	0	1,402	0	2.50%	79%	0.7%	0.7%	1.4%
22:00	336	0	0	893	0	1.70%	74%	0.6%	1.0%	1.6%
23:00	167	0	0	443	0	0.80%	78%	1.2%	3.3%	4.5%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

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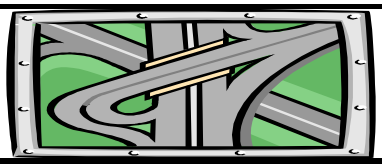
Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	134	0	0	355	0	0.50%	100%	1.5%	5.3%	6.8%
1:00	80	0	0	213	0	0.30%	100%	2.1%	3.4%	5.6%
2:00	80	0	0	213	0	0.30%	100%	2.7%	9.1%	11.8%
3:00	80	0	0	213	0	0.30%	100%	11.2%	4.6%	15.7%
4:00	214	0	0	568	0	0.80%	100%	4.4%	7.3%	11.7%
5:00	856	0	0	2,272	0	3.20%	100%	5.6%	6.1%	11.6%
6:00	1,738	0	0	4,615	0	6.50%	100%	3.6%	6.3%	9.9%
7:00	1,898	0	0	5,041	0	7.10%	100%	6.8%	7.4%	14.2%
8:00	1,551	0	0	4,118	0	5.80%	100%	8.7%	8.5%	17.2%
9:00	1,230	0	0	3,266	0	4.60%	100%	6.1%	11.2%	17.3%
10:00	1,123	0	0	2,982	0	4.20%	100%	7.1%	11.0%	18.1%
11:00	1,123	0	0	2,982	0	4.20%	100%	6.2%	9.2%	15.4%
12:00	1,257	0	0	3,337	0	4.70%	100%	5.5%	9.8%	15.4%
13:00	1,257	0	0	3,337	0	4.70%	100%	5.6%	10.7%	16.3%
14:00	1,551	0	0	4,118	0	5.80%	100%	3.7%	9.3%	13.0%
15:00	2,005	0	0	5,325	0	7.50%	100%	4.1%	5.6%	9.7%
16:00	2,380	0	0	6,319	0	8.90%	100%	2.9%	3.6%	6.4%
17:00	2,406	0	0	6,390	0	9.00%	100%	1.6%	2.3%	4.0%
18:00	2,192	0	0	5,822	0	8.20%	100%	2.1%	1.7%	3.8%
19:00	1,417	0	0	3,763	0	5.30%	100%	1.2%	1.5%	2.7%
20:00	856	0	0	2,272	0	3.20%	100%	1.3%	1.4%	2.7%
21:00	668	0	0	1,775	0	2.50%	100%	0.6%	1.5%	2.1%
22:00	455	0	0	1,207	0	1.70%	100%	0.9%	1.2%	2.0%
23:00	214	0	0	568	0	0.80%	100%	0.9%	3.5%	4.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

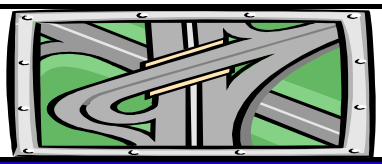
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	86	0	0.49%	30%	0.0%	18.0%	18.0%
1:00	29	0	0	42	0	0.21%	34%	0.0%	17.9%	17.9%
2:00	44	0	0	64	0	0.22%	50%	5.1%	8.5%	13.6%
3:00	74	0	0	108	0	0.31%	61%	8.7%	0.0%	8.7%
4:00	224	0	0	326	0	0.72%	78%	3.2%	2.4%	5.6%
5:00	925	0	0	1,345	0	3.11%	75%	1.9%	3.1%	5.0%
6:00	1,937	0	0	2,817	0	6.77%	72%	1.6%	2.5%	4.1%
7:00	1,784	0	0	2,595	0	6.43%	70%	3.7%	2.5%	6.2%
8:00	1,277	0	0	1,857	0	4.98%	64%	5.4%	3.3%	8.7%
9:00	1,299	0	0	1,889	0	5.26%	62%	4.5%	6.4%	10.9%
10:00	1,036	0	0	1,507	0	4.69%	55%	5.8%	6.1%	11.9%
11:00	1,016	0	0	1,478	0	4.98%	51%	4.4%	5.4%	9.8%
12:00	1,022	0	0	1,487	0	5.29%	48%	5.2%	5.2%	10.4%
13:00	969	0	0	1,409	0	5.18%	47%	5.4%	7.7%	13.1%
14:00	985	0	0	1,433	0	6.03%	41%	4.6%	8.4%	13.0%
15:00	940	0	0	1,367	0	6.83%	34%	5.2%	7.4%	12.6%
16:00	986	0	0	1,434	0	8.09%	31%	3.8%	4.1%	7.9%
17:00	921	0	0	1,340	0	8.46%	27%	3.1%	1.1%	4.2%
18:00	805	0	0	1,171	0	6.84%	30%	2.8%	3.6%	6.4%
19:00	738	0	0	1,073	0	5.74%	32%	1.9%	3.5%	5.4%
20:00	544	0	0	791	0	3.88%	35%	2.2%	2.2%	4.4%
21:00	362	0	0	527	0	2.87%	32%	0.0%	3.9%	3.9%
22:00	212	0	0	308	0	1.71%	31%	1.2%	1.2%	2.4%
23:00	107	0	0	156	0	0.90%	30%	0.0%	3.1%	3.1%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	55	54	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	55	54	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	41	39	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	35	33	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	29	25	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	41	38	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	50	47	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	50	47	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	51	48	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	49	46	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	49	46	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	54	51	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	55	51	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	54	51	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	55	52	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	55	53	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	55	53	n/a	n/a

* Volume Exceeded Maximum Service Flow

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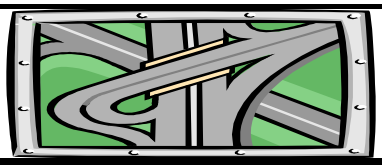
Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	201	0	0.49%	70%	1.3%	1.3%	2.6%
1:00	56	0	0	81	0	0.21%	66%	1.9%	0.0%	1.9%
2:00	44	0	0	64	0	0.22%	50%	0.0%	6.5%	6.5%
3:00	48	0	0	70	0	0.31%	39%	10.7%	10.7%	21.4%
4:00	65	0	0	95	0	0.72%	22%	6.6%	19.8%	26.4%
5:00	316	0	0	460	0	3.11%	25%	11.9%	9.6%	21.5%
6:00	761	0	0	1,107	0	6.77%	28%	6.0%	11.0%	17.0%
7:00	781	0	0	1,136	0	6.43%	30%	8.9%	12.3%	21.2%
8:00	709	0	0	1,031	0	4.98%	36%	9.4%	12.3%	21.7%
9:00	798	0	0	1,161	0	5.26%	38%	5.5%	12.2%	17.7%
10:00	833	0	0	1,212	0	4.69%	45%	5.5%	11.6%	17.1%
11:00	969	0	0	1,409	0	4.98%	49%	5.3%	8.7%	14.0%
12:00	1,089	0	0	1,584	0	5.29%	52%	4.0%	9.9%	13.9%
13:00	1,097	0	0	1,596	0	5.18%	53%	3.9%	9.1%	13.0%
14:00	1,419	0	0	2,064	0	6.03%	59%	2.1%	7.0%	9.1%
15:00	1,785	0	0	2,596	0	6.83%	66%	2.7%	3.5%	6.2%
16:00	2,239	0	0	3,257	0	8.09%	69%	1.8%	2.5%	4.3%
17:00	2,454	0	0	3,569	0	8.46%	73%	0.8%	2.1%	2.9%
18:00	1,921	0	0	2,794	0	6.84%	70%	1.4%	0.8%	2.2%
19:00	1,551	0	0	2,256	0	5.74%	68%	0.7%	0.6%	1.3%
20:00	1,003	0	0	1,459	0	3.88%	65%	0.7%	0.9%	1.6%
21:00	784	0	0	1,140	0	2.87%	68%	0.6%	0.6%	1.2%
22:00	469	0	0	682	0	1.71%	69%	0.4%	0.8%	1.2%
23:00	252	0	0	367	0	0.90%	70%	0.9%	2.8%	3.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	51	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	54	51	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	53	50	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	54	51	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	50	48	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	50	47	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	54	51	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

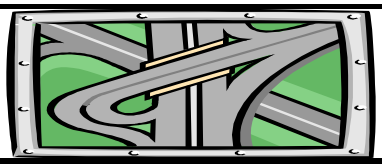
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	287	0	0.49%	100%	0.9%	6.3%	7.2%
1:00	85	0	0	124	0	0.21%	100%	1.3%	6.1%	7.4%
2:00	88	0	0	128	0	0.22%	100%	2.6%	7.5%	10.1%
3:00	122	0	0	177	0	0.31%	100%	9.5%	4.2%	13.7%
4:00	289	0	0	420	0	0.72%	100%	4.0%	6.3%	10.3%
5:00	1,241	0	0	1,805	0	3.11%	100%	4.4%	4.8%	9.2%
6:00	2,698	0	0	3,924	0	6.77%	100%	2.8%	4.9%	7.7%
7:00	2,565	0	0	3,731	0	6.43%	100%	5.3%	5.5%	10.8%
8:00	1,986	0	0	2,889	0	4.98%	100%	6.8%	6.5%	13.3%
9:00	2,097	0	0	3,050	0	5.26%	100%	4.9%	8.6%	13.5%
10:00	1,869	0	0	2,718	0	4.69%	100%	5.7%	8.6%	14.2%
11:00	1,985	0	0	2,887	0	4.98%	100%	4.8%	7.0%	11.9%
12:00	2,111	0	0	3,070	0	5.29%	100%	4.6%	7.6%	12.2%
13:00	2,066	0	0	3,005	0	5.18%	100%	4.6%	8.4%	13.0%
14:00	2,404	0	0	3,497	0	6.03%	100%	3.1%	7.6%	10.7%
15:00	2,725	0	0	3,964	0	6.83%	100%	3.6%	4.8%	8.4%
16:00	3,225	0	0	4,691	0	8.09%	100%	2.4%	3.0%	5.4%
17:00	3,375	0	0	4,909	0	8.46%	100%	1.4%	1.8%	3.3%
18:00	2,726	0	0	3,965	0	6.84%	100%	1.8%	1.6%	3.4%
19:00	2,289	0	0	3,329	0	5.74%	100%	1.1%	1.5%	2.6%
20:00	1,547	0	0	2,250	0	3.88%	100%	1.2%	1.4%	2.6%
21:00	1,146	0	0	1,667	0	2.87%	100%	0.4%	1.6%	2.1%
22:00	681	0	0	991	0	1.71%	100%	0.6%	0.9%	1.6%
23:00	359	0	0	522	0	0.90%	100%	0.6%	2.9%	3.5%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	45	43	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	41	39	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	38	35	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	46	44	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
11:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	53	50	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
14:00	47	47	n/a	n/a	n/a	n/a	51	48	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	54	51	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	52	49	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	51	49	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	54	51	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

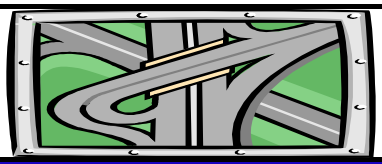
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	17,000	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	13	0	0	24	0	0.21%	68%	0.0%	0.0%	0.0%
1:00	5	0	0	9	0	0.21%	26%	0.0%	0.0%	0.0%
2:00	3	0	0	6	0	0.60%	6%	0.0%	0.0%	0.0%
3:00	12	0	0	22	0	0.99%	13%	0.0%	0.0%	0.0%
4:00	24	0	0	46	0	1.58%	17%	2.2%	2.2%	4.4%
5:00	122	0	0	231	0	2.77%	49%	0.4%	2.1%	2.5%
6:00	401	0	0	759	0	5.72%	78%	1.8%	1.8%	3.6%
7:00	526	0	0	997	0	7.15%	82%	3.7%	2.4%	6.1%
8:00	481	0	0	911	0	6.96%	77%	3.0%	2.4%	5.4%
9:00	376	0	0	712	0	6.35%	66%	2.9%	4.3%	7.2%
10:00	260	0	0	493	0	5.47%	53%	3.0%	6.9%	9.9%
11:00	270	0	0	511	0	6.26%	48%	3.5%	5.2%	8.7%
12:00	191	0	0	361	0	5.31%	40%	2.2%	3.8%	6.0%
13:00	197	0	0	373	0	5.77%	38%	3.4%	4.5%	7.9%
14:00	259	0	0	491	0	6.28%	46%	3.0%	3.9%	6.9%
15:00	298	0	0	564	0	6.26%	53%	1.8%	3.0%	4.8%
16:00	338	0	0	641	0	6.28%	60%	2.0%	2.2%	4.2%
17:00	331	0	0	626	0	6.35%	58%	0.8%	0.8%	1.6%
18:00	283	0	0	535	0	5.72%	55%	1.3%	0.2%	1.5%
19:00	152	0	0	289	0	4.35%	39%	0.3%	0.7%	1.0%
20:00	117	0	0	221	0	3.52%	37%	0.0%	0.5%	0.5%
21:00	105	0	0	198	0	2.92%	40%	2.0%	0.0%	2.0%
22:00	50	0	0	94	0	1.78%	31%	0.0%	0.0%	0.0%
23:00	34	0	0	64	0	1.17%	32%	1.6%	0.0%	1.6%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
1:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	42	33	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	15	12	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	26	20	n/a	n/a
9:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
10:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
11:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
12:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
13:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
14:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
15:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
17:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
19:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
20:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
21:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
23:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

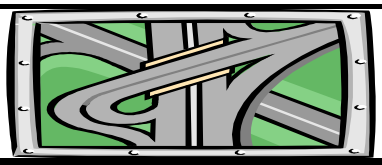
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	17,000	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	12	0	0.21%	32%	0.0%	9.1%	9.1%
1:00	14	0	0	27	0	0.21%	74%	0.0%	3.7%	3.7%
2:00	51	0	0	96	0	0.60%	94%	1.0%	1.0%	2.0%
3:00	77	0	0	147	0	0.99%	87%	0.7%	0.7%	1.4%
4:00	118	0	0	223	0	1.58%	83%	2.2%	0.9%	3.1%
5:00	127	0	0	240	0	2.77%	51%	2.5%	2.1%	4.6%
6:00	113	0	0	214	0	5.72%	22%	2.4%	4.7%	7.1%
7:00	116	0	0	219	0	7.15%	18%	3.7%	4.6%	8.3%
8:00	144	0	0	272	0	6.96%	23%	2.2%	4.8%	7.0%
9:00	194	0	0	367	0	6.35%	34%	2.2%	3.6%	5.8%
10:00	231	0	0	437	0	5.47%	47%	3.7%	3.7%	7.4%
11:00	292	0	0	553	0	6.26%	52%	2.4%	4.0%	6.4%
12:00	286	0	0	542	0	5.31%	60%	2.2%	4.1%	6.3%
13:00	321	0	0	608	0	5.77%	62%	3.1%	3.3%	6.4%
14:00	305	0	0	577	0	6.28%	54%	2.1%	2.6%	4.7%
15:00	264	0	0	500	0	6.26%	47%	1.8%	2.4%	4.2%
16:00	226	0	0	427	0	6.28%	40%	2.8%	3.1%	5.9%
17:00	239	0	0	453	0	6.35%	42%	1.8%	4.0%	5.8%
18:00	231	0	0	438	0	5.72%	45%	1.8%	3.0%	4.8%
19:00	239	0	0	452	0	4.35%	61%	2.4%	2.2%	4.6%
20:00	199	0	0	377	0	3.52%	63%	1.6%	0.8%	2.4%
21:00	157	0	0	298	0	2.92%	60%	0.7%	0.0%	0.7%
22:00	110	0	0	209	0	1.78%	69%	0.5%	0.0%	0.5%
23:00	71	0	0	135	0	1.17%	68%	0.7%	0.0%	0.7%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
1:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
6:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
7:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
8:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
9:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
10:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
11:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
12:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
13:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
14:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
15:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
16:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
17:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
18:00	34	34	n/a	n/a	n/a	n/a	42	31	n/a	n/a
19:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
20:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
21:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
22:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
23:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

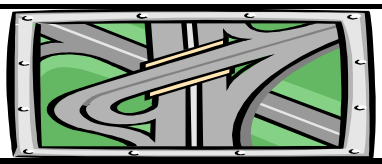
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	17,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	36	0	0.21%	100%	0.0%	2.9%	2.9%
1:00	19	0	0	36	0	0.21%	100%	0.0%	2.7%	2.7%
2:00	54	0	0	102	0	0.60%	100%	0.9%	0.9%	1.9%
3:00	89	0	0	169	0	0.99%	100%	0.6%	0.6%	1.2%
4:00	142	0	0	269	0	1.58%	100%	2.2%	1.1%	3.3%
5:00	249	0	0	471	0	2.77%	100%	1.5%	2.1%	3.6%
6:00	514	0	0	973	0	5.72%	100%	1.9%	2.4%	4.4%
7:00	642	0	0	1,216	0	7.15%	100%	3.7%	2.8%	6.5%
8:00	625	0	0	1,183	0	6.96%	100%	2.8%	3.0%	5.8%
9:00	570	0	0	1,079	0	6.35%	100%	2.7%	4.1%	6.7%
10:00	491	0	0	930	0	5.47%	100%	3.3%	5.4%	8.7%
11:00	562	0	0	1,064	0	6.26%	100%	2.9%	4.6%	7.5%
12:00	477	0	0	903	0	5.31%	100%	2.2%	4.0%	6.2%
13:00	518	0	0	981	0	5.77%	100%	3.2%	3.8%	7.0%
14:00	564	0	0	1,068	0	6.28%	100%	2.5%	3.2%	5.7%
15:00	562	0	0	1,064	0	6.26%	100%	1.8%	2.7%	4.5%
16:00	564	0	0	1,068	0	6.28%	100%	2.3%	2.6%	4.9%
17:00	570	0	0	1,079	0	6.35%	100%	1.2%	2.1%	3.4%
18:00	514	0	0	973	0	5.72%	100%	1.5%	1.5%	3.0%
19:00	391	0	0	740	0	4.35%	100%	1.6%	1.6%	3.2%
20:00	316	0	0	598	0	3.52%	100%	1.0%	0.7%	1.7%
21:00	262	0	0	496	0	2.92%	100%	1.2%	0.0%	1.2%
22:00	160	0	0	303	0	1.78%	100%	0.3%	0.0%	0.3%
23:00	105	0	0	199	0	1.17%	100%	1.0%	0.0%	1.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
1:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
7:00	33	33	n/a	n/a	n/a	n/a	20	15	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	30	23	n/a	n/a
9:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
10:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
11:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
12:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
13:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
14:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
15:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
16:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
17:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
18:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
19:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
20:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
21:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
22:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
23:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

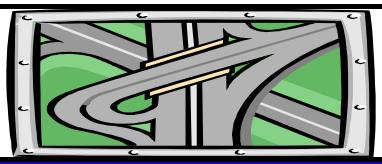
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	27	0	0.13%	60%	0.0%	0.0%	0.0%
1:00	10	0	0	21	0	0.19%	33%	0.0%	0.0%	0.0%
2:00	8	0	0	17	0	0.39%	13%	0.0%	12.5%	12.5%
3:00	20	0	0	44	0	0.86%	15%	0.0%	5.0%	5.0%
4:00	89	0	0	194	0	1.78%	32%	1.1%	2.2%	3.3%
5:00	347	0	0	756	0	3.36%	66%	0.6%	0.9%	1.5%
6:00	804	0	0	1,754	0	6.05%	85%	0.9%	1.8%	2.7%
7:00	1,109	0	0	2,419	0	7.97%	89%	3.0%	1.2%	4.2%
8:00	901	0	0	1,965	0	6.70%	86%	2.9%	1.8%	4.7%
9:00	627	0	0	1,368	0	5.65%	71%	2.5%	2.5%	5.0%
10:00	372	0	0	810	0	4.57%	52%	2.7%	3.0%	5.7%
11:00	381	0	0	830	0	4.87%	50%	4.2%	2.9%	7.1%
12:00	379	0	0	827	0	5.16%	47%	2.9%	6.7%	9.6%
13:00	329	0	0	718	0	5.69%	37%	2.1%	4.0%	6.1%
14:00	372	0	0	811	0	6.26%	38%	6.4%	4.0%	10.4%
15:00	435	0	0	948	0	6.78%	41%	3.2%	3.2%	6.4%
16:00	473	0	0	1,032	0	5.82%	52%	3.0%	2.3%	5.3%
17:00	478	0	0	1,043	0	5.56%	55%	1.7%	0.6%	2.3%
18:00	417	0	0	909	0	5.33%	50%	0.2%	0.5%	0.7%
19:00	243	0	0	529	0	4.85%	32%	0.4%	0.8%	1.2%
20:00	163	0	0	355	0	4.34%	24%	0.0%	0.0%	0.0%
21:00	122	0	0	266	0	3.90%	20%	0.0%	0.0%	0.0%
22:00	80	0	0	174	0	2.32%	22%	1.3%	0.0%	1.3%
23:00	37	0	0	80	0	1.46%	16%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	39	35	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	5	5	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	19	17	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	49	45	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

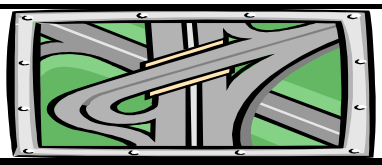
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	8	0	0	18	0	0.13%	40%	0.0%	0.0%	0.0%
1:00	20	0	0	43	0	0.19%	67%	5.0%	10.0%	15.0%
2:00	53	0	0	116	0	0.39%	87%	0.0%	3.8%	3.8%
3:00	114	0	0	249	0	0.86%	85%	4.3%	3.5%	7.8%
4:00	189	0	0	413	0	1.78%	68%	3.2%	5.3%	8.5%
5:00	179	0	0	390	0	3.36%	34%	4.5%	4.5%	9.0%
6:00	142	0	0	309	0	6.05%	15%	3.4%	3.4%	6.8%
7:00	137	0	0	299	0	7.97%	11%	5.0%	6.4%	11.4%
8:00	147	0	0	320	0	6.70%	14%	6.1%	4.7%	10.8%
9:00	256	0	0	559	0	5.65%	29%	3.6%	4.7%	8.3%
10:00	343	0	0	748	0	4.57%	48%	3.5%	4.9%	8.4%
11:00	381	0	0	830	0	4.87%	50%	3.7%	4.0%	7.7%
12:00	428	0	0	933	0	5.16%	53%	3.7%	3.2%	6.9%
13:00	560	0	0	1,222	0	5.69%	63%	2.0%	2.7%	4.7%
14:00	607	0	0	1,323	0	6.26%	62%	1.8%	1.3%	3.1%
15:00	625	0	0	1,364	0	6.78%	59%	1.0%	1.3%	2.3%
16:00	437	0	0	953	0	5.82%	48%	1.8%	1.8%	3.6%
17:00	391	0	0	853	0	5.56%	45%	1.8%	2.0%	3.8%
18:00	417	0	0	909	0	5.33%	50%	2.6%	2.4%	5.0%
19:00	516	0	0	1,125	0	4.85%	68%	1.0%	1.5%	2.5%
20:00	516	0	0	1,125	0	4.34%	76%	0.6%	0.4%	1.0%
21:00	488	0	0	1,064	0	3.90%	80%	0.2%	0.2%	0.4%
22:00	283	0	0	617	0	2.32%	78%	0.4%	0.0%	0.4%
23:00	192	0	0	418	0	1.46%	84%	0.5%	0.5%	1.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	51	46	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	51	46	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

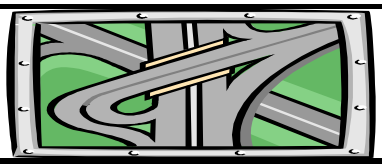
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	34,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	44	0	0.13%	100%	0.0%	0.0%	0.0%
1:00	30	0	0	65	0	0.19%	100%	3.4%	6.7%	10.1%
2:00	61	0	0	133	0	0.39%	100%	0.0%	4.9%	4.9%
3:00	134	0	0	293	0	0.86%	100%	3.7%	3.7%	7.4%
4:00	278	0	0	607	0	1.78%	100%	2.5%	4.3%	6.8%
5:00	525	0	0	1,146	0	3.36%	100%	1.9%	2.1%	4.1%
6:00	946	0	0	2,063	0	6.05%	100%	1.3%	2.0%	3.3%
7:00	1,246	0	0	2,718	0	7.97%	100%	3.2%	1.8%	5.0%
8:00	1,047	0	0	2,285	0	6.70%	100%	3.3%	2.2%	5.6%
9:00	883	0	0	1,927	0	5.65%	100%	2.8%	3.1%	6.0%
10:00	714	0	0	1,558	0	4.57%	100%	3.1%	3.9%	7.0%
11:00	761	0	0	1,661	0	4.87%	100%	4.0%	3.5%	7.4%
12:00	807	0	0	1,760	0	5.16%	100%	3.3%	4.8%	8.2%
13:00	890	0	0	1,940	0	5.69%	100%	2.0%	3.2%	5.2%
14:00	979	0	0	2,135	0	6.26%	100%	3.5%	2.3%	5.9%
15:00	1,060	0	0	2,312	0	6.78%	100%	1.9%	2.1%	4.0%
16:00	910	0	0	1,985	0	5.82%	100%	2.4%	2.1%	4.5%
17:00	869	0	0	1,896	0	5.56%	100%	1.7%	1.2%	3.0%
18:00	833	0	0	1,818	0	5.33%	100%	1.4%	1.5%	2.9%
19:00	758	0	0	1,654	0	4.85%	100%	0.8%	1.3%	2.1%
20:00	679	0	0	1,480	0	4.34%	100%	0.5%	0.3%	0.8%
21:00	610	0	0	1,330	0	3.90%	100%	0.2%	0.2%	0.3%
22:00	363	0	0	791	0	2.32%	100%	0.6%	0.0%	0.6%
23:00	228	0	0	498	0	1.46%	100%	0.4%	0.4%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	41	37	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	9	8	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	23	21	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

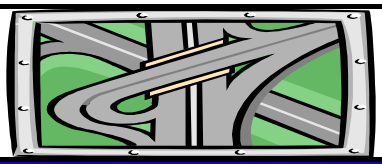
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,900	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	30	0	0	35	0	0.31%	75%	0.0%	0.0%	0.0%
1:00	14	0	0	16	0	0.18%	61%	0.0%	0.0%	0.0%
2:00	8	0	0	9	0	0.16%	40%	0.0%	13.3%	13.3%
3:00	9	0	0	11	0	0.20%	36%	0.0%	7.1%	7.1%
4:00	13	0	0	15	0	0.55%	19%	1.6%	1.6%	3.2%
5:00	50	0	0	59	0	2.34%	17%	0.5%	1.3%	1.8%
6:00	182	0	0	213	0	5.80%	25%	0.3%	1.4%	1.7%
7:00	407	0	0	476	0	8.24%	39%	1.3%	2.0%	3.3%
8:00	391	0	0	458	0	8.20%	37%	2.0%	6.3%	8.3%
9:00	307	0	0	359	0	6.02%	40%	1.9%	7.0%	8.9%
10:00	257	0	0	301	0	4.39%	46%	5.6%	12.3%	17.9%
11:00	271	0	0	317	0	4.42%	48%	5.7%	11.5%	17.2%
12:00	285	0	0	333	0	4.66%	48%	5.8%	8.5%	14.3%
13:00	292	0	0	342	0	4.59%	50%	2.3%	12.0%	14.3%
14:00	361	0	0	422	0	5.16%	55%	4.6%	12.2%	16.8%
15:00	550	0	0	644	0	7.31%	59%	4.7%	6.9%	11.6%
16:00	665	0	0	778	0	8.29%	63%	4.4%	6.1%	10.5%
17:00	777	0	0	909	0	9.38%	65%	1.6%	3.6%	5.2%
18:00	609	0	0	713	0	7.68%	62%	0.7%	2.4%	3.1%
19:00	374	0	0	438	0	4.74%	62%	1.3%	4.5%	5.8%
20:00	244	0	0	286	0	3.09%	62%	0.0%	0.0%	0.0%
21:00	167	0	0	195	0	2.24%	59%	1.9%	4.8%	6.7%
22:00	123	0	0	144	0	1.44%	67%	0.0%	3.1%	3.1%
23:00	49	0	0	57	0	0.60%	64%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
7:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
8:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	38	32	n/a	n/a
16:00	37	32	n/a	n/a	n/a	n/a	26	23	n/a	n/a
17:00	36	31	n/a	n/a	n/a	n/a	24	20	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	40	35	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

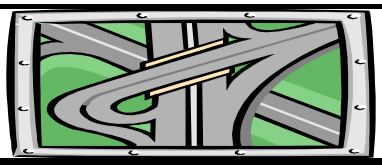
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,900	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	12	0	0.31%	25%	0.0%	0.0%	0.0%
1:00	9	0	0	11	0	0.18%	39%	0.0%	0.0%	0.0%
2:00	12	0	0	14	0	0.16%	60%	0.0%	0.0%	0.0%
3:00	16	0	0	19	0	0.20%	64%	14.3%	14.3%	28.6%
4:00	57	0	0	67	0	0.55%	81%	0.0%	9.1%	9.1%
5:00	248	0	0	290	0	2.34%	83%	3.8%	5.8%	9.6%
6:00	557	0	0	652	0	5.80%	75%	6.9%	6.1%	13.0%
7:00	642	0	0	751	0	8.24%	61%	6.9%	5.4%	12.3%
8:00	653	0	0	764	0	8.20%	63%	5.4%	12.3%	17.7%
9:00	459	0	0	537	0	6.02%	60%	7.6%	10.1%	17.7%
10:00	302	0	0	353	0	4.39%	54%	4.2%	12.6%	16.8%
11:00	292	0	0	342	0	4.42%	52%	5.8%	13.9%	19.7%
12:00	309	0	0	362	0	4.66%	52%	4.0%	9.3%	13.3%
13:00	292	0	0	342	0	4.59%	50%	3.4%	8.5%	11.9%
14:00	296	0	0	346	0	5.16%	45%	2.8%	6.9%	9.7%
15:00	381	0	0	446	0	7.31%	41%	2.9%	2.9%	5.8%
16:00	391	0	0	458	0	8.29%	37%	0.9%	1.5%	2.4%
17:00	418	0	0	489	0	9.38%	35%	0.9%	0.4%	1.3%
18:00	369	0	0	432	0	7.68%	38%	0.8%	0.8%	1.6%
19:00	229	0	0	268	0	4.74%	38%	0.7%	0.7%	1.4%
20:00	150	0	0	176	0	3.09%	38%	1.1%	0.0%	1.1%
21:00	118	0	0	138	0	2.24%	41%	1.6%	0.0%	1.6%
22:00	61	0	0	71	0	1.44%	33%	0.0%	0.0%	0.0%
23:00	28	0	0	33	0	0.60%	36%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	36	31	n/a	n/a
7:00	37	32	n/a	n/a	n/a	n/a	26	22	n/a	n/a
8:00	29	25	n/a	n/a	n/a	n/a	13	11	n/a	n/a
9:00	41	35	n/a	n/a	n/a	n/a	39	34	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
16:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
17:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

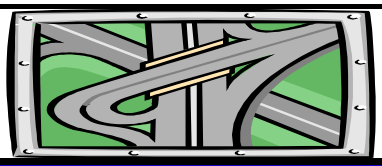
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	47	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	27	0	0.18%	100%	0.0%	0.0%	0.0%
2:00	20	0	0	23	0	0.16%	100%	0.0%	5.3%	5.3%
3:00	25	0	0	29	0	0.20%	100%	9.2%	11.7%	20.9%
4:00	70	0	0	82	0	0.55%	100%	0.3%	7.7%	8.0%
5:00	298	0	0	349	0	2.34%	100%	3.2%	5.0%	8.3%
6:00	739	0	0	865	0	5.80%	100%	5.3%	4.9%	10.2%
7:00	1,049	0	0	1,227	0	8.24%	100%	4.7%	4.1%	8.8%
8:00	1,044	0	0	1,222	0	8.20%	100%	4.1%	10.1%	14.2%
9:00	766	0	0	896	0	6.02%	100%	5.3%	8.9%	14.2%
10:00	559	0	0	654	0	4.39%	100%	4.8%	12.5%	17.3%
11:00	563	0	0	659	0	4.42%	100%	5.8%	12.7%	18.5%
12:00	594	0	0	695	0	4.66%	100%	4.9%	8.9%	13.8%
13:00	584	0	0	683	0	4.59%	100%	2.9%	10.3%	13.1%
14:00	657	0	0	769	0	5.16%	100%	3.8%	9.8%	13.6%
15:00	931	0	0	1,089	0	7.31%	100%	4.0%	5.3%	9.2%
16:00	1,056	0	0	1,236	0	8.29%	100%	3.1%	4.4%	7.5%
17:00	1,195	0	0	1,398	0	9.38%	100%	1.4%	2.5%	3.8%
18:00	978	0	0	1,144	0	7.68%	100%	0.7%	1.8%	2.5%
19:00	603	0	0	706	0	4.74%	100%	1.1%	3.1%	4.1%
20:00	394	0	0	461	0	3.09%	100%	0.4%	0.0%	0.4%
21:00	285	0	0	333	0	2.24%	100%	1.8%	2.8%	4.6%
22:00	184	0	0	215	0	1.44%	100%	0.0%	2.1%	2.1%
23:00	77	0	0	90	0	0.60%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	37	32	n/a	n/a
7:00	39	33	n/a	n/a	n/a	n/a	32	28	n/a	n/a
8:00	34	29	n/a	n/a	n/a	n/a	24	20	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	40	35	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	39	34	n/a	n/a
16:00	39	34	n/a	n/a	n/a	n/a	32	28	n/a	n/a
17:00	38	33	n/a	n/a	n/a	n/a	30	26	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	41	35	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

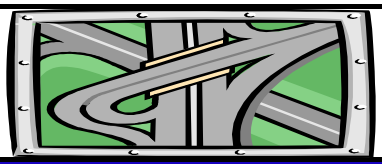
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to Dulles Connector Interchan

0

Route	Loudoun County Pkwy (Rt 606)		
From	Dulles Connector Interchange		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,500	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	64	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	20	0	0	67	0	0.30%	31%	7.5%	0.0%	7.5%
2:00	16	0	0	53	0	0.53%	14%	9.4%	9.4%	18.8%
3:00	49	0	0	162	0	1.33%	17%	7.5%	7.5%	15.0%
4:00	128	0	0	425	0	1.52%	39%	5.4%	4.0%	9.4%
5:00	564	0	0	1,879	0	3.50%	75%	4.3%	2.1%	6.4%
6:00	1,181	0	0	3,934	0	6.25%	88%	1.7%	2.8%	4.5%
7:00	1,391	0	0	4,635	0	7.37%	88%	2.8%	3.8%	6.6%
8:00	1,287	0	0	4,287	0	7.14%	84%	3.3%	5.6%	8.9%
9:00	1,071	0	0	3,568	0	7.13%	70%	3.5%	5.4%	8.9%
10:00	616	0	0	2,051	0	4.78%	60%	5.8%	11.9%	17.7%
11:00	517	0	0	1,722	0	4.82%	50%	5.0%	10.8%	15.8%
12:00	510	0	0	1,697	0	5.52%	43%	5.8%	11.5%	17.3%
13:00	509	0	0	1,697	0	6.08%	39%	5.7%	11.6%	17.3%
14:00	500	0	0	1,666	0	6.30%	37%	7.7%	15.9%	23.6%
15:00	518	0	0	1,724	0	6.52%	37%	8.7%	14.3%	23.0%
16:00	558	0	0	1,858	0	5.30%	49%	7.2%	6.3%	13.5%
17:00	503	0	0	1,674	0	4.88%	48%	3.9%	3.9%	7.8%
18:00	407	0	0	1,356	0	5.13%	37%	5.6%	3.3%	8.9%
19:00	231	0	0	771	0	4.49%	24%	2.9%	2.2%	5.1%
20:00	166	0	0	554	0	4.08%	19%	3.0%	3.0%	6.0%
21:00	124	0	0	415	0	3.62%	16%	1.2%	2.9%	4.1%
22:00	90	0	0	298	0	2.09%	20%	5.7%	4.1%	9.8%
23:00	39	0	0	129	0	1.13%	16%	3.9%	3.9%	7.8%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	59	51	n/a	n/a	n/a	n/a	61	59	n/a	n/a
7:00	55	48	n/a	n/a	n/a	n/a	60	58	n/a	n/a
8:00	56	49	n/a	n/a	n/a	n/a	60	58	n/a	n/a
9:00	59	51	n/a	n/a	n/a	n/a	61	59	n/a	n/a
10:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
11:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
12:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
17:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
19:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

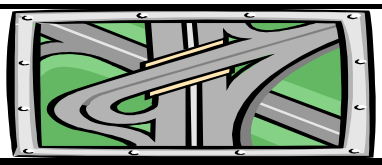
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to Dulles Connector Interchan

0

Route	Loudoun County Pkwy (Rt 606)		
From	Dulles Connector Interchange		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,500	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	69	0	0.19%	52%	7.1%	17.1%	24.2%
1:00	45	0	0	149	0	0.30%	69%	8.0%	26.0%	34.0%
2:00	98	0	0	327	0	0.53%	86%	13.8%	16.9%	30.7%
3:00	237	0	0	791	0	1.33%	83%	6.3%	8.4%	14.7%
4:00	199	0	0	664	0	1.52%	61%	10.1%	9.3%	19.4%
5:00	188	0	0	626	0	3.50%	25%	10.8%	15.2%	26.0%
6:00	161	0	0	536	0	6.25%	12%	5.3%	15.8%	21.1%
7:00	190	0	0	632	0	7.37%	12%	9.8%	22.1%	31.9%
8:00	245	0	0	817	0	7.14%	16%	7.4%	15.1%	22.5%
9:00	459	0	0	1,529	0	7.13%	30%	5.9%	10.9%	16.8%
10:00	410	0	0	1,367	0	4.78%	40%	8.5%	12.2%	20.7%
11:00	517	0	0	1,722	0	4.82%	50%	7.2%	10.4%	17.6%
12:00	675	0	0	2,250	0	5.52%	57%	4.2%	6.7%	10.9%
13:00	797	0	0	2,654	0	6.08%	61%	4.5%	7.5%	12.0%
14:00	852	0	0	2,837	0	6.30%	63%	2.7%	5.0%	7.7%
15:00	881	0	0	2,936	0	6.52%	63%	2.5%	5.2%	7.7%
16:00	580	0	0	1,933	0	5.30%	51%	3.7%	5.7%	9.4%
17:00	544	0	0	1,814	0	4.88%	52%	4.3%	5.5%	9.8%
18:00	693	0	0	2,309	0	5.13%	63%	3.2%	3.7%	6.9%
19:00	733	0	0	2,441	0	4.49%	76%	2.5%	3.7%	6.2%
20:00	709	0	0	2,361	0	4.08%	81%	1.7%	2.3%	4.0%
21:00	654	0	0	2,177	0	3.62%	84%	1.5%	2.4%	3.9%
22:00	358	0	0	1,194	0	2.09%	80%	1.4%	1.0%	2.4%
23:00	203	0	0	677	0	1.13%	84%	2.5%	1.8%	4.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
7:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
8:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
9:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
12:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	60	52	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	60	52	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
17:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
19:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
20:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
21:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
22:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

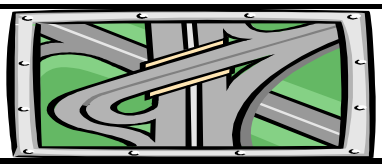
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to Dulles Connector Interchan

0

Route	Loudoun County Pkwy (Rt 606)		
From	Dulles Connector Interchange		
To	Evergreen Mills Rd (Rt 621)		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	71,500	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	133	0	0.19%	100%	3.7%	8.9%	12.6%
1:00	65	0	0	217	0	0.30%	100%	7.8%	17.9%	25.8%
2:00	114	0	0	380	0	0.53%	100%	13.2%	15.9%	29.0%
3:00	286	0	0	953	0	1.33%	100%	6.5%	8.2%	14.8%
4:00	327	0	0	1,089	0	1.52%	100%	8.3%	7.2%	15.5%
5:00	752	0	0	2,505	0	3.50%	100%	5.9%	5.4%	11.3%
6:00	1,342	0	0	4,471	0	6.25%	100%	2.1%	4.4%	6.5%
7:00	1,581	0	0	5,267	0	7.37%	100%	3.6%	6.0%	9.6%
8:00	1,532	0	0	5,104	0	7.14%	100%	4.0%	7.1%	11.1%
9:00	1,530	0	0	5,097	0	7.13%	100%	4.2%	7.1%	11.3%
10:00	1,026	0	0	3,418	0	4.78%	100%	6.9%	12.0%	18.9%
11:00	1,034	0	0	3,445	0	4.82%	100%	6.1%	10.6%	16.7%
12:00	1,185	0	0	3,948	0	5.52%	100%	4.9%	8.8%	13.7%
13:00	1,306	0	0	4,351	0	6.08%	100%	5.0%	9.1%	14.1%
14:00	1,352	0	0	4,504	0	6.30%	100%	4.6%	9.0%	13.6%
15:00	1,399	0	0	4,661	0	6.52%	100%	4.8%	8.6%	13.4%
16:00	1,138	0	0	3,791	0	5.30%	100%	5.4%	6.0%	11.4%
17:00	1,047	0	0	3,488	0	4.88%	100%	4.1%	4.7%	8.8%
18:00	1,100	0	0	3,664	0	5.13%	100%	4.1%	3.6%	7.6%
19:00	964	0	0	3,211	0	4.49%	100%	2.6%	3.3%	5.9%
20:00	875	0	0	2,915	0	4.08%	100%	1.9%	2.4%	4.4%
21:00	778	0	0	2,592	0	3.62%	100%	1.5%	2.5%	3.9%
22:00	448	0	0	1,492	0	2.09%	100%	2.3%	1.6%	3.9%
23:00	242	0	0	806	0	1.13%	100%	2.7%	2.1%	4.9%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	59	51	n/a	n/a	n/a	n/a	61	59	n/a	n/a
7:00	56	49	n/a	n/a	n/a	n/a	60	58	n/a	n/a
8:00	57	49	n/a	n/a	n/a	n/a	60	59	n/a	n/a
9:00	60	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
10:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
11:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
12:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
17:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
18:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
19:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
20:00	61	53	n/a	n/a	n/a	n/a	61	60	n/a	n/a
21:00	61	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	53	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

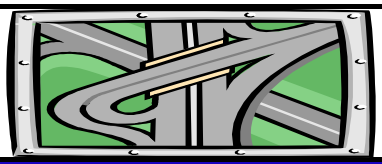
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), US 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	73,900	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	109	0	0.40%	37%	0.0%	0.0%	0.0%
1:00	16	0	0	55	0	0.20%	37%	7.2%	0.0%	7.2%
2:00	18	0	0	62	0	0.20%	42%	9.1%	9.1%	18.2%
3:00	27	0	0	92	0	0.20%	62%	7.3%	7.3%	14.6%
4:00	92	0	0	316	0	0.70%	61%	5.5%	4.1%	9.6%
5:00	400	0	0	1,377	0	2.70%	69%	4.4%	2.1%	6.5%
6:00	907	0	0	3,122	0	6.60%	64%	1.8%	2.8%	4.6%
7:00	1,099	0	0	3,784	0	8.00%	64%	2.8%	3.8%	6.6%
8:00	1,071	0	0	3,689	0	7.80%	64%	3.3%	5.6%	8.9%
9:00	810	0	0	2,790	0	5.90%	64%	3.5%	5.4%	8.9%
10:00	496	0	0	1,707	0	4.20%	55%	5.8%	11.9%	17.7%
11:00	446	0	0	1,537	0	4.00%	52%	5.1%	10.9%	16.0%
12:00	495	0	0	1,703	0	4.80%	48%	5.8%	11.6%	17.4%
13:00	484	0	0	1,667	0	4.70%	48%	5.7%	11.6%	17.3%
14:00	533	0	0	1,836	0	5.40%	46%	7.7%	16.0%	23.7%
15:00	628	0	0	2,161	0	6.80%	43%	8.7%	14.4%	23.1%
16:00	774	0	0	2,666	0	8.80%	41%	7.1%	6.3%	13.4%
17:00	742	0	0	2,555	0	9.10%	38%	3.8%	3.9%	7.7%
18:00	608	0	0	2,095	0	8.10%	35%	5.5%	3.3%	8.8%
19:00	343	0	0	1,179	0	4.20%	38%	3.0%	2.2%	5.2%
20:00	234	0	0	807	0	2.80%	39%	2.9%	3.1%	6.0%
21:00	185	0	0	638	0	2.40%	36%	1.2%	2.8%	4.0%
22:00	120	0	0	414	0	1.40%	40%	5.6%	3.9%	9.5%
23:00	55	0	0	189	0	0.80%	32%	3.8%	3.8%	7.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
7:00	59	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
8:00	59	52	n/a	n/a	n/a	n/a	61	59	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	60	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	60	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
17:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
18:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
19:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

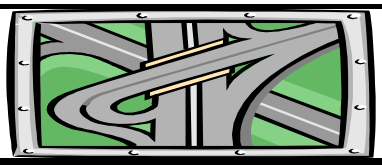
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), US 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	73,900	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	186	0	0.40%	63%	6.9%	16.7%	23.6%
1:00	27	0	0	93	0	0.20%	63%	7.7%	25.8%	33.5%
2:00	25	0	0	86	0	0.20%	58%	13.9%	16.9%	30.8%
3:00	16	0	0	56	0	0.20%	38%	6.3%	8.4%	14.7%
4:00	59	0	0	202	0	0.70%	39%	9.9%	9.3%	19.2%
5:00	180	0	0	619	0	2.70%	31%	10.9%	15.2%	26.1%
6:00	510	0	0	1,756	0	6.60%	36%	5.1%	15.8%	20.9%
7:00	618	0	0	2,128	0	8.00%	36%	9.7%	22.1%	31.8%
8:00	603	0	0	2,075	0	7.80%	36%	7.3%	15.2%	22.5%
9:00	456	0	0	1,570	0	5.90%	36%	5.9%	10.9%	16.8%
10:00	406	0	0	1,397	0	4.20%	45%	8.5%	12.2%	20.7%
11:00	412	0	0	1,419	0	4.00%	48%	7.1%	10.4%	17.5%
12:00	536	0	0	1,845	0	4.80%	52%	4.2%	6.7%	10.9%
13:00	525	0	0	1,806	0	4.70%	52%	4.5%	7.6%	12.1%
14:00	626	0	0	2,155	0	5.40%	54%	2.6%	5.0%	7.6%
15:00	832	0	0	2,864	0	6.80%	57%	2.5%	5.2%	7.7%
16:00	1,114	0	0	3,837	0	8.80%	59%	3.6%	5.7%	9.3%
17:00	1,211	0	0	4,169	0	9.10%	62%	4.4%	5.6%	10.0%
18:00	1,130	0	0	3,891	0	8.10%	65%	3.2%	3.7%	6.9%
19:00	559	0	0	1,924	0	4.20%	62%	2.5%	3.7%	6.2%
20:00	367	0	0	1,262	0	2.80%	61%	1.6%	2.3%	3.9%
21:00	330	0	0	1,135	0	2.40%	64%	1.5%	2.4%	3.9%
22:00	180	0	0	621	0	1.40%	60%	1.4%	1.0%	2.4%
23:00	117	0	0	402	0	0.80%	68%	2.6%	1.7%	4.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
7:00	60	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
8:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
9:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	58	52	n/a	n/a	n/a	n/a	60	59	n/a	n/a
17:00	57	50	n/a	n/a	n/a	n/a	60	58	n/a	n/a
18:00	59	52	n/a	n/a	n/a	n/a	60	59	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

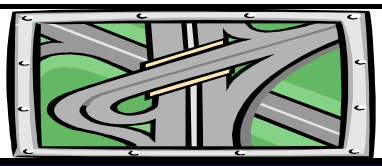
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), US 50 to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rt 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	73,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	86	0	0	296	0	0.40%	100%	4.3%	10.5%	14.9%
1:00	43	0	0	148	0	0.20%	100%	7.5%	16.3%	23.8%
2:00	43	0	0	148	0	0.20%	100%	11.9%	13.6%	25.5%
3:00	43	0	0	148	0	0.20%	100%	6.9%	7.7%	14.6%
4:00	150	0	0	517	0	0.70%	100%	7.2%	6.1%	13.3%
5:00	580	0	0	1,995	0	2.70%	100%	6.4%	6.2%	12.6%
6:00	1,417	0	0	4,877	0	6.60%	100%	3.0%	7.5%	10.5%
7:00	1,717	0	0	5,912	0	8.00%	100%	5.3%	10.4%	15.7%
8:00	1,674	0	0	5,764	0	7.80%	100%	4.7%	9.1%	13.8%
9:00	1,266	0	0	4,360	0	5.90%	100%	4.4%	7.4%	11.7%
10:00	901	0	0	3,104	0	4.20%	100%	7.0%	12.0%	19.1%
11:00	859	0	0	2,956	0	4.00%	100%	6.1%	10.7%	16.7%
12:00	1,030	0	0	3,547	0	4.80%	100%	5.0%	9.1%	14.0%
13:00	1,009	0	0	3,473	0	4.70%	100%	5.1%	9.5%	14.6%
14:00	1,159	0	0	3,991	0	5.40%	100%	4.9%	10.1%	15.0%
15:00	1,459	0	0	5,025	0	6.80%	100%	5.2%	9.2%	14.3%
16:00	1,889	0	0	6,503	0	8.80%	100%	5.0%	5.9%	11.0%
17:00	1,953	0	0	6,725	0	9.10%	100%	4.2%	5.0%	9.1%
18:00	1,739	0	0	5,986	0	8.10%	100%	4.0%	3.6%	7.6%
19:00	901	0	0	3,104	0	4.20%	100%	2.7%	3.1%	5.8%
20:00	601	0	0	2,069	0	2.80%	100%	2.1%	2.6%	4.7%
21:00	515	0	0	1,774	0	2.40%	100%	1.4%	2.5%	3.9%
22:00	300	0	0	1,035	0	1.40%	100%	3.1%	2.2%	5.2%
23:00	172	0	0	591	0	0.80%	100%	3.0%	2.4%	5.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
7:00	59	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
8:00	59	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	61	60	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	61	60	n/a	n/a
16:00	59	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
17:00	58	52	n/a	n/a	n/a	n/a	60	59	n/a	n/a
18:00	60	53	n/a	n/a	n/a	n/a	61	59	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	60	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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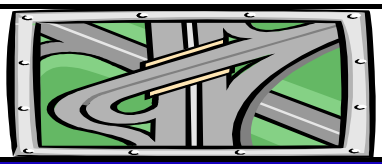
Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	21,600	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	19	0	0.40%	22%	0.0%	0.0%	0.0%
1:00	12	0	0	19	0	0.27%	33%	0.0%	0.0%	0.0%
2:00	6	0	0	10	0	0.16%	29%	0.0%	0.0%	0.0%
3:00	17	0	0	27	0	0.20%	63%	0.0%	22.2%	22.2%
4:00	53	0	0	85	0	0.49%	80%	7.0%	0.0%	7.0%
5:00	206	0	0	333	0	1.77%	87%	1.8%	4.5%	6.3%
6:00	507	0	0	819	0	4.57%	83%	2.7%	1.1%	3.8%
7:00	701	0	0	1,133	0	7.49%	70%	3.0%	2.8%	5.8%
8:00	628	0	0	1,015	0	6.62%	71%	4.2%	1.8%	6.0%
9:00	482	0	0	779	0	5.15%	70%	3.2%	2.3%	5.5%
10:00	312	0	0	503	0	3.95%	59%	6.2%	5.0%	11.2%
11:00	312	0	0	505	0	4.17%	56%	7.4%	4.4%	11.8%
12:00	359	0	0	579	0	5.16%	52%	5.4%	4.3%	9.7%
13:00	299	0	0	483	0	4.76%	47%	3.1%	3.8%	6.9%
14:00	321	0	0	518	0	5.22%	46%	8.3%	6.0%	14.3%
15:00	324	0	0	523	0	6.21%	39%	7.6%	9.3%	16.9%
16:00	442	0	0	714	0	8.69%	38%	6.0%	2.1%	8.1%
17:00	471	0	0	761	0	10.06%	35%	2.0%	0.8%	2.8%
18:00	416	0	0	671	0	9.14%	34%	0.4%	1.3%	1.7%
19:00	263	0	0	424	0	6.14%	32%	1.4%	1.4%	2.8%
20:00	163	0	0	264	0	4.21%	29%	0.0%	2.3%	2.3%
21:00	97	0	0	156	0	2.68%	27%	3.8%	0.0%	3.8%
22:00	58	0	0	93	0	1.72%	25%	0.0%	6.5%	6.5%
23:00	31	0	0	50	0	0.77%	30%	0.0%	12.0%	12.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

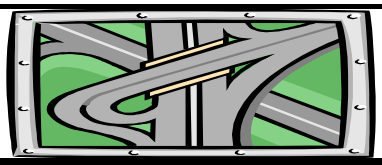
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	21,600	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	42	0	0	68	0	0.40%	78%	0.0%	5.9%	5.9%
1:00	24	0	0	39	0	0.27%	67%	0.0%	10.3%	10.3%
2:00	15	0	0	24	0	0.16%	71%	0.0%	16.7%	16.7%
3:00	10	0	0	16	0	0.20%	37%	25.0%	0.0%	25.0%
4:00	13	0	0	21	0	0.49%	20%	19.0%	19.0%	38.0%
5:00	31	0	0	50	0	1.77%	13%	0.0%	12.0%	12.0%
6:00	104	0	0	168	0	4.57%	17%	7.1%	13.1%	20.2%
7:00	301	0	0	485	0	7.49%	30%	2.4%	10.6%	13.0%
8:00	257	0	0	414	0	6.62%	29%	3.8%	11.5%	15.3%
9:00	207	0	0	334	0	5.15%	30%	3.0%	11.3%	14.3%
10:00	216	0	0	350	0	3.95%	41%	3.4%	15.3%	18.7%
11:00	246	0	0	396	0	4.17%	44%	3.0%	6.5%	9.5%
12:00	331	0	0	535	0	5.16%	48%	3.0%	6.0%	9.0%
13:00	338	0	0	545	0	4.76%	53%	2.6%	3.6%	6.2%
14:00	377	0	0	609	0	5.22%	54%	2.6%	2.3%	4.9%
15:00	507	0	0	819	0	6.21%	61%	2.5%	2.7%	5.2%
16:00	721	0	0	1,164	0	8.69%	62%	1.2%	3.6%	4.8%
17:00	875	0	0	1,413	0	10.06%	65%	1.0%	2.5%	3.5%
18:00	807	0	0	1,303	0	9.14%	66%	0.2%	4.6%	4.8%
19:00	558	0	0	901	0	6.14%	68%	0.4%	4.7%	5.1%
20:00	400	0	0	645	0	4.21%	71%	0.0%	4.0%	4.0%
21:00	261	0	0	422	0	2.68%	73%	1.0%	4.8%	5.8%
22:00	173	0	0	279	0	1.72%	75%	2.2%	1.4%	3.6%
23:00	72	0	0	116	0	0.77%	70%	0.0%	5.2%	5.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	43	34	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	44	34	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

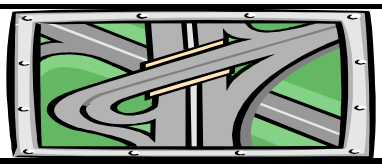
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	21,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	87	0	0.40%	100%	0.0%	4.6%	4.6%
1:00	36	0	0	58	0	0.27%	100%	0.0%	6.9%	6.9%
2:00	21	0	0	34	0	0.16%	100%	0.0%	11.9%	11.9%
3:00	27	0	0	44	0	0.20%	100%	9.3%	14.0%	23.2%
4:00	66	0	0	107	0	0.49%	100%	9.4%	3.8%	13.2%
5:00	237	0	0	383	0	1.77%	100%	1.6%	5.5%	7.0%
6:00	611	0	0	987	0	4.57%	100%	3.4%	3.1%	6.6%
7:00	1,002	0	0	1,618	0	7.49%	100%	2.8%	5.1%	8.0%
8:00	885	0	0	1,429	0	6.62%	100%	4.1%	4.6%	8.7%
9:00	689	0	0	1,113	0	5.15%	100%	3.1%	5.0%	8.1%
10:00	528	0	0	853	0	3.95%	100%	5.1%	9.2%	14.3%
11:00	558	0	0	901	0	4.17%	100%	5.5%	5.3%	10.8%
12:00	690	0	0	1,114	0	5.16%	100%	4.2%	5.1%	9.4%
13:00	637	0	0	1,029	0	4.76%	100%	2.8%	3.7%	6.5%
14:00	698	0	0	1,127	0	5.22%	100%	5.2%	4.0%	9.2%
15:00	831	0	0	1,342	0	6.21%	100%	4.5%	5.3%	9.8%
16:00	1,163	0	0	1,878	0	8.69%	100%	3.0%	3.0%	6.1%
17:00	1,346	0	0	2,173	0	10.06%	100%	1.4%	1.9%	3.3%
18:00	1,223	0	0	1,975	0	9.14%	100%	0.3%	3.5%	3.7%
19:00	821	0	0	1,326	0	6.14%	100%	0.7%	3.6%	4.4%
20:00	563	0	0	909	0	4.21%	100%	0.0%	3.5%	3.5%
21:00	358	0	0	578	0	2.68%	100%	1.8%	3.5%	5.3%
22:00	230	0	0	371	0	1.72%	100%	1.7%	2.7%	4.3%
23:00	103	0	0	166	0	0.77%	100%	0.0%	7.2%	7.2%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	44	34	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	44	35	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	35	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

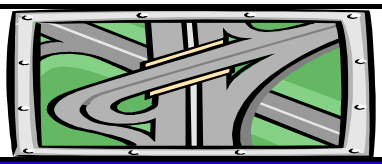
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	38,800	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	38	0	0.38%	26%	0.0%	0.0%	0.0%
1:00	16	0	0	29	0	0.23%	32%	8.3%	0.0%	8.3%
2:00	17	0	0	31	0	0.18%	44%	10.3%	10.3%	20.6%
3:00	37	0	0	67	0	0.25%	69%	8.0%	8.0%	16.0%
4:00	117	0	0	213	0	0.68%	81%	5.2%	4.3%	9.5%
5:00	545	0	0	992	0	2.91%	88%	4.4%	2.1%	6.5%
6:00	1,149	0	0	2,091	0	7.00%	77%	1.7%	2.8%	4.5%
7:00	1,223	0	0	2,226	0	7.51%	76%	2.8%	3.8%	6.6%
8:00	1,288 *	0	0	2,344	0	7.62%	79%	3.3%	5.6%	8.9%
9:00	1,002	0	0	1,824	0	6.11%	77%	3.5%	5.4%	8.9%
10:00	548	0	0	997	0	4.14%	62%	5.8%	12.0%	17.8%
11:00	441	0	0	803	0	3.90%	53%	5.0%	10.8%	15.8%
12:00	467	0	0	850	0	4.55%	48%	5.8%	11.5%	17.3%
13:00	491	0	0	894	0	4.87%	47%	5.8%	11.5%	17.3%
14:00	442	0	0	804	0	5.30%	39%	7.8%	15.9%	23.7%
15:00	484	0	0	881	0	6.75%	34%	8.7%	14.4%	23.1%
16:00	550	0	0	1,001	0	9.28%	28%	7.1%	6.3%	13.4%
17:00	483	0	0	879	0	9.08%	25%	3.8%	3.8%	7.6%
18:00	384	0	0	699	0	8.22%	22%	5.7%	3.2%	8.9%
19:00	225	0	0	409	0	4.17%	25%	2.8%	2.1%	4.9%
20:00	153	0	0	278	0	2.57%	28%	3.0%	3.0%	6.0%
21:00	125	0	0	227	0	2.16%	27%	1.3%	3.1%	4.4%
22:00	84	0	0	153	0	1.33%	30%	5.6%	4.3%	9.9%
23:00	41	0	0	75	0	0.81%	24%	4.3%	4.3%	8.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	20	19	n/a	n/a	n/a	n/a	34	33	n/a	n/a
7:00	8	8	n/a	n/a	n/a	n/a	17	16	n/a	n/a
8:00	5	5	n/a	n/a	n/a	n/a	7	7	n/a	n/a
9:00	24	22	n/a	n/a	n/a	n/a	38	36	n/a	n/a
10:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	60	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

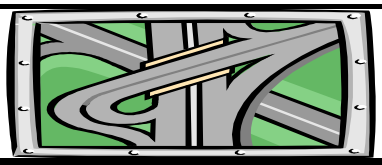
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	38,800	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	60	0	0	109	0	0.38%	74%	7.9%	18.4%	26.3%
1:00	34	0	0	62	0	0.23%	68%	8.6%	27.2%	35.8%
2:00	22	0	0	40	0	0.18%	56%	14.1%	16.9%	31.0%
3:00	17	0	0	31	0	0.25%	31%	6.3%	8.6%	14.9%
4:00	28	0	0	51	0	0.68%	19%	10.2%	9.4%	19.6%
5:00	76	0	0	138	0	2.91%	12%	11.0%	15.5%	26.5%
6:00	343	0	0	624	0	7.00%	23%	5.2%	15.6%	20.8%
7:00	379	0	0	690	0	7.51%	24%	9.6%	21.9%	31.5%
8:00	336	0	0	611	0	7.62%	21%	7.2%	15.1%	22.3%
9:00	301	0	0	548	0	6.11%	23%	5.8%	10.8%	16.6%
10:00	335	0	0	610	0	4.14%	38%	8.5%	12.1%	20.6%
11:00	390	0	0	710	0	3.90%	47%	7.1%	10.4%	17.5%
12:00	503	0	0	915	0	4.55%	52%	4.1%	6.6%	10.7%
13:00	547	0	0	995	0	4.87%	53%	4.5%	7.5%	12.0%
14:00	688	0	0	1,252	0	5.30%	61%	2.7%	5.0%	7.7%
15:00	956	0	0	1,740	0	6.75%	66%	2.5%	5.2%	7.7%
16:00	1,429 *	0	0	2,601 *	0	9.28%	72%	3.6%	5.7%	9.3%
17:00	1,452 *	0	0	2,642 *	0	9.08%	75%	4.3%	5.5%	9.8%
18:00	1,368 *	0	0	2,490	0	8.22%	78%	3.2%	3.6%	6.8%
19:00	664	0	0	1,208	0	4.17%	75%	2.5%	3.7%	6.2%
20:00	394	0	0	717	0	2.57%	72%	1.7%	2.3%	4.0%
21:00	335	0	0	610	0	2.16%	73%	1.5%	2.4%	3.9%
22:00	199	0	0	362	0	1.33%	70%	1.2%	1.1%	2.3%
23:00	131	0	0	238	0	0.81%	76%	2.7%	1.9%	4.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	60	55	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	36	33	n/a	n/a	n/a	n/a	48	45	n/a	n/a
16:00	5	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
17:00	5	5	n/a	n/a	n/a	n/a	5	5	n/a	n/a
18:00	5	5	n/a	n/a	n/a	n/a	7	6	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

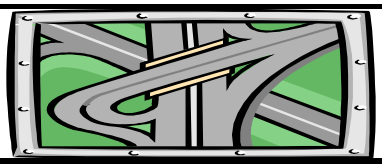
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Loudoun County Parkway		
To	North of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	38,800	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	81	0	0	147	0	0.38%	100%	5.9%	13.6%	19.5%
1:00	50	0	0	91	0	0.23%	100%	8.5%	18.5%	27.0%
2:00	39	0	0	71	0	0.18%	100%	12.4%	14.0%	26.5%
3:00	54	0	0	98	0	0.25%	100%	7.5%	8.2%	15.7%
4:00	145	0	0	264	0	0.68%	100%	6.2%	5.3%	11.5%
5:00	621	0	0	1,130	0	2.91%	100%	5.2%	3.7%	8.9%
6:00	1,492	0	0	2,715	0	7.00%	100%	2.5%	5.7%	8.2%
7:00	1,602	0	0	2,915	0	7.51%	100%	4.4%	8.1%	12.5%
8:00	1,624	0	0	2,955	0	7.62%	100%	4.1%	7.6%	11.7%
9:00	1,303	0	0	2,371	0	6.11%	100%	4.0%	6.6%	10.7%
10:00	883	0	0	1,607	0	4.14%	100%	6.8%	12.0%	18.9%
11:00	831	0	0	1,512	0	3.90%	100%	6.0%	10.6%	16.6%
12:00	970	0	0	1,765	0	4.55%	100%	4.9%	9.0%	13.9%
13:00	1,038	0	0	1,889	0	4.87%	100%	5.1%	9.4%	14.5%
14:00	1,130	0	0	2,056	0	5.30%	100%	4.7%	9.3%	14.0%
15:00	1,440	0	0	2,621	0	6.75%	100%	4.6%	8.3%	12.9%
16:00	1,979	0	0	3,602	0	9.28%	100%	4.6%	5.9%	10.4%
17:00	1,935	0	0	3,521	0	9.08%	100%	4.2%	5.1%	9.3%
18:00	1,752	0	0	3,188	0	8.22%	100%	3.7%	3.5%	7.3%
19:00	889	0	0	1,618	0	4.17%	100%	2.6%	3.3%	5.9%
20:00	547	0	0	995	0	2.57%	100%	2.1%	2.5%	4.6%
21:00	460	0	0	837	0	2.16%	100%	1.4%	2.6%	4.0%
22:00	283	0	0	515	0	1.33%	100%	2.5%	2.0%	4.6%
23:00	172	0	0	313	0	0.81%	100%	3.1%	2.5%	5.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	30	27	n/a	n/a	n/a	n/a	41	39	n/a	n/a
7:00	21	19	n/a	n/a	n/a	n/a	28	26	n/a	n/a
8:00	17	16	n/a	n/a	n/a	n/a	18	18	n/a	n/a
9:00	33	30	n/a	n/a	n/a	n/a	44	41	n/a	n/a
10:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
14:00	60	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	44	41	n/a	n/a	n/a	n/a	52	50	n/a	n/a
16:00	18	16	n/a	n/a	n/a	n/a	19	18	n/a	n/a
17:00	16	15	n/a	n/a	n/a	n/a	17	16	n/a	n/a
18:00	16	14	n/a	n/a	n/a	n/a	19	18	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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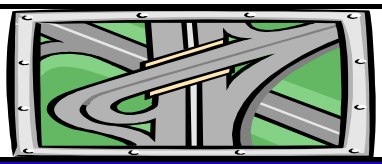
Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	116	0	1.50%	60%	0.0%	27.3%	27.3%
1:00	0	0	0	85	0	1.00%	66%	0.0%	50.0%	50.0%
2:00	0	0	0	34	0	0.50%	52%	0.0%	23.1%	23.1%
3:00	0	0	0	35	0	0.50%	54%	13.0%	0.0%	13.0%
4:00	0	0	0	22	0	0.50%	34%	8.4%	3.6%	12.0%
5:00	0	0	0	46	0	1.50%	24%	4.3%	7.6%	11.9%
6:00	0	0	0	117	0	3.50%	26%	3.9%	6.1%	10.0%
7:00	0	0	0	335	0	6.50%	40%	9.4%	6.1%	15.5%
8:00	0	0	0	335	0	5.00%	52%	13.8%	7.9%	21.7%
9:00	0	0	0	374	0	5.00%	58%	10.9%	16.1%	27.0%
10:00	0	0	0	400	0	5.00%	62%	14.5%	15.6%	30.1%
11:00	0	0	0	400	0	5.00%	62%	11.1%	14.1%	25.2%
12:00	0	0	0	361	0	5.00%	56%	12.6%	12.6%	25.2%
13:00	0	0	0	470	0	6.50%	56%	14.1%	19.7%	33.8%
14:00	0	0	0	453	0	6.50%	54%	12.1%	21.4%	33.5%
15:00	0	0	0	488	0	7.00%	54%	13.5%	17.6%	31.1%
16:00	0	0	0	516	0	8.00%	50%	9.3%	10.9%	20.2%
17:00	0	0	0	548	0	8.50%	50%	7.3%	3.0%	10.3%
18:00	0	0	0	325	0	7.00%	36%	6.3%	9.6%	15.9%
19:00	0	0	0	258	0	5.00%	40%	5.1%	9.4%	14.5%
20:00	0	0	0	190	0	3.50%	42%	3.3%	3.3%	6.6%
21:00	0	0	0	178	0	3.00%	46%	0.0%	10.3%	10.3%
22:00	0	0	0	142	0	2.50%	44%	5.4%	5.4%	10.8%
23:00	0	0	0	139	0	2.00%	54%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

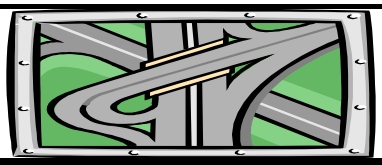
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	77	0	1.50%	40%	0.0%	0.0%	0.0%
1:00	0	0	0	44	0	1.00%	34%	8.3%	0.0%	8.3%
2:00	0	0	0	31	0	0.50%	48%	0.0%	19.0%	19.0%
3:00	0	0	0	30	0	0.50%	46%	23.1%	30.8%	53.9%
4:00	0	0	0	43	0	0.50%	66%	15.0%	55.0%	70.0%
5:00	0	0	0	147	0	1.50%	76%	29.0%	23.4%	52.4%
6:00	0	0	0	334	0	3.50%	74%	15.4%	27.1%	42.5%
7:00	0	0	0	503	0	6.50%	60%	21.4%	30.3%	51.7%
8:00	0	0	0	310	0	5.00%	48%	23.3%	30.7%	54.0%
9:00	0	0	0	271	0	5.00%	42%	13.0%	31.0%	44.0%
10:00	0	0	0	245	0	5.00%	38%	13.0%	29.5%	42.5%
11:00	0	0	0	245	0	5.00%	38%	13.4%	22.0%	35.4%
12:00	0	0	0	284	0	5.00%	44%	9.8%	25.3%	35.1%
13:00	0	0	0	369	0	6.50%	44%	10.1%	23.3%	33.4%
14:00	0	0	0	386	0	6.50%	46%	5.6%	17.6%	23.2%
15:00	0	0	0	415	0	7.00%	46%	6.6%	8.7%	15.3%
16:00	0	0	0	516	0	8.00%	50%	4.6%	6.2%	10.8%
17:00	0	0	0	548	0	8.50%	50%	2.3%	5.3%	7.6%
18:00	0	0	0	578	0	7.00%	64%	3.6%	2.1%	5.7%
19:00	0	0	0	387	0	5.00%	60%	1.9%	1.3%	3.2%
20:00	0	0	0	262	0	3.50%	58%	2.2%	2.2%	4.4%
21:00	0	0	0	209	0	3.00%	54%	1.2%	1.6%	2.8%
22:00	0	0	0	181	0	2.50%	56%	0.0%	2.5%	2.5%
23:00	0	0	0	119	0	2.00%	46%	0.0%	5.1%	5.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

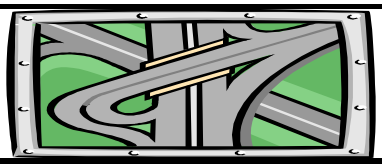
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	12,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	194	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	129	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	65	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	65	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	65	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	194	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	452	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	839	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	839	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	839	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	903	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,032	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,097	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	903	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	645	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	452	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	387	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	323	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	258	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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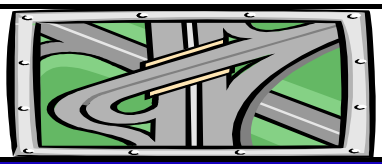
Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	35	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	0	0	0	37	0	0.30%	31%	5.6%	0.0%	5.6%
2:00	0	0	0	29	0	0.53%	14%	6.9%	6.9%	13.8%
3:00	0	0	0	88	0	1.33%	17%	4.6%	4.6%	9.2%
4:00	0	0	0	232	0	1.52%	39%	3.5%	3.0%	6.5%
5:00	0	0	0	1,025	0	3.50%	75%	2.8%	1.3%	4.1%
6:00	0	0	0	2,146	0	6.25%	88%	1.1%	1.8%	2.9%
7:00	0	0	0	2,528 *	0	7.37%	88%	1.7%	2.5%	4.2%
8:00	0	0	0	2,338	0	7.14%	84%	2.1%	3.5%	5.6%
9:00	0	0	0	1,946	0	7.13%	70%	2.2%	3.5%	5.7%
10:00	0	0	0	1,119	0	4.78%	60%	3.7%	7.6%	11.3%
11:00	0	0	0	939	0	4.82%	50%	3.2%	6.9%	10.1%
12:00	0	0	0	926	0	5.52%	43%	3.6%	7.4%	11.0%
13:00	0	0	0	926	0	6.08%	39%	3.6%	7.4%	11.0%
14:00	0	0	0	909	0	6.30%	37%	4.9%	10.1%	15.0%
15:00	0	0	0	941	0	6.52%	37%	5.6%	9.1%	14.7%
16:00	0	0	0	1,013	0	5.30%	49%	4.5%	4.0%	8.5%
17:00	0	0	0	913	0	4.88%	48%	2.4%	2.4%	4.8%
18:00	0	0	0	740	0	5.13%	37%	3.6%	2.1%	5.7%
19:00	0	0	0	420	0	4.49%	24%	1.9%	1.6%	3.5%
20:00	0	0	0	302	0	4.08%	19%	2.0%	2.0%	4.0%
21:00	0	0	0	226	0	3.62%	16%	0.9%	1.8%	2.7%
22:00	0	0	0	163	0	2.09%	20%	4.3%	2.5%	6.8%
23:00	0	0	0	70	0	1.13%	16%	2.9%	2.9%	5.8%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	37	35	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	10	10	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	15	14	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	40	38	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

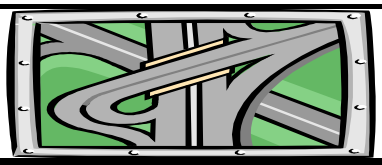
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	38	0	0.19%	52%	5.3%	10.5%	15.8%
1:00	0	0	0	81	0	0.30%	69%	4.9%	17.1%	22.0%
2:00	0	0	0	178	0	0.53%	86%	9.0%	10.7%	19.7%
3:00	0	0	0	431	0	1.33%	83%	3.9%	5.3%	9.2%
4:00	0	0	0	362	0	1.52%	61%	6.3%	5.8%	12.1%
5:00	0	0	0	342	0	3.50%	25%	6.8%	9.8%	16.6%
6:00	0	0	0	293	0	6.25%	12%	3.4%	10.0%	13.4%
7:00	0	0	0	345	0	7.37%	12%	6.1%	14.0%	20.1%
8:00	0	0	0	445	0	7.14%	16%	4.6%	9.8%	14.4%
9:00	0	0	0	834	0	7.13%	30%	3.7%	6.8%	10.5%
10:00	0	0	0	746	0	4.78%	40%	5.4%	7.8%	13.2%
11:00	0	0	0	939	0	4.82%	50%	4.5%	6.6%	11.1%
12:00	0	0	0	1,227	0	5.52%	57%	2.6%	4.3%	6.9%
13:00	0	0	0	1,448	0	6.08%	61%	2.8%	4.8%	7.6%
14:00	0	0	0	1,548	0	6.30%	63%	1.7%	3.2%	4.9%
15:00	0	0	0	1,602	0	6.52%	63%	1.6%	3.3%	4.9%
16:00	0	0	0	1,055	0	5.30%	51%	2.3%	3.6%	5.9%
17:00	0	0	0	989	0	4.88%	52%	2.8%	3.6%	6.4%
18:00	0	0	0	1,259	0	5.13%	63%	2.0%	2.4%	4.4%
19:00	0	0	0	1,331	0	4.49%	76%	1.6%	2.3%	3.9%
20:00	0	0	0	1,288	0	4.08%	81%	1.1%	1.5%	2.6%
21:00	0	0	0	1,187	0	3.62%	84%	1.0%	1.5%	2.5%
22:00	0	0	0	651	0	2.09%	80%	0.8%	0.6%	1.4%
23:00	0	0	0	369	0	1.13%	84%	1.6%	1.1%	2.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	58	55	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

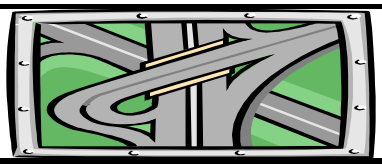
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Old Ox Road/Dulles Connector Interchange

0

Route	Loudoun County Parkway		
From	Dulles Connector Interchange		
To	north of Interchange		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	73	0	0.19%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	118	0	0.30%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	207	0	0.53%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	520	0	1.33%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	594	0	1.52%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	1,366	0	3.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	2,439	0	6.25%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,873	0	7.37%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	2,784	0	7.14%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	2,780	0	7.13%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,864	0	4.78%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,879	0	4.82%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	2,153	0	5.52%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,373	0	6.08%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,457	0	6.30%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,542	0	6.52%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,068	0	5.30%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,902	0	4.88%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,999	0	5.13%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,752	0	4.49%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,590	0	4.08%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,414	0	3.62%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	814	0	2.09%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	440	0	1.13%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	40	38	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	17	16	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	22	21	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	47	44	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

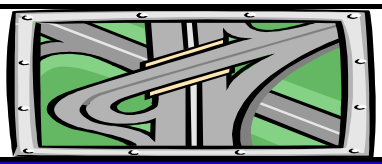
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	35,600	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	320	0	1.50%	60%	0.0%	22.6%	22.6%
1:00	0	0	0	235	0	1.00%	66%	0.0%	29.4%	29.4%
2:00	0	0	0	93	0	0.50%	52%	5.6%	13.9%	19.5%
3:00	0	0	0	96	0	0.50%	54%	10.9%	0.0%	10.9%
4:00	0	0	0	61	0	0.50%	34%	3.9%	3.1%	7.0%
5:00	0	0	0	128	0	1.50%	24%	2.7%	4.3%	7.0%
6:00	0	0	0	324	0	3.50%	26%	2.2%	3.4%	5.6%
7:00	0	0	0	926	0	6.50%	40%	5.1%	3.4%	8.5%
8:00	0	0	0	926	0	5.00%	52%	7.5%	4.6%	12.1%
9:00	0	0	0	1,032	0	5.00%	58%	6.2%	8.8%	15.0%
10:00	0	0	0	1,104	0	5.00%	62%	7.9%	8.3%	16.2%
11:00	0	0	0	1,104	0	5.00%	62%	5.9%	7.6%	13.5%
12:00	0	0	0	997	0	5.00%	56%	7.1%	7.1%	14.2%
13:00	0	0	0	1,296	0	6.50%	56%	7.6%	10.7%	18.3%
14:00	0	0	0	1,250	0	6.50%	54%	6.4%	11.7%	18.1%
15:00	0	0	0	1,346	0	7.00%	54%	7.0%	9.9%	16.9%
16:00	0	0	0	1,424	0	8.00%	50%	5.2%	5.5%	10.7%
17:00	0	0	0	1,513	0	8.50%	50%	4.2%	1.4%	5.6%
18:00	0	0	0	897	0	7.00%	36%	3.8%	5.0%	8.8%
19:00	0	0	0	712	0	5.00%	40%	2.4%	5.2%	7.6%
20:00	0	0	0	523	0	3.50%	42%	2.8%	2.8%	5.6%
21:00	0	0	0	491	0	3.00%	46%	0.0%	4.8%	4.8%
22:00	0	0	0	392	0	2.50%	44%	1.3%	1.3%	2.6%
23:00	0	0	0	384	0	2.00%	54%	0.0%	3.3%	3.3%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

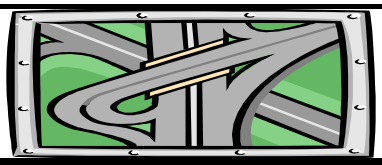
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	35,600	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	214	0	1.50%	40%	1.4%	1.4%	2.8%
1:00	0	0	0	121	0	1.00%	34%	2.0%	0.0%	2.0%
2:00	0	0	0	85	0	0.50%	48%	0.0%	10.5%	10.5%
3:00	0	0	0	82	0	0.50%	46%	17.1%	17.1%	34.2%
4:00	0	0	0	117	0	0.50%	66%	10.7%	26.8%	37.5%
5:00	0	0	0	406	0	1.50%	76%	16.3%	12.9%	29.2%
6:00	0	0	0	922	0	3.50%	74%	8.2%	15.0%	23.2%
7:00	0	0	0	1,388	0	6.50%	60%	12.1%	16.8%	28.9%
8:00	0	0	0	854	0	5.00%	48%	13.0%	16.9%	29.9%
9:00	0	0	0	748	0	5.00%	42%	7.5%	16.8%	24.3%
10:00	0	0	0	676	0	5.00%	38%	7.5%	16.0%	23.5%
11:00	0	0	0	676	0	5.00%	38%	7.4%	12.1%	19.5%
12:00	0	0	0	783	0	5.00%	44%	5.4%	13.6%	19.0%
13:00	0	0	0	1,018	0	6.50%	44%	5.4%	12.6%	18.0%
14:00	0	0	0	1,064	0	6.50%	46%	3.0%	9.6%	12.6%
15:00	0	0	0	1,146	0	7.00%	46%	3.6%	4.8%	8.4%
16:00	0	0	0	1,424	0	8.00%	50%	2.5%	3.5%	6.0%
17:00	0	0	0	1,513	0	8.50%	50%	1.1%	2.9%	4.0%
18:00	0	0	0	1,595	0	7.00%	64%	1.9%	1.1%	3.0%
19:00	0	0	0	1,068	0	5.00%	60%	0.9%	0.8%	1.7%
20:00	0	0	0	723	0	3.50%	58%	0.9%	1.1%	2.0%
21:00	0	0	0	577	0	3.00%	54%	0.9%	0.9%	1.8%
22:00	0	0	0	498	0	2.50%	56%	0.5%	1.4%	1.9%
23:00	0	0	0	328	0	2.00%	46%	0.9%	3.7%	4.6%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

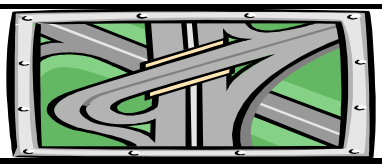
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	5/7/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	35,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	534	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	356	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	178	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	178	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	178	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	534	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,246	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,314	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,314	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,314	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,492	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,848	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	3,026	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,492	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,780	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,246	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,068	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	890	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	712	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

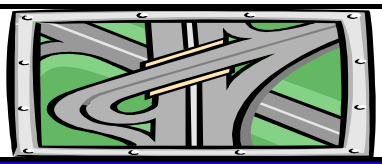
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,350	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	3	0	0	20	0	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	5	0	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	12	0	0.12%	45%	0.0%	0.0%	0.0%
3:00	3	0	0	20	0	0.12%	73%	0.0%	0.0%	0.0%
4:00	14	0	0	77	0	0.44%	79%	0.0%	7.8%	7.8%
5:00	47	0	0	267	0	1.41%	85%	2.2%	5.6%	7.9%
6:00	168	0	0	963	0	5.09%	85%	4.6%	3.0%	7.6%
7:00	424	0	0	2,431 *	0	12.35%	88%	2.4%	2.0%	4.4%
8:00	373	0	0	2,134	0	11.73%	81%	2.3%	2.1%	4.4%
9:00	141	0	0	806	0	5.14%	70%	1.9%	5.5%	7.3%
10:00	97	0	0	557	0	4.12%	60%	6.3%	7.9%	14.2%
11:00	103	0	0	589	0	4.90%	54%	3.6%	7.5%	11.0%
12:00	101	0	0	577	0	5.06%	51%	2.6%	3.5%	6.1%
13:00	85	0	0	484	0	4.67%	46%	0.0%	3.1%	3.1%
14:00	93	0	0	532	0	4.99%	48%	11.1%	5.5%	16.5%
15:00	97	0	0	554	0	5.56%	45%	3.8%	3.6%	7.4%
16:00	118	0	0	674	0	7.55%	40%	4.3%	3.0%	7.3%
17:00	124	0	0	709	0	8.19%	39%	0.0%	2.1%	2.1%
18:00	112	0	0	644	0	6.68%	43%	0.9%	2.3%	3.3%
19:00	84	0	0	482	0	4.80%	45%	1.2%	0.0%	1.2%
20:00	53	0	0	302	0	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	165	0	1.93%	38%	5.5%	5.5%	10.9%
22:00	14	0	0	77	0	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	37	0	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	52	44	n/a	n/a
1:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	12	12	n/a	n/a
8:00	45	45	n/a	n/a	n/a	n/a	22	19	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
10:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	49	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
14:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
15:00	44	44	n/a	n/a	n/a	n/a	52	49	n/a	n/a
16:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	48	n/a	n/a
18:00	42	42	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	41	41	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
21:00	41	41	n/a	n/a	n/a	n/a	52	46	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	52	46	n/a	n/a
23:00	39	39	n/a	n/a	n/a	n/a	52	45	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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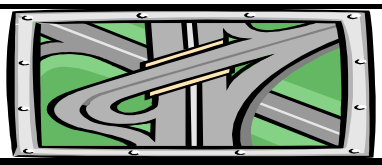
Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,350	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	35	0	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	12	0	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	15	0	0.12%	55%	0.0%	26.7%	26.7%
3:00	1	0	0	7	0	0.12%	27%	0.0%	42.9%	42.9%
4:00	3	0	0	20	0	0.44%	21%	0.0%	20.0%	20.0%
5:00	8	0	0	47	0	1.41%	15%	6.4%	6.4%	12.8%
6:00	31	0	0	175	0	5.09%	15%	1.7%	16.0%	17.7%
7:00	58	0	0	329	0	12.35%	12%	8.8%	8.5%	17.3%
8:00	85	0	0	487	0	11.73%	19%	4.3%	8.8%	13.1%
9:00	60	0	0	342	0	5.14%	30%	4.1%	14.6%	18.7%
10:00	64	0	0	364	0	4.12%	40%	4.7%	13.7%	18.4%
11:00	88	0	0	507	0	4.90%	46%	2.2%	9.9%	12.0%
12:00	97	0	0	554	0	5.06%	49%	0.7%	6.5%	7.2%
13:00	98	0	0	559	0	4.67%	54%	0.5%	5.5%	6.1%
14:00	102	0	0	584	0	4.99%	52%	3.6%	3.6%	7.2%
15:00	120	0	0	689	0	5.56%	55%	2.0%	3.5%	5.5%
16:00	177	0	0	1,013	0	7.55%	60%	1.7%	0.3%	2.0%
17:00	196	0	0	1,121	0	8.19%	61%	0.3%	0.0%	0.3%
18:00	148	0	0	849	0	6.68%	57%	0.5%	0.0%	0.5%
19:00	103	0	0	592	0	4.80%	55%	0.5%	0.5%	1.0%
20:00	77	0	0	442	0	3.33%	59%	0.9%	0.0%	0.9%
21:00	47	0	0	267	0	1.93%	62%	0.0%	0.0%	0.0%
22:00	26	0	0	147	0	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	72	0	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	39	39	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	44	44	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	43	43	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

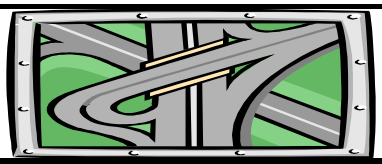
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, east of Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Loudoun County Parkway		
To	East of Loudoun County Parkway		
City/County	Loudoun County		
Run Date	5/1/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	3,902	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	22,350	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	55	0	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	17	0	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	27	0	0.12%	100%	0.0%	14.5%	14.5%
3:00	5	0	0	27	0	0.12%	100%	0.0%	11.7%	11.7%
4:00	17	0	0	97	0	0.44%	100%	0.0%	10.3%	10.3%
5:00	55	0	0	315	0	1.41%	100%	2.9%	5.7%	8.6%
6:00	199	0	0	1,138	0	5.09%	100%	4.1%	5.0%	9.1%
7:00	482	0	0	2,761	0	12.35%	100%	3.2%	2.8%	6.0%
8:00	458	0	0	2,621	0	11.73%	100%	2.7%	3.3%	6.0%
9:00	200	0	0	1,148	0	5.14%	100%	2.5%	8.2%	10.7%
10:00	161	0	0	921	0	4.12%	100%	5.6%	10.2%	15.9%
11:00	191	0	0	1,096	0	4.90%	100%	2.9%	8.6%	11.5%
12:00	197	0	0	1,131	0	5.06%	100%	1.7%	5.0%	6.6%
13:00	182	0	0	1,043	0	4.67%	100%	0.3%	4.4%	4.7%
14:00	195	0	0	1,116	0	4.99%	100%	7.2%	4.5%	11.6%
15:00	217	0	0	1,243	0	5.56%	100%	2.8%	3.5%	6.4%
16:00	295	0	0	1,687	0	7.55%	100%	2.7%	1.4%	4.1%
17:00	319	0	0	1,830	0	8.19%	100%	0.2%	0.8%	1.0%
18:00	261	0	0	1,493	0	6.68%	100%	0.7%	1.0%	1.7%
19:00	187	0	0	1,073	0	4.80%	100%	0.8%	0.3%	1.1%
20:00	130	0	0	744	0	3.33%	100%	0.5%	0.0%	0.5%
21:00	75	0	0	432	0	1.93%	100%	2.1%	2.1%	4.2%
22:00	39	0	0	225	0	1.01%	100%	0.0%	0.0%	0.0%
23:00	19	0	0	110	0	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	41	41	n/a	n/a	n/a	n/a	52	42	n/a	n/a
1:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
3:00	37	37	n/a	n/a	n/a	n/a	52	42	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	52	42	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	52	43	n/a	n/a
6:00	42	42	n/a	n/a	n/a	n/a	52	46	n/a	n/a
7:00	44	44	n/a	n/a	n/a	n/a	17	15	n/a	n/a
8:00	44	44	n/a	n/a	n/a	n/a	27	23	n/a	n/a
9:00	43	43	n/a	n/a	n/a	n/a	52	46	n/a	n/a
10:00	42	42	n/a	n/a	n/a	n/a	52	45	n/a	n/a
11:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
12:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
13:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
14:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
15:00	43	43	n/a	n/a	n/a	n/a	52	45	n/a	n/a
16:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
17:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
18:00	43	43	n/a	n/a	n/a	n/a	52	44	n/a	n/a
19:00	42	42	n/a	n/a	n/a	n/a	52	44	n/a	n/a
20:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
21:00	42	42	n/a	n/a	n/a	n/a	52	43	n/a	n/a
22:00	41	41	n/a	n/a	n/a	n/a	52	43	n/a	n/a
23:00	42	42	n/a	n/a	n/a	n/a	52	42	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

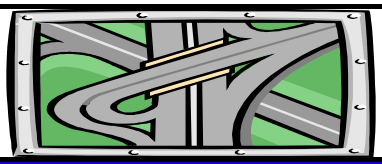
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	15,200	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	4	0	0	14	0	0.25%	36%	0.0%	0.0%	0.0%
1:00	1	0	0	4	0	0.08%	29%	0.0%	0.0%	0.0%
2:00	2	0	0	8	0	0.12%	45%	0.0%	0.0%	0.0%
3:00	4	0	0	13	0	0.12%	73%	0.0%	0.0%	0.0%
4:00	14	0	0	53	0	0.44%	79%	0.0%	7.5%	7.5%
5:00	48	0	0	182	0	1.41%	85%	2.2%	3.3%	5.5%
6:00	173	0	0	658	0	5.09%	85%	2.9%	2.1%	5.0%
7:00	435	0	0	1,652	0	12.35%	88%	1.6%	1.4%	3.0%
8:00	380	0	0	1,444	0	11.73%	81%	1.6%	1.3%	2.9%
9:00	144	0	0	547	0	5.14%	70%	1.1%	3.5%	4.6%
10:00	99	0	0	376	0	4.12%	60%	4.0%	5.0%	9.0%
11:00	106	0	0	402	0	4.90%	54%	2.2%	4.7%	6.9%
12:00	103	0	0	392	0	5.06%	51%	1.5%	2.6%	4.1%
13:00	86	0	0	327	0	4.67%	46%	0.0%	1.8%	1.8%
14:00	96	0	0	364	0	4.99%	48%	7.5%	3.9%	11.4%
15:00	100	0	0	380	0	5.56%	45%	2.4%	2.7%	5.1%
16:00	121	0	0	459	0	7.55%	40%	2.8%	2.2%	5.0%
17:00	128	0	0	486	0	8.19%	39%	0.0%	1.2%	1.2%
18:00	115	0	0	437	0	6.68%	43%	0.9%	1.4%	2.3%
19:00	86	0	0	328	0	4.80%	45%	1.2%	0.0%	1.2%
20:00	55	0	0	208	0	3.33%	41%	0.0%	0.0%	0.0%
21:00	29	0	0	111	0	1.93%	38%	3.6%	3.6%	7.2%
22:00	14	0	0	52	0	1.01%	34%	0.0%	0.0%	0.0%
23:00	7	0	0	25	0	0.49%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	45	35	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	50	39	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

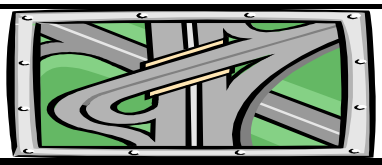
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	15,200	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	24	0	0.25%	64%	0.0%	0.0%	0.0%
1:00	2	0	0	9	0	0.08%	71%	0.0%	0.0%	0.0%
2:00	3	0	0	10	0	0.12%	55%	0.0%	20.0%	20.0%
3:00	1	0	0	5	0	0.12%	27%	0.0%	40.0%	40.0%
4:00	4	0	0	14	0	0.44%	21%	0.0%	14.3%	14.3%
5:00	8	0	0	32	0	1.41%	15%	6.3%	6.3%	12.6%
6:00	31	0	0	116	0	5.09%	15%	1.7%	10.9%	12.6%
7:00	59	0	0	225	0	12.35%	12%	5.8%	5.8%	11.6%
8:00	89	0	0	339	0	11.73%	19%	2.7%	6.0%	8.7%
9:00	62	0	0	234	0	5.14%	30%	2.6%	9.4%	12.0%
10:00	66	0	0	250	0	4.12%	40%	2.8%	8.9%	11.7%
11:00	90	0	0	343	0	4.90%	46%	1.4%	6.4%	7.8%
12:00	99	0	0	377	0	5.06%	49%	0.5%	4.2%	4.7%
13:00	101	0	0	383	0	4.67%	54%	0.5%	3.7%	4.2%
14:00	104	0	0	394	0	4.99%	52%	2.3%	2.3%	4.6%
15:00	122	0	0	465	0	5.56%	55%	1.3%	2.3%	3.6%
16:00	181	0	0	689	0	7.55%	60%	1.0%	0.1%	1.1%
17:00	200	0	0	759	0	8.19%	61%	0.3%	0.0%	0.3%
18:00	152	0	0	579	0	6.68%	57%	0.3%	0.0%	0.3%
19:00	106	0	0	401	0	4.80%	55%	0.5%	0.5%	1.0%
20:00	79	0	0	299	0	3.33%	59%	0.7%	0.0%	0.7%
21:00	48	0	0	182	0	1.93%	62%	0.0%	0.0%	0.0%
22:00	27	0	0	101	0	1.01%	66%	0.0%	0.0%	0.0%
23:00	13	0	0	49	0	0.49%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

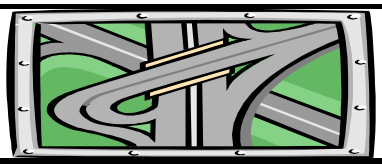
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, from Gum Springs Road to Loudoun County Parkway

0

Route	Tall Cedars Parkway		
From	Gum Springs Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	4,000	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	15,200	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	38	0	0.25%	100%	0.0%	0.0%	0.0%
1:00	3	0	0	12	0	0.08%	100%	0.0%	0.0%	0.0%
2:00	5	0	0	18	0	0.12%	100%	0.0%	11.0%	11.0%
3:00	5	0	0	18	0	0.12%	100%	0.0%	10.8%	10.8%
4:00	18	0	0	67	0	0.44%	100%	0.0%	8.9%	8.9%
5:00	56	0	0	214	0	1.41%	100%	2.8%	3.8%	6.6%
6:00	204	0	0	774	0	5.09%	100%	2.7%	3.4%	6.1%
7:00	494	0	0	1,877	0	12.35%	100%	2.1%	1.9%	4.0%
8:00	469	0	0	1,783	0	11.73%	100%	1.8%	2.2%	4.0%
9:00	206	0	0	781	0	5.14%	100%	1.6%	5.3%	6.8%
10:00	165	0	0	626	0	4.12%	100%	3.5%	6.6%	10.1%
11:00	196	0	0	745	0	4.90%	100%	1.8%	5.5%	7.3%
12:00	202	0	0	769	0	5.06%	100%	1.0%	3.4%	4.4%
13:00	187	0	0	710	0	4.67%	100%	0.3%	2.8%	3.1%
14:00	200	0	0	758	0	4.99%	100%	4.8%	3.1%	7.9%
15:00	222	0	0	845	0	5.56%	100%	1.8%	2.5%	4.3%
16:00	302	0	0	1,148	0	7.55%	100%	1.7%	0.9%	2.7%
17:00	328	0	0	1,245	0	8.19%	100%	0.2%	0.5%	0.7%
18:00	267	0	0	1,015	0	6.68%	100%	0.6%	0.6%	1.2%
19:00	192	0	0	730	0	4.80%	100%	0.8%	0.3%	1.1%
20:00	133	0	0	506	0	3.33%	100%	0.4%	0.0%	0.4%
21:00	77	0	0	293	0	1.93%	100%	1.4%	1.4%	2.7%
22:00	40	0	0	154	0	1.01%	100%	0.0%	0.0%	0.0%
23:00	20	0	0	74	0	0.49%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
1:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
2:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
3:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
4:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
5:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
6:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
7:00	52	36	n/a	n/a	n/a	n/a	45	36	n/a	n/a
8:00	52	36	n/a	n/a	n/a	n/a	50	40	n/a	n/a
9:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
11:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
12:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
13:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
14:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
15:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
16:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
17:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
18:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
19:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
20:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
21:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
22:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a
23:00	52	36	n/a	n/a	n/a	n/a	52	41	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

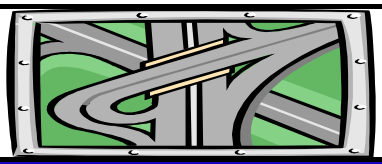
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,100	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	7	0	0.18%	36%	0.0%	0.0%	0.0%
1:00	0	0	0	12	0	0.38%	29%	0.0%	0.0%	0.0%
2:00	0	0	0	7	0	0.13%	45%	0.0%	0.0%	0.0%
3:00	0	0	0	15	0	0.18%	73%	0.0%	0.0%	0.0%
4:00	0	0	0	49	0	0.56%	79%	0.0%	5.3%	5.3%
5:00	0	0	0	232	0	2.46%	85%	1.5%	3.0%	4.5%
6:00	0	0	0	532	0	5.66%	85%	2.9%	2.1%	5.0%
7:00	0	0	0	882	0	9.02%	88%	1.7%	1.5%	3.1%
8:00	0	0	0	750	0	8.30%	81%	1.7%	1.3%	3.0%
9:00	0	0	0	479	0	6.15%	70%	1.0%	3.5%	4.5%
10:00	0	0	0	251	0	3.74%	60%	4.3%	5.1%	9.4%
11:00	0	0	0	267	0	4.48%	54%	2.7%	4.8%	7.5%
12:00	0	0	0	294	0	5.20%	51%	1.4%	2.8%	4.2%
13:00	0	0	0	207	0	4.02%	46%	0.0%	1.7%	1.7%
14:00	0	0	0	264	0	5.00%	48%	7.6%	3.8%	11.4%
15:00	0	0	0	275	0	5.56%	45%	2.9%	2.9%	5.8%
16:00	0	0	0	284	0	6.41%	40%	3.0%	2.4%	5.4%
17:00	0	0	0	327	0	7.61%	39%	0.0%	1.1%	1.1%
18:00	0	0	0	405	0	8.46%	43%	0.6%	1.3%	1.9%
19:00	0	0	0	327	0	6.56%	45%	0.8%	0.0%	0.8%
20:00	0	0	0	217	0	4.82%	41%	0.0%	0.0%	0.0%
21:00	0	0	0	124	0	2.92%	38%	2.4%	2.4%	4.9%
22:00	0	0	0	60	0	1.56%	34%	0.0%	0.0%	0.0%
23:00	0	0	0	23	0	0.62%	34%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

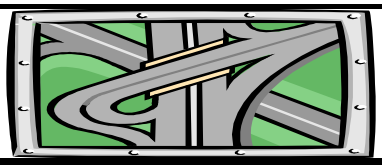
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,100	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	13	0	0.18%	64%	0.0%	0.0%	0.0%
1:00	0	0	0	30	0	0.38%	71%	0.0%	0.0%	0.0%
2:00	0	0	0	8	0	0.13%	55%	0.0%	14.3%	14.3%
3:00	0	0	0	5	0	0.18%	27%	0.0%	25.0%	25.0%
4:00	0	0	0	13	0	0.56%	21%	0.0%	10.0%	10.0%
5:00	0	0	0	41	0	2.46%	15%	4.2%	4.2%	8.3%
6:00	0	0	0	96	0	5.66%	15%	1.1%	11.5%	12.6%
7:00	0	0	0	119	0	9.02%	12%	6.1%	6.1%	12.2%
8:00	0	0	0	171	0	8.30%	19%	2.9%	5.8%	8.7%
9:00	0	0	0	203	0	6.15%	30%	2.9%	9.4%	12.4%
10:00	0	0	0	164	0	3.74%	40%	3.3%	8.8%	12.2%
11:00	0	0	0	230	0	4.48%	46%	1.6%	6.3%	7.9%
12:00	0	0	0	283	0	5.20%	49%	0.4%	4.4%	4.7%
13:00	0	0	0	239	0	4.02%	54%	0.4%	4.0%	4.3%
14:00	0	0	0	291	0	5.00%	52%	2.4%	2.4%	4.8%
15:00	0	0	0	342	0	5.56%	55%	1.5%	2.6%	4.1%
16:00	0	0	0	427	0	6.41%	60%	1.2%	0.2%	1.4%
17:00	0	0	0	517	0	7.61%	61%	0.2%	0.0%	0.2%
18:00	0	0	0	534	0	8.46%	57%	0.2%	0.0%	0.2%
19:00	0	0	0	401	0	6.56%	55%	0.3%	0.3%	0.7%
20:00	0	0	0	318	0	4.82%	59%	0.5%	0.0%	0.5%
21:00	0	0	0	200	0	2.92%	62%	0.0%	0.0%	0.0%
22:00	0	0	0	114	0	1.56%	66%	0.0%	0.0%	0.0%
23:00	0	0	0	45	0	0.62%	66%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

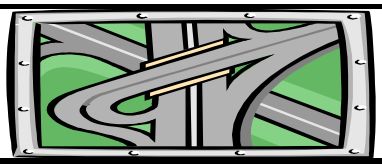
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Tall Cedars Parkway, west of Gum Springs Road

0

Route	Tall Cedars Parkway		
From	Northstar Blvd		
To	Gum Springs Road		
City/County	Loudoun County		
Run Date	4/24/2013	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	11,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	20	0	0.18%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	42	0	0.38%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	14	0	0.13%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	20	0	0.18%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	62	0	0.56%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	273	0	2.46%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	628	0	5.66%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	1,001	0	9.02%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	921	0	8.30%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	683	0	6.15%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	415	0	3.74%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	497	0	4.48%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	577	0	5.20%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	446	0	4.02%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	555	0	5.00%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	617	0	5.56%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	712	0	6.41%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	845	0	7.61%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	939	0	8.46%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	728	0	6.56%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	535	0	4.82%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	324	0	2.92%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	173	0	1.56%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	69	0	0.62%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Input Summary

US 50, west of Northstar Blvd

0

Facility:	US 50 (John S. Mosby Highway)	Direction:	E/W	Existing Year:	2012	Time Span (hr)
From:	West of Fleetwood Rd	Map Reference:	0	Interim Year:	2025	24
To:	Northstar Blvd	County:	Loudoun County	Design Year:	2040	HOURS

Traffic and Geometric Data

Sys. Unit:	E	Facility Length (Mi):	0.86	Terrain:	Level

Selected Model: 1 + 0.05 * (V/C) ^ 10 — Ver. 2012-10

Input	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld
ADT :	15,353	0	0	25,300	0
% Truck ADT:	Hourly	Classified	Truck	Data	Selected
Adjusted ADT:	15,353	0	0	25,300	0
Facility Type:	Major Art.	Freeway	Freeway	Major Art.	Major Art.
Facility Capacity (phpl):	1,100	2,000	2,000	1,100	1,100
Median Type:	Divided	Divided	Divided	Divided	Divided
EB # of lanes:	2	0	0	2	2
WB # of lanes:	2	0	0	2	2
Outside shldr. width (ft):	6.00	Select…	Select…	6.00	6.00
Inside shldr. width (ft):	6.00	0.00	0.00	6.00	6.00
Lane Width (ft):	11.00	0.00	0.00	11.00	11.00
Access/Intchg Density:	10	0	0	10	10
Number of Signals:	0	0	0	0	0
Signal Quality:	n/a	n/a	n/a	n/a	n/a
Cycle Length (sec.):	0	0	0	0	0
Effective Green (sec.):	0	0	0	0	0
Posted Speed, PS (mph):	55	0	0	55	55
Free-Flow Speed (mph):	55	0	0	55	55
Adjusted F-FS (mph):	55	0	0	55	55

Note:

0

If Posted Speed <35 mph, Free-Flow Speed (F-FS) = Posted Speed (PS).

1) F-FS: 85th. Percentile: 7.675 + 0.98 x PS

2) F-FS: NCHRP Report 3-55 (Part 2): FFS> 50 mph (80 kph)= 0.88 x PS + 22.

3) F-FS: NCHRP Report 3-55 (Part 2): FFS ≤ 50 mph (80 kph)= 0.79 * PS +19.

Adjusted F-FS: F-FS minus Facility Correction

ENTRADA© - Environmental Traffic Data Input Summary

US 50, west of Northstar Blvd

0

Facility:	US 50 (John S. Mosby Highway)	Direction:	E/W	Existing Year:	2012	Time Span (hr)
From:	West of Fleetwood Rd	Map Reference:	0	Interim Year:	2025	24
To:	Northstar Blvd	County:	Loudoun County	Design Year:	2040	HOURS

Past, Present & Future Traffic Statistics

Starting Time	Existing Hourly Traffic Volume					EB Directional Distribution (D-factor)				
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld
0:00	20	0	0	33	0	55%	55%	55%	55%	55%
1:00	25	0	0	41	0	24%	24%	24%	24%	24%
2:00	62	0	0	102	0	29%	29%	29%	29%	29%
3:00	154	0	0	254	0	31%	31%	31%	31%	31%
4:00	289	0	0	476	0	48%	48%	48%	48%	48%
5:00	676	0	0	1,114	0	77%	77%	77%	77%	77%
6:00	1,134	0	0	1,869	0	88%	88%	88%	88%	88%
7:00	1,262	0	0	2,080	0	89%	89%	89%	89%	89%
8:00	1,009	0	0	1,663	0	83%	83%	83%	83%	83%
9:00	780	0	0	1,285	0	67%	67%	67%	67%	67%
10:00	705	0	0	1,162	0	53%	53%	53%	53%	53%
11:00	787	0	0	1,297	0	45%	45%	45%	45%	45%
12:00	875	0	0	1,442	0	35%	35%	35%	35%	35%
13:00	984	0	0	1,622	0	31%	31%	31%	31%	31%
14:00	961	0	0	1,584	0	30%	30%	30%	30%	30%
15:00	902	0	0	1,486	0	33%	33%	33%	33%	33%
16:00	778	0	0	1,282	0	40%	40%	40%	40%	40%
17:00	730	0	0	1,203	0	41%	41%	41%	41%	41%
18:00	771	0	0	1,271	0	31%	31%	31%	31%	31%
19:00	770	0	0	1,269	0	19%	19%	19%	19%	19%
20:00	659	0	0	1,086	0	16%	16%	16%	16%	16%
21:00	510	0	0	840	0	14%	14%	14%	14%	14%
22:00	330	0	0	544	0	14%	14%	14%	14%	14%
23:00	180	0	0	297	0	13%	13%	13%	13%	13%
24-hour	15,000	0	0	25,000	0					

Starting Time	Percent Hourly Truck Traffic (Truck Vol./Total Vol.)								
	EB			WB			Weighted TWO-WAY		
	2X-6T	3X +	Total Truck	2X-6T	3X +	Total Truck	2X-6T	3X +	Total Truck
0:00	0.0%	16.7%	16.7%	13.3%	0.0%	13.3%	6.0%	9.2%	15.2%
1:00	0.0%	40.0%	40.0%	0.0%	19.4%	19.4%	0.0%	24.3%	24.3%
2:00	10.0%	10.0%	20.0%	2.7%	21.9%	24.6%	4.8%	18.4%	23.3%
3:00	6.5%	5.2%	11.7%	5.7%	6.8%	12.5%	5.9%	6.3%	12.3%
4:00	3.5%	4.3%	7.8%	8.9%	8.9%	17.8%	6.3%	6.7%	13.0%
5:00	1.3%	1.2%	2.5%	4.7%	7.5%	12.2%	2.1%	2.6%	4.7%
6:00	1.2%	1.5%	2.7%	4.4%	11.4%	15.8%	1.6%	2.7%	4.3%
7:00	2.3%	2.0%	4.3%	4.2%	11.8%	16.0%	2.5%	3.1%	5.6%
8:00	3.6%	2.4%	6.0%	4.2%	12.4%	16.6%	3.7%	4.1%	7.8%
9:00	3.7%	4.9%	8.6%	3.7%	6.0%	9.7%	3.7%	5.3%	9.0%
10:00	3.9%	5.6%	9.5%	4.7%	5.8%	10.5%	4.3%	5.7%	10.0%
11:00	5.4%	5.8%	11.2%	4.5%	4.4%	8.9%	4.9%	5.0%	9.9%
12:00	4.7%	4.3%	9.0%	3.8%	4.1%	7.9%	4.1%	4.2%	8.3%
13:00	2.4%	7.8%	10.2%	2.9%	2.8%	5.7%	2.7%	4.4%	7.1%
14:00	3.6%	3.4%	7.0%	1.4%	3.3%	4.7%	2.1%	3.3%	5.4%
15:00	5.5%	3.0%	8.5%	1.0%	2.0%	3.0%	2.5%	2.3%	4.8%
16:00	5.3%	2.3%	7.6%	0.8%	1.6%	2.4%	2.6%	1.9%	4.5%
17:00	2.4%	0.2%	2.6%	3.1%	2.1%	5.2%	2.8%	1.3%	4.1%
18:00	4.6%	1.8%	6.4%	2.8%	1.4%	4.2%	3.4%	1.5%	4.9%
19:00	2.1%	0.0%	2.1%	2.1%	0.6%	2.7%	2.1%	0.5%	2.6%
20:00	1.8%	2.3%	4.1%	0.4%	1.3%	1.7%	0.6%	1.5%	2.1%
21:00	2.6%	0.0%	2.6%	0.8%	0.6%	1.4%	1.1%	0.5%	1.6%
22:00	0.0%	3.9%	3.9%	0.4%	0.9%	1.3%	0.3%	1.3%	1.7%
23:00	0.0%	0.0%	0.0%	1.6%	0.8%	2.4%	1.4%	0.7%	2.1%

ENTRADA program is developed by **Ed Azimi** @VDOT-NOVA/TP

Comment, Question and/or Problem: ed.azimi@vdot.virginia.gov

ENTRADA© - Environmental Traffic Data Input Summary

US 50, Northstar Blvd to Gum Spring Rd.

0

Facility:	US 50 (John S. Mosby Highway)	Direction:	E/W	Existing Year:	2012	Time Span (hr)
From:	Northstar Blvd	Map Reference:	0	Interim Year:	2025	24
To:	Gum Spring Rd (Rt 659)	County:	Loudoun County	Design Year:	2040	HOURS

Traffic and Geometric Data

Sys. Unit:	E	Facility Length (Mi):		1.15	Terrain:	Level
Input		Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld
ADT :		26,737	0	0	48,500	0
% Truck ADT:		Hourly	Classified	Truck	Data	Selected
Adjusted ADT:		26,737	0	0	48,500	0
Facility Type:		Major Art.	Freeway	Freeway	Pkwy/Expway	Major Art.
Facility Capacity (phpl):		1,100	2,000	2,000	1,600	1,100
Median Type:		Divided	Divided	Divided	Divided	Divided
EB # of lanes:		2	0	0	4	2
WB # of lanes:		2	0	0	4	2
Outside shldr. width (ft):		6.00	0.00	0.00	6.00	6.00
Inside shldr. width (ft):		6.00	0.00	0.00	6.00	6.00
Lane Width (ft):		11.00	0.00	0.00	11.00	11.00
Access/Intchg Density:		10	0	0	0	10
Number of Signals:		5	5	5	0	5
Signal Quality:		Excellent	Excellent	Excellent	n/a	Excellent
Cycle Length (sec.):		170	170	170	0	170
Effective Green (sec.):		143	143	143	0	143
Posted Speed, PS (mph):		55	0	0	60	55
Free-Flow Speed (mph):		62	0	0	66	62
Adjusted F-FS (mph):		52	0	0	65	54

Selected Model: 1 + 0.05 * (V/C) ^ 10 Ver. 2012-10

Note:

0

If Posted Speed <35 mph, Free-Flow Speed (F-FS) = Posted Speed (PS).

1) F-FS: 85th. Percentile: 7.675 + 0.98 x PS

2) F-FS: NCHRP Report 3-55 (Part 2): FFS> 50 mph (80 kph)= 0.88 x PS + 22.

3) F-FS: NCHRP Report 3-55 (Part 2): FFS ≤ 50 mph (80 kph)= 0.79 * PS +19.

Adjusted F-FS: F-FS minus Facility Correction

ENTRADA© - Environmental Traffic Data Input Summary

US 50, Northstar Blvd to Gum Spring Rd.

0

Facility:	US 50 (John S. Mosby Highway)	Direction:	E/W	Existing Year:	2012	Time Span (hr)
From:	Northstar Blvd	Map Reference:	0	Interim Year:	2025	24
To:	Gum Spring Rd (Rt 659)	County:	Loudoun County	Design Year:	2040	HOURS

Past, Present & Future Traffic Statistics

Starting Time	Existing Hourly Traffic Volume					EB Directional Distribution (D-factor)				
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld
0:00	130	0	0	236	0	18%	18%	18%	18%	18%
1:00	87	0	0	158	0	15%	15%	15%	15%	15%
2:00	70	0	0	127	0	39%	39%	39%	39%	39%
3:00	74	0	0	134	0	65%	65%	65%	65%	65%
4:00	213	0	0	386	0	80%	80%	80%	80%	80%
5:00	844	0	0	1,531	0	74%	74%	74%	74%	74%
6:00	1,733	0	0	3,144	0	70%	70%	70%	70%	70%
7:00	1,903	0	0	3,452	0	65%	65%	65%	65%	65%
8:00	1,560	0	0	2,830	0	61%	61%	61%	61%	61%
9:00	1,223	0	0	2,218	0	56%	56%	56%	56%	56%
10:00	1,112	0	0	2,017	0	51%	51%	51%	51%	51%
11:00	1,119	0	0	2,030	0	43%	43%	43%	43%	43%
12:00	1,263	0	0	2,291	0	43%	43%	43%	43%	43%
13:00	1,267	0	0	2,298	0	38%	38%	38%	38%	38%
14:00	1,551	0	0	2,813	0	33%	33%	33%	33%	33%
15:00	2,014	0	0	3,653	0	25%	25%	25%	25%	25%
16:00	2,374	0	0	4,306	0	22%	22%	22%	22%	22%
17:00	2,415	0	0	4,381	0	20%	20%	20%	20%	20%
18:00	2,205	0	0	4,000	0	20%	20%	20%	20%	20%
19:00	1,407	0	0	2,552	0	20%	20%	20%	20%	20%
20:00	853	0	0	1,547	0	22%	22%	22%	22%	22%
21:00	669	0	0	1,214	0	21%	21%	21%	21%	21%
22:00	444	0	0	805	0	26%	26%	26%	26%	26%
23:00	207	0	0	375	0	22%	22%	22%	22%	22%
24-hour	27,000	0	0	49,000	0					

Starting Time	Percent Hourly Truck Traffic (Truck Vol./Total Vol.)								
	EB			WB			Weighted TWO-WAY		
	2X-6T	3X +	Total Truck	2X-6T	3X +	Total Truck	2X-6T	3X +	Total Truck
0:00	0.0%	11.9%	11.9%	1.0%	1.0%	2.0%	0.8%	3.0%	3.8%
1:00	0.0%	16.7%	16.7%	1.5%	0.0%	1.5%	1.3%	2.5%	3.8%
2:00	4.1%	8.2%	12.3%	0.0%	5.1%	5.1%	1.6%	6.3%	7.9%
3:00	5.7%	0.0%	5.7%	8.5%	8.5%	17.0%	6.7%	3.0%	9.7%
4:00	2.3%	1.9%	4.2%	5.3%	15.8%	21.1%	2.9%	4.7%	7.6%
5:00	1.4%	2.4%	3.8%	9.0%	7.0%	16.0%	3.4%	3.6%	7.0%
6:00	1.2%	1.9%	3.1%	4.5%	8.2%	12.7%	2.2%	3.8%	6.0%
7:00	2.8%	1.9%	4.7%	6.6%	9.2%	15.8%	4.1%	4.5%	8.6%
8:00	4.0%	2.4%	6.4%	7.0%	9.2%	16.2%	5.2%	5.1%	10.2%
9:00	3.4%	4.7%	8.1%	4.1%	9.1%	13.2%	3.7%	6.6%	10.3%
10:00	4.4%	4.5%	8.9%	4.1%	8.7%	12.8%	4.3%	6.6%	10.8%
11:00	3.3%	4.1%	7.4%	4.0%	6.6%	10.6%	3.7%	5.5%	9.2%
12:00	3.9%	3.9%	7.8%	3.0%	7.5%	10.5%	3.4%	6.0%	9.3%
13:00	4.1%	5.7%	9.8%	3.0%	6.8%	9.8%	3.4%	6.4%	9.8%
14:00	3.5%	6.3%	9.8%	1.5%	5.3%	6.8%	2.2%	5.6%	7.8%
15:00	3.9%	5.4%	9.3%	2.0%	2.6%	4.6%	2.5%	3.3%	5.8%
16:00	2.9%	3.1%	6.0%	1.4%	1.9%	3.3%	1.7%	2.2%	3.9%
17:00	2.3%	0.8%	3.1%	0.6%	1.6%	2.2%	0.9%	1.4%	2.4%
18:00	2.0%	2.8%	4.8%	1.0%	0.6%	1.6%	1.2%	1.0%	2.2%
19:00	1.3%	2.9%	4.2%	0.5%	0.4%	0.9%	0.7%	0.9%	1.6%
20:00	1.5%	1.5%	3.0%	0.5%	0.6%	1.1%	0.7%	0.8%	1.5%
21:00	0.0%	2.7%	2.7%	0.4%	0.4%	0.8%	0.3%	0.9%	1.2%
22:00	1.0%	1.0%	2.0%	0.3%	0.7%	1.0%	0.5%	0.8%	1.3%
23:00	0.0%	2.4%	2.4%	0.7%	2.0%	2.7%	0.5%	2.1%	2.6%

ENTRADA program is developed by **Ed Azimi** @VDOT-NOVA/TP

Comment, Question and/or Problem: ed.azimi@vdot.virginia.gov

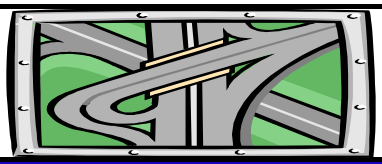
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	62,600	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	24	0	0	56	0	0.50%	18%	0.0%	14.8%	14.8%
1:00	12	0	0	28	0	0.30%	15%	0.0%	20.0%	20.0%
2:00	31	0	0	73	0	0.30%	39%	3.2%	9.5%	12.7%
3:00	52	0	0	122	0	0.30%	65%	7.1%	0.0%	7.1%
4:00	171	0	0	401	0	0.80%	80%	2.5%	2.0%	4.5%
5:00	633	0	0	1,482	0	3.20%	74%	1.6%	2.7%	4.3%
6:00	1,217	0	0	2,848	0	6.50%	70%	1.4%	2.2%	3.6%
7:00	1,234	0	0	2,889	0	7.10%	65%	3.3%	2.2%	5.5%
8:00	946	0	0	2,215	0	5.80%	61%	4.7%	2.9%	7.6%
9:00	689	0	0	1,613	0	4.60%	56%	3.9%	5.6%	9.5%
10:00	573	0	0	1,341	0	4.20%	51%	5.1%	5.4%	10.5%
11:00	483	0	0	1,131	0	4.20%	43%	3.9%	4.7%	8.6%
12:00	540	0	0	1,265	0	4.70%	43%	4.5%	4.5%	9.0%
13:00	478	0	0	1,118	0	4.70%	38%	4.7%	6.7%	11.4%
14:00	512	0	0	1,198	0	5.80%	33%	4.1%	7.4%	11.5%
15:00	501	0	0	1,174	0	7.50%	25%	4.5%	6.3%	10.8%
16:00	524	0	0	1,226	0	8.90%	22%	3.4%	3.6%	7.0%
17:00	481	0	0	1,127	0	9.00%	20%	2.7%	0.9%	3.6%
18:00	438	0	0	1,027	0	8.20%	20%	2.4%	3.2%	5.6%
19:00	283	0	0	664	0	5.30%	20%	1.5%	3.3%	4.8%
20:00	188	0	0	441	0	3.20%	22%	1.8%	1.8%	3.6%
21:00	140	0	0	329	0	2.50%	21%	0.0%	3.0%	3.0%
22:00	118	0	0	277	0	1.70%	26%	0.7%	0.7%	1.4%
23:00	47	0	0	110	0	0.80%	22%	0.0%	1.9%	1.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

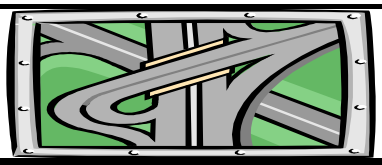
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	62,600	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	110	0	0	257	0	0.50%	82%	0.8%	0.8%	1.6%
1:00	68	0	0	160	0	0.30%	85%	1.2%	0.0%	1.2%
2:00	49	0	0	115	0	0.30%	61%	0.0%	5.9%	5.9%
3:00	28	0	0	66	0	0.30%	35%	9.8%	9.8%	19.6%
4:00	43	0	0	100	0	0.80%	20%	6.1%	17.3%	23.4%
5:00	222	0	0	521	0	3.20%	26%	10.4%	8.3%	18.7%
6:00	521	0	0	1,221	0	6.50%	30%	5.3%	9.6%	14.9%
7:00	664	0	0	1,556	0	7.10%	35%	7.7%	10.8%	18.5%
8:00	605	0	0	1,416	0	5.80%	39%	8.2%	10.8%	19.0%
9:00	541	0	0	1,267	0	4.60%	44%	4.7%	10.7%	15.4%
10:00	550	0	0	1,288	0	4.20%	49%	4.7%	10.2%	14.9%
11:00	640	0	0	1,499	0	4.20%	57%	4.7%	7.7%	12.4%
12:00	716	0	0	1,677	0	4.70%	57%	3.4%	8.7%	12.1%
13:00	779	0	0	1,824	0	4.70%	62%	3.4%	8.0%	11.4%
14:00	1,039	0	0	2,433	0	5.80%	67%	1.8%	6.1%	7.9%
15:00	1,504	0	0	3,521	0	7.50%	75%	2.3%	3.1%	5.4%
16:00	1,856	0	0	4,346	0	8.90%	78%	1.6%	2.2%	3.8%
17:00	1,925	0	0	4,507	0	9.00%	80%	0.7%	1.8%	2.5%
18:00	1,754	0	0	4,107	0	8.20%	80%	1.2%	0.7%	1.9%
19:00	1,134	0	0	2,654	0	5.30%	80%	0.6%	0.5%	1.1%
20:00	667	0	0	1,562	0	3.20%	78%	0.6%	0.7%	1.3%
21:00	528	0	0	1,236	0	2.50%	79%	0.5%	0.5%	1.0%
22:00	336	0	0	788	0	1.70%	74%	0.3%	0.8%	1.1%
23:00	167	0	0	391	0	0.80%	78%	0.5%	2.4%	2.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	66	64	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	66	64	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

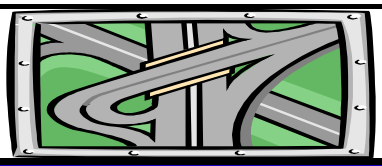
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, Gum Spring Road to Loudoun County Parkway

0

Route	US 50 (John S. Mosby Highway)		
From	Gum Spring Road		
To	Loudoun County Parkway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	26,737	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	62,600	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	134	0	0	313	0	0.50%	100%	0.7%	3.3%	4.0%
1:00	80	0	0	188	0	0.30%	100%	1.0%	3.0%	4.0%
2:00	80	0	0	188	0	0.30%	100%	1.2%	7.3%	8.6%
3:00	80	0	0	188	0	0.30%	100%	8.0%	3.4%	11.5%
4:00	214	0	0	501	0	0.80%	100%	3.2%	5.1%	8.3%
5:00	856	0	0	2,003	0	3.20%	100%	3.9%	4.2%	8.0%
6:00	1,738	0	0	4,069	0	6.50%	100%	2.6%	4.4%	7.0%
7:00	1,898	0	0	4,445	0	7.10%	100%	4.8%	5.2%	10.1%
8:00	1,551	0	0	3,631	0	5.80%	100%	6.1%	6.0%	12.0%
9:00	1,230	0	0	2,880	0	4.60%	100%	4.3%	7.8%	12.1%
10:00	1,123	0	0	2,629	0	4.20%	100%	4.9%	7.8%	12.7%
11:00	1,123	0	0	2,629	0	4.20%	100%	4.4%	6.4%	10.8%
12:00	1,257	0	0	2,942	0	4.70%	100%	3.9%	6.9%	10.8%
13:00	1,257	0	0	2,942	0	4.70%	100%	3.9%	7.5%	11.4%
14:00	1,551	0	0	3,631	0	5.80%	100%	2.6%	6.5%	9.1%
15:00	2,005	0	0	4,695	0	7.50%	100%	2.9%	3.9%	6.8%
16:00	2,380	0	0	5,571	0	8.90%	100%	2.0%	2.5%	4.5%
17:00	2,406	0	0	5,634	0	9.00%	100%	1.1%	1.6%	2.7%
18:00	2,192	0	0	5,133	0	8.20%	100%	1.4%	1.2%	2.6%
19:00	1,417	0	0	3,318	0	5.30%	100%	0.8%	1.1%	1.8%
20:00	856	0	0	2,003	0	3.20%	100%	0.9%	0.9%	1.8%
21:00	668	0	0	1,565	0	2.50%	100%	0.4%	1.0%	1.4%
22:00	455	0	0	1,064	0	1.70%	100%	0.4%	0.8%	1.2%
23:00	214	0	0	501	0	0.80%	100%	0.4%	2.3%	2.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
5:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
7:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
8:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
9:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
10:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
11:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
12:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
13:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
14:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
15:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
16:00	62	52	n/a	n/a	n/a	n/a	66	64	n/a	n/a
17:00	62	52	n/a	n/a	n/a	n/a	66	64	n/a	n/a
18:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	66	65	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

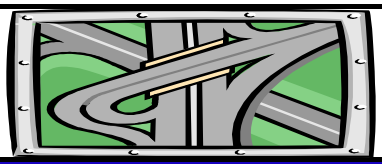
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	59	0	0	86	0	0.49%	30%	0.0%	16.0%	16.0%
1:00	29	0	0	42	0	0.21%	34%	0.0%	17.9%	17.9%
2:00	44	0	0	64	0	0.22%	50%	3.4%	8.5%	11.9%
3:00	74	0	0	108	0	0.31%	61%	7.7%	0.0%	7.7%
4:00	224	0	0	326	0	0.72%	78%	2.7%	2.2%	4.9%
5:00	925	0	0	1,345	0	3.11%	75%	1.6%	2.7%	4.3%
6:00	1,937	0	0	2,817	0	6.77%	72%	1.4%	2.2%	3.6%
7:00	1,784	0	0	2,595	0	6.43%	70%	3.2%	2.2%	5.4%
8:00	1,277	0	0	1,857	0	4.98%	64%	4.7%	2.9%	7.6%
9:00	1,299	0	0	1,889	0	5.26%	62%	3.9%	5.5%	9.4%
10:00	1,036	0	0	1,507	0	4.69%	55%	5.1%	5.3%	10.4%
11:00	1,016	0	0	1,478	0	4.98%	51%	3.8%	4.7%	8.5%
12:00	1,022	0	0	1,487	0	5.29%	48%	4.5%	4.5%	9.0%
13:00	969	0	0	1,409	0	5.18%	47%	4.7%	6.7%	11.4%
14:00	985	0	0	1,433	0	6.03%	41%	4.0%	7.4%	11.4%
15:00	940	0	0	1,367	0	6.83%	34%	4.5%	6.5%	11.0%
16:00	986	0	0	1,434	0	8.09%	31%	3.3%	3.6%	6.9%
17:00	921	0	0	1,340	0	8.46%	27%	2.7%	0.9%	3.6%
18:00	805	0	0	1,171	0	6.84%	30%	2.5%	3.2%	5.7%
19:00	738	0	0	1,073	0	5.74%	32%	1.6%	3.2%	4.8%
20:00	544	0	0	791	0	3.88%	35%	2.0%	2.0%	4.0%
21:00	362	0	0	527	0	2.87%	32%	0.0%	3.3%	3.3%
22:00	212	0	0	308	0	1.71%	31%	0.8%	0.8%	1.6%
23:00	107	0	0	156	0	0.90%	30%	0.0%	2.0%	2.0%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	51	51	n/a	n/a	n/a	n/a	55	54	n/a	n/a
1:00	51	51	n/a	n/a	n/a	n/a	55	54	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	57	57	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	40	40	n/a	n/a	n/a	n/a	42	39	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	36	33	n/a	n/a
8:00	24	24	n/a	n/a	n/a	n/a	29	26	n/a	n/a
9:00	37	37	n/a	n/a	n/a	n/a	41	38	n/a	n/a
10:00	45	45	n/a	n/a	n/a	n/a	50	47	n/a	n/a
11:00	45	45	n/a	n/a	n/a	n/a	50	47	n/a	n/a
12:00	46	46	n/a	n/a	n/a	n/a	51	48	n/a	n/a
13:00	44	44	n/a	n/a	n/a	n/a	50	46	n/a	n/a
14:00	45	45	n/a	n/a	n/a	n/a	50	46	n/a	n/a
15:00	49	49	n/a	n/a	n/a	n/a	54	51	n/a	n/a
16:00	49	49	n/a	n/a	n/a	n/a	55	52	n/a	n/a
17:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
18:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
19:00	49	49	n/a	n/a	n/a	n/a	55	51	n/a	n/a
20:00	49	49	n/a	n/a	n/a	n/a	55	52	n/a	n/a
21:00	50	50	n/a	n/a	n/a	n/a	55	53	n/a	n/a
22:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
23:00	50	50	n/a	n/a	n/a	n/a	55	53	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

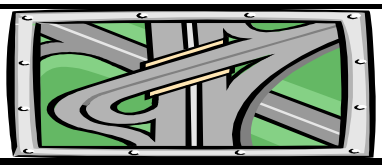
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	138	0	0	201	0	0.49%	70%	0.9%	0.9%	1.8%
1:00	56	0	0	81	0	0.21%	66%	1.2%	0.0%	1.2%
2:00	44	0	0	64	0	0.22%	50%	0.0%	5.4%	5.4%
3:00	48	0	0	70	0	0.31%	39%	8.9%	8.9%	17.8%
4:00	65	0	0	95	0	0.72%	22%	5.5%	17.6%	23.1%
5:00	316	0	0	460	0	3.11%	25%	10.4%	8.4%	18.8%
6:00	761	0	0	1,107	0	6.77%	28%	5.3%	9.5%	14.8%
7:00	781	0	0	1,136	0	6.43%	30%	7.8%	10.8%	18.6%
8:00	709	0	0	1,031	0	4.98%	36%	8.2%	10.7%	18.9%
9:00	798	0	0	1,161	0	5.26%	38%	4.8%	10.6%	15.4%
10:00	833	0	0	1,212	0	4.69%	45%	4.8%	10.1%	14.9%
11:00	969	0	0	1,409	0	4.98%	49%	4.7%	7.6%	12.3%
12:00	1,089	0	0	1,584	0	5.29%	52%	3.5%	8.7%	12.2%
13:00	1,097	0	0	1,596	0	5.18%	53%	3.4%	8.0%	11.4%
14:00	1,419	0	0	2,064	0	6.03%	59%	1.9%	6.1%	8.0%
15:00	1,785	0	0	2,596	0	6.83%	66%	2.3%	3.1%	5.4%
16:00	2,239	0	0	3,257	0	8.09%	69%	1.6%	2.2%	3.8%
17:00	2,454	0	0	3,569	0	8.46%	73%	0.7%	1.8%	2.5%
18:00	1,921	0	0	2,794	0	6.84%	70%	1.2%	0.7%	1.9%
19:00	1,551	0	0	2,256	0	5.74%	68%	0.6%	0.5%	1.1%
20:00	1,003	0	0	1,459	0	3.88%	65%	0.6%	0.8%	1.4%
21:00	784	0	0	1,140	0	2.87%	68%	0.5%	0.5%	1.0%
22:00	469	0	0	682	0	1.71%	69%	0.3%	0.7%	1.0%
23:00	252	0	0	367	0	0.90%	70%	0.6%	2.6%	3.2%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
4:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
7:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
8:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
9:00	51	51	n/a	n/a	n/a	n/a	55	53	n/a	n/a
10:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
11:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
12:00	50	50	n/a	n/a	n/a	n/a	55	52	n/a	n/a
13:00	50	50	n/a	n/a	n/a	n/a	54	51	n/a	n/a
14:00	49	49	n/a	n/a	n/a	n/a	53	50	n/a	n/a
15:00	53	53	n/a	n/a	n/a	n/a	55	52	n/a	n/a
16:00	53	53	n/a	n/a	n/a	n/a	51	48	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	50	48	n/a	n/a
18:00	52	52	n/a	n/a	n/a	n/a	54	51	n/a	n/a
19:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
20:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
21:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
22:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a
23:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

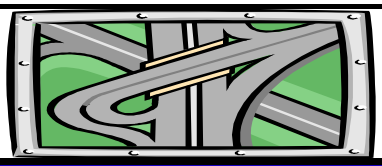
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

US 50, east of Loudoun County Parkway to South Riding Boulevard

0

Route	US 50 (John S. Mosby Highway)		
From	Loudon County Parkwy (Route 606)		
To	South Riding Boulevard		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	39,876	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	58,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	197	0	0	287	0	0.49%	100%	0.6%	5.4%	6.1%
1:00	85	0	0	124	0	0.21%	100%	0.8%	6.1%	6.9%
2:00	88	0	0	128	0	0.22%	100%	1.7%	7.0%	8.7%
3:00	122	0	0	177	0	0.31%	100%	8.2%	3.5%	11.7%
4:00	289	0	0	420	0	0.72%	100%	3.3%	5.7%	9.0%
5:00	1,241	0	0	1,805	0	3.11%	100%	3.8%	4.2%	8.0%
6:00	2,698	0	0	3,924	0	6.77%	100%	2.5%	4.3%	6.8%
7:00	2,565	0	0	3,731	0	6.43%	100%	4.6%	4.8%	9.4%
8:00	1,986	0	0	2,889	0	4.98%	100%	5.9%	5.7%	11.6%
9:00	2,097	0	0	3,050	0	5.26%	100%	4.2%	7.4%	11.7%
10:00	1,869	0	0	2,718	0	4.69%	100%	5.0%	7.4%	12.4%
11:00	1,985	0	0	2,887	0	4.98%	100%	4.2%	6.1%	10.4%
12:00	2,111	0	0	3,070	0	5.29%	100%	4.0%	6.7%	10.7%
13:00	2,066	0	0	3,005	0	5.18%	100%	4.0%	7.4%	11.4%
14:00	2,404	0	0	3,497	0	6.03%	100%	2.8%	6.6%	9.4%
15:00	2,725	0	0	3,964	0	6.83%	100%	3.1%	4.3%	7.3%
16:00	3,225	0	0	4,691	0	8.09%	100%	2.1%	2.6%	4.7%
17:00	3,375	0	0	4,909	0	8.46%	100%	1.2%	1.6%	2.8%
18:00	2,726	0	0	3,965	0	6.84%	100%	1.6%	1.4%	3.0%
19:00	2,289	0	0	3,329	0	5.74%	100%	0.9%	1.4%	2.3%
20:00	1,547	0	0	2,250	0	3.88%	100%	1.1%	1.2%	2.3%
21:00	1,146	0	0	1,667	0	2.87%	100%	0.3%	1.4%	1.7%
22:00	681	0	0	991	0	1.71%	100%	0.5%	0.7%	1.2%
23:00	359	0	0	522	0	0.90%	100%	0.4%	2.4%	2.8%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
1:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
2:00	53	53	n/a	n/a	n/a	n/a	55	55	n/a	n/a
3:00	55	55	n/a	n/a	n/a	n/a	55	55	n/a	n/a
4:00	56	56	n/a	n/a	n/a	n/a	55	55	n/a	n/a
5:00	54	54	n/a	n/a	n/a	n/a	55	55	n/a	n/a
6:00	43	43	n/a	n/a	n/a	n/a	45	43	n/a	n/a
7:00	39	39	n/a	n/a	n/a	n/a	42	39	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	38	35	n/a	n/a
9:00	42	42	n/a	n/a	n/a	n/a	46	44	n/a	n/a
10:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
11:00	47	47	n/a	n/a	n/a	n/a	53	49	n/a	n/a
12:00	48	48	n/a	n/a	n/a	n/a	53	50	n/a	n/a
13:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
14:00	47	47	n/a	n/a	n/a	n/a	52	49	n/a	n/a
15:00	51	51	n/a	n/a	n/a	n/a	54	51	n/a	n/a
16:00	52	52	n/a	n/a	n/a	n/a	52	49	n/a	n/a
17:00	53	53	n/a	n/a	n/a	n/a	52	49	n/a	n/a
18:00	51	51	n/a	n/a	n/a	n/a	54	51	n/a	n/a
19:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
20:00	52	52	n/a	n/a	n/a	n/a	55	54	n/a	n/a
21:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
22:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a
23:00	53	53	n/a	n/a	n/a	n/a	55	54	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

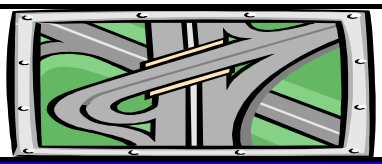
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	13	0	0	20	0	0.21%	68%	0.0%	0.0%	0.0%
1:00	5	0	0	8	0	0.21%	26%	0.0%	0.0%	0.0%
2:00	3	0	0	5	0	0.60%	6%	0.0%	0.0%	0.0%
3:00	12	0	0	18	0	0.99%	13%	0.0%	0.0%	0.0%
4:00	24	0	0	38	0	1.58%	17%	2.6%	2.6%	5.2%
5:00	122	0	0	192	0	2.77%	49%	0.5%	2.1%	2.6%
6:00	401	0	0	630	0	5.72%	78%	1.9%	1.7%	3.6%
7:00	526	0	0	827	0	7.15%	82%	3.7%	2.4%	6.1%
8:00	481	0	0	756	0	6.96%	77%	2.9%	2.4%	5.3%
9:00	376	0	0	591	0	6.35%	66%	2.9%	4.2%	7.1%
10:00	260	0	0	409	0	5.47%	53%	2.9%	6.9%	9.8%
11:00	270	0	0	424	0	6.26%	48%	3.5%	5.4%	8.9%
12:00	191	0	0	300	0	5.31%	40%	2.3%	4.0%	6.3%
13:00	197	0	0	309	0	5.77%	38%	3.2%	4.5%	7.7%
14:00	259	0	0	407	0	6.28%	46%	2.9%	3.7%	6.6%
15:00	298	0	0	468	0	6.26%	53%	1.7%	3.0%	4.7%
16:00	338	0	0	531	0	6.28%	60%	2.1%	2.3%	4.4%
17:00	331	0	0	519	0	6.35%	58%	1.0%	0.8%	1.8%
18:00	283	0	0	444	0	5.72%	55%	1.1%	0.2%	1.3%
19:00	152	0	0	239	0	4.35%	39%	0.4%	0.8%	1.2%
20:00	117	0	0	184	0	3.52%	37%	0.0%	0.5%	0.5%
21:00	105	0	0	165	0	2.92%	40%	2.5%	0.0%	2.5%
22:00	50	0	0	78	0	1.78%	31%	0.0%	0.0%	0.0%
23:00	34	0	0	53	0	1.17%	32%	1.9%	0.0%	1.9%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
1:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
2:00	41	41	n/a	n/a	n/a	n/a	42	33	n/a	n/a
3:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
4:00	38	38	n/a	n/a	n/a	n/a	42	33	n/a	n/a
5:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
7:00	34	34	n/a	n/a	n/a	n/a	34	26	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	41	31	n/a	n/a
9:00	35	35	n/a	n/a	n/a	n/a	42	33	n/a	n/a
10:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
11:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
12:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
13:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
14:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
15:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
16:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
17:00	36	36	n/a	n/a	n/a	n/a	42	33	n/a	n/a
18:00	37	37	n/a	n/a	n/a	n/a	42	33	n/a	n/a
19:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
20:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
21:00	39	39	n/a	n/a	n/a	n/a	42	33	n/a	n/a
22:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a
23:00	40	40	n/a	n/a	n/a	n/a	42	33	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

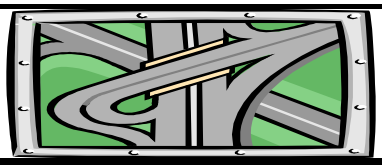
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	6	0	0	10	0	0.21%	32%	0.0%	11.1%	11.1%
1:00	14	0	0	22	0	0.21%	74%	0.0%	4.5%	4.5%
2:00	51	0	0	80	0	0.60%	94%	1.3%	1.3%	2.6%
3:00	77	0	0	122	0	0.99%	87%	0.8%	0.8%	1.6%
4:00	118	0	0	185	0	1.58%	83%	2.7%	1.1%	3.8%
5:00	127	0	0	199	0	2.77%	51%	2.5%	1.5%	4.0%
6:00	113	0	0	178	0	5.72%	22%	1.7%	4.5%	6.2%
7:00	116	0	0	181	0	7.15%	18%	3.4%	4.5%	7.9%
8:00	144	0	0	226	0	6.96%	23%	2.2%	4.9%	7.1%
9:00	194	0	0	304	0	6.35%	34%	2.0%	3.6%	5.6%
10:00	231	0	0	362	0	5.47%	47%	3.6%	3.6%	7.2%
11:00	292	0	0	459	0	6.26%	52%	2.4%	4.0%	6.4%
12:00	286	0	0	449	0	5.31%	60%	2.2%	4.0%	6.2%
13:00	321	0	0	504	0	5.77%	62%	3.2%	3.2%	6.4%
14:00	305	0	0	478	0	6.28%	54%	2.1%	2.7%	4.8%
15:00	264	0	0	415	0	6.26%	47%	1.7%	2.4%	4.1%
16:00	226	0	0	354	0	6.28%	40%	2.8%	3.1%	5.9%
17:00	239	0	0	376	0	6.35%	42%	1.6%	4.0%	5.6%
18:00	231	0	0	363	0	5.72%	45%	1.6%	3.0%	4.6%
19:00	239	0	0	375	0	4.35%	61%	2.4%	2.1%	4.5%
20:00	199	0	0	313	0	3.52%	63%	1.6%	1.0%	2.6%
21:00	157	0	0	247	0	2.92%	60%	0.8%	0.0%	0.8%
22:00	110	0	0	173	0	1.78%	69%	0.6%	0.0%	0.6%
23:00	71	0	0	112	0	1.17%	68%	0.9%	0.0%	0.9%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
1:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
6:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
7:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
8:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
9:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
10:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
11:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
12:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
13:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
14:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
15:00	32	32	n/a	n/a	n/a	n/a	42	31	n/a	n/a
16:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
17:00	33	33	n/a	n/a	n/a	n/a	42	31	n/a	n/a
18:00	34	34	n/a	n/a	n/a	n/a	42	31	n/a	n/a
19:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
20:00	35	35	n/a	n/a	n/a	n/a	42	31	n/a	n/a
21:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
22:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
23:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

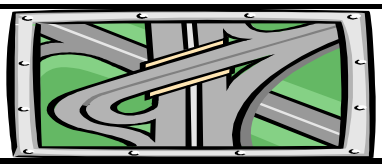
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Evergreen Mills Rd to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Evergreen Mills Rd (Rte. 621)		
To	US 50 John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	8,979	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	14,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	30	0	0.21%	100%	0.0%	3.6%	3.6%
1:00	19	0	0	30	0	0.21%	100%	0.0%	3.3%	3.3%
2:00	54	0	0	85	0	0.60%	100%	1.2%	1.2%	2.4%
3:00	89	0	0	140	0	0.99%	100%	0.7%	0.7%	1.4%
4:00	142	0	0	223	0	1.58%	100%	2.7%	1.4%	4.0%
5:00	249	0	0	391	0	2.77%	100%	1.5%	1.8%	3.3%
6:00	514	0	0	807	0	5.72%	100%	1.9%	2.3%	4.2%
7:00	642	0	0	1,008	0	7.15%	100%	3.6%	2.8%	6.4%
8:00	625	0	0	981	0	6.96%	100%	2.7%	3.0%	5.7%
9:00	570	0	0	895	0	6.35%	100%	2.6%	4.0%	6.6%
10:00	491	0	0	771	0	5.47%	100%	3.2%	5.3%	8.6%
11:00	562	0	0	883	0	6.26%	100%	2.9%	4.7%	7.6%
12:00	477	0	0	749	0	5.31%	100%	2.2%	4.0%	6.2%
13:00	518	0	0	813	0	5.77%	100%	3.2%	3.7%	6.9%
14:00	564	0	0	886	0	6.28%	100%	2.5%	3.2%	5.6%
15:00	562	0	0	883	0	6.26%	100%	1.7%	2.7%	4.4%
16:00	564	0	0	886	0	6.28%	100%	2.4%	2.6%	5.0%
17:00	570	0	0	895	0	6.35%	100%	1.3%	2.1%	3.4%
18:00	514	0	0	807	0	5.72%	100%	1.3%	1.5%	2.8%
19:00	391	0	0	614	0	4.35%	100%	1.6%	1.6%	3.2%
20:00	316	0	0	496	0	3.52%	100%	1.0%	0.8%	1.8%
21:00	262	0	0	411	0	2.92%	100%	1.5%	0.0%	1.5%
22:00	160	0	0	251	0	1.78%	100%	0.4%	0.0%	0.4%
23:00	105	0	0	165	0	1.17%	100%	1.2%	0.0%	1.2%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
1:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
2:00	38	38	n/a	n/a	n/a	n/a	42	31	n/a	n/a
3:00	36	36	n/a	n/a	n/a	n/a	42	31	n/a	n/a
4:00	37	37	n/a	n/a	n/a	n/a	42	31	n/a	n/a
5:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
6:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
7:00	33	33	n/a	n/a	n/a	n/a	35	26	n/a	n/a
8:00	34	34	n/a	n/a	n/a	n/a	41	31	n/a	n/a
9:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
10:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
11:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
12:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
13:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
14:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
15:00	34	34	n/a	n/a	n/a	n/a	42	32	n/a	n/a
16:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
17:00	35	35	n/a	n/a	n/a	n/a	42	32	n/a	n/a
18:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
19:00	36	36	n/a	n/a	n/a	n/a	42	32	n/a	n/a
20:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
21:00	37	37	n/a	n/a	n/a	n/a	42	32	n/a	n/a
22:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a
23:00	38	38	n/a	n/a	n/a	n/a	42	32	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,400	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	28	0	0.13%	60%	0.0%	0.0%	0.0%
1:00	10	0	0	23	0	0.19%	33%	0.0%	0.0%	0.0%
2:00	8	0	0	18	0	0.39%	13%	0.0%	12.5%	12.5%
3:00	20	0	0	47	0	0.86%	15%	0.0%	5.0%	5.0%
4:00	89	0	0	207	0	1.78%	32%	1.1%	2.2%	3.3%
5:00	347	0	0	807	0	3.36%	66%	0.6%	0.9%	1.5%
6:00	804	0	0	1,872	0	6.05%	85%	0.9%	1.8%	2.7%
7:00	1,109	0	0	2,582 *	0	7.97%	89%	3.0%	1.2%	4.2%
8:00	901	0	0	2,097	0	6.70%	86%	2.9%	1.8%	4.7%
9:00	627	0	0	1,460	0	5.65%	71%	2.5%	2.5%	5.0%
10:00	372	0	0	865	0	4.57%	52%	2.7%	3.0%	5.7%
11:00	381	0	0	886	0	4.87%	50%	4.2%	2.9%	7.1%
12:00	379	0	0	883	0	5.16%	47%	2.9%	6.7%	9.6%
13:00	329	0	0	766	0	5.69%	37%	2.1%	4.0%	6.1%
14:00	372	0	0	866	0	6.26%	38%	6.4%	4.0%	10.4%
15:00	435	0	0	1,012	0	6.78%	41%	3.2%	3.2%	6.4%
16:00	473	0	0	1,102	0	5.82%	52%	3.0%	2.3%	5.3%
17:00	478	0	0	1,113	0	5.56%	55%	1.7%	0.6%	2.3%
18:00	417	0	0	970	0	5.33%	50%	0.2%	0.5%	0.7%
19:00	243	0	0	565	0	4.85%	32%	0.4%	0.8%	1.2%
20:00	163	0	0	379	0	4.34%	24%	0.0%	0.0%	0.0%
21:00	122	0	0	284	0	3.90%	20%	0.0%	0.0%	0.0%
22:00	80	0	0	186	0	2.32%	22%	1.3%	0.0%	1.3%
23:00	37	0	0	85	0	1.46%	16%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	31	29	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	5	5	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	12	11	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	47	43	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

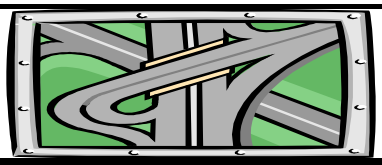
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,400	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	8	0	0	19	0	0.13%	40%	0.0%	0.0%	0.0%
1:00	20	0	0	46	0	0.19%	67%	5.0%	10.0%	15.0%
2:00	53	0	0	124	0	0.39%	87%	0.0%	3.8%	3.8%
3:00	114	0	0	266	0	0.86%	85%	4.3%	3.5%	7.8%
4:00	189	0	0	441	0	1.78%	68%	3.2%	5.3%	8.5%
5:00	179	0	0	416	0	3.36%	34%	4.5%	4.5%	9.0%
6:00	142	0	0	330	0	6.05%	15%	3.4%	3.4%	6.8%
7:00	137	0	0	319	0	7.97%	11%	5.0%	6.4%	11.4%
8:00	147	0	0	341	0	6.70%	14%	6.1%	4.7%	10.8%
9:00	256	0	0	596	0	5.65%	29%	3.6%	4.7%	8.3%
10:00	343	0	0	798	0	4.57%	48%	3.5%	4.9%	8.4%
11:00	381	0	0	886	0	4.87%	50%	3.7%	4.0%	7.7%
12:00	428	0	0	995	0	5.16%	53%	3.7%	3.2%	6.9%
13:00	560	0	0	1,305	0	5.69%	63%	2.0%	2.7%	4.7%
14:00	607	0	0	1,413	0	6.26%	62%	1.8%	1.3%	3.1%
15:00	625	0	0	1,456	0	6.78%	59%	1.0%	1.3%	2.3%
16:00	437	0	0	1,017	0	5.82%	48%	1.8%	1.8%	3.6%
17:00	391	0	0	911	0	5.56%	45%	1.8%	2.0%	3.8%
18:00	417	0	0	970	0	5.33%	50%	2.6%	2.4%	5.0%
19:00	516	0	0	1,200	0	4.85%	68%	1.0%	1.5%	2.5%
20:00	516	0	0	1,201	0	4.34%	76%	0.6%	0.4%	1.0%
21:00	488	0	0	1,136	0	3.90%	80%	0.2%	0.2%	0.4%
22:00	283	0	0	659	0	2.32%	78%	0.4%	0.0%	0.4%
23:00	192	0	0	446	0	1.46%	84%	0.5%	0.5%	1.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	50	45	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	49	45	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

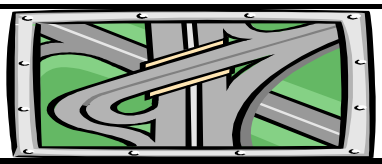
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Gum Spring Rd, Tall Cedars Pkwy to US 50

0

Route	Gum Spring Rd. (Rte. 659)		
From	Tall Cedars Pkwy (Rt 2200)		
To	US 50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	15,634	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	36,400	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	20	0	0	47	0	0.13%	100%	0.0%	0.0%	0.0%
1:00	30	0	0	69	0	0.19%	100%	3.4%	6.7%	10.1%
2:00	61	0	0	142	0	0.39%	100%	0.0%	4.9%	4.9%
3:00	134	0	0	313	0	0.86%	100%	3.7%	3.7%	7.4%
4:00	278	0	0	648	0	1.78%	100%	2.5%	4.3%	6.8%
5:00	525	0	0	1,223	0	3.36%	100%	1.9%	2.1%	4.1%
6:00	946	0	0	2,202	0	6.05%	100%	1.3%	2.0%	3.3%
7:00	1,246	0	0	2,901	0	7.97%	100%	3.2%	1.8%	5.0%
8:00	1,047	0	0	2,439	0	6.70%	100%	3.3%	2.2%	5.6%
9:00	883	0	0	2,057	0	5.65%	100%	2.8%	3.1%	6.0%
10:00	714	0	0	1,663	0	4.57%	100%	3.1%	3.9%	7.0%
11:00	761	0	0	1,773	0	4.87%	100%	4.0%	3.5%	7.4%
12:00	807	0	0	1,878	0	5.16%	100%	3.3%	4.8%	8.2%
13:00	890	0	0	2,071	0	5.69%	100%	2.0%	3.2%	5.2%
14:00	979	0	0	2,279	0	6.26%	100%	3.5%	2.3%	5.9%
15:00	1,060	0	0	2,468	0	6.78%	100%	1.9%	2.1%	4.0%
16:00	910	0	0	2,118	0	5.82%	100%	2.4%	2.1%	4.5%
17:00	869	0	0	2,024	0	5.56%	100%	1.7%	1.2%	3.0%
18:00	833	0	0	1,940	0	5.33%	100%	1.4%	1.5%	2.9%
19:00	758	0	0	1,765	0	4.85%	100%	0.8%	1.3%	2.1%
20:00	679	0	0	1,580	0	4.34%	100%	0.5%	0.3%	0.8%
21:00	610	0	0	1,420	0	3.90%	100%	0.2%	0.2%	0.3%
22:00	363	0	0	844	0	2.32%	100%	0.6%	0.0%	0.6%
23:00	228	0	0	531	0	1.46%	100%	0.4%	0.4%	0.8%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
1:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
2:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
3:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
4:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
5:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
6:00	52	47	n/a	n/a	n/a	n/a	35	32	n/a	n/a
7:00	52	47	n/a	n/a	n/a	n/a	8	7	n/a	n/a
8:00	52	47	n/a	n/a	n/a	n/a	17	16	n/a	n/a
9:00	52	47	n/a	n/a	n/a	n/a	48	44	n/a	n/a
10:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
11:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
12:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
13:00	52	47	n/a	n/a	n/a	n/a	51	47	n/a	n/a
14:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
15:00	52	47	n/a	n/a	n/a	n/a	50	46	n/a	n/a
16:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
17:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
18:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
19:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
20:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
21:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
22:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a
23:00	52	47	n/a	n/a	n/a	n/a	52	47	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

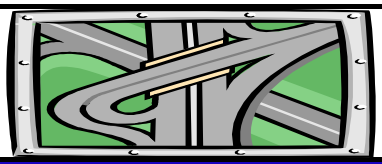
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,300	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	30	0	0	43	0	0.31%	75%	0.0%	0.0%	0.0%
1:00	14	0	0	20	0	0.18%	61%	0.0%	0.0%	0.0%
2:00	8	0	0	11	0	0.16%	40%	0.0%	13.3%	13.3%
3:00	9	0	0	13	0	0.20%	36%	0.0%	7.1%	7.1%
4:00	13	0	0	19	0	0.55%	19%	1.6%	1.6%	3.2%
5:00	50	0	0	72	0	2.34%	17%	0.5%	1.3%	1.8%
6:00	182	0	0	262	0	5.80%	25%	0.3%	1.4%	1.7%
7:00	407	0	0	585	0	8.24%	39%	1.3%	2.0%	3.3%
8:00	391	0	0	562	0	8.20%	37%	2.0%	6.3%	8.3%
9:00	307	0	0	441	0	6.02%	40%	1.9%	7.0%	8.9%
10:00	257	0	0	369	0	4.39%	46%	5.6%	12.3%	17.9%
11:00	271	0	0	389	0	4.42%	48%	5.7%	11.5%	17.2%
12:00	285	0	0	410	0	4.66%	48%	5.8%	8.5%	14.3%
13:00	292	0	0	420	0	4.59%	50%	2.3%	12.0%	14.3%
14:00	361	0	0	519	0	5.16%	55%	4.6%	12.2%	16.8%
15:00	550	0	0	790	0	7.31%	59%	4.7%	6.9%	11.6%
16:00	665	0	0	956	0	8.29%	63%	4.4%	6.1%	10.5%
17:00	777	0	0	1,117	0	9.38%	65%	1.6%	3.6%	5.2%
18:00	609	0	0	875	0	7.68%	62%	0.7%	2.4%	3.1%
19:00	374	0	0	537	0	4.74%	62%	1.3%	4.5%	5.8%
20:00	244	0	0	351	0	3.09%	62%	0.0%	0.0%	0.0%
21:00	167	0	0	240	0	2.24%	59%	1.9%	4.8%	6.7%
22:00	123	0	0	177	0	1.44%	67%	0.0%	3.1%	3.1%
23:00	49	0	0	70	0	0.60%	64%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
7:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
8:00	42	36	n/a	n/a	n/a	n/a	41	35	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	40	35	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	22	19	n/a	n/a
16:00	37	32	n/a	n/a	n/a	n/a	8	6	n/a	n/a
17:00	36	31	n/a	n/a	n/a	n/a	6	5	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	32	28	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

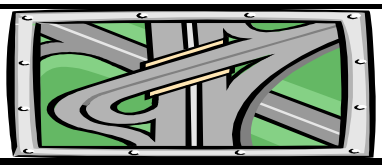
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,300	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	10	0	0	14	0	0.31%	25%	0.0%	0.0%	0.0%
1:00	9	0	0	13	0	0.18%	39%	0.0%	0.0%	0.0%
2:00	12	0	0	17	0	0.16%	60%	0.0%	0.0%	0.0%
3:00	16	0	0	23	0	0.20%	64%	14.3%	14.3%	28.6%
4:00	57	0	0	82	0	0.55%	81%	0.0%	9.1%	9.1%
5:00	248	0	0	356	0	2.34%	83%	3.8%	5.8%	9.6%
6:00	557	0	0	800	0	5.80%	75%	6.9%	6.1%	13.0%
7:00	642	0	0	923	0	8.24%	61%	6.9%	5.4%	12.3%
8:00	653	0	0	938	0	8.20%	63%	5.4%	12.3%	17.7%
9:00	459	0	0	660	0	6.02%	60%	7.6%	10.1%	17.7%
10:00	302	0	0	434	0	4.39%	54%	4.2%	12.6%	16.8%
11:00	292	0	0	420	0	4.42%	52%	5.8%	13.9%	19.7%
12:00	309	0	0	444	0	4.66%	52%	4.0%	9.3%	13.3%
13:00	292	0	0	420	0	4.59%	50%	3.4%	8.5%	11.9%
14:00	296	0	0	425	0	5.16%	45%	2.8%	6.9%	9.7%
15:00	381	0	0	548	0	7.31%	41%	2.9%	2.9%	5.8%
16:00	391	0	0	562	0	8.29%	37%	0.9%	1.5%	2.4%
17:00	418	0	0	601	0	9.38%	35%	0.9%	0.4%	1.3%
18:00	369	0	0	530	0	7.68%	38%	0.8%	0.8%	1.6%
19:00	229	0	0	329	0	4.74%	38%	0.7%	0.7%	1.4%
20:00	150	0	0	216	0	3.09%	38%	1.1%	0.0%	1.1%
21:00	118	0	0	170	0	2.24%	41%	1.6%	0.0%	1.6%
22:00	61	0	0	88	0	1.44%	33%	0.0%	0.0%	0.0%
23:00	28	0	0	40	0	0.60%	36%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	18	15	n/a	n/a
7:00	37	32	n/a	n/a	n/a	n/a	7	6	n/a	n/a
8:00	29	25	n/a	n/a	n/a	n/a	5	5	n/a	n/a
9:00	41	35	n/a	n/a	n/a	n/a	28	24	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
15:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
16:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
17:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

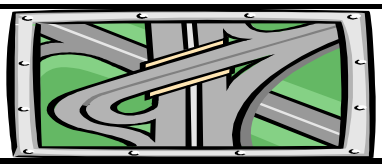
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Evergreen Mills Rd (Rt 621), Gum Spring Rd to Loudon County Pkwy

0

Route	Evergreen Mills Rd. (Rt 621)		
From	Gum Spring Road (Rt 659)		
To	Loudon County Pkwy. (Rt 606)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	12,734	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	18,300	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	57	0	0.31%	100%	0.0%	0.0%	0.0%
1:00	23	0	0	33	0	0.18%	100%	0.0%	0.0%	0.0%
2:00	20	0	0	29	0	0.16%	100%	0.0%	5.3%	5.3%
3:00	25	0	0	36	0	0.20%	100%	9.2%	11.7%	20.9%
4:00	70	0	0	101	0	0.55%	100%	0.3%	7.7%	8.0%
5:00	298	0	0	428	0	2.34%	100%	3.2%	5.0%	8.3%
6:00	739	0	0	1,062	0	5.80%	100%	5.3%	4.9%	10.2%
7:00	1,049	0	0	1,508	0	8.24%	100%	4.7%	4.1%	8.8%
8:00	1,044	0	0	1,500	0	8.20%	100%	4.1%	10.1%	14.2%
9:00	766	0	0	1,101	0	6.02%	100%	5.3%	8.9%	14.2%
10:00	559	0	0	803	0	4.39%	100%	4.8%	12.5%	17.3%
11:00	563	0	0	809	0	4.42%	100%	5.8%	12.7%	18.5%
12:00	594	0	0	854	0	4.66%	100%	4.9%	8.9%	13.8%
13:00	584	0	0	839	0	4.59%	100%	2.9%	10.3%	13.1%
14:00	657	0	0	944	0	5.16%	100%	3.8%	9.8%	13.6%
15:00	931	0	0	1,338	0	7.31%	100%	4.0%	5.3%	9.2%
16:00	1,056	0	0	1,518	0	8.29%	100%	3.1%	4.4%	7.5%
17:00	1,195	0	0	1,717	0	9.38%	100%	1.4%	2.5%	3.8%
18:00	978	0	0	1,405	0	7.68%	100%	0.7%	1.8%	2.5%
19:00	603	0	0	867	0	4.74%	100%	1.1%	3.1%	4.1%
20:00	394	0	0	566	0	3.09%	100%	0.4%	0.0%	0.4%
21:00	285	0	0	410	0	2.24%	100%	1.8%	2.8%	4.6%
22:00	184	0	0	264	0	1.44%	100%	0.0%	2.1%	2.1%
23:00	77	0	0	111	0	0.60%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 35)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
1:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
2:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
3:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
4:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
5:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
6:00	41	35	n/a	n/a	n/a	n/a	24	20	n/a	n/a
7:00	39	33	n/a	n/a	n/a	n/a	21	18	n/a	n/a
8:00	34	29	n/a	n/a	n/a	n/a	17	15	n/a	n/a
9:00	42	36	n/a	n/a	n/a	n/a	33	29	n/a	n/a
10:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
11:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
12:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
13:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
14:00	42	36	n/a	n/a	n/a	n/a	41	35	n/a	n/a
15:00	41	35	n/a	n/a	n/a	n/a	30	26	n/a	n/a
16:00	39	34	n/a	n/a	n/a	n/a	20	17	n/a	n/a
17:00	38	33	n/a	n/a	n/a	n/a	19	16	n/a	n/a
18:00	42	36	n/a	n/a	n/a	n/a	36	31	n/a	n/a
19:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
20:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
21:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
22:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a
23:00	42	36	n/a	n/a	n/a	n/a	42	36	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

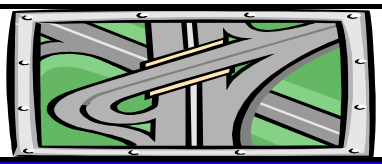
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	57,400	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	19	0	0	51	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	20	0	0	54	0	0.30%	31%	7.5%	0.0%	7.5%
2:00	16	0	0	43	0	0.53%	14%	9.3%	9.3%	18.6%
3:00	49	0	0	130	0	1.33%	17%	4.7%	4.7%	9.4%
4:00	128	0	0	341	0	1.52%	39%	4.1%	2.9%	7.0%
5:00	564	0	0	1,508	0	3.50%	75%	3.2%	1.5%	4.7%
6:00	1,181	0	0	3,158	0	6.25%	88%	1.3%	2.1%	3.4%
7:00	1,391 *	0	0	3,721	0	7.37%	88%	2.0%	2.8%	4.8%
8:00	1,287 *	0	0	3,442	0	7.14%	84%	2.4%	4.1%	6.5%
9:00	1,071	0	0	2,864	0	7.13%	70%	2.5%	4.0%	6.5%
10:00	616	0	0	1,646	0	4.78%	60%	4.1%	8.6%	12.7%
11:00	517	0	0	1,383	0	4.82%	50%	3.7%	7.9%	11.6%
12:00	510	0	0	1,363	0	5.52%	43%	4.1%	8.4%	12.5%
13:00	509	0	0	1,362	0	6.08%	39%	4.1%	8.4%	12.5%
14:00	500	0	0	1,338	0	6.30%	37%	5.5%	11.6%	17.1%
15:00	518	0	0	1,384	0	6.52%	37%	6.4%	10.4%	16.8%
16:00	558	0	0	1,491	0	5.30%	49%	5.2%	4.6%	9.8%
17:00	503	0	0	1,344	0	4.88%	48%	2.8%	2.8%	5.6%
18:00	407	0	0	1,088	0	5.13%	37%	4.0%	2.5%	6.5%
19:00	231	0	0	619	0	4.49%	24%	2.2%	1.6%	3.8%
20:00	166	0	0	445	0	4.08%	19%	2.2%	2.2%	4.4%
21:00	124	0	0	333	0	3.62%	16%	1.2%	1.8%	3.0%
22:00	90	0	0	240	0	2.09%	20%	4.2%	2.5%	6.7%
23:00	39	0	0	104	0	1.13%	16%	3.9%	3.9%	7.8%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
5:00	59	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
6:00	37	31	n/a	n/a	n/a	n/a	52	40	n/a	n/a
7:00	25	21	n/a	n/a	n/a	n/a	44	34	n/a	n/a
8:00	27	23	n/a	n/a	n/a	n/a	45	35	n/a	n/a
9:00	38	32	n/a	n/a	n/a	n/a	52	41	n/a	n/a
10:00	55	46	n/a	n/a	n/a	n/a	60	46	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
12:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
13:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
14:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
15:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
16:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
17:00	60	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
18:00	61	51	n/a	n/a	n/a	n/a	61	48	n/a	n/a
19:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
20:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
21:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
22:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

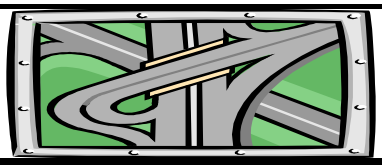
ENTRADA© - Environmental Traffic Data Output

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Ver. 2012-10

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	57,400	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	56	0	0.19%	52%	7.1%	10.7%	17.8%
1:00	45	0	0	120	0	0.30%	69%	5.0%	19.2%	24.2%
2:00	98	0	0	262	0	0.53%	86%	9.9%	12.6%	22.5%
3:00	237	0	0	635	0	1.33%	83%	4.6%	6.1%	10.7%
4:00	199	0	0	533	0	1.52%	61%	7.3%	6.5%	13.8%
5:00	188	0	0	503	0	3.50%	25%	7.8%	11.1%	18.9%
6:00	161	0	0	431	0	6.25%	12%	3.7%	11.4%	15.1%
7:00	190	0	0	507	0	7.37%	12%	6.9%	16.2%	23.1%
8:00	245	0	0	656	0	7.14%	16%	5.3%	11.0%	16.3%
9:00	459	0	0	1,228	0	7.13%	30%	4.2%	7.9%	12.1%
10:00	410	0	0	1,098	0	4.78%	40%	6.2%	8.8%	15.0%
11:00	517	0	0	1,383	0	4.82%	50%	5.2%	7.6%	12.8%
12:00	675	0	0	1,806	0	5.52%	57%	3.1%	4.9%	8.0%
13:00	797	0	0	2,131	0	6.08%	61%	3.3%	5.5%	8.8%
14:00	852	0	0	2,278	0	6.30%	63%	2.0%	3.7%	5.7%
15:00	881	0	0	2,357	0	6.52%	63%	1.8%	3.8%	5.6%
16:00	580	0	0	1,552	0	5.30%	51%	2.6%	4.2%	6.8%
17:00	544	0	0	1,456	0	4.88%	52%	3.2%	4.0%	7.2%
18:00	693	0	0	1,853	0	5.13%	63%	2.3%	2.7%	5.0%
19:00	733	0	0	1,959	0	4.49%	76%	1.8%	2.7%	4.5%
20:00	709	0	0	1,895	0	4.08%	81%	1.2%	1.7%	2.9%
21:00	654	0	0	1,748	0	3.62%	84%	1.1%	1.7%	2.8%
22:00	358	0	0	958	0	2.09%	80%	1.0%	0.7%	1.7%
23:00	203	0	0	544	0	1.13%	84%	1.8%	1.1%	2.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
4:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
5:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
6:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
7:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
8:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
9:00	59	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
10:00	60	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
12:00	55	47	n/a	n/a	n/a	n/a	60	46	n/a	n/a
13:00	50	42	n/a	n/a	n/a	n/a	58	45	n/a	n/a
14:00	50	42	n/a	n/a	n/a	n/a	58	45	n/a	n/a
15:00	49	41	n/a	n/a	n/a	n/a	57	45	n/a	n/a
16:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
18:00	56	47	n/a	n/a	n/a	n/a	60	47	n/a	n/a
19:00	56	47	n/a	n/a	n/a	n/a	60	46	n/a	n/a
20:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
21:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	61	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

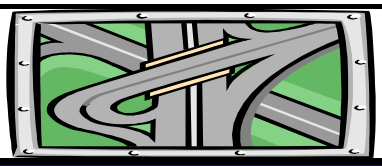
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Arcola Rd to Evergreen Mills Rd

0

Route	Loudoun County Pkwy (Rt 606)		
From	Arcola Rd (Rt 842)		
To	Evergreen Mills Rd (Rte. 621)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	57,400	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	40	0	0	107	0	0.19%	100%	3.7%	5.6%	9.3%
1:00	65	0	0	174	0	0.30%	100%	5.8%	13.2%	19.0%
2:00	114	0	0	305	0	0.53%	100%	9.8%	12.1%	22.0%
3:00	286	0	0	765	0	1.33%	100%	4.6%	5.9%	10.5%
4:00	327	0	0	875	0	1.52%	100%	6.1%	5.1%	11.1%
5:00	752	0	0	2,011	0	3.50%	100%	4.4%	3.9%	8.3%
6:00	1,342	0	0	3,589	0	6.25%	100%	1.6%	3.2%	4.8%
7:00	1,581	0	0	4,228	0	7.37%	100%	2.6%	4.4%	7.0%
8:00	1,532	0	0	4,097	0	7.14%	100%	2.9%	5.2%	8.1%
9:00	1,530	0	0	4,092	0	7.13%	100%	3.0%	5.2%	8.2%
10:00	1,026	0	0	2,744	0	4.78%	100%	4.9%	8.7%	13.6%
11:00	1,034	0	0	2,765	0	4.82%	100%	4.5%	7.8%	12.2%
12:00	1,185	0	0	3,169	0	5.52%	100%	3.5%	6.4%	9.9%
13:00	1,306	0	0	3,493	0	6.08%	100%	3.6%	6.6%	10.2%
14:00	1,352	0	0	3,616	0	6.30%	100%	3.3%	6.6%	9.9%
15:00	1,399	0	0	3,741	0	6.52%	100%	3.5%	6.2%	9.7%
16:00	1,138	0	0	3,043	0	5.30%	100%	3.9%	4.4%	8.3%
17:00	1,047	0	0	2,800	0	4.88%	100%	3.0%	3.4%	6.4%
18:00	1,100	0	0	2,942	0	5.13%	100%	2.9%	2.6%	5.6%
19:00	964	0	0	2,578	0	4.49%	100%	1.9%	2.4%	4.3%
20:00	875	0	0	2,340	0	4.08%	100%	1.4%	1.8%	3.2%
21:00	778	0	0	2,081	0	3.62%	100%	1.1%	1.7%	2.8%
22:00	448	0	0	1,198	0	2.09%	100%	1.6%	1.1%	2.7%
23:00	242	0	0	647	0	1.13%	100%	2.1%	1.5%	3.7%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
1:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
2:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
3:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
4:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
5:00	60	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
6:00	40	34	n/a	n/a	n/a	n/a	53	41	n/a	n/a
7:00	29	25	n/a	n/a	n/a	n/a	46	35	n/a	n/a
8:00	33	27	n/a	n/a	n/a	n/a	48	37	n/a	n/a
9:00	45	38	n/a	n/a	n/a	n/a	55	43	n/a	n/a
10:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
11:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
12:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
13:00	53	45	n/a	n/a	n/a	n/a	59	46	n/a	n/a
14:00	53	44	n/a	n/a	n/a	n/a	59	46	n/a	n/a
15:00	52	44	n/a	n/a	n/a	n/a	58	45	n/a	n/a
16:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
17:00	59	50	n/a	n/a	n/a	n/a	61	47	n/a	n/a
18:00	58	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
19:00	57	48	n/a	n/a	n/a	n/a	60	47	n/a	n/a
20:00	58	49	n/a	n/a	n/a	n/a	60	47	n/a	n/a
21:00	59	49	n/a	n/a	n/a	n/a	61	47	n/a	n/a
22:00	61	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a
23:00	62	52	n/a	n/a	n/a	n/a	62	48	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours

Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	63,900	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	32	0	0	95	0	0.40%	37%	0.0%	0.0%	0.0%
1:00	16	0	0	47	0	0.20%	37%	6.9%	0.0%	6.9%
2:00	18	0	0	54	0	0.20%	42%	8.7%	8.7%	17.4%
3:00	27	0	0	79	0	0.20%	62%	5.8%	5.8%	11.6%
4:00	92	0	0	273	0	0.70%	61%	3.8%	3.0%	6.8%
5:00	400	0	0	1,190	0	2.70%	69%	3.2%	1.5%	4.7%
6:00	907	0	0	2,699	0	6.60%	64%	1.3%	2.1%	3.4%
7:00	1,099	0	0	3,272	0	8.00%	64%	2.0%	2.8%	4.8%
8:00	1,071	0	0	3,190	0	7.80%	64%	2.4%	4.1%	6.5%
9:00	810	0	0	2,413	0	5.90%	64%	2.5%	4.0%	6.5%
10:00	496	0	0	1,476	0	4.20%	55%	4.2%	8.6%	12.8%
11:00	446	0	0	1,329	0	4.00%	52%	3.6%	7.9%	11.5%
12:00	495	0	0	1,472	0	4.80%	48%	4.2%	8.4%	12.6%
13:00	484	0	0	1,442	0	4.70%	48%	4.2%	8.4%	12.6%
14:00	533	0	0	1,587	0	5.40%	46%	5.6%	11.5%	17.1%
15:00	628	0	0	1,868	0	6.80%	43%	6.4%	10.4%	16.8%
16:00	774	0	0	2,306	0	8.80%	41%	5.2%	4.6%	9.8%
17:00	742	0	0	2,210	0	9.10%	38%	2.7%	2.8%	5.5%
18:00	608	0	0	1,812	0	8.10%	35%	4.1%	2.4%	6.5%
19:00	343	0	0	1,020	0	4.20%	38%	2.1%	1.6%	3.7%
20:00	234	0	0	698	0	2.80%	39%	2.3%	2.3%	4.6%
21:00	185	0	0	552	0	2.40%	36%	1.1%	2.2%	3.3%
22:00	120	0	0	358	0	1.40%	40%	4.3%	3.1%	7.4%
23:00	55	0	0	164	0	0.80%	32%	3.6%	3.6%	7.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	56	46	n/a	n/a
7:00	59	53	n/a	n/a	n/a	n/a	49	40	n/a	n/a
8:00	59	53	n/a	n/a	n/a	n/a	49	40	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	57	46	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
14:00	61	54	n/a	n/a	n/a	n/a	59	48	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	57	47	n/a	n/a
16:00	61	54	n/a	n/a	n/a	n/a	56	46	n/a	n/a
17:00	61	54	n/a	n/a	n/a	n/a	58	48	n/a	n/a
18:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
19:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

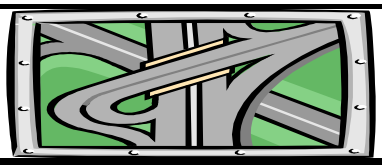
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	63,900	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	161	0	0.40%	63%	6.6%	11.5%	18.1%
1:00	27	0	0	81	0	0.20%	63%	5.4%	18.5%	23.9%
2:00	25	0	0	74	0	0.20%	58%	9.9%	12.4%	22.3%
3:00	16	0	0	49	0	0.20%	38%	4.7%	6.0%	10.7%
4:00	59	0	0	174	0	0.70%	39%	7.3%	6.8%	14.1%
5:00	180	0	0	535	0	2.70%	31%	7.8%	11.2%	19.0%
6:00	510	0	0	1,518	0	6.60%	36%	3.7%	11.3%	15.0%
7:00	618	0	0	1,840	0	8.00%	36%	7.2%	16.1%	23.3%
8:00	603	0	0	1,794	0	7.80%	36%	5.4%	11.0%	16.4%
9:00	456	0	0	1,357	0	5.90%	36%	4.3%	7.9%	12.2%
10:00	406	0	0	1,208	0	4.20%	45%	6.2%	8.9%	15.1%
11:00	412	0	0	1,227	0	4.00%	48%	5.2%	7.5%	12.7%
12:00	536	0	0	1,595	0	4.80%	52%	3.0%	4.9%	7.9%
13:00	525	0	0	1,562	0	4.70%	52%	3.3%	5.5%	8.8%
14:00	626	0	0	1,863	0	5.40%	54%	1.9%	3.6%	5.5%
15:00	832	0	0	2,477	0	6.80%	57%	1.8%	3.8%	5.6%
16:00	1,114	0	0	3,318	0	8.80%	59%	2.7%	4.1%	6.8%
17:00	1,211	0	0	3,605	0	9.10%	62%	3.2%	4.0%	7.2%
18:00	1,130	0	0	3,364	0	8.10%	65%	2.3%	2.7%	5.0%
19:00	559	0	0	1,664	0	4.20%	62%	1.9%	2.7%	4.6%
20:00	367	0	0	1,091	0	2.80%	61%	1.2%	1.7%	2.9%
21:00	330	0	0	982	0	2.40%	64%	1.1%	1.7%	2.8%
22:00	180	0	0	537	0	1.40%	60%	1.0%	0.7%	1.7%
23:00	117	0	0	348	0	0.80%	68%	1.9%	1.2%	3.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
6:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
7:00	61	54	n/a	n/a	n/a	n/a	55	45	n/a	n/a
8:00	61	54	n/a	n/a	n/a	n/a	58	47	n/a	n/a
9:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	50	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	50	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	57	46	n/a	n/a
16:00	59	52	n/a	n/a	n/a	n/a	47	38	n/a	n/a
17:00	58	51	n/a	n/a	n/a	n/a	42	34	n/a	n/a
18:00	59	53	n/a	n/a	n/a	n/a	48	39	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

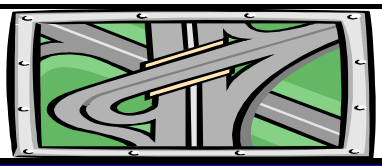
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Pkwy (Rt 606), Evergreen Mills Rd to US50

0

Route	Loudoun County Pkwy (Rt 606)		
From	Evergreen Mills Rd (Rte. 621)		
To	US50, John Mosby Highway		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.15 and b= 4		
Existing Year: 2012 ADT	21,463	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	63,900	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	86	0	0	256	0	0.40%	100%	4.2%	7.2%	11.4%
1:00	43	0	0	128	0	0.20%	100%	6.0%	11.7%	17.6%
2:00	43	0	0	128	0	0.20%	100%	9.4%	10.8%	20.2%
3:00	43	0	0	128	0	0.20%	100%	5.4%	5.9%	11.3%
4:00	150	0	0	447	0	0.70%	100%	5.2%	4.5%	9.6%
5:00	580	0	0	1,725	0	2.70%	100%	4.6%	4.5%	9.1%
6:00	1,417	0	0	4,217	0	6.60%	100%	2.2%	5.4%	7.6%
7:00	1,717	0	0	5,112	0	8.00%	100%	3.9%	7.6%	11.5%
8:00	1,674	0	0	4,984	0	7.80%	100%	3.5%	6.6%	10.1%
9:00	1,266	0	0	3,770	0	5.90%	100%	3.1%	5.4%	8.6%
10:00	901	0	0	2,684	0	4.20%	100%	5.1%	8.7%	13.8%
11:00	859	0	0	2,556	0	4.00%	100%	4.4%	7.7%	12.1%
12:00	1,030	0	0	3,067	0	4.80%	100%	3.6%	6.6%	10.2%
13:00	1,009	0	0	3,003	0	4.70%	100%	3.7%	6.9%	10.6%
14:00	1,159	0	0	3,451	0	5.40%	100%	3.6%	7.2%	10.8%
15:00	1,459	0	0	4,345	0	6.80%	100%	3.8%	6.6%	10.4%
16:00	1,889	0	0	5,623	0	8.80%	100%	3.7%	4.3%	8.0%
17:00	1,953	0	0	5,815	0	9.10%	100%	3.0%	3.5%	6.6%
18:00	1,739	0	0	5,176	0	8.10%	100%	2.9%	2.6%	5.5%
19:00	901	0	0	2,684	0	4.20%	100%	2.0%	2.3%	4.3%
20:00	601	0	0	1,789	0	2.80%	100%	1.6%	1.9%	3.6%
21:00	515	0	0	1,534	0	2.40%	100%	1.1%	1.9%	3.0%
22:00	300	0	0	895	0	1.40%	100%	2.3%	1.7%	4.0%
23:00	172	0	0	511	0	0.80%	100%	2.4%	2.0%	4.4%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
1:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
2:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
3:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
4:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
5:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
6:00	61	54	n/a	n/a	n/a	n/a	57	47	n/a	n/a
7:00	60	53	n/a	n/a	n/a	n/a	51	42	n/a	n/a
8:00	60	53	n/a	n/a	n/a	n/a	52	43	n/a	n/a
9:00	61	54	n/a	n/a	n/a	n/a	58	48	n/a	n/a
10:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
11:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
12:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
13:00	61	55	n/a	n/a	n/a	n/a	60	50	n/a	n/a
14:00	61	55	n/a	n/a	n/a	n/a	60	49	n/a	n/a
15:00	61	54	n/a	n/a	n/a	n/a	57	47	n/a	n/a
16:00	60	53	n/a	n/a	n/a	n/a	50	41	n/a	n/a
17:00	59	53	n/a	n/a	n/a	n/a	48	39	n/a	n/a
18:00	60	53	n/a	n/a	n/a	n/a	52	43	n/a	n/a
19:00	61	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
20:00	62	55	n/a	n/a	n/a	n/a	61	50	n/a	n/a
21:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
22:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a
23:00	62	55	n/a	n/a	n/a	n/a	62	50	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

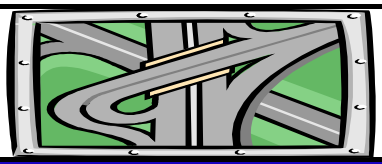
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	20,500	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	12	0	0	18	0	0.40%	22%	0.0%	0.0%	0.0%
1:00	12	0	0	18	0	0.27%	33%	0.0%	0.0%	0.0%
2:00	6	0	0	9	0	0.16%	29%	0.0%	0.0%	0.0%
3:00	17	0	0	26	0	0.20%	63%	0.0%	23.1%	23.1%
4:00	53	0	0	81	0	0.49%	80%	7.4%	0.0%	7.4%
5:00	206	0	0	316	0	1.77%	87%	1.9%	4.7%	6.6%
6:00	507	0	0	777	0	4.57%	83%	2.4%	1.2%	3.6%
7:00	701	0	0	1,075	0	7.49%	70%	3.2%	2.8%	6.0%
8:00	628	0	0	963	0	6.62%	71%	4.2%	1.9%	6.1%
9:00	482	0	0	739	0	5.15%	70%	3.0%	2.4%	5.4%
10:00	312	0	0	477	0	3.95%	59%	5.9%	5.1%	11.0%
11:00	312	0	0	479	0	4.17%	56%	7.1%	3.8%	10.9%
12:00	359	0	0	550	0	5.16%	52%	5.1%	4.4%	9.5%
13:00	299	0	0	459	0	4.76%	47%	3.5%	4.0%	7.5%
14:00	321	0	0	492	0	5.22%	46%	8.8%	5.5%	14.3%
15:00	324	0	0	497	0	6.21%	39%	8.0%	9.6%	17.6%
16:00	442	0	0	677	0	8.69%	38%	6.4%	2.2%	8.6%
17:00	471	0	0	722	0	10.06%	35%	1.7%	0.4%	2.1%
18:00	416	0	0	637	0	9.14%	34%	0.5%	1.4%	1.9%
19:00	263	0	0	403	0	6.14%	32%	1.5%	1.5%	3.0%
20:00	163	0	0	250	0	4.21%	29%	0.0%	2.4%	2.4%
21:00	97	0	0	148	0	2.68%	27%	4.0%	0.0%	4.0%
22:00	58	0	0	88	0	1.72%	25%	0.0%	6.9%	6.9%
23:00	31	0	0	47	0	0.77%	30%	0.0%	12.5%	12.5%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

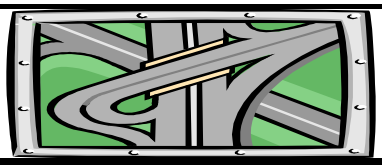
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	20,500	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	42	0	0	65	0	0.40%	78%	0.0%	6.3%	6.3%
1:00	24	0	0	37	0	0.27%	67%	0.0%	10.8%	10.8%
2:00	15	0	0	23	0	0.16%	71%	0.0%	17.4%	17.4%
3:00	10	0	0	15	0	0.20%	37%	26.7%	0.0%	26.7%
4:00	13	0	0	20	0	0.49%	20%	20.0%	20.0%	40.0%
5:00	31	0	0	47	0	1.77%	13%	0.0%	12.5%	12.5%
6:00	104	0	0	159	0	4.57%	17%	7.5%	13.8%	21.3%
7:00	301	0	0	461	0	7.49%	30%	2.6%	10.7%	13.3%
8:00	257	0	0	393	0	6.62%	29%	4.1%	11.6%	15.7%
9:00	207	0	0	317	0	5.15%	30%	2.5%	11.3%	13.8%
10:00	216	0	0	332	0	3.95%	41%	3.6%	15.6%	19.2%
11:00	246	0	0	376	0	4.17%	44%	3.2%	6.3%	9.5%
12:00	331	0	0	508	0	5.16%	48%	3.1%	5.9%	9.0%
13:00	338	0	0	517	0	4.76%	53%	2.3%	3.5%	5.8%
14:00	377	0	0	578	0	5.22%	54%	2.8%	2.1%	4.9%
15:00	507	0	0	777	0	6.21%	61%	2.3%	2.8%	5.1%
16:00	721	0	0	1,105	0	8.69%	62%	1.3%	3.6%	4.9%
17:00	875	0	0	1,341	0	10.06%	65%	1.0%	2.7%	3.7%
18:00	807	0	0	1,237	0	9.14%	66%	0.2%	4.7%	4.9%
19:00	558	0	0	856	0	6.14%	68%	0.5%	4.7%	5.2%
20:00	400	0	0	613	0	4.21%	71%	0.0%	3.9%	3.9%
21:00	261	0	0	400	0	2.68%	73%	1.0%	4.5%	5.5%
22:00	173	0	0	264	0	1.72%	75%	2.3%	1.5%	3.8%
23:00	72	0	0	110	0	0.77%	70%	0.0%	5.5%	5.5%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	44	37	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	44	38	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

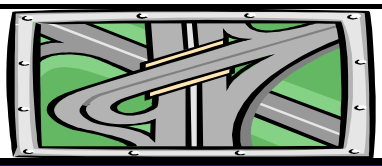
ENTRADA© - Environmental Traffic Data Output

Loudon County Pkwy (Rt 606), US50 to Tall Cedars Pkwy

0

Ver. 2012-10

Route	Loudon County Pkwy (Rt 606)		
From	US50, John Mosby Highway		
To	Tall Cedars Pkwy (Rt 2200)		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.2 and b= 10		
Existing Year: 2012 ADT	13,377	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	20,500	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	54	0	0	83	0	0.40%	100%	0.0%	4.9%	4.9%
1:00	36	0	0	55	0	0.27%	100%	0.0%	7.2%	7.2%
2:00	21	0	0	32	0	0.16%	100%	0.0%	12.4%	12.4%
3:00	27	0	0	41	0	0.20%	100%	9.9%	14.6%	24.4%
4:00	66	0	0	101	0	0.49%	100%	9.9%	4.0%	13.9%
5:00	237	0	0	363	0	1.77%	100%	1.7%	5.7%	7.4%
6:00	611	0	0	936	0	4.57%	100%	3.3%	3.3%	6.6%
7:00	1,002	0	0	1,536	0	7.49%	100%	3.0%	5.2%	8.2%
8:00	885	0	0	1,356	0	6.62%	100%	4.2%	4.7%	8.9%
9:00	689	0	0	1,056	0	5.15%	100%	2.9%	5.1%	7.9%
10:00	528	0	0	809	0	3.95%	100%	5.0%	9.4%	14.4%
11:00	558	0	0	855	0	4.17%	100%	5.4%	4.9%	10.3%
12:00	690	0	0	1,057	0	5.16%	100%	4.1%	5.1%	9.3%
13:00	637	0	0	976	0	4.76%	100%	2.9%	3.7%	6.6%
14:00	698	0	0	1,070	0	5.22%	100%	5.6%	3.7%	9.2%
15:00	831	0	0	1,273	0	6.21%	100%	4.5%	5.5%	10.0%
16:00	1,163	0	0	1,782	0	8.69%	100%	3.2%	3.1%	6.3%
17:00	1,346	0	0	2,063	0	10.06%	100%	1.2%	1.9%	3.1%
18:00	1,223	0	0	1,874	0	9.14%	100%	0.3%	3.6%	3.9%
19:00	821	0	0	1,258	0	6.14%	100%	0.8%	3.7%	4.5%
20:00	563	0	0	863	0	4.21%	100%	0.0%	3.5%	3.5%
21:00	358	0	0	549	0	2.68%	100%	1.8%	3.3%	5.1%
22:00	230	0	0	352	0	1.72%	100%	1.7%	2.9%	4.6%
23:00	103	0	0	158	0	0.77%	100%	0.0%	7.6%	7.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 45)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
1:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
2:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
3:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
4:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
5:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
6:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
7:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
8:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
9:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
10:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
11:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
12:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
13:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
14:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
15:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
16:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
17:00	45	41	n/a	n/a	n/a	n/a	44	38	n/a	n/a
18:00	45	41	n/a	n/a	n/a	n/a	44	38	n/a	n/a
19:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
20:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
21:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
22:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a
23:00	45	41	n/a	n/a	n/a	n/a	45	38	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

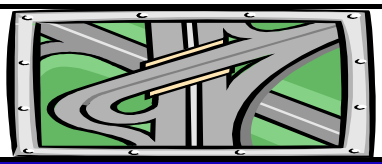
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	21	0	0	33	0	0.38%	26%	0.0%	0.0%	0.0%
1:00	16	0	0	25	0	0.24%	32%	9.7%	0.0%	9.7%
2:00	17	0	0	26	0	0.18%	44%	12.0%	12.0%	24.0%
3:00	37	0	0	57	0	0.25%	69%	6.8%	6.8%	13.6%
4:00	117	0	0	182	0	0.68%	81%	4.6%	4.1%	8.7%
5:00	546	0	0	848	0	2.91%	88%	4.0%	1.8%	5.8%
6:00	1,149	0	0	1,784	0	7.00%	77%	1.5%	2.5%	4.0%
7:00	1,218	0	0	1,892	0	7.52%	76%	2.5%	3.5%	6.0%
8:00	1,283 *	0	0	1,993	0	7.62%	79%	3.0%	5.1%	8.1%
9:00	1,003	0	0	1,557	0	6.11%	77%	3.2%	4.9%	8.1%
10:00	547	0	0	850	0	4.14%	62%	5.2%	10.8%	16.0%
11:00	441	0	0	684	0	3.90%	53%	4.5%	10.0%	14.5%
12:00	467	0	0	724	0	4.56%	48%	5.2%	10.5%	15.7%
13:00	488	0	0	758	0	4.87%	47%	5.2%	10.5%	15.7%
14:00	441	0	0	684	0	5.30%	39%	7.0%	14.5%	21.5%
15:00	490	0	0	761	0	6.76%	34%	7.8%	13.0%	20.8%
16:00	554	0	0	860	0	9.28%	28%	6.4%	5.7%	12.1%
17:00	484	0	0	751	0	9.08%	25%	3.5%	3.5%	7.0%
18:00	385	0	0	599	0	8.22%	22%	5.0%	3.0%	8.0%
19:00	222	0	0	345	0	4.17%	25%	2.5%	2.2%	4.7%
20:00	153	0	0	238	0	2.57%	28%	3.1%	3.1%	6.2%
21:00	124	0	0	193	0	2.16%	27%	1.6%	2.6%	4.2%
22:00	84	0	0	131	0	1.32%	30%	5.8%	3.6%	9.4%
23:00	41	0	0	64	0	0.81%	24%	5.1%	5.1%	10.2%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	22	20	n/a	n/a	n/a	n/a	54	51	n/a	n/a
7:00	10	9	n/a	n/a	n/a	n/a	43	41	n/a	n/a
8:00	5	5	n/a	n/a	n/a	n/a	28	26	n/a	n/a
9:00	27	25	n/a	n/a	n/a	n/a	56	53	n/a	n/a
10:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

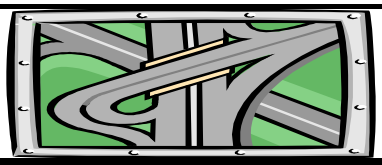
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	60	0	0	93	0	0.38%	74%	9.4%	15.6%	25.0%
1:00	35	0	0	54	0	0.24%	68%	7.2%	24.6%	31.8%
2:00	21	0	0	33	0	0.18%	56%	11.9%	15.2%	27.1%
3:00	17	0	0	26	0	0.25%	31%	5.7%	7.6%	13.3%
4:00	28	0	0	43	0	0.68%	19%	8.8%	8.4%	17.2%
5:00	74	0	0	116	0	2.91%	12%	10.1%	13.9%	24.0%
6:00	343	0	0	533	0	7.00%	23%	4.9%	14.2%	19.1%
7:00	385	0	0	597	0	7.52%	24%	8.9%	19.9%	28.8%
8:00	341	0	0	530	0	7.62%	21%	6.7%	13.6%	20.3%
9:00	300	0	0	465	0	6.11%	23%	5.3%	9.8%	15.1%
10:00	335	0	0	521	0	4.14%	38%	7.7%	11.0%	18.7%
11:00	391	0	0	607	0	3.90%	47%	6.5%	9.4%	15.9%
12:00	505	0	0	785	0	4.56%	52%	3.8%	6.1%	9.9%
13:00	550	0	0	854	0	4.87%	53%	4.1%	6.9%	11.0%
14:00	689	0	0	1,070	0	5.30%	61%	2.4%	4.6%	7.0%
15:00	951	0	0	1,477	0	6.76%	66%	2.2%	4.7%	6.9%
16:00	1,424 *	0	0	2,212	0	9.28%	72%	3.3%	5.2%	8.5%
17:00	1,452 *	0	0	2,254	0	9.08%	75%	3.9%	5.1%	9.0%
18:00	1,367 *	0	0	2,122	0	8.22%	78%	2.8%	3.3%	6.1%
19:00	667	0	0	1,035	0	4.17%	75%	2.3%	3.4%	5.7%
20:00	394	0	0	612	0	2.57%	72%	1.6%	2.1%	3.7%
21:00	336	0	0	522	0	2.16%	73%	1.4%	2.1%	3.5%
22:00	197	0	0	306	0	1.32%	70%	1.1%	0.9%	2.0%
23:00	131	0	0	204	0	0.81%	76%	2.5%	1.6%	4.1%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	60	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	39	36	n/a	n/a	n/a	n/a	59	56	n/a	n/a
16:00	5	5	n/a	n/a	n/a	n/a	13	12	n/a	n/a
17:00	5	5	n/a	n/a	n/a	n/a	10	9	n/a	n/a
18:00	5	5	n/a	n/a	n/a	n/a	26	24	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

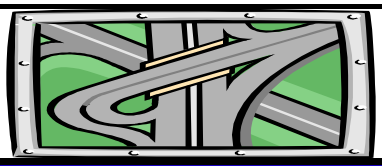
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Old Ox Road (Rt 606), north of Arcola Rd

0

Route	Old Ox Road (Rt 606)		
From	Dulles Connector Interchange		
To	North of Arcola Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	21,316	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	33,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	81	0	0	126	0	0.38%	100%	7.0%	11.5%	18.5%
1:00	51	0	0	79	0	0.24%	100%	8.0%	16.7%	24.7%
2:00	38	0	0	60	0	0.18%	100%	11.9%	13.8%	25.7%
3:00	53	0	0	83	0	0.25%	100%	6.5%	7.0%	13.5%
4:00	145	0	0	225	0	0.68%	100%	5.4%	4.9%	10.3%
5:00	620	0	0	963	0	2.91%	100%	4.7%	3.3%	8.0%
6:00	1,492	0	0	2,317	0	7.00%	100%	2.3%	5.2%	7.5%
7:00	1,603	0	0	2,489	0	7.52%	100%	4.0%	7.4%	11.5%
8:00	1,624	0	0	2,522	0	7.62%	100%	3.8%	6.9%	10.7%
9:00	1,302	0	0	2,022	0	6.11%	100%	3.7%	6.0%	9.7%
10:00	882	0	0	1,370	0	4.14%	100%	6.2%	10.9%	17.0%
11:00	831	0	0	1,291	0	3.90%	100%	5.4%	9.7%	15.2%
12:00	972	0	0	1,509	0	4.56%	100%	4.5%	8.2%	12.7%
13:00	1,038	0	0	1,612	0	4.87%	100%	4.6%	8.6%	13.2%
14:00	1,130	0	0	1,754	0	5.30%	100%	4.2%	8.5%	12.7%
15:00	1,441	0	0	2,238	0	6.76%	100%	4.1%	7.5%	11.6%
16:00	1,978	0	0	3,072	0	9.28%	100%	4.2%	5.3%	9.5%
17:00	1,935	0	0	3,005	0	9.08%	100%	3.8%	4.7%	8.5%
18:00	1,752	0	0	2,721	0	8.22%	100%	3.3%	3.2%	6.5%
19:00	889	0	0	1,380	0	4.17%	100%	2.4%	3.1%	5.5%
20:00	548	0	0	851	0	2.57%	100%	2.0%	2.4%	4.4%
21:00	460	0	0	715	0	2.16%	100%	1.5%	2.2%	3.7%
22:00	281	0	0	437	0	1.32%	100%	2.5%	1.7%	4.2%
23:00	173	0	0	268	0	0.81%	100%	3.1%	2.4%	5.6%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	31	29	n/a	n/a	n/a	n/a	56	53	n/a	n/a
7:00	22	20	n/a	n/a	n/a	n/a	47	45	n/a	n/a
8:00	17	16	n/a	n/a	n/a	n/a	35	33	n/a	n/a
9:00	35	32	n/a	n/a	n/a	n/a	57	54	n/a	n/a
10:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	61	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	61	56	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	47	43	n/a	n/a	n/a	n/a	60	57	n/a	n/a
16:00	18	17	n/a	n/a	n/a	n/a	26	25	n/a	n/a
17:00	16	15	n/a	n/a	n/a	n/a	23	22	n/a	n/a
18:00	16	15	n/a	n/a	n/a	n/a	34	32	n/a	n/a
19:00	61	56	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	62	57	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

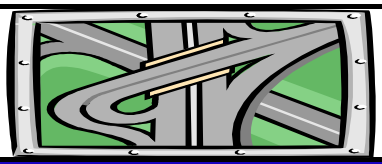
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	150	0	1.50%	60%	0.0%	50.0%	50.0%
1:00	0	0	0	110	0	1.00%	66%	0.0%	37.5%	37.5%
2:00	0	0	0	43	0	0.50%	52%	17.6%	17.6%	35.2%
3:00	0	0	0	45	0	0.50%	54%	23.3%	0.0%	23.3%
4:00	0	0	0	28	0	0.50%	34%	6.5%	6.5%	13.0%
5:00	0	0	0	60	0	1.50%	24%	4.4%	7.7%	12.1%
6:00	0	0	0	152	0	3.50%	26%	3.9%	6.2%	10.1%
7:00	0	0	0	434	0	6.50%	40%	9.5%	6.5%	16.0%
8:00	0	0	0	434	0	5.00%	52%	13.5%	8.5%	22.0%
9:00	0	0	0	484	0	5.00%	58%	10.8%	15.7%	26.5%
10:00	0	0	0	518	0	5.00%	62%	14.8%	14.8%	29.6%
11:00	0	0	0	518	0	5.00%	62%	10.9%	13.2%	24.1%
12:00	0	0	0	468	0	5.00%	56%	12.7%	12.7%	25.4%
13:00	0	0	0	608	0	6.50%	56%	13.2%	19.7%	32.9%
14:00	0	0	0	586	0	6.50%	54%	11.3%	20.9%	32.2%
15:00	0	0	0	631	0	7.00%	54%	12.6%	18.0%	30.6%
16:00	0	0	0	668	0	8.00%	50%	9.3%	10.2%	19.5%
17:00	0	0	0	710	0	8.50%	50%	7.6%	2.3%	9.9%
18:00	0	0	0	421	0	7.00%	36%	7.4%	10.0%	17.4%
19:00	0	0	0	334	0	5.00%	40%	5.6%	9.5%	15.1%
20:00	0	0	0	245	0	3.50%	42%	5.9%	5.9%	11.8%
21:00	0	0	0	230	0	3.00%	46%	0.0%	8.0%	8.0%
22:00	0	0	0	184	0	2.50%	44%	4.2%	4.2%	8.4%
23:00	0	0	0	180	0	2.00%	54%	0.0%	10.7%	10.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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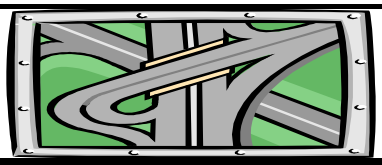
Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	100	0	1.50%	40%	4.5%	4.5%	9.0%
1:00	0	0	0	57	0	1.00%	34%	6.5%	0.0%	6.5%
2:00	0	0	0	40	0	0.50%	48%	0.0%	11.1%	11.1%
3:00	0	0	0	38	0	0.50%	46%	18.8%	18.8%	37.6%
4:00	0	0	0	55	0	0.50%	66%	11.5%	53.8%	65.3%
5:00	0	0	0	190	0	1.50%	76%	30.4%	22.5%	52.9%
6:00	0	0	0	433	0	3.50%	74%	15.3%	27.2%	42.5%
7:00	0	0	0	651	0	6.50%	60%	21.5%	30.9%	52.4%
8:00	0	0	0	401	0	5.00%	48%	23.4%	31.0%	54.4%
9:00	0	0	0	351	0	5.00%	42%	13.3%	29.9%	43.2%
10:00	0	0	0	317	0	5.00%	38%	13.3%	29.0%	42.3%
11:00	0	0	0	317	0	5.00%	38%	13.2%	22.0%	35.2%
12:00	0	0	0	367	0	5.00%	44%	10.0%	24.9%	34.9%
13:00	0	0	0	478	0	6.50%	44%	10.0%	23.0%	33.0%
14:00	0	0	0	499	0	6.50%	46%	5.4%	17.3%	22.7%
15:00	0	0	0	538	0	7.00%	46%	6.6%	8.9%	15.5%
16:00	0	0	0	668	0	8.00%	50%	4.5%	6.3%	10.8%
17:00	0	0	0	710	0	8.50%	50%	2.0%	5.2%	7.2%
18:00	0	0	0	748	0	7.00%	64%	3.4%	2.2%	5.6%
19:00	0	0	0	501	0	5.00%	60%	2.0%	1.4%	3.4%
20:00	0	0	0	339	0	3.50%	58%	1.7%	1.7%	3.4%
21:00	0	0	0	271	0	3.00%	54%	0.9%	0.9%	1.8%
22:00	0	0	0	234	0	2.50%	56%	1.5%	1.5%	3.0%
23:00	0	0	0	154	0	2.00%	46%	3.0%	6.9%	9.9%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

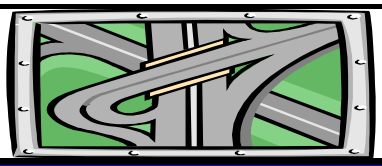
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connection, LCP Interchange to Dulles Airport

0

Route	Airport Connection		
From	LCP Interchange		
To	Dulles Airport		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	16,700	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	251	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	167	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	84	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	84	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	84	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	251	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	585	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	1,086	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	1,086	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	1,086	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	1,169	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	1,336	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,420	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,169	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	835	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	585	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	501	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	418	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	334	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	57	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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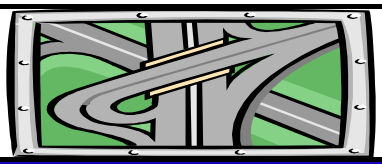
Ver. 2012-10

Airport Connector Road, Northstar Blvd to LCP Int.

0

Route	ort Connector Road (in median of US Rou			Map Reference:	0		
From	Northstar Blvd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Loudoun County Parkway (Rt. 606)			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	1/22/2014	Time Span	24 Hours	Design Year: 2040 ADT	11,200	0	



Eastbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	10	0	0.49%	18%	0.0%	30.0%	30.0%
1:00	0	0	0	5	0	0.33%	15%	0.0%	60.0%	60.0%
2:00	0	0	0	11	0	0.26%	39%	0.0%	27.3%	27.3%
3:00	0	0	0	20	0	0.28%	65%	15.0%	0.0%	15.0%
4:00	0	0	0	71	0	0.80%	80%	9.7%	4.2%	13.9%
5:00	0	0	0	262	0	3.16%	74%	5.0%	7.7%	12.7%
6:00	0	0	0	508	0	6.48%	70%	3.9%	6.5%	10.4%
7:00	0	0	0	518	0	7.12%	65%	8.9%	6.4%	15.3%
8:00	0	0	0	399	0	5.83%	61%	13.4%	8.3%	21.7%
9:00	0	0	0	287	0	4.57%	56%	11.5%	16.1%	27.6%
10:00	0	0	0	238	0	4.16%	51%	15.1%	15.1%	30.2%
11:00	0	0	0	202	0	4.19%	43%	11.3%	12.7%	24.0%
12:00	0	0	0	227	0	4.72%	43%	13.2%	13.2%	26.4%
13:00	0	0	0	202	0	4.74%	38%	12.7%	19.1%	31.8%
14:00	0	0	0	214	0	5.80%	33%	12.1%	21.4%	33.5%
15:00	0	0	0	211	0	7.53%	25%	12.3%	18.4%	30.7%
16:00	0	0	0	219	0	8.88%	22%	9.3%	10.6%	19.9%
17:00	0	0	0	202	0	9.03%	20%	7.9%	3.5%	11.4%
18:00	0	0	0	185	0	8.25%	20%	7.2%	8.8%	16.0%
19:00	0	0	0	118	0	5.26%	20%	5.8%	8.3%	14.1%
20:00	0	0	0	79	0	3.19%	22%	3.8%	3.8%	7.6%
21:00	0	0	0	59	0	2.50%	21%	0.0%	11.9%	11.9%
22:00	0	0	0	48	0	1.66%	26%	0.0%	0.0%	0.0%
23:00	0	0	0	19	0	0.77%	22%	0.0%	0.0%	0.0%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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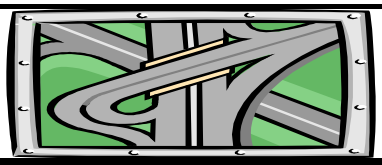
Ver. 2012-10

Airport Connector Road, Northstar Blvd to LCP Int.

0

Route	ort Connector Road (in median of US Rou			Map Reference:	0		
From	Northstar Blvd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Loudoun County Parkway (Rt. 606)			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	1/22/2014	Time Span	24 Hours	Design Year: 2040 ADT	11,200	0	



Westbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	45	0	0.49%	82%	0.0%	0.0%	0.0%
1:00	0	0	0	31	0	0.33%	85%	0.0%	0.0%	0.0%
2:00	0	0	0	18	0	0.26%	61%	0.0%	16.7%	16.7%
3:00	0	0	0	11	0	0.28%	35%	36.4%	27.3%	63.7%
4:00	0	0	0	18	0	0.80%	20%	22.2%	55.6%	77.8%
5:00	0	0	0	92	0	3.16%	26%	30.1%	22.6%	52.7%
6:00	0	0	0	218	0	6.48%	30%	15.0%	27.6%	42.6%
7:00	0	0	0	279	0	7.12%	35%	22.8%	31.0%	53.8%
8:00	0	0	0	255	0	5.83%	39%	23.3%	31.1%	54.4%
9:00	0	0	0	225	0	4.57%	44%	14.1%	30.8%	44.9%
10:00	0	0	0	228	0	4.16%	49%	14.1%	29.1%	43.2%
11:00	0	0	0	267	0	4.19%	57%	13.6%	22.3%	35.9%
12:00	0	0	0	302	0	4.72%	57%	9.3%	24.2%	33.5%
13:00	0	0	0	329	0	4.74%	62%	9.8%	22.3%	32.1%
14:00	0	0	0	435	0	5.80%	67%	5.7%	17.7%	23.4%
15:00	0	0	0	633	0	7.53%	75%	6.8%	8.9%	15.7%
16:00	0	0	0	776	0	8.88%	78%	4.6%	6.3%	10.9%
17:00	0	0	0	809	0	9.03%	80%	2.2%	5.2%	7.4%
18:00	0	0	0	739	0	8.25%	80%	3.4%	1.9%	5.3%
19:00	0	0	0	472	0	5.26%	80%	1.5%	1.5%	3.0%
20:00	0	0	0	279	0	3.19%	78%	1.4%	2.5%	3.9%
21:00	0	0	0	221	0	2.50%	79%	1.8%	1.4%	3.2%
22:00	0	0	0	138	0	1.66%	74%	0.0%	2.2%	2.2%
23:00	0	0	0	68	0	0.77%	78%	0.0%	4.4%	4.4%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

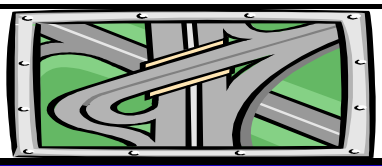
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Airport Connector Road, Northstar Blvd to LCP Int.

0

Route	ort Connector Road (in median of US Rou			Map Reference:	0		
From	Northstar Blvd			Unit: US & BPR Parameters: a= 0.05 and b= 10			
To	Loudoun County Parkway (Rt. 606)			Existing Year: 2012 ADT	0	No-build	
City/County	Loudoun County			Interim Year: 2025 ADT	0	0	
Run Date	1/22/2014	Time Span	24 Hours	Design Year: 2040 ADT	11,200	0	



Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	54	0	0.49%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	36	0	0.33%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	29	0	0.26%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	31	0	0.28%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	89	0	0.80%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	354	0	3.16%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	726	0	6.48%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	797	0	7.12%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	653	0	5.83%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	512	0	4.57%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	466	0	4.16%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	469	0	4.19%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	529	0	4.72%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	531	0	4.74%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	650	0	5.80%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	844	0	7.53%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	994	0	8.88%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,012	0	9.03%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	924	0	8.25%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	589	0	5.26%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	357	0	3.19%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	280	0	2.50%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	186	0	1.66%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	87	0	0.77%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	56	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

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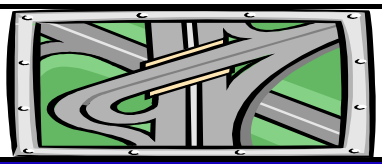
Ver. 2012-10

Loudoun County Parkway north of Arcola Road/Old Ox Road

0

Route	Loudoun County Parkway		
From	Arcola Road/Old Ox Road		
To	north of Arcola Road/Old Ox Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	35	0	0.19%	48%	0.0%	0.0%	0.0%
1:00	0	0	0	37	0	0.30%	31%	5.6%	0.0%	5.6%
2:00	0	0	0	29	0	0.53%	14%	6.9%	6.9%	13.8%
3:00	0	0	0	88	0	1.33%	17%	4.6%	4.6%	9.2%
4:00	0	0	0	232	0	1.52%	39%	3.5%	3.0%	6.5%
5:00	0	0	0	1,025	0	3.50%	75%	2.8%	1.3%	4.1%
6:00	0	0	0	2,146	0	6.25%	88%	1.1%	1.8%	2.9%
7:00	0	0	0	2,528 *	0	7.37%	88%	1.7%	2.5%	4.2%
8:00	0	0	0	2,338	0	7.14%	84%	2.1%	3.5%	5.6%
9:00	0	0	0	1,946	0	7.13%	70%	2.2%	3.5%	5.7%
10:00	0	0	0	1,119	0	4.78%	60%	3.7%	7.6%	11.3%
11:00	0	0	0	939	0	4.82%	50%	3.2%	6.9%	10.1%
12:00	0	0	0	926	0	5.52%	43%	3.6%	7.4%	11.0%
13:00	0	0	0	926	0	6.08%	39%	3.6%	7.4%	11.0%
14:00	0	0	0	909	0	6.30%	37%	4.9%	10.1%	15.0%
15:00	0	0	0	941	0	6.52%	37%	5.6%	9.1%	14.7%
16:00	0	0	0	1,013	0	5.30%	49%	4.5%	4.0%	8.5%
17:00	0	0	0	913	0	4.88%	48%	2.4%	2.4%	4.8%
18:00	0	0	0	740	0	5.13%	37%	3.6%	2.1%	5.7%
19:00	0	0	0	420	0	4.49%	24%	1.9%	1.6%	3.5%
20:00	0	0	0	302	0	4.08%	19%	2.0%	2.0%	4.0%
21:00	0	0	0	226	0	3.62%	16%	0.9%	1.8%	2.7%
22:00	0	0	0	163	0	2.09%	20%	4.3%	2.5%	6.8%
23:00	0	0	0	70	0	1.13%	16%	2.9%	2.9%	5.8%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	37	35	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	10	10	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	15	14	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	40	38	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

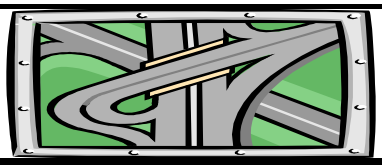
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Arcola Road/Old Ox Road

0

Route	Loudoun County Parkway		
From	Arcola Road/Old Ox Road		
To	north of Arcola Road/Old Ox Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	38	0	0.19%	52%	5.3%	10.5%	15.8%
1:00	0	0	0	81	0	0.30%	69%	4.9%	17.1%	22.0%
2:00	0	0	0	178	0	0.53%	86%	9.0%	10.7%	19.7%
3:00	0	0	0	431	0	1.33%	83%	3.9%	5.3%	9.2%
4:00	0	0	0	362	0	1.52%	61%	6.3%	5.8%	12.1%
5:00	0	0	0	342	0	3.50%	25%	6.8%	9.8%	16.6%
6:00	0	0	0	293	0	6.25%	12%	3.4%	10.0%	13.4%
7:00	0	0	0	345	0	7.37%	12%	6.1%	14.0%	20.1%
8:00	0	0	0	445	0	7.14%	16%	4.6%	9.8%	14.4%
9:00	0	0	0	834	0	7.13%	30%	3.7%	6.8%	10.5%
10:00	0	0	0	746	0	4.78%	40%	5.4%	7.8%	13.2%
11:00	0	0	0	939	0	4.82%	50%	4.5%	6.6%	11.1%
12:00	0	0	0	1,227	0	5.52%	57%	2.6%	4.3%	6.9%
13:00	0	0	0	1,448	0	6.08%	61%	2.8%	4.8%	7.6%
14:00	0	0	0	1,548	0	6.30%	63%	1.7%	3.2%	4.9%
15:00	0	0	0	1,602	0	6.52%	63%	1.6%	3.3%	4.9%
16:00	0	0	0	1,055	0	5.30%	51%	2.3%	3.6%	5.9%
17:00	0	0	0	989	0	4.88%	52%	2.8%	3.6%	6.4%
18:00	0	0	0	1,259	0	5.13%	63%	2.0%	2.4%	4.4%
19:00	0	0	0	1,331	0	4.49%	76%	1.6%	2.3%	3.9%
20:00	0	0	0	1,288	0	4.08%	81%	1.1%	1.5%	2.6%
21:00	0	0	0	1,187	0	3.62%	84%	1.0%	1.5%	2.5%
22:00	0	0	0	651	0	2.09%	80%	0.8%	0.6%	1.4%
23:00	0	0	0	369	0	1.13%	84%	1.6%	1.1%	2.7%

Starting Time	Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	58	55	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

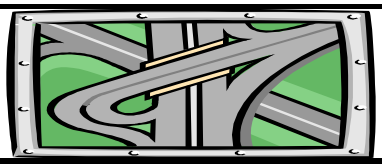
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Loudoun County Parkway north of Arcola Road/Old Ox Road

0

Route	Loudoun County Parkway		
From	Arcola Road/Old Ox Road		
To	north of Arcola Road/Old Ox Road		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	39,000	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	73	0	0.19%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	118	0	0.30%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	207	0	0.53%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	520	0	1.33%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	594	0	1.52%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	1,366	0	3.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	2,439	0	6.25%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,873	0	7.37%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	2,784	0	7.14%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	2,780	0	7.13%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,864	0	4.78%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,879	0	4.82%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	2,153	0	5.52%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,373	0	6.08%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,457	0	6.30%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,542	0	6.52%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,068	0	5.30%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	1,902	0	4.88%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	1,999	0	5.13%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,752	0	4.49%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,590	0	4.08%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,414	0	3.62%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	814	0	2.09%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	440	0	1.13%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	40	38	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	17	16	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	22	21	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	47	44	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	60	57	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	59	56	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	61	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

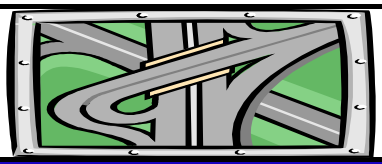
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,100	0

Northbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	334	0	1.50%	60%	16.7%	19.0%	35.7%
1:00	0	0	0	245	0	1.00%	66%	20.8%	26.4%	47.2%
2:00	0	0	0	96	0	0.50%	52%	22.2%	27.8%	50.0%
3:00	0	0	0	100	0	0.50%	54%	25.9%	27.8%	53.7%
4:00	0	0	0	63	0	0.50%	34%	18.4%	18.4%	36.8%
5:00	0	0	0	134	0	1.50%	24%	11.8%	9.2%	21.0%
6:00	0	0	0	338	0	3.50%	26%	7.8%	3.4%	11.2%
7:00	0	0	0	965	0	6.50%	40%	8.4%	4.4%	12.8%
8:00	0	0	0	965	0	5.00%	52%	8.1%	3.5%	11.6%
9:00	0	0	0	1,076	0	5.00%	58%	10.1%	5.9%	16.0%
10:00	0	0	0	1,150	0	5.00%	62%	11.2%	6.7%	17.9%
11:00	0	0	0	1,150	0	5.00%	62%	11.3%	7.6%	18.9%
12:00	0	0	0	1,039	0	5.00%	56%	10.5%	6.5%	17.0%
13:00	0	0	0	1,350	0	6.50%	56%	9.2%	5.5%	14.7%
14:00	0	0	0	1,302	0	6.50%	54%	7.5%	4.0%	11.5%
15:00	0	0	0	1,402	0	7.00%	54%	5.5%	2.8%	8.3%
16:00	0	0	0	1,484	0	8.00%	50%	3.9%	1.9%	5.8%
17:00	0	0	0	1,577	0	8.50%	50%	3.9%	2.0%	5.9%
18:00	0	0	0	935	0	7.00%	36%	4.0%	1.9%	5.9%
19:00	0	0	0	742	0	5.00%	40%	4.5%	3.1%	7.6%
20:00	0	0	0	545	0	3.50%	42%	4.7%	3.8%	8.5%
21:00	0	0	0	512	0	3.00%	46%	5.3%	5.4%	10.7%
22:00	0	0	0	408	0	2.50%	44%	6.8%	6.8%	13.6%
23:00	0	0	0	401	0	2.00%	54%	9.5%	10.6%	20.1%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

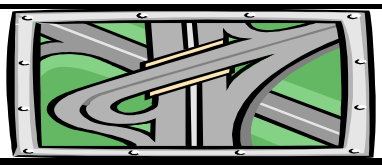
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,100	0

Southbound

Starting Time	Hourly Volume					Existing		Existing Hourly % Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	223	0	1.50%	40%	3.8%	7.7%	11.5%
1:00	0	0	0	126	0	1.00%	34%	11.8%	11.8%	23.5%
2:00	0	0	0	89	0	0.50%	48%	14.7%	17.6%	32.4%
3:00	0	0	0	85	0	0.50%	46%	21.2%	23.1%	44.2%
4:00	0	0	0	122	0	0.50%	66%	36.3%	36.8%	73.1%
5:00	0	0	0	423	0	1.50%	76%	18.5%	14.4%	33.0%
6:00	0	0	0	961	0	3.50%	74%	8.8%	3.6%	12.5%
7:00	0	0	0	1,447	0	6.50%	60%	7.4%	3.9%	11.2%
8:00	0	0	0	890	0	5.00%	48%	8.8%	3.9%	12.7%
9:00	0	0	0	779	0	5.00%	42%	10.9%	6.4%	17.3%
10:00	0	0	0	705	0	5.00%	38%	10.3%	6.2%	16.4%
11:00	0	0	0	705	0	5.00%	38%	10.2%	7.0%	17.2%
12:00	0	0	0	816	0	5.00%	44%	9.0%	5.7%	14.7%
13:00	0	0	0	1,061	0	6.50%	44%	6.8%	4.0%	10.8%
14:00	0	0	0	1,109	0	6.50%	46%	6.7%	3.4%	10.1%
15:00	0	0	0	1,195	0	7.00%	46%	5.1%	2.6%	7.7%
16:00	0	0	0	1,484	0	8.00%	50%	3.4%	1.6%	5.0%
17:00	0	0	0	1,577	0	8.50%	50%	3.1%	1.5%	4.7%
18:00	0	0	0	1,662	0	7.00%	64%	3.0%	1.6%	4.6%
19:00	0	0	0	1,113	0	5.00%	60%	3.3%	2.2%	5.4%
20:00	0	0	0	753	0	3.50%	58%	2.3%	1.7%	4.1%
21:00	0	0	0	601	0	3.00%	54%	2.3%	2.6%	4.9%
22:00	0	0	0	519	0	2.50%	56%	2.9%	2.9%	5.8%
23:00	0	0	0	341	0	2.00%	46%	5.8%	5.8%	11.6%

Starting Time	Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

Comment, Q & Problem: ed.azimi@vdot.virginia.gov

ENTRADA, Ver. 2012-10, VDOT

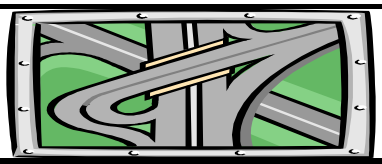
ENTRADA© - Environmental Traffic Data Output

Ver. 2012-10

Northstar Boulevard between Tall Cedars and US 50

0

Route	Northstar Boulevard		
From	Tall Cedars Parkway		
To	US 50		
City/County	Loudoun County		
Run Date	1/22/2014	Time Span	24 Hours



Map Reference:	0	
Unit: US & BPR Parameters: a= 0.05 and b= 10		
Existing Year: 2012 ADT	0	No-build
Interim Year: 2025 ADT	0	0
Design Year: 2040 ADT	37,100	0

Two-way

Starting Time	Hourly Volume					Existing		Existing Weighted Hourly Truck		
	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	% ADT	Dir. Dist.	2A-6T	3A+	Total
0:00	0	0	0	557	0	1.50%	100%	0.0%	0.0%	0.0%
1:00	0	0	0	371	0	1.00%	100%	0.0%	0.0%	0.0%
2:00	0	0	0	186	0	0.50%	100%	0.0%	0.0%	0.0%
3:00	0	0	0	186	0	0.50%	100%	0.0%	0.0%	0.0%
4:00	0	0	0	186	0	0.50%	100%	0.0%	0.0%	0.0%
5:00	0	0	0	557	0	1.50%	100%	0.0%	0.0%	0.0%
6:00	0	0	0	1,299	0	3.50%	100%	0.0%	0.0%	0.0%
7:00	0	0	0	2,412	0	6.50%	100%	0.0%	0.0%	0.0%
8:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
9:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
10:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
11:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
12:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
13:00	0	0	0	2,412	0	6.50%	100%	0.0%	0.0%	0.0%
14:00	0	0	0	2,412	0	6.50%	100%	0.0%	0.0%	0.0%
15:00	0	0	0	2,597	0	7.00%	100%	0.0%	0.0%	0.0%
16:00	0	0	0	2,968	0	8.00%	100%	0.0%	0.0%	0.0%
17:00	0	0	0	3,154	0	8.50%	100%	0.0%	0.0%	0.0%
18:00	0	0	0	2,597	0	7.00%	100%	0.0%	0.0%	0.0%
19:00	0	0	0	1,855	0	5.00%	100%	0.0%	0.0%	0.0%
20:00	0	0	0	1,299	0	3.50%	100%	0.0%	0.0%	0.0%
21:00	0	0	0	1,113	0	3.00%	100%	0.0%	0.0%	0.0%
22:00	0	0	0	928	0	2.50%	100%	0.0%	0.0%	0.0%
23:00	0	0	0	742	0	2.00%	100%	0.0%	0.0%	0.0%

Starting Time	Average Two-way Calibrated Hourly Speed (MPH)									
	Existing (Post. Spd= 55)		Interim Bld		Interim Nbld		Design Bld		Design Nbld	
	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.	Un-Interrup.	Interrup.
0:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
1:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
2:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
3:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
4:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
5:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
6:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
7:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
8:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
9:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
10:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
11:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
12:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
13:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
14:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
15:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
16:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
17:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
18:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
19:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
20:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
21:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
22:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a
23:00	n/a	n/a	n/a	n/a	n/a	n/a	62	58	n/a	n/a

* Volume Exceeded Maximum Service Flow

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