## ARMED FORCES RETIREMENT HOME MASTER PLAN TRAFFIC IMPACT STUDY

References January 5, 2017

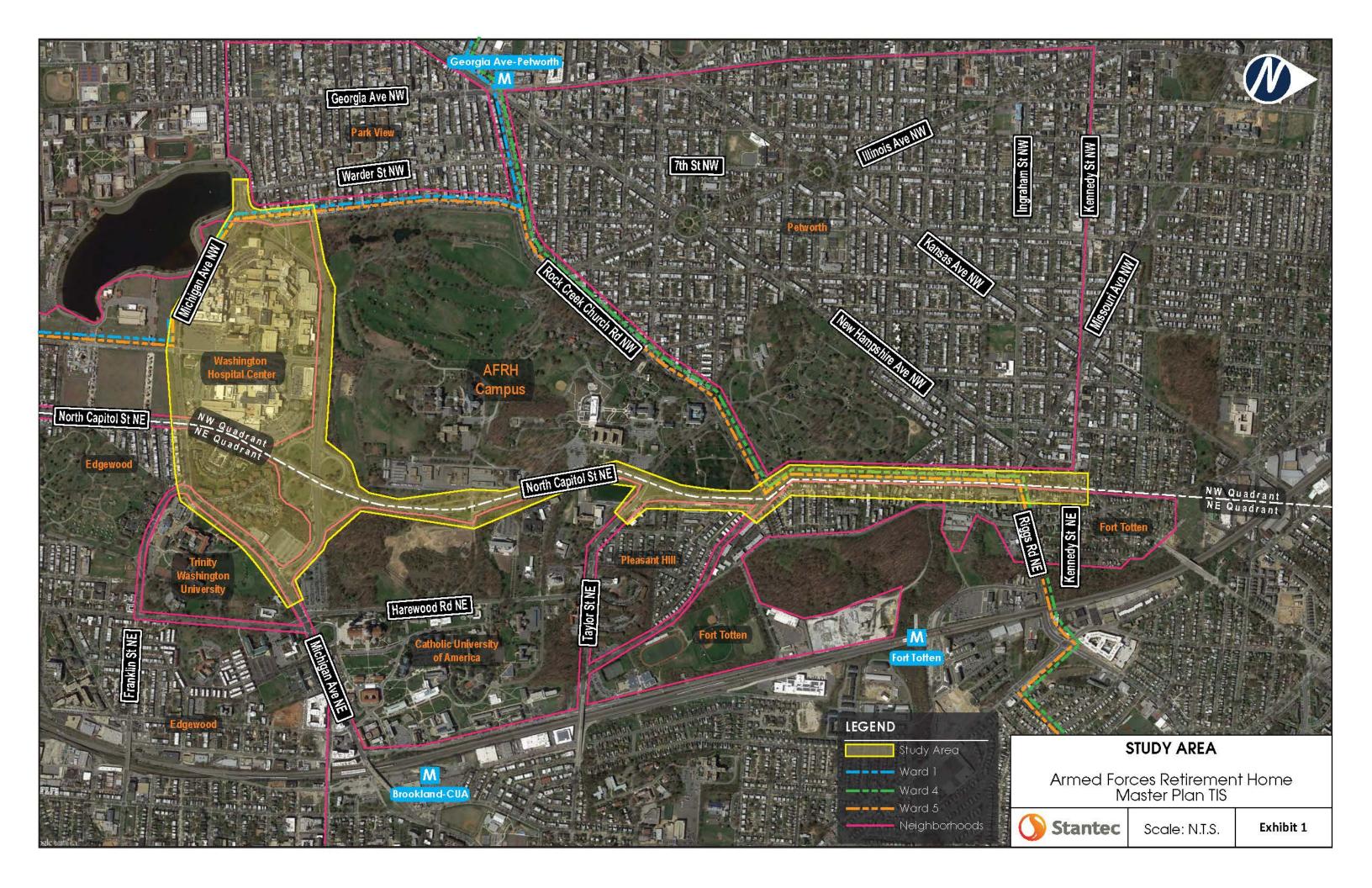
## 13.0 REFERENCES

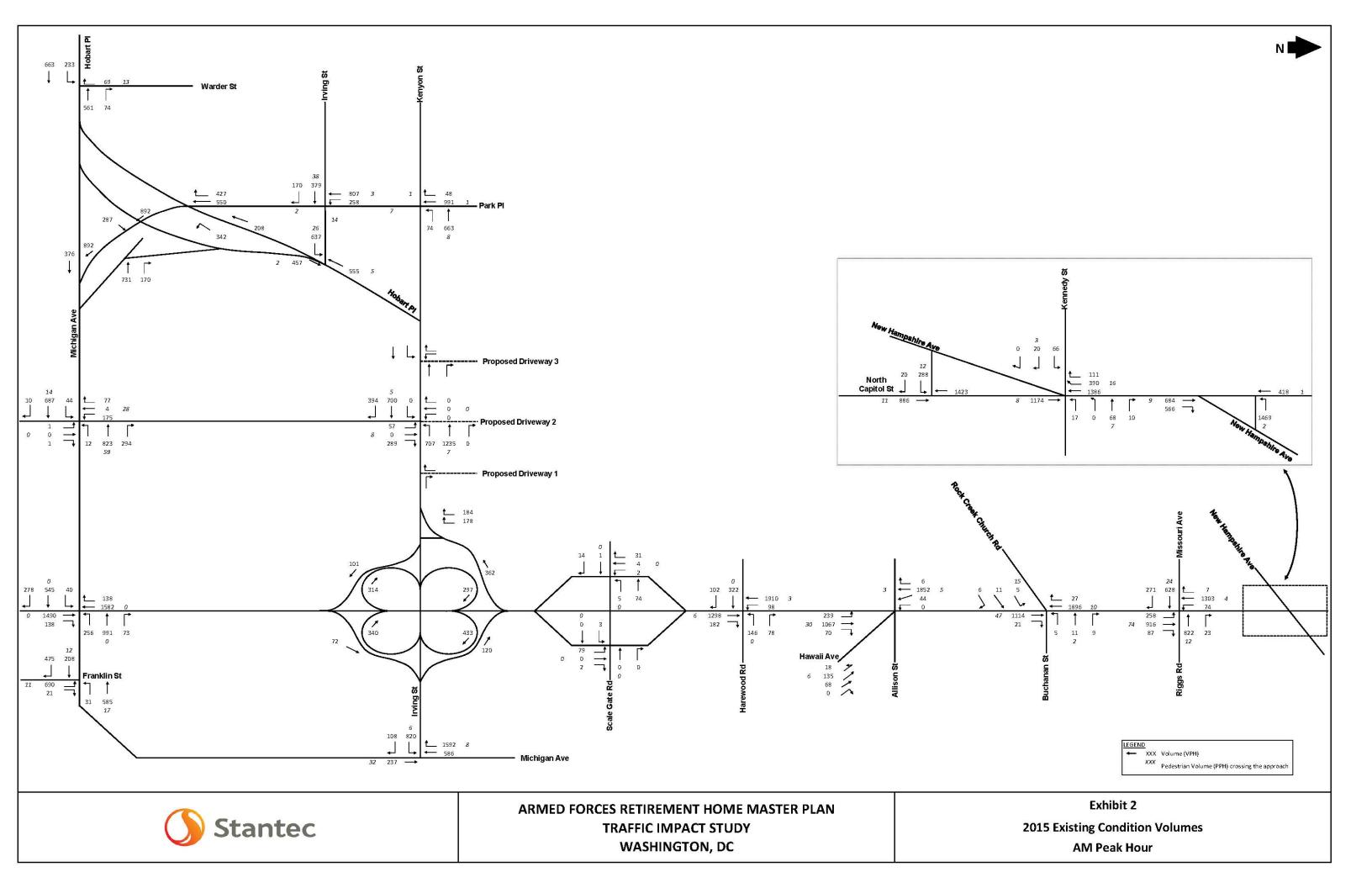
- A. Morton Thomas & Associates: DA VAMC Master Plan Transportation Management Program Study, Washington, DC 4/2/2010
- Banneker Ventures: Park Morton Redevelopment Initiative Plan, Washington, DC
- District of Columbia Department of Transportation (DDOT): The District of Columbia Bicycle Master Plan, Washington, DC 4/2005
- District of Columbia Department of Transportation (DDOT): DC Circulator Transit Development Plan, Washington, DC 4/2011
- District of Columbia Department of Transportation (DDOT): District of Columbia Pedestrian Master Plan, Washington, DC 4/2009
- District of Columbia Department of Transportation (DDOT): Modal and Support Elements Study, Washington, DC 10/2014
- District of Columbia Department of Transportation (DDOT): North Captiol Street Cloverleaf Feasibility Study, Washington, DC 2009
- Gorove/Slade Associates: 818 Michigan Avenue Garages Study, Washington, DC 10/16/2015
- Gorove/Slade Associates: Howard University Campus Master Plan, Washington, DC 10/28/2011
- Gorove/Slade Associates: McMillan Sand Filtration Site PUD Study, Washington, DC 3/18/2014
- Gorove/Slade Associates: Michigan Avenue at Irving St Mixed Use Planned Unit Development Study, Washington, DC 12/2008
- Koetter Kim & Associates: Armed Forces Retirement Home Study, Washington, DC 8/2008
- Nelson / Nygaard Consulting Associates, Inc., and Rhodeside & Harwell: Brookland Edgewood Livability Study, Washington, DC 8/2015
- Smith Group: Trinity (Washington) University Campus Master Plan, Washignton, DC 9/13/2006
- Smith Group: Brookland / CUA Metro Station Small Area Plan, Washington, DC 3/3/2009
- Vanasse Hangen Brustlin, Inc: The Catholic University of America Campus Master Plan, Washington DC, 3/2012
- Volkert & Associates, Inc: Brookland Multi- Modal Transportation And Streetscape Study, Washington, DC 3/2007

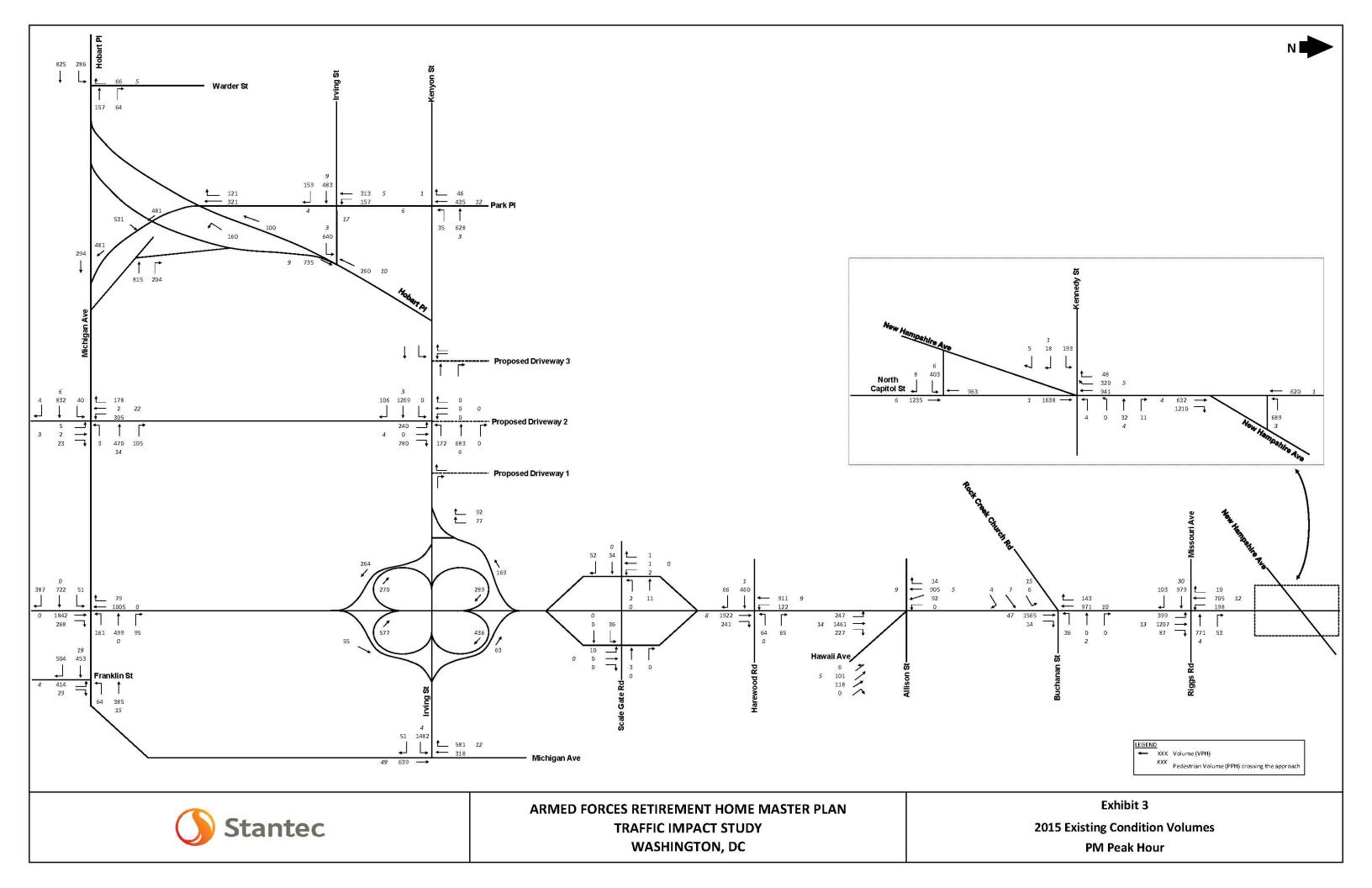
**Stantec** 

## APPENDIX A REPORT EXHIBITS









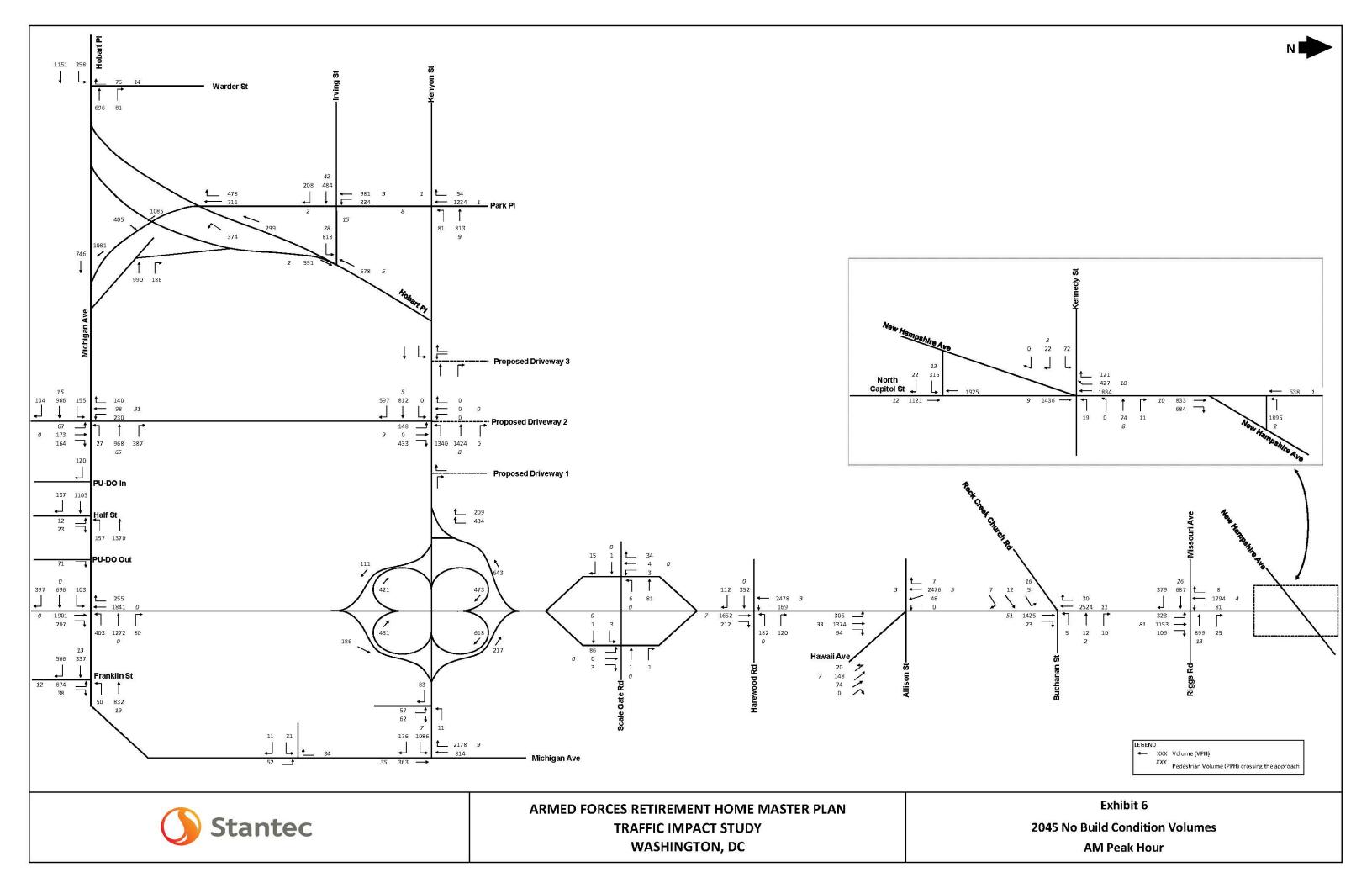
	ı	ſ	2015	xisting Co	ndition		1	2015 6	xisting Co	ndition	
	į.		2013 [	Level	50th	95th		2013 [	Level	50th	95th
	LANE	V/C		of	Queue	Queue	v/c		of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
North Capitol St &	W B-L	0.89	31.2	С	427	551	0.57	26.1	C	188	246
New Hampshire Ave NE	NB-T	0.89	78.0	E	144	643	0.68	40.4	D	163	404
Signalized	SB-T	0.66	43.0	D	133	186	0.65	34.0	С	193	256
Signanzed	Intersection	-	45.6	D	-	-	-	33.3	С	-	250
	EB-LTR	0.29	3.5	A	0	16	0.75	19.7	В	36	73
North Capitol St &	W B-LTR	0.32	37.3	D	51	100	0.16	29.7	С	21	54
Kennedy St NE/NW	NB-T	0.50	56.9	E	103	26	0.73	41.5	D	40	170
Signalized	SB-T	0.58	2.1	A	0	0	0.42	1.4	A	1	1
5.g., a255	Intersection	-	26.8	C	129	12	-	26.4	С	122	<u>.</u>
New Hampshire Ave NW &	EB-TR	0.30	38.8	D	49	96	0.72	69.8	E	133	234
Kennedy St NW	WB-LT	0.17	2.2	A	2	2	0.08	5.8	А	4	4
Signalized	SB-TR	0.23	0.2	A	0	0	0.16	0.2	A	0	0
9	Intersection	-	5.5	A	-	-	-	24.9	С	-	
North Capitol St &	EB-LR	0.45	36.7	D	87	129	0.48	33.5	c	119	166
New Hampshire Ave NW	NB-T	1.43	223.0	F	403	526	1.27	138.2	F	507	537
Signalized	SB-T	0.59	9.9	A	370	420	0.45	9,6	A	181	220
94	Intersection	-	85.2	F	-	-	-	74.2	E	-	
	EB-TR	0.84	36.5	D	262	347	0.96	49.5	D	373	522
	WB-TR	0.81	37.1	D	260	339	0.75	32.0	c	253	329
North Capitol St &	NB-L	1.37	230.4	F	229	393	1.07	83.1	F	305	385
Missouri Ave NW / Riggs Rd NE	NB-TR	0.79	33.6	С	360	384	1.04	51.5	F	505	630
Signalized	SB-L	0.33	46.5	D	52	88	0.94	93.5	F	148	289
olg./all200	SB-TR	0.93	57.2	E	418	550	0.82	60.7	Е	281	342
	Intersection		53.7	D	-	-	-	53.6	D	-	-
	EB-LT	0.11	60.9	E	12	36	0.09	65.7	E	10	34
North Capitol St &	EB-R	0.08	63.5	E	4	19	0.03	65.8	E	3	15
Rock Creek Church Rd NW /	W B-LTR	0.53	77.0	E	17	45	0.59	90.8	F	22	70
Buchanan St NE	SB-TR	0.75	10.6	В	90	323	0.51	3.7	Α	34	73
Signalized	NB-TR	0.55	5.8	A	126	142	0.88	67.4	E	655	697
	Intersection	-	9.8	A	*		-	41.9	D	141	- 170.70
	NB-L	1.00	84.7	E	146	290	0.69	20.8	С	109	130
North Capitol St &	NB-TR	0.67	17.9	В	198	277	1.03	75.7	· F	351	767
Hawaii Ave NE/Allison St NE	SB-L	0.18	34.4	С	0	46	0.30	43.6	D	50	97
Signalized	SB-TR	1.22	117.8	F	880	1032	0.60	23.5	С	309	363
<b>3</b> 11	NW-LTR	1.04	113.0	F	164	315	0.97	92.4	F	155	309
	Intersection	2.51	81.6	F	20	U U	SE SECTION SEC	56.6	E	121	
	NB-T	0.57	1.0	A	0	0	0.84	44.9	D	0	122
North Capitol St &	SB-T	0.63	8.9	A	128	106	0.32	4.3	A	30	59
Harewood Rd NE (North)	W B-L	0.35	34.2	С	79	179	0.16	30.5	С	34	70
Signalized	WB-R	0.21	31.4	c	40	80	0.18	31.0	c	35	71
	Intersection	2	7.5	А	120	72	12	31.8	С	12	-
	EB-TR	0.52	33.3	C	120	170	0.65	36.7	D	161	220
North Capitol St &	NB-T	0.83	28.2	c	374	473	1.22	131.3	F.	847	986
Harewood Rd NW (South)	NB-R	0.24	3.0	A	0	36	0.33	7.1	А	32	82
Signalized	SB-L	0.46	52.4	D	69	110	0.58	55.3	E	90	151
	SB-T	0.85	14.4	В	249	276	0.39	8.9	A	116	149
	Intersection		21.4	c	129	(E)	(2	78.6	Е	328	70 TO 100
SB North Capitol St Ramp &	EB-TR	0.01	0.0	A		0	0.06	0.0	A	1	0
Scale Gate Rd	WB-LT	0.00	0.5	A	-	0	0.00	1.3	A	3.5	0
Unsignalized	SB-LTR	0.05	9.2	A	_	4	0.01	9.1	A	(. <del></del> )	0
onsignanzea	Intersection		2.9	A		-	-	0.5	A	8-8	<del>-</del>
NB North Capitol St Ramp &	EB-LT	0.00	0.0	A	220	0	0.04	0.3	A	321	3
Scale Gate Rd	WB-TR	0.00	0.0	A	-	0	0.04	0.0	A	122	0
Unsignalized	NB-LTR	0.10	9.1			8	0.00	10.3	В	953 -	2
Unsignanzed		0.10	9.1	Α		•		7.4	A	NEC	
	Intersection	-	9.0	Α	<u> </u>	- 2.5	y	7.4	- A	350	

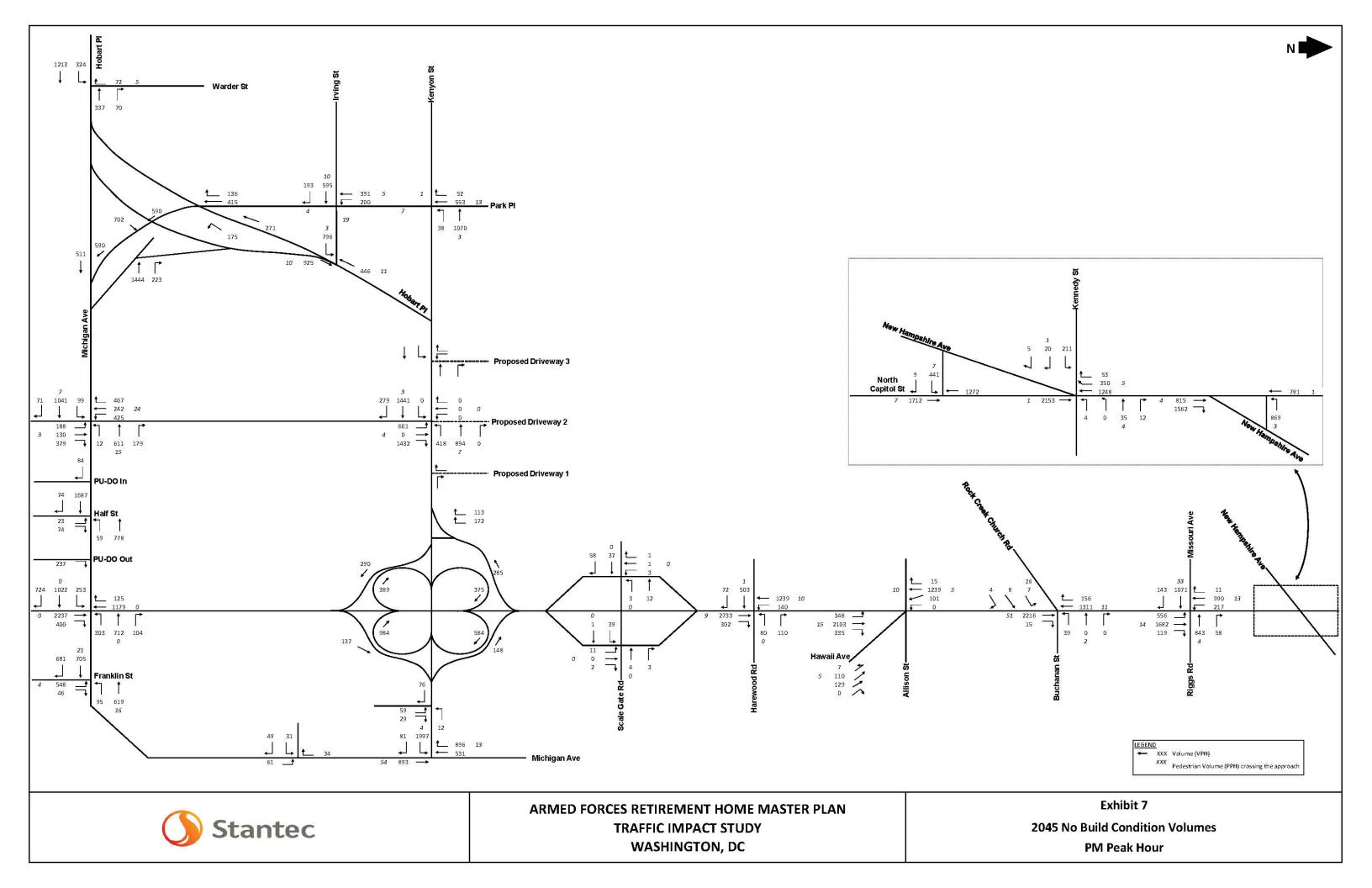
			2015 E	xisting Co	ndition			2015 E	xisting Co	ndition	
	-		).	Level	50th	95th			Level	50th	95th
	LANE	v/c		of	Queue	Queue	v/c		of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
	EB-T	0.74	45.0	D	258	323	0.98	54.4	D	455	594
	EB-R	0.55	21.5	С	151	206	0.13	6.7	Α	15	40
First St NW &	W B-L	0.53	20.1	С	195	250	0.17	24.4	С	47	76
Irving St NW	W B-T	0.35	2.9	Α	51	59	0.19	2.9	Α	29	35
Signalized	NB-L	0.23	62.6	E	42	50	0.83	65.4	E	155	285
	NB-R	0.20	20.5	С	105	138	0.55	16.8	В	197	261
	Intersection	- 1	19.9	В		1.5	-	32.2	С		-
	EB-L	0.34	24.9	С	14	29	0.23	30.1	С	28	44
	EB-TR	0.88	31.5	С	267	371	1.09	87.2	F	436	559
North Capitol St &	W B-L	0.74	38.0	D	136	225	0.69	27.7	С	56	123
Michigan Ave NE/NW	WB-TR	0.67	34.2	С	361	436	0.43	11.7	В	150	157
Signalized	NB-TR	0.84	30.1	С	342	408	0.95	35.1	D	467	599
	SB-TR	0.87	33.2	С	369	439	0.49	18.6	В	174	213
Franklin St NE &	Intersection	0.20	32.4	C	106	120	- 0.35	39.9 0.7	D A	4	- 8
Michigan Ave NE	EB-TR WB-LT	0.29	9.4 5.7	A	106 32	130 39	0.35	11.8	A B	47	82
Signalized	NB-LR	0.29	35.9	D	219	289	0.22	34.5	С	150	208
Signanzea	Intersection	-	17.6	В	-	289	-	12.5	В	- 130	-
Michigan Ave NE &	NB-T	0.11	21.2	С	49	73	0.68	28.4	С	339	378
Irving St NE	SB-T	0.27	14.0	В	78	102	0.30	17.0	В	106	133
Signalized	EB-LR	0.53	18.3	В	90	111	0.16	15.7	В	41	60
9	Intersection	-	17.3	В			-	23.8	С	-	-
Hobart Place NW &	EB-L	0.33	33.2	С	157	183	0.30	32.7	С	157	197
Irving St NW	NB-R	0.28	19.3	В	99	129	0.51	21.6	С	163	209
Signalized	SB-T	0.33	9.3	Α	75	95	0.18	20.5	С	76	107
-	Intersection	2	21.3	С	120	922	-	25.8	С	128	2
Irving St &	WB-T	0.44	4.6	А	116	136	0.20	5.5	Α	60	71
Ramp from SB North Capitol St	SB-R	0.70	48.2	D	104	134	0.32	37.7	D	53	103
Signalized	Intersection	-	4.8	Α	17.6	681	·=	2.1	Α	S=1	-
Park Place NW &	W B-L	0.10	4.1	Α	3	18	0.05	3.1	Α	0	6
Kenyon NW St	W B-T	0.48	9.8	Α	61	85	0.51	13.8	В	123	156
Signalized	SB-TR	0.78	17.3	В	132	198	0.32	7.9	Α	39	64
	Intersection	-	13.9	В	-	8.51		11.0	В	:5R	5
Park Place NW &	EB-TR	0.91	49.8	D	330	541	0.76	28.6	С	316	465
Irving St NW	SB-L	0.26	3.0	Α -	9	20	0.19	9.6	A	22	52
Signalized	SB-T	0.44	12.6	В	133	233	0.21	24.0	С	88	131
Dame to satisficant and specific	Intersection	-	23.7	C	-	-	1.10	24.5	С	-	
Ramp to Michigan Ave NW & Hobart Place NW	EB-L	1.19	157.7	F	)=#i	351	1.19	133.7	F		535 0
Unsignalized	SB-T Intersection	0.55	0.0 38.4	A E		0	0.30	0.0 70.1	A F		2 U
Hobart Place NW &	EB-L	0.71	48.2	D	149	213	0.72	44.6	D	179	243
Michigan Ave NW &	EB-T	0.71	0.1	A	0	0	0.72	0.2	A	0	0
Warder St NW	SB-R	0.20	33.7	C	40	72	0.23	29.3	C	36	65
Signalized	WB-TR	0.60	9.4	A	134	477	0.21	13.7	В	75	127
org.runzeu	Intersection	-	12.2	В	-	-	-	12.8	В		-
	EB-L	0.73	82.8	F	25	95	0.18	20.2	c	16	40
	EB-TR	0.56	23.4	С	187	247	0.61	24.4	С	215	280
First St NW &	W B-L	0.10	34.4	С	7	11	0.02	9.7	Α	1	2
Michigan Ave NW	WB-TR	0.86	45.9	D	362	437	0.42	13.8	В	151	221
Signalized	NB-L	0.00	29.0	С	1	5	0.01	29.2	С	3	12
	NB-TR	0.00	0.0	Α	0	0	0.06	13.1	В	1	22
	SB-L	0.58	34.7	С	121	195	0.91	72.0	E	208	363
	SB-TR	0.26	6.4	Α	12	28	0.42	12.7	В	0	71
	Intersection	5	36.7	D	15.0	255		27.4	С	1500	5

Exhibit 5
Freeway Capacity Analysis Results - 2015 Existing Network
North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange

		Cogmont		Exis	ting (	Condition	
Interchange		Segment		АМ		PM	
	Туре	From	То	Density	LOS	Density	LOS
	Diverge	North Capitol Street NB	Irving Street EB	13.6	В	16.1	В
	Merge	Irving Street WB	North Capitol Street NB	11.9	В	14.7	В
	Weave	North Capit	ol Street NB	11.6	В	15.6	В
	Diverge	North Capitol Street SB	Irving Street WB	14.5	В	8.9	Α
North Conital Street &	Merge	Irving Street EB	North Capitol Street SB	12.8	В	10.4	В
North Capitol Street &	Weave	North Capit	ol Street SB	10.8	В	6.3	Α
Irving Street	Diverge	Irving Street EB	North Capitol Street SB	9.7	Α	15.8	В
	Merge	North Capitol Street NB	Irving Street EB	9.6	Α	12.5	В
	Weave	Irving S	treet EB	9.5	Α	12.6	В
	Diverge	Irving Street WB	North Capitol Street NB	12.6	В	6.8	Α
	Weave	Irving St	reet WB	10.7	Α	5.8	Α
	Diverge	North Capitol Street NB	Scale Gate Road	13.3	В	17.1	В
North Capitol Street &	Merge	Scale Gate Road	North Capitol Street NB	12.0	В	15.6	В
Scale Gate Road	Diverge	North Capitol Street SB	Scale Gate Road	16.3	В	9.6	Α
	Merge	Scale Gate Road	North Capitol Street SB	13.4	В	8.6	Α

Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).





				AM Pea	k Hour				PM Pea	k Hour	
		v/c	Delay	Level of		ength (ft)	v/c	Delay	Level of	•	ength (ft)
Intersection	Lane Group	Ratio	(sec)	Service		95th %tile		(sec)	Service		95th %tile
1466-1400-1406-1406-1406-1406-1406-1406-	WB-L	1.15	102.7	F	~753	#889	0.72	29.8	С	256	329
North Capitol St &	NB-T	1.08	87.4	F	~630	#867	0.88	72.2	E	556	m621
New Hampshire Ave NE	SB-T	0.85	52.6	D	179	#264	0.82	40.3	D	260	336
Signalized		-	90.5	F	=	-	-	47.2	D	-	-
	100000000000000000000000000000000000000	0.32	4.0	А	0	22	0.82	24.0	С	159	m#225
North Capitol St &	10.000 PALACON A A VAIG.	0.36	38.3	D	57	108	0.18	30.3	c	23	58
Kennedy St	7,000,000 datas nos	0.61	62.3	E	183	m78	0.95	60.2	E	295	m80
Signalized	WB-LTR NB-T SB-T Intersection EB-TR WB-LT SB-TR Intersection EB-LR NB-T SB-T Intersection EB-TR WB-TR NB-T SB-T Intersection EB-TR WB-TR NB-L NB-TR SB-L SB-TR Intersection EB-TR Intersection	0.79	18.3	В	0	m0	0.56	1.4	A	3	10
Signanzea		-	36.5	D	-	-	-	37.6	D	-	-
		0.32	39.3	D	54	103	0.79	62.7	E	147	#270
New Hampshire Ave NW &	2000-200 (2000)	0.19	2.3	A	2	2	0.10	7.1	A	6	7
Kennedy St NW	EB-TR (WB-LT (SB-TR (Intersection EB-LR (SB-T (Intersection EB-TR (Intersection EB-TR (Intersection SB-L (SB-TR (Intersection EB-LT (Intersection EB-LT (Intersection EB-LT (Intersection EB-LT (Intersection (Intersection EB-LT (Intersection	0.15	0.2	A	0	m0	0.18	0.9	A	0	m0
Signalized		0.23	5.5	A	-	- 1110	-	22.8	Ĉ	-	-
	WB-LT SB-TR Intersection EB-LR NB-T SB-T Intersection EB-TR WB-TR NB-L NB-TR SB-L SB-TR Intersection	0.49	118.3	F	96	141	0.52	37.8	D	131	180
North Capitol St &	EB-LR	1.81	393.2	F	~564	m#573	1.76	361.5	F	~891	m#513
New Hampshire Ave NW	SB-TR	VID 000000000000000000000000000000000000	254/1925/7/JUNESTINES		0/60/65/2/95/20	ACCORDING THE STATE OF THE STAT	1000 00000	CONTRACTOR	1711	700000000	PEGER AND
Signalized		0.80	2.2 143.4	A F	11	18	0.60	8.1 188.3	A F	238	290
SEED							1 00				4007
		1.00	58.5	E	~334	#487	1.08	82.2	F	~490	#627
North Coult List S		0.89	42.6	D	295	#413	0.82	35.1	D	286	371
North Capitol St &	V(4)C=80 =0:	1.72	364.4	F	~324	#483	1.50	251.5	F	~532	m#402
Missouri Ave NW / Riggs Rd NE		0.99	41.2	D	324	#571	1.45	224.5	F	~890	m#656
Signalized		0.37	31.2	С	41	m55	1.03	103.5	F	~158	#304
		1.28	157.6	F	~780	#921	1.14	108.0	F	~407	#539
		-	102.2	F	=:	=	=	141.7	F	=	=
	3005130 N/ 1001	0.12	35.7	D	13	38	0.11	46.0	D	12	37
North Capitol St &	20,3780 00000	0.09	39.0	D	5	21	0.03	44.2	D	3	15
Rock Creek Church Rd NW /		0.58	83.7	F	18	#52	0.65	81.6	F	25	#80
Buchanan St NE	SB-TR	1.01	62.1	F	~610	m#856	0.65	17.3	В	478	m484
Signalized	TARROCTED LINETWOOD	0.70	4.6	Α	43	m#60	1.22	114.2	F	~1076	m#43
		8	41.6	D	8	8	H	75.6	E	#	
	NB-L	1.28	171.2	F	~213	m#386	1.32	167.6	F	~239	m#167
North Capitol St &	NB-TR	0.86	28.1	С	520	545	1.49	244.9	F	~1193	m#911
Hawaii Ave NE / Allison St NE	SB-L	0.18	25.3	С	28	m26	0.33	34.5	С	73	m99
Signalized	SB-TR	1.63	304.9	F	~1410	m#1384	0.81	10.4	В	43	165
Signalizea	NW-LTR	1.15	146.3	F	~197	#353	1.10	128.8	F	~193	#350
	Intersection	<u> 22</u> 6	195.1	F	- <del>-</del> -	<b>2</b> 9	*	160.4	P	121	125
	NB-T	0.72	5.7	Α	47	m32	1.20	105.1	F	~602	m0
North Capitol St &	SB-T	0.84	0.9	Α	1	m1	0.43	3.9	Α	17	66
Harewood Rd (North)	WB-L	0.44	35.3	D	101	168	0.20	31.1	С	43	83
Signalized	WB-R	0.32	33.4	С	65	117	0.30	33.1	С	61	111
	Intersection	29	5.0	Α	20	27	0	71.5	E	-	2
	EB-TR	0.58	35.7	D	138	192	0.72	38.9	D	183	246
North Conital St 9	NB-T	1.06	66.2	F	~630	#767	1.74	357.5	F	~1453	#1584
North Capitol St &	NB-R	0.28	5.1	Α	16	56	0.42	12.0	В	75	143
Harewood Rd (South)	SB-L	0.79	69.2	Е	104	m130	0.66	39.6	D	78	#168
Signalized	SB-T	1.10	56.6	F	~1015	#1119	0.54	4.2	Α	60	84
	Intersection	-	56.1	Е	-	<b>=</b> 0		205.3	F	-	-
North Canital Ct CD D	EB-TR	0.01	0.0	Α	Lin .	0	0.07	0.0	Α	( <del>-</del> )	0
North Capitol St SB Ramps &	WB-LT	0.01	0.6	Α		0	0.00	1.6	Α	-	0
Scale Gate Rd	SB-LTR	0.06	9.2	Α	5.	5	0.01	9.1	Α	150	1
Unsignalized	Intersection		2.9	Α	=:	-	-	0.6	Α	-	-1
Nouth Coultal Ct ND D	EB-LT	0.00	5.8	Α	1200	0	0.04	7.1	Α	121	3
North Capitol St NB Ramps &	WB-TR	0.00	0.0	Α		0	0.01	0.0	Α	-	0
Scale Gate Rd	NB-LTR	0.11	9.1	Α	= = = = = = = = = = = = = = = = = = = =	9	0.03	10.2	В	-	2
Unsignalized	Intersection	<b>12</b> 9	92	F	<b>2</b> 9	<b>12</b> 9	- 20	7.0	Α	=	227
	EB-T	0.25	0.1	Α	0	m0	0.55	0.1	Α	0	m0
Irving Street NW &	WB-T	0.83	18.7	В	327	m343	0.29	5.3	Α	80	m86
North Capitol St SB Ramp	WB-R	0.31	0.5	Α	0	m0	0.25	0.3	Α	0	m0
Signalized	SB-R	0.77	15.8	В	197	m181	0.71	41.0	D	99	m#206
agues e la 🐷 - la managarità de la filipia	Intersection	240 A	10.3	В	27	=	4	2.9	Α	121	in the second section of the second s
AND THE PARTY OF	EB-T	0.22	20.5	С	58	82	0.58	29.4	С	172	216
Michigan Ave NE &	WB-T	0.49	23.8	С	148	187	0.39	26.1	c	94	125
Irving St NE	SB-LR	0.57	16.3	В	184	226	0.72	18.3	В	310	366
Signalized	Intersection	-	19.4	В	-	-	-	22.3	C	-	-
						-				11.00	1000

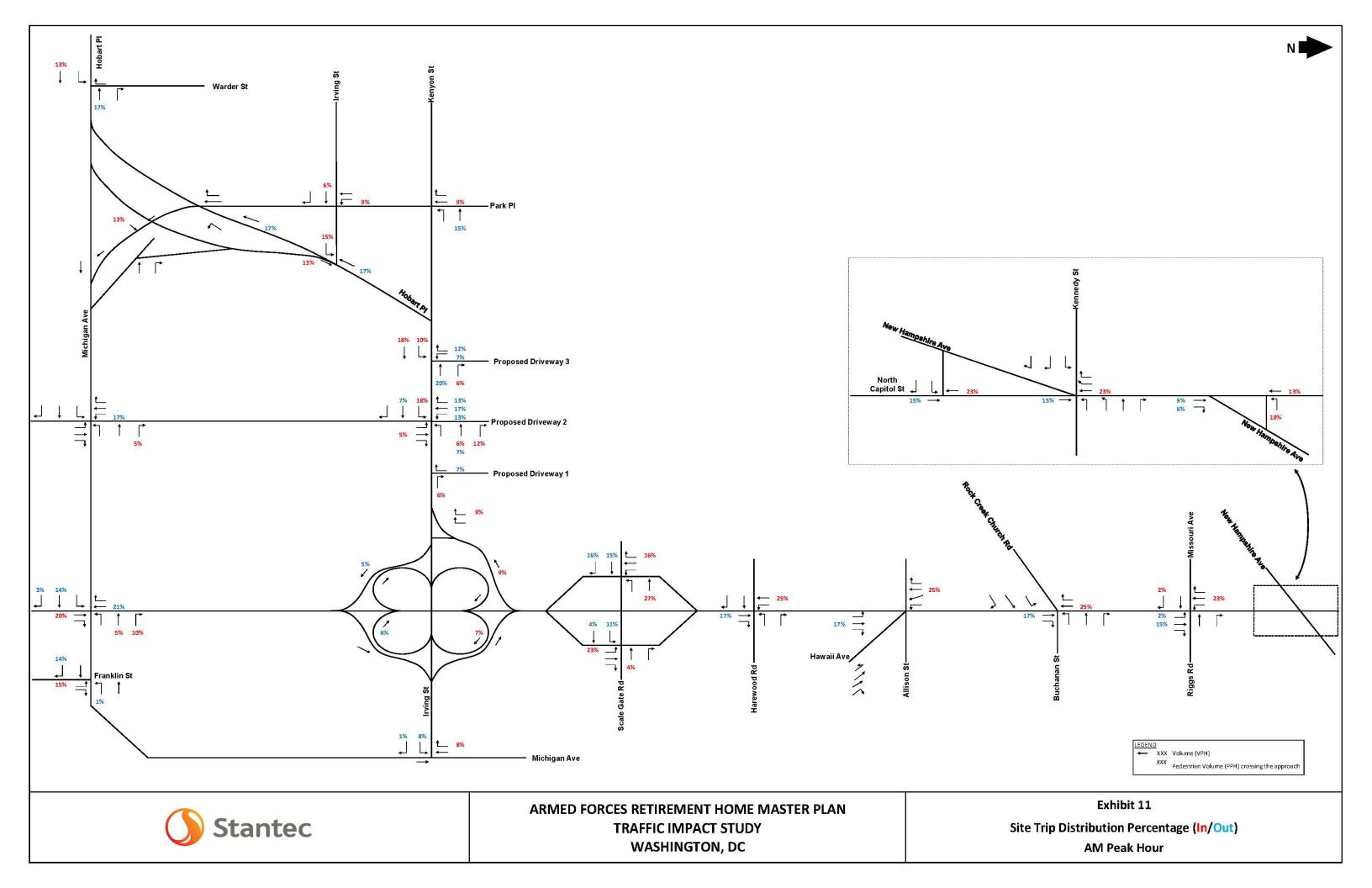
l l				AM Pea	k Hour				PM Pea	k Hour	
		v/c	Delay	Level of		ength (ft)	v/c	Delay	Level of	520 00 200 000 1000000 2000	ength (ft)
Intersection	Lane Group	Ratio	(sec)	Service	9000	95th %tile	78	(sec)	Service	50th %tile	
	EB-T	0.96	54.4	D	290	#414	1.08	71.7	F	~548	#668
	EB-R	0.92	37.6	D	230	#383	0.27	1.7	Α	13	28
Irving St NW &	WB-L	0.97	32.9	С	373	#600	1.07	108.4	F	~157	#256
First St NW	WB-T	0.41	1.7	Α	31	46	0.33	12.7	В	88	125
Signalized	NB-L	0.56	21.0	С	76	m67	1.09	91.4	E	~485	m#671
	NB-R	0.29	10.4	В	93	m88	1.03	54.2	F	~569	m#685
	Intersection	750	25.4	С	āv.	Dis	Ex	58.2	E		
Park Place NW &	WB-L	0.13	5.6	Α	14	m33	0.04	1.9	Α	3	m6
Kenyon St NW	WB-T	0.69	16.9	В	164	221	0.61	10.8	В	208	m224
Signalized -	SB-TR	0.84	18.0	В	161	#293	0.59	16.1	В	75	118
Signanzea	Intersection	558	17.1	В	===	53	=	12.5	В	=	:=:
Park Place NW &	EB-TR	0.78	25.7	С	340	506	0.66	10.6	В	234	353
Irving St NW	SB-L	0.41	7.8	Α	61	m83	0.39	10.8	В	21	78
Signalized -	SB-T	0.75	20.9	С	193	232	0.53	24.3	С	78	106
Signanzea	Intersection		20.4	С	=	<b>H</b> 0	ж.	14.5	В	H	=
Irving St NW &	EB-L	0.41	15.4	В	95	133	0.48	22	С	147	168
Hobart Place NW	NB-T	0.37	15.3	В	92	m113	0.52	15.7	В	162	m201
A CONTRACTOR OF THE CONTRACTOR	SB-T	0.42	11.9	В	133	166	0.25	9.7	Α	72	m85
Signalized	Intersection	12%	14.2	В	81	=	1	16.8	В	=	( <del>=</del> 1
	WB-L	1.04	91.7	F	( <del>-</del> 27)	327	0.32	14.2	В	2	35
Park Place NW &	WB-T	2.13	582.9	F	=	632	0.66	27.8	D	F	116
Hobart Place NW	SB-T	0.44	0	Α	<b>2</b>	0	0.26	0	А	=	0
Unsignalized	SB-R	0.29	0	Α		0	0.09	0		22	0
Sh5ighanzea	\$2,000,000,000,000					100-200		20.000	A		
	Intersection	220	111.9	F	<b>2</b> %	<b>2</b> %	-	10	Α	2	=
Hobart Place NW &	EB-T	2.47	720.5	F	80	903	1.82	403.3	F	(=)	1201
Ramp to/from Michigan Ave	SB-T	0.67	0	Α	-	0	0.37	0	Α	=	0
Unsignalized		0.0000077822400	STREET TO SEE TO SEE	-			OCHECO MACES	0300 00000 01	+		, ,
S72	Intersection		195.8	F	===	-	- 0.46	219.1		=	-
Michigan Ave NW &	EB-T	0.23	0	A	<b>=</b> (0	0	0.16	0	A	-	0
Ramp to/from Michingan Ave	SB-L	1.98	465 275.1	F	<b>5</b>	1920	0.9	39.3	E	(5)	293
Unsignalized	Intersection	- 077		- 1	- 105	247	- 0.76	21.1	С	-	272
Michigan Ave NW /	EB-L	0.77	52.7	D	165	247	0.76	45.3	D	204	272
Hobart Place NW &	EB-T	0.35	0.3	A	0	0	0.37	0.3	A	0 72	0
Warder St NW	WB-TR	0.72	7.8	A	110	156	0.40	7.0	A	72	146
Signalized	SB-R Intersection	0.25	34.5 10.0	C A	43	82	0.19	28.1 9.9	C A	38	68
		2.50		100	~1.12	- #270				- N7C	- 4100
-	EB-L	2.58	769.5	F	~143	#278	1.16	180.9	F	~76	#182
-	EB-T	0.76	27.9	C	291	374	0.99	60.2	E	352	#499
-	EB-R	0.30	9.0	A	19	61	0.15	3.4	A	0	19
Michigan Ave NW &	WB-L	0.41	22.6	С	3	m9	0.21	30.0	C	3	m14
First St NW	WB-TR	1.02	38.9	D	~82	#214	0.75	24.2	С	133	193
Signalized	NB-L	0.17	31.4	С	38	76	0.46	37.5	D	106	175
and Challeston placer	NB-TR	0.85	51.4	D	200	#360	1.15	120.7	F	~343	#548
-	SB-L	0.80	45.2	D	137	m148	0.83	34.5	С	158	m194
-	SB-TR	0.87	41.0	D	85	m98	1.30	166.8	F	~553	m#671
	Intersection	1.00	68.4	E		-	- 4 7	78.5	E	-	- "220
ļ-	EB-L	1.60	351.2	F	~94	#203	1.17	133.3	F	~197	m#320
ļ-	EB-T	0.46	27.9	С	220	288	0.78	27.0	С	278	343
Michigan Ave &	EB-R	0.58	30.8	С	228	327	1.19	122.1	F.	~540 ~311	#770
North Capitol St	WB-L	1.05	74.8	F	~126	#326	1.51	273.1	F	~211	#385
Signalized -	WB-TR	0.73	14.1	В	280	385	0.52	12.5	В	144	219
-	NB-TR	1.34	185.8	F	~674	#772	1.36	190.9	F	~848	#943
ļ-	SB-TR	1.32	176.5	F	~661	#759	0.68	25.4	С	243	m279
<u></u>	Intersection	- 0.47	122.8	Α.	-	40	- 0 E0	110.4	F	-	
-	EB-TR	0.47	1.6 22.7	A	6 150	m10	0.59	4.0	A	56	m59
Michigan Ave NE &			ココフ	С	159	203	0.89dl	14.4	В	97	129
Michigan Ave NE & Franklin St NE	WB-LT	0.59					0		C	157	213
DESCRIPTION OF DESCRIPTION OF STATE OF	NB-LR	0.59	22.8	С	235	304	0.56	27.2		137	213
Franklin St NE	NB-LR Intersection	0.67 -	22.8 15.7	C B	235 -	304 -	5.2	11.9	В		1 <del></del>
Franklin St NE	NB-LR Intersection EB-TR	0.67 - 0.67	22.8 15.7 12.2	C B B	235 - 172	304 - 220	- 0.96	11.9 26.2	B C	- 511	- #749
Franklin St NE	NB-LR Intersection EB-TR WB-L	0.67 - 0.67 0.01	22.8 15.7 12.2 6.1	C B B	235 - 172 2	304 - 220 8	- 0.96 0.01	11.9 26.2 5.4	B C A	- 511 2	- #749 8
Franklin St NE Signalized	NB-LR Intersection EB-TR WB-L WB-T	0.67 - 0.67 0.01 0.81	22.8 15.7 12.2 6.1 14.9	C B B A	235 - 172 2 284	304 - 220 8 340	- 0.96 0.01 0.28	11.9 26.2 5.4 6.9	B C A A	- 511 2 79	- #749 8 98
Franklin St NE Signalized Irving St NE &	NB-LR Intersection EB-TR WB-L WB-T NB-L	0.67 - 0.67 0.01 0.81 0.13	22.8 15.7 12.2 6.1 14.9 24.4	C B B A B	235 - 172 2 284 21	304 - 220 8 340 61	- 0.96 0.01 0.28 0.16	11.9 26.2 5.4 6.9 33.4	B C A A	- 511 2 79 33	- #749 8 98 70
Franklin St NE  Signalized  Irving St NE &  Michigan at Irving PUD Driveway	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R	0.67 - 0.67 0.01 0.81	22.8 15.7 12.2 6.1 14.9 24.4 8.0	C B B A C A	235 - 172 2 284 21 0	304 - 220 8 340 61 32	- 0.96 0.01 0.28 0.16 0.09	11.9 26.2 5.4 6.9 33.4 14.6	B C A A C B	- 511 2 79 33 3	- #749 8 98 70 27
Franklin St NE  Signalized  Irving St NE &  Michigan at Irving PUD Driveway	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection	0.67 - 0.67 0.01 0.81 0.13 0.14	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9	C B B A C A B C A B	235 - 172 2 284 21 0	304 - 220 8 340 61 32	- 0.96 0.01 0.28 0.16 0.09	11.9 26.2 5.4 6.9 33.4 14.6 20.6	B C A A C B	- 511 2 79 33 3	- #749 8 98 70 27
Franklin St NE  Signalized  Irving St NE &  Michigan at Irving PUD Driveway	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T	0.67 - 0.67 0.01 0.81 0.13 0.14 - 0.36	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0	C B B A B C A B A	235 - 172 2 284 21 0	304 - 220 8 340 61 32 - 0	- 0.96 0.01 0.28 0.16 0.09 - 0.56	11.9 26.2 5.4 6.9 33.4 14.6 20.6	B C A A C B C	- 511 2 79 33 3	- #749 8 98 70 27 - 0
Franklin St NE Signalized  Irving St NE & Michigan at Irving PUD Driveway Signalized	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T	0.67 0.67 0.01 0.81 0.13 0.14 - 0.36 0.49	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0	C B B A B C A B A A A	235 - 172 2 284 21 0 - -	304 - 220 8 340 61 32 - 0	0.96 0.01 0.28 0.16 0.09 - 0.56 0.27	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0	B C A C B C A A	- 511 2 79 33 3 - -	- #749 8 98 70 27 - 0
Franklin St NE  Signalized  Irving St NE &  Michigan at Irving PUD Driveway  Signalized  Michigan Ave NW &	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T NB-R	0.67 - 0.67 0.01 0.81 0.13 0.14 - 0.36	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0 0.0	C B B A B C A B A B A B B A B	235 - 172 2 284 21 0 - -	304 - 220 8 340 61 32 - 0 0	- 0.96 0.01 0.28 0.16 0.09 - 0.56	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0 0.0	B C A C B C A A B	- 511 2 79 33 3 - - -	- #749 8 98 70 27 - 0
Franklin St NE Signalized  Irving St NE & Michigan at Irving PUD Driveway Signalized  Michigan Ave NW & PU-DO Out	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T NB-R Intersection	0.67 - 0.67 0.01 0.13 0.14 - 0.36 0.49 0.10	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0 0.0 10.2 0.3	C B B A B C A B A B A A A	235 - 172 2 284 21 0 - - -	304 - 220 8 340 61 32 - 0 0 8	- 0.96 0.01 0.28 0.16 0.09 - 0.56 0.27 0.37	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0 0.0 13.2	B C A A C A A B A	- 511 2 79 33 3 - - -	- #749 8 98 70 27 - 0 0 43
Franklin St NE Signalized  Irving St NE & Michigan at Irving PUD Driveway Signalized  Michigan Ave NW & PU-DO Out Unsignalized	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T NB-R Intersection EB-T	0.67 0.67 0.01 0.81 0.13 0.14 - 0.36 0.49 0.10 - 0.54	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0 0.0 10.2 0.3 3.7	C B B A A B A A A A A	235 - 172 2 284 21 0 - - - - - 72	304 - 220 8 340 61 32 - 0 0 8 - 91	0.96 0.01 0.28 0.16 0.09 - 0.56 0.27 0.37	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0 0.0 13.2 1.1 7.3	B C A C B C A A A A A A	- 511 2 79 33 3 - - - - - 189	- #749 8 98 70 27 - 0 0 43 - m172
Franklin St NE Signalized  Irving St NE & Michigan at Irving PUD Driveway Signalized  Michigan Ave NW & PU-DO Out Unsignalized  Michigan Ave NW &	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T NB-R Intersection EB-T WB-T NB-R Intersection EB-TR WB-L	0.67 0.67 0.01 0.81 0.13 0.14 - 0.36 0.49 0.10 - 0.54 0.79	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0 0.0 10.2 0.3 3.7 35.6	C B B A B C A B A A B A D	235 - 172 2 284 21 0 - - - - 72 89	304 - 220 8 340 61 32 - 0 0 8 - 91 m#110	0.96 0.01 0.28 0.16 0.09 - 0.56 0.27 0.37	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0 0.0 13.2 1.1 7.3 58.6	B C A C B C A A A A A B A A E	- 511 2 79 33 3 - - - - - 189 11	- #749 8 98 70 27 - 0 0 43 - m172 m#104
Franklin St NE Signalized  Irving St NE & Michigan at Irving PUD Driveway Signalized  Michigan Ave NW & PU-DO Out Unsignalized	NB-LR Intersection EB-TR WB-L WB-T NB-L NB-R Intersection EB-T WB-T NB-R Intersection EB-T	0.67 0.67 0.01 0.81 0.13 0.14 - 0.36 0.49 0.10 - 0.54	22.8 15.7 12.2 6.1 14.9 24.4 8.0 13.9 0.0 0.0 10.2 0.3 3.7	C B B A A B A A A A A	235 - 172 2 284 21 0 - - - - - 72	304 - 220 8 340 61 32 - 0 0 8 - 91	0.96 0.01 0.28 0.16 0.09 - 0.56 0.27 0.37	11.9 26.2 5.4 6.9 33.4 14.6 20.6 0.0 0.0 13.2 1.1 7.3	B C A C B C A A A A A A	- 511 2 79 33 3 - - - - - 189	- #749 8 98 70 27 - 0 0 43 - m172

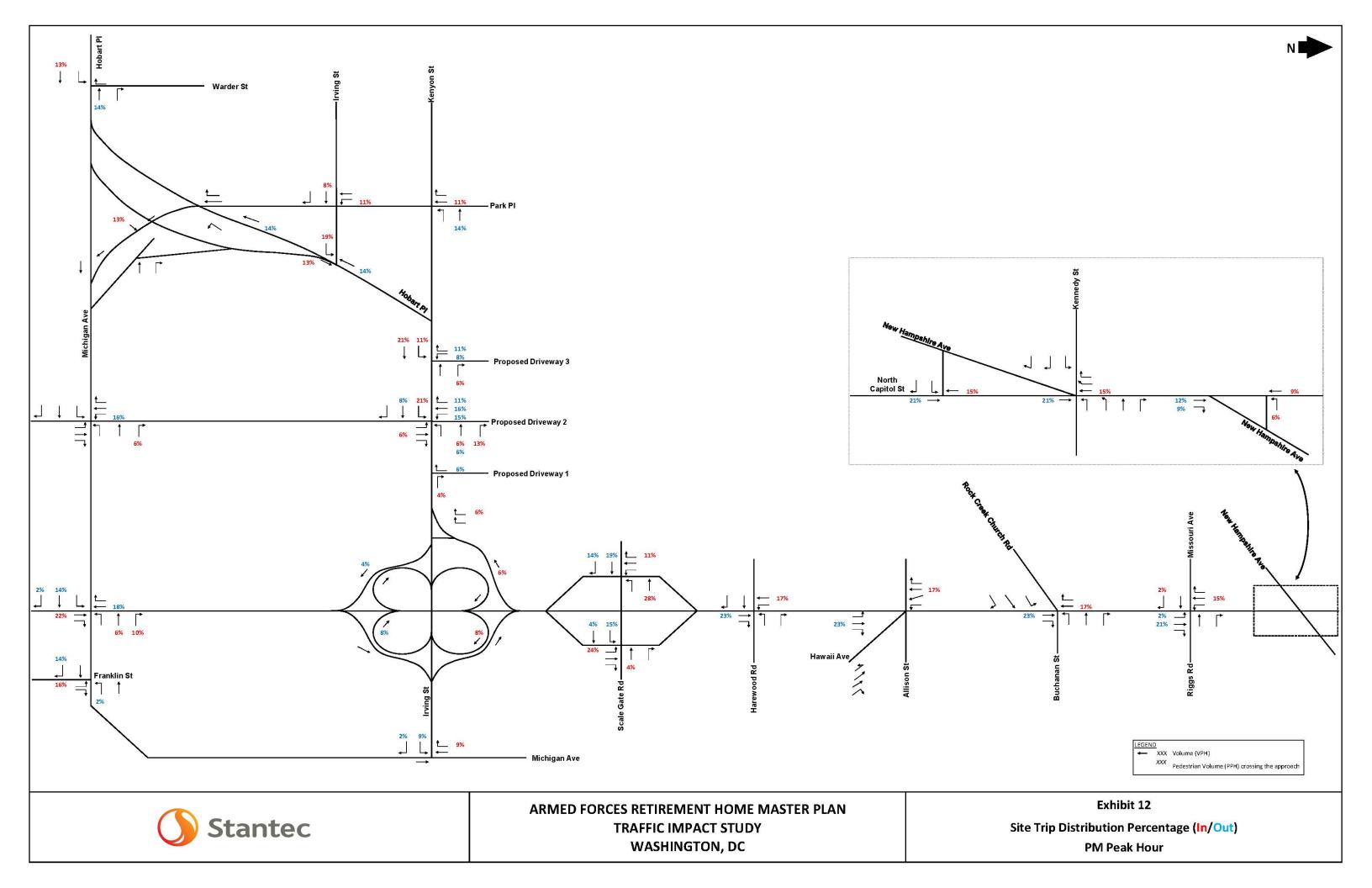
Exhibit 9
Armed Forces Retirement Home
Freeway Capacity Analysis Results - 2045 Existing Network
North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange

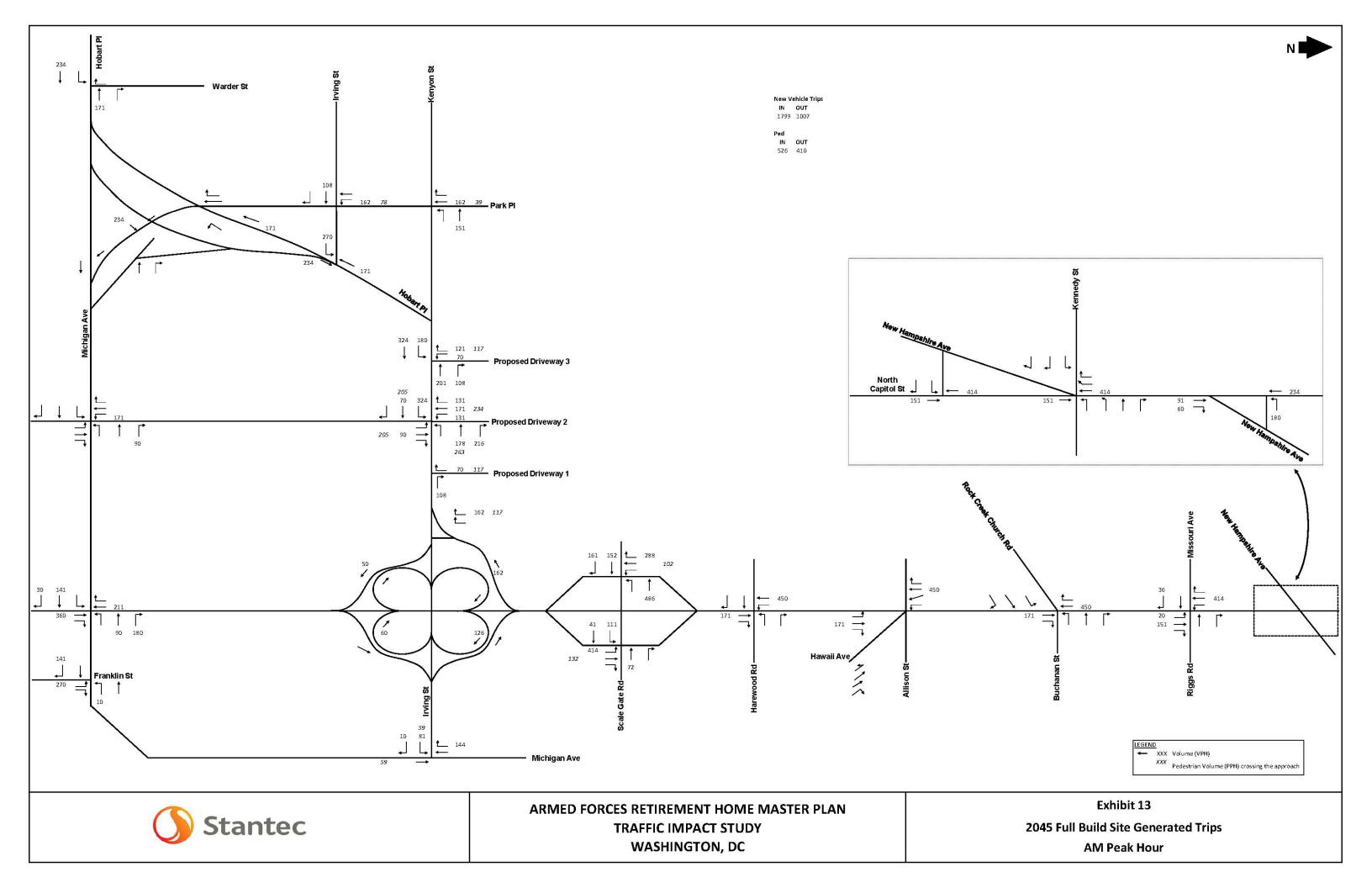
		Commont			No E	Build			Bu	ild	
Interchange		Segment		AM		PM	2- 2-	AM		PM	ľ.
	Туре	From	То	Density	LOS	Density	LOS	Density	LOS	Density	LOS
	Diverge	North Capitol Street NB	Irving Street EB	17.2	В	19.4	В	19.2	В	22.0	С
	Merge	Irving Street WB	North Capitol Street NB	14.0	В	19.2	В	16.3	В	21.8	С
	Weave	North Capit	ol Street NB	14.3	В	23.7	С	18.6	В	29.9	D
	Diverge	North Capitol Street SB	Irving Street WB	18.2	В	10.7	В	18.2	В	13.0	В
North Conital Street 8	Merge	Irving Street EB	North Capitol Street SB	15.7	В	11.6	В	15.8	В	13.9	В
North Capitol Street &	Weave	North Capit	ol Street SB	15.6	В	8.4	Α	15.2	В	10.3	В
Irving Street	Diverge	Irving Street EB	North Capitol Street SB	11.4	В	20.6	C	12.5	В	23.2	С
	Merge	North Capitol Street NB	Irving Street EB	11.6	В	15.7	В	12.1	В	16.9	В
	Weave	Irving S	treet EB	10.2	Α	20.3	В	10.6	Α	24.1	С
	Diverge	Irving Street WB	North Capitol Street NB	16.2	В	8.8	Α	16.7	В	9.7	Α
	Weave	Irving St	reet WB	16.0	В	8.5	Α	17.6	В	10.2	Α
	Diverge	North Capitol Street NB	Scale Gate Road	15.7	В	22.1	С	17.2	В	24.0	С
North Capitol Street &	Merge	Scale Gate Road	North Capitol Street NB	13.9	В	19.9	В	15.3	В	26.4	С
Scale Gate Road	Diverge	North Capitol Street SB	Scale Gate Road	19.7	В	11.8	В	22.3	С	12.4	В
	Merge	Scale Gate Road	North Capitol Street SB	16.3	В	10.4	В	19.7	В	15.1	В

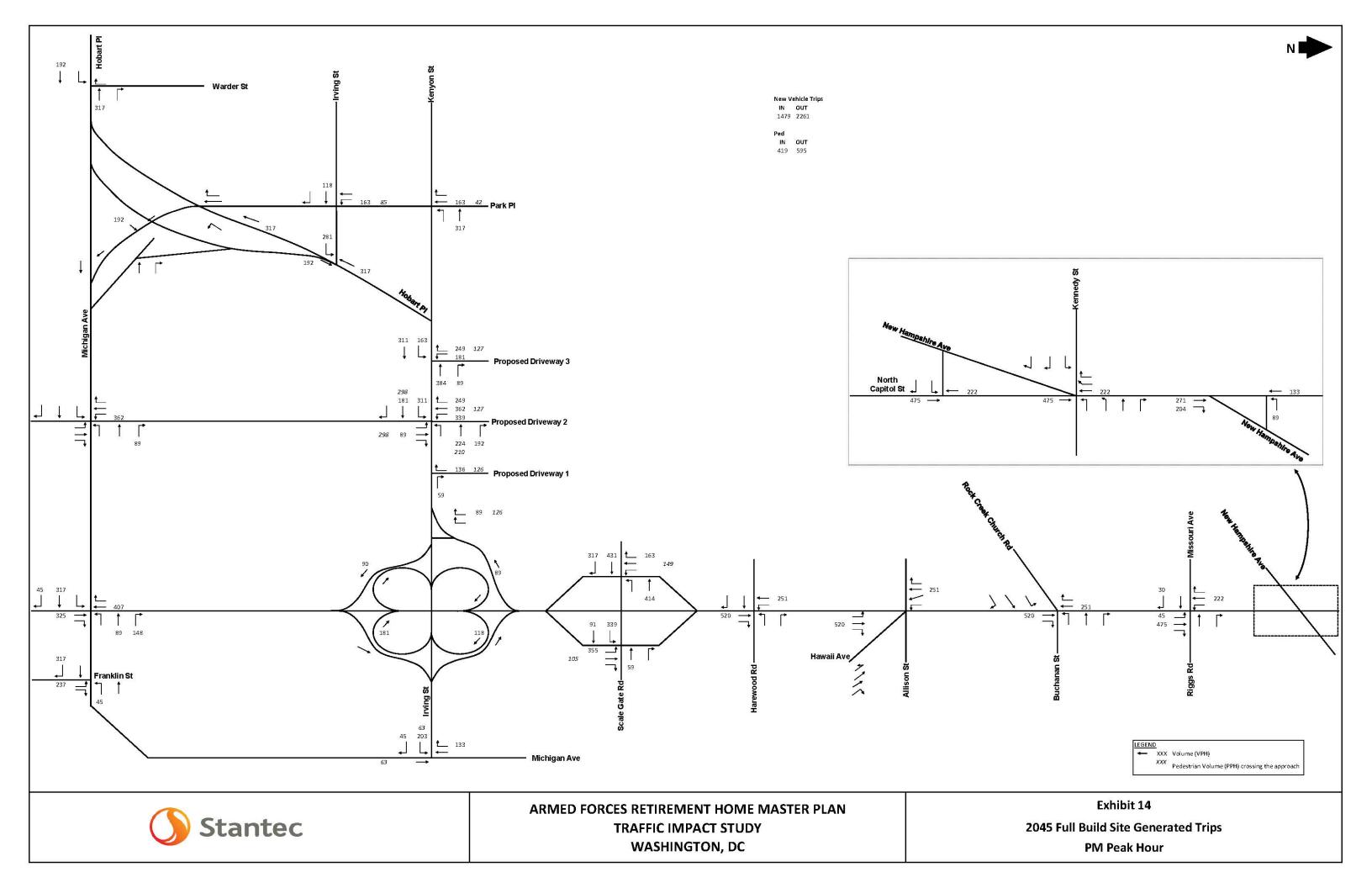
Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).

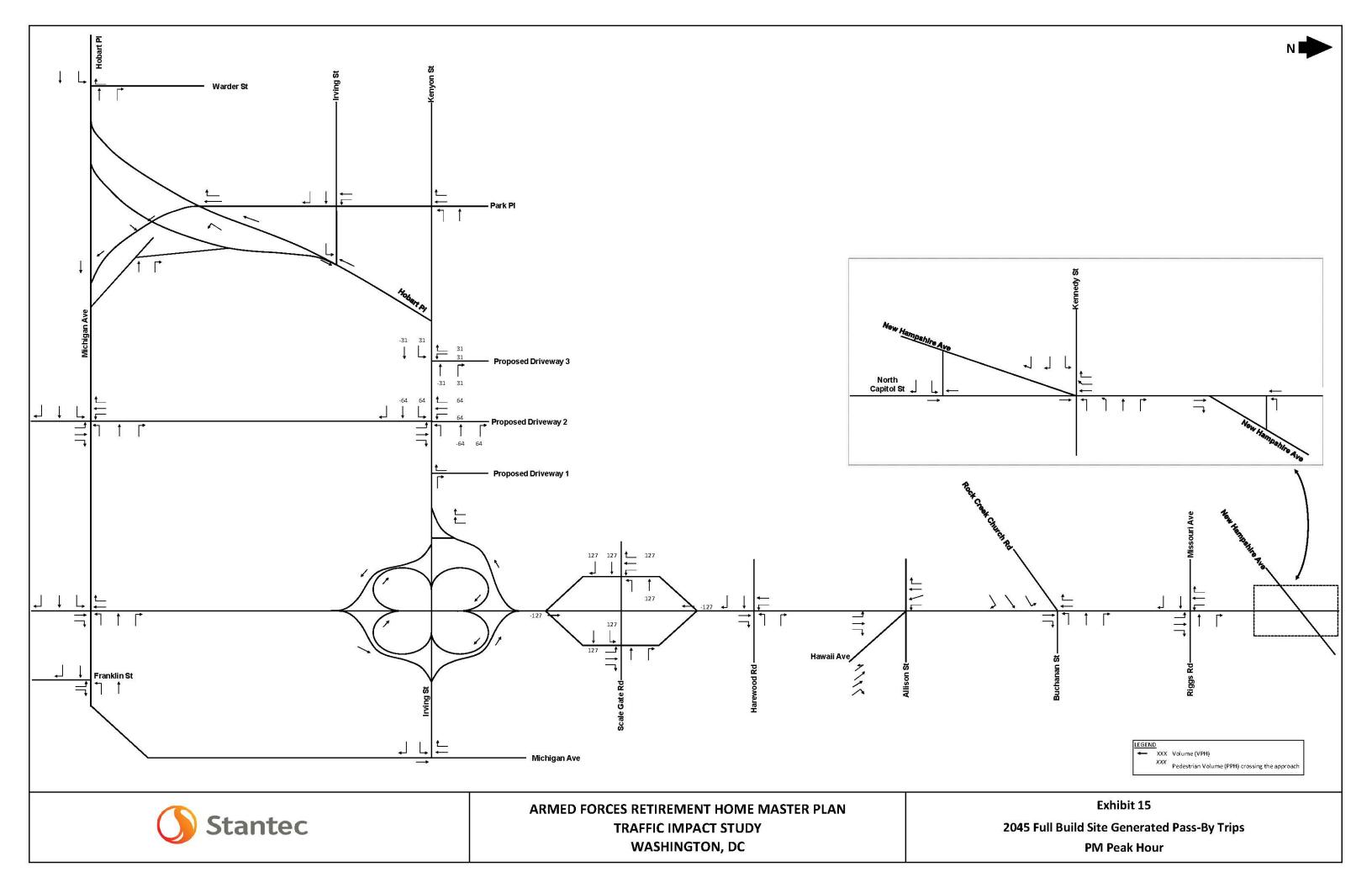


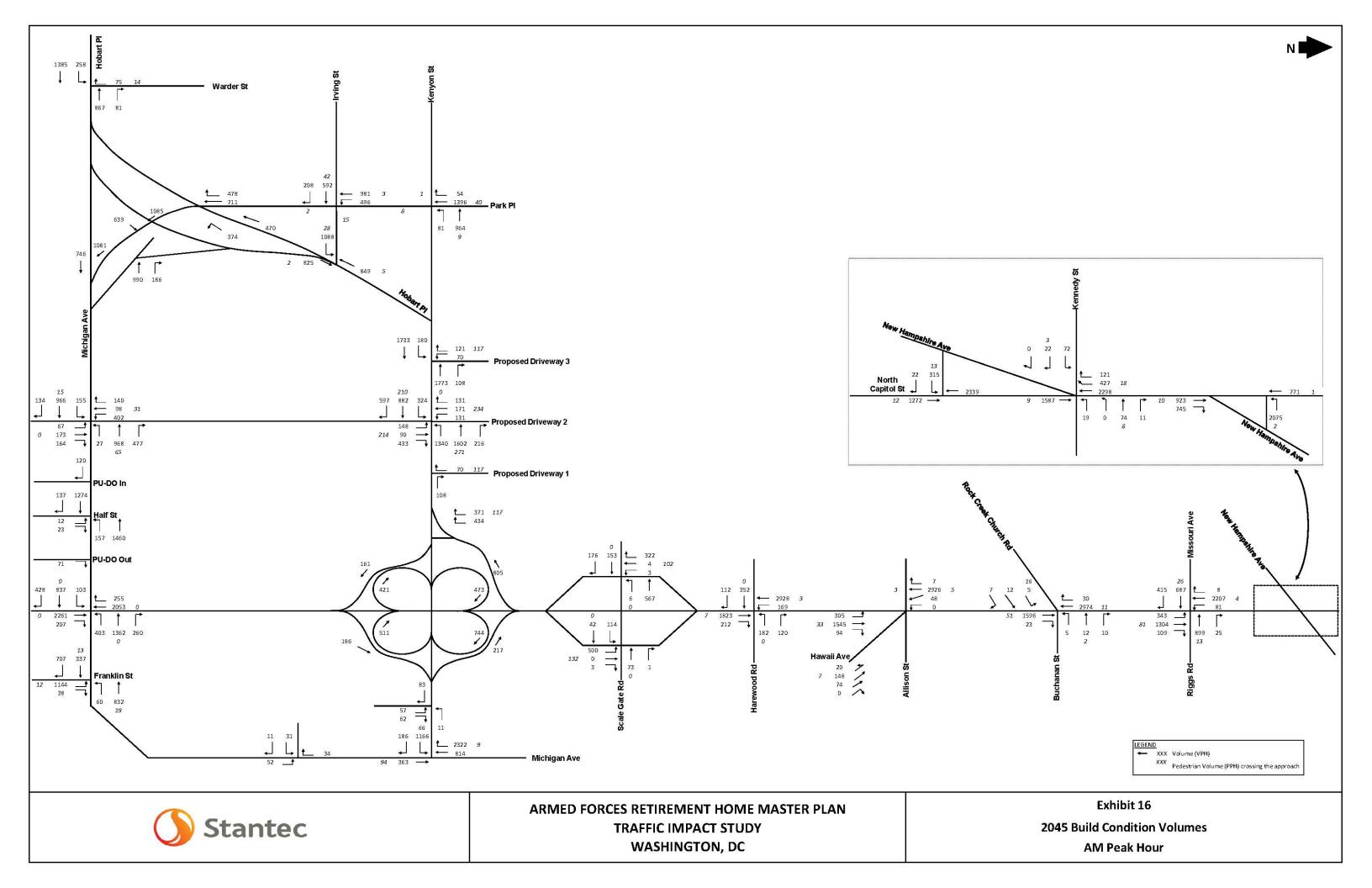












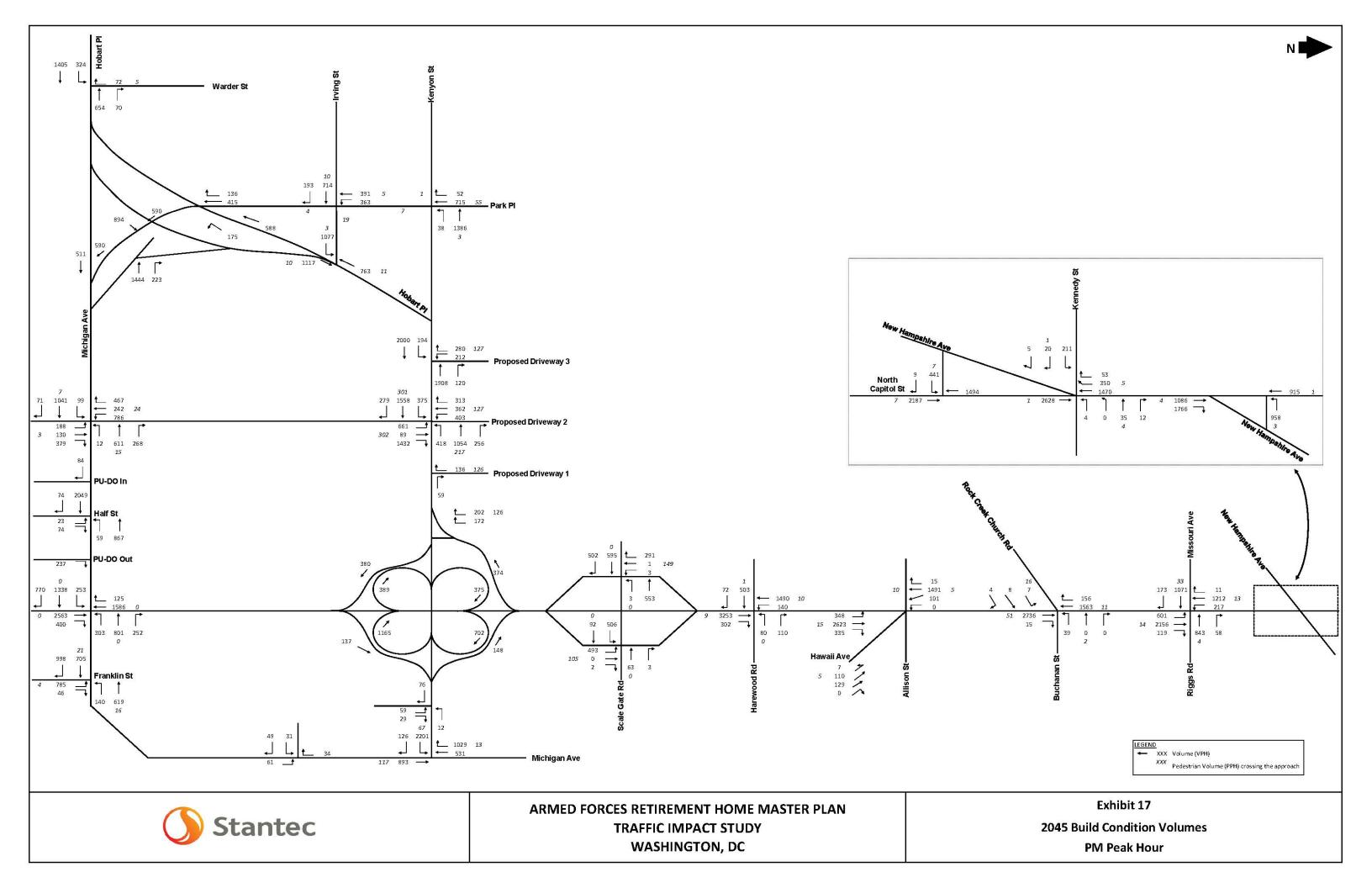


Exhibit 18
Existing Network Scenario
Intersection Capacity Analysis Results
2045 Build without Mitigation

			AM Pea	k Hour				PM Pea	k Hour	
1	v/c	Delay			ength (ft)	v/c	Delay	Level of		ength (ft)
Lane Group	Ratio	(sec)	Service			1959	(sec)	Service		
WB-L	1.26	152.2	F	~879	#1014	0.80	32.6	С	293	375
NB-T	1.20	115.3	B	~715	#961	1.17	101.7	F	~917	m#729
SB-T	1.21	146.5	F	~324	#444	0.96	55.1	Е	323	#457
Intersection	-	142.0	F	-	=	-	64.9	Е	-	
EB-LTR	0.32	4.5	Α	0	22	0.82	24.2	С	159	m#225
WB-LTR	0.36	38.6	D	57	108	0.18	34.5	С	28	63
NB-T	0.67	66.2	Е	591	m68	1.16	94.6	F	~1192	m103
SB-T	0.97	70.5	Е	720	m576	0.66	2.1	Α	1	m1
Intersection	₽ ,	66.5	E	<u>c</u> a	2	2	59.1	Е	<u> </u>	밑
EB-TR	0.32	39.3	D	54	103	0.79	62.7	Е	147	#270
WB-LT	0.19	3.7	Α	2	2	0.09	2.4	Α	2	2
SB-TR	0.25	7.3	Α	80	m57	0.18	0.8	Α	0	m0
Intersection	-	11.1	В	=	=	-	22.5	С	-	+
EB-LR	0.49	111.7	F	96	141	0.52	92.3	P	131	182
NB-T	2.06	495.9	F	~717	m#628	2.25	577.4	F	~1241	m#529
SB-T	0.97	51.7	D	3	m#7	0.70	4.0	Α	120	88
Intersection  EB-TR 1.  WB-TR 0.  NB-L 1.	=	199.9	F:	ā	5	<b>a</b>	317.2	B	=	5
Intersection  EB-TR 1  WB-TR 0  NB-L 1  NB-TR 1	1.02	63.3	F	~371	#504	1.11	92.5	F	~513	#650
Intersection  EB-TR 1  WB-TR 0  NB-L 1	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
Intersection  EB-TR 1  WB-TR 0  NB-L 1  NB-TR 1	1.82	407.1	F	~338	m#470	1.61	302.8	F	~597	m#322
Intersection  EB-TR 1  WB-TR 0  NB-L 1  IE NB-TR 1	1.11	75.2	F <sup>c</sup>	~546	#682	1.83	396.4	F	~1296	m#729
Intersection	0.37	34.9	С	43	m45	1.03	100.0	E	~147	m#286
SB-TR	1.58	281.5	F	~1083	m#1135	1.40	212.2	F	~576	#716
	5		B	5	- <del>-</del>	5	10.000, 10.0000	F	5	5
EB-LT		100701 1000	D	0.000				D		37
EB-R			D				3	D		15
WB-LTR	38,000,000,00	(5)(5)(5)	F	1/71/27	DECEMBER 1	- Septiment -	II Kess Kaspulya	16	10 300	#80
					111111111111111111111111111111111111111	100001000000000000000000000000000000000			1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	m480
	0.79	1	Α	58	m#119	1.50	4		~1557	m#714
	-			=		-		F	3	ů.
DANGER STORY				9671675 KL	000000000000000000000000000000000000000	10000 10000		F	N-71-2-7-0	m#144
NB-TR			D	535	#704			F	~1573	m#940
SB-L			С	28	m23			С	63	m70
MANUAL PROPERTY OF STREET	1107535377 19.	198000000000000000000000000000000000000	F			0.82250000000000	200 20 19		162337	#733
ena conservamente de la conservamente del conservamente del conservamente de la conservamente de la conservamente de la conservamente de la conservamente del conservamente de la conservamente de la conservamente del conservamente de la conservame	1.15	St. Commission of the Commissi			#353	1.09	JI CONSTRUCTION		~191	#348
	-				-					2
10000000 to	2017/02/2012	Contact C	46 B		\$1525364555A	59850 Ro-Rt.	L SELECTION OF THE SECOND		=Esta estea	m0
7747400 01	and an arrangement of the second	1 1000000000000000000000000000000000000	00.000			NOTE THE PERSON OF THE PERSON	j warner			m0
										83
	0.32			65	117	0.30			61	111
				5	5					5
			AMERICA II				20	1,000		246
										#1966
NORTH TEACHER.	-0.00.00000000000000000000000000000000		20 20	19 7/00	23,44,552	0.01104 No. 100.	III - HONZI - ZERZEZE	178522	00000	143
		) Athenas Proposed	1000			SOMETIME OF THE		VC10.5		#168
	1.58		400	1425	m#132/	0.65	0		65	71
	0.30				0	000				0
3000-20 VIVON	CANDOCCURSOS.	100000	00 200	5	200	CX-14/2-V2-C-LAC	Managar .	00 200		1
3123-8448 - 840-98-840	12 12002			<u> </u>			D AMERICAN		<u> </u>	484
			-	-	J6Z _				-	484
				- E	Ω	- 50			<u>-</u>	86
2000000 (00000		1 1000000000		3	1000 1000	ARCHIOLEGO .	T SWANNER			0
NB-LTR	2.05	513.1	F	-	1125	38.96	err	F	<u> </u>	
	2.05	353.3	F	<del></del>		JO.30 -	4274.2	152	-	err -
Intersection	100	٠,٠,٠		0	m0	0.64	0.5	А	10	m0
Intersection FR-T	ሀ ኃ፩	∩ 1	Δ		- 0.0352	U.U4	U.J		- 152	1110
EB-T	0.28	0.1 20.9	A	20.00000		USE	5.0		20 0000	m104
EB-T WB-T	0.88	20.9	С	380	m382	0.36	5.9	Α	109	m106
EB-T WB-T WB-R	0.88 0.31	20.9 0.5	C A	380 0	m382 m0	0.25	0.3	A A	109 0	m0
EB-T WB-T WB-R SB-R	0.88	20.9 0.5 0.0	C A A	380	m382		0.3 44.4	A A D	109	
EB-T WB-T WB-R SB-R Intersection	0.88 0.31 0.81	20.9 0.5 0.0 11.7	C A A B	380 0 221	m382 m0 m155	0.25 0.71 -	0.3 44.4 3.2	A A D A	109 0 105 -	m0 m#205 -
EB-T WB-T WB-R SB-R Intersection EB-T	0.88 0.31 0.81 - 0.24	20.9 0.5 0.0 11.7 21.9	C A A B	380 0 221 - 60	m382 m0 m155 - 85	0.25 0.71 - 0.62	0.3 44.4 3.2 31.4	A A D A C	109 0 105 - 178	m0 m#205 - 223
EB-T WB-T WB-R SB-R Intersection	0.88 0.31 0.81	20.9 0.5 0.0 11.7	C A A B	380 0 221	m382 m0 m155	0.25 0.71 -	0.3 44.4 3.2	A A D A	109 0 105 -	m0 m#205 -
	WB-L NB-T SB-T Intersection EB-LTR WB-LTR NB-T SB-T Intersection EB-TR WB-LT SB-TR Intersection EB-LR NB-T SB-T Intersection EB-LR NB-T SB-T Intersection EB-LR NB-T SB-T Intersection EB-TR WB-TR NB-TR SB-L SB-TR Intersection EB-LT EB-R WB-LT SB-TR Intersection EB-LT EB-R WB-LT SB-TR Intersection EB-TR NB-TR Intersection EB-TR NB-TR Intersection NB-TR SB-TR Intersection NB-TR SB-TR Intersection NB-TR SB-TR NW-LTR Intersection NB-T SB-T SB-T NW-LTR Intersection EB-TR NW-LTR Intersection EB-TR NB-T SB-T SB-T SB-T SB-T SB-T Intersection EB-TR NB-T NB-T NB-T NB-T NB-T NB-T NB-T NB-T	Lane Group         Ratio           WB-L         1.26           NB-T         1.21           Intersection         -           EB-LTR         0.32           WB-LT         0.67           SB-T         0.97           Intersection         -           EB-TR         0.32           WB-LT         0.19           SB-TR         0.25           Intersection         -           EB-LR         0.49           NB-T         2.06           SB-T         0.97           Intersection         -           EB-LR         0.49           NB-T         2.06           SB-T         0.97           Intersection         -           BB-TR         1.02           WB-TR         0.32           Intersection         -           BB-TR         0.12           EB-R         0.09           WB-LTR         0.58           SB-TR         1.18           NB-TR         0.18           SB-TR         1.05           NB-TR         0.09           SB-L         0.13           SB-TR	Lane Group         Ratio         (sec)           WB-L         1.26         152.2           NB-T         1.21         146.5           Intersection         -         142.0           EB-LTR         0.32         4.5           WB-LTR         0.67         66.2           SB-T         0.97         70.5           Intersection         -         66.5           EB-TR         0.32         39.3           WB-LT         0.19         3.7           SB-TR         0.25         7.3           Intersection         -         11.1           EB-LR         0.49         111.7           NB-T         2.06         495.9           SB-TR         0.97         51.7           Intersection         -         199.9           EB-TR         0.09         42.6           NB-T         1.02         63.3           WB-TR         0.89         42.6           NB-T         1.11         75.2           SB-T         1.32         407.1           NB-TR         1.58         281.5           Intersection         -         161.5           EB-R	Lane Group         Ratio         Level of (sec)         Service           WB-L         1.26         152.2         F           NB-T         1.20         115.3         F           SB-T         1.21         146.5         F           Intersection         -         142.0         F           EB-LTR         0.32         4.5         A           WB-LTR         0.67         66.2         E           SB-T         0.97         70.5         E           Intersection         -         66.5         E           BB-TR         0.92         7.3         A           WB-LT         0.19         3.7         A           SB-TR         0.25         7.3         A           Intersection         -         11.1         B           EB-LR         0.49         11.7         F           NB-T         2.06         495.9         F           SB-T         0.97         51.7         D           Intersection         -         199.9         F           RB-TR         1.02         63.3         F           NB-TR         1.11         75.2         F	NB-I	V/C         Delay (sec)         Level of Service         Queue L→rgth (ft)           WB-L         1.26         152.2         F         ~879         #1014           NB-T         1.20         152.2         F         ~879         #1014           NB-T         1.21         146.5         F         ~324         #444           Intersection         -         142.0         F         ~324         #444           Intersection         -         142.0         F         ~324         #444           Intersection         -         142.0         F         ~324         #444           Intersection         -         66.2         E         591         m68           SB-T         0.97         70.5         E         720         m576           Intersection         -         66.5         E         -         -           BB-TR         0.25         7.3         A         2         2         2           SB-TR         0.25         7.3         A         80         m57           Intersection         -         11.1         B         -         ~717         m#628           SB-T         0.97         51.7<		No.   No.	No.   Delay   Level of   Service   Service	V C   Delay   Service   Soft-Natio   Soft

Ĭ	Ī	Ĩ		AM Pea	k Hour	Ì	Ì		PM Pea	k Hour	
		v/c	Delay	Level of	Queue L	ength (ft)	v/c	Delay	Level of	Queue Le	ength (ft)
Intersection	Lane Group	Ratio	(sec)	Service		95th %tile	Ratio	(sec)	Service		95th %tile
	EB-L	0.90	61.8	E	227	#380	1.89	441.4	F	~367	#550
	EB-T	0.82	27.7	С	163 ~45.4	188	1.64	314.3	F	~789	#912
	EB-R WB-L	1.25 1.32	144.4 181.3	₽: F:	~454 ~595	#428 #734	0.85 1.46	33.2 256.1	C	79 ~191	#201 #282
	WB-T	0.79	16.3	В	291	313	0.87	44.1	D	250	#316
Irving St NW &	WB-R	0.43	6.4	A	24	m39	0.58	11.8	В	26	m101
First St NW / Driveway 2	NB-LT	1.32	181.0	F	~205	m#154	2.04	497.3	F	~778	m#937
Signalized	NB-R	0.32	5.0	Α	39	m33	1.00	38.9	D	270	m#551
	SB-L	1.20	184.9	F)	~107	#228	3.54	err	F	~404	#593
	SB-T	0.48	40.5	D	102	170	0.40	17.9	В	144	215
	SB-R Intersection	0.42	9.8 78.9	A E	0	49	0.42	4.9 240.7	A	16	68
	WB-L	0.13	7.1	A	14	m38	0.04	0.1	A	0	 m0
Park Place NW &	WB-T	0.13	19.6	В	174	247	0.76	4.5	A	62	m69
Kenyon St NW	SB-TR	0.95	30.5	C	201	#357	0.79	23.2	C	108	#191
Signalized	Intersection	2	25.5	С	2	-	2	11.0	В	=	2
Park Place NW &	EB-TR	0.87	31.2	С	423	#697	0.81	21.4	С	384	589
Irving St NW	SB-L	0.67	13.6	В	129	m139	0.60	15.5	В	98	m132
Signalized	SB-T	0.79	27.0	С	213	m235	0.44	24.9	С	89	m127
oig/idii2ed	Intersection	5	25.6	С	5.	5	5.	20.9	С	5	5
Irving St NW &	EB-L	0.53	23.8	С	168	m218	0.61	28.2	С	200	233
Hobart Place NW	NB-T SB-T	0.53 0.54	20 7.2	В	160 57	m190 74	0.65 0.44	19.8 11.1	B B	228 146	m279 m188
Signalized	Intersection	-	17.6	A B	-5/	-	-	20.6	С		- 111799
	WB-L	1.03	89.1	F	2	323	0.33	14.3	В		35
Dork Diego NIM O	WB-T	3.38	err	F	-	err	1.44	233.9	F	9	782
Park Place NW & Hobart Place NW	SB-T	0.44	0	Α	-	0	0.26	0	A	_	0
Hobart Place NW  Unsignalized	SB-R	0.29	0	A	28	0	0.09	0	A	122	0
Unsignanzea	107					U				3	U
	Intersection		2328.6	₽\ =	-	-	-	106.6	F	-	Statistic accione se se.
Hobart Place NW &	EB-T	3.92	err	F	-	err	2.33	626.8	F	-	1818
Ramp to/from Michigan Ave	SB-T	0.67	0	Α	=	0	0.37	0	Α	=	0
Unsignalized	Intersection	2	3707.6	F		-	1	377.5	F		-
Michigan Ave NW &	ED T	0.72	0	Δ			0.16	0	Δ		0
Ramp to/from Michingan Ave	EB-T	0.23	0	Α	-	0	0.16	0	Α	-	0
Unsignalized	SB-L	1.98	465	F	2	1920	0.9	39.3	Е	2	293
	Intersection	-	275.1	E)	-		-	21.1	С	-	-
Michigan Ave NW /	EB-L	0.82	58.7	E	165	#280	0.80	49.4	D	205	290
Hobart Place NW &	EB-T WB-TR	0.42	0.4 15.0	A B	0 175	0 m#883	0.43	0.4 11.5	A B	0 195	0 338
Warder St NW	SB-R	0.26	36.5	D	43	85	0.21	30.0	С	43	78
Signalized	Intersection	-	12.2	В	-	-	-	10.8	В	-	-
	EB-L	2.62	787.4	F)	~144	#279	1.66	384.0	F	~94	#199
	EB-T	0.80	30.7	С	303	389	1.06	79.3	Е	~393	#522
	EB-R	0.31	9.6	Α	19	64	0.15	3.5	Α	0	20
Michigan Ave NW &	WB-L	0.47	29.4	С	3	m9	0.21	28.2	С	3	m12
First St NW	WB-TR	1.13	80.9	F	~598	#721	0.89	32.0	С	128	#368
Signalized	NB-L	0.17	31.4	С	38	76 #260	0.43	35.0	С	103	170
~	NB-TR SB-L	0.85 1.27	51.4 150.7	D	200 ~363	#360 m#251	1.22 1.53	150.7 276.6	F	~399 ~739	#605 m#790
	SB-TR	0.81	21.3	С	125	m81	1.30	170.0	F.	~559	m#615
	Intersection	-	94.3	F	-	-	-	132.9	F	-	-
	EB-L	1.67	379.0	F	~98	m#191	2.00	485.9	F	~266	m#309
	EB-T	0.56	27.2	С	236	301	0.91	43.5	D	336	m426
Michigan Ave &	EB-R	0.63	28.5	С	206	302	1.12	91.0	F	~304	m#467
North Capitol St	WB-L	1.27	159.2	Bi.	~205	m#434	1.66	341.0	F	~251	m#428
Signalized	WB-TR	0.91	25.7	С	396	#618	0.62	10.8	В	246	258
The second and a second and a second as a	NB-TR SB-TR	1.52 1.41	264.6 215.7	F	~849 ~760	#945 #856	1.73	355.2 53.7	F	~1079 ~401	#1172 m#461
l	Intersection	1.41	162.9	F F	- 760	#856	1.01	180.0	D F	~401	m#461 -
	EB-TR	0.57	4.2	Α	24	m19	1.03dr	2.1	F	42	m39
Michigan Ave NE &	WB-LT	0.72	29.5	C	183	236	2.28dl	16.4	F	112	149
Franklin St NE	NB-LR	0.79	24.1	С	320	411	0.74	30.7	С	238	311
Signalized	Intersection	5	18.9	В	5	ē	ā.	12.6	В	5	Ē
	EB-L	1.83	424.8	F F	~188	#324	2.15	564.1	F	~203	#331
Irving St NW &	EB-T	0.51	3.2	A	64	81 m7	0.55	7.7	A	177	215
Driveway 3	WB-TR SB-L	0.55	1.1 36.8	A D	9 40	m7 82	0.58 0.66	5.3 48.6	A D	139 129	m132 209
Signalized	SB-R	0.23	34.4	С	60	82 116	0.66	48.6 76.5	E	171	#333
l	Intersection	-	22.4	С	-	-	-	35.5	D		-
Indian or Marco	EB-T	0.30	0.0	A	-	0	0.68	0.0	A	-	0
Irving St NW & Driveway 1	WB-TR	0.54	0.0	Α	2	0	0.27	0.0	Α	-	0
Unsignalized	SB-R	0.12	11.9	В	3	11	0.30	16.0	С		31
C/ISIg/Idil/264	Intersection	3	0.2	A		<u> </u>	-	0.4	A	<u> </u>	
	EB-TR	0.69	12.1	В	195	245	1.06	52.8	D	~793	#908
Irving St NE &	WB-L	0.01	5.6	A	2 322	8 270	0.01	5.4	A	2	116
Michigan at Irving PUD Driveway	WB-T NB-L	0.82	14.8 27.6	B C	23	378 66	0.32	7.0 33.5	A C	95 33	116 70
Signalized	NB-R	0.14	8.8	A	0	34	0.09	14.6	В	33	27
	Intersection	-	13.9	В	-	-	-	38.7	D		-
Balahiran Ave Buar C	EB-T	0.41	0.0	Α		0	0.68	0.0	Α	=	0
Michigan Ave NW & PU-DO Out	WB-T	0.52	0.0	Α	=	0	0.30	0.0	Α	=	0
Unsignalized	NB-R	0.10	10.1	В	3	8	0.76	42.3	Е	3	149
Onsignanzea	Intersection	3	0.2	Α		<b>E</b>	-	3.1	Α	3	ŧ
BALLILLE ALLESONS	EB-TR	0.61	7.2	Α	144	m150	0.93	54.1	D	362	m208
Michigan Ave NW &	WB-L	1.03	70.1	F	~77	m#58	0.86	79.5	E	10	m#84
<b>Half St NW</b> Signalized	WB-T NB-LR	0.62	16.5 18.0	B B	297 7	m262 34	0.38 0.28	2.4 30.4	A C	30 48	m52 96
signanzea	Intersection	-	15.0	В	-	-	-	39.6	D	- 48	-
			(3000 B)	1977.00	<u> </u>				<u> </u>		

	i e		2096	Build Con	dition			4096	Build Con	dition			6086	Build Con	dition	V		90%	Build Conc	dition			Fell	Build Cord	lition	
	É		20%	Level	50th	99th		40%	Level	90th	99th		00%	Level	90th	95th		00%	Level	90th	95th		rui.	Level	90th	99h
	LANE	V/C		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Ratio	Deby	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
North Capitol St &	W/B-L	1.18	111.6	#	~778	#913	1.20	121.7	F	~804	#939	1.22	131.2	F	~829	#964	1.24	140.9		~855	#990	1.26	150.4		~879	#1014
New Hampshire Ave NE	NB-T	1.11	98.2	#	~656	#894	0.60	28.0	С	321	386	0.61	28.6	C	328	393	0.62	26.3	С	336	394	0.63	25.1	С	344	380
Signalized	SB-T	0.92	60.7	E	197	#300	0.99	75.0	E	217	#336	1.07	94.1	F	~257	#373	1.14	118.7		~291	#408	1.21	145.0	- ¥	~324	#444
	Intersection	- 5	99.4	# -		-	- 3	89.7	F		- 5	100	98.6	F	-		- 1	108.3	- #	-	-	- 5	118.8	- 5	-	
	E8-LTR	0.32	4.7	A	0	0	0.32	4.7	A	0	0	0.32	4.7	A	0	0	0.32	4.0	A	0	22	0.32	4.7	A	0	0
North Capitol St &	WB-LTR	0.36	38.3	D	57	108	0.36	38.3	D	57	108	0.36	38.3	D	57	108	0.36	38.3	D	57	108	0.36	38.3	D	57	108
Kennedy St NE/NW	NB-T	0.62	58.8	E	195	m 45	0.63	64.0	E	557	m72	0.65	64.3	Е	568	m71	0.66	65.8	E	580	m 70	0.67	66.2	E	591	m68
Signalized	SB-T Intersection	0.83	31.9	C	0	mØ	0.86	54.8 56.7	D	578	m221	0.90	55.2 57.1	E	594	m214	0.93	57.4	E	826	m310	0.97	58.1	E	857	m354
New Hampshire Ave NW &	EB-TR	0.32	39.4	D	54	103	0.32	39.4	D	54	103	0.32	39.4	D	54	103	0.32	39.3	D	54	103	0.32	39.4	D	54	103
Ke nnedy St NW	W/B-LT	0.19	2.5	A	2	2	0.19	2.5	A	2	2	0.19	2.5	A	2	2	0.19	2.3	A	2	2	0.19	2.5	A	2	2
Sianalized	SB-TR	0.25	0.4	A	0	m0	0.25	0.4	A	1	m1	0.25	0.4	A	1	m1	0.25	0.8	A	12	m8	0.25	0.8	A	11	m8
	Intersection	-	5.7	A	5 50 7	- 2	- 1	5.7	A	V 05 3		S 1000 1	5.7	A	-	8 per 9	72	6.0	A	2.7	S 05	- 5	6.0	A	1000	-
North Capitol St &	EB-LR	0.49	50.3	D	96	141	0.49	106.6		96	141	0.49	106.6	P	96	141	0.49	111.7	#	96	141	0.49	111.7	- P	96	141
New Hampshire Ave NW	NB-T	1.86	424.7	F	~626	m# 762	1.91	441.2	. #	~649	m#785	1.96	460.8	, F	~671	m#809	2.01	480.5	#	~693	m#802	2.06	502.0	F	~717	m#806
Signalized	SB-T	0.83	10.7	В	420	550	0.87	5.3	A	9	10	0.90	51.4	D	3	3	0.93	51.1	D	3	m#7	0.97	51.6	D	3	m#7
	Intersection FR-TR	1.01	150.8 59.4		~340	₩491	1.01	157.4 60.7	F	~345	#494	1.02	189.7 61.5	F	~351	#497	1.02	195.4 62.5	E	~355	W500	1.02	201.9 63.3		~371	W504
	WB-TR	0.89	42.6	D	295	#413	0.89	42.6	D	295	#413	0.89	42.6	D	295	#413	0.89	42.6	D	295	#413	0.89	42.6	D	295	#413
North Capitol St &	NB-L	1.48	258.3	#	~247	m# 409	1.61	313.0	Ř.	~263	m#412	1.63	321.2	J.	~270	m#407	1.53	279.3	¥	~263	m#392	1.55	291.7	- E	~291	#467
Missouri Ave NW / Riggs Rd NE	NB-TR	0.84	23.9	С	218	#385	0.84	22.8	С	266	315	0.85	24.3	С	292	#370	0.89	29.8	С	334	#586	0.91	25.4	С	422	#617
Signalized	SB-L	0.41	18.4	В	15	m18	0.45	20.0	В	15	m16	0.46	24.4	С	18	m19	0.42	24.2	С	15	m15	0.42	26.4	С	17	m18
	SB-TR	1.28	148.0	- \$	~820	#376	1.31	159.5	F	~860	₩395	1.37	185.2	F	~927	<b>#1067</b>	1.45	224.4	*	~996	m#1107	1.51	249.5	- 7	~1062	m#1111
	Intersection EB-LT	0.12	89.4 39.5	P D	13	38	0.12	97.1 35.4	D D	13	38	0.12	107.8 36.5	E D	13	- 38	0.12	121.6 35.4	D	13	38	0.11	131.6 39.7	D	12	38
North Capitol St &	EB-LI EB-R	0.12	43.0	D	5	21	0.09	38.9	D	5	21	0.09	39.9	D	5	21	0.12	38.9	D	5	21	0.09	41.9	D	13 E	21
Rock Creek Church Rd NW /	WB-LTR	0.59	83.6		18	#51	0.09	83.6	-	18	#51	0.58	83.6	9	18	#51	0.09	83.6	,	18	#51	0.05	74.7	A	5	
Buchanan St NE	SB-TR	1.07	62.5	è	~580	m#958	1.10	64.5	E	~613	m#986	1.14	81.0	p	~670	m#1002	1.18	97.8	+	~1262	m#1024	1.06	64.9	E	805	m527
Sianalized	NB-TR	0.74	5.6	A	42	m# 701	0.75	93	A	140	#757	0.77	9.7	A	140	#776	0.79	103	В	141	#805	0.71	3.3	A	46	26
50501990200	Intersection	-	42.3	D	Ž.	-	-	45.0	D	T <sub>a</sub>	-	1999	55.8	E	-	1723	-	66.9	E	-	1	- 2	43.3	D	199	- 1
	NB-L	1.46	249.1	- 15	~238	#412	1.28	164.8	R	~344	#547	1.28	164.9	F	~343	m#548	1.28	165.0	F	~344	m#518	1.18	123.1	- 5	~323	458
and a second	NB-LR	0.88	38.4	D	488	564	0.74	19.8	В	430	521	0.75	20.0	В	451	528	0.77	20.6	С	475	m546	0.81	21.6	С	489	1272
North Capitol St &	SB-LT	0.18	24.1	С	28	m24	0.17	37.9	D	34	m34	0.17	37.9	D	34	m32	0.17	38.1	D	34	m32	0.15	27.7	С	27	37
Hawaii Ave NE/Allison St NE	SB-R	1.69	329.7	F-	~1483	m#1337	1.43	210.6	F	~1415	m#1198	1.48	232.7	IF.	~1490	m#1201	1.53	254.4	- 15	~1563	m#1203	1.62	299.3	- F	~1682	1990
Signalized	NM/-TR Intersection	1.15	146.3 218.1		~197	₩353	0.24	36.0 140.4	D	43	86	0.24	36.0 153.3	D	43	86	0.24	36.0 166.4	D	43	86	0.22	34.0 189.0	С	42	60
	NB-T	0.68	3.4	A	24	m0	0.73	3.3	A	12	mØ.	0.74	3.9	A	24	m0	0.71	4.2	A	50	mØ.	0.78	7.9	A	mØ	233
North Capitol St &	SB-T	0.79	1.8	A	1	m1	0.87	4.7	A	121	m38	0.90	6.1	A	90	m23	0.87	1.1	A	0	m0	0.96	7.0	А	m16	1796
Harewood Rd NE (North)	W/B-L	0.60	45.3	D	111	170	0.49	38.2	D	103	170	0.50	39.1	D	104	172	0.64	49.7	D	113	187	0.49	38.2	D	170	155
Signalized	WB-R	0.44	40.6	D	71	119	0.80	54.8	D	163	#281	0.82	57.7	E	166	#291	1.05	112.0		~193	#353	0.80	54.8	D	#281	241
	Intersection	-	5.2	A	-	-		8.3	A				9.3	A		7-7-1		9.8	A	3	-	- 2	10.9	В	-	-
	EB-TR NB-T	1.08	35.7 74.0	D	139 ~654	192 #792	0.58 1.06	35.8 64.7	D	139 ~655	193 #794	0.58	35.9 72.2	D	140 ~680	193 #818	0.58	36.0 89.7	D	140 ~716	193 #855	0.58 1.17	36.0 108.8	D	140 ~753	193 #892
North Capitol St &	NB-R	0.29	6.6	A	25	69	0.28	6.8	A	28	70	0.28	6.8	A	28	70	0.29	6.7	A	26	70	0.29	6.6	A	25	69
Harewood Rd NW (South)	SB-L	1.01	92.4	-	~115	m#181	1.23	165.0	Ê	~137	m#177	1.23	163.0	THE REAL PROPERTY.	~137	m#170	1.11	118.5	- # 3	~126	m#169	1.01	78.6	- #	~111	m#132
Sianalized	SB-T	1.15	84.0	-	~1080	#1178	1.20	102.5	F	~1116	#1244	1.24	121.0	F	~1183	#1313	0.89	7.4	A	162	146	0.67	4.3	Α	45	m46
50 <b>-</b> 00-000-000	Intersection	- 5	73.3	E		- 2		82.3	F	-		-	94.4	F			- 2	40.1	D	- 2	-	- 2	45.1	D		-
SB North Capitol St Ramp &	EB-TR	0.06	0.0	A	70	0	0.11	0.0	A	1.6	0	0.15	2.3	Α	8	18	0.22	3.7	A	16	30	0.29	5.3	A	26	43
Scale Gate Rd	WB-LT	0.01	0.3	A	- 28	0	0.01	0.2	A	152	0	0.20	1.2	A	6	10	0.28	1.9	A	12	16	0.38	3.3	A	30	37
Un signalized/Signalized	SB-LTR	0.22	12.6	В	- 13	20	0.41	16.7	В	1.0	49	0.70	14.6	В	72	m58	0.74	24.1	С	147	m152	0.76	25.6	С	189	m215
	Intersection	-	3.5	A	- 3		-21	4.6	A		- 9	127	5.1	Α	- 9	1927	- 5	8.3	А	. 2	-	- 3	9.8	A	120	
NP North Control Co Borner	EB-L	0.02	0.1	A	10	1	0.11	8.5	A		8.	80.0	5.1	A	14	30	0.12	8.1	A	7	50	0.15	11.4	В	29	89
NB North Capitol St Ramp & Scale Gate Rd	EB-T W/B-TR	0.01	0.0	A		0	0.05	8.0	A			0.04	48	A	9	20	0.03	6.9	A	13	22 30	0.04	11.5 14.3	B	11 28	m43
Un signalized/Signalized	NB-L	0.40	0.4	A		48	0.40	10.7	B	100		0.61	40.1	D	125	144	0.65	38.3	D	154	168	0.68	36.5	D	180	192
agricultury agricultur	Intersection	0.70	13.4	B		-	0.70	10.0	A	I on 8	3		29.5	c	- 447	277	15	28.6	C	254		5.00	28.7	c	200	1 -2
68	EB-T																					0.57	7.1	A	136	164
Irving St &	EB-R																					0.46	1.7	A	10	9
Ramp to/from NB Capitol Street	WB-T																					0.96	24.0	С	624	#872
20 (20 )	WB-R	-																				0.21	1.2	Α	0	23
Signalized	NB-R SB-R	1																				0.23	10.2	B	34	m22
	SB-R Intersection	1																				0.98	31.7 17.2	В	281	m234
	Intersection EB-T	1																				0.50	9.6	A	190	255
Irving St &	EB-R	1																				0.11	0.1	A	0	0
Ramp to/from SB Capitol Street	WB-T																					0.88	18.0	В	420	m 484
Signalized	WB-R																					0.31	0.2	A	0	mØ
	NB-R																					0.41	20.6	С	94	142
	SB-R																					0.87	25.1	С	250	m292
	Intersection																					-	15.2	В	-	
Irving St &	EB-TR	0.28	0.2	A	1 220	- 700	0.29	0.2	A	700	- 700	0.30	0.2	A	0	0	0.31	0.2	A	1	0					
	WB-T	0.79	18.4	В	371	m301	0.83	18.4	В	390	m308	0.85	17.5	В	361	m252	0.85	16.9	В	362	m242					
Ramp to/from SB Capitol Street	WB-R	0.31	0.4 16.3	A B	186	m0 m159	0.44	2.5 16.8	A B	10 196	m25 m161	0.31	0.4 16.6	A B	0 209	m0 m163	0.31	0.4 25.0	A C	0 255	m0 m303					
Ramp to/from SB Capitol Street Signalized	ED D		10.5	1 5	199	111223	0.77			196	111707	D.75	16.9	Б	209	1114 05	0.64	Z D.U	·	455	111303					
	SB-R Intersection	0.75	115	R	2.3	- 2	2.5	11 9	R	34	- 4	1920	11 2	R	- 2	555		123	B	3	1 22					
	SB-R Intersection NB-L	0.47	11.5 2.1	B	49	m82	0.47	11.9 2.5	B	60	m89	0.48	11.2	B	21	- m93	0.49	12.3 2.5	B	73	- m54	0.31	44.7	D	37	75
	Intersection				49	m82 5	0.47 0.01			60 1	m89 5	0.48 0.01			21 1	m93	0.49 0.01			73	m54	0.31	44.7 13.3	D B	37	75 38
Signalized  Irving St NE &	Intersection NB-L	0.47	2.1	A				2.5	Α			01.10	1.9	A				2.5	A					-		
Signalized	Intersection NB-L NB-R	0.47 0.01	2.1	A A	1	5	0.01	2.5 2.3	A A	1	5	0.01	1.9 2.3	A	1	5	0.01	2.5 2.3	A A	1	5	0.28	13.3	В	0	38
Signalized Inving St NE & Michigan at Irving PUD Drive way	Intersection NB-L NB-R EB-TR	0.47 0.01 0.54	2.1 2.3 3.7	A A	1 137	5 201	0.01 0.56	2.5 2.3 3.8	A A A	1 147	5 216	0.01	1.9 2.3 3.8	A A A	1 145	5 212	0.01 0.56	2.5 2.3 3.8	A A A	1 147	5 216	0.28 0.49	13.3	B	0	38 152

			2015	Build Con	dition	_		2016	Build Con	lition	-		2016	uild Con	dition			2015	Build Con	dition			2045	Build Con	dition	
	1		2045	Level	50th	99th		2045	Level	90th	99th		2045	Level	90th	95th		2045	Level	50th	95th		2045	Level	90th	99th
	LANE	V/C		of	Queue	Queue	v/c		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue
Intersection	GROUP FR-T	Ratio 0.69	Delay 35.2	Service D	(ft) 205	(ft) 241	Ratio 0.69	Delay 34.3	Service C	(ft) 204	(ft) 242	Ratio 0.70	Delay 28 ft	Service C	(ft)	(ft)	Ratio 0.70	Delay 32.1	Service C	(ft) 182	(ft) 230	Ratio 0.71	Delay 34.5	Service C	(ft)	(ft)
	EB-R	1.09	93.2	F	~344	#566	1.09	98.3	- 1	~341	#313	1.09	87.9	F	~235	#444	1.09	87.2	- #	~205	#371	1.09	96.2	Ť	~357	#569
	WB-L WB-TR	0.84	28.9 5.9	C A	204 97	#338	0.88	32.0 6.5	C	235 95	#410	0.93	35.7 8.1	D	260 146	#442 216	0.98	50.5 7.7	D	282 129	#473 150	0.69	60.0 13.6	В	~350 334	m#484
First St NW/Proposed Driveway 2	NB-L	0.37	49.8	D	49	m53	0.39	47.9	D	48	m49	0.39	38.0	D	45	m71	0.40	43.8	D	45	m70	0.41	45.4	D	45	m80
& Irving St NW	NB-T	0.05	43.3	D	11	m11	0.12	40.4	D	19	m19	0.16	30.1	С	31	m46	0.23	29.3	С	40	m52	0.27	29.4	С	48	m77
Signalized	NB-R	0.37	5.8	A	42	m65	0.40	7.8	A	60	m65	0.40	19.7	В	127	m174	0.43	21.3	С	129	m169	0.43	21.0	С	122	168
	SB-L SB-T	0.10	29.3 43.6	C D	13 22	35 52	0.19	28.9 44.6	C D	26 43	57 83	0.27	28.4 45.1	C D	39 64	76 113	0.34	27.9 45.1	C D	52 86	93 139	0.40	28.0 45.6	C D	64 107	110
	58-1 58-R	0.20	0.9	A	0	0	0.34	1.9	A	0	0	0.30	28	A	0	2	0.38	6.1	A	0	22	0.45	9.4	A	0	41
	Intersection	-	29.3	С	- s 2	-	- 1	30.5	С	1.0	- 3	1 New 2	30.0	С		Control P	-	34.0	С	- 1	2 2 - 1	-	39.0	D	1 100	- 6
North Canitol St &	EB-L	0.61	34.3	С	54 234	#91	0.61	34.8	C	50	#93	0.61	39.0	D	39	#104	0.61	39.0	D	45	#108	0.61	34.8	С	42	#97
Michigan Ave NE/NW	EB-T EB-R	0.79	32.2 45.2	C D	234	223 #343	0.81	33.5 46.9	C D	243 212	226 #365	0.83	41.0 52.7	D	272 237	355 #399	0.85	41.6 52.4	D D	263 151	368 #412	0.86	37.2 47.6	D	288 242	271 #388
Signalized	W/B-L	0.94	59.3	E	164	#406	0.96	64.5	E	~208	#416	0.99	71.0	E	~220	#427	1.02	78.9	#	~237	m#416	1.06	90.2	E	~249	m#409
2	WB-TR	1.06	66.2	- F	~524	₩696	1.10	82.5	¥	~567	₩743	1.15	100.0	F	~216	#785	1.19	117.8	(表)	~244	₩814	1.23	136.3	F	~313	#841
	NB-TR SB-TR	1.18	115.2 101.1	F	~639	#736 #709	1.22	131.7 110.1	E	~676 ~633	#774 #728	1.26	147.9 119.3	F	~713	#811	1.29	164.7 129.1	- 1	~751	#848	1.33	181.8 138.6	F	~789	#885
	Intersection	1.15	85.6		~611	#709	1.17	96.7	# 1	-633	#728	1.19	109.1	F	~654	# /49	1.21	120.9		-6/6	#//1	1.24	132.3	-	~ 700	#796
Franklin St NE &	EB-TR	0.44	2.6	A	0	m139	0.46	2.0	Α	0	m97	0.48	1.9	Α	0	m91	0.51	1.4	Α	0	m36	0.53	0.6	A	0	mØ
Michigan Ave NE	W/B-LT	0.52	18.9	В	141	211	0.54	19.8	В	146	212	0.56	21.1	С	153	217	0.59	23.0	С	161	227	0.63	24.4	С	170	229
Signalized	NB-LR Intersection	0.81	30.8 17.6	C B	287	319	0.83	31.4 18.0	C B	305	347	0.84	30.7 18.2	В	318	364	0.84	29.6 18.2	C B	328	378	0.87	30.6 18.8	C B	344	420
Michigan Ave NE &	EB-T	0.17	14.0	В	46	75	0.17	14.1	В	46	75	0.17	14.4	В	46	75	0.18	14.8	В	47	76	0.18	15.1	В	47	77
Irving St NE	WB-T	0.37	15.9	В	116	171	0.37	16.0	В	117	171	0.38	16.4	В	118	173	0.38	16.8	В	120	176	0.39	17.2	В	121	177
Signalized	SB-LR	0.78	21.1	С	163	91	0.78	21.4	С	174	89	0.78	19.8	В	160	166	0.78	20.3	С	152	94	0.78	17.2	В	187	178
Park Place NW &	Intersection		18.3	В	16	37	0.13	18.6 7.0	В	- 12	m47		17.9	В		0.00	-	18.4 7.3	В		-		16.9	В	121	
Park Place NW & Kenyon NW St	W/B-L W/B-T	0.13	6.0 18.8	A B	16	37 195	0.13	19.8	A B	183	m47 265	0.13	8.2 25.5	A C	137	m54 356	0.13 0.81	7.3	C C	10	m41 328	0.13	6.4 22.3	A C	8 143	m29 257
Signa lized	SB-TR	0.72	22.4	С	173	#313	0.91	24.3	c	181	#326	0.91	22.8	c	179	#326	0.95	30.2	c	197	#351	0.96	33.3	c	206	#363
SK MANAGER	Intersection	8.	20.5	С	18		- 49, 1	22.0	c	184	- 8	880	23.4	С	8	1998		26.6	С	- 4	194		28.2	C	880	. 2.
Park Place NW &	EB-TR	0.86	33.2	c	370	526	0.88	35.8	D	386	#589	0.90	38.1	D	401	#657	0.90	41.9	D	414	#679	0.92	52.4	D	436	#711
Inving St NW Signalized	SB-L SB-T	0.45	8.4 19.1	A B	76 194	m93 m227	0.50	9.5 20.0	A B	92 198	m108 m224	0.55	10.2	B	105 210	m124 m248	0.61	11.5	B	122	m131 m243	0.66	13.0	B	133	m140 m231
argnunzeu	Intersection	0.75	22.1	C	154	111227	0.75	23.5	c	150	- 111224	0.74	25.5	c		111240	75.77	28.0	C		111245	0.70	31.9	č	215	111251
Hobart Place NW &	EB-L	0.30	11.9	В	113	145	0.32	9.8	A	86	141	0.35	13.8	В	126	m178	0.38	14.4	В	131	m186	0.4	14.3	В	144	m191
Irving St NW	NB-R	0.68	28.5	С	140	m150	0.70	29.7	С	155	m157	0.71	30.4	С	192	m157	0.74	29.4	С	200	m146	0.75	29.7	С	167	m220
Signalized	SB-T Intersection	0.74	20.9 19.5	C B	204	62	0.75	20.0 18.8	B	191	76	0.75	29.7 23.7	c	282	348	0.76	30.1	c	285	369	0.76	13.5 18.7	B	72	57
Park Place NW &	W/B-LT	0.53	12.4	В	69	223	0.61	15.0	В	92	267	0.63	15.5	В	321	211	0.66	18.3	В	345	234	0.67	22.2	c	197	406
Hobart Place NW	SB-T	0.76	14.4	В	115	196	0.76	15.3	В	113	181	0.79	20.4	С	122	194	0.82	29.8	С	128	194	0.86	15.8	В	132	m206
Signalized	Intersection		13.3	В			-8	14.4	В		-5.	880	17.1	В		596	-	23.4	С	- 4	100	-	33.6	С	280	. 8
Hobart Place NW & Ramp to /from Michigan Ave	EB-T SB-T	0.72	19.8 18.4	B	107	157 #246	0.83	27.4 16.2	В	133 207	#234 190	0.86	28.2 18.8	В	146 170	#266 170	0.90	32.8 20.3	c	164 165	#334 171	0.92	34.2 24.3	C	178	#368 m#267
Signalized	Intersection	0.81	18.4	В	141	#246	U. 78	20.3	С	207	190	0.82	21.9	С	170	170	0.85	24.7	C	165	1/1	0.90	29.0	C	143	m#267
Michigan Ave NW &	EB-T	0.57	12.9	В	82	107	0.59	14.1	В	90	117	0.56	12.9	В	86	112	0.55	12.5	В	86	112	0.52	11.5	В	82	107
Ramp to/from Michigan Ave	SB-L	0.72	4.3	A	4	12	0.70	3.7	A	6	0	0.73	3.9	Α	5	3	0.75	4.3	Α	5	3	0.77	4.8	A	4	m5
Signalized	Intersection	- 2	7.8	A			-9	7.9	A	200	- 4	000	7.6	A	- 2	1960	-	7.6	A	4.7	198	- 5	7.5	A	26/	- 5
Hobart Place NW & Michigan Ave NW &	EB-L FR-T	0.71	46.4	D	162 0	231	0.71	46.0	D A	162	231	0.71	46.0	D	162 0	231	0.70	45.5	D	161	231	0.70	45.5	D	161	231
Warder St NW	WB-TR	0.37	0.3 13.6	A B	125	76	0.38	0.3 16.9	В	118	Ø ₩746	0.40	0.3 19.1	A B	134	#798	0.41	0.4 32.0	A C	0 42	0 76	0.42	0.4 20.4	A C	309	
Signalized	SB-R	0.23	32.2	С	42	#697	0.23	32.1	c	42	76	0.23	32.1	С	42	76	0.87	21.0	С	204	#856	0.23	32.0	c	42	76
a o <del>-</del> verson de l'Ord	Intersection	-	11.0	В	>	- 2	- 1	12.0	В	g		- 1	12.6	В	-		-	13.1	В	- 1	- 1	-	13.0	В		-
	EB-L EB-T	0.89	60.3 25.2	E	57	m#173 396	0.89	60.7 27.9	E C	58 335	m#175 410	0.81	47.0 24.1	D	74 298	m#170 384	0.76	40.7 26.1	0 0	70 312	m#149 #385	0.59	27.2	С	66	m113 #480
				C																					295	
	EB-R	0.25	3.2	A	341 3	m10	0.73	4.5	A	6	m25	0.73 0.26	3.2	A	5	m12	0.26	3.4	A	5	m11	0.24	22.7	A	295 4	m8
First St NW &	EB-R WB-L									6 4	m25 m7	0.26 0.19	3.2 7.6	A	5	m12 m0	0.26	3.4 8.6	A	5	m11 m7	0.24 0.16	2.9 6.8	A	3	m8 m77
Michigan Ave NW	EB-R WB-L WB-T	0.25	3.2	A	3	m10	0.30	4.5	A			0.26 0.19 0.78	3.2 7.6 17.1	A A B	5 0 126	m12 m0 161	0.26 0.20 0.82	3.4 8.6 20.9	A A C	5 0 164	m11 m7 277	0.24 0.16 0.77	2.9 6.8 23.4	A C	4 3 137	m8 m77 #384
	EB-R WB-L WB-T WB-R	0.25 0.19 1.05	3.2 7.2 56.0	A	3 3 ~520	m10 m5 #693	0.30 0.20 1.12	8.2 81.6	A A	4 ~549	m7 #731	0.26 0.19 0.78 0.62	3.2 7.6 17.1 5.1	A A B	5 0 126 0	m12 m0 161	0.26 0.20 0.82 0.65	3.4 8.6 20.9 5.9	A A C	5 0 164 0	m11 m7 277 0	0.24 0.16 0.77 0.64	2.9 6.8 23.4 7.5	A	4 3 137 0	m8 m77 #384
Michigan Ave NW	EB-R WB-L WB-T WB-R NB-L NB-TR	0.25 0.19 1.05 0.20 0.92	3.2 7.2 56.0 20.7 62.3	A	3 3 ~520 29 204	m10 m5	0.30 0.20 1.12 0.19 0.92	4.5 8.2 81.6 19.6 62.3	A	4 ~549 28 204	m7 #731 56 #372	0.26 0.19 0.78	3.2 7.6 17.1 5.1 19.3 61.2	A A B A B	5 0 126 0 27 204	m12 m0 161	0.26 0.20 0.82	3.4 8.6 20.9 5.9 18.5 58.3	A C A B	5 0 164 0 27 200	m11 m7 277 0 54 #360	0.24 0.16 0.77 0.64 0.25 0.67	2.9 6.8 23.4 7.5 23.1 30.0	A C	4 3 137 0 31 70	m8 m77 #384
Michigan Ave NW	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L	0.25 0.19 1.05 0.20 0.92 1.07	3.2 7.2 56.0 20.7 62.3 85.0	A	3 3 ~520 29 204 ~178	m10 m5 #693 58 #372 m#207	0.30 0.20 1.12 0.19 0.92 1.09	4.5 8.2 81.6 19.6 62.3 84.4	A A	4 ~549 28 204 ~194	m7 #731 56 #372 m#231	0.26 0.19 0.78 0.62 0.18 0.91 0.79	3.2 7.6 17.1 5.1 19.3 61.2 50.8	A A B A B E	5 0 126 0 27 204 88	m12 m0 161 0 56 #372 m98	0.26 0.20 0.82 0.65 0.31 0.23 0.16	3.4 8.6 20.9 5.9 18.5 58.3 33.2	A C A B	5 0 164 0 27 200 103	m11 m7 277 0 54 #360 m94	0.24 0.16 0.77 0.64 0.25 0.67 0.80	2.9 6.8 23.4 7.5 23.1 30.0 23.8	A C A C	4 3 137 0 31 70	m8 m77 #384 11 55 111 m80
Michigan Ave NW	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR	0.25 0.19 1.05 0.20 0.92	3.2 7.2 56.0 20.7 62.3	A	3 3 ~520 29 204	m10 m5 #693 58 #372	0.30 0.20 1.12 0.19 0.92	4.5 8.2 81.6 19.6 62.3	A A	4 ~549 28 204	m7 #731 56 #372	0.26 0.19 0.78 0.62 0.18 0.91	3.2 7.6 17.1 5.1 19.3 61.2	A A B A B	5 0 126 0 27 204	m12 m0 161 0 56 #372	0.26 0.20 0.82 0.65 0.31 0.23	3.4 8.6 20.9 5.9 18.5 58.3	A C A B	5 0 164 0 27 200	m11 m7 277 0 54 #360	0.24 0.16 0.77 0.64 0.25 0.67	2.9 6.8 23.4 7.5 23.1 30.0	A C A C	4 3 137 0 31 70	m8 m77 w384 11 55
Michigan Ave NW Signalized	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Intersection EB-TR	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5	A A C E E C D A	3 3 ~520 29 204 ~178 115	m10 m5 #693 58 #372 m#207 m135 - m137	0.30 0.20 1.12 0.19 0.92 1.09 0.58 -	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9	A A B E F C E A	4 ~549 28 204 ~194 119 -	m7 #731 56 #372 m#231 m134 - m192	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2	A A B A B C C A	5 0 126 0 27 204 88 72 -	m12 m0 161 0 56 #372 m98 m45 -	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4	A A C A B B C A	5 0 164 0 27 200 103 123 -	m11 m7 277 0 54 #360 m94 m122	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 -	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6	A C C C C C A A C C A A C C A A C C C A A C C C A A C C A A A C C A A C C A A C C C A A C C C A A C C C C A A C C C C A A C	4 3 137 0 31 70 100 124 -	m8 m77 w384 11 55 111 m80 m112
Mikhiga n Ave NW Signa fized  Half St NW &	EB-R W/B-L W/B-T W/B-R NB-IR NB-IR SB-L SB-TR Intersection EB-TR W/B-L	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5	A A A C C E A A B	3 3 ~520 29 204 ~178 115 - 0 46	m10 m5 #693 58 #372 m#207 m135 - m137	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9	A A B E F C E A B	4 ~549 28 204 ~194 119 - 0 50	m7 #731 56 #372 m#231 m134 - m192 m7	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3	A A B A B B C C A B	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m98 m45 - 35 m2	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6	A A C A B E C B C A B	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3	A C C C C C C A B C C A B C C	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 -
Mikhiga n Ave NW Signo lized Half St NW & Mikhiga n Ave NW	EB-R  WB-L  WB-T  WB-R  NB-L  NB-TR  SB-L  SB-TR  Intersection  EB-TR  WB-L  WB-T	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2	A A A F C C D A B	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 \$8 #372 m#207 m135 - m137 m7	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3	A A B E C E A B A	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7	A A B A B B C A B A A B A A B A A B A A B A A B A	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m98 m45 - 35 m2	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6	A A B E C B C A B A	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3	A C C C C C B C C A B C A B A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 - 168 m6
Mikhiga n Ave NW Signa fized Half St NW &	EB-R W/B-L W/B-T W/B-R NB-IR NB-IR SB-L SB-TR Intersection EB-TR W/B-L	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5	A A A C C E A A B	3 3 ~520 29 204 ~178 115 - 0 46	m10 m5 #693 58 #372 m#207 m135 - m137	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9	A A B E F C E A B	4 ~549 28 204 ~194 119 - 0 50	m7 #731 56 #372 m#231 m134 - m192 m7	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3	A A B A B B C C A B	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m98 m45 - 35 m2	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6	A A C A B E C B C A B	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3	A C C C C C C A B C C A B C C	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 -
Michigan Ave NW Signo fized  Half St NW & Michigan Ave NW Signo fixed  PU-DO Out &	EB-R WR-L WB-T WB-R NB-L NB-TR SB-IR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-TR FR-IR Intersection EB-TR NB-LR Intersection EB-TR	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 -	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0	A A C A A A	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 58 #372 m#207 m135 - m137 m7 m30 39	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 -	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0	A A B B A C A A	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 -	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0	A A B B A B C A B C C	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 -	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.6 25.4 3.2 0.0	A A C A B B C C A B B A C A A	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3 m11 39 -	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 -	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6	A C C C B C C A B C C A A A A A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 - 168 m6 m26 39
Michigan Ave NW Signolized  Half St NW & Michigan Ave NW Signolized  PU-DO Out & Michiga A Ave NW	EB-R WB-L WB-T WB-R WB-R WB-R SB-L SB-TR Intersection EB-TR WB-L Intersection EB-T WB-L WB-T WB-T WB-T WB-T WB-T WB-T	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0	A A C C A A A A	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 58 #372 m#207 m135 - m137 m7 m30 39 - 0	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 - 0.38 0.50	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0 0.0	A A B B A C A A A	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 -	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0	A A B B B C C A B A C A A A A	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39 -	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 - 0.40 0.51	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.5 4 3.2 0.0	A A B B C C A B B A C C A A A A	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3 m11 39 -	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 - 0.41 0.52	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0	A C C A B C C A A A A A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m12 168 m6 m26 39
Michigan Ave NW Signa Reed  Half St N W & Michigan Ave NW Signa Reed  PU-DO Out &	EB-R WB-L WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Interaction EB-TR WB-L NB-L Interaction EB-TR WB-L Interaction EB-T NB-R Interaction	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 -	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0	A A B B	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 58 #372 m#207 m135 - m137 m7 m30 39	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 -	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0 0.0	A A B B	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 -	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0 12.2	A A B B B C C A B A C A B A B B B C B B B C B B B B	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 -	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.5 4 3.2 0.0 0.0	A A B B C A A A A B B	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3 m11 39 -	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 -	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0	A C C C C B B C C A B C C A A B A A A A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 - 168 m6 m26 39 - 0
Michigan Ave NW Signolized  Half St N W & Michigan Ave NW Signolized  PU-DO Out & Michigan Ave NW	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Intersection EB-TR WB-L Intersection EB-TR WB-L NB-TR NB-L Intersection Intersection Intersection Intersection Intersection Intersection	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0	A A C C A A A A	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 58 #372 m#207 m135 - m137 m7 m30 39 - 0	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 - 0.38 0.50	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0 0.0	A A B B A C A A A	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 - 0.39 0.51	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0	A A B B B C C A B A C A A A A	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39 -	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 - 0.40 0.51	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.5 4 3.2 0.0	A A B B C C A B B A C C A A A A	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3 m11 39 -	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 - 0.41 0.52	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0	A C C A B C C A A A A A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m12 168 m6 m26 39
Michigan Ave NW Signolized  Half St N W & Michigan Ave NW Signolized PU-DO Out & Michigan Ave NW	EB-R WB-L WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Interaction EB-TR WB-L NB-L Interaction EB-TR WB-L Interaction EB-T NB-R Interaction	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37 0.49	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0	A A B A A B A	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 58 #372 m#207 m135 - m137 m7 m30 39 - 0 0	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 - 0.38 0.50	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0 0.0 12.2 0.3	A A B B	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0 0	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 -	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0 12.2 0.3	A A B B A B C A B A C A A A A A A A B A	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 56 #372 m98 m45 - 35 m2 m10 39 - 0	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 - 0.40 0.51	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.6 25.4 3.2 0.0 0.0 12.4 0.3	A A A B B C C A B C C A B C A B A A A A	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - - 34 m3 m11 39 - 0	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 - 0.41 0.52	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0 0.0 12.4	A C C C C A B C C A A B A A A A A B A A	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 111 m80 m112 - 168 m6 m26 39 - 0 0
Michiga n Ave NW Signo fized  Half St NW & Michiga n Ave NW Signo fized  PU-DO Out & Michiga n Ave NW Unsigno fized	E B-R  WB-1  WB-T  WB-R  NB-L  NB-L  SB-TR  Intersection  EB-TR  WB-L  Intersection  EB-T  WB-L  Intersection  EB-T  WB-L  Intersection  EB-T  WB-L  Intersection  EB-T  WB-R  Intersection  EB-T  WB-R  Intersection  EB-T  WB-R  NB-R  Intersection  EB-T  WB-T  NB-R  SB-R  SB-R	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37 0.49 0.43	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0 12.1 0.0 0.0	A A A A A B B	3 3 "520 29 204 "178 115 - 0 46 248	m10 m5 #693 \$8 #372 m#207 m135 - m30 39 - 0 0 11 - 0	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 - 0.38 0.50 0.13	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 49 13.3 5.8 25.3 6.0 0.0 12.2 0.3 0.0 11.6	A A B E C C A A A A B A A B A A B B A B A B B A B B A B B A B	4 ~549 28 204 ~194 119 - 0 50 228	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0 0 11	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 - 0.50 0.68 0.53 0.22 - 0.39 0.51 0.13 -	3.2 7.6 17.1 5.1 19.3 61.2 50.8 12.2 50.8 12.2 10.3 2.7 25.0 3.2 10.3 2.7 25.0 0.0 0.0 12.2 0.0 0.0 12.2 0.0 0.0 12.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B A B B C A B C A A A A B B A A B B B B	5 0 126 0 27 204 88 72 - 112 9	m12 m0 161 0 0 56 #372 m98 m45 - 35 m2 m10 39 - 0 0	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.52 - 0.40 0.51 0.14 -	3.4 8.6 20.9 18.5 58.3 33.2 14.6 24.6 24.6 2.4 3.2 0.0 0.0 12.4 0.3 0.0 0.0	A A C A B B C C B C A B A A A A B B A A B B A A B B B A B B A B B B A B B B B A B	5 0 164 0 27 200 103 123 - 46 14	m11 m7 277 0 54 #360 m94 m122 - 34 m3 m11 39 - 0 0	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 - 0.41 0.52 0.30	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0 0.0 12.4 0.3 0.0 0.0	A C C A B A A A A B B	4 3 137 0 31 70 100 124 - 104 26	m8 m77 w384 11 55 1111 m80 m112 -168 m6 m26 39 - 0 0
Michigan Ave NW Signolized  Half St NW & Michigan Ave NW Signolized  PU-DO Out & Michigan Ave NW Unsignolized  Proposed Drive way 1	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Intersection EB-TR WB-L Intersection EB-T WB-L Intersection EB-T NB-L Intersection EB-T WB-T NB-L Intersection EB-T WB-T SB-T Intersection EB-T WB-T Intersection EB-T Intersection	0.25 0.19 1.05 0.20 0.92 1.07 0.62  0.48 0.63 0.51 0.22  0.49 0.13 	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0 12.1 0.3 0.0 0.0	A A C E E C D A B A C A A A B A A A A A A A A A A A A	3 3 3 ~520 29 204 ~178 115 - 0 46 248 8 - -	m10 m5 #693 \$8 #372 m#207 m135 - m137 m7 m30 39 - 0 11 - 0 0 11	0.30 0.20 1.12 0.19 0.92 1.09 0.58 0.69 0.65 0.52 0.22  0.38 0.50 0.13  0.27 0.72 0.05 0.05	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 6.0 0.0 12.2 0.3 0.0 0.0 12.2 0.3	A A B B C C C A A A A A A A A A A A A A	4 ~549 28 204 ~194 119 - 0 50 228 8	m7 #731 - \$56 #372 m#231 m134 - m192 m7 m29 - 0 0 0 11 - 0 0 4	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 0.50 0.53 0.22 	3.2 7.6 17.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 12.2 0.3 0.0 12.2 0.3 0.0 12.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B B C C A B A C A A A A A A A A A A	5 0 126 0 27 204 88 72 - 1112 9 33 8 - -	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39 - 0 0	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 0.52 0.72 0.53 0.22 0.40 0.51 0.14 0.29 0.74 0.16	3.4 8.6 20.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.6 25.4 3.2 0.0 0.0 12.4 0.3 0.0 0.0 0.0 12.8 0.2	A A C A B B C C A B C A A A C A A A A A	5 0 164 0 27 200 103 123 - 46 14 33 8 - - -	m11 m7 277 0 54 w356 m94 m122 - 34 m3 m11 39 - 0 0 12 - 0 0 15	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 0.53 0.75 0.54 0.22 	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 25.4 4.6 0.0 12.4 0.3 0.0 0.0 13.1	A C C C C C C C C C C C C C C C C C C C	4 3 137 0 0 31 70 100 124 - 104 26 24 8 - -	m8 m77 w384 11 m80 m112 168 m6 m26 39 0 12 -
Michigon Ave NW Signo Reed  Half St NW 8. Michigon Ave NW Signo Reed  PU-DO Out 8. Michigon Ave NW Unsigno Reed  Proposed Drive way 1 Unsigno Reed	EB-R WB-L WB-T WB-R NB-L NB-L NB-L SB-TR Intersection EB-TR WB-L WB-T NB-L NB-L NB-TR NB-L NB-TR SB-T Intersection EB-T WB-TR SB-T Intersection EB-T NB-T SB-T Intersection EB-T SB-T Intersection EB-T SB-T Intersection EB-T SB-T Intersection EB-T	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.49 0.13 - 0.27 0.69 0.12 -	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0 12.1 0.0 12.1 0.0 12.1 0.0	A A A A A A A A A A A A A A A A A A A	3 3 3 ~520 29 204 ~178 115 - 0 46 248 8 - - -	m10 m5 #693 \$8 #372 m#207 m135 - m137 m7 m30 - 0 0 11 - 0 0 10 - 115	0.30 0.20 1.12 0.19 0.92 1.09 0.59 - 0.49 0.66 0.52 0.22 - 0.38 0.50 0.13 - 0.27 0.72 0.65	8.2 81.6 19.6 62.3 84.4 25.4 25.2 4.9 13.3 5.8 25.3 6.0 0.0 12.2 0.3 0.0 12.2 13.3 14.3 15.4 15.6 15.0 1	A A B E C A B A C A A A A B A A D	4 ~549 28 204 ~194 119 - 0 50 228 8 114	m7 #731	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 	3.2 7.6 17.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 0.0 0.0 12.2 0.0 0.0 12.2 0.0 0.0 12.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B B E C A A A A A A B B A A A A A B B A A D D	5 0 126 0 27 204 88 87 - 112 9 33 8 - -	m12 m0 161 56 #372 m38 m45 - 35 m2 m10 39 - 0 0 12 - 0	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 - 0.52 0.72 0.53 0.22 - 0.40 0.51 0.14 - 0.29 0.74 0.16 - 0.63	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.6 25.4 32.2 0.0 0.0 12.4 0.0 0.0 12.4 0.0 0.0 12.4 0.0 0.0 12.5 0.0 0.0 12.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	A A B B A A A A B B A A A B B A A A A B B A A A A B B A A A A A B B A	5 0 164 0 27 200 103 123 - 46 14 33 8 - - -	m11 m7 277 0 54 w360 m94 m112 - 34 m3 m11 39 - 0 0 12 - 0 0 15	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 - 0.53 0.75 0.54 0.22 - 0.41 0.52 0.30 0.41 0.52 0.30 0.67	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 4.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	A C C C C C C C C C C A B C C C A A A A	4 3 137 0 31 70 100 124 - - - - - - - - - - - - - - - - - - -	m8 m77 #384 111 m80 m112 - 168 m6 m29 - 0 0 12 - 0 0
Michigan Ave NW Signa Reed  Half St NW & Michigan Ave NW Signa Reed  PU-DO Out & Michigan Ave NW Unsigna Reed  Proposed Drive way 1	EB-R WB-L WB-T WB-R NB-L NB-TR SB-L SB-TR Intersection EB-TR WB-L Intersection EB-T WB-L Intersection EB-T NB-L Intersection EB-T WB-T NB-L Intersection EB-T WB-T SB-T Intersection EB-T WB-T Intersection EB-T Intersection	0.25 0.19 1.05 0.20 0.92 1.07 0.62  0.48 0.63 0.51 0.22  0.49 0.13 	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0 12.1 0.3 0.0 0.0	A A C E E C D A B A C A A A B A A A A A A A A A A A A	3 3 3 ~520 29 204 ~178 115 - 0 46 248 8 - -	m10 m5 #693 \$8 #372 m#207 m135 - m137 m7 m30 39 - 0 11 - 0 0 11	0.30 0.20 1.12 0.19 0.92 1.09 0.58 0.69 0.65 0.52 0.22  0.38 0.50 0.13  0.27 0.72 0.05 0.05	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 6.0 0.0 12.2 0.3 0.0 0.0 12.2 0.3	A A B B C C C A A A A A A A A A A A A A	4 ~549 28 204 ~194 119 - 0 50 228 8	m7 #731 - \$56 #372 m#231 m134 - m192 m7 m29 - 0 0 0 11 - 0 0 4	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 0.50 0.53 0.22 	3.2 7.6 17.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 12.2 0.3 0.0 12.2 0.3 0.0 12.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B B C C A B A C A A A A A A A A A A	5 0 126 0 27 204 88 72 - 1112 9 33 8 - -	m12 m0 161 0 56 #372 m38 m45 - 35 m2 m10 39 - 0 0	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 0.52 0.72 0.53 0.22 0.40 0.51 0.14 0.29 0.74 0.16	3.4 8.6 20.9 18.5 58.3 33.2 14.6 24.6 2.4 11.6 2.6 25.4 3.2 0.0 0.0 12.4 0.3 0.0 0.0 0.0 12.8 0.2	A A C A B B C C A B C A A A C A A A A A	5 0 164 0 27 200 103 123 - 46 14 33 8 - - -	m11 m7 277 0 54 w356 m94 m122 - 34 m3 m11 39 - 0 0 12 - 0 0 15	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 0.53 0.75 0.54 0.22 	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 25.4 4.6 0.0 12.4 0.3 0.0 0.0 13.1	A C C C C C C C C C C C C C C C C C C C	4 3 137 0 0 31 70 100 124 - 104 26 24 8 - -	m8 m77 w384 11 m80 m112 168 m6 m26 39 0 12 -
Michigan Ave NW Signa Reed  Half St NW & Michigan Ave NW Signa Reed  PU-DO Out & Michigan Ave NW Unsigna Reed  Proposed Drive way 1 Unsigna Reed	E B-R WB-L WB-T WB-R NB-L NB-IR NB-IR SB-IR SB-IR INB-IR I	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37 0.49 0.13 - 0.27 0.69 0.12 -	3.2 7.2 56.0 20.7 62.3 85.0 45.8 45.8 45.1 6.2 25.3 6.0 0.0 12.1 0.3 0.0 0.0 12.1 0.0 0.0 11.7 0.2	A A A A A A A A A A A A A A A A A A A	3 3 3 ~520 29 204 ~178 115 0 46 243 8 	m10 m5 #693 #693 m377 m7 m37 m7 0 0 0 0 11 1 - 0 0 10 10 105 105 105 105 105 29	0.30 0.20 1.12 0.19 0.92 1.09 0.58  0.49 0.66 0.52 0.22  0.38 0.50 0.13  0.27 0.72 0.05  0.33 0.50	4.5 8.2 81.6 19.6 62.3 84.4 25.4 25.2 4.9 13.3 56.0 0.0 12.2 0.3 0.0 12.2 0.3 0.0 12.2 0.3 0.0 12.4 0.0 0.0 14.4 0.0 0.0 14.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B A A A A A A A A A A A A A A A A A	4 ~549 28 204 ~194 1119 - 0 50 228 8 - - - - - - 1114 99	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 0 0 11 - 0 0 4 - 179 136 359 44	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59  0.50 0.68 0.53 0.22  0.39 0.51 0.13  0.28 0.73 0.12  0.50 0.51 0.51 0.52 0.53 0.53 0.53 0.53 0.53 0.54 0.55	3.2 7.6 17.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0 12.2 0.0 0.0 12.2 10.3 10.	A A B B E D D B C C A A A A A A A A B B A A A A A A A	5 0 126 0 27 204 88 72 - 112 9 3 3 8 - - - - - - - - - - - - - - - - -	m12 m0 161 0 56 #372 m38 m45 - 35 m2 - 0 0 0 12 - 0 0 126 5 5 6	0.26 0.20 0.82 0.65 0.31 0.23 0.16 0.33 0.72 0.72 0.53 0.22 - 0.40 0.51 0.14 - 0.29 0.74 0.16 - 0.65 0.37	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 11.6 25.4 3.2 0.0 0.0 12.4 0.3 0.0 12.4 0.3 0.0 12.4 13.5 14.6 15.5 16.5	A A A B B D D	5 0 164 0 27 200 103 123 - 46 14 33 8 - - - - - 115 33 255	m11 m7 277 0 54 #360 m94 m122 34 m3	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 0.80 0.75 0.54 0.22 0.41 0.52 0.14 0.30 0.76 0.14 0.69 0.38	2.9 6.8 23.4 7.5 23.1 30.0 20.5 20.5 3.8 15.3 3.7 25.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	A C C C C C B C C A A A A A A A A A A A	4 3 137 0 31 31 100 124 26 24 28 - - - - - - - - - - - - - - - - - -	m8 m77 w384 11 155 1211 1 168 m6 m6 m26 39 - 0 0 112 - 0 0 0 12 - 237 129 279 85
Michigan Ave NW Signa Reed  Hall St NW & Michigan Ave NW Signa Reed  PU-DO Out & Michigan Ave NW Ordigan Reed  Proposed Drive way 1 Orasigna Reed  It ving St & Proposed Drive way 3	EB-R WB-L WB-T WB-R NB-L NB-L NB-TR SB-L SB-TR Intersection EB-TR WB-L NB-TR NB-L NB-TR NB-L NB-TR	0.25 0.19 1.05 0.20 0.92 1.07 0.62 - 0.48 0.63 0.51 0.22 - 0.37 0.49 0.13 - 0.27 0.69 0.12 - 0.69 0.70	3.2 7.2 56.0 20.7 62.3 85.0 29.0 45.8 4.5 12.1 6.2 25.3 6.0 0.0 0.0 12.1 0.3 0.0 11.7 0.2 46.4 4.3	A A A C C C D A B A A A A A A A A A A A A A A A A A	3 3 3 ~520 29 204 ~178 115 0 46 248 8 	m10 m5 w693 s8 w372 m207 m30 m37 m7 m30 0 0 11 c 0 0 0 10 c 115 c	0.30 0.20 1.12 0.19 0.92 1.09 0.58 - 0.49 0.66 0.52 0.22 - 0.38 0.50 0.13 - 0.27 0.77 0.75 0.05 -	4.5 8.2 81.6 19.6 62.3 84.4 25.4 56.2 4.9 13.3 5.8 25.3 6.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B A A A A A A A A A A A A A A A A A	4 ~549 28 204 ~194 1119 - 0 50 50	m7 #731 56 #372 m#231 m134 - m192 m7 m28 39 - 0 0 11 - 0 4 - 179 136 359	0.26 0.19 0.78 0.62 0.18 0.91 0.79 0.59 0.50 0.68 0.53 0.22 - 0.39 0.51 0.13 0.28 0.79 0.50 0.68	3.2 7.6 17.1 19.3 61.2 50.8 12.2 25.0 3.2 10.3 2.7 25.3 3.6 0.0 0.0 0.0 0.0 12.2 0.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A A B B E C C A A A A A B B A A A A A A B A A A A	5 0 126 0 27 204 88 72 - - 1112 9 33 8 - - - - - - - - - - - - - - - - -	m12 m0 161 0 56 #3772 m98 m45 - 35 m2 m10 39 - 0 0 0 12 - 0 0	0.26 0.20 0.82 0.82 0.65 0.31 0.23 0.16 0.33 0.52 0.72 0.53 0.22 0.40 0.51 0.14 - 0.29 0.74 0.16 - 0.63 0.37 0.67	3.4 8.6 20.9 5.9 18.5 58.3 33.2 14.6 24.6 2.6 25.4 3.2 0.0 0.0 0.0 12.4 0.3 0.0 0.0 0.0 0.0 12.8 0.2 44.1 1.5 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	A A A B B A A A B B A A B B B B A A B B A A B B A A B B A A B B A A B B B B B A A A B B B A A B B B A A B B B B B A A B B B A A B B B A A B	\$ 0 164 0 27 200 103 123 - 46 14 33 8 115 33 255	m11 m7 277 0 54 4360 m94 m1122 - 34 m3 - 0 0 12 - 0 0 15 - 47 431	0.24 0.16 0.77 0.64 0.25 0.67 0.80 0.67 0.53 0.75 0.54 0.22 0.41 0.52 0.14 0.30 0.76 0.14 0.63 0.74	2.9 6.8 23.4 7.5 23.1 30.0 23.8 14.5 20.6 3.8 15.3 3.7 25.4 6.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	A C C C C C C C C C C C C C C C C C C C	4 3 137 0 31 70 100 124 	m8 m77 m88 m77 m884 m77 m884 m77 m884 m77 m812 m112 m810 m112 m6 m26 39 - 0 0 0 12 - 0 0 0 12 - 2 27 m812 m712 m812 m712 m712 m712 m712 m712 m712 m712 m7

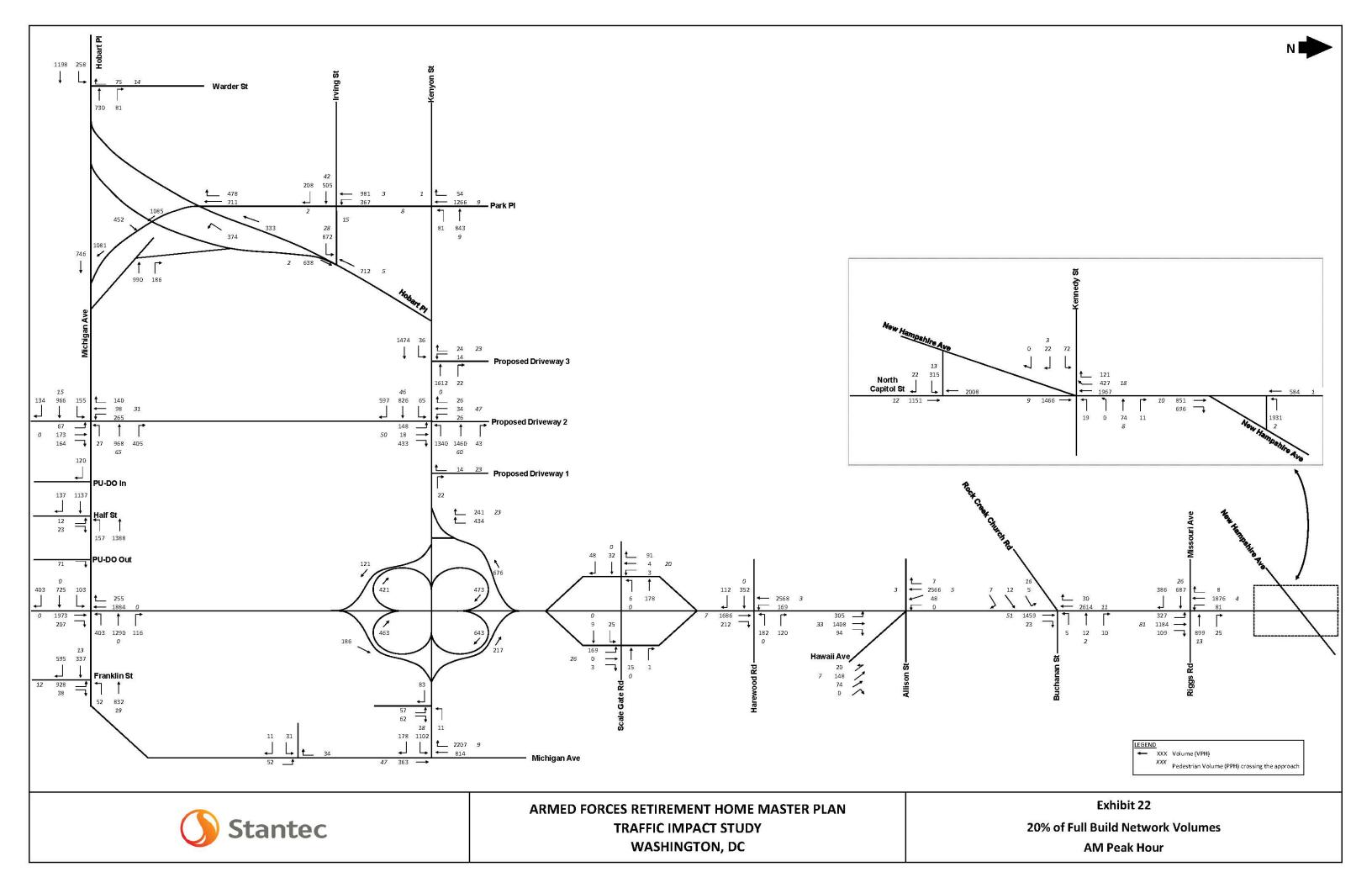
			20%	Build Cond				40%	Build Con	_			60%	Build Con				80%	Build Con				Full I	Build Conc		
I				Level	50th	99th			Level	90th	95th			Level	90th	95th			Level	90th	95th			Level	50th	95t1
Intersection	LANE GROUP	V/C	120000	of	Queue (ft)	Queue	V/C	-	of	Queue	Queue (ft)	V/C		of	Queue	Queue (ft)	V/C		of	Queue	Queue	V/C	2000	of	Queue (ft)	Que
North Capitol St &	GROUP W/8-L	Ratio 0.74	Delay 30.3	Service C	(ft) 263	(ft) 338	Ratio 0.75	Delay 34.4	Service	(ft) 270	(ft) 347	Ratio 0.77	Delay 45.6	Service D	(ft) 278	(ft) 356	Ratio 0.78	Delay 31.9	Service C	(ft) 286	(ft) 367	Ratio 0.80	Delay 32.6	Service	(ft) 293	(ft
New Hampshire Ave NE	NB-T	0.74	72.1	E	622	m640	0.52	21.5	c	136	m129	0.55	25.9	C	131	m118	0.58	62.3	E	235	m205	0.61	62.8		257	m2:
Signalized	SB-T	0.85	42.1	D	272	#360	0.88	44.3	D	285	#394	0.90	46.9	D	296	#414	0.93	50.5	D	310	#435	0.96	55.1	E	323	#45
to <del>s</del> tartituda	Intersection	-	48.2	D				33.0	С		-	-	39.1	D	-	-		48.7	D	-			50.6	D		
	EB-LTR	0.82	24.0	С	159	m#225	0.82	22.6	С	159	m#225	0.82	22.6	С	159	m#225	0.82	23.2	С	159	m#225	0.82	23.1	С	159	m#2
North Capitol St &	WB-LTR	0.18	31.9	С	25	60	0.18	32.4	С	26	60	0.18	33.5	С	27	62	0.18	34.0	С	27	62	0.18	34.5	С	28	63
KennedySt NE/NW	NB-T	1.00	608	- (F	334	m85	1.04	61.5	Ŧ	~965	m102	1.08	63.9	· F	~1040	m98	1.12	76.8	F	~1115	m99	1.16	94.5	P	~1191	m10
Signalized	SB-T	0.58	1.3 38.1	A D	1	1	0.60	7.5	A D	233	165	0.62	12.0	B	253	m220	0.64	1.7 48.2	A D	1	m1	0.66	18	A	1	m:
New Hampshire Ave NW &	Intersection EB-TR	0.79	62.7		147	#270	0.79	62.7		147	#270	0.79	43.7 62.7	D E	147	#270	0.79	62.7	- 0	147	#270	0.79	58.9 62.7	b c	147	#27
Kennedy St NW	WB-LT	0.09	4.4	A	3	4	0.09	4.1	A	3	3	0.09	3.0	A	2	3	0.79	2.8	A	2	2	0.09	2.4	A	2	2
Signalized	SB-TR	0.18	0.8	A	0	m0	0.18	0.7	A	5	m5	0.18	1.0	A	11	m11	0.18	1.0	A	0	m0	0.18	1.1	A	0	mí
	Intersection	- 3	22.6	С	9	22.1	187	22.6	С	1927	12		22.7	С	8	- 2		22.7	С	. 9	1881		22.7	С	1991	-
North Capitol St &	EB-LR	0.52	36.2	D	131	182	0.52	90.0		131	182	0.52	91.0		131	182	0.52	38.1	D	131	182	0.52	91.0		131	18:
New Hampshire Ave NW	NB-T	1.86	406.3	- F	~981	m#573	1.95	454.0	f.	~1039	m#654	2.05	496.7	F	~1171	m#612	2.15	538.5	Ŧ	~1176	m#573	2.25	577.3	F	~1248	m#5
Sign dize d	SB-T	0.62	9.0 213.3	Α	250	296	0.64	6.2	A	270	315	0.66	6.0	A	282	292	0.68	9.1	A	274	316	0.70	4.2	A	120	90
	Intersection EB-TR	1.09	213.3 84.0	-	~494	#631	119	245.7 125.5	-	~535	#671	1.10	270.3	- F	~504	#641	1.10	289.8	- F	~508	#645	1.11	317.1 92.5	E E	~513	#65
	WB-TR	0.82	35.1	D	286	371	0.89	42.6	D	302	#422	0.82	35.1	D	286	371	0.82	35.1	D	286	371	0.82	35.1	D	286	37
North Capitol St &	NB-L	1.39	205.0	49	~381	m#299	1.83	395.6		~568	m#370	1.43	223.8	#	~496	m#266	1.46	234.2	+	~445	m#231	1.48	245.1	- #	~527	m#3
Missouri Ave NW / Riggs Rd NE	NB-TR	1.46	232.2	Ŧ	~937	m#624	1.39	203.0		~961	m#582	1.60	295.6	F	~1083	m#637	1.67	327.4		~1155	m#644	1.74	359.2	F	~1237	m#9
Signalized	SB-L	1.00	90.1		~87	#251	1.08	98.4	į.	~110	#258	1.00	101.7	F	~141	#288	1.00	88.9	18	~90	m#246	1.00	85.6	F	~92	m#2
ŀ	SB-TR Intersection	1.11	111.9	- 1	~452	#588	0.90	33.5 146.9	С	166	233	1.21	127.3	-	~522	#660	1.26	165.1		~556	#694	1.30	181.6 209.2		~592	#73
	Intersection EB-LT	0.10	29.3	c	12	36	0.10	36.6	D	12	37	0.10	36.6	D	12	37	0.10	33.4	C	12	37	0.10	18.2	В	11	32
North Capitol St &	EB-R	0.03	278	С	3	15	0.03	34.8	С	3	15	0.03	34.8	С	3	15	0.03	31.8	С	3	15	0.03	16.8	В	2	13
Rock Creek Church Rd NW /	WB-LTR	0.62	778	E	25	#78	0.62	77.8	E	25	#78	0.62	77.8	E	25	#78	0.62	77.8	E	25	#78	li-	¥	o,	1720	
Buchanan St NE Sign dized	SB-TR	0.69	6.7	A	102	m94	0.71	5.5	A	38	m110	0.73	8.2	Α	139	m90	0.75	8.6	A	159	m92	0.63	6.6	А	178	m9
	NB-TR	1.29	149.2	#	~1161	m#675	1.35	174.1		~1259	m#974	1.41	200.5	, F	~1346	m#988	1.47	227.0	F	~1432	m#998	1.24	122.6	р.	~1086	m#2
	Intersection	- 1	92.6	F	9	27	180	107.5		1901	- 12	0	124.8	F	-			141.5	F	- 2	1995	100	77.8	E	188	- 1
	NB-L NB-LR	1.63	311.6 254.1	F	~285	m#249 m#1116	1.13	94.1	F.	~278	m#209 m#1004	1.17	107.4 169.4		~298	m190 m#909	1.20	123.2 192.0	F	~315	m199 m#996	1.23	127.7 216.0	- 8	~314	m16 m#9
North Capital St &	SB-LT	0.33	26.9	С	65	m87	0.33	27.0	С	63	m88	0.33	26.9	С	62	m86	0.33	29.7	С	67	m88	0.33	44.3	D	69	m11
North Capitol St & Hawaii Ave NE/Allison St NE Sign dized North Capitol St &	SB-R	0.83	13.4	В	203	198	0.71	7.6	A	142	183	0.74	7.9	A	150	189	0.76	6.8	A	115	161	0.79	4.6	A	88	10
	NW-TR	1.09	140.8	- #	~191	#348	0.41	39.9	D	79	137	0.41	39.9	D	79	137	0.41	39.9	D	79	137	0.41	113.6	B	79	13
27	Intersection		178.2	- #			5.00	97.3		15-00		~	110.2	#			ï	124.5	ŧ		1.50		140.4		24-8	
	NB-T	1.09	63.4	(F)	~520	m0	1.11	67.2		~555	m16	1.24	128.7	F	~1428	m26	1.22	117.2	- 8	~1443	m16	1.33	167.6	E	~1590	m2
	SB-T	0.39	11.6	В	195	368 89	0.40	3.3	A	40 50	142	0.45	7.2	Α	128	267 89	0.44	6.0	A	101	224	0.48	6.1	A	86 46	13
Harewood Rd NE (North)	WB-L WB-R		46.3	D D	49	12.5	0.38	45.3	D			0.26	36.3	D	46 142		1.01	42.0	D	49	95	0.26	36.3 58.9	D	46 142	
Sign dized	Intersection	0.51	47.0	D	70	119	1.17	157.1 52.4	D	~178	#329	0.80	58.9 88.1	E	142	#257	1.01	106.5 82.6		~153	#308	0.80	112.9	E	142	#25
	EB-TR	0.81	45.5	D	188	250	0.80	44.2		188	246	0.81	45.5	D	188	250	0.80	44.2	D	188	246	0.81	45.5	D	188	250
2 N - 16 N - 17	NB-T	1.72	349.0		~1532	#1673	1.67	327.6	9	~1548	#1701	184	404.8	1.0	~1687	#1826	1.79	379.9	ŧ	~1704	#1853	1.97	460.8	F	~1843	#197
North Capitol St &	NB-R	0.40	11.6	В	74	145	0.39	11.2	В	76	145	0.40	11.6	В	74	145	0.39	11.2	В	76	145	0.40	11.6	В	74	145
Harewood Rd NW (South)	SB-L	0.73	62.6	E	103	#179	1.03	131.4	8	~101	#228	0.73	59.3	E	86	#169	1.03	128.1		~99	#226	0.73	52.4	D	82	#16
Sign dized	SB-T Intersection	0.38	2.7	A	47	47	0.40	7.5 194.6	A	120	116	0.41	5.2 236.7	A	86	79	0.43	6.2 225.4	A	111	110	0.44	6.2 270.8	A	85	86
SB North Capitol St Ramp &	EB-TR	0.22	0.0	A	-	0	0.37	0.0	A	1040	0	0.31	1.5	A	22	38	0.43	3.8	A	65	103	0.56	7.2	A	141	194
Scale Gate Rd	WB-LT	0.00	0.2	A	-	0	0.00	0.2	A	1340	0	0.25	3.7	A	21	41	0.35	12.5	В	135	112	0.48	17.3	В	156	m5
Un sign dized/Sign alized	SB-LTR	0.14	12.2	В	-	12	0.31	15.6	С	040	33	0.60	13.1	В	3	43	0.71	21.2	С	55	31	0.76	33.3	С	169	200
	Intersection		1.7	Α		-0.1	1961	2.3	A	790	- 69		3.8	A	- 14		- 40	8.9	A	- 8	7.00	3.4	14.0	В	7.00	69
58 01 87	EB-L	0.13	6.8	Α	- 0	12	0.63	17.1	С	797	- 10	0.35	12.2	В	- 88	91	0.81	26.1	С	337	181	0.92	81.8	<b>F</b>	226	296
NB North Capitol St Ramp &	EB-T				-					107.0	- 67						0.10	10.6	В	27	38	0.14	12.6	В	36	59
Scale Gate Rd	W8-TR	0.02	0.0	А	- 2	٥	0.08	9.2	A	1997	- 62	0.06	8.1	Α	15	25	0.08	9.9	A	24	31	0.37	42.3	D	63	74
Un si gn dli zed/Si gn alized	NB-L	0.49	24.4 13.2	C B	- 2	65	0.61	19.4	c	- 82	82	0.76	39.8 23.4	D C	143	111	0.85	42.0 30.6	D	185	150	0.94	51.1 60.9	D	247	20
	Intersection EB-T	-	13.2	В				17.6	L C	100	174		23.4	С			- 0	3U.6	С	لينا		0.99	60.9 27.6	E	456	#97
Irving St &	EB-R																					0.80	48	A	34	m4
tamp to/from NB Capitol Street	WB-T																					0.42	5.9	A	86	10
	WB-R																					0.10	0.1	A	0	0
Sign dized	NB-R																					0.22	16.6	В	36	m2
sign anzea	SB-R																					0.88	16.9	В	181	m1
	Intersection FR-T																					0.00	16.4	В	007	m1
	E8-1																					0.89	4.8 0.1	A	227 0	m1 m
Iming St &	E0 D																					0.30	6.4	A	110	14
Irving St &	EB-R WB-T																					0.25	0.3	A	0	m
tamp to/from SB Capitol Street	WB-T																					0.74	43.7	Ď	133	19
																						0.81	44.3	D	128	m#:
Ramp to/from SB Capitol Street	WB-T WB-R NB-R SB-R																								120	10199
tamp to/from SB Capitol Street	WB-T WB-R NB-R SB-R Intersection								10.														9.7	A	1.0	1111
Ramp to/from SB Capitol Street Sign dized	WB-T WB-R NB-R SB-R Intersection EB-TR	0.65	0.7	A	13	m0	0.67	0.8	A	15	m0	0.70	0.8	A	16	mØ	0.72	1.1	A	22	mØ				- 120	-
tamp to/from SB Capitol Street  Sign clized  Irving St &	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T	0.48	21.5	С	192	m205	0.47	20.7	С	195	m205	0.51	17.0	A B	222	m235	0.52	15.9	В	226	m235				- 120	
amp to/from SB Capitol Street  Sign clized  Irving St &  Ramp from SB Capitol Street	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T WB-R	0.48	21.5	C A	192 0	m205 m0	0.47	20.7	C A	195 0	m205 m0	0.51 0.25	17.0 0.3	A	222 0	m235 m0	0.52	15.9 0.3	B	226 0	m235 m0	22				100%2
tamp to/from SB Capitol Street  Sign clized  Irving St &	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T WB-R SB-R	0.48	21.5 0.3 4.6	C A A	192	m205	0.47	20.7 0.3 6.7	C A A	195	m205	0.51	17.0 0.3 9.5	A A	222	m235	0.52	15.9 0.3 12.5	B A B	226	m235	22				10002
Ramp to/from SB Capitol Street  Sign dized  Irving St &  Ramp from SB Capitol Street	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T WB-R	0.48	21.5	C A	192 0	m205 m0	0.47	20.7	C A	195 0	m205 m0	0.51 0.25	17.0 0.3	A	222 0	m235 m0	0.52	15.9 0.3	B	226 0	m235 m0	0.89			35	m35
Ramp to/from SB Capitol Street  Sign dized  Irving St &  Ramp from SB Capitol Street	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T WB-R SB-R Intersection	0.48 0.25 0.29	21.5 0.3 4.6 7.2	C A A	192 0 19	m205 m0 m25	0.47 0.25 0.32 - 0.84	20.7 0.3 6.7 7.2	C A A	195 0 25	m205 m0 35	0.51 0.25 0.34	17.0 0.3 9.5 6.6	A A A	222 0 40	m235 m0 m55	0.52 0.25 0.36	15.9 0.3 12.5 6.7	B A B	226 0 73	m235 m0 107	0.89 0.01	9.7	A		732
Ramp to/from SB Capitol Street Sign dized  Irving St & Ramp from SB Capitol Street Sign dized	WB-T WB-R NB-R SB-R Intersection EB-TR WB-T WB-R SB-R Intersection EB-TR	0.48 0.25 0.29 -	21.5 0.3 4.6 7.2 5.9	C A A A	192 0 19 -	m205 m0 m25 - m216	0.47 0.25 0.32	20.7 0.3 6.7 7.2 6.5	C A A A	195 0 25 -	m205 m0 35 - m253	0.51 0.25 0.34 -	17.0 0.3 9.5 6.6 7.2	A A A	222 0 40 -	m235 m0 m55 - m379	0.52 0.25 0.36 -	15.9 0.3 12.5 6.7 7.0	B A B A	226 0 73 -	m235 m0 107 - m204		9.7	A	35	m3:

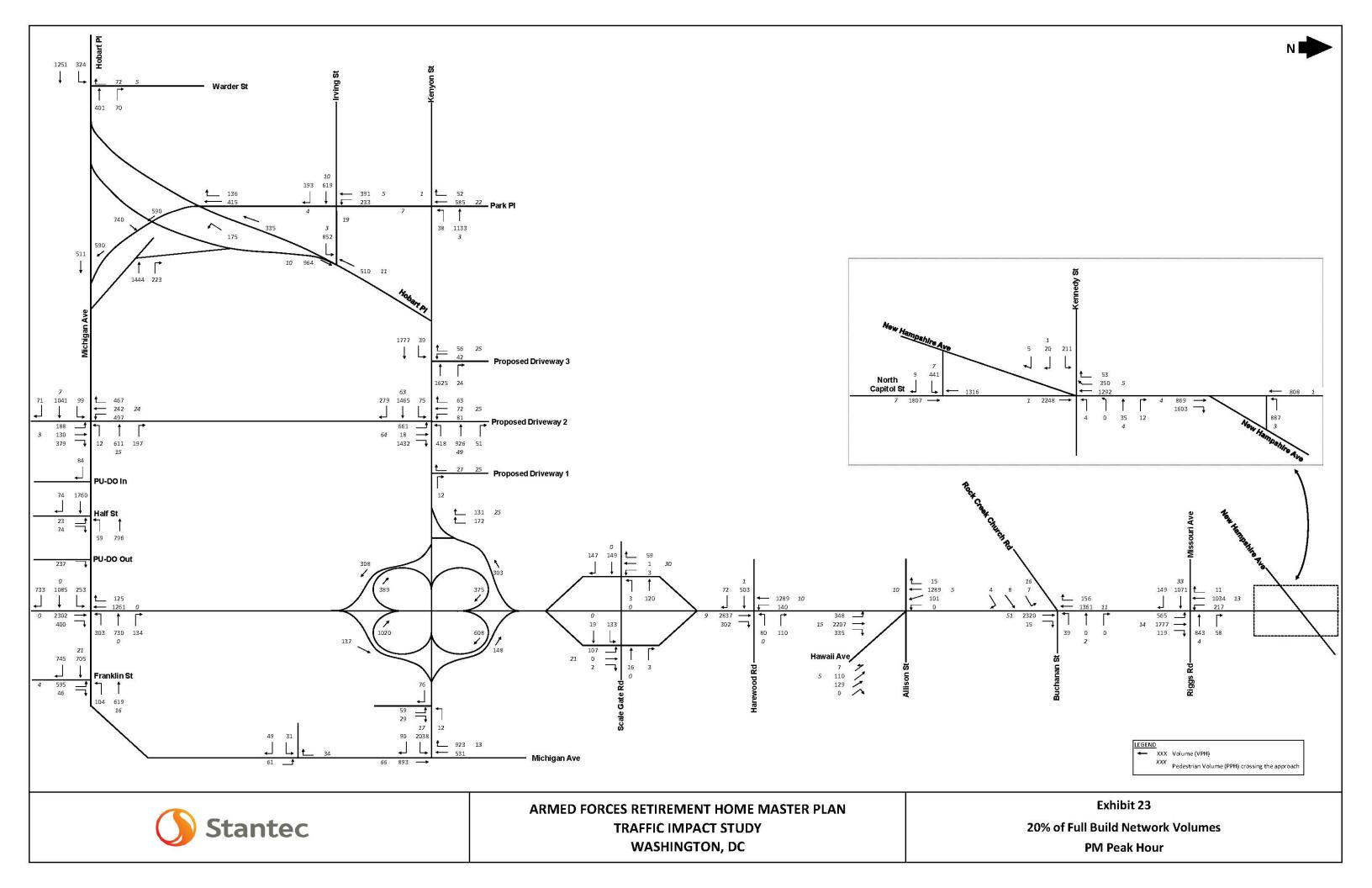
	ı		2045	Build Cor	dition			2045	Build Cor	dition		ı —	2045	Build Con	dition		1	2045	Build Cor	dition			2045	Build Con	dition	
		<b>—</b>	1	Level	50th	95th	-	1	Level	90th	95th			Level	90th	95th			Level	90th	95th			Level	50th	95th
	LANE	V/C		of	Queue	Queue	V/C		of	Queue	Queue	V/C		of	Queue	Queue	v/c		of	Queue	Queue	V/C		of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
	EB-T	0.97	42.9	D	305	#437	0.98	45.2	D	311	#471	1.00	53.1	D	385	#462	1.01	53.0	- #	~394	#475	1.03	59.7		~405	#502
	EB-R WB-L	0.61	23.8	B C	51	59 81	0.63	12.2 24.3	B C	48	66 80	0.61	9.4 23.9	A C	24 55	26 90	0.57	6.6 25.2	A C	73	33 96	0.57	8.2 44.4	A D	27 86	49 m121
	WB-TR	0.34	5.3	A	56	62	0.36	6.4	Α	60	73	0.45	8.9	A	143	234	0.48	8.8	A	201	259	0.52	7.6	Α	80	115
First St NW/Proposed Driveway 2	NB-L	1.28	179.1	48	~287	m#389	1.37	214.7	F	~298	m# 400	1.28	177.2	F	~287	m#396	1.58	302.4	ŧ	~323	m#432	1.58	302.4	F	~318	#433
& Irving St NW	NB-T	0.04	34.3	С	9	m24	0.09	33.5	С	19	m 38	0.04	28.4	С	9	m24	0.29	45.9	D	44	m85	0.35	44.0	D	55	m104
Sign dize d	NB-R SB-L	0.34	122.9	C	~663	m3805	1.32	173.4	F	~689	m#634	1.28	157.4 46.7	D	~484 110	m#653	1.73 0.68	358.7 32.2	C	~808	m#951	1.75 0.84	369.6 42.2	D	~796 208	#947
	SB-L SB-T	0.34	28.7	D									47.2	D	131	#187 204	0.68	54.4	D	158	241 #298	0.84	73.7	E	233	#308
	SB-R	0.21	1.6	A					_				10.0	A	0	51	0.77	32.1	c	60	#186	0.94	57.7	E	112	#287
	Intersection	-	69.8	E	-		1 120	85.5		1557	2-5	-	76.8	E	-	-		131.9	4	1.5	1557		134.6		157	2-5
6-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	EB-L	0.93	57.5	E	102	W253	0.96	63.9	E	115	m# 255	1.02	82.8	F	~116	m#273	1.02	82.1	ŧ	~135	m#254	1.02	83.9	F	~143	m#223
	EB-T EB-R	0.90	40.7 144.3	D		11.17.0			D				63.3 153.2	F	~381	#572 #824	1.03	75.5 147.6	F	~473	#611 #830	1.11	86.6 166.3	F	~529 ~616	#669 m#846
	WB-L	1.23	222.6	#									219.5	-	~211	#400	1.39	219.4	+	~212	#830	1.39	218.5		~211	m#84L
agnates	WB-TR	0.77	26.5	С					С				32.3	С	260	#342	0.89	32.9	С	275	#388	0.96	41.7	D	293	#489
	NB-TR	1.36	190.9	F	~869	#964	1.42	220.3	- 1	~916	#1010	1.42	219.1	F	~937	#1030	1.49	249.4	F	~984	#1077	1.49	247.7	F F	~1005	<b>#1098</b>
	SB-TR	0.70	25.9	С	258	313	0.76	27.7	С	285	346	0.78	27.5	С	302	371	0.84	30.2	С	335	409	0.87	31.6	С	383	454
F bli- ca bit q	Intersection EB-TR	0.54	2.6	A	45	-74	0.50		-	47	07	0.004	123.9 2.3	A	37	m25	0.93dr	135.5 3.4	A	39	m21	1.00 dr	138.7 4.7	A	36	m14
Michigan Ave NE	WB-LT	0.54	10.0	A	77	m31 123	0.99dl	11.2	B	83	m27 132	1.22dl	12.1	A	89	140	1.53di	13.3	A	95	m21 149	1.00 dr	14.2	A F	101	m14 155
	NB-LR	0.79	40.0	D	200		0.80					0.82	39.1	D	228	273	0.82	38.0	D	242	286	0.84	37.8	D	256	302
	Intersection		13.0	В	8	- 60	267	13.5	В	598	84	- 2	13.6	В		~	-83	14.3	В	- 8	1980	100	15.2	В	1940	84
Michigan Ave NE &	EB-T	0.54	27.3	С	166	223	0.55	27.9	С	169	222	0.56	28.3	С	171	221	0.56	28.7	С	173	219	0.59	30.5	С	177	229
Irving St NE	WB-T	0.33	24.5	С	90	129	0.34	25.0	С	91	129	0.35	25.4	С	93	128	0.35	25.7	С	94	127	0.37	27.1	С	96	133
Signalized	SB-LR Intersection	0.80	11.6	B	228	226	0.81			232	247	0.82	11.5 17.6	B	263	255	0.83	11.8	B	278	292	0.82	10.5	B	152	231
Park Place NW &	WB-L	0.04	2.0	A	2	m9	0.04	27.14		2	me.	gna	17.6	A	0	m379	0.04	1.9	A	1	m4	0.04	2.1	A	1	m4
	WB-T	0.62	10.0	A	196			12.3				0.70	8.7	A	165	305	0.73	9.8	A	199	261	0.77	9.7	A	227	275
Signalized	SB-TR	0.70	198	В	84	133	0.72	20.1	С	88	136	0.77	22.2	С	92	#156	0.80	23.8	С	100	#183	0.83	25.5	С	109	#197
	Intersection	-	13.3	В	-	3		14.9	В	1 44 3		-	13.3	В	-	-	- 1	14.6	В	-	100		15.1	В	1000	7-5
	EB-TR	0.74	15.4	В				13-71,100					15.1	В	277	424	0.77	15.1	В	273	451	0.84	23.9	С	362	589
	SB-L	0.38	12.2	В					_				12.0	В	66	m106	0.55	14.5	В	80	m116	0.58	14.7	В	101	m134
Signalized	SB-T Intersection	0.41	24.0 17.2	C	77	136	0.42			77	104	0.45	22.2 16.3	C B	81	104	0.46	21.8 16.6	C B	82	m101	0.40	22.8	С	110	m97
Hobart Place NW &	EB-L	0.36	14.5	В	107	161	0.39			107	173	0.43	20.9	c	153	226	0.46	21.3	c	157	235	0.50	24.4	c	211	249
Irving St NW	NB-T	0.77	21.4	С	258	m289	0.77	21.2	С	266	m315	0.77	15.9	В	148	m163	0.78	16.4	В	190	m187	0.78	14.9	В	127	m70
Signalized	SB-T	0.40	17.3	В	127	90	0.44	14.4	В	146	50	0.47	16.8	В	106	114	0.50	16.7	В	122	67	0.53	11.5	В	108	m222
	Intersection	-	18.0	В	-	1 - 1	I 3-8 X		В	Logic 1			17.9	В	-	-	1	18.2	В	-	X 20=8 X	1 - 1	17.5	В	( ,,=;; )	- 27-
	W8-LT	0.38	6.4	A		-			-				5.1	A	36	105	0.54	6.6	A	66	165	0.67	14.9	В	145	230
	SB-TR Intersection	0.49	20.0 14.6	B	53	75	0.52			55	75	0.53	14.6 9.0	B	52	76	0.58	15.8 10.1	B	55	76	0.47	21.1 15.7	C B	85	m110
	EB-T	0.76	20.9	С	220	410	0.77			242	440	000	21.2	C	362	509	0.80	19.6	В	354	523	0.93	36.9	D	486	#849
	SB-T	0.50	9.4	A									11.4	В	78	95	0.59	15.0	В	82	118	0.49	11.9	В	76	110
Signalized	Intersection	-	15.8	В	-	-8 (	200	16.4	В	1980			17.1	В	-	-	-8	17.8	В	- 5	180	-	27.0	С	1980	
Michigan Ave NW &	EB-T	0.28	10.9	В	82	95	0.27	9.8	A	76	92	0.26	9.6	Α	74	95	0.25	8.3	IA.	66	89	0.28	12.1	В	82	127
	SB-L	0.38	1.1	A	0	0	0.39	1.2	A	0	0	0.39	1.3	A	0	0	0.41	1.6	A	0	0	0.93	1.1	A	0	0
	Intersection		5.6	A	- 2	- 27	250			1920	5-	- 2	5.1	A	- 2	- 2	- 27	4.7	A	- 2	1948	- 12	6.2	A	1940	100
	EB-L	0.77	46.4	D					_				46.4	D	201	290	0.75	44.8	D	200	281	0.77	46.4	D	201	290
	EB-T WB-TR	0.38	0.3	A									0.4 4.7	A	0	104	0.42	7.6	A	0	158	0.43	0.4 6.7	A	Ø 83	90
	SB-R	0.19	29.0	C									29.0	C	38	73	0.18	28.3	c	38	71	0.70	29.3	c	42	78
	Intersection	- 2	9.0	A	- 2		727	8.8	A	1927	- 12		8.8	A	- 5	- 2		9.1	A	7	1000	12	9.0	A	100	- 52
	EB-L	0.61	45.4	D	34	192	0.52	22.5	С	18	43	0.52	25.4	С	20	56	0.42	26.4	c	35	72					
	EB-T EB-R	0.96	53.2 0.9	D A		#573							41.1 0.6	D A	284	#556 4	0.96	40.7 0.6	D A	181	#556 0	0.84	35.3 1.0	D A	217	#538 7
First St NW &	WB-L	0.08	8.4	A		m5		-	_			-	12.8	В	2	m86	0.08	9.4	A	2	m6	0.08	6.3	A	2	m4
Michigan Ave NW	WB-T	0.97	423	D	235	M1 21	007	27.4	r	170	#27K	0.65	24.2	С	70	160	0.65	19.6	В	99	165	0.56	11.8	В	87	128
Sign alize d	W8-R	(5000)	(9950)	9700	100000	160776	10/ASEX	00000	-	A1070	1024000		5.4	A	0	15	0.50	4.9	A	6	11	0.48	3.9	Α	6	13
	NB-L NB-TR	0.65	39.0 51.2	D D		158	0.93	83.6			#201		38.9 56.2	D	96 257	158 #465	0.65	38.8 55.9	D	96 255	158 #462	0.92 1.02dr	82.9 38.6	- [-	110 132	#218 183
	SB-L	1.08	103.9	#	~346			152.4	-		#509		56.7	E	206	#465 #309	0.95	47.2	D	171	#462	0.89	68.9	E	193	m#375
	SB-TR	1.04	78.2	Ť	~447			70.0	ē		#664		77.0	F	~473	#686	1.04	75.4	7	~470	#688	1.04	60.3	E.	~460	m#612
	Intersection	0.00	59.7	E	100		0.70		E		-1.00	1.70	45.7	D	200	-0.00		43.1	D	-		0.07	41.9	D	- 177	-
Half St NW &	EB-TR M/B-I	0.69	5.8 23.3	C A					n A				8.4 42.1	A D	265	m164	0.76	52.4	D D	18	m225 m22	0.83	15.4 63.2	8	133	547 m#22
Michigan Ave NW	WB-T	0.30	1.0	A		3				250			2.5	A	17	m190 m18	0.31	1.8	A	17	m17	0.34	1.4	A	23	m28
Signalized	NB-LR	0.50	34.4	c		88							39.8	D	40	#97	0.58	44.1	D	44	#107	0.46	42.2	D	57	104
W0_224.Fy-2008.Fy-2008.A	Intersection	- 3	5.8	Α	- 2		7.07			199	12	- C	8.4	A		- 2	25.1	7.3	A	9	1929		13.2	В	197	72
PU-DO Out &	EB-T	0.59	0.0	А	- 2				_	1921			0.0	Α	- 52	0	0.66	0.0	A	9	0	0.68	0.0	Α	198	0
	WB-T	0.27	0.0	A	2					100			0.0	A	- 1	0	0.29	0.0	A	1 9	0	0.30	0.0	A	192	0
Un s gn ai ze a	NB-R Intersection	0.47	17.5	C	-	63	0.38	200000	_	120	45	1.25	190.8 14.6	B	-	338	1.28	204.1 15.2	C	-	348	1.05	116.4 8.4	A	100	268
	EB-T	0.60	0.0	A	-	0	0.62		_	1921	0	0.64	0.0	A	i i	0	0.66	0.0	A	1	0	0.68	0.0	A	101	0
Proposed Driveway1	WB-TR	0.33	0.0	A	9					1971			0.0	A	- 12	0	0.37	0.0	A		0	0.38	0.0	A	1987	0
Unsignalized	SB-R	0.03	9.5	Α	- 9	3		9.7		1993			10.0	A	- 6	9	0.14	10.2	В	- 4	12	0.26	14.3	В	380	26
> 169/05/200 2003/6/199/0500/0	Intersection	- 2	0.1	A	-	- 20	788			1770	14	9	0.2	Α	10	-	- 20	0.2	Ά	-	1995	1.0	0.4	Α	1720	1.0
	EB-L	0.37	7.9	A					_				34.2	С	86	140	0.70	39.0	D	114	209	0.79	45.6	D	180	#273
	EB-T	0.42	5.2	A									4.6	A	76	144	0.44	6.5	A	109	194	0.45	4.9	A	149	124 m259
	WB-TR SB-L	0.49	6.8 44.0	A D									14.8 45.4	B D	271	m268 129	0.76	17.6 45.3	B	269 103	m267 160	0.87	18.0 46.4	B D	301 128	m259
Michigan Ave NE & Irving St NE Sign dized  Park Place NW & Kenyon NW St Sign dized  Park Place NW & Irving St NW Sign dized  Park Place NW & Irving St NW Sign dized  Hobart Place NW & Irving St NW Sign dized  Park Place NW & Hobart Place NW & Hobart Place NW & Ramptofrom Michigan Ave Sign dized  Michigan Ave NW & Michigan Ave NW Sign dized  Half St NW & Michigan Ave NW Sign dized  PU-DO Out & Michigan Ave NW Unsign dized  Proposed Driveway 1	SB-R	0.15	26.9	C									23.1	C	76	114	0.36	21.5	C	95	146	0.41	20.3	C	114	179
	Intersection	- 4	6.8	Α		- 20	590			190	- 54	8	13.6	В	96	8	- 49	17.0	В		799	- 54	18.2	В	7949	- 04

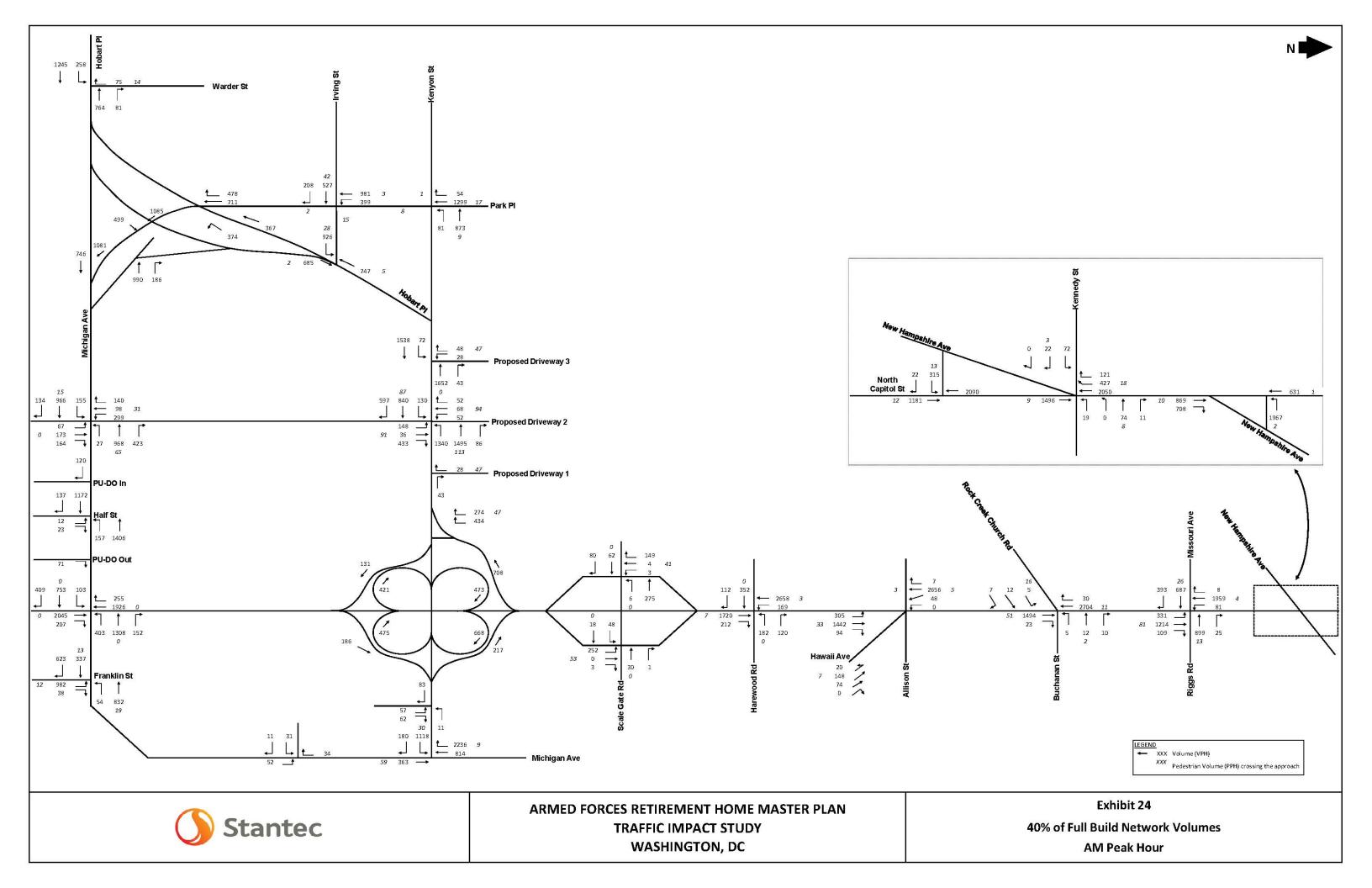
Exhibit 21
Armed Forces Retirement Home
Freeway Capacity Analysis Results - 2045 Existing Network, Build with Mitigation
North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange

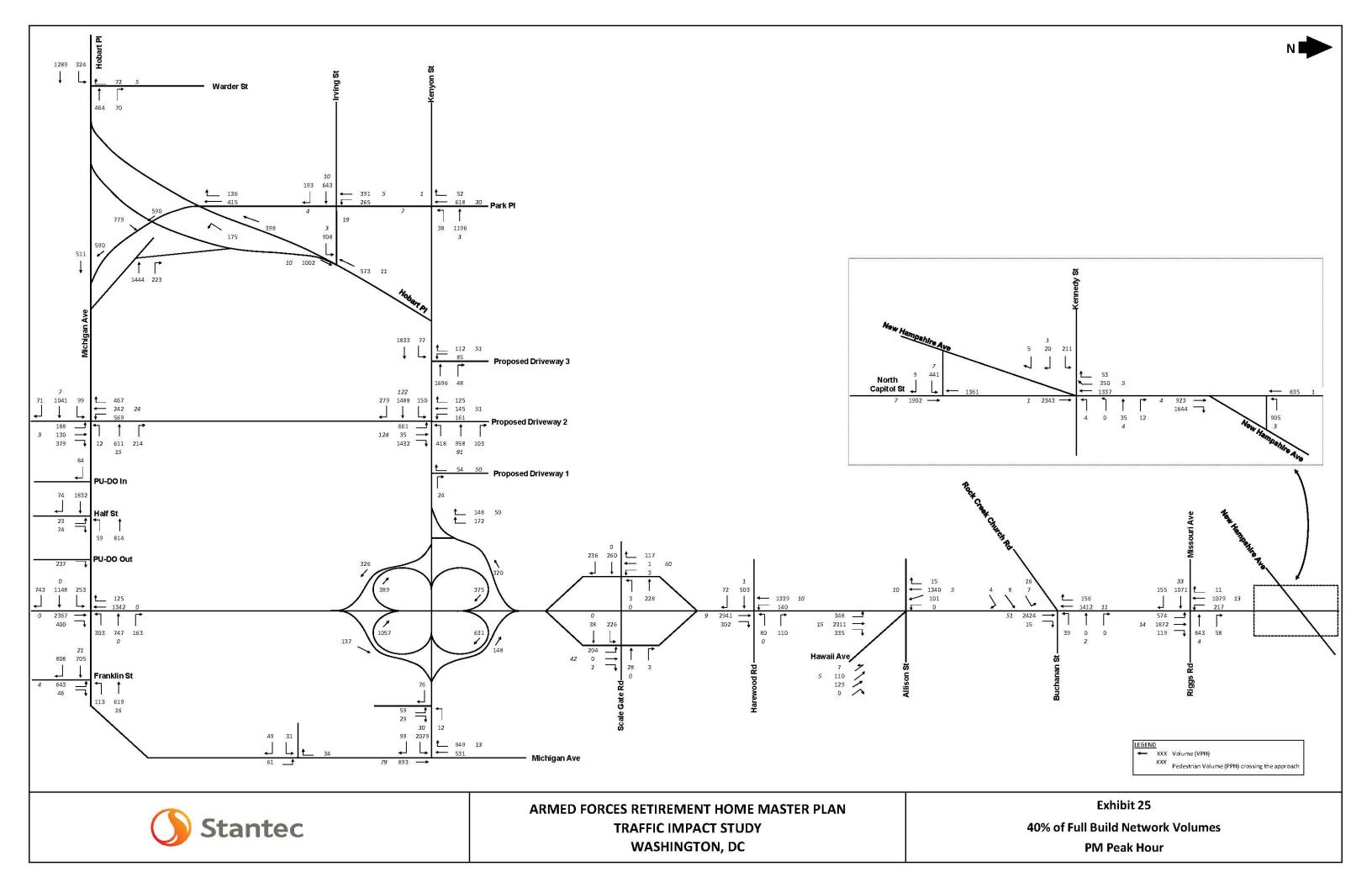
Interchange		Segment		)%		40	1%			)%	80%				Final								
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM			
	Туре	From	То	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS										
	Diverge	North Capitol Street NB	Irving Street EB	16.7	В	19.9	В	17.3	В	20.4	C	18.0	В	21.0	C	18.6	В	21.5	С	19.2	В	22.0	С
North Capitol Street & Irving Street	Merge	Irving Street WB	North Capitol Street NB	14.5	В	19.7	В	15.0	В	20.3	C	15.4	В	20.8	C	15.9	В	21.3	С	16.3	В	21.8	C
	Weave	North Capit	ol Street NB	15.1	В	24.9	С	16.0	В	26.1	C	16.9	В	27.4	С	17.8	В	28.6	D	18.6	В	29.9	D
	Diverge	North Capitol Street SB	Irving Street WB	17.2	В	11.2	В	17.5	В	11.6	В	17.7	В	12.1	В	18.0	В	12.5	В	18.3	В	13.0	В
	Merge	Irving Street EB	North Capitol Street SB	14.9	В	12.0	В	15.1	В	12.5	В	15.3	В	12.9	В	15.6	В	13.4	В	15.8	В	13.9	В
	Weave	North Capitol Street SB			В	8.8	Α	14.6	В	9.2	Α	14.8	В	9.5	Α	15.0	В	9.9	Α	15.2	В	10.4	В
irving street	Diverge	Irving Street EB	North Capitol Street SB	11.6	В	21.1	С	11.8	В	21.7	С	12.0	В	22.2	С	12.2	В	22.7	С				
	Merge	North Capitol Street NB	Irving Street EB	11.7	В	16.0	В	11.8	В	16.2	В	11.9	В	16.4	В	12.0	В	16.7	В				
	Weave	Irving Street EB			Α	21.1	В	9.9	Α	21.8	В	10.1	Α	22.6	В	10.3	Α	23.3	В				
	Diverge	Irving Street WB	North Capitol Street NB	15.8	В	9.1	Α	16.3	В	8.9	В	16.2	В	9.5	Α	16.3	В	9.6	Α				
	Weave	Irving Street WB		15.8	В	9.0	Α	16.6	В	9.0	Α	16.7	В	9.6	Α	17.0	В	10.0	Α				
	Diverge	North Capitol Street NB	Scale Gate Road	16.0	В	22.4	С	16.3	В	22.8	C	16.6	В	23.2	С	16.9	В	23.6	С	17.2	В	24.0	С
North Capitol Street &	Merge	Scale Gate Road	North Capitol Street NB	14.2	В	21.2	C	14.5	В	22.5	C	14.8	В	23.8	C	15.0	В	25.1	С	15.3	В	26.4	С
Scale Gate Road	Diverge	North Capitol Street SB	Scale Gate Road	20.0	В	11.9	В	20.3	С	12.0	В	20.7	С	12.1	В	21.0	С	12.3	В	21.3	С	12.4	В
	Merge	Scale Gate Road	North Capitol Street SB	16.8	В	11.3	В	17.3	В	12.3	В	17.8	В	13.2	В	18.3	В	14.2	В	18.9	В	15.1	В

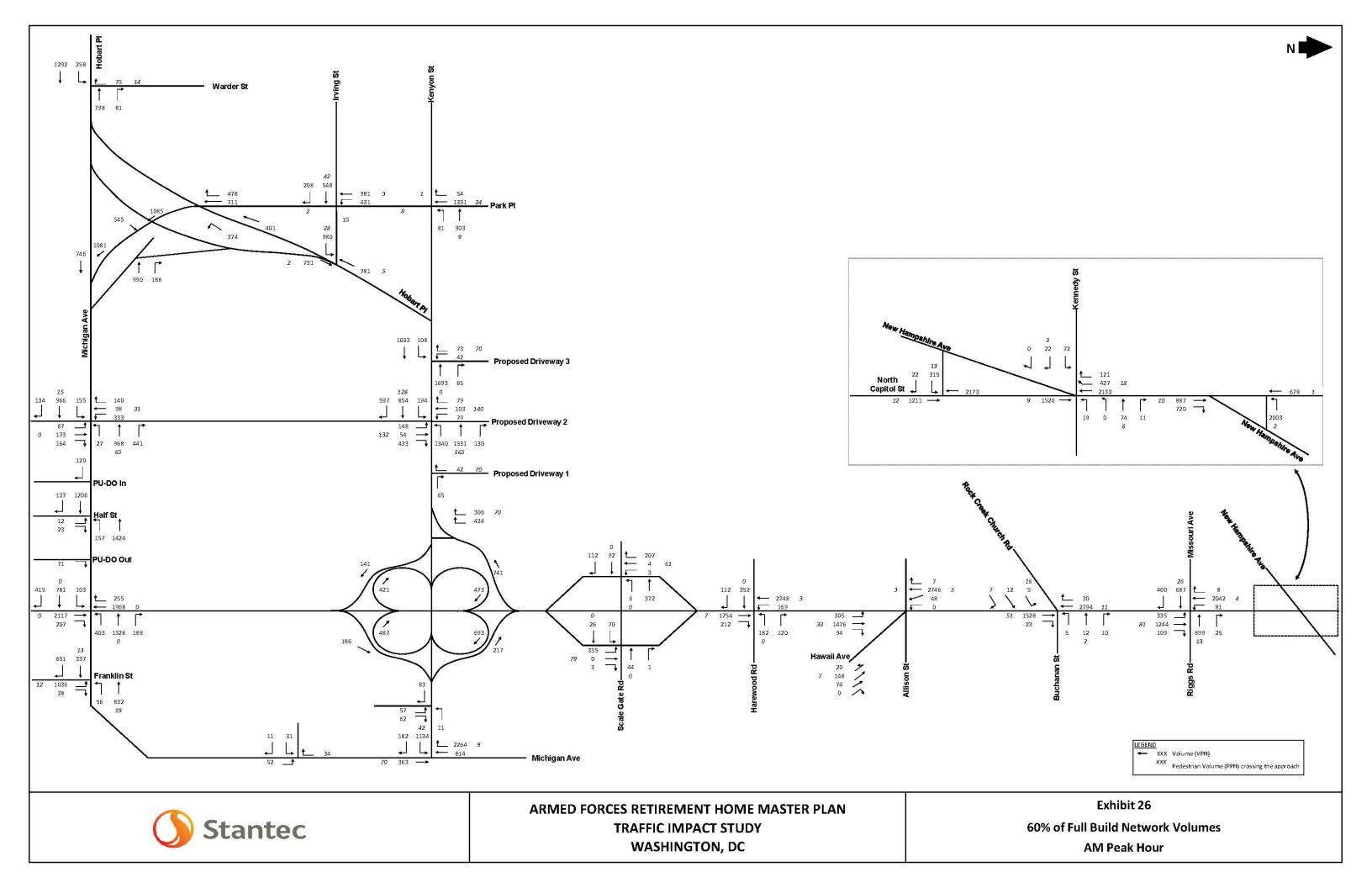
Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).

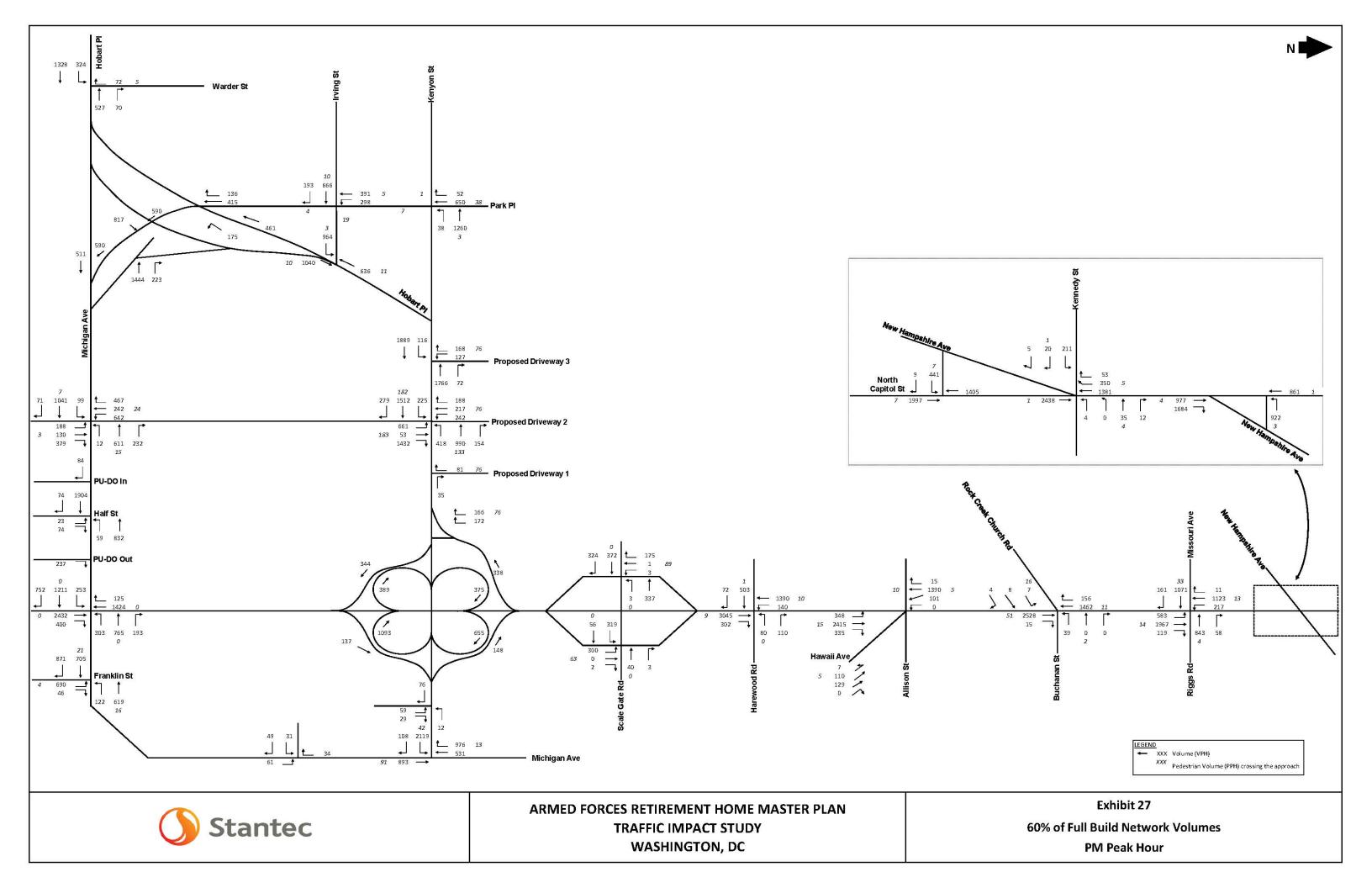


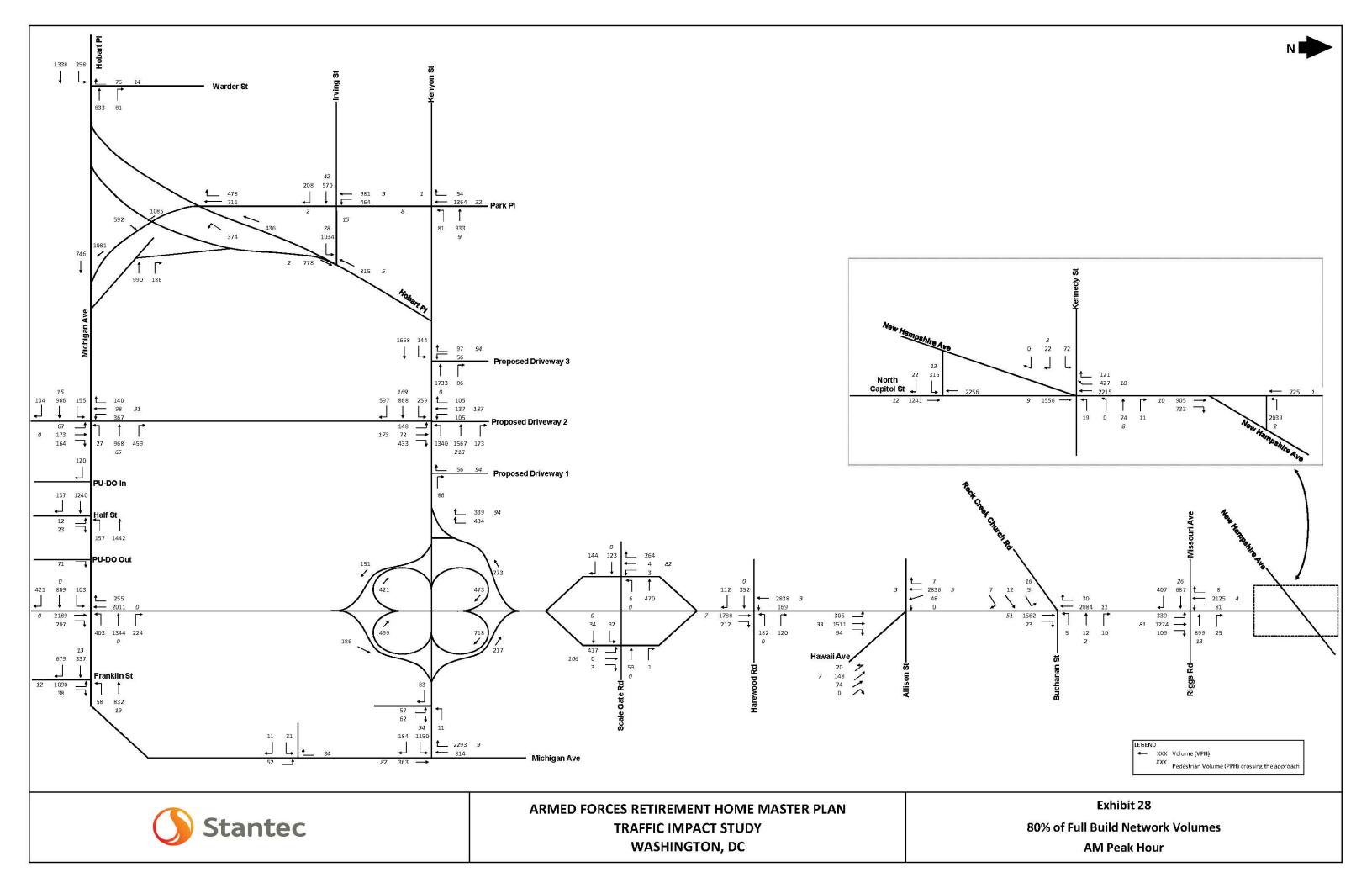


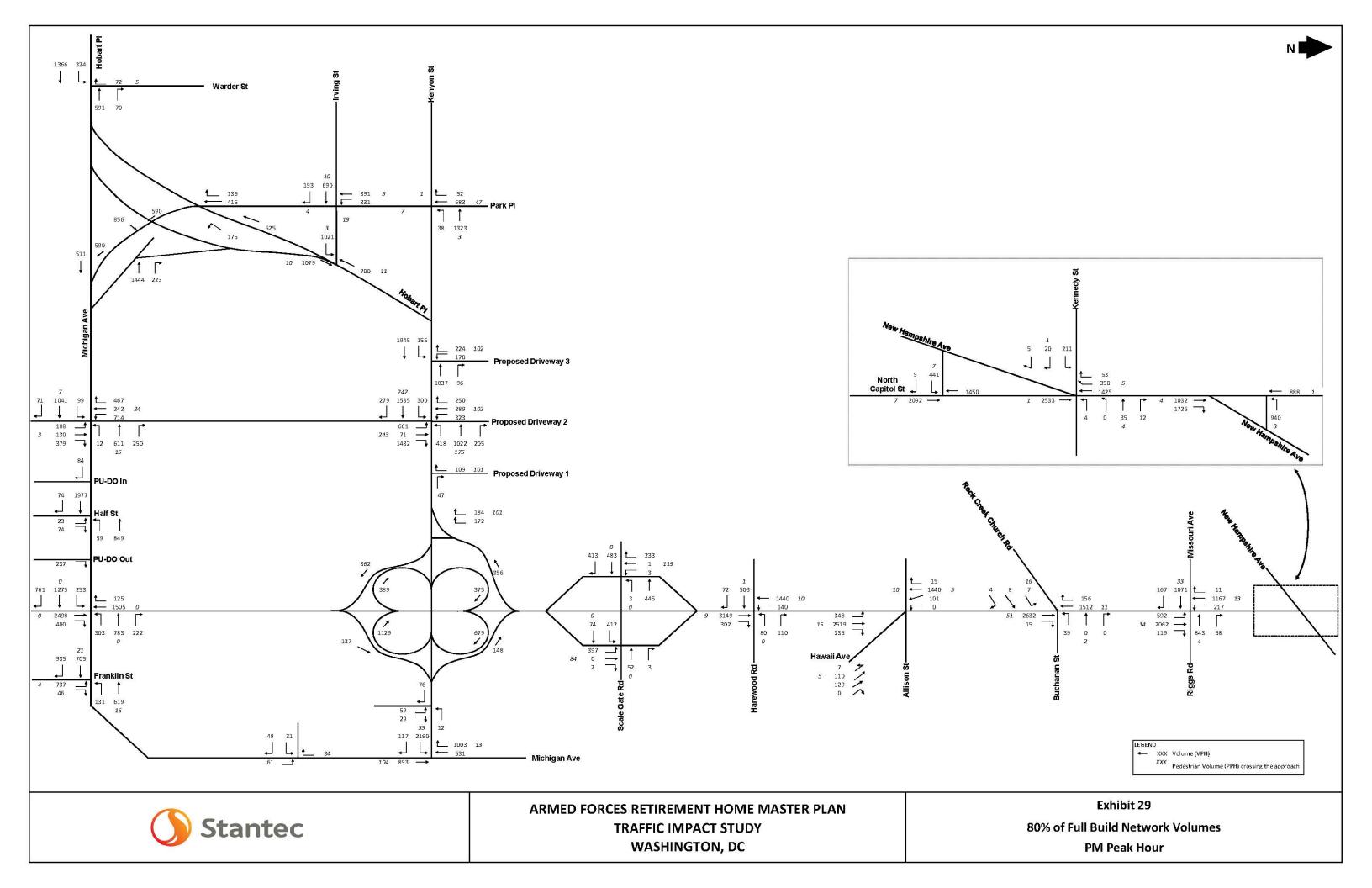


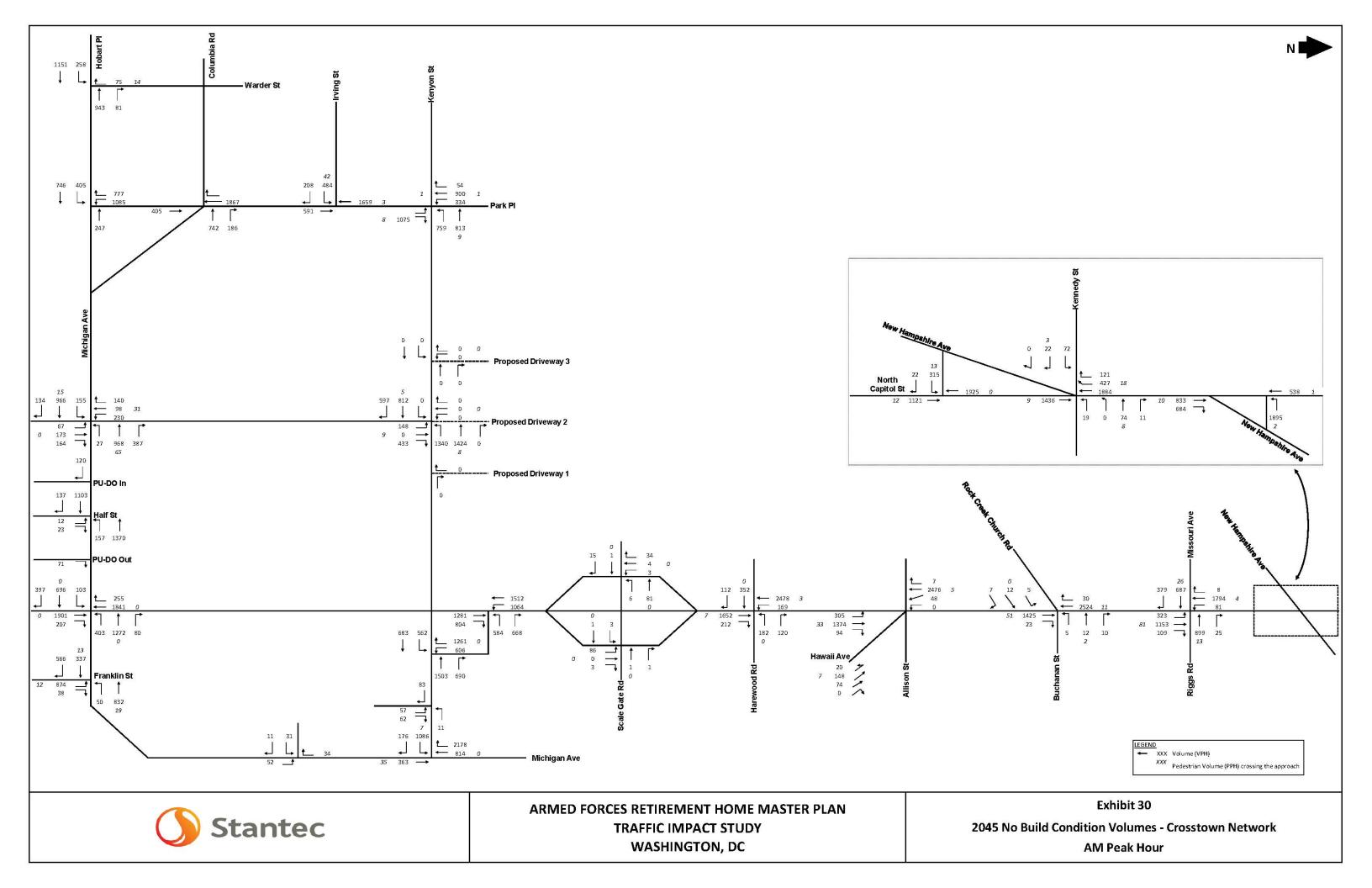


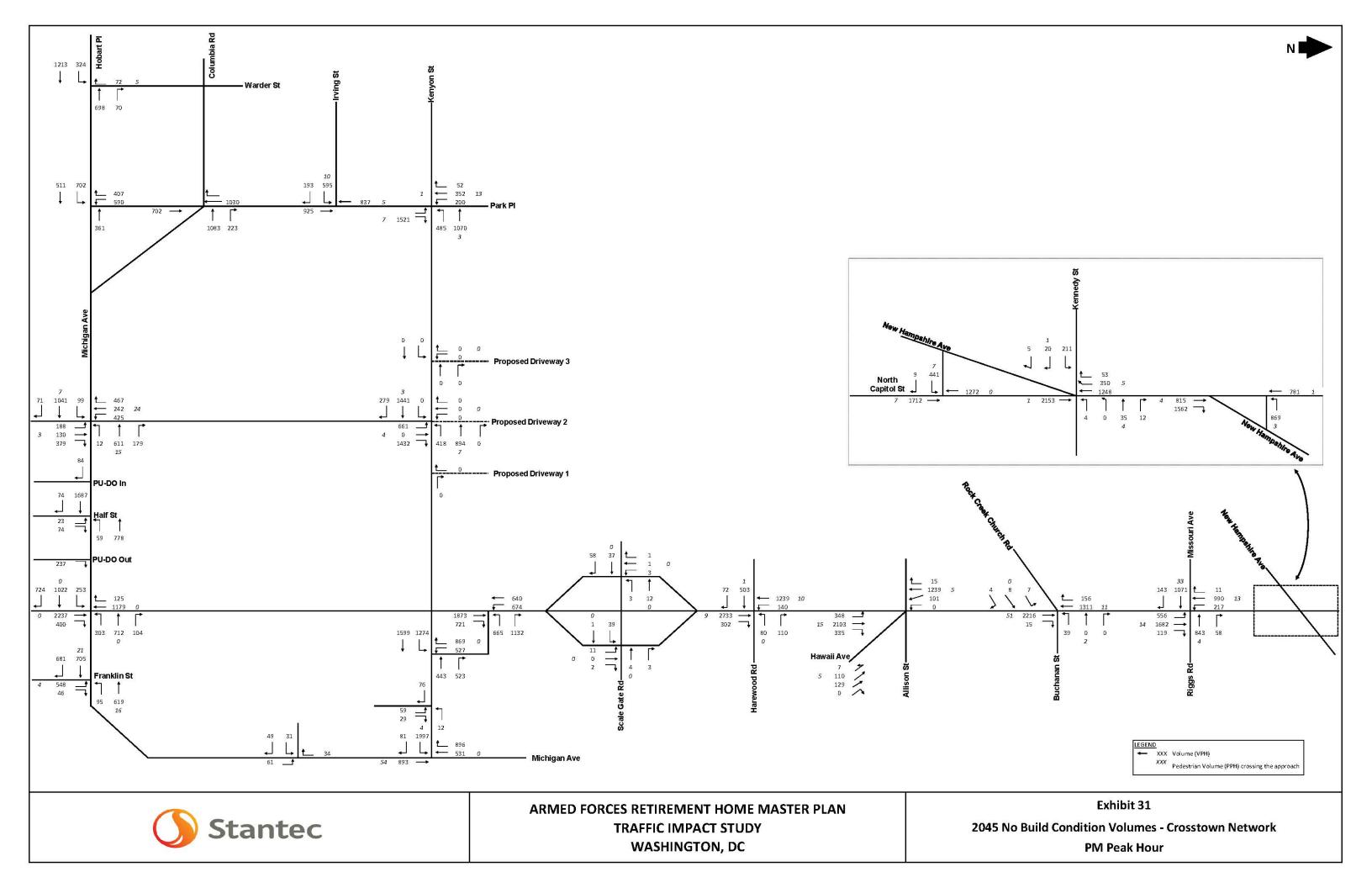












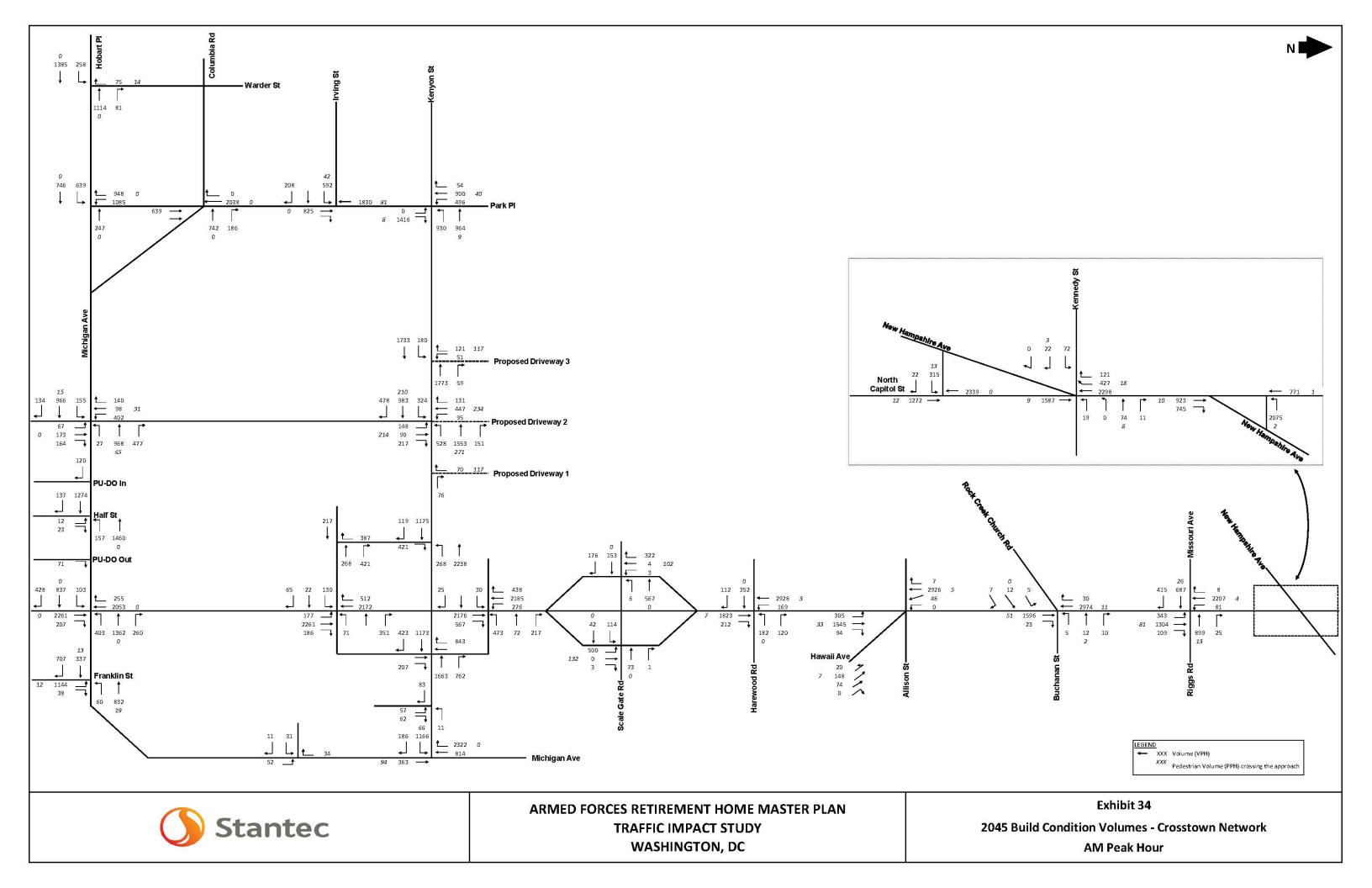
		$\vdash$	AM 2045	No Build				PM 2045	No Build	The state of the s	
	55.65.6099	0.000.00		Level	50th	95th	25.0.3063		Level	50th	95th
SECTION AND ADMINISTRATION OF THE PROPERTY OF	LANE	V/C	5.4.000.7500	of	Queue	Queue	V/C	0.0071743000413	of	Queue	Queu
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
North Capitol St &	WB-L	1.15	102.8	É	~753	#889	0.72	29.8	С	256	329
New Hampshire Ave NE	NB-T	1.08	85.0	F	~623	#867	0.88	70.6	E	509	m604
Signalized	SB-T	0.85	52.6	D	179	#264	0.82	40.3	D	260	336
	Intersection	0.60	90.0	F	((4)	-	(40)	46.6	D	888	
	EB-LTR	0.32	4.1	Α	0	22	0.82	26.4	С	46	m77
North Capitol St &	WB-LTR	0.36	38.3	D	57	108	0.18	30.3	С	23	58
Kennedy St NE/NW	NB-T	0.61	64.5	Е	218	42	0.85	67.2	Е	81	m398
Signalized	SB-T	0.79	34.3	С	0	0	0.56	1.9	A	1	1
Signonzeu	Intersection	0.75	47.0	D	-	-	0.30	42.0	D		
NI II A AILAI D		_	39.3	D		103	0.79	110.9	U	147	#270
New Hampshire Ave NW &	EB-TR	0.32	3 100000000		54				P.		
Kennedy St NW	WB-LT	0.19	2.3	A	2	2	0.10	6.9	Α	5	7
Signalized	SB-TR	0.26	0.1	Α	0	0	0.18	0.2	Α	0	m0
100000000000000000000000000000000000000	Intersection	120	5.5	A	12		-	39.1	D	520	-
North Capitol St &	EB-LR	0.49	55.6	É	96	141	0.52	35.0	С	131	180
New Hampshire Ave NW	NB-T	1.81	393.7	Ě	~605	#613	1.76	375.1		~889	m#512
Signalized	SB-T	0.80	61.7	Е	703	782	0.60	10.6	В	225	298
	Intersection	888	171.2	į į	823	- 4	128	195.6	F	3.88	2
	EB-TR	1.00	58.5	£	~334	#487	1.08	82.2	F	~490	#627
	WB-TR	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
North Capitol St &	NB-L	1.72	363.8	p .	~310	#413	1.50	258.4		~532	m#402
Missouri Ave NW / Riggs Rd NE	NB-TR	0.99	46.2	D	323	#571	1.45	233.6	F	~890	m#691
Signalized	SB-L	0.37	40.1	D	39	55	1.03	99.8	· F	~165	#323
	SB-TR	1.28	164.5	F	~774	#921	1.14	96.5	F	~413	#539
	Intersection	0.60	105.8	ļ ļ	1989		(*)	143.1		0.60	
	EB-LT	0.12	34.4	С	13	38	0.11	40.8	D	12	37
North Capitol St &	EB-R	0.09	37.6	D	5	21	0.03	39.0	D	3	15
Rock Creek Church Rd NW /	WB-LTR	0.58	83.7	F	18	#52	0.65	81.6	F	25	#80
Buchanan St NE	SB-TR	1.01	60.8		~530	#857	0.65	18.0	В	462	m477
									E	~43	
Signalized	NB-TR	0.70	4.9	A	47	#70	1.22	114.2			m#107
	Intersection	0.50	40.8	D	650		22	75.9	E	252	
	NB-L	1.28	165.9	F	~213	#363	1.32	171.5	F	~177	#249
North Capitol St &	NB-TR	0.86	38.2	D	561	626	1.49	241.9	F	~911	#1194
Hawaii Ave NE/Allison St NE	SB-L	0.18	25.8	С	28	27	0.33	34.1	С	70	99
Signalized	SB-TR	1.63	304.4	Ě	~1385	#1410	0.81	12.1	В	65	165
	NW-LTR	1.15	146.3	£	~197	#353	1.10	128.8	g.	~193	#350
	Intersection	1.15	197.8	F	157	-	-	159.5	F	155	#350
	AMENDAL PAGE AND		100000000000000000000000000000000000000	T .		_					
2020 Internation descriptions	NB-T	0.72	5.6	A	33	m47	1.20	105.6	. F	0	~576
North Capitol St &	SB-T	0.84	0.9	A	1	m1	0.43	4.8	A	21	88
Harewood Rd NE (North)	WB-L	0.44	35.3	D	101	168	0.20	31.1	С	43	83
Signalized	WB-R	0.32	33.4	С	65	117	0.30	33.1	С	61	111
	Intersection	828	5.0	A	1020		120	72.1	E	828	
	EB-TR	0.58	35.7	D	138	192	0.72	38.9	D	183	246
	NB-T	1.06	54.4	F T	~637	#744	1.74	353.8	F	~1440	m#1443
North Capitol St &	NB-R	0.28	2.5	Α	25	29	0.42	10.1	В	58	m63
Harewood Rd NW (South)	SB-L		68.8	E	103	130	0.66	39.0	D	77	
	9002073730	0.79	y 3201100220	E	45/45/07/54/45	27/15/27/11	A. W. W. V.	70107 A C 111	-	92207	#169
Signalized	SB-T	1.10	56.5	Ħ	~1017	#1124	0.54	3.9	A	68	68
	Intersection	329	51.9	D	1940		140	203.1	F		
SB North Capitol St Ramp &	EB-TR	0.01	0.0	A	560	0	0.07	0.0	A	2 <del>0</del> 2	0
Scale Gate Rd	WB-LT	0.01	0.6	A	(45)	0	0.00	1.6	Α	125	0
Unsignalized	SB-LTR	0.06	9.2	A	(2)	5	0.01	9.1	А	100	1
Signalized (Mitigation)	Intersection	11211	2.9	A	(20)		(3)	0.6	A	121	
NB North Capitol St Ramp &	EB-LT	0.00	5.8	A	7040	0	0.04	7.2	A		3
Scale Gate Rd	WB-TR	0.00	0.0	A	13±3	0	0.04	0.0	A	200	0
		_				-					
Unsignalized	NB-LTR	0.11	9.1	A	10 <b>=</b> 0	9	0.03	10.2	В	- 100 100	2
Signalized (Mitigation)	Intersection	1000	8.8	Α	828	=	120	7.0	А	327	
	WB-LR	1.09	72.1	F.	~194	m308	1.09	72.9	, F	~407	m#414
	WB-R	0.64	2.2	A	6	m15	0.87	25.7	С	95	m113
North Capitol St &	NB-T	0 <b>.7</b> 6	4.7	Α	24	m32	1.00	20.6	F	~84	m191
North Capitol Connector	NB-R	0.99	20.4	С	0	m530	0.73	3.3	Α	0	m0
Signalized	SB-L	1.04	47.1	g .	~327	m402	1.08	93.1	r i	~265	#384
	SB-T	0.45	12.2	В	216	m245	0.22	15.0	В	119	127
	Intersection	0.43	26.0	С	- 216	- 111243	0.22	38.0	D	- 119	- 127
		_		C					U		
	EB-L	2.48	693.2		~309	m#361	1.09	59.3	E E	~329	m#4 <b>7</b> 1
	EB-T	0.32	6.7	A	123	m141	0.69	12.0	В	303	m261
Irving St &	WB-T	0.69	30.9	С	358	529	0.19	4.9	A	34	45
	WB-R	0.56	6.5	A	24	209	0.43	2.0	А	0	43
North Capitol Connector	60.10	1.29	158.8	F	~487	m#501	1.02	46.3	F	~125	m#324
North Capitol Connector Signalized	SB-LR		219.3	F	~553	m#570	0.65	3.4	А	2	9
		1.43				570	0.00	9.71	_ ^-		
en a compresa en	SB-R	1.43	-		0-1	-	20-0	27 A	C	31=17	-
en a compresa en estado de entro porto de como de entre en entre en entre entre entre entre entre entre entre e	SB-R Intersection	388	146.6	Ē	05)	- 70	0.00	27.4	С	36	5
Signalized	SB-R Intersection NB-L	0.31	146.6 44.7	D D	35	72	0.32	44.7	D	36	73
Signalized  Irving St NE &	SB-R Intersection NB-L NB-R	0.31 0.28	146.6 44.7 13.7	В	0	15	0.16	44. <b>7</b> 23.4	D C	6	32
Signalized Irving St NE & Michigan at Irving PUD Driveway	SB-R Intersection NB-L NB-R EB-TR	0.31 0.28 0.31	146.6 44.7 13.7 2.0	B A	0 33		0.16 0.50	44. <b>7</b> 23.4 2.1	D C A	6 <b>7</b> 2	
Signalized  Irving St NE &	SB-R Intersection NB-L NB-R	0.31 0.28	146.6 44.7 13.7	В	0	15	0.16	44. <b>7</b> 23.4	D C	6	32
Signalized Irving St NE & Michigan at Irving PUD Driveway	SB-R Intersection NB-L NB-R EB-TR	0.31 0.28 0.31	146.6 44.7 13.7 2.0	B A	0 33	15 m60	0.16 0.50	44. <b>7</b> 23.4 2.1	D C A	6 <b>7</b> 2	32 m106
Signalized Irving St NE & Michigan at Irving PUD Driveway	SB-R Intersection NB-L NB-R EB-TR WB-L	0.31 0.28 0.31 0.04	146.6 44.7 13.7 2.0 2.7	B A A	0 33 1	15 m60 m2	0.16 0.50 0.11	44.7 23.4 2.1 5.3	D C A	6 72 1	32 m106 m5

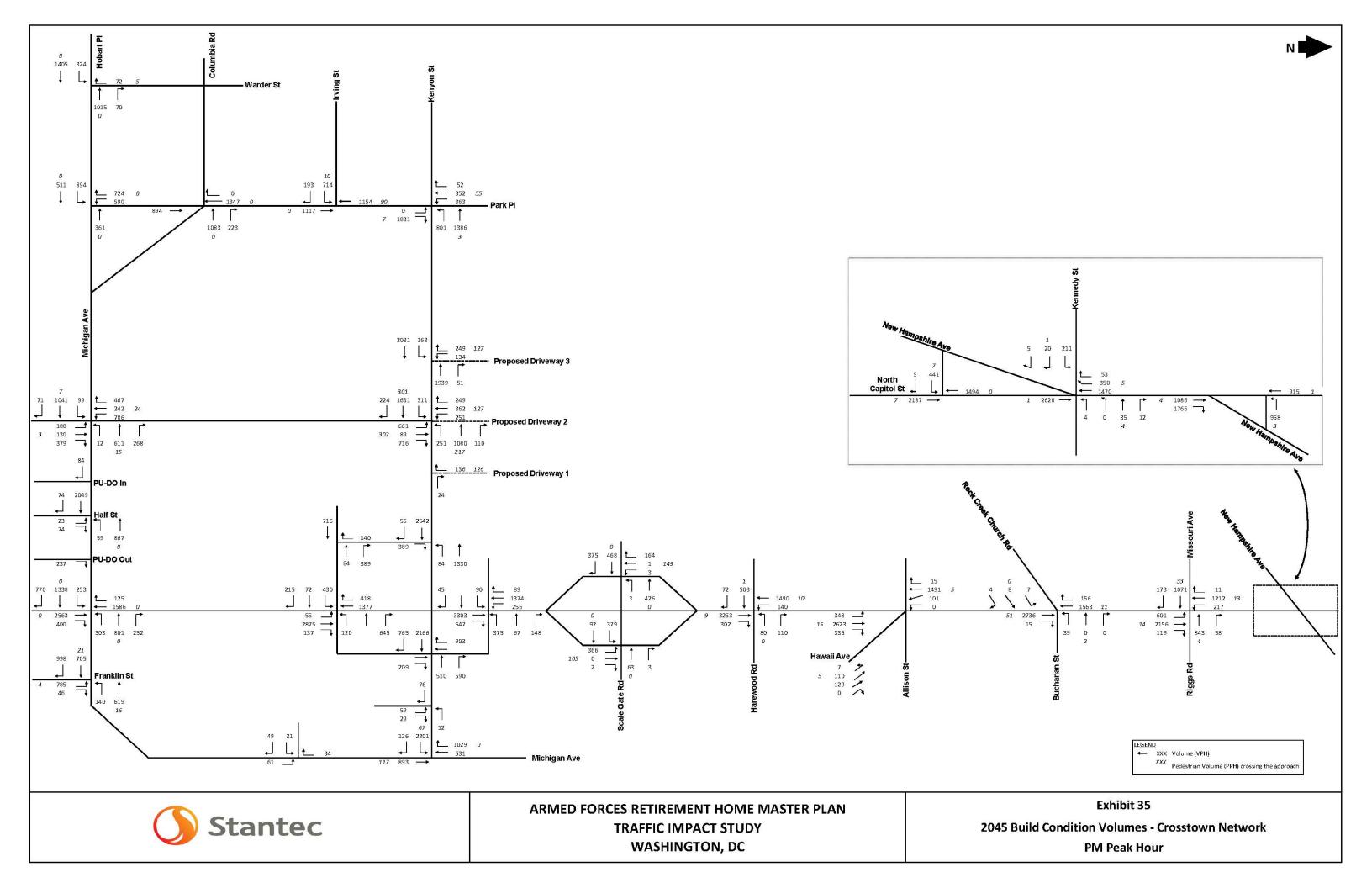
	1		AM 2045	No Build	Condition			PM 2045	No Build	Condition	
				Level	50th	95th			Level	50th	95th
	LANE	V/c		of	Queue	Queue	V/c		of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)
	EB-T	0.95	57.7	Е	312	#418	1.22	132.6	Ę	~600	#763
	EB-R	1.00	58.6	É	301	#541	0.48	12.0	В	55	m123
First St NW &	WB-L	0.94	28.7	С	332	m358	0.96	64.5	E	144	m#206
Irving St NW	WB-T	0.58	3.1	A	55	m110	0.51	9.2	A	94	m113
	2000	100000000000000000000000000000000000000	-		20,000	0.000.000.000		523722	A	5300	
Signalized	NB-L	0.61	36.8	D	77	m6 <b>7</b>	1.00	64.4	, F	~402	m#644
	NB-R	0.29	7.1	Α	50	m57	0.95	32.0	С	401	m#648
	Intersection	100	2 <b>7.</b> 9	С	10-1	-	(20)	62.1	E	0.53	-
	EB-L	1.60	348.4	E	~99	#211	1.13	121.6	F	~193	m#312
	EB-T	0.46	21.4	С	159	168	0.78	31.7	С	259	324
North Capitol St &	EB-R	0.58	20.7	С	147	172	1.19	124.8		~537	#771
Michigan Ave NE/NW	WB-L	1.05	75.9	F	~143	#306	1.40	223.9		~199	#373
Signatized	WB-TR	0.73	13.8	В	281	340	0.51	11.6	В	136	206
	NB-TR	1.34	185.8	Ę	~674	#772	1.39	205.9	Ę.	~860	#955
	SB-TR	1.32	180.3	F	~660	m#707	0.69	30.3	С	225	m231
	Intersection	120	122.7	F	1940	-	-	115.2	F	720	-
Franklin St NE &	EB-TR	0.47	1.0	А	5	8	0.59	4.0	А	57	m60
Michigan Ave NE	WB-LT	0.59	22.7	С	159	203	0.86	14.4	В	97	129
	NB-LR	0.59		С	235	304	0.86	27.2	С	157	
Signalized	9,9,17,19,00		22.8					2000/19/20/2			213
	Intersection		15.5	В		- 07		11.9	В	121	
Michigan Ave NE &	EB-T	0.24	25.3	С	62	87	0.52	25.6	С	161	202
Irving St NE	WB-T	0.83	39.6	D	252	331	0.47	25.3	С	134	183
Signalized	WB-R	0.92	9.9	Α	0	0	0.38	0.7	A	0	0
	SB-LR	0.44	14.3	В	154	186	0.77	12.3	В	233	263
	Intersection	TER	17.6	В	(92)	( v )	(20	14.2	В	NAR .	<u> </u>
<u> </u>	WB-L	0.44	14.4	В	153	123	0.21	4.3	А	40	m64
Park Place NW &	WB-T	0.46	14.6	В	170	136	0.44	5.4	A	100	m1 <b>7</b> 8
Kenyon NW St	NB-R	0.61	12.2	В	151	23	0.71	7.0	A	183	98
Signalized	SB-L	0.56	27.7	С	171	233	0.70	50.4	D	126	189
o ignorized	SB-TR	0.81	37.4	D	290	332	0.72	44.1	D	130	170
	Intersection	0.01	20.6	С	230	332	0.72	12.6	В	130	170
Park Place NW &	EB-LR	0.82	41.8	D	210	2 <b>7</b> 9	0.76	32.6	С	225	260
Irving St NW	NB-T	0.27	7.7	A	71	m108	0.47	4.4	A	62	82
Signalized	SB-T	0.79	15.5	В	433	550	0.44	15.8	В	220	108
10000 COURT IN STORMAN	Intersection	(190	20.1	С	1927	-	120	16.9	В	590	-
Michigan Ave N &	WB-LTR	0.94	56.0	E	320	m324	0.85	22.7	С	297	m298
Park Place	NB-T	0.20	3.8	Α	13	34	0.50	1.0	A	0	0
Signalized	SB-TR	0.92	14.7	В	94	#350	0.72	20.1	С	356	368
	Intersection	191	25.3	С	(2)		(2)	16.8	В	721	9
	EB-L	0.58	38.8	D	125	170	0.79	63.8	Ε	221	289
Michigan Ave S &	EB-T	0.50	21.0	С	171	214	0.24	7.8	A	67	91
Park Place	WB-T	0.76	56.7	Е	180	m186	0.64	37.4	D	227	m2 <b>7</b> 6
Signalized	SB-L	0.71	30.0	С	253	m275	0.71	55.5	E	224	281
Signonzea	SB-R	0.67	4.2	A	67	m72	0.42	12.9	В	92	203
	Intersection	101	24.9	С	79-2	-	1-01	39.0	D	520 [	-
Hobart Place NW &	EB-L	0.71	46.1	D	162	229	0.72	41.1	D	200	260
Michigan Ave NW &	EB-T	0.35	0.3	Α	0	0	0.37	0.3	Α	0	0
Warder St NW	WB-T	0.76	11.8	В	172	610	0.61	6.3	A	0	218
Signalized	WB-R	0.08	0.7	Α	0	m3	0.07	0.6	Α	1	m3
	SB-R	0.22	31.7	С	41	74	0.17	26.6	С	38	65
	Intersection	888	10.3	В	588		680	8.5	A	. a±a	=1
	EB-L	2.58	761.2	É	~185	m#29 <b>7</b>	0.88	75.7	Ë	57	m#132
	EB-T	0.76	25.1	С	285	315	0.89	26.8	С	316	#411
	EB-R	0.30	7.8	Α	13	m27	0.14	1.0	А	0	0
First St NW &	WB-L	0.41	25.5	С	8	20	0.21	22.0	С	5	m19
	WB-TR	1.02	44.5	į.	~423	#650	0.67	17.8	В	202	270
Michigan Ave is six		0.17	31.4	С	38	76	0.44	36.2	D	105	172
Michigan Ave NW Signalized	NR.I				200	#360	1.17	130.2	F	~365	#571
Signalized	NB-L NR-TP		E4 4			#30U	1.17	130.2		202	#5/1 m#389
The state of the s	NB-TR	0.85	51.4	D		m 1.11	0.00	70.0		252	
	NB-TR SB-L	0.85	35.2	D	133	m141	0.98	79.6	E	252	
The state of the s	NB-TR SB-L SB-TR	0.85 0.80 0.8 <b>7</b>	35.2 31.0	D C	133 100	m111	1.51	266.1	E P	~563	m# <b>7</b> 20
The state of the s	NB-TR SB-L SB-TR Intersection	0.85 0.80 0.87	35.2 31.0 68.1	D C E	133 100	m111 -	1.51	266.1 89.9	F F	~563 -	m# <b>7</b> 20
Signalized	NB-TR SB-L SB-TR Intersection EB-TR	0.85 0.80 0.87 - 0.54	35.2 31.0 68.1 <b>7.</b> 0	D C E A	133 100 - 121	m111 - 138	1.51 - 0. <b>7</b> 6	266.1 89.9 <b>7.</b> 1	F F	~563 - 186	m# <b>7</b> 20 - m198
Signalized Half St NW &	NB-TR SB-L SB-TR Intersection EB-TR WB-L	0.85 0.80 0.87 - 0.54 0.79	35.2 31.0 68.1	D C E	133 100 - 121 15	m111 -	1.51 - 0.76 0.77	266.1 89.9 <b>7.1</b> 65.0	F F	~563 -	m# <b>7</b> 20 - m198 m#94
Signalized	NB-TR SB-L SB-TR Intersection EB-TR	0.85 0.80 0.87 - 0.54	35.2 31.0 68.1 <b>7.</b> 0	D C E A	133 100 - 121	m111 - 138	1.51 - 0. <b>7</b> 6	266.1 89.9 <b>7.</b> 1	F F	~563 - 186	m# <b>7</b> 20 - m198
Signalized Half St NW &	NB-TR SB-L SB-TR Intersection EB-TR WB-L	0.85 0.80 0.87 - 0.54 0.79	35.2 31.0 68.1 7.0 22.8	D C E A	133 100 - 121 15	m111 - 138 #29	1.51 - 0.76 0.77	266.1 89.9 <b>7.1</b> 65.0	F A E	~563 - 186 19	m# <b>7</b> 20 - m198 m#94
Signalized Half St NW & Michigan Ave NW	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T	0.85 0.80 0.87 - 0.54 0.79 0.59	35.2 31.0 68.1 7.0 22.8 3.0	D C E A C A	133 100 - 121 15 63	m111 - 138 #29 #72	1.51 - 0.76 0.77 0.33	266.1 89.9 7.1 65.0 3.5	A E A C	~563 - 186 19 15	m# <b>7</b> 20 - m198 m#94 43
Signalized Half St NW & Michigan Ave NW Signalized	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1	D C E A C A B A	133 100 - 121 15 63 7	m111 - 138 #29 #72 34	1.51 0.76 0.77 0.33 0.30	266.1 89.9 7.1 65.0 3.5 26.6 8.0	A E A C A	~563 - 186 19 15 38	m# <b>7</b> 20 - m198 m#94 43 86
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-TR	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1	D C E A C A B A A	133 100 - 121 15 63 7	m111 - 138 #29 #72 34 - 0	1.51 0.76 0.77 0.33 0.30	266.1 89.9 7.1 65.0 3.5 26.6 8.0	A E A C A A	~563 - 186 19 15 38 -	m#720 - m198 m#94 43 86 -
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &  Michigan Ave NW	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-TW WB-T NB-LR UMB-T WB-T	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11 - 0.36 0.49	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1 0.0	D C E A C A B A A A	133 100 - 121 15 63 7 - -	m111 - 138 #29 #72 34 - 0	1.51 - 0.76 0.77 0.33 0.30 - 0.56 0.27	266.1 89.9 <b>7.1</b> 65.0 3.5 26.6 8.0 0.0	A E A C A A A	~563 - 186 19 15 38 - -	m#720 - m198 m#94 43 86 - 0
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-T WB-T NB-LR Intersection EB-T	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1 0.0 0.0	D C E A C A B A A B	133 100 - 121 15 63 7	m111 - 138 #29 #72 34 - 0	1.51 - 0.76 0.77 0.33 0.30 - 0.56 0.27 0.37	266.1 89.9 7.1 65.0 3.5 26.6 8.0 0.0 0.0	A E A C A A A B	~563 - 186 19 15 38 -	m#720 - m198 m#94 43 86 -
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &  Michigan Ave NW  Unsignalized	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-T WB-T NB-R Intersection	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11 - 0.36 0.49	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1 0.0 0.0	D C E A C A B A A A B A	133 100 - 121 15 63 7 - -	m111 - 138 #29 #72 34 - 0 0 8	1.51 	266.1 89.9 7.1 65.0 3.5 26.6 8.0 0.0 0.0 13.3	F A E A C A A A B A	~563 - 186 19 15 38	m#720 - m198 m#94 43 86 - 0 0 43
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &  Michigan Ave NW  Unsignalized  Michigan Ave NE &	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-T WB-T NB-R Intersection NB-R Intersection	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11 - 0.36 0.49 0.10 -	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1 0.0 0.0 10.2 0.3 6.8	D C E A C A B A A A A B A A A	133 100 - 121 15 63 7 - - - - 33	m111 - 138 #29 #72 34 - 0 0 8 - 46	1.51 	266.1 89.9 7.1 65.0 3.5 26.6 8.0 0.0 0.0 13.3 1.1 7.6	A E A A A A A A	~563 - 186 19 15 38 - - - - - 71	m#720 
Signalized  Half St NW &  Michigan Ave NW  Signalized  PU-DO Out &  Michigan Ave NW  Unsignalized	NB-TR SB-L SB-TR Intersection EB-TR WB-L WB-T NB-LR Intersection EB-T WB-T NB-R Intersection	0.85 0.80 0.87 - 0.54 0.79 0.59 0.11 - 0.36 0.49	35.2 31.0 68.1 7.0 22.8 3.0 18.2 6.1 0.0 0.0	D C E A C A B A A A B A	133 100 - 121 15 63 7 - -	m111 - 138 #29 #72 34 - 0 0 8	1.51 	266.1 89.9 7.1 65.0 3.5 26.6 8.0 0.0 0.0 13.3	F A E A C A A A B A	~563 186 19 15 38	m#720 - m198 m#94 43 86 - 0 0 43

Exhibit 33
Armed Forces Retirement Home
Freeway Capacity Analysis Results - 2045 Crosstown Study Improvements
North Capitol Street & Scale Gate Road Interchange

		Cogmont			No E	Build			Bu	ild	
Interchange		Segment		AM		PM		AM		PM	į į
	Туре	From	То	Density	LOS	Density	LOS	Density	LOS	Density	LOS
	Diverge	North Capitol Street NB	Scale Gate Road	15.7	В	22.1	С	17.3	В	24.2	С
North Capitol Street &	Merge	Scale Gate Road	North Capitol Street NB	13.9	В	19.9	В	15.3	В	25.3	С
Scale Gate Road	Diverge	North Capitol Street SB	Scale Gate Road	19.7	В	11.8	В	21.3	С	12.8	В
	Merge	Scale Gate Road	North Capitol Street SB	16.3	В	10.4	В	18.9	В	14.3	В

Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).





			A	M 2045 Build Condi			1	P	M 2045 Build Condi		
		167		Level	50th	95th	(1)		Level	50th	951
1975	LANE	v/c		of	Queue	Q ue ue	A/C		of	Queue	Que
Intersecti <i>o</i> n	GROUP	Ratio	De tay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(1
North Capitol St &	WB-L	1.26	149.5	P	~879	#1014	0.80	32.6	С	293	3
New Hampshire Ave NE	NB-T	1.20	125.4	į į	~750	#1003	1.17	101.0	F	~729	rn#
Si gnali zed	SB-T	1.21	145.9	β	~324	#444	0.96	55.1	E	323	#4
-20- <b>-</b>	Intersection	-	142.9	į į	-3	-		64.7	E		
	EB-LTR	0.32	4.1	A	0	22	0.82	26.8	С	46	m
N orth Capitol St &	WB-LTR	0.36	38.3	D	57	108	0.18	34.5	C	28	ε
KennedySt NE/NW	NB-T	0.67	69.2	E	280	m50	1.16	102.2	n e	~103	mi
Signalized	SBT	0.97	49.6	D	0	m0	0.66	3.2	А	1	r
Signanzeu		0.57	55.9	-		THO	0.00	54.2	, A		+
New Hampshire Ave NW &	Intersection EB-TR	0.32	39.3	D	54	103	0.79	110.9		147	42
Kennedy St NW									, t		#2
	WB-LT	0.19	2.3	A	2	2	0.09	2.1	А	2	
Si gnali zed	SB-TR	0.25	0.1	A	0	m0	0.18	0.1	А	0	r
	Intersection		5.5	A				39.1	D		
N orth Capitol St &	EB-LR	0.49	38.3	D	96	141	0.52	35.1	D	131	1
New Hampshire Ave NW	NB-T	2.06	50 2.2	F	~628	rn#718	2.25	590.8	į F	~529	m#
Si gnali zed	SB-T	0.97	64.6	E	871	m#908	0.70	13.1	В	298	3
	Intersection		203.3	P	- 10		] 21	321.4	į į	-	
	EB-TR	1.02	63.3	P .	~371	#504	1.11	92.5	F	~513	#6
	WB-TR	0.89	42.6	D	295	#413	0.82	35.1	D	286	3
North Capitol St &	NB-L	1.82	407.5	, in the second	~338	rn#470	1.61	309.4	6 E	~322	rné
Missouri Ave NW / Riggs Rd NE	NB-TR	1.11	84.8		~546	#682	1.83	399.5		~728	rn#
Si gnali zed	SB-L	0.37	41.1	D	43	m45	1.03	94.1	P.	~165	rné
	SB-TR	1.58	290.3	F	~1082	m#1135	1.40	206.7	E	~575	- 0
	Intersection	, T	167.0		-27			234.4	į į		
	EB-LT	0.12	34.4	С	13	38	0.11	40.8	D	12	
North Capitol St &	FB-R	0.09	37.6	D	5	21	0.03	39.0	D	3	1 3
Rock Creek Church Rd NW /	WB-LTR	0.58	83.7		18	#52	0.65	81.6		25	#
Buchanan St NE	SB-TR		10 4.1		~882	m#1229		21.5	c		
		1.18					0.76		C	475	rit
Signalized	NB-TR	0.79	7.6	A	60	m#119	1.50	243.9		~685	rn#
	Intersection		70.2	E	- 8			157.2	, P	-	
51 5391 93 (450)993392	NB-L	1.28	16 4.5	F	~214	rn#313	1.48	243.9		~152	rné
N orth Capitol St &	NB-TR	0.96	43.3	D	628	#729	1.78	371,9	₽-	~940	m#
Hawaii Ave NE/Allison St NE	SB-L	0.18	25.9	С	23	28	0.33	30.8	С	70	n
Si anali zed	SB-TR	192	434.9		~1403	m#1782	0.98	28.9	С	72	
SERVE AND RESIDENCE	NW-LTR	1.15	146.3	į ji	~197	#353	1.10	148.5	F F	~193	0
	Intersection	-	277.4	-		-		245.8	6		
	NB-T	0.80	9.8	А	32	m112	1.42	210.0		~0	m
North Capitol St &		0.80	9.8 23.6				0.52		0 0	*U 89	
	SBT			С	1	m1		6.5	A		n
Harewood Rd NE (North)	WB-L	0.44	35.3	D	101	168	0.20	31.1	С	43	
Si gnali zed	WB-R	0.32	33.4	С	65	117	0.30	33.1	С	61	1
	Intersection	2"	19.3	В	19	6' ]	1 100	141.5	F F	1000	
	EB-TR	0.58	36.0	D	140	193	0.72	38.9	D	183	2
	NB-T	1.17	98.6	P	~764	m#765	2.07	501.6	#	~1566	rn#
North Capitol St &	NB-R	0.28	1.9	A	17	m19	0.42	10.1	В	52	-
Harewood Rd NW (South)	SB-L	0.79	62.3	E	104	rn109	0.66	39.7	D	82	
Signalized	SBT	1.30	147.6	E	~1293	m#1323	0.65	49	A	70	
or grown a cu			114.3					292.6	ж		
CD H and Construct Day of C	Intersection				- 10	-			F	- 64	
SB North Capitol St Ramp &	EB-TR	0.26	0.0	A	- 5	0	0.63	0.0	А	5-2	
Scale Gate Rd	WB-LT	0.01	0.2	Α	20	1	0.01	0.2	А		
Un sign alized	SB-LTR	1.10	106.4	k # .	28	387	0.42	17.3	В		- 1
	Intersection		387.0		50	9	š <u>s</u>	2.1	А		
NB North Capitol St Ramp &	EB-LT	0.09	5.8	A	- 18	8	0.41	8.1	A	17	- 5
Scale Gate Rd	WB-TR	0.05	0.0	A		0	0.06	0.0	A		
Un sign alized	NB-LTR	1.27	1626	Ē	- 10	641	11.69	Error	F F	84	Er
Orrangirumzeu	Intersection	34.47	112.8		107	942	121.05	4068.2	-	500 200	+ "
		1.10	112.8		25 1 m 4 700		1~				+
	WB-LR	1.19			~178	m367	1.26	140.8	k k	~281	m
months worth the con-	WB-R	0.67	2.2	A	4	m15	0.99	55.7	E	79	m
N orth Capitol St &	NB-T	1.01	20.4	l. #	~44	m91	1.19	103.6	l l	~108	m
North Capitol Connector	NB-R	1.14	81.0	P	~0	m694	0.86	7.2	A	0	n
Signalized	SB-L	1.20	115.9	į į	~333	m521	1.22	145.9	F F	~331	#
3	SB-T	0.50	12.9	В	20.2	m290	0.32	14.3	В	149	1
	Intersection	3.30	55.6	E				87.1			† Ť
		4.05			~419	rn#505	154	266.5	-	~277	m
	EB-L		Error						E		
	EB-T	0.36	7.2	А	150	m150	0.80	13.4	В	191	m
Irving St &	WB-T	0.75	20.8	C	444	583	0.25	5	А	43	
North Capitol Connector	WB-R	0.56	5.5	A	34	139	0.43	1.9	A	0	- 3
Signalized	SB-LR	1.64	232.9	P P	~466	m#609	1.10	67.5	F F	~334	má
cromp stores 277	SB-R	1.80	380.8	F	~625	m#795	0.88	15.8	В	24	n
	Intersection		282.0					85.4	F #	***	+ "
		0.31	44.7	D	35	72	0.32	44.7	D	36	
Inviorent ME 8	NB-L										
Irving St NE &	NB-R	0.28	13.7	В	0	37	0.16	28.9	С	10	- 2
Michigan at Irving PUD Driveway	EB-TR	0.33	1.5	Α	16	m48	0.56	1.7	А	61	n
		0.04	2.6	Α	1	m1	0.15	7,4	A	1	3
Si gnali zed	WB-L										
	WB-L WB-T	0.55	3.8	Α.	129	m179	0.25	2.7	A	50	

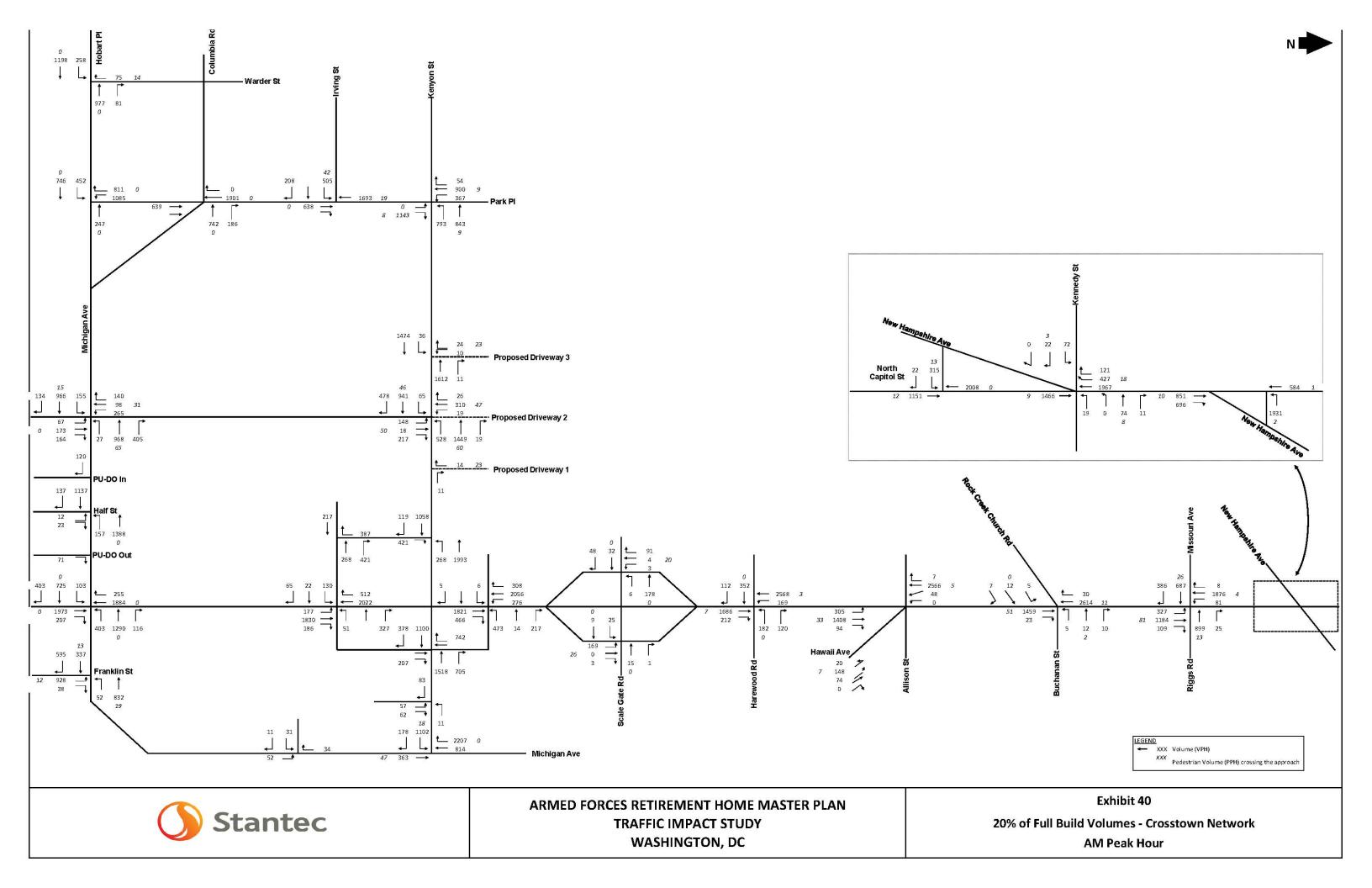
	1 1			M 2045 Build Condit Level	50th	95th	i i		M 2045 Build Condi Level	50th	
	LANE	V/C		of	Queue	Q ue ue	v/c		of	Queue	
Intersecti <i>o</i> n	GROUP	Ratio	De lay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	┸
	EB-L	1.43	244.0	F	~316	rn#490	1.91	449.8	Ê	~333	
	EB-T	0.77	26.7	С	287	316	1.45	231.8	Į E	~764	
	EB-R	1.32	175.0	E	~251	#716	0.75	26.8	С	93	+
First Ct. NAMED I Delivers 2	WB-L	1.53	268.0	f	~560	#650	1.55	291.2	, f	~203	+
First St NW/Proposed Driveway 2	WB-TR	1.24	129.5		~656	#802	1.31	175.6	, t	~592	_
& Irving St NW	NB-LT	1.21	126.0		~153	#195	2.63	761.5	- F	~850	+
Si gnali zed	NB-R	0.49	18.8	В	69	83	1.80	388.6		~721	+
	SB-L	0.99	1445		91	#217	4.97	Error		~402	+
	SBT	0.42	35.5	D	100	166	0.46	20.7	С	166	+
	SB-R	0.37	6.4	A	0	36	0.45	7.4 374.7	А	22	-
	Intersection	1.67	175.3		~103	rn#197	1.74		F		+-
North Capitol St &	EB-L EB-T	0.55	377.1 20.2	С	172	176	1.74	372.7 86.9		~251 ~531	+
Michigan Ave NE/NW	EB-R	0.62	19.0	В	141	162	1.26	156.5		~608	+
Signalized	WB-L	1.24	145.7		~194	rn#382	1.50	268.9	-	~224	+
31141444	WB-TR	0.90	19.4	В	405	#548	0.66	12.9	В	212	+
	NB-TR	1.56	28 4.2	E	~861	#957	1.56	280.3	f É	~1030	
	SB-TR	1.45	236.0	F	~770	rn#787	0.91	38.4	D	333	+-
	Intersection		171.4		- 10		-	157.2	į į	1.	t
Franklin St NE &	EB-TR	0.52	0.9	Α.	0	rn0	1.01	2.5	F.	m 26	
Michigan Ave NE	WB-LT	0.64	24.1	С	167	214	2.15	15.0	F	107	T
Si gnali zed	NB-LR	0.86	30.9	С	353	454	0.74	32.2	С	230	1
	Intersection		18.9	В			· -	12.7	В	15.	
Michigan Ave NE &	EB-T	0.24	23.3	С	62	87	0.52	25.6	C	161	Ι
Irving St NE	WB-T	0.83	39.6	D	252	331	0.47	9.1	A	134	
Signalized	WB-R	0.99	19.4	В	0	#1024	0.44	0.8	А	0	
	SB-LR	0.48	13.8	В	162	186	0.87	15.8	В	236	I
	Intersection		21.6	С	20		1 10	15.5	В		┖
Park Place NW &	WB-L	0.55	20.3	С	167	m173	0.37	8.4	А	97	Г
Kenyon NW St	WB-T	0.55	19.4	В	176	m183	0.62	9.7	А	176	Г
Si gnali zed	NB-R	0.88	20.2	С	157	rn#410	0.96	45.2	D	102	F
	SB-L	0.82	38.8	D	288	381	0.98	81.5	L E	~247	1
	SB-TR	0.80	32.2	С	285	325	0.56	61.2	E	122	
Park Plant 1997 C	Intersection		24.4	С	- 4			32.9	С	- 19	+
Park Place NW &	EB-LR	0.91	68.7	E	259	#371	0.78	31.9	С	260	-
Irving St NW	NB-T	0.39	8.5	Α.	98	rn108	0.61	5.7	A	67	
Signalized	SBT	0.89	27.2	C	578	731	0.66	17.7	В	320	-
Michigan Ave N &	Intersection WB-LTR	0.94	32.4 50.8	c	308	rn320	0.85	17.5 23.0	В	200	+
Park Place	WB-LIK NB-T	0.94	11.7	D B	508 67	m320 129	0.85	1.8	С	298	+-
Signalized	SB-TR	1.01	39.0		~155	#896	0.93	26.2	C C	415	+
Signanzea	Intersection	101	37.2	D	- 125	4696	0.95	18.9	В	415	+-
	EB-L	0.81	76.1	E	209	276	0.95	96.8	#	304	+
Michigan Ave S &	EB-T	0.48	19.3	В	165	214	0.24	7.8	A	67	+
Park Place	WB-T	0.77	54.2	D	176	m180	0.67	38.2	Ď	227	+
Signalized	SB-L	0.75	32.6	c	251	m252	0.71	50.5	D	224	+
1000 2 1100 1000	SB-R	0.82	11.0	В	98	m102	0.74	45.7	D	317	+
	Intersection		33.4	С	-	-		54.3	D		-
Hobart Place NW &	EB-L	0.70	45.2	D	161	229	0.71	40.7	D	198	1
Michigan Ave NW &	EB-T	0.42	0.4	A	0	0	0.43	0.5	A	0	
Warder St NW	WB-T	0.90	51.4	D	375	#1040	0.89	50.1	D	639	
Signalized	WB-R	0.08	1.7	Α.	0	m5	0.07	4.6	A	4	T
www.commuvecolifie	SB-R	0.22	31.7	С	42	76	0.17	26.5	С	37	T
	Intersection		24.7	С	-	<u> </u>	-	23.2	С		I
	EB-L	2.58	760.1	1	~185	rn#286	1.12	152.9	( B	~70	
	EB-T	0.76	24.1	С	261	315	0.89	26.8	C	316	
1002 1/2003/029040000	EB-R	0.30	7.6	A	12	m25	0.13	1.0	А	0	
First St NW &	WB-L	0.41	24.4	С	7	m16	0.21	20.3	С	4	Г
Michigan Ave NW	WB-TR	1.08	69.0	#	~308	#708	0.75	18.0	В	236	Ľ
Si gnali zed	NB-L	0.17	31.4	С	38	76	0.44	36.2	D	105	1
	NB-TR	0.85	51.4	D	200	#360	1.27	185.2		~413	1
	SB-L	1.39	20 3.6		~182	m#365	1.82	398.4	, t	~789	1
	SB-TR	0.87	18.8	В	69	m17	1.51	258.0	<u> </u>	~608	1
	Intersection		92.3		40.4			152.9			+
Half St NW &	EB-TR	0.61	8.1	A	184	m121	0.92	44.6	D	328	+
Michigan Ave NW	WB-L	1.04	64.4		~120	m#133	0.86	82.6	E T	27	-
Si qnalized	WB-T	0.63	2.6	A	64	m72	0.37	3.5	A	33	+
эгупингеа	NB-LR	0.11	18.2	В	7	34	0.31	33.8	C	49	+
PU-DO Out &	Intersection EB-T	0.41	0.0	A .		0	0.68	33.6 0.0		-	+
Michigan Ave NW	WB-T		0.0	A A	78 88	0	0.30	0.0	A	25	+
Unsign alized	NB-R	0.52 0.10	10.0	A	- B	8	0.30	48.3	A D	1.5	+
Orraign unit EU	NB-K Intersection	0.10	0.2	A		8	0.80	48.3 3.5	A		+
Michigan Ave NE &	Intersection NB-TR	0.12	6.8	A	32	97	0.30	8.0	A	92	+
Trinity University Ped Crossing	NB-1K SB-LT	0.12	8.1	A	45	120	0.30	7.4	A	92 62	+
Signalized	Intersection	0.52	7.7	A	45	نصد	0.22	7.4	A	62	╁
- or yrrunz Cu	Intersection EB-T	0.46	0.0	A	20	0	1.08	0.0	A	72	+
Proposed Driveway 1	WB-TR	0.46	0.0	A		0	0.29	0.0	A		+
Unsignalized	SB-R	0.36	31.6	C	- 8		0.29	14.1	B	25	+
On a griunt EU	SB-R Intersection	0.36	0.5	C A	- E	39	0.27	0.4	A A	1.5	+
	EB-L	0.90	50.9	D	72	rn#127	0.66	23.9	C	59	+
Irving St &	EB-T	0.74	11.2	В	30.2	405	0.85	12.4	В	385	+
Proposed Driveway 3	WB-TR	0.74	16.0	B	112	#05 m82	1.05	56.8	D E	~247	+
Signalized	SB-L	0.96	35.4	D	41	82	0.60	44.5	D	116	╁
or great a Cu	SB-R	0.21	12.4	В	13	63	0.68	28.2	C	84	+
			14.4		1.5	. 00	0.08	40.4			1

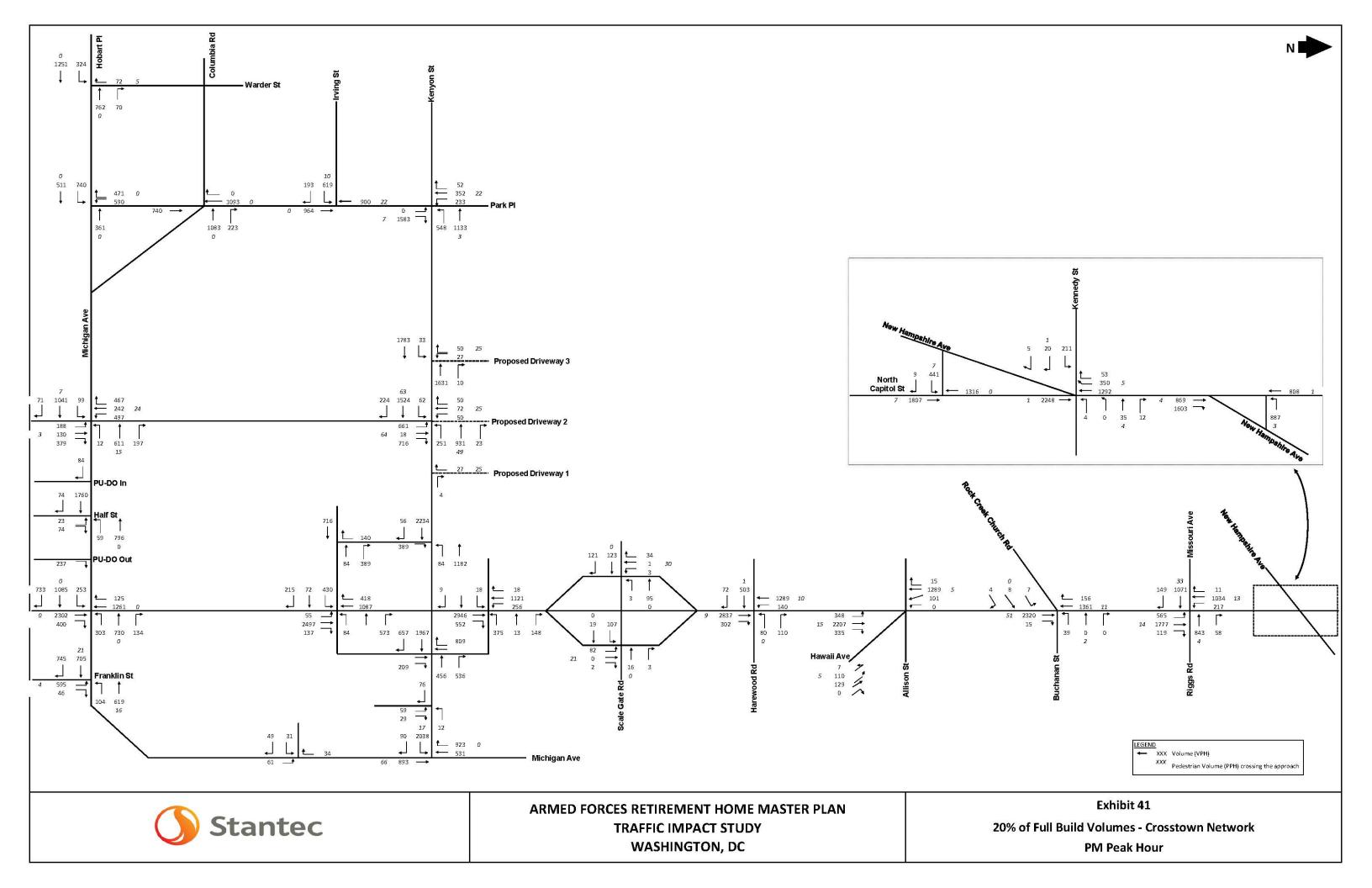
																	6									
		H	1	0% Build Conditi	SOth	95th			0% Build Condit Level	SOth	95th			0% Build Conditi Level	50th	95th			0% Build Conditio	SOth	95th		1	ull Build Condition Level	50th	95th
	LANE	v/c		of	Queue	Queue	v/c		of	Queue	Queue	v/c		of	Queue	Queue	v/c		of	Queue	Queue	V/C	1 1	of	Queue	Queue
Intersection	GROUP	Ratio	Delay	Service	iftj	lftj	Ratio	De lay	Se rvice	(ft)	iftj	Ratio	De lay	Se rvke	iftj	łftj	Ratio	De lay	Se rvice	fftj	(ft)	Ratio	De lay	Se rvke	iftj	fft)
North Capitol St &	WB-L	1.29	157.2		~824	¥960	1.33	180.7	F	~961	1996	1.36	191.3		~897	A1055	1.39	202.0		~912	¥1047	1.40	212.4	F	~937	¥1072
New Hampshire Ave NE Signalized	NB-T SB-T	0.76	87.7 43.1	D	~610 197	#945 250	0.56	29.6 47.6	c	141 205	232 ¥289	0.57	33.0 57.1	9	147 225	246 V325	0.58	386 847	D	154 245	263 #360	0.59 1.00	44.2 106.4	D	161	277 V.396
Sigikilized	Intersection	0.76	119.8	- 1	187	20	U.az	118.6	E	215	F 288	U.sa	126.5	-		*30	0.94	139.5	- 2	<i>8</i> 45	7,900	1.00	149.5	F .	- 26.5	1.5%
7	EB-LTR	0.42	10.6	- 8	5	12	0.42	10.9	8	6	16	0.45	14.4	В	8	21	0.42	10.9	8	6	16	0.45	14.4	8	8	21
North Capitol St &	WB-LTR	0.59	540	D	62	¥125	0.59	54.0	D	62	¥125	0.59	543	D	62	¥125	0.59	540	D	62	₹125	0.59	543	D	62	¥125
Kennedy St NE/NW	NB-T	0.57	528	D	70	m18	0.59	57.7	£	64	m131	0.59	282	E	65	m142	0.60	59.2	E	െ	m153	0.61	60.0	E	165	m70
5 ignalized	SB-T	0.75	6.1	A	0	0	0.78	15.8	В	6	m14	0.92	28.2	¢	7	m29	0.85	426	D	7	m44	0.89	50.3	D	61	m7
New Hampshire Ave NW &	Intersection EB-TR	0.16	26.5 22.7	- 5		79	0.16	33.5 22.7	· ·	41	79	0.15	40.5 19.9		. 39	73	0.16	49.7 22.7	D		79	0.15	53.4 19.9	D	39	73
Kennedy St NW	WB-LT	0.10	10	-	2	m2	0.10	1.0	4	2	m2	0.11	1.1	-	29	m2	0.10	10	4	2	m2	0.11	1.1		2	m2
Signalized	SB-TR	0.34	2.9	A	32	m34	0.34	3.4	A	39	m48	0.34	3.4	A	37	m47	0.34	3.4	A	46	m34	0.34	3.4	A	33	m46
0.000000000	Intersection	95.	5.2	A	8			5.7	A	9.	-25		5.3	A		.0	386	5.7	A				5.3	A		
North Capitol St &	EB-LR	0.89	121.1	F	110	¥192	0.97	133.2	F	112	6303	0.97	86.7		112	A 503	0.97	86.7	3	112	£503	0.97	86.7	B 1	112	A 503
New Hampshire Ave NW	NB-T	1.22	129.6 2.0	F A	~473 1	m#599 4	1.25	144.8 61.7	E	~536 767	m#663 835	1.29 0.79	157.0		~552 905	mW659 943	1.31	170.4		~573 807	m#662 974	1.35	190.0		~555	m#622
5)gnalized	SB-T Intersection	0.73	55.1	A C	1	4	0.76	95.5		/6/	846	0.79	62.2 95.2	c	9772	941	0.92	63.1 99.9	- 1	807	8/4	U ALS	63.2 102.8		859	904
	EB-TR	1.01	59.2	- 1	~339	V491	1.01	60.4	-	~345	F494	1.02	61.5	-	~350	V497	1.02	62.2	- 1	~354	F500	1.02	63.3		~371	504
	WB-TR	0.89	426	D	295	¥413	0.89	42.6	D	295	8413	0.89	426	D	295	¥413	0.89	426	D	295	F413	0.89	42.6	D	295	413
North Capitol St &	NB-L	1.47	254.1	- 4	~ 246	¥420	1.49	263.4	*	~ 247	¥445	1.50	270.1	ŧ	~223	V435	1.52	277.1	- 18	~ 236	¥442	1.54	289.6	, P	~266	490
Missouri Ave NW / Riggs Rd NE	NB-TR	0.96	27.3	Ç	354	₹534	0.96	25.9	C	403	9229	0.89	32.2	C	459	V.593	0.91	336	<	464	F601	0.93	29.0	C	499	V657
5 ignalized	SB-L	0.44	210	C	9	m23	0.46	23.2	C	à	m44	0.44	31.9	c	29 ~93d	milia	0.44	318	(	29 ~996	#36	0.44	26.0	C	17	m27
	SB-TR Intersection	1.29	152.9 91.5		~811	¥959	134	185.7	- 1	~873	m¥1019	1.40	210.3 115.6		~934	¥1091	1.45	234.4 126.0	- 1	~996	¥1142	1.51	255.4 134.4		~1057	¥1203
	Intersection EB-LT	0.11	91.5 37.9	D	13	. 39	0.11	24.2	c	12	. 39	0.11	323	c	13	. 39	0.11	333		- 13	39	0.11	134.4	8	1	3
North Capitol St &	EB-R	0.09	413	0	5	21	0.09	26.7	c	5	21	0.09	343	c	5	21	0.09	353	D .	5	21	0.09	14.7	В	1	2
Rock Creek Church Rd MW /	WB-LTR	0.59	924	- #	19	V51	0.59	82.4	*	18	¥51	0.19	44.1	D	17	44	0.19	44.1	D	17	44	0.19	44.1	D	17	44
Buchanan St NE	SB-TR	1.06	621		~591	m#9.34	1.09	61.2	E	~659	m#936	1.10	65.2		~704	m #887	1.14	81.4		~772	m#893	1.19	107.4		~965	m¥1293
5:gnalized	NB-TR	0.62	1.3	A	19	m34	0.64	10.2	В	174	531	0.63	2.6	A	39	47	0.65	2.7	A	30	144	0.67	0.7	A	222	223
<u> </u>	Intersection NB-L	1.59	40.5 302.8	0	~259	¥437	1.15	43.1 117.1	D	269	V459	1.23	43.0 140.3	D	~350	mV535	0.92	53.5 160.8	D	- 349	m8543	1.19	71.7 120.5		~323	m8461
	NB-LR	0.87	176	В	181	307	0.78	12.3	В	265	357	0.77	136	В	295	325	0.72	136	В	306	336	0.81	17.7	В	357	490
North Capitol St &	SB-LT	0.18	24.1	c	29	m25	0.15	28.5	c	23	23	0.16	27.0	c	26	29	0.20	26.3	c	24	m28	0.15	30.1	C	32	m32
Hawali Ave NE/Allson St NE	SB-R	1,41	205.9		1231	m¥1356	1.29	146.2	16	~1127	¥1274	1.27	141.6		~1148	m¥1364	0.72	1.52.1	*	~1137	m#1426	1.39	189.1	€ [	~1161	m¥1538
5 ignalized	NW-TR	1.15	146.3		~197	¥353	0.22	29,4	C	36	74	0.23	35.0	c	40	94	0.20	360	D	43	96	0.22	34.0	C	42	83
	Intersection NB-T	0.67	146.7 36	A		m38	0.71	97.4 71.2	F	604	m648	0.72	97.7 3.6	A	- 24	m0	0.74	105.7 4.0	A		m36	0.74	124.8 5.3	F. A	12	m39
North Capitol St &	58-T	0.29	10.9	B	169	m120	0.94	620	E E	440	521	0.97	8.9	- A	172	mu m135	0.90	9.0	A	127	m165	0.92	2.8	A	8	m12
Harewood Rd NE (North)	WELL	0.62	47.2	Ď	111	177	0.55	42.5	D	107	177	0.55	424	D	107	177	0.55	423	D	107	177	0.57	43.7	D	109	180
Signalized	WB-R	0.41	28.0	C	40	99	0.82	53.7	D	145	¥272	0.83	54.5	D	147	¥ 275	0.83	550	D	148	¥278	0.85	59.4	3	151	V 299
26271/15/22	Intersection	â	10.1	В			- 1	64.1	E	85	12-		10.7	В	- 32	-6	1997	10.9	8		- 3	8	9.0	A	1997	- 05
1	EBTR	0.73	437	0	150	193	0.73	438	D	150	193	0.73	43.9	D	150	194	0.73	43.9	D	150	194	0.73	43.9	D	150	194
North Capitol St &	NB-T NB-R	0.99	30.2 1.6	C .	174	9775 m0	0.29	96.7 20.7	-	~661 81	m8904 m99	1.09	50.9 0.5	A	~690 0	m¥771 m0	1.10 0.29	60.2 0.4	A	~702	m#7.35 m0	1.05	42.0	A	~713 0	m1770 m0
Harewood Rd MAY (South)	SB-L	0.93	759	E	105	m#171	0.74	44.5	D	106	m#151	0.78	67.9	Ē	120	m¥192	0.28	67.4	î	120	m#175	1.01	83.3	- 6	~111	m#143
5 ignalized	SB-T	1.07	50.5		~973	¥1175	1.11	76.4	*	~1036	¥1241	0.80	5.2	A	125	141	0.82	6.1	A	136	155	0.85	4.1	A	51	56
3 402 0	Intersection	18.	419	D	- 8	- 1	- 27	76.9	ŧ	- 84	78	1911	25.4	c	- 20	70	1940	28.6	(	- 2			21.9	C	1991	33
SB North Capitol St Ramp & Scale Gate Rd	EB-TR WB-LT	0.06	0.0	A		0	0.11	0.0	A	- 8	0	0.18	28 13	A	5	16 6	0.27	43 27	A	11	25 17	0.29	4.6 2.4	A	23 16	40 22
Satisatized		0.01	10.5	В		15			8	372				A	4 46	59			В	64	89			C	141	135
Signalized	SB-LTR Intersection	0.17	10.5 3.0	B	9	15	0.31	12.9 3.6	B	35	39	0.54	86 36		46		0.60	14A 63	B A	64	89	0.78	28.6		141	135
0507000	SB-LTR Intersection EB-LT		10.5	В	. ¥ × 3	15		12.9	В	10		0.54	8.6 3.6 Ma	A	46 - Exist	59	0.60	14.4 6.3 Mar	A vement Daes Hat	Exist		0.78	29.6 10.0 May	C A versent Does Not 8	xist .	
NE North Capitol St Ramp &	SB-LTR Intersection EB-LT EB-L	0.17	10.5 3.0 0.5	B	i Exist	15	0.31	12.9 3.6 8.5	B	t Exist		0.54	86 36 Ma 61	A A vernent Does Not A	46 - Eviat 29	. 59 	0.60	14.4 6.3 88a 7.7	A vernent Baes Nat A	64 Exist 20	42	0.78	28.6 10.0 May	C A Xement Does Mot 6 B	ikist 31	94
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-L	0.17	10.5 3.0 0.5 Man	B A A	t Exist	15	0.31 - 0.11	129 36 85	A A	t Exist		0.54	8.6 3.6 Mor 6.1 5.6	A A Xement Does Not A A	46 Exist 29 13	59 - 37 14	0.60	144 63 550 7.7 68	A vernent Baes Nat A A	Exist	42 19	0.78 - 0.15 0.04	29.6 10.0 Max 13.2 11.4	C A vernent Does Not B B B	- Driet 31 11	94
NE North Capitol St Ramp &	SB-LTR Intersection EB-LT EB-L EB-T WB-TR	0.17	10.5 3.0 0.5	B A A	t Exist	15 1 0 25	0.31	12.9 3.6 8.5	A A	t Exist		0.54 0.10 0.03	86 36 Ma 61	A A vernent Does Not A	46	. 59 	0.60 - 0.15 0.04 0.07	14.4 6.3 88a 7.7	A vernent Baes Nat A	Exist	42 19 25	0.78 - 0.15 0.04 0.07	29.6 10.0 13.2 11.4 7.6	C A Xement Does Mot 6 B	31 31 11 19	94 40 40
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection	0.17 0.02 0.01 0.25	10.5 2.0 0.5 Mai 0.0 10.6	B A A	t Driet	1 0	0.31 0.11 0.05 0.40	129 36 85 Ma 80 107 100	A A	t Exist		0.54 0.10 0.03 0.05 0.46	86 36 61 56 58 140	A A Xement Does Not A A	46 Exist 29 13	. 59 	0.60 0.15 0.04 0.07 0.51	144 6.3 85a 7.7 6.8 6.7 17.1 14.0	A vernent Baes Nat A A	Exist	42 19	0.78 - 0.15 0.04 0.07 0.68	29.6 10.0 Max 13.2 11.4 7.6 50.6 17.6	C A vernent Does Not B B B	- Driet 31 11	94
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L	0.17 - 0.02 - 0.01 - 0.25 - 0.90	10.5 2.0 0.5 Max 0.0 10.6 9.0 43.2	B A A A A A A A A A A B B	t Exist	0 25	0.31 0.11 0.05 0.40 0.13	12.9 3.6 8.5 Mo 8.0 10.7 10.0 45.2	B A A A rement Does No A B		: :	0.50 0.10 0.03 0.05 0.46 -	86 36 61 56 58 140 115 47.2	A A A Vernient Doles Not A A B	46 . Exist	. 59 	0.60 - 0.15 0.04 0.07 0.51 -	144 6.3 86a 7.7 6.8 6.7 17.1 140 49.5	A vernent Baes Nat A A A B	Exist	42 19 25	0.78 - 0.15 0.04 0.07 0.69 - 0.32	29.6 10.0 Max 13.2 11.4 7.6 50.6 17.6 52.3	C A A Vernent Does Not 8 B B A D	56t 31 11 19 165	94 40 40 40 m180
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR	0.17 0.02 0.01 0.25 0.60	10.5 3.0 0.5 Man 0.0 10.6 9.0 43.2 0.2	B A A A A A A A A A A B B	4	0 25 16	0.31 0.11 0.05 0.40 - 0.13	12.9 3.6 8.5 Mo 9.0 10.7 10.0 45.2 0.2	B A A A rement Does No A B		33 	0.54 0.10 0.03 0.05 0.46 0.19 0.06	86 36 61 56 59 140 115 472 04	A A A Vernient Doles Not A A B	46 - Exist 29 13 19 19 11 11 0	59 - 37 14 20 20 261 - 35	0.00 - 0.15 0.04 0.07 0.51 - 0.36 0.07	144 63 860 7.7 68 67 17.1 140 49.5 0.5	A vernent Baes Nat A A A B	20 7 9 99 499 - 155 0	42 19 25 m112 -	0.15 0.04 0.07 0.68 -	286 100 Max 13.2 11.4 7.6 50.6 17.6 52.3 0.6	C A A Vernent Does Not 8 B B A D	5681 31 11 19 165 - 19 0	94 40 40 40 m190 -
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-T EB-TR WB-L	0.17 0.02 0.01 0.25 0.60 0.02	10.5 3.0 0.5 Max 0.0 10.6 9.0 43.2 0.2 95.1	B A A A A A A A A A A B B		0 25	0.31 - 0.11 0.05 0.40 - 0.13 0.04 1.09	129 36 85 86 80 107 100 45,2 0,2 96,8	B A A A rement Does No A B		33 	0.54 - 0.10 0.03 0.05 0.46 - 0.19 0.06 1.09	86 36 61 56 59 140 115 472 04 969	A A A Vernient Doles Not A A B	46	59 	0.60 - 0.15 0.04 0.07 0.51 - 0.26 0.07	144 63 862 7.7 68 67 17.1 140 49.5 0.5 97.1	A vernent Baes Nat A A A B	20 7 9 89	42 19 25 m112 - 42 0	0.78 0.15 0.04 0.07 0.68 0.32 0.09 1.09	286 100 Max 11.2 11.4 7.6 50.6 17.6 52.3 0.6 93.6	C A A Vernent Does Not 8 B B A D	31 11 19 165 - 19 0 - 235	94 40 40 40 m180 - 49 0
NB North Capitol St. Ramp & Scale Gate Rd Signolized	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-TR NB-L INTERSECTION EB-TR WB-TR WB-TR	0.17 0.02 0.01 0.25 0.00 0.00 0.02 1.09 0.38	10.5 3.0 0.5 Man 10.6 9.0 43.2 0.2 95.1 9.3	B A A A A A A A A A A B B	4	0 25	0.31 0.11 0.05 0.05 0.40 - 0.13 0.04 1.09 0.40	129 3.6 8.5 8.0 10.7 10.0 45.2 0.2 96.8 10.5	B A A A rement Does No A B		33 	0.54 - 0.10 0.03 0.05 0.46 - 0.19 0.06 1.09 0.42	86 36 61 56 58 140 115 47.2 04 969 120	A A A Vernient Doles Not A A B	46	59	0.60 - 0.15 0.04 0.07 0.51 - 0.36 0.07 1.09	144 63 55 7.7 68 6.8 6.7 17.1 140 49.5 0.5 97.1 149	A vernent Baes Nat A A A B	20 7 9 99 499 - 155 0	42 19 25 m112 - 42 0 #575	0.78 - - - - - - - - - - - - - - - - - - -	286 100 Mox 112 114 7.6 506 17.6 523 06 93.6 141	C A A Vernent Does Not 8 B B A D	5681 31 11 19 165 - 19 0 -325 36	94 40 40 40 180 - 49 0 859 116
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Internaction EB-LT EB-LT EB-LT EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L WB-TR NB-T NB-T NB-T NB-T NB-T	0.17 0.02 0.01 0.25 - 0.60 0.02 1.09 0.39 0.39 0.50	10.5 2.0 0.5 Max 0.0 10.6 9.0 43.2 0.2 95.1 93.2 37.4 10.7	B A A A A A A A A A A B B		0 25 - 16 0 8556 94 437	0.31 - 0.11 0.05 0.40 - 1 0.13 0.04 1.09 0.40 0.50	129 36 85 80 107 100 452 02 968 105 368 112	B A A A rement Does No A B	3 0 317 15 449	33 	0.54 	86 36 56 58 140 115 472 04 969 120 495 153	A A A Vernient Doles Not A A B	46	59 - 14 20 261 - - 0 9575 131 9582 229	0.60 - 0.15 0.04 0.07 0.51 - 0.36 0.07 1.09 0.46 0.39	144 6.3 7.7 6.8 6.7 17.1 140 49.5 0.5 97.1 149 5.5.8 164	A vernent Baes Nat A A A B	- Diet 20	42 19 25 m112 42 0 #575 155 #639 253	0.78	286 100 Max 132 114 76 506 176 523 06 936 141 445 56	C A A Vernent Does Not 8 B B A D	31 11 19 165 - 19 0 - 35 36 - 584 114	94 40 40 40 10 10 49 0 0 9589 116 9655 118
NE North Captiol St. Remp & Scale Gate Rd Signalized  North Captiol St. &	SB-LTR Intersection Intersectio	0.17 0.02 0.01 0.25 0.60 0.02 1.09 0.38 0.36 0.50 1.07	10.5 30 0.5 Mon 10.6 9.0 43.2 0.2 95.1 9.3 37.4 10.7 85.7	B A A A A A A B B A A D B A B B A B B A B B A B B A B B A B		0 25 - 16 0 9556 94 437 172 mV202	0.31 - 0.11 0.05 0.40 - 0.13 0.04 1.09 0.40 0.90 0.40 0.53 1.07	129 36 85 80 107 100 452 02 968 105 368 112 321	B A A A A A A B B B B B A A A B B B B B	9 0 317 15 449 145	23 	0.54 0.10 0.03 0.05 0.46 0.19 0.06 1.09 0.42 0.34 0.56 1.07	86 36 61 56 58 140 115 472 04 969 120 495 153 107.6	A A A A A A A A A A A A A A A A A B B B D A A B B B B	46	59	0.80 - 0.15 0.04 0.07 0.51 - 0.26 0.07 1.09 0.46 0.39 0.59 1.07	144 63 77 68 67 171 140 495 05 971 149 558 164 107.1	A A A B B B D A A B B B B D A A B B B B	5681 20 7 9 9 89 5 15 0 0 ~ 263 40 539 5210	42 19 25 m112 42 0 8575 155 8639 253 m8304	0.78	286 100 May 112 114 76 506 176 523 06 936 141 445 56	C A A Vernent Does Not 8 B B A D	31 11 19 165 - 19 0 -215 36 ->36 ->34 ->30	94 40 40 m180 - 49 0 V549 116 V655 118 mt280
NE North Capitol St. Ramp & Scale Gate Rd Sygnotized  Sygnotized  North Capitol St. & North Capitol Connector North	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L NB-TR NB-T NB-T NB-T NB-T SB-L SB-TR	0.17 0.02 0.01 0.25 - 0.60 0.02 1.09 0.39 0.39 0.50	10.5 20 0.5 Mo 10.6 9.0 10.6 9.0 42.2 0.2 9.5.1 10.7 10.7 10.7 10.7 10.7 10.8	B A A A A A A A A A A B B		0 25 - 16 0 8556 94 437	0.31 - 0.11 0.05 0.40 - 1 0.13 0.04 1.09 0.40 0.50	129 36 85 80 107 100 45.2 0.2 96.8 10.5 36.8 11.2 6.6	B A A A A A B B B D A A B B B D A A B B B D A A B B B D D A A B B B D D A A B B B D D A A B B B B	3 0 317 15 449	33 	0.54 	86 36 61 56 58 140 115 47.2 0.4 96.9 120 49.5 15.3 107.6 17.3	A A A Vernient Doles Not A A B	46	59 - 14 20 261 - - 0 9575 131 9582 229	0.60 - 0.15 0.04 0.07 0.51 - 0.36 0.07 1.09 0.46 0.39	144 6.3 Mor 7.7 6.8 6.7 17.1 140 49.5 0.5 97.1 149 5.5.8 16.4 107.1 180	A A A B B D A	- Diet 20	42 19 25 m112 - 42 0 #575 155 #639 253	0.78	286 100 565 112 114 76 506 176 523 06 936 141 445 56 961	C A A Vernent Does Not 8 B B A D	31 11 19 165 - 19 0 - 35 36 - 584 114	94 40 40 40 10 10 49 0 0 9589 116 9655 118
NE North Capitol St. Ramp & Scale Gate Rd Sygnotized  Sygnotized  North Capitol St. & North Capitol Connector North	SB-LTR Intersection EB-LT EB-L EB-LT EB-T WB-TR NB-L Intersection EB-L EB-TR NB-TR Intersection	0.17 0.02 0.01 0.25 0.60 0.02 1.08 0.38 0.38 0.50 1.07 0.79	10.5 3.0 0.5 Max 0.0 10.6 9.0 43.2 0.2 95.1 9.3 3.7 4.10.7 85.7 10.7	B A A A A B A A D D A A B B B B B B B B		0 25 16 0 4556 94 437 172 mx202	0.31 0.11 0.05 0.40 - 0.13 0.04 1.09 0.40 0.90 0.50 1.09 0.50 1.09	129 36 35 85 80 107 100 452 02 968 105 368 112 921 66 229	B A A A A B B B D A A B B B C A A A A B B B C A A A B B B C C B B B B	38 0 0 317 15 449 145 173 139 .	23 	0.54 0.10 0.00 0.05 0.05 0.06 1.09 0.42 0.94 0.56 1.07 0.94	86 36 61 56 58 140 115 472 04 969 120 495 153 107.6 173	A A A A A A A A A A A A A A A A A B B B D A A B B B B	46	99	0.90	144 6.3 562 7.7 6.8 6.7 17.1 140 49.5 0.5 97.1 149 164 107.1 180 40.3	A A A A B B C C B B C C B B C C B B C C B B C C B B C C B B C C B B C	5681 20 7 9 9 89 5 15 0 0 ~ 263 40 539 5210	42 19 25 m112 - 42 0 #575 #575 #639 253 m#304	0.78	286 100 Max 132 114 76 506 176 523 06 936 141 445 56 961 249	C A A Sement Bass Not 1 Be B B A D D A A F B B B A A F C D D D B B B B B B B B B B B B B B B B	31 11 19 165 19 0 315 36 36 38 39 114 303	94 40 40 419 0 8559 0 8559 116 8655 119 m(290
NE North Capitol St. Ramp & Scale Gate Rd Sygnotized  Sygnotized  North Capitol St. & North Capitol Connector North	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L WB-TR NB-T NB-T NB-T NB-T SB-L SB-TR Intersection	0.17 - 0.02 0.01 0.25 - 0.60 0.02 1.09 0.38 0.36 0.50 1.07 0.79 - 0.79	10.5 3.0 0.5 Mo: 0.0 10.6 9.0 43.2 0.2 95.1 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10	B A A A A A A B B A A D B A B B A B B A B B A B B A B B A B		0 0 25 5 16 0 0 8556 94 437 172 m¥202 m383	0.31 0.11 0.11 0.05 0.40 - 0.13 0.04 1.09 0.90 0.53 1.07 0.81	129 36 85 80 80 107 100 452 02 968 105 368 112 921 66 279 358	B A A A A A A B B B B B A A A B B B B B	9 0 317 15 449 145	23 	0.54 0.10 0.03 0.05 0.46 0.19 0.06 1.09 0.42 0.94 0.56 1.07 0.84	86 36 46 41 56 53 440 115 472 494 969 120 495 153 107.6 173 358	A A A A A A A A A A A A A A A A A B B B D A A B B B B	46	59	0.60 0.15 0.04 0.07 0.51 - 0.06 0.07 1.09 0.45 0.93 1.07 0.96 0.96 0.97 0.96 0.97 0.9	144 63 55: 7.7 68 67 17:1 140 49:5 05 97:1 149 55:8 164 107:1 180 403 35:8	A A A B B B D A A B B B B D A A B B B B	5681 20 7 9 9 89 5 15 0 0 ~ 263 40 539 5210	42 19 25 w112 42 0 w575 155 w639 w8204 399	0.78 0.15 0.04 0.07 0.69 	286 100 M51 132 114 76 506 176 522 06 936 1441 445 56 961 249 374	C A A Vernent Does Not 8 B B A D	31 11 19 165 - 19 0 -215 36 ->36 ->34 ->30	94 40 40 40 m180 0 0 8559 116 W655 118 mV280 602
NE North Capitol St. Ramp & Scale Gate Rd Sygnotized  Sygnotized  North Capitol St. & North Capitol Connector North	SP-LTR intersection is terrection in terrection in EP-LT EP-LT EP-LT EP-LT WB-TR NB-LI Intersection in EP-L EP-TR WB-LI NB-TR NB-TR NB-TR NB-TR NB-TR NB-TR SB-LI SB-TR Intersection in terrection EP-TR EP-TR MB-TR MB-	0.17 0.02 0.01 0.25 0.60 0.02 1.09 0.38 0.96 0.50 1.07 0.79 0.44 0.34 0.34	10.5 30 0.5 0.5 0.6 10.6 9.3 0.2 9.5 10.7 9.5 10.7 10.	B A A A B B A A D D A A B B B A D D A A B B B B		0 25 16 0 4556 94 437 172 mx202	0.31 0.11 0.05 0.40 0.41 1.09 0.40 0.50 0.40 0.50 0.50 0.40 0.50 0.40 0.50 0.40 0.50 0.40	129 36 85 Mo 80 107 100 452 02 963 105 368 112 921 66 279 358 186 246	B A A A A B B B D A A B B B C A A A A B B B C A A A B B B C C B B B B	3 0 0 2317 15 145 145 129 129 14 14 14 14 14 14 14 14 14 14 14 14 14	27 27 0 9569 1100 461 1299 7002 7002	0.54 0.10 0.00 0.05 0.46 0.19 0.06 0.06 0.42 0.94 0.94 0.94 0.94 0.94 0.94 0.94	86 36 40 61 56 59 140 115 472 04 945 120 495 120 1976 173 359 186 271	A A A A A A A A A A A A A A A A A B B B D A A B B B B	46	59	0.60 0.15 0.04 0.07 0.51 0.36 0.07 0.46 0.99 0.46 0.99 0.56 1.07 0.46 0.99 0.46 0.90 0.40 0.40 0.50 0.50 0.50 0.50 0.50 0.5	144 63	A A A A B B C C B B C C B B C C B B C C B B C C B B C C B B C C B B C	500 Color Co	42 19 25 m112 - 42 0 #575 #575 #639 253 m#304	0.78 . 0.15 0.04 0.07 0.68 . 0.32 0.99 1.09 1.05 1.05 1.05 0.50 1.06 0.50 1.07 0.88 . 0.044 0.35	286 100 465 112 114 76 506 506 176 523 06 946 1445 56 961 249 249 249 249 249 249 249 249 249 249	C A A Sement Bass Not 1 Be B B A D D A A F B B B A A F C D D D B B B B B B B B B B B B B B B B	31 11 19 19 165 - 19 0 1 35 35 35 35 15 - 76	94 40 40 40 40 9 0 0 V599 116 V655 118 mV290 602 - 124 60 77
NE North Captiol St. Remp & Scale Gate Rd Signalized  Signalized  North Captiol St. & North Captiol Connector North Signalized	SP-IIR Intersection CB-IIR CB-	0.17 	10.5 30 05 We 00 106 432 95 432 95 1107 857 186 333 186 246 03	B A A A B B A D D B B C C D B B C A A A A A A A A A A A A A A A A A		0 25	0.3t	129 16 85 86 80 107 100 452 968 105 866 112 811 821 821 821 826 66 279 886 246 03	B A A B B B D A F B B B D B B B B B D B B B B B B B B B		233	0.54 0.10 0.10 0.00 0.05 0.66 0.66 1.09 0.04 0.05 1.09 0.42 0.56 1.07 0.94 0.25 0.21 0.21	86 36 461 56 51 58 140 1115 472 0A 969 120 495 153 107.6 173 279 358 136 271	A A A A A B B C C C C C C C C C C C C C	46	59	0.60 0.15 0.04 0.07 0.51 - 0.36 0.07 1.09 0.54 0.99 0.59 0.59 0.59 0.59 0.59 0.59 0.59	1444 63 867 7.7 68 68 67 121 140 495 05 971 149 1518 164 107.1 180 403 358 186 291	A A A B B C B B C C B B C C A A A A A A	50 - 50 - 50 - 50 - 50 - 50 - 50 - 50 -	42 19 25 m112 - - - - - - - - - - - - - - - - - -	0.78	286 100 112 114 76 506 176 506 176 523 06 944 141 445 56 961 249 274 358 187	C A A B B B A D D A B B B B B B B B B B B	24 11 11 19 165	94 40 40 40 40 40 40 60 60 60 60 60 60 60 60 60 60 60 60 60
NE North Capital St. Remp & Scale Gate Rd Signotized  North Capital St. & North Capital Connector North Signotized  North Capital Connector North Signotized	SPLITR Interesting EDIT EB-L EB-T EB-T WB-TR NB-L Interesting WB-L WB-L NB-T NB-T NB-T NB-T NB-T NB-T NB-T NB-T	0.17 0.02 0.01 0.01 0.25  0.60 0.02 1.08 0.39 0	10.5 30 05 Me 00 10.6 90 43.2 95.1 97.4 10.7 186 33.5 246 0.3 187	B A A B B A B A B B A B B A C D B B C C D B B C C D B B B C C D B B B C C B B B B		0 25 - 16 0 854 407 172 m#202 m393 - 61 0 61	0.31 0.11 0.05 0.45 0.45 0.04 1.09 0.90 0.51 1.07 0.81 1.07 0.81 0.44 0.44 0.35 0.49 0.50	129 36 85 80 90 107 100 452 02 968 105 368 112 921 921 921 924 559 366 246 03	B A A A B B B D A F E B C C D B B C C A D D B B C C A D D B B C C A D D B B B C C A D D B B B C C A D D B B B B C C A D D B B B B C C A D D B B B B B B B B B B B B B B B B B		23 	0.54 0.10 0.10 0.02 0.05 0.05 0.06 1.09 0.06 1.09 0.42 0.94 1.07 0.94 0.05 0.04 0.05 0.05 0.05 0.05 0.05 0.0	86 36 36 36 36 36 36 36 36 36 36 36 36 36	A A A A A B B B D A B B C C A B B C C A B B C C A B B B D D A B B D D A B B D D B B D D D D	46	59	0.60 0.15 0.04 0.07 0.35 0.36 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.0	144 63 77 69 67 171 149 971 149 971 149 164 1071 130 403 338 136 291 03 3515	A A A A B B B D D B B B C C A A D D D B B C C A D D D D D D D D D D D D D D D D D	50 to	42 19 25 m112 c	0.78 0.15 0.04 0.07 0.68 0.32 0.09 0.50 0.61 1.07 0.66 1.07 0.88 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61	286 100 465 112 114 76 506 176 523 06 916 141 445 56 961 249 274 378 404 03	C A A A A B B B A A B B B B A A B B B B	- Doi: 31 11 19 165 - 19 165 - 203 36 - 594 36 - 594 - 595 - 596 - 596 - 596 - 596 - 597 - 601 - 401 -	94 40 40 410 4180  - 49 0 4569 116 602 - 120 602 77 0 0 773
NE North Capitol St. Remp & Scale Gate Rd Signalized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector North North Capitol Connector South	SPLIR Internedials	0.17 	10.5 30 05 Mo 06 10.6 90 92 951 93 37A 107 817 186 246 03 187 143	B A A A B A B A D B B C C A B B C C A B B B C B B B C B B B C B B B B		0 25 - 16 0 8556 934 4172 172 172 1739 124 60 61 61 0 7439	0.31 0.11 0.05 0.40 - 0.11 0.04 1.09 0.40 0.5	129 36 85 80 107 100 452 968 105 968 112 921 166 279 186 286 03 519 43	B A A B B B D A F B B B D B B B B B D B B B B B B B B B		23 	0.54 0.10 0.00 0.00 0.00 0.05 0.06 0.06 1.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09	86 36 46 56 51 56 53 140 969 1115 472 04 969 120 120 153 153 153 153 153 154 173 173 173 174 175 175 175 175 175 175 175 175 177 177	A A A A A B B C C C C C C C C C C C C C	46	59	0.60	1444 63 66 77 77 68 68 67 121 140 495 05 971 149 164 107 11 180 403 358 136 291 03 515 33	A A A B B C B B C C B B C C A A A A A A	50 to	42 19 25 mil12 . 42 0 9575 155 8409 253 8409 263 389 . 104 60 mil15	0.78 0.15 0.04 0.07 0.69 0.69 0.09 1.09 0.50 1.09 0.50 0.61 1.07 0.88 0.44 0.25 0.44 0.25 0.54	236 100 Mov 112 114 76 506 176 506 926 144 445 56 961 249 358 187 368 187 400 197 400 400 197 400 400 400 400 400 400 400 40	C A A B B B A D D A B B B B B B B B B B B	20 ciet 2 11 11 15 19 165 165 17 16 16 16 17 16 16 17 16 16 17 16 16 16 17 16 16 17	94 40 40 4190
NE North Capital St. Remp & Scale Gate Rd Signotized  North Capital St. & North Capital Connector North Signotized  North Capital Connector North Signotized	SPLITR Internation IEB-IT EB-IT EB-IT EB-IT EB-IT EB-IT EB-IT UB-IT UB-I	0.17 0.02 0.01 0.02 0.02 0.02 1.08 0.38 0.36 0.39 0.40 0.79 0.79 0.79 0.44 0.18 0.22 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.63 0.64	10.5  Me  0.0  10.6  9.0  43.2  9.1  37.4  10.7  10.6  10.6  2.9  11.7  10.7	B A A A B A B A A B B A B A B B A B B B C C B B B C A B B C B B C B B B C B B B C B B B C B B B C B B B C B B B C B B B B C B B B C B B B B C B B B B C B B B B C B B B B B C B B B B B C B B B B D D B B B B		0 25 - 16 0 94 407 172 m8202 m833 - 104 60 0 m68 m68 m68	0.31 0.11 0.05 0.05 0.04 1.09 0.09 0.90 0.90 0.91 0.91 0.91 0.91 0.92 0.93	129 36 80 80 107 107 100 452 968 105 369 112 66 279 358 136 246 03 519 43 470	B A A A B B B B B B C C D B B C C A A B B B B C C A A A B B B C A A A B B B B		233	0.54 0.10 0.03 0.05 0.05 0.05 0.06 1.07 0.09 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.95 0.05	8.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3	A A A A A B B D D B D B C C A B D D B C A B B D D A B B D D B C A B B D D B C A B B D D B C A B B B D D B B C A B B B D D B B C A B B B D B B C A B B B B D B B C A B B B B D B B C A B B B B D B B C B B B C B B B B C B B B B	46		0.60 0.15 0.04 0.07 0.07 0.00	1444 63 77 68 67 67 171 140 403 55 971 149 151 164 107.1 180 403 358 134 291 335 33 3515	A A A A A B B B C C B B C C A A A A A B B C C A A A A	50 to	42 19 25 mil 2 42 0 42 0 155 42 0 155 42 0 155 42 0 155 42 0 155 400 0 115 60 82 0 mil 5 mil 5 mil 5 mil 7 m	0.78 0.15 0.05 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.09 0.09 0.09 0.00 0.01 0.07 0.08 0.08 0.08 0.08 0.08 0.08 0.08	2366 100 465 112 114 76 506 506 506 506 906 144 445 556 961 274 358 197 404 03 179 227	C A A ement Dom Not 1 B B B B A A B B B B B B B B B B B B B	31 11 19 19 165	94 40 40 40 40 49 0 156 49 156 49 156 49 20 177 77 49 60 477 478 478 478 478 478 478 478 478 478
NE North Capitol St. Remp & Scale Gate Rd Signalized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector North North Capitol Connector South	SPLITE Intersection EP-LT EP-L	0.17 	10.5 30 0.5 Mo: 0.0 0.0 10.6 9.0 4.12 0.2 9.5 10.7 8.17 18.6 2.357 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.6 0.3 18.7 18.8 18.8 18.8 18.8 18.8 18.8 18.8	B A A A B B A A D B B B C C A A B B B C C A B B B C C A B B B C C A B B B C C A B B B B		0 25 - 16 0 8556 934 4172 172 172 1739 124 60 61 61 0 7439	0.31 0.11 0.05 0.40 - 0.11 0.04 1.09 0.40 0.5	129 36 85 86 80 100 100 452 968 112 968 112 821 66 62 973 136 63 136 136 136 136 136 136 136 136	B A A A B B B D A A B B B D A A B B B D D A A B B B D D A A B B D D B B D D B B D D B D B D D B D D B D		23 	0.54 0.10 0.00 0.00 0.00 0.05 0.06 0.06 1.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09	8.6 3.6 5.6 5.5 5.8 140 9.6 9.6 9.6 9.6 9.6 115 47.2 0.4 9.6 9.6 19.6 19.6 17.2 19.6 17.2 19.6 19.	A A A A A B B B D A B B C C A B B C C A B B C C A B B B D D A B B D D A B B D D B B D D D D	46	59	0.60	1444 63 Me 7.7 68 67 171 140 495 0.5 971 149 558 164 107.1 130 40.3 358 136 29.1 319 315 33 315 556	A A A A B B B C C A A C B B B C C A A D D B B B C C A A D D B B B C C A A D D B B B B B C C A A B B B B B B B B B B B	50 to	42 19 25 mil12 . 42 0 9575 155 8409 253 8409 263 389 . 104 60 mil15	0.78 0.15 0.04 0.07 0.69 0.69 0.09 1.09 0.50 1.09 0.50 0.61 1.07 0.88 0.44 0.25 0.44 0.25 0.54	236 100 Mon. 112 114 76 506 176 502 06 176 176 176 176 176 176 176 17	C A event Data Not 1 B B B B D D B B B D D A A B B B D D D A A B B B D D D D	20 ciet 2 11 11 15 19 165 165 17 16 16 16 17 16 16 17 16 16 17 16 16 16 17 16 16 17	94 40 40 4190
NE North Capitol St. Remp & Scale Gate Rd Signalized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector North North Capitol Connector South	SPLITR Internation IEB-IT EB-IT EB-IT EB-IT EB-IT EB-IT EB-IT UB-IT UB-I	0.17 0.02 0.01 0.02 0.02 0.02 1.08 0.38 0.36 0.39 0.40 0.79 0.79 0.79 0.44 0.18 0.22 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.63 0.64	10.5  Me  0.0  10.6  9.0  43.2  9.1  37.4  10.7  10.6  10.6  2.9  11.7  10.7	B A A A B A B A A B B A B A B B A B B B C C B B B C A B B C B B C B B B C B B B C B B B C B B B C B B B C B B B C B B B B C B B B C B B B B C B B B B C B B B B C B B B B B C B B B B B C B B B B D D B B B B		0 25 - 16 0 94 407 172 m8202 m833 - 104 60 0 m68 m68 m68	0.31 0.11 0.05 0.05 0.04 1.09 0.09 0.90 0.90 0.91 0.91 0.91 0.91 0.92 0.93	129 36 80 80 107 107 100 452 968 105 369 112 66 279 358 136 246 03 519 43 470	B A A A B B B B B B C C D B B C C A A B B B B C C A A A B B B C A A A B B B B		233	0.54 0.10 0.03 0.05 0.05 0.05 0.06 1.07 0.09 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.95 0.05	8.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3	A A A A A B B D D B D B C C A B D D B C A B B D D A B B D D B C A B B D D B C A B B D D B C A B B B D D B B C A B B B D D B B C A B B B D B B C A B B B B D B B C A B B B B D B B C A B B B B D B B C B B B C B B B B C B B B B	46		0.60 0.15 0.04 0.07 0.07 0.00	1444 63 77 68 67 67 171 140 403 55 971 149 151 164 107.1 180 403 358 134 291 335 33 3515	A A A A A B B B C C B B C C A A A A A B B C C A A A A	50 to	42 19 25 mil 2 42 0 42 0 155 42 0 155 42 0 155 42 0 155 42 0 155 400 0 115 60 82 0 mil 5 mil 5 mil 5 mil 7 m	0.78 0.15 0.05 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.09 0.09 0.09 0.00 0.01 0.07 0.08 0.08 0.08 0.08 0.08 0.08 0.08	2366 100 465 112 114 76 506 506 506 506 906 144 445 556 961 274 358 197 404 03 179 227	C A A ement Dom Not 1 B B B B A A B B B B B B B B B B B B B	31 11 19 19 165	94 40 40 40 40 49 0 156 49 156 49 156 49 20 177 77 49 60 477 478 478 478 478 478 478 478 478 478
NE North Capital St. Remp & Scale Gate Rd Signotized  North Capital St. & North Capital Connector North Signotized  North Capital Connector North Signotized  North Capital St. & North Capital St. & North Capital Connector South Signotized	SELTR InternetSin EP-LT EP-LT EP-LT EP-LT EP-LT WEITE NRI-L InternetSin LEP-LT WEITE WEITE WEITE WEITE WEITE WEITE WEITE SELTR WEITE SELTR WEITE	0.17 . 0.02 . 0.01 0.25 . 0.60 0.02 1.08 0.38 0.50 1.07 0.70 0.70 0.70 0.70 0.70 0.70 0.7	10.5 30 0.5 We 20.5 We	B A A A A B B A A B B B C C B B B C C B B B B	- 4 0 - 2000 9 - 2000 9 - 2000 301 - 3000 305 - 5 706 - 5 144 - 277 - 0 72 - 5 514 - 5 119 - 6	0 25 5 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.31	129 36 85 80 107 100 452 92 93 105 945 112 943 105 452 121 452 146 151 151 151 151 151 151 151 151 151 15	B A A A B B B B B B B B B B B B B B B B		33 	0.54  0.10  0.00	86 36 41 45 56 58 59 1115 472 0A 999 120 995 131 107 495 132 279 233 186 271 241 86 20	A A A A A A B B B B B B B B B B B B B B	66:	99  37  14  30  31  35  45  45  45  45  45  45  45  45  45	0.90 0.15 0.04 0.07 0.07 0.05 0.07 0.06 0.07 1.09 0.06 0.09 0.09 0.09 0.09 0.00 0.00 0	1444 63 649 7.7 649 67 171 140 69 171 140 1495 05 151 149 1549 164 107 1 190 103 158 164 201 131 131 132 134 135 134 135 134 135 136 139 139 139 139 139 139 139 139 139 139	A A A A A B B B B B B B B B B B B B B B	5080  7 9  99 99  - 15 0  - NXI  - 40 1  - 15 0  - 15	42 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	0.78 0.15 0.04 0.07 0.69 0.22 0.29 1.09 1.06 0.50 1.06 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0	386 100 867 112 114 76 506 176 503 66 176 533 06 141 445 56 961 149 274 378 404 378 404 378 404 378 404 378 404 378 404 405 405 405 405 405 405 405	C A B B B B B B B B B B B B B B B B B B	24 24 111 19 19 165 2 1 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	94 430 430 430 430 430 430 430 430 430 43
NE North Capitol St. Remp & Scale Gate Rd Seprolized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector South Signalized  North Capitol Connector South Signalized	SELTR Internetion EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT UND-TR NB-LT INTERNETION	0.17	10.5 30 0.5 We will be seen a	B A A A A B B A A B B B B B B B B B B B		9 25	0.31 . 0.11 0.05 0.40 0.40 0.11 0.05 0.40 0.05 0.05 0.05 0.05 0.05 0.05	129 36 85 80 107 100 107 100 452 02 963 1112 821 122 821 144 233 146 243 423 424 426 436 436 436 436 436 436 436 436 436 43	B A A A A A A A A A A A A A A A A A A A		32 	0.54  0.10 0.00 0.05 0.05 0.05 0.06 0.19 0.06 0.22 0.32 0.34 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.4	86 36 46 41 56 59 140 1115 472 0A 969 120 120 120 120 120 120 120 120 120 120	A A A A A A A A A A A A A A A A A A A	46:	99	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	144 144 144 144 144 144 144 144 144 144	A A A A A B B B B B B B B B B B B B B B	Cost Cost Cost Cost Cost Cost Cost Cost	42 19 25 mil12 42 40 0 0 8575 155 155 156 269 29 4609 399 4114 40 40 40 40 40 40 40 40 40 40 40 40 40	0.78 0.15 0.04 0.07 0.68 0.32 0.09 0.50 0.51 0.69 0.51 0.69 0.52 0.50 0.51 0.69 0.51 0.69 0.55 0.44 0.55 0.64 0.55 0.64 0.55	236   236   236   236   237	C A Service Mot 1 Control Cont	31 11 19 165 1 19 165	- 94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capitol St. Ramp & Scale Gate Rd Signalized  North Capitol Connector North Signalized  North Capitol Connector North Signalized  North Capitol Connector South Signalized  North Capitol Connector South Signalized	SELTR Intersection (SELTR	0.17 . 0.02 . 0.01 0.25 . 0.60 0.02 . 1.08 0.38 0.36 0.90 1.07 0.79 . 0.44 0.18 0.19 0.52 0.60 0.60 0.60 0.79 0.79 0.79 0.79 0.79 0.79 0.79 0.7	10.5 30 0.5 We 0.5 We 0.6 10.6 10.6 10.6 10.6 10.6 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A A B B A A B B B C C B B B C C B B B B		0 25 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0.31  - 0.11	129 36 85 80 107 1007 100 452 02 968 105 968 112 921 126 246 246 246 246 246 246 246 246 246 2	B A A A A A A A A A A A A A A A A A A A		23	0.54  0.10  0.00	86	A A A A A A B B B B B B B B B B B B B B	Cost 29 13 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	99 37 144 30 361 - 35 0 9575 131 9582 229 180 184 184 0 187 180 180 180 180 180 180 180 180 180 180	0.05 0.01 0.01 0.01 0.01 0.01 0.03 0.03 0.00 0.00	1444 63 89 72 69 61 171 140 69 77 140 69 171 140 69 171 149 153 164 107 1 190 103 154 164 171 190 191 192 194 194 194 194 194 194 194 194 194 194	A A A A A B B B B B B B B B B B B B B B	Cast	42 19 25 112 2 112	0.15 0.04 0.07 0.06 0.06 0.06 0.07 0.09 0.09 0.09 0.09 0.09 0.09 0.09	236   236   340	C A B B B B B B B B B B B B B B B B B B	24 111 19 19 165 19 19 19 19 19 19 19 19 19 19 19 19 19	94 430 430 430 430 430 430 430 430 430 43
NE North Captel St. Remp & Scale Gate Rd Signalized  North Captel St. & North Captel I St. & North Captel Connector North Signalized  North Captel Connector South Signalized  Invited Sig	SELTR Internetion EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT UND-TR NB-LT INTERNETION	0.17	10.5 30 0.5 We will be seen a	B A A A A B B A A B B B B B B B B B B B		9 25	0.31 . 0.11 0.05 0.40 0.40 0.11 0.05 0.40 0.05 0.05 0.05 0.05 0.05 0.05	129 36 85 80 107 100 107 100 452 02 963 1112 821 122 821 144 233 146 243 423 424 426 436 436 436 436 436 436 436 436 436 43	B A A A A A A A A A A A A A A A A A A A		32 	0.54  0.10 0.00 0.05 0.05 0.05 0.06 0.19 0.06 0.22 0.32 0.34 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.44 0.35 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.4	86 36 46 41 56 59 140 1115 472 0A 969 120 120 120 120 120 120 120 120 120 120	A A A A A A A A A A A A A A A A A A A	46:	99	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	144 144 144 144 144 144 144 144 144 144	A A A A A B B B B B B B B B B B B B B B	Cost Cost Cost Cost Cost Cost Cost Cost	42 19 25 mil12 42 40 0 0 8575 155 155 156 269 29 4609 399 4114 40 40 40 40 40 40 40 40 40 40 40 40 40	0.78 0.15 0.04 0.07 0.68 0.32 0.09 0.50 0.51 0.69 0.51 0.69 0.52 0.50 0.51 0.69 0.51 0.69 0.55 0.44 0.55 0.64 0.55 0.64 0.55	236   236   236   236   237	C A Service Mot 1 Control Cont	31 11 19 165 1 19 165	- 94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capital St. Ramp & Scale Gate Rd Signotized  North Capital St. & North Capital Connector North Signotized  North Capital Connector South Signotized  North Capital Connector South Signotized	SELTR internacion  CB-LT  CB-LT  CB-LT  CB-LT  CB-LT  CB-TT  WB-TR  NB-LT  Internacion  CB-LT  WB-LT  WB-LT  NB-T  SB-TT	0.17	10.5 30 0.5 We will be seen a	B A A A A A A A A A A A A A A A A A A A			0.31 . 0.11 0.05 0.40 0.40 0.10 0.05 0.40 0.05 0.05 0.05 0.05 0.05 0.0	129 36 95 80 95 107 107 107 108 422 968 112 968 221 968 241 66 246 249 43 43 470 446 238 406 266 268 279 271 271	B A A A B B B B B B B B B B B B B B B B		33 	0.10 0.10 0.10 0.00 0.00 0.05 0.46 0.19 0.05 1.09 0.46 1.09 0.46 0.46 0.56 0.76 0.81 0.76 0.81 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76	86	A A A A A A A A A A A A A A A A A A A		99	0.99 - 0.15 0.04 0.07 0.51 - 0.36 0.07 0.39 0.39 0.39 0.39 0.39 0.39 0.30 0.31 0.31 0.31 0.32 0.32 0.33 0.33 0.33 0.33 0.33 0.33	1444 63 63 77 68 67 67 171 140 403 05 160 160 160 160 160 160 160 160 160 160	A A A A A B B B B B B B B B B B B B B B	Cost Cost Cost Cost Cost Cost Cost Cost	42 42 19 25 m112 10 10 10 10 10 10 10 10 10 10 10 10 10	0.78 . 0.15 0.04 0.07 0.09 0.09 0.09 1.09 0.09 1.09 0.09 1.09 0.09 0	286   286   286   286   287	C A Service Hot C C C Service Hot C C Service Hot C C C Service Hot C Serv		94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capitol St. Ramp & Scale Gate Rd Signalized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector South Signalized  North Capitol Connector South Signalized  Inviting St. & North Capitol Connector North Signalized	SeLTR intersection EB-LTY EB-L EB-T EB-L EB-T WB-TR NB-L ISENSECTION ISENSECTI	0.17 . 0.02 . 0.01 0.25 . 0.60 0.02 . 0.60 0.02 . 0.60 0.02 . 0.60 0.02 . 0.60 0.03 0.66 0.50 0.75 0.75 0.75 0.75 0.75 0.75 0.75	10.5	B A A A B A A D B B B C C A B B B C C A B B B C C B B B C C C B B B C C C B B B C C C B B B C		1 0 0 2 25 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0.31 . 0.11 . 0.05 0.40 . 0.11 . 0.01 0.04 0.09 0.05 1.07 0.04 0.05 1.07 0.05 1.07 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0	129 36 35 36 30 30 30 30 107 107 109 452 968 105 368 112 821 821 821 821 821 821 821 821 82	B A A A A A A A A A A A A A A A A A A A		7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	0.55 c c c c c c c c c c c c c c c c c c	86 45 45 45 45 45 45 45 45 45 45 45 45 45	A A A A A A A A A A A A A A A A A A A	Cost 29 13 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	99 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0.99	1444 63 77 68 67 77 68 67 67 171 149 495 05 558 164 1071 139 401 358 136 139 139 139 139 139 139 139 139 139 139	A A A A A A A A A A A A A A A A A A A		42 42 99 25 42 0 0 42 42 42 42 42 43 44 43 44 44 44 45 46 47 48 48 48 48 48 48 48 48 48 48	0.78 0.15 0.04 0.07 0.69 0.02 0.09 1.09 0.09 1.09 0.00 1.06 0.00 0.00 0.00 0.00 0.00 0.00	236   236   340	C A B B B B A A B B B B B A A B B B B B	31 1 11 19 165 1 19 165 1 19 165 1 19 165 1 19 165 1 19 165 1 19 165 1 19 165 1 114 1	94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capital St. Ramp & Scale Gate Rd Signalized  North Capital St. & North Capital Connector North Signalized  North Capital Connector South Signalized  North Capital Connector South Signalized  Inving St. & North Capital Connector South Signalized  Inving St. & North South Signalized	SELTR internection EB-LT	0.17 . 0.02 . 0.01 0.25 . 0.00 0.02 . 0.00 0.02 . 0.00 0.02 . 0.00	10.5 3.0 0.5 0.5 0.0 10.6 10.6 9.0 4.12 9.0 2 9.1 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10	B A A A B B A A A B B B B B B B B B B B			0.31 . 0.31 . 0.35 0.40 . 0.11 0.05 0.40 . 0.11 0.04 1.09 0.50 0.50 0.50 0.51 0.70 0.50 0.70 0.70 0.70 0.70 0.70 0.70	129 36 85 85 80 107 100 100 455 90 105 908 112 821 112 821 140 298 140 298 140 219 140 219 218 219 219 219 219 219 219 219 219 219 219	B A A A B B B C A A B B C C B B A A B B A B B A A B B A B B A A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B B A B B B A B B B A B B B B A B		33 3 3 3 3 3 3 3 3 3 3 3 4 3 7 7 7 7 7 7	0.55 . 0.10 0.00 0.05 0.46 0.46 0.06 1.09 0.06 1.09 0.06 1.09 0.06 1.09 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0	86 36 36 41 56 61 58 61 59 140 115 472 472 104 969 110 110 110 110 110 110 110 110 110 11	A A A A A A A A A A A A A A A A A A A	- 66	99 - 97 - 144 - 97 - 97 - 97 - 97 - 97 - 97 - 97 -	0.99 - 0.15 0.04 0.07 0.31 - 0.35 - 0.36 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.9	144   63   77   68   67   77   69   69   67   121   140   69   69   140   69   140   69   140   69   140   69   140   69   140   69   140   69   140   69   140	served Osci Not.  A A A A B B B B B B B B B B B B B B B	508 50 7 9 9 9 9 9 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	42 42 49 49 40 40 40 40 40 40 40 40 40 40 40 40 40	0.78	286   286   286   286   287	C A B B B A A B B C C B B B A A B C C C B B A A B B A A B B C C C B B B A A B B B C C C C		94 4 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capitol St. Ramp & Scale Gate Rd Signalized  North Capitol St. & North Capitol Connector North Signalized  North Capitol Connector South Signalized  North Capitol Connector South Signalized  Inviting St. & North Capitol Connector North Signalized	SeLTR intersection EB-LTY EB-L EB-LTY EB-L EB-T WB-TR NB-L INTERSECTION INTERSECTIO	0.17 . 0.02 . 0.01 0.25 . 0.02 . 0.00 0.02 . 0.00 0.00 0.0	10.5 Ver Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.5 0.0	8 A A A A A B A A A B B A A A B B B B B			0.31 0.11 0.15 0.65 0.60 0.10 0.10 1.00 0.00 0.50 0.50	129 36 85 We 80 107 100 652 963 103 104 105 105 106 107 106 107 107 108 108 108 109 108 109 109 109 109 109 109 109 109 109 109	B A A A B B B D D A A C C B B C C C B A A B B C C C B A A B B C C C B B A A B B C C C B B A A B B C C C B B A A B B C C C B B B A A B B C C C B B B A A B B C C C B B A B B C C C B B B A A B B C C C B B A B B C C C B B A B B C C C B B A B B C C C C		33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.56 . 0.10 0.00 0.00 0.00 0.05 0.06 0.06 0.06 0.0	86 46 136 136 136 136 136 136 136 136 136 13	A A A A A A A A A A A A A A A A A A A	66 c  Costs  28  13  18  18  18  19  10  20  21  21  21  22  23  24  25  26  27  77	59	0.99	144   63   663   67   72   68   67   67   171   140   68   69   140   69   140   140   140   140   140   150   150   164   164   167   164   167   168   168   169   169   169   169   169   169   169   169   169   170			42 42 19 23 21 21 21 21 21 21 21 21 21 21 21 21 21	0.78 0.15 0.04 0.07 0.69 0.70 0.69 0.70 0.69 0.70 0.69 0.70 0.69 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.7	286 100 101 112 114 176 506 176 506 176 507 176 177 177 177 177 177 177 177 177 17	C A Seveners Dose Not 1 & S S S S S S S S S S S S S S S S S S	31 11 19 19 16 16 16 16 16 16 16 16 16 16 16 16 16	94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capital St. Ramp & Scale Gate Rd Signalized  North Capital St. & North Capital Connector North Signalized  North Capital Connector South Signalized  North Capital Connector South Signalized  Inving St. & North Capital Connector South Signalized  Inving St. & North Capital Connector South Signalized  Inving St. & North Capital Connector West Signalized  Inving St. & North Capital Connector West	SELTR internection EB-LT	0.17 . 0.02 . 0.01 0.25 . 0.00 0.02 . 0.00 0.02 . 0.00 0.02 . 0.00 0.02 . 0.00 0.	10.5 3.0 0.5 0.5 0.0 10.6 0.0 10.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	B A A A B B A A A B B B B B B B B B B B		- 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.31 . 0.31 . 0.35 0.40 . 0.11 0.05 0.40 . 0.11 1.09 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0	129 36 85 80 107 100 100 4552 968 105 368 1112 821 146 229 146 229 146 248 248 248 248 248 248 248 248 248 248	B A A A B B B C A A B B C C B B A A B B A B B A A B B A B B A A B B A B B A B B A B B A B B A B B A B B A B B A B B A B B B A B B B A B B B A B B B B A B		33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.56 . 0.10 0.00 0.05 0.46 . 0.19 0.05 0.46 1.09 0.06 1.09 0.06 1.09 0.06 1.09 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0	86 36 36 41 56 61 58 61 59 140 115 472 04 969 110 110 110 110 110 110 110 110 110 11	A A A A A A A A A A A A A A A A A A A	- 66	59  37  14  30  30  31  31  32  35  45  45  45  45  45  45  45  45  45	0.99 - 0.15 0.04 0.07 0.31 - 0.37 0.37 - 0.38 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.9	144   63   77   68   67   77   69   69   67   121   140   69   69   69   69   69   69   69   6	served Scar No. A A A A A A A A A A A A A A A A A A A	508 50 7 9 9 9 9 9 15 15 15 15 15 15 15 15 15 15 15 15 15	42 42 59 50 50 50 50 50 50 50 50 50 50 50 50 50	0.78	286   286   286   286   287	C A B B B A A B B C C B B B A A B C C C B B A A B B A A B B C C C B B B A A B B B C C C C	31 11 11 19 165 17 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	94 4 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capitol St. Ramp & Scale Gate Rd Signolated  North Capitol St. & North Capitol Connector North Signolated  North Capitol Connector South Signolated  North Capitol Connector South Signolated  Inving St. & North South Signolated  Inving St. & North South Signolated  Inving St. & Signolated  Inving St. & Signolated  Inving St. & Signolated	SeLTR intersection EB-LTY EB-L EB-LTY EB-L EB-T WB-TR NB-L INTERSECTION INTERSECTIO	0.17 . 0.02 . 0.01 0.25 . 0.02 . 0.00 0.02 . 0.00 0.00 0.0	10.5 Ver Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.5 Ver 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.5 0.0	B A A A B B B C C B B B A A A A B B B A A A A			0.31 0.11 0.15 0.65 0.60 0.10 0.10 1.00 0.00 0.50 0.50	129 36 85 We 80 107 100 652 963 103 104 105 106 107 106 107 106 107 107 108 108 108 109 108 109 109 109 109 109 109 109 109 109 109	B A A A B B B D D A A C C B B C C C B A A B B C C C B A A B B C C C B B A A B B C C C B B A A B B C C C B B A A B B C C C B B B A A B B C C C B B B A A B B C C C B B A B B C C C B B B A A B B C C C B B A B B C C C B B A B B C C C B B A B B C C C C		33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.56 . 0.10 0.00 0.00 0.00 0.05 0.06 0.06 0.06 0.0	86 46 136 136 136 136 136 136 136 136 136 13	A A A A A A A A A A A A A A A A A A A	66 c  Costs  28  13  18  18  18  19  10  20  21  21  21  22  23  24  25  26  27  77	59	0.99	144   63   663   67   72   68   67   67   171   140   68   69   140   69   140   140   140   140   140   150   150   164   164   167   164   167   168   168   169   169   169   169   169   169   169   169   169   170			42 42 19 23 21 21 21 21 21 21 21 21 21 21 21 21 21	0.78 0.15 0.04 0.07 0.69 0.70 0.69 0.70 0.69 0.70 0.69 0.70 0.69 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.7	286 100 101 112 114 176 506 176 506 176 507 176 177 177 177 177 177 177 177 177 17	C A B B A A B B C C C B B A A B B C C C C	31 11 19 19 16 16 16 16 16 16 16 16 16 16 16 16 16	94 40 40 40 40 40 40 40 40 40 40 40 40 40
NE North Capitol St. Ramp & Scale Gate Rd Sugnoluted  North Capitol St. & North Capitol Connector North Sugnoluted  North Capitol Connector South Sugnoluted  North Capitol Connector South Sugnoluted  Inving St. & North Capitol Connector North Sugnoluted  Inving St. & North Capitol Connector North Sugnoluted  Inving St. & North Capitol Connector North South Sugnoluted  Inving St. & North Capitol Connector West	SELTR internacion EB-LT	0.17 . 0.02 . 0.01 0.25 . 0.00 0.02 . 0.00 0.02 . 0.00 0.02 . 0.00 0.02 . 0.00 0.	10.5 30 0.5 Ver 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A B B B C C B B B A A A A B B B A A A A		- 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.31 . 0.31 . 0.35 0.40 . 0.11 0.05 0.40 . 0.11 1.09 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0	129 36 85 Me 80 107 100 02 966 103 104 105 106 107 106 107 107 108 108 108 109 108 109 109 109 109 109 109 109 109 109 109	B A A A B B B D D A A A B B B B D D A A A B B B B		33 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.56 . 0.10 0.00 0.05 0.46 . 0.19 0.05 0.46 1.09 0.06 1.09 0.06 1.09 0.06 1.09 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0	86 36 45 461 56 51 58 140 115 58 140 115 67 120 115 115 120 120 120 120 120 120 120 120 120 120	A A A A A A A A A A A A A A A A A A A	- 66	59  37  14  30  30  31  31  32  35  45  45  45  45  45  45  45  45  45	0.99 - 0.15 0.04 0.07 0.31 - 0.37 0.37 - 0.38 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.9	144   63   69   72   68   67   77   68   67   77   111   140   68   78   79   1140   79   1140   79   1150   164   165		508 50 7 9 9 9 9 9 15 15 15 15 15 15 15 15 15 15 15 15 15	42 42 59 50 50 50 50 50 50 50 50 50 50 50 50 50	0.78	286   286	C A Seveners Dose Not 1 & B B B A A B B B B B B B B B B B B B B	31 11 11 19 165 17 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	94 4 40 40 40 40 40 40 40 40 40 40 40 40
No North Capital St. Ramp & Scale Gate Rd Signotized  North Capital St. & North Capital St. & North Capital Connector North Signotized  North Capital Connector South Signotized  North Capital Connector South Signotized  Inving St. & North Capital Connector North Signotized  Inving St. & North Capital Connector West South Signotized  Inving St. & North Capital Connector West Signotized	SOLITE intersection ED-17 ED-1 ED-17 ED-1 ED-17 WED-18 IND-10 Intersection ED-1 WED-18 WED-18 WED-18 WED-18 WED-18 WED-18 IND-18	0.17 . 0.02 . 0.01 0.25 . 0.60 0.02 . 0.60 0.02 . 0.60 0.02 . 0.60 0.03 0.60 0.30 0.60 0.30 0.60 0.50 0.60 0.50 0.60 0.70 0.70 0.70 0.70 0.70 0.70 0.7	10.5 30 0.5 We 10.6 10.6 10.6 10.6 10.6 10.6 10.6 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A B B C C A A B B A A A C C C C C		1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.31 . 0.31 . 0.35 0.40 . 0.11 0.05 . 0.40 . 0.11 1.09 0.00 0.00 0.00 0.00 0.31 . 0.44 0.35 0.39 0.44 0.35 0.39 0.44 0.30 0.30 0.44 0.30 0.30 0.44 0.30 0.30	129 34 85 80 107 100 45.2 96.8 105 368 1112 821 142 821 146 246 279 146 246 247 247 247 247	B		33	0.55 . 0.10 0.00 0.05 0.46 0.46 0.46 0.47 0.19 0.06 1.00 0.06 1.00 0.06 1.00 0.06 0.06	86 36 36 41 56 61 59 140 115 472 04 969 110 115 117 117 117 117 117 117 117 117 117	A A A A A A A A A A A A A A A A A A A	- 66	99 - 97 - 144 - 37 - 145 - 37 - 145 - 37 - 37 - 37 - 37 - 37 - 37 - 37 - 3	0.99	144   63   72   68   67   77   69   67   121   140   495   05   971   149   158   164   107   149   164   107   149   158   166   167   179   17	A	508 50 7 9 9 9 9 9 15 15 15 15 15 15 15 15 15 15 15 15 15	42 42 42 43 44 45 46 47 48 48 49 49 49 49 49 49 49 49 49 49 49 49 49	0.78	286   286	C A B B B A A A B B B C C C C C A B B A A A A	31 11 11 19 14 14 14 14 14 14 14 14 14 14 14 14 14	
NE North Capital St. Ramp & Scale Gate Rd Signatured  North Capital St. & North Capital St. & North Capital Connector North Signatured  North Capital Connector South Signatured  North Capital Connector South Signatured  Inving St. & North Capital Connector West Signatured  Inving St. & North Capital Connector West Signatured  Inving St. & North Capital Connector West Signatured  Inving St. & Morth Capital Connector West Signatured  Inving St. & Morth Capital Connector West Signatured	SeLTR internacion EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT WB-TR NB-LL EB-TR EB-LT	0.17 . 0.02 . 0.01 0.25 . 0.02 . 0.00 0.02 . 0.00 0.00 0.0	10.5 30 0.5 Wei 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A A B B A A A A A A A A A A A A A		- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.31 0.11 0.15 0.05 0.00 0.0	129 36 85 86 80 107 100 60 107 100 452 02 966 105 105 106 105 105 106 105 106 107 107 106 107 107 107 108 108 108 108 108 108 108 108 108 108	B A A A B B B B B B B B B B B B B B B B		33	0.55 . 0.10 0.00 0.00 0.00 0.00 0.00 0.0	86  36  41  56  61  56  59  140  115  62  472  64  120  120  120  120  120  120  120  12	A A A A A A A A A A A A A A A A A A A	66 c  Cont.  20  13  18  19  10  10  10  10  10  10  10  10  10	59	0.99 - 0.15 0.04 0.07 0.51 - 0.37 0.51 - 0.36 0.07 0.39 0.31 0.39 0.30 0.39 0.30 0.31 0.39 0.30 0.30 0.30 0.30 0.30 0.30 0.30	144   63   72   68   67   77   68   69   69   69   69   69   69   69	A A A A A A A A A A A A A A A A A A A		42 42 19 255 mil 2 5 25 1 15 1 15 1 15 1 15 1 15 1 15 1	0.78	236   236	C A B B B A A B B C C B B A A B B A A B B A A B B A A B B A A B B B C C C B B B A A B B B C C C C	5881 31 11 19 19 565 - 19 0 0	94 4 40 40 40 40 40 40 40 40 40 40 40 40
No North Capital St. Ramp & Scale Gate Rd Signotized  North Capital St. & North Capital St. & North Capital Connector North Signotized  North Capital Connector South Signotized  North Capital Connector South Signotized  Inving St. & North Capital Connector North Signotized  Inving St. & North Capital Connector West South Signotized  Inving St. & North Capital Connector West Signotized	SOLITE intersection ED-17 ED-1 ED-17 ED-1 ED-17 WD-17 WD-17 WD-17 WD-17 WD-17 WD-17 WD-17 WD-17 WD-17 HD-2 SD-17 Intersection Intersect	0.17 . 0.02 . 0.01 0.25 . 0.60 0.02 . 0.60 0.02 . 0.60 0.02 . 0.60 0.03 0.60 0.30 0.60 0.30 0.60 0.50 0.60 0.50 0.60 0.70 0.70 0.70 0.70 0.70 0.70 0.7	10.5 30 0.5 We 10.6 10.6 10.6 10.6 10.6 10.6 10.6 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A B B B B B B B B B A A A B B B A		1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.31 . 0.31 . 0.35 0.40 . 0.11 0.05 . 0.40 . 0.11 0.06 . 0.00 0.00 0.00 0.00 0.00	129 36 85 80 107 100 100 452 968 105 368 1112 821 105 106 279 107 108 110 109 1112 1112 1112 1112 1112 1112 1	B		33	0.55 . 0.10 0.00 0.05 0.46 . 0.19 0.05 0.46 1.09 0.06 1.09 0.06 1.09 0.06 1.09 0.06 1.09 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0	86 36 36 36 41 56 61 59 140 59 140 969 115 472 04 120 985 131 157 279 285 140 271 271 271 272 271 272 273 273 273 273 273 273 273 273 273	A A A A A A A A A A A A A A A A A A A	- Gets	99 - 99 - 99 - 99 - 99 - 99 - 99 - 99	0.99 - 0.15 0.04 0.07 0.31 - 0.07 0.31 - 0.07 1.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09	1444 63 77 68 67 77 68 67 171 140 495 05 971 149 158 164 107 149 158 166 107 119 159 158 166 107 119 159 119 159 159 119 159 159 159 159	A	50 C S S S S S S S S S S S S S S S S S S	42 42 42 43 42 44 42 44 44 44 44 44 44 44 45 45 46 46 46 46 46 46 46 46 46 46 46 46 46	0.78	286   286	C A B B B A A A A A A A A A A A A A A A	31 11 11 19 14 14 14 14 14 14 14 14 14 14 14 14 14	
NE North Capital St. Ramp & Scale Gate Rd Signalized  North Capital St. & North Capital I St. & North Capital I Connector North Signalized  North Capital I Connector South Signalized  North Capital Connector South Signalized  Inving St. & North Capital Connector Worth Signalized  Inving St. & North Capital Connector West Signalized  Inving St. & North Capital Connector West Signalized  Inving St. & Morth Capital Connector West Signalized  Inving St. & Morth Capital Connector West Signalized	SeLTR internacion EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT EB-LT WB-TR NB-LL EB-TR EB-LT	0.17 . 0.02 . 0.01 0.25 . 0.02 . 0.00 0.02 . 0.00 0.00 0.0	10.5 30 0.5 Wei 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.6 0.0 10.7 10.7 10.7 10.7 10.7 10.7 10.7	B A A A A B B A A A A A A A A A A A A A		- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.31 0.11 0.15 0.05 0.00 0.0	129 36 85 86 80 107 100 60 107 100 452 02 966 105 105 106 105 105 106 105 106 107 107 106 107 107 107 108 108 108 108 108 108 108 108 108 108	B A A A B B B B B B B B B B B B B B B B		33	0.55 . 0.10 0.00 0.00 0.00 0.00 0.00 0.0	86  36  41  56  61  56  59  140  115  62  472  64  120  120  120  120  120  120  120  12	A A A A A A A A A A A A A A A A A A A	66 c  Cont.  20  13  18  19  10  10  10  10  10  10  10  10  10	59	0.99 - 0.15 0.04 0.07 0.51 - 0.37 0.51 - 0.36 0.07 0.39 0.31 0.39 0.30 0.39 0.30 0.31 0.39 0.30 0.30 0.30 0.30 0.30 0.30 0.30	144   63   72   68   67   77   68   69   69   69   69   69   69   69	A A A A A A A A A A A A A A A A A A A		42 42 19 255 mil 2 5 25 1 15 1 15 1 15 1 15 1 15 1 15 1	0.78	236   236	C A B B B A A B B C C B B A A B B A A B B A A B B A A B B A A B B B C C C B B B A A B B B C C C C	5881 31 11 19 19 565 - 10 0 0 - 10 - 10 - 10 - 10 - 10 - 10	94 4 40 40 40 40 40 40 40 40 40 40 40 40

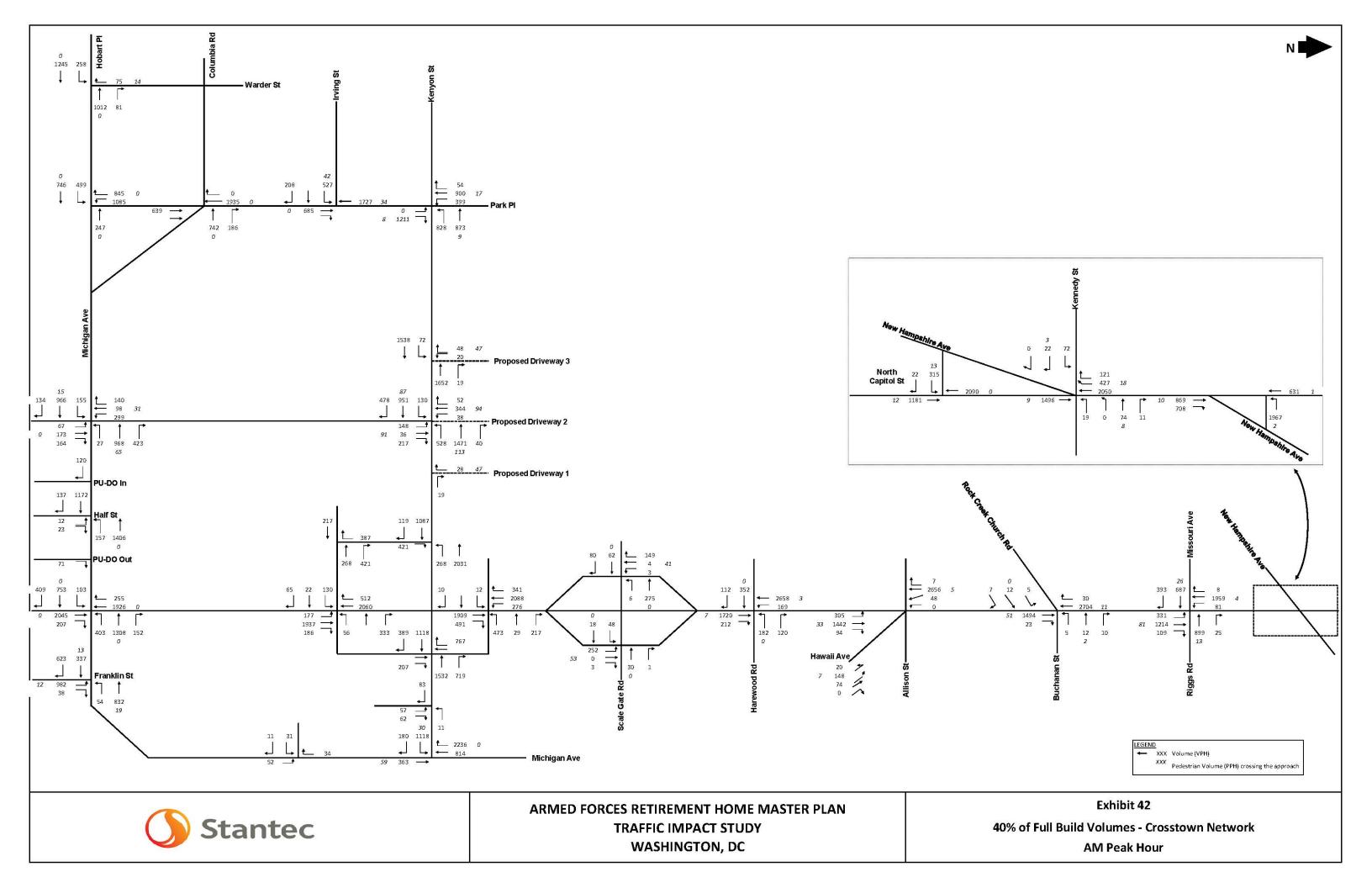
				045 Build Condit	ion			2	045 Build Conditi	on				045 Build Conditi	on				045 Build Conditio	on			2	045 Build Conditio	en en	
	LANE	V/C		Level of	50th Queue	95th Queue	V/C		Level	50th Queue	95th Queue	V/c		Level	50th Queue	95th Queue	V/C		Level of	S0th Queue	95th Queue	V/C		Level of	50th	95 Qu
Intersection	GROUP	Ratio	De lay	Service	(ft)	(ft)	Ratio	Delay	Service	ifti	(ft)	Ratio	Delay	Service	(ft)	- Htj	Ratio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	Queue (ft)	ł
	EB-T	0.75	26.4	C	222	377	0.76	28.9	C	251	395	0.77	29.9	C	265	407	0.79	30.3	C	294	410	0.81	33.9	C	315	94
	EB-R WB-L	0.24	5.1 47.2	A D	12	32 #283	0.24	5.1 52.9	A D	15 166	42 ¥294	0.24	4.5 59.3	A	190	40 V294	0.25	4.2 61.5	A	13	33 ¥294	0.25	4.9 50.9	A D	17 169	ν.
	WB-TR	0.72	144	8	365	419	0.76	16.5	8	424	449	0.90	16.4	В	343	452	0.84	184	8	350	505	0.92	44.2	D	573	W:
list St NW/Pro posed Driveway 2	NB-L	0.34	15.8	В	29	m29	0.35	26.2	C	31	493	0.37	16.6	В	23	m38	0.39	18.6	В	20	m37	0.40	23.8	c	28	m
& Inving St NW	NB-T	0.05	19.3	8	7	m9	0.09	32.7	C	18	m18	0.15	20.5	C	24	m37	0.19	23.1	(	31	≈50	0.22	27.9	C	44 ×	-
Signalized	NB-R SB-L	0.27	17.6 24.2	- 8	41	m61 36	0.29	11.9 24.4	6	30 19	m30 42	0.29	16.8 24.1	B	52	m69 56	0.29	15.5 25.1	8	36	761 71	0.26	11.1 23.4	В	36	7
	SB-TR	0.60	413	ò	111	153	0.67	41.7	D	129	179	0.75	43.7	Ď	149	206	0.92	47.3	0	172	¥250	0.90	54.4	D	196	¥.
	Intersection		246	C				26.9	C				27.9	c	77			29.8	c		7		40,4	D		
	EB-L	0.62	27.7	c	26	196	0.62	29.6	C	44	195	0.62	29.0	C	40	992	0.62	29.5	C	40	194	0.61	36.5	D	50	Ą
North Capitol St &	EB-T	0.69	29.2	C C	229	305 8316	0.71	34.2	c	250	319 E200	0.74	33.9	c	271	342 8205	0.76	339	(	292	365 8197	0.79	31.7	C	219 172	
Michigan Ave NE/NW Signalized	WB-L	1.09	840	- 1	~211	V404	1.11	98.0		~237	8422	1.14	109.1		~ 249	mM28	1.16	116.8	- 3	~ 262	m8435	1.12	108.6	D E	~235	70
	WB-TR	1.05	65.7		°545	¥695	1.09	78.4	*	~563	¥560	1.13	94.6		~604	V607	1.17	111.7	- 4	~423	¥667	1.22	129.3	F.	~698	
	NB-TR	1.19	121.7		~645	¥743	1.23	139.5		~693	¥790	1.27	154.9	- 1	~720	V817	1.31	171.9	- 1	~757	#854	1.35	199.0		~794	
	SB-TR	1.16	90.2 84.2	F	~629	mW6.59	1.18	130.3	F	~663	m8669	1.20	126.7		~694	mW672	1.23	137.8		~675	m#707	1.25	136.8 129.4	F	~696	п
Franklin St NE &	Intersection EB-TR	0.55	2.3	A		mil	0.57	104.8 12.0	8	49	m89	0.58	112.3		65	m102	0.59	151	A	72	m106	0.60	1.7	A	0	1
Michigan Ave NE	WB-LT	0.73	310	. A	196	238	0.34	31.5		187	241	0.36	32.1	6	190	243	0.29	327	(	191	246	0.78	33.2	. A	193	_
5/gnalized	NB-LR	0.62	17.5	8	217	290	0.65	18.2	- 8	236	305	0.69	19.0	B	256	329	0.72	20.0	8	277	357	0.75	21.1	C	300	1
	Intersection	â	16.7	8			- 3	20.2	(	<u>a:</u> `	¥.		21.5	Ç	- 3	16	186	22.1	C	8.	- 8		18.1	В	580	
Michigan Ave NE &	EB-T WB-T	0.27	27.6 50.4	(	64	91	0.27	27.6 50.4	C	64	91	0.27	27.6 50.4	C	64	91	0.27	27.6	C .	64	91	0.30	29.7	C	69	Ь.
Irving St NE Signalized	WB-T WB-R	0.92	50.4 12.9	P .	262	#375 #645	0.92	50.4 14.7	D a	262	¥375 ¥667	0.92	50.4 16.8	D R	262	¥375 ¥989	0.92	50.4 19.3	0	262	¥375 ¥1011	0.99	67.3 22.2	E	275	Ε.
SKJI KAII ZBD	SB-LR	0.95	5.5	A	22	67	0.44	5.1	A	50	66	0.97	56	A	95	100	0.98	68	A	100	106	0.45	4.2	A	46	+ '
	Intersection	- 1	19.5	B			1 2	19.2	B	100			20.3	c		7 77 1		21.7	C	- 6			25.3	c	1 757	
Park Place NW &	WEL	0.43	8.8	A	70	223	0.45	7.9	A	66	246	0.47	6.4	A	ં અ	m252	0.49	8.3	A	.52	m291	0.51	10.2	В	91	150
Kenyon NW St	WB-T NR-R	0.49	9.7	A	94	291 159	0.50	8.6 14.9	A	96 189	312 194	0.52	6.9 15.4	A B	234	m326 202	0.54	8.6 18.6	A	66 70	m369 227	0.56	10.7	В	102 256	
5/gnalized	NB-R SB-L	0.46	12.9 29.0	B C	169	159 257	0.51	14.9 31.0	8	189 216	194	0.56	33.2	B C	234	302	0.61	186 358	B D	200	227 343	0.67	39.3	C D	256	H
	SB-TR	0.81	36.9	i i	290	327	0.91	32.8	c	290	327	0.81	35.4	Ď	290	327	0.90	358	0	290	322	0.79	328	c	294	1
	Intersection		19.2	В				22,0	C	-	-		18.4	В				20.2	C				20.9	C		
	EB-L	0.74	41.7	D	207	310	0.78	44.2	D	222	202	0.90	45.0	D	236	349	0.83	46.9	D	252	¥390	0.87	51.5	D	274	- 3
Park Place NW &	EB-TR WB-L	0.92	48.0 50.8	D	203	#336 #99	0.82	49.2 49.9	D	204 41	¥339	0.96	55.0 46.6	D D	210	8353	0.85	518 435	D	209 40	#354	0.79	43.9 41.0	D D	206	- 15
Irving St NW Signalized	NB-TR	0.31	15.3	D B	41 117	m122	0.39	166	B.	125	m132	0.36	9.2	A	41 83	92 m92	0.39	170	B.	134	91 m142	0.41	12.9	В	133	- 10
Jyron 200	SB-T	0.79	145	В	369	592	0.81	16.2	8	396	594	0.84	20.0	В	462	693	0.96	23.7	c	465	697	0.89	25.7	c	470	
	Intersection	- 81	22.7	c	18.		- 77	24.1	C	100			25.1	¢	7.0	100	1 (8)	28.5	C		- 3		28.2	c	(9)	
	WB-LTR	0.89	27.1	Ç	331	m337	0.89	23.1	(	159	m180	0.89	19.8	В	158	6.968	0.89	213	(	251	325	1.02	46.0		~311	
Michigan Ave N &	NB-T SB-TR	0.23	169 274	8	85 159	141 #907	0.25	11A 34A	B	53 159	113 8834	0.29	31.1 42.9	C D	193 162	241 ¥857	0.30 1.00	240 50.4	(	152 202	213 894	0.30	22.5 26.1	C	170 145	
Park Place Signalized	Intersection	0.95	25.9	-	158	(au/	U.9/	27.9		128	16289	0.98	34.7	-	302	785/	100	383	D	ase	894	0.55	30.6		145	100
and the same of th	EB-L	0.59	36.8	D	139	191	0.62	37.3	D	151	201	0.65	39.7	D	165	222	0.69	40.7	D	182	243	0.73	44.2	D	201	1
Michigan Ave S &	EBT	0.43	160	В	157	205	0.43	15.9	8	157	205	0.43	15.9	В	157	205	0.43	15.9	8	157	205	0.43	15.9	В	157	
Park Place	WB-T SR-I	0.59	29.5	<u> </u>	170	m191 m236	0.61	32.0 56.4	C	120 210	m124 m226	0.63	25.2	C D	174	m210 m217	0.65	260 556	C	169	m197 m208	0.66	26.6	C	156 221	1
5 ignalized	SB-E SB-R	0.96	50.8	- B	189	m236 m0	0.26	56.4	E	210	m226 m0	0.86	126	B	207	m217	0.83	95	- E	208	m208 m19	0.96	14.3	B	221	+
	Intersection		28.3	- c	ů	100		30.4	c	- 6			30.4	c	- 1	-	100	31.1	Č				33.5	c	-	1
Hobart Place NWI &	EB-L	0.79	549	D	163	# 269	0.79	54.1	D	163	F269	0.78	54.1	D	163	A 5028	0.78	54.1	D	163	#269	0.78	54.1	D	163	- 10
Michigan Ave MW &	EB-T	0.37	0.3	A	0	0	0.38	0.3	A	0	0	0.40	0.3	A	268	0	0.41	0.4	A	0	0	0.42	0.4	A	0	
Warder St NW	WB-T	0.76	15.3	В	214	461	0.79	17.7	8	170	622	0.82	23.6	c	0	647	0.85	30.9		279	F790	0.87	41.1	D	242	189
Signalized	WB-R SB-R	0.09	17 353	A D	42	m8 94	0.09	1.6 35.2	A	42	m7 64	0.08	1.4 35.2	A D	647 42	m6	0.09	1.5 35.2	A	42	mS su	0.09	1.3 35.2	A D	42	⊢
	Intersection	77	125	8	- 7			13.1	В	- 77	-		15.2	В	-			17.9	В				21.6	c		1
7	EB-L	0.89	55.7	E	64	m#144	0.89	64.6	E	91	m#146	0.78	39.5	D	73	m¥120	0.77	380	D	72	m₹119	0.78	38.8	D	74	n
	E9-T	0.70	22.8	C	359	433	0.73	34.9	C	331	410	0.76	33.3	C	366	V445	0.74	336	C	365	440	0.77	34.1	C	369	- 5
	EB-R WB-L	0.24	36 76	A	9	m22 m10	0.25	6.6	A	6	m28 m6	0.25	5.2 9.1	A	8	m24 m6	0.25	6.1 7.4	A	9	m28 m6	0.26	5.9 9.1	A	9	
	WB-TR	1.05	7.6 59.1	A E	-547	m10 #657	1.12	6.7 80.5	A.	~590	#732	U.21	6.1 Max	vernent Baes Nat	Exist	me	0.20	/A	vement Daes Not	Exist 3	- TIG -	0.21	y.1	A vement Does Not	Exist 4	-
First St NW &	WB-T	2/37	0	vement Daes Nat	107			2 0	vement Does Not		4	0.83	22.2	<u> </u>	300	445	0.91	20.9	C	297	434	0.85	22.9	c	193	
Michigan Ave NW	WB-R			ACTION LOCK NO.					A STATE OF THE PARTY OF THE PAR	2000	2	0.64	7.4	A	46	167	0.66	8.1	A	51	199	0.69	6.5	A	0	
Signalized	NB-TR	0.20	62.3	(	29 204	59 #372	0.19	19.6 62.3	8	29 204	56 8372	0.19	19.4	В	27	54 9360	0.19	19.9	8	27 200	25 9360	0.19	19.0 58.3	В	26 200	
	NB-TR SB-1	1.07	62.3 91.5		204	#372 m#262	1.09	62.3 107.6		204	#372 m#319	0.90	30.1	E C	200	#360 m146	0.90	316	E	200	#360 m149	0.90	39.0	E D	200	+
	SB-TR	0.61	216	c	73	m149	0.59	41.5	D	148	m202	0.55	26.4	Ċ	77	m146	0.57	30.1	C	149	m19.5	0.54	33.1	c	147	8
	Intersection	100	46.1	D	8			61.2	1	12			27.6	C		- 53	1397	27.7	c				29.1	c	1907	
NAME OF TAXABLE PARTY.	EB-TR	0.49	5.7	A	1	m1	0.50	3.8	A	89	m148	0.52	44	A	127	197	0.53	5.0	A	92	149	0.54	5.1	A	153	
Half St NW &	WB-I WB-T	0.64	133	В	136	m21 m144	0.67	9.0 1.9	A	8	m9 =30	0.70	10.3	Β΄	8	m9 m34	0.73	119 2.1	B A	8	m13	0.77	14.7 1.8	B A	7 32	-
Michigan Ave NW	NB-LR	0.27	28.2	C	3	m144 40	0.27	28.2	A C	35	m39 40	0.27	20 29.2	C	an 8	40	0.27	28.2	· C	33	m40 40	0.27	29.2	C	32	+
Signalized	Intersection		5.9	Ä				34	A				3.9	À				4.2	A		-		4.3	A		匸
5 ignalized	EB-T	0.37	0.0	A	9	Q	0.39	0.0	A	- 8	-0	0.39	0.0	Ä	- 25	0	0.40	0.0	A	(6)	ū	0.41	0.0	A	1980	
PU-DO Out &		0.49	0.0	A		0	0.50	0.0	A	- 1	0	0.51	0.0	A		0	0.51	0.0	A		0	0.52	0.0	A	1997	$\vdash$
PU-DO Out & Michigan Ave NW	WB-T	0.13	117	B A	-	11	0.13	118	B.		11	0.13	119	B		11	0.13	119	B		11	0.13	120	B	10201	
PU-DO Out &	NB-R	100		A	32	45	0.12	6.9	A	32	45	0.12	6.8	A	32	45	0.12	6.9	A	32	45	0.12	6.9	A	32	+
PU-DO Gut & Michigan Ave NW Unsignalized	NB-R Intersection	100	6.8		97	120	0.32	9.1	Ä	97	120	0.32	8.1	Ä	97	120	0.32	8.7	Ä	97	119	0.32	9.1	Ā	97	
PU-DO Out & Michigan Ave NW Unsignalized Michigan Ave NE &	NB-R	0.12 0.32	6.8 8.1	A		100		7.7	A	77	8.	100	7.7	Ä	. 2	- 32		7.7	A	10	- 2	27	7.7	A	189	
PU-DO Out & Michigan Ave NW Unsignalized Michigan Ave NE &	NB-R Intersection NB-TR SB-LT Intersection	0.12 0.32	8.1 7.7	A	. 8				A	30	0	0.40	0.0	A	- 10	0	0.40	۵۵	A		a	0.39	0.0	A	1 0.00	
PU-DO Out & Mikhigan Ave NW Unsignalized Mikhigan Ave NE & Trinity University Ped Crossing Sognalized	NB-R Intersection NB-TR SB-LT Intersection EB-T	0.12 0.32 - 0.39	8.1 7.7 0.0	A	, 8 R		0.39	0.0		_		12.72					0.89								1001	
PU-DO Out & Michigan Ave NW Unsproduced Michigan Ave NE & Frintly University Ped Crossing Signotized  Proposed Driveway 1.	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR	0.12 0.32 - 0.39 0.39	9.1 7.7 0.0 0.0	A A	× ×	0	0.96	0.0	(A)	15	0	0.87	0.0	A	- 8			0.0	A	- 0	0	0.92	0.0	A		
PU-DO Out & Michigan Ase NW Unsignalized Michigan Ase NE & Trinity University Ped Crossing Segnatized	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR SB-R	0.12 0.32 - 0.39	9.1 7.7 0.0 0.0 31.3	A	\$ \$			0.0 42.0	A D		22	0.87	60.1	E	- 1	45	0.64	92.7	A F		77	0.92 1.12	0.0 251.8			
PU-DO Out & Michigan Ave NW Unsignalized Unsignalized Trinity University Ped Crossing Signalized Proposed Orkeway 1.	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR	0.12 0.32 - 0.39 0.39	9.1 7.7 0.0 0.0	A A	31	0	0.96	0.0 42.0 0.4	(A)	- - - 75	0 22 92		60.1 0.9	A E A D	117				(4)	155			0.0	A F	169	t
PU-DO Out & Michigan Asse NW Unsgrouted Michigan Asse NE & Trinity University Ped Crossing Signalized Proposed Driveway 1.	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR SB-R Intersection EB-T EB-T EB-T	0.12 0.32 0.39 0.39 0.94 0.10 0.30	81 7.7 0.0 0.0 31.3 0.1	A A A C	31 163	0 8	0.96	0.0 42.0	A D	75 153	0 22 92 52	0.42	60.1	E A	117 131	45	0.64	927 15 44.2 35	(4)	: : : : : : : : : : : : : : : : : : :	77	1.12	0.0 251.8 5.0	A F A	62	
PU-DO Gut & Mikhigan Ave Net Unisignalized Mikhigan Ave Nt & Trinity University Feet Crossing Symposized Proposed Driveway 1. Linsayonized Invine St & Proposed Orteway 3.	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR SB-R Intersection EB-L Intersection EB-T WB-TR SB-R Intersection EB-L INTERSECTION INTERSECTIO	0.12 0.32 0.39 0.39 0.39 0.10 0.30 0.39	81 77 00 00 313 01 354 33 45	A A A C A D A A A	31 163 83	0 8 - 53 53 56	0.86 0.24 - 0.47 0.39 0.76	0.0 42.0 0.4 38.9 3.8 5.1	A D A D A A	153 74	92 52 67	0.42 0.52 0.40 0.96	60.1 0.8 43.2 3.1 9.7	E A D A	131 79	45 - 132 64 107	0.64 - 0.66 0.40	92.7 1.5 44.2 3.5 13.1	A D A B	167 82	77 #203 92 121	1.12 - 0.64 0.39 1.02	0.0 251.8 5.0 37.0 2.8 41.8	A A D	62 ~677	
PU-DO Out & Michigan Asse Nati Unaggraded  Michigan Asse NE & Trinity Unbership Red Crossing Segmented  Proposed Ortheway 1 Unaggrated  Inving \$1 & Inving \$1 &	NB-R Intersection NB-TR SB-LT Intersection EB-T WB-TR SB-R Intersection EB-T EB-T EB-T	0.12 0.32 0.39 0.39 0.94 0.10 0.30	81 77 00 00 313 01 354 32	A A A C A D		0 8	0.96 0.24 - 0.47 0.49	0.0 42.0 0.4 38.9	A D A D	153	92 52	0.42 0.52 0.40	60.1 0.9 43.2 3.1	E A D	131	45 132 64	0.64 - 0.66 0.40	927 15 44.2 35	A D A	167	77 #203	1.12 0.64 0.39	0.0 251.8 5.0 37.0 2.8	A A D	62	

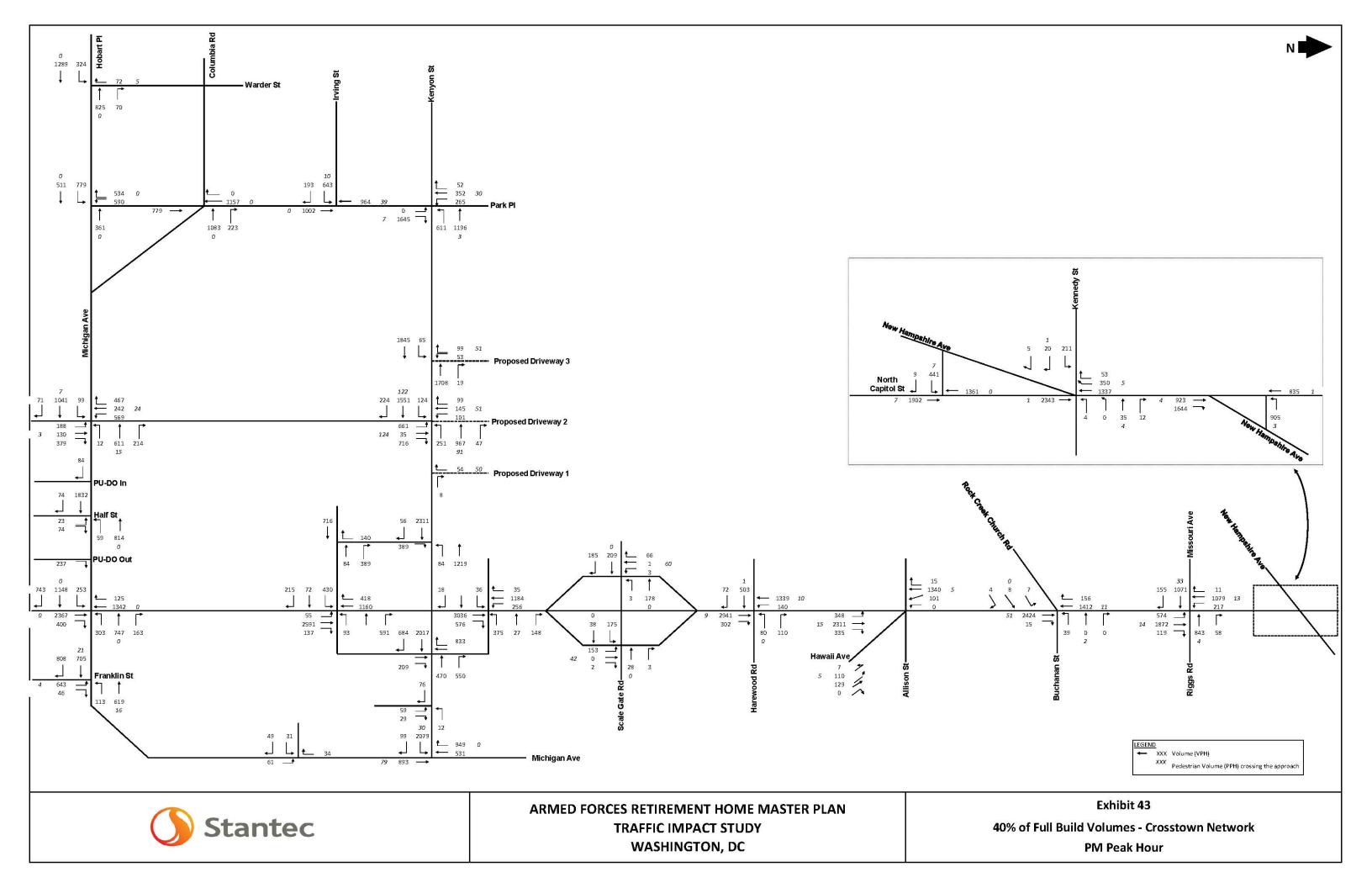
	1			20% Build Conditio	in				0% Build Conditi	on			6	0% Build Conditi	on				80% Build Conditi	ion				Full Build Conditio	n
	LANE	v/c		Level of	50th Queue	95th Queue	v./c		Level of	50th Queue	95th Queue	v/c		Level of	50th Queue	95th Queue	v./c		Level	50th Queue	95th Queue	V/C		Level of	50th Queue
Intersection	GRO UP	Retio	Delay	Service	(ft)	(ft)	Retio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)	(ft)	Retio	Delay	Service	(ft)	(ft)	Ratio	Delay	Service	(ft)
North Capitol St &	WB-L	0.74	303	С	263	338	0.75	308	С	270	347	0.77	82.7	- +	278	356	0.78	319	С	226	367	0.30	326	С	293
New Hampshire Ave NE Signolized	NB-T SB-T	0.93	71.1 42.1	E D	621 272	m647 4560	052 088	521 443	D D	176 285	m135	0.95	29.3 48.1	C n	125 296	m110 #414	058 093	613 505	E D	222 310	m136 #435	0.61 0.96	615 55.1	E	191 323
signolized	Intersection		47.8	D			·	424	D		4304		53.0	D	200	4414		483	D	320	4405		50.1	0	
	EB-LTR	0.82	26.4	С	46	m#77	082	26.0	С	46	m#77	082	27.5	С	40	<b>#69</b>	082	27.4	С	46	m#77	082	26.0	С	46
North Capitol St &	WB-LTR	0.13	31.9	С	25	60	0.18	324	С	26	60	0.17	32.6	С	25	61	0.18	34.0	С	27	62	0.13	34.5	С	25
Kennedy St NE/NW Signolized	NB-T SB-T	1.00 0.58	67.6 21	A	85	m 435	1.04 0.60	69.8 2.2	A A	~91 1	908	1.10 0.63	66.6 64.8		~101 403	m1040 m571	112 064	91.4 503	P D	*344	m1004 m1	1.16	101.7 3.2	A A	~812 1
Signosteo	Intersection	0.56	425	D			080	44.0	D			0.65	63.4	E	4.5	MD/1		73.4	E		. ma	- 0.00	63.9	E	
New Hampshire Ave NW &	EB-TR	0.79	110.9	(4)	147	₹270	0.79	110.9		147	₹270	0.61	46.4	D	138	220	0.79	110.9		147	¥270	0.79	1109	1	147
Kennedy St NW	MB-LT	0.09	4.2	A	3	3	0.09	39	A	3	3	0.09	28	A	2	3	0.09	2.6	A	2	2	0.09	21	A	2
Signolized	SB-TR	0.18	0.2	A	0	m0	0.18	0.2	A	0	m0	0.18	6.9	A	61	m63	0.18	0.2 39.1	A	0	m0	0.18	0.1 39.1	A	0
North Capitol St &	Intersection EB-LR	0.52	39.2 35.1	0	131	182	052	39.2 35.1	D	131	182	052	20.5 108.0		131	182	052	39.1	C	131	182	052	35.1	0	131
New Hampshire Ave NW	NB-T	1.26	405.4	į.	*968	m9526	195	463.1	7	1675	m#1100	2.05	4913	- 1	"634	m#11Œ	222	581.2	-	*697	m#1.251	2.25	588.5	1 1	"642
Signalized	SB-T	0.62	109	В	254	305	0.64	113	В	273	313	0.96	1.4	A	5	6	069	703	E	468	546	0.70	13.1	В	298
4.00.00.00.00.00.00	Intersection EB-TR	1.18	214.0 128.0	*	~530	<b>9</b> 667	1.19	245.6 125.5	1	·535	#671	1.20	267.9 128.1	- 1	~540	<b>\$676</b>	1.20	333.8		-54	#681		3 20.2 1329		·- ·-548
	INIB-TR	0.89	425	0	*530 302	\$657 \$4.77	089	425	D	302	₹6/1 ₹422	0.89	425	D	754U 302	\$676 \$422	089	130.2 425	D	302	#422	1.21	1329 425	D	302
North Capitol St &	NB-L	2.24	5803	+	~510	m#584	2.24	579.4		*487	m#59.2	2.02	483.1		*534	m#600	214	536.5	-	*519	m#625	2.24	5828	1	*612
Missouri Ave NW / Riggs Rd NE	NB-TR	1.36	184.7	F	~762	m#900	1.43	221.9		~973	m#812	1.49	245.6		<b>~897</b>	m#1049	156	275.3		*905	m#1121	1.63	3CF 1	- 7	~1119
Signalized	SB-L	1.01	85.7		*69	₹253	1.01	839	(E)	*81	₹25.2	1.00	81.0	18	79	<b>#247</b>	1.01	96.6	2	105	m₹251	1.01	74.6		114
	SB-TR Intersection	0.98	53.2 196.2	D	337	<b>\$</b> 602	081	227 168.3	С	425	493	029	48.1 172.6	D	306	377	091	75.0 194.6	E	462	<b>#535</b>	0.93	28.2 2008	С	72
	EBLT	0.11	24.4	c	11	35	0.11	69.8		12	37	0.11	18.3	В	2	5	0.11	183	В	2	5	0.11	22.4	С	3
North Capitol St &	EB-R	0.08	228	С	- 3	14	0.03	678	E	3	15	0.08	16.2	В	0	2	0.03	16.2	В	0	2	0.08	20.8	С	1
Rock Creek Church Rd NW /	INIB-LTR	0.65	81.6	F.	25	#30	0.65	31.6	1	25	30	0.35	47.5	D	25	57	035	475	D	25	57		Mos	vernent Does Not	
Buchanan St NE Signolized	SB-TR NB-TR	0.69	10.0 65.1	A	118	m160 m376	0.7 2 1.16	18.1 968	В	50B **1139	m632 #1447	0.67	10.1 70.3	В	158 "1160	m301 #1521	070 1.15	11.4 89.2	В	177	m3 27 #160B	0.63 1.05	3.4 40.8	A	34 0
Signment	Intersection	1.11	43.7	D	739	m3/0	1.10	66.2	E	-1159	4144	1.11	46.8	D	-1100	41521	1.15	588	E	1.240	*10CD	1.15	26.4	С	
	NB-L	1.63	309.9	(F)	~251	m#255	1.13	110.8		"271	#472	1.17	128.9	1 (8)	<b>~267</b>	<b>#429</b>	092	137.1		*308	<b>#506</b>	1.28	151.1	4	<b>"318</b>
	NB-LR	152	258.8	(F)	~1187	m#1309	130	155,6		~1 203	#1332	134	176.6		~1277	<b>#1406</b>	0.73	198.0		~1353	#1480	1.44	218.5		~1427
North Capitol St & Hawaii A ve NE/Allison St NE	SB-LT SB-R	0.33	23.7	C	51 210	m64 344	033	383	D	61	11 2 2/3	0.33 0.63	38.3	D	61 251	112 291	0.19	383	D	61 2 <b>4</b> 6	11.2 31.1	0.33	38.3	D	61 263
Hawaii A ve NE/Allison St NE Signolized	SB-R NW-TR	0.71 1.10	16.9 1.25.8	В	210 ~193	344 #350	0.60	108 39.9	B	216 79	138	0.63	11.8 39.9	B D	281 79	138	0.73	13.2 39.9	B D	246 79	138	0.41	15.1 39.9	B	263 79
Jigita 120	Intersection		1808	*				103.7	1	140			1173	The state of	100			131.3	,				145.0	, i	
No Parker Conference on Parker Architecture	NB-T	1.07	60.2	F	~0	m 463	1.15	107.1		~636	m1.287	1.19	124.6		~636	m1366	1.23	141.9		. 16 <b>6</b> 8	m1450	1.20	107.8	- 7	~17
North Capitol St &	SB-T	0.38	129	В	207	315	0.41	6,0	A D	114	137	0.43	6.2	A	120	144	0.45	6.3	A D	127	15 2 93	0.43	4.4 67.4	А	103
Harewood Rd NE (North) Signalized	IN B-L	0.35 0.53	42.1 47.0	D D	49 67	93 122	031	40.6 85.0	D	147	94 #796	031 094	40.6 36.1	D	46 147	94 #297	0.29	393 807	D	48 1 <i>0</i> 7	93 #294	0.41	206.3	D	51 ~191
Signosteo	Intersection		45.4	D		122		75.2	E	14	120		36.5	-	147	121		97.4	-	16	124		805	*	
	EB-TR	0.80	44.2	D	188	246	080	44.2	D	188	246	020	44.2	D	188	246	080	44.2	D	188	246	0.80	44.2	D	188
	NB-T	1.55	278.5		~1065	m#1421	1.79	385.4		*1205	m#1645	125	413.1	- 1	*1Z%	m#17.25	133	424.5		~1 249	m#1792	1.78	369.5		*1241
North Capitol St & Hare wood Rd NW (South)	NB-R SB-L	0.38 1.08	21.0 127.8	С	113	m136 #235	0.41 081	168 71.4	В	131 95	m178 #229	0.41 0.81	16.4 71.2	В	126 95	m173 #229	0.41 081	165 710	В	125 95	m173 # 229	0.38 1.08	0.7 128.7	A	1 "102
Signolized	SBT	054	5.0	A	67	74	057	11.7	В	190	281	0.59	13.2	8	203	318	0.42	69	A	120	154	0.44	4.9	A	87
	Intersection		166.2	E		82		226.8	7	13:01	2.00		243.7	4 7	1001	-	- 6	249.7		8: 1		5/	219.5	2	- 1
SB North Capitol St Ramp &	EB-TR	0.13	0.0	A		0	0.29	0.0	A		0	0.29	23	A	14	30	034	18	A	13	31	0.38	2.1	А	35
Scale Gate Rd	MB-LT			A		0	0.00	0.2	A	30	0	0.24	1.5	A	2	3	0.28	3.2	A	13	32	031	1.1	A	3
Cinnalizad		0.00	03		20		017	103	8		10	037	126	R	16	2500	070	6.7				0.68	0.6		
Sig no lized	SB-LTR Intersection	0.05	93	A	20. 10	4	0.12	103	B	100	10	032	12.6 3.2	B	16	m35	039	6.7 28	A	1	- 27	0.58	9.6 27	A	4
NB North Capitol St Ramp &	SB-LTR Intersection EB-LT		93		10	4 - 9	0.12		B A B	560	10	032		B A rement Does Not	16 - Exist	m35			A A verne nt Does Not	1 - t Exist		0.53	27 Mov	A A verment Does Not	4 - Brist
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L	0.05	93 10 65		Exist	9		1.2	B A B verment Does Not	Exist	10 - 25	050	3.2 Mov 10.0	B A rement Does Not A	Exist 64	31	064	28 Mo 176	A vernent Does Not B	t Exist	106	0.72	27 Mov 37.9	A A verment Does Not	5x6t 268
NB North Capitol St Ramp &	SB-LTR Intersection EB-LT EB-L EB-T	0.05	93 10 65 Mc	A A	Exet	9	0.47	1.2 124 Mo	A B	Exet	25	050 0.08	3.2 Mov 10.0 5.2	B A rement Does Not A A	16 - Exist 64 10	m35	064	28 Mo 176 6.6	A verne nt Does Not	1	106 25	0.72 0.12	27 Mon 37.9 12.1	A A verment Does Not D B	5kkt
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WIB-TR	0.05	93 1.0 65 Mc	A A	5xist	9		1.2 124 Mo	A B	Exet	. 25	050 0.08 0.06	3.2 Mov 10.0 5.2 6.1	A rement Does Not A A	Exist 64	31 16 16	064 011 008	28 Mo 176 66 63	A verment Does Not B A A	1		0.72 0.12 0.09	27 Mov 37.9 12.1 8.4	A A werment Does Not D B A C	268 268 49 27
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WIB-TR NB-L Intersection	0.05 0.11 0.02 0.02 0.32	93 10 65 Mc	A A A A Overment Does Not A B A		0 34	0.47 0.07 0.07	1.2 124 Mo 8.6 141 128	A B everment Does Not A B B		0.2 2.2 2.2	050 008 006 056	3.2 Mov 10.0 5.2 6.1 17.9 123	A sement Does Not A A A B B B	64 10 8 60 .	31 16 16 16 m85	064 011 008 063	28 Mo 176 6.6 6.3 15.1 14.6	A verment Does Not B A A B B	10 44	25 19 m67	0.72 0.12 0.09 0.85	27 Mov 37.9 12.1 8.4 33.2 31.1	A werment Does Not  D B A C	. Eket 258 49 27 113
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WIB-TR NB-L Intersection EB-L	0.05 0.11 0.02 0.02 0.32	93 10 65 Mc 00 175 100 44.2	A A A A A A A A A A A A A A A A A A A	Exist	0 34	0.47 0.07 0.44	1.2 124 Mo 8.6 14.1 128 45.9	A B sement Does Not A B B D		. 25	050 008 008 006 056	3.2 Mov 10.0 5.2 6.1 17.9 123 65.8	A sement Does Not A A B B B D	- Exist 64 10 8	81 16 16 16 m85	064 011 008 063	28 Mo 176 66 63 151 146 478	A verment Does Not B A A B B D	10	25 19 m67 •	0.72 0.12 0.09 0.85	27 37.9 12.1 8.4 33.2 31.1 90.1	A we ment Does Not  D B A C C D	268 49 27 113
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WIB-TR NB-L Intersection EB-L EB-TR	0.03 0.11 0.02 0.32 0.16 0.08	93 10 65 Ms 00 175 100 44.2 0.2	A A A A Overment Does Not A B A		0 34 -	0.47 0.07 0.44 0.29 0.06	1.2 124 Mo 8.6 14.1 128 45.9 0.4	A B everment Does Not A B B		0.2 2.5 0.2 2.2	050 008 008 006 056 0	3.2 Mov 10.0 5.2 6.1 17.9 12.3 65.8 0.5	A sement Does Not A A A B B B	64 10 8 60 - 33 0	81 16 16 m85 - 70	064 011 008 063 - 0.46	28 Mo 175 65 63 151 145 478 05	A verment Does Not B A A B B	10 44 - 45 0	25 19 m67 - 35	0.72 0.12 0.09 0.85 - 0.54 0.13	27 37.9 12.1 8.4 33.2 31.1 90.1 0.7	A werment Does Not  D B A C	- Exist 258 49 27 113 - 55 0 0
NB North Capitol St Ramp & Scale Gate Rd	SB-LTR Intersection EB-LT EB-L EB-T WIB-TR NB-L Intersection EB-L	0.05 0.11 0.02 0.02 0.32	93 10 65 Mc 00 175 100 44.2	A A A A A A A A A A A A A A A A A A A		0 34	0.47 0.07 0.44	1.2 124 Mo 8.6 14.1 128 45.9	A B sement Does Not A B B D		0.2 2.2 2.2	050 008 008 006 056	3.2 Mov 10.0 5.2 6.1 17.9 123 65.8	A sement Does Not A A B B B D	64 10 8 60 .	81 16 16 16 m85	064 011 008 063	28 Mo 176 66 63 151 146 478	A verment Does Not B A A B B D	10 44	25 19 m67 •	0.72 0.12 0.09 0.85	27 37.9 12.1 8.4 33.2 31.1 90.1	A we ment Does Not  D B A C C D	268 49 27 113
NB North Capitol St Ramp & Scale Cate Rd Signe lited Signe lited North Capitol St &	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L UB-TR NB-L UB-TR	0.05 - 0.11 0.02 0.32 - 0.06 0.03 1.44 0.38 1.27	93 10 65 Mc 00 175 100 44,2 02 247,7 109 144,9	A A A A A A A D A B A A D A B B A B A B		0 34 34 449 65 m995	. 047 007 044 . 029 006 136 039	1.2 124 Mo 8.6 14.1 128 45.9 0.4 23.5 9.7 163.0	A B Swement Does Note A B B D A	23 0	. 25 02 22 . 53 0 9477 76	050 008 005 005 005 038 008 008 0.40	3.2 Moo 10.0 5.2 6.1 17.9 12.3 65.8 0.5 179.0 11.9	A A A A B B B D A A B B B B D A B B B B	- Brief	81 16 16 mss 70 0 9486 84 m#1049	064 011 008 063 - 0.45 011 1.21 0.41	28 Mo 178 65 63 151 148 478 08 1488 132 2026	A verne nt Does Not B A A B B B B B B B B B B B B B B B B	10 44 - 45 0 309 18 1053	25 19 m67 - 35 0 #456 96 m#1073	0.72 0.12 0.09 0.85 0.54 0.13 1.16 0.45	27 Mov. 37.9 12.1 8.4 33.2 31.1 50.1 0.7 131.4 21.5 217.6	A verment Does Not  0  B  A  C  C  C  C  C	268 48 27 1113
NB North Capitol St Ramp & Scale Gate pd Signalized  North Capitol St & North Capitol St & North Capitol St &	SBLTR Intersection EBLT EBL EB-T INB-TR MB-L Intersection EB-L EB-TR WB-L WB-TR MB-TR MB-T NB-R	0.05 - 0.11 - 0.02 - 0.32 - 0.16 - 0.08 - 1.44 - 0.38 - 1.27 - 0.60	93 10 65 00 175 100 44.2 0.2 247.7 10.9 144.9 24	A A A A A A A B B A D A		0 34 - 34 0 #499 65 m9955	. Q47 Q47 Q44 . Q29 Q06 136 131 Q63	1.2 124 Mo 8.6 14.1 128 45.9 0.4 23.5 9.7 193.0 3.6	A B B B D A F		. 25 0.2 2.7 . 53 0 #477 78 m#994	050 008 008 009 008 008 1.28 0.40 1.35	3.2 Mov 10.0 5.2 6.1 17.9 12.3 66.8 0.5 179.0 180.4 3.0	A A A B B D A	- Bkiet - 64 10 8 8 60 33 0 0 **324 10 **1000 0	. 81 16 16 m85 	064 011 008 063	28 Mo 175 65 63 151 145 478 05 1488 132 2026 3.1	A verme at Does Not B B A A B B B D A A	10 44 - 45 0 	25 19 m67 -	0.72 0.12 0.09 0.85 - 0.54 0.13 1.16 0.70	27 Mov 37.9 12.1 8.4 33.2 31.1 50.1 0.7 131.4 21.5 21.7 5 9.2	A verment Does Not D B A C C C D A	268 49 27 1113 - 56 0 0 "253 59 "11101 164
NB North Capitol St Ramp & Soile Gate Rd Signelized  North Capitol St &	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L INS-TR NB-T NB-T SB-L SB-TR	0.02 0.11 0.02 0.32 0.08 1.44 0.38 1.27 0.60	93 10 65 86 00 175 100 44,2 22,7 109 1449 24 61,0	A A A A A Overment Does Not B B A D A B F B B A E		0 34 34 0 4499 65 m955 m9776	0.07 0.44 - 0.029 0.06 1.36 0.39 1.31 0.653 0.74	1.2 124 Mo 8.6 14.1 128 0.4 213.5 9.7 163.0 3.6 555	A B S Verment Does Note A B B B D A F A B B B B B B B B B B B B B B B B B	25 0 '337 6 '953 1 179	0.2 2.2 2.2 53 0 4477 78 m#904 m25	- 050 0.05 0.05 0.05 - 0.08 0.08 1.28 0.40 1.35 0.65	3.2 Mo. 10.0 5.2 6.1 17.9 123 0.5 8 0.5 179.0 119 130.4 3.0 61.2	A A A B B B D A A F B B B B B B B B B B B B B B B B B	- Brist 64 10 8 60 33 0 0 100 100 100 0 0 181	81 16 16 16 685 - 70 0 4456 84 4456 84 4450 m25 m25	064 011 008 063 - 0.45 011 1.21 0.41 1.40 0.66 0.87	28 Mo 176 6.6 6.3 15.1 146 478 0.6 148.8 13.2 2026 3.1 746	A verne nt Does Not B A A B B B B B B A A B B B B B B B B	10 44 - 45 0 309 18 1063 0	25 19 m67 -	0.72 0.12 0.09 0.85 - 0.54 0.13 1.16 0.45 1.47 0.20	27 Mon 37.9 12.1 8.4 33.2 31.1 0.7 131.4 21.5 217.5 9.2 79.5	A verment Does Not  D B A C C C C D A	268 49 27 113 - 56 0 0 "253 59 "1101 164 175
NB North Capitol St Ramp & Scale Gate Pd Signelized  North Capitol St & North Capitol St &	SBLTR Intersection EBLT EBL EB-T INB-TR MB-L Intersection EB-L EB-TR WB-L WB-TR MB-TR MB-T NB-R	0.05 - 0.11 - 0.02 - 0.32 - 0.16 - 0.08 - 1.44 - 0.38 - 1.27 - 0.60	93 10 65 00 175 100 44.2 0.2 247.7 10.9 144.9 24	A A A A A A A D A B A A D A B B A B A B		0 34 - 34 0 #499 65 m9955	. Q47 Q47 Q44 . Q29 Q06 136 131 Q63	1.2 124 Mo 8.6 14.1 128 45.9 0.4 23.5 9.7 193.0 3.6	A B Swement Does Note A B B D A		. 25 0.2 2.7 . 53 0 #477 78 m#994	050 008 008 009 008 008 1.28 0.40 1.35	3.2 Mov 10.0 5.2 6.1 17.9 12.3 66.8 0.5 179.0 180.4 3.0	A A A A B B B D A A B B B B D A B B B B	- Bkiet - 64 10 8 8 60 33 0 0 **324 10 **1000 0	. 81 16 16 m85 	064 011 008 063	28 Mo 175 65 63 151 145 478 05 1488 132 2026 3.1	A verne nt Does Not B A A B B B B B B B B B B B B B B B B	10 44 - 45 0 	25 19 m67 -	0.72 0.12 0.09 0.85 - 0.54 0.13 1.16 0.70	27 Mov 37.9 12.1 8.4 33.2 31.1 50.1 0.7 131.4 21.5 21.7 5 9.2	A verment Does Not  0  B  A  C  C  C  C  C	268 49 27 1113 - 56 0 0 "253 59 "11101 164
NB North Capitol St Ramp & Sale Gate pd Signelized  North Capitol St & North Capitol St & North Capitol St &	SB-LTR Intersection EB-LT EB-L EB-T WB-TR NB-L Intersection EB-L EB-TR WB-L WB-TR NB-TR NB-T NB-T NB-R SB-L SB-TR Intersection EB-L SB-TR	0.02 0.11 0.02 0.32 0.32 0.08 1.44 0.33 1.77 0.70 0.70 0.70 0.32 1.72	93 100 65 00 175 100 44.2 02 287,7 109 1449 24 61,0 09 99	A A A A A A A A A A B A B A B A A B A A B A A B A A B A B B A A B		0 0 34 - 34 0 4499 65 m9955 m5 m9276 17	0.47 0.07 0.07 0.44 0.29 0.06 1.36 0.39 1.31 0.63 0.74 0.35 1.21	1.2 124 Mo 8.6 128 459 0.4 23.5 9.7 163.0 3.6 555 10.2 106.7 148.7	A B B Verme nt Does Not B B B B B B B B B B B B B B B B B B B	25 0 '337 6 '953 1 179 149	. 25 0.2 2.2 2. 53 0.9 4477 78 m#99.4 m#323 206 - 9506	0.50 0.05 0.05 0.05 0.56 0.38 0.08 1.28 0.40 1.35 0.65 0.80 0.39	3.2 Mov. 1000 5.2 6.1 17.9 12.3 45.8 179.0 11.9 130.4 3.0 61.2 11.27 139.3	A A A A A B B B D A A F B B B B B B B B B B B B B B B B B	- Exist 64 10 8 8 60	31 16 16 16 70 70 4456 84 m#1049 m25 m4598 234	0.64 0.11 0.08 0.63 - 0.45 0.11 1.21 0.41 1.40 0.66 0.87 0.42 - 1.19	28 Mo 178 6.6 6.3 15.1 146 478 0.6 148.8 13.2 2026 3.1 74.6 123 1227	A verme nt Does Note B B A A B B B B B B B B B B B B B B B	10 44 - 45 0 	25 19 m67	0.72 0.12 0.09 0.88 - 0.54 0.13 1.16 0.45 1.49 0.20 0.63 0.45	27 Mox 379 121 8.4 8.5 31.1 50.1 0,7 131.4 21.5 217.6 9.2 79.5 8.4 127.5 139.3	A verment Does Not D D B A A C C C D A A T C C C D A A T C C C C D A A T C C C C D A A T C C C C C D A A T C C C C C C C C C C C C C C C C C	288 49 27 113
NB North Capitol St Ramp & Scale Gate Pd Signelized  North Capitol St & North Capitol St &	SB-LTR Intersection EB-LT EB-L EB-T WB-TR MB-L Intersection EB-L EB-TR WB-L BB-TR MB-L UB-TR NB-R SB-L SB-TR Intersection EB-L EB-TR Intersection	0.05 	93 10 65 00 175 100 44,2 20,7 144,9 24 610 09 99,0 146,7 23,3	A A A A A A A B B A A A B B A A C C C C		0 34 0 34 0 9469 65 m9935 m5 m5 m9276 1 2 4508	. 0.47 0.07 0.044 . 0.29 0.06 1.36 0.39 1.31 0.63 0.74 0.35 	1.2 124 Mo 8.6 14.1 128 45.9 0.4 223.5 9.7 163.0 3.6 55.5 10.2 106.7 283.3	A B B Verme nt Does Notes Note		25 0.2 2.2 2.2 5.3 0 9477 78 m8994 m.25 126	. 050 0.08 0.08 0.08 0.08 . 0.08 1.28 0.40 1.38 0.65 0.80 0.39 	3.2 Mov. 1000 5.2 6.1 17.9 12.3 46.8 0.5 179.0 1119 130.4 3.0 61.2 11.2 112.7 130.3 31.4	A we ment Doos Not A A A A B B B D A A B B B D C A B B B B B B B B B B B B B B B B B B	5kist 64 10 8 60	81 16 16 16 70 0 8486 488 189 1049 m25 1898 238 -	. 064 011 008 063 . 046 011 1.21 0.41 1.40 0.66 0.37 0.42 	28 Mo 175 65 63 151 148 478 06 1488 132 2026 3.1 123 1227 139.3 314	A A Vermen in Does Not See See See See See See See See See Se	10 44	25 19 m67 - - - - - - - - - - - - - - - - - - -	0.72 0.12 0.09 0.88 - 0.54 0.13 1.16 0.70 0.85 1.45 0.70 0.85 1.45 0.75	27 Mov. 379 12.1 8.4 33.2 31.1 50.1 0.7 131.4 2.6 217.6 9.2 79.6 8.4 127.6 139.3 31.4	A we ment Does Not Do	288 49 27 113
NB North Capitol St Ramp & Scale Gate Pd Signelized  North Capitol St & North Capitol St &	SB-LTR Interaction EB-LT EB-L EB-T MB-TR MB-TR L Interaction EB-L MB-TR MB-T MB-T MB-T MB-T MB-T MB-T MB-T MB-T	0.02 0.01 0.02 0.32 0.35 0.08 1.74 0.03 1.77 0.70 0.70 0.70 0.70 0.70 0.70	93 100 65 00 175 100 44.2 02 287,7 109 144.9 24 61.0 99.0 148.7 28.3 37.9	A A A A A A A A A A B A B A B A A B A A B A A B A A B A B B A A B		0 34 - 34 - 0 4809 65 m9055 m5076 17 - 4508 82	. 0.47 0.47 0.44 	1.2 124 Mo 8.6 1441 128 459 O.4 233.5 9.7 163.0 3.6 555 102 20.7 148.7 28.3 20.2	A B B B B B B B B B B B B B B B B B B B	23 0 -953 6 -953 1 179 149 	. 25 0.2 2.2 2. 53 0.9 4477 78 m#99.4 m#323 206 - 9506	050 008 008 005 05 008 1.28 0.00 1.28 0.00 1.28 0.00 1.28 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	3.2 Move 100 100 100 100 100 100 100 100 100 10	A A A A A A A A A A A A A A A A A A A	50st	31 16 16 16 70 70 4456 84 m#1049 m25 m4598 234		28 Mo	A A A B B B B B B B B B B B B B B B B B	10 44	25 19 m67 	0.72 0.12 0.09 0.09 0.05 0.13 1.16 0.45 0.70 0.93 0.85 0.70	27 Mov 77.9 12.1 8.4 33.2 31.1 50.1 0.7 131.4 24.8 217.6 9.2 79.5 8.4 127.6 139.3 31.4 40.4	A A Let ment Does Not be a C C C C D A A E C C C D A A E C C C D D D D D D D D D D D D D D D D	5ket 288 48 27 113 1
NB North Capitol St Ramp & Scale Gate Pd Signelized  North Capitol St & North Capitol St &	SB-LTR Interaction E-Bi-LTR E-Bi-L E-Bi-L E-Bi-TR MB-TR MB-T	0.02 0.11 0.02 0.32 0.46 0.02 1.44 0.38 1.77 0.70 0.70 0.32 1.74 0.70	93 100 65 00 175 100 44.2 02 247,7 109 1449 24 610 99.0 143,7 25,7 25,7 37.9 07	A A A A A A A B B A A A B B A A C C C C		0 34 0 34 0 9469 65 m9935 m5 m5 m9276 1 2 4508	0.07 0.44 0.29 0.08 1.36 0.74 0.35 0.74 0.35 0.74 0.35 0.74 0.35 0.74 0.35	1.2 124 Me 8.6 141 128 459 0.4 23:5 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:0 9.7 163:7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.	A B B Verme nt Does Notes Note		. 25	0.50 0.08 0.05 0.56 0.38 0.08 1.38 0.40 0.40 0.55 0.80 0.90 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	3.2 Mov 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	A we ment Doos Not A A A A B B B D A A B B B D C A B B B B B B B B B B B B B B B B B B	64 10 64 10 8 60 10 10 10 10 10 10 10 10 10 10 10 10 10		064 011 008 063 063 011 121 041 140 069 087 047 047 047 047 047 047 047 047 047 04	28 Mo 176 65 65 63 151 146 478 06 1488 152 2026 31 746 1227 1293 1227 1393 414 414 07	A A Vermen in Does Not See See See See See See See See See Se	10 44 45 0 - 9308 18 - 1063 0 181 181 179 100 61 0 222	25 19 m67 . 85 0 #456 96 m81,073 m24 m826 212 . #499 1533 m92 0 m38		27 Mov. 379 12.1 8.4 33.2 31.1 50.1 0.7 131.4 2.6 217.6 9.2 79.6 8.4 127.6 139.3 31.4	A we ment Does Not Do	564t
NB North Capitol St Ramp & Scale date Rd Signelized  North Capitol St &	SBLTR Interaction EBLT EBL	0.02 0.11 0.02 0.32 - 0.18 0.02 1.44 0.38 1.77 0.60 0.70 0.52 - 1.21 0.70 0.40	93 10 65 Mc 00 175 100 44.2 20.7 109 24 610 09 990 146.7 25.3 37.9 07	A A A A A B B A A B A A B A C B A C C C C		0 34	0.47 0.47 0.44 0.29 0.06 1.36 0.39 1.31 0.63 0.74 0.35 1.21 0.70 0.50 0.41 0.33 0.41	1.2 124 Mo 8.6 144 128 459 0.4 23.5 9.7 150.2 150.7 28.3 29.2 0.7 27.8 20.7 27.8	A B B Verme nt Does Not Server and Does Not Se		. 25 22 22 22 3 07 4077 78 m8994 m25 226 . 19508 833 69 0 m307 m217	0.50 0.05 0.05 0.05 0.05 0.05 0.00 1.28 0.40 1.35 0.65 0.00 1.35 0.05	3.2 Ms- 10.0 5.2 6.1 17.9 12.3 88.8 0.5 179.0 180.4 3.0 61.2 11.2 11.2 11.2 11.2 12.3 33.4 00.9 0.7 44.9 0.7	A A A Perment Does Not	50   10   10   10   10   10   10   10		064 011 008 063 063 045 011 121 041 140 066 047 042 119 077 042 066 043 033	28 Mo 178 66 63 63 151 148 67 78 151 125 125 132 125 132 125 132 127 139 3 314 414 07 337 325	A ceme at Does Not B B A A A B B B B B B B B B B B B B B	10 44 45 0 18 -1083 -1083 181 179 -1094 101 0 101 0 32 484	25 19 m67	0.72 0.12 0.09 0.05 0.54 0.13 1.16 0.70 0.45 1.45 0.70 0.45 0.75 0.45 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.7	27 Mex	A A serment Does Not to 0 B B A C C C D D A A E E A C C C D D A A B C C C C D D A A B C C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D D A B C C C D D D A B C C C D D D A B C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Scale Cate Pd Signelized  North Capitol St &	SB-LTR Interaction E-BAT E-BAT UNB-TR	0.05 0.11 0.02 0.32 0.32 0.06 0.09 1.44 0.07 0.70 0.70 0.70 0.70 0.70 0.46 0.40 0.40 0.40 0.48	93 10 65 Mc 175 100 44.2 22.7 109 144.9 161.0 09.0 99.0 99.0 183.7 28.3 37.9 07.7 129.6 67.7 129.6	A A A A A A A A A A A A A A A A A A A		0 34 34 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0.47  0.07  0.44  0.29  0.08  1.38  0.39  1.31  0.63  0.74  0.35  1.70  0.50  0.61  0.63	1.2 124 Mo 8.6 14.1 128 459 0.4 23.5 9.7 193.0 555 102 20.7 28.3 20.2 7 778 207	A B B Verme nt Does Not Server and Does Not Se		. 25 0.2 2.2 2.3 0.7 3.9 0.9 0.7 78 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	0.50 0.03 0.05 0.05 0.05 0.08 1.28 0.40 1.35 0.00 0.00 1.19 0.00	3.2 Mes 10.0 15.2 6.1 17.9 12.3 6.1 17.9 12.3 17.9 17.9 12.3 17.9 12.3 17.9 12.3 17.9 17.9 17.9 17.9 17.9 17.9 17.9 17.9	A A A Perment Does Not	64 10 64 10 8 60 10 10 10 10 10 10 10 10 10 10 10 10 10		064 011 008 063 063 0.46 011 1.21 0.41 1.40 065 037 0.42 0.42 0.42 0.43 0.43 0.43 0.43 0.43 0.43 0.43	28 Me 175 6.6 6.7 6.7 15.1 148 778 0.6 13.2 20.6 13.2 20.6 13.2 12.7 746 12.7 139.3 14.4 4.4 4.1 4.1 4.1 4.1 4.1 4.1 4.1 4.	A A A B B B B B A A B B B B B B B B B B	10 44 45 0 - 9308 18 - 1063 0 181 181 179 100 61 0 222	25 19 m67	0.72 0.12 0.02 0.36 0.54 0.13 1.15 0.45 1.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0	27 Me. 79	A A serment Does Not to 0 B B A C C C D D A A E E A C C C D D A A B C C C C D D A A B C C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D D A B C C C D D D A B C C C D D D A B C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C C C C C C C C C C C C C C C	. Dobet
NB North Capitol St Ramp & Sale date nd Sajnelized  North Capitol St &	SBLTR INFORMATION IBST EBI EBI EBI EBI UBSTR NSI INFORMATION INSTR NST INSTR NST INSTR NST INSTR	0.02 0.11 0.02 0.32 - 0.18 0.02 1.44 0.38 1.77 0.60 0.70 0.52 - 1.21 0.70 0.40	93 00 175 100 175 100 02 247 1449 24 610 09 99 99 97 78 37 67 129 37	A A A A A A A A A A A A A A A A A A A		0 34	0.47 0.47 0.44 0.29 0.06 1.36 0.39 1.31 0.63 0.74 0.35 1.21 0.70 0.50 0.41 0.33 0.41	1.2 124 Mo 8.6 141 128 459 O4 123.5 9.7 163.7 163.7 283 29.2 0.7 378 20.7 123 33 33 33 33 33 33 33 33 33 33 33 33 3	A B B C C C A B C C C C A C C C C C C C		. 25 22 22 22 3 07 4077 78 m8994 m25 226 . 19508 833 69 0 m307 m217	0.50 0.05 0.05 0.05 0.05 0.05 0.00 1.28 0.40 1.35 0.65 0.00 1.35 0.05	3.2 Mov. 10.0 5.2 10.0 5.2 6.1 12.9 12.9 12.9 13.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0	A A A A A A A A A A A A A A A A A A A	50   10   10   10   10   10   10   10		064 011 008 063 063 045 011 121 041 140 066 047 042 119 077 042 066 043 033	28 Mo 178 65 63 151 148 478 06 3151 1488 132 2026 31 142 21227 314 414 07 337 325 9.2	A serment Does Root South Sout	10 44 45 0 18 -1083 -1083 181 179 -1094 101 0 101 0 32 484	25 19 m67	0.72 0.12 0.09 0.55 0.13 1.16 0.25 1.45 0.27 0.45 0.45 0.45 0.55 0.45 0.45 0.45 0.45	27 Me. 37.9 121.1 8.4 33.2 33.2 33.1 4.4 127.6 24.9 33.4 129.5 34.4 129.5 34.4 129.5 34.4 129.5 34.4 129.5 34.4 129.5 34.4 129.5 34.5 129.5 34.5 129.5 34.5 129.5 34.5 129.5 34.5 129.5 34.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 35.5 129.5 129.5 35.5 129.5 129.5 35.5 129.5 129.5 35.5 129.5 129.5 35.5 129.5 1	A A serment Does Not to 0 B B A C C C D D A A E E A C C C D D A A B C C C C D D A A B C C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D D A B C C C D D D A B C C C D D D A B C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Sale date nd Sajnelized  North Capitol St &	\$9178   We have a control of the con	0.05 0.01 0.02 0.32 0.32 0.08 0.08 1.44 0.50 0.70 0.70 0.70 0.85 0.70 0.45 0.70 0.44 0.44	93 65 66 67 68 69 60 60 61 61 61 61 61 62 63 64 64 62 63 64 64 64 64 65 66 67 68 69 69 69 69 69 69 69 69 69 69	A A A A A B B A A B A A B A C B A C C C C		. 9  0 34  34 0 499 655 m957 m9276 133 82 0 657 m577 m577 m777 m777 m777	0.47 0.47 0.44 0.29 0.06 1.36 0.39 1.36 0.74 0.35 1.71 0.75 0.75 0.74 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	1.2 124 Mo 8.6 141 128 459 0.4 29.7 603.0 36 555 102 566 77 188.7 283 29.2 0.7 378 20.7 378 20.7 378 20.7 378 20.7 378 20.7 378	A B B C C C A B C C C C A C C C C C C C		. 25 02 22 22 . 53 0 497 78 6902 69323 266 0 0 6930 6930 6930 6930 6930 6930 6930 6930	0.50 0.00 0.00 0.00 0.00 0.00 0.00 1.25 0.00 1.35 0.00	3.2 Mes 10.0 15.2 6.1 17.9 15.2 6.1 17.9 15.2 6.1 17.9 15.2 17.9 19.0 11.9 19.0 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11	A A A A A A A A A A A A A A A A A A A	50   10   10   10   10   10   10   10	31 16 16 16 16 6 70 0 0 8455 8455 8456 8456 8456 8456 724 8456 8456 8456 8456 8456 8456 8456 845	064 011 008 063 046 011 1.21 041 1.40 069 087 042 1.00 075 060 033 043 044 1.00	28 Me 176 65 65 63 151 146 778 05 1488 132 2026 1488 132 2027 1488 1227 1227 1314 414 07 337 337 337 337 337 337 337 337 337	A ceme at Does Not B B A A A B B B B B B B B B B B B B B	10 44 45 0 18 -1083 -1083 181 179 -1094 101 0 101 0 32 484	25 19 ms77 ms77 ms78 ms78 ms78 ms78 ms78 ms78	0.72 0.12 0.02 0.36 0.54 0.13 1.15 0.45 1.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0	27 Me.	A A serment Does Not to 0 B B A C C C D D A A E E A C C C D D A A B C C C C D D A A B C C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D D A B C C C D D D A B C C C D D D A B C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C C C C C C C C C C C C C C C	. Dobet
NB North Capitol St Ramp & Sale date nd Sajnelized  North Capitol St &	SP-178   Internation   Inter	0.05 . 0.01 0.02 0.02 0.02 . 0.05 0.05 0.05 0.05 0.	93 10 10 10 17 5 100	A A A A A A A A A A A A A A A A A A A		9 9 34 34 0 9 9 65 65 65 65 65 65 65 65 65 65 67 67 67 67 67 67 67 67 67 67 67 67 67	0.07 0.44 0.28 0.28 0.39 1.31 0.67 0.55 1.71 0.55 1.71 0.55 0.51 0.51 0.52 0.54 0.55 0.54 0.55 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67	1.2 1.2 Mo 8.6 1.41 1.28 459 0.4 23.5 9.7 163.0 3.6 158.7 28.7 28.7 29.7 128.7 29.7 128.7 29.7 128.7 29.7 128.7 29.7 29.7 29.7 29.7 29.7 29.7 29.7 29	A B B C C C A B C C C C A C C C C C C C		25 02 22 22 23 53 0 4077 78 6904 625 26 690 0 0 600 0 600 600 600 600 600 600	0.50 0.00 0.00 0.00 0.00 0.00 0.00 0.00	3.2 Mo. 10D 5.2 Mo. 10D 5.2 6.1 123 Mo. 123 Mo	A A A A A A A A A A A A A A A A A A A	64 10 64 10 10 10 10 10 10 10 10 10 10 10 10 10	31 16 16 16 17 70 0 854 4859 825 823 481048 481048 10 10 10 10 10 10 10 10 10 10 10 10 10	0.64 0.11 0.06 0.63 0.11 1.21 0.41 1.40 0.65 0.67 0.42 0.7 0.42 0.7 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9 0.9	28 Ms 176 65 63 151 148 678 1488 1488 1488 1227 2026 3.1 1227 139.3 1427 129.3 225 1227 139.3 142 142 142 142 143 144 144 144 144 144 144 144 144 144	A serment Does Root South Sout	10 44 44 44 44 44 44 44 44 44 44 44 44 44	25 m67	0.72 0.12 0.09 0.09 0.09 0.09 0.15 1.16 0.70 0.45 1.45 0.70 0.45 0.45 0.55 0.55 0.55 0.55 0.55 0.5	27 Me. 27	A A serment Does Not to 0 B B A C C C D D A A E E A C C C D D A A B C C C C D D A A B C C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A A B C C C D D A B C C C C D D D A B C C C C D D D A B C C C C D D D A B C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Sale Cate Rd Signelized  North Capitol St & If North Capitol St	\$9172   MR   MR   MR   MR   MR   MR   MR   M	0.02 0.02 0.02 0.02 0.03 0.03 0.00 0.00	93 93 95 96 97 129 97 24 97 24 97 25 97 97 27 25 97 27 25 97	A A A A A A A A A A A A A A A A A A A		9 34 4 7 34 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	047 047 044 029 044 039 131 031 031 031 031 031 031 041 033 041 033 041 033 051 047	1.2 1.2 Mo   8.6 141 128 459   0.4 23.5 97 163.0 36 555 102 200.7 283 207 207 128 32 207 227 229 148.7 259	A B B B B B B B B B B B B B B B B B B B		25 02 22 22 23 53 00 6467 78 660 00 6467 78 206 00 183 206 00 183 00 183 00 184 00 185 185 186 00 187 187 187 187 187 187 187 187 187 187	0.50 0.025 0.025 0.025 0.025 0.035 0.005 0.0000 0.0000 0.0000 0.00	3.2  Moto 100  100  100  5.2  6.1  179  6.1  123  6.8  6.8  6.5  170  119  110  110  110  110  110  110	A A A A A A A A A A A A A A A A A A A	Cost    64   10   10   10   10   10   10   10   1	# 11	064 075 088 088 0650 0.22	28 Me 176 176 176 176 176 176 176 176 176 176	A verme at Does Root B A A B B B B A B B B B B B B B C C C C	10 44	25 99 m67	0.72 0.12 0.09 0.08 - 0.54 0.05 1.16 0.05 1.47 0.00 0.05 0.45 0.45 0.75 0.45 0.75 0.46 0.75 0.75 0.46 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	27  Mov. 27  179  179  184  352  311  501  07  1314  215  217  84  178  314  07  427  139  314  07  427  129  129  129  129  129  129  129  1	A we yield Docs Not	
NB North Capitol St Ramp & Scale Cattle Rd SigneSteed  North Capitol St & North Capitol Connector South SigneSteed	SSLITE Interest To Test EDIT EDIT EDIT EDIT EDIT EDIT EDIT EDIT	0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02	93 93 10 10 10 10 10 10 10 10 10 10 10 10 10	A A A A A A A A A A A A A A A A A A A		9 9 34 4 0 9 9 65 65 65 65 65 67 77 67 67 67 67 67 67 67 67 67 67 67		1.2 1.2 Mo 8.6 1.12 1.24 Mo 1.41 1.22 1.41 1.22 1.45 1.41 1.22 1.45 1.41 1.22 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45	A B A B B B B B B B B B B B B B B B B B		25 25 22 22 22 33 0 4477 78 108904 108223 206 108223 206 10823 206 10823 10823 10823 10823 10823 10823 10833	0.000 0.000	3.2 Mo. 100 100 100 100 100 100 100 100 100 10	A A A A A A A A A A A A A A A A A A A	5-bet 64 10 18 18 18 10 19 19 19 19 19 19 19 19 19 19 19 19 19	81 16 16 16 17 70 70 8455 844 825 844 8258 8459 8459 8459 8459 8459 8459 8459 84	084 011 008 063 053 045 041 1.21 041 1.40 046 047 047 047 047 047 047 048 069 067 048 068 069 069 069 069 069 069 069 069 069 069	28 Ms	A A B B B B B B B B B B B B B B B B B B	10 44 44 44 44 44 44 44 44 44 44 44 44 44	25 99 m67	0.72 0.12 0.12 0.09 0.09 0.09 0.05 1.16 0.05 1.41 0.09 0.05 0.45 1.41 0.09 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45	27 Move of the control of the contro	A Les ment Does Not D B B A C C C C D D A Les Ment D D B B B A C C D D A B B B A C C D D A A B B B B B B B B B B B B B B B B	
NB North Capitol St Ramp & Scale Cate Rd Signelized  North Capitol St & North Capitol St & North Capitol Connector North Signelized  North Capitol Connector South Signelized  Irving St & North Capitol Connector North	\$9172   MR   MR   MR   MR   MR   MR   MR   M	0.05 . 0.01 0.02 0.32 . 0.05 0.02 1.44 0.08 0.70 0.70 0.70 0.70 0.70 0.70 0.70	93 93 95 96 97 129 97 24 97 24 97 25 97 97 27 25 97 27 25 97	A A A A A A A A A A A A A A A A A A A		9 9 34		1.2 1.2 Mo   8.6 141 128 459   0.4 23.5 9.7 193.0 7.5 555 100.7 23.2 29.2 20.7 123 33 259 166 38 5.2 29.3 33 259 37.8 166 38 5.2 23.3 37.4	A		25 25 25 26 27 27 28 27 28 27 28 28 28 28 28 28 28 28 28 28 28 28 28	0.50 0.05 0.05 0.05 0.05 0.05 0.05 0.05	3.2 Motors   100 motors   100 motors   100 motors   123 motors   123 motors   123 motors   123 motors   123 motors   120 m	A A A A A A A A A A A A A A A A A A A	Cost Cost Cost Cost Cost Cost Cost Cost	# 11	064 075 088 088 0650 0.22	28 Me 176 176 176 176 176 176 176 176 176 176	A A A A A A A A A A A A A A A A A A A	10 10 44 10 10 10 10 10 10 10 10 10 10 10 10 10	25 19 m67	0.72 0.72 0.02 0.09 0.05 0.05 0.05 1.16 0.07 0.05 0.05 0.05 0.05 0.05 0.05 0.05	27  Mov. 27  179  179  184  352  311  501  07  1314  215  217  84  178  314  07  427  139  314  07  427  129  129  129  129  129  129  129  1	A we yield Docs Not	
NB North Capitol St Ramp & Sale Cate Pd Signe Exed  North Capitol St & North Capitol Connector South Signe	SB-1TR Internation   SB-1TR   Internation   S	0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02	93 10 65 86 86 86 86 86 86 86 86 86 86 86 86 86	A A A A A A A A A A A A A A A A A A A		9 9 34 4 0 9 9 65 65 65 65 65 67 77 67 67 67 67 67 67 67 67 67 67 67		1.2 1.2 Mo 8.6 1.12 1.24 Mo 1.41 1.22 1.41 1.22 1.45 1.41 1.22 1.45 1.41 1.22 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45	A B A B B B B B B B B B B B B B B B B B		25 25 22 22 22 33 0 4477 78 108904 108223 206 108223 206 10823 206 10823 10823 10823 10823 10823 10823 10833	0.000 0.000	3.2 Mo. 100 100 100 100 100 100 100 100 100 10	A A A A A A A A A A A A A A A A A A A	5-bet 64 10 18 18 18 10 19 19 19 19 19 19 19 19 19 19 19 19 19	## 11   11   11   11   11   11   11   1	064 065 065 065 065 065 065 061 011 1.21 044 1.40 066 087 042 075 042 075 043 044 048 068 068 068 068 068 068 068 068 068 06	28 Ms	A A B B B B B B B B B B B B B B B B B B	10 44 44 44 44 44 44 44 44 44 44 44 44 44	25 99 m67	0.72 0.12 0.12 0.09 0.09 0.09 0.05 1.16 0.05 1.41 0.09 0.05 0.45 1.41 0.09 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45	27  Web 29  379  379  121  8.4  35.2  31.1  50.1  37.2  31.1  21.6  22.6  22.6  22.6  22.6  23.1  23.2  23.1  23.2  23.1  23.2  23.1  24.2  25.2  25.2  25.2  25.2  25.2  26.2  27.2  27.2  27.2  28.2  28.2  28.2  28.2	A verment Does Not Do A A A A A A A A A A A C C	
NB North Capitol St Ramp & Sale Gate Rd Signelized  North Capitol St & North Capitol Connector South Signelized	SSLTR Intersection EBIT EBIT EBIT EBIT INSTE INST INST INST INST INST INST INST INST	0.025 0.11 0.002 0.32 0.16 0.02 1.144 0.38 1.77 0.60 0.70 0.32 1.73 0.70 0.45 0.40 0.40 0.40 0.40 0.41 0.44 0.44 0.44	93 10 65 Ms. 65	A A A A A A A A A A A A A A A A A A A		9 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.47 0.07 0.07 0.09 0.08 0.08 0.039 1.318 0.053 0.74 0.053 0.74 0.75 0.641 0.87 0.88 0.98 0.98 0.98 0.98 0.98 0.98 0.98	1.2 1.2 86 86 1.41 1.22 459 0.4 23.5 9.7 95.50 9.7 95.50 9.7 95.50 9.7 95.7 95.7 95.7 95.7 95.7 95.7 95.7	A B B C C C A A D C C B A A A A A A A A A A A A A A A A A			0.50 0.05 0.05 0.05 0.05 0.05 0.05 0.05	3.2 Motorial States of the Control o	A A A A A A A A A A A A A A A A A A A	Cost   Co	81 16 16 16 17 17 17 17 17 17 17 17 17 17 17 17 17	094 011 008 065 065 065 065 065 065 065 065 065 065	28 Ms 178 178 178 178 178 178 178 178 178 178	A	10 44	25 19 ms7	0.72 0.72 0.02 0.02 0.05 0.05 0.13 1.19 0.45 1.40 0.45 1.40 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0	27 Meve 27 P P P P P P P P P P P P P P P P P P	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Scale date Ind Signelized  North Capitol St & Signelized  Irving St & North Capitol St & Irving St & North Capitol St & Irving	SSLTR Internation ESLT ESLT ESLT ESLT ESLT ESLT ESLT ESLT	0.05 0.01 0.02 0.32 0.32 0.02 1.34 0.38 0.32 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.7	93 10 65 86 87 88 88 88 88 88 88 88 88 88 88 88 88	A A A A A A A A A A A A A A A A A A A		9 9 34	0.47 0.47 0.47 0.44 0.29 0.06 1.06 0.39 0.39 1.39 1.21 0.63 0.35 1.71 0.70 0.50 0.40 0.47 0.47 0.47 0.48 0.48 0.48 0.48 0.48 0.48 0.48 0.48	1.2 1.2 1.2  8.6 8.6 1.41 1.22 4.59 0.4 2.3:5 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.3:0 9.7 9.8 9.7 9.8 9.7 9.8 9.7 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8	A B B B B B B B B B B B B B B B B B B B		25 22 22 22 3 407 407 78 78 78 78 78 78 78 78 78 78 78 78 78	0.50 0.03 0.05 0.05 0.05 0.05 0.05 0.05	3.2  M800  100  100  5.2  6.1  179  123  0.5  179  123  0.5  179  179  1190  100  1190  100  100  1	A A A A A A A A A A A A A A A A A A A	Dete		064 062 062 062 062 062 062 062 062 062 062	28 Ms 176 Ms 177	A	10 10 44 10 10 10 10 10 10 10 10 10 10 10 10 10	25 19 ms7		27  80-0  379  379  121  8.4  35.2  31.1  50.1  07  121.6  21.6  22.6  23.1  23.2  31.1  24.6  25.7  26.7  26.7  31.3  33.2  27.7  48.7  29.7  20.7  2	A verment Does Not Do A A A A A A A A A A A C C	
NB North Capitol St Ramp & Sale date Ind Sale date Ind Signalized  North Capitol St & North Capitol Connector North Signalized  Inving St & North Capitol Connector North Signalized  Inving St & North Capitol Connector Worth Signalized  Inving St & North Capitol Connector West	SSLITE Interest To Test ESLIT	0.025 0.11 0.002 0.32 0.16 0.02 0.32 0.18 0.02 1.144 0.38 1.77 0.70 0.70 0.70 0.70 0.40 0.40 0.40 0	93 10 65 Ms. 65	A A A A A A A A A A A A A A A A A A A		9 9 9 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	0.47 0.07 0.07 0.08 0.08 0.39 1.38 0.39 1.31 0.65 0.05 0.41 0.07 0.41 0.42 0.64 0.64 0.64 0.64 0.64 0.64 0.67 0.71 0.77 0.79 0.17	1.2 1.2 Mo 8.6 8.6 1.4.1 1.22 4.59 0.4 2.3.5 9.7 9.55 9.7 9.55 9.7 9.50 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7	A B B C C C A A D C C B A A A A A A A A A A A A A A A A A			0.50 0.05 0.05 0.05 0.05 0.05 0.05 0.05	3.2 Motorial States of the Control o	A A A A A A A A A A A A A A A A A A A	Cost Cost Cost Cost Cost Cost Cost Cost	81 16 16 16 17 17 17 18 11 16 17 18 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	094 011 008 065 065 065 065 065 065 065 065 065 065	28 Ms 178	A A B B B B B B B B B B B B B B B B B B	10 44	25 19 mm77	0.72 0.72 0.02 0.02 0.09 0.85 0.15 0.15 0.45 0.70 0.45 0.70 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.4	27 Meve 27 Mev	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Scale date Ind Signelized  North Capitol St & Signelized  Irving St & North Capitol St & Irving St & North Capitol St & Irving	SSLTR Internation ESLT ESLT ESLT ESLT ESLT ESLT ESLT ESLT	0.05 0.01 0.02 0.32 0.32 0.02 1.34 0.38 0.32 1.37 0.60 0.70 0.70 0.70 0.70 0.70 0.70 0.7	93 10 65 86 86 86 86 86 86 86 86 86 86 86 86 86	A A A A A A A A A A A A A A A A A A A		9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0.47  0.047  0.047  0.044  0.029  0.06  0.39  0.39  0.39  0.39  0.39  0.47  0.50  0.50  0.50  0.50  0.47	1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	A B B B B B B B B B B B B B B B B B B B		25 25 27 27 27 27 27 27 27 27 27 27 27 27 28 29 29 20 20 20 20 20 20 20 20 20 20 20 20 20	0.50 0.03 0.03 0.05 0.05 0.05 0.05 0.05	3.2 Molecular Services	A A A A A A A A A A A A A A A A A A A	Description   Control	***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  **	094 011 008 011 008 065 011 1.21 044 1.40 066 047 042 047 048 009 049 049 049 049 049 049 049 049 049	28 Ms 176 Ms 177 Ms 176 Ms 177	A	10 10 44 1 10 10 10 10 10 10 10 10 10 10 10 10 1	25 19 mm67		27  80-0  379  379  121  8.4  33.2  31.1  50.1  07  121.6  21.6  22.6  23.1  23.1  24.6  25.1  26.7  26.7  27.6  31.3  3	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Sale Gate Ind Signelized  North Capitol St & North Capitol Connector North Signelized  In sing St & North Capitol Connector North Signelized  In sing St & North Capitol Connector Worth Signelized  In sing St & North Capitol Connector West to Signelized	SSLITE Interest To Test ESLIT	0.025 0.11 0.002 0.32 0.16 0.02 0.32 0.18 0.02 1.144 0.38 1.77 0.70 0.70 0.70 0.70 0.40 0.40 0.40 0	93 10 65 Ms. 65	A A A A A A A A A A A A A A A A A A A		9 9 9 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	0.47 0.07 0.07 0.08 0.08 0.39 1.38 0.39 1.31 0.65 0.05 0.41 0.07 0.41 0.42 0.64 0.64 0.64 0.64 0.64 0.64 0.67 0.71 0.77 0.79 0.17	1.2 1.2 Mo 8.6 8.6 1.4.1 1.22 4.59 0.4 2.3.5 9.7 9.55 9.7 9.55 9.7 9.50 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7	A B B A A B B B B B B B B B B B B B B B		25 22 22 22 3 407 407 78 78 78 78 78 78 78 78 78 78 78 78 78	0.50 0.05 0.05 0.05 0.05 0.05 0.05 0.05	3.2 Motorial States of the Control o	A A A A A A A A A A A A A A A A A A A	Cost Cost Cost Cost Cost Cost Cost Cost	81 16 16 16 17 17 17 18 11 16 17 18 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	094 011 008 065 065 065 065 065 065 065 065 065 065	28 Ms 178	A A B B B B B B B B B B B B B B B B B B	10 10 44 10 10 10 10 10 10 10 10 10 10 10 10 10	25 19 mm77	0.72 0.72 0.02 0.02 0.09 0.85 0.15 0.15 0.45 0.70 0.45 0.70 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.4	27 Meve 27 Mev	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
NB North Capitol St Ramp & Sole Gate Rd Sole Gate Rd Signe Reed  North Capitol St & North Capitol St & North Capitol St & North Capitol Connector North Signe Reed  Riving St & North Capitol Connector South Signe Reed  Fixing St & North Capitol Connector North South Signe Reed  Fixing St & North Capitol Connector North South Signe Reed	SELTE	0.025 0.111 0.002 0.32 0.16 0.02 0.32 1.144 0.38 1.77 0.70 0.70 0.70 0.70 0.45 0.40 0.40 0.40 0.41 0.44 0.44 0.44 0.44	93 10 65 Ms. 65 9 175 9	A A A A A A A A A A A A A A A A A A A		9 9 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1	0.47 0.047 0.047 0.047 0.044 0.044 0.053 0.053 0.075 0.055 0.045 0.055 0.041 0.055 0.041 0.055 0.041 0.057 0.041 0.057 0.047 0.048 0.040 0.071 0.71 0.71 0.77 0.77 0.77 0.77 0.	1.2 1.2 86 86 1.41 1.22 1.44 1.228 659 0.4 2.355 9.7 1.657 1.657 2	A B B A A B B B B B B B B B B B B B B B		25 25 27 27 27 27 27 27 27 27 27 27 27 27 28 29 29 20 20 20 20 20 20 20 20 20 20 20 20 20	0.50 0.050 0	3.2 Motors   100 motors   100 motors   100 motors   123 motors   123 motors   123 motors   123 motors   123 motors   123 motors   120 m	A A A A A A A A A A A A A A A A A A A	Design	81 16 16 16 17 16 17 17 17 18 17 18 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	094 011 008 065 065 065 065 065 065 065 065 065 065	28 Ms 178	A A B B B B B B B B B B B B B B B B B B	10 10 44 1 10 10 10 10 10 10 10 10 10 10 10 10 1	25 19 mm7 2 19 mm7 2 19 mm7 2 19 19 19 19 19 19 19 19 19 19 19 19 19	0.72 0.72 0.72 0.02 0.09 0.85 0.15 0.45 0.17 0.45 0.45 0.45 0.45 0.45 0.45 0.45 0.45	27 Meve 27 Mev	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
Ne North Capitol St Ramp & Sole Gate Rd Signelized  North Capitol St & North Capitol Connector South Signelized  Fining St & North Capitol Connector North South Signelized  Irving St & North Capitol Connector West Signelized	SSLTR Internation ESLT ESLT ESLT ESLT ESLT ESLT ESLT ESLT	0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02	93 93 10 10 10 10 10 10 10 10 10 10 10 10 10	A A A A A A A A A A A A A A A A A A A		9 9 9 9 9 1 34	0.47  0.47  0.47  0.44  0.29  0.06  1.39  1.39  1.39  1.39  1.71  0.70  0.50  0.47  0.55  0.47  0.55  0.47  0.48  0.48  0.49	1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	A B B A A B B B B B B B B B B B B B B B		25 22 22 22 3 3 407 78 407 78 20 407 20 4	0.50 0.00 0.00 0.00 0.00 0.00 0.00 0.00	3.2 Monos	A A A A A A A A A A A A A A A A A A A	Design	***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  ***  **  ***  ***  ***  ***  ***  ***  **	064 011 008 065 065 011 121 044 141 140 066 067 047 042 047 048 048 048 068 069 077 077 077 077 077 077 078 078 078 078	28 Model	Western   A   Dec   Sect	10 10 44 1 10 10 10 10 10 10 10 10 10 10 10 10 1	25 19 mo7		27  80-0  379  379  121  8.4  33-2  31.1  50.1  07  121.6  21.6  22.6  23.1  21.6  22.6  23.1  23.1  24.7  24.0  25.7  25.7  25.7  25.7  26.7  27.7  27.7  27.7  28.7  28.7  29.7  29.7  20.7  2	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
No North Capitol St Ramp & Sole Gate Rd Sole Gate Rd Sole Gate Rd Signe Reed  North Capitol St & North Capitol St & North Capitol St & North Capitol Connector North Signe Reed  raing St & North Capitol Connector South Signe Reed  raing St & North Capitol Connector West Signe Reed  Irring St & North Capitol Connector West Signe Reed	SSLITE Intersection EBIT EBIT EBIT EBIT INSTE INST INSTE INST INST INST INST INST INST INST INST	0.025 0.11 0.002 0.32 0.16 0.02 0.32 0.16 0.02 1.144 0.38 1.77 0.70 0.70 0.70 0.70 0.45 0.40 0.40 0.40 0.41 0.44 0.44 0.44 0.44	93 10 65 Ms. 65 9 175 175 175 175 175 175 175 175 175 175	A A A A A A A A A A A A A A A A A A A		9 9 9 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	0.47 0.047 0.047 0.047 0.044 0.044 0.053 0.053 0.075 0.055 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053	1.2 1.2 86 86 1.41 1.22 1.44 1.228 659 0.4 2.355 9.7 1.637 1.637 2	A B B C C C A A A A A B B B C C C C A A A D D C C C A A D D C C C C			0.50 0.050 0	3.2  Moto-Control 100  100  100  100  123  123  123  123	A A A A A A A A A A A A A A A A A A A	Cott  64  64  65  67  70  70  70  70  70  70  70  70  70	81 16 16 16 17 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17	094 0011 0011 0001 0011 0011 0011 0011 0	28 Ms 178	A verme at Does Note Set of Se	10 10 44 1 10 10 10 10 10 10 10 10 10 10 10 10 1	25 19 mm7 2 19 mm7 2 19 mm7 2 19 19 19 19 19 19 19 19 19 19 19 19 19	0.72 0.72 0.72 0.02 0.02 0.05 0.54 0.15 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.7	27 Meve 27 Mev	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
Ne North Capitol St Ramp & Sole Gate Rd Signelized  North Capitol St & North Capitol Connector South Signelized  Fining St & North Capitol Connector North South Signelized  Irving St & North Capitol Connector West Signelized	SS-172   Inter-section   Int	0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02	93 93 10 10 10 10 10 10 10 10 10 10 10 10 10	A A A A A A A A A A A A A A A A A A A		9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	047 047 047 047 047 047 047 0484 0484 04	1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	A B B C C C A A A A A B B B C C C C A A A D D C C C A A D D C C C C		02 22 22 22 22 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	0.000 0.000	32 Moo 100 100 100 100 101 101 102 101 102 102	### A A A A A A A A A A A A A A A A A A	Color   Colo	11 11 11 11 11 11 11 11 11 11 11 11 11	094 011 008 063 041 011 121 044 140 069 047 047 047 048 077 048 088 069 069 077 077 077 077 077 077 077 078 088 079 088 089 089 088 089 089 088 089 089 08	28 he continued to the	A	100 444	25   19   ms7   19   ms7   19   ms7   19   ms7   19   ms7   ms7	0.72 0.72 0.72 0.72 0.72 0.00 0.00 0.00	27  Web 27  1919  1921  8.4  35.2  31.1  50.1  37.9  50.1  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  131.4  21.6  21.7  21.9  22.7  22.	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	
Ne North Capitol St & Samp & Sale Gate Rd Signe Reed Signe Reed Signe Reed North Capitol St & North Capitol Connector North Signe Reed North Capitol Connector South Signe Reed North Capitol Connector North South Signe Reed North Capitol Connector West Signe Reed North Capitol Connector Wes	SSLITE Intersection EBIT EBIT EBIT EBIT INSTE INST INSTE INST INST INST INST INST INST INST INST	0.025 0.11 0.002 0.32 0.16 0.02 0.32 0.16 0.02 1.144 0.38 1.77 0.70 0.70 0.70 0.70 0.45 0.40 0.40 0.40 0.41 0.44 0.44 0.44 0.44	93 10 65 Ms. 65 9 175 175 175 175 175 175 175 175 175 175	A A A A A A A A A A A A A A A A A A A		9 9 9 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9 1 9	0.47 0.047 0.047 0.047 0.044 0.044 0.053 0.053 0.075 0.055 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053 0.041 0.053	1.2 1.2 86 86 1.41 1.22 1.44 1.228 659 0.4 2.355 9.7 1.637 1.637 2	A B B C C C A A A A A B B B C C C C A A A D D C C C A A D D C C C C			0.50 0.050 0	3.2  Moto-Control 100  100  100  100  123  123  123  123	A A A A A A A A A A A A A A A A A A A	Cott  64  64  65  67  70  70  70  70  70  70  70  70  70	81 16 16 16 17 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17	094 0011 0011 0001 0011 0011 0011 0011 0	28 Me 178	A verme at Does Note Set of Se	10 10 44 1 10 10 10 10 10 10 10 10 10 10 10 10 1	25 19 mm7 2 19 mm7 2 19 mm7 2 19 19 19 19 19 19 19 19 19 19 19 19 19	0.72 0.72 0.72 0.02 0.02 0.05 0.54 0.15 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.7	27 Meve 27 Mev	A A verment Scots Rot L C C C C C C C C C C C C C C C C C C	

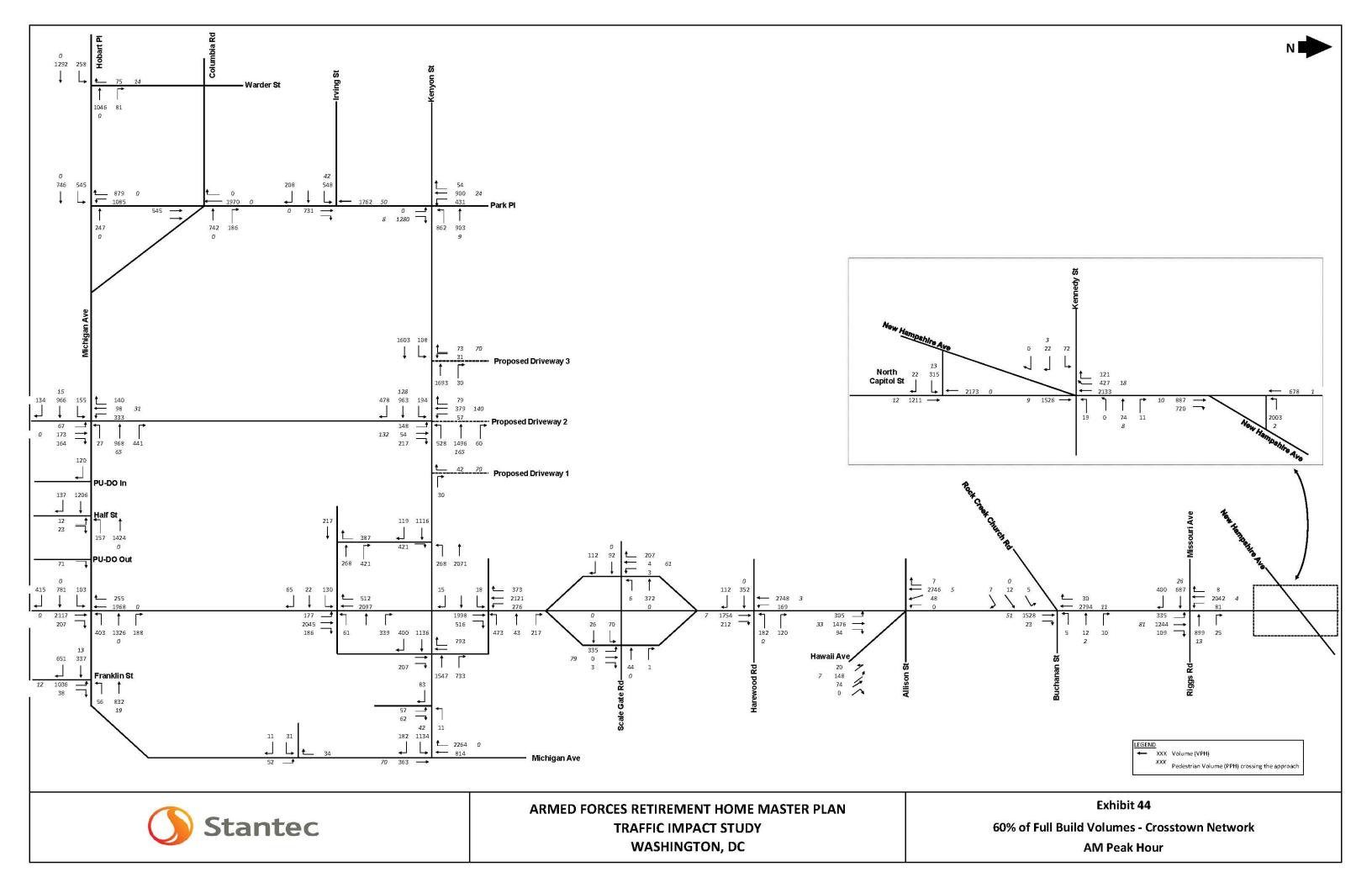
	1		-	045 Build Conditio	in .			X	45 Build Conditi	en .			2	045 Build Conditi	on			2	045 Build Condit	ion			2	045 Build Conditio	on.	$\overline{}$
				Level	50th	95th		ΙĨ	Level	50th	95th			Level	50th	95th			Level	50th	95th			Level	50th	95th
40.40.00%	LANE	v/c	2002	of	Queue	Queue	V/C	5000	of	Queue	Queue	V/C	390	of	Queue	Queue	v/c	19902	of	Queue	Queue	V/C	7000	of	Queue	Quaue
Intersection	GRO UP	Ratio	Delay	Service	(ft) **570	(ft) 97 44	Retio	Delay	Service	(ft) 25.16	(ft)	Ratio	Delay	Service	(ft) "608	(ft)	Ratio	Delay 87.7	Service	(ft)	(ft)	Ratio	Delay 97.6	Service	(ft) **#64	(ft)
	EB-R	1.07	68.1 29	A	*570	#744 m20	1.09 0.25	74.1 23		~616 4	#764 m15	1.05 0.24	63.5	A	**eos	4732 m0	1.12 0.25	1.2	A	*654	#764 m1	1.14 0.24	1.2		7664 Z	WSCS m5
	WB-L	0.37	33.9	c	77	117	0.48	415	D .	71	119	0.67	49.7	0	83	¥151	028	733	E	86	<b>#160</b>	0.76	62.1	E	36	¥142
	WIB-TR	0.42	9.1	A	163	195	0.49	10.2	В	165	176	0.55	14.8	В	222	294	064	19.0	В	253	345	0.65	16.1	В	177	278
First St NW/Proposed Drive way 2	NB-L	1.56	296.4	JF 3	~321	m#452	1.42	284.1		"Z85	m#382	153	284.1	- 1	~298	m#454	137	21.25		~293	m#451	1.60	309.8	- 1	"33.2	m#496
& IrvingSt NW	NB-T	0.05	44.1	D	12	m27	0.13	338	C	22	m 41	0.17	35.7	D	34	m66	0.19	33.0	C	44	m82	0.33	39.7	D	57	m101
Signolized	NB-R	0.90	50.9	D	220	m#372	1.03	78.2	ŧ	~261	m#401	1.19	138.3	F	*311	m#350	1.26	166.1	- 7	1933	m#359	1.46	2513	- 1	~375	m#485
	SB-TR	0.19	30.6 27.8	c	27	57	034	25.7 35.1	C D	52 64	90	0.65	29.0	C	76 107	125	053	27.6 49.3	C D	97 157	157 #243	1.05	31.3 87.5	С	130	208 #346
	Intersection	0.38	67.6	E	24	52	US7	55.1 67.0	E	64	101	0.69	76.4		107	156	Uas	83.1	U	15/	₹243	11.6	1053	- 1	"252	₩3 <b>4</b> 8
	EB-L	1.05	87.5	· F	~131	m#219	1.12	107.5	- 6	~133	m# 223	1.17	134.0	- 1	~158	m#235	1.17	133.0		*157	m# 222	1.17	131.7	-	~158	m#210
North Capitol St &	EB-T	0.95	49.5	D	398	<b>#513</b>	1.00	515		*361	<b>#548</b>	1.05	82.4	- 8	~460	₩597	112	913		-507	m#636	1.12	130.9		~59.2	m#694
Michigan Ave NE/NW	EB-R	1.36	197.0	(F)	~622	4656	138	200.1		~615	m#344	1.39	214.6		*625	m4619	1.41	218.4		~641	m¥797	1.43	224.2		**655	m4775
Signalized	IN B-L	1.39	218.8	F	~209	#382	139	219.3		~228	<b>#397</b>	1.39	217.3		~211	#384	139	216.8		*211	m#378	1.39	216.7		~211	m#375
	WB-TR	0.78	25.8	С	217	294	082	365	D	300	362	0.87	30.5	С	267	<b>#390</b>	091	33.7	С	285	₩185	0.96	40.0	D	300	¥261
	NB-TR SB-TR	130 0.67	163.8 31.5	С	~845 324	#940 368	133 071	178.0 248	c	*879 354	#973 410	1.36 0.75	190.7 24.8	C	~912 185	#1006 302	139 079	204.9 14.0	В	~9.67 110	#1040 138	1.42 0.83	218.0 31.5	С	~961 414	#1CV3 462
	Intersection	×	108.5	E	324			113.8	-	(00)		0.00	1283	-	(40)			127.1					141.6			(00)
Franklin St NE &	EB-TR	0.62	3.2	A	44	m47	085	20.6	С	136	m206	090	26	A	28	m38	096	3.0	A	21	m34	1.01	3.7	- 4	11	m26
Michigan A ve NE	WB-LT	1.05	14.6	*	100	132	1.27	149	- 1	102	136	151	15.0	- 1	104	138	1.79	15.0		105	140	2.15	15.0	1	107	142
Signolized	NB-LR	0.60	28.2	С	173	232	0.65	29.3	С	191	254	0.69	30.5	С	206	275	0.73	320	С	227	298	0.74	32.2	С	250	302
1 00 00 00 00 00 00 00 00 00 00 00 00 00	Intersection		118	В	1.0			21.2	c	(89)	- 8		123	В	(80)	- 2	- 5	13.0	В		100	- 31	13.3	В		1 (84)
Michigan Ave NE &	EB-T	0.77	39.0	D	195	227	0.77	39.0	D	195	227	0.77	39.0	D	195	227	0.77	39.0	D	195	227	0.77	39.0	D	195	227
Irving St NE Signalized	WB-T	0.69	38.2 08	D A	162	206	0.69 0.41	38.2 0.8	D A	162	206	0.69	38.2 0.8	D A	162	206	0.69 0.43	38.2 0.8	D A	162	206 0	0.69	38.2 0.9	0 A	162	206
ng names	SB-LR	0.60	9.6	A	136	138	0.68	38	A	65	106	0.69	11.0	B	203	214	071	110	B	202	223	0.44	9.7	A	168	217
	Intersection	9.	17.0	В	- 0	- 21	9	14.1	8	790	- 8	F)	17.4	В	7963	- 0	- 10	17.2	В	0.	1 (0	- 10	16.4	8		7665
Park Place NW &	WBL	0.12	29	A	3	68	0.16	2.0	A	2	50	0.19	1.9	A	3	m40	0.22	25	A	37	m39	0.25	28	А	38	m41
Kenyon NW St	WB-T	0.47	6.6	A	46	445	051	5.1	A	- 6	393	0.55	4,5	A	11	2390	058	5.6	A	259	m276	0.64	6.4	A	283	m252
Signalized	NB-R	0.71	113	В	345	195	0.76	113	В	184	217	021	10.7	В	221	276	026	11.1	В	Z39	252	091	14.1	В	246	<b>#730</b>
	SB-TR	0.77 0.68	54.7 41.8	D D	147 125	228 170	081 063	563 39.0	E D	166 125	#250 170	0.86	60.E 37.4	E D	185 118	#3 21 170	091 057	673 36.2	E D	213 1.20	#373 170	029 051	603 326	E C	226 113	#330 160
	Intersection	0.00	15.7	B	120	1/0	0.63	146	В	12	1/0	0.60	143	R	110	170	057	153	В	120	1/0	051	15.8	8	115	160
	EBL	0.80	326	c	33.4	427	082	318	c	3 45	- 64	0.83	33.3	c	357	482	025	34.7	c	373	523	0.87	35.7	Ď	387	555
Park Place NW &	EB-TR	0.37	103	В	60	104	039	13.0	В	71	120	0.39	14.0	В	78	129	037	138	В	78	131	0.37	14.4	В	81	136
Irving St NW	WBL	0.67	29.2	С	135	207	0.66	29.1	С	136	212	0.64	27.8	С	132	211	0.63	26.2	С	127	211	0.61	25.6	С	124	210
Signolized	NB-TR	0.62	93	A	94	m105	0.66	9.8	A	104	m114	0.69	8.9	A	86	95	0.72	8.2	A	84	m94	0.76	8.3	А	82	m94
	SB-T	0.42	33.5	С	223	285	0.47	309	С	241	294	0.53	29.6	С	244	318	057	26.4	С	260	337	0.63	24.4	С	259	354
	Intersection FB-I	0.75	22.2 49.7	C D	773	. 291	077	220 618	c	737	310	0.68	21.7 34.0	C	747	3.78	071	209 36.7	C D	264	349	083	20.6 82.6	С	780	¥373
Michigan Ave &	EBT	0.25	6.9	A	63	39	0.23	6.9	A	63	30	0.28	5433	A	63	320	0.23	69	A	63	39	0.25	6.9	A	63	89
Park Place	WB-T	0.64	40.9	D D	244	m294	0.66	34.7	c	228	m261	0.21	46.5	0	221	m282	021	45.8	- î	219	m230	0.70	37.8	-	290	m289
Signolized	SB-L	0.76	66.1	E	224	281	0.76	61.4	E	224	251	0.76	525	D	224	281	0.76	48.9	D	224	261	0.76	49.4	0	224	m265
700 W. C.	SB-R	0.49	49	A	0	119	055	9.3	A	41	151	1.07	96.9	# 1	~326	<b>#521</b>	1.13	125.4		~297	<b>#717</b>	0.73	34.7	С	267	m364
	Intersection	. 2	36.1	D	, in	- 10	88	38.1	D	190	. 8	25	47.6	D	(80)	170	75	54.6	D	77	178	-	47.2	D	372	100
Hobart Place NW 8	EB-L EB-T	0.71 0.38	40.7 0.4	D	198	260	0.71	40.7 0.4	D	196	250	0.71	40.7 0.4	D A	198	260	071 042	40.7 0.4	D	196	250	0.84	95.9 0.5	E	206	<b>#3 42</b>
Michigan Ave NW & WarderSt NW	IMB-T	0.86	75	A	10	0 338	0.72	109	A B	0 31	9.655	0.41	41.4	Α	253	0 m414	083	618	A	306	0 m437	0.43	21.2	A C	0 226	0 674
Signalized	INIB-R	0.07	10	A	0	m3	0.07	16	4	0	m7	0.07	24	a a	1	m414	007	2.7	A	306	m437	0.07	1.1	4	1	m2
53/5/4/60/50	SB-R	0.17	26.5	С	37	65	0.17	26.5	c	37	65	0.17	26.5	С	37	65	0.17	265	С	37	- 66	0.20	31.9	С	39	79
	Intersection		8.6	A	7 .0	- 6		9.6	A	740			19.6	В		-0.		262	С	39. [	10.		148	В	334	
	EB-L	0.53	325	С	26	m69	0.61	303	C	27	m#54	0.41	13.2	В	18	m30	0.41	13.6	В	17	m 26	0.41	13.5	В	17	m26
	EB-T	0.82	25.9	С	172	<b>#463</b>	091	35.5	D	299	<b>#571</b>	082	22.6	С	306	<b>#495</b>	082	25.1	С	236	<b>\$523</b>	082	25.0	С	300	4525
	EB-R	0.10	05	A	0	m1	0.11	0.8	A .	1	m6	0.10	0.3 6.4	A	0	m1	0.10	0.5	A	0	m3	0.10	0.5	A	0	m3
	WB-L WB-TR	0.08 0.77	5.2 13.7	B	258	m2 341	0.06	23.6 58.2	E	264	m19 #367	0.08	0.4 Mo:	A verment Boes Not	1 Foint	m4	0.06	5.8 Ma	A verment Boes Not	1 Foint	m4	0.03	7.4	A verment Does Not	Friet	пб
First St NW &	WB-T				(O)					100		0.55	16.8	B B	192	257	055	110	B B	91	130	0.55	12.1	B B	50	89
Michigan Ave NW	IAIB-R		Mo	vernent Does Not	Exist			Mos	rement Does Not	Exist		0.43	7.6	Α	58	124	0.45	3.6	A	6	12	0.47	3.7	A	0	0
Sig no lized	NB-L	094	73.0	E	68	<b>#196</b>	093	728	E	67	₹197	0.94	72.6	E	66	#20B	094	73.0	E	68	¥198	0.98	83.6	3	105	¥201
	NB-TR	1.08	93.5	W	~300	<b>45</b> 05	1.06	1020		*300	<b>\$505</b>	1.00	105.4	- 0	265	<b>#487</b>	1.11	106.6		*317	<b>#522</b>	1.13	1117		"330	<b>4535</b>
	SB-L SB-TD	1.14	119.2 73.4	-	~325 ~457	#532 #665	1.10	984.0 48.6	n.	~375 414	#561 #657	1.08 1.05	109.9		~285 ~471	#549 #599	1.00	100.7 746		222 "471	m#336 m#678	1.10	93.2 69.5		~306 ~471	m#387 m#6 26
	Intersection	1.00	54.4	D	- 407	*000	COM	60.1	- 6	414	4007	1.0	55.5		- W.A.	4030	1.50	545	D	-944	mvo/a	1.00	53.8	0	2007	mwo an
	EB-TR	0.79	105	8	246	m250	082	54.4	D	311	m615	0.25	29.4	C	349	m459	028	515	D	367	m514	092	545	Ď	130	m549
Half St NW &	WBL	0.26	945	F	37	m#61	026	89.2	(F)	36	m#55	0.26	69.1		43	m#55	026	67.3	E	18	m 21	0.26	64.8	E	16	m19
Michigan Ave NW	WB-T	0.34	18.3	В	262	328	035	13.6	В	171	284	0.36	20	A	27	m22	036	2.1	A	31	m32	037	21	А	34	m32
Sig no lize d	NB-LR	0.30	28.1	С	41	90	031	28.9	С	43	92	031	31.6	С	45	95	031	31.7	С	48	97	031	325	С	49	99
New year and the	Intersection		15.1	В			-	427	D		-	-	225	C	-			37.4	D	-			39.5	D		
PU-DO Out & Michigan Ave NW	EB-T INIB-T	0.59	00	A	70	0	0.61	0.0	A A	- 10	0	0.63	0.0	A	100	0	0.66	0.0	A	1007	0	0.68	0.0	A		0
Michigan Ave Nill Un signalized	NB-R	0.40	143	B		48	0.46	16.7	B		- 60	0.28	47.7	D D	1001	162	0.29	48.0	D D	1.00	163	030	46.3	D	0.5	164
bii aginine b	Intersection		1.2	A			-	13	A				3.6	A	107.0			3.6	A		-		35	A		
Michigan A ve NE &	NB-TR	0.30	8.0	A	92	113	030	8.0	A	92	113	030	8.0	A	92	113	030	8.0	A	92	113	030	8.0	А	92	113
Trinity University Ped Crossing	SB-LT	0.22	7.4	A	62	80	0.21	73	A	60	76	0.21	7.3	A	60	76	0.22	7.4	A	61	79	0.22	7.4	А	62	80
Sig no lized	Intersection		7.7	A		- 5	-	7.7	A	(80)	- 3	- 8	7.7	A	190	- 0	- 8	7.7	A	9- [	U (8		7.7	А	8-	100
	EB-T	0.73	0.0	A	- 10	0	0.76	0.0	A		0	0.79	0.0	A	1001	0	081	0.0	A	196	0	0.83	0.0	A	25	0
Proposed Driveway 1 Un signalized	MB-TR SB-R	0.50	143	A B		6	052	0.0 15.4	A B		13	0.53	0.0	A B		0 21	054	0.0 18.7	A B		0 32	0.96	0.0 21.1	A C		0 47
on agnorate	SB-R Intersection		01	B A		·	0.15	0.2	B A	1981	- 0	0.22	04	A	1961			05	A A		- 24		07	C A		
	EB-L	0.28	36.7	D	26	m43	0.45	40.7	D	64	m82	0.61	44.6	0	97	m126	0.69	44.6	D	128	m#169	0.78	43.9	0	155	m#219
irving St &	EB-T	0.60	58	A	280	245	0.61	6.1	A	243	256	0.63	6.6	A	259	340	0.64	63	А	211	367	0.65	6.5	A	26	m411
Proposed Driveway 3	INIB-TR	0.63	115	В	250	m431	0.71	126	В	247	m435	080	20.0	В	493	m518	089	249	С	546	m591	1.00	419	(F)	~58.2	m595
Sig no lized	SBL	0.17	43.6	D	17	44	030	44.4	D	35	72	0.45	45.4	D	62	110	0.43	45.4	D	69	118	0.54	45.7	D	87	142
	SB-R	0.14	24.5	С	21	50	0.24	25.5	c	49	35	032	25.0	c	69	122	038	25.4	c	97	160	0.44	25.0	С	122	195
	Intersection	<del></del>	98	A		<del></del>	<u> </u>	119	В			<u> </u>	16.9	В				19.7	В		- 1		27.6	_ c	-	

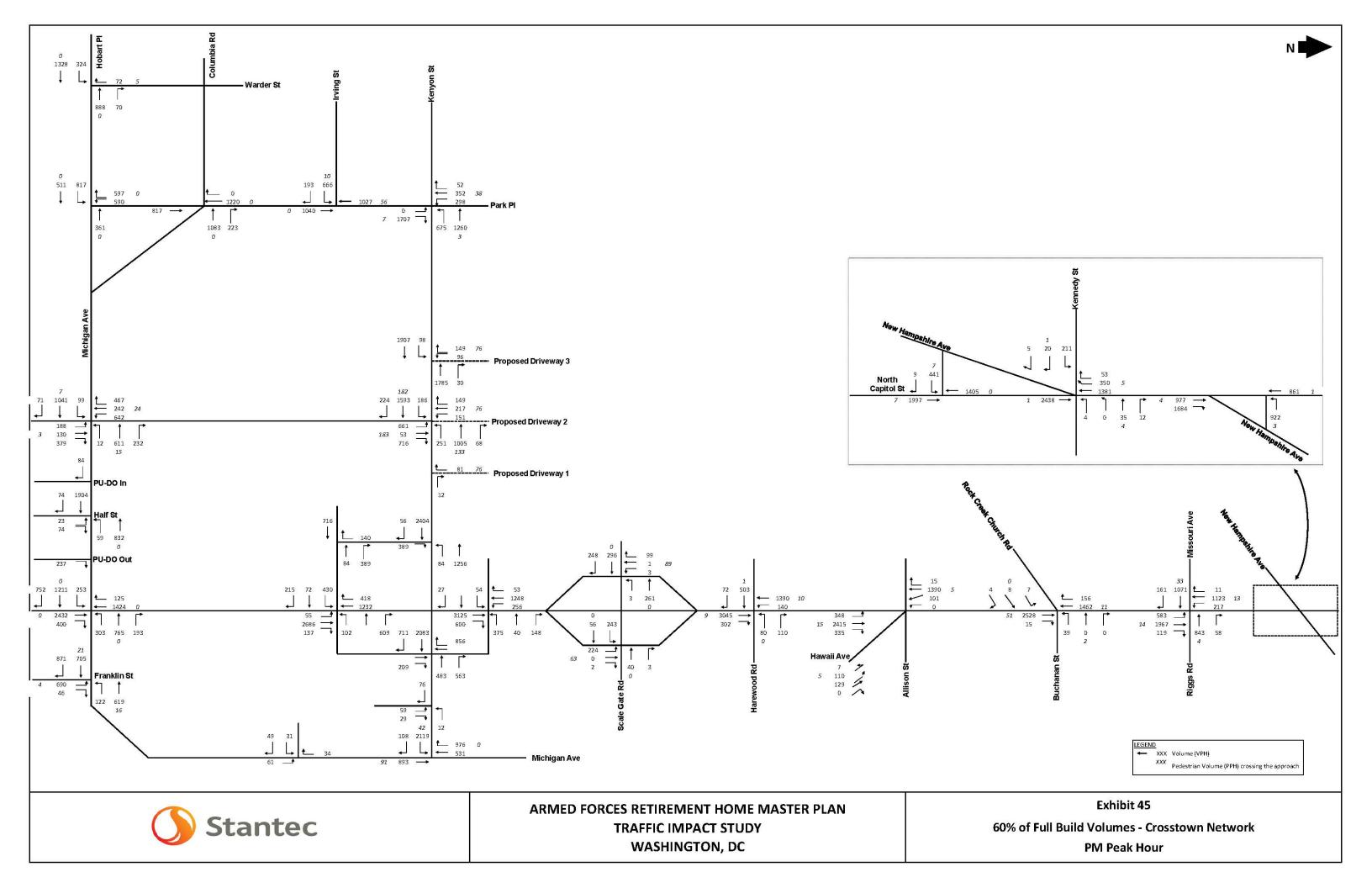


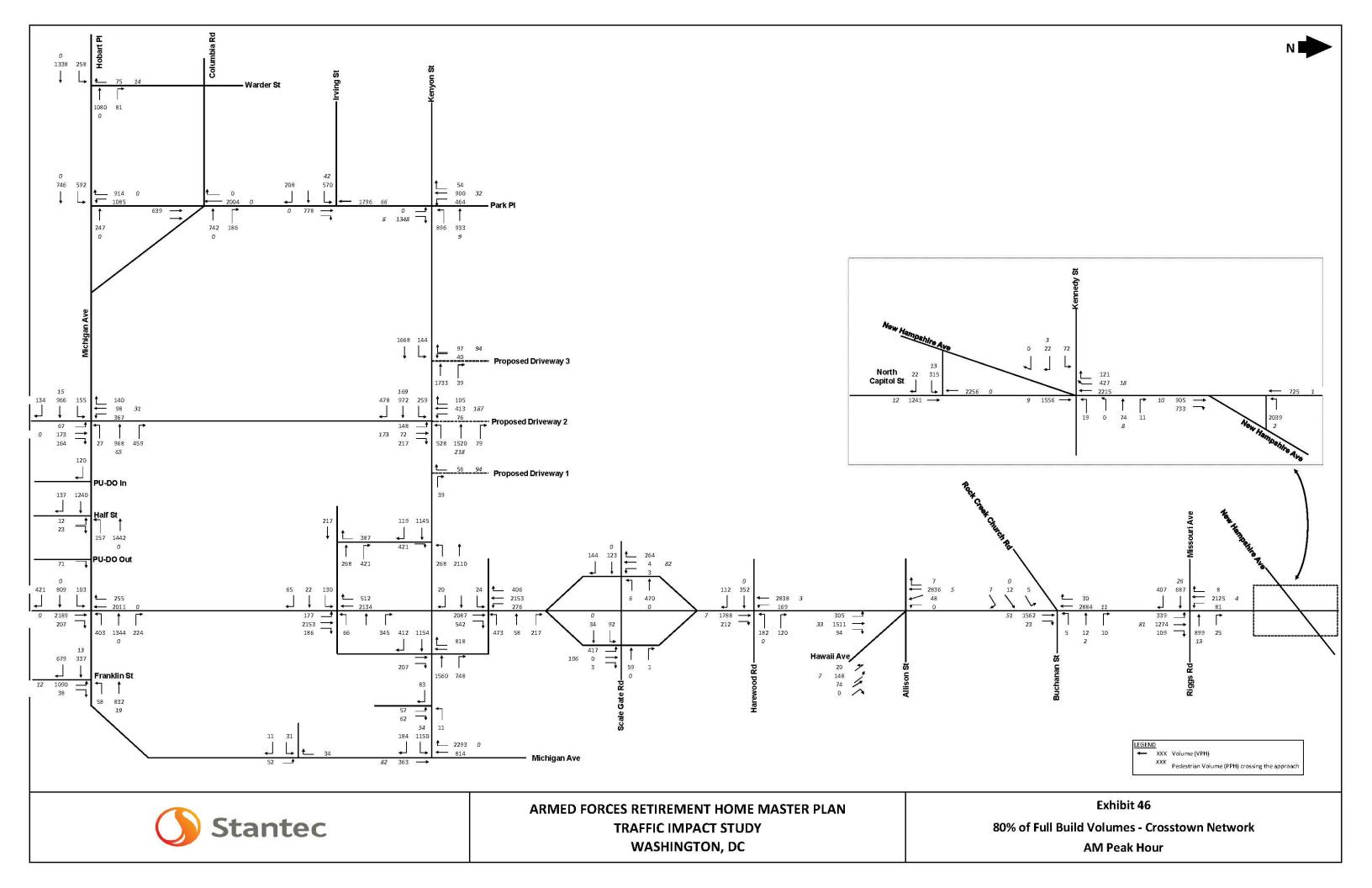


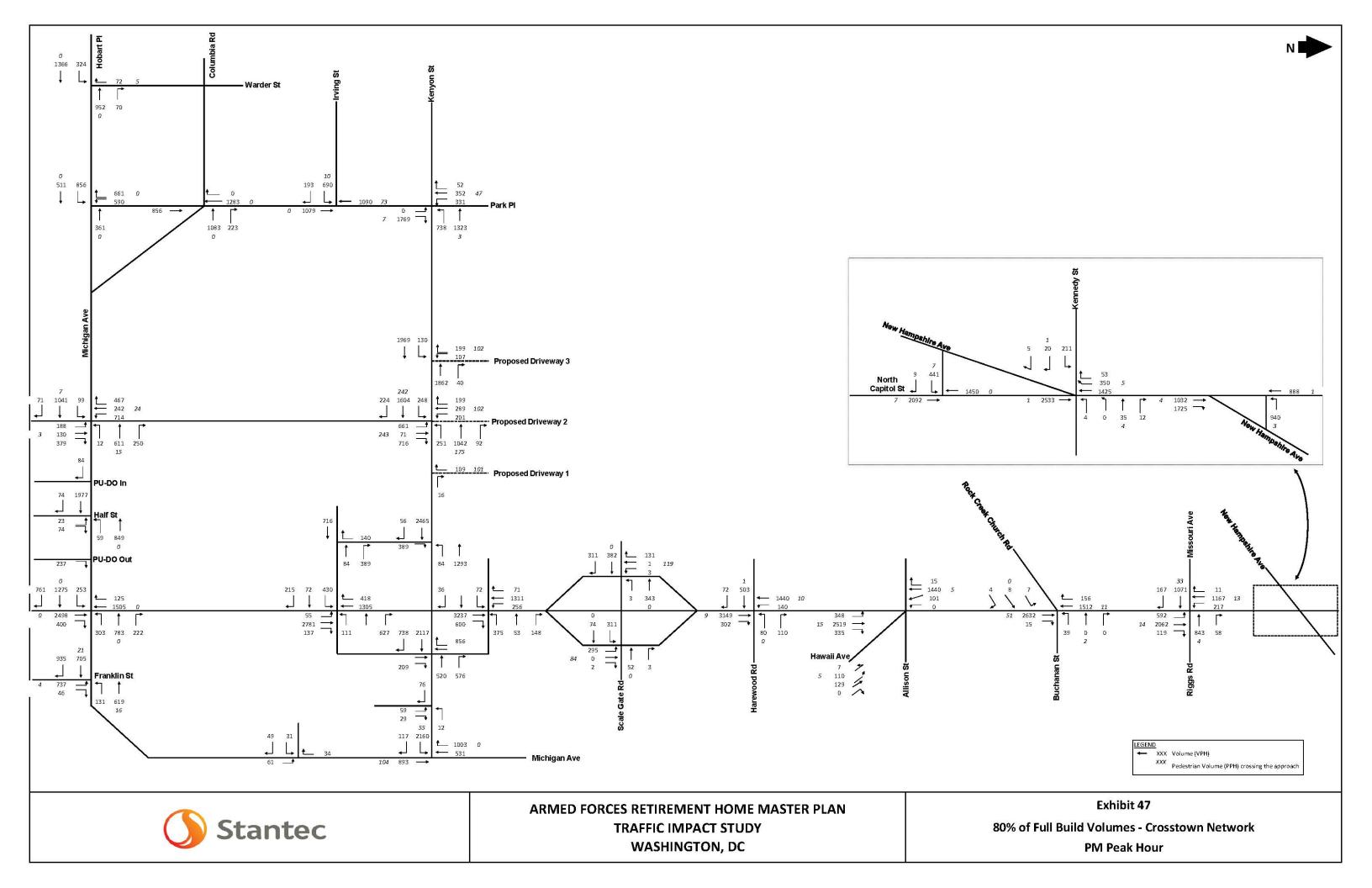














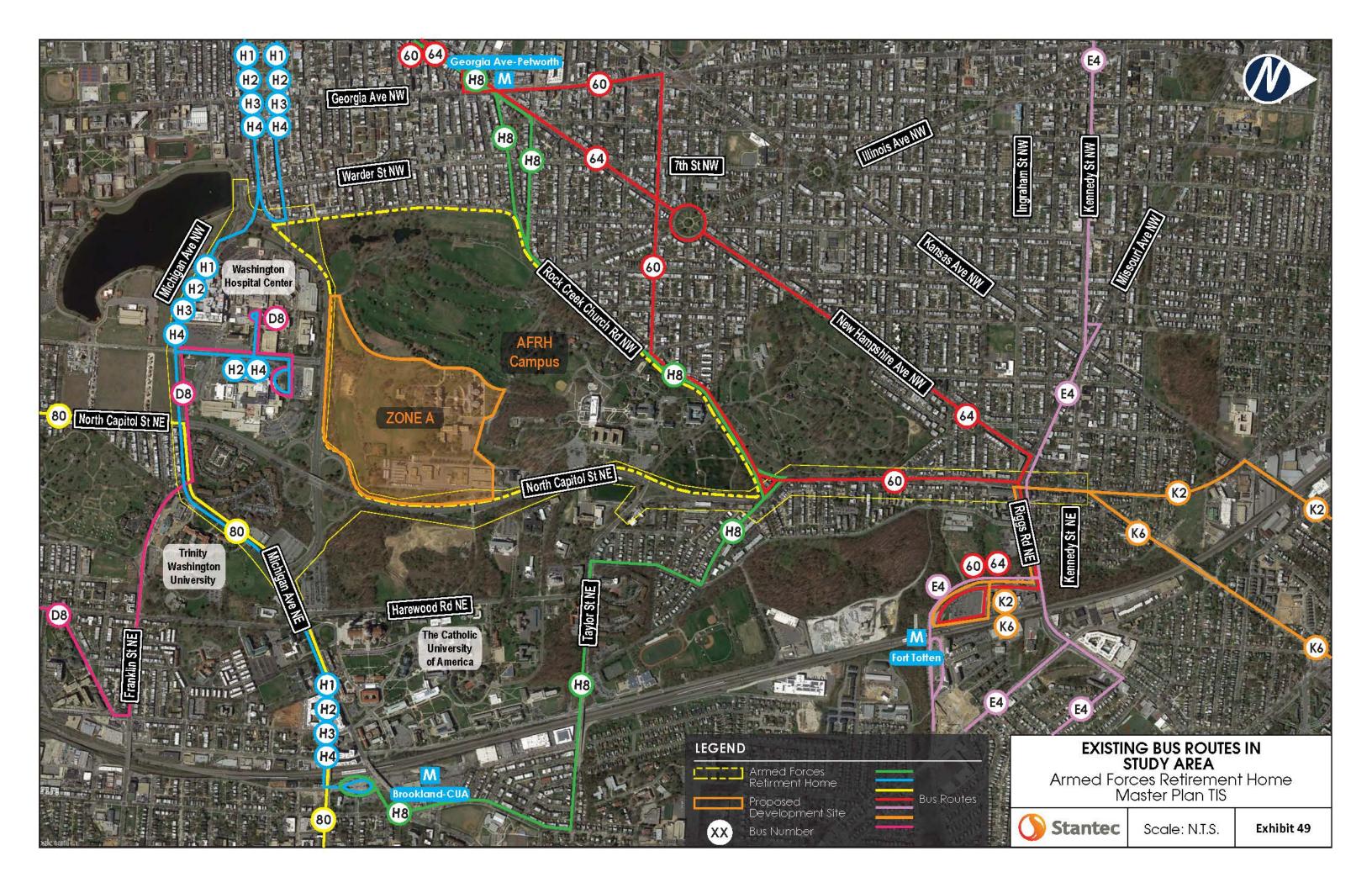






Exhibit 53 Shared Parking Analysis

	Park	cing Demar	nd (Based o	n Shared Pa	rking Manı	ual)			AFRH	Master Plar	Ratios					ITE Park	ding Generat	ion Ratios		
ITE LUC	221	254	310	701	720	820	221	254	310	701	720	820	Total Peak	221	254	310	701	720	820	Total Peak
12:00 AM	100%	-	552	-	-	970	2280	-	85	9	272	- 1	2,280	2502		-		272	15	2,502
1:00 AM	100%	*	(#1)	-		(8)	2280	780	980	*	940	-	2,280	2502		780	280	(4)	18	2,502
2:00 AM	100%	3	323	2	E	826	2280	- 40	100	3	325	2	2,280	2502		439		829	- 10	2,502
3:00 AM	100%	-	(#0	π,		(8)	2280	180	980	-	(+0)	-	2,280	2502		180	380	(+)	080	2,502
4:00 AM	100%	8	323	2	12	823	2280	43	82	8	323	3	2,280	2502	8	420	431	323	100	2,502
5:00 AM	93%	*		=		(8)	2121	180	980	*	5 <del>4</del> 0	-	2,121	2327	-	7 <del>8</del> 0	280	(#)	160	2,327
6:00 AM	92%	12	79%	2	12	823	2098	439	364	8	123	2	2,462	2302	0	167	48	828	625	2,469
7:00 AM	74%	65%	77%	19%	18%	(7)	1688	104	354	222	154	-	2,522	1851	76	163	564	176	1840	2,830
8:00 AM	64%	78%	100%	64%	64%	#E%	1460	125	460	747	547	3	3,339	1601	91	212	1901	624	92	4,429
9:00 AM	185	81%	96%	91%	85%	175	=	130	442	1062	726	=	2,361	=	95	203	2703	829	1850	3,829
10:00 AM	1929	87%	55%	99%	100%	63%	2	140	253	1156	855	337	2,740	2	102	116	2940	975	332	4,465
11:00 AM	125	100%	52%	99%	100%	79%	-	161	239	1156	855	423	2,833	-	117	110	2940	975	416	4,558
12:00 PM	(2)	95%	60%	98%	88%	100%	2	152	276	1144	752	535	2,860	2	111	127	2911	858	526	4,533
1:00 PM	050	97%	60%	96%	81%	92%	=	156	276	1121	692	492	2,737	=	113	127	2851	790	484	4,366
2:00 PM	941	92%	55%	100%	90%	83%	=	148	253	1168	769	444	2,782		108	116	2970	878	437	4,509
3:00 PM	650	86%	52%	99%	93%	76%	=	138	239	1156	795	407	2,735	=	101	110	2940	907	400	4,458
4:00 PM	44%	81%	53%	90%	86%	70%	1003	130	244	1051	735	375	3,538	1101	95	112	2673	839	368	5,188
5:00 PM	59%	87%	58%	58%	52%	73%	1345	140	267	677	444	391	3,264	1476	102	123	1723	507	384	4,314
6:00 PM	69%	77%	62%	=	63%	77%	1574	124	285	9	538	412	2,933	1726	90	131	80	614	405	2,967
7:00 PM	66%	55%	66%	5(,	E	92%	1505	88	304	7	170	492	2,390	1651	64	140	570	270	484	2,339
8:00 PM	75%		68%	- 2		89%	1710	190	313	=	i eg	476	2,500	1876	=	144	390	140	469	2,489
9:00 PM	77%	-	-	5.	- E	-	1756	-	85)				1,756	1926		-	(70)	170	15)	1,926
10:00 PM	92%	-	(40)	2	-		2098	390	780	8	040	-	2,098	2302	-	190	340	(41)	78	2,302
11:00 PM	94%	-	100	2		100	2144	-			127	2	2,144	2352		497	4	327		2,352