

Appendix B — Detailed Traffic Operations Results

2045 Baseline AM

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	28	1050	8.8		
				EBR	B	28	80	10.6		
			EB Approach			A				8.9
			WB	WBL	N/A	--	--	--	--	--
				WBT	D	594	1208	32.9		
				WBR	N/A	--	--	--	--	--
			WB Approach			D				32.9
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	A	82	8	7.0		
			NB Approach			A				7.0
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	C	21		4	24.6					
SB Approach			C				24.6			
Overall LOS			C				24.6			
35	Chestnut Road & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	A	465	1045	8.6		
				EBR	A	465	22	7.6		
			EB Approach			A				8.6
			WB	WBL	B	502	12	13.8		
				WBT	B	502	1195	15.5		
				WBR	A	502	161	8.1		
			WB Approach			B				14.6
			NB	NBL	D	96	27	45.7		
				NBT	N/A	--	--	--		
				NBR	D	96	24	42.4		
			NB Approach			D				44.1
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	D	44		12	43.4					
SB Approach			D				43.4			
Overall LOS			B				12.8			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	449	136	128.4		
				EBT	B	449	818	11.9		
				EBR	A	449	122	2.7		
			EB Approach			C				25.6
			WB	WBL	F	467	22	128.1		
				WBT	C	467	1064	32.0		
				WBR	C	467	179	30.7		
			WB Approach			C				33.5
			NB	NBL	F	445	113	81.9		
				NBT	F	445	214	84.7		
				NBR	F	445	85	82.6		
			NB Approach			F				83.5
			SB	SBL	E	385	91	65.4		
				SBT	F	385	159	82.1		
SBR	C	391		199	25.0					
SB Approach			D				53.4			
Overall LOS			D				40.0			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	134	982	1.7		
				EBR	A	199	14	1.7		
			EB Approach			A				1.7
			WB	WBL	B	306	11	14.4		
				WBT	B	235	1255	10.2		
				WBR	N/A	--	--	--		
			WB Approach			B				10.3
			NB	NBL	E	165	11	43.2		
				NBT	N/A	--	--	--		
				NBR	B	164	148	13.9		
			NB Approach			C				15.9
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	N/A	--		--	--	--	--			
SB Approach			N/A				--			
Overall LOS			C				15.9			
38	Birch Street & Route 7	Signalized	EB	EBL	B	260	86	16.9		
				EBT	A	260	1044	4.1		
				EBR	A	272	0	0.0		
			EB Approach			A				5.1
			WB	WBL	C	737	5	33.5		
				WBT	C	737	1197	25.9		
				WBR	C	764	67	25.2		
			WB Approach			C				25.9
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach			N/A				--
			SB	SBL	D	251	103	49.2		
				SBT	N/A	--	--	--		
SBR	D	255		69	38.1					
SB Approach			D				44.8			
Overall LOS			B				17.9			

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	A	26	0	0.0		
				EBT	A	2	1142	2.3		
				EBR	N/A	--	--	--		
			EB Approach			A				2.3
			WB	WBL	N/A	--	--	--		
				WBT	A	148	1271	5.0		
				WBR	A	148	5	8.9		
			WB Approach			A				5.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	A	31	0	0.0		
				SBT	N/A	--	--	--		
SBR	B	38		4	12.8					
SB Approach			B				12.8			
Overall LOS			B				12.8			
40	West Street & Route 7	Signalized	EB	EBL	D	636	213	35.1		
				EBT	C	636	861	26.1		
				EBR	C	648	63	22.9		
			EB Approach			C				27.6
			WB	WBL	D	801	47	43.5		
				WBT	E	801	924	57.2		
				WBR	D	817	50	54.2		
			WB Approach			E				56.4
			NB	NBL	E	828	241	70.9		
				NBT	E	828	372	55.6		
				NBR	D	840	71	49.4		
			NB Approach			E				60.4
			SB	SBL	E	635	44	68.6		
				SBT	E	635	285	77.3		
SBR	C	646		120	22.9					
SB Approach			E				61.9			
Overall LOS			D				48.1			
41	Spring Street & Route 7	Signalized	EB	EBL	B	327	43	14.5		
				EBT	A	327	945	7.9		
				EBR	A	329	8	6.7		
			EB Approach			A				8.1
			WB	WBL	B	355	27	11.8		
				WBT	A	355	961	6.4		
				WBR	A	362	71	5.8		
			WB Approach			A				6.5
			NB	NBL	D	192	8	46.0		
				NBT	D	192	90	47.4		
				NBR	C	194	31	29.7		
			NB Approach			D				43.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			A				9.4			
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	282	30	9.9		
				EBT	A	189	927	5.9		
				EBR	A	189	20	4.7		
			EB Approach			A				6.0
			WB	WBL	A	161	41	6.6		
				WBT	A	92	958	1.7		
				WBR	A	92	65	1.7		
			WB Approach			A				1.8
			NB	NBL	C	88	27	20.8		
				NBT	A	88	0	0.0		
				NBR	B	88	25	14.1		
			NB Approach			C				17.5
			SB	SBL	D	103	10	29.8		
				SBT	A	103	0	0.0		
SBR	B	109		74	12.3					
SB Approach			B				14.4			
Overall LOS			C				17.5			
43	Lee Street & Route 7	Signalized	EB	EBL	C	482	52	23.1		
				EBT	B	482	900	10.8		
				EBR	A	499	9	8.2		
			EB Approach			B				11.4
			WB	WBL	B	250	7	15.1		
				WBT	A	250	938	3.5		
				WBR	A	258	0	0.0		
			WB Approach			A				3.6
			NB	NBL	D	288	74	50.0		
				NBT	D	288	64	52.5		
				NBR	D	288	63	50.7		
			NB Approach			D				51.0
			SB	SBL	D	169	27	44.0		
				SBT	D	169	31	43.5		
SBR	D	169		51	40.0					
SB Approach			D				42.0			
Overall LOS			B				13.2			

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	C	350	85	25.0		
				EBT	A	350	902	7.8		
				EBR	A	359	5	5.2		
			EB Approach			A				9.3
			WB	WBL	A	246	0	0.0		
				WBT	A	246	932	6.4		
				WBR	A	252	69	6.2		
			WB Approach			A				6.4
			NB	NBL	A	152	0	0.0		
				NBT	E	152	36	63.2		
				NBR	C	160	48	26.9		
			NB Approach			D				42.4
			SB	SBL	D	94	37	51.8		
				SBT	A	94	0	0.0		
SBR	C	99		15	21.0					
SB Approach			D				42.9			
Overall LOS			B				10.1			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	A	272	44	9.0		
				EBT	A	272	941	6.1		
				EBR	A	276	0	0.0		
			EB Approach			A				6.2
			WB	WBL	B	311	21	11.3		
				WBT	A	311	961	4.8		
				WBR	A	316	43	3.5		
			WB Approach			A				4.9
			NB	NBL	D	187	20	51.2		
				NBT	D	187	15	52.9		
				NBR	C	201	64	26.3		
			NB Approach			D				35.4
			SB	SBL	D	134	46	51.1		
				SBT	D	134	13	49.6		
SBR	C	133		21	24.3					
SB Approach			D				43.8			
Overall LOS			A				8.3			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	298	33	19.9		
				EBT	A	298	824	9.7		
				EBR	A	306	195	8.1		
			EB Approach			A				9.7
			WB	WBL	C	363	6	27.4		
				WBT	B	363	794	15.8		
				WBR	B	369	4	19.0		
			WB Approach			B				15.9
			NB	NBL	D	310	219	50.1		
				NBT	D	310	18	45.2		
				NBR	C	313	18	26.9		
			NB Approach			D				48.1
			SB	SBL	D	97	22	51.3		
				SBT	D	97	11	53.0		
SBR	B	99		12	18.2					
SB Approach			D				42.9			
Overall LOS			B				17.3			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	329	48	14.2		
				EBT	A	329	816	6.5		
				EBR	N/A	--	--	--		
			EB Approach			A				7.0
			WB	WBL	N/A	--	--	--		
				WBT	A	263	773	4.4		
				WBR	A	266	231	5.1		
			WB Approach			A				4.6
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	D	143	109	51.5		
				SBT	N/A	--	--	--		
SBR	B	146		31	11.4					
SB Approach			D				42.7			
Overall LOS			A				8.2			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	349	120	20.2		
				EBT	B	349	632	10.7		
				EBR	B	353	167	10.4		
			EB Approach			B				11.9
			WB	WBL	A	330	16	6.2		
				WBT	A	330	765	6.7		
				WBR	A	336	87	4.0		
			WB Approach			A				6.4
			NB	NBL	E	585	183	55.8		
				NBT	E	585	177	61.7		
				NBR	D	585	71	49.2		
			NB Approach			E				57.1
			SB	SBL	D	195	69	38.6		
				SBT	D	195	72	46.2		
SBR	C	205		56	22.0					
SB Approach			D				36.7			
Overall LOS			C				20.0			

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	E	380	238	55.6		
				EBT	C	380	455	27.5		
				EBR	C	380	77	30.4		
			EB Approach			D				36.5
			WB	WBL	C	462	45	23.2		
				WBT	D	462	709	42.8		
				WBR	D	462	46	44.2		
			WB Approach			D				41.8
			NB	NBL	C	385	98	25.6		
				NBT	D	385	640	37.2		
				NBR	D	385	44	38.1		
			NB Approach			D				35.8
			SB	SBL	C	456	188	29.7		
				SBT	C	456	627	32.3		
SBR	C	456		61	32.9					
SB Approach			C				31.8			
Overall LOS			D				36.4			
50	Washington Street & Park Avenue	Signalized	EB	EBL	D	304	150	50.0		
				EBT	N/A	--	--	--		
				EBR	D	308	54	35.4		
			EB Approach			D				46.1
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach			N/A				--
			NB	NBL	B	413	11	10.7		
				NBT	A	413	912	7.1		
				NBR	N/A	--	--	--		
			NB Approach			A				7.1
			SB	SBL	N/A	--	--	--		
				SBT	B	430	822	16.5		
SBR	B	443		105	15.4					
SB Approach			B				16.4			
Overall LOS			B				15.1			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	A	237	71	5.1		
				EBT	A	200	994	1.8		
				EBR	N/A	--	--	--		
			EB Approach			A				2.0
			WB	WBL	N/A	--	--	--		
				WBT	A	20	733	1.1		
				WBR	A	86	60	1.7		
			WB Approach			A				1.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	C	179	34	23.7		
				SBT	N/A	--	--	--		
SBR	C	179		192	16.8					
SB Approach			C				17.9			
Overall LOS			C				17.9			
52	Washington Street & Columbia Street	Signalized	EB	EBL	B	435	9	18.7		
				EBT	B	435	1010	17.2		
				EBR	B	449	14	12.9		
			EB Approach			B				17.2
			WB	WBL	C	361	107	22.4		
				WBT	B	361	699	16.3		
				WBR	B	368	14	15.3		
			WB Approach			B				17.1
			NB	NBL	C	326	92	35.0		
				NBT	D	326	178	37.3		
				NBR	C	328	28	27.7		
			NB Approach			D				35.7
			SB	SBL	D	160	90	37.4		
				SBT	C	160	51	34.0		
SBR	B	171		2	14.3					
SB Approach			D				35.9			
Overall LOS			C				20.7			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	196	0	0.0		
				EBT	A	134	1122	2.1		
				EBR	A	202	3	1.0		
			EB Approach			A				2.1
			WB	WBL	A	96	9	6.6		
				WBT	A	21	725	0.6		
				WBR	A	85	35	0.9		
			WB Approach			A				0.7
			NB	NBL	C	131	7	18.9		
				NBT	C	131	25	20.0		
				NBR	B	131	115	13.2		
			NB Approach			B				14.6
			SB	SBL	A	107	0	0.0		
				SBT	C	107	39	15.2		
SBR	A	107		81	8.6					
SB Approach			B				10.8			
Overall LOS			B				14.6			

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	414	1227	12.1		
				EBR	B	447	9	11.2		
			EB Approach			B				12.1
			WB	WBL	A	0	0	0.0		
				WBT	A	0	772	0.2		
				WBR	N/A	--	--	--		
			WB Approach			A				0.2
			NB	NBL	A	30	0	0.0		
				NBT	N/A	--	--	--		
				NBR	C	29	4	16.1		
			NB Approach			C				16.1
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			C				16.1			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	A	342	0	0.0		
				EBT	B	342	1142	18.9		
				EBR	B	343	90	15.9		
			EB Approach			B				18.7
			WB	WBL	B	164	33	19.6		
				WBT	A	164	679	2.8		
				WBR	A	171	5	1.5		
			WB Approach			A				3.5
			NB	NBL	D	213	93	52.1		
				NBT	A	213	0	0.0		
				NBR	D	215	50	38.4		
			NB Approach			D				47.3
			SB	SBL	A	0	0	0.0		
				SBT	A	0	0	0.0		
SBR	A	0		0	0.0					
SB Approach			N/A				--			
Overall LOS			B				15.5			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	C	378	913	20.1		
				EBR	C	378	279	21.3		
			EB Approach			C				20.4
			WB	WBL	C	214	14	26.2		
				WBT	B	214	529	19.8		
				WBR	N/A	--	--	--		
			WB Approach			B				19.9
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	D	871	553	40.1		
				SBT	D	871	745	42.4		
SBR	C	874		192	21.3					
SB Approach			D				38.8			
Overall LOS			C				28.8			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	405	377	29.8		
				EBT	B	405	1087	13.7		
				EBR	N/A	--	--	--		
			EB Approach			B				17.8
			WB	WBL	N/A	--	--	--		
				WBT	F	1003	487	84.4		
				WBR	F	1011	656	87.4		
			WB Approach			F				86.1
			NB	NBL	F	1118	52	85.3		
				NBT	F	1118	1171	116.9		
				NBR	F	1121	12	112.5		
			NB Approach			F				115.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			E				69.2			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	307	1037	11.7		
				EBR	A	392	0	0.0		
			EB Approach			B				11.7
			WB	WBL	A	280	1	5.5		
				WBT	C	225	1237	15.4		
				WBR	N/A	--	--	--		
			WB Approach			C				15.4
			NB	NBL	A	22	0	0.0		
				NBT	N/A	--	--	--		
				NBR	C	22	4	16.7		
			NB Approach			C				16.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			C				16.7			

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	D	388	7	45.0		
				EBT	D	388	530	45.4		
				EBR	C	388	507	23.5		
			EB Approach			C				34.7
			WB	WBL	D	762	41	54.0		
				WBT	E	762	464	64.1		
				WBR	D	767	72	51.5		
			WB Approach			E				61.8
			NB	NBL	C	413	708	33.1		
				NBT	C	413	601	27.0		
				NBR	B	411	78	10.0		
			NB Approach			C				29.1
			SB	SBL	D	228	56	40.6		
				SBT	D	228	237	47.3		
SBR	B	232		66	14.2					
SB Approach			D				40.2			
Overall LOS			D				37.5			
60	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	F	207	20	89.5		
				EBT	N/A	--	--	--		
				EBR	C	208	13	29.8		
			EB Approach			E				66.0
			WB	WBL	E	76	55	57.8		
				WBT	N/A	--	--	--		
				WBR	C	88	54	20.6		
			WB Approach			D				39.3
			NB	NBL	C	692	7	28.4		
				NBT	C	692	1323	31.3		
				NBR	N/A	--	--	--		
			NB Approach			C				31.2
			SB	SBL	N/A	--	--	--		
				SBT	A	250	767	7.5		
SBR	A	213		15	5.6					
SB Approach			A				7.5			
Overall LOS			C				23.9			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	314	124	57.6		
				EBT	D	314	307	52.0		
				EBR	D	314	44	40.9		
			EB Approach			D				52.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach			N/A				--
			NB	NBL	C	794	103	28.7		
				NBT	D	794	1220	39.8		
				NBR	D	794	100	40.7		
			NB Approach			D				39.1
			SB	SBL	D	436	183	55.0		
				SBT	B	436	514	10.1		
SBR	B	415		141	16.4					
SB Approach			C				21.0			
Overall LOS			D				35.8			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach			N/A				--
			WB	WBL	C	24	2	20.6		
				WBT	N/A	--	--	--		
				WBR	A	24	2	9.1		
			WB Approach			B				14.8
			NB	NBL	N/A	--	--	--		
				NBT	A	278	1422	2.3		
				NBR	A	226	2	1.4		
			NB Approach			A				2.3
			SB	SBL	C	51	3	24.8		
				SBT	A	52	553	0.4		
SBR	N/A	--		--	--					
SB Approach			A				0.5			
Overall LOS			B				14.8			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	118	119	9.6		
				EBT	N/A	--	--	--		
				EBR	A	118	121	7.8		
			EB Approach			A				8.7
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach			N/A				--
			NB	NBL	A	184	131	3.9		
				NBT	A	143	1311	0.8		
				NBR	N/A	--	--	--		
			NB Approach			A				1.1
			SB	SBL	N/A	--	--	--		
				SBT	A	20	545	0.7		
SBR	A	51		11	1.0					
SB Approach			A				0.8			
Overall LOS			A				8.7			

Intersection Information			2045 Baseline AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)	
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--	
				EBT	N/A	--	--	--	
				EBR	N/A	--	--	--	
			EB Approach			N/A			
			WB	WBL	D	71	19	30.7	
				WBT	N/A	--	--	--	
				WBR	B	70	26	13.2	
			WB Approach			C		20.6	
			NB	NBL	N/A	--	--	--	
				NBT	A	212	1417	1.9	
				NBR	A	256	0	0.0	
			NB Approach			A		1.9	
			SB	SBL	B	138	11	10.2	
				SBT	A	121	655	0.2	
SBR	N/A	--		--	--				
SB Approach			A		0.4				
Overall LOS			C		20.6				
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--	
				EBT	N/A	--	--	--	
				EBR	N/A	--	--	--	
			EB Approach			N/A			
			WB	WBL	A	69	5	9.7	
				WBT	N/A	--	--	--	
				WBR	A	68	107	8.8	
			WB Approach			A		8.8	
			NB	NBL	N/A	--	--	--	
				NBT	A	98	1309	1.0	
				NBR	A	135	18	1.0	
			NB Approach			A		1.0	
			SB	SBL	B	189	87	14.4	
				SBT	A	138	585	1.1	
SBR	N/A	--		--	--				
SB Approach			A		2.9				
Overall LOS			A		8.8				
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--	
				EBT	N/A	--	--	--	
				EBR	N/A	--	--	--	
			EB Approach			N/A			
			WB	WBL	A	71	0	0.0	
				WBT	N/A	--	--	--	
				WBR	B	70	80	10.1	
			WB Approach			B		10.1	
			NB	NBL	N/A	--	--	--	
				NBT	A	100	1247	0.4	
				NBR	A	49	0	0.0	
			NB Approach			A		0.4	
			SB	SBL	A	0	0	0.0	
				SBT	A	0	590	0.2	
SBR	N/A	--		--	--				
SB Approach			A		0.2				
Overall LOS			B		10.1				
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	64	32	16.5	
				EBT	N/A	--	--	--	
				EBR	A	63	0	0.0	
			EB Approach			C		16.5	
			WB	WBL	N/A	--	--	--	
				WBT	N/A	--	--	--	
				WBR	N/A	--	--	--	
			WB Approach			N/A			
			NB	NBL	A	113	9	3.7	
				NBT	A	64	1214	0.6	
				NBR	N/A	--	--	--	
			NB Approach			A		0.6	
			SB	SBL	N/A	--	--	--	
				SBT	A	7	569	0.1	
SBR	#N/A	12		21	-0.2				
SB Approach			A		0.1				
Overall LOS			C		16.5				
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--	
				EBT	N/A	--	--	--	
				EBR	N/A	--	--	--	
			EB Approach			N/A			
			WB	WBL	C	114	32	19.1	
				WBT	N/A	--	--	--	
				WBR	B	113	115	12.8	
			WB Approach			B		14.2	
			NB	NBL	N/A	--	--	--	
				NBT	A	120	1107	1.4	
				NBR	A	157	5	0.8	
			NB Approach			A		1.4	
			SB	SBL	A	111	49	7.9	
				SBT	A	57	520	0.3	
SBR	N/A	--		--	--				
SB Approach			A		0.9				
Overall LOS			B		14.2				

Intersection Information			2045 Baseline AM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	C	80	60	20.4		
				EBT	N/A	--	--	--		
				EBR	B	80	4	19.4		
			EB Approach			C				20.3
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach			N/A				--
			NB	NBL	C	370	24	25.2		
				NBT	A	370	1054	7.3		
				NBR	N/A	--	--	--		
			NB Approach			A				7.7
			SB	SBL	A	219	0	0.0		
				SBT	A	219	469	7.5		
SBR	A	224		85	6.3					
SB Approach			A				7.3			
Overall LOS			A				8.0			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Unsignalized	EB	EBL	C	26	5	18.0		
				EBT	N/A	--	--	--		
				EBR	A	27	4	8.2		
			EB Approach			B				13.7
			WB	WBL	B	23	4	10.5		
				WBT	N/A	--	--	--		
				WBR	A	23	0	0.0		
			WB Approach			B				10.5
			NB	NBL	A	320	0	0.0		
				NBT	A	320	1077	4.4		
				NBR	A	353	0	0.0		
			NB Approach			A				4.4
			SB	SBL	A	135	0	0.0		
				SBT	A	135	475	2.8		
SBR	A	164		0	0.0					
SB Approach			A				2.8			
Overall LOS			A				4.0			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	23	4	11.2		
				EBT	N/A	--	--	--		
				EBR	A	23	0	0.0		
			EB Approach			B				11.2
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach			N/A				--
			NB	NBL	A	26	4	3.2		
				NBT	A	1	1074	0.9		
				NBR	N/A	--	--	--		
			NB Approach			A				0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	0	474	0.3		
SBR	A	7		8	0.7					
SB Approach			A				0.4			
Overall LOS			B				11.2			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	D	1096	715	54.4		
				EBT	C	1096	947	29.1		
				EBR	N/A	--	--	--		
			EB Approach			D				39.9
			WB	WBL	N/A	--	--	--		
				WBT	C	466	338	32.2		
				WBR	C	495	362	27.3		
			WB Approach			C				29.7
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	D	393	230	44.8		
				SBT	N/A	--	--	--		
SBR	D	398		237	35.2					
SB Approach			D				39.9			
Overall LOS			D				37.3			

2045 Baseline PM

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	472	1577	9.8		
				EBR	B	472	185	10.4		
			EB Approach			A				9.8
			WB	WBL	N/A	--	--	--		
				WBT	A	0	937	2.8		
				WBR	N/A	--	--	--		
			WB Approach			A				2.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	67	9	7.2		
			NB Approach			A				7.2
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	B	67		5	12.7					
SB Approach			B				12.7			
Overall LOS			A				7.7			
35	Chestnut Road & Route 7	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	B	609	1557	14.2		
				EBR	B	609	29	10.7		
			EB Approach			B				14.1
			WB	WBL	C	599	54	27.8		
				WBT	B	599	937	10.0		
				WBR	A	599	55	8.6		
			WB Approach			B				10.8
			NB	NBL	D	62	2	38.3		
				NBT	N/A	--	--	--		
				NBR	D	62	14	36.1		
			NB Approach			D				36.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	11		1	25.9					
SB Approach			C				25.9			
Overall LOS			B				13.2			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	559	220	111.6		
				EBT	B	559	1072	13.0		
				EBR	A	559	283	7.8		
			EB Approach			C				25.8
			WB	WBL	F	465	21	116.4		
				WBT	D	465	756	42.9		
				WBR	D	465	45	37.6		
			WB Approach			D				44.5
			NB	NBL	F	418	128	92.0		
				NBT	F	418	236	85.0		
				NBR	D	425	14	40.8		
			NB Approach			F				85.7
			SB	SBL	F	892	55	148.3		
				SBT	F	892	303	185.8		
SBR	F	898		176	85.8					
SB Approach			F				149.0			
Overall LOS			E				59.0			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	388	1125	5.6		
				EBR	A	454	16	3.8		
			EB Approach			A				5.5
			WB	WBL	B	300	77	14.0		
				WBT	A	233	795	7.3		
				WBR	N/A	--	--	--		
			WB Approach			A				7.8
			NB	NBL	D	200	19	33.2		
				NBT	N/A	--	--	--		
				NBR	B	199	58	14.0		
			NB Approach			C				18.8
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			A				7.2			
38	Birch Street & Route 7	Signalized	EB	EBL	B	273	111	10.5		
				EBT	A	273	1070	3.8		
				EBR	A	284	0	0.0		
			EB Approach			A				4.4
			WB	WBL	A	465	0	0.0		
				WBT	B	465	801	15.1		
				WBR	B	470	33	11.8		
			WB Approach			B				15.0
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach			A				0.0
			SB	SBL	D	253	92	44.1		
				SBT	N/A	--	--	--		
SBR	C	257		67	25.9					
SB Approach			D				36.4			
Overall LOS			B				10.7			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	B	233	11	11.7		
				EBT	A	299	1134	3.8		
				EBR	N/A	--	--	--		
						EB Approach	A			3.9
			WB	WBL	N/A	--	--	--		
				WBT	A	68	830	1.6		
				WBR	A	68	103	1.2		
						WB Approach	A			1.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
						NB Approach	N/A			--
			SB	SBL	C	86	9	16.8		
				SBT	N/A	--	--	--		
SBR	B	93		11	11.1					
			SB Approach	B			13.7			
			Overall LOS	A			2.9			
40	West Street & Route 7	Signalized	EB	EBL	C	770	104	27.6		
				EBT	C	770	938	28.3		
				EBR	C	782	98	26.6		
						EB Approach	C			28.1
			WB	WBL	C	312	69	27.2		
				WBT	B	312	595	14.0		
				WBR	A	328	10	9.8		
						WB Approach	B			15.3
			NB	NBL	D	380	200	37.7		
				NBT	C	380	207	32.3		
				NBR	C	392	67	22.4		
						NB Approach	C			33.1
			SB	SBL	E	785	4	75.1		
				SBT	E	785	351	78.1		
SBR	C	796		139	30.7					
			SB Approach	E			64.8			
			Overall LOS	C			32.4			
41	Spring Street & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
						EB Approach	N/A			--
			WB	WBL	B	297	28	12.5		
				WBT	A	297	699	5.5		
				WBR	A	304	58	4.5		
						WB Approach	A			5.6
			NB	NBL	C	81	1	29.4		
				NBT	D	81	17	42.5		
				NBR	B	84	24	11.2		
						NB Approach	C			24.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
			SB Approach	N/A			--			
			Overall LOS	A			5.1			
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	228	29	7.1		
				EBT	A	135	954	3.4		
				EBR	A	135	24	3.4		
						EB Approach	A			3.5
			WB	WBL	A	175	38	7.3		
				WBT	A	103	690	1.1		
				WBR	A	103	33	1.2		
						WB Approach	A			1.4
			NB	NBL	C	152	30	21.3		
				NBT	A	152	0	0.0		
				NBR	B	151	38	10.8		
						NB Approach	C			15.4
			SB	SBL	C	152	18	23.3		
				SBT	A	152	0	0.0		
SBR	B	157		68	12.8					
			SB Approach	C			15.0			
			Overall LOS	A			3.6			
43	Lee Street & Route 7	Signalized	EB	EBL	B	320	48	12.1		
				EBT	A	320	951	5.2		
				EBR	A	338	6	3.4		
						EB Approach	A			5.5
			WB	WBL	B	184	29	15.4		
				WBT	A	184	735	3.4		
				WBR	A	181	21	2.3		
						WB Approach	A			3.8
			NB	NBL	A	132	0	0.0		
				NBT	D	132	49	43.6		
				NBR	D	132	24	41.4		
						NB Approach	D			42.9
			SB	SBL	D	317	6	47.1		
				SBT	D	317	165	50.7		
SBR	D	317		28	49.4					
			SB Approach	D			50.4			
			Overall LOS	B			10.6			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	346	18	18.3		
				EBT	A	346	943	7.2		
				EBR	A	355	20	6.2		
			EB Approach				A			7.4
			WB	WBL	A	272	0	0.0		
				WBT	A	272	747	7.0		
				WBR	A	278	71	6.3		
			WB Approach				A			7.0
			NB	NBL	A	130	0	0.0		
				NBT	D	130	55	50.9		
				NBR	A	139	0	0.0		
			NB Approach				D			50.9
			SB	SBL	D	197	38	51.4		
				SBT	A	197	0	0.0		
SBR	C	200		41	23.5					
SB Approach				D			36.9			
Overall LOS				A			9.7			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	A	342	17	9.7		
				EBT	A	342	948	9.4		
				EBR	A	346	17	9.8		
			EB Approach				A			9.4
			WB	WBL	B	277	18	14.0		
				WBT	A	277	807	5.4		
				WBR	A	283	101	4.9		
			WB Approach				A			5.5
			NB	NBL	D	82	7	45.1		
				NBT	D	82	14	46.9		
				NBR	A	96	0	0.0		
			NB Approach				D			46.3
			SB	SBL	D	192	38	43.5		
				SBT	D	192	52	44.4		
SBR	C	191		10	20.9					
SB Approach				D			41.7			
Overall LOS				A			9.6			
46	Annadale Road & Route 7	Signalized	EB	EBL	A	286	25	9.9		
				EBT	A	286	744	6.6		
				EBR	A	295	218	6.4		
			EB Approach				A			6.6
			WB	WBL	B	399	13	18.6		
				WBT	B	399	742	13.1		
				WBR	B	404	5	15.2		
			WB Approach				B			13.2
			NB	NBL	D	326	169	43.7		
				NBT	D	326	19	51.1		
				NBR	C	329	13	29.5		
			NB Approach				D			43.5
			SB	SBL	D	162	25	47.4		
				SBT	D	162	24	49.1		
SBR	C	164		17	21.7					
SB Approach				D			41.4			
Overall LOS				B			13.9			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	422	6	10.1		
				EBT	B	422	777	11.8		
				EBR	N/A	--	--	--		
			EB Approach				B			11.8
			WB	WBL	N/A	--	--	--		
				WBT	A	171	720	3.8		
				WBR	A	174	94	2.6		
			WB Approach				A			3.7
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	372	224	57.3		
				SBT	N/A	--	--	--		
SBR	C	374		44	27.1					
SB Approach				D			52.3			
Overall LOS				B			14.1			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	458	73	20.6		
				EBT	B	458	666	14.9		
				EBR	B	462	264	15.3		
			EB Approach				B			15.4
			WB	WBL	B	268	14	12.5		
				WBT	A	268	652	7.2		
				WBR	A	274	62	5.3		
			WB Approach				A			7.1
			NB	NBL	D	257	94	39.4		
				NBT	D	257	96	39.4		
				NBR	C	257	41	24.9		
			NB Approach				D			36.8
			SB	SBL	D	393	104	48.5		
				SBT	E	393	306	59.4		
SBR	D	403		66	50.5					
SB Approach				E			55.8			
Overall LOS				C			22.9			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	C	467	123	27.7		
				EBT	B	467	626	19.5		
				EBR	C	467	65	26.1		
						EB Approach	C			21.2
			WB	WBL	C	462	101	32.8		
				WBT	C	462	608	32.9		
				WBR	D	462	40	35.3		
						WB Approach	C			33.0
			NB	NBL	D	411	60	35.6		
				NBT	C	411	684	34.1		
				NBR	D	411	31	40.9		
						NB Approach	C			34.5
			SB	SBL	C	477	133	27.4		
				SBT	C	477	1142	26.2		
SBR	C	477		59	28.7					
			SB Approach	C			26.5			
			Overall LOS	C			28.4			
50	Washington Street & Park Avenue	Signalized	EB	EBL	E	370	230	55.2		
				EBT	N/A	--	--	--		
				EBR	D	374	45	48.8		
						EB Approach	D			54.2
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
						WB Approach	N/A			--
			NB	NBL	B	214	41	17.9		
				NBT	A	214	807	4.6		
				NBR	N/A	--	--	--		
						NB Approach	A			5.2
			SB	SBL	N/A	--	--	--		
				SBT	B	584	1284	17.2		
SBR	B	597		40	16.1					
			SB Approach	B			17.1			
			Overall LOS	B			17.2			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	B	280	104	13.2		
				EBT	A	238	933	3.2		
				EBR	N/A	--	--	--		
						EB Approach	A			4.2
			WB	WBL	N/A	--	--	--		
				WBT	A	329	1205	6.6		
				WBR	A	403	46	6.2		
						WB Approach	A			6.6
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
						NB Approach	N/A			--
			SB	SBL	E	190	32	37.5		
				SBT	N/A	--	--	--		
SBR	C	190		121	24.8					
			SB Approach	D			27.5			
			Overall LOS	A			6.9			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	441	13	34.7		
				EBT	B	441	876	18.7		
				EBR	B	455	73	19.2		
						EB Approach	B			18.9
			WB	WBL	C	625	35	25.2		
				WBT	B	625	1211	19.0		
				WBR	C	631	36	20.1		
						WB Approach	B			19.2
			NB	NBL	D	194	19	46.2		
				NBT	D	194	70	42.8		
				NBR	C	196	46	22.7		
						NB Approach	D			36.4
			SB	SBL	D	351	77	45.9		
				SBT	D	351	170	47.2		
SBR	C	362		19	28.3					
			SB Approach	D			45.5			
			Overall LOS	C			22.6			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	210	20	9.3		
				EBT	A	149	978	1.8		
				EBR	A	216	4	1.0		
						EB Approach	A			1.9
			WB	WBL	A	285	49	6.6		
				WBT	A	213	1230	2.2		
				WBR	A	272	25	1.4		
						WB Approach	A			2.4
			NB	NBL	C	109	22	23.5		
				NBT	C	109	11	23.3		
				NBR	B	109	64	13.0		
						NB Approach	C			16.6
			SB	SBL	A	76	0	0.0		
				SBT	C	76	18	20.9		
SBR	B	76		32	10.4					
			SB Approach	B			14.2			
			Overall LOS	A			3.0			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	381	1033	12.1		
				EBR	A	414	8	6.3		
			EB Approach				B			12.0
			WB	WBL	A	156	11	7.0		
				WBT	A	109	1291	0.5		
				WBR	N/A	--	--	--		
			WB Approach				A			0.6
			NB	NBL	A	42	20	8.8		
				NBT	N/A	--	--	--		
				NBR	A	41	0	0.0		
			NB Approach				A			8.8
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			5.7			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	C	348	6	21.0		
				EBT	C	348	816	21.1		
				EBR	B	350	214	18.9		
			EB Approach				C			20.7
			WB	WBL	B	345	59	16.3		
				WBT	A	345	1218	5.0		
				WBR	A	352	5	1.8		
			WB Approach				A			5.5
			NB	NBL	D	184	88	51.3		
				NBT	A	184	0	0.0		
				NBR	C	186	21	32.5		
			NB Approach				D			47.7
			SB	SBL	E	15	1	65.2		
				SBT	A	15	0	0.0		
SBR	A	20		0	0.0					
SB Approach				E			65.2			
Overall LOS				B			13.9			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	294	670	18.0		
				EBR	B	294	168	19.4		
			EB Approach				B			18.3
			WB	WBL	C	325	15	29.5		
				WBT	C	325	830	20.8		
				WBR	N/A	--	--	--		
			WB Approach				C			21.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	958	553	37.5		
				SBT	D	958	776	43.3		
SBR	C	961		455	26.3					
SB Approach				D			37.1			
Overall LOS				C			28.7			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	357	269	23.7		
				EBT	B	357	964	14.3		
				EBR	N/A	--	--	--		
			EB Approach				B			16.3
			WB	WBL	N/A	--	--	--		
				WBT	F	1219	673	82.2		
				WBR	F	1228	743	97.0		
			WB Approach				F			90.0
			NB	NBL	D	645	158	39.4		
				NBT	E	645	960	57.7		
				NBR	D	647	17	53.1		
			NB Approach				E			55.1
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			55.3			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	F	865	968	80.5		
				EBR	A	950	0	0.0		
			EB Approach				F			80.5
			WB	WBL	A	4	1	3.4		
				WBT	A	0	1151	0.2		
				WBR	N/A	--	--	--		
			WB Approach				A			0.2
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				A			0.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			36.8			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	F	408	23	110.8		
				EBT	D	408	412	50.9		
				EBR	C	408	539	34.8		
			EB Approach				D			43.4
			WB	WBL	D	738	79	45.9		
				WBT	D	738	691	39.0		
				WBR	C	743	8	31.3		
			WB Approach				D			39.6
			NB	NBL	D	435	383	50.8		
				NBT	D	435	364	50.3		
				NBR	B	433	111	13.8		
			NB Approach				D			45.8
			SB	SBL	E	725	198	62.2		
				SBT	E	725	668	61.5		
SBR	D	729		81	36.9					
SB Approach				E			59.5			
Overall LOS				D			47.5			
60	Sycamore Street & I-66 WB off-ramps and Bus Bay Entrance EFC Metro	Signalized	EB	EBL	F	435	44	124.8		
				EBT	N/A	--	--	--		
				EBR	D	431	25	42.7		
			EB Approach				F			95.1
			WB	WBL	D	95	73	50.8		
				WBT	N/A	--	--	--		
				WBR	A	48	24	9.0		
			WB Approach				D			40.5
			NB	NBL	B	230	9	10.2		
				NBT	A	230	781	9.9		
				NBR	N/A	--	--	--		
			NB Approach				A			9.9
			SB	SBL	N/A	--	--	--		
				SBT	B	389	1259	13.0		
SBR	B	351		32	12.1					
SB Approach				B			13.0			
Overall LOS				B			15.6			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	441	119	73.1		
				EBT	E	441	152	67.0		
				EBR	D	441	170	54.3		
			EB Approach				E			63.8
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	549	98	26.3		
				NBT	D	549	674	35.6		
				NBR	C	549	164	34.7		
			NB Approach				C			34.4
			SB	SBL	D	610	372	45.7		
				SBT	C	610	889	22.5		
SBR	C	610		100	21.2					
SB Approach				C			28.7			
Overall LOS				D			36.3			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	29	3	18.6		
				WBT	N/A	--	--	--		
				WBR	A	29	3	7.2		
			WB Approach				B			12.9
			NB	NBL	N/A	--	--	--		
				NBT	A	106	935	0.6		
				NBR	A	30	6	1.6		
			NB Approach				A			0.6
			SB	SBL	A	210	11	8.6		
				SBT	A	211	1033	1.5		
SBR	N/A	--		--	--					
SB Approach				A			1.5			
Overall LOS				A			1.1			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	120	63	8.6		
				EBT	N/A	--	--	--		
				EBR	A	120	140	7.6		
			EB Approach				A			7.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	172	140	7.8		
				NBT	A	132	878	0.2		
				NBR	N/A	--	--	--		
			NB Approach				A			1.3
			SB	SBL	N/A	--	--	--		
				SBT	A	163	974	1.4		
SBR	A	199		69	1.6					
SB Approach				A			1.4			
Overall LOS				A			1.9			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach			N/A				--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach			A				0.0
			NB	NBL	N/A	--	--	--		
				NBT	A	80	1019	1.2		
				NBR	A	126	0	0.0		
			NB Approach			A				1.2
			SB	SBL	A	185	24	7.4		
				SBT	A	155	1091	0.3		
SBR	N/A	--		--	--					
SB Approach			A				0.4			
Overall LOS			A				0.8			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach			N/A				--
			WB	WBL	B	126	7	12.2		
				WBT	N/A	--	--	--		
				WBR	B	125	188	10.1		
			WB Approach			B				10.2
			NB	NBL	N/A	--	--	--		
				NBT	A	0	831	0.6		
				NBR	A	17	4	1.0		
			NB Approach			A				0.6
			SB	SBL	A	249	52	7.3		
				SBT	A	199	1037	1.4		
SBR	N/A	--		--	--					
SB Approach			A				1.6			
Overall LOS			A				2.0			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach			N/A				--
			WB	WBL	C	55	6	18.9		
				WBT	N/A	--	--	--		
				WBR	A	54	18	8.8		
			WB Approach			B				11.3
			NB	NBL	N/A	--	--	--		
				NBT	A	98	817	0.2		
				NBR	A	21	19	0.0		
			NB Approach			A				0.2
			SB	SBL	A	155	21	5.2		
				SBT	A	104	1024	0.6		
SBR	N/A	--		--	--					
SB Approach			A				0.7			
Overall LOS			A				0.6			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	59	27	18.8		
				EBT	N/A	--	--	--		
				EBR	A	58	0	0.0		
			EB Approach			C				18.8
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach			N/A				--
			NB	NBL	A	163	35	9.8		
				NBT	A	114	810	0.5		
				NBR	N/A	--	--	--		
			NB Approach			A				0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	88	1014	0.5		
SBR	A	79		18	0.1					
SB Approach			A				0.5			
Overall LOS			A				0.9			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach			N/A				--
			WB	WBL	B	105	5	14.6		
				WBT	N/A	--	--	--		
				WBR	B	104	115	10.9		
			WB Approach			B				11.0
			NB	NBL	N/A	--	--	--		
				NBT	A	49	731	0.9		
				NBR	A	80	31	1.3		
			NB Approach			A				1.0
			SB	SBL	A	230	153	5.2		
				SBT	A	180	863	1.1		
SBR	N/A	--		--	--					
SB Approach			A				1.7			
Overall LOS			A				2.0			

Intersection Information					2045 Baseline PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	C	214	114	25.0		
				EBT	N/A	--	--	--		
				EBR	C	214	73	25.5		
			EB Approach				C			25.2
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	C	236	48	33.8		
				NBT	A	236	648	8.8		
				NBR	N/A	--	--	--		
			NB Approach				B			10.5
			SB	SBL	A	380	0	0.0		
				SBT	B	380	764	15.5		
SBR	B	384		109	14.6					
SB Approach				B			15.3			
Overall LOS				B			14.5			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Signalized (in NoBuild)	EB	EBL	A	30	0	0.0		
				EBT	N/A	--	--	--		
				EBR	B	30	4	17.4		
			EB Approach				B			17.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	48	3	0.2		
				NBT	A	100	695	0.3		
				NBR	N/A	--	--	--		
			NB Approach				A			0.3
			SB	SBL	A	305	0	0.0		
				SBT	A	305	836	5.7		
SBR	A	305		0	0.0					
SB Approach				A			5.7			
Overall LOS				A			3.3			
71	Roosevelt Blvd & Rossevelt Towers Access (1)	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	A	234	3	7.1		
				NBT	A	234	694	4.9		
				NBR	A	234	4	5.3		
			NB Approach				A			4.9
			SB	SBL	A	104	0	0.0		
				SBT	A	118	839	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				A			2.4			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	58	30	12.4		
				EBT	N/A	--	--	--		
				EBR	A	58	0	0.0		
			EB Approach				B			12.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	0	0	0.0		
				NBT	A	0	668	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.6
			SB	SBL	N/A	--	--	--		
				SBT	A	11	780	0.8		
SBR	A	41		58	1.4					
SB Approach				A			0.8			
Overall LOS				A			1.0			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	E	631	444	62.1		
				EBT	B	631	502	15.8		
				EBR	N/A	--	--	--		
			EB Approach				D			37.5
			WB	WBL	N/A	--	--	--		
				WBT	D	664	822	49.1		
				WBR	D	693	222	50.7		
			WB Approach				D			49.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	620	473	50.3		
				SBT	N/A	--	--	--		
SBR	D	624		302	49.0					
SB Approach				D			49.8			
Overall LOS				D			45.5			

2045 Build 1 AM

Intersection Information				2045 Build 1 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	81	631	5.3		
				EBR	A	81	73	7.2		
			EB Approach				A			5.5
			WB	WBL	N/A	--	--	--		
				WBT	A	0	777	3.0		
				WBR	N/A	--	--	--		
			WB Approach				A			3.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	83	8	5.3		
			NB Approach				A			5.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	A	4		4	1.1					
SB Approach				A			1.1			
Overall LOS				A			5.3			
35	Chestnut Road & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	A	475	624	9.6		
				EBR	A	475	19	7.9		
			EB Approach				A			9.5
			WB	WBL	B	289	3	12.2		
				WBT	A	289	748	4.6		
				WBR	A	289	121	5.3		
			WB Approach				A			4.7
			NB	NBL	D	94	23	41.6		
				NBT	N/A	--	--	--		
				NBR	D	94	20	43.0		
			NB Approach				D			42.2
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	D	35		8	37.3					
SB Approach				D			37.3			
Overall LOS				A			7.9			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	538	65	124.5		
				EBT	B	538	466	11.2		
				EBR	A	538	119	3.0		
			EB Approach				C			21.0
			WB	WBL	F	462	25	117.8		
				WBT	C	462	668	23.6		
				WBR	C	462	179	24.2		
			WB Approach				C			26.4
			NB	NBL	F	455	82	84.8		
				NBT	F	455	291	86.3		
				NBR	F	455	47	81.8		
			NB Approach				F			85.5
			SB	SBL	E	489	91	70.3		
				SBT	F	489	194	82.6		
SBR	A	495		121	8.0					
SB Approach				E			57.6			
Overall LOS				D			40.9			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	120	590	2.3		
				EBR	A	166	15	1.4		
			EB Approach				A			2.3
			WB	WBL	A	317	11	2.7		
				WBT	A	226	863	6.2		
				WBR	N/A	--	--	--		
			WB Approach				A			6.1
			NB	NBL	C	110	11	19.7		
				NBT	N/A	--	--	--		
				NBR	A	109	149	7.5		
			NB Approach				A			8.4
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			8.4			
38	Birch Street & Route 7	Signalized	EB	EBL	B	237	85	15.3		
				EBT	A	237	653	4.6		
				EBR	A	249	0	0.0		
			EB Approach				A			5.8
			WB	WBL	C	889	5	28.1		
				WBT	C	889	788	23.7		
				WBR	B	916	65	13.3		
			WB Approach				C			22.9
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				N/A			--
			SB	SBL	D	269	89	48.7		
				SBT	N/A	--	--	--		
SBR	C	273		85	33.3					
SB Approach				D			41.2			
Overall LOS				B			17.6			

Intersection Information				2045 Build 1 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	A	423	0	0.0		
				EBT	A	304	739	6.7		
				EBR	N/A	--	--	--		
			EB Approach				A			6.7
			WB	WBL	N/A	--	--	--		
				WBT	A	351	846	5.4		
				WBR	A	351	9	4.3		
			WB Approach				A			5.3
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	A	34	0	0.0		
				SBT	N/A	--	--	--		
SBR	A	41		8	6.4					
SB Approach				A			6.4			
Overall LOS				A			6.4			
40	West Street & Route 7	Signalized	EB	EBL	D	817	117	38.7		
				EBT	D	817	566	35.4		
				EBR	B	829	57	15.3		
			EB Approach				C			34.3
			WB	WBL	E	970	40	74.5		
				WBT	F	970	622	83.6		
				WBR	E	986	58	58.6		
			WB Approach				F			81.1
			NB	NBL	F	1194	147	147.5		
				NBT	F	1194	513	151.4		
				NBR	F	1206	51	145.7		
			NB Approach				F			150.2
			SB	SBL	D	559	30	49.2		
				SBT	D	559	308	52.6		
SBR	B	571		86	11.9					
SB Approach				D			44.1			
Overall LOS				F			80.6			
41	Spring Street & Route 7	Signalized	EB	EBL	C	652	23	24.1		
				EBT	B	652	643	16.8		
				EBR	B	654	5	13.4		
			EB Approach				B			17.1
			WB	WBL	C	747	15	32.9		
				WBT	C	747	660	31.3		
				WBR	B	753	85	13.5		
			WB Approach				C			29.3
			NB	NBL	E	220	5	58.0		
				NBT	D	220	119	47.2		
				NBR	C	222	25	30.4		
			NB Approach				D			44.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				C			25.6			
42	Oak Street & Route 7	Unsignalized	EB	EBL	B	510	29	12.4		
				EBT	B	417	622	13.0		
				EBR	A	417	18	8.2		
			EB Approach				B			12.8
			WB	WBL	A	274	30	5.8		
				WBT	A	202	684	5.3		
				WBR	A	202	56	2.0		
			WB Approach				A			5.1
			NB	NBL	B	86	17	14.4		
				NBT	A	86	0	0.0		
				NBR	A	85	23	5.3		
			NB Approach				A			9.1
			SB	SBL	D	85	10	27.3		
				SBT	A	85	0	0.0		
SBR	A	86		58	8.1					
SB Approach				B			10.9			
Overall LOS				B			10.9			
43	Lee Street & Route 7	Signalized	EB	EBL	B	480	37	16.7		
				EBT	B	480	615	12.6		
				EBR	A	496	5	4.7		
			EB Approach				B			12.8
			WB	WBL	B	234	8	13.9		
				WBT	A	234	658	3.6		
				WBR	A	242	0	0.0		
			WB Approach				A			3.7
			NB	NBL	D	301	75	52.0		
				NBT	D	301	67	49.3		
				NBR	D	301	51	48.1		
			NB Approach				D			50.0
			SB	SBL	D	159	21	49.6		
				SBT	D	159	43	40.5		
SBR	D	159		36	46.0					
SB Approach				D			44.4			
Overall LOS				B			15.5			

Intersection Information				2045 Build 1 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	477	44	19.1		
				EBT	B	477	641	13.7		
				EBR	B	477	1	15.6		
			EB Approach				B			14.0
			WB	WBL	A	618	0	0.0		
				WBT	B	618	666	11.6		
				WBR	A	625	85	6.7		
			WB Approach				B			11.1
			NB	NBL	A	179	0	0.0		
				NBT	D	179	66	54.7		
				NBR	C	188	42	31.4		
			NB Approach				D			45.6
			SB	SBL	D	86	35	52.7		
				SBT	A	86	0	0.0		
SBR	C	86		1	33.3					
SB Approach				D			52.1			
Overall LOS				B			15.7			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	B	630	50	14.3		
				EBT	B	630	669	13.3		
				EBR	A	634	0	0.0		
			EB Approach				B			13.4
			WB	WBL	B	301	16	10.8		
				WBT	B	301	705	12.7		
				WBR	A	306	46	4.7		
			WB Approach				B			12.2
			NB	NBL	E	276	26	55.9		
				NBT	D	276	132	47.0		
				NBR	D	290	26	44.2		
			NB Approach				D			47.9
			SB	SBL	E	226	45	57.0		
				SBT	D	226	79	49.6		
SBR	D	226		20	42.3					
SB Approach				D			50.9			
Overall LOS				B			19.4			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	278	37	11.1		
				EBT	B	278	489	10.0		
				EBR	A	287	216	4.6		
			EB Approach				A			8.5
			WB	WBL	C	496	6	31.6		
				WBT	C	496	519	26.1		
				WBR	B	501	5	11.4		
			WB Approach				C			26.0
			NB	NBL	A	429	0	0.0		
				NBT	E	429	18	56.0		
				NBR	D	434	23	39.0		
			NB Approach				D			46.5
			SB	SBL	E	106	18	55.7		
				SBT	D	106	10	53.8		
SBR	C	108		16	21.6					
SB Approach				D			42.9			
Overall LOS				C			25.1			
47	Little Falls Street & Route 7	Signalized	EB	EBL	A	388	7	8.4		
				EBT	A	388	523	6.4		
				EBR	N/A	--	--	--		
			EB Approach				A			6.4
			WB	WBL	N/A	--	--	--		
				WBT	A	346	496	5.9		
				WBR	A	349	267	3.2		
			WB Approach				A			5.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	145	117	51.8		
				SBT	N/A	--	--	--		
SBR	B	148		32	11.7					
SB Approach				D			43.2			
Overall LOS				A			9.4			
48	Maple Avenue & Route 7	Signalized	EB	EBL	B	410	69	19.5		
				EBT	B	410	417	12.2		
				EBR	A	414	154	8.3		
			EB Approach				B			12.0
			WB	WBL	B	464	18	10.5		
				WBT	B	464	579	10.9		
				WBR	A	469	204	4.7		
			WB Approach				A			9.3
			NB	NBL	E	621	152	64.7		
				NBT	E	621	174	76.6		
				NBR	E	621	80	63.3		
			NB Approach				E			69.5
			SB	SBL	D	290	147	38.8		
				SBT	D	290	124	41.1		
SBR	C	301		32	28.2					
SB Approach				D			38.6			
Overall LOS				C			25.6			

Intersection Information					2045 Build 1 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	E	227	154	55.9		
				EBT	B	227	418	19.4		
				EBR	B	227	71	19.7		
			EB Approach				C			28.2
			WB	WBL	D	1044	75	42.1		
				WBT	E	1044	639	59.4		
				WBR	C	1044	33	23.7		
			WB Approach				E			56.1
			NB	NBL	D	681	92	40.1		
				NBT	D	681	433	50.4		
				NBR	D	681	100	39.4		
			NB Approach				D			47.1
			SB	SBL	C	468	159	31.1		
				SBT	D	468	517	39.9		
SBR	D	468		69	42.2					
SB Approach				D			38.2			
Overall LOS				D			42.8			
50	Washington Street & Park Avenue	Signalized	EB	EBL	B	467	2	13.5		
				EBT	A	467	620	7.3		
				EBR	N/A	--	--	--		
			EB Approach				A			7.4
			WB	WBL	N/A	--	--	--		
				WBT	C	575	707	25.5		
				WBR	B	588	85	16.5		
			WB Approach				C			24.6
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	195	86	42.7		
				SBT	N/A	--	--	--		
SBR	C	199		40	28.9					
SB Approach				D			38.3			
Overall LOS				B			18.7			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	A	442	57	6.9		
				EBT	A	399	652	4.6		
				EBR	N/A	--	--	--		
			EB Approach				A			4.8
			WB	WBL	N/A	--	--	--		
				WBT	A	351	631	6.8		
				WBR	A	425	27	3.3		
			WB Approach				A			6.7
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	B	116	14	12.0		
				SBT	N/A	--	--	--		
SBR	A	116		159	7.6					
SB Approach				A			8.0			
Overall LOS				A			8.0			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	651	7	27.2		
				EBT	C	651	643	22.9		
				EBR	B	665	12	13.5		
			EB Approach				C			22.7
			WB	WBL	C	621	123	25.8		
				WBT	C	621	595	20.3		
				WBR	B	628	15	11.6		
			WB Approach				C			21.0
			NB	NBL	D	423	62	37.8		
				NBT	D	423	238	36.3		
				NBR	C	425	42	33.4		
			NB Approach				D			36.2
			SB	SBL	C	134	26	34.5		
				SBT	C	134	72	28.2		
SBR	C	146		2	34.8					
SB Approach				C			30.0			
Overall LOS				C			25.0			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	B	499	8	11.0		
				EBT	A	437	690	8.5		
				EBR	A	505	12	2.6		
			EB Approach				A			8.4
			WB	WBL	A	372	12	7.9		
				WBT	A	294	609	3.3		
				WBR	A	359	37	1.4		
			WB Approach				A			3.3
			NB	NBL	C	152	8	16.9		
				NBT	B	152	31	10.3		
				NBR	A	152	157	9.6		
			NB Approach				A			10.0
			SB	SBL	A	107	0	0.0		
				SBT	B	106	39	12.1		
SBR	A	107		117	7.1					
SB Approach				A			8.3			
Overall LOS				A			10.0			

Intersection Information					2045 Build 1 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	C	431	835	16.0		
				EBR	A	463	10	6.1		
			EB Approach				C			15.9
			WB	WBL	A	75	0	0.0		
				WBT	A	48	657	0.5		
				WBR	N/A	--	--	--		
			WB Approach				A			0.5
			NB	NBL	A	30	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	29	4	5.6		
			NB Approach				A			5.6
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			5.6			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	A	335	1	4.0		
				EBT	B	335	824	14.0		
				EBR	A	337	15	5.0		
			EB Approach				B			13.8
			WB	WBL	C	380	76	24.8		
				WBT	B	380	624	13.5		
				WBR	A	387	7	3.5		
			WB Approach				B			14.6
			NB	NBL	E	131	32	59.5		
				NBT	A	131	0	0.0		
				NBR	C	134	44	21.7		
			NB Approach				D			37.6
			SB	SBL	A	0	0	0.0		
				SBT	A	0	0	0.0		
SBR	A	0		0	0.0					
SB Approach				N/A			--			
Overall LOS				B			15.3			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	307	633	12.8		
				EBR	B	307	236	14.7		
			EB Approach				B			13.3
			WB	WBL	C	367	13	31.3		
				WBT	D	367	425	41.3		
				WBR	N/A	--	--	--		
			WB Approach				D			41.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	F	1069	497	81.5		
				SBT	F	1069	729	92.3		
SBR	F	1072		275	81.7					
SB Approach				F			86.8			
Overall LOS				E			56.7			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	362	327	20.0		
				EBT	B	362	815	12.7		
				EBR	N/A	--	--	--		
			EB Approach				B			14.8
			WB	WBL	N/A	--	--	--		
				WBT	E	1021	381	58.5		
				WBR	F	1028	649	100.7		
			WB Approach				F			85.1
			NB	NBL	C	773	58	20.7		
				NBT	C	773	1143	33.3		
				NBR	B	776	56	19.7		
			NB Approach				C			32.1
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				D			42.1			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	208	983	8.3		
				EBR	A	294	0	0.0		
			EB Approach				A			8.3
			WB	WBL	A	0	2	0.2		
				WBT	A	0	1243	0.3		
				WBR	N/A	--	--	--		
			WB Approach				A			0.3
			NB	NBL	A	28	0	0.0		
				NBT	N/A	--	--	--		
				NBR	B	28	8	11.6		
			NB Approach				B			11.6
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				B			11.6			

Intersection Information				2045 Build 1 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	D	385	14	42.4		
				EBT	D	385	543	39.7		
				EBR	B	385	447	20.0		
			EB Approach				C			31.0
			WB	WBL	D	698	24	48.4		
				WBT	D	698	606	39.7		
				WBR	D	704	82	37.1		
			WB Approach				D			39.7
			NB	NBL	C	395	573	26.8		
				NBT	C	395	453	27.3		
				NBR	B	393	57	10.4		
			NB Approach				C			26.2
			SB	SBL	D	294	60	41.9		
				SBT	D	294	210	47.0		
SBR	A	256		64	5.6					
SB Approach				D			38.1			
Overall LOS				C			32.1			
60	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	F	193	19	93.7		
				EBT	N/A	--	--	--		
				EBR	C	194	19	27.5		
			EB Approach				E			60.6
			WB	WBL	D	95	55	53.7		
				WBT	N/A	--	--	--		
				WBR	A	125	150	5.2		
			WB Approach				B			18.2
			NB	NBL	A	586	7	5.4		
				NBT	A	586	927	9.2		
				NBR	N/A	--	--	--		
			NB Approach				A			9.2
			SB	SBL	N/A	--	--	--		
				SBT	A	351	663	6.9		
SBR	A	313		15	1.6					
SB Approach				A			6.7			
Overall LOS				B			10.3			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	D	312	129	51.1		
				EBT	D	312	265	49.7		
				EBR	D	312	47	41.2		
			EB Approach				D			49.2
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	926	96	22.7		
				NBT	C	926	812	26.9		
				NBR	C	927	73	20.1		
			NB Approach				C			26.0
			SB	SBL	C	261	193	26.2		
				SBT	A	261	468	8.6		
SBR	A	262		78	3.5					
SB Approach				B			12.6			
Overall LOS				C			26.1			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	24	2	7.3		
				WBT	N/A	--	--	--		
				WBR	A	24	2	5.1		
			WB Approach				A			6.2
			NB	NBL	N/A	--	--	--		
				NBT	A	250	978	3.6		
				NBR	A	203	2	2.4		
			NB Approach				A			3.6
			SB	SBL	A	189	4	9.4		
				SBT	A	190	508	1.7		
SBR	N/A	--		--	--					
SB Approach				A			1.7			
Overall LOS				A			6.2			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	B	132	121	11.7		
				EBT	N/A	--	--	--		
				EBR	A	132	126	8.2		
			EB Approach				A			9.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	186	106	4.5		
				NBT	A	147	861	2.4		
				NBR	N/A	--	--	--		
			NB Approach				A			2.6
			SB	SBL	N/A	--	--	--		
				SBT	A	221	484	2.2		
SBR	A	258		27	1.1					
SB Approach				A			2.2			
Overall LOS				A			9.9			

Intersection Information					2045 Build 1 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	54	18	9.7		
				WBT	N/A	--	--	--		
				WBR	A	53	26	6.0		
			WB Approach				A			7.6
			NB	NBL	N/A	--	--	--		
				NBT	A	369	941	8.5		
				NBR	A	414	0	0.0		
			NB Approach				A			8.5
			SB	SBL	A	168	14	8.0		
				SBT	A	139	595	0.8		
SBR	N/A	--		--	--					
SB Approach				A			1.0			
Overall LOS				A			7.6			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	72	5	7.2		
				WBT	N/A	--	--	--		
				WBR	A	71	107	6.3		
			WB Approach				A			6.3
			NB	NBL	N/A	--	--	--		
				NBT	A	253	835	4.5		
				NBR	A	289	19	2.2		
			NB Approach				A			4.4
			SB	SBL	A	357	79	9.8		
				SBT	A	307	536	4.6		
SBR	N/A	--		--	--					
SB Approach				A			5.2			
Overall LOS				A			6.3			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	71	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	70	80	5.7		
			WB Approach				A			5.7
			NB	NBL	N/A	--	--	--		
				NBT	A	105	773	1.6		
				NBR	A	117	0	0.0		
			NB Approach				A			1.6
			SB	SBL	A	141	0	0.0		
				SBT	A	94	541	1.1		
SBR	N/A	--		--	--					
SB Approach				A			1.1			
Overall LOS				A			5.7			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	B	30	8	13.5		
			EB Approach				B			13.5
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	29	0	0.0		
				NBT	A	216	9	3.9		
				NBR	N/A	--	--	--		
			NB Approach				A			3.9
			SB	SBL	N/A	--	--	--		
				SBT	A	97	12	0.0		
SBR	#N/A	122		22	-0.2					
SB Approach				#N/A			-0.1			
Overall LOS				B			13.5			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	107	38	15.6		
				WBT	N/A	--	--	--		
				WBR	A	106	74	8.0		
			WB Approach				B			10.6
			NB	NBL	N/A	--	--	--		
				NBT	A	256	700	3.4		
				NBR	A	294	5	1.7		
			NB Approach				A			3.4
			SB	SBL	A	226	60	6.6		
				SBT	A	175	458	1.8		
SBR	N/A	--		--	--					
SB Approach				A			2.4			
Overall LOS				B			10.6			

Intersection Information				2045 Build 1 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	B	97	44	17.5		
				EBT	N/A	--	--	--		
				EBR	B	97	4	17.9		
			EB Approach				B			17.5
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				N/A			--
			NB	NBL	C	547	10	24.1		
				NBT	A	547	663	9.9		
				NBR	N/A	--	--	--		
			NB Approach				B			10.1
			SB	SBL	A	327	0	0.0		
				SBT	A	327	434	6.9		
SBR	A	331		63	3.8					
SB Approach				A			6.5			
Overall LOS				A				8.9		
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Unsignalized	EB	EBL	C	26	4	18.0		
				EBT	N/A	--	--	--		
				EBR	C	26	4	15.8		
			EB Approach				C			16.9
			WB	WBL	A	23	4	9.8		
				WBT	N/A	--	--	--		
				WBR	A	23	0	0.0		
			WB Approach				A			9.8
			NB	NBL	A	381	0	0.0		
				NBT	A	381	672	5.0		
				NBR	A	382	0	0.0		
			NB Approach				A			5.0
			SB	SBL	A	298	0	0.0		
				SBT	A	298	438	4.5		
SBR	A	328		0	0.0					
SB Approach				A			4.5			
Overall LOS				A				4.9		
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	23	4	11.7		
				EBT	N/A	--	--	--		
				EBR	A	23	0	0.0		
			EB Approach				B			11.7
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	121	4	4.3		
				NBT	A	83	671	2.7		
				NBR	N/A	--	--	--		
			NB Approach				A			2.7
			SB	SBL	N/A	--	--	--		
				SBT	A	0	439	0.8		
SBR	A	0		7	1.2					
SB Approach				A			0.8			
Overall LOS				B				11.7		
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	C	628	532	22.7		
				EBT	A	628	1003	8.1		
				EBR	N/A	--	--	--		
			EB Approach				B			13.1
			WB	WBL	N/A	--	--	--		
				WBT	C	276	424	22.7		
				WBR	B	310	144	19.0		
			WB Approach				C			21.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
NB Approach				N/A			--			
SB	SBL	D	473	196	49.3					
	SBT	N/A	--	--	--					
	SBR	C	477	238	26.9					
SB Approach				D			37.0			
Overall LOS				B				19.2		

2045 Build 1 PM

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	389	1671	8.7		
				EBR	B	389	192	10.2		
			EB Approach				A			8.8
			WB	WBL	N/A	--	--	--		
				WBT	A	0	1025	2.9		
				WBR	N/A	--	--	--		
			WB Approach				A			2.9
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	57	9	7.7		
			NB Approach				A			7.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	B	67		5	11.4					
SB Approach				B			11.4			
Overall LOS				A			6.7			
35	Chestnut Road & Route 7	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	B	621	1654	13.8		
				EBR	B	621	30	10.7		
			EB Approach				B			13.8
			WB	WBL	C	580	61	26.1		
				WBT	A	580	1026	8.0		
				WBR	A	580	59	6.8		
			WB Approach				A			8.9
			NB	NBL	D	52	2	41.0		
				NBT	N/A	--	--	--		
				NBR	C	52	15	33.5		
			NB Approach				C			34.4
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	11		1	25.9					
SB Approach				C			25.9			
Overall LOS				B			12.0			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	572	233	109.6		
				EBT	B	572	1143	14.0		
				EBR	A	572	299	4.7		
			EB Approach				C			25.6
			WB	WBL	F	459	23	119.6		
				WBT	D	459	823	45.2		
				WBR	D	459	49	43.5		
			WB Approach				D			47.0
			NB	NBL	F	323	140	80.7		
				NBT	E	323	247	61.9		
				NBR	D	331	14	36.9		
			NB Approach				E			67.6
			SB	SBL	E	699	61	77.4		
				SBT	F	699	332	94.7		
SBR	C	705		197	20.5					
SB Approach				E			68.1			
Overall LOS				D			42.8			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	395	1203	4.3		
				EBR	A	461	17	4.0		
			EB Approach				A			4.3
			WB	WBL	B	316	83	15.0		
				WBT	A	249	862	8.2		
				WBR	N/A	--	--	--		
			WB Approach				A			8.8
			NB	NBL	E	122	20	35.3		
				NBT	N/A	--	--	--		
				NBR	C	122	63	15.1		
			NB Approach				C			19.9
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			6.8			
38	Birch Street & Route 7	Signalized	EB	EBL	B	272	119	10.1		
				EBT	A	272	1141	4.0		
				EBR	A	284	0	0.0		
			EB Approach				A			4.5
			WB	WBL	A	424	0	0.0		
				WBT	B	424	867	15.1		
				WBR	B	429	35	11.1		
			WB Approach				B			14.9
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				A			0.0
			SB	SBL	D	234	101	44.2		
				SBT	N/A	--	--	--		
SBR	C	238		73	26.5					
SB Approach				D			36.8			
Overall LOS				B			11.0			

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	B	200	12	13.9		
				EBT	A	218	1218	4.5		
				EBR	N/A	--	--	--		
			EB Approach				A			4.6
			WB	WBL	N/A	--	--	--		
				WBT	A	0	894	1.5		
				WBR	A	0	111	1.2		
			WB Approach				A			1.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	C	52	10	17.6		
				SBT	N/A	--	--	--		
SBR	A	59		12	9.7					
SB Approach				B			13.3			
Overall LOS				A				3.3		
40	West Street & Route 7	Signalized	EB	EBL	C	786	113	27.6		
				EBT	C	786	1016	30.0		
				EBR	C	798	105	28.6		
			EB Approach				C			29.7
			WB	WBL	C	264	74	27.9		
				WBT	B	264	640	13.1		
				WBR	A	280	11	7.2		
			WB Approach				B			14.5
			NB	NBL	D	328	215	37.9		
				NBT	C	328	218	32.5		
				NBR	C	340	72	22.9		
			NB Approach				C			33.4
			SB	SBL	E	787	4	73.2		
				SBT	E	787	375	78.4		
SBR	C	798		148	31.2					
SB Approach				E			65.1			
Overall LOS				C				32.9		
41	Spring Street & Route 7	Signalized	EB	EBL	A	261	17	6.1		
				EBT	A	261	1060	3.4		
				EBR	A	263	5	4.0		
			EB Approach				A			3.5
			WB	WBL	B	340	30	12.3		
				WBT	A	340	741	5.7		
				WBR	A	348	61	5.2		
			WB Approach				A			5.9
			NB	NBL	C	81	1	28.4		
				NBT	D	81	17	42.5		
				NBR	B	84	23	11.1		
			NB Approach				C			24.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A				5.0		
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	251	30	8.2		
				EBT	A	158	1027	3.6		
				EBR	A	158	27	3.9		
			EB Approach				A			3.7
			WB	WBL	A	160	39	7.5		
				WBT	A	88	730	1.2		
				WBR	A	88	35	1.3		
			WB Approach				A			1.5
			NB	NBL	C	90	31	21.6		
				NBT	A	90	0	0.0		
				NBR	B	89	40	11.5		
			NB Approach				C			15.9
			SB	SBL	C	101	19	22.0		
				SBT	A	101	0	0.0		
SBR	B	104		71	11.7					
SB Approach				B			13.9			
Overall LOS				A				3.7		
43	Lee Street & Route 7	Signalized	EB	EBL	B	349	50	11.7		
				EBT	A	349	1025	5.3		
				EBR	A	367	6	4.4		
			EB Approach				A			5.6
			WB	WBL	B	176	30	16.2		
				WBT	A	176	775	3.4		
				WBR	A	173	22	2.6		
			WB Approach				A			3.8
			NB	NBL	A	132	0	0.0		
				NBT	D	132	49	44.2		
				NBR	D	132	24	42.2		
			NB Approach				D			43.5
			SB	SBL	D	302	7	46.9		
				SBT	D	302	173	50.4		
SBR	D	302		29	49.1					
SB Approach				D			50.1			
Overall LOS				B				10.4		

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	379	19	16.9		
				EBT	A	379	1017	7.2		
				EBR	A	387	22	5.9		
			EB Approach				A			7.4
			WB	WBL	A	235	0	0.0		
				WBT	A	235	784	7.1		
				WBR	A	241	74	6.2		
			WB Approach				A			7.0
			NB	NBL	A	130	0	0.0		
				NBT	D	130	55	52.2		
				NBR	A	139	0	0.0		
			NB Approach				D			52.2
			SB	SBL	D	148	40	52.6		
				SBT	A	148	0	0.0		
SBR	C	151		43	23.1					
SB Approach				D			37.3			
Overall LOS				A			9.6			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	B	314	19	10.7		
				EBT	A	314	1018	9.9		
				EBR	A	318	18	9.9		
			EB Approach				A			9.9
			WB	WBL	B	289	19	15.9		
				WBT	A	289	840	5.4		
				WBR	A	294	106	5.2		
			WB Approach				A			5.6
			NB	NBL	D	81	7	44.9		
				NBT	D	81	14	47.3		
				NBR	A	94	0	0.0		
			NB Approach				D			46.5
			SB	SBL	D	172	40	44.3		
				SBT	D	172	54	44.4		
SBR	C	172		10	22.2					
SB Approach				D			42.2			
Overall LOS				A			9.9			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	290	26	10.5		
				EBT	A	290	795	7.1		
				EBR	A	299	236	6.4		
			EB Approach				A			7.0
			WB	WBL	C	399	13	20.6		
				WBT	B	399	771	13.5		
				WBR	B	404	6	15.5		
			WB Approach				B			13.6
			NB	NBL	D	246	175	44.6		
				NBT	D	246	20	41.4		
				NBR	C	249	14	23.5		
			NB Approach				D			42.9
			SB	SBL	D	141	26	48.0		
				SBT	D	141	25	48.7		
SBR	C	143		18	21.7					
SB Approach				D			41.4			
Overall LOS				B			14.1			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	443	6	14.9		
				EBT	B	443	829	12.8		
				EBR	N/A	--	--	--		
			EB Approach				B			12.8
			WB	WBL	N/A	--	--	--		
				WBT	A	121	745	3.7		
				WBR	A	124	97	2.5		
			WB Approach				A			3.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	312	232	56.2		
				SBT	N/A	--	--	--		
SBR	C	314		47	26.8					
SB Approach				D			51.2			
Overall LOS				B			14.3			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	460	76	23.0		
				EBT	B	460	705	14.7		
				EBR	B	464	277	15.0		
			EB Approach				B			15.4
			WB	WBL	B	250	14	13.5		
				WBT	A	250	674	7.6		
				WBR	A	255	65	5.9		
			WB Approach				A			7.6
			NB	NBL	D	209	97	37.9		
				NBT	D	209	96	38.0		
				NBR	C	209	42	23.1		
			NB Approach				D			35.3
			SB	SBL	D	393	108	46.5		
				SBT	E	393	317	56.0		
SBR	D	403		68	47.8					
SB Approach				D			52.8			
Overall LOS				C			22.2			

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	C	448	129	26.7		
				EBT	C	448	659	20.4		
				EBR	C	448	68	24.0		
			EB Approach				C			21.6
			WB	WBL	C	356	104	31.5		
				WBT	C	356	626	33.0		
				WBR	D	356	42	35.5		
			WB Approach				C			32.9
			NB	NBL	D	411	62	36.1		
				NBT	C	411	684	34.0		
				NBR	D	411	31	41.5		
			NB Approach				C			34.5
			SB	SBL	C	473	134	26.6		
				SBT	C	473	1153	25.8		
SBR	C	473		61	28.6					
SB Approach				C			26.0			
Overall LOS				C			28.2			
50	Washington Street & Park Avenue	Signalized	EB	EBL	D	368	229	51.8		
				EBT	N/A	--	--	--		
				EBR	D	372	45	44.5		
			EB Approach				D			50.6
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	B	235	41	15.8		
				NBT	A	235	814	4.7		
				NBR	N/A	--	--	--		
			NB Approach				A			5.2
			SB	SBL	N/A	--	--	--		
				SBT	B	587	1295	16.8		
SBR	B	600		41	18.0					
SB Approach				B			16.9			
Overall LOS				B			16.6			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	B	321	104	13.2		
				EBT	A	286	938	3.4		
				EBR	N/A	--	--	--		
			EB Approach				A			4.4
			WB	WBL	N/A	--	--	--		
				WBT	A	282	1211	5.4		
				WBR	A	357	46	4.7		
			WB Approach				A			5.4
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	219	32	41.1		
				SBT	N/A	--	--	--		
SBR	D	219		123	27.5					
SB Approach				D			30.3			
Overall LOS				A			6.5			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	432	13	33.2		
				EBT	B	432	881	18.3		
				EBR	B	445	73	18.8		
			EB Approach				B			18.5
			WB	WBL	C	617	36	23.5		
				WBT	B	617	1216	18.5		
				WBR	B	623	36	18.3		
			WB Approach				B			18.6
			NB	NBL	D	194	19	45.0		
				NBT	D	194	70	43.0		
				NBR	C	196	46	22.8		
			NB Approach				D			36.4
			SB	SBL	D	352	77	45.6		
				SBT	D	352	170	47.2		
SBR	C	362		19	28.7					
SB Approach				D			45.4			
Overall LOS				C			22.2			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	223	20	7.1		
				EBT	A	162	982	1.8		
				EBR	A	229	4	1.8		
			EB Approach				A			1.9
			WB	WBL	A	279	49	7.4		
				WBT	A	201	1232	2.1		
				WBR	A	266	25	1.1		
			WB Approach				A			2.3
			NB	NBL	C	107	22	22.5		
				NBT	D	107	11	25.6		
				NBR	B	107	64	12.4		
			NB Approach				C			16.2
			SB	SBL	A	79	0	0.0		
				SBT	C	79	18	23.1		
SBR	B	79		32	10.2					
SB Approach				B			14.8			
Overall LOS				A			3.0			

Intersection Information			2045 Build 1 PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	339	1039	12.0		
				EBR	A	372	8	7.5		
			EB Approach			B				12.0
			WB	WBL	A	180	11	7.2		
				WBT	A	113	1290	0.5		
				WBR	N/A	--	--	--		
			WB Approach			A				0.5
			NB	NBL	A	42	20	8.7		
				NBT	N/A	--	--	--		
				NBR	A	41	0	0.0		
			NB Approach			A				8.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			A				5.7			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	B	341	6	16.3		
				EBT	C	341	820	21.2		
				EBR	B	343	215	18.7		
			EB Approach			C				20.6
			WB	WBL	B	353	59	18.6		
				WBT	A	353	1214	5.4		
				WBR	A	360	5	2.2		
			WB Approach			A				6.0
			NB	NBL	D	188	88	52.1		
				NBT	A	188	0	0.0		
				NBR	C	190	21	31.2		
			NB Approach			D				48.0
			SB	SBL	E	15	1	60.1		
				SBT	A	15	0	0.0		
SBR	A	20		0	0.0					
SB Approach			E				60.1			
Overall LOS			B				14.2			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	321	671	18.0		
				EBR	B	321	168	19.9		
			EB Approach			B				18.4
			WB	WBL	C	301	15	30.8		
				WBT	C	301	823	21.6		
				WBR	N/A	--	--	--		
			WB Approach			C				21.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach			N/A				--
			SB	SBL	D	896	552	36.5		
				SBT	D	896	777	40.8		
SBR	C	899		456	24.9					
SB Approach			D				35.4			
Overall LOS			C				28.0			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	385	269	23.0		
				EBT	B	385	965	14.7		
				EBR	N/A	--	--	--		
			EB Approach			B				16.5
			WB	WBL	N/A	--	--	--		
				WBT	F	1214	667	86.7		
				WBR	F	1224	738	101.3		
			WB Approach			F				94.3
			NB	NBL	D	644	159	39.8		
				NBT	E	644	959	58.4		
				NBR	D	646	17	53.6		
			NB Approach			E				55.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			E				57.2			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	F	793	972	63.6		
				EBR	A	878	0	0.0		
			EB Approach			F				63.6
			WB	WBL	A	13	1	2.9		
				WBT	A	0	1150	0.2		
				WBR	N/A	--	--	--		
			WB Approach			A				0.2
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach			A				0.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach			N/A				--			
Overall LOS			D				29.3			

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	F	403	24	108.1		
				EBT	D	403	409	50.5		
				EBR	C	403	542	34.5		
			EB Approach				D			43.1
			WB	WBL	D	741	79	45.9		
				WBT	D	741	691	39.1		
				WBR	C	747	8	31.6		
			WB Approach				D			39.7
			NB	NBL	D	429	383	51.1		
				NBT	D	429	364	50.8		
				NBR	B	426	112	12.8		
			NB Approach				D			46.0
			SB	SBL	E	756	197	62.7		
				SBT	E	756	667	62.3		
SBR	D	760		81	38.2					
SB Approach				E			60.3			
Overall LOS				D			47.6			
60	Sycamore Street & I-66 WB off-ramps and Bus Bay Entrance EFC Metro	Signalized	EB	EBL	F	460	45	128.5		
				EBT	N/A	--	--	--		
				EBR	D	465	25	42.0		
			EB Approach				F			97.6
			WB	WBL	D	100	73	50.7		
				WBT	N/A	--	--	--		
				WBR	A	37	24	8.0		
			WB Approach				D			40.2
			NB	NBL	A	250	9	9.0		
				NBT	B	250	780	10.6		
				NBR	N/A	--	--	--		
			NB Approach				B			10.6
			SB	SBL	N/A	--	--	--		
				SBT	B	391	1260	12.8		
SBR	B	353		32	12.0					
SB Approach				B			12.8			
Overall LOS				B			15.8			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	395	120	66.8		
				EBT	E	395	153	62.2		
				EBR	D	395	170	50.5		
			EB Approach				E			59.0
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	540	98	26.3		
				NBT	D	540	670	36.2		
				NBR	C	541	164	33.6		
			NB Approach				C			34.7
			SB	SBL	D	597	373	44.1		
				SBT	C	597	889	21.6		
SBR	C	597		100	21.0					
SB Approach				C			27.7			
Overall LOS				D			35.2			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	27	3	15.5		
				WBT	N/A	--	--	--		
				WBR	A	27	3	5.8		
			WB Approach				B			10.6
			NB	NBL	N/A	--	--	--		
				NBT	A	125	935	0.6		
				NBR	A	57	6	1.0		
			NB Approach				A			0.6
			SB	SBL	A	202	11	8.5		
				SBT	A	202	1034	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.5			
Overall LOS				A			1.1			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	120	63	8.6		
				EBT	N/A	--	--	--		
				EBR	A	121	140	7.6		
			EB Approach				A			7.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	170	140	8.1		
				NBT	A	130	877	0.2		
				NBR	N/A	--	--	--		
			NB Approach				A			1.3
			SB	SBL	N/A	--	--	--		
				SBT	A	134	975	1.3		
SBR	A	181		67	1.6					
SB Approach				A			1.3			
Overall LOS				A			1.9			

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	N/A	--	--	--		
				NBT	A	90	1016	1.3		
				NBR	A	138	0	0.0		
			NB Approach				A			1.3
			SB	SBL	A	174	24	5.9		
				SBT	A	149	1090	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.4			
Overall LOS				A			0.8			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	124	7	12.1		
				WBT	N/A	--	--	--		
				WBR	B	122	188	10.1		
			WB Approach				B			10.2
			NB	NBL	N/A	--	--	--		
				NBT	A	9	828	0.5		
				NBR	A	22	4	0.7		
			NB Approach				A			0.5
			SB	SBL	A	239	52	7.7		
				SBT	A	192	1039	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.7			
Overall LOS				A			2.0			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	56	6	17.5		
				WBT	N/A	--	--	--		
				WBR	A	55	18	9.2		
			WB Approach				B			11.2
			NB	NBL	N/A	--	--	--		
				NBT	A	102	814	0.2		
				NBR	A	29	19	0.0		
			NB Approach				A			0.2
			SB	SBL	A	190	21	6.9		
				SBT	A	138	1027	0.7		
SBR	N/A	--		--	--					
SB Approach				A			0.9			
Overall LOS				A			0.7			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	59	27	19.8		
				EBT	N/A	--	--	--		
				EBR	A	58	0	0.0		
			EB Approach				C			19.8
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	202	35	9.1		
				NBT	A	153	807	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	95	1016	0.5		
SBR	A	100		18	0.0					
SB Approach				A			0.5			
Overall LOS				A			1.0			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	104	5	16.4		
				WBT	N/A	--	--	--		
				WBR	B	103	116	10.7		
			WB Approach				B			10.9
			NB	NBL	N/A	--	--	--		
				NBT	A	69	727	1.1		
				NBR	A	105	30	1.3		
			NB Approach				A			1.1
			SB	SBL	A	229	153	5.3		
				SBT	A	179	863	1.1		
SBR	N/A	--		--	--					
SB Approach				A			1.7			
Overall LOS				A			2.0			

Intersection Information				2045 Build 1 PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	C	198	114	23.0		
				EBT	N/A	--	--	--		
				EBR	C	198	74	23.7		
			EB Approach				C			23.2
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	C	260	48	32.0		
				NBT	A	260	643	9.0		
				NBR	N/A	--	--	--		
			NB Approach				B			10.6
			SB	SBL	A	377	0	0.0		
				SBT	B	377	764	14.5		
SBR	B	382		109	14.1					
SB Approach				B			14.5			
Overall LOS				B			13.9			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Signalized (in NoBuild)	EB	EBL	A	30	0	0.0		
				EBT	N/A	--	--	--		
				EBR	B	30	4	17.4		
			EB Approach				B			17.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	34	3	0.2		
				NBT	A	44	691	0.1		
				NBR	N/A	--	--	--		
			NB Approach				A			0.1
			SB	SBL	A	296	0	0.0		
				SBT	A	296	839	5.3		
SBR	A	296		0	0.0					
SB Approach				A			5.3			
Overall LOS				A			3.0			
71	Roosevelt Blvd & Rossevelt Towers Access (1)	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	A	221	3	9.8		
				NBT	A	221	690	5.3		
				NBR	A	221	4	5.9		
			NB Approach				A			5.3
			SB	SBL	A	101	0	0.0		
				SBT	A	121	843	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				A			2.6			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	59	30	11.5		
				EBT	N/A	--	--	--		
				EBR	A	59	0	0.0		
			EB Approach				B			11.5
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	0	0	0.0		
				NBT	A	0	665	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.6
			SB	SBL	N/A	--	--	--		
				SBT	A	0	785	0.8		
SBR	A	19		59	1.2					
SB Approach				A			0.8			
Overall LOS				A			0.9			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	E	640	441	70.8		
				EBT	B	640	501	18.3		
				EBR	N/A	--	--	--		
			EB Approach				D			42.9
			WB	WBL	N/A	--	--	--		
				WBT	D	637	823	48.4		
				WBR	D	666	222	49.0		
			WB Approach				D			48.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	565	474	50.5		
				SBT	N/A	--	--	--		
SBR	D	569		303	51.2					
SB Approach				D			50.7			
Overall LOS				D			47.2			

2045 Build 2 AM

Intersection Information					2045 Build 2 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	41	78	9.6		
				EBR	A	41	1047	7.7		
			EB Approach				A			7.8
			WB	WBL	N/A	--	--	--		
				WBT	C	444	1227	17.5		
				WBR	N/A	--	--	--		
			WB Approach				C			17.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	82	8	6.9		
			NB Approach				A			6.9
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	17		4	16.1					
SB Approach				C			16.1			
Overall LOS				C			16.1			
35	Chestnut Road & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	A	462	1040	9.2		
				EBR	A	462	22	8.0		
			EB Approach				A			9.2
			WB	WBL	B	531	12	10.8		
				WBT	A	531	1211	9.6		
				WBR	A	531	162	7.2		
			WB Approach				A			9.3
			NB	NBL	D	96	27	43.7		
				NBT	N/A	--	--	--		
				NBR	D	96	24	42.8		
			NB Approach				D			43.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	D	44		12	36.8					
SB Approach				D			36.8			
Overall LOS				B			10.1			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	507	134	131.0		
				EBT	B	507	815	10.0		
				EBR	A	507	121	2.7		
			EB Approach				C			24.3
			WB	WBL	F	473	22	119.9		
				WBT	C	473	1082	28.2		
				WBR	C	473	182	28.6		
			WB Approach				C			29.8
			NB	NBL	F	461	113	83.4		
				NBT	F	461	214	85.4		
				NBR	F	461	85	83.3		
			NB Approach				F			84.4
			SB	SBL	E	389	91	65.5		
				SBT	F	389	159	82.7		
SBR	C	395		199	21.0					
SB Approach				D			51.9			
Overall LOS				D			38.1			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	141	980	1.6		
				EBR	A	211	14	2.2		
			EB Approach				A			1.6
			WB	WBL	B	310	11	12.1		
				WBT	A	238	1271	8.8		
				WBR	N/A	--	--	--		
			WB Approach				A			8.9
			NB	NBL	E	164	11	39.1		
				NBT	N/A	--	--	--		
				NBR	B	164	148	14.0		
			NB Approach				C			15.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				C			15.7			
38	Birch Street & Route 7	Signalized	EB	EBL	B	255	86	16.1		
				EBT	A	255	1043	4.0		
				EBR	A	266	0	0.0		
			EB Approach				A			4.9
			WB	WBL	C	739	6	32.1		
				WBT	C	739	1210	22.4		
				WBR	C	765	69	21.8		
			WB Approach				C			22.4
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				N/A			--
			SB	SBL	D	247	103	49.1		
				SBT	N/A	--	--	--		
SBR	D	251		69	36.3					
SB Approach				D			44.0			
Overall LOS				B			16.2			

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	A	28	0	0.0		
				EBT	A	7	1140	2.4		
				EBR	N/A	--	--	--		
			EB Approach				A			2.4
			WB	WBL	N/A	--	--	--		
				WBT	A	83	1283	3.2		
				WBR	A	83	4	2.4		
			WB Approach				A			3.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	A	31	0	0.0		
				SBT	N/A	--	--	--		
SBR	B	38		4	11.2					
SB Approach				B			11.2			
Overall LOS				B			11.2			
40	West Street & Route 7	Signalized	EB	EBL	C	646	211	34.0		
				EBT	C	646	858	25.9		
				EBR	C	658	63	23.6		
			EB Approach				C			27.3
			WB	WBL	D	793	47	40.5		
				WBT	D	793	929	54.9		
				WBR	D	809	50	51.4		
			WB Approach				D			54.0
			NB	NBL	E	891	240	75.5		
				NBT	E	891	371	57.2		
				NBR	D	903	71	52.7		
			NB Approach				E			63.2
			SB	SBL	E	693	44	72.3		
				SBT	F	693	284	81.8		
SBR	C	704		119	25.3					
SB Approach				E			65.8			
Overall LOS				D			48.3			
41	Spring Street & Route 7	Signalized	EB	EBL	B	321	43	16.1		
				EBT	A	321	942	8.0		
				EBR	A	323	8	7.4		
			EB Approach				A			8.4
			WB	WBL	B	380	27	13.3		
				WBT	A	380	959	6.7		
				WBR	A	387	70	6.3		
			WB Approach				A			6.9
			NB	NBL	D	192	8	45.3		
				NBT	D	192	90	47.4		
				NBR	C	194	31	29.7		
			NB Approach				D			43.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			9.7			
42	Oak Street & Route 7	Unsignalized	EB	EBL	B	254	30	10.1		
				EBT	A	159	922	5.8		
				EBR	A	159	20	4.8		
			EB Approach				A			5.9
			WB	WBL	A	156	41	5.6		
				WBT	A	85	957	1.4		
				WBR	A	85	65	1.5		
			WB Approach				A			1.6
			NB	NBL	C	84	27	20.5		
				NBT	A	84	0	0.0		
				NBR	B	84	25	13.4		
			NB Approach				C			17.1
			SB	SBL	D	99	10	28.9		
				SBT	A	99	0	0.0		
SBR	B	105		74	12.0					
SB Approach				B			14.0			
Overall LOS				C			17.1			
43	Lee Street & Route 7	Signalized	EB	EBL	C	476	52	23.2		
				EBT	B	476	896	11.7		
				EBR	B	492	9	10.2		
			EB Approach				B			12.3
			WB	WBL	B	258	7	18.6		
				WBT	A	258	937	3.9		
				WBR	A	266	0	0.0		
			WB Approach				A			4.0
			NB	NBL	D	294	75	50.5		
				NBT	D	294	64	52.7		
				NBR	D	294	63	51.4		
			NB Approach				D			51.5
			SB	SBL	D	168	27	43.2		
				SBT	D	168	31	43.9		
SBR	D	168		51	40.7					
SB Approach				D			42.2			
Overall LOS				B			13.8			

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	C	391	85	23.9		
				EBT	A	391	894	8.4		
				EBR	A	399	5	6.2		
			EB Approach				A			9.7
			WB	WBL	A	258	0	0.0		
				WBT	A	258	931	7.4		
				WBR	A	264	69	6.6		
			WB Approach				A			7.3
			NB	NBL	A	152	0	0.0		
				NBT	E	152	36	62.8		
				NBR	C	160	48	26.8		
			NB Approach				D			42.2
			SB	SBL	D	94	37	52.0		
				SBT	A	94	0	0.0		
SBR	C	99		15	21.7					
SB Approach				D			43.3			
Overall LOS				B				10.7		
45	Virginia Avenue & Route 7	Signalized	EB	EBL	A	286	43	8.9		
				EBT	A	286	936	6.0		
				EBR	A	290	0	0.0		
			EB Approach				A			6.2
			WB	WBL	A	283	21	9.9		
				WBT	A	283	962	4.0		
				WBR	A	289	44	3.2		
			WB Approach				A			4.1
			NB	NBL	D	186	20	52.1		
				NBT	D	186	16	53.0		
				NBR	C	199	65	25.0		
			NB Approach				C			34.8
			SB	SBL	D	131	46	48.7		
				SBT	D	131	13	47.0		
SBR	C	130		21	25.7					
SB Approach				D			42.4			
Overall LOS				A				7.8		
46	Annadale Road & Route 7	Signalized	EB	EBL	B	306	32	15.2		
				EBT	A	306	820	8.6		
				EBR	A	315	193	6.9		
			EB Approach				A			8.5
			WB	WBL	C	394	6	27.1		
				WBT	B	394	793	17.2		
				WBR	B	399	4	18.9		
			WB Approach				B			17.3
			NB	NBL	D	312	222	44.1		
				NBT	D	312	18	39.8		
				NBR	C	315	18	23.7		
			NB Approach				D			42.4
			SB	SBL	D	105	22	50.8		
				SBT	D	105	11	52.2		
SBR	B	107		12	19.3					
SB Approach				D			42.8			
Overall LOS				B				16.6		
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	392	47	13.6		
				EBT	A	392	811	7.8		
				EBR	N/A	--	--	--		
			EB Approach				A			8.1
			WB	WBL	N/A	--	--	--		
				WBT	A	203	772	3.2		
				WBR	A	206	231	3.3		
			WB Approach				A			3.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	144	109	52.3		
				SBT	N/A	--	--	--		
SBR	B	146		31	11.2					
SB Approach				D			43.2			
Overall LOS				A				8.1		
48	Maple Avenue & Route 7	Signalized	EB	EBL	D	383	116	41.6		
				EBT	B	383	631	11.6		
				EBR	A	387	166	9.4		
			EB Approach				B			15.0
			WB	WBL	B	577	16	12.1		
				WBT	B	577	765	18.5		
				WBR	A	583	87	9.2		
			WB Approach				B			17.5
			NB	NBL	E	603	183	56.2		
				NBT	E	603	176	63.8		
				NBR	D	603	70	50.8		
			NB Approach				E			58.4
			SB	SBL	D	196	69	40.4		
				SBT	D	196	72	45.9		
SBR	C	206		56	21.5					
SB Approach				D			37.0			
Overall LOS				C				25.5		

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	E	390	234	60.7		
				EBT	C	390	453	30.5		
				EBR	C	390	76	30.8		
			EB Approach				D			39.8
			WB	WBL	C	519	45	33.8		
				WBT	D	519	710	54.4		
				WBR	D	519	46	44.7		
			WB Approach				D			52.7
			NB	NBL	C	394	98	26.6		
				NBT	D	394	641	38.0		
				NBR	D	394	44	38.4		
			NB Approach				D			36.6
			SB	SBL	C	449	187	31.3		
				SBT	C	449	622	32.8		
SBR	C	449		61	34.4					
SB Approach				C			32.6			
Overall LOS				D			40.3			
50	Washington Street & Park Avenue	Signalized	EB	EBL	B	412	11	11.7		
				EBT	N/A	--	--	--		
				EBR	A	412	909	7.1		
			EB Approach				A			7.2
			WB	WBL	N/A	--	--	--		
				WBT	B	406	817	16.3		
				WBR	B	419	104	14.5		
			WB Approach				B			16.1
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	295	150	46.9		
				SBT	N/A	--	--	--		
SBR	C	299		54	30.3					
SB Approach				D			42.5			
Overall LOS				B			14.7			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	A	223	71	4.9		
				EBT	A	180	989	1.7		
				EBR	N/A	--	--	--		
			EB Approach				A			1.9
			WB	WBL	N/A	--	--	--		
				WBT	A	31	728	1.2		
				WBR	A	90	59	1.6		
			WB Approach				A			1.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	C	151	34	22.9		
				SBT	N/A	--	--	--		
SBR	C	151		191	15.7					
SB Approach				C			16.8			
Overall LOS				C			16.8			
52	Washington Street & Columbia Street	Signalized	EB	EBL	B	445	9	17.8		
				EBT	B	445	1004	17.5		
				EBR	B	459	14	16.1		
			EB Approach				B			17.4
			WB	WBL	C	324	106	21.4		
				WBT	B	324	693	15.8		
				WBR	B	330	14	13.4		
			WB Approach				B			16.5
			NB	NBL	D	327	92	36.2		
				NBT	D	327	178	37.3		
				NBR	C	328	28	27.9		
			NB Approach				D			36.1
			SB	SBL	C	159	91	33.8		
				SBT	C	159	51	34.1		
SBR	B	170		2	17.4					
SB Approach				C			33.7			
Overall LOS				C			20.6			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	200	0	0.0		
				EBT	A	145	1117	2.0		
				EBR	A	207	3	0.5		
			EB Approach				A			2.0
			WB	WBL	A	87	9	5.7		
				WBT	A	16	720	0.6		
				WBR	A	75	35	1.0		
			WB Approach				A			0.7
			NB	NBL	C	134	7	20.6		
				NBT	C	134	25	20.0		
				NBR	B	134	115	13.5		
			NB Approach				B			15.0
			SB	SBL	A	105	0	0.0		
				SBT	C	104	39	16.2		
SBR	A	105		81	8.8					
SB Approach				B			11.2			
Overall LOS				B			15.0			

Intersection Information					2045 Build 2 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	436	1223	11.4		
				EBR	A	468	9	6.4		
			EB Approach				B			11.4
			WB	WBL	A	0	0	0.0		
				WBT	A	0	767	0.2		
				WBR	N/A	--	--	--		
			WB Approach				A			0.2
			NB	NBL	A	30	0	0.0		
				NBT	N/A	--	--	--		
				NBR	B	29	4	13.3		
			NB Approach				B			13.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				B			13.3			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	A	343	0	0.0		
				EBT	B	343	1138	18.0		
				EBR	B	345	89	15.4		
			EB Approach				B			17.9
			WB	WBL	C	162	34	23.4		
				WBT	A	162	674	2.7		
				WBR	A	169	5	1.4		
			WB Approach				A			3.6
			NB	NBL	D	225	94	53.4		
				NBT	A	225	0	0.0		
				NBR	D	227	50	38.5		
			NB Approach				D			48.2
			SB	SBL	A	0	0	0.0		
				SBT	A	0	0	0.0		
SBR	A	0		0	0.0					
SB Approach				N/A			--			
Overall LOS				B			15.1			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	384	911	19.8		
				EBR	C	384	278	20.5		
			EB Approach				B			19.9
			WB	WBL	C	211	15	25.3		
				WBT	B	211	524	19.7		
				WBR	N/A	--	--	--		
			WB Approach				B			19.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	921	552	45.4		
				SBT	D	921	739	50.1		
SBR	C	924		192	27.3					
SB Approach				D			45.4			
Overall LOS				C			31.7			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	420	375	31.6		
				EBT	B	420	1086	14.8		
				EBR	N/A	--	--	--		
			EB Approach				B			19.1
			WB	WBL	N/A	--	--	--		
				WBT	F	1093	478	103.5		
				WBR	F	1100	648	103.3		
			WB Approach				F			103.4
			NB	NBL	D	945	54	45.4		
				NBT	E	945	1198	64.6		
				NBR	E	948	12	58.2		
			NB Approach				E			63.7
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			58.2			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	301	1033	11.0		
				EBR	A	386	0	0.0		
			EB Approach				B			11.0
			WB	WBL	#N/A	72	0	-0.3		
				WBT	A	51	1251	1.1		
				WBR	N/A	--	--	--		
			WB Approach				A			1.1
			NB	NBL	A	22	0	0.0		
				NBT	N/A	--	--	--		
				NBR	C	22	4	18.0		
			NB Approach				C			18.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				C			18.0			

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	D	384	8	42.7		
				EBT	D	384	528	43.9		
				EBR	C	384	506	23.1		
			EB Approach				C			33.8
			WB	WBL	D	401	42	39.3		
				WBT	D	401	477	36.7		
				WBR	C	406	74	33.2		
			WB Approach				D			36.4
			NB	NBL	C	413	705	31.1		
				NBT	C	413	598	27.6		
				NBR	B	411	78	10.7		
			NB Approach				C			28.4
			SB	SBL	D	196	56	40.1		
				SBT	D	196	237	43.7		
SBR	A	200		67	6.4					
SB Approach				D			36.2			
Overall LOS				C			32.3			
60	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	F	200	20	93.3		
				EBT	N/A	--	--	--		
				EBR	C	190	13	32.2		
			EB Approach				E			69.2
			WB	WBL	E	79	55	57.9		
				WBT	N/A	--	--	--		
				WBR	C	101	54	23.9		
			WB Approach				D			41.1
			NB	NBL	C	700	7	31.8		
				NBT	C	700	1317	32.1		
				NBR	N/A	--	--	--		
			NB Approach				C			32.1
			SB	SBL	N/A	--	--	--		
				SBT	A	236	768	7.7		
SBR	A	198		15	5.6					
SB Approach				A			7.6			
Overall LOS				C			24.6			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	325	122	63.5		
				EBT	D	325	300	52.4		
				EBR	D	325	43	44.8		
			EB Approach				D			54.6
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	802	103	26.9		
				NBT	D	802	1221	36.9		
				NBR	D	803	100	38.4		
			NB Approach				D			36.3
			SB	SBL	D	292	184	36.8		
				SBT	B	292	515	12.7		
SBR	B	294		141	14.6					
SB Approach				B			18.3			
Overall LOS				C			33.9			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	D	24	2	25.2		
				WBT	N/A	--	--	--		
				WBR	A	24	2	7.3		
			WB Approach				C			16.2
			NB	NBL	N/A	--	--	--		
				NBT	A	327	1421	1.8		
				NBR	A	278	2	1.0		
			NB Approach				A			1.8
			SB	SBL	B	46	2	14.3		
				SBT	A	46	553	0.4		
SBR	N/A	--		--	--					
SB Approach				A			0.5			
Overall LOS				C			16.2			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	118	119	9.3		
				EBT	N/A	--	--	--		
				EBR	A	118	120	7.8		
			EB Approach				A			8.6
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	178	131	3.7		
				NBT	A	139	1308	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.8
			SB	SBL	N/A	--	--	--		
				SBT	A	26	544	0.7		
SBR	A	57		11	1.0					
SB Approach				A			0.7			
Overall LOS				A			8.6			

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	D	69	18	27.5		
				WBT	N/A	--	--	--		
				WBR	B	68	26	11.9		
			WB Approach				C			18.3
			NB	NBL	N/A	--	--	--		
				NBT	A	213	1414	1.6		
				NBR	A	259	0	0.0		
			NB Approach				A			1.6
			SB	SBL	B	136	11	10.9		
				SBT	A	133	653	0.2		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				C			18.3			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	69	5	9.7		
				WBT	N/A	--	--	--		
				WBR	A	67	107	8.8		
			WB Approach				A			8.9
			NB	NBL	N/A	--	--	--		
				NBT	A	107	1308	1.0		
				NBR	A	139	18	1.2		
			NB Approach				A			1.0
			SB	SBL	B	187	87	14.4		
				SBT	A	136	585	1.2		
SBR	N/A	--		--	--					
SB Approach				A			2.9			
Overall LOS				A			8.9			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	69	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	69	80	10.0		
			WB Approach				A			10.0
			NB	NBL	N/A	--	--	--		
				NBT	A	106	1247	0.4		
				NBR	A	41	0	0.0		
			NB Approach				A			0.4
			SB	SBL	A	0	0	0.0		
				SBT	A	0	590	0.2		
SBR	N/A	--		--	--					
SB Approach				A			0.2			
Overall LOS				A			10.0			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	69	32	16.3		
				EBT	N/A	--	--	--		
				EBR	A	68	0	0.0		
			EB Approach				C			16.3
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	127	9	3.5		
				NBT	A	84	1214	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.6
			SB	SBL	N/A	--	--	--		
				SBT	A	0	568	0.1		
SBR	#N/A	9		21	0.0					
SB Approach				A			0.1			
Overall LOS				C			16.3			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	123	32	18.9		
				WBT	N/A	--	--	--		
				WBR	B	122	116	13.0		
			WB Approach				B			14.3
			NB	NBL	N/A	--	--	--		
				NBT	A	129	1107	1.4		
				NBR	A	163	5	0.9		
			NB Approach				A			1.4
			SB	SBL	A	104	49	7.8		
				SBT	A	52	520	0.2		
SBR	N/A	--		--	--					
SB Approach				A			0.9			
Overall LOS				B			14.3			

Intersection Information				2045 Build 2 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	B	84	60	19.8		
				EBT	N/A	--	--	--		
				EBR	C	84	4	20.8		
			EB Approach				B			19.9
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				N/A			--
			NB	NBL	C	393	23	25.0		
				NBT	A	393	1053	7.5		
				NBR	N/A	--	--	--		
			NB Approach				A			7.9
			SB	SBL	A	201	0	0.0		
				SBT	A	201	467	7.2		
SBR	A	205		84	5.8					
SB Approach				A			6.9			
Overall LOS				A			8.1			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Unsignalized	EB	EBL	C	26	5	18.1		
				EBT	N/A	--	--	--		
				EBR	A	27	4	8.0		
			EB Approach				B			13.6
			WB	WBL	B	23	4	10.5		
				WBT	N/A	--	--	--		
				WBR	A	23	0	0.0		
			WB Approach				B			10.5
			NB	NBL	A	314	0	0.0		
				NBT	A	314	1077	4.3		
				NBR	A	346	0	0.0		
			NB Approach				A			4.3
			SB	SBL	A	158	0	0.0		
				SBT	A	158	473	2.9		
SBR	A	186		0	0.0					
SB Approach				A			2.9			
Overall LOS				A			4.0			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	23	4	12.0		
				EBT	N/A	--	--	--		
				EBR	A	23	0	0.0		
			EB Approach				B			12.0
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	21	4	3.2		
				NBT	A	0	1074	0.9		
				NBR	N/A	--	--	--		
			NB Approach				A			0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	0	473	0.3		
SBR	A	2		8	0.7					
SB Approach				A			0.3			
Overall LOS				B			12.0			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	D	1055	719	46.0		
				EBT	C	1055	951	21.1		
				EBR	N/A	--	--	--		
			EB Approach				C			31.8
			WB	WBL	N/A	--	--	--		
				WBT	C	444	338	31.7		
				WBR	C	473	361	26.9		
			WB Approach				C			29.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
NB Approach				N/A			--			
SB	SBL	D	383	231	45.4					
	SBT	N/A	--	--	--					
	SBR	D	387	236	35.8					
SB Approach				D			40.6			
Overall LOS				C			32.6			

2045 Build 2 PM

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	382	1665	8.9		
				EBR	B	382	192	10.4		
			EB Approach				A			9.0
			WB	WBL	N/A	--	--	--		
				WBT	A	0	1026	2.9		
				WBR	N/A	--	--	--		
			WB Approach				A			2.9
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	57	9	6.5		
			NB Approach				A			6.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	B	67		5	14.6					
SB Approach				B			14.6			
Overall LOS				A			6.9			
35	Chestnut Road & Route 7	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	B	631	1645	13.5		
				EBR	B	631	30	11.4		
			EB Approach				B			13.5
			WB	WBL	C	590	61	26.8		
				WBT	A	590	1027	8.3		
				WBR	A	590	58	7.3		
			WB Approach				A			9.2
			NB	NBL	D	52	2	42.7		
				NBT	N/A	--	--	--		
				NBR	C	52	15	33.5		
			NB Approach				C			34.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	11		1	25.9					
SB Approach				C			25.9			
Overall LOS				B			11.9			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	568	232	111.6		
				EBT	B	568	1141	13.6		
				EBR	A	568	298	4.7		
			EB Approach				C			25.6
			WB	WBL	F	473	22	118.6		
				WBT	D	473	822	44.0		
				WBR	D	473	49	43.9		
			WB Approach				D			45.8
			NB	NBL	F	323	141	83.4		
				NBT	E	323	247	63.7		
				NBR	D	330	14	36.9		
			NB Approach				E			69.6
			SB	SBL	F	688	61	80.2		
				SBT	F	688	332	96.4		
SBR	C	694		197	22.7					
SB Approach				E			70.1			
Overall LOS				D			43.0			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	402	1200	4.1		
				EBR	A	468	17	3.6		
			EB Approach				A			4.1
			WB	WBL	C	317	83	15.0		
				WBT	A	250	862	7.4		
				WBR	N/A	--	--	--		
			WB Approach				A			8.0
			NB	NBL	D	99	20	31.0		
				NBT	N/A	--	--	--		
				NBR	B	99	63	12.6		
			NB Approach				C			17.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			6.2			
38	Birch Street & Route 7	Signalized	EB	EBL	B	271	119	10.4		
				EBT	A	271	1140	3.8		
				EBR	A	282	0	0.0		
			EB Approach				A			4.4
			WB	WBL	A	428	0	0.0		
				WBT	B	428	865	14.2		
				WBR	B	433	35	10.7		
			WB Approach				B			14.1
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				A			0.0
			SB	SBL	D	236	101	44.5		
				SBT	N/A	--	--	--		
SBR	C	240		73	27.1					
SB Approach				D			37.2			
Overall LOS				B			10.6			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	B	211	12	12.3		
				EBT	A	285	1218	4.4		
				EBR	N/A	--	--	--		
			EB Approach				A			4.5
			WB	WBL	N/A	--	--	--		
				WBT	A	0	893	1.5		
				WBR	A	0	112	1.2		
			WB Approach				A			1.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	C	55	10	17.3		
				SBT	N/A	--	--	--		
SBR	B	62		12	10.0					
SB Approach				B			13.3			
Overall LOS				A			3.2			
40	West Street & Route 7	Signalized	EB	EBL	C	781	113	26.7		
				EBT	C	781	1013	28.7		
				EBR	C	793	104	27.3		
			EB Approach				C			28.4
			WB	WBL	C	288	74	25.2		
				WBT	B	288	637	13.3		
				WBR	B	305	11	10.0		
			WB Approach				B			14.4
			NB	NBL	D	322	215	38.5		
				NBT	C	322	218	32.7		
				NBR	C	334	72	23.0		
			NB Approach				C			33.7
			SB	SBL	F	789	4	81.5		
				SBT	F	789	376	83.8		
SBR	D	801		149	35.5					
SB Approach				E			70.2			
Overall LOS				C			33.4			
41	Spring Street & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	252	30	11.6		
				WBT	A	252	739	5.1		
				WBR	A	259	61	4.2		
			WB Approach				A			5.3
			NB	NBL	C	81	1	28.4		
				NBT	D	81	17	42.5		
				NBR	B	84	24	11.3		
			NB Approach				C			24.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			4.8			
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	274	30	8.7		
				EBT	A	181	1023	3.7		
				EBR	A	181	26	4.2		
			EB Approach				A			3.9
			WB	WBL	A	133	39	7.1		
				WBT	A	56	728	1.0		
				WBR	A	56	35	1.2		
			WB Approach				A			1.3
			NB	NBL	C	94	31	22.0		
				NBT	A	94	0	0.0		
				NBR	B	94	40	11.6		
			NB Approach				C			16.1
			SB	SBL	C	108	19	21.1		
				SBT	A	108	0	0.0		
SBR	B	114		71	11.7					
SB Approach				B			13.7			
Overall LOS				A			3.7			
43	Lee Street & Route 7	Signalized	EB	EBL	B	295	50	12.9		
				EBT	A	295	1021	5.3		
				EBR	A	313	6	5.0		
			EB Approach				A			5.6
			WB	WBL	B	157	30	15.1		
				WBT	A	157	772	2.9		
				WBR	A	154	22	2.7		
			WB Approach				A			3.3
			NB	NBL	A	132	0	0.0		
				NBT	D	132	49	45.0		
				NBR	D	132	24	43.8		
			NB Approach				D			44.6
			SB	SBL	D	311	7	48.8		
				SBT	D	311	173	52.1		
SBR	D	311		29	48.6					
SB Approach				D			51.5			
Overall LOS				B			10.4			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	348	19	16.5		
				EBT	A	348	1012	7.2		
				EBR	A	356	22	5.3		
			EB Approach				A			7.4
			WB	WBL	A	194	0	0.0		
				WBT	A	194	782	6.4		
				WBR	A	200	74	5.5		
			WB Approach				A			6.3
			NB	NBL	A	130	0	0.0		
				NBT	D	130	55	51.9		
				NBR	A	139	0	0.0		
			NB Approach				D			51.9
			SB	SBL	D	148	40	52.6		
				SBT	A	148	0	0.0		
SBR	C	150		43	23.1					
SB Approach				D			37.3			
Overall LOS				A			9.3			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	B	326	19	11.7		
				EBT	A	326	1012	9.0		
				EBR	A	330	18	9.9		
			EB Approach				A			9.1
			WB	WBL	B	265	19	13.5		
				WBT	A	265	837	5.2		
				WBR	A	270	106	4.2		
			WB Approach				A			5.2
			NB	NBL	D	81	7	46.8		
				NBT	D	81	14	47.4		
				NBR	A	94	0	0.0		
			NB Approach				D			47.2
			SB	SBL	D	172	40	45.4		
				SBT	D	172	54	44.5		
SBR	C	172		10	22.5					
SB Approach				D			42.7			
Overall LOS				A			9.4			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	278	25	10.7		
				EBT	A	278	794	6.5		
				EBR	A	287	234	6.0		
			EB Approach				A			6.5
			WB	WBL	B	384	14	15.4		
				WBT	B	384	768	12.1		
				WBR	B	389	6	11.0		
			WB Approach				B			12.1
			NB	NBL	D	242	176	43.3		
				NBT	D	242	20	42.0		
				NBR	C	245	14	23.5		
			NB Approach				D			41.9
			SB	SBL	D	139	26	46.7		
				SBT	D	139	25	48.0		
SBR	C	141		18	21.0					
SB Approach				D			40.5			
Overall LOS				B			13.2			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	422	6	16.0		
				EBT	B	422	827	13.1		
				EBR	N/A	--	--	--		
			EB Approach				B			13.1
			WB	WBL	N/A	--	--	--		
				WBT	A	110	741	3.3		
				WBR	A	113	96	2.0		
			WB Approach				A			3.1
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	331	230	58.0		
				SBT	N/A	--	--	--		
SBR	C	333		47	27.6					
SB Approach				D			52.8			
Overall LOS				B			14.5			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	463	76	30.1		
				EBT	B	463	705	15.3		
				EBR	B	467	277	15.3		
			EB Approach				B			16.3
			WB	WBL	B	528	14	17.5		
				WBT	B	528	672	16.5		
				WBR	A	533	65	5.7		
			WB Approach				B			15.6
			NB	NBL	D	222	96	38.1		
				NBT	D	222	97	38.6		
				NBR	C	222	42	23.2		
			NB Approach				D			35.7
			SB	SBL	D	392	108	46.3		
				SBT	E	392	318	56.4		
SBR	D	402		68	47.7					
SB Approach				D			53.0			
Overall LOS				C			25.1			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	D	409	128	40.1		
				EBT	B	409	660	19.8		
				EBR	C	409	68	24.2		
			EB Approach				C			23.2
			WB	WBL	D	476	104	39.7		
				WBT	D	476	628	41.6		
				WBR	C	476	42	34.6		
			WB Approach				D			40.9
			NB	NBL	C	416	62	34.9		
				NBT	C	416	685	34.3		
				NBR	D	416	31	41.2		
			NB Approach				C			34.6
			SB	SBL	C	477	134	25.8		
				SBT	C	477	1151	25.1		
SBR	C	477		60	27.3					
SB Approach				C			25.3			
Overall LOS				C			30.0			
50	Washington Street & Park Avenue	Signalized	EB	EBL	E	402	230	55.4		
				EBT	N/A	--	--	--		
				EBR	D	406	45	46.4		
			EB Approach				D			53.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	B	238	41	18.4		
				NBT	A	238	814	5.3		
				NBR	N/A	--	--	--		
			NB Approach				A			5.9
			SB	SBL	N/A	--	--	--		
				SBT	B	592	1289	16.8		
SBR	B	605		40	16.6					
SB Approach				B			16.8			
Overall LOS				B			17.2			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	B	292	105	11.9		
				EBT	A	250	939	3.2		
				EBR	N/A	--	--	--		
			EB Approach				A			4.1
			WB	WBL	N/A	--	--	--		
				WBT	A	290	1205	5.8		
				WBR	A	365	45	5.1		
			WB Approach				A			5.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	201	32	40.5		
				SBT	N/A	--	--	--		
SBR	D	201		123	26.5					
SB Approach				D			29.3			
Overall LOS				A			6.6			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	455	13	30.8		
				EBT	B	455	881	19.1		
				EBR	B	469	73	19.6		
			EB Approach				B			19.3
			WB	WBL	C	622	35	23.8		
				WBT	B	622	1209	18.3		
				WBR	B	628	36	18.0		
			WB Approach				B			18.5
			NB	NBL	D	192	19	44.8		
				NBT	D	192	70	43.6		
				NBR	C	193	46	22.7		
			NB Approach				D			36.7
			SB	SBL	D	350	77	45.8		
				SBT	D	350	170	48.4		
SBR	C	361		19	29.8					
SB Approach				D			46.3			
Overall LOS				C			22.5			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	227	20	9.6		
				EBT	A	176	980	1.5		
				EBR	A	230	4	1.8		
			EB Approach				A			1.6
			WB	WBL	A	273	49	7.3		
				WBT	A	195	1232	2.1		
				WBR	A	260	25	1.1		
			WB Approach				A			2.3
			NB	NBL	C	95	22	23.7		
				NBT	C	95	11	22.6		
				NBR	B	95	64	12.9		
			NB Approach				C			16.5
			SB	SBL	A	79	0	0.0		
				SBT	C	79	18	22.0		
SBR	B	79		32	10.1					
SB Approach				B			14.4			
Overall LOS				A			2.8			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	337	1038	11.3		
				EBR	A	370	7	4.8		
						EB Approach	B			11.3
			WB	WBL	A	149	11	5.9		
				WBT	A	98	1293	0.4		
				WBR	N/A	--	--	--		
						WB Approach	A			0.4
			NB	NBL	A	42	20	8.8		
				NBT	N/A	--	--	--		
				NBR	A	41	0	0.0		
						NB Approach	A			8.8
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
			SB Approach	N/A			--			
			Overall LOS	A			5.3			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	C	346	6	29.6		
				EBT	C	346	820	21.2		
				EBR	B	347	214	18.5		
						EB Approach	C			20.7
			WB	WBL	B	347	59	15.4		
				WBT	A	347	1219	5.4		
				WBR	A	354	5	6.0		
						WB Approach	A			5.9
			NB	NBL	D	188	88	52.0		
				NBT	A	188	0	0.0		
				NBR	C	190	21	34.3		
						NB Approach	D			48.6
			SB	SBL	E	15	1	60.2		
				SBT	A	15	0	0.0		
SBR	A	20		0	0.0					
			SB Approach	E			60.2			
			Overall LOS	B			14.1			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	C	331	674	23.3		
				EBR	C	331	169	26.7		
						EB Approach	C			24.0
			WB	WBL	C	330	13	27.1		
				WBT	C	330	827	21.5		
				WBR	N/A	--	--	--		
						WB Approach	C			21.6
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
						NB Approach	N/A			--
			SB	SBL	D	1006	551	48.5		
				SBT	D	1006	772	54.7		
SBR	D	1009		453	37.4					
			SB Approach	D			48.4			
			Overall LOS	D			35.9			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	406	271	25.7		
				EBT	B	406	968	15.7		
				EBR	N/A	--	--	--		
						EB Approach	B			17.9
			WB	WBL	N/A	--	--	--		
				WBT	F	1217	671	90.4		
				WBR	F	1227	741	103.8		
						WB Approach	F			97.5
			NB	NBL	D	656	155	38.5		
				NBT	D	656	957	53.3		
				NBR	D	658	17	50.6		
						NB Approach	D			51.2
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
			SB Approach	N/A			--			
			Overall LOS	E			57.4			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	F	772	962	64.8		
				EBR	A	857	0	0.0		
						EB Approach	F			64.8
			WB	WBL	A	13	1	2.2		
				WBT	A	0	1148	0.2		
				WBR	N/A	--	--	--		
						WB Approach	A			0.2
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
						NB Approach	A			0.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
			SB Approach	N/A			--			
			Overall LOS	D			29.7			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	F	405	23	104.5		
				EBT	D	405	404	52.6		
				EBR	D	405	539	35.2		
			EB Approach				D			44.1
			WB	WBL	D	741	79	45.2		
				WBT	D	741	691	39.1		
				WBR	C	746	8	31.4		
			WB Approach				D			39.6
			NB	NBL	D	430	380	47.1		
				NBT	D	430	365	46.0		
				NBR	B	427	112	11.7		
			NB Approach				D			42.0
			SB	SBL	E	756	197	63.6		
				SBT	E	756	668	63.2		
SBR	D	760		81	38.4					
SB Approach				E			61.2			
Overall LOS				D			47.2			
60	Sycamore Street & I-66 WB off-ramps and Bus Bay Entrance EFC Metro	Signalized	EB	EBL	F	451	44	131.5		
				EBT	N/A	--	--	--		
				EBR	D	455	26	43.1		
			EB Approach				F			98.7
			WB	WBL	D	95	73	51.7		
				WBT	N/A	--	--	--		
				WBR	A	44	24	9.6		
			WB Approach				D			41.3
			NB	NBL	A	278	9	7.0		
				NBT	A	278	781	8.7		
				NBR	N/A	--	--	--		
			NB Approach				A			8.7
			SB	SBL	N/A	--	--	--		
				SBT	B	387	1259	13.0		
SBR	B	350		32	11.5					
SB Approach				B			13.0			
Overall LOS				B			15.4			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	431	118	69.2		
				EBT	E	431	149	64.4		
				EBR	D	431	169	50.9		
			EB Approach				E			60.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	538	98	26.9		
				NBT	C	538	676	34.1		
				NBR	C	538	165	30.8		
			NB Approach				C			32.7
			SB	SBL	D	624	373	49.4		
				SBT	C	624	896	22.4		
SBR	C	624		95	23.3					
SB Approach				C			29.8			
Overall LOS				D			35.7			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	27	3	15.3		
				WBT	N/A	--	--	--		
				WBR	A	27	3	5.5		
			WB Approach				B			10.4
			NB	NBL	N/A	--	--	--		
				NBT	A	132	934	0.6		
				NBR	A	72	6	1.1		
			NB Approach				A			0.6
			SB	SBL	A	166	13	7.0		
				SBT	A	166	1032	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.4			
Overall LOS				A			1.1			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	120	63	8.6		
				EBT	N/A	--	--	--		
				EBR	A	120	140	7.6		
			EB Approach				A			7.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	170	141	7.6		
				NBT	A	129	877	0.3		
				NBR	N/A	--	--	--		
			NB Approach				A			1.3
			SB	SBL	N/A	--	--	--		
				SBT	A	83	975	1.1		
SBR	A	132		71	1.3					
SB Approach				A			1.1			
Overall LOS				A			1.8			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	N/A	--	--	--		
				NBT	A	96	1018	1.2		
				NBR	A	140	0	0.0		
			NB Approach				A			1.2
			SB	SBL	A	178	25	7.5		
				SBT	A	155	1090	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.4			
Overall LOS				A			0.8			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	124	7	12.0		
				WBT	N/A	--	--	--		
				WBR	B	123	189	10.1		
			WB Approach				B			10.2
			NB	NBL	N/A	--	--	--		
				NBT	A	15	829	0.6		
				NBR	A	35	4	1.5		
			NB Approach				A			0.6
			SB	SBL	A	264	51	7.9		
				SBT	A	214	1038	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.7			
Overall LOS				A			2.0			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	55	6	16.4		
				WBT	N/A	--	--	--		
				WBR	A	54	18	8.6		
			WB Approach				B			10.6
			NB	NBL	N/A	--	--	--		
				NBT	A	100	816	0.2		
				NBR	A	22	19	0.0		
			NB Approach				A			0.2
			SB	SBL	A	159	21	6.2		
				SBT	A	107	1027	0.7		
SBR	N/A	--		--	--					
SB Approach				A			0.8			
Overall LOS				A			0.6			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	56	27	18.3		
				EBT	N/A	--	--	--		
				EBR	A	55	0	0.0		
			EB Approach				C			18.3
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	159	35	9.7		
				NBT	A	110	809	0.5		
				NBR	N/A	--	--	--		
			NB Approach				A			0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	93	1015	0.5		
SBR	A	98		18	0.0					
SB Approach				A			0.5			
Overall LOS				A			0.9			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	105	5	15.9		
				WBT	N/A	--	--	--		
				WBR	B	104	115	10.8		
			WB Approach				B			11.0
			NB	NBL	N/A	--	--	--		
				NBT	A	24	730	1.0		
				NBR	A	59	30	1.1		
			NB Approach				A			1.0
			SB	SBL	A	225	153	5.1		
				SBT	A	174	863	1.0		
SBR	N/A	--		--	--					
SB Approach				A			1.6			
Overall LOS				A			1.9			

Intersection Information					2045 Build 2 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	C	214	114	24.7		
				EBT	N/A	--	--	--		
				EBR	C	214	73	25.5		
			EB Approach				C			25.0
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	C	211	47	34.6		
				NBT	A	211	647	8.7		
				NBR	N/A	--	--	--		
			NB Approach				B			10.5
			SB	SBL	A	371	0	0.0		
				SBT	B	371	765	15.0		
SBR	B	376		109	14.2					
SB Approach				B			14.9			
Overall LOS				B			14.2			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Signalized (in NoBuild)	EB	EBL	A	30	0	0.0		
				EBT	N/A	--	--	--		
				EBR	B	30	4	17.7		
			EB Approach				B			17.7
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	56	3	0.2		
				NBT	A	102	693	0.3		
				NBR	N/A	--	--	--		
			NB Approach				A			0.3
			SB	SBL	A	281	0	0.0		
				SBT	A	281	837	5.7		
SBR	A	281		0	0.0					
SB Approach				A			5.7			
Overall LOS				A			3.3			
71	Roosevelt Blvd & Rossevelt Towers Access (1)	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	B	214	3	10.8		
				NBT	A	214	693	4.7		
				NBR	A	214	4	3.5		
			NB Approach				A			4.7
			SB	SBL	A	111	0	0.0		
				SBT	A	114	841	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				A			2.3			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	56	30	12.3		
				EBT	N/A	--	--	--		
				EBR	A	56	0	0.0		
			EB Approach				B			12.3
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	0	0	0.0		
				NBT	A	0	666	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.6
			SB	SBL	N/A	--	--	--		
				SBT	A	33	781	1.0		
SBR	A	58		58	1.3					
SB Approach				A			1.0			
Overall LOS				A			1.0			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	E	651	442	63.4		
				EBT	B	651	501	16.1		
				EBR	N/A	--	--	--		
			EB Approach				D			38.3
			WB	WBL	N/A	--	--	--		
				WBT	D	632	822	47.7		
				WBR	D	661	221	48.7		
			WB Approach				D			47.9
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	644	474	54.6		
				SBT	N/A	--	--	--		
SBR	E	648		301	55.1					
SB Approach				D			54.8			
Overall LOS				D			46.5			

2045 Build 3 AM

Intersection Information					2045 Build 3 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	29	1021	7.3		
				EBR	A	29	83	9.2		
			EB Approach				A			7.4
			WB	WBL	N/A	--	--	--		
				WBT	A	234	1229	9.3		
				WBR	N/A	--	--	--		
			WB Approach				A			9.3
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	82	8	7.5		
			NB Approach				A			7.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	A	0		0	0.0					
SB Approach				N/A			--			
Overall LOS				A			7.5			
35	Chestnut Road & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	A	457	1013	8.9		
				EBR	A	457	23	7.2		
			EB Approach				A			8.8
			WB	WBL	B	482	13	11.9		
				WBT	A	482	1210	7.1		
				WBR	A	482	152	5.8		
			WB Approach				A			7.0
			NB	NBL	D	94	24	44.0		
				NBT	N/A	--	--	--		
				NBR	D	94	23	41.9		
			NB Approach				D			43.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	34		8	34.3					
SB Approach				C			34.3			
Overall LOS				A			8.6			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	392	113	130.7		
				EBT	B	392	808	10.6		
				EBR	A	392	125	2.8		
			EB Approach				C			22.7
			WB	WBL	F	467	21	122.8		
				WBT	C	467	1074	25.2		
				WBR	C	467	175	27.1		
			WB Approach				C			27.1
			NB	NBL	F	445	106	81.8		
				NBT	F	445	241	83.7		
				NBR	F	445	64	83.8		
			NB Approach				F			83.2
			SB	SBL	E	399	89	67.1		
				SBT	F	399	161	83.3		
SBR	B	404		193	19.4					
SB Approach				D			52.2			
Overall LOS				D			36.4			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	157	940	1.5		
				EBR	A	222	23	1.5		
			EB Approach				A			1.5
			WB	WBL	B	300	15	11.7		
				WBT	A	229	1255	6.9		
				WBR	N/A	--	--	--		
			WB Approach				A			7.0
			NB	NBL	D	130	11	32.0		
				NBT	N/A	--	--	--		
				NBR	B	129	133	11.5		
			NB Approach				B			13.1
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				B			13.1			
38	Birch Street & Route 7	Signalized	EB	EBL	B	255	91	13.8		
				EBT	A	255	979	3.7		
				EBR	A	266	0	0.0		
			EB Approach				A			4.6
			WB	WBL	A	582	0	0.0		
				WBT	B	582	1198	16.1		
				WBR	B	609	59	15.2		
			WB Approach				B			16.0
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				N/A			--
			SB	SBL	D	239	103	47.9		
				SBT	N/A	--	--	--		
SBR	C	244		69	33.1					
SB Approach				D			42.0			
Overall LOS				B			12.9			

Intersection Information				2045 Build 3 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	A	5	0	0.0		
				EBT	A	0	1077	2.1		
				EBR	N/A	--	--	--		
			EB Approach				A			2.1
			WB	WBL	N/A	--	--	--		
				WBT	A	27	1251	2.2		
				WBR	A	27	5	2.4		
			WB Approach				A			2.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	A	0	0	0.0		
				SBT	N/A	--	--	--		
SBR	A	0		0	0.0					
SB Approach				N/A			--			
Overall LOS				A			0.0			
40	West Street & Route 7	Signalized	EB	EBL	C	564	198	28.8		
				EBT	C	564	812	23.6		
				EBR	C	576	64	20.6		
			EB Approach				C			24.4
			WB	WBL	D	674	39	41.7		
				WBT	D	674	885	49.7		
				WBR	D	690	46	46.8		
			WB Approach				D			49.2
			NB	NBL	E	724	252	61.0		
				NBT	D	724	419	46.1		
				NBR	D	736	60	39.4		
			NB Approach				D			50.7
			SB	SBL	E	681	13	69.2		
				SBT	E	681	304	78.9		
SBR	C	693		120	23.2					
SB Approach				E			63.3			
Overall LOS				D			43.2			
41	Spring Street & Route 7	Signalized	EB	EBL	B	293	40	14.0		
				EBT	A	293	860	7.2		
				EBR	A	295	4	6.6		
			EB Approach				A			7.5
			WB	WBL	B	339	14	13.2		
				WBT	A	339	908	6.5		
				WBR	A	346	59	5.6		
			WB Approach				A			6.5
			NB	NBL	D	192	8	52.4		
				NBT	D	192	74	46.8		
				NBR	C	194	43	26.1		
			NB Approach				D			40.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			9.0			
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	204	30	8.5		
				EBT	A	120	856	5.4		
				EBR	A	120	17	4.1		
			EB Approach				A			5.5
			WB	WBL	A	152	38	4.9		
				WBT	A	111	898	1.3		
				WBR	A	111	58	1.5		
			WB Approach				A			1.5
			NB	NBL	C	86	26	20.9		
				NBT	A	86	0	0.0		
				NBR	B	85	30	12.6		
			NB Approach				C			16.4
			SB	SBL	D	85	10	29.2		
				SBT	A	85	0	0.0		
SBR	B	90		57	11.9					
SB Approach				B			14.5			
Overall LOS				C			16.4			
43	Lee Street & Route 7	Signalized	EB	EBL	C	482	77	23.7		
				EBT	B	482	815	11.7		
				EBR	A	498	5	8.5		
			EB Approach				B			12.7
			WB	WBL	B	233	7	10.9		
				WBT	A	233	871	3.7		
				WBR	A	241	0	0.0		
			WB Approach				A			3.8
			NB	NBL	D	282	73	52.0		
				NBT	D	282	59	51.9		
				NBR	D	282	53	50.8		
			NB Approach				D			51.6
			SB	SBL	D	160	21	41.4		
				SBT	D	160	34	44.7		
SBR	D	160		49	40.2					
SB Approach				D			41.9			
Overall LOS				B			13.9			

Intersection Information				2045 Build 3 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	320	74	18.6		
				EBT	A	320	814	5.8		
				EBR	A	328	4	3.0		
			EB Approach				A			6.8
			WB	WBL	A	263	0	0.0		
				WBT	A	263	878	6.4		
				WBR	A	269	67	6.5		
			WB Approach				A			6.4
			NB	NBL	A	157	0	0.0		
				NBT	E	157	37	60.9		
				NBR	C	166	43	27.1		
			NB Approach				D			42.7
			SB	SBL	D	79	32	49.0		
				SBT	A	79	0	0.0		
SBR	A	83		0	0.0					
SB Approach				D			49.0			
Overall LOS				A			8.8			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	A	232	43	7.3		
				EBT	A	232	843	5.5		
				EBR	A	236	0	0.0		
			EB Approach				A			5.6
			WB	WBL	A	290	20	7.5		
				WBT	A	290	897	4.5		
				WBR	A	295	49	3.8		
			WB Approach				A			4.6
			NB	NBL	D	195	26	52.8		
				NBT	D	195	25	52.1		
				NBR	C	209	65	27.0		
			NB Approach				D			38.2
			SB	SBL	D	130	47	47.4		
				SBT	D	130	14	46.3		
SBR	C	129		19	23.9					
SB Approach				D			41.7			
Overall LOS				A			8.4			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	294	31	13.3		
				EBT	A	294	739	8.4		
				EBR	A	303	185	7.0		
			EB Approach				A			8.3
			WB	WBL	D	346	5	36.6		
				WBT	B	346	730	17.0		
				WBR	B	351	4	18.4		
			WB Approach				B			17.1
			NB	NBL	D	316	220	44.8		
				NBT	D	316	19	40.3		
				NBR	C	319	21	23.6		
			NB Approach				D			42.8
			SB	SBL	D	109	20	49.3		
				SBT	D	109	10	50.9		
SBR	B	111		14	19.5					
SB Approach				D			40.2			
Overall LOS				B			16.7			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	334	38	12.5		
				EBT	A	334	744	6.7		
				EBR	N/A	--	--	--		
			EB Approach				A			7.0
			WB	WBL	N/A	--	--	--		
				WBT	A	305	689	4.6		
				WBR	A	308	251	6.9		
			WB Approach				A			5.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	138	96	51.2		
				SBT	N/A	--	--	--		
SBR	B	140		49	11.7					
SB Approach				D			37.9			
Overall LOS				A			8.5			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	321	89	23.5		
				EBT	A	321	576	9.1		
				EBR	A	325	172	8.9		
			EB Approach				B			10.6
			WB	WBL	B	586	16	11.4		
				WBT	B	586	704	13.2		
				WBR	A	591	180	7.4		
			WB Approach				B			12.0
			NB	NBL	D	437	180	48.4		
				NBT	D	437	141	54.5		
				NBR	D	437	61	42.0		
			NB Approach				D			49.6
			SB	SBL	D	280	114	37.6		
				SBT	D	280	114	47.4		
SBR	C	290		56	30.5					
SB Approach				D			40.1			
Overall LOS				C			20.8			

Intersection Information					2045 Build 3 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	D	326	157	35.7		
				EBT	C	326	517	28.7		
				EBR	C	326	74	31.0		
			EB Approach				C			30.4
			WB	WBL	C	439	67	25.6		
				WBT	D	439	700	41.2		
				WBR	C	439	15	29.3		
			WB Approach				D			39.6
			NB	NBL	C	565	126	30.7		
				NBT	D	565	444	42.2		
				NBR	C	565	71	33.4		
			NB Approach				D			39.0
			SB	SBL	C	458	163	20.0		
				SBT	C	458	530	21.9		
SBR	C	458		74	22.8					
SB Approach				C			21.6			
Overall LOS				C			32.4			
50	Washington Street & Park Avenue	Signalized	EB	EBL	A	444	611	8.8		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				A			8.8
			WB	WBL	N/A	--	--	--		
				WBT	C	573	728	30.8		
				WBR	B	586	87	18.8		
			WB Approach				C			29.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	202	92	48.8		
				SBT	N/A	--	--	--		
SBR	C	206		40	28.4					
SB Approach				D			42.6			
Overall LOS				C			22.5			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	A	432	53	8.3		
				EBT	A	390	649	4.8		
				EBR	N/A	--	--	--		
			EB Approach				A			5.0
			WB	WBL	N/A	--	--	--		
				WBT	A	337	660	9.4		
				WBR	A	412	37	3.6		
			WB Approach				A			9.1
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	C	138	21	25.0		
				SBT	N/A	--	--	--		
SBR	B	138		157	12.2					
SB Approach				B			13.7			
Overall LOS				B			13.7			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	689	6	24.2		
				EBT	C	689	654	22.1		
				EBR	B	703	12	13.6		
			EB Approach				C			22.0
			WB	WBL	C	602	119	24.2		
				WBT	B	602	608	18.9		
				WBR	A	608	15	7.0		
			WB Approach				B			19.5
			NB	NBL	E	546	83	65.9		
				NBT	E	546	241	66.7		
				NBR	E	548	46	58.1		
			NB Approach				E			65.5
			SB	SBL	D	168	33	48.9		
				SBT	D	168	68	42.5		
SBR	B	179		6	18.0					
SB Approach				D			43.1			
Overall LOS				C			30.8			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	45	9	9.0		
				EBT	A	367	711	4.6		
				EBR	A	434	11	1.3		
			EB Approach				A			4.6
			WB	WBL	A	53	21	6.2		
				WBT	A	164	616	1.5		
				WBR	A	219	70	1.3		
			WB Approach				A			1.6
			NB	NBL	C	124	7	19.6		
				NBT	C	124	24	19.2		
				NBR	B	124	148	11.3		
			NB Approach				B			12.7
			SB	SBL	A	115	0	0.0		
				SBT	B	115	38	14.6		
SBR	A	115		118	7.7					
SB Approach				A			9.4			
Overall LOS				B			12.7			

Intersection Information					2045 Build 3 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	432	848	13.3		
				EBR	A	465	10	6.5		
			EB Approach				B			13.2
			WB	WBL	A	0	0	0.0		
				WBT	A	12	709	0.3		
				WBR	N/A	--	--	--		
			WB Approach				A			0.3
			NB	NBL	A	30	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	29	4	7.5		
			NB Approach				A			7.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			7.5			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	A	330	0	0.0		
				EBT	B	330	823	12.4		
				EBR	A	332	32	6.1		
			EB Approach				B			12.1
			WB	WBL	C	217	90	20.5		
				WBT	A	262	670	4.1		
				WBR	A	261	7	1.5		
			WB Approach				A			6.0
			NB	NBL	E	143	40	56.4		
				NBT	A	143	0	0.0		
				NBR	C	146	48	20.4		
			NB Approach				D			36.8
			SB	SBL	A	0	0	0.0		
				SBT	A	0	0	0.0		
SBR	A	0		0	0.0					
SB Approach				N/A			--			
Overall LOS				B			10.6			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	350	628	14.9		
				EBR	B	350	250	16.9		
			EB Approach				B			15.4
			WB	WBL	B	238	11	17.0		
				WBT	B	238	394	17.5		
				WBR	N/A	--	--	--		
			WB Approach				B			17.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	600	464	38.3		
				SBT	D	600	776	40.3		
SBR	B	603		375	10.8					
SB Approach				C			32.9			
Overall LOS				C			25.4			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	346	324	21.5		
				EBT	B	346	770	17.4		
				EBR	N/A	--	--	--		
			EB Approach				B			18.6
			WB	WBL	N/A	--	--	--		
				WBT	E	885	370	72.9		
				WBR	E	892	649	78.8		
			WB Approach				E			76.7
			NB	NBL	E	994	32	72.1		
				NBT	F	994	1224	92.8		
				NBR	F	997	8	83.3		
			NB Approach				F			92.2
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			63.7			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	296	1030	14.9		
				EBR	A	381	0	0.0		
			EB Approach				B			14.9
			WB	WBL	A	127	0	5.5		
				WBT	A	102	1246	8.3		
				WBR	N/A	--	--	--		
			WB Approach				A			8.3
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				N/A			--
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			0.0			

Intersection Information				2045 Build 3 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	D	399	14	45.3		
				EBT	D	399	551	44.6		
				EBR	C	399	474	24.6		
			EB Approach				D			35.5
			WB	WBL	E	747	20	57.8		
				WBT	D	747	608	54.5		
				WBR	D	753	81	48.6		
			WB Approach				D			53.9
			NB	NBL	C	403	574	27.7		
				NBT	C	403	447	27.3		
				NBR	B	401	57	11.2		
			NB Approach				C			26.7
			SB	SBL	D	290	60	42.4		
				SBT	D	290	209	46.8		
SBR	A	283		64	8.0					
SB Approach				D			38.5			
Overall LOS				D			36.8			
60	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	F	194	18	98.3		
				EBT	N/A	--	--	--		
				EBR	C	195	14	26.7		
			EB Approach				E			67.0
			WB	WBL	E	85	52	55.6		
				WBT	N/A	--	--	--		
				WBR	A	114	160	5.0		
			WB Approach				B			17.4
			NB	NBL	C	563	2	21.4		
				NBT	A	563	916	10.0		
				NBR	N/A	--	--	--		
			NB Approach				A			10.0
			SB	SBL	N/A	--	--	--		
				SBT	A	220	686	6.2		
SBR	A	183		15	2.6					
SB Approach				A			6.1			
Overall LOS				B			10.4			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	D	309	126	52.7		
				EBT	D	309	273	52.1		
				EBR	D	309	43	42.3		
			EB Approach				D			51.3
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	807	95	28.0		
				NBT	C	807	805	30.8		
				NBR	C	807	77	22.6		
			NB Approach				C			29.8
			SB	SBL	C	184	211	29.1		
				SBT	B	184	477	11.1		
SBR	A	187		71	4.6					
SB Approach				B			15.5			
Overall LOS				C			29.2			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	E	24	2	37.6		
				WBT	N/A	--	--	--		
				WBR	A	24	2	5.1		
			WB Approach				C			21.4
			NB	NBL	N/A	--	--	--		
				NBT	A	378	972	4.9		
				NBR	A	191	2	2.3		
			NB Approach				A			4.9
			SB	SBL	C	187	2	16.1		
				SBT	A	188	515	1.9		
SBR	N/A	--		--	--					
SB Approach				A			1.9			
Overall LOS				C			21.4			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	B	148	127	13.6		
				EBT	N/A	--	--	--		
				EBR	A	148	129	8.6		
			EB Approach				B			11.1
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	190	110	2.8		
				NBT	A	132	836	2.8		
				NBR	N/A	--	--	--		
			NB Approach				A			2.8
			SB	SBL	N/A	--	--	--		
				SBT	A	0	494	0.4		
SBR	A	22		24	1.1					
SB Approach				A			0.4			
Overall LOS				B			11.1			

Intersection Information				2045 Build 3 AM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	52	18	11.1		
				WBT	N/A	--	--	--		
				WBR	A	51	26	8.0		
			WB Approach				A			9.2
			NB	NBL	N/A	--	--	--		
				NBT	A	365	922	5.2		
				NBR	A	413	0	0.0		
			NB Approach				A			5.2
			SB	SBL	A	11	16	0.2		
				SBT	A	112	606	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				A			9.2			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	69	5	9.9		
				WBT	N/A	--	--	--		
				WBR	B	68	107	10.0		
			WB Approach				B			10.0
			NB	NBL	N/A	--	--	--		
				NBT	A	240	830	4.1		
				NBR	A	275	20	3.5		
			NB Approach				A			4.1
			SB	SBL	A	49	109	1.4		
				SBT	A	18	516	1.2		
SBR	N/A	--		--	--					
SB Approach				A			1.2			
Overall LOS				B			10.0			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	65	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	65	80	7.5		
			WB Approach				A			7.5
			NB	NBL	N/A	--	--	--		
				NBT	A	93	772	1.4		
				NBR	A	123	0	0.0		
			NB Approach				A			1.4
			SB	SBL	A	54	0	0.0		
				SBT	A	29	520	0.6		
SBR	N/A	--		--	--					
SB Approach				A			0.6			
Overall LOS				A			7.5			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	A	0	0	0.0		
				EBT	N/A	--	--	--		
				EBR	A	0	0	0.0		
			EB Approach				N/A			--
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	181	9	1.1		
				NBT	A	123	771	1.7		
				NBR	N/A	--	--	--		
			NB Approach				A			1.7
			SB	SBL	N/A	--	--	--		
				SBT	A	20	488	0.9		
SBR	#N/A	90		21	-0.2					
SB Approach				A			0.9			
Overall LOS				A			0.0			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	105	38	17.5		
				WBT	N/A	--	--	--		
				WBR	B	104	78	10.3		
			WB Approach				B			12.6
			NB	NBL	N/A	--	--	--		
				NBT	A	212	703	3.1		
				NBR	A	250	12	1.5		
			NB Approach				A			3.1
			SB	SBL	A	220	54	7.0		
				SBT	A	169	445	1.8		
SBR	N/A	--		--	--					
SB Approach				A			2.3			
Overall LOS				B			12.6			

Intersection Information					2045 Build 3 AM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	B	87	44	19.6		
				EBT	N/A	--	--	--		
				EBR	C	87	4	22.2		
			EB Approach				B			19.8
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				N/A			--
			NB	NBL	C	557	18	24.8		
				NBT	A	557	670	9.6		
				NBR	N/A	--	--	--		
			NB Approach				B			10.0
			SB	SBL	A	325	0	0.0		
				SBT	A	325	428	7.9		
SBR	A	330		55	3.9					
SB Approach				A			7.5			
Overall LOS				A			9.4			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Unsignalized	EB	EBL	D	42	4	25.4		
				EBT	N/A	--	--	--		
				EBR	A	43	12	7.7		
			EB Approach				B			12.2
			WB	WBL	B	31	8	11.0		
				WBT	N/A	--	--	--		
				WBR	A	32	0	0.0		
			WB Approach				B			11.0
			NB	NBL	A	413	0	0.0		
				NBT	A	413	685	5.3		
				NBR	A	445	0	0.0		
			NB Approach				A			5.3
			SB	SBL	A	268	0	0.0		
				SBT	A	268	432	4.4		
SBR	A	297		0	0.0					
SB Approach				A			4.4			
Overall LOS				A			5.1			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	33	7	13.8		
				EBT	N/A	--	--	--		
				EBR	A	33	5	5.5		
			EB Approach				B			10.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	188	4	4.3		
				NBT	A	134	679	3.0		
				NBR	N/A	--	--	--		
			NB Approach				A			3.0
			SB	SBL	N/A	--	--	--		
				SBT	A	0	443	0.6		
SBR	A	12		8	1.0					
SB Approach				A			0.7			
Overall LOS				B			10.4			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	C	621	533	24.4		
				EBT	A	621	1023	9.2		
				EBR	N/A	--	--	--		
			EB Approach				B			14.4
			WB	WBL	N/A	--	--	--		
				WBT	C	301	417	23.3		
				WBR	B	334	152	18.7		
			WB Approach				C			22.1
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	457	202	51.5		
				SBT	N/A	--	--	--		
SBR	C	461		240	29.3					
SB Approach				D			39.4			
Overall LOS				C			20.4			

2045 Build 3 PM

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
34	Dale Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	386	1665	8.9		
				EBR	A	386	192	9.8		
			EB Approach				A			9.0
			WB	WBL	N/A	--	--	--		
				WBT	A	0	1023	2.8		
				WBR	N/A	--	--	--		
			WB Approach				A			2.8
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	A	57	9	7.3		
			NB Approach				A			7.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	B	67		5	13.4					
SB Approach				B			13.4			
Overall LOS				A			6.8			
35	Chestnut Road & Route 7	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	B	619	1648	14.0		
				EBR	B	619	30	10.4		
			EB Approach				B			13.9
			WB	WBL	C	585	60	30.3		
				WBT	A	585	1025	8.9		
				WBR	A	585	58	8.1		
			WB Approach				A			10.0
			NB	NBL	D	52	2	40.8		
				NBT	N/A	--	--	--		
				NBR	C	52	15	33.1		
			NB Approach				C			34.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	C	11		1	25.9					
SB Approach				C			25.9			
Overall LOS				B			12.5			
36	Haycock Road & Route 7	Signalized	EB	EBL	F	568	232	118.6		
				EBT	B	568	1139	11.3		
				EBR	A	568	298	4.4		
			EB Approach				C			25.0
			WB	WBL	F	465	23	115.6		
				WBT	D	465	821	40.3		
				WBR	D	465	49	39.4		
			WB Approach				D			42.2
			NB	NBL	F	359	139	97.9		
				NBT	E	359	246	68.4		
				NBR	D	366	14	41.2		
			NB Approach				E			77.7
			SB	SBL	F	878	58	157.4		
				SBT	F	878	316	175.8		
SBR	F	883		193	97.2					
SB Approach				F			147.2			
Overall LOS				D			54.8			
37	Gordon Road & Route 7	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	A	361	1198	3.6		
				EBR	A	427	17	3.4		
			EB Approach				A			3.6
			WB	WBL	B	306	83	13.5		
				WBT	A	239	861	6.0		
				WBR	N/A	--	--	--		
			WB Approach				A			6.7
			NB	NBL	D	104	20	29.0		
				NBT	N/A	--	--	--		
				NBR	B	104	62	12.5		
			NB Approach				C			16.5
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			5.4			
38	Birch Street & Route 7	Signalized	EB	EBL	A	274	120	9.5		
				EBT	A	274	1143	3.6		
				EBR	A	286	0	0.0		
			EB Approach				A			4.2
			WB	WBL	A	386	0	0.0		
				WBT	B	386	865	13.4		
				WBR	B	391	35	10.1		
			WB Approach				B			13.3
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				A			0.0
			SB	SBL	D	234	101	44.3		
				SBT	N/A	--	--	--		
SBR	C	238		73	26.6					
SB Approach				D			36.9			
Overall LOS				B			10.1			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
39	Falls Avenue & Route 7	Unsignalized	EB	EBL	B	195	12	13.4		
				EBT	A	234	1220	4.2		
				EBR	N/A	--	--	--		
			EB Approach				A			4.3
			WB	WBL	N/A	--	--	--		
				WBT	A	10	891	1.5		
				WBR	A	10	112	1.2		
			WB Approach				A			1.5
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	C	57	10	18.4		
				SBT	N/A	--	--	--		
SBR	B	64		12	10.2					
SB Approach				B			14.0			
Overall LOS				A			3.2			
40	West Street & Route 7	Signalized	EB	EBL	C	758	112	26.6		
				EBT	C	758	1011	29.5		
				EBR	C	770	105	27.7		
			EB Approach				C			29.1
			WB	WBL	C	288	74	26.5		
				WBT	B	288	637	13.4		
				WBR	A	304	11	9.0		
			WB Approach				B			14.7
			NB	NBL	D	328	215	37.8		
				NBT	C	328	218	32.4		
				NBR	C	340	72	22.9		
			NB Approach				C			33.4
			SB	SBL	E	793	4	76.1		
				SBT	E	793	376	78.6		
SBR	C	804		149	31.6					
SB Approach				E			65.3			
Overall LOS				C			32.8			
41	Spring Street & Route 7	Signalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	279	30	13.6		
				WBT	A	279	740	5.6		
				WBR	A	287	61	4.9		
			WB Approach				A			5.8
			NB	NBL	C	81	1	28.3		
				NBT	D	81	17	42.5		
				NBR	B	84	24	11.2		
			NB Approach				C			24.3
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			5.0			
42	Oak Street & Route 7	Unsignalized	EB	EBL	A	257	30	8.5		
				EBT	A	167	1022	3.7		
				EBR	A	167	26	4.0		
			EB Approach				A			3.9
			WB	WBL	A	118	39	7.0		
				WBT	A	47	729	1.1		
				WBR	A	47	35	1.1		
			WB Approach				A			1.4
			NB	NBL	C	89	31	21.6		
				NBT	A	89	0	0.0		
				NBR	B	89	40	12.0		
			NB Approach				C			16.2
			SB	SBL	C	105	19	22.3		
				SBT	A	105	0	0.0		
SBR	B	110		70	11.7					
SB Approach				B			13.9			
Overall LOS				A			3.8			
43	Lee Street & Route 7	Signalized	EB	EBL	B	354	51	11.3		
				EBT	A	354	1022	5.1		
				EBR	A	371	6	3.1		
			EB Approach				A			5.4
			WB	WBL	B	158	30	16.9		
				WBT	A	158	774	3.3		
				WBR	A	155	22	3.6		
			WB Approach				A			3.8
			NB	NBL	A	132	0	0.0		
				NBT	D	132	49	43.9		
				NBR	D	132	24	42.2		
			NB Approach				D			43.4
			SB	SBL	D	303	7	46.9		
				SBT	D	303	173	50.4		
SBR	D	303		29	48.6					
SB Approach				D			50.1			
Overall LOS				B			10.3			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
44	Rees Place/Pennsylvania Avenue & Route 7	Signalized	EB	EBL	B	332	19	18.4		
				EBT	A	332	1012	6.8		
				EBR	A	340	22	6.4		
			EB Approach				A			7.0
			WB	WBL	A	228	0	0.0		
				WBT	A	228	783	6.7		
				WBR	A	234	74	6.4		
			WB Approach				A			6.7
			NB	NBL	A	130	0	0.0		
				NBT	D	130	55	51.7		
				NBR	A	139	0	0.0		
			NB Approach				D			51.7
			SB	SBL	D	151	40	52.6		
				SBT	A	151	0	0.0		
SBR	C	153		43	23.1					
SB Approach				D			37.3			
Overall LOS				A			9.3			
45	Virginia Avenue & Route 7	Signalized	EB	EBL	A	378	19	9.7		
				EBT	A	378	1013	9.6		
				EBR	A	382	18	9.0		
			EB Approach				A			9.6
			WB	WBL	B	278	19	13.4		
				WBT	A	278	840	5.4		
				WBR	A	283	106	4.8		
			WB Approach				A			5.4
			NB	NBL	D	81	7	44.8		
				NBT	D	81	14	47.3		
				NBR	A	94	0	0.0		
			NB Approach				D			46.4
			SB	SBL	D	170	40	44.2		
				SBT	D	170	54	44.6		
SBR	C	169		10	22.3					
SB Approach				D			42.3			
Overall LOS				A			9.7			
46	Annadale Road & Route 7	Signalized	EB	EBL	B	286	25	10.8		
				EBT	A	286	793	6.8		
				EBR	A	294	234	6.2		
			EB Approach				A			6.7
			WB	WBL	C	416	13	20.4		
				WBT	B	416	770	13.1		
				WBR	B	421	6	15.3		
			WB Approach				B			13.2
			NB	NBL	D	252	175	44.7		
				NBT	D	252	20	41.9		
				NBR	C	255	14	23.5		
			NB Approach				D			43.0
			SB	SBL	D	138	26	47.4		
				SBT	D	138	25	48.8		
SBR	C	140		18	21.5					
SB Approach				D			41.2			
Overall LOS				B			13.8			
47	Little Falls Street & Route 7	Signalized	EB	EBL	B	434	6	11.9		
				EBT	B	434	826	12.3		
				EBR	N/A	--	--	--		
			EB Approach				B			12.3
			WB	WBL	N/A	--	--	--		
				WBT	A	172	743	3.8		
				WBR	A	176	97	2.7		
			WB Approach				A			3.7
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	E	338	230	57.3		
				SBT	N/A	--	--	--		
SBR	C	340		47	27.0					
SB Approach				D			52.2			
Overall LOS				B			14.3			
48	Maple Avenue & Route 7	Signalized	EB	EBL	C	453	76	20.1		
				EBT	B	453	701	14.1		
				EBR	B	456	274	14.7		
			EB Approach				B			14.7
			WB	WBL	B	192	14	14.2		
				WBT	A	192	674	7.3		
				WBR	A	198	65	5.4		
			WB Approach				A			7.2
			NB	NBL	D	231	97	40.1		
				NBT	D	231	97	38.8		
				NBR	C	231	42	23.3		
			NB Approach				D			36.6
			SB	SBL	D	392	109	47.2		
				SBT	E	392	317	56.9		
SBR	D	402		68	47.8					
SB Approach				D			53.5			
Overall LOS				C			22.1			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
49	Washington Street & Route 7	Signalized	EB	EBL	C	416	128	27.3		
				EBT	B	416	656	18.5		
				EBR	C	416	68	22.5		
			EB Approach				C			20.1
			WB	WBL	C	366	104	32.6		
				WBT	C	366	627	33.2		
				WBR	D	366	42	35.3		
			WB Approach				C			33.3
			NB	NBL	D	416	62	35.6		
				NBT	C	416	685	34.1		
				NBR	D	416	31	41.1		
			NB Approach				C			34.5
			SB	SBL	C	470	134	27.1		
				SBT	C	470	1151	25.3		
SBR	C	470		60	27.6					
SB Approach				C			25.6			
Overall LOS				C			27.8			
50	Washington Street & Park Avenue	Signalized	EB	EBL	D	357	229	50.9		
				EBT	N/A	--	--	--		
				EBR	D	361	45	43.9		
			EB Approach				D			49.7
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	B	221	41	15.2		
				NBT	A	221	814	4.6		
				NBR	N/A	--	--	--		
			NB Approach				A			5.1
			SB	SBL	N/A	--	--	--		
				SBT	B	579	1289	15.3		
SBR	B	592		40	14.8					
SB Approach				B			15.3			
Overall LOS				B			15.6			
51	Washington Street & Great Falls Street	Unsignalized	EB	EBL	B	298	105	12.4		
				EBT	A	256	939	3.2		
				EBR	N/A	--	--	--		
			EB Approach				A			4.2
			WB	WBL	N/A	--	--	--		
				WBT	A	222	1208	4.3		
				WBR	A	296	46	3.9		
			WB Approach				A			4.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	187	32	31.9		
				SBT	N/A	--	--	--		
SBR	C	187		123	21.6					
SB Approach				C			23.7			
Overall LOS				A			5.4			
52	Washington Street & Columbia Street	Signalized	EB	EBL	C	443	13	33.7		
				EBT	B	443	881	19.0		
				EBR	B	457	73	19.7		
			EB Approach				B			19.3
			WB	WBL	C	621	35	23.3		
				WBT	B	621	1213	18.5		
				WBR	B	627	36	19.0		
			WB Approach				B			18.6
			NB	NBL	D	198	19	45.3		
				NBT	D	198	70	43.1		
				NBR	C	200	46	22.8		
			NB Approach				D			36.5
			SB	SBL	D	351	77	46.0		
				SBT	D	351	170	47.4		
SBR	C	361		19	29.2					
SB Approach				D			45.7			
Overall LOS				C			22.5			
53	Washington Street & Jefferson Street	Unsignalized	EB	EBL	A	224	21	9.0		
				EBT	A	163	982	1.7		
				EBR	A	221	4	2.7		
			EB Approach				A			1.9
			WB	WBL	A	315	49	7.7		
				WBT	A	237	1231	2.5		
				WBR	A	301	25	1.7		
			WB Approach				A			2.7
			NB	NBL	C	96	22	23.0		
				NBT	C	96	11	23.5		
				NBR	B	96	64	13.1		
			NB Approach				C			16.5
			SB	SBL	A	78	0	0.0		
				SBT	C	78	18	21.7		
SBR	B	79		32	10.5					
SB Approach				B			14.5			
Overall LOS				A			3.1			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
54	Washington Street & Gresham Place	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	B	363	1039	11.5		
				EBR	B	395	8	11.3		
			EB Approach				B			11.5
			WB	WBL	A	132	11	5.4		
				WBT	A	84	1288	0.4		
				WBR	N/A	--	--	--		
			WB Approach				A			0.5
			NB	NBL	A	42	20	8.8		
				NBT	N/A	--	--	--		
				NBR	A	41	0	0.0		
			NB Approach				A			8.8
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				A			5.4			
55	Washington Street & Westmoreland Street	Signalized	EB	EBL	B	345	6	16.7		
				EBT	C	345	820	20.5		
				EBR	B	346	214	18.2		
			EB Approach				B			20.0
			WB	WBL	B	348	59	15.3		
				WBT	A	348	1214	4.9		
				WBR	A	355	5	1.7		
			WB Approach				A			5.3
			NB	NBL	D	188	88	51.7		
				NBT	A	188	0	0.0		
				NBR	C	190	21	31.3		
			NB Approach				D			47.8
			SB	SBL	E	15	1	60.0		
				SBT	A	15	0	0.0		
SBR	A	20		0	0.0					
SB Approach				E			60.0			
Overall LOS				B			13.5			
56	Washington Street & Fairfax Drive/VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	N/A	--	--	--		
				EBT	B	309	673	17.6		
				EBR	C	309	169	20.5		
			EB Approach				B			18.2
			WB	WBL	C	334	14	25.4		
				WBT	C	334	828	21.1		
				WBR	N/A	--	--	--		
			WB Approach				C			21.2
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	945	553	39.1		
				SBT	D	945	776	43.4		
SBR	C	948		454	26.7					
SB Approach				D			37.8			
Overall LOS				C			29.0			
57	VA 237 and Washington Blvd & Lee highway (I-66 & Lee Highway)	Signalized	EB	EBL	C	365	270	25.7		
				EBT	B	365	967	14.4		
				EBR	N/A	--	--	--		
			EB Approach				B			16.8
			WB	WBL	N/A	--	--	--		
				WBT	F	1230	671	85.1		
				WBR	F	1240	740	99.3		
			WB Approach				F			92.5
			NB	NBL	D	624	157	41.0		
				NBT	E	624	959	57.5		
				NBR	D	626	17	51.6		
			NB Approach				E			55.1
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			56.4			
58	EFC Metro Parking & Washington Blvd (VA 237)	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	F	845	970	77.5		
				EBR	A	931	0	0.0		
			EB Approach				F			77.5
			WB	WBL	A	4	1	0.4		
				WBT	A	0	1148	0.2		
				WBR	N/A	--	--	--		
			WB Approach				A			0.2
			NB	NBL	A	0	0	0.0		
				NBT	N/A	--	--	--		
				NBR	A	0	0	0.0		
			NB Approach				A			0.0
			SB	SBL	N/A	--	--	--		
				SBT	N/A	--	--	--		
SBR	N/A	--		--	--					
SB Approach				N/A			--			
Overall LOS				E			35.6			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
59	Washington Blvd (VA 237) & Sycamore Street	Signalized	EB	EBL	F	410	23	108.6		
				EBT	D	410	411	51.0		
				EBR	C	410	541	34.1		
			EB Approach				D			43.0
			WB	WBL	D	741	79	45.3		
				WBT	D	741	690	39.1		
				WBR	C	746	8	31.7		
			WB Approach				D			39.7
			NB	NBL	D	429	381	50.5		
				NBT	D	429	363	52.5		
				NBR	B	427	112	13.2		
			NB Approach				D			46.5
			SB	SBL	E	725	198	61.6		
				SBT	E	725	668	61.8		
SBR	D	729		81	37.5					
SB Approach				E			59.7			
Overall LOS				D			47.6			
60	Sycamore Street & I-66 WB off-ramps and Bus Bay Entrance EFC Metro	Signalized	EB	EBL	F	479	44	124.7		
				EBT	N/A	--	--	--		
				EBR	D	484	25	41.0		
			EB Approach				F			94.3
			WB	WBL	D	97	73	52.3		
				WBT	N/A	--	--	--		
				WBR	B	43	24	11.1		
			WB Approach				D			42.1
			NB	NBL	B	227	9	15.1		
				NBT	B	227	780	10.9		
				NBR	N/A	--	--	--		
			NB Approach				B			11.0
			SB	SBL	N/A	--	--	--		
				SBT	B	387	1260	12.7		
SBR	B	350		32	11.7					
SB Approach				B			12.6			
Overall LOS				B			15.8			
61	Sycamore Street & 19th Street North and I-66 on-ramps	Signalized	EB	EBL	E	436	119	73.2		
				EBT	E	436	152	67.5		
				EBR	D	436	170	53.2		
			EB Approach				E			63.5
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	C	539	98	26.6		
				NBT	D	539	671	36.6		
				NBR	C	539	164	34.4		
			NB Approach				D			35.2
			SB	SBL	D	607	374	44.8		
				SBT	C	607	888	22.2		
SBR	C	607		101	22.1					
SB Approach				C			28.4			
Overall LOS				D			36.4			
62	Sycamore/Roosevelt Street & 17th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	27	3	17.3		
				WBT	N/A	--	--	--		
				WBR	A	27	3	5.7		
			WB Approach				B			11.5
			NB	NBL	N/A	--	--	--		
				NBT	A	107	934	0.6		
				NBR	A	51	6	1.2		
			NB Approach				A			0.6
			SB	SBL	A	176	11	8.1		
				SBT	A	176	1032	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.4			
Overall LOS				A			1.1			
63	Roosevelt Street & 16th Street North	Unsignalized	EB	EBL	A	120	63	8.6		
				EBT	N/A	--	--	--		
				EBR	A	120	140	7.7		
			EB Approach				A			7.9
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	171	140	7.9		
				NBT	A	128	877	0.2		
				NBR	N/A	--	--	--		
			NB Approach				A			1.3
			SB	SBL	N/A	--	--	--		
				SBT	A	169	973	1.3		
SBR	A	216		67	1.5					
SB Approach				A			1.3			
Overall LOS				A			1.9			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
64	Roosevelt Street & 15th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	N/A	--	--	--		
				NBT	A	78	1018	1.3		
				NBR	A	124	0	0.0		
			NB Approach				A			1.3
			SB	SBL	A	179	24	6.0		
				SBT	A	152	1090	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.4			
Overall LOS				A			0.8			
65	Roosevelt Street & 12th Place North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	B	124	7	12.2		
				WBT	N/A	--	--	--		
				WBR	B	123	188	10.1		
			WB Approach				B			10.2
			NB	NBL	N/A	--	--	--		
				NBT	A	15	829	0.6		
				NBR	A	34	4	0.7		
			NB Approach				A			0.6
			SB	SBL	A	245	52	7.2		
				SBT	A	197	1038	1.4		
SBR	N/A	--		--	--					
SB Approach				A			1.6			
Overall LOS				A			2.0			
66	Roosevelt Street & 12th Street North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	55	6	17.3		
				WBT	N/A	--	--	--		
				WBR	A	54	18	8.7		
			WB Approach				B			10.8
			NB	NBL	N/A	--	--	--		
				NBT	A	102	816	0.2		
				NBR	A	10	19	0.0		
			NB Approach				A			0.2
			SB	SBL	A	176	21	6.0		
				SBT	A	127	1026	0.7		
SBR	N/A	--		--	--					
SB Approach				A			0.8			
Overall LOS				A			0.7			
67	Roosevelt Street & 11th Street	Unsignalized	EB	EBL	C	61	27	20.0		
				EBT	N/A	--	--	--		
				EBR	A	59	0	0.0		
			EB Approach				C			20.0
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	179	35	9.0		
				NBT	A	129	809	0.5		
				NBR	N/A	--	--	--		
			NB Approach				A			0.9
			SB	SBL	N/A	--	--	--		
				SBT	A	99	1014	0.5		
SBR	A	111		18	0.0					
SB Approach				A			0.5			
Overall LOS				A			0.9			
68	Roosevelt Street & 11th Road North	Unsignalized	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	C	105	5	15.1		
				WBT	N/A	--	--	--		
				WBR	B	105	115	10.8		
			WB Approach				B			11.0
			NB	NBL	N/A	--	--	--		
				NBT	A	50	730	1.0		
				NBR	A	85	31	1.2		
			NB Approach				A			1.0
			SB	SBL	A	228	153	4.9		
				SBT	A	177	863	1.1		
SBR	N/A	--		--	--					
SB Approach				A			1.6			
Overall LOS				A			2.0			

Intersection Information					2045 Build 3 PM					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Max Queue (feet)	Volume (veh)	Delay (sec)		
69	Roosevelt Street & Roosevelt Blvd	Signalized	EB	EBL	C	214	114	24.7		
				EBT	N/A	--	--	--		
				EBR	C	214	73	25.2		
			EB Approach				C			24.9
			WB	WBL	N/A	--	--	--		
				WBT	A	0	0	0.0		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	D	238	47	35.9		
				NBT	A	238	647	8.8		
				NBR	N/A	--	--	--		
			NB Approach				B			10.6
			SB	SBL	A	377	0	0.0		
				SBT	B	377	764	15.6		
SBR	B	381		109	14.4					
SB Approach				B			15.5			
Overall LOS				B			14.6			
70	Roosevelt Blvd & Oakwood Apartments Access (1)	Signalized (in NoBuild)	EB	EBL	A	30	0	0.0		
				EBT	N/A	--	--	--		
				EBR	B	30	4	17.4		
			EB Approach				B			17.4
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	48	3	0.2		
				NBT	A	56	693	0.1		
				NBR	N/A	--	--	--		
			NB Approach				A			0.1
			SB	SBL	A	308	0	0.0		
				SBT	A	308	836	5.9		
SBR	A	308		0	0.0					
SB Approach				A			5.9			
Overall LOS				A			3.4			
71	Roosevelt Blvd & Rossevelt Towers Access (1)	Signalized (in NoBuild)	EB	EBL	N/A	--	--	--		
				EBT	N/A	--	--	--		
				EBR	N/A	--	--	--		
			EB Approach				N/A			--
			WB	WBL	A	0	0	0.0		
				WBT	N/A	--	--	--		
				WBR	A	0	0	0.0		
			WB Approach				A			0.0
			NB	NBL	A	228	3	9.2		
				NBT	A	228	693	5.1		
				NBR	A	228	4	4.7		
			NB Approach				A			5.1
			SB	SBL	A	107	0	0.0		
				SBT	A	120	841	0.3		
SBR	N/A	--		--	--					
SB Approach				A			0.3			
Overall LOS				A			2.5			
72	Roosevelt Blvd & Oakwood Apartments Access (2)	Unsignalized	EB	EBL	B	60	30	13.6		
				EBT	N/A	--	--	--		
				EBR	A	60	0	0.0		
			EB Approach				B			13.6
			WB	WBL	N/A	--	--	--		
				WBT	N/A	--	--	--		
				WBR	N/A	--	--	--		
			WB Approach				N/A			--
			NB	NBL	A	0	0	0.0		
				NBT	A	0	667	0.6		
				NBR	N/A	--	--	--		
			NB Approach				A			0.6
			SB	SBL	N/A	--	--	--		
				SBT	A	30	781	0.8		
SBR	A	73		58	1.3					
SB Approach				A			0.9			
Overall LOS				A			1.0			
73	Roosevelt Blvd & Wilson Blvd	Signalized	EB	EBL	E	550	442	59.5		
				EBT	B	550	501	14.9		
				EBR	N/A	--	--	--		
			EB Approach				D			35.8
			WB	WBL	N/A	--	--	--		
				WBT	D	677	823	49.7		
				WBR	D	706	222	51.2		
			WB Approach				D			50.0
			NB	NBL	N/A	--	--	--		
				NBT	N/A	--	--	--		
				NBR	N/A	--	--	--		
			NB Approach				N/A			--
			SB	SBL	D	611	474	50.9		
				SBT	N/A	--	--	--		
SBR	D	615		304	52.2					
SB Approach				D			51.4			
Overall LOS				D			45.6			