

TECHNICAL MEMORANDUM

To: Ryan Knight, P.E. City of Alexandria
Daniel Scolese, P.E.

Cc: Michelle Beaman Chang Hilco Redevelopment Partners
Mary Catherine Gibbs Wire Gill

From: Adam Nodjomian, P.E.
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Date: March 9, 2023

Subject: Potomac River Generating Station VISSIM Analysis Results – First Submission
Response to Comments

The following memorandum includes responses to comments provided by the City of Alexandria dated January 10, 2023, as they relate to the Potomac River Generating Station VISSIM Analysis Memo which was dated December 5, 2022.

City of Alexandria Comments:

1. *General Comment: The City does not necessarily agree with the goal of the analysis denoted to identify improvements that increased the number of processed vehicles compared to 2033 background conditions. If volumes entered is used as a MOE the unmet demand/amount of vehicles that are unable to enter through the network needs to be reported in addition to volume entered for each scenario.*

- a. *Most likely this will unmet demand at the end of the analysis period*

Response: The processed vehicles metric was selected because it is easier for the public and unfamiliar readers to understand than unmet demand for the main body of the report. The percentage of vehicles processed were provided along with the number of vehicles processed so that unmet demand could still be calculated by taking the inverse (percentage-wise) of vehicles processed. The volumes processed for each intersection movement are also shown in the detailed MOE tables provided in the Technical Attachments. Also included in the Technical Attachments are Entry Link Volume tables, which contain unmet demand results (in the “Difference in Volumes” column). Additionally, the tables have been updated to include the total volume processed and unmet demand, in addition to being listed by entry point.

2. *General Comment: The travel time does not appear to be consistent with the delay and queue results. In order to better understand the network results the adjacent intersections need to be reported.*

- a. *The travel times need to be extend beyond the areas north and south of GW since the queue and congestion is actually metering the flow in between the two analysis intersections.*

Response: As agreed upon during scoping with City staff in July 2022, travel time segments were coded along GW Memorial Parkway and E/W Abingdon Drive to/from the north or south of Slaters Lane and Bashford Lane (depending on the direction of travel). The existing conditions model was calibrated based on the data collected for these segments.

3. *General Comment: Considering the results of the alternatives that stay within the curb to curb layout, an alternative that redesigns the intersection outside of the existing curb to curb layout should be considered.*

Response: As discussed with City staff in January 2023 and confirmed via email, additional alternatives were considered that maintain the existing curb on GW Memorial Parkway but may impact the existing curb on E/W Abingdon Drive. The new preferred alternative (Alternative 10) includes a modified lane configuration on W Abingdon Drive at

Slaters Lane which impacts the curb on W Abingdon Drive to accommodate a three-lane cross-section. At the request of City and NPS staff, an analysis of a new pedestrian crosswalk on the north leg of the Slaters Lane intersection has been added to the memo.

4. *General Comment: The results of the Background Conditions, Future Conditions, and Future mitigated conditions appear to be vastly different from the CDD MTS which showed an acceptable LOS for each scenario. The majority of the alternatives are not producing favorable results as there is excessive network failure on minor approaches and GW during the build scenarios.*
 - a. *Queueing is backing up into upstream intersections in most alternatives. I think in all the queue actually backs up to Route 1. Please confirm and note the reason for the different results.*

Response: The MTS used macroscopic (Synchro) traffic analysis to determine mitigations and presented additional alternative improvements to be studied in future efforts. In response to the findings and recommendations from the MTS, in February 2022 the City requested that a VISSIM analysis be conducted and include additional improvements beyond those presented in the MTS. The analysis was subsequently included as a condition of the CDD. Additionally, the existing traffic volumes used in CDD MTS were collected from a variety of sources due to the study being conducted during the COVID-19 pandemic when traffic volumes were abnormal. The traffic volumes used in the MTS are different from those in the VISSIM effort, which were newly collected in May 2022. However, the same regional growth rate, background developments, and PRGS trip generation were assumed in both models. Results will also differ between the Synchro and VISSIM analyses due to the increased level of definition that VISSIM provides as a microsimulation tool. The VISSIM analyses also included network-wide measures of effectiveness (MOEs), whereas Synchro capacity analysis results are reported on an intersection by intersection basis, or node by node basis as the case is with the clustered intersection of Slaters Lane and Bashford Lane and the GW Memorial Parkway. Therefore, LOS results will differ when comparing individual movements in VISSIM or Synchro, and especially in the case of non-standard intersection designs like those in the study area.

In most VISSIM alternatives, the AM peak hour eastbound queue on Slaters Lane extends approximately to where Route 1 would be, however additional metering signals west of Potomac Greens were not included in the predetermined study area of either analysis. Such signals would impact results, therefore the model does not accurately predict exact conditions outside of the analysis area. The same queuing was observed in the Background model (without the addition of the PRGS site redevelopment) and was expected given the amount of regional traffic. Alternative 10 was selected as the preferred alternative because it improves upon the performance of the Background scenario even with the addition of the PRGS site redevelopment.

5. *General Comment: Provide storage length for each approach. The block length should be considered as storage length for the through approaches.*

Response: The memo has been updated to include storage lengths in all queue length results tables.

6. *What were the assumptions for the 2033 Background conditions as shown in Figure 6. Is this consistent with the assumptions made in the CDD MTS?*

Response: Note that in the revised memo the referenced figure is now Figure 8. The regional growth, background development, and PRGS trip generation assumptions made in the 2033 Background scenario for VISSIM match those assumed in the CDD MTS. The memo was revised to expand the discussion of assumptions. (See "Traffic Volume Assumptions" section on page 7).

7. *On page 15, under the Scoped Improvements (Requested by the City) section, the second bullet should read the northbound left turn lane. The purpose of analyzing the northbound left turn was to not only move the left turns out of the way of through movement, but also determine if a split phase with the southbound left turn lane would benefit the operation of the signal.*

Response: The text on page 15 has been corrected to state “left turn” instead of “right turn”. The split phasing was included as part of the alternatives analysis process, but it was found to not be beneficial to operations as vehicles immediately stop at a red signal upon entering Slaters Lane and are not able to progress east-west through the intersection, consistent with what occurs under existing phasing. The modified phasing scheme proposed in the preferred alternative allows the southbound left turning vehicles to continue all the way east past E Abingdon Drive such that they don’t become “trapped”, but it precludes us from providing a concurrent northbound left phase on E Abingdon Drive because left-turning vehicles would not be able to continue all the way through the intersection if both NB and SB were going at the same time. The southbound left was given priority over the northbound left because of its higher volume and greater potential impact to southbound GW Memorial Parkway due to queue spillback from W Abingdon Drive.

8. *On page 17, Table 2, the 2033 Background row should have a check in the Turn Restrictions column considering turn restrictions currently exists. These turn restrictions should also be reflected in the results of the 2033 background analysis.*

Response: We are in agreement that turn restrictions are in place today. However, the traffic counts collected in May 2022 show turns are still occurring despite the restriction. The Turn Restrictions mitigation was identified as part of the CDD MTS and assumes greater enforcement of the existing turn restrictions as well as new restrictions to consolidate movements.

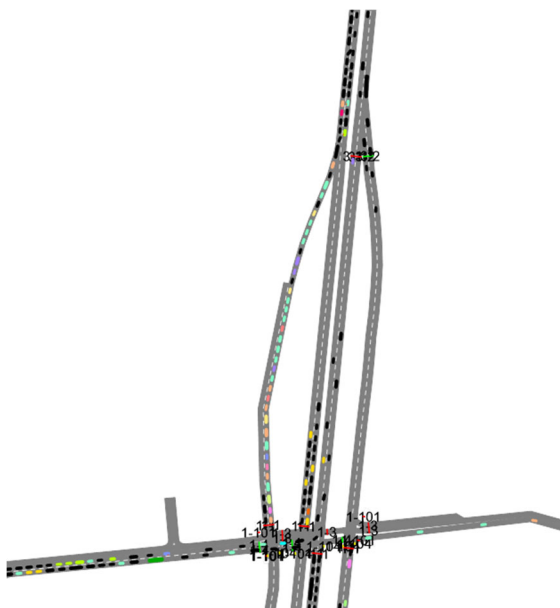
9. *On page 25, Figure 15...*
- a. *The Base Proposed AM Peak Phasing should include ped phase crossing Slaters at W. Abingdon.*
 - b. *Confirm and/or justify the Base Proposed PM Peak Phasing not having a Phase 1.*
 - c. *The Exclusive Left Turn Proposed AM/PM Peak Phasing should have a shared right and thru lane on W. Abingdon.*
 - d. *The modified Proposed PM Peak Phasing seems consistent with the Base Proposed PM Peak Phasing. Confirm or explain the difference.*

Response:

- a. Note that in the revised memo the referenced figure is now Figure 17. This figure has been updated to modify the Base Proposed AM Peak Phasing to include a pedestrian phase crossing Slaters Lane at W Abingdon Drive (Phase 1).
- b. Where possible, efforts were made to keep consistent phase numbering across phasing schemes. Under the proposed phasing, Phase 2 is NB/SB in the AM peak, so it was kept as Phase 2 in the PM peak to be consistent, even though there it does not include Phase 1. A Phase 1-type movement was tested for the PM peak hour as part of the alternatives analysis but did not provide operational benefits because the SBL movement from Slaters Lane is expected to be a low volume movement. Also, once the redevelopment is complete, southbound vehicles accessing the site would be able to use Bashford Lane as well.
- c. Note that in the revised memo the referenced figure is now Figure 17. This figure has been updated to modify the Exclusive Left Turn Proposed AM/PM Peak Phasing accordingly.
- d. The modified Proposed PM Peak Phasing and Base Proposed PM Peak Phasing are the same, which the exception of the pedestrian movements. Under the Base Proposed PM Peak Phasing, EB/WB pedestrian movements are allowed across all legs in Phases 3 and 4, but were adjusted in the modified proposed phasing to allow EB/WB pedestrian movements across E Abingdon Drive in Phases 3 and 4, and EB/WB pedestrian movements across W Abingdon Drive and GW Memorial Parkway only during Phase 3.

10. On page 29, Table 4, why is the GW Memorial Pkwy SB showing a significant delay difference in the 2033 Future scenario?

Response: The 2033 Future scenario included in Table 4 does not include any mitigation measures. Without any mitigation, SBL vehicles heading east towards the PRGS site are unable to efficiently progress through the intersection along Slaters Lane due to the existing phasing. Under existing phasing, only 1 to 2 vehicles are able to get through per cycle which creates high delays and a significant queue that spills back to GW Memorial Parkway, blocking SBT. (See screenshot below)



11. On page 41, Table 13, Alternative 3, 6, and 8, the queue results appear to be outliers as compared to any other alternative. Confirm or offer further explanation.

Response: These queue results are due to a discrepancy between recall settings in these alternatives (3, 6, and 8) and other alternatives. Max recall should be used on both phases of the Bashford Lane intersection, but it was previously only being applied to the NB/SB phase. As a result, vehicles on Bashford Lane were not served adequately and were only given full green time when a pedestrian was present. The affected models were updated to reflect max recall for all approaches. The results tables have been updated accordingly.

12. On page 48, Figure 18, why didn't we assume vehicles would not use Bashford lane from W Abingdon to turn into the site?

Response: Note that in the revised memo the referenced figure is now Figure 20. The re-routed movements for the potential E/W connection were generally consistent with what was assumed in the CDD MTS. Similar to the NBR movement from E Abingdon Drive to Slaters Lane, it was assumed that those vehicles using the SBL movement from W Abingdon Drive to Bashford Lane would not change their routes with the new connection. In the case of the SBL from W Abingdon Drive to Bashford Lane, this was because their destinations were on the south end of the site and more accessible from Bashford Lane.

13. Does Table 17 on page 53 represent the total vehicular delay for the entire study area? How was this calculated?

Response: Yes, Table 17 shows the total delay for the entire study area. This is calculated as the sum of the intersection delays for all study intersections. For the scenarios without the potential E/W connection, this is the sum of intersection delays for the Slaters Lane and Bashford Lane intersections. For the scenarios with the potential E/W connection, the

sum also includes the intersection delay for the potential E/W Connection intersection. The intersections were presented as a single value for more straightforward comparison across alternatives.

14. *Table 21 on page 59 shows several alternatives with significant difference in queue lengths due to the E-W Connection.*
- Further explain why there appears to be a significant difference in queue for several alternatives in the on GW Parkway northbound. Given the E-W connection is after the Bashford Lane, does it really offer that much benefit?*
 - Several scenarios show an increase in queue w/ the connection on Bashford (EB and WB directions). Further explain these results.*

Response:

- All else being equal, the commonality between those alternatives showing reductions in queue lengths on northbound GW Memorial Parkway is a combination of the potential E/W Connection and increased cycle lengths. The combination of increased cycle length and the improved coordination afforded by the potential E/W connection allows for better northbound operations along GW Memorial Parkway. However, the underlying assumptions for the trip generation for the PRGS redevelopment were based on a conservative development program, which is subject to change as part of future DSUPs and may result in fewer vehicular trips. Additionally, the improvements identified based on this analysis would not be implemented until the end of Phase 2 of the PRGS redevelopment, at which point assumptions could be refined with respect to the proposed development program and shifts in commuting patterns in the study area. The site trip generation calculations were based on the most conservative (60% commercial/40% residential) development option for the PRGS site with the highest number of new vehicular trips. The potential for positive or negative impacts across all alternatives with the potential E/W Connection is dependent on the development program and approval from NPS.
 - These queue results are due to a discrepancy between recall settings in these alternatives (3, 6, and 8) and other alternatives. Max recall should be used on both phases of the Bashford Lane intersection, but it was previously only being applied to the NB/SB phase. As a result, vehicles on Bashford Lane were not served adequately and were only given full green time when a pedestrian was present. The affected models were updated to reflect max recall for all approaches. The results tables have been updated accordingly.
15. *Table 22 shows queue length increase w/ the E-W Connection on W. Abingdon in the 2033 Future Mitigated and Alternative 6 Scenario. Further explain the significant difference shown.*
- Also why does several scenarios show significant difference in the queue length for Slaters EB?*

Response: The significant difference is due to the way VISSIM measures maximum queue length. If one vehicle ends up not being able to enter W Abingdon Drive and is still on the GW Memorial Parkway, the reported maximum queue becomes significantly longer as queues on southbound GW Memorial Parkway are long. As a result, even if the queue increases slightly on W Abingdon Drive but begins to spill back onto the parkway, the value shown in the table will increase dramatically.

The most significant differences in queue length were observed with Alternatives 3 and 6. The commonality between these alternatives was that both included increases to cycle length and both had significantly longer queues in the scenarios without the potential E/W Connection.

16. *Table 23 shows several queue lengths on GW Parkway increase w/ the connection. Further explain the significant difference. Additionally, Alt 8 queue length on GW Parkway NB appears to have an outlier. Confirm or further explain.*

Response: With the exception of Alternative 8, the variation in queue length across alternatives is on the order of a few vehicles. This is likely attributable to changes to offsets which were included as part of the potential E-W connection addition. In the case of Alternative 8, a unique signal phasing scheme which minimized pedestrian wait times is used compared to the other alternatives. The addition of this phasing scheme resulted in the notably higher queue lengths

for this alternative as more time is given to cross streets (i.e., Slaters Lane, Bashford Lane, and the potential E/W Connection) and less time is given to GW Memorial Parkway and E/W Abingdon Drive.

17. *Upon further review of the volume on the Abingdon service roads during existing conditions (2019 Streetlight) – it appears that most if not all of the through volume is “cutting” through to avoid the two GW traffic signals during the rush hour direction.*
- a. *This almost acts like a relief valve since there is typically less queue on the service roads.*
 - b. *Is dynamic choice assignments on in VISSIM?*
 - i. *In the PM this may not make a difference because the W Abingdon Service road is at capacity, but not in the AM.*
 - ii. *If the traffic signal is removed at the end of the E Abingdon Service Road, is it possible that that traffic redirects back to GW?*
 - 1. *Is it possible we’re making too good of cut through to use the service road by keeping the meter signal at the end of E Abingdon?*

Response:

- a. We agree that much of the through volume on E/W Abingdon Drive during the peak hours consists of regional commuter traffic bypassing the GW Memorial Parkway congestion.
 - b. Dynamic choice routing was not utilized in this analysis. Dynamic routing of existing traffic is more a regional level analysis and is outside of the scope of this analysis.
 - i. In both peaks, routing more vehicles from GW Memorial Parkway to W Abingdon Drive would not be very advantageous because they would still need to go through the Slaters Lane intersection. Due to the transition at Slaters Lane from an unsignalized highway facility to a signalized urban facility, the main bottleneck in the network is the Slaters Lane intersection with GW Memorial Parkway and E/W Abingdon Drive. In the AM peak, these vehicles would still conflict with the EBL from Slaters Lane to GW Memorial Parkway. In the PM peak, the throughput is already maximized.
 - ii. It is possible that the removal of the traffic signal on E Abingdon Drive would result in a volume shift back to GW Memorial Parkway, but current utilization of E Abingdon Drive in the AM peak is still quite low relative to the mainline with the signal. The volume shift would likely be minimal, if any. Based on additional review of signalization of this merge, as included in the attached memo, it is recommended that the traffic signal operations continue as they do under existing wherein the signal is operational during the AM peak hour and operates as a yield condition in the PM peak hour.
18. *Based on 2019 Streetlight it seems like maybe 50-60% of the volume go east-to-North GW or vice versa is outside the city, however actually re-routing that is unlikely since Route 1 is the next parallel facility, which has more congestion (i.e. no travel time savings).*

Response: Comment noted. Changes in travel patterns would likely be more regional, with commuter traffic potentially shifting to other regional facilities like I-395 and I-295. This study assumes that existing traffic would remain on the network in its current travel patterns and regional cut-through trips, particularly along the GW Memorial Parkway, would not re-route. The improvements identified as part of this study will be re-evaluated during Phase 2 of development and any changes to travel patterns will be captured at that point.

19. *Additional alternatives need to be explored.*
- a. *Relocating movements – is it possible to take advantage of the existing service road network to remove phases from signal and relocate to other (i.e. u-turn like maneuvers).*
 - b. *Dedicated Southbound right-turn (possible overlap) on W Abingdon instead of shared right.*
 - c. *Are there more opportunities to control traffic out of the development within the proposed network?*
 - i. *Redirect to intersections with more capacity? Signals?*
 - ii. *Or within city network? Possibly Increasing delay at upstream intersections to break up queues.*

Response:

- a. As discussed and confirmed with City staff, this analysis considered alternatives that could be implemented with no impacts to existing curb on the GW Memorial Parkway and that do significantly alter the access along the GW Memorial Parkway. All feasible modifications to phasing and signal operations have been evaluated.
- b. A southbound right overlap was explored as part of the alternatives analysis where feasible (i.e., not in alternatives where there is a dedicated SBL lane and only when a dedicated SBR lane is provided). These results showed that providing the southbound right turn overlap was operationally advantageous. The preferred alternative (Alternative 10) was added to the analysis, which separates the left, thru, and right turn movements into dedicated lanes on W Abingdon Drive and Slaters Lane and includes a SBR overlap phase.
- c. The alternatives development process included the exploration of redirecting PRGS site trips from Slaters Lane, but it was found to have minimal impacts. Vehicles would be required to use the Slaters Lane intersection regardless of routing assumptions. Additionally, the shifting of volumes resulted in new capacity issues at the Bashford Lane intersection. The next viable routing alternatives would be for drivers to re-route to Madison Street or Montgomery Street, but that is an unlikely route for drivers traveling from the north as they would have to pass the site and backtrack to access the PRGS site.

TECHNICAL MEMORANDUM

To:	Ryan Knight, P.E. Daniel Scolese, P.E.	City of Alexandria
Cc:	Michelle Beaman Chang Mary Catherine Gibbs	Hilco Redevelopment Partners Wire Gill
From:	Adam Nodjomian, P.E. Sasha Redmon, P.E. Daniel Solomon, AICP Daniel B. VanPelt, P.E., PTOE	

Date: December 5, 2022 (Revised March 9, 2023)

Subject: Potomac River Generating Station (PRGS) VISSIM Analysis Results

Executive Summary

This memorandum presents the findings of a microsimulation (VISSIM) traffic analysis for the proposed redevelopment of the Potomac River Generating Station (PRGS) site. The PRGS site is located in the Old Town North (OTN) area of the City of Alexandria. Figure 1 identifies the regional site location and Figure 2 identifies the location of the site within the OTN area. The proposed development site is currently occupied by the Potomac River Generating Station, which is no longer in operation. It is bounded by Slaters Lane to the north, E Abingdon Drive and a PEPCO sub-station to the west, Norfolk Southern Corporation right-of-way to the south, and the Potomac River to the east.

The proposed development will include redeveloping the existing, unused power station site into a mixed-use development consisting of six (6) development blocks and an existing pumphouse identified for potential renovation and reuse. A total of up to 2.5 million square feet gross square feet (GSF) of development is proposed, with a mix of office, arts, retail, residential, and hotel uses proposed throughout the site. The exact program for each development block will be determined as part of future Development Special Use Permits (DSUPs). For the purposes of this analysis, a proposed program was assumed based on a split of 60% of GSF assigned to commercial uses and 40% of GSF assigned to residential uses, consistent with the development program assumed in the PRGS Coordinated Development District (CDD) Multimodal Transportation Study (MTS) and reflecting the most conservative development option. In terms of the analysis, this 60%/40% split between commercial and residential uses represent the most conservative vehicular trip generation scenario within the range of possible uses across the entire site. Commercial uses typically generate more vehicular trips compared to residential uses; therefore, the vehicular trip generation for the PRGS development may be lower if a higher residential split is ultimately proposed as part of the future DSUPs. Furthermore, it was assumed that existing traffic would remain on the network in its current travel patterns and no regional cut-through trips, particularly along the GW Memorial Parkway, were re-routed with the addition of the PRGS site. As a result, this analysis reflects a higher than anticipated number of vehicular trips regardless of the development scenario for the PRGS site and vehicular traffic anticipated on the GW Memorial Parkway.

The purpose of this memorandum is to present the findings of microsimulation (VISSIM) analysis that evaluate numerous conceptual alternatives for the intersections of Slaters Lane and Bashford Lane with the GW Memorial Parkway aimed at ameliorating the traffic impacts to vehicular modes generated by the proposed site, with the goal of identifying preferred alternatives which will be further studied as part of the Feasibility Study described in the project's Coordinated Development District (CDD) Condition 37. Additionally, any modifications to the GW Memorial Parkway itself would be coordinated with the National Park Service (NPS).

Previous stages of this effort included a Multimodal Transportation Study (MTS) for the PRGS CDD, which was completed in April 2022. The MTS used macroscopic (Synchro) traffic analysis to determine mitigations and presented additional alternative improvements to be studied in future efforts. In response to the findings and recommendations from the MTS, the City requested that this VISSIM analysis include additional improvements beyond those presented in the MTS. The mitigations proposed in the MTS were used as baseline improvements for the VISSIM analysis presented in this memorandum. In addition to those baseline mitigations, this effort analyzed the operational benefits of the recommendations in the MTS, improvements requested by the City in response to the MTS, and improvements identified by Gorove Slade.

Thirteen (13) conceptual alternatives were analyzed as part of this memorandum. Of the alternatives, Alternative 10 is preferred and recommended for implementation and further study. Under existing conditions, there are two (2) southbound approach lanes on W Abingdon Drive at Slaters Lane. The preferred alternative includes an additional right-turn pocket, expanding the approach to three (3) total lanes. The modified approach cannot be accommodated within the existing curb-to-curb on W Abingdon Drive without substandard lane widths; therefore, slight modifications to the curb on W Abingdon (totaling approximately 4 feet) would be required in order to provide 11-foot lanes. These modifications will require NPS review and approval. Alternative 10 presents unique vehicular operational advantages by separating movements on W Abingdon Drive at Slaters Lane. Southbound right-turning vehicles would benefit from a new overlap phase and a dedicated approach lane. Southbound left-turning vehicles would gain more queue space as a result of using a dedicated lane. Vehicles continuing thru on W Abingdon Drive would benefit because the proposed configuration allows them to bypass the southbound left-turning queue. For these reasons, and in conjunction with all improvements recommended as part of the alternative, Alternative 10 processes greater traffic volume than that processed under 2033 Background conditions in both the AM and PM peak hours, and exhibited vehicular delay, maximum queues, and travel times comparable to Background conditions.

The improvements included in the preferred alternative are provided below:

- **2033 Future Alternative 10:**
 - Additional eastbound receiving lane on Bashford Lane
 - Lane configuration modifications on Bashford Lane
 - Turn restrictions at Slaters Lane and Bashford Lane intersections to consolidate turning movements
 - Phasing modifications at Slaters Lane (see Modified Proposed Phasing schemes in Figure 17)
 - Added southbound right-turn lane pocket on W Abingdon Drive at Slaters Lane
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.
 - Extend two lanes of storage on W Abingdon Drive between Slaters Lane and GW Memorial Parkway
 - Modified cycle length of the Slaters Lane and Bashford Lane intersections
 - Modified traffic signal timings at Slaters Lane and Bashford Lane to optimize eastbound and westbound movements and reduce conflict between turning vehicles and pedestrians (see Modified Proposed Phasing schemes in Figure 17)
 - Install additional advanced warning signage along southbound GW Memorial Parkway to inform drivers of the W Abingdon Drive ramp to Slaters Lane and Bashford Lane and reduce late lane changes
 - Reconfigure the southbound approach of W Abingdon Drive at Slaters Lane to provide one (1) left-turn lane, one (1) thru lane, and one (1) right-turn lane pocket.
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.

VISSIM is a vehicular-focused software and the metrics used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that each potential improvement weigh both the findings of this analysis and non-auto considerations to ensure that improvements are implemented from a multimodal standpoint.

The following findings of this study are discussed in more depth in the memorandum that follows:

- Conceptual Alternatives Development:
 - Thirteen (13) conceptual alternatives were analyzed as part of this memorandum. The conceptual alternatives include baseline improvements identified as part of the PRGS CDD MTS, improvements identified by the City for exploration, and additional improvements identified throughout the conceptual alternative development and analysis. The improvements proposed were limited to signing and striping, signal infrastructure improvements, and traffic operation modifications, and were analyzed assuming they can be implemented within the existing curb-to-curb limits of the GW Memorial Parkway.
 - A preferred alternative (Alternative 10) was identified based on the results of this analysis. The mitigations included in the preferred alternative are shown in Figure 3 and Figure 4.
 - Each conceptual alternative was analyzed with and without the potential new E-W Connection to GW Memorial Parkway and E/W Abingdon Drive.
- Vehicular Volumes:
 - All of the analyzed conceptual alternatives were able to process more vehicles through the study area network than under 2022 Existing conditions, and most were able to process more vehicles than under 2033 Background conditions without the PRGS redevelopment.
 - The goal of this analysis was to identify improvements that increased the number of processed vehicles compared to 2033 Background conditions and process a comparable percentage of the expected volumes compared to 2033 Background conditions. In the AM peak hour, 97% of vehicles were processed under 2033 Background conditions. In the PM peak hour, 91% of vehicles were processed. The above percentages were then established as the vehicular throughput targets for 2033 Future analyses, with the goal of identifying improvements that would allow for a comparable or improved percentage of vehicles to be processed. These targets were met or exceeded in four (4) alternatives in the AM peak hour (Alternatives 6, 7B, 9, and 10) and seven (7) alternatives in the PM peak hour (MTS Baseline and Alternatives 2, 5B, 6, 7B, 9, and 10).
 - Modifications to traffic signal cycle length and phasing schemes were the biggest contributors to the increase vehicles processed.
- Vehicular Delays:
 - The lowest overall network-wide vehicular delays were shown in Alternatives 5A, 6, 7A, and 10 in the AM peak hour and in Alternatives 8 and 10 in the PM peak hour.
- Simulated Vehicular Travel Times:
 - The travel time results for most alternatives are comparable to that reported for 2033 Background conditions during the AM and PM peak hours.
- Maximum Queue Length:
 - The maximum queue lengths for most approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM and PM peak hours.

- The maximum queue lengths for most approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM and PM peak hours.
- Potential New East-West Connection:
 - When the conceptual alternatives were re-analyzed with the inclusion of the potential new E-W connection, it was found that the new connection may provide some minor advantages to vehicular delay, travel times, and queuing, particularly in the AM peak hour, with slight disadvantages in the PM peak hour.
 - The addition of a potential new E-W Connection allowed several alternatives to meet or exceed the percentage of vehicles processed under the 2033 Background scenario, as compared to the same alternatives without the connection. However, the overall increases were minimal: approximately 4% in the AM peak hour and 2% in the PM peak hour. Furthermore, improvements were not the same across the study area or between peak hours. In the AM peak hour, the greatest improvement in vehicle throughput was observed northbound on the GW Memorial Parkway, whereas minimal improvement was observed for eastbound vehicles on Slaters Lane. In the PM peak hour, minor improvements to vehicular throughput were observed southbound on the GW Memorial Parkway with no notable improvements elsewhere in the network. In the case of the preferred alternative (Alternative 10), vehicle throughput decreased slightly (approximately 1%) in both the AM and PM peak hours. Despite the decrease, the preferred alternative still processed a comparable or higher percentage of vehicles than the Background scenario.
 - Total vehicular delay at study intersections decreased in the AM peak hour with the introduction of the new E-W Connection. However, the results for the PM peak hour were mixed. In roughly half of the analyzed alternatives, the total delay increased in the PM peak hour once the connection was added, with reductions in delays in the remaining alternatives. For Alternative 10, the same patterns were true. The overall vehicular delay decreased by about 46 seconds in the AM peak hour and increased by about 22 seconds in the PM peak hour.
 - The travel time results generally mirror the vehicular delay results. In the AM peak hour, there was an overall reduction in average travel times with the addition of the new connection. In the PM peak hour, there was an overall reduction in average travel times in roughly half of the analyzed alternatives, with increases in travel times in the remaining alternatives. Once again, the preferred alternative performed similarly. The vehicle-weighted average travel time decreased with the introduction of the new E-W Connection in the AM peak hour, but increased in the PM peak hour.
 - Maximum queue lengths results were mixed, with queue lengths generally decreasing in roughly half of the analyzed alternatives in both the AM and PM peak hours. The new E-W connection adds flexibility in route choice for drivers entering/exiting the PRGS site; however, reductions in queue lengths for one approach is offset by an increase in queue lengths for another approach where the vehicles have shifted. For the most part, these conclusions held true for Alternative 10 as well. That being said, notable reductions in maximum queue length were observed in the AM peak hour on northbound GW Memorial Parkway at Bashford Lane and in the PM peak hour on southbound W Abingdon Drive and northbound GW Memorial Parkway at Slaters Lane.
- Potential Additional Pedestrian Crosswalk at Slaters Lane:
 - The analysis of a new crosswalk on the northern leg of the intersection of Slaters Lane with GW Memorial Parkway and E/W Abingdon Drive found it would result in greater vehicle delay, longer travel times, and longer queue lengths, even when utilizing a multi-stage pedestrian crossing pattern. Further, construction of the northern crosswalk would involve impacts to trees in the green spaces adjacent to GW Memorial Parkway (see Slaters Lane and Bashford Lane Potential Areas of Impact Figure in the Technical Attachments). For these reasons, at this time, a new crosswalk on the north side of the Slaters Lane intersection is not recommended. If the crosswalk is later pursued, additional coordination would be required with NPS to evaluate impacts beyond those summarized here.

- Overall Findings and Conclusions:

- From a vehicular standpoint, the results indicate that Alternative 10 would result in the greatest operational improvements by prioritizing the number of vehicles processed by the analysis network, while minimizing impacts to vehicular delay, queues, and travel times. Alternative 10 presents unique vehicular operational advantages by separating movements on W Abingdon Drive at Slaters Lane. Southbound right-turning vehicles would benefit from a new overlap phase and a dedicated approach lane. Southbound left-turning vehicles would gain more queue space as a result of using a dedicated lane. Vehicles continuing thru on W Abingdon Drive would benefit because the proposed configuration allows them to bypass the southbound left-turning queue. Alternative 10 processes greater traffic volume than that processed under 2033 Background conditions in both the AM and PM peak hours, and exhibited vehicular delay, maximum queues, and travel times comparable to background conditions.
- VISSIM is a vehicular-focused software and the metrics used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that implementation of each component of the recommended alternative and other additions (including the potential pedestrian crossing on the north leg of the Slaters Lane intersection) weighs both the findings of this analysis and non-auto considerations to ensure they are advantageous from a multimodal standpoint.
- This memorandum recommends that the preferred alternative identified as part of this analysis (Alternative 10) be studied further in the future as the PRGS site develops. The underlying assumptions for the trip generation for the PRGS redevelopment were based on a conservative development program, which is subject to change as part of future DSUPs and may result in fewer vehicular trips, and pre-COVID-19 pandemic data, and likely are not fully representative of current or future driver behavior and traveler decisions (e.g., remote work, dispersion of trip patterns across peak periods). Additionally, the improvements identified based on this analysis would not be implemented until the end of Phase 2 of the PRGS redevelopment, at which point assumptions could be refined with respect to the proposed development program and shifts in commuting patterns in the study area. The site trip generation calculations were based on the most conservative (60% commercial/40% residential) development option for the PRGS site with the highest number of new vehicular trips. Anticipated trip generation is subject to change as development uses are refined in future DSUPs.
- When the alternatives are re-analyzed with the inclusion of the potential new E-W connection, it was found that the new connection may provide some minor advantages to vehicular delay, travel times, and queuing, particularly in the AM peak hour, with slight disadvantages in the PM peak hour. The potential new E-W Connection will be further studied once future DSUPs are submitted in Phase 2. As part of this future study, the analysis should weigh the advantages and disadvantages of the new connection for non-vehicular modes against that for vehicles.
- Construction of the new northern pedestrian crosswalk at Slaters Lane would involve impacts to trees in the green spaces adjacent to GW Memorial Parkway (see Slaters Lane and Bashford Lane Potential Areas of Impact Figure in the Technical Attachments). For these reasons, at this time, a new crosswalk on the north side of the Slaters Lane intersection is not recommended. If the crosswalk is later pursued, additional coordination would be required with NPS to evaluate impacts beyond those summarized here.

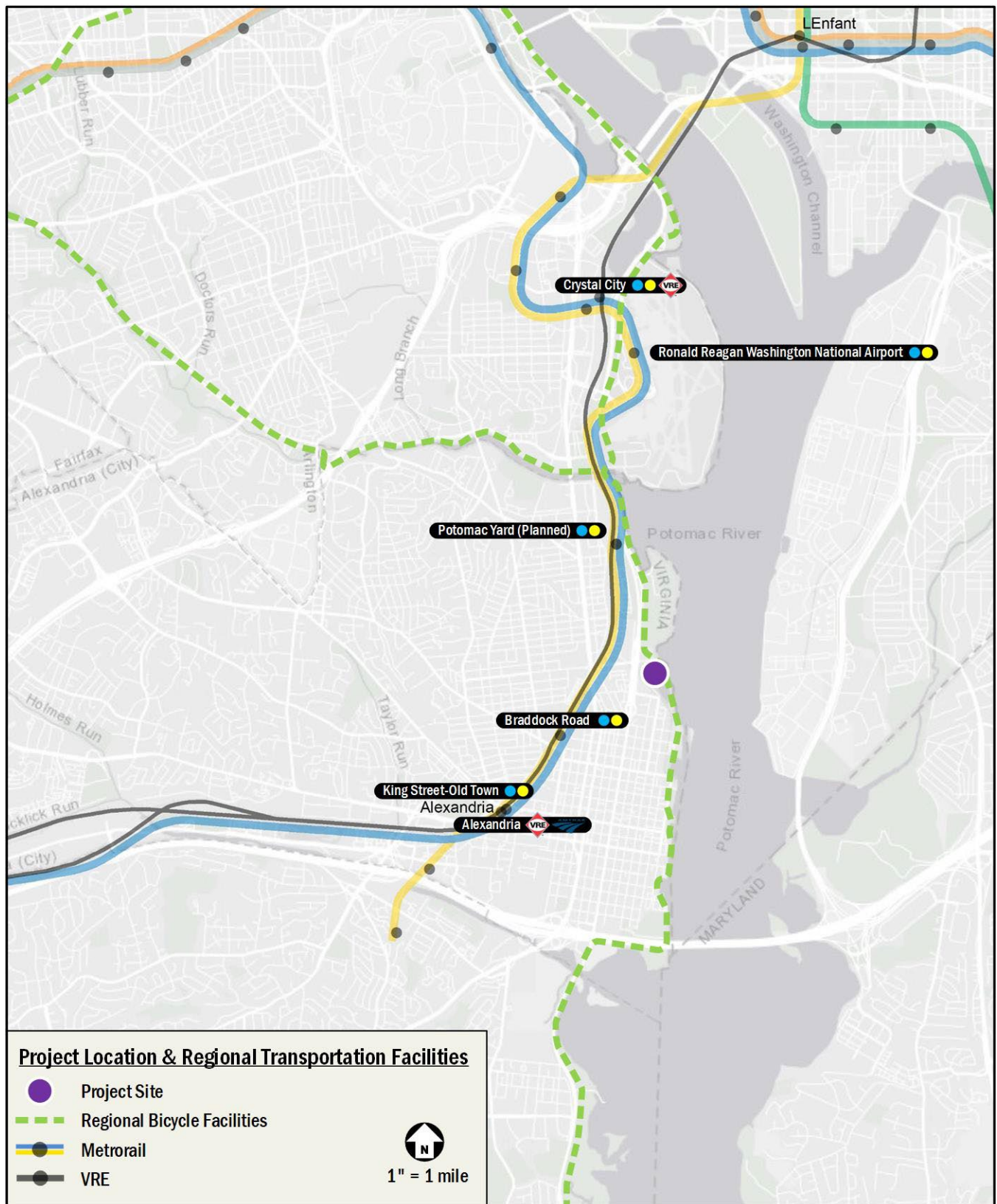


Figure 1: Regional Location

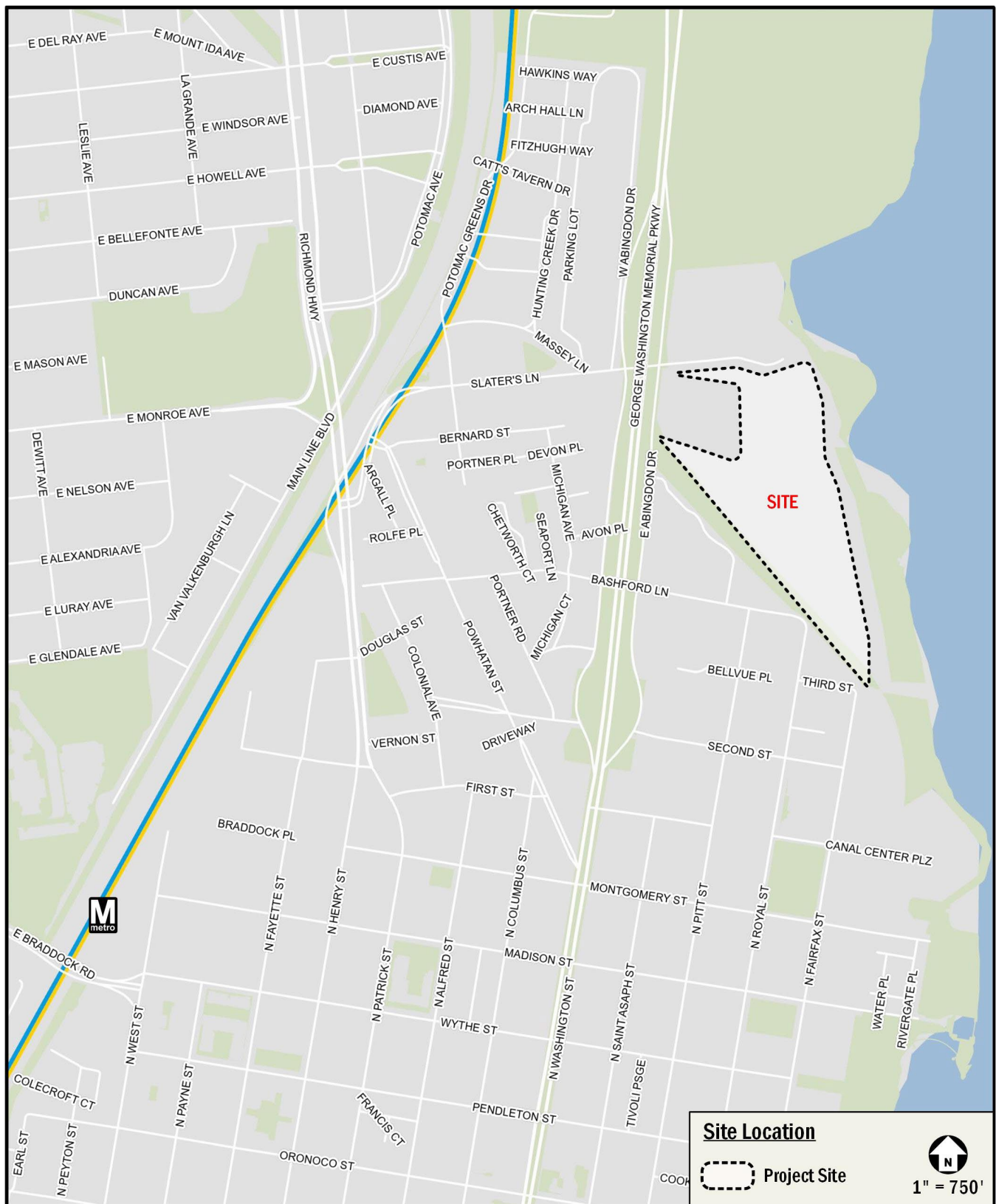


Figure 2: Site Location

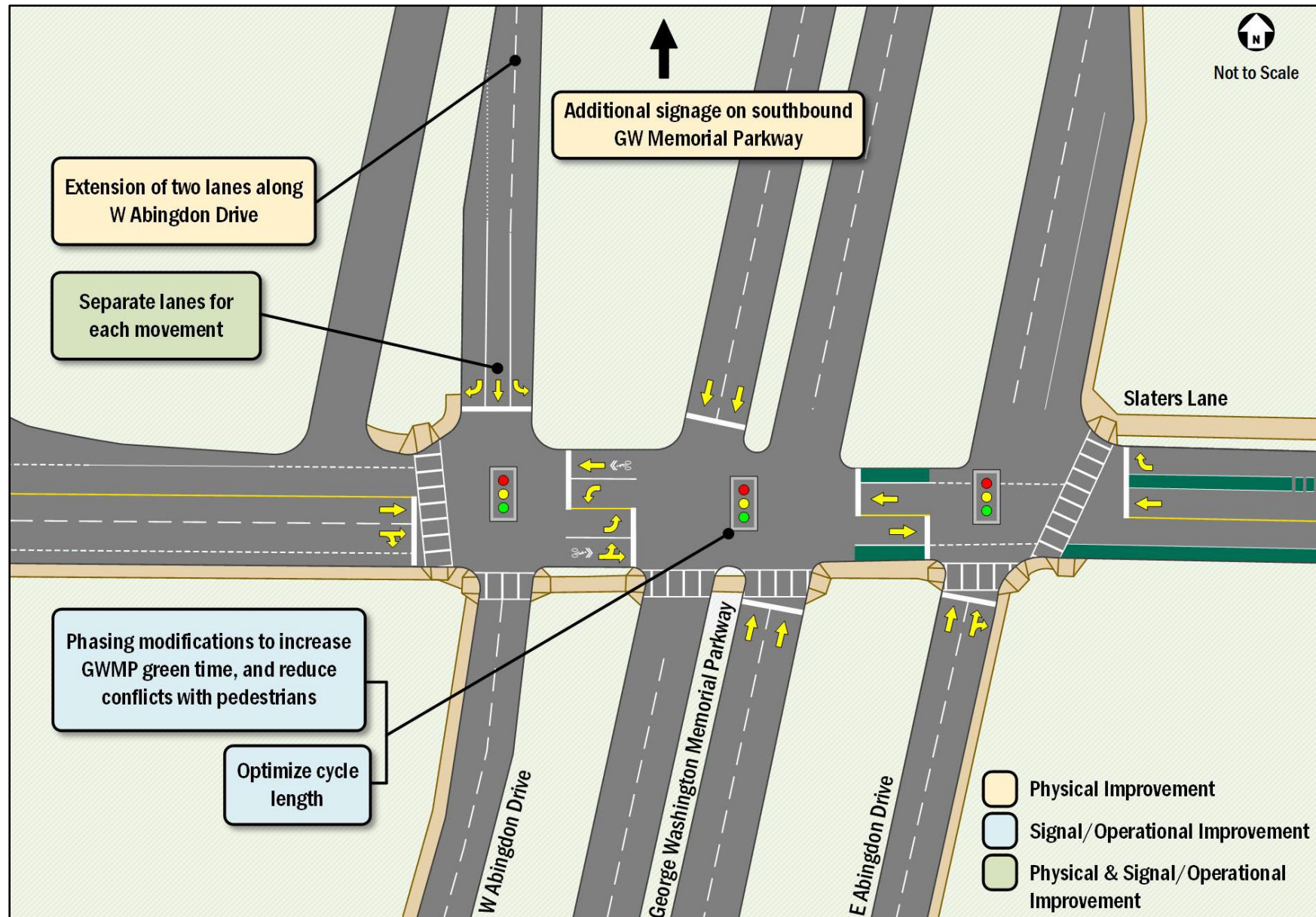


Figure 3: Preferred Alternative Mitigations – Slaters Lane

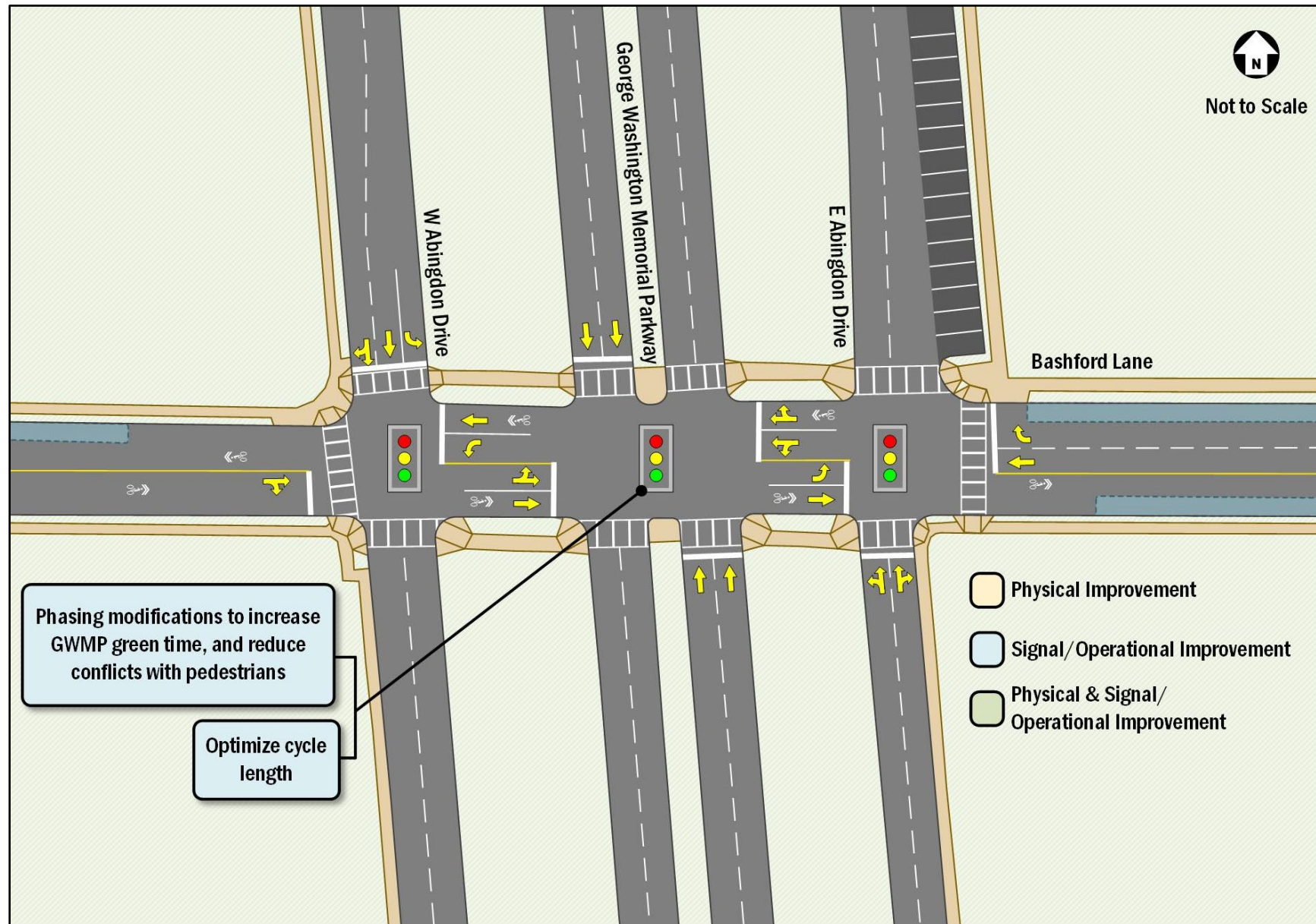


Figure 4: Preferred Alternative Mitigations – Bashford Lane

Scope of VISSIM Analysis

The scope of the microsimulation analysis was discussed with and agreed to with the City of Alexandria. The methodology of the microsimulation analysis follows City of Alexandria and industry-accepted standards. The analysis scope is provided in the Technical Attachments.

VISSIM Analysis Scenarios

Several scenarios were included in this alternatives analysis. These were developed based on the results of the PRGS CDD MTS, input from the City of Alexandria, and additional scenarios identified based on the results of this VISSIM analysis. The following scenarios were analyzed for both the AM and PM peak hours:

- 2022 Existing Conditions
- 2033 Future without Development (2033 Background)
- 2033 Future with Development (2033 Future)
- 2033 Future Mitigated with Development (MTS Baseline)
 - 11 Alternative Mitigation Scenarios (detailed in Table 2)
- 2033 Future Mitigated with Development and a New E-W Connection (MTS Baseline)
 - 11 Alternative Mitigation Scenarios with a New E-W Connection

Study Area

The following intersections were identified for inclusion in the VISSIM network, as shown in Figure 5 and Figure 6. Additional intersections were included in the network for metering purposes and results will not be reported for these locations.

1. Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
2. Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
3. New East-West Connection and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive (Potential)

These intersections were selected for analysis because they are the most likely to have potential impacts or require changes to traffic operations to accommodate the PRGS Redevelopment. Given the unique challenges and geometry at the agreed upon study intersections, VISSIM was selected as the software for this study. Compared to typical deterministic analysis tools, such as Synchro, VISSIM is a microsimulation modelling tool that measures the performance of individual vehicles as they travel through the network while accounting for the influence of other vehicles, transit, and pedestrians.

Traffic Volume Assumptions

Traffic demand forecasting for all analyzed scenarios was based on the assumptions included in the PRGS CDD MTS (dated April 7, 2022). As detailed in the MTS, the Background Conditions scenario includes assumptions for inherent regional growth rates and background developments.

Based on historical data obtained from VDOT and discussions with City of Alexandria staff during the scoping process of the CDD MTS, a 0.25% annual growth rate was assumed for the 2033 scenario. This growth rate was applied to the thru movements at intersections along GW Memorial Parkway and Slaters Lane between Richmond Highway and GW Memorial Parkway.

The background developments included in the VISSIM analysis align with those considered in the CDD MTS. In total, 13 developments were included in the 2033 Background Conditions scenario. These developments are:

1. 1101 N Washington Street – Old Colony Inn Redevelopment
2. 901/925 N Fairfax Street – Crowne Plaza Redevelopment

3. 600 N Royal Street – Royal Street Bus Garage
4. 1200 N Fayette Street – Braddock Gateway (Phase II & III)
5. 1201 N Royal Street – The Muse
6. 1200 N Henry Street
7. 900 N Henry Street – Carpenter’s Shelter Redevelopment
8. 801 N Fairfax Street
9. 802 N Washington Street – Towne Motel
10. Gables Old Town North
11. Towngate North
12. North Potomac Yard
13. Oakville Triangle

The PRGS CDD MTS was based on the preferred development option proposed by the applicant, which includes a total of up to 2.5 million GSF of development with a mix of office, arts, retail, residential, and hotel uses. The exact program for each development block will be determined as part of future DSUPs. For the purposes of this analysis, a proposed program was assumed based on a split of 60% of GSF assigned to commercial uses and 40% of GSF assigned to residential uses, consistent with the development program assumed in the PRGS CDD MTS and reflecting the most conservative development option. In terms of the analysis, this 60%/40% split between commercial and residential uses represent the most conservative vehicular trip generation scenario within the range of possible uses across the entire site. Commercial uses typically generate more vehicular trips compared to residential uses; therefore, the vehicular trip generation for the PRGS development may be lower if a higher residential split is ultimately proposed as part of the future DSUPs. Furthermore, it was assumed that existing traffic would remain on the network in its current travel patterns and no regional cut-through trips, particularly along the GW Memorial Parkway, were re-routed with the addition of the PRGS site. As a result, this analysis reflects a higher than anticipated number of vehicular trips regardless of the development scenario for the PRGS site and vehicular traffic anticipated on the GW Memorial Parkway.

The 2022 Existing Conditions peak hour traffic volumes are shown on Figure 7. The 2033 Background Conditions peak hour traffic volumes are shown on Figure 8. The 2033 Future Conditions peak hour traffic volumes are shown on Figure 9. Re-routed volumes due to the potential new E-W connection are detailed in a later section of this memorandum.

Measures of Effectiveness

The Measures of Effectiveness (MOEs) used to evaluate the VISSIM results include:

- **Vehicular Volumes:** This metric is used to help identify each alternative’s ability to process volumes through the network, thus identifying issues relating to capacity.
- **Vehicular Delay:** This metric calculates the time spent by each vehicle in the network traveling below their desired speed.
- **Simulated Vehicular Travel Times:** This metric measures the time it takes a vehicle, on average, to traverse a given segment of the network.
- **Maximum Queue Length at study intersections:** This metric evaluates the maximum queue lengths observed on approaches to study intersections.



Figure 5: Existing and 2033 Background Study Area

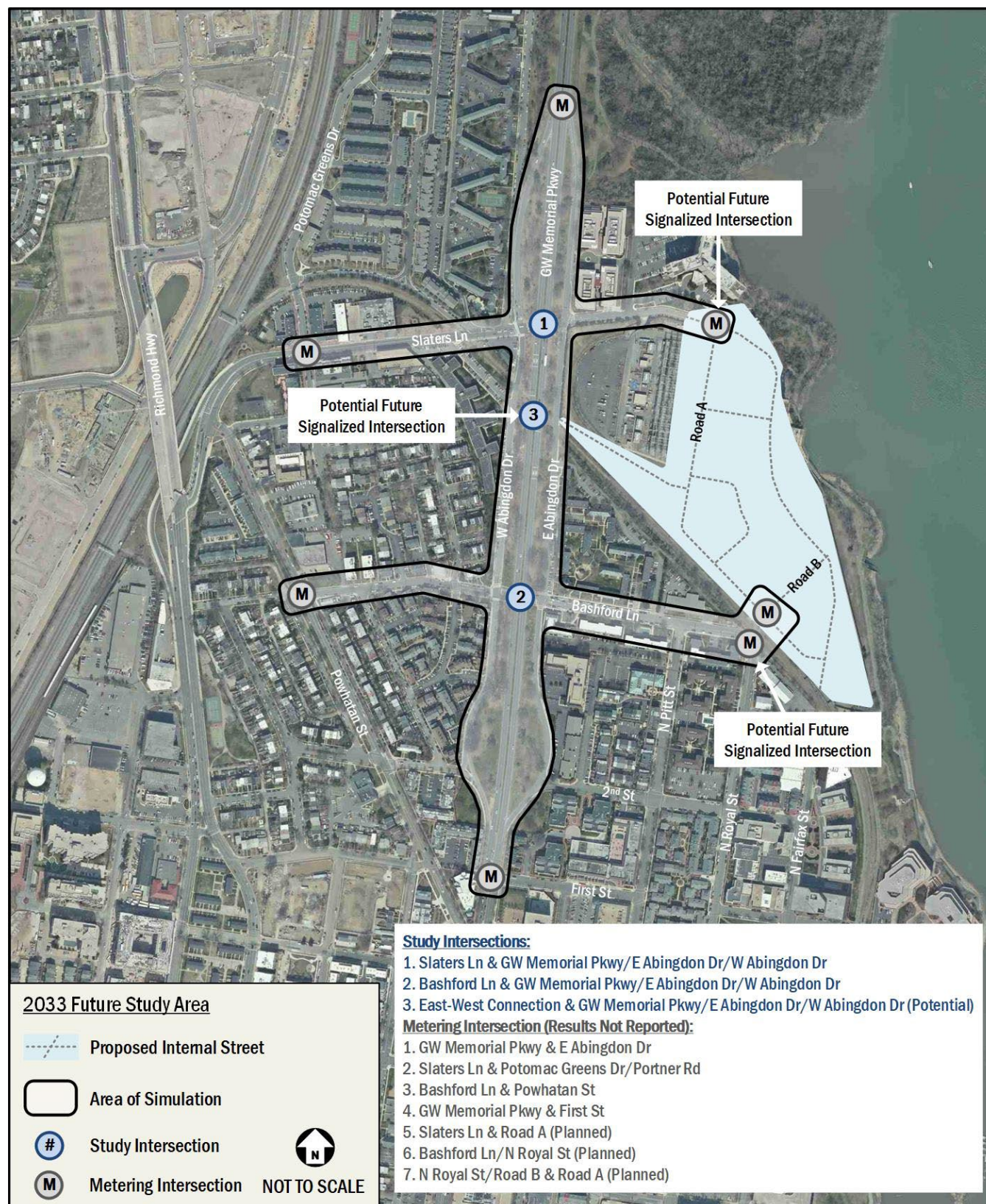


Figure 6: 2033 Future Study Area

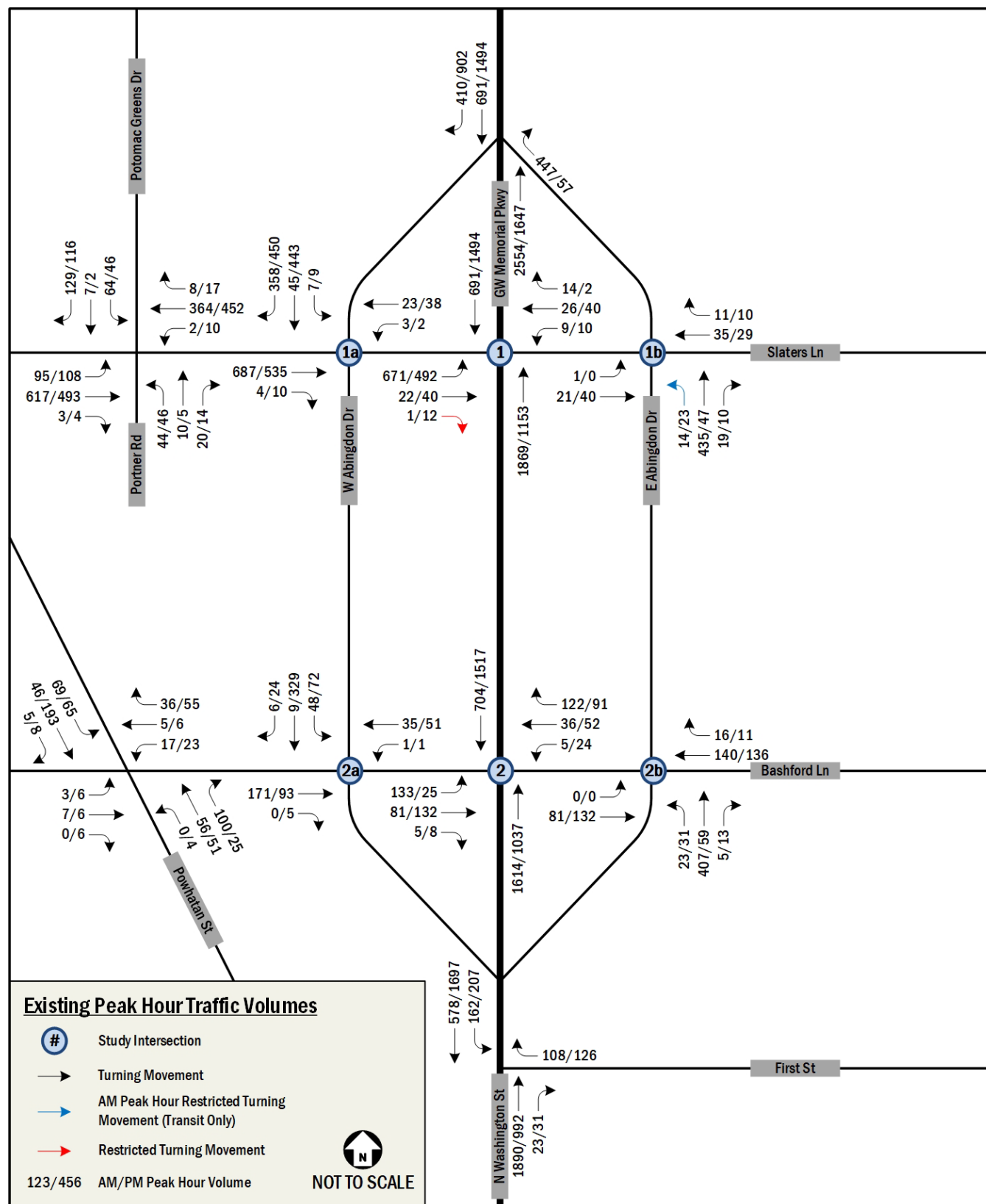


Figure 7: 2022 Existing Peak Hour Traffic Volumes

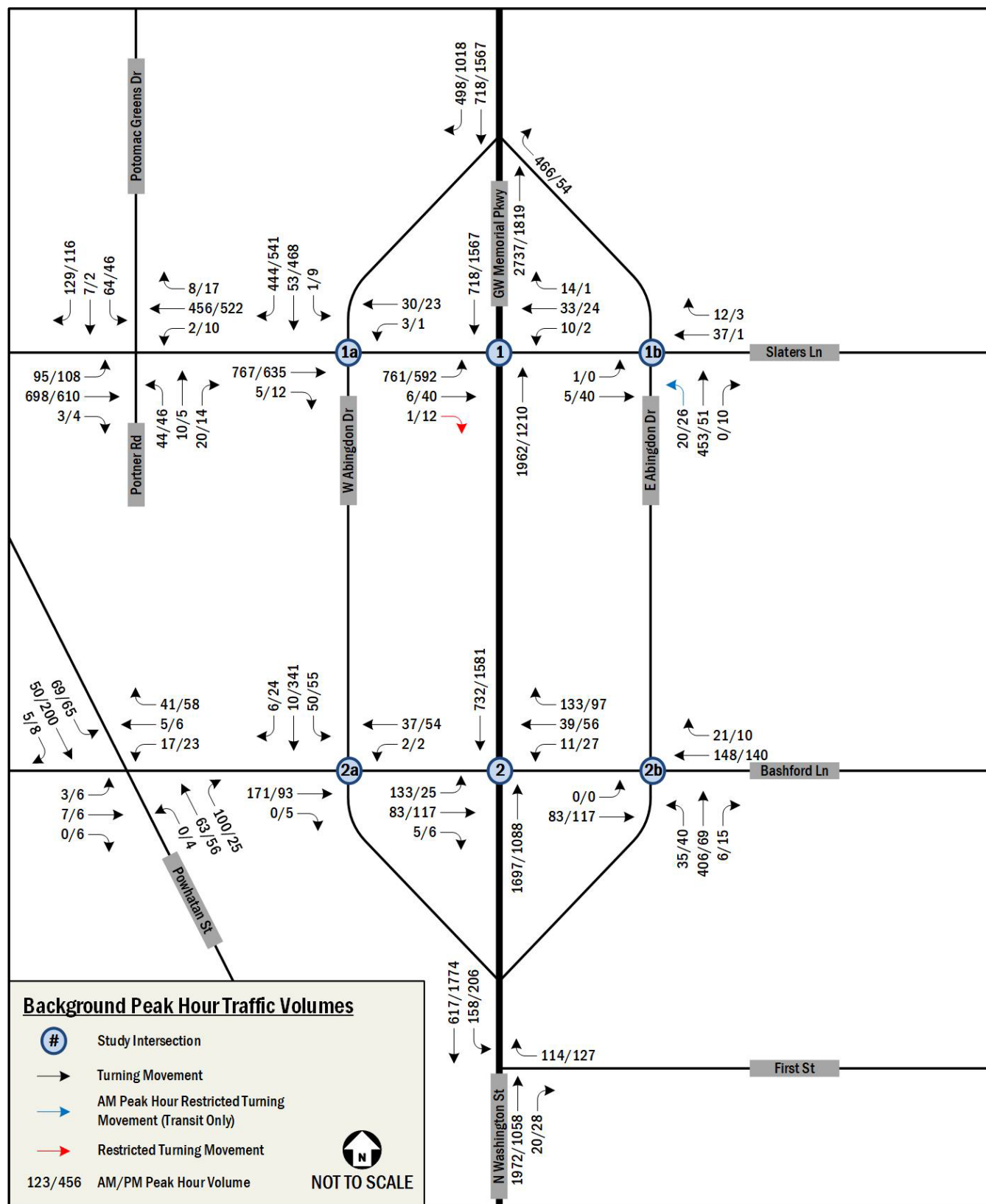
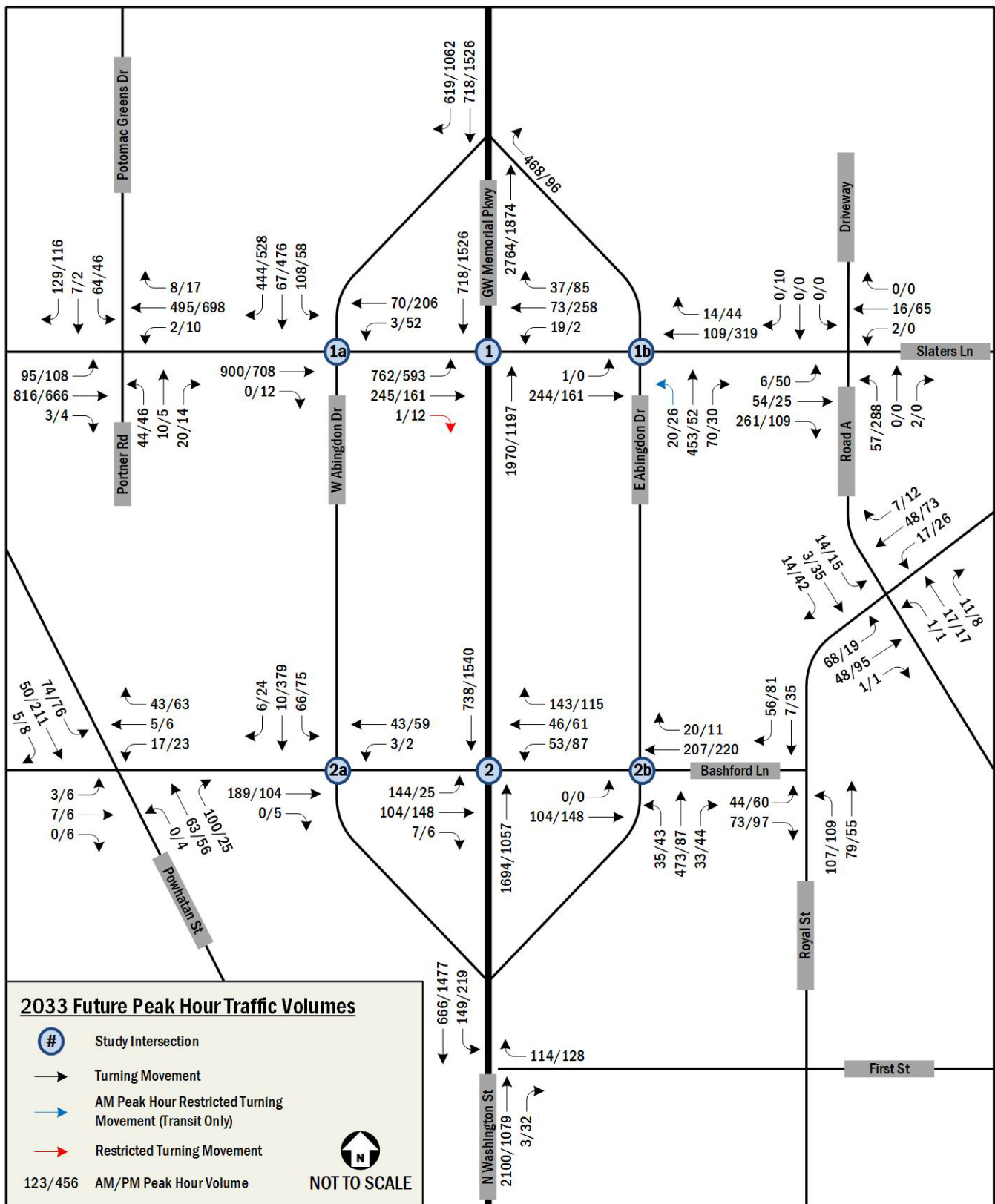


Figure 8: 2033 Background Peak Hour Traffic Volumes



2022 Existing Analysis Results

Simulation Model Development and Existing Calibration

The existing VISSIM model was developed by Gorove Slade using existing signal timings and phasing information provided by the City of Alexandria, existing geometry and lane configuration observed in the field, and turning movement count data collected in May 2022. The approved calibration memorandum is included in the Technical Attachments.

Model calibration is the process of performing adjustments to the model to better simulate local driving behavior and operational performance. The calibration process typically compares field data (volumes, speed, travel time, queue length, etc.) to the simulation output so that the model represents actual traffic conditions in the study area. A model that is appropriately calibrated improves the model's ability to assess the future conditions of the study area. The calibration criteria were scoped and approved by the City. All reasonable efforts were made to calibrate the VISSIM models to the calibration criteria and targets.

Travel time measurements were collected in the field along both directions of GW Memorial Parkway, E Abingdon Drive, and W Abingdon Drive, between Slaters Lane and Bashford Lane. Maximum queue lengths were observed simultaneously with traffic count data collection.

Some model parameters were adjusted to reflect actual network performance and driver behaviors. The models were run with adjusted parameters and the outputs were examined against field measurements and observations.

The VISSIM modeling calibration used in this analysis met the calibration acceptance targets in nearly all cases, as shown in Table 1 below. The calibrated existing models were used as a base for all future year scenarios included in this memorandum.

Table 1: VISSIM Modeling Calibration Criteria and Results

Calibration Criterion ¹	Calibration Target ^{1,2}	Results	
		AM Peak	PM Peak
Modeled Link Volume (vehicles per hour)			
Within ± 100 vph for < 700 vph			
Within ± 15% for 700 vph to 2,700 vph	100% of cases	100%	95.8%
Within ± 400 vph for > 2,700 vph			
Within ± 5% of sum of all link counts	± 5%	- 1%	+ 9%
Modeled Travel Time (seconds)			
Within ± 15% of Observed Travel Times	100% of cases	100%	100%
Simulated Queue Length			
Within ± 30% of observed queue lengths	100% of cases	91.7%	91.7%

1. Based on City of Alexandria Transportation Planning Administrative Guidelines (June 2017)

2. VDOT TOSAM (2020) identifies calibration target of 85%

2033 Future VISSIM Analysis (Without the Potential E-W Connection)

Development of Conceptual Alternatives

A Multimodal Transportation Study (MTS) for the PRGS CDD was completed in April 2022. The recommended mitigations identified as part of that effort were used as the basis for conceptual alternative development. The mitigations recommended in that report included the following:

- Modifications to signal phasing and signal timings at the intersections of Slaters Lane with the GW Memorial Parkway and E/W Abingdon Drive. The signal phasing scheme proposed in the MTS is displayed in Figure 10.
- Restriping of approaches at the intersections of Slaters Lane with the GW Memorial Parkway and E/W Abingdon Drive to consolidate turning movements through the clustered intersection. The existing and proposed striping at the Slaters Lane intersections are shown in Figure 11 and Figure 12, respectively.
- Restriping of approaches at the intersections of Bashford Lane with the GW Memorial Parkway and W Abingdon Drive to consolidate turning movements through the clustered intersection. The existing and proposed striping at the Bashford Lane intersections are shown in Figure 13 and Figure 14, respectively.

In response to the PRGS CDD MTS, the City requested that this VISSIM analysis explore additional improvements to address the unique challenges at the intersections at Slaters Lane and Bashford Lane with the GW Memorial Parkway, W Abingdon Drive, and E Abingdon Drive.

Additional alternatives were identified by Gorove Slade throughout the conceptual alternative development and analysis. The improvements were aimed at addressing issues observed in the scoped set of alternative VISSIM models. A list of all considered improvements is provided below, including those proposed by the City in the scoping document and those additional improvements identified by Gorove Slade. The improvements proposed here are limited to signing and striping, signal infrastructure improvements, and traffic operation modifications and were analyzed assuming they can be implemented within the existing curb-to-curb limits the GW Memorial Parkway. The mitigations identified in the PRGS CDD MTS were considered baseline mitigations and are common across all alternatives; as such, those improvements are not included in the list below.

In addition to the descriptions provided in the list below, each improvement is presented visually in Figure 15 and Figure 16.

Scoped Improvements (Requested by City of Alexandria)

- A. Restripe the southbound approach of the intersection of Slaters Lane and W Abingdon Drive to provide a southbound left-turn lane pocket
 - Implementation of a southbound left-turn lane pocket on this approach would make implementation of a southbound right-turn pocket, which was proposed in the CDD MTS, infeasible. Therefore, alternatives which included the southbound left-turn pocket improvement did not include a southbound right-turn lane pocket on the same approach.
 - A northbound left-turn lane pocket on the northbound approach of the intersection of Slaters Lane and E Abingdon Drive was also proposed in the VISSIM scoping document and comments from the City. However, the analysis team deemed this improvement infeasible due to limited cycle lengths and because the northbound left turning movement is projected to be prohibited in the AM peak hour and fewer than 10 vehicles in the PM peak hour.
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional left-turn lane pocket.

- B. Modify traffic signal phasing at Slaters Lane to provide an exclusive phase for the southbound left-turning traffic from W Abingdon Drive. Vehicles making the southbound left would be able to continue through the intersections with GW Memorial Parkway and E Abingdon Drive during the same phase.
 - This modification is reflected in the Exclusive Left Turn Proposed AM/PM Peak Phasing scheme included in Figure 17.
- C. Restripe the segment of W Abingdon Drive between Slaters Lane and the diverge point on the GW Memorial Parkway to provide two lanes of storage along its full length.
- D. Modify traffic signal timings at Slaters Lane and Bashford Lane to increase the overall cycle length and adjust traffic phase split times and offsets to align with the increased cycle lengths.

Additional Improvements

- E. Modify traffic signal timings at Slaters Lane and Bashford Lane to minimize pedestrian wait times by limiting split times for northbound and southbound vehicular movements to 60 seconds.
- F. Modify traffic signal timings at Slaters Lane and Bashford Lane to optimize minimum green times on eastbound and westbound phases and reduce conflict between turning vehicles and pedestrians.
 - Under existing conditions, pedestrians traveling eastbound or westbound on Slaters Lane, are given a walk sign at the same time as the westbound vehicles. This results in conflicts between westbound vehicles turning left onto W Abingdon Drive or GW Memorial Parkway and pedestrians crossing those respective streets. Therefore, this improvement proposes linking these pedestrian movements to eastbound vehicular movements. In this scenario, right-turning vehicle conflicts are still present, but these are considered safer than left-turning conflicts. The resulting phase configuration is such that eastbound and westbound pedestrian could cross W Abingdon Drive and GW Memorial Parkway (at Slaters Lane) with phase 4 and cross E Abingdon Drive with phases 3 or 4.
- G. Install additional advanced warning signage along southbound GW Memorial Parkway to inform drivers of the W Abingdon Drive ramp to Slaters Lane and Bashford Lane.
- H. Reconfigure the southbound approach of W Abingdon Drive at Slaters Lane to provide one (1) left-turn lane, one (1) thru lane, and one (1) right-turn lane pocket.
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.

Summary of Alternatives

Each of the alternatives evaluated as part of this VISSIM analysis combined multiple improvement measures from the lists in the previous section and Figure 15 and Figure 16. All alternatives included the mitigations proposed in the MTS as a baseline, except for in cases where an additional improvement was incompatible with a baseline MTS mitigation. A breakdown of the improvements included in each alternative is provided in Table 2 below.

Table 2: Alternative Matrix

Alternative	MTS Mitigation Measures				Additional Improvements (See Figures 11 & 12)							
	Add'l Bashford Ln Receiving Lane	SBR Turn Lane on W Abingdon Dr	Turn Restrictions at Slaters Ln & Bashford Ln	Phasing Modifications	A	B	C	D	E	F	G	H
2033 Background												
2033 Future												
2033 Future Mitigated (MTS Baseline)	✓	✓	✓	✓								
2033 Future Alternative 1	✓		✓	✓	✓							
2033 Future Alternative 2	✓	✓	✓	✓			✓					
2033 Future Alternative 3	✓	✓	✓	✓				✓				
2033 Future Alternative 4	✓		✓	✓	✓		✓					
2033 Future Alternative 5A	✓		✓	✓	✓	✓		✓				
2033 Future Alternative 5B	✓		✓	✓	✓			✓				
2033 Future Alternative 6	✓	✓	✓	✓			✓	✓				
2033 Future Alternative 7A	✓		✓	✓	✓	✓	✓	✓				
2033 Future Alternative 7B	✓		✓	✓	✓		✓	✓				
2033 Future Alternative 8	✓	✓	✓	✓					✓			
2033 Future Alternative 9	✓		✓	✓	✓		✓	✓		✓		
2033 Future Alternative 10	✓	✓	✓	✓			✓	✓		✓	✓	✓

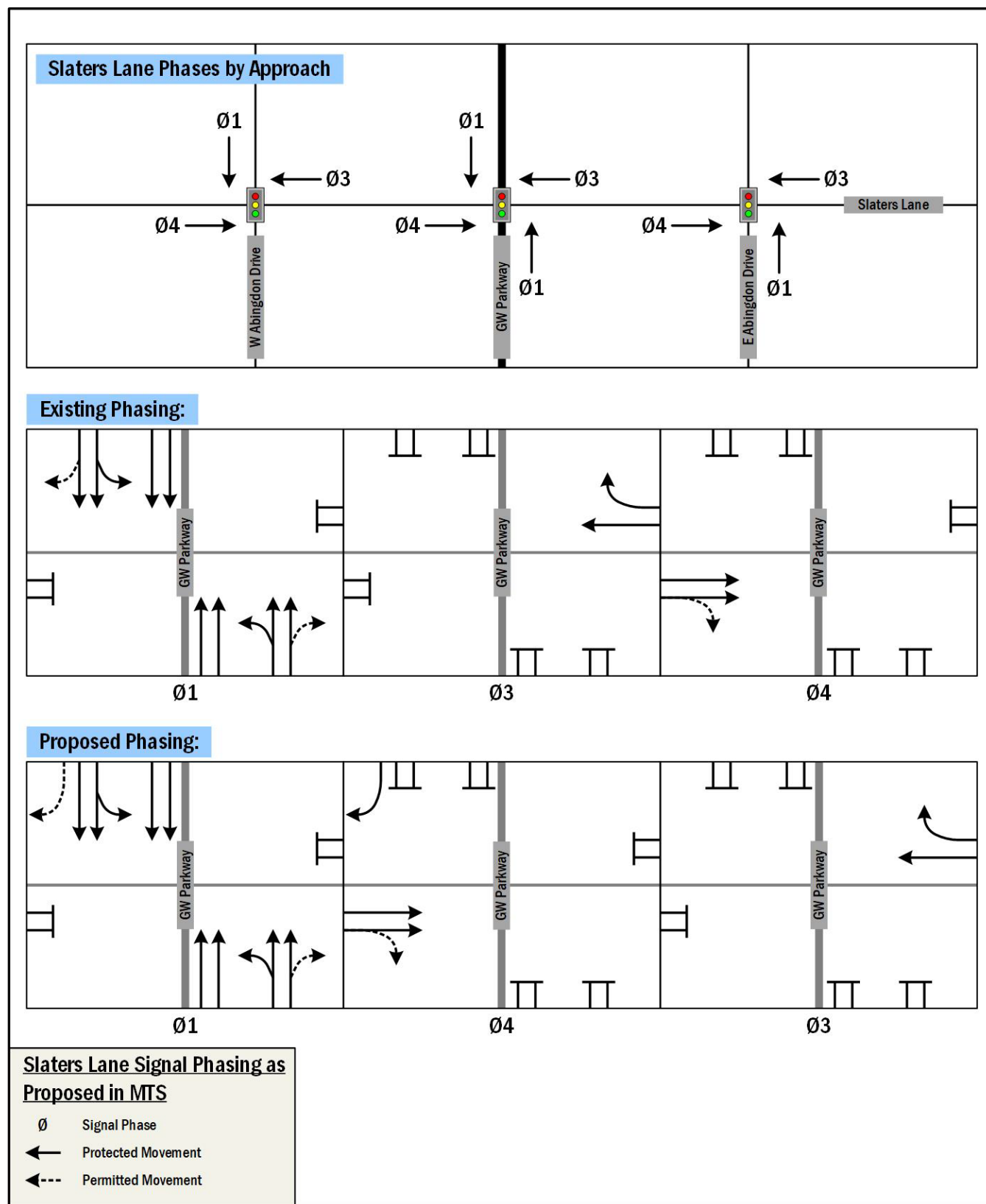


Figure 10: Signal Phasing at Slaters Lane as Proposed in MTS

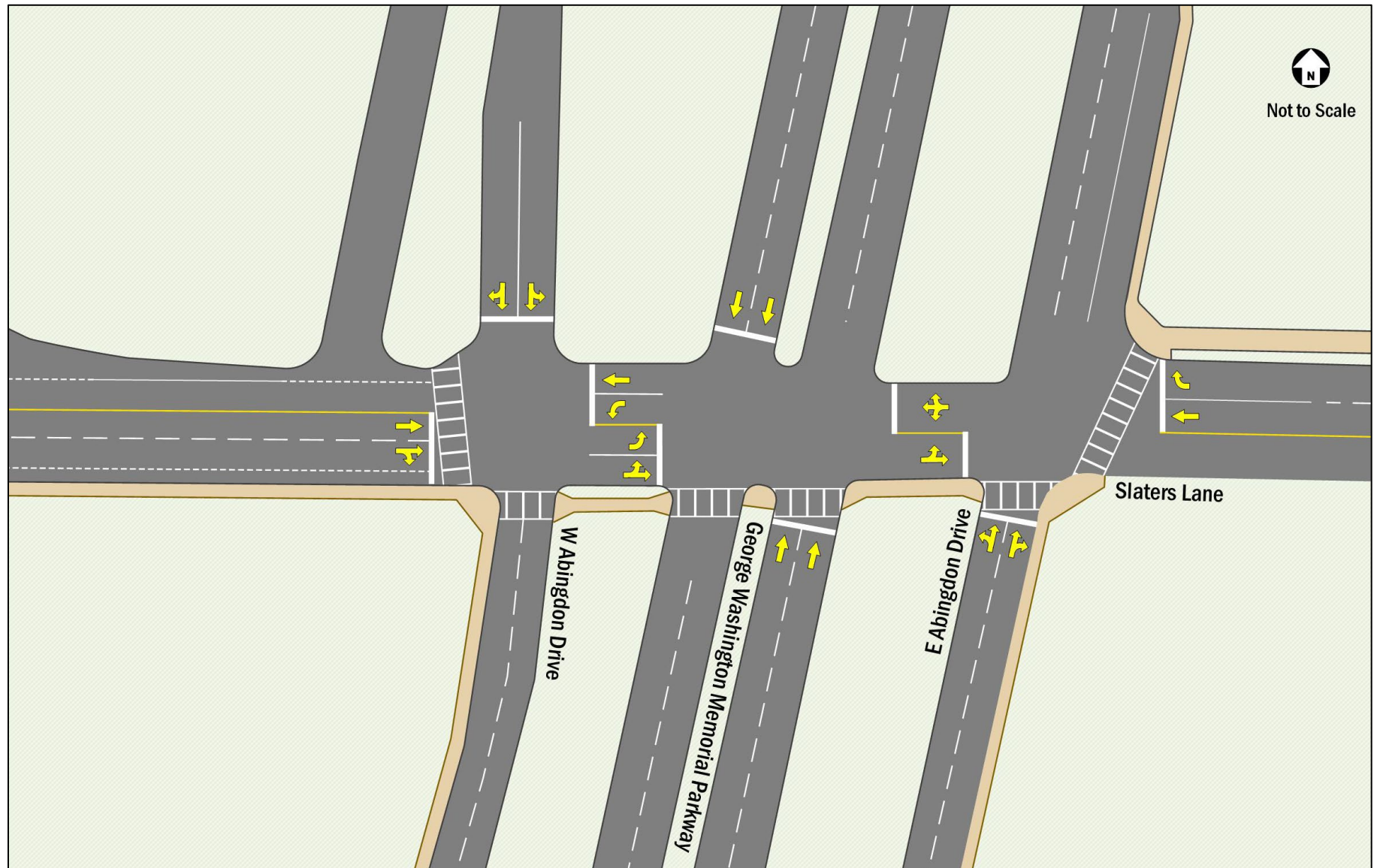


Figure 11: Existing Striping at Slaters Lane

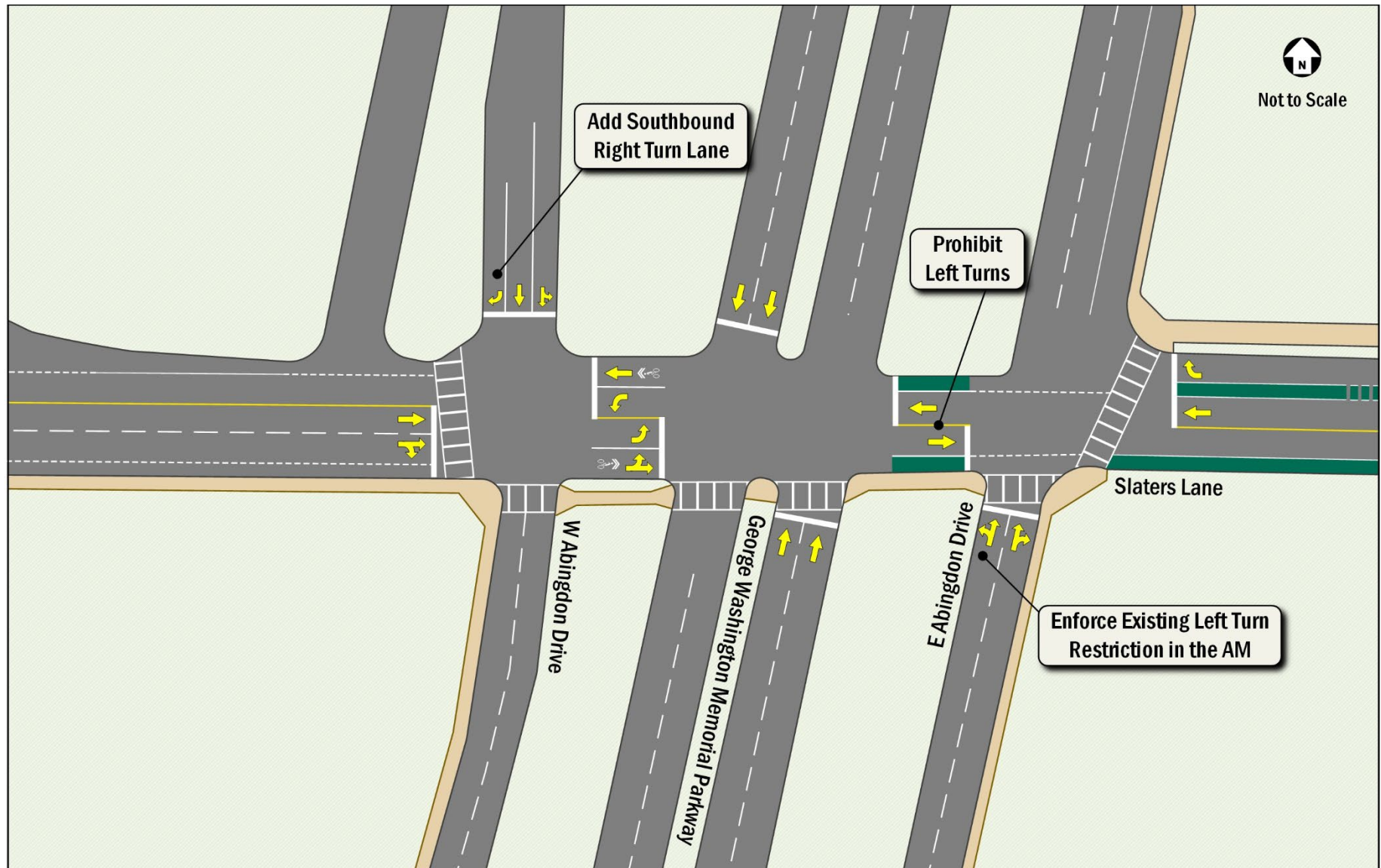


Figure 12: Striping at Slaters Lane as Proposed in MTS

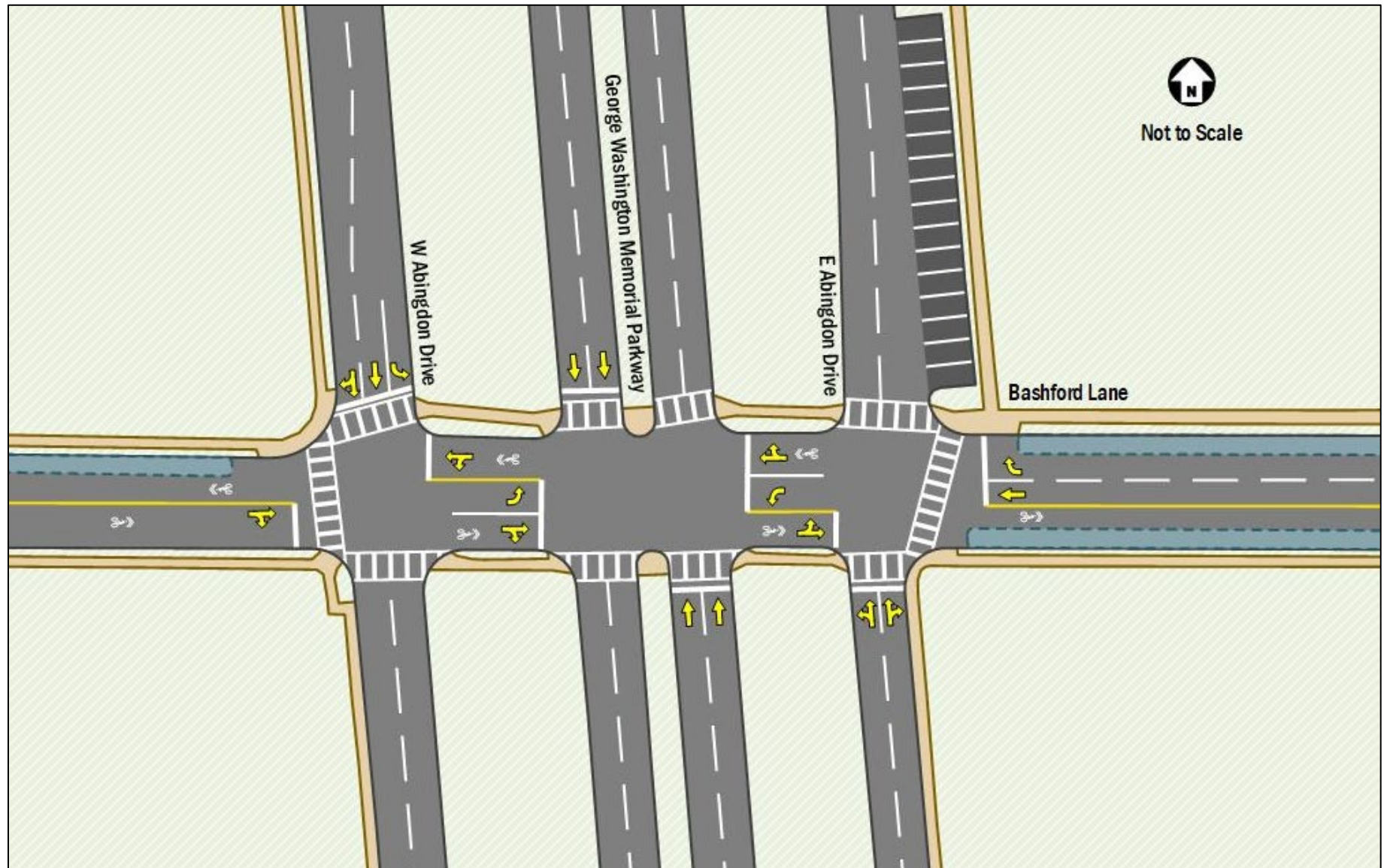


Figure 13: Existing Striping at Bashford Lane

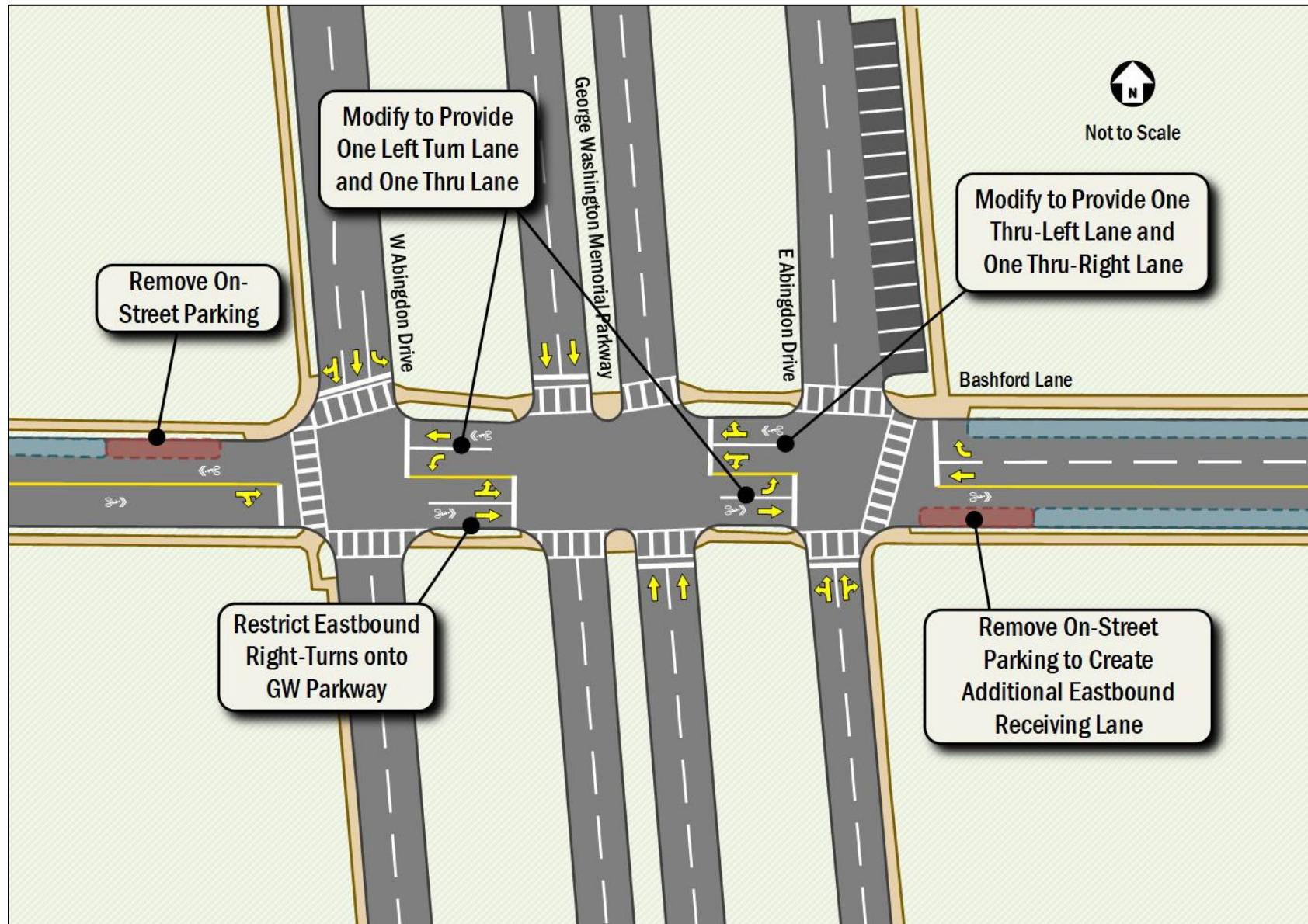


Figure 14: Striping at Bashford Lane as Proposed in MTS

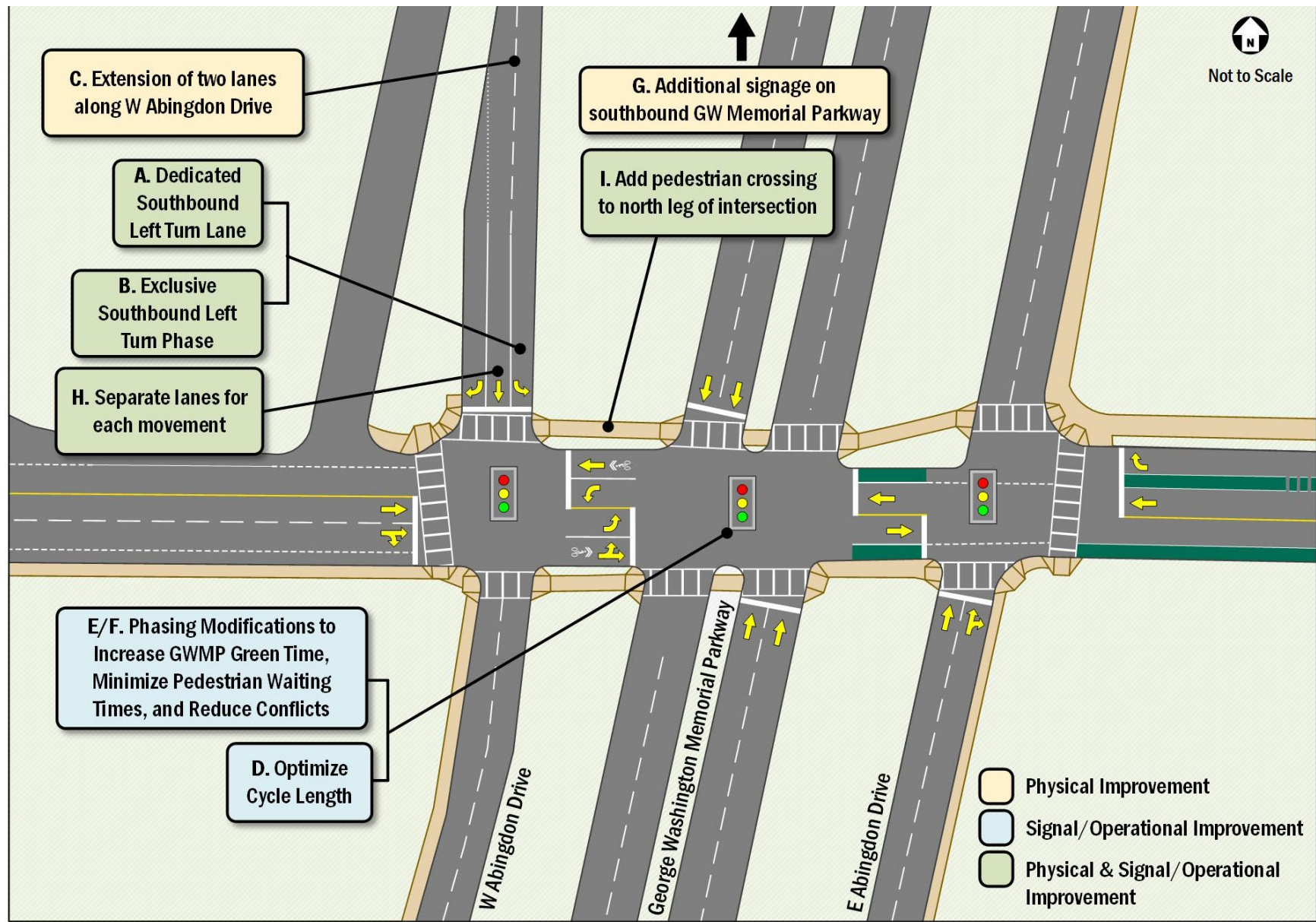


Figure 15: Potential Improvements at Slaters Lane

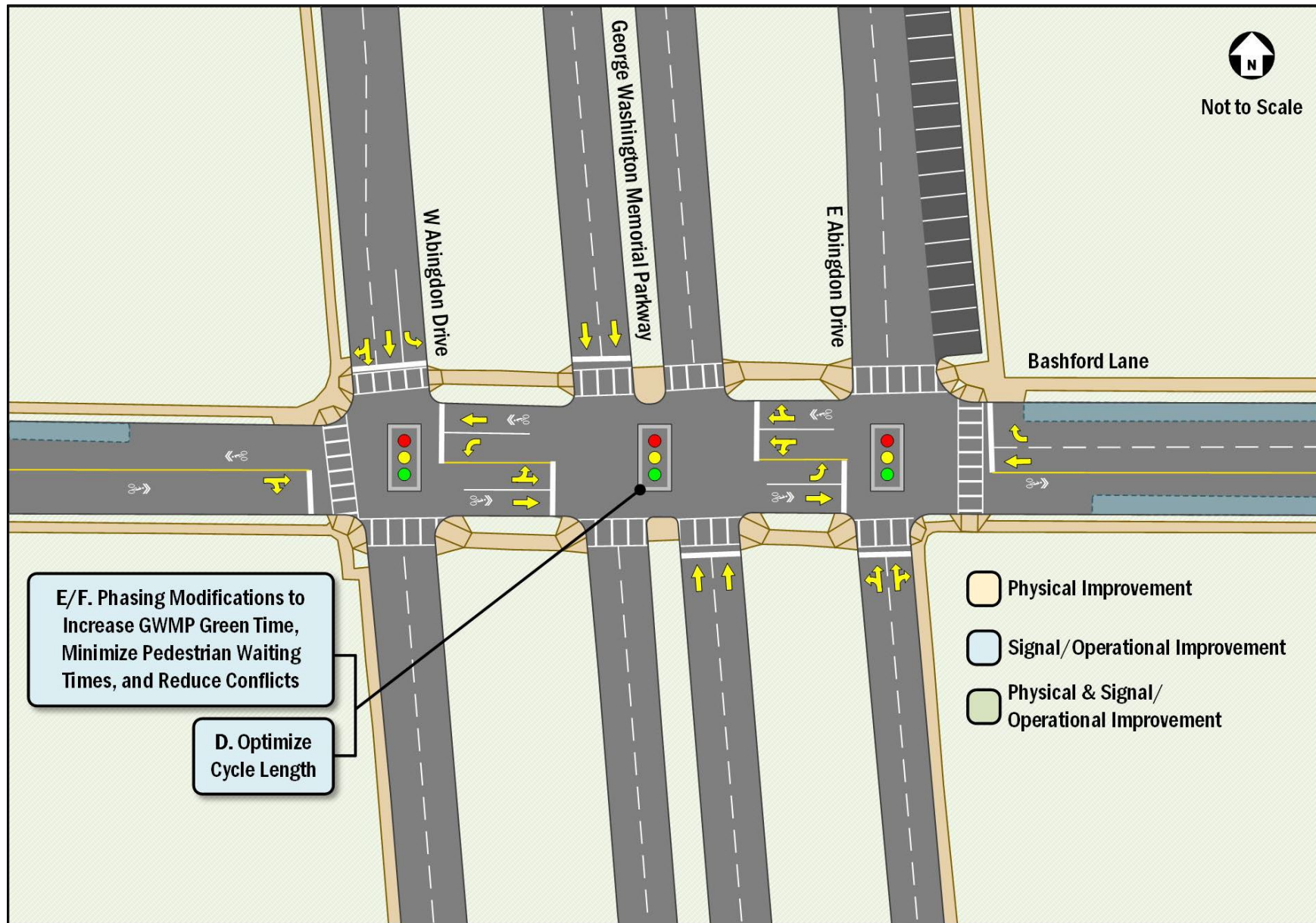


Figure 16: Potential Improvements at Bashford Lane

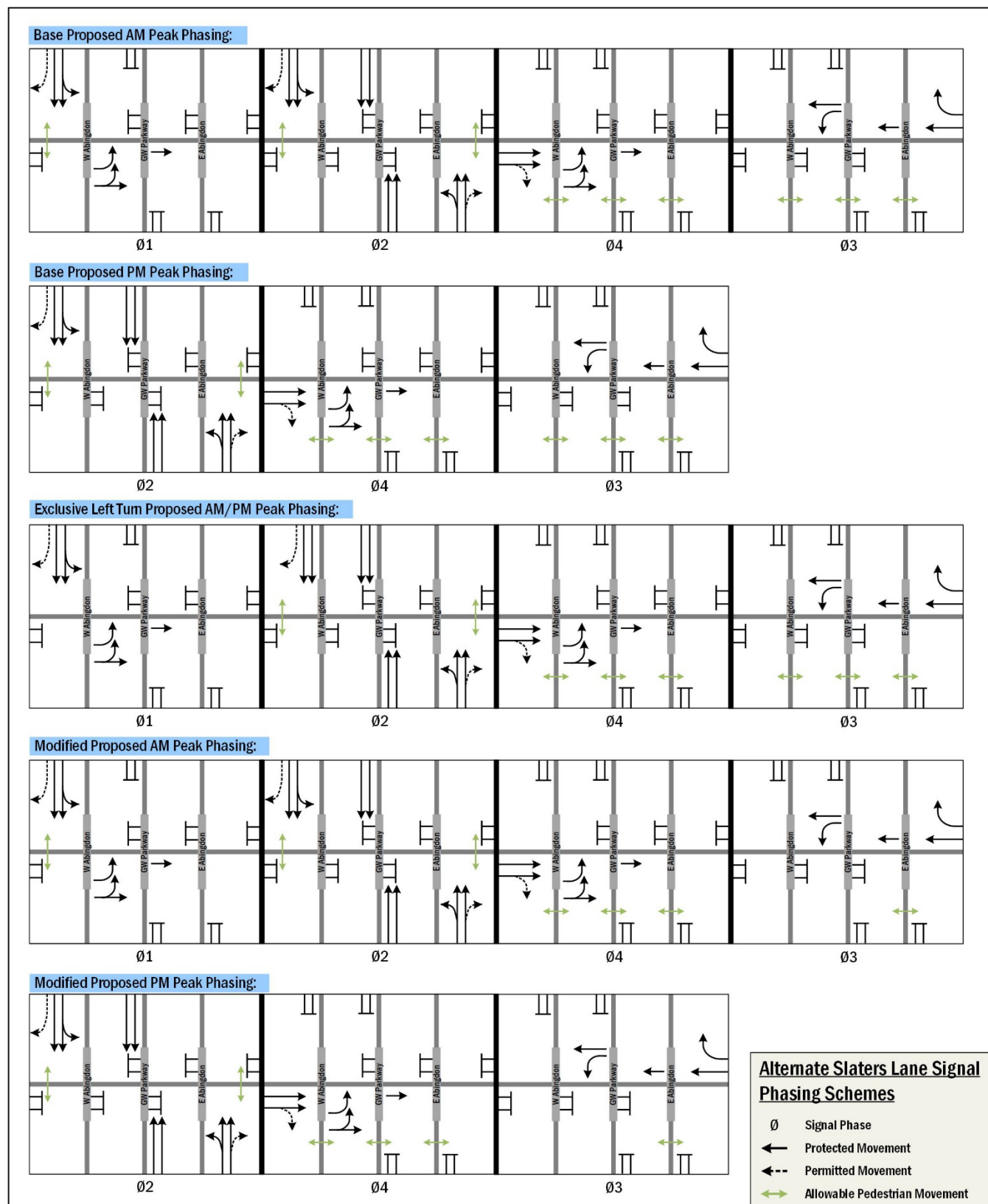


Figure 17: Alternate Slaters Lane Signal Phasing Scheme Alternatives

2033 Future VISSIM Analysis Results (Without the Potential E-W Connection)

A total of 13 conceptual alternatives were analyzed using microsimulation (VISSIM) software to determine the preferred combination of strategies improve operations at the GW Memorial Parkway. The Measures of Effectiveness (MOEs) used to evaluate the VISSIM results were based on the goals of the project, along with standard transportation engineering metrics, and were scoped and approved by the City. The conceptual alternatives were compared based on each of the following MOEs:

- **Vehicular Volumes:** This metric is used to help identify each alternative's ability to process volumes through the network, thus identifying issues relating to capacity.
- **Vehicular Delay:** This metric calculates the time spent by each vehicle traveling below their desired speed.
- **Simulated Vehicular Travel Times:** This metric measures the time it takes a vehicle, on average, to traverse a given segment of the network.
- **Maximum queue Lengths:** This metric evaluates the maximum queue lengths observed on approaches to study intersections.

Detailed MOE tables for each alternative are provided in the Technical Attachments. VISSIM is a vehicular-focused software and the MOEs used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that each potential improvement weigh both the findings of this analysis and non-auto considerations to ensure that improvements are implemented from a multimodal standpoint.

Vehicular Volumes

Vehicular volume results are used to help identify each alternatives' ability to process vehicular volumes on a macro and micro level. These results are expressed as the number of vehicles processed into network. Individual link vehicular volume throughput at each study intersection is provided in the Technical Attachments.

AM Peak Hour

The number of vehicles processed at network entry points system-wide are presented for all alternatives are summarized in Table 3 for the AM peak hour. The percentage of vehicles processed compared to the input vehicles for the peak hour is also included for each alternative.

All of the analyzed conceptual alternatives (which include 2033 Background traffic volumes plus those generated by the PRGS site) were able to process more vehicles through the study area network than under 2022 Existing conditions, and most were able to process more vehicles than under 2033 Background conditions without the PRGS redevelopment. The goal of this analysis was to identify improvements that increased the number of processed vehicles compared to 2033 Background conditions and process a comparable percentage of the expected volumes compared to 2033 Background conditions. For the AM peak hour, the 2033 Background benchmark was 97% of vehicles processed. The following alternatives met or exceeded this benchmark in the AM peak hour:

- 2033 Future Alternative 6
- 2033 Future Alternative 7B
- 2033 Future Alternative 9
- 2033 Future Alternative 10

PM Peak Hour

The number of vehicles processed at network entry points system-wide are presented for all alternatives are summarized in Table 3 for the PM peak hour. The percentage of vehicles processed compared to the input vehicles for the peak hour is also included for each alternative.

All of the analyzed conceptual alternatives were able to process more vehicles through the study area network than under 2022 Existing conditions, and most were able to process more vehicles than under 2033 Background conditions without the PRGS redevelopment. The goal of this analysis was to identify improvements that increased the number of processed vehicles compared to 2033 Background conditions and process a comparable percentage of the expected volumes compared to 2033 Background conditions. For the PM peak hour, the 2033 Background benchmark was 91% of vehicles processed. The following alternatives met or exceeded this benchmark in the PM peak hour:

- 2033 Future Mitigated (MTS Baseline)
- 2033 Future Alternative 2
- 2033 Future Alternative 5B
- 2033 Future Alternative 6
- 2033 Future Alternative 7B
- 2033 Future Alternative 9
- 2033 Future Alternative 10

Table 3: Number of Vehicles Processed into Network

Alternative	AM Peak Hour		PM Peak Hour	
	Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)	Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)
2022 Existing	4,742	100%	5,323	100%
2033 Background	4,969	97%	5,345	91%
2033 Future	5,012	86%	5,990	89%
2033 Future Mitigated (MTS Baseline)	5,133	88%	6,082	91%
2033 Future Alternative 1	5,167	89%	5,995	89%
2033 Future Alternative 2	5,131	88%	6,238	93%
2033 Future Alternative 3	5,586	96%	6,069	90%
2033 Future Alternative 4	5,172	89%	6,008	89%
2033 Future Alternative 5A	5,416	93%	5,994	89%
2033 Future Alternative 5B	5,612	96%	6,118	91%
2033 Future Alternative 6	5,593	96%	6,208	92%
2033 Future Alternative 7A	5,408	93%	6,004	89%
2033 Future Alternative 7B	5,621	97%	6,215	93%
2033 Future Alternative 8	4,947	85%	6,056	90%
2033 Future Alternative 9	5,667	97%	6,198	92%
2033 Future Alternative 10	5,681	98%	6,251	93%

Vehicular Delays

Simulated vehicular delay results show the difference between the actual vehicle travel time due to stops at a signalized intersection (control delay) and is measured in seconds of delay per vehicle.

It is important to note that VISSIM is a microscopic analysis rather than a macroscopic analysis. The recommended improvements are in place to address targeted issues at specific locations, as well as increase the vehicular throughput of the overall network. Due to the increased number of vehicles being processed in the network compared to 2033 Background conditions, there may be locations where delays are higher than that seen under 2022 Existing and/or 2033 Background conditions for some locations.

AM Peak Hour

The average approach delay for each alternative is shown in Table 4 for the AM peak hour for the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection. The average approach delay for each alternative is shown in Table 5 for the AM peak hour for the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection. Table 6 shows the vehicular delays for the overall intersection for each study intersection.

The vehicular delay results show that Alternates 5A and 7A had the lowest delay compared to other alternatives. However, it is important to note that approximately 93% vehicles were processed by each alternative (see Table 3). The next lowest delays were in Alternatives 6 and 10 which processed approximately 96-98% of vehicles each. The vehicular delays for Alternatives 5A and 7A do not account for those vehicles which were not processed into the network; therefore, report delays may be lower than expected.

PM Peak Hour

The average approach delay for each alternative is shown in Table 7 for the PM peak hour for the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection. The average approach delay for each alternative is shown in Table 8 for the AM peak hour for the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection. Table 9 shows the vehicular delays for the overall intersection for each study intersection.

The vehicular delay results show that Alternatives 8 and 10 had the lowest delay compared to other alternatives. However, it is important to note that approximately 90% and 93% of vehicles were processed by each alternative, respectively (see Table 3). The vehicular delays for Alternative 8 do not account for those vehicles which were not processed into the network; therefore, report delays may be lower than expected.

Table 4: AM Peak Hour Approach Delay Results – Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

Alternative	AM Peak Hour Average Approach Delay (s/veh)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
2022 Existing	56.7	17.6	11.6	29.2	203.9	45.7
2033 Background	66.4	18.8	13.7	39.6	260.6	42.6
2033 Future	69.9	1337.1	15.4	1633.6	257.0	51.1
2033 Future Mitigated (MTS Baseline)	78.9	26.7	10.0	58.9	220.1	39.5
2033 Future Alternative 1	79.3	369.8	10.3	578.0	205.3	40.4
2033 Future Alternative 2	79.0	26.5	10.1	55.7	218.1	39.2
2033 Future Alternative 3	65.0	84.2	14.3	196.2	193.6	51.5
2033 Future Alternative 4	79.8	118.6	10.2	424.4	205.8	39.9
2033 Future Alternative 5A	68.7	28.9	12.7	71.0	200.5	49.4
2033 Future Alternative 5B	61.2	167.3	12.8	328.9	194.4	51.2
2033 Future Alternative 6	64.9	27.1	14.9	120.3	197.8	51.4
2033 Future Alternative 7A	68.8	28.8	12.8	71.0	200.3	48.5
2033 Future Alternative 7B	60.8	67.3	13.4	263.5	191.3	50.3
2033 Future Alternative 8	87.5	29.8	53.1	62.5	200.8	38.9
2033 Future Alternative 9	71.6	47.8	14.5	245.0	185.9	57.7
2033 Future Alternative 10	72.1	25.5	15.9	112.8	189.5	58.6

Table 5: AM Peak Hour Approach Delay Results – Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

Alternative	AM Peak Hour Average Approach Delay (s/veh)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
2022 Existing	47.7	15.5	14.8	62.0	47.6	46.9
2033 Background	97.3	17.4	19.4	75.2	79.3	54.5
2033 Future	102.0	16.1	21.0	70.2	91.4	55.6
2033 Future Mitigated (MTS Baseline)	129.6	12.0	20.6	43.7	47.9	43.8
2033 Future Alternative 1	129.9	10.7	21.8	57.5	48.9	42.6
2033 Future Alternative 2	130.0	11.9	21.2	46.8	47.1	43.0
2033 Future Alternative 3	110.4	8.3	27.9	61.5	71.0	54.2
2033 Future Alternative 4	130.8	11.9	20.5	59.1	48.4	43.1
2033 Future Alternative 5A	120.0	9.1	26.6	59.1	59.1	50.5
2033 Future Alternative 5B	108.5	7.8	28.7	62.8	57.7	51.2
2033 Future Alternative 6	108.7	8.4	25.1	54.3	68.1	53.5
2033 Future Alternative 7A	119.8	9.1	26.1	59.4	58.9	50.5
2033 Future Alternative 7B	108.9	8.2	28.0	60.4	61.6	51.1
2033 Future Alternative 8	153.8	3.0	30.0	50.5	24.6	21.7
2033 Future Alternative 9	104.8	3.9	26.9	55.0	65.8	48.2
2033 Future Alternative 10	105.0	3.4	21.8	64.4	67.8	49.1

Table 6: AM Peak Hour Overall Intersection Delay Results

Alternative	AM Peak Hour Overall Intersection Delay (s/veh)	
	Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
2022 Existing	66.3	37.1
2033 Background	80.2	65.0
2033 Future	344.4	72.2
2033 Future Mitigated (MTS Baseline)	82.3	72.4
2033 Future Alternative 1	196.1	75.7
2033 Future Alternative 2	81.6	72.6
2033 Future Alternative 3	101.7	68.5
2033 Future Alternative 4	143.5	74.2
2033 Future Alternative 5A	79.4	71.0
2033 Future Alternative 5B	128.3	67.5
2033 Future Alternative 6	83.6	66.6
2033 Future Alternative 7A	79.4	70.7
2033 Future Alternative 7B	105.4	67.2
2033 Future Alternative 8	89.9	78.1
2033 Future Alternative 9	103.2	63.9
2033 Future Alternative 10	84.8	63.3

Table 7: PM Peak Hour Approach Delay Results – Slaters Lane

Alternative	PM Peak Hour Average Approach Delay (s/veh)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
2022 Existing	39.3	134.9	26.5	116.9	57.4	43.2
2033 Background	42.4	231.1	25.8	249.6	102.6	33.5
2033 Future	52.8	240.4	40.0	234.2	235.4	308.8
2033 Future Mitigated (MTS Baseline)	49.4	236.3	18.4	228.3	246.4	141.8
2033 Future Alternative 1	64.6	267.8	20.9	236.5	122.6	183.5
2033 Future Alternative 2	49.4	233.3	19.2	218.3	226.4	146.4
2033 Future Alternative 3	54.6	247.8	16.7	244.7	193.5	157.9
2033 Future Alternative 4	64.0	273.6	19.3	229.8	130.0	180.7
2033 Future Alternative 5A	95.3	281.2	19.4	257.5	119.6	148.5
2033 Future Alternative 5B	55.2	245.2	16.6	260.0	121.9	104.6
2033 Future Alternative 6	53.6	245.0	18.2	242.3	190.5	135.3
2033 Future Alternative 7A	85.6	282.9	21.7	252.4	102.1	135.8
2033 Future Alternative 7B	54.8	238.6	18.8	257.0	120.0	104.8
2033 Future Alternative 8	54.1	259.3	19.0	220.3	60.3	131.5
2033 Future Alternative 9	49.1	240.5	19.7	242.0	141.9	110.0
2033 Future Alternative 10	51.5	247.0	19.3	215.9	99.8	86.1

Table 8: PM Peak Hour Approach Delay Results – Bashford Lane

Alternative	PM Peak Hour Average Approach Delay (s/veh)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
2022 Existing	14.3	8.4	24.3	7.4	35.6	37.1
2033 Background	14.5	7.6	25.7	9.9	35.5	37.1
2033 Future	15.2	8.7	19.8	14.0	37.0	41.1
2033 Future Mitigated (MTS Baseline)	15.7	11.4	45.5	10.7	34.9	41.4
2033 Future Alternative 1	17.8	12.9	45.9	9.4	34.8	41.8
2033 Future Alternative 2	15.6	11.7	44.9	11.2	35.0	41.3
2033 Future Alternative 3	17.8	11.4	68.4	12.1	43.6	48.9
2033 Future Alternative 4	17.8	12.9	45.2	10.0	34.9	41.7
2033 Future Alternative 5A	33.0	8.7	67.6	10.4	43.8	48.5
2033 Future Alternative 5B	17.7	10.4	66.0	14.1	43.4	49.8
2033 Future Alternative 6	17.7	11.8	70.2	12.9	43.5	48.6
2033 Future Alternative 7A	27.3	8.3	68.4	11.0	43.4	49.4
2033 Future Alternative 7B	17.8	11.0	66.3	13.2	43.4	48.3
2033 Future Alternative 8	17.5	20.0	39.6	10.4	31.1	37.9
2033 Future Alternative 9	21.4	14.2	42.7	13.1	32.2	32.5
2033 Future Alternative 10	19.9	15.5	40.1	11.8	33.0	31.9

Table 9: PM Peak Hour Overall Intersection Delay Results

Alternative	PM Peak Hour Overall Intersection Delay (s/veh)	
	Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
2022 Existing	95.3	14.4
2033 Background	161.5	14.7
2033 Future	189.7	16.3
2033 Future Mitigated (MTS Baseline)	179.8	18.5
2033 Future Alternative 1	179.6	19.9
2033 Future Alternative 2	174.8	18.6
2033 Future Alternative 3	181.2	21.5
2033 Future Alternative 4	181.4	19.8
2033 Future Alternative 5A	191.6	24.9
2033 Future Alternative 5B	169.8	21.2
2033 Future Alternative 6	178.3	21.7
2033 Future Alternative 7A	185.9	23.0
2033 Future Alternative 7B	167.5	21.2
2033 Future Alternative 8	159.5	22.2
2033 Future Alternative 9	167.4	20.8
2033 Future Alternative 10	158.1	20.7

Simulated Vehicular Travel Times

Vehicular travel time is the amount of time it takes for a vehicle to travel from point A to point B. It is a direct reflection of motorist experience. Therefore, it is a critical and effective measure when evaluating and comparing the conceptual alternatives. The four (4) travel time segments that were analyzed as part of the analysis were (shown in Figure 18):

- Northbound GW Memorial Parkway north of Bashford Lane to north of Slaters Lane
- Southbound GW Memorial Parkway south of Slaters Lane to south of Bashford Lane
- Northbound E Abingdon Drive north of Bashford Lane to north of Slaters Lane
- Southbound W Abingdon Drive south of Slaters Lane to south of Bashford Lane

AM Peak Hour

Simulated travel time results for the four (4) vehicular travel time measurement segments that were analyzed using VISSIM in for each conceptual alternative are shown in Table 10 for the AM peak hour. The travel time results are reported in terms of the average travel time for each segment, as well as a volume-weighted average travel time across all four (4) segments for an overall comparison.

The travel time results for most alternatives are comparable to that reported for 2033 Background conditions during the AM peak hour. The travel time results show that Alternatives 5B and 7B had the lowest overall average travel time, considering all four (4) travel time segments, and were both lower than 2033 Background conditions and similar to 2022 Existing conditions.

PM Peak Hour

Simulated travel time results for the four (4) vehicular travel time measurement segments that were analyzed using VISSIM in for each conceptual alternative are shown in Table 11 for the PM peak hour. The travel time results are reported in terms of the average travel time for each segment, as well as a volume-weighted average travel time across all four (4) segments for an overall comparison.

The travel time results for most alternatives are comparable to that reported for 2033 Background conditions during the PM peak hour. The travel time results show that Alternative 2 performed had the lowest overall average travel time, considering all four (4) travel time segments, and was lower than 2033 Background conditions and similar to 2022 Existing conditions.

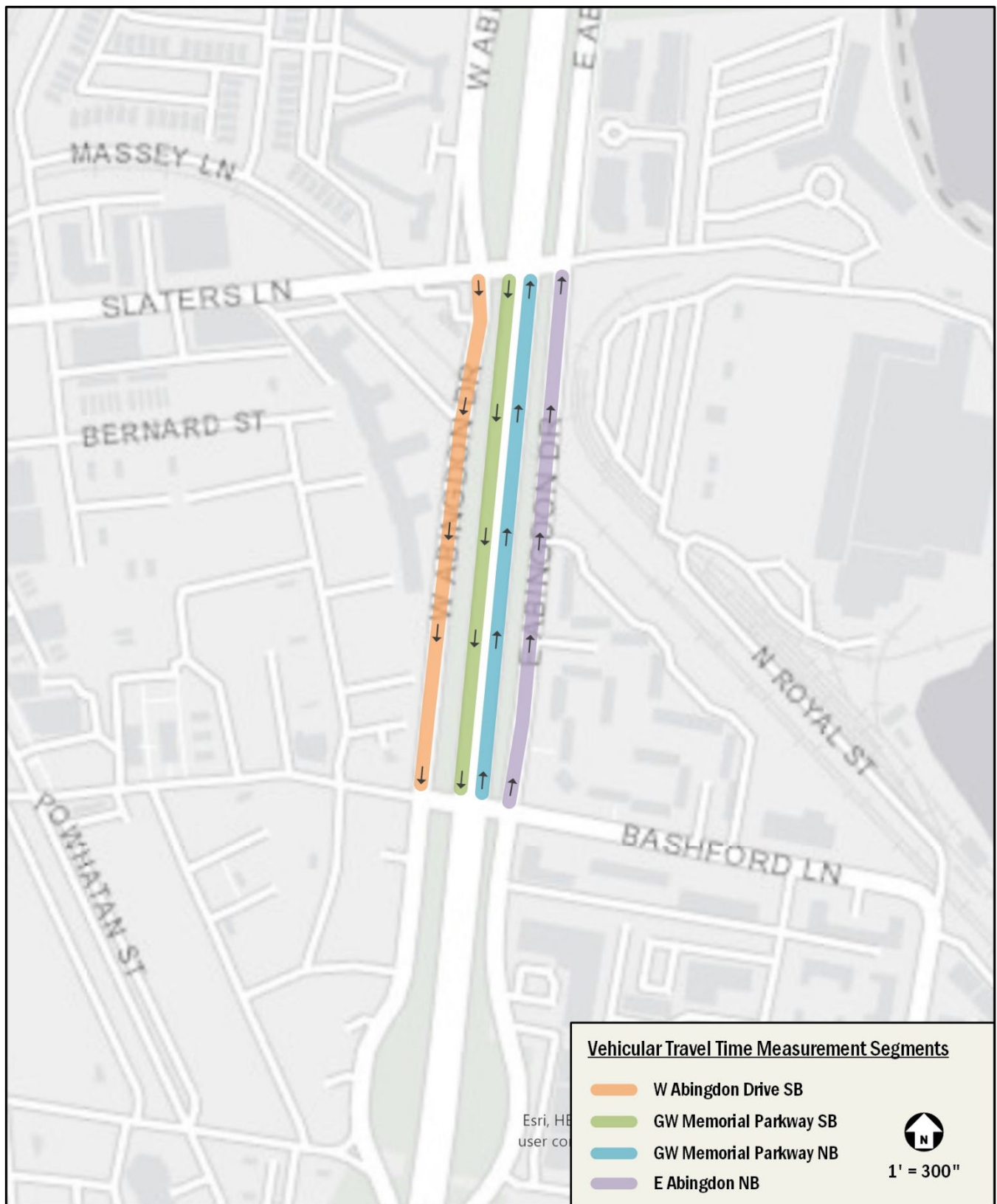


Figure 18: Vehicular Travel Time Measurement Segments

Table 10: AM Peak Hour Travel Time Results

	AM Peak Hour Average Travel Time (s)				Volume-Weighted Average
	GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	
2022 Existing	82.2	41.2	33.2	56.1	64.7
2033 Background	93.0	43.1	34.0	71.8	71.2
2033 Future	96.9	42.4	36.1	67.3	78.5
2033 Future Mitigated (MTS Baseline)	107.9	37.6	31.6	52.3	76.1
2033 Future Alternative 1	108.4	36.3	32.1	52.8	78.2
2033 Future Alternative 2	108.0	37.5	32.0	55.9	76.2
2033 Future Alternative 3	91.6	33.9	37.2	50.9	67.9
2033 Future Alternative 4	108.9	37.6	32.2	55.0	77.3
2033 Future Alternative 5A	95.6	34.8	35.4	56.0	69.7
2033 Future Alternative 5B	87.4	33.4	35.4	52.7	65.6
2033 Future Alternative 6	91.5	34.0	38.0	51.0	67.8
2033 Future Alternative 7A	95.7	34.7	35.4	54.5	69.7
2033 Future Alternative 7B	87.0	33.8	36.1	54.2	65.1
2033 Future Alternative 8	108.6	28.6	83.4	60.1	79.8
2033 Future Alternative 9	99.4	29.5	39.1	50.9	71.5
2033 Future Alternative 10	100.2	29.0	40.5	50.0	71.9

Table 11: PM Peak Hour Travel Time Results

	PM Peak Hour Average Travel Time (s)				Volume-Weighted Average
	GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	
2022 Existing	72.0	34.5	38.8	34.5	46.4
2033 Background	74.7	34.2	37.1	35.5	48.2
2033 Future	84.8	35.3	41.3	38.2	52.4
2033 Future Mitigated (MTS Baseline)	91.9	43.0	33.7	54.0	74.5
2033 Future Alternative 1	96.0	39.4	44.9	35.3	58.5
2033 Future Alternative 2	81.8	38.2	42.1	35.3	52.5
2033 Future Alternative 3	86.8	37.9	40.1	35.2	54.3
2033 Future Alternative 4	95.5	39.4	43.7	35.6	58.2
2033 Future Alternative 5A	125.5	35.2	46.1	35.1	67.0
2033 Future Alternative 5B	87.6	36.9	40.6	36.0	54.1
2033 Future Alternative 6	85.9	38.4	40.6	35.6	54.1
2033 Future Alternative 7A	115.8	34.7	47.3	35.2	63.1
2033 Future Alternative 7B	87.0	37.6	43.3	35.3	54.0
2033 Future Alternative 8	86.1	46.5	42.5	37.7	59.1
2033 Future Alternative 9	81.2	40.7	42.1	37.0	54.0
2033 Future Alternative 10	83.3	42.1	43.6	37.9	55.4

Maximum Queue Length

The maximum queue length is the maximum observed distance from the stop bar to the back of queue or to the next upstream study intersection.

AM Peak Hour

The average maximum queue length for five (5) simulation runs at each approach of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection is shown in Table 12 for the AM peak hour. The average maximum queue length for five (5) simulation runs at each approach of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection is shown in Table 13 for the AM peak hour.

The maximum queue lengths for all approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM peak hour, with some exceptions. The greatest variability is observed on the southbound approach on W Abingdon Drive. Alternatives 1 and 5B show the highest maximum queue lengths (4,982 and 3,250 feet, respectively). The shortest queues (approximately 400 feet) for this approach were observed under the MTS Baseline scenario and Alternatives 2 and 8.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM peak hour, with some exceptions. The greatest variability is observed on the northbound approach on GW Memorial Parkway. Most alternatives show a maximum queue of about 5,300 feet, but Alternative 10 is lower at a maximum of just under 4,900 feet.

PM Peak Hour

The average maximum queue length for five (5) simulation runs at each approach of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection is shown in Table 14 for the PM peak hour. The average maximum queue length for five (5) simulation runs at each approach of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection is shown in Table 15 for the PM peak hour.

The maximum queue lengths for all approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the PM peak hour, with some exceptions. The greatest variability is observed on the southbound approach on W Abingdon Drive and the eastbound approach on Slaters Lane.

- Alternative 5B shows the highest maximum queue length (4,378 feet) at the southbound approach on W Abingdon Drive. The shortest queue length for this approach was seen under the MTS Baseline alternative and was approximately 480 feet.
- The MTS Baseline alternative and Alternatives 2, 3, and 6 show the highest maximum queue length at the eastbound approach on Slaters Lane. The maximum queue length across these four (4) alternatives ranged from 1,586 to 1,950 feet. The shortest eastbound and westbound queues of 673 and 641 feet, respectively, were observed under Alternative 10.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the PM peak hour.

Table 12: AM Peak Hour Maximum Queue Length Results – Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

Alternative	Intersection Approach Storage Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
	1,090	8,010*	1,120	830	865	560
Alternative	AM Peak Hour Maximum Queue Length (ft)					
2022 Existing	1,273	277	238	440	1,490	103
2033 Background	1,281	327	255	507	2,061	107
2033 Future	1,281	488	292	5,342	2,057	204
2033 Future Mitigated (MTS Baseline)	1,259	363	124	386	2,070	163
2033 Future Alternative 1	1,276	579	177	4,982	2,071	163
2033 Future Alternative 2	1,262	360	184	417	2,054	163
2033 Future Alternative 3	1,250	566	179	2,869	2,056	163
2033 Future Alternative 4	1,273	566	179	2,869	2,056	163
2033 Future Alternative 5A	1,261	391	175	500	2,051	167
2033 Future Alternative 5B	1,277	552	197	3,250	2,053	166
2033 Future Alternative 6	1,266	394	238	766	2,048	162
2033 Future Alternative 7A	1,272	387	161	591	2,052	167
2033 Future Alternative 7B	1,268	465	143	1,893	2,060	166
2033 Future Alternative 8	1,243	408	299	388	2,070	139
2033 Future Alternative 9	1,261	489	208	1,775	2,059	170
2033 Future Alternative 10	1,258	389	198	631	2,049	170

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 13: AM Peak Hour Maximum Queue Length Results – Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

Alternative	Intersection Approach Storage Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
	1,130	1,080	1,170	1,060	740	540
Alternative	AM Peak Hour Maximum Queue Length (ft)					
2022 Existing	1,455	273	211	106	331	227
2033 Background	3,209	293	212	110	375	256
2033 Future	4,185	364	259	100	445	285
2033 Future Mitigated (MTS Baseline)	5,328	187	229	99	302	308
2033 Future Alternative 1	5,334	266	245	99	312	291
2033 Future Alternative 2	5,328	181	241	99	285	293
2033 Future Alternative 3	5,335	194	302	99	377	320
2033 Future Alternative 4	5,335	263	218	99	315	297
2033 Future Alternative 5A	5,320	133	229	99	366	281
2033 Future Alternative 5B	5,302	166	326	99	360	315
2033 Future Alternative 6	5,286	135	284	90	373	320
2033 Future Alternative 7A	5,327	132	254	99	365	281
2033 Future Alternative 7B	5,241	174	315	102	357	320
2033 Future Alternative 8	5,340	23	293	99	260	220
2033 Future Alternative 9	4,976	77	258	99	391	328
2033 Future Alternative 10	5,004	69	193	99	390	330

Table 14: PM Peak Hour Maximum Queue Length Results – Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

	Intersection Approach Storage Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
	1,090	8,010*	1,120	830	865	560
Alternative	PM Peak Hour Maximum Queue Length (ft)					
2022 Existing	566	4,819	58	465	410	117
2033 Background	700	5,342	64	618	612	30
2033 Future	992	5,330	100	3,419	2,053	821
2033 Future Mitigated (MTS Baseline)	1,193	5,339	80	477	1,882	815
2033 Future Alternative 1	1,187	5,330	84	522	883	801
2033 Future Alternative 2	985	5,323	72	1,536	1,950	783
2033 Future Alternative 3	1,120	5,341	60	3,647	1,586	806
2033 Future Alternative 4	1,191	5,336	74	572	853	816
2033 Future Alternative 5A	1,258	5,338	64	1,520	849	797
2033 Future Alternative 5B	1,129	5,335	72	4,378	855	808
2033 Future Alternative 6	1,128	5,333	70	2,488	1,609	813
2033 Future Alternative 7A	1,253	5,341	77	1,569	769	777
2033 Future Alternative 7B	1,131	5,342	64	3,451	848	780
2033 Future Alternative 8	1,086	5,337	83	1,401	530	806
2033 Future Alternative 9	1,112	5,333	86	3,408	902	737
2033 Future Alternative 10	1,094	5,328	82	1,695	733	735

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 15: PM Peak Hour Maximum Queue Length Results – Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

Alternative	Intersection Approach Storage Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
	1,130	1,080	1,170	1,060	740	540
Alternative	PM Peak Hour Maximum Queue Length (ft)					
2022 Existing	401	456	79	112	146	215
2033 Background	467	528	96	146	157	212
2033 Future	473	108	110	178	163	315
2033 Future Mitigated (MTS Baseline)	626	169	129	112	154	315
2033 Future Alternative 1	531	163	126	111	154	315
2033 Future Alternative 2	491	159	130	116	155	315
2033 Future Alternative 3	560	150	171	110	172	303
2033 Future Alternative 4	543	159	126	125	154	315
2033 Future Alternative 5A	699	92	169	100	173	303
2033 Future Alternative 5B	565	143	170	113	172	303
2033 Future Alternative 6	585	159	172	119	173	309
2033 Future Alternative 7A	681	81	167	108	173	310
2033 Future Alternative 7B	551	143	171	104	173	303
2033 Future Alternative 8	455	243	136	114	136	295
2033 Future Alternative 9	502	196	152	117	148	250
2033 Future Alternative 10	422	204	139	114	144	249

Preferred Alternative

Based on the analysis results summarized in the previous section, there are several viable alternatives that could improve vehicular operations at the GW Memorial Parkway. Of the alternatives, Alternative 10 is preferred and recommended for future study. Under existing conditions, there are two (2) southbound approach lanes on W Abingdon Drive at Slaters Lane. The preferred alternative includes an additional right-turn pocket, expanding the approach to three (3) total lanes. The modified approach cannot be accommodated within the existing curb-to-curb on W Abingdon Drive without substandard lane widths; therefore, slight modifications to the curb on W Abingdon (totaling approximately 4 feet) would be required in order to provide 11-foot lanes. These modifications will require NPS review and approval. Alternative 10 presents unique vehicular operational advantages by separating movements on W Abingdon Drive at Slaters Lane. Southbound right-turning vehicles would benefit from a new overlap phase and a dedicated approach lane. Southbound left-turning vehicles would gain more queue space as a result of using a dedicated lane. Vehicles continuing thru on W Abingdon Drive would benefit because the proposed configuration allows them to bypass the southbound left-turning queue. For these reasons, and in conjunction with all improvements recommended as part of the alternative, Alternative 10 processes greater traffic volume than that processed under 2033 Background conditions in both the AM and PM peak hours, and exhibited vehicular delay, maximum queues, and travel times comparable to Background conditions.

VISSIM is a vehicular-focused software and the metrics used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that implementation of each component of the recommended alternative weighs both the findings of this analysis and non-auto considerations to ensure they are advantageous from a multimodal standpoint.

The improvements included in the preferred alternative are included below:

- **2033 Future Alternative 10:**
 - Additional eastbound receiving lane on Bashford Lane
 - Lane configuration modifications on Bashford Lane
 - Turn restrictions at Slaters Lane and Bashford Lane intersections to consolidate turning movements
 - Phasing modifications at Slaters Lane (see Modified Proposed Phasing schemes in Figure 17)
 - Added southbound right-turn lane pocket on W Abingdon Drive at Slaters Lane
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.
 - Extend two lanes of storage on W Abingdon Drive between Slaters Lane and GW Memorial Parkway
 - Modified cycle length of the Slaters Lane and Bashford Lane intersections
 - Modified traffic signal timings at Slaters Lane and Bashford Lane to optimize eastbound and westbound movements and reduce conflict between turning vehicles and pedestrians (see Modified Proposed Phasing schemes in Figure 17)
 - Install additional advanced warning signage along southbound GW Memorial Parkway to inform drivers of the W Abingdon Drive ramp to Slaters Lane and Bashford Lane and reduce late lane changes
 - Reconfigure the southbound approach of W Abingdon Drive at Slaters Lane to provide one (1) left-turn lane, one (1) thru lane, and one (1) right-turn lane pocket.
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.

2033 Future VISSIM Analysis (With the Potential E-W Connection)

As part of the VISSIM analysis, a potential new east-west connection was analyzed for all 2033 Future scenarios. The objective of this analysis was to determine whether implementation of the new connection would result in significant impacts, negative or positive, to vehicular operations compared to the same alternatives without the implementation of the new connection.

Analysis Assumptions

Geometric and Operations Assumptions

For purposes of this analysis, the potential new E-W Connection was assumed to tie into GW Memorial Parkway and E/W Abingdon Drive approximately where the current Norfolk Southern railroad tracks intersect with GW Memorial Parkway, consistent with what was assumed in the PRGS CDD MTS. Also consistent with the PRGS CDD MTS, the potential new connection was assumed to have one (1) lane in both directions. The southbound approach on W Abingdon Drive was assumed to have one (1) thru lane and one (1) shared thru-left lane. The northbound approach on E Abingdon Drive was assumed to have one (1) shared thru-left lane and one (1) shared thru-right lane. Similar to the operations at Slaters Lane and Bashford Lane, turning movements from GW Memorial Parkway onto the new connection would not be permitted. This potential connection would require the cooperation and coordination of NPS and other property owners.

The assumed configuration for the potential new E-W connection assumed is shown in Figure 19.

Traffic Volume Assumptions

With the implementation of a new E-W Connection it was assumed that some trips accessing the PRGS site would change their routes. For purposes of this analysis, approximately 50% of PRGS site trips using the following movements were assumed to shift to the new E-W Connection:

Slaters Lane

- Southbound left-turn from W Abingdon Drive to eastbound Slaters Lane
- Westbound right-turn from Slaters Lane to northbound E Abingdon Drive
- Westbound left-turn from Slaters Lane to southbound W Abingdon Drive

Bashford Lane

- Northbound right-turn from E Abingdon Drive to eastbound Bashford Lane
- Westbound right-turn from Bashford Lane to northbound GW Memorial Parkway
- Westbound left-turn from Bashford Lane to southbound GW Memorial Parkway

The assumed re-routes to traffic volumes for each of the above listed movements are shown in Figure 20.

Signal Timing Assumptions

The traffic signal phasing and timing schemes for the new E-W Connection intersections were assumed to largely mimic those at the Bashford Lane intersections due to their similarity in configuration. The assumed signal phasing is provided in Figure 21. The following parameters were set equal to the values used at the Bashford Lane traffic signal:

- Minimum Green Time
- Yellow Time
- All-Red Time
- Recall Mode
- Pedestrian Walk Time
- Pedestrian Flash Don't Walk Time

The E-W Connection intersection was assumed to use the same cycle length as the Slaters Lane and Bashford Lane intersections in all alternatives. The signal timings were optimized based on the projected traffic volumes. Additionally, signal timings and offsets at the Slaters Lane and Bashford Lane intersections were optimized to account for the addition of the E-W Connection.

Overall Findings

When the conceptual alternatives were re-analyzed with the inclusion of the potential new E-W connection, it was found that the new connection may provide some minor advantages to vehicular throughput, delay, travel times, and queuing, particularly in the AM peak hour, with slight disadvantages in the PM peak hour.

The addition of a potential new E-W Connection allowed several alternatives to meet or exceed the percentage of vehicles processed under the 2033 Background scenario, as compared to the same alternatives without the connection. However, the overall increases were minimal: approximately 4% in the AM peak hour and 2% in the PM peak hour. Furthermore, improvements were not the same across the study area or between peak hours. In the AM peak hour, the greatest improvement in vehicle throughput was observed northbound on the GW Memorial Parkway, whereas minimal improvement was observed for eastbound vehicles on Slaters Lane. In the PM peak hour, minor improvements to vehicular throughput were observed southbound on the GW Memorial Parkway with no notable improvements elsewhere in the network. In the case of the preferred alternative (Alternative 10), vehicle throughput decreased slightly (approximately 1%) in both the AM and PM peak hours. Despite the decrease, the preferred alternative still processed a comparable or higher percentage of vehicles than the Background scenario.

Total vehicular delay at study intersections decreased in the AM peak hour with the introduction of the new E-W Connection. However, the results for the PM peak hour were mixed. In roughly half of the analyzed alternatives, the total delay increased in the PM peak hour once the connection was added, with reductions in delays in the remaining alternatives. For Alternative 10, the same patterns were true. The overall vehicular delay decreased by about 46 seconds in the AM peak hour and increased by about 22 seconds in the PM peak hour.

The travel time results generally mirror the vehicular delay results. In the AM peak hour, there was an overall reduction in average travel times with the addition of the new connection. In the PM peak hour, there was an overall reduction in average travel times in roughly half of the analyzed alternatives, with increases in travel times in the remaining alternatives. The preferred alternative performed similarly. The vehicle-weighted average travel time decreased with the introduction of the new E-W Connection in the AM peak hour, but increased in the PM peak hour.

Maximum queue lengths results were mixed, with queue lengths generally decreasing in roughly half of the analyzed alternatives in both the AM and PM peak hours. The new E-W connection adds flexibility in route choice for drivers entering/exiting the PRGS site; however, reductions in queue lengths for one approach is offset by an increase in queue lengths for another approach where the vehicles have shifted. For the most part, these conclusions held true for Alternative 10 as well. Notable reductions in maximum queue length were observed in the AM peak hour on northbound GW Memorial Parkway at Bashford Lane and in the PM peak hour on southbound W Abingdon Drive and northbound GW Memorial Parkway at Slaters Lane.

Further detail regarding each of the listed MOEs is included in the Analysis Results section below.

This potential connection would require the cooperation and coordination of NPS and other property owners.

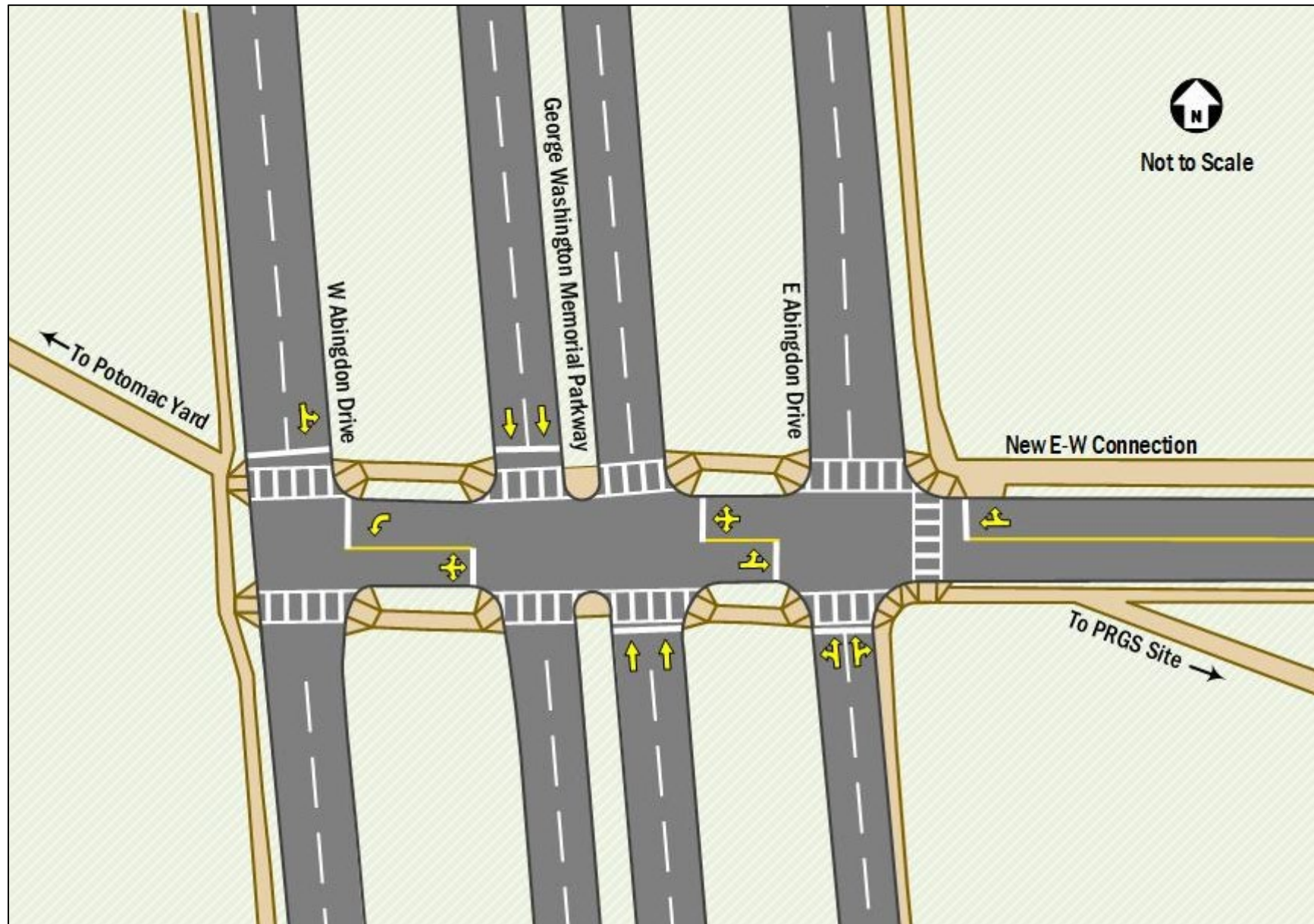


Figure 19: Assumed Geometry for Intersections of New E-W Connection with GW Memorial Parkway and E/W Abingdon Drive

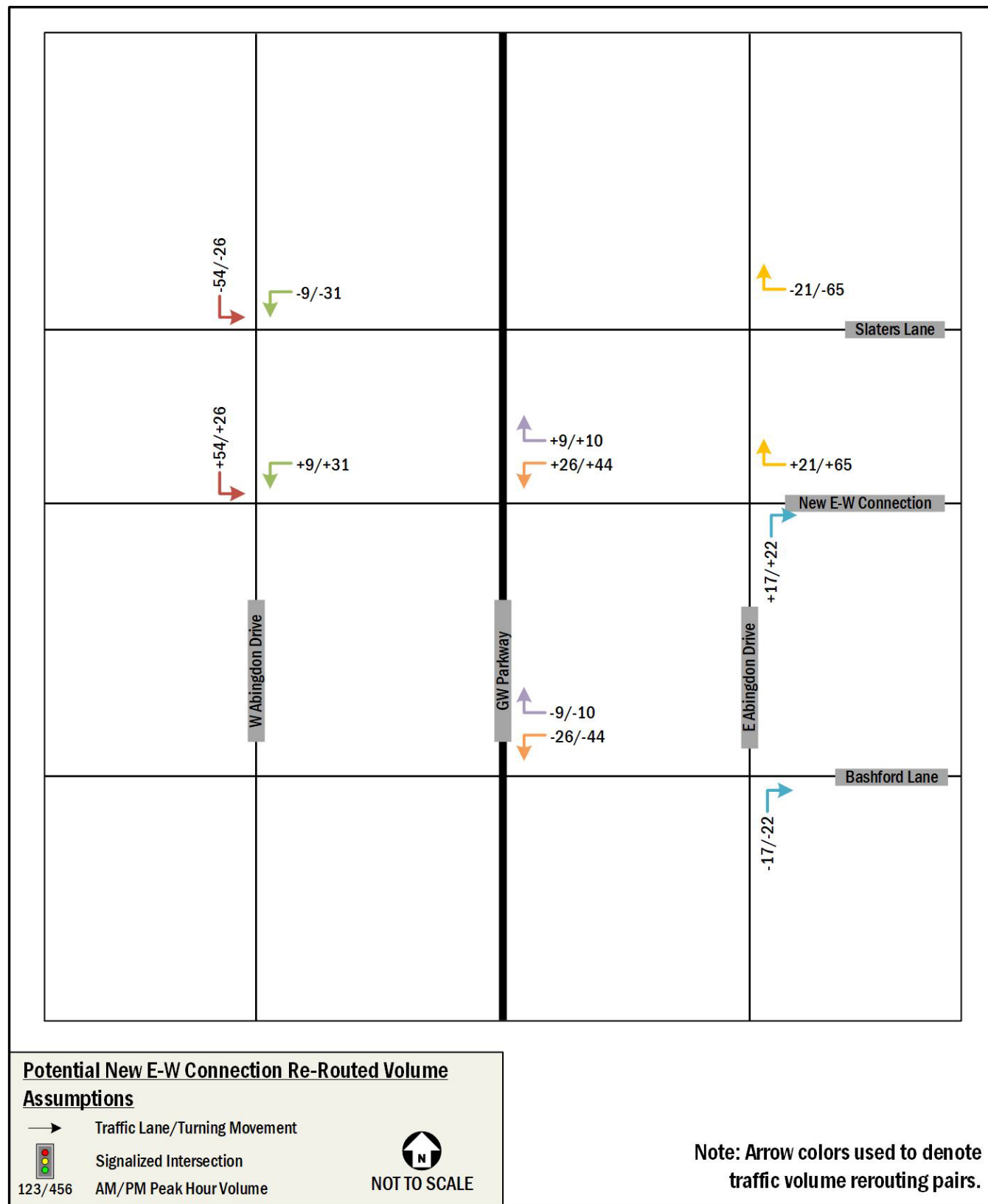


Figure 20: Potential New E-W Connection Re-Routed Volume Assumptions

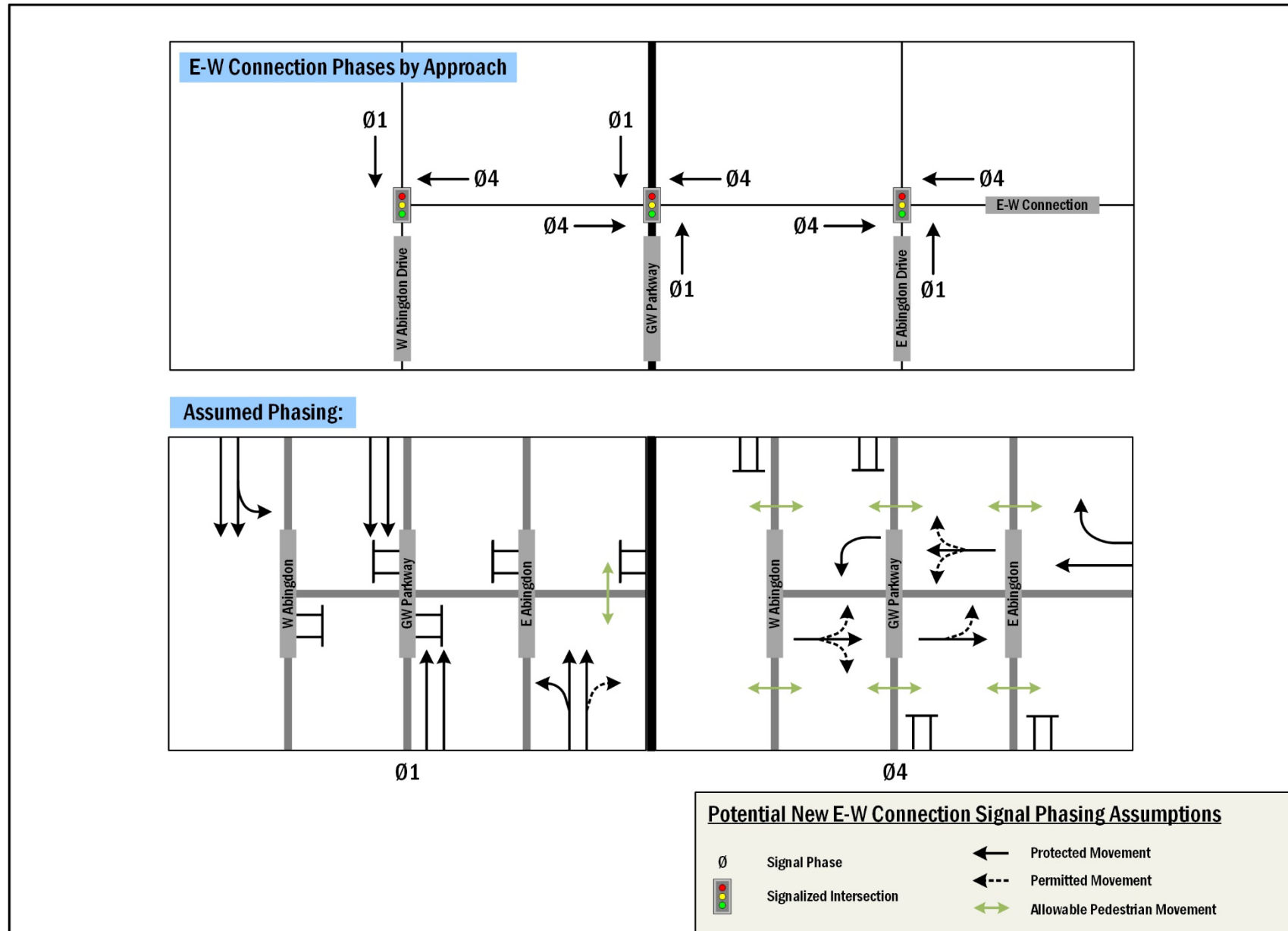


Figure 21: Potential New E-W Connection Signal Phasing Assumptions

2033 Future VISSIM Analysis Results (With the Potential E-W Connection)

All 13 conceptual alternatives were analyzed with and without the potential new E-W Connection using microsimulation (VISSIM) software to evaluate the impacts due to the addition. The Measures of Effectiveness (MOEs) used to evaluate the VISSIM results were the same as those used in the context of alternatives without the E-W Connection, including:

- **Vehicular Volumes:** This metric is used to help identify each alternative's ability to process volumes through the network, thus identifying issues relating to capacity.
- **Vehicular Delay:** This metric calculates the time spent by each vehicle in the network traveling below their desired speed.
- **Simulated Vehicular Travel Times:** This metric measures the time it takes a vehicle, on average, to traverse a given segment of the network.
- **Maximum queue Lengths:** This metric evaluates the maximum queue lengths observed on approaches to study intersections.

Detailed MOE tables for each alternative are provided in the Technical Attachments. VISSIM is a vehicular-focused software and the MOEs used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that each potential improvement weigh both the findings of this analysis and non-auto considerations to ensure that improvements are implemented from a multimodal standpoint.

Vehicular Volumes (With the Potential E-W Connection)

Vehicular volume results are used to help identify each alternatives' ability to process vehicular volumes on a macro and micro level. These results are expressed as the number of vehicles processed into network. Individual link vehicular volume throughput at each study intersection is provided in the Technical Attachments.

The number of vehicles processed at network entry points system-wide are presented for all alternatives, with and without the potential new connection, are summarized in Table 16 for the AM and PM peak hours. The percentage of vehicles processed compared to the input vehicles for the peak hour is also included for each alternative.

The analysis results show that the addition of a potential new E-W Connection allowed several alternatives to meet or exceed the percentage of vehicles processed under the 2033 Background scenario, as compared to the same alternatives without the connection. However, the average increase in vehicles processed was relatively minor with approximately 4% in the AM peak hour and 2% in the PM peak hour. The greatest increase in percentage of vehicles processed was seen in alternatives with the lowest vehicles processed without the new connection (e.g., Alternatives 2 and 5A). Furthermore, improvements were not the same across the study area or between peak hours. In the AM peak hour, the greatest improvement in vehicle throughput was observed northbound on the GW Memorial Parkway, whereas minimal improvement was observed for eastbound vehicles on Slaters Lane. In the PM peak hour, minor improvements to vehicular throughput were observed southbound on the GW Memorial Parkway with no notable improvements elsewhere in the network.

In the case of the preferred alternative (Alternative 10), vehicle throughput increased slightly (less than 1%) in both the AM and PM peak hours when the E-W Connection was added.

Table 16: Number of Vehicles Processed into Network (E-W Connection Comparison)

Alternative		AM Peak Hour		PM Peak Hour	
		Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)	Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)
2033 Future Mitigated (MTS Baseline)	w/o Connection	5,133	88%	6,082	91%
	w/ Connection	5,590	96%	6,337	94%
2033 Future Alternative 1	w/o Connection	5,167	89%	5,995	89%
	w/ Connection	5,601	96%	6,114	91%
2033 Future Alternative 2	w/o Connection	5,131	88%	6,238	93%
	w/ Connection	5,599	96%	6,380	95%
2033 Future Alternative 3	w/o Connection	5,586	96%	6,069	90%
	w/ Connection	5,677	97%	6,257	93%
2033 Future Alternative 4	w/o Connection	5,172	89%	6,008	89%
	w/ Connection	5,587	96%	6,139	91%
2033 Future Alternative 5A	w/o Connection	5,416	93%	5,994	89%
	w/ Connection	5,656	97%	6,123	91%
2033 Future Alternative 5B	w/o Connection	5,612	96%	6,118	91%
	w/ Connection	5,702	98%	6,201	92%
2033 Future Alternative 6	w/o Connection	5,593	96%	6,208	92%
	w/ Connection	5,664	97%	6,319	94%
2033 Future Alternative 7A	w/o Connection	5,408	93%	6,004	89%
	w/ Connection	5,651	97%	6,157	91%
2033 Future Alternative 7B	w/o Connection	5,621	97%	6,215	93%
	w/ Connection	5,705	98%	6,316	94%
2033 Future Alternative 8	w/o Connection	4,947	85%	6,056	90%
	w/ Connection	4,778	82%	6,069	90%
2033 Future Alternative 9	w/o Connection	5,671	97%	6,198	92%
	w/ Connection	5,703	98%	6,299	94%
2033 Future Alternative 10	w/o Connection	5,681	98%	6,251	93%
	w/ Connection	5,709	98%	6,328	94%

Vehicular Delays (With the Potential E-W Connection)

Simulated vehicular delay results show the difference between the actual vehicle travel time due to stops at a signalized intersection (control delay) and is measured in seconds of delay per vehicle.

It is important to note that VISSIM is a microscopic analysis rather than a macroscopic analysis. The improvements are in place to address targeted issues at specific locations, as well as increase the vehicular throughput of the overall network. Due to the increased number of vehicles being processed in the network compared to 2033 Background conditions, there may be locations where delays are higher than that seen under 2022 Existing and/or 2033 Background conditions for some locations.

AM Peak Hour

To provide a simple comparison of the delay experienced by drivers with the new signalized connection, Table 17 shows the total vehicular delays (in seconds per vehicle) for the study area for the AM peak hour. The total vehicular delay for alternatives without the new E-W Connection show the sum overall intersection delays for the intersections at Slaters Lane and Bashford Lane only (as shown in Table 6). The total vehicular delay for alternatives with the new E-W Connection show the sum of overall intersection delays for the intersections at Slaters Lane and Bashford Lane, as well as the new E-W Connection. The detailed vehicular delay results, including individual intersection and approach delays, are included in the Technical Attachments.

Overall, the vehicular delay results show that delays decreased in the AM peak hour for each alternative with the addition of the new connection, compared to the same alternative without the new connection.

For Alternative 10, the overall vehicular delay decreased by about 46 seconds in the AM peak hour with the E-W Connection.

PM Peak Hour

To provide a simple comparison of the delay experienced by drivers with the new signalized connection, Table 17 shows the total vehicular delays (in seconds per vehicle) for the study area for the PM peak hour. The total vehicular delay for alternatives without the new E-W Connection show the sum overall intersection delays for the intersections at Slaters Lane and Bashford Lane only (as shown in Table 9). The total vehicular delay for alternatives with the new E-W Connection show the sum of overall intersection delays for the intersections at Slaters Lane and Bashford Lane, as well as the new E-W Connection. The detailed vehicular delay results, including individual intersection and approach delays, are included in the Technical Attachments.

The vehicular delay results show mixed results for the PM peak hour. In roughly half of the analyzed alternatives (MTS Baseline and Alternatives 1, 2, 4, 8, 9, and 10), the total delay increased in the PM peak hour once the connection was added, with reductions in delays in the remaining alternatives.

For Alternative 10, the overall vehicular delay increased by about 22 seconds in the PM peak hour with the E-W Connection.

Table 17: AM and PM Peak Hour Total Vehicular Delay Results (E-W Connection Comparison)

Alternative		Total Vehicular Delay	
		AM Peak Hour (s/veh)	PM Peak Hour (s/veh)
2033 Future Mitigated (MTS Baseline)	w/o Connection	154.8	198.3
	w/ Connection	133.4	200.1
2033 Future Alternative 1	w/o Connection	271.8	199.5
	w/ Connection	146.8	208.1
2033 Future Alternative 2	w/o Connection	154.2	193.5
	w/ Connection	132.4	201.9
2033 Future Alternative 3	w/o Connection	170.2	202.7
	w/ Connection	112.0	180.7
2033 Future Alternative 4	w/o Connection	217.6	201.2
	w/ Connection	147.0	211.8
2033 Future Alternative 5A	w/o Connection	150.4	216.5
	w/ Connection	141.1	193.3
2033 Future Alternative 5B	w/o Connection	195.8	191.0
	w/ Connection	136.1	184.7
2033 Future Alternative 6	w/o Connection	150.3	200.0
	w/ Connection	109.6	177.2
2033 Future Alternative 7A	w/o Connection	150.1	209.0
	w/ Connection	142.2	192.0
2033 Future Alternative 7B	w/o Connection	172.5	188.7
	w/ Connection	135.6	179.7
2033 Future Alternative 8	w/o Connection	168.0	181.6
	w/ Connection	178.9	226.4
2033 Future Alternative 9	w/o Connection	167.1	188.2
	w/ Connection	115.8	203.4
2033 Future Alternative 10	w/o Connection	148.0	178.8
	w/ Connection	101.8	200.3

Simulated Vehicular Travel Times (With the Potential E-W Connection)

Vehicular travel time is the amount of time it takes for a vehicle to travel from point A to point B. It is a direct reflection of motorist experience. Therefore, it is a critical and effective measure when evaluating and comparing the conceptual alternatives. The same four (4) travel time segments (shown in Figure 18) were analyzed as part of the analysis with the potential new connection, including:

- Northbound GW Memorial Parkway north of Bashford Lane to north of Slaters Lane
- Southbound GW Memorial Parkway south of Slaters Lane to south of Bashford Lane
- Northbound E Abingdon Drive north of Bashford Lane to north of Slaters Lane
- Southbound W Abingdon Drive south of Slaters Lane to south of Bashford Lane

Because the E-W Connection would be located between Slaters Lane and Bashford Lane, the travel time measurements for scenarios with the connection reflect the impact of the additional intersection on driver experience in the study area.

AM Peak Hour

Simulated travel time results for the four (4) vehicular travel time measurement segments that were analyzed using VISSIM in for each conceptual alternative, with and without the new connection, are shown in Table 18 for the AM peak hour. The travel time results are reported in terms of the average travel time for each segment, as well as a volume-weighted average travel time across all four (4) segments for an overall comparison.

The travel times results for most alternatives are lower or comparable to that reported for the same alternative without the new connection during the AM peak hour. That being said, the average decrease in travel time across all segments was only approximately nine (9) seconds. . Once again, the preferred alternative performed similarly. The vehicle-weighted average travel time decreased with the introduction of the new E-W Connection in the AM peak hour.

PM Peak Hour

Simulated travel time results for the four (4) vehicular travel time measurement segments that were analyzed using VISSIM in for each conceptual alternative, with and without the new connection, are shown in Table 19 for the PM peak hour. The travel time results are reported in terms of the average travel time for each segment, as well as a volume-weighted average travel time across all four (4) segments for an overall comparison.

In the PM peak hour, there was an overall reduction in average travel times in roughly half of the analyzed alternatives, with increases in travel times in the remaining alternatives. Among those alternatives where a reduction was observed, the average decrease in travel time across all segments was only approximately three (3) seconds. Here too the preferred alternative performed similarly. The vehicle-weighted average travel time increased with the introduction of the new E-W Connection in the PM peak hour.

Table 18: AM Peak Hour Travel Time Results (E-W Connection Comparison)

Alternative		AM Peak Hour Average Travel Time (s)				Volume-Weighted Average
		GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	
2033 Future Mitigated (MTS Baseline)	w/o Connection	107.9	37.6	31.6	52.3	76.1
	w/ Connection	80.7	31.0	38.9	60.5	61.7
2033 Future Alternative 1	w/o Connection	108.4	36.3	32.1	52.8	78.2
	w/ Connection	87.9	31.1	39.5	59.9	65.2
2033 Future Alternative 2	w/o Connection	108.0	37.5	32.0	55.9	76.2
	w/ Connection	80.2	30.9	40.8	60.3	61.6
2033 Future Alternative 3	w/o Connection	91.6	33.9	37.2	50.9	67.9
	w/ Connection	71.3	30.2	40.6	74.2	56.6
2033 Future Alternative 4	w/o Connection	108.9	37.6	32.2	55.0	77.3
	w/ Connection	88.0	31.0	40.0	63.4	65.4
2033 Future Alternative 5A	w/o Connection	95.6	34.8	35.4	56.0	69.7
	w/ Connection	82.3	31.3	38.4	60.4	62.5
2033 Future Alternative 5B	w/o Connection	87.4	33.4	35.4	52.7	65.6
	w/ Connection	81.5	30.3	39.4	75.3	62.2
2033 Future Alternative 6	w/o Connection	91.5	34.0	38.0	51.0	67.8
	w/ Connection	70.0	30.2	40.0	72.7	55.8
2033 Future Alternative 7A	w/o Connection	95.7	34.7	35.4	54.5	69.7
	w/ Connection	83.0	31.2	40.0	64.3	63.1
2033 Future Alternative 7B	w/o Connection	87.0	33.8	36.1	54.2	65.1
	w/ Connection	81.9	30.3	40.1	72.7	62.5
2033 Future Alternative 8	w/o Connection	108.6	28.6	83.4	60.1	79.8
	w/ Connection	97.2	32.6	90.8	88.3	79.7
2033 Future Alternative 9	w/o Connection	99.4	29.5	39.1	50.9	71.5
	w/ Connection	71.3	31.6	39.5	61.6	56.7
2033 Future Alternative 10	w/o Connection	100.2	29.0	40.5	50.0	71.9
	w/ Connection	69.4	28.4	43.0	58.9	54.4

Table 19: PM Peak Hour Travel Time Results (E-W Connection Comparison)

Alternative		PM Peak Hour Average Travel Time (s)				Volume-Weighted Average
		GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	
Future with Development and MTS Mitigations	w/o Connection	91.9	43.0	33.7	54.0	74.5
	w/ Connection	127.1	32.5	43.5	36.2	64.7
Future Alternative 1	w/o Connection	96.0	39.4	44.9	35.3	58.5
	w/ Connection	125.4	32.1	41.8	41.9	64.6
Future Alternative 2	w/o Connection	81.8	38.2	42.1	35.3	52.5
	w/ Connection	127.8	32.5	42.5	36.1	64.6
Future Alternative 3	w/o Connection	86.8	37.9	40.1	35.2	54.3
	w/ Connection	94.0	30.7	40.2	35.9	52.8
Future Alternative 4	w/o Connection	95.5	39.4	43.7	35.6	58.2
	w/ Connection	131.4	32.6	45.6	41.4	66.9
Future Alternative 5A	w/o Connection	125.5	35.2	46.1	35.1	67.0
	w/ Connection	108.4	30.3	43.6	35.2	57.5
Future Alternative 5B	w/o Connection	87.6	36.9	40.6	36.0	54.1
	w/ Connection	96.9	30.8	40.7	35.2	53.7
Future Alternative 6	w/o Connection	85.9	38.4	40.6	35.6	54.1
	w/ Connection	97.7	31.4	39.5	35.8	54.1
Future Alternative 7A	w/o Connection	115.8	34.7	47.3	35.2	63.1
	w/ Connection	107.6	30.5	41.8	35.3	57.1
Future Alternative 7B	w/o Connection	87.0	37.6	43.3	35.3	54.0
	w/ Connection	96.9	31.6	40.9	35.4	53.8
Future Alternative 8	w/o Connection	86.1	46.5	42.5	37.7	59.1
	w/ Connection	149.6	38.2	43.3	38.2	75.7
Future Alternative 9	w/o Connection	81.2	40.7	42.1	37.0	54.0
	w/ Connection	143.0	35.9	44.8	37.4	71.4
Future Alternative 10	w/o Connection	83.3	42.1	43.6	37.9	55.4
	w/ Connection	139.2	34.9	46.3	38.2	70.3

Maximum Queue Length (With the Potential E-W Connection)

The maximum queue length is the maximum observed distance from the stop bar to the back of queue or to the next upstream study intersection.

AM Peak Hour

The average maximum queue length for five (5) simulation runs at each approach of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the new connection, is shown in Table 20 for the AM peak hour. The average maximum queue length for five (5) simulation runs at each approach of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the new connection, is shown in Table 21 for the AM peak hour.

The maximum queue lengths for all approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM peak hour, with and without the new E-W Connection. The greatest variability is observed on the southbound approach on W Abingdon Drive. The introduction of the E-W Connection provides an additional route choice to the PRGS site for vehicles which would otherwise make a southbound left turn from W Abingdon Drive to Slaters Lane. The added flexibility results in fewer vehicles queuing to make the southbound left-turn movement at Slaters Lane as a portion of vehicles shift to the new connection.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the AM peak hour, with and without the new E-W Connection. For the northbound approach on the GW Memorial Parkway, a reduction in maximum queue was observed in 10 of the 13 alternatives, but with varying magnitudes. In most alternatives, there was an increase in the maximum queue length for the eastbound and westbound approaches on Bashford Lane. In most alternatives, a reduction in queue lengths for the northbound approach was offset by an increase in queue lengths on the Bashford Lane approaches as volumes shift due to the new connection. In the case of the preferred alternative, a decrease in maximum queue length on northbound GW Memorial Parkway was observed at Bashford Lane without the tradeoff of longer queues eastbound and westbound on Bashford Lane.

PM Peak Hour

The average maximum queue length for five (5) simulation runs at each approach of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the new connection, is shown in Table 22 for the PM peak hour. The average maximum queue length for five (5) simulation runs at each approach of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the new connection, is shown in Table 23 for the PM peak hour.

The maximum queue lengths for some approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the PM peak hour, with and without the new E-W Connection. For the northbound approach on the GW Memorial Parkway, a reduction in maximum queue length was shown in all 13 alternatives, but with varying magnitudes. In some alternatives, there was an increase in the maximum queue length for the southbound approach on W Abingdon Drive. In general, a reduction in queue lengths for the northbound approach was offset by an increase in queue lengths on the W Abingdon Drive approach in alternatives where the cycle length was not increased (MTS Baseline and Alternatives 1, 2, 4, 5A, 5B, 6, and 8). In the case of Alternative 10, a decrease in maximum queue length on northbound GW Memorial Parkway was observed at Slaters Lane without the tradeoff of longer queues southbound on W Abingdon Drive.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection are similar across all analyzed alternatives in the PM peak hour, with and without the new E-W Connection.

Table 20: AM Peak Hour Maximum Queue Length Results – Slaters Lane (E-W Connection Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB 1,090 [360]	GW Memorial Pkwy SB 8,010* [8,010*]	E Abingdon Dr NB 1,120 [390]	W Abingdon Dr SB 830 [830]	Slaters Ln EB 865 [865]	Slaters Ln WB 560 [560]
		AM Peak Hour Maximum Queue Length (ft)					
2033 Future Mitigated (MTS Baseline)	w/o Connection	1,259	363	124	386	2,070	163
	w/ Connection	1,248	350	137	258	2,067	148
2033 Future Alternative 1	w/o Connection	1,276	579	177	4,982	2,071	163
	w/ Connection	1,258	368	182	449	2,055	148
2033 Future Alternative 2	w/o Connection	1,262	360	184	417	2,054	163
	w/ Connection	1,265	348	161	258	2,064	148
2033 Future Alternative 3	w/o Connection	1,250	546	222	2,167	2,053	162
	w/ Connection	1,263	370	186	297	2,054	154
2033 Future Alternative 4	w/o Connection	1,273	566	179	2,869	2,056	163
	w/ Connection	1,269	375	197	458	2,061	148
2033 Future Alternative 5A	w/o Connection	1,261	391	175	500	2,051	167
	w/ Connection	1,278	400	179	480	2,055	154
2033 Future Alternative 5B	w/o Connection	1,277	552	197	3,250	2,053	166
	w/ Connection	1,279	364	190	475	2,072	154
2033 Future Alternative 6	w/o Connection	1,266	394	238	766	2,048	162
	w/ Connection	1,281	358	166	303	2,064	154
2033 Future Alternative 7A	w/o Connection	1,272	387	161	591	2,052	167
	w/ Connection	1,285	401	165	539	2,061	154
2033 Future Alternative 7B	w/o Connection	1,268	465	143	1,893	2,060	166
	w/ Connection	1,271	383	180	521	2,062	154
2033 Future Alternative 8	w/o Connection	1,243	408	299	388	2,070	139
	w/ Connection	1,203	344	281	2,278	2,047	413
2033 Future Alternative 9	w/o Connection	1,261	489	208	1,775	2,059	170
	w/ Connection	1,261	373	162	507	2,065	145
2033 Future Alternative 10	w/o Connection	1,258	389	198	631	2,049	170
	w/ Connection	1,246	374	182	317	2,050	161

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 21: AM Peak Hour Maximum Queue Length Results – Bashford Lane (E-W Connection Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB 1,130 [1,130]	GW Memorial Pkwy SB 1,080 [735]	E Abingdon Dr NB 1,170 [1,170]	W Abingdon Dr SB 1,060 [620]	Bashford Ln EB 740 [740]	Bashford Ln WB 540 [540]
		AM Peak Hour Maximum Queue Length (ft)					
2033 Future Mitigated (MTS Baseline)	w/o Connection	5,328	187	229	99	302	308
	w/ Connection	3,323	80	312	99	347	272
2033 Future Alternative 1	w/o Connection	5,334	266	245	99	312	291
	w/ Connection	5,297	77	226	99	344	279
2033 Future Alternative 2	w/o Connection	5,328	181	241	99	285	293
	w/ Connection	3,186	74	272	88	338	274
2033 Future Alternative 3	w/o Connection	5,335	194	302	99	377	320
	w/ Connection	1,540	59	240	99	363	286
2033 Future Alternative 4	w/o Connection	5,335	263	218	99	315	297
	w/ Connection	5,257	77	247	99	338	279
2033 Future Alternative 5A	w/o Connection	5,320	133	229	99	366	281
	w/ Connection	3,971	67	227	99	418	290
2033 Future Alternative 5B	w/o Connection	5,302	166	326	99	360	315
	w/ Connection	2,990	60	272	99	404	284
2033 Future Alternative 6	w/o Connection	5,286	135	284	90	373	320
	w/ Connection	1,659	61	218	99	363	290
2033 Future Alternative 7A	w/o Connection	5,327	132	254	99	365	281
	w/ Connection	4,068	60	240	99	380	290
2033 Future Alternative 7B	w/o Connection	5,241	174	315	102	357	320
	w/ Connection	2,910	67	232	99	380	284
2033 Future Alternative 8	w/o Connection	5,340	23	293	99	260	220
	w/ Connection	5,328	356	2,311	73	273	396
2033 Future Alternative 9	w/o Connection	4,976	77	258	99	391	328
	w/ Connection	1,930	85	232	99	355	292
2033 Future Alternative 10	w/o Connection	5,003	69	193	99	390	330
	w/ Connection	1,622	85	212	99	386	280

Table 22: PM Peak Hour Maximum Queue Length Results – Slaters Lane (E-W Connection Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB 1,090 [360]	GW Memorial Pkwy SB 8,010* [8,010*]	E Abingdon Dr NB 1,120 [390]	W Abingdon Dr SB 830 [830]	Slaters Ln EB 865 [865]	Slaters Ln WB 560 [560]
		PM Peak Hour Maximum Queue Length (ft)					
2033 Future Mitigated (MTS Baseline)	w/o Connection	1,193	5,339	80	477	1,882	815
	w/ Connection	377	5,331	101	2,460	1,336	648
2033 Future Alternative 1	w/o Connection	1,187	5,330	84	522	883	801
	w/ Connection	900	5,340	112	412	884	801
2033 Future Alternative 2	w/o Connection	985	5,323	72	1,536	1,950	783
	w/ Connection	235	5,335	107	1,550	1,476	670
2033 Future Alternative 3	w/o Connection	1,120	5,341	60	3,647	1,586	806
	w/ Connection	744	5,331	107	1,695	763	577
2033 Future Alternative 4	w/o Connection	1,191	5,336	74	572	853	816
	w/ Connection	1,130	5,344	103	386	923	819
2033 Future Alternative 5A	w/o Connection	1,258	5,338	64	1,520	849	797
	w/ Connection	1,203	5,342	113	1,565	770	579
2033 Future Alternative 5B	w/o Connection	1,129	5,335	72	4,378	855	808
	w/ Connection	751	5,339	109	2,454	759	584
2033 Future Alternative 6	w/o Connection	1,128	5,333	70	2,488	1,609	813
	w/ Connection	665	5,335	107	3,435	812	566
2033 Future Alternative 7A	w/o Connection	1,253	5,341	77	1,569	769	777
	w/ Connection	1,122	5,338	109	1,541	779	545
2033 Future Alternative 7B	w/o Connection	1,131	5,342	64	3,451	848	780
	w/ Connection	920	5,332	107	1,609	736	570
2033 Future Alternative 8	w/o Connection	1,086	5,337	83	1,401	530	806
	w/ Connection	242	5,340	89	529	478	434
2033 Future Alternative 9	w/o Connection	1,112	5,333	86	3,408	902	737
	w/ Connection	235	5,331	92	1,583	700	484
2033 Future Alternative 10	w/o Connection	1,094	5,328	82	1,695	733	735
	w/ Connection	229	5,328	102	782	556	440

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 23: PM Peak Hour Maximum Queue Length Results – Bashford Lane (E-W Connection Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB 1,130 [1,130]	GW Memorial Pkwy SB 1,080 [735]	E Abingdon Dr NB 1,170 [1,170]	W Abingdon Dr SB 1,060 [620]	Bashford Ln EB 740 [740]	Bashford Ln WB 540 [540]
		PM Peak Hour Maximum Queue Length (ft)					
2033 Future Mitigated (MTS Baseline)	w/o Connection	626	169	129	112	154	315
	w/ Connection	632	174	164	151	142	247
2033 Future Alternative 1	w/o Connection	531	163	126	111	154	315
	w/ Connection	634	185	168	156	142	257
2033 Future Alternative 2	w/o Connection	491	159	130	116	155	315
	w/ Connection	664	132	165	148	142	242
2033 Future Alternative 3	w/o Connection	560	150	171	110	172	303
	w/ Connection	518	154	166	163	158	253
2033 Future Alternative 4	w/o Connection	543	159	126	125	154	315
	w/ Connection	711	215	153	164	142	247
2033 Future Alternative 5A	w/o Connection	699	92	169	100	173	303
	w/ Connection	532	162	186	137	156	257
2033 Future Alternative 5B	w/o Connection	565	143	170	113	172	303
	w/ Connection	535	143	171	138	161	253
2033 Future Alternative 6	w/o Connection	585	159	172	119	173	309
	w/ Connection	556	203	166	156	158	250
2033 Future Alternative 7A	w/o Connection	681	81	167	108	173	310
	w/ Connection	539	219	171	130	156	257
2033 Future Alternative 7B	w/o Connection	551	143	171	104	173	303
	w/ Connection	533	218	166	136	158	250
2033 Future Alternative 8	w/o Connection	455	243	136	114	136	295
	w/ Connection	1,229	165	126	184	135	231
2033 Future Alternative 9	w/o Connection	502	196	152	117	148	250
	w/ Connection	814	177	126	156	141	204
2033 Future Alternative 10	w/o Connection	422	204	139	114	144	249
	w/ Connection	847	185	141	126	144	225

Additional Pedestrian Crosswalk Analysis

As part of the VISSIM analysis, a potential new pedestrian crossing on the north leg of the Slaters Lane and GW Memorial Parkway/W Abingdon Drive/E Abingdon Drive was analyzed for the preferred alternative (Alternative 10). The potential new crosswalk would be in addition to the crosswalk already present on the south leg of the intersection. The objective of this analysis was to determine the scale of impacts to vehicular operations if the potential crossing were to be added.

The analysis of the new crosswalk found it would result in greater vehicle delay, longer travel times, and longer queue lengths, even when utilizing a multi-stage pedestrian crossing pattern. Further, construction of the crosswalk would involve impacts to trees in the green spaces adjacent to GW Memorial Parkway (see Slaters Lane and Bashford Lane Potential Areas of Impact Figure in the Technical Attachments). For these reasons, at this time, a new crosswalk on the north side of the Slaters Lane intersection is not recommended. If the crosswalk is later pursued, additional coordination would be required with NPS to evaluate impacts beyond those summarized here.

Analysis Assumptions

Geometric and Operations Assumptions

For the purposes of this analysis, it was assumed that the potential new pedestrian crossing would mirror that already present on the south leg of the intersection. To be conservative, it was assumed that pedestrian volumes on the new crossing would be equal to those already using the southern crossing. This potential pedestrian crossing would require the cooperation and coordination of NPS.

Signal Timing Assumptions

The traffic signal phasing and timing schemes with inclusion of the new pedestrian crossing are similar to those already existing and those already proposed under the preferred alternative. The two traffic signal timing schemes that were analyzed as part of this additional analysis are:

- Crossing Pattern A: Pedestrian walk and flashing don't walk (FDW) times (7 seconds and 14 seconds, respectively) for the potential northern crossing were set equal to those on the existing southern crossing. Under this pattern, pedestrians can cross from the west side of W Abingdon Drive to the east side of E Abingdon Drive (or vice versa) in two (2) to three (3) cycles.
- Crossing Pattern B: Pedestrian walk and FDW times (7 seconds and 33 seconds, respectively) for both the potential northern crossing and the existing southern crossing were set such that pedestrians could safely cross from the west side of W Abingdon Drive to the east side of E Abingdon Drive (or vice versa) in one (1) to two (2) cycles.

The assumed signal phasing, which applies to both timing patterns, is provided in Figure 22.

The cycle length was not modified from the preferred alternative; however, signal timings were modified to account for the new pedestrian phase and optimized where possible. Signal timings and offsets at other intersections within the VISSIM network were optimized to account for the addition of the potential new crossing.



Figure 22: Slaters Lane Signal Phasing Schemes – Potential North Crossing

Additional Pedestrian Crosswalk Analysis Results

The preferred alternative (Alternative 10) was analyzed with and without the potential new northern pedestrian crossing using microsimulation (VISSIM) software to evaluate the impacts due to the addition. The Measures of Effectiveness (MOEs) used to evaluate the VISSIM results were the same as those used in the context of alternatives without the E-W Connection, including:

- **Vehicular Volumes:** This metric is used to help identify each alternative's ability to process volumes through the network, thus identifying issues relating to capacity.
- **Vehicular Delay:** This metric calculates the time spent by each vehicle in the network traveling below their desired speed.
- **Simulated Vehicular Travel Times:** This metric measures the time it takes a vehicle, on average, to traverse a given segment of the network.
- **Maximum queue Lengths:** This metric evaluates the maximum queue lengths observed on approaches to study intersections.

Detailed MOE tables for each alternative are provided in the Technical Attachments. VISSIM is a vehicular-focused software and the MOEs used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes.

It should be noted that construction of the crosswalk would involve impacts to trees in the green spaces adjacent to GW Memorial Parkway. Those impacts are summarized in the Slaters Lane and Bashford Lane Potential Areas of Impact Figure in the Technical Attachments.

Vehicular Volumes (Additional Pedestrian Crosswalk Analysis)

Vehicular volume results are used to help identify each alternatives' ability to process vehicular volumes on a macro and micro level. These results are expressed as the number of vehicles processed into network. Individual link vehicular volume throughput at each study intersection is provided in the Technical Attachments.

The number of vehicles processed at network entry points system-wide are presented for the preferred alternative (Alternative 10) with and without the potential crossing and under both patterns A and B. Results are presented for the preferred alternative both with and without the potential new connection. Vehicular volume results are summarized in Table 24 for the AM and PM peak hours. The percentage of vehicles processed compared to the input vehicles for the peak hour is also included for each alternative.

The analysis results show that the addition of a potential new pedestrian crossing on the north leg of the Slaters Lane and GW Memorial Parkway/W Abingdon Drive/E Abingdon Drive intersection would likely lead to an overall reduction in the number of vehicles processed by the network in both the AM and PM peak hours. The reduction is less pronounced when using Crossing Pattern A (3-6%), as compared to Crossing Pattern B (13-21%). The addition of the potential E/W Connection to the analysis scenario with a potential new pedestrian crossing on the north leg of the Slaters Lane and GW Memorial Parkway/W Abingdon Drive/E Abingdon Drive intersection has minimal impact to the number of vehicles processed. The reduction in vehicles processed is primarily due to the reallocation of green time to the westbound Slaters Lane approach to allow sufficient pedestrian crossing time and therefore away from the higher volume approaches eastbound on Slaters Lane and northbound and southbound on GW Memorial Parkway.

Table 24: Number of Vehicles Processed into Network (Pedestrian Crossing Comparison)

Alternative		AM Peak Hour		PM Peak Hour	
		Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)	Vehicles Processed (veh/hr)	Vehicles Processed as a Percentage of Input Vehicles (%)
2033 Future Alternative 10	Without Crossing	5,681	98%	6,251	93%
	Crossing Pattern A	5,356	92%	6,028	90%
	Crossing Pattern B	4,481	77%	5,341	80%
2033 Future Alternative 10 with E/W Connection	Without Crossing	5,709	97%	6,328	92%
	Crossing Pattern A	5,518	94%	6,079	89%
	Crossing Pattern B	4,682	79%	5,365	78%

Vehicular Delays (Additional Pedestrian Crosswalk Analysis)

Simulated vehicular delay results show the difference between the actual vehicle travel time due to stops at a signalized intersection (control delay) and is measured in seconds of delay per vehicle.

To provide a simple comparison of the delay experienced by drivers with the new signalized connection, Table 25 shows the total vehicular delays (in seconds per vehicle) for the study area for the AM and PM peak hour. The total vehicular delay for alternatives without the new E-W Connection show the sum overall intersection delays for the intersections at Slaters Lane and Bashford Lane only. The total vehicular delay for alternatives with the new E-W Connection show the sum of overall intersection delays for the intersections at Slaters Lane and Bashford Lane, as well as the new E-W Connection. The detailed vehicular delay results, including individual intersection and approach delays, are included in the Technical Attachments.

Overall, the vehicular delay results show that delays increased in the AM peak hour and PM peak hour for each alternative with the addition of the new pedestrian crossing, compared to the same alternative without the crossing.

In the AM peak hour, the increase in total intersection delay was greater when the E-W Connection was present than in the base scenario without the connection. The opposite was true in the PM peak hour.

Table 25: AM and PM Peak Hour Total Vehicular Delay Results (Pedestrian Crossing Comparison)

Alternative		Total Vehicular Delay	
		AM Peak Hour (s/veh)	PM Peak Hour (s/veh)
2033 Future Alternative 10	Without Crossing	148.0	178.8
	Crossing Pattern A	156.4	200.5
	Crossing Pattern B	224.1	405.2
2033 Future Alternative 10 with E/W Connection	Without Crossing	101.8	200.3
	Crossing Pattern A	128.1	220.9
	Crossing Pattern B	204.8	434.8

Simulated Vehicular Travel Times (Additional Pedestrian Crosswalk Analysis)

Vehicular travel time is the amount of time it takes for a vehicle to travel from point A to point B. It is a direct reflection of motorist experience. Therefore, it is a critical and effective measure when evaluating and comparing the conceptual alternatives. The same four (4) travel time segments were analyzed as those in the overall analysis efforts (as shown in Figure 18):

- Northbound GW Memorial Parkway north of Bashford Lane to north of Slaters Lane
- Southbound GW Memorial Parkway south of Slaters Lane to south of Bashford Lane
- Northbound E Abingdon Drive north of Bashford Lane to north of Slaters Lane
- Southbound W Abingdon Drive south of Slaters Lane to south of Bashford Lane

Simulated travel time results for the four (4) vehicular travel time measurement segments that were analyzed using VISSIM in for Alternative 10, with and without the potential pedestrian crossing, and with and without the new connection, are shown in Table 26 for the AM peak hour and Table 27 for the PM peak hour. The travel time results are reported in terms of the average travel time for each segment, as well as a volume-weighted average travel time across all four (4) segments for an overall comparison.

Findings show that the volume-weighted average travel time increased across all scenarios with the addition of the potential pedestrian crossing at Slaters Lane. A reduction in green time allocated to GW Memorial Parkway is needed to accommodate the new crossing, which results in greater delay and longer travel times for vehicles on GW Memorial Parkway and E/W Abingdon Drive. Like the vehicular volume and delay results discussed above, the impact is greater under crossing pattern B.

Table 26: AM Peak Hour Travel Time Results (Pedestrian Crossing Comparison)

Alternative		AM Peak Hour Average Travel Time (s)				
		GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	Volume-Weighted Average
2033 Future Alternative 10	Without Crossing	100.2	29.0	40.5	50.0	71.9
	Crossing Pattern A	110.2	29.7	38.4	53.1	76.9
	Crossing Pattern B	196.2	33.0	55.3	51.7	110.8
2033 Future Alternative 10 with E/W Connection	Without Crossing	69.4	28.4	43.0	58.9	54.4
	Crossing Pattern A	84.9	28.8	42.1	60.1	62.8
	Crossing Pattern B	156.3	29.5	46.2	60.1	90.1

Table 27: PM Peak Hour Travel Time Results (Pedestrian Crossing Comparison)

Alternative		PM Peak Hour Average Travel Time (s)				
		GW Memorial Parkway NB	GW Memorial Parkway SB	E Abingdon Drive NB	W Abingdon Dr SB	Volume-Weighted Average
2033 Future Alternative 10	Without Crossing	83.3	42.1	43.6	37.9	55.4
	Crossing Pattern A	111.1	34.3	46.2	34.2	61.0
	Crossing Pattern B	244.1	33.2	67.8	34.4	108.5
2033 Future Alternative 10 with E/W Connection	Without Crossing	139.2	34.9	46.3	38.2	70.3
	Crossing Pattern A	144.6	35.3	45.9	39.5	73.7
	Crossing Pattern B	242.9	29.8	61.6	34.7	106.4

Maximum Queue Length (Additional Pedestrian Crosswalk Analysis)

The maximum queue length is the maximum observed distance from the stop bar to the back of queue or to the next upstream study intersection.

AM Peak Hour

The average maximum queue length for five (5) simulation runs at each approach of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the potential pedestrian crossing, and with and without the new connection, is shown in Table 20 for the AM peak hour. The average maximum queue length for five (5) simulation runs at each approach of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection, with and without the potential pedestrian crossing, and with and without the new connection, is shown in Table 28 for the AM peak hour.

The maximum queue lengths for the northbound and southbound approaches of the Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection generally increased on the GW Memorial Parkway and decreased on E and W Abingdon Drive. The most notable impact in the AM peak hour was to the eastbound approach on Slaters Lane due to the additional green time given to side street approaches to accommodate the proposed pedestrian crossing.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection (Table 29) are similar across all analyzed alternatives in the AM peak hour, with the exception of the northbound approach on GW Memorial Parkway when the E-W Connection is present. In those scenarios, the queue became longer with the addition of the pedestrian crossing.

In the case of the PM peak hour (Table 30), for the northbound approach on the GW Memorial Parkway, an increase in maximum queue length was shown in all alternatives, but with varying magnitudes. In some alternatives, there was an increase in the maximum queue length for the southbound approach on W Abingdon Drive. As was the case in the AM peak hour, the Slaters Lane approaches experienced decreased queue lengths when the new pedestrian crossing was added due to the additional green time given to side street approaches to accommodate the proposed crossing.

The maximum queue lengths for all approaches of the Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive intersection (Table 31) are similar across all analyzed alternatives in the PM peak hour, with the exception of the northbound approach on GW Memorial Parkway. The queue on that approach increased particularly when the pedestrian crossing using the crossing pattern B was added.

Table 28: AM Peak Hour Maximum Queue Length Results – Slaters Lane (Pedestrian Crossing Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft)					
		[Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
		1,090 [360]	8,010* [8,010*]	1,120 [390]	830 [830]	865 [865]	560 [560]
		AM Peak Hour Maximum Queue Length (ft)					
2033 Future Alternative 10	Without Crossing	1,246	374	182	617	2,050	161
	Crossing Pattern A	1,270	369	150	424	2,064	168
	Crossing Pattern B	1,255	513	258	482	1,521	165
2033 Future Alternative 10 with E/W Connection	Without Crossing	1,246	374	182	617	2,050	161
	Crossing Pattern A	1,283	354	152	333	2,060	156
	Crossing Pattern B	1,252	501	253	541	1,467	144

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 29: AM Peak Hour Maximum Queue Length Results – Bashford Lane (Pedestrian Crossing Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft)					
		[Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
		1,130 [1,130]	1,080 [735]	1,170 [1,170]	1,060 [620]	740 [740]	540 [540]
		AM Peak Hour Maximum Queue Length (ft)					
2033 Future Alternative 10	Without Crossing	5,004	69	193	99	390	329
	Crossing Pattern A	5,318	92	204	99	483	347
	Crossing Pattern B	5,331	147	182	99	407	342
2033 Future Alternative 10 with E/W Connection	Without Crossing	1,622	85	212	99	386	280
	Crossing Pattern A	2,415	107	269	99	445	309
	Crossing Pattern B	5,337	108	160	100	406	301

Table 30: PM Peak Hour Maximum Queue Length Results – Slaters Lane (Pedestrian Crossing Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
		1,090 [360]	8,010* [8,010*]	1,120 [390]	830 [830]	865 [865]	560 [560]
		PM Peak Hour Maximum Queue Length (ft)					
2033 Future Alternative 10	Without Crossing	1,094	5,328	82	1,695	733	735
	Crossing Pattern A	1,217	5,343	72	3,527	561	720
	Crossing Pattern B	1,261	5,342	93	2,611	541	431
2033 Future Alternative 10 with E/W Connection	Without Crossing	229	5,328	102	782	556	440
	Crossing Pattern A	723	5,344	103	2,604	555	382
	Crossing Pattern B	1,274	5,342	124	2,613	511	292

* GW Memorial Parkway has no signalized intersections north of Slaters Lane. The storage length provided in this table is the length of the link used in the VISSIM model. The actual storage length is theoretically longer.

Table 31: PM Peak Hour Maximum Queue Length Results – Bashford Lane (Pedestrian Crossing Comparison)

Alternative		Intersection Approach					
		Storage Length w/o Connection (ft) [Storage Length w/ Connection (ft)]					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
		1,130 [1,130]	1,080 [735]	1,170 [1,170]	1,060 [620]	740 [740]	540 [540]
		PM Peak Hour Maximum Queue Length (ft)					
2033 Future Alternative 10	Without Crossing	422	204	139	114	144	249
	Crossing Pattern A	508	79	190	105	174	303
	Crossing Pattern B	4,490	50	166	100	174	303
2033 Future Alternative 10 with E/W Connection	Without Crossing	847	185	141	126	144	225
	Crossing Pattern A	826	158	137	126	144	226
	Crossing Pattern B	4,700	73	212	100	178	609

Conclusions and Recommendations

This memorandum presented the findings of a microsimulation (VISSIM) traffic analysis for the proposed redevelopment of the Potomac River Generating Station (PRGS) site. The purpose of this memorandum was to present the findings of microsimulation (VISSIM) analysis that evaluate numerous conceptual alternatives for the intersections of Slaters Lane and Bashford Lane with the GW Memorial Parkway aimed at ameliorating the traffic impacts to vehicular modes generated by the proposed site, with the goal of identifying preferred alternatives which will be further studied as part of the Feasibility Study described in the project's Coordinated Development District (CDD) Condition 37.

Thirteen (13) conceptual alternatives were analyzed as part of this memorandum. The conceptual alternatives include baseline mitigations identified as part of the PRGS CDD MTS, improvements identified by the City for exploration, and additional improvements identified by Gorove Slade throughout the conceptual alternative development and analysis. Of the alternatives, Alternative 10 is preferred and recommended for implementation and further study. Under existing conditions, there are two (2) southbound approach lanes on W Abingdon Drive at Slaters Lane. The preferred alternative includes an additional right-turn pocket, expanding the approach to three (3) total lanes. The modified approach cannot be accommodated within the existing curb-to-curb on W Abingdon Drive without substandard lane widths; therefore, slight modifications to the curb on W Abingdon (totaling approximately 4 feet) would be required in order to provide 11-foot lanes. These modifications will require NPS review and approval. Alternative 10 presents unique vehicular operational advantages by separating movements on W Abingdon Drive at Slaters Lane. Southbound right-turning vehicles would benefit from a new overlap phase and a dedicated approach lane. Southbound left-turning vehicles would gain more queue space as a result of using a dedicated lane. Vehicles continuing thru on W Abingdon Drive would benefit because the proposed configuration allows them to bypass the southbound left-turning queue. For these reasons, and in conjunction with all improvements recommended as part of the alternative, Alternative 10 processes greater traffic volume than that processed under 2033 Background conditions in both the AM and PM peak hours, and exhibited vehicular delay, maximum queues, and travel times comparable to background conditions.

VISSIM is a vehicular-focused software and the metrics used to evaluate each alternative focus on the optimization of vehicular operations, rather than evaluating the positive and/or negative impacts to non-auto modes. It is important that implementation of each component of the recommended alternative weighs both the findings of this analysis and non-auto considerations to ensure they are advantageous from a multimodal standpoint.

The improvements included in the preferred alternative are provided below:

- **2033 Future Alternative 10:**
 - Additional eastbound receiving lane on Bashford Lane
 - Lane configuration modifications on Bashford Lane
 - Turn restrictions at Slaters Lane and Bashford Lane intersections to consolidate turning movements
 - Phasing modifications at Slaters Lane (see Modified Proposed Phasing schemes in Figure 17)
 - Added southbound right-turn lane pocket on W Abingdon Drive at Slaters Lane
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.
 - Extend two lanes of storage on W Abingdon Drive between Slaters Lane and GW Memorial Parkway
 - Modified cycle length of the Slaters Lane and Bashford Lane intersections
 - Modified traffic signal timings at Slaters Lane and Bashford Lane to optimize eastbound and westbound movements and reduce conflict between turning vehicles and pedestrians (see Modified Proposed Phasing schemes in Figure 17)

- Install additional advanced warning signage along southbound GW Memorial Parkway to inform drivers of the W Abingdon Drive ramp to Slaters Lane and Bashford Lane and reduce late lane changes
- Reconfigure the southbound approach of W Abingdon Drive at Slaters Lane to provide one (1) left-turn lane, one (1) thru lane, and one (1) right-turn lane pocket.
 - Implementation of this improvement would not be feasible within the existing curb-to-curb limits of W Abingdon Drive and would therefore require slight modifications to existing curb to accommodate the additional right-turn lane pocket.

When all alternatives are re-analyzed with the inclusion of the potential new E-W connection, it was found that the new connection may provide some minor advantages to vehicular delay, travel times, and queuing, particularly in the AM peak hour, with slight disadvantages in the PM peak hour. The potential new E-W Connection (in conjunction with the improvements included in preferred Alternative 10) will be further studied once future DSUPs are submitted in Phase 2. This potential connection would require the review and approval of NPS and other property owners.

The analysis of the new crosswalk found it would result in greater vehicle delay, longer travel times, and longer queue lengths, even when utilizing a multi-stage pedestrian crossing pattern. Further, construction of the crosswalk would involve impacts to trees in the green spaces adjacent to GW Memorial Parkway (see Slaters Lane and Bashford Lane Potential Areas of Impact Figure in the Technical Attachments). For these reasons, at this time, a new crosswalk on the north side of the Slaters Lane intersection is not recommended. If the crosswalk is later pursued, additional coordination would be required with NPS to evaluate impacts beyond those summarized here.

This memorandum recommends that the preferred alternative identified as part of this analysis (Alternative 10) be studied further in the future as the PRGS site develops. The underlying assumptions for the trip generation for the PRGS redevelopment were based on a conservative development program, which is subject to change as part of future DSUPs and may result in fewer vehicular trips, and pre-COVID-19 pandemic data, and likely are not fully representative of current or future driver behavior and traveler decisions (e.g., remote work, dispersion of arrival trip patterns across peak periods). Additionally, the improvements identified based on this analysis would not be implemented until Phase 2 of the PRGS redevelopment, at which point assumptions could be refined with respect the proposed development program and shifts in commuting patterns in the study area. The site trip generation calculations were based on the most conservative (60% commercial/40% residential) development option for the PRGS site, which is subject to change as development progresses.

As part of the future Phase 2 study, the analysis should weigh the advantages and disadvantages of the preferred alternative and the potential E-W Connection from both a vehicular mode and non-vehicular mode lens.

Technical Attachments

Appendix A – VISSIM Analysis Scope

Appendix B – VISSIM Calibration Memorandum (August 2022)

Appendix C – VISSIM Analysis Results – Entry Link Volumes

Appendix D – VISSIM Analysis Results – Vehicular Delays

Appendix E – VISSIM Analysis Results – Vehicular Travel Times

Appendix F – VISSIM Analysis Results – Vehicular Queues

Appendix G – Slaters Lane and Bashford Lane Potential Areas of Impact Figure

A. VISSIM Analysis Scope

**Potomac River Generating Station (PRGS) Redevelopment
VISSIM Scoping**

1. The VISSIM model will be used to analyze the GW Memorial Parkway corridor, including the following signalized intersections:
 - 1) Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
 - 2) Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon DriveSignalized intersections adjacent to the study intersections listed above will also be coded in the VISSIM models, as shown in Figure 1. These intersections will be used for network metering purposes only; as such, no results will be reported at these locations.
2. The VISSIM model will be built in compliance with City of Alexandria guidelines and existing network characteristics. VISSIM 11.00-14 will be used.
3. The seeding period and number of simulation runs will be determined based on City of Alexandria guidelines and existing network characteristics. The simulation results will be based on an average of five (5) simulation runs will be included for each scenario. Each model run will be seeded for a 1-hour period and followed by a 1-hour simulation period.
4. We propose collecting weekday turning movement counts (including pedestrians), travel time data, and back of queue observations during Spring 2022 between 6:30-9:30 AM and 4:00-7:00 PM for the intersections within the study area. We will conduct counts on a “typical weekday” when Alexandria public schools and Congress are in session. Efforts will be made to avoid conducting counts when there is inclement weather.
5. The existing (Year 2022) conditions VISSIM model will be established by coding the vehicle inputs and routing decisions using the newly collected peak hour traffic volumes, as well as other resources available to Gorove Slade. The VISSIM analysis will be conducted based on the vehicle fleet for North America.
6. As part of the existing model calibration process, the following measures of effectiveness (MOEs) will be utilized to compare the model outputs with the field data:
 - Vehicular volumes (throughputs) at signalized intersections
 - Vehicular travel times along coded measurement segments, including:
 - a. NB GW Memorial Parkway north of Bashford Lane to north of Slaters Lane
 - b. SB GW Memorial Parkway south of Slaters Lane to south of Bashford Lane
 - c. NB E Abingdon Drive north of Bashford Lane to north of Slaters Lane
 - d. SB W Abingdon Drive south of Slaters Lane to south of Bashford Lane
 - Maximum queue length at signalized intersections

The field data, including the field-measured travel times, queue observations, and traffic volumes, will be used to calibrate the existing conditions VISSIM model based on the City of Alexandria guidelines as shown below:

VISSIM Calibration Thresholds

Criteria and Measures	Calibration Acceptance Targets
Modeled Link Volume (vehicles per hour)	Within ± 100 vph for < 700 vph Within $\pm 15\%$ for 700 vph to 2,700 vph Within ± 400 vph for $> 2,700$ vph Within $\pm 5\%$ of sum of all link counts
Modeled Travel Time (seconds)	Within $\pm 15\%$ of observed travel times
Modeled Queue Length (feet)	Within $\pm 30\%$ of observed queue lengths

7. Based on the analysis results, the following MOEs will be reported for each signalized intersection:
 - 1) Vehicular Volumes
 - 2) Maximum Queue Length
 - 3) Intersection Delay
 - 4) Vehicular Travel Times along coded segments
8. A document including the calibration process and results will be submitted to the City of Alexandria for review prior to beginning work on the future conditions models. Adjustments to the calibrated existing conditions model will be made based on the City's review. The document will include the following elements:
 - Overview of the study area characteristics
 - Overview of the existing conditions VISSIM model
 - Calibration criteria, procedure, and results
 - Justification that the model is sufficiently calibrated
 - Justification of any deviation from the calibration criteria
9. The City of Alexandria will provide comments on the calibrated VISSIM model within three (3) weeks of submission. If needed, Gorove Slade will address any comments and resubmit the calibrated VISSIM model and accompanying document within a week of receiving comments from the City.
10. Once the calibrated existing conditions model has been accepted by the City's review, the existing conditions' MOEs will be documented, and the model will be updated to analyze future scenarios including:
 - Future without Development (Year 2033)
 - Future with Development (Year 2033)
 - Future with Development (Year 2033) - Mitigated
 - Future with Development (Year 2033) - Mitigated with East-West Connection

As part of the mitigated conditions, we will also explore the following improvements:

- Providing a dedicated left-turn lane on W Abingdon Drive and E Abingdon Drive (lead-lag phasing operation)
- Extension of the two (2) lanes on W Abingdon Drive between GW Memorial Parkway and Slaters Lane
- Changes to maximum cycle length at Slaters Lane, Bashford Lane, and new East-West Connection

-
11. Traffic demand forecasting for all analyzed scenarios will be based on the assumptions included in the PRGS MTS, including inherent regional growth rates, background developments, and any planned network improvements.

The PRGS MTS was based on the preferred development option proposed by the applicant, which includes a total of up to 2.5 million GSF of development with a mix of office, arts, retail, residential, and hotel uses. However, the program is subject to change and the exact program for each development block will be determined as part of future DSUPs.

12. A document including the modeling/calibration approach and VISSIM analysis results for the existing and future scenarios will be submitted to the City of Alexandria. The document will outline the following:
- Previously mentioned items as part of the existing conditions VISSIM model development and calibration (see #8)
 - Overview of the future traffic patterns in the study area
 - Overview of the future demand development for different modes
 - The MOEs for the future scenarios
 - Description of any modification to the future traffic network including the improvements outlined in PRGS CDD MTS as well as required improvements based on the microsimulation analysis
13. The City of Alexandria will provide comments within four (4) weeks of final document submission. The model and corresponding documents will be adjusted as needed and will be finalized based on the City's review.



Figure 1: VISSIM Study Area

B. VISSIM Calibration Memorandum (August 2022)

TECHNICAL MEMORANDUM

To: Ryan Knight, P.E. City of Alexandria

From: Sasha Redmon
Adam Nodjomian, P.E.
Niraja Chandrapu, P.E., PTOE
Daniel Solomon, AICP
Daniel B. VanPelt, P.E., PTOE

Date: July 25, 2022 (revised August 19, 2022)

Subject: Potomac River Generating Station – VISSIM Model Calibration

The following memorandum outlines the assumptions and calibration parameters used to develop the VISSIM network for the Potomac River Generating Station (PRGS) Redevelopment in Alexandria, VA. Attached to this memorandum are copies of the calibrated VISSIM network files and the Measures of Effectiveness (MOEs). Per the agreed upon scope with the City, we are requesting that the City review the attached documents and provide feedback on the calibrated VISSIM network prior to development of the networks for future conditions. This memorandum has been revised to address comments from the City of Alexandria. Additional clarification was added to the discussion of model calibration. Namely, the reasoning for adjusting lane change distances and driver behaviors within the models was expanded. Also, further background on the inclusion of high occupancy vehicle (HOV) lanes within the models and routing of unmet demand were added to the memorandum.

Study Area Overview

The PRGS site is located in the Old Town North area of Alexandria, VA and is bounded by Slaters Lane to the north, E Abingdon Drive to the west, Norfolk Southern Corporation right-of-way to the south, and the Potomac River to the east. The study area of the analysis is the set of intersections where detailed capacity analyses will be performed for future scenarios. The following intersections were identified for inclusion in the existing VISSIM network, as shown in Figure 1. Additional intersections were included in the existing network for metering purposes and results will not be reported for these locations.

1. Slaters Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive
2. Bashford Lane and GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive

The set of intersections included are those intersections on GW Memorial Parkway most likely to have potential impacts or require changes to traffic operations to accommodate the PRGS Redevelopment. The scope of analysis was extensively discussed with and approved by the City.



Figure 1: Existing Study Area

Simulation Model Development

Gorove Slade used the existing geometry and turning movement volumes to create a VISSIM model that represents current operating conditions. The summary of VISSIM network inputs used for the existing model development is as follows:

- Roadway Geometry and Operations – Gorove Slade conducted field reviews to verify the current roadway geometry and operations, including the intersection lane configurations, storage lengths, and signal phasing, to match the current field conditions;
- Link Speed Distribution – The inputs for desired speed decisions were verified based on the posted speed limits along the corridor. Desired speed decisions were updated, where appropriate, during the calibration process, as noted in the Model Calibration section. The inputs for reduced speed areas for left turns and right turns were reviewed to be consistent with City of Alexandria and Virginia Department of Transportation (VDOT) guidelines;
- Traffic Volumes – In order to establish a calibrated model, turning movement volumes were used to develop a balanced network using system peak data during AM and PM peak periods. The AM system peak period is from 7:45AM to 8:45 AM and the PM system peak period is from 5:00PM to 6:00PM;
- Transit – DASH Line 34 travels through the study area and was therefore included in the model. Boarding and alighting data were provided by the City of Alexandria for the northbound and southbound routes of the line and are included in the Technical Appendix;
- Vehicle Composition – The North America vehicle fleet was used;
- Simulation Duration – Overall simulation duration was set to two (2) hours. Each model run is seeded for a 1-hour period and followed by a 1-hour analysis/recording period;
- Number of Simulation Runs – Ten (10) simulation runs were performed for the AM and PM peak periods, in accordance with City of Alexandria and VDOT guidelines;
- Simulation Resolution – The simulation results are based on a simulation resolution of ten (10) time steps per simulation second;
- Simulation Speed – The simulation results are based on a simulation speed of ten (10) simulation seconds per second; and
- Driver Behavior – Driver behavior parameters were updated, where appropriate, during the calibration process as noted in the Model Calibration section.

Model Calibration

Model calibration is the process of performing adjustments to the model to better simulate local driving behavior and operational performance. The calibration process typically compares field data (volumes, speed, travel time, queue length, etc.) to the simulation output so that the model represents actual traffic conditions in the study area. A model that is appropriately calibrated improves the model's ability to assess the future conditions of the study area. The calibration criteria were scoped and approved by the City. All reasonable efforts were made to calibrate the VISSIM models to the calibration criteria and targets. Travel time field measurements were conducted along both directions of GW Memorial Parkway, between Slaters Lane and Bashford Lane. The existing peak hour traffic volumes and travel time field measurements are attached.

Some model parameters were adjusted to reflect actual network performance and driver behaviors. The models were run with adjusted parameters and the outputs were examined against field measurements. To validate and calibrate the model, the driver behavior parameters were changed from their default values to the values defined in Table 1 during the AM and PM analysis.

Note that the new driver behavior parameters were applied on case-by-case basis to some of the model links to better replicate the drivers' lane change behavior and typical speed distribution. Lane change distances and driver behavior were modified on those links where, during initial stages of model calibration, simulated vehicles would not be in the proper lane to make a turning

maneuver before a decision point. Speed distributions were modified on those links where, during initial stages of model calibration, simulated travel times were not indicative of observed travel times under existing conditions. The locations with modifications, and the peak hour(s) which they apply to are as follows:

- SB input on GW Memorial Parkway:
 - o Vehicles which are present within the network under existing conditions but did not reach an intersection by the end of the data collection period, are not reflected in the collected traffic counts. To simulate the vehicles not captured in the turning movement traffic counts, an additional input was added to the northernmost link in the network to better represent existing conditions. Further detail of this modification is included in the subsequent section.
- NB approach of the E Abingdon Drive and Slaters Lane intersection:
 - o Modified lane change distance for the right-turn movement from the default of 656.2 feet to 1200 feet to give simulated vehicles more time to reach the proper lane (AM & PM).
- EB approach of the W Abingdon Drive and Slaters Lane intersection:
 - o Modified lane change distance for the right-turn and through movements from the default of 656.2 feet to 1200 feet to give simulated vehicles more time to reach the proper lane (AM & PM).
 - o Modified EB link from the default “urban (motorized)” driver behavior to the “urban (aggressive)” driver behavior to more accurately represent acceptable gaps sought by drivers when attempting to reach the proper lane and the cooperation between drivers to reach the proper lane at decision points (PM).
- EB volume balancing location between W Abingdon Drive and Portner Road/Potomac Greens Drive:
 - o Modified lane change distance for the right-turn movement from the default of 656.2 feet to 1200 feet to give simulated vehicles more time to reach the proper lane (AM & PM).
- E Abingdon Drive between the south and north ramps:
 - o Modified desired speed decision to 30 miles per hour (MPH) from the posted speed limit of 25 MPH to better align with observed vehicle speeds on that roadway (AM & PM)
- W Abingdon Drive between Slaters Lane and Bashford Lane:
 - o Created an area with reduced speed decisions to replicate speed reductions caused by adjacent parking spaces near the midpoint of the link (AM).
- GW Memorial Parkway between Bashford Lane and First Street:
 - o Modified desired speed decision to 25 miles per hour (MPH) from the posted speed limit of 30 MPH to better align with observed vehicle speeds on that segment (AM & PM).
- NB approach to the E Abingdon Drive ramp
 - o Modified lane change distance for the right-turn and through movements from the default of 656.2 feet to 1200 feet to give simulated vehicles more time to reach the proper lane (AM & PM).
- NB GW Memorial Parkway between the E Abingdon Drive ramp and First Street:
 - o Modified from the default “urban (motorized)” driver behavior to the “urban (aggressive)” driver behavior to more accurately represent acceptable gaps sought by drivers when attempting to reach the proper lane and the cooperation between drivers to reach the proper lane at decision points (AM & PM).
- GW Memorial Parkway south of First Street:
 - o Modified SB desired speed decision to 15 mile per hour (MPH) from the posted speed limit of 25 MPH to replicate downstream congestion and traffic signals (AM & PM).

- Modified NB link from the default “urban (motorized)” driver behavior to the “urban (aggressive)” driver behavior to more accurately represent acceptable gaps sought by drivers when attempting to reach the proper lane and the cooperation between drivers to reach the proper lane at decision points (AM & PM).

HOV Lanes

High occupancy vehicle (HOV) lanes were observed northbound on E Abingdon Drive and southbound on W Abingdon Drive. Inclusion of these lanes into the PRGS VISSIM model were considered, however, based on field observations, the restriction is largely ignored by motorists. Therefore, to be more representative of existing conditions, HOV lanes were omitted from the model.

Southbound Queuing on GW Memorial Parkway

An important component of model calibration is aligning simulated and observed vehicular queues within the study area. This section summarizes modifications made to model parameters to ensure travel patterns in the VISSIM model were more representative of those observed in the field.

As a result of using collected intersection turning movement traffic counts to develop volumes for the model, vehicles which are present within the network under existing conditions but did pass through an intersection by the end of the data collection period, are not reflected in the counts, and therefore not reflected in the model.

In the case of southbound traffic on GW Memorial Parkway, maximum queues observed in the field reach approximately the Four Mile Run bridge (1.3 miles to the north) in the PM peak hour. Initial runs of the VISSIM model using only turning movement traffic counts as the basis for vehicle inputs, generated significantly shorter queues of approximately 0.25 miles. This indicated that an input volume based solely on the number of vehicles reaching the study intersections would not comprehensively capture actual demand on the GW Memorial Parkway.

To simulate the vehicles not captured in the turning movement traffic counts, an additional input was added to the northernmost link in the network. The number of vehicles generated by this input was determined by comparing the observed maximum queue length to the queue length determined by an initial run of the VISSIM model with no modifications to traffic volumes. The difference in maximum queue lengths was then converted to an approximately equivalent number of vehicles based on an average 25-foot headway. The equivalent number of vehicles were then added to the simulation.

Because turning movement data could not be collected for the unmet demand on southbound GW Memorial Parkway, the distribution of turning maneuvers was unknown. If the additional volume were to be added according to the collected distribution, impacts would be observed in the volume processed at downstream intersections, thus resulting in an uncalibrated model. Therefore, additional volume which was added southbound on the GW Memorial Parkway was assumed to continue straight through the network.

The resulting travel patterns were more representative of the observed existing conditions, while still aligning with traffic volume calibration requirements.

Driving Behaviors

Default values for driving behaviors were largely used for each of the three (3) driving behaviors present in the model. The “urban (aggressive)” driving behavior was applied to those links listed previously in the Model Calibration section to better align lane change behavior with that observed in the field near major decision points.

Given the absence of traffic signals north of the project area, the roadway operates similarly to a freeway facility with limited access points and ramp connections. As a result, the “freeway (free lane selection)” driving behavior was applied to all links on GW Memorial Parkway north of Slaters Lane.

All other links were assigned the “urban (motorized) driving behavior”.

The parameters for all three driving behaviors employed in the model can be found in Table 1, Table 2, and Table 3 below. Included in the tables are comparisons to default and recommended values.

Table 1: Driving Behavior Parameters – Urban (motorized) Driving Behavior

Car Following and Lane Change Parameters	Default	Suggested Range ¹	Used in Analysis
Average Standstill Distance	6.56 ft	3.28 to 6.56 ft	6.56 ft
Additive Part of Safety Distance	2.0	2.0 to 2.2	2.0
Multiplic. Part of Safety Distance	3.0	2.8 to 3.3	3.0
Maximum Deceleration of Own Vehicle	-13.12 ft/s ²	--	-13.12 ft/s ²
Maximum Deceleration of Trailing Vehicle	-9.84 ft/s ²	--	-9.84 ft/s ²
Minimum Headway	1.64 ft	--	1.64 ft
Safety Distance Reduction Factor	0.60	--	0.60
Cooperative Lane Change – Maximum Speed Difference	N/A	N/A	N/A
Cooperative Lane Change – Maximum Collision Time	N/A	N/A	N/A

1. Based on VDOT VISSIM User Guide Version 2.0

Table 2: Driving Behavior Parameters – Urban (aggressive) Driving Behavior

Car Following and Lane Change Parameters	Default	Suggested Range ¹	Used in Analysis
Average Standstill Distance	6.56 ft	3.28 to 6.56 ft	6.56 ft
Additive Part of Safety Distance	2.0	2.0 to 2.2	2.0
Multiplic. Part of Safety Distance	3.0	2.8 to 3.3	2.8
Maximum Deceleration of Own Vehicle	-13.12 ft/s ²	--	-13.12 ft/s ²
Maximum Deceleration of Trailing Vehicle	-9.84 ft/s ²	--	-9.84 ft/s ²
Minimum Headway	1.64 ft	--	1.64 ft
Safety Distance Reduction Factor	0.60	--	0.60
Cooperative Lane Change – Maximum Speed Difference	6.71 mph	--	6.71 mph
Cooperative Lane Change – Maximum Collision Time	10.0 s	--	10.0 s

1. Based on VDOT VISSIM User Guide Version 2.0

Table 3: Driving Behavior Parameters – Freeway (free lane selection) Driving Behavior

Car Following and Lane Change Parameters	Default	Suggested Range ¹	Used in Analysis
Standstill Distance	4.92 ft	4.5 to 5.5 ft	4.92 ft
Headway Time	0.9 s	0.85 to 1.05 s	0.9 s
'Following' Variation	13.12 ft	6.56 to 22.97 ft	13.12 ft
Threshold for Entering 'Following'	-8.0	--	-8.0
Negative 'Following' Threshold	-0.35	--	-0.35
Positive 'Following' Threshold	0.35	--	0.35
Speed dependency of Oscillation	11.44	--	11.44
Oscillation Acceleration	0.82 ft/s ²	--	0.82 ft/s ²
Standstill Acceleration	11.48 ft/s ²	--	11.48 ft/s ²
Acceleration with 50 mph	4.92 ft/s ²	--	4.92 ft/s ²
Maximum Deceleration of Own Vehicle	-13.12 ft/s ²	--	-13.12 ft/s ²
Maximum Deceleration of Trailing Vehicle	-9.84 ft/s ²	--	-9.84 ft/s ²
Minimum Headway	1.64 ft	--	1.64 ft
Safety Distance Reduction Factor	0.60	--	0.60

1. Based on VDOT VISSIM User Guide Version 2.0

Calibration Criteria

Table 4 shows the summary of the VISSIM modeling calibration criteria and results. The VISSIM modeling calibration used in this analysis met the calibration acceptance targets in 100% of cases with respect to volume and travel time during the AM peak hour simulation and in approximately 96% of volume-based cases and 100% of travel time cases in the PM peak hour simulation. Calibration criteria for queueing were met for approximately 92% of cases in the AM and PM peak hours. City of Alexandria guidance states that calibration targets should be met in 100% of cases. Details for those movements where queue criteria were not met are discussed below Table 4. No vehicles were denied entry in any of the AM or PM simulation runs. Detailed calibration results are attached.

It should be noted that TOSAM guidance specifies a calibration target of 85% of cases for volume, travel time, and queue length parameters. Therefore, while calibration targets were not met in 100% of cases, all criteria were within the industry-accepted 85% range. Additionally, TOSAM states that maximum queue lengths should be calibrated using visual inspection and should prioritize “critical locations”. As a result, while queue length targets were not met in all cases, specific attention was given to major movements in the network and were compared visually to maximum queue lengths observed in the field.

Table 4: VISSIM Modeling Calibration Criteria and Results

Calibration Criterion ¹	Calibration Target ^{1,2}	Results	
		AM Peak	PM Peak
Modeled Link Volume (vehicles per hour)			
Within ± 100 vph for < 700 vph			
Within ± 15% for 700 vph to 2,700 vph	100% of cases	100%	95.8%
Within ± 400 vph for > 2,700 vph			
Within ± 5% of sum of all link counts	± 5%	- 1%	+ 9%
Modeled Travel Time (seconds)			
Within ± 15% of Observed Travel Times	100% of cases	100%	100%
Simulated Queue Length			
Within ± 30% of observed queue lengths	100% of cases	91.7%	91.7%

1. Based on City of Alexandria Transportation Planning Administrative Guidelines (June 2017)

2. VDOT TOSAM (2020) identifies calibration target of 85%

The following movements did not meet simulated queue length calibration targets in the AM peak hour:

- GW Memorial Parkway Southbound Through at Slaters Lane:
 - o No signalized intersections are present north of this approach. Therefore, traffic is not metered, and the simulation arrival patterns to the intersection cannot exactly replicate existing conditions.

The following movements did not meet simulated calibration targets in the PM peak hour:

- GW Memorial Parkway Southbound Through at Slaters Lane:
 - o As noted previously, the southbound queue on GW Memorial Parkway reaches a maximum length of approximately 1.3 miles. The simulated queue length was extended using the secondary volume addition discussed above. As a result, additional traffic volume traveled through the intersection resulting in the volume calibration target not being met.
- GW Memorial Parkway Southbound Through at Bashford Lane:
 - o As a result of the volume modifications at the north end of the network, additional traffic volume reaches the intersection resulting in longer queues than those observed in the field. For the same reason, the traffic volume calibration target was not met.

Calibration Results

The calibration and MOE results for the AM peak period are detailed in

Table 5, Table 6, and Table 7 for intersection volumes and delay, travel time measurements, and maximum queue lengths, respectively. The calibration and MOE results for the PM peak period are detailed in Table 8, Table 9, and Table 10 for intersection volumes and delay, travel time measurements, and maximum queue lengths, respectively.

All reasonable efforts were made as part of an iterative process to calibrate the VISSIM models to the calibration criteria and targets. The resulting models meet or exceed state and industry standards and meet or exceed calibration results from previous modeling efforts as part of the Old Town North Small Area Plan.

Table 5: AM Peak Conditions – Intersection Volumes and Delays

PRGS - Intersection Volumes and Delays Existing AM Peak Hour Conditions										
Intersection	Node	Movement	Input Volume (vph)	Simulated Volume (vph)	Delay (sec/veh)	Approach Delay (sec/veh)	Difference in Volumes (vph)	Percentage Difference in Volumes (%)	City Calibration Threshold for Vehicular Volumes	Satisfy Calibration Threshold for Vehicular Volumes?
Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	1	NBT	1869	1838	60.4	60.4	-31	-2%	15%	Y
		SBT	691	695	18.2	18.2	+4	1%	100	Y
		NBL (To WB Slaters Ln)	5	7	74.3	12.2	+2	40%	100	Y
		NBL (To NB GW Pkwy)	9	10	58.5		+1	11%	100	Y
		NBL (To SB GW Pkwy)	0	0	0.0		0	--	--	--
		NBL (To SB W Abingdon Dr)	0	0	0.0		0	--	--	--
		NBT	435	427	10.1		-8	-2%	100	Y
		NBR	19	17	8.3	31.4	-2	-11%	100	Y
		SBL (To EB Slaters Ln)	6	7	127.6		+1	17%	100	Y
		SBL (To NB GW Pkwy)	1	2	145.6		+1	100%	100	Y
		SBL (To SB GW Pkwy)	0	0	0.0		0	--	--	--
		SBL (To NB E Abingdon Dr)	0	0	0.0		0	--	--	--
		SBT	45	44	35.6	214.8	-1	-2%	100	Y
		SBR	358	357	28.2		-1	0%	100	Y
		EBL (To GW Pkwy)	670	643	214.3		-27	-4%	100	Y
		EBL (To E Abingdon Dr)	1	1	230.4		0	0%	100	Y
		EBT	15	15	235.8		0	0%	100	Y
		EBR (To GW Pkwy)	1	1	174.8	42.3	0	0%	100	Y
		EBR (To W Abingdon Dr)	4	6	205.0		+2	50%	100	Y
		WBL (To GW Pkwy)	9	8	48.9		-1	-11%	100	Y
		WBL (To W Abingdon Dr)	3	3	91.9		0	0%	100	Y
		WBT	18	17	53.7		-1	-6%	100	Y
		WBR (To GW Pkwy)	5	5	46.6	--	0	0%	100	Y
		WBR (To E Abingdon Dr)	11	11	4.3		0	0%	100	Y
			4175	4114	69.8		-61	-1%	400	Y
Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	2	NBT	1614	1614	57.8	57.8	0	0%	15%	Y
		SBT	704	704	15.9	15.9	0	0%	15%	Y
		NBL (WB Bashford Ln)	6	6	74.3	15.5	0	0%	100	Y
		NBL (To NB GW Pkwy)	17	15	72.0		-2	-12%	100	Y
		NBL (To SB GW Pkwy)	0	0	0.0		0	--	--	--
		NBL (To SB W Abingdon Dr)	0	0	0.0		0	--	--	--
		NBT	407	402	12.4	75.7	-5	-1%	100	Y
		NBR	5	6	8.7		+1	20%	100	Y
		SBL (EB Bashford Ln)	35	32	78.5		-3	-9%	100	Y
		SBL (To NB GW Pkwy)	11	9	83.1		-2	-18%	100	Y
		SBL (To SB GW Pkwy)	2	2	65.2		0	0%	100	Y
		SBL (To NB E Abingdon Dr)	0	0	0.0	54.4	0	--	--	--
		SBT	9	8	0.0		-1	-11%	100	Y
		SBR	6	5	3.9		-1	-17%	100	Y
		EBL (To GW Pkwy)	122	117	57.2		-5	-4%	100	Y
		EBL (To E Abingdon Dr)	0	0	0.0	49.8	0	--	--	--
		EBT	46	46	48.7		0	0%	100	Y
		EBR (To GW Pkwy)	3	5	41.1		+2	67%	100	Y
		EBR (To W Abingdon Dr)	0	0	0.0		0	--	--	--
		WBL (To GW Pkwy)	5	5	57.7		0	0%	100	Y
		WBL (To W Abingdon Dr)	1	1	65.2	--	0	0%	100	Y
		WBT	29	28	50.2		-1	-3%	100	Y
		WBR (To GW Pkwy)	105	105	51.7		0	0%	100	Y
		WBR (To E Abingdon Dr)	16	18	35.7		+2	13%	100	Y
			3143	3128	42.0		-15	0%	400	Y
Overall			7318	7242	--	--	-76	-1%	5%	Y

Source: VISSIM 11.00-14 Node Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

Table 6: AM Peak Conditions – Travel Time Measurements

PRGS - Travel Time Measurements AM Peak Hour Conditions					
Travel Time Segment Name	Field Measured Travel Time (sec)	Simulated Travel Time (sec)	Percentage Difference in Travel Times	City Calibration Threshold for Travel Times	Satisfy Calibration Threshold for Travel Times?
NB GW Memorial Parkway from Bashford Lane to Slaters Lane	76.0	86.3	14%	15%	YES
SB GW Memorial Parkway from Slaters Lane to Bashford Lane	36.2	41.6	15%	15%	YES
NB E Abingdon Drive from Bashford Lane to Slaters Lane	29.2	33.0	13%	15%	YES
SB W Abingdon Drive from Slaters Lane to Bashford Lane	65.6	59.1	-10%	15%	YES

Source: VISSIM 11.00-14 Travel Time Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

Table 7: AM Peak Conditions – Average of Maximum Queue Lengths

PRGS - Average of Maximum Queue Lengths AM Peak Hour Conditions									
Intersection	Queue Counter No.	Node	Approach	Field Measured Queue Length (ft)	Simulated Average of Maximum Queue Length (ft)	Difference in Maximum Queue Length (ft)	Percentage Difference in Maximum Queue Length	City Calibration Threshold for Maximum Queue Length	Satisfy City Calibration Threshold for Maximum Queue Length?
Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	3	1	NB - GW Memorial Parkway	1100	1276	+176	+16%	30%	Y
	1		SB - GW Memorial Parkway	550	300	-250	-45%	30%	N*
	6		NB - E Abingdon Drive	100	237	+137	+137%	Maximum Field Measured Queue < 125 ft	Y
	2		SB - W Abingdon Drive	375	429	+54	+14%	30%	Y
	16		EB	940	969	+29	+3%	30%	Y
	4		WB	100	96	-4	-4%	Maximum Field Measured Queue < 125 ft	Y
Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	11	2	NB - GW Memorial Parkway	1130	1140	+10	+1%	30%	Y
	9		SB - GW Memorial Parkway	250	257	+7	+3%	30%	Y
	12		NB - E Abingdon Drive	225	193	-32	-14%	30%	Y
	7		SB - W Abingdon Drive	75	103	+28	+37%	Maximum Field Measured Queue < 125 ft	Y
	10		EB	350	346	-4	-1%	125	Y
	13		WB	200	228	+28	+14%	125	Y

Source: VISSIM 11.00-14 Queue Counter Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

*Refer to the Calibration Criteria section for a discussion of components which did not satisfy calibration thresholds.

Table 8: PM Peak Conditions – Intersection Volumes and Delays

PRGS - Intersection Volumes and Delays Existing PM Peak Hour Conditions										
Intersection	Node	Movement	Input Volume (vph)	Simulated Volume (vph)	Delay (sec/veh)	Approach Delay (sec/veh)	Difference in Volumes (vph)	Percentage Difference in Volumes (%)	City Calibration Threshold for Vehicular Volumes	Satisfy Calibration Threshold for Vehicular Volumes?
Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	1	NBT	1153	1141	39.3	39.3	-12	-1%	15%	Y
		SBT	1494	1858	130.4	130.4	+364	24%	15%	N*
		NBL (To WB Slaters Ln)	20	22	56.5	36.4	+2	10%	100	Y
		NBL (To NB GW Pkwy)	1	1	57.0		0	0%	100	Y
		NBL (To SB GW Pkwy)	1	1	83.0		0	0%	100	Y
		NBL (To SB W Abingdon Dr)	1	1	64.1		0	0%	100	Y
		NBT	47	46	12.5		-1	-2%	100	Y
		NBR	10	10	5.5	111.3	0	0%	100	Y
		SBL (To EB Slaters Ln)	8	10	195.9		+2	25%	100	Y
		SBL (To NB GW Pkwy)	1	1	203.8		0	0%	100	Y
		SBL (To SB GW Pkwy)	0	0	0.0		0	--	--	--
		SBL (To NB E Abingdon Dr)	0	0	0.0		0	--	--	--
		SBT	436	431	113.1	57.0	-5	-1%	100	Y
		SBR	450	426	107.0		-24	-5%	100	Y
		EBL (To GW Pkwy)	491	490	56.6		-1	0%	100	Y
		EBL (To E Abingdon Dr)	0	0	0.0		0	--	--	--
		EBT	32	35	64.0		+3	9%	100	Y
		EBR (To GW Pkwy)	12	13	54.9	42.4	+1	8%	100	Y
		EBR (To W Abingdon Dr)	10	11	50.6		+1	10%	100	Y
		WBL (To GW Pkwy)	9	8	52.2		-1	-11%	100	Y
		WBL (To W Abingdon Dr)	1	1	116.7		0	0%	100	Y
		WBT	18	17	56.1		-1	-6%	100	Y
		WBR (To GW Pkwy)	1	1	42.4	42.4	0	0%	100	Y
		WBR (To E Abingdon Dr)	10	10	3.9		0	0%	100	Y
			4206	4534	92.2		--	+328	8%	400
Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	2	NBT	1037	1025	14.3	14.3	-12	-1%	15%	Y
		SBT	1517	1887	8.3	8.3	+370	24%	15%	N*
		NBL (WB Bashford Ln)	8	8	71.9	29.5	0	0%	100	Y
		NBL (To NB GW Pkwy)	11	11	30.1		0	0%	100	Y
		NBL (To SB GW Pkwy)	12	12	69.8		0	0%	100	Y
		NBL (To SB W Abingdon Dr)	0	0	0.0		0	--	--	--
		NBT	59	59	11.6		0	0%	100	Y
		NBR	13	14	3.7	8.9	+1	8%	100	Y
		SBL (EB Bashford Ln)	35	38	58.4		+3	9%	100	Y
		SBL (To NB GW Pkwy)	3	2	56.2		-1	-33%	100	Y
		SBL (To SB GW Pkwy)	2	2	48.4		0	0%	100	Y
		SBL (To NB E Abingdon Dr)	0	0	0.0		0	--	--	--
		SBT	329	318	2.8	35.0	-11	-3%	100	Y
		SBR	24	24	2.6		0	0%	100	Y
		EBL (To GW Pkwy)	22	20	37.5		-2	-9%	100	Y
		EBL (To E Abingdon Dr)	0	0	0.0		0	--	--	--
		EBT	67	68	36.2		+1	1%	100	Y
		EBR (To GW Pkwy)	4	4	35.0	37.4	0	0%	100	Y
		EBR (To W Abingdon Dr)	5	7	16.3		+2	40%	100	Y
		WBL (To GW Pkwy)	12	13	44.5		+1	8%	100	Y
		WBL (To W Abingdon Dr)	1	1	51.0		0	0%	100	Y
		WBT	43	43	39.9		0	0%	100	Y
		WBR (To GW Pkwy)	80	80	34.9	37.4	0	0%	100	Y
		WBR (To E Abingdon Dr)	11	13	36.2		+2	18%	100	Y
				3295	3649	12.4	--	+354	11%	400
		Overall	7501	8173	--	--	+672	9%	5%	N*

Source: VISSIM 11.00-14 Node Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

*Refer to the Calibration Criteria section for a discussion of components which did not satisfy calibration thresholds.

Table 9: PM Peak Conditions – Travel Time Measurements

PRGS - Travel Time Measurements PM Peak Hour Conditions					
Travel Time Segment Name	Field Measured Travel Time (sec)	Simulated Travel Time (sec)	Percentage Difference in Travel Times	City Calibration Threshold for Travel Times	Satisfy Calibration Threshold for Travel Times?
NB GW Memorial Parkway from Bashford Lane to Slaters Lane	82.2	72.0	-12%	15%	YES
SB GW Memorial Parkway from Slaters Lane to Bashford Lane	37.3	34.4	-8%	15%	YES
NB E Abingdon Drive from Bashford Lane to Slaters Lane	42.8	38.7	-10%	15%	YES
SB W Abingdon Drive from Slaters Lane to Bashford Lane	30.7	35.0	14%	15%	YES

Source: VISSIM 11.00-14 Travel Time Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

Table 10: PM Peak Conditions – Average of Maximum Queue Lengths

PRGS - Average of Maximum Queue Lengths PM Peak Hour Conditions									
Intersection	Queue Counter No.	Node	Approach	Field Measured Queue Length (ft)	Simulated Average of Maximum Queue Length (ft)	Difference in Maximum Queue Length (ft)	Percentage Difference in Maximum Queue Length	City Calibration Threshold for Maximum Queue Length	Satisfy City Calibration Threshold for Maximum Queue Length?
Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	3	1	NB - GW Memorial Parkway	625	614	-11	-2%	30%	Y
	1		SB - GW Memorial Parkway	6600	4803	-1797	-27%	30%	Y
	6		NB - E Abingdon Drive	75	60	-15	-20%	Maximum Field Measured Queue < 125 ft	Y
	2		SB - W Abingdon Drive	375	473	+98	+26%	30%	Y
	16		EB	325	390	+65	+20%	30%	Y
	4		WB	75	96	+21	+28%	Maximum Field Measured Queue < 125 ft	Y
Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	11	2	NB - GW Memorial Parkway	575	445	-130	-23%	30%	Y
	9		SB - GW Memorial Parkway	150	320	+170	+113%	30%	N*
	12		NB - E Abingdon Drive	75	71	-4	-5%	Maximum Field Measured Queue < 125 ft	Y
	7		SB - W Abingdon Drive	75	113	+38	+51%	Maximum Field Measured Queue < 125 ft	Y
	10		EB	125	136	+11	+9%	125	Y
	13		WB	225	212	-13	-6%	125	Y

Source: VISSIM 11.00-14 Queue Counter Evaluation. Compiled by Gorove Slade based on average of 10 VISSIM model runs.

*Refer to the Calibration Criteria section for a discussion of components which did not satisfy calibration thresholds.

C. VISSIM Analysis Results – Entry Link Volumes

Existing AM (2022)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	715	710	-5	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	1,101	1091	-10	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	1,913	1901	-12	-1%
1004059059	4	1004	Powhatan St (North)	59	59	120	119	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	56	56	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008046046	8	1008	N Royal St	46	46	156	156	0	0%
1009020020	9	1009	Marina Towers	20	20	46	44	-2	-4%
1010055055	10	1010	First St (East)	55	55	108	108	0	0%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	19	16	-3	-16%
1020114114	20	1020	2nd St (East) - Balancing	114	114	51	48	-3	-6%

Total	4742	4700	-42	-0.9%
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Existing PM (2022)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	605	602	-3	0%
1002026026	2	1002	GW Pkwy (North)	26	26	2,396	2740	+344	14%
1003052052	3	1003	GW Pkwy (South)	52	52	1,023	1022	-1	0%
1004059059	4	1004	Powhatan St (North)	59	59	266	265	-1	0%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	55	55	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008046046	8	1008	N Royal St	46	46	147	148	+1	1%
1009020020	9	1009	Marina Towers	20	20	39	37	-2	-5%
1010055055	10	1010	First St (East)	55	55	126	126	0	0%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	20	20	0	0%
1020114114	20	1020	2nd St (East) - Balancing	114	114	21	20	-1	-5%

Total	4991	5323	332	6.7%
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Future Background AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	808	682	-126	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,232	1218	-14	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,028	2018	-10	0%
1004059059	4	1004	Powhatan St (North)	59	59	129	128	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008046046	8	1008	N Royal St	46	46	170	170	0	0%
1009020020	9	1009	Marina Towers	20	20	49	47	-2	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5136	4969	-167	-3.3%
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Future Background PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	727	722	-5	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	3,048	2584	-464	-15%
1003052052	3	1003	GW Pkwy (South)	52	52	1,119	1085	-34	-3%
1004059059	4	1004	Powhatan St (North)	59	59	273	269	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008046046	8	1008	N Royal St	46	46	151	151	0	0%
1009020020	9	1009	Marina Towers	20	20	6	6	0	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	5859	5345	-514	-8.8%
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Total Future AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	612	-333	-35%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	900	-446	-33%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5012	-811	-13.9%
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Total Future PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	757	-41	-5%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2576	-529	-17%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	213	-145	-41%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	5990	-727	-10.8%
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Future Mitigated AM (2033) - MTS Baseline

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	705	-240	-25%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1752	-412	-19%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5133	-690	-11.8%
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Future Mitigated PM (2033) - MTS Baseline

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2505	-600	-19%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	336	-22	-6%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6082	-635	-9.5%
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Alternative 1 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	752	-193	-20%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1739	-425	-20%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5167	-656	-11.3%
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Alternative 1 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2445	-660	-21%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	445	-2	0%
1009007007	9	1009	Marina Towers	7	7	358	310	-48	-13%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	5995	-722	-10.7%
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Alternative 2 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	703	-242	-26%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1752	-412	-19%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5131	-692	-11.9%
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Alternative 2 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	787	-11	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2672	-433	-14%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	335	-23	-6%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6238	-479	-7.1%
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Alternative 3 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	804	-141	-15%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2106	-58	-3%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5586	-237	-4.1%
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Alternative 3 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	771	-27	-3%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2519	-586	-19%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	447	0	0%
1009007007	9	1009	Marina Towers	7	7	358	334	-24	-7%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6069	-648	-9.6%
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Alternative 4 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	754	-191	-20%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1742	-422	-20%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5172	-651	-11.2%
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Alternative 4 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2453	-652	-21%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	445	-2	0%
1009007007	9	1009	Marina Towers	7	7	358	316	-42	-12%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6008	-709	-10.6%
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Alternative 5A AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	777	-168	-18%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1963	-201	-9%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5416	-407	-7.0%
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Alternative 5A PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2407	-698	-22%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	346	-12	-3%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	5994	-723	-10.8%
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Alternative 5B AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	812	-133	-14%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2124	-40	-2%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5612	-211	-3.6%
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Alternative 5B PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2521	-584	-19%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	356	-2	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6118	-599	-8.9%
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Alternative 6 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	795	-150	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2122	-42	-2%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5593	-230	-3.9%
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Alternative 6 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	792	-6	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2631	-474	-15%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	447	0	0%
1009007007	9	1009	Marina Towers	7	7	358	340	-18	-5%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6208	-509	-7.6%
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Alternative 7A AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	776	-169	-18%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1956	-208	-10%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5408	-415	-7.1%
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Alternative 7A PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2421	-684	-22%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	342	-16	-4%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6004	-713	-10.6%
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Alternative 7B AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	819	-126	-13%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2126	-38	-2%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5621	-202	-3.5%
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Alternative 7B PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	798	0	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2616	-489	-16%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	357	-1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6215	-502	-7.5%
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Alternative 8 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	789	-156	-17%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1482	-682	-32%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	4947	-876	-15.0%
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Alternative 8 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2465	-640	-21%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	350	-8	-2%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6056	-661	-9.8%
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Alternative 9 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	843	-102	-11%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2148	-16	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5667	-156	-2.7%
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Alternative 9 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2603	-502	-16%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	447	0	0%
1009007007	9	1009	Marina Towers	7	7	358	354	-4	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6198	-519	-7.7%
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Alternative 10 AM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	855	-90	-10%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2149	-15	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5681	-142	-2.4%
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Alternative 10 PM (2033)

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2651	-454	-15%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	447	0	0%
1009007007	9	1009	Marina Towers	7	7	358	359	+1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6251	-466	-6.9%
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Future Mitigated AM (2033) - MTS Baseline - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	749	-196	-21%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5590	-243	-4.2%
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Future Mitigated PM (2033) - MTS Baseline - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	790	-8	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2735	-370	-12%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	274	-3	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6337	-393	-5.8%
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Alternative 1 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	805	-140	-15%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2108	-56	-3%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5601	-232	-4.0%
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Alternative 1 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2612	-493	-16%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	168	-109	-39%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6114	-616	-9.2%
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Alternative 2 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	758	-187	-20%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5599	-234	-4.0%
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Alternative 2 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	795	-3	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2780	-325	-10%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	267	-10	-4%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6380	-350	-5.2%
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Alternative 3 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	836	-109	-12%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5677	-156	-2.7%
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Alternative 3 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2651	-454	-15%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	272	-5	-2%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6257	-473	-7.0%
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Alternative 4 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	794	-151	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2105	-59	-3%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5587	-246	-4.2%
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Alternative 4 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2626	-479	-15%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	178	-99	-36%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6139	-591	-8.8%
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Alternative 5A AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	815	-130	-14%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5656	-177	-3.0%
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Alternative 5A PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2514	-591	-19%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	275	-2	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6123	-607	-9.0%
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Alternative 5B AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	861	-84	-9%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5702	-131	-2.2%
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Alternative 5B PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	795	-3	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2595	-510	-16%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	273	-4	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6201	-529	-7.9%
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Alternative 6 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	823	-122	-13%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5664	-169	-2.9%
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Alternative 6 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2709	-396	-13%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	275	-2	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6319	-411	-6.1%
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Alternative 7A AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	810	-135	-14%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5651	-182	-3.1%
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Alternative 7A PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2549	-556	-18%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	390	-1	0%
1009007007	9	1009	Marina Towers	7	7	277	275	-2	-1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6157	-573	-8.5%
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Alternative 7B AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	864	-81	-9%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5705	-128	-2.2%
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Alternative 7B PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2705	-400	-13%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	276	-1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6316	-414	-6.2%
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Alternative 8 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	603	-342	-36%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1269	-77	-6%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1683	-481	-22%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	329	-33	-9%
1009007007	9	1009	Marina Towers	7	7	97	85	-12	-12%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	163	-37	-19%
1012027027	12	1012	Portner Rd (South)	27	27	74	67	-7	-9%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	27	-18	-40%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	57	-11	-16%
1060010010	60	1060	New E-W Connection	10	10	65	40	-25	-38%

Total	5,833	4778	-1055	-18.1%
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Alternative 8 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	796	-2	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2459	-646	-21%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	276	-1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6069	-661	-9.8%
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Alternative 9 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	862	-83	-9%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	132	-2	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5703	-130	-2.2%
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Alternative 9 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	798	0	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2685	-420	-14%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	0	0%
1009007007	9	1009	Marina Towers	7	7	277	278	+1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6299	-431	-6.4%
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Alternative 10 AM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	869	-76	-8%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	362	361	-1	0%
1009007007	9	1009	Marina Towers	7	7	97	96	-1	-1%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	197	-3	-2%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,833	5709	-124	-2.1%
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Alternative 10 PM (2033) - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2715	-390	-13%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	391	391	+0	0%
1009007007	9	1009	Marina Towers	7	7	277	278	+1	0%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	150	149	-1	-1%

Total	6,730	6328	-402	-6.0%
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Alternative 10 AM (2033) - Crossing Pattern A

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	661	-284	-30%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2017	-147	-7%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	200	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5823	5356	-467	-8.0%
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Alternative 10 AM (2033) - Crossing Pattern B

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	937	-8	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	867	-1297	-60%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	387	0	0%
1009007007	9	1009	Marina Towers	7	7	127	122	-5	-4%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%

Total	5,823	4481	-1334	-23.0%
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Alternative 10 AM (2033) - Crossing Pattern A - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	698	-247	-26%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2153	-11	-1%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	361	-26	-7%
1009007007	9	1009	Marina Towers	7	7	127	96	-31	-24%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	177	-23	-12%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,888	5518	-370	-6.3%
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Alternative 10 AM (2033) - Crossing Pattern B - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	945	939	-6	-1%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1054	-1110	-51%
1004059059	4	1004	Powhatan St (North)	59	59	134	133	-1	-1%
1005058058	5	1005	Powhatan St (South)	58	58	100	100	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	64	63	-1	-2%
1007063063	7	1007	Bashford Ln (West)	63	63	10	10	0	0%
1008128128	8	1008	N Royal St	128	128	387	361	-26	-7%
1009007007	9	1009	Marina Towers	7	7	127	96	-31	-24%
1010055055	10	1010	First St (East)	55	55	114	111	-3	-3%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	200	199	-1	-1%
1012027027	12	1012	Portner Rd (South)	27	27	74	74	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	-	0	0	--
1014105105	14	1014	WB Bashford Ln Balancing	105	105	17	16	-1	-6%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	11	8	-3	-27%
1018117117	18	1018	NB Abingdon Balancing	117	117	45	44	-1	-2%
1019111111	19	1019	2nd St (West) - Balancing	111	111	17	15	-2	-12%
1020114114	20	1020	2nd St (East) - Balancing	114	114	68	66	-2	-3%
1060010010	60	1060	New E-W Connection	10	10	65	64	-1	-2%

Total	5,888	4682	-1205	-20.5%
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Alternative 10 PM (2033) - Crossing Pattern A

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2428	-677	-22%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	445	-2	0%
1009007007	9	1009	Marina Towers	7	7	358	360	+2	1%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	6028	-689	-10.3%
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Alternative 10 PM (2033) - Crossing Pattern B

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	1745	-1360	-44%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	446	-1	0%
1009007007	9	1009	Marina Towers	7	7	358	362	+4	1%
1010055055	10	1010	First St (East)	55	55	128	122	-6	-5%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%

Total	6717	5341	-1376	-20.5%
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Alternative 10 PM (2033) - Crossing Pattern A - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	797	-1	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	2467	-638	-21%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	390	-57	-13%
1009007007	9	1009	Marina Towers	7	7	358	278	-80	-22%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	146	149	+3	2%

Total	6,863	6079	-784	-11.4%
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Alternative 10 PM (2033) - Crossing Pattern B - with E-W Connection

<i>INDEX</i>	<i>Input Number</i>	<i>Node Number</i>	<i>Entry Point</i>	<i>From Link</i>	<i>To Link</i>	<i>Input Vehicular Volume (veh/hr)</i>	<i>Simulated Vehicular Volume (veh/hr)</i>	<i>Difference in Volumes (veh/hr)</i>	<i>Difference in Volumes (%)</i>
1001016016	1	1001	Slaters Ln (West)	16	16	798	798	0	0%
1002026026	2	1002	GW Pkwy (North)	26	26	3,105	1751	-1354	-44%
1003052052	3	1003	GW Pkwy (South)	52	52	1,179	1179	0	0%
1004059059	4	1004	Powhatan St (North)	59	59	295	291	-4	-1%
1005058058	5	1005	Powhatan St (South)	58	58	25	25	0	0%
1006056056	6	1006	Powhatan St (South)	56	56	60	60	0	0%
1007063063	7	1007	Bashford Ln (West)	63	63	18	18	0	0%
1008128128	8	1008	N Royal St	128	128	447	391	-56	-13%
1009007007	9	1009	Marina Towers	7	7	358	278	-80	-22%
1010055055	10	1010	First St (East)	55	55	128	129	+1	1%
1011029029	11	1011	Potomac Greens Dr (North)	29	29	164	164	0	0%
1012027027	12	1012	Portner Rd (South)	27	27	65	65	0	0%
1013103103	13	1013	EB Bashford Ln Balancing	103	103	2	0	-2	-100%
1014105105	14	1014	WB Bashford Ln Balancing	105	105	9	8	-1	-11%
1015109109	15	1015	EB Slaters Ln Balancing	109	109	-	0	0	--
1016107107	16	1016	WB Slaters Ln Balancing	107	107	-	0	0	--
1017115115	17	1017	SB Abingdon Balancing	115	115	-	0	0	--
1018117117	18	1018	NB Abingdon Balancing	117	117	10	8	-2	-20%
1019111111	19	1019	2nd St (West) - Balancing	111	111	16	12	-4	-25%
1020114114	20	1020	2nd St (East) - Balancing	114	114	38	39	+1	3%
1060142142	60	1060	New E-W Connection	142	142	146	149	+3	2%

Total	6,863	5365	-1498	-21.8%
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D. VISSIM Analysis Results – Vehicular Delays

Existing AM (2022)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1869	1836	-33	-2%	56.7	56.7
1004003	1				SBT	4	3	691	686	-5	-1%	17.6	17.6
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	5	6	+1	20%	78.2	11.6
1001005	1				NBL (To NB GW Pkwy)	1	5	9	10	+1	11%	58.4	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	435	431	-4	-1%	9.7	
1001021	1				NBR	1	21	19	15	-4	-21%	8.3	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	6	8	+2	33%	120.8	29.2
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	166.8	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	45	43	-2	-4%	34.9	
1009025	1				SBR	9	25	358	341	-17	-5%	26.0	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	670	647	-23	-3%	203.4	203.9
1024006	1				EBL (To E Abingdon Dr)	24	6	1	1	0	0%	215.0	
1024021	1				EBT	24	21	15	14	-1	-7%	231.4	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	216.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	4	5	+1	25%	189.6	45.7
1023003	1				WBL (To GW Pkwy)	23	3	9	8	-1	-11%	51.9	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	3	0	0%	128.7	
1023025	1				WBT	23	25	18	16	-2	-11%	53.4	
1023005	1				WBR (To GW Pkwy)	23	5	5	6	+1	20%	41.1	
1022006	1				WBR (To E Abingdon Dr)	22	6	11	10	-1	-9%	6.0	
1000000	1			Overall				4175	4088	-87	-2%	66.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1614	1610	-4	0%	47.7	47.7
2003035	2				SBT	3	35	704	694	-10	-1%	15.5	15.5
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	6	8	+2	33%	64.2	14.8
2037002	2				NBL (To NB GW Pkwy)	37	2	17	17	0	0%	69.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	0	0	0	--	0.0	
2037001	2				NBT	37	1	407	403	-4	-1%	11.6	
2037049	2				NBR	37	49	5	4	-1	-20%	7.1	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	35	32	-3	-9%	77.9	62.0
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	81.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	2	0	0%	52.4	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	9	8	-1	-11%	15.2	
2012051	2				SBR	12	51	6	5	-1	-17%	5.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	122	117	-5	-4%	50.4	47.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	46	49	+3	7%	42.2	
2050035	2				EBR (To GW Pkwy)	50	35	3	5	+2	67%	36.1	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	0	0	--	0.0	46.9
2048035	2				WBL (To GW Pkwy)	48	35	5	5	0	0%	56.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	45.5	
2048051	2				WBT	48	51	29	31	+2	7%	50.2	
2048002	2				WBR (To GW Pkwy)	48	2	105	100	-5	-5%	47.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	16	20	+4	25%	35.7	
2000000	2			Overall				3143	3119	-24	-1%	37.1	--

Existing PM (2022)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1153	1135	-18	-2%	39.3	39.3
1004003	1				SBT	4	3	1494	1884	+390	26%	134.9	134.9
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	20	21	+1	5%	59.0	26.5
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	49.1	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	101.8	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	46.4	
1001006	1				NBT	1	6	47	44	-3	-6%	13.3	
1001021	1				NBR	1	21	10	9	-1	-10%	5.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	8	10	+2	25%	185.4	116.9
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	170.4	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	436	426	-10	-2%	120.7	
1009025	1				SBR	9	25	450	418	-32	-7%	111.2	
1120005	1			Slaters Lane	EBL (To GW Pkwy)	120	5	491	497	+6	1%	57.1	57.4
1120006	1				EBL (To E Abingdon Dr)	120	6	0	0	0	--	0.0	
1120021	1				EBT	120	21	32	33	+1	3%	65.7	
1120003	1				EBR (To GW Pkwy)	120	3	12	13	+1	8%	53.0	
1120011	1				EBR (To W Abingdon Dr)	120	11	10	12	+2	20%	52.6	
1023003	1				WBL (To GW Pkwy)	23	3	9	8	-1	-11%	54.5	43.2
1023011	1				WBL (To W Abingdon Dr)	23	11	1	1	0	0%	114.8	
1023025	1				WBT	23	25	18	17	-1	-6%	54.1	
1023005	1				WBR (To GW Pkwy)	23	5	1	1	0	0%	47.7	
1022006	1				WBR (To E Abingdon Dr)	22	6	10	9	-1	-10%	4.0	
1000000	1			Overall				4206	4541	+335	8%	95.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1037	1029	-8	-1%	14.3	14.3
2003035	2				SBT	3	35	1517	1912	+395	26%	8.4	8.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	8	0	0%	76.6	24.3
2037002	2				NBL (To NB GW Pkwy)	37	2	11	10	-1	-9%	24.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	69.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	0	0	0	--	0.0	
2037001	2				NBT	37	1	59	54	-5	-8%	12.1	
2037049	2				NBR	37	49	13	15	+2	15%	4.1	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	35	38	+3	9%	55.4	7.4
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	49.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	2	0	0%	33.9	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	329	312	-17	-5%	1.5	
2012051	2				SBR	12	51	24	22	-2	-8%	1.9	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	37.7	35.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	67	69	+2	3%	36.7	
2050035	2				EBR (To GW Pkwy)	50	35	4	4	0	0%	38.9	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	7	+2	40%	17.3	
2048035	2				WBL (To GW Pkwy)	48	35	12	15	+3	25%	44.6	37.1
2048038	2				WBL (To W Abingdon Dr)	48	38	1	1	0	0%	41.7	
2048051	2				WBT	48	51	43	48	+5	12%	41.4	
2048002	2				WBR (To GW Pkwy)	48	2	80	73	-7	-9%	32.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	12	+1	9%	37.4	
2000000	2			Overall				3295	3664	+369	11%	14.4	--

Future Background AM (2022)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1962	1824	-138	-7%	66.4	66.4
1004003	1				SBT	4	3	718	718	0	0%	18.8	18.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	12	+1	9%	78.5	13.7
1001005	1				NBL (To NB GW Pkwy)	1	5	9	10	+1	11%	55.9	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	445	-8	-2%	11.0	
1001021	1				NBR	1	21	0	1	+1	--	14.1	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	0	9	+9	--	120.2	39.6
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	150.3	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	53	54	+1	2%	44.5	
1009025	1				SBR	9	25	444	421	-23	-5%	37.0	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	760	668	-92	-12%	260.4	260.6
1024006	1				EBL (To E Abingdon Dr)	24	6	1	1	0	0%	318.1	
1024021	1				EBT	24	21	5	4	-1	-20%	280.4	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	249.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	5	6	+1	20%	259.9	42.6
1023003	1				WBL (To GW Pkwy)	23	3	10	8	-2	-20%	47.5	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	3	0	0%	81.7	
1023025	1				WBT	23	25	19	18	-1	-5%	64.5	
1023005	1				WBR (To GW Pkwy)	23	5	5	6	+1	20%	34.9	
1022006	1				WBR (To E Abingdon Dr)	22	6	12	13	+1	8%	3.9	
1000000	1			Overall				4472	4223	-249	-6%	80.2	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1697	1597	-100	-6%	97.3	97.3
2003035	2				SBT	3	35	732	726	-6	-1%	17.4	17.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	10	+2	25%	80.0	19.4
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	86.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	86.8	
2037001	2				NBT	37	1	406	408	+2	0%	13.7	
2037049	2				NBR	37	49	6	6	0	0%	8.9	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	37	46	+9	24%	92.8	75.2
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	89.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	1	-1	-50%	50.8	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	7	-3	-30%	16.0	
2012051	2				SBR	12	51	6	7	+1	17%	4.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	122	116	-6	-5%	82.8	79.3
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	46	48	+2	4%	73.0	
2050035	2				EBR (To GW Pkwy)	50	35	3	5	+2	67%	59.4	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	0	0	--	0.0	54.5
2048035	2				WBL (To GW Pkwy)	48	35	11	12	+1	9%	52.7	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	44.1	
2048051	2				WBT	48	51	29	34	+5	17%	58.7	
2048002	2				WBR (To GW Pkwy)	48	2	107	101	-6	-6%	57.4	
2047001	2				WBR (To E Abingdon Dr)	47	1	21	22	+1	5%	35.7	
2000000	2			Overall				3282	3182	-100	-3%	65.0	--

Future Background PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1210	1200	-10	-1%	42.4	42.4
1004003	1				SBT	4	3	1567	1750	+183	12%	231.1	231.1
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	23	25	+2	9%	56.9	25.8
1001005	1				NBL (To NB GW Pkwy)	1	5	1	1	0	0%	34.9	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	40.8	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	149.4	
1001006	1				NBT	1	6	51	50	-1	-2%	10.7	
1001021	1				NBR	1	21	10	8	-2	-20%	5.0	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	8	7	-1	-13%	329.6	249.6
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	262.1	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	468	429	-39	-8%	260.1	
1009025	1				SBR	9	25	541	459	-82	-15%	238.6	
1120005	1			Slaters Lane	EBL (To GW Pkwy)	120	5	591	616	+25	4%	102.1	102.6
1120006	1				EBL (To E Abingdon Dr)	120	6	0	0	0	--	0.0	
1120021	1				EBT	120	21	32	34	+2	6%	119.1	
1120003	1				EBR (To GW Pkwy)	120	3	12	13	+1	8%	107.0	
1120011	1				EBR (To W Abingdon Dr)	120	11	12	16	+4	33%	85.0	33.5
1023003	1				WBL (To GW Pkwy)	23	3	1	1	0	0%	33.4	
1023011	1				WBL (To W Abingdon Dr)	23	11	0	0	0	--	0.0	
1023025	1				WBT	23	25	0	4	+4	--	48.3	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	3	2	-1	-33%	4.0	
1000000	1			Overall				4533	4618	+85	2%	161.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1088	1083	-5	0%	14.5	14.5
2003035	2				SBT	3	35	1581	1766	+185	12%	7.6	7.6
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	10	0	0%	71.1	25.7
2037002	2				NBL (To NB GW Pkwy)	37	2	17	20	+3	18%	33.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	81.2	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	69.5	
2037001	2				NBT	37	1	69	65	-4	-6%	10.9	
2037049	2				NBR	37	49	15	16	+1	7%	4.2	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	50	49	-1	-2%	57.3	9.9
2013002	2				SBL (To NB GW Pkwy)	13	2	3	1	-2	-67%	55.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	2	0	0%	51.6	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	341	308	-33	-10%	2.5	
2012051	2				SBR	12	51	24	23	-1	-4%	2.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	35.6	35.5
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	67	67	0	0%	37.8	
2050035	2				EBR (To GW Pkwy)	50	35	4	3	-1	-25%	35.8	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	7	+2	40%	12.3	37.1
2048035	2				WBL (To GW Pkwy)	48	35	15	19	+4	27%	35.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	1	0	0%	9.8	
2048051	2				WBT	48	51	44	47	+3	7%	37.2	
2048002	2				WBR (To GW Pkwy)	48	2	80	73	-7	-9%	38.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	29.9	
2000000	2			Overall				3461	3604	+143	4%	14.7	--

Total Future AM (2022)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1794	-176	-9%	69.9	69.9
1004003	1				SBT	4	3	718	377	-341	-47%	1337.1	1337.1
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	11	0	0%	80.7	15.4
1001005	1				NBL (To NB GW Pkwy)	1	5	9	10	+1	11%	75.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	418	-35	-8%	13.0	
1001021	1				NBR	1	21	70	69	-1	-1%	10.9	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	57	-50	-47%	2403.3	1633.6
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	2795.8	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	27	-36	-57%	1489.9	
1009025	1				SBR	9	25	444	218	-226	-51%	1444.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	522	-239	-31%	245.0	257.0
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	312.7	
1024021	1				EBT	24	21	137	127	-10	-7%	306.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	0	-1	-100%	265.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	256.7	51.1
1023003	1				WBL (To GW Pkwy)	23	3	19	17	-2	-11%	59.1	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	3	0	0%	72.5	
1023025	1				WBT	23	25	59	56	-3	-5%	57.0	
1023005	1				WBR (To GW Pkwy)	23	5	28	28	0	0%	54.7	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	14	0	0%	5.6	
1000000	1			Overall				4869	3756	-1113	-23%	344.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1569	-125	-7%	102.0	102.0
2003035	2				SBT	3	35	738	394	-344	-47%	16.1	16.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	10	+2	25%	86.9	21.0
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	94.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	95.6	
2037001	2				NBT	37	1	473	454	-19	-4%	15.8	
2037049	2				NBR	37	49	33	32	-1	-3%	12.8	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	53	29	-24	-45%	84.8	70.2
2013002	2				SBL (To NB GW Pkwy)	13	2	11	5	-6	-55%	81.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	1	-1	-50%	54.5	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	5	-5	-50%	17.9	
2012051	2				SBR	12	51	6	3	-3	-50%	3.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	94.8	91.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	84.8	
2050035	2				EBR (To GW Pkwy)	50	35	5	5	0	0%	82.7	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	0	0	--	0.0	
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	58.5	55.6
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	41.7	
2048051	2				WBT	48	51	35	32	-3	-9%	65.9	
2048002	2				WBR (To GW Pkwy)	48	2	117	104	-13	-11%	56.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	34.1	
2000000	2			Overall				3471	2913	-558	-16%	72.2	--

Total Future PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1233	+36	3%	52.8	52.8
1004003	1				SBT	4	3	1526	1784	+258	17%	240.4	240.4
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	23	26	+3	13%	114.6	40.0
1001005	1				NBL (To NB GW Pkwy)	1	5	1	1	0	0%	38.9	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	125.2	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	253.0	
1001006	1				NBT	1	6	52	51	-1	-2%	15.0	
1001021	1				NBR	1	21	30	28	-2	-7%	5.8	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	30	-27	-47%	356.0	234.2
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	253.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	454	-22	-5%	236.4	
1009025	1				SBR	9	25	528	452	-76	-14%	223.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	592	577	-15	-3%	228.4	235.4
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	104	94	-10	-10%	274.9	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	254.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	14	+2	17%	242.7	308.8
1023003	1				WBL (To GW Pkwy)	23	3	1	1	0	0%	240.8	
1023011	1				WBL (To W Abingdon Dr)	23	11	51	29	-22	-43%	340.2	
1023025	1				WBT	23	25	183	125	-58	-32%	334.8	
1023005	1				WBR (To GW Pkwy)	23	5	84	47	-37	-44%	329.2	
1022006	1				WBR (To E Abingdon Dr)	22	6	44	32	-12	-27%	151.4	
1000000	1			Overall				4976	4994	+18	0%	189.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	15.2	15.2
2003035	2				SBT	3	35	1540	1809	+269	17%	8.7	8.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	10	0	0%	71.8	19.8
2037002	2				NBL (To NB GW Pkwy)	37	2	20	19	-1	-5%	33.5	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	70.8	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	69.5	
2037001	2				NBT	37	1	87	86	-1	-1%	10.7	
2037049	2				NBR	37	49	44	46	+2	5%	5.4	
2012049	2			W Abingdon Drive	SBL (EB Bashford Ln)	12	49	70	58	-12	-17%	71.6	14.0
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	56.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	2	0	0%	43.5	
2012001	2				SBL (To NB E Abingdon Dr)	12	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	379	350	-29	-8%	4.8	
2012051	2				SBR	12	51	24	24	0	0%	3.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	36.2	37.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	39.0	
2050035	2				EBR (To GW Pkwy)	50	35	4	3	-1	-25%	39.2	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	7	+2	40%	16.2	
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	42.6	41.1
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	50.3	
2048051	2				WBT	48	51	49	49	0	0%	42.4	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	39.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	39.0	
2000000	2			Overall				3589	3861	+272	8%	16.3	--

Future Mitigated AM (2033) - MTS Baseline

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1619	-351	-18%	78.9	78.9
1004003	1				SBT	4	3	718	734	+16	2%	26.7	26.7
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	102.8	10.0
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	394	-59	-13%	9.8	
1001021	1				NBR	1	21	70	61	-9	-13%	6.7	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	104	-3	-3%	283.8	58.9
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	236.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	24.7	
1138025	1				SBR	138	25	444	437	-7	-2%	9.4	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	609	-152	-20%	214.0	220.1
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	111	-26	-19%	251.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	199.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	268.1	39.5
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	61.0	
1023025	1				WBT	23	25	59	56	-3	-5%	56.5	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.5	
1000000	1			Overall				4869	4261	-608	-12%	82.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1378	-316	-19%	129.6	129.6
2003035	2				SBT	3	35	738	735	-3	0%	12.0	12.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	17	+9	113%	98.9	20.6
2037002	2				NBL (To NB GW Pkwy)	37	2	26	23	-3	-12%	108.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	120.1	
2037001	2				NBT	37	1	473	392	-81	-17%	12.7	
2037049	2				NBR	37	49	33	29	-4	-12%	8.6	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	49	-4	-8%	69.1	43.7
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	54.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	6.3	
2012051	2				SBR	12	51	6	6	0	0%	3.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	48.7	47.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	51	0	0%	47.6	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	31.9	
2048035	2				WBL (To GW Pkwy)	48	35	53	49	-4	-8%	43.7	43.8
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	23.5	
2048051	2				WBT	48	51	35	32	-3	-9%	51.0	
2048002	2				WBR (To GW Pkwy)	48	2	117	101	-16	-14%	43.6	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	35.6	
2000000	2			Overall				3471	3043	-428	-12%	72.4	--

Future Mitigated PM (2033) - MTS Baseline

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1232	+35	3%	49.4	49.4
1004003	1				SBT	4	3	1526	1785	+259	17%	236.3	236.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	166.4	18.4
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	92.8	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	133.4	
1001006	1				NBT	1	6	52	50	-2	-4%	14.7	
1001021	1				NBR	1	21	30	27	-3	-10%	7.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	35	-22	-39%	310.7	228.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	273.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	457	-19	-4%	219.6	
1139025	1				SBR	139	25	528	467	-61	-12%	230.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	564	-27	-5%	239.3	246.4
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	91	-12	-12%	288.7	
1024003	1				EBR (To GW Pkwy)	24	3	12	12	0	0%	251.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	14	0	0%	255.1	141.8
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	50	-12	-19%	183.4	
1023025	1				WBT	23	25	183	177	-6	-3%	184.1	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	105	-23	-18%	50.8	
1000000	1			Overall				4965	5071	+106	2%	179.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1108	+51	5%	15.7	15.7
2003035	2				SBT	3	35	1539	1808	+269	17%	11.4	11.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	98.8	45.5
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	101.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	102.3	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	104.3	
2037001	2				NBT	37	1	64	59	-5	-8%	13.0	
2037049	2				NBR	37	49	44	47	+3	7%	5.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	63.8	10.7
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	53.9	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	372	-20	-5%	2.2	
2012051	2				SBR	12	51	24	21	-3	-13%	2.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	35.9	34.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	36.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	20.0	41.4
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	40.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	50.0	
2048051	2				WBT	48	51	49	49	0	0%	42.6	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	41.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	38.1	
2000000	2			Overall				3599	3881	+282	8%	18.5	--

Alternative 1 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1613	-357	-18%	79.3	79.3
1004003	1				SBT	4	3	718	613	-105	-15%	369.8	369.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	102.5	10.3
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	392	-61	-13%	10.2	
1001021	1				NBR	1	21	70	60	-10	-14%	6.8	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	84	-23	-21%	1165.7	578.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	1244.3	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	50	-13	-21%	450.3	
1009025	1				SBR	9	25	444	346	-98	-22%	451.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	642	-119	-16%	202.0	205.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	117	-20	-15%	223.2	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	199.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	208.7	40.4
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	63.6	
1023025	1				WBT	23	25	59	56	-3	-5%	57.5	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.8	
1000000	1			Overall				4869	4046	-823	-17%	196.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1375	-319	-19%	129.9	129.9
2003035	2				SBT	3	35	738	605	-133	-18%	10.7	10.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	17	+9	113%	104.2	21.8
2037002	2				NBL (To NB GW Pkwy)	37	2	26	23	-3	-12%	102.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	92.5	
2037001	2				NBT	37	1	473	386	-87	-18%	14.2	
2037049	2				NBR	37	49	33	29	-4	-12%	7.8	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	43	-10	-19%	87.2	57.5
2013002	2				SBL (To NB GW Pkwy)	13	2	11	7	-4	-36%	93.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	25	+15	150%	7.0	
2012051	2				SBR	12	51	6	5	-1	-17%	5.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	50.4	48.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	51	0	0%	46.9	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	35.5	42.6
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	42.7	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	15.0	
2048051	2				WBT	48	51	35	32	-3	-9%	49.8	
2048002	2				WBR (To GW Pkwy)	48	2	117	101	-16	-14%	42.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	34.3	
2000000	2			Overall				3471	2893	-578	-17%	75.7	--

Alternative 1 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1227	+30	3%	64.6	64.6
1004003	1				SBT	4	3	1526	1682	+156	10%	267.8	267.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	158.0	20.9
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	91.5	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	105.8	
1001006	1				NBT	1	6	52	50	-2	-4%	19.2	
1001021	1				NBR	1	21	30	27	-3	-10%	8.1	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	29	-28	-49%	323.2	236.5
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	333.4	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	452	-24	-5%	230.8	
1009025	1				SBR	9	25	528	446	-82	-16%	236.5	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	615	+24	4%	120.9	122.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	130.7	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	130.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	126.6	183.5
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	48	-14	-23%	226.3	
1023025	1				WBT	23	25	183	169	-14	-8%	231.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	100	-28	-22%	81.9	
1000000	1			Overall				4965	4983	+18	0%	179.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	17.8	17.8
2003035	2				SBT	3	35	1539	1711	+172	11%	12.9	12.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	98.7	45.9
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	102.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	104.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	104.2	
2037001	2				NBT	37	1	64	59	-5	-8%	13.2	
2037049	2				NBR	37	49	44	47	+3	7%	5.3	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	57	-13	-19%	58.4	9.4
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	58.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	372	-20	-5%	2.0	
2012051	2				SBR	12	51	24	23	-1	-4%	1.9	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	36.0	34.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	36.4	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	20.0	41.8
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	41.2	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	49.0	
2048051	2				WBT	48	51	49	49	0	0%	42.5	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	42.4	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	38.5	
2000000	2			Overall				3599	3784	+185	5%	19.9	--

Alternative 2 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1620	-350	-18%	79.0	79.0
1004003	1				SBT	4	3	718	734	+16	2%	26.5	26.5
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	99.3	10.1
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	394	-59	-13%	10.2	
1001021	1				NBR	1	21	70	63	-7	-10%	5.4	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	103	-4	-4%	268.0	55.7
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	227.5	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	22.7	
1138025	1				SBR	138	25	444	437	-7	-2%	9.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	609	-152	-20%	213.1	218.1
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	112	-25	-18%	245.2	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	190.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	220.0	39.2
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	64.1	
1023025	1				WBT	23	25	59	56	-3	-5%	56.2	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.7	
1000000	1			Overall				4869	4264	-605	-12%	81.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1377	-317	-19%	130.0	130.0
2003035	2				SBT	3	35	738	735	-3	0%	11.9	11.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	17	+9	113%	111.0	21.2
2037002	2				NBL (To NB GW Pkwy)	37	2	26	23	-3	-12%	104.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	90.1	
2037001	2				NBT	37	1	473	392	-81	-17%	13.1	
2037049	2				NBR	37	49	33	29	-4	-12%	10.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	49	-4	-8%	71.5	46.8
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	63.5	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	9.4	
2012051	2				SBR	12	51	6	6	0	0%	4.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	48.1	47.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	51	0	0%	46.4	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	31.6	43.0
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	42.5	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	22.3	
2048051	2				WBT	48	51	35	32	-3	-9%	50.5	
2048002	2				WBR (To GW Pkwy)	48	2	117	101	-16	-14%	42.6	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	35.5	
2000000	2			Overall				3471	3043	-428	-12%	72.6	--

Alternative 2 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1231	+34	3%	49.4	49.4
1004003	1				SBT	4	3	1526	1791	+265	17%	233.3	233.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	173.4	19.2
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	133.7	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	103.8	
1001006	1				NBT	1	6	52	50	-2	-4%	15.5	
1001021	1				NBR	1	21	30	27	-3	-10%	7.3	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	37	-20	-35%	305.5	218.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	180.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	451	-25	-5%	208.2	
1139025	1				SBR	139	25	528	458	-70	-13%	221.2	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	592	+1	0%	220.4	226.4
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	96	-7	-7%	261.4	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	234.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	15	+1	7%	233.5	146.4
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	50	-12	-19%	184.4	
1023025	1				WBT	23	25	183	176	-7	-4%	188.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	108	-20	-16%	60.5	
1000000	1			Overall				4965	5100	+135	3%	174.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1108	+51	5%	15.6	11.7
2003035	2				SBT	3	35	1539	1816	+277	18%	11.7	
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	98.0	44.9
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	95.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	101.2	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	117.5	
2037001	2				NBT	37	1	64	59	-5	-8%	13.0	
2037049	2				NBR	37	49	44	47	+3	7%	5.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	67.1	11.2
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	73.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	369	-23	-6%	2.1	
2012051	2				SBR	12	51	24	21	-3	-13%	4.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	36.3	35.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	36.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	20.1	41.3
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	40.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	48.4	
2048051	2				WBT	48	51	49	49	0	0%	42.5	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	41.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	38.3	
2000000	2			Overall				3599	3886	+287	8%	18.6	--

Alternative 3 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1744	-226	-11%	65.0	65.0
1004003	1				SBT	4	3	718	708	-10	-1%	84.2	84.2
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	129.7	14.3
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	415	-38	-8%	14.2	
1001021	1				NBR	1	21	70	66	-4	-6%	9.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	93	-14	-13%	699.0	196.2
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	691.5	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	60	-3	-5%	104.1	
1138025	1				SBR	138	25	444	422	-22	-5%	97.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	679	-82	-11%	190.1	193.6
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	213.6	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	217.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	191.3	51.5
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	81.6	
1023025	1				WBT	23	25	59	55	-4	-7%	74.7	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.7	
1000000	1			Overall				4869	4434	-435	-9%	101.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1495	-199	-12%	110.4	110.4
2003035	2				SBT	3	35	738	711	-27	-4%	8.3	8.3
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	19	+11	138%	120.8	27.9
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	123.2	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	87.7	
2037001	2				NBT	37	1	473	418	-55	-12%	18.7	
2037049	2				NBR	37	49	33	30	-3	-9%	12.8	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	49	-4	-8%	95.4	61.5
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	84.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	28	+18	180%	5.9	
2012051	2				SBR	12	51	6	5	-1	-17%	4.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	71.2	71.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	72.9	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	46.7	54.2
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	55.5	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	13.6	
2048051	2				WBT	48	51	35	32	-3	-9%	60.7	
2048002	2				WBR (To GW Pkwy)	48	2	117	102	-15	-13%	52.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	50.3	
2000000	2			Overall				3471	3170	-301	-9%	68.5	--

Alternative 3 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1236	+39	3%	54.6	54.6
1004003	1				SBT	4	3	1526	1749	+223	15%	247.8	247.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	147.1	16.7
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	146.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	113.9	
1001006	1				NBT	1	6	52	50	-2	-4%	13.4	
1001021	1				NBR	1	21	30	26	-4	-13%	4.4	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	31	-26	-46%	344.9	244.7
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	282.1	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	446	-30	-6%	240.8	
1139025	1				SBR	139	25	528	445	-83	-16%	241.5	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	593	+2	0%	187.5	193.5
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	97	-6	-6%	226.4	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	203.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	15	+1	7%	207.9	157.9
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	51	-11	-18%	193.1	
1023025	1				WBT	23	25	183	180	-3	-2%	198.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	107	-21	-16%	72.9	
1000000	1			Overall				4965	5044	+79	2%	181.2	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1110	+53	5%	17.8	17.8
2003035	2				SBT	3	35	1539	1771	+232	15%	11.4	11.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	159.4	68.4
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	144.6	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	161.7	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	248.0	
2037001	2				NBT	37	1	64	59	-5	-8%	11.4	
2037049	2				NBR	37	49	44	47	+3	7%	6.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	57	-13	-19%	78.3	12.1
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	76.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	363	-29	-7%	1.8	
2012051	2				SBR	12	51	24	21	-3	-13%	1.9	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	47.6	43.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	44.1	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.3	
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	46.7	48.9
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	14.4	
2048051	2				WBT	48	51	49	49	0	0%	50.8	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	50.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	45.3	
2000000	2			Overall				3599	3834	+235	7%	21.5	--

Alternative 4 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1611	-359	-18%	79.8	79.8
1004003	1				SBT	4	3	718	696	-22	-3%	118.6	118.6
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	107.0	10.2
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	394	-59	-13%	10.2	
1001021	1				NBR	1	21	70	60	-10	-14%	5.7	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	85	-22	-21%	933.9	424.4
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	986.4	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	54	-9	-14%	336.0	
1009025	1				SBR	9	25	444	388	-56	-13%	323.7	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	648	-113	-15%	203.1	205.8
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	110	-27	-20%	221.4	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	201.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	207.6	39.9
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	61.4	
1023025	1				WBT	23	25	59	56	-3	-5%	58.5	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.8	
1000000	1			Overall				4869	4175	-694	-14%	143.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1371	-323	-19%	130.8	130.8
2003035	2				SBT	3	35	738	691	-47	-6%	11.9	11.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	17	+9	113%	87.7	20.5
2037002	2				NBL (To NB GW Pkwy)	37	2	26	23	-3	-12%	95.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	95.2	
2037001	2				NBT	37	1	473	389	-84	-18%	13.8	
2037049	2				NBR	37	49	33	30	-3	-9%	9.9	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	45	-8	-15%	91.1	59.1
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	82.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	27	+17	170%	9.0	
2012051	2				SBR	12	51	6	5	-1	-17%	4.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	49.2	48.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	51	0	0%	48.0	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	33.0	43.1
2048035	2				WBL (To GW Pkwy)	48	35	53	49	-4	-8%	43.2	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	14.9	
2048051	2				WBT	48	51	35	32	-3	-9%	50.5	
2048002	2				WBR (To GW Pkwy)	48	2	117	101	-16	-14%	42.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	34.3	
2000000	2			Overall				3471	2983	-488	-14%	74.2	--

Alternative 4 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1229	+32	3%	64.0	64.0
1004003	1				SBT	4	3	1526	1706	+180	12%	273.6	273.6
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	133.1	19.3
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	94.4	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	106.4	
1001006	1				NBT	1	6	52	50	-2	-4%	18.0	
1001021	1				NBR	1	21	30	27	-3	-10%	7.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	29	-28	-49%	320.0	229.8
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	254.5	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	449	-27	-6%	222.3	
1009025	1				SBR	9	25	528	442	-86	-16%	231.4	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	618	+27	5%	128.2	130.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	139.7	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	139.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	128.4	180.7
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	49	-13	-21%	223.8	
1023025	1				WBT	23	25	183	175	-8	-4%	226.2	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	103	-25	-20%	82.9	
1000000	1			Overall				4965	5016	+51	1%	181.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	17.8	17.8
2003035	2				SBT	3	35	1539	1732	+193	13%	12.9	12.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	98.2	45.2
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	97.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	103.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	104.2	
2037001	2				NBT	37	1	64	59	-5	-8%	13.4	
2037049	2				NBR	37	49	44	47	+3	7%	5.3	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	56	-14	-20%	60.2	10.0
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	64.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	371	-21	-5%	2.4	
2012051	2				SBR	12	51	24	22	-2	-8%	2.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	36.2	34.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	36.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	20.1	
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	41.1	41.7
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	48.3	
2048051	2				WBT	48	51	49	49	0	0%	43.0	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	42.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	38.3	
2000000	2			Overall				3599	3802	+203	6%	19.8	--

Alternative 5A AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1688	-282	-14%	68.7	68.7
1004003	1				SBT	4	3	718	728	+10	1%	28.9	28.9
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	129.7	12.7
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	397	-56	-12%	12.9	
1001021	1				NBR	1	21	70	64	-6	-9%	6.2	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	108	+1	1%	212.4	71.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	2	+1	100%	165.6	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	34.8	
1009025	1				SBR	9	25	444	437	-7	-2%	40.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	669	-92	-12%	198.2	200.5
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	108	-29	-21%	215.2	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	169.8	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	194.0	49.4
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	19	+16	533%	76.6	
1023025	1				WBT	23	25	59	55	-4	-7%	72.8	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.5	
1000000	1			Overall				4869	4389	-480	-10%	79.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1436	-258	-15%	120.0	120.0
2003035	2				SBT	3	35	738	729	-9	-1%	9.1	9.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	18	+10	125%	130.6	26.6
2037002	2				NBL (To NB GW Pkwy)	37	2	26	25	-1	-4%	121.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	91.7	
2037001	2				NBT	37	1	473	399	-74	-16%	16.9	
2037049	2				NBR	37	49	33	29	-4	-12%	12.8	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	50	-3	-6%	89.4	59.1
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	84.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	28	+18	180%	8.5	
2012051	2				SBR	12	51	6	6	0	0%	5.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	58.5	59.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	61.9	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	44.8	50.5
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	52.5	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	14.7	
2048051	2				WBT	48	51	35	32	-3	-9%	48.7	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	51.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	46.5	
2000000	2			Overall				3471	3112	-359	-10%	71.0	--

Alternative 5A PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1226	+29	2%	95.3	95.3
1004003	1				SBT	4	3	1526	1619	+93	6%	281.2	281.2
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	153.9	19.4
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	115.9	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	107.7	
1001006	1				NBT	1	6	52	50	-2	-4%	18.0	
1001021	1				NBR	1	21	30	26	-4	-13%	4.5	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	31	-26	-46%	342.3	257.5
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	380.7	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	455	-21	-4%	251.2	
1009025	1				SBR	9	25	528	451	-77	-15%	257.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	627	+36	6%	117.9	119.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	128.6	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	132.0	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	115.6	148.5
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	53	-9	-15%	185.1	
1023025	1				WBT	23	25	183	181	-2	-1%	189.0	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	111	-17	-13%	65.0	
1000000	1			Overall				4965	4969	+4	0%	191.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	33.0	33.0
2003035	2				SBT	3	35	1539	1649	+110	7%	8.7	8.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	154.0	67.6
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	147.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	162.7	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	249.1	
2037001	2				NBT	37	1	64	59	-5	-8%	11.0	
2037049	2				NBR	37	49	44	47	+3	7%	6.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	68.1	10.4
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	67.5	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	377	-15	-4%	1.7	
2012051	2				SBR	12	51	24	23	-1	-4%	2.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	48.7	43.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	44.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.3	48.5
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	45.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	16.1	
2048051	2				WBT	48	51	49	49	0	0%	50.4	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	50.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	45.0	
2000000	2			Overall				3599	3728	+129	4%	24.9	--

Alternative 5B AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1757	-213	-11%	61.2	61.2
1004003	1				SBT	4	3	718	673	-45	-6%	167.3	167.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	129.2	12.8
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	416	-37	-8%	12.7	
1001021	1				NBR	1	21	70	67	-3	-4%	8.5	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	93	-14	-13%	869.4	328.9
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	858.9	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	57	-6	-10%	210.5	
1009025	1				SBR	9	25	444	396	-48	-11%	217.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	678	-83	-11%	192.0	194.4
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	207.4	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	190.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	200.4	51.2
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	79.1	
1023025	1				WBT	23	25	59	55	-4	-7%	74.9	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	7.0	
1000000	1			Overall				4869	4384	-485	-10%	128.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1507	-187	-11%	108.5	108.5
2003035	2				SBT	3	35	738	675	-63	-9%	7.8	7.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	19	+11	138%	127.0	28.7
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	128.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	83.4	
2037001	2				NBT	37	1	473	421	-52	-11%	19.2	
2037049	2				NBR	37	49	33	30	-3	-9%	12.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	47	-6	-11%	96.2	62.8
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	91.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	27	+17	170%	7.1	
2012051	2				SBR	12	51	6	5	-1	-17%	3.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	57.6	57.7
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	59.4	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	43.5	51.2
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	51.7	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	6.9	
2048051	2				WBT	48	51	35	32	-3	-9%	57.9	
2048002	2				WBR (To GW Pkwy)	48	2	117	102	-15	-13%	50.0	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	46.5	
2000000	2			Overall				3471	3147	-324	-9%	67.5	--

Alternative 5B PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1237	+40	3%	55.2	55.2
1004003	1				SBT	4	3	1526	1743	+217	14%	245.2	245.2
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	147.5	16.6
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	144.1	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	112.4	
1001006	1				NBT	1	6	52	50	-2	-4%	12.8	
1001021	1				NBR	1	21	30	26	-4	-13%	5.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	37	-20	-35%	586.3	260.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	413.1	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	451	-25	-5%	250.3	
1009025	1				SBR	9	25	528	457	-71	-13%	242.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	620	+29	5%	118.6	121.9
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	139.3	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	138.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	120.9	104.6
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	54	-8	-13%	135.7	
1023025	1				WBT	23	25	183	186	+3	2%	136.2	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	115	-13	-10%	39.1	
1000000	1			Overall				4965	5114	+149	3%	169.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1110	+53	5%	17.7	17.7
2003035	2				SBT	3	35	1539	1768	+229	15%	10.4	10.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	153.6	66.0
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	138.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	157.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	225.2	
2037001	2				NBT	37	1	64	59	-5	-8%	11.3	
2037049	2				NBR	37	49	44	47	+3	7%	6.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	88.1	14.1
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	67.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	370	-22	-6%	2.9	
2012051	2				SBR	12	51	24	21	-3	-13%	2.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	47.7	43.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	43.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.2	49.8
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	47.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	13.4	
2048051	2				WBT	48	51	49	49	0	0%	52.1	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	51.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	45.0	
2000000	2			Overall				3599	3838	+239	7%	21.2	--

Alternative 6 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1755	-215	-11%	64.9	64.9
1004003	1				SBT	4	3	718	728	+10	1%	27.1	27.1
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	127.1	14.9
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	418	-35	-8%	14.9	
1001021	1				NBR	1	21	70	66	-4	-6%	10.3	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	94	-13	-12%	611.8	120.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	540.4	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	44.8	
1138025	1				SBR	138	25	444	438	-6	-1%	24.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	669	-92	-12%	195.1	197.8
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	213.1	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	230.3	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	197.8	51.4
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	81.0	
1023025	1				WBT	23	25	59	55	-4	-7%	74.8	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.7	
1000000	1			Overall				4869	4478	-391	-8%	83.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1503	-191	-11%	108.7	108.7
2003035	2				SBT	3	35	738	729	-9	-1%	8.4	8.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	18	+10	125%	115.2	25.1
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	121.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	87.7	
2037001	2				NBT	37	1	473	419	-54	-11%	16.2	
2037049	2				NBR	37	49	33	30	-3	-9%	9.9	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	50	-3	-6%	84.9	54.3
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	71.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	28	+18	180%	5.1	
2012051	2				SBR	12	51	6	6	0	0%	3.4	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	68.3	68.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	69.7	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	47.2	
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	54.4	53.5
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	12.8	
2048051	2				WBT	48	51	35	32	-3	-9%	59.5	
2048002	2				WBR (To GW Pkwy)	48	2	117	102	-15	-13%	52.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	50.2	
2000000	2			Overall				3471	3200	-271	-8%	66.6	--

Alternative 6 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1236	+39	3%	53.6	53.6
1004003	1				SBT	4	3	1526	1790	+264	17%	245.0	245.0
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	180.2	18.2
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	144.8	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	114.5	
1001006	1				NBT	1	6	52	50	-2	-4%	14.0	
1001021	1				NBR	1	21	30	26	-4	-13%	5.4	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	33	-24	-42%	366.1	242.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	226.7	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	443	-33	-7%	240.1	
1139025	1				SBR	139	25	528	450	-78	-15%	235.4	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	599	+8	1%	184.6	190.5
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	98	-5	-5%	222.5	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	204.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	15	+1	7%	204.4	135.3
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	50	-12	-19%	168.8	
1023025	1				WBT	23	25	183	177	-6	-3%	172.3	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	108	-20	-16%	59.1	
1000000	1			Overall				4965	5094	+129	3%	178.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1110	+53	5%	17.7	17.7
2003035	2				SBT	3	35	1539	1814	+275	18%	11.8	11.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	165.9	70.2
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	146.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	166.7	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	249.0	
2037001	2				NBT	37	1	64	59	-5	-8%	11.1	
2037049	2				NBR	37	49	44	47	+3	7%	6.5	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	78.5	12.9
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	66.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	359	-33	-8%	2.1	
2012051	2				SBR	12	51	24	21	-3	-13%	2.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	48.6	43.5
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	43.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.3	48.6
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	46.2	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	13.3	
2048051	2				WBT	48	51	49	49	0	0%	50.2	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	50.6	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	45.2	
2000000	2			Overall				3599	3877	+278	8%	21.7	--

Alternative 7A AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1684	-286	-15%	68.8	68.8
1004003	1				SBT	4	3	718	728	+10	1%	28.8	28.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	125.9	12.8
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	399	-54	-12%	12.8	
1001021	1				NBR	1	21	70	63	-7	-10%	7.5	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	107	0	0%	215.0	71.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	157.9	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	33.2	
1009025	1				SBR	9	25	444	437	-7	-2%	40.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	668	-93	-12%	198.8	200.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	110	-27	-20%	209.2	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	170.0	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	206.1	48.5
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	75.6	
1023025	1				WBT	23	25	59	55	-4	-7%	72.3	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.6	
1000000	1			Overall				4869	4386	-483	-10%	79.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1431	-263	-16%	119.8	119.8
2003035	2				SBT	3	35	738	729	-9	-1%	9.1	9.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	18	+10	125%	135.1	26.1
2037002	2				NBL (To NB GW Pkwy)	37	2	26	25	-1	-4%	128.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	110.1	
2037001	2				NBT	37	1	473	399	-74	-16%	15.8	
2037049	2				NBR	37	49	33	30	-3	-9%	10.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	51	-2	-4%	90.0	59.4
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	81.5	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	28	+18	180%	7.9	
2012051	2				SBR	12	51	6	6	0	0%	5.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	58.7	58.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	60.9	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	45.1	50.5
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	51.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	14.8	
2048051	2				WBT	48	51	35	32	-3	-9%	49.7	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	50.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	47.7	
2000000	2			Overall				3471	3109	-362	-10%	70.7	--

Alternative 7A PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1235	+38	3%	85.6	85.6
1004003	1				SBT	4	3	1526	1664	+138	9%	282.9	282.9
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	166.5	21.7
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	137.3	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	106.2	
1001006	1				NBT	1	6	52	50	-2	-4%	19.9	
1001021	1				NBR	1	21	30	26	-4	-13%	6.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	25	-32	-56%	317.3	252.4
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	301.8	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	458	-18	-4%	244.3	
1009025	1				SBR	9	25	528	450	-78	-15%	256.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	624	+33	6%	101.2	102.1
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	107.4	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	112.6	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	96.7	135.8
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	52	-10	-16%	172.2	
1023025	1				WBT	23	25	183	181	-2	-1%	172.5	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	111	-17	-13%	59.0	
1000000	1			Overall				4965	5015	+50	1%	185.9	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	27.3	27.3
2003035	2				SBT	3	35	1539	1688	+149	10%	8.3	8.3
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	157.0	68.4
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	145.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	162.6	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	248.0	
2037001	2				NBT	37	1	64	59	-5	-8%	12.1	
2037049	2				NBR	37	49	44	47	+3	7%	6.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	55	-15	-21%	75.1	11.0
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	56.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	379	-13	-3%	1.9	
2012051	2				SBR	12	51	24	23	-1	-4%	1.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	47.6	43.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	43.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.2	49.4
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	47.3	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	12.9	
2048051	2				WBT	48	51	49	49	0	0%	50.9	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	51.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	45.2	
2000000	2			Overall				3599	3767	+168	5%	23.0	--

Alternative 7B AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1760	-210	-11%	60.8	60.8
1004003	1				SBT	4	3	718	713	-5	-1%	67.3	67.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	128.4	13.4
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	416	-37	-8%	13.3	
1001021	1				NBR	1	21	70	66	-4	-6%	8.8	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	91	-16	-15%	773.4	263.5
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	757.5	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	60	-3	-5%	183.2	
1009025	1				SBR	9	25	444	424	-20	-5%	164.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	683	-78	-10%	188.5	191.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	122	-15	-11%	207.0	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	158.8	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	198.4	50.3
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	78.2	
1023025	1				WBT	23	25	59	55	-4	-7%	74.8	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.8	
1000000	1			Overall				4869	4463	-406	-8%	105.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1509	-185	-11%	108.9	108.9
2003035	2				SBT	3	35	738	714	-24	-3%	8.2	8.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	19	+11	138%	127.2	28.0
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	130.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	83.4	
2037001	2				NBT	37	1	473	419	-54	-11%	18.3	
2037049	2				NBR	37	49	33	30	-3	-9%	11.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	94.5	60.4
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	83.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	28	+18	180%	7.4	
2012051	2				SBR	12	51	6	6	0	0%	3.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	61.9	61.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	62.5	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	44.7	51.1
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	51.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	0.6	
2048051	2				WBT	48	51	35	32	-3	-9%	55.9	
2048002	2				WBR (To GW Pkwy)	48	2	117	102	-15	-13%	50.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	47.4	
2000000	2			Overall				3471	3189	-282	-8%	67.2	--

Alternative 7B PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1237	+40	3%	54.8	54.8
1004003	1				SBT	4	3	1526	1783	+257	17%	238.6	238.6
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	176.3	18.8
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	123.6	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	112.8	
1001006	1				NBT	1	6	52	50	-2	-4%	14.9	
1001021	1				NBR	1	21	30	26	-4	-13%	6.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	39	-18	-32%	569.6	257.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	491.1	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	458	-18	-4%	241.7	
1009025	1				SBR	9	25	528	462	-66	-13%	245.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	617	+26	4%	116.7	120.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	137.4	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	130.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	123.0	104.8
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	53	-9	-15%	136.7	
1023025	1				WBT	23	25	183	186	+3	2%	139.0	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	116	-12	-9%	35.4	
1000000	1			Overall				4965	5165	+200	4%	167.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1110	+53	5%	17.8	17.8
2003035	2				SBT	3	35	1539	1809	+270	18%	11.0	11.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	154.5	66.3
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	137.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	161.9	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	203.4	
2037001	2				NBT	37	1	64	59	-5	-8%	11.7	
2037049	2				NBR	37	49	44	47	+3	7%	6.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	61	-9	-13%	80.7	13.2
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	88.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	374	-18	-5%	2.1	
2012051	2				SBR	12	51	24	21	-3	-13%	4.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	48.1	43.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	43.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	32.2	48.3
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	45.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	16.8	
2048051	2				WBT	48	51	49	49	0	0%	50.1	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	50.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	44.9	
2000000	2			Overall				3599	3888	+289	8%	21.2	--

Alternative 8 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1534	-436	-22%	87.5	87.5
1004003	1				SBT	4	3	718	730	+12	2%	29.8	29.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	2	-9	-82%	77.7	53.1
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	373	-80	-18%	52.9	
1001021	1				NBR	1	21	70	60	-10	-14%	53.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	105	-2	-2%	298.4	62.5
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	257.8	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	24.6	
1138025	1				SBR	138	25	444	439	-5	-1%	10.5	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	666	-95	-12%	196.5	200.8
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	224.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	200.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	210.2	38.9
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	19	+16	533%	67.3	
1023025	1				WBT	23	25	59	54	-5	-8%	55.6	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.5	
1000000	1			Overall				4869	4215	-654	-13%	89.9	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1288	-406	-24%	153.8	153.8
2003035	2				SBT	3	35	738	735	-3	0%	3.0	3.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	17	+9	113%	85.2	30.0
2037002	2				NBL (To NB GW Pkwy)	37	2	26	24	-2	-8%	83.2	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	59.3	
2037001	2				NBT	37	1	473	373	-100	-21%	24.9	
2037049	2				NBR	37	49	33	28	-5	-15%	18.6	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	49	-4	-8%	74.0	50.5
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	72.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	13.8	
2012051	2				SBR	12	51	6	6	0	0%	3.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	25.2	24.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	24.7	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	11.4	21.7
2048035	2				WBL (To GW Pkwy)	48	35	53	49	-4	-8%	19.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	1.1	
2048051	2				WBT	48	51	35	32	-3	-9%	23.5	
2048002	2				WBR (To GW Pkwy)	48	2	117	101	-16	-14%	22.0	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	26	+6	30%	21.8	
2000000	2			Overall				3471	2939	-532	-15%	78.1	--

Alternative 8 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1252	+55	5%	54.1	54.1
1004003	1				SBT	4	3	1526	1747	+221	14%	259.3	259.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	169.1	19.0
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	107.6	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	107.9	
1001006	1				NBT	1	6	52	50	-2	-4%	16.6	
1001021	1				NBR	1	21	30	26	-4	-13%	5.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	30	-27	-47%	295.3	220.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	262.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	462	-14	-3%	220.2	
1139025	1				SBR	139	25	528	453	-75	-14%	215.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	610	+19	3%	58.4	60.3
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	70.9	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	70.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	15	+1	7%	56.6	131.5
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	53	-9	-15%	166.7	
1023025	1				WBT	23	25	183	184	+1	1%	167.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	114	-14	-11%	57.2	
1000000	1			Overall				4965	5117	+152	3%	159.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1124	+67	6%	17.5	20.0
2003035	2				SBT	3	35	1539	1751	+212	14%	20.0	
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	85.5	39.6
2037002	2				NBL (To NB GW Pkwy)	37	2	20	19	-1	-5%	93.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	88.6	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	95.7	
2037001	2				NBT	37	1	64	60	-4	-6%	11.6	
2037049	2				NBR	37	49	44	47	+3	7%	3.9	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	56	-14	-20%	49.4	10.4
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	56.8	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	375	-17	-4%	4.5	
2012051	2				SBR	12	51	24	22	-2	-8%	6.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	34.0	31.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	77	-1	-1%	31.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	20.8	37.9
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	38.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	45.0	
2048051	2				WBT	48	51	49	49	0	0%	40.5	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	37.0	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	29.8	
2000000	2			Overall				3599	3838	+239	7%	22.2	--

Alternative 9 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1782	-188	-10%	71.6	71.6
1004003	1				SBT	4	3	718	720	+2	0%	47.8	47.8
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	111.6	14.5
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	426	-27	-6%	14.7	
1001021	1				NBR	1	21	70	69	-1	-1%	9.2	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	92	-15	-14%	761.7	245.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	2	+1	100%	689.6	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	58	-5	-8%	146.5	
1009025	1				SBR	9	25	444	412	-32	-7%	141.4	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	703	-58	-8%	183.4	185.9
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	118	-19	-14%	199.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	213.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	196.4	57.7
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	91.8	
1023025	1				WBT	23	25	59	55	-4	-7%	85.9	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	4.7	
1000000	1			Overall				4869	4510	-359	-7%	103.2	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1527	-167	-10%	104.8	104.8
2003035	2				SBT	3	35	738	721	-17	-2%	3.9	3.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	20	+12	150%	140.6	26.9
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	139.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	89.4	
2037001	2				NBT	37	1	473	433	-40	-8%	15.7	
2037049	2				NBR	37	49	33	31	-2	-6%	14.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	85.8	55.0
2013002	2				SBL (To NB GW Pkwy)	13	2	11	8	-3	-27%	79.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	27	+17	170%	4.7	
2012051	2				SBR	12	51	6	6	0	0%	2.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	66.7	65.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	64.7	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	57.6	48.2
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	46.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	27.9	
2048051	2				WBT	48	51	35	32	-3	-9%	46.3	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	50.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	45.1	
2000000	2			Overall				3471	3231	-240	-7%	63.9	--

Alternative 9 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1244	+47	4%	49.1	49.1
1004003	1				SBT	4	3	1526	1781	+255	17%	240.5	240.5
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	165.6	19.7
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	104.8	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	175.9	
1001006	1				NBT	1	6	52	50	-2	-4%	15.7	
1001021	1				NBR	1	21	30	26	-4	-13%	7.0	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	57	36	-21	-37%	438.3	242.0
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	248.5	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	455	-21	-4%	232.3	
1009025	1				SBR	9	25	528	465	-63	-12%	236.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	613	+22	4%	138.4	141.9
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	102	-1	-1%	162.6	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	143.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	144.1	110.0
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	54	-8	-13%	143.0	
1023025	1				WBT	23	25	183	184	+1	1%	142.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	115	-13	-10%	42.6	
1000000	1			Overall				4965	5159	+194	4%	167.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1117	+60	6%	21.4	21.4
2003035	2				SBT	3	35	1539	1795	+256	17%	14.2	14.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	90.7	42.7
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	97.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	98.1	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	150.1	
2037001	2				NBT	37	1	64	59	-5	-8%	11.1	
2037049	2				NBR	37	49	44	47	+3	7%	4.9	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	71.1	13.1
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	82.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	376	-16	-4%	3.8	
2012051	2				SBR	12	51	24	22	-2	-8%	5.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	36.3	32.2
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	32.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	19.3	32.5
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	32.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	3.6	
2048051	2				WBT	48	51	49	49	0	0%	35.7	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	32.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	19.7	
2000000	2			Overall				3599	3881	+282	8%	20.8	--

Alternative 10 AM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1776	-194	-10%	72.1	72.1
1004003	1				SBT	4	3	718	728	+10	1%	25.5	25.5
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	112.4	15.9
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	423	-30	-7%	16.1	
1001021	1				NBR	1	21	70	69	-1	-1%	10.5	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	97	-10	-9%	579.6	112.8
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	536.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	30.3	
1138025	1				SBR	138	25	444	441	-3	-1%	19.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	704	-57	-7%	187.0	189.5
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	116	-21	-15%	204.4	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	202.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	195.3	58.6
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	92.7	
1023025	1				WBT	23	25	59	55	-4	-7%	85.8	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.9	
1000000	1			Overall				4869	4546	-323	-7%	84.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1522	-172	-10%	105.0	105.0
2003035	2				SBT	3	35	738	729	-9	-1%	3.4	3.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	20	+12	150%	142.3	21.8
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	129.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	126.0	
2037001	2				NBT	37	1	473	427	-46	-10%	10.5	
2037049	2				NBR	37	49	33	31	-2	-6%	6.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	50	-3	-6%	102.5	64.4
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	91.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	3.7	
2012051	2				SBR	12	51	6	6	0	0%	1.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	68.1	67.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	68.0	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	57.7	
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	46.5	49.1
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	20.5	
2048051	2				WBT	48	51	35	32	-3	-9%	48.8	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	51.4	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	45.2	
2000000	2			Overall				3471	3232	-239	-7%	63.3	--

Alternative 10 PM (2033)

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1243	+46	4%	51.5	51.5
1004003	1				SBT	4	3	1526	1816	+290	19%	247.0	247.0
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	139.5	19.3
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	102.6	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	123.7	
1001006	1				NBT	1	6	52	50	-2	-4%	16.7	
1001021	1				NBR	1	21	30	26	-4	-13%	7.8	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	33	-24	-42%	282.3	215.9
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	218.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	455	-21	-4%	215.8	
1139025	1				SBR	139	25	528	461	-67	-13%	211.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	613	+22	4%	96.9	99.8
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	114.8	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	111.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	102.5	86.1
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	55	-7	-11%	113.7	
1023025	1				WBT	23	25	183	186	+3	2%	114.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	117	-11	-9%	27.7	
1000000	1			Overall				4965	5193	+228	5%	158.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1118	+61	6%	19.9	19.9
2003035	2				SBT	3	35	1539	1833	+294	19%	15.5	15.5
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	83.3	40.1
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	91.2	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	91.6	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	127.1	
2037001	2				NBT	37	1	64	59	-5	-8%	11.8	
2037049	2				NBR	37	49	44	47	+3	7%	5.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	54.3	11.8
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	55.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	376	-16	-4%	5.1	
2012051	2				SBR	12	51	24	21	-3	-13%	4.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	37.9	33.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	33.7	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	19.3	31.9
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	32.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	4.0	
2048051	2				WBT	48	51	49	49	0	0%	34.5	
2048002	2				WBR (To GW Pkwy)	48	2	95	84	-11	-12%	32.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	20.3	
2000000	2			Overall				3599	3919	+320	9%	20.7	--

Future Mitigated AM (2033) - MTS Baseline - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1888	-82	-4%	12.4	12.4
1004003	1				SBT	4	3	718	717	-1	0%	21.5	21.5
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	77.8	6.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	467	-19	-4%	6.2	
1146021	1				NBR	146	21	75	70	-5	-7%	3.4	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	54	+1	2%	137.7	27.4
1154005	1				SBL (To NB GW Pkwy)	154	5	1	1	0	0%	77.1	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	113	-4	-3%	43.8	
1153025	1				SBR	153	25	444	435	-9	-2%	9.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	657	-104	-14%	205.5	208.8
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	109	-28	-20%	227.8	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	280.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	217.1	50.8
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	71.1	
1023025	1				WBT	23	25	59	59	0	0%	63.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.7	
1000000	1			Overall				4859	4611	-248	-5%	48.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1641	-53	-3%	91.9	91.9
2144035	2				SBT	144	35	738	751	+13	2%	2.7	2.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	92.4	21.8
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	101.5	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	48.6	
2037001	2				NBT	37	1	487	467	-20	-4%	14.2	
2037049	2				NBR	37	49	17	16	-1	-6%	14.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	60.7	42.9
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	75.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	27	-4	-13%	9.2	
2012051	2				SBR	12	51	6	6	0	0%	2.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	117	-16	-12%	53.3	51.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	53	+2	4%	47.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	30.7	44.9
2048035	2				WBL (To GW Pkwy)	48	35	27	26	-1	-4%	47.3	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	92.9	
2048051	2				WBT	48	51	35	33	-2	-6%	43.5	
2048002	2				WBR (To GW Pkwy)	48	2	108	97	-11	-10%	46.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	39.2	
2000000	2			Overall				3462	3369	-93	-3%	55.8	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1877	-84	-4%	41.8	41.8
109003144	109				SBT	3	144	719	720	+1	0%	3.5	3.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	61.2	8.4
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	511	-29	-5%	8.5	
119173138	109				NBR	10173	138	17	19	+2	12%	5.6	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	75.8	34.0
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	76	0	0%	4.9	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	28.8	24.6
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	36.9	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	33.5	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.2	
109000000	109			Overall				3432	3320	-112	-3%	28.9	--

Future Mitigated PM (2033) - MTS Baseline - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1237	+40	3%	17.8	17.8
1004003	1				SBT	4	3	1526	1832	+306	20%	217.4	217.4
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	85.1	16.2
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	77.2	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	83.1	
1141006	1				NBT	141	6	117	112	-5	-4%	16.3	
1141021	1				NBR	141	21	30	26	-4	-13%	5.5	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	18	-7	-28%	239.3	202.6
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	189.4	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	467	-35	-7%	198.1	
1154025	1				SBR	154	25	528	466	-62	-12%	205.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	609	+18	3%	181.1	184.9
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	101	-2	-2%	205.7	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	192.8	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	15	+3	25%	189.9	115.9
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	28	-3	-10%	148.6	
1023025	1				WBT	23	25	183	183	0	0%	138.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	33.5	
1000000	1			Overall				4926	5173	+247	5%	150.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1113	+56	5%	32.5	32.5
2139035	2				SBT	139	35	1583	1893	+310	20%	3.8	3.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	117.3	54.9
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	118.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	130.8	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	176.3	
2037001	2				NBT	37	1	86	84	-2	-2%	12.4	
2037049	2				NBR	37	49	22	22	0	0%	5.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	61.9	11.3
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	58.9	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	375	-17	-4%	3.6	
2012051	2				SBR	12	51	24	21	-3	-13%	1.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	36.0	36.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	37.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	21.8	39.4
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	35.0	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	35.7	
2048051	2				WBT	48	51	49	49	0	0%	41.7	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	40.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	35.7	
2000000	2			Overall				3587	3913	+326	9%	19.6	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1225	+38	3%	79.6	79.6
109003139	109				SBT	3	139	1989	1844	-145	-7%	3.0	3.0
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	8.2
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	9.6	
119172143	109				NBR	10172	143	22	25	+3	14%	3.8	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	19	-7	-27%	55.6	4.7
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	492	-28	-5%	2.8	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	36.6	29.4
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	39.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	41.3	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	17.5	
109000000	109			Overall				3979	3834	-145	-4%	29.9	--

Alternative 1 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1763	-207	-11%	14.4	14.4
1004003	1				SBT	4	3	718	717	-1	0%	25.4	25.4
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	77.8	7.6
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	440	-46	-9%	7.7	
1146021	1				NBR	146	21	75	63	-12	-16%	4.9	
1153021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	153	21	53	53	0	0%	108.5	38.4
1153005	1				SBL (To NB GW Pkwy)	153	5	1	1	0	0%	84.7	
1153003	1				SBL (To SB GW Pkwy)	153	3	0	0	0	--	0.0	
1153006	1				SBL (To NB E Abingdon Dr)	153	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	114	-3	-3%	22.8	
1154025	1				SBR	154	25	444	435	-9	-2%	33.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	673	-88	-12%	195.8	197.8
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	120	-17	-12%	208.6	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	193.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	202.9	50.6
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	69.5	
1023025	1				WBT	23	25	59	59	0	0%	63.5	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.7	
1000000	1			Overall				4859	4480	-379	-8%	52.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1507	-187	-11%	112.0	112.0
2144035	2				SBT	144	35	738	753	+15	2%	2.8	2.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	20	+1	5%	88.3	19.3
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	93.6	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	47.6	
2037001	2				NBT	37	1	487	430	-57	-12%	11.9	
2037049	2				NBR	37	49	17	15	-2	-12%	11.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	59.7	42.0
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	69.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	27	-4	-13%	9.9	
2012051	2				SBR	12	51	6	6	0	0%	3.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	54.0	51.6
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	53	+2	4%	48.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	27.8	44.1
2048035	2				WBL (To GW Pkwy)	48	35	27	26	-1	-4%	45.3	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	93.1	
2048051	2				WBT	48	51	35	34	-1	-3%	43.4	
2048002	2				WBR (To GW Pkwy)	48	2	108	97	-11	-10%	45.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	38.1	
2000000	2			Overall				3462	3197	-265	-8%	63.7	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1752	-209	-11%	46.3	46.3
109003144	109				SBT	3	144	719	722	+3	0%	3.6	3.6
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	38.9	7.9
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	479	-61	-11%	8.0	
119173138	109				NBR	10173	138	17	18	+1	6%	4.9	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	77.9	35.1
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	5.6	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.0	24.8
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	36.9	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	34.5	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.2	
109000000	109			Overall				3432	3165	-267	-8%	31.0	--

Alternative 1 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1233	+36	3%	19.0	19.0
1004003	1				SBT	4	3	1526	1809	+283	19%	234.1	234.1
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	127.8	16.1
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	76.1	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	96.0	
1141006	1				NBT	141	6	117	112	-5	-4%	15.5	
1141021	1				NBR	141	21	30	26	-4	-13%	5.0	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	25	17	-8	-32%	255.5	195.3
1154005	1				SBL (To NB GW Pkwy)	154	5	1	1	0	0%	243.8	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	474	-28	-6%	190.0	
1070025	1			Slaters Lane	SBR	70	25	528	463	-65	-12%	198.3	132.5
1024005	1				EBL (To GW Pkwy)	24	5	591	618	+27	5%	130.5	
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	145.3	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	134.6	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	128.6	
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	402.6
1023011	1				WBL (To W Abingdon Dr)	23	11	31	20	-11	-35%	461.9	
1023025	1				WBT	23	25	183	124	-59	-32%	470.2	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	48	-16	-25%	203.2	
1000000	1			Overall				4926	5081	+155	3%	158.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1112	+55	5%	33.2	33.2
2139035	2				SBT	139	35	1583	1872	+289	18%	3.7	3.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	111.9	51.4
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	104.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	118.9	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	153.1	
2037001	2				NBT	37	1	86	84	-2	-2%	12.5	
2037049	2				NBR	37	49	22	22	0	0%	6.0	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	57	-13	-19%	63.1	11.5
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	69.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	373	-19	-5%	3.7	
2012051	2				SBR	12	51	24	21	-3	-13%	2.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	35.1	35.7
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	37.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	21.7	
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	36.1	39.0
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	33.8	
2048051	2				WBT	48	51	49	49	0	0%	41.0	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	39.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	34.4	
2000000	2			Overall				3587	3888	+301	8%	19.7	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1222	+35	3%	76.8	76.8
109003139	109				SBT	3	139	1989	1819	-170	-9%	2.7	2.7
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	7.6
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	8.8	
119172143	109				NBR	10172	143	22	25	+3	14%	3.6	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	18	-8	-31%	67.9	10.4
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	492	-28	-5%	8.3	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	36.2	29.2
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	39.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	40.7	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	17.4	
109000000	109			Overall				3979	3805	-174	-4%	29.8	--

Alternative 2 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1886	-84	-4%	12.5	12.5
1004003	1				SBT	4	3	718	718	0	0%	21.6	21.6
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	77.8	6.6
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	468	-18	-4%	6.7	
1146021	1				NBR	146	21	75	70	-5	-7%	4.1	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	53	0	0%	116.8	23.9
1154005	1				SBL (To NB GW Pkwy)	154	5	1	1	0	0%	91.8	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	113	-4	-3%	37.2	
1153025	1				SBR	153	25	444	436	-8	-2%	9.0	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	649	-112	-15%	203.4	207.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	120	-17	-12%	228.0	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	191.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	215.1	50.8
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	69.7	
1023025	1				WBT	23	25	59	59	0	0%	63.8	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.5	
1000000	1			Overall				4859	4615	-244	-5%	48.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1641	-53	-3%	92.0	92.0
2144035	2				SBT	144	35	738	751	+13	2%	2.7	2.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	102.6	20.4
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	103.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	48.3	
2037001	2				NBT	37	1	487	470	-17	-3%	12.4	
2037049	2				NBR	37	49	17	16	-1	-6%	7.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	61.8	43.0
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	74.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	27	-4	-13%	7.8	
2012051	2				SBR	12	51	6	6	0	0%	3.9	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	117	-16	-12%	50.9	48.5
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	53	+2	4%	45.4	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	27.3	44.6
2048035	2				WBL (To GW Pkwy)	48	35	27	26	-1	-4%	45.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	92.9	
2048051	2				WBT	48	51	35	33	-2	-6%	44.0	
2048002	2				WBR (To GW Pkwy)	48	2	108	97	-11	-10%	45.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	38.5	
2000000	2			Overall				3462	3372	-90	-3%	55.5	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1876	-85	-4%	41.3	41.3
109003144	109				SBT	3	144	719	718	-1	0%	3.4	3.4
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	63.2	9.6
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	513	-27	-5%	9.7	
119173138	109				NBR	10173	138	17	19	+2	12%	7.4	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	73.4	33.7
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	76	0	0%	5.5	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.0	24.8
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	37.1	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	34.3	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.3	
109000000	109			Overall				3432	3320	-112	-3%	28.7	--

Alternative 2 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1234	+37	3%	17.7	17.7
1004003	1				SBT	4	3	1526	1851	+325	21%	213.1	213.1
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	111.6	14.7
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	78.2	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	84.8	
1141006	1				NBT	141	6	117	112	-5	-4%	14.2	
1141021	1				NBR	141	21	30	26	-4	-13%	4.0	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	20	-5	-20%	242.5	201.3
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	193.4	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	475	-27	-5%	188.5	
1154025	1				SBR	154	25	528	468	-60	-11%	212.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	601	+10	2%	188.1	192.4
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	100	-3	-3%	214.0	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	208.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	203.4	142.4
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	26	-5	-16%	172.8	
1023025	1				WBT	23	25	183	177	-6	-3%	168.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	59	-5	-8%	50.4	
1000000	1			Overall				4926	5183	+257	5%	151.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1113	+56	5%	36.1	36.1
2139035	2				SBT	139	35	1583	1911	+328	21%	3.5	3.5
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	116.3	53.7
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	109.6	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	125.3	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	196.5	
2037001	2				NBT	37	1	86	84	-2	-2%	13.3	
2037049	2				NBR	37	49	22	22	0	0%	6.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	61	-9	-13%	55.1	10.7
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	52.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	375	-17	-4%	3.6	
2012051	2				SBR	12	51	24	21	-3	-13%	1.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	35.5	35.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	37.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	21.9	41.4
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	37.3	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	33.9	
2048051	2				WBT	48	51	49	49	0	0%	42.8	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	43.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	35.7	
2000000	2			Overall				3587	3933	+346	10%	20.3	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1222	+35	3%	80.4	80.4
109003139	109				SBT	3	139	1989	1862	-127	-6%	3.3	3.3
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	8.5
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	9.6	
119172143	109				NBR	10172	143	22	25	+3	14%	4.8	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	22	-4	-15%	58.2	5.1
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	495	-25	-5%	2.7	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	36.5	29.4
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	39.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	41.5	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	17.5	
109000000	109			Overall				3979	3855	-124	-3%	30.1	--

Alternative 3 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1974	+4	0%	10.9	10.9
1004003	1				SBT	4	3	718	729	+11	2%	23.7	23.7
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	106.0	8.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	478	-8	-2%	8.1	
1146021	1				NBR	146	21	75	73	-2	-3%	5.7	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	53	0	0%	165.8	31.9
1154005	1				SBL (To NB GW Pkwy)	154	5	1	1	0	0%	99.0	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	114	-3	-3%	56.3	
1153025	1				SBR	153	25	444	437	-7	-2%	9.1	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	694	-67	-9%	188.6	190.7
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	116	-21	-15%	203.0	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	228.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	189.1	52.6
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	75.7	
1023025	1				WBT	23	25	59	58	-1	-2%	65.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.5	
1000000	1			Overall				4859	4768	-91	-2%	47.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1717	+23	1%	52.0	52.0
2144035	2				SBT	144	35	738	752	+14	2%	2.1	2.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	129.5	23.0
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	143.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	73.7	
2037001	2				NBT	37	1	487	487	0	0%	12.2	
2037049	2				NBR	37	49	17	16	-1	-6%	6.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	78.9	52.8
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	80.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	10.1	
2012051	2				SBR	12	51	6	6	0	0%	2.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	64.4	64.3
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	66.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	34.3	
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	55.7	54.1
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.4	
2048051	2				WBT	48	51	35	33	-2	-6%	64.9	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	53.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	41.4	
2000000	2			Overall				3462	3459	-3	0%	38.4	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1963	+2	0%	35.2	35.2
109003144	109				SBT	3	144	719	729	+10	1%	3.5	3.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	94.4	8.9
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	529	-11	-2%	8.9	
119173138	109				NBR	10173	138	17	20	+3	18%	8.3	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	105.3	48.0
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	7.8	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.7	40.8
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.6	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.9	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7	
109000000	109			Overall				3432	3436	+4	0%	26.5	--

Alternative 3 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1234	+37	3%	19.7	19.7
1004003	1				SBT	4	3	1526	1783	+257	17%	234.0	234.0
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	85.7	15.8
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	117.8	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	124.2	
1141006	1				NBT	141	6	117	112	-5	-4%	15.6	
1141021	1				NBR	141	21	30	26	-4	-13%	2.9	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	18	-7	-28%	278.0	213.1
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	279.0	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	461	-41	-8%	210.9	
1154025	1				SBR	154	25	528	455	-73	-14%	212.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	622	+31	5%	96.8	99.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	115.2	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	106.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	98.8	114.5
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	27	-4	-13%	141.7	
1023025	1				WBT	23	25	183	185	+2	1%	135.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	38.1	
1000000	1			Overall				4926	5122	+196	4%	145.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1110	+53	5%	17.3	17.3
2139035	2				SBT	139	35	1583	1859	+276	17%	3.4	3.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	143.5	64.3
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	139.1	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	155.3	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	212.0	
2037001	2				NBT	37	1	86	84	-2	-2%	11.3	
2037049	2				NBR	37	49	22	22	0	0%	5.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	59	-11	-16%	71.5	12.9
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	83.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	374	-18	-5%	3.8	
2012051	2				SBR	12	51	24	21	-3	-13%	1.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	43.1	41.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.7	47.2
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	42.0	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	19.1	
2048051	2				WBT	48	51	49	49	0	0%	48.9	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	48.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	44.4	
2000000	2			Overall				3587	3877	+290	8%	16.7	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1228	+41	3%	43.0	43.0
109003139	109				SBT	3	139	1989	1797	-192	-10%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.9
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	7.7	
119172143	109				NBR	10172	143	22	25	+3	14%	4.6	5.1
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	20	-6	-23%	70.3	
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	483	-37	-7%	2.4	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.1	35.7
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	44.3	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	45.0	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	23.6	
109000000	109			Overall				3979	3783	-196	-5%	18.3	--

Alternative 4 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1763	-207	-11%	14.5	14.5
1004003	1				SBT	4	3	718	717	-1	0%	25.4	25.4
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	77.5	8.0
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	439	-47	-10%	8.1	
1146021	1				NBR	146	21	75	64	-11	-15%	4.6	
1153021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	153	21	53	53	0	0%	111.2	38.5
1153005	1				SBL (To NB GW Pkwy)	153	5	1	1	0	0%	115.7	
1153003	1				SBL (To SB GW Pkwy)	153	3	0	0	0	--	0.0	
1153006	1				SBL (To NB E Abingdon Dr)	153	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	114	-3	-3%	23.0	
1154025	1				SBR	154	25	444	434	-10	-2%	33.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	673	-88	-12%	196.1	198.0
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	120	-17	-12%	209.1	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	189.0	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	197.0	50.3
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	69.3	
1023025	1				WBT	23	25	59	59	0	0%	63.0	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.7	
1000000	1			Overall				4859	4479	-380	-8%	52.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1506	-188	-11%	112.1	112.1
2144035	2				SBT	144	35	738	752	+14	2%	2.8	2.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	20	+1	5%	96.8	21.3
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	94.5	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	47.5	
2037001	2				NBT	37	1	487	435	-52	-11%	13.8	
2037049	2				NBR	37	49	17	15	-2	-12%	9.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	61.2	43.0
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	73.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	27	-4	-13%	9.1	
2012051	2				SBR	12	51	6	6	0	0%	4.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	117	-16	-12%	52.5	50.2
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	53	+2	4%	47.1	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	28.1	44.1
2048035	2				WBL (To GW Pkwy)	48	35	27	26	-1	-4%	45.3	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	93.1	
2048051	2				WBT	48	51	35	33	-2	-6%	43.8	
2048002	2				WBR (To GW Pkwy)	48	2	108	97	-11	-10%	45.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	38.2	
2000000	2			Overall				3462	3200	-262	-8%	63.9	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1751	-210	-11%	46.2	46.2
109003144	109				SBT	3	144	719	721	+2	0%	3.4	3.4
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	91.1	7.8
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	480	-60	-11%	8.0	
119173138	109				NBR	10173	138	17	18	+1	6%	2.4	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	72.6	33.5
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	6.6	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.3	24.6
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	36.9	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	32.5	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.2	
109000000	109			Overall				3432	3164	-268	-8%	30.8	--

Alternative 4 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1232	+35	3%	18.7	18.7
1004003	1				SBT	4	3	1526	1818	+292	19%	236.2	236.2
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	100.0	18.0
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	76.7	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	130.3	
1141006	1				NBT	141	6	117	112	-5	-4%	17.4	
1141021	1				NBR	141	21	30	26	-4	-13%	8.0	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	25	17	-8	-32%	263.0	191.4
1154005	1				SBL (To NB GW Pkwy)	154	5	1	1	0	0%	239.3	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	472	-30	-6%	185.8	
1070025	1				SBR	70	25	528	466	-62	-12%	194.5	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	614	+23	4%	130.4	132.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	144.2	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	143.3	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	132.2	371.8
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	19	-12	-39%	429.7	
1023025	1				WBT	23	25	183	131	-52	-28%	436.1	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	51	-13	-20%	185.3	
1000000	1			Overall				4926	5096	+170	3%	158.2	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1113	+56	5%	40.8	40.8
2139035	2				SBT	139	35	1583	1878	+295	19%	4.4	4.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	107.7	50.4
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	102.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	120.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	132.8	
2037001	2				NBT	37	1	86	84	-2	-2%	12.9	
2037049	2				NBR	37	49	22	22	0	0%	5.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	56	-14	-20%	65.0	11.6
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	67.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	373	-19	-5%	3.7	
2012051	2				SBR	12	51	24	21	-3	-13%	2.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	36.1	35.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	37.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	21.8	39.2
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	36.7	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	34.2	
2048051	2				WBT	48	51	49	49	0	0%	40.2	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	40.2	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	35.1	
2000000	2			Overall				3587	3894	+307	9%	22.1	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1221	+34	3%	83.1	83.1
109003139	109				SBT	3	139	1989	1831	-158	-8%	2.6	2.6
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	7.5
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	8.8	
119172143	109				NBR	10172	143	22	25	+3	14%	3.4	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	18	-8	-31%	63.6	9.9
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	490	-30	-6%	7.9	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	36.1	29.2
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	39.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	40.6	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	17.4	
109000000	109			Overall				3979	3814	-165	-4%	31.6	--

Alternative 5A AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1859	-111	-6%	12.9	12.9
1004003	1				SBT	4	3	718	729	+11	2%	27.5	27.5
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	107.0	8.8
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	457	-29	-6%	8.8	
1146021	1				NBR	146	21	75	68	-7	-9%	5.9	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%	99.5	39.3
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	97.6	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1153011	1				SBT	153	11	117	116	-1	-1%	25.8	
1153025	1				SBR	153	25	444	438	-6	-1%	35.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	680	-81	-11%	192.6	193.7
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	115	-22	-16%	199.9	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	213.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	197.6	
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	73.1	52.2
1023025	1				WBT	23	25	59	58	-1	-2%	65.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.4	
1000000	1			Overall				4859	4616	-243	-5%	50.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1603	-91	-5%	97.1	97.1
2144035	2				SBT	144	35	738	752	+14	2%	2.6	2.6
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	20	+1	5%	125.0	22.6
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	121.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	89.1	
2037001	2				NBT	37	1	487	460	-27	-6%	12.8	
2037049	2				NBR	37	49	17	16	-1	-6%	7.5	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	76.5	51.2
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	80.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	9.0	
2012051	2				SBR	12	51	6	6	0	0%	2.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	67.3	65.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	65.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	40.7	53.0
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	57.0	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	111.7	
2048051	2				WBT	48	51	35	33	-2	-6%	59.4	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	52.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	41.1	
2000000	2			Overall				3462	3318	-144	-4%	59.8	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1847	-114	-6%	44.1	44.1
109003144	109				SBT	3	144	719	729	+10	1%	4.0	4.0
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	59.7	7.2
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	504	-36	-7%	7.4	
119173138	109				NBR	10173	138	17	19	+2	12%	2.4	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	87.2	40.2
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	7.2	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.8	40.7
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.1	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.7	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.6	
109000000	109			Overall				3432	3294	-138	-4%	30.7	--

Alternative 5A PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1233	+36	3%	23.5	23.5
1004003	1				SBT	4	3	1526	1748	+222	15%	247.7	247.7
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	104.7	18.8
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	95.3	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	136.8	
1141006	1				NBT	141	6	117	112	-5	-4%	18.6	
1141021	1				NBR	141	21	30	27	-3	-10%	5.8	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	16	-9	-36%	323.2	230.3
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	327.3	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	502	455	-47	-9%	227.5	
1154025	1				SBR	154	25	528	447	-81	-15%	229.8	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	620	+29	5%	104.6	106.1
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	115.9	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	111.3	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	99.4	95.8
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	28	-3	-10%	115.9	
1023025	1				WBT	23	25	183	186	+3	2%	117.9	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	19.4	
1000000	1			Overall				4926	5070	+144	3%	153.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1112	+55	5%	20.2	20.2
2139035	2				SBT	139	35	1583	1827	+244	15%	2.8	2.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	165.2	72.0
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	157.6	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	168.1	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	251.8	
2037001	2				NBT	37	1	86	84	-2	-2%	11.1	
2037049	2				NBR	37	49	22	22	0	0%	5.5	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	53	-17	-24%	76.9	11.9
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	73.9	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	380	-12	-3%	3.0	
2012051	2				SBR	12	51	24	22	-2	-8%	1.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	47.3	41.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	24.4	50.3
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	44.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	20.9	
2048051	2				WBT	48	51	49	49	0	0%	53.1	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	51.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	46.4	
2000000	2			Overall				3587	3848	+261	7%	17.8	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1230	+43	4%	54.0	54.0
109003139	109				SBT	3	139	1989	1765	-224	-11%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.8
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	80	-5	-6%	7.9	
119172143	109				NBR	10172	143	22	25	+3	14%	3.3	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	14	-12	-46%	58.0	4.0
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	484	-36	-7%	2.5	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.7	36.9
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	43.7	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	49.8	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	25.5	
109000000	109			Overall				3979	3749	-230	-6%	22.1	--

Alternative 5B AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1898	-72	-4%	12.8	12.8
1004003	1				SBT	4	3	718	729	+11	2%	26.1	26.1
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	105.8	8.5
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	468	-18	-4%	8.5	
1146021	1				NBR	146	21	75	69	-6	-8%	5.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	53	0	0%	72.6	29.8
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	29.8	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1153011	1				SBT	153	11	117	116	-1	-1%	20.6	
1153025	1				SBR	153	25	444	438	-6	-1%	27.1	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	703	-58	-8%	183.1	184.7
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	117	-20	-15%	195.1	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	130.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	181.9	52.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	72.6	
1023025	1				WBT	23	25	59	58	-1	-2%	65.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.4	
1000000	1			Overall				4859	4691	-168	-3%	47.9	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1644	-50	-3%	92.1	92.1
2144035	2				SBT	144	35	738	752	+14	2%	2.2	2.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	121.5	22.6
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	139.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	72.3	
2037001	2				NBT	37	1	487	471	-16	-3%	12.0	
2037049	2				NBR	37	49	17	16	-1	-6%	5.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	83.1	54.9
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	80.6	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	9.6	
2012051	2				SBR	12	51	6	6	0	0%	2.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	70.3	69.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	71.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	38.2	53.0
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	55.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.6	
2048051	2				WBT	48	51	35	33	-2	-6%	62.5	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	51.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	41.5	
2000000	2			Overall				3462	3370	-92	-3%	57.8	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1888	-73	-4%	43.2	43.2
109003144	109				SBT	3	144	719	729	+10	1%	3.5	3.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	65.7	7.9
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	515	-25	-5%	7.9	
119173138	109				NBR	10173	138	17	19	+2	12%	7.1	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	90.1	42.1
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	8.4	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.7	40.6
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	59.9	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.4	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7	
109000000	109			Overall				3432	3346	-86	-3%	30.4	--

Alternative 5B PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1234	+37	3%	19.4	19.4
1004003	1				SBT	4	3	1526	1772	+246	16%	236.6	236.6
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	120.3	16.2
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	95.6	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	125.1	
1141006	1				NBT	141	6	117	112	-5	-4%	15.7	
1141021	1				NBR	141	21	30	26	-4	-13%	3.4	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	19	-6	-24%	294.4	229.9
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	230.3	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	502	462	-40	-8%	223.5	
1154025	1				SBR	154	25	528	450	-78	-15%	233.7	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	625	+34	6%	96.4	98.5
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	109.6	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	110.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	96.7	99.0
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	28	-3	-10%	122.1	
1023025	1				WBT	23	25	183	185	+2	1%	119.2	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	60	-4	-6%	26.1	
1000000	1			Overall				4926	5112	+186	4%	148.3	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	17.9	17.9
2139035	2				SBT	139	35	1583	1849	+266	17%	3.4	3.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	144.5	65.0
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	139.2	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	157.8	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	212.0	
2037001	2				NBT	37	1	86	83	-3	-3%	11.4	
2037049	2				NBR	37	49	22	22	0	0%	5.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	78.9	13.3
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	61.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	375	-17	-4%	3.4	
2012051	2				SBR	12	51	24	21	-3	-13%	1.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	43.9	41.1
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.4	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.5	47.4
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	42.4	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	16.7	
2048051	2				WBT	48	51	49	49	0	0%	49.3	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	48.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	44.5	
2000000	2			Overall				3587	3865	+278	8%	17.1	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1229	+42	4%	46.2	46.2
109003139	109				SBT	3	139	1989	1787	-202	-10%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.9
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	7.7	
119172143	109				NBR	10172	143	22	25	+3	14%	4.4	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	19	-7	-27%	58.3	4.3
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	483	-37	-7%	2.2	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.1	35.7
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	44.4	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	45.2	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	23.6	
109000000	109			Overall				3979	3773	-206	-5%	19.4	--

Alternative 6 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1985	+15	1%	10.4	10.4
1004003	1				SBT	4	3	718	729	+11	2%	22.7	22.7
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	106.0	7.6
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	478	-8	-2%	7.6	
1146021	1				NBR	146	21	75	73	-2	-3%	5.0	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	53	52	-1	-2%	171.8	31.4
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	99.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	114	-3	-3%	52.0	
1153025	1				SBR	153	25	444	438	-6	-1%	9.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	687	-74	-10%	188.8	191.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	206.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	215.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	179.7	51.9
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	70.0	
1023025	1				WBT	23	25	59	58	-1	-2%	65.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.5	
1000000	1			Overall				4859	4775	-84	-2%	46.5	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1727	+33	2%	49.3	49.3
2144035	2				SBT	144	35	738	753	+15	2%	2.1	2.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	134.1	22.8
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	136.5	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	73.4	
2037001	2				NBT	37	1	487	487	0	0%	12.1	
2037049	2				NBR	37	49	17	16	-1	-6%	7.0	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	81.8	55.2
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	85.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	11.3	
2012051	2				SBR	12	51	6	6	0	0%	2.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	61.6	61.3
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	62.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	37.3	53.9
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	56.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.4	
2048051	2				WBT	48	51	35	33	-2	-6%	64.2	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	52.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	41.4	
2000000	2			Overall				3462	3470	+8	0%	37.1	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1976	+15	1%	34.4	34.4
109003144	109				SBT	3	144	719	729	+10	1%	3.5	3.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	99.4	8.7
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	529	-11	-2%	8.8	
119173138	109				NBR	10173	138	17	20	+3	18%	8.5	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	103.9	47.4
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	7.8	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.6	40.7
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.6	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.8	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7	
109000000	109			Overall				3432	3449	+17	0%	26.0	--

Alternative 6 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1234	+37	3%	19.6	19.6
1004003	1				SBT	4	3	1526	1817	+291	19%	220.6	220.6
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	117.8	15.4
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	100.8	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	127.6	
1141006	1				NBT	141	6	117	112	-5	-4%	14.7	
1141021	1				NBR	141	21	30	26	-4	-13%	2.8	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	25	18	-7	-28%	262.2	209.4
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	192.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	465	-37	-7%	199.7	
1070025	1				SBR	70	25	528	462	-66	-13%	217.1	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	624	+33	6%	101.4	103.9
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	118.5	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	113.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	97.5	92.4
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	115.2	
1023025	1				WBT	23	25	183	187	+4	2%	112.2	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	21.0	
1000000	1			Overall				4926	5173	+247	5%	140.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	18.5	18.5
2139035	2				SBT	139	35	1583	1892	+309	20%	4.0	4.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	147.6	65.4
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	138.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	158.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	190.1	
2037001	2				NBT	37	1	86	84	-2	-2%	11.6	
2037049	2				NBR	37	49	22	22	0	0%	6.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	78.0	13.7
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	69.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	376	-16	-4%	3.7	
2012051	2				SBR	12	51	24	21	-3	-13%	2.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	44.8	41.3
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.7	46.4
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	41.5	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	18.1	
2048051	2				WBT	48	51	49	49	0	0%	48.7	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	47.0	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	46.3	
2000000	2			Overall				3587	3912	+325	9%	17.4	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1230	+43	4%	46.8	46.8
109003139	109				SBT	3	139	1989	1831	-158	-8%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.9
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	7.6	
119172143	109				NBR	10172	143	22	25	+3	14%	4.4	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	21	-5	-19%	67.7	4.9
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	486	-34	-7%	2.2	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.1	35.7
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	44.3	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	45.1	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	23.6	
109000000	109			Overall				3979	3823	-156	-4%	19.4	--

Alternative 7A AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1849	-121	-6%	13.3	13.3
1004003	1				SBT	4	3	718	729	+11	2%	27.4	27.4
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	107.4	9.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	455	-31	-6%	9.2	
1146021	1				NBR	146	21	75	69	-6	-8%	5.1	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%	95.3	38.4
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	97.2	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1153011	1				SBT	153	11	117	115	-2	-2%	24.4	
1153025	1				SBR	153	25	444	437	-7	-2%	35.0	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	673	-88	-12%	194.2	195.3
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	201.7	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	204.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	190.1	52.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	73.3	
1023025	1				WBT	23	25	59	58	-1	-2%	65.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.4	
1000000	1			Overall				4859	4601	-258	-5%	51.0	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1594	-100	-6%	98.4	98.4
2144035	2				SBT	144	35	738	753	+15	2%	2.5	2.5
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	20	+1	5%	126.1	22.4
2037002	2				NBL (To NB GW Pkwy)	37	2	26	26	0	0%	123.6	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	108.3	
2037001	2				NBT	37	1	487	459	-28	-6%	12.4	
2037049	2				NBR	37	49	17	16	-1	-6%	7.4	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	75.9	50.8
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	81.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	8.4	
2012051	2				SBR	12	51	6	6	0	0%	2.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	65.8	64.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	65.1	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	36.8	53.7
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	58.2	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	111.9	
2048051	2				WBT	48	51	35	33	-2	-6%	62.4	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	52.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	40.7	
2000000	2			Overall				3462	3309	-153	-4%	60.2	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1838	-123	-6%	44.4	44.4
109003144	109				SBT	3	144	719	729	+10	1%	4.0	4.0
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	42.7	7.9
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	502	-38	-7%	8.1	
119173138	109				NBR	10173	138	17	19	+2	12%	4.1	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	94.2	42.7
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	6.6	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.7	40.6
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.3	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.1	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.6	
109000000	109			Overall				3432	3283	-149	-4%	31.1	--

Alternative 7A PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1227	+30	3%	23.0	23.0
1004003	1				SBT	4	3	1526	1763	+237	16%	245.2	245.2
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	117.3	16.3
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	94.8	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	135.6	
1141006	1				NBT	141	6	117	111	-6	-5%	15.8	
1141021	1				NBR	141	21	30	26	-4	-13%	3.2	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	18	-7	-28%	287.5	226.6
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	300.0	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	502	465	-37	-7%	220.6	
1154025	1				SBR	154	25	528	452	-76	-14%	230.1	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	621	+30	5%	108.7	110.2
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	119.5	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	112.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	104.0	88.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	28	-3	-10%	112.5	
1023025	1				WBT	23	25	183	186	+3	2%	107.8	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	17.4	
1000000	1			Overall				4926	5097	+171	3%	152.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1111	+54	5%	19.6	19.6
2139035	2				SBT	139	35	1583	1846	+263	17%	3.1	3.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	154.1	67.3
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	148.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	152.9	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	221.0	
2037001	2				NBT	37	1	86	84	-2	-2%	10.8	
2037049	2				NBR	37	49	22	22	0	0%	5.5	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	79.4	12.9
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	77.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	382	-10	-3%	3.0	
2012051	2				SBR	12	51	24	21	-3	-13%	1.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	47.3	41.5
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	24.6	51.3
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	45.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	26.5	
2048051	2				WBT	48	51	49	49	0	0%	55.4	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	51.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	46.2	
2000000	2			Overall				3587	3872	+285	8%	17.6	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1226	+39	3%	53.3	53.3
109003139	109				SBT	3	139	1989	1782	-207	-10%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.7
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	80	-5	-6%	7.7	
119172143	109				NBR	10172	143	22	25	+3	14%	3.3	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	16	-10	-38%	65.1	4.4
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	492	-28	-5%	2.4	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.6	36.8
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	43.7	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	49.9	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	25.6	
109000000	109			Overall				3979	3772	-207	-5%	21.8	--

Alternative 7B AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1902	-68	-3%	13.0	13.0
1004003	1				SBT	4	3	718	729	+11	2%	26.1	26.1
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	105.6	8.8
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	470	-16	-3%	8.8	
1146021	1				NBR	146	21	75	71	-4	-5%	6.1	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%	70.7	29.5
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	28.4	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	116	-1	-1%	20.3	
1009025	1				SBR	9	25	444	438	-6	-1%	26.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	703	-58	-8%	182.3	184.1
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	118	-19	-14%	194.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	171.4	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	186.2	52.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	72.6	
1023025	1				WBT	23	25	59	58	-1	-2%	65.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.5	
1000000	1			Overall				4859	4702	-157	-3%	47.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1646	-48	-3%	91.2	91.2
2144035	2				SBT	144	35	738	753	+15	2%	2.2	2.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	131.8	23.3
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	138.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	72.3	
2037001	2				NBT	37	1	487	476	-11	-2%	12.5	
2037049	2				NBR	37	49	17	16	-1	-6%	6.0	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	83.0	55.5
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	88.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	9.4	
2012051	2				SBR	12	51	6	6	0	0%	2.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	64.4	63.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	65.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	33.7	53.6
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	56.5	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.5	
2048051	2				WBT	48	51	35	33	-2	-6%	62.8	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	52.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	41.6	
2000000	2			Overall				3462	3378	-84	-2%	57.2	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1891	-70	-4%	43.4	43.4
109003144	109				SBT	3	144	719	729	+10	1%	3.5	3.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	65.9	8.4
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	518	-22	-4%	8.4	
119173138	109				NBR	10173	138	17	19	+2	12%	7.1	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	99.0	44.0
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	5.4	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.7	40.7
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.3	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.6	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.6	
109000000	109			Overall				3432	3352	-80	-2%	30.6	--

Alternative 7B PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1232	+35	3%	19.9	19.9
1004003	1				SBT	4	3	1526	1830	+304	20%	227.7	227.7
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	131.6	16.3
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	95.7	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	124.5	
1141006	1				NBT	141	6	117	112	-5	-4%	15.6	
1141021	1				NBR	141	21	30	26	-4	-13%	3.3	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	18	-7	-28%	280.4	215.5
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	227.6	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	465	-37	-7%	205.8	
1009025	1				SBR	9	25	528	459	-69	-13%	222.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	622	+31	5%	95.8	98.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	110.2	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	111.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	96.6	98.9
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	124.3	
1023025	1				WBT	23	25	183	187	+4	2%	118.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	27.2	
1000000	1			Overall				4926	5180	+254	5%	143.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1109	+52	5%	17.6	17.6
2139035	2				SBT	139	35	1583	1908	+325	21%	4.2	4.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	139.5	63.1
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	136.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	151.8	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	189.1	
2037001	2				NBT	37	1	86	83	-3	-3%	11.4	
2037049	2				NBR	37	49	22	22	0	0%	5.6	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	60	-10	-14%	76.9	13.3
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	72.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	376	-16	-4%	3.4	
2012051	2				SBR	12	51	24	21	-3	-13%	1.2	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	43.9	41.2
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	42.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.7	46.3
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	41.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	17.2	
2048051	2				WBT	48	51	49	49	0	0%	48.1	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	47.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	44.3	
2000000	2			Overall				3587	3927	+340	9%	16.9	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1228	+41	3%	45.7	45.7
109003139	109				SBT	3	139	1989	1846	-143	-7%	1.8	1.8
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	6.9
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	7.7	
119172143	109				NBR	10172	143	22	25	+3	14%	4.5	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	21	-5	-19%	62.6	4.7
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	486	-34	-7%	2.2	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.2	35.7
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	44.4	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	45.2	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	23.6	
109000000	109			Overall				3979	3836	-143	-4%	19.0	--

Alternative 8 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1628	-342	-17%	30.7	30.7
1004003	1				SBT	4	3	718	575	-143	-20%	52.6	52.6
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	1	-1	-50%	95.9	35.6
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	337	-149	-31%	36.3	
1146021	1				NBR	146	21	75	45	-30	-40%	29.6	
1154021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	33	-20	-38%	136.3	34.4
1154005	1				SBL (To NB GW Pkwy)	154	5	1	0	-1	-100%	154.4	
1154003	1				SBL (To SB GW Pkwy)	154	3	0	0	0	--	0.0	
1154006	1				SBL (To NB E Abingdon Dr)	154	6	0	0	0	--	0.0	
1154011	1				SBT	154	11	117	83	-34	-29%	61.5	
1153025	1				SBR	153	25	444	329	-115	-26%	17.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	497	-264	-35%	207.6	207.4
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	77	-60	-44%	206.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	202.0	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	5	+5	--	196.1	43.7
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	7	-6	-46%	64.0	
1023025	1				WBT	23	25	59	39	-20	-34%	55.3	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	15	-6	-29%	3.9	
1000000	1			Overall				4859	3672	-1187	-24%	59.6	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1404	-290	-17%	126.8	126.8
2144035	2				SBT	144	35	738	604	-134	-18%	7.2	7.2
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	16	-3	-16%	168.1	135.9
2037002	2				NBL (To NB GW Pkwy)	37	2	26	22	-4	-15%	150.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	89.0	
2037001	2				NBT	37	1	487	359	-128	-26%	137.0	
2037049	2				NBR	37	49	17	10	-7	-41%	19.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	38	-15	-28%	74.7	54.3
2013002	2				SBL (To NB GW Pkwy)	13	2	11	7	-4	-36%	80.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	20	-11	-35%	16.6	
2012051	2				SBR	12	51	6	4	-2	-33%	3.9	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	24.8	24.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	24.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	16.9	21.1
2048035	2				WBL (To GW Pkwy)	48	35	27	20	-7	-26%	17.2	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.8	
2048051	2				WBT	48	51	35	27	-8	-23%	21.0	
2048002	2				WBR (To GW Pkwy)	48	2	108	78	-30	-28%	21.9	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	16	-4	-20%	22.3	
2000000	2			Overall				3462	2798	-664	-19%	89.2	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1634	-327	-17%	38.3	38.3
109003144	109				SBT	3	144	719	582	-137	-19%	0.5	0.5
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	289.5	15.6
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	377	-163	-30%	15.9	
119173138	109				NBR	10173	138	17	9	-8	-47%	1.1	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	30	-24	-44%	89.9	62.0
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	58	-18	-24%	47.6	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	13	-13	-50%	163.6	151.5
109010143	109				WBL (To W Abingdon Dr)	10	143	9	5	-4	-44%	146.8	
109010145	109				WBR (To GW Pkwy)	10	145	9	6	-3	-33%	262.2	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	12	-9	-43%	85.1	
109000000	109			Overall				3432	2726	-706	-21%	30.0	--

Alternative 8 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1186	-11	-1%	20.7	20.7
1004003	1				SBT	4	3	1526	1721	+195	13%	262.8	262.8
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	120.3	14.5
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	84.9	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	48.8	
1141006	1				NBT	141	6	117	113	-4	-3%	14.4	
1141021	1				NBR	141	21	30	26	-4	-13%	2.8	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	15	-10	-40%	262.0	221.7
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	200.7	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1070011	1				SBT	70	11	502	471	-31	-6%	221.3	
1154025	1				SBR	154	25	528	447	-81	-15%	220.9	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	607	+16	3%	54.6	56.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	102	-1	-1%	64.1	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	66.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	15	+3	25%	50.5	62.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	78.8	
1023025	1				WBT	23	25	183	189	+6	3%	76.3	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	10.9	
1000000	1			Overall				4926	5000	+74	2%	148.0	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1082	+25	2%	108.6	108.6
2139035	2				SBT	139	35	1583	1770	+187	12%	7.7	7.7
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	76.2	35.8
2037002	2				NBL (To NB GW Pkwy)	37	2	20	19	-1	-5%	77.8	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	78.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	73.1	
2037001	2				NBT	37	1	86	84	-2	-2%	10.4	
2037049	2				NBR	37	49	22	22	0	0%	4.0	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	53	-17	-24%	45.8	9.7
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	42.8	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	380	-12	-3%	4.8	
2012051	2				SBR	12	51	24	21	-3	-13%	3.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	36.2	31.2
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	77	-1	-1%	31.9	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	16.8	34.9
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	35.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	43.7	
2048051	2				WBT	48	51	49	49	0	0%	33.8	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	36.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	27.3	
2000000	2			Overall				3587	3756	+169	5%	41.7	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1169	-18	-2%	99.6	99.6
109003139	109				SBT	3	139	1989	1726	-263	-13%	4.6	4.6
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	8.1
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	10.0	
119172143	109				NBR	10172	143	22	25	+3	14%	2.1	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	16	-10	-38%	41.5	4.1
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	494	-26	-5%	2.9	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	44	0	0%	28.5	24.8
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	33.5	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	35.4	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	16.0	
109000000	109			Overall				3979	3658	-321	-8%	36.7	--

Alternative 9 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1970	0	0%	10.6	10.6
1004003	1				SBT	4	3	718	729	+11	2%	24.0	24.0
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	110.2	8.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	476	-10	-2%	8.0	
1146021	1				NBR	146	21	75	72	-3	-4%	5.6	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%	72.1	27.8
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	24.5	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	116	-1	-1%	18.7	
1009025	1				SBR	9	25	444	438	-6	-1%	24.7	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	706	-55	-7%	181.7	183.7
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	118	-19	-14%	195.6	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	161.3	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	193.2	64.5
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	88.5	
1023025	1				WBT	23	25	59	58	-1	-2%	81.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.6	
1000000	1			Overall				4859	4779	-80	-2%	46.0	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1712	+18	1%	62.4	62.4
2144035	2				SBT	144	35	738	752	+14	2%	3.1	3.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	22	+3	16%	109.1	21.3
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	119.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	66.3	
2037001	2				NBT	37	1	487	486	-1	0%	12.3	
2037049	2				NBR	37	49	17	16	-1	-6%	5.2	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	87.6	59.2
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	99.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	10.0	
2012051	2				SBR	12	51	6	6	0	0%	1.6	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	114	-19	-14%	59.2	58.5
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	59.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	34.6	51.5
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	55.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	108.0	
2048051	2				WBT	48	51	35	33	-2	-6%	58.3	
2048002	2				WBR (To GW Pkwy)	48	2	108	95	-13	-12%	51.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	24	+4	20%	38.7	
2000000	2			Overall				3462	3455	-7	0%	43.1	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1962	+1	0%	35.9	35.9
109003144	109				SBT	3	144	719	729	+10	1%	3.7	3.7
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	59.6	8.2
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	528	-12	-2%	8.3	
119173138	109				NBR	10173	138	17	20	+3	18%	5.8	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	99.6	44.3
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	77	+1	1%	5.5	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	50.1	40.5
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	60.5	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.3	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	18.9	
109000000	109			Overall				3432	3434	+2	0%	26.6	--

Alternative 9 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1214	+17	1%	17.9	17.9
1004003	1				SBT	4	3	1526	1840	+314	21%	226.0	226.0
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	180.5	14.2
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	68.9	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	77.0	
1141006	1				NBT	141	6	117	112	-5	-4%	12.7	
1141021	1				NBR	141	21	30	26	-4	-13%	3.5	
1070021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	25	18	-7	-28%	251.6	206.6
1070005	1				SBL (To NB GW Pkwy)	70	5	1	1	0	0%	156.6	
1070003	1				SBL (To SB GW Pkwy)	70	3	0	0	0	--	0.0	
1070006	1				SBL (To NB E Abingdon Dr)	70	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	468	-34	-7%	197.6	
1009025	1				SBR	9	25	528	466	-62	-12%	214.1	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	613	+22	4%	101.5	104.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	102	-1	-1%	122.7	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	108.6	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	15	+3	25%	104.7	72.3
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	28	-3	-10%	93.3	
1023025	1				WBT	23	25	183	184	+1	1%	87.8	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	61	-3	-5%	15.8	
1000000	1			Overall				4926	5165	+239	5%	141.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1113	+56	5%	59.5	59.5
2139035	2				SBT	139	35	1583	1899	+316	20%	5.9	5.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	89.7	40.8
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	89.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	100.9	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	128.8	
2037001	2				NBT	37	1	86	84	-2	-2%	7.7	
2037049	2				NBR	37	49	22	22	0	0%	4.0	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	52.9	10.5
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	53.2	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	383	-9	-2%	4.2	
2012051	2				SBR	12	51	24	21	-3	-13%	2.0	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	19	-3	-14%	31.5	29.4
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	77	-1	-1%	30.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	16.2	37.1
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	33.0	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	38.8	
2048051	2				WBT	48	51	49	49	0	0%	39.5	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	38.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	31.5	
2000000	2			Overall				3587	3926	+339	9%	26.9	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1203	+16	1%	95.9	95.9
109003139	109				SBT	3	139	1989	1855	-134	-7%	4.2	4.2
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	8.4
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	79	-6	-7%	10.2	
119172143	109				NBR	10172	143	22	25	+3	14%	2.9	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	17	-9	-35%	44.5	4.5
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	495	-25	-5%	3.1	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	44	0	0%	30.4	25.4
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	35.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	26.5	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	16.7	
109000000	109			Overall				3979	3824	-155	-4%	34.9	--

Alternative 10 AM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1979	+9	0%	15.5	15.5
1004003	1				SBT	4	3	718	728	+10	1%	22.0	22.0
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	103.1	9.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	480	-6	-1%	9.3	
1146021	1				NBR	146	21	75	73	-2	-3%	5.7	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	53	54	+1	2%	125.8	21.2
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	78.6	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	114	-3	-3%	18.0	
1153025	1				SBR	153	25	444	437	-7	-2%	9.0	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	708	-53	-7%	182.7	184.9
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	118	-19	-14%	197.2	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	210.1	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	207.4	63.3
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	88.7	
1023025	1				WBT	23	25	59	58	-1	-2%	79.8	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.4	
1000000	1			Overall				4859	4791	-68	-1%	47.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1717	+23	1%	42.7	42.7
2144035	2				SBT	144	35	738	752	+14	2%	2.8	2.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	22	+3	16%	133.2	19.7
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	131.4	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	69.9	
2037001	2				NBT	37	1	487	488	+1	0%	8.8	
2037049	2				NBR	37	49	17	16	-1	-6%	4.5	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	91.9	59.7
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	86.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	8.2	
2012051	2				SBR	12	51	6	6	0	0%	2.7	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	115	-18	-14%	63.2	63.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	63.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	49.3	49.0
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	51.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	19.4	
2048051	2				WBT	48	51	35	33	-2	-6%	45.3	
2048002	2				WBR (To GW Pkwy)	48	2	108	96	-12	-11%	50.7	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	45.3	
2000000	2			Overall				3462	3463	+1	0%	33.3	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1967	+6	0%	28.3	28.3
109003144	109				SBT	3	144	719	729	+10	1%	0.9	0.9
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	24.8	9.1
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	531	-9	-2%	9.2	
119173138	109				NBR	10173	138	17	20	+3	18%	5.7	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	79.2	35.6
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	78	+2	3%	5.5	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	43.0	35.7
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	41.9	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	46.9	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	21.5	
109000000	109			Overall				3432	3443	+11	0%	21.5	--

Alternative 10 PM (2033) - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1217	+20	2%	18.7	18.7
1004003	1				SBT	4	3	1526	1842	+316	21%	234.4	234.4
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	90.3	15.9
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	82.6	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	99.1	
1141006	1				NBT	141	6	117	113	-4	-3%	15.6	
1141021	1				NBR	141	21	30	26	-4	-13%	5.6	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	25	19	-6	-24%	235.2	200.6
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	211.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	469	-33	-7%	202.2	
1070025	1				SBR	70	25	528	463	-65	-12%	197.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	617	+26	4%	69.9	72.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	83.1	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	86.9	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	67.9	63.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	80.4	
1023025	1				WBT	23	25	183	186	+3	2%	77.6	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	62	-2	-3%	11.8	
1000000	1				Overall			4926	5182	+256	5%	138.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1107	+50	5%	66.5	66.5
2139035	2				SBT	139	35	1583	1902	+319	20%	6.0	6.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	84.5	41.2
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	90.7	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	91.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	127.1	
2037001	2				NBT	37	1	86	84	-2	-2%	11.7	
2037049	2				NBR	37	49	22	22	0	0%	5.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	58	-12	-17%	49.1	10.8
2013002	2				SBL (To NB GW Pkwy)	13	2	3	3	0	0%	44.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	382	-10	-3%	5.2	
2012051	2				SBR	12	51	24	21	-3	-13%	2.8	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	37.3	32.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	33.6	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	19.0	31.6
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	32.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	2.4	
2048051	2				WBT	48	51	49	49	0	0%	33.3	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	31.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	21.4	
2000000	2				Overall			3587	3922	+335	9%	28.7	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1206	+19	2%	91.0	91.0
109003139	109				SBT	3	139	1989	1856	-133	-7%	3.2	3.2
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	11.6
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	80	-5	-6%	13.0	
119172143	109				NBR	10172	143	22	25	+3	14%	7.4	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	18	-8	-31%	43.9	4.5
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	498	-22	-4%	3.1	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	34.9	27.2
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	35.7	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	33.1	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	16.5	
109000000	109				Overall			3979	3833	-146	-4%	33.1	--

Alternative 10 AM (2033) - Crossing Pattern A

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1692	-278	-14%	81.4	81.4
1004003	1				SBT	4	3	718	728	+10	1%	27.4	27.4
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	110.2	14.7
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	402	-51	-11%	14.7	
1001021	1				NBR	1	21	70	63	-7	-10%	10.0	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	106	-1	-1%	288.9	62.3
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	192.4	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	21.4	
1138025	1				SBR	138	25	444	437	-7	-2%	12.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	569	-192	-25%	232.3	238.4
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	267.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	0	-1	-100%	301.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	239.8	42.3
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	61.5	
1023025	1				WBT	23	25	59	55	-4	-7%	62.6	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	6.5	
1000000	1			Overall				4869	4306	-563	-12%	87.1	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1439	-255	-15%	117.6	117.6
2003035	2				SBT	3	35	738	728	-10	-1%	4.1	4.1
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	18	+10	125%	125.8	20.6
2037002	2				NBL (To NB GW Pkwy)	37	2	26	25	-1	-4%	129.5	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	75.8	
2037001	2				NBT	37	1	473	401	-72	-15%	10.1	
2037049	2				NBR	37	49	33	29	-4	-12%	5.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	50	-3	-6%	94.0	61.3
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	96.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	6.4	
2012051	2				SBR	12	51	6	6	0	0%	2.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	82.1	80.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	81.5	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	49.2	
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	51.8	52.9
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	32.0	
2048051	2				WBT	48	51	35	32	-3	-9%	49.9	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	55.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	47.3	
2000000	2			Overall				3471	3118	-353	-10%	69.3	--

Alternative 10 AM (2033) - Crossing Pattern B

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1970	1069	-901	-46%	173.9	173.9
1004003	1				SBT	4	3	718	727	+9	1%	49.0	49.0
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	119.8	33.2
1001005	1				NBL (To NB GW Pkwy)	1	5	9	0	-9	-100%	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	0	0	0	--	0.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	0	0	0	--	0.0	
1001006	1				NBT	1	6	453	288	-165	-36%	33.6	
1001021	1				NBR	1	21	70	50	-20	-29%	25.8	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	107	0	0%	294.9	72.1
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	267.1	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	63	62	-1	-2%	39.2	
1138025	1				SBR	138	25	444	437	-7	-2%	21.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	758	-3	0%	133.8	136.2
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	135	-2	-1%	148.9	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	151.3	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	146.0	30.6
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	3	20	+17	567%	42.1	
1023025	1				WBT	23	25	59	55	-4	-7%	45.8	
1023005	1				WBR (To GW Pkwy)	23	5	28	0	-28	-100%	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	14	42	+28	200%	5.3	
1000000	1			Overall				4869	3763	-1106	-23%	107.4	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	823	-871	-51%	281.1	281.1
2003035	2				SBT	3	35	738	728	-10	-1%	7.4	7.4
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	13	+5	63%	112.7	23.2
2037002	2				NBL (To NB GW Pkwy)	37	2	26	21	-5	-19%	106.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	72.8	
2037001	2				NBT	37	1	473	276	-197	-42%	13.8	
2037049	2				NBR	37	49	33	23	-10	-30%	7.8	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	50	-3	-6%	86.9	57.8
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	101.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	2	0	-2	-100%	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	10	29	+19	190%	5.9	
2012051	2				SBR	12	51	6	6	0	0%	1.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	74.1	73.7
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	75.1	
2050035	2				EBR (To GW Pkwy)	50	35	5	0	-5	-100%	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	0	5	+5	--	51.2	50.8
2048035	2				WBL (To GW Pkwy)	48	35	53	50	-3	-6%	48.6	
2048038	2				WBL (To W Abingdon Dr)	48	38	2	0	-2	-100%	30.5	
2048051	2				WBT	48	51	35	32	-3	-9%	48.1	
2048002	2				WBR (To GW Pkwy)	48	2	117	103	-14	-12%	53.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	25	+5	25%	48.7	
2000000	2			Overall				3471	2362	-1109	-32%	116.7	--

Alternative 10 AM (2033) - Crossing Pattern A - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1932	-38	-2%	20.5	20.5
1004003	1				SBT	4	3	718	728	+10	1%	23.8	23.8
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	99.1	10.1
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	476	-10	-2%	10.2	
1146021	1				NBR	146	21	75	72	-3	-4%	7.0	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	53	54	+1	2%	100.9	21.8
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	47.0	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	114	-3	-3%	20.5	
1153025	1				SBR	153	25	444	437	-7	-2%	12.2	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	597	-164	-22%	223.1	227.1
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	116	-21	-15%	247.5	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	235.2	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	230.1	50.2
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	72.6	
1023025	1				WBT	23	25	59	59	0	0%	62.3	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.2	
1000000	1			Overall				4859	4628	-231	-5%	53.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1677	-17	-1%	70.0	70.0
2144035	2				SBT	144	35	738	751	+13	2%	3.3	3.3
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	22	+3	16%	135.2	21.1
2037002	2				NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	136.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	76.8	
2037001	2				NBT	37	1	487	484	-3	-1%	9.9	
2037049	2				NBR	37	49	17	16	-1	-6%	5.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	49	-4	-8%	87.1	57.7
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	88.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	8.0	
2012051	2				SBR	12	51	6	6	0	0%	2.3	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	82.5	80.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	79.8	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	50.1	52.8
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	54.8	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	23.7	
2048051	2				WBT	48	51	35	33	-2	-6%	48.9	
2048002	2				WBR (To GW Pkwy)	48	2	108	96	-12	-11%	54.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	49.4	
2000000	2			Overall				3462	3420	-42	-1%	47.9	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1923	-38	-2%	38.1	38.1
109003144	109				SBT	3	144	719	729	+10	1%	0.6	0.6
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	33.6	7.6
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	526	-14	-3%	7.7	
119173138	109				NBR	10173	138	17	20	+3	18%	4.9	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	82.8	36.2
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	78	+2	3%	3.9	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	46.1	36.1
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	39.4	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	45.8	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	20.7	
109000000	109			Overall				3432	3394	-38	-1%	26.6	--

Alternative 10 AM (2033) - Crossing Pattern B - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1145005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	145	5	1970	1291	-679	-34%	44.4	44.4
1004003	1				SBT	4	3	718	728	+10	1%	42.6	42.6
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	108.2	18.8
1146005	1				NBL (To NB GW Pkwy)	146	5	0	0	0	--	0.0	
1146003	1				NBL (To SB GW Pkwy)	146	3	0	0	0	--	0.0	
1146011	1				NBL (To SB W Abingdon Dr)	146	11	0	0	0	--	0.0	
1146006	1				NBT	146	6	486	346	-140	-29%	19.0	
1146021	1				NBR	146	21	75	54	-21	-28%	14.5	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	53	53	0	0%	129.1	35.2
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	109.9	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	117	114	-3	-3%	40.0	
1153025	1				SBR	153	25	444	437	-7	-2%	22.3	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	762	+1	0%	120.8	122.4
1024006	1				EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0	
1024021	1				EBT	24	21	137	135	-2	-1%	130.3	
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	160.6	
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	139.8	35.6
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	13	11	-2	-15%	43.3	
1023025	1				WBT	23	25	59	59	0	0%	45.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	21	21	0	0%	4.0	
1000000	1			Overall				4859	4022	-837	-17%	58.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1037	-657	-39%	208.7	208.7
2144035	2				SBT	144	35	738	753	+15	2%	3.9	3.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	16	-3	-16%	117.1	22.0
2037002	2				NBL (To NB GW Pkwy)	37	2	26	21	-5	-19%	127.2	
2037035	2				NBL (To SB GW Pkwy)	37	35	0	0	0	--	0.0	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	76.8	
2037001	2				NBT	37	1	487	330	-157	-32%	11.1	
2037049	2				NBR	37	49	17	12	-5	-29%	6.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	53	48	-5	-9%	79.6	53.9
2013002	2				SBL (To NB GW Pkwy)	13	2	11	9	-2	-18%	92.0	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	31	28	-3	-10%	8.6	
2012051	2				SBR	12	51	6	6	0	0%	2.5	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	133	116	-17	-13%	70.7	69.7
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	51	52	+1	2%	70.2	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	5	5	0	0%	43.1	52.2
2048035	2				WBL (To GW Pkwy)	48	35	27	25	-2	-7%	55.4	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	24.1	
2048051	2				WBT	48	51	35	33	-2	-6%	49.5	
2048002	2				WBR (To GW Pkwy)	48	2	108	96	-12	-11%	52.8	
2047001	2				WBR (To E Abingdon Dr)	47	1	20	23	+3	15%	49.9	
2000000	2			Overall				3462	2611	-851	-25%	98.2	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1281	-680	-35%	85.8	85.8
109003144	109				SBT	3	144	719	730	+11	2%	0.7	0.7
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	66.5	7.1
109001144	109				NBL (To SB GW Pkwy)	1	144	0	0	0	--	0.0	
109001143	109				NBL (To SB W Abingdon Dr)	1	143	0	0	0	--	0.0	
109001146	109				NBT	1	146	540	380	-160	-30%	7.2	
119173138	109				NBR	10173	138	17	14	-3	-18%	4.0	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	69.0	30.9
109011145	109				SBL (To NB GW Pkwy)	11	145	0	0	0	--	0.0	
109011144	109				SBL (To SB GW Pkwy)	11	144	0	0	0	--	0.0	
109011146	109				SBL (To NB E Abingdon Dr)	11	146	0	0	0	--	0.0	
109011143	109				SBT	11	143	76	78	+2	3%	4.6	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	46.1	37.7
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	45.0	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	51.6	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	20.8	
109000000	109			Overall				3432	2601	-831	-24%	47.8	--

Alternative 10 PM (2033) - Crossing Pattern A

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	1233	+36	3%	81.0	81.0
1004003	1				SBT	4	3	1526	1689	+163	11%	285.3	285.3
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	129.1	19.8
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	139.0	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	94.8	
1001006	1				NBT	1	6	52	50	-2	-4%	17.4	
1001021	1				NBR	1	21	30	26	-4	-13%	8.4	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	31	-26	-46%	382.0	273.6
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	284.3	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	452	-24	-5%	272.1	
1139025	1				SBR	139	25	528	438	-90	-17%	267.4	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	619	+28	5%	54.3	55.8
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	63.2	
1024003	1				EBR (To GW Pkwy)	24	3	12	13	+1	8%	67.8	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	58.2	72.4
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	55	-7	-11%	93.8	
1023025	1				WBT	23	25	183	188	+5	3%	97.9	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	117	-11	-9%	21.3	
1000000	1			Overall				4965	5035	+70	1%	178.9	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1117	+60	6%	23.1	23.1
2003035	2				SBT	3	35	1539	1709	+170	11%	7.8	7.8
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	38	+5	15%	165.8	70.7
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	149.0	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	167.4	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	328.5	
2037001	2				NBT	37	1	64	60	-4	-6%	11.6	
2037049	2				NBR	37	49	44	47	+3	7%	5.7	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	56	-14	-20%	75.0	10.6
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	76.3	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	374	-18	-5%	1.2	
2012051	2				SBR	12	51	24	22	-2	-8%	1.4	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	51.2	46.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	46.3	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	34.6	47.5
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	44.1	
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	11.8	
2048051	2				WBT	48	51	49	50	+1	2%	51.0	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	49.5	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	41.9	
2000000	2			Overall				3599	3792	+193	5%	21.6	--

Alternative 10 PM (2033) - Crossing Pattern B

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1002005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	5	1197	941	-256	-21%	213.8	213.8
1004003	1				SBT	4	3	1526	1134	-392	-26%	544.1	544.1
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	2	2	0	0%	79.2	33.4
1001005	1				NBL (To NB GW Pkwy)	1	5	0	0	0	--	0.0	
1001003	1				NBL (To SB GW Pkwy)	1	3	1	1	0	0%	149.6	
1001011	1				NBL (To SB W Abingdon Dr)	1	11	1	1	0	0%	114.8	
1001006	1				NBT	1	6	52	45	-7	-13%	36.0	
1001021	1				NBR	1	21	30	20	-10	-33%	13.2	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	57	24	-33	-58%	550.2	494.1
1009005	1				SBL (To NB GW Pkwy)	9	5	1	0	-1	-100%	0.0	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	476	346	-130	-27%	498.4	
1139025	1				SBR	139	25	528	340	-188	-36%	485.7	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	619	+28	5%	42.4	43.0
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	46.9	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	44.5	
1024011	1				EBR (To W Abingdon Dr)	24	11	14	16	+2	14%	40.4	33.3
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	62	56	-6	-10%	47.1	
1023025	1				WBT	23	25	183	193	+10	5%	44.8	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
1022006	1				WBR (To E Abingdon Dr)	22	6	128	119	-9	-7%	8.3	
1000000	1			Overall				4965	3975	-990	-20%	302.9	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	837	-220	-21%	299.4	299.4
2003035	2				SBT	3	35	1539	1171	-368	-24%	6.9	6.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	32	-1	-3%	139.9	65.5
2037002	2				NBL (To NB GW Pkwy)	37	2	20	19	-1	-5%	140.9	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	10	-2	-17%	135.7	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	114.2	
2037001	2				NBT	37	1	64	48	-16	-25%	15.7	
2037049	2				NBR	37	49	44	38	-6	-14%	8.3	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	44	-26	-37%	52.5	7.8
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	51.1	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	304	-88	-22%	1.4	
2012051	2				SBR	12	51	24	18	-6	-25%	1.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	51.9	45.8
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	45.7	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	35.5	
2048035	2				WBL (To GW Pkwy)	48	35	75	80	+5	7%	45.6	48.4
2048038	2				WBL (To W Abingdon Dr)	48	38	1	0	-1	-100%	15.9	
2048051	2				WBT	48	51	49	49	0	0%	49.7	
2048002	2				WBR (To GW Pkwy)	48	2	95	85	-10	-11%	51.0	
2047001	2				WBR (To E Abingdon Dr)	47	1	11	13	+2	18%	43.8	
2000000	2			Overall				3599	2857	-742	-21%	102.3	--

Alternative 10 PM (2033) - Crossing Pattern A - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	1207	+10	1%	20.4	20.4
1004003	1				SBT	4	3	1526	1724	+198	13%	269.9	269.9
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	67.9	15.6
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	92.3	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	98.3	
1141006	1				NBT	141	6	117	113	-4	-3%	15.8	
1141021	1				NBR	141	21	30	26	-4	-13%	4.7	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	25	15	-10	-40%	258.8	236.8
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	239.5	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	470	-32	-6%	237.5	
1070025	1				SBR	70	25	528	445	-83	-16%	235.2	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	616	+25	4%	69.3	71.4
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	103	0	0%	83.4	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	83.7	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	66.5	50.4
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	62.9	
1023025	1				WBT	23	25	183	188	+5	3%	61.4	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	62	-2	-3%	11.2	
1000000	1				Overall			4926	5033	+107	2%	154.8	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	1101	+44	4%	70.8	70.8
2139035	2				SBT	139	35	1583	1782	+199	13%	5.9	5.9
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	37	+4	12%	84.3	41.1
2037002	2				NBL (To NB GW Pkwy)	37	2	20	20	0	0%	91.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	12	0	0%	90.9	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	108.1	
2037001	2				NBT	37	1	86	84	-2	-2%	11.7	
2037049	2				NBR	37	49	22	22	0	0%	5.1	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	55	-15	-21%	48.6	11.2
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	53.7	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	383	-9	-2%	6.0	
2012051	2				SBR	12	51	24	22	-2	-8%	4.4	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	37.8	32.9
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	33.5	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	19.2	32.3
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	33.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	0.5	
2048051	2				WBT	48	51	49	49	0	0%	34.3	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	32.1	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	21.5	
2000000	2				Overall			3587	3794	+207	6%	30.6	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	1196	+9	1%	94.6	94.6
109003139	109				SBT	3	139	1989	1737	-252	-13%	3.7	3.7
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	11.8
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	80	-5	-6%	13.2	
119172143	109				NBR	10172	143	22	25	+3	14%	7.4	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	17	-9	-35%	42.3	5.1
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	498	-22	-4%	3.9	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	34.9	27.2
109142010	109				WBL (To W Abingdon Dr)	142	10	31	31	0	0%	35.7	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	33.2	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	63	-2	-3%	16.5	
109000000	109			Overall				3979	3703	-276	-7%	35.4	--

Alternative 10 PM (2033) - Crossing Pattern B - with E-W Connection

INDEX	Node	Node	Intersection	Approach	Movement	From Link	To Link	Input Vehicular Volume (veh/hr)	Simulated Vehicular Volume (veh/hr)	Difference in Volumes (veh/hr)	Difference in Volumes (%)	Vehicular Delay (sec/veh)	Approach Delay (sec/veh)
1140005	1	1	Slaters Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	140	5	1197	923	-274	-23%	50.3	50.3
1004003	1				SBT	4	3	1526	1137	-389	-25%	526.4	526.4
1141025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	141	25	2	2	0	0%	83.0	35.7
1141005	1				NBL (To NB GW Pkwy)	141	5	0	0	0	--	0.0	
1141003	1				NBL (To SB GW Pkwy)	141	3	1	1	0	0%	79.2	
1141011	1				NBL (To SB W Abingdon Dr)	141	11	1	1	0	0%	103.6	
1141006	1				NBT	141	6	117	105	-12	-10%	38.1	
1141021	1				NBR	141	21	30	19	-11	-37%	11.9	
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	25	15	-10	-40%	541.8	510.8
1009005	1				SBL (To NB GW Pkwy)	9	5	1	0	-1	-100%	0.0	
1009003	1				SBL (To SB GW Pkwy)	9	3	0	0	0	--	0.0	
1009006	1				SBL (To NB E Abingdon Dr)	9	6	0	0	0	--	0.0	
1009011	1				SBT	9	11	502	353	-149	-30%	516.4	
1070025	1				SBR	70	25	528	342	-186	-35%	503.6	
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	591	620	+29	5%	41.8	42.6
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0	
1024021	1				EBT	24	21	103	104	+1	1%	46.5	
1024003	1				EBR (To GW Pkwy)	24	3	12	14	+2	17%	47.8	
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	41.8	34.3
1023003	1				WBL (To GW Pkwy)	23	3	0	0	0	--	0.0	
1023011	1				WBL (To W Abingdon Dr)	23	11	31	29	-2	-6%	46.1	
1023025	1				WBT	23	25	183	192	+9	5%	41.7	
1023005	1				WBR (To GW Pkwy)	23	5	0	0	0	--	0.0	
11021006	1				WBR (To E Abingdon Dr)	10021	6	64	62	-2	-3%	6.0	
1000000	1			Overall				4926	3935	-991	-20%	265.7	--
2036002	2	2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1057	823	-234	-22%	303.8	303.8
2139035	2				SBT	139	35	1583	1229	-354	-22%	3.0	3.0
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)	37	51	33	30	-3	-9%	252.0	113.2
2037002	2				NBL (To NB GW Pkwy)	37	2	20	18	-2	-10%	249.3	
2037035	2				NBL (To SB GW Pkwy)	37	35	12	10	-2	-17%	294.5	
2037038	2				NBL (To SB W Abingdon Dr)	37	38	1	1	0	0%	382.8	
2037001	2				NBT	37	1	86	67	-19	-22%	11.7	
2037049	2				NBR	37	49	22	18	-4	-18%	7.9	
2013049	2			W Abingdon Drive	SBL (EB Bashford Ln)	13	49	70	42	-28	-40%	40.4	8.2
2013002	2				SBL (To NB GW Pkwy)	13	2	3	2	-1	-33%	43.4	
2012035	2				SBL (To SB GW Pkwy)	12	35	0	0	0	--	0.0	
2013001	2				SBL (To NB E Abingdon Dr)	13	1	0	0	0	--	0.0	
2012038	2				SBT	12	38	392	311	-81	-21%	4.0	
2012051	2				SBR	12	51	24	18	-6	-25%	1.1	
2050002	2			Bashford Lane	EBL (To GW Pkwy)	50	2	22	18	-4	-18%	59.7	48.0
2050001	2				EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0	
2050049	2				EBT	50	49	78	78	0	0%	46.7	
2050035	2				EBR (To GW Pkwy)	50	35	0	0	0	--	0.0	
2050038	2				EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	37.0	165.3
2048035	2				WBL (To GW Pkwy)	48	35	31	31	0	0%	120.9	
2048038	2				WBL (To W Abingdon Dr)	48	38	0	0	0	--	129.5	
2048051	2				WBT	48	51	49	50	+1	2%	178.6	
2048002	2				WBR (To GW Pkwy)	48	2	85	75	-10	-12%	188.3	
2047001	2				WBR (To E Abingdon Dr)	47	1	10	12	+2	20%	81.2	
2000000	2			Overall				3587	2843	-744	-21%	109.3	--

109002140	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	140	1187	932	-255	-21%	161.6	161.6
109003139	109				SBT	3	139	1989	1163	-826	-42%	2.0	2.0
109001140	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	140	0	0	0	--	0.0	5.4
109001139	109				NBL (To SB GW Pkwy)	1	139	0	0	0	--	0.0	
109001010	109				NBL (To SB W Abingdon Dr)	1	10	0	0	0	--	0.0	
109001141	109				NBT	1	141	85	68	-17	-20%	6.3	
119172143	109				NBR	10172	143	22	19	-3	-14%	1.9	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	12	-14	-54%	31.1	3.0
109011140	109				SBL (To NB GW Pkwy)	11	140	0	0	0	--	0.0	
109011139	109				SBL (To SB GW Pkwy)	11	139	0	0	0	--	0.0	
109011141	109				SBL (To NB E Abingdon Dr)	11	141	0	0	0	--	0.0	
109011010	109				SBT	11	10	520	390	-130	-25%	2.1	
109142139	109			New E-W Connection	WBL (To GW Pkwy)	142	139	44	45	+1	2%	44.6	35.9
109142010	109				WBL (To W Abingdon Dr)	142	10	31	32	+1	3%	43.0	
109142140	109				WBR (To GW Pkwy)	142	140	10	11	+1	10%	45.9	
119174141	109				WBR (To E Abingdon Dr)	10174	141	65	64	-1	-2%	24.5	
109000000	109			Overall				3979	2736	-1243	-31%	59.9	--

E. VISSIM Analysis Results – Vehicular Travel Times

Scenario	Travel Time Segment Name	AM Peak Simulated Travel Time (sec)	PM Peak Simulated Travel Time (sec)
Existing (2022)	NB GW Memorial Parkway (from Bashford Lane to Slaters Lane)	82.2	72.0
	SB GW Memorial Parkway (from Slaters Lane to Bashford Lane)	41.2	34.5
	NB E Abingdon Drive (from Bashford Lane to Slaters Lane)	33.2	38.8
	SB W Abingdon Drive (from Slaters Lane to Bashford Lane)	56.1	34.5
Future Background (2033)	NB GW Memorial Parkway	93.0	74.7
	SB GW Memorial Parkway	43.1	34.2
	NB E Abingdon Drive	34.0	37.1
	SB W Abingdon Drive	71.8	35.5
Total Future (2033)	NB GW Memorial Parkway	96.9	84.8
	SB GW Memorial Parkway	42.4	35.3
	NB E Abingdon Drive	36.1	41.3
	SB W Abingdon Drive	67.3	38.2
Future Mitigated (2033) - MTS Baseline	NB GW Memorial Parkway	107.9	91.9
	SB GW Memorial Parkway	37.6	43.0
	NB E Abingdon Drive	31.6	33.7
	SB W Abingdon Drive	52.3	54.0
Alternative 1 (2033)	NB GW Memorial Parkway	108.4	96.0
	SB GW Memorial Parkway	36.3	39.4
	NB E Abingdon Drive	32.1	44.9
	SB W Abingdon Drive	52.8	35.3
Alternative 2 (2033)	NB GW Memorial Parkway	108.0	81.8
	SB GW Memorial Parkway	37.5	38.2
	NB E Abingdon Drive	32.0	42.1
	SB W Abingdon Drive	55.9	35.3
Alternative 3 (2033)	NB GW Memorial Parkway	91.6	86.8
	SB GW Memorial Parkway	33.9	37.9
	NB E Abingdon Drive	37.2	40.1
	SB W Abingdon Drive	50.9	35.2
Alternative 4 (2033)	NB GW Memorial Parkway	108.9	95.5
	SB GW Memorial Parkway	37.6	39.4
	NB E Abingdon Drive	32.2	43.7
	SB W Abingdon Drive	55.0	35.6
Alternative 5A (2033)	NB GW Memorial Parkway	95.6	125.5
	SB GW Memorial Parkway	34.8	35.2
	NB E Abingdon Drive	35.4	46.1
	SB W Abingdon Drive	56.0	35.1
Alternative 5B (2033)	NB GW Memorial Parkway	87.4	87.6
	SB GW Memorial Parkway	33.4	36.9
	NB E Abingdon Drive	35.4	40.6
	SB W Abingdon Drive	52.7	36.0
Alternative 6 (2033)	NB GW Memorial Parkway	91.5	85.9
	SB GW Memorial Parkway	34.0	38.4
	NB E Abingdon Drive	38.0	40.6
	SB W Abingdon Drive	51.0	35.6
Alternative 7A (2033)	NB GW Memorial Parkway	95.7	115.8
	SB GW Memorial Parkway	34.7	34.7
	NB E Abingdon Drive	35.4	47.3
	SB W Abingdon Drive	54.5	35.2
Alternative 7B (2033)	NB GW Memorial Parkway	87.0	87.0
	SB GW Memorial Parkway	33.8	37.6
	NB E Abingdon Drive	36.1	43.3
	SB W Abingdon Drive	54.2	35.3
Alternative 8 (2033)	NB GW Memorial Parkway	108.6	86.1
	SB GW Memorial Parkway	28.6	46.5
	NB E Abingdon Drive	83.4	42.5
	SB W Abingdon Drive	60.1	37.7

Alternative 9 (2033)	NB GW Memorial Parkway	99.4	81.2
	SB GW Memorial Parkway	29.5	40.7
	NB E Abingdon Drive	39.1	42.1
	SB W Abingdon Drive	50.9	37.0
Alternative 10 (2033)	NB GW Memorial Parkway	100.2	83.3
	SB GW Memorial Parkway	29.0	42.1
	NB E Abingdon Drive	40.5	43.6
	SB W Abingdon Drive	50.0	37.9
Future Mitigated (2033) - MTS Baseline with E-W Connection	NB GW Memorial Parkway	80.7	127.1
	SB GW Memorial Parkway	31.0	32.5
	NB E Abingdon Drive	38.9	43.5
	SB W Abingdon Drive	60.5	36.2
Alternative 1 (2033) with E- W Connection	NB GW Memorial Parkway	87.9	125.4
	SB GW Memorial Parkway	31.1	32.1
	NB E Abingdon Drive	39.5	41.8
	SB W Abingdon Drive	59.5	41.9
Alternative 2 (2033) with E- W Connection	NB GW Memorial Parkway	80.2	127.8
	SB GW Memorial Parkway	30.9	32.5
	NB E Abingdon Drive	40.8	42.5
	SB W Abingdon Drive	60.3	36.1
Alternative 3 (2033) with E- W Connection	NB GW Memorial Parkway	71.3	94.0
	SB GW Memorial Parkway	30.2	30.7
	NB E Abingdon Drive	40.6	40.2
	SB W Abingdon Drive	74.2	35.9
Alternative 4 (2033) with E- W Connection	NB GW Memorial Parkway	88.0	131.4
	SB GW Memorial Parkway	31.0	32.6
	NB E Abingdon Drive	40.0	45.6
	SB W Abingdon Drive	63.4	41.4
Alternative 5A (2033) with E-W Connection	NB GW Memorial Parkway	82.3	108.4
	SB GW Memorial Parkway	31.3	30.3
	NB E Abingdon Drive	38.4	43.6
	SB W Abingdon Drive	60.4	35.2
Alternative 5B (2033) with E-W Connection	NB GW Memorial Parkway	81.5	96.9
	SB GW Memorial Parkway	30.3	30.8
	NB E Abingdon Drive	39.4	40.7
	SB W Abingdon Drive	75.3	35.2
Alternative 6 (2033) with E- W Connection	NB GW Memorial Parkway	70.0	97.7
	SB GW Memorial Parkway	30.2	31.4
	NB E Abingdon Drive	40.0	39.5
	SB W Abingdon Drive	73.7	35.8
Alternative 7A (2033) with E-W Connection	NB GW Memorial Parkway	83.0	107.6
	SB GW Memorial Parkway	31.2	30.5
	NB E Abingdon Drive	40.0	41.8
	SB W Abingdon Drive	64.3	35.3
Alternative 7B (2033) with E-W Connection	NB GW Memorial Parkway	81.9	96.9
	SB GW Memorial Parkway	30.3	31.6
	NB E Abingdon Drive	40.1	40.9
	SB W Abingdon Drive	72.7	35.4
Alternative 8 (2033) with E- W Connection	NB GW Memorial Parkway	97.2	149.6
	SB GW Memorial Parkway	32.6	38.2
	NB E Abingdon Drive	90.8	43.3
	SB W Abingdon Drive	88.3	38.2
Alternative 9 (2033) with E- W Connection	NB GW Memorial Parkway	71.3	143.0
	SB GW Memorial Parkway	31.6	35.9
	NB E Abingdon Drive	39.5	44.8
	SB W Abingdon Drive	61.6	37.4
Alternative 10 (2033) with E-W Connection	NB GW Memorial Parkway	69.4	139.2
	SB GW Memorial Parkway	28.4	34.9
	NB E Abingdon Drive	43.0	46.3
	SB W Abingdon Drive	58.9	38.2

Alternative 10 (2033) Crossing Pattern A	NB GW Memorial Parkway	110.2	111.1
	SB GW Memorial Parkway	29.7	34.3
	NB E Abingdon Drive	38.4	46.2
	SB W Abingdon Drive	53.1	34.2
Alternative 10 (2033) Crossing Pattern B	NB GW Memorial Parkway	196.2	244.1
	SB GW Memorial Parkway	33.0	33.2
	NB E Abingdon Drive	55.3	67.8
	SB W Abingdon Drive	51.7	34.4
Alternative 10 (2033) Crossing Pattern A with E- W Connection	NB GW Memorial Parkway	84.9	144.6
	SB GW Memorial Parkway	28.8	35.3
	NB E Abingdon Drive	42.1	45.9
	SB W Abingdon Drive	60.1	39.5
Alternative 10 (2033) Crossing Pattern B with E- W Connection	NB GW Memorial Parkway	156.3	242.9
	SB GW Memorial Parkway	29.5	29.8
	NB E Abingdon Drive	46.2	61.6
	SB W Abingdon Drive	60.1	34.7

F. VISSIM Analysis Results – Vehicular Queues

Existing AM (2022)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	43	277
2: W Abingdon Dr SB @ Slaters Ln	55	440
3: GW Memorial Pkwy NB @ Slaters Ln	631	1273
4: Slaters Ln WBT @ E Abingdon Dr	10	103
6: E Abingdon Dr NB @ Slaters Ln	12	238
7: W Abingdon Dr SBTR @ Bashford Ln	4	106
8: W Abingdon Dr SBL @ Bashford Ln	0	26
9: GW Memorial Pkwy SB @ Bashford Ln	34	273
10: Bashford Ln EB @ W Abingdon Dr	36	331
11: GW Memorial Pkwy NB @ Bashford Ln	522	1455
12: E Abingdon Dr NB @ Bashford Ln	18	211
13: Bashford Ln WBT @ E Abingdon Dr	34	227
14: Bashford Ln WBR @ E Abingdon Dr	4	65
15: Slaters Ln WBR @ E Abingdon Dr	0	6
16: Slaters Ln EB @ W Abingdon Dr	758	1490

Future Background AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	47	327
2: W Abingdon Dr SB @ Slaters Ln	99	507
3: GW Memorial Pkwy NB @ Slaters Ln	712	1281
4: Slaters Ln WBT @ E Abingdon Dr	10	107
6: E Abingdon Dr NB @ Slaters Ln	14	255
7: W Abingdon Dr SBTR @ Bashford Ln	6	110
8: W Abingdon Dr SBL @ Bashford Ln	1	37
9: GW Memorial Pkwy SB @ Bashford Ln	41	293
10: Bashford Ln EB @ W Abingdon Dr	66	375
11: GW Memorial Pkwy NB @ Bashford Ln	2009	3209
12: E Abingdon Dr NB @ Bashford Ln	21	212
13: Bashford Ln WBT @ E Abingdon Dr	42	256
14: Bashford Ln WBR @ E Abingdon Dr	4	75
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1742	2061

Existing PM (2022)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	2719	4819
2: W Abingdon Dr SB @ Slaters Ln	62	465
3: GW Memorial Pkwy NB @ Slaters Ln	152	566
4: Slaters Ln WBT @ E Abingdon Dr	9	117
5: Slaters Ln EB @ W Abingdon Dr	107	410
6: E Abingdon Dr NB @ Slaters Ln	1	58
7: W Abingdon Dr SBTR @ Bashford Ln	3	112
8: W Abingdon Dr SBL @ Bashford Ln	0	0
9: GW Memorial Pkwy SB @ Bashford Ln	17	456
10: Bashford Ln EB @ W Abingdon Dr	13	146
11: GW Memorial Pkwy NB @ Bashford Ln	51	401
12: E Abingdon Dr NB @ Bashford Ln	4	79
13: Bashford Ln WBT @ E Abingdon Dr	27	215
14: Bashford Ln WBR @ E Abingdon Dr	2	52
15: Slaters Ln WBR @ E Abingdon Dr	0	0

Future Background PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4954	5342
2: W Abingdon Dr SB @ Slaters Ln	176	618
3: GW Memorial Pkwy NB @ Slaters Ln	176	700
4: Slaters Ln WBT @ E Abingdon Dr	1	30
5: Slaters Ln EB @ W Abingdon Dr	239	612
6: E Abingdon Dr NB @ Slaters Ln	1	64
7: W Abingdon Dr SBTR @ Bashford Ln	5	146
8: W Abingdon Dr SBL @ Bashford Ln	0	5
9: GW Memorial Pkwy SB @ Bashford Ln	12	528
10: Bashford Ln EB @ W Abingdon Dr	12	157
11: GW Memorial Pkwy NB @ Bashford Ln	55	467
12: E Abingdon Dr NB @ Bashford Ln	6	96
13: Bashford Ln WBT @ E Abingdon Dr	28	212
14: Bashford Ln WBR @ E Abingdon Dr	2	46
15: Slaters Ln WBR @ E Abingdon Dr	0	0

Total Future AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	45	488
2: W Abingdon Dr SB @ Slaters Ln	5206	5342
3: GW Memorial Pkwy NB @ Slaters Ln	725	1281
4: Slaters Ln WBT @ E Abingdon Dr	33	204
6: E Abingdon Dr NB @ Slaters Ln	21	292
7: W Abingdon Dr SBTR @ Bashford Ln	3	100
8: W Abingdon Dr SBL @ Bashford Ln	0	19
9: GW Memorial Pkwy SB @ Bashford Ln	20	364
10: Bashford Ln EB @ W Abingdon Dr	83	445
11: GW Memorial Pkwy NB @ Bashford Ln	2644	4185
12: E Abingdon Dr NB @ Bashford Ln	29	259
13: Bashford Ln WBT @ E Abingdon Dr	56	285
14: Bashford Ln WBR @ E Abingdon Dr	5	90
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1890	2057

Future Mitigated AM (2033) - MTS Baseline

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	69	363
2: W Abingdon Dr SB @ Slaters Ln	179	386
3: GW Memorial Pkwy NB @ Slaters Ln	695	1259
4: Slaters Ln WBT @ E Abingdon Dr	23	163
6: E Abingdon Dr NB @ Slaters Ln	9	124
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	6	111
9: GW Memorial Pkwy SB @ Bashford Ln	25	187
10: Bashford Ln EB @ W Abingdon Dr	39	302
11: GW Memorial Pkwy NB @ Bashford Ln	4836	5328
12: E Abingdon Dr NB @ Bashford Ln	25	229
13: Bashford Ln WBT @ E Abingdon Dr	46	308
14: Bashford Ln WBR @ E Abingdon Dr	5	61
15: Slaters Ln WBR @ E Abingdon Dr	0	32
16: Slaters Ln EB @ W Abingdon Dr	1861	2070

Total Future PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4818	5330
2: W Abingdon Dr SB @ Slaters Ln	2613	3419
3: GW Memorial Pkwy NB @ Slaters Ln	241	992
4: Slaters Ln WBT @ E Abingdon Dr	752	821
6: E Abingdon Dr NB @ Slaters Ln	9	100
7: W Abingdon Dr SBTR @ Bashford Ln	12	178
8: W Abingdon Dr SBL @ Bashford Ln	0	0
9: GW Memorial Pkwy SB @ Bashford Ln	14	108
10: Bashford Ln EB @ W Abingdon Dr	15	163
11: GW Memorial Pkwy NB @ Bashford Ln	60	473
12: E Abingdon Dr NB @ Bashford Ln	7	110
13: Bashford Ln WBT @ E Abingdon Dr	50	315
14: Bashford Ln WBR @ E Abingdon Dr	3	72
15: Slaters Ln WBR @ E Abingdon Dr	1	66
16: Slaters Ln EB @ W Abingdon Dr	1610	2053

Future Mitigated PM (2033) - MTS Baseline

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4808	5326
2: W Abingdon Dr SB @ Slaters Ln	1985	3377
3: GW Memorial Pkwy NB @ Slaters Ln	229	1025
4: Slaters Ln WBT @ E Abingdon Dr	375	804
6: E Abingdon Dr NB @ Slaters Ln	2	76
7: W Abingdon Dr SBTR @ Bashford Ln	4	132
8: W Abingdon Dr SBL @ Bashford Ln	7	136
9: GW Memorial Pkwy SB @ Bashford Ln	34	162
10: Bashford Ln EB @ W Abingdon Dr	14	154
11: GW Memorial Pkwy NB @ Bashford Ln	62	497
12: E Abingdon Dr NB @ Bashford Ln	21	130
13: Bashford Ln WBT @ E Abingdon Dr	49	315
14: Bashford Ln WBR @ E Abingdon Dr	3	73
15: Slaters Ln WBR @ E Abingdon Dr	2	96
16: Slaters Ln EB @ W Abingdon Dr	1656	2063

Alternative 1 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	85	579
2: W Abingdon Dr SB @ Slaters Ln	2886	4982
3: GW Memorial Pkwy NB @ Slaters Ln	696	1276
4: Slaters Ln WBT @ E Abingdon Dr	23	163
6: E Abingdon Dr NB @ Slaters Ln	10	177
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	7	110
9: GW Memorial Pkwy SB @ Bashford Ln	18	266
10: Bashford Ln EB @ W Abingdon Dr	42	312
11: GW Memorial Pkwy NB @ Bashford Ln	4848	5334
12: E Abingdon Dr NB @ Bashford Ln	25	245
13: Bashford Ln WBT @ E Abingdon Dr	45	291
14: Bashford Ln WBR @ E Abingdon Dr	5	63
15: Slaters Ln WBR @ E Abingdon Dr	0	35
16: Slaters Ln EB @ W Abingdon Dr	1828	2071

Alternative 2 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	69	360
2: W Abingdon Dr SB @ Slaters Ln	167	417
3: GW Memorial Pkwy NB @ Slaters Ln	699	1262
4: Slaters Ln WBT @ E Abingdon Dr	23	163
6: E Abingdon Dr NB @ Slaters Ln	10	184
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	7	121
9: GW Memorial Pkwy SB @ Bashford Ln	25	181
10: Bashford Ln EB @ W Abingdon Dr	39	285
11: GW Memorial Pkwy NB @ Bashford Ln	4834	5328
12: E Abingdon Dr NB @ Bashford Ln	27	241
13: Bashford Ln WBT @ E Abingdon Dr	46	293
14: Bashford Ln WBR @ E Abingdon Dr	5	61
15: Slaters Ln WBR @ E Abingdon Dr	0	26
16: Slaters Ln EB @ W Abingdon Dr	1863	2054

Alternative 1 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4885	5330
2: W Abingdon Dr SB @ Slaters Ln	101	522
3: GW Memorial Pkwy NB @ Slaters Ln	365	1187
4: Slaters Ln WBT @ E Abingdon Dr	577	801
6: E Abingdon Dr NB @ Slaters Ln	3	84
7: W Abingdon Dr SBTR @ Bashford Ln	3	111
8: W Abingdon Dr SBL @ Bashford Ln	5	115
9: GW Memorial Pkwy SB @ Bashford Ln	39	163
10: Bashford Ln EB @ W Abingdon Dr	14	154
11: GW Memorial Pkwy NB @ Bashford Ln	72	531
12: E Abingdon Dr NB @ Bashford Ln	21	126
13: Bashford Ln WBT @ E Abingdon Dr	50	315
14: Bashford Ln WBR @ E Abingdon Dr	3	73
15: Slaters Ln WBR @ E Abingdon Dr	3	106
16: Slaters Ln EB @ W Abingdon Dr	383	883

Alternative 2 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4642	5323
2: W Abingdon Dr SB @ Slaters Ln	576	1536
3: GW Memorial Pkwy NB @ Slaters Ln	230	985
4: Slaters Ln WBT @ E Abingdon Dr	437	783
6: E Abingdon Dr NB @ Slaters Ln	2	72
7: W Abingdon Dr SBTR @ Bashford Ln	3	116
8: W Abingdon Dr SBL @ Bashford Ln	8	122
9: GW Memorial Pkwy SB @ Bashford Ln	35	159
10: Bashford Ln EB @ W Abingdon Dr	14	155
11: GW Memorial Pkwy NB @ Bashford Ln	61	491
12: E Abingdon Dr NB @ Bashford Ln	20	130
13: Bashford Ln WBT @ E Abingdon Dr	49	315
14: Bashford Ln WBR @ E Abingdon Dr	3	73
15: Slaters Ln WBR @ E Abingdon Dr	3	125
16: Slaters Ln EB @ W Abingdon Dr	1324	1950

Alternative 3 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	82	546
2: W Abingdon Dr SB @ Slaters Ln	911	2167
3: GW Memorial Pkwy NB @ Slaters Ln	745	1250
4: Slaters Ln WBT @ E Abingdon Dr	29	161
6: E Abingdon Dr NB @ Slaters Ln	19	222
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	8	122
9: GW Memorial Pkwy SB @ Bashford Ln	15	194
10: Bashford Ln EB @ W Abingdon Dr	66	377
11: GW Memorial Pkwy NB @ Bashford Ln	3757	5335
12: E Abingdon Dr NB @ Bashford Ln	37	301
13: Bashford Ln WBT @ E Abingdon Dr	58	319
14: Bashford Ln WBR @ E Abingdon Dr	7	85
15: Slaters Ln WBR @ E Abingdon Dr	0	39
16: Slaters Ln EB @ W Abingdon Dr	1740	2053

Alternative 4 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	75	566
2: W Abingdon Dr SB @ Slaters Ln	1436	2869
3: GW Memorial Pkwy NB @ Slaters Ln	695	1273
4: Slaters Ln WBT @ E Abingdon Dr	23	163
6: E Abingdon Dr NB @ Slaters Ln	10	179
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	7	108
9: GW Memorial Pkwy SB @ Bashford Ln	24	263
10: Bashford Ln EB @ W Abingdon Dr	41	315
11: GW Memorial Pkwy NB @ Bashford Ln	4850	5335
12: E Abingdon Dr NB @ Bashford Ln	23	218
13: Bashford Ln WBT @ E Abingdon Dr	46	297
14: Bashford Ln WBR @ E Abingdon Dr	5	63
15: Slaters Ln WBR @ E Abingdon Dr	0	31
16: Slaters Ln EB @ W Abingdon Dr	1835	2056

Alternative 3 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4813	5341
2: W Abingdon Dr SB @ Slaters Ln	2494	3647
3: GW Memorial Pkwy NB @ Slaters Ln	266	1120
4: Slaters Ln WBT @ E Abingdon Dr	471	806
6: E Abingdon Dr NB @ Slaters Ln	2	60
7: W Abingdon Dr SBTR @ Bashford Ln	3	110
8: W Abingdon Dr SBL @ Bashford Ln	7	116
9: GW Memorial Pkwy SB @ Bashford Ln	30	150
10: Bashford Ln EB @ W Abingdon Dr	20	172
11: GW Memorial Pkwy NB @ Bashford Ln	74	560
12: E Abingdon Dr NB @ Bashford Ln	43	171
13: Bashford Ln WBT @ E Abingdon Dr	60	303
14: Bashford Ln WBR @ E Abingdon Dr	4	59
15: Slaters Ln WBR @ E Abingdon Dr	9	276
16: Slaters Ln EB @ W Abingdon Dr	1056	1586

Alternative 4 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4877	5336
2: W Abingdon Dr SB @ Slaters Ln	105	572
3: GW Memorial Pkwy NB @ Slaters Ln	358	1191
4: Slaters Ln WBT @ E Abingdon Dr	593	816
6: E Abingdon Dr NB @ Slaters Ln	3	74
7: W Abingdon Dr SBTR @ Bashford Ln	4	125
8: W Abingdon Dr SBL @ Bashford Ln	6	130
9: GW Memorial Pkwy SB @ Bashford Ln	39	159
10: Bashford Ln EB @ W Abingdon Dr	14	154
11: GW Memorial Pkwy NB @ Bashford Ln	72	543
12: E Abingdon Dr NB @ Bashford Ln	21	126
13: Bashford Ln WBT @ E Abingdon Dr	49	315
14: Bashford Ln WBR @ E Abingdon Dr	3	73
15: Slaters Ln WBR @ E Abingdon Dr	3	112
16: Slaters Ln EB @ W Abingdon Dr	403	853

Alternative 5A AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	76	391
2: W Abingdon Dr SB @ Slaters Ln	168	500
3: GW Memorial Pkwy NB @ Slaters Ln	737	1261
4: Slaters Ln WBT @ E Abingdon Dr	29	167
6: E Abingdon Dr NB @ Slaters Ln	16	175
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	8	122
9: GW Memorial Pkwy SB @ Bashford Ln	18	133
10: Bashford Ln EB @ W Abingdon Dr	56	366
11: GW Memorial Pkwy NB @ Bashford Ln	4422	5320
12: E Abingdon Dr NB @ Bashford Ln	33	229
13: Bashford Ln WBT @ E Abingdon Dr	55	281
14: Bashford Ln WBR @ E Abingdon Dr	7	77
15: Slaters Ln WBR @ E Abingdon Dr	0	38
16: Slaters Ln EB @ W Abingdon Dr	1791	2051

Alternative 5B AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	83	552
2: W Abingdon Dr SB @ Slaters Ln	1566	3250
3: GW Memorial Pkwy NB @ Slaters Ln	710	1277
4: Slaters Ln WBT @ E Abingdon Dr	29	166
6: E Abingdon Dr NB @ Slaters Ln	17	197
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	8	118
9: GW Memorial Pkwy SB @ Bashford Ln	14	166
10: Bashford Ln EB @ W Abingdon Dr	53	360
11: GW Memorial Pkwy NB @ Bashford Ln	3702	5302
12: E Abingdon Dr NB @ Bashford Ln	39	326
13: Bashford Ln WBT @ E Abingdon Dr	55	315
14: Bashford Ln WBR @ E Abingdon Dr	7	85
15: Slaters Ln WBR @ E Abingdon Dr	0	38
16: Slaters Ln EB @ W Abingdon Dr	1704	2053

Alternative 5A PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4884	5338
2: W Abingdon Dr SB @ Slaters Ln	929	1520
3: GW Memorial Pkwy NB @ Slaters Ln	656	1258
4: Slaters Ln WBT @ E Abingdon Dr	454	797
6: E Abingdon Dr NB @ Slaters Ln	2	64
7: W Abingdon Dr SBTR @ Bashford Ln	2	100
8: W Abingdon Dr SBL @ Bashford Ln	5	112
9: GW Memorial Pkwy SB @ Bashford Ln	11	92
10: Bashford Ln EB @ W Abingdon Dr	20	173
11: GW Memorial Pkwy NB @ Bashford Ln	152	699
12: E Abingdon Dr NB @ Bashford Ln	43	169
13: Bashford Ln WBT @ E Abingdon Dr	59	303
14: Bashford Ln WBR @ E Abingdon Dr	4	59
15: Slaters Ln WBR @ E Abingdon Dr	3	161
16: Slaters Ln EB @ W Abingdon Dr	366	849

Alternative 5B PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4829	5335
2: W Abingdon Dr SB @ Slaters Ln	3395	4378
3: GW Memorial Pkwy NB @ Slaters Ln	273	1129
4: Slaters Ln WBT @ E Abingdon Dr	285	808
6: E Abingdon Dr NB @ Slaters Ln	2	72
7: W Abingdon Dr SBTR @ Bashford Ln	4	113
8: W Abingdon Dr SBL @ Bashford Ln	11	121
9: GW Memorial Pkwy SB @ Bashford Ln	24	143
10: Bashford Ln EB @ W Abingdon Dr	20	172
11: GW Memorial Pkwy NB @ Bashford Ln	73	565
12: E Abingdon Dr NB @ Bashford Ln	40	170
13: Bashford Ln WBT @ E Abingdon Dr	61	303
14: Bashford Ln WBR @ E Abingdon Dr	4	59
15: Slaters Ln WBR @ E Abingdon Dr	5	173
16: Slaters Ln EB @ W Abingdon Dr	383	855

Alternative 6 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	70	394
2: W Abingdon Dr SB @ Slaters Ln	402	766
3: GW Memorial Pkwy NB @ Slaters Ln	742	1266
4: Slaters Ln WBT @ E Abingdon Dr	29	161
6: E Abingdon Dr NB @ Slaters Ln	20	238
7: W Abingdon Dr SBTR @ Bashford Ln	1	90
8: W Abingdon Dr SBL @ Bashford Ln	7	116
9: GW Memorial Pkwy SB @ Bashford Ln	16	135
10: Bashford Ln EB @ W Abingdon Dr	63	373
11: GW Memorial Pkwy NB @ Bashford Ln	3697	5286
12: E Abingdon Dr NB @ Bashford Ln	33	284
13: Bashford Ln WBT @ E Abingdon Dr	59	320
14: Bashford Ln WBR @ E Abingdon Dr	7	85
15: Slaters Ln WBR @ E Abingdon Dr	0	38
16: Slaters Ln EB @ W Abingdon Dr	1736	2048

Alternative 7A AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	76	387
2: W Abingdon Dr SB @ Slaters Ln	173	591
3: GW Memorial Pkwy NB @ Slaters Ln	729	1272
4: Slaters Ln WBT @ E Abingdon Dr	29	167
6: E Abingdon Dr NB @ Slaters Ln	16	161
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	8	125
9: GW Memorial Pkwy SB @ Bashford Ln	18	132
10: Bashford Ln EB @ W Abingdon Dr	56	365
11: GW Memorial Pkwy NB @ Bashford Ln	4458	5327
12: E Abingdon Dr NB @ Bashford Ln	32	254
13: Bashford Ln WBT @ E Abingdon Dr	55	281
14: Bashford Ln WBR @ E Abingdon Dr	7	82
15: Slaters Ln WBR @ E Abingdon Dr	0	28
16: Slaters Ln EB @ W Abingdon Dr	1791	2052

Alternative 6 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4733	5333
2: W Abingdon Dr SB @ Slaters Ln	1532	2488
3: GW Memorial Pkwy NB @ Slaters Ln	259	1128
4: Slaters Ln WBT @ E Abingdon Dr	407	813
6: E Abingdon Dr NB @ Slaters Ln	2	70
7: W Abingdon Dr SBTR @ Bashford Ln	3	119
8: W Abingdon Dr SBL @ Bashford Ln	8	130
9: GW Memorial Pkwy SB @ Bashford Ln	33	159
10: Bashford Ln EB @ W Abingdon Dr	20	173
11: GW Memorial Pkwy NB @ Bashford Ln	73	585
12: E Abingdon Dr NB @ Bashford Ln	46	172
13: Bashford Ln WBT @ E Abingdon Dr	59	309
14: Bashford Ln WBR @ E Abingdon Dr	4	59
15: Slaters Ln WBR @ E Abingdon Dr	38	277
16: Slaters Ln EB @ W Abingdon Dr	911	1609

Alternative 7A PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4847	5341
2: W Abingdon Dr SB @ Slaters Ln	508	1569
3: GW Memorial Pkwy NB @ Slaters Ln	565	1253
4: Slaters Ln WBT @ E Abingdon Dr	416	777
6: E Abingdon Dr NB @ Slaters Ln	3	77
7: W Abingdon Dr SBTR @ Bashford Ln	3	108
8: W Abingdon Dr SBL @ Bashford Ln	7	114
9: GW Memorial Pkwy SB @ Bashford Ln	10	81
10: Bashford Ln EB @ W Abingdon Dr	20	173
11: GW Memorial Pkwy NB @ Bashford Ln	122	681
12: E Abingdon Dr NB @ Bashford Ln	43	167
13: Bashford Ln WBT @ E Abingdon Dr	61	310
14: Bashford Ln WBR @ E Abingdon Dr	4	61
15: Slaters Ln WBR @ E Abingdon Dr	8	274
16: Slaters Ln EB @ W Abingdon Dr	305	769

Alternative 7B PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	78	465
2: W Abingdon Dr SB @ Slaters Ln	872	1893
3: GW Memorial Pkwy NB @ Slaters Ln	719	1268
4: Slaters Ln WBT @ E Abingdon Dr	29	166
6: E Abingdon Dr NB @ Slaters Ln	18	143
7: W Abingdon Dr SBTR @ Bashford Ln	2	102
8: W Abingdon Dr SBL @ Bashford Ln	7	109
9: GW Memorial Pkwy SB @ Bashford Ln	16	174
10: Bashford Ln EB @ W Abingdon Dr	57	357
11: GW Memorial Pkwy NB @ Bashford Ln	3681	5241
12: E Abingdon Dr NB @ Bashford Ln	38	315
13: Bashford Ln WBT @ E Abingdon Dr	55	320
14: Bashford Ln WBR @ E Abingdon Dr	7	85
15: Slaters Ln WBR @ E Abingdon Dr	0	25
16: Slaters Ln EB @ W Abingdon Dr	1694	2060

Alternative 8 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	78	408
2: W Abingdon Dr SB @ Slaters Ln	191	388
3: GW Memorial Pkwy NB @ Slaters Ln	671	1243
4: Slaters Ln WBT @ E Abingdon Dr	25	139
6: E Abingdon Dr NB @ Slaters Ln	78	299
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	9	116
9: GW Memorial Pkwy SB @ Bashford Ln	1	23
10: Bashford Ln EB @ W Abingdon Dr	18	260
11: GW Memorial Pkwy NB @ Bashford Ln	5168	5340
12: E Abingdon Dr NB @ Bashford Ln	41	293
13: Bashford Ln WBT @ E Abingdon Dr	21	220
14: Bashford Ln WBR @ E Abingdon Dr	3	61
15: Slaters Ln WBR @ E Abingdon Dr	0	19
16: Slaters Ln EB @ W Abingdon Dr	1775	2070

Alternative 7B PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4774	5342
2: W Abingdon Dr SB @ Slaters Ln	2303	3451
3: GW Memorial Pkwy NB @ Slaters Ln	278	1131
4: Slaters Ln WBT @ E Abingdon Dr	293	780
6: E Abingdon Dr NB @ Slaters Ln	2	64
7: W Abingdon Dr SBTR @ Bashford Ln	3	104
8: W Abingdon Dr SBL @ Bashford Ln	10	121
9: GW Memorial Pkwy SB @ Bashford Ln	29	143
10: Bashford Ln EB @ W Abingdon Dr	20	173
11: GW Memorial Pkwy NB @ Bashford Ln	73	551
12: E Abingdon Dr NB @ Bashford Ln	41	171
13: Bashford Ln WBT @ E Abingdon Dr	60	303
14: Bashford Ln WBR @ E Abingdon Dr	4	59
15: Slaters Ln WBR @ E Abingdon Dr	4	172
16: Slaters Ln EB @ W Abingdon Dr	376	848

Alternative 8 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4922	5337
2: W Abingdon Dr SB @ Slaters Ln	782	1401
3: GW Memorial Pkwy NB @ Slaters Ln	259	1086
4: Slaters Ln WBT @ E Abingdon Dr	394	806
6: E Abingdon Dr NB @ Slaters Ln	2	83
7: W Abingdon Dr SBTR @ Bashford Ln	7	114
8: W Abingdon Dr SBL @ Bashford Ln	8	118
9: GW Memorial Pkwy SB @ Bashford Ln	81	243
10: Bashford Ln EB @ W Abingdon Dr	12	136
11: GW Memorial Pkwy NB @ Bashford Ln	69	455
12: E Abingdon Dr NB @ Bashford Ln	19	136
13: Bashford Ln WBT @ E Abingdon Dr	45	295
14: Bashford Ln WBR @ E Abingdon Dr	2	62
15: Slaters Ln WBR @ E Abingdon Dr	9	302
16: Slaters Ln EB @ W Abingdon Dr	170	530

Alternative 9 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	74	489
2: W Abingdon Dr SB @ Slaters Ln	766	1775
3: GW Memorial Pkwy NB @ Slaters Ln	890	1261
4: Slaters Ln WBT @ E Abingdon Dr	30	170
6: E Abingdon Dr NB @ Slaters Ln	22	208
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	6	103
9: GW Memorial Pkwy SB @ Bashford Ln	5	77
10: Bashford Ln EB @ W Abingdon Dr	62	391
11: GW Memorial Pkwy NB @ Bashford Ln	3182	4976
12: E Abingdon Dr NB @ Bashford Ln	37	258
13: Bashford Ln WBT @ E Abingdon Dr	53	328
14: Bashford Ln WBR @ E Abingdon Dr	7	76
15: Slaters Ln WBR @ E Abingdon Dr	0	25
16: Slaters Ln EB @ W Abingdon Dr	1628	2059

Alternative 10 AM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	67	389
2: W Abingdon Dr SB @ Slaters Ln	384	631
3: GW Memorial Pkwy NB @ Slaters Ln	889	1258
4: Slaters Ln WBT @ E Abingdon Dr	30	170
6: E Abingdon Dr NB @ Slaters Ln	24	198
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	10	120
9: GW Memorial Pkwy SB @ Bashford Ln	4	69
10: Bashford Ln EB @ W Abingdon Dr	62	390
11: GW Memorial Pkwy NB @ Bashford Ln	3220	5004
12: E Abingdon Dr NB @ Bashford Ln	27	193
13: Bashford Ln WBT @ E Abingdon Dr	54	329
14: Bashford Ln WBR @ E Abingdon Dr	7	76
15: Slaters Ln WBR @ E Abingdon Dr	0	38
16: Slaters Ln EB @ W Abingdon Dr	1580	2049

Alternative 9 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4820	5333
2: W Abingdon Dr SB @ Slaters Ln	2347	3408
3: GW Memorial Pkwy NB @ Slaters Ln	239	1112
4: Slaters Ln WBT @ E Abingdon Dr	314	737
6: E Abingdon Dr NB @ Slaters Ln	3	86
7: W Abingdon Dr SBTR @ Bashford Ln	5	117
8: W Abingdon Dr SBL @ Bashford Ln	12	144
9: GW Memorial Pkwy SB @ Bashford Ln	50	196
10: Bashford Ln EB @ W Abingdon Dr	14	148
11: GW Memorial Pkwy NB @ Bashford Ln	86	502
12: E Abingdon Dr NB @ Bashford Ln	22	152
13: Bashford Ln WBT @ E Abingdon Dr	38	250
14: Bashford Ln WBR @ E Abingdon Dr	1	51
15: Slaters Ln WBR @ E Abingdon Dr	5	135
16: Slaters Ln EB @ W Abingdon Dr	450	902

Alternative 10 PM (2033)

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4797	5328
2: W Abingdon Dr SB @ Slaters Ln	895	1695
3: GW Memorial Pkwy NB @ Slaters Ln	265	1094
4: Slaters Ln WBT @ E Abingdon Dr	206	735
6: E Abingdon Dr NB @ Slaters Ln	2	82
7: W Abingdon Dr SBTR @ Bashford Ln	7	114
8: W Abingdon Dr SBL @ Bashford Ln	9	118
9: GW Memorial Pkwy SB @ Bashford Ln	58	204
10: Bashford Ln EB @ W Abingdon Dr	15	144
11: GW Memorial Pkwy NB @ Bashford Ln	78	422
12: E Abingdon Dr NB @ Bashford Ln	18	139
13: Bashford Ln WBT @ E Abingdon Dr	36	249
14: Bashford Ln WBR @ E Abingdon Dr	1	57
15: Slaters Ln WBR @ E Abingdon Dr	4	111
16: Slaters Ln EB @ W Abingdon Dr	302	733

Future Mitigated AM (2033) - MTS Baseline with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	54	350
2: W Abingdon Dr SB @ Slaters Ln	56	258
3: GW Memorial Pkwy NB @ Slaters Ln	540	1248
4: Slaters Ln WBT @ E Abingdon Dr	24	148
6: E Abingdon Dr NB @ Slaters Ln	7	137
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	6	80
10: Bashford Ln EB @ W Abingdon Dr	45	347
11: GW Memorial Pkwy NB @ Bashford Ln	2167	3323
12: E Abingdon Dr NB @ Bashford Ln	30	312
13: Bashford Ln WBT @ E Abingdon Dr	40	272
14: Bashford Ln WBR @ E Abingdon Dr	5	70
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1831	2067

Alternative 1 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65	368
2: W Abingdon Dr SB @ Slaters Ln	91	449
3: GW Memorial Pkwy NB @ Slaters Ln	750	1258
4: Slaters Ln WBT @ E Abingdon Dr	24	148
6: E Abingdon Dr NB @ Slaters Ln	9	182
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	6	77
10: Bashford Ln EB @ W Abingdon Dr	45	343
11: GW Memorial Pkwy NB @ Bashford Ln	3805	5297
12: E Abingdon Dr NB @ Bashford Ln	24	226
13: Bashford Ln WBT @ E Abingdon Dr	40	279
14: Bashford Ln WBR @ E Abingdon Dr	5	70
15: Slaters Ln WBR @ E Abingdon Dr	0	5
16: Slaters Ln EB @ W Abingdon Dr	1758	2055

Future Mitigated PM (2033) - MTS Baseline with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4647	5331
2: W Abingdon Dr SB @ Slaters Ln	1451	2460
3: GW Memorial Pkwy NB @ Slaters Ln	80	377
4: Slaters Ln WBT @ E Abingdon Dr	230	648
6: E Abingdon Dr NB @ Slaters Ln	6	101
7: W Abingdon Dr SBTR @ Bashford Ln	5	151
8: W Abingdon Dr SBL @ Bashford Ln	7	156
9: GW Memorial Pkwy SB @ Bashford Ln	15	174
10: Bashford Ln EB @ W Abingdon Dr	15	142
11: GW Memorial Pkwy NB @ Bashford Ln	144	632
12: E Abingdon Dr NB @ Bashford Ln	34	164
13: Bashford Ln WBT @ E Abingdon Dr	32	247
14: Bashford Ln WBR @ E Abingdon Dr	3	56
15: Slaters Ln WBR @ E Abingdon Dr	1	77
16: Slaters Ln EB @ W Abingdon Dr	800	1336

Alternative 1 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4777	5340
2: W Abingdon Dr SB @ Slaters Ln	37	412
3: GW Memorial Pkwy NB @ Slaters Ln	288	900
4: Slaters Ln WBT @ E Abingdon Dr	757	801
6: E Abingdon Dr NB @ Slaters Ln	6	112
7: W Abingdon Dr SBTR @ Bashford Ln	5	156
8: W Abingdon Dr SBL @ Bashford Ln	6	161
9: GW Memorial Pkwy SB @ Bashford Ln	13	185
10: Bashford Ln EB @ W Abingdon Dr	15	142
11: GW Memorial Pkwy NB @ Bashford Ln	149	634
12: E Abingdon Dr NB @ Bashford Ln	28	168
13: Bashford Ln WBT @ E Abingdon Dr	32	257
14: Bashford Ln WBR @ E Abingdon Dr	3	56
15: Slaters Ln WBR @ E Abingdon Dr	2	90
16: Slaters Ln EB @ W Abingdon Dr	409	884

Alternative 2 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	54	348
2: W Abingdon Dr SB @ Slaters Ln	44	258
3: GW Memorial Pkwy NB @ Slaters Ln	504	1265
4: Slaters Ln WBT @ E Abingdon Dr	24	148
6: E Abingdon Dr NB @ Slaters Ln	8	160
7: W Abingdon Dr SBTR @ Bashford Ln	1	88
8: W Abingdon Dr SBL @ Bashford Ln	4	96
9: GW Memorial Pkwy SB @ Bashford Ln	6	74
10: Bashford Ln EB @ W Abingdon Dr	42	338
11: GW Memorial Pkwy NB @ Bashford Ln	2097	3186
12: E Abingdon Dr NB @ Bashford Ln	27	272
13: Bashford Ln WBT @ E Abingdon Dr	40	274
14: Bashford Ln WBR @ E Abingdon Dr	5	70
15: Slaters Ln WBR @ E Abingdon Dr	0	4
16: Slaters Ln EB @ W Abingdon Dr	1835	2064

Alternative 3 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	59	370
2: W Abingdon Dr SB @ Slaters Ln	71	297
3: GW Memorial Pkwy NB @ Slaters Ln	791	1263
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	11	186
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	4	59
10: Bashford Ln EB @ W Abingdon Dr	59	363
11: GW Memorial Pkwy NB @ Bashford Ln	600	1540
12: E Abingdon Dr NB @ Bashford Ln	34	240
13: Bashford Ln WBT @ E Abingdon Dr	50	286
14: Bashford Ln WBR @ E Abingdon Dr	5	86
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1661	2054

Alternative 2 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4581	5335
2: W Abingdon Dr SB @ Slaters Ln	484	1550
3: GW Memorial Pkwy NB @ Slaters Ln	75	235
4: Slaters Ln WBT @ E Abingdon Dr	297	670
6: E Abingdon Dr NB @ Slaters Ln	5	107
7: W Abingdon Dr SBTR @ Bashford Ln	6	148
8: W Abingdon Dr SBL @ Bashford Ln	6	153
9: GW Memorial Pkwy SB @ Bashford Ln	13	132
10: Bashford Ln EB @ W Abingdon Dr	15	142
11: GW Memorial Pkwy NB @ Bashford Ln	164	664
12: E Abingdon Dr NB @ Bashford Ln	31	165
13: Bashford Ln WBT @ E Abingdon Dr	34	242
14: Bashford Ln WBR @ E Abingdon Dr	3	56
15: Slaters Ln WBR @ E Abingdon Dr	1	85
16: Slaters Ln EB @ W Abingdon Dr	834	1476

Alternative 3 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4768	5331
2: W Abingdon Dr SB @ Slaters Ln	1032	1695
3: GW Memorial Pkwy NB @ Slaters Ln	119	744
4: Slaters Ln WBT @ E Abingdon Dr	238	577
6: E Abingdon Dr NB @ Slaters Ln	6	107
7: W Abingdon Dr SBTR @ Bashford Ln	6	163
8: W Abingdon Dr SBL @ Bashford Ln	8	168
9: GW Memorial Pkwy SB @ Bashford Ln	11	154
10: Bashford Ln EB @ W Abingdon Dr	18	158
11: GW Memorial Pkwy NB @ Bashford Ln	70	518
12: E Abingdon Dr NB @ Bashford Ln	40	166
13: Bashford Ln WBT @ E Abingdon Dr	43	253
14: Bashford Ln WBR @ E Abingdon Dr	3	65
15: Slaters Ln WBR @ E Abingdon Dr	1	77
16: Slaters Ln EB @ W Abingdon Dr	296	763

Alternative 4 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65	375
2: W Abingdon Dr SB @ Slaters Ln	93	458
3: GW Memorial Pkwy NB @ Slaters Ln	736	1269
4: Slaters Ln WBT @ E Abingdon Dr	24	148
6: E Abingdon Dr NB @ Slaters Ln	11	197
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	6	77
10: Bashford Ln EB @ W Abingdon Dr	44	337
11: GW Memorial Pkwy NB @ Bashford Ln	3697	5257
12: E Abingdon Dr NB @ Bashford Ln	26	247
13: Bashford Ln WBT @ E Abingdon Dr	40	279
14: Bashford Ln WBR @ E Abingdon Dr	5	70
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1760	2061

Alternative 5A AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	70	400
2: W Abingdon Dr SB @ Slaters Ln	95	480
3: GW Memorial Pkwy NB @ Slaters Ln	926	1278
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	12	179
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	5	67
10: Bashford Ln EB @ W Abingdon Dr	62	418
11: GW Memorial Pkwy NB @ Bashford Ln	2628	3971
12: E Abingdon Dr NB @ Bashford Ln	30	227
13: Bashford Ln WBT @ E Abingdon Dr	49	290
14: Bashford Ln WBR @ E Abingdon Dr	6	97
15: Slaters Ln WBR @ E Abingdon Dr	0	4
16: Slaters Ln EB @ W Abingdon Dr	1719	2055

Alternative 4 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4798	5344
2: W Abingdon Dr SB @ Slaters Ln	39	386
3: GW Memorial Pkwy NB @ Slaters Ln	245	1130
4: Slaters Ln WBT @ E Abingdon Dr	758	819
6: E Abingdon Dr NB @ Slaters Ln	7	103
7: W Abingdon Dr SBTR @ Bashford Ln	5	164
8: W Abingdon Dr SBL @ Bashford Ln	6	171
9: GW Memorial Pkwy SB @ Bashford Ln	18	215
10: Bashford Ln EB @ W Abingdon Dr	15	142
11: GW Memorial Pkwy NB @ Bashford Ln	188	711
12: E Abingdon Dr NB @ Bashford Ln	27	153
13: Bashford Ln WBT @ E Abingdon Dr	32	247
14: Bashford Ln WBR @ E Abingdon Dr	3	56
15: Slaters Ln WBR @ E Abingdon Dr	2	114
16: Slaters Ln EB @ W Abingdon Dr	419	923

Alternative 5A PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4928	5342
2: W Abingdon Dr SB @ Slaters Ln	536	1565
3: GW Memorial Pkwy NB @ Slaters Ln	388	1203
4: Slaters Ln WBT @ E Abingdon Dr	167	579
6: E Abingdon Dr NB @ Slaters Ln	8	113
7: W Abingdon Dr SBTR @ Bashford Ln	5	137
8: W Abingdon Dr SBL @ Bashford Ln	7	142
9: GW Memorial Pkwy SB @ Bashford Ln	7	162
10: Bashford Ln EB @ W Abingdon Dr	19	156
11: GW Memorial Pkwy NB @ Bashford Ln	85	532
12: E Abingdon Dr NB @ Bashford Ln	48	186
13: Bashford Ln WBT @ E Abingdon Dr	45	257
14: Bashford Ln WBR @ E Abingdon Dr	4	67
15: Slaters Ln WBR @ E Abingdon Dr	1	65
16: Slaters Ln EB @ W Abingdon Dr	316	770

Alternative 5B AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	66	364
2: W Abingdon Dr SB @ Slaters Ln	67	475
3: GW Memorial Pkwy NB @ Slaters Ln	938	1279
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	11	190
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	4	103
9: GW Memorial Pkwy SB @ Bashford Ln	4	59
10: Bashford Ln EB @ W Abingdon Dr	66	404
11: GW Memorial Pkwy NB @ Bashford Ln	1908	2990
12: E Abingdon Dr NB @ Bashford Ln	30	272
13: Bashford Ln WBT @ E Abingdon Dr	49	284
14: Bashford Ln WBR @ E Abingdon Dr	5	86
15: Slaters Ln WBR @ E Abingdon Dr	0	5
16: Slaters Ln EB @ W Abingdon Dr	1541	2072

Alternative 6 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	56	358
2: W Abingdon Dr SB @ Slaters Ln	66	303
3: GW Memorial Pkwy NB @ Slaters Ln	728	1281
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	10	166
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	5	103
9: GW Memorial Pkwy SB @ Bashford Ln	4	61
10: Bashford Ln EB @ W Abingdon Dr	57	363
11: GW Memorial Pkwy NB @ Bashford Ln	534	1659
12: E Abingdon Dr NB @ Bashford Ln	33	218
13: Bashford Ln WBT @ E Abingdon Dr	50	290
14: Bashford Ln WBR @ E Abingdon Dr	5	86
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1695	2064

Alternative 5B PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4772	5339
2: W Abingdon Dr SB @ Slaters Ln	1119	2454
3: GW Memorial Pkwy NB @ Slaters Ln	117	751
4: Slaters Ln WBT @ E Abingdon Dr	188	584
6: E Abingdon Dr NB @ Slaters Ln	6	109
7: W Abingdon Dr SBTR @ Bashford Ln	5	138
8: W Abingdon Dr SBL @ Bashford Ln	10	146
9: GW Memorial Pkwy SB @ Bashford Ln	12	143
10: Bashford Ln EB @ W Abingdon Dr	18	161
11: GW Memorial Pkwy NB @ Bashford Ln	73	535
12: E Abingdon Dr NB @ Bashford Ln	40	171
13: Bashford Ln WBT @ E Abingdon Dr	42	253
14: Bashford Ln WBR @ E Abingdon Dr	4	65
15: Slaters Ln WBR @ E Abingdon Dr	1	70
16: Slaters Ln EB @ W Abingdon Dr	292	759

Alternative 6 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4584	5335
2: W Abingdon Dr SB @ Slaters Ln	2697	3435
3: GW Memorial Pkwy NB @ Slaters Ln	106	665
4: Slaters Ln WBT @ E Abingdon Dr	160	566
6: E Abingdon Dr NB @ Slaters Ln	6	107
7: W Abingdon Dr SBTR @ Bashford Ln	6	156
8: W Abingdon Dr SBL @ Bashford Ln	10	160
9: GW Memorial Pkwy SB @ Bashford Ln	15	203
10: Bashford Ln EB @ W Abingdon Dr	18	158
11: GW Memorial Pkwy NB @ Bashford Ln	76	556
12: E Abingdon Dr NB @ Bashford Ln	40	166
13: Bashford Ln WBT @ E Abingdon Dr	42	250
14: Bashford Ln WBR @ E Abingdon Dr	4	65
15: Slaters Ln WBR @ E Abingdon Dr	1	66
16: Slaters Ln EB @ W Abingdon Dr	310	812

Alternative 7A AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	70	401
2: W Abingdon Dr SB @ Slaters Ln	97	539
3: GW Memorial Pkwy NB @ Slaters Ln	913	1285
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	13	165
7: W Abingdon Dr SBTR @ Bashford Ln	1	99
8: W Abingdon Dr SBL @ Bashford Ln	5	103
9: GW Memorial Pkwy SB @ Bashford Ln	5	60
10: Bashford Ln EB @ W Abingdon Dr	58	379
11: GW Memorial Pkwy NB @ Bashford Ln	2562	4068
12: E Abingdon Dr NB @ Bashford Ln	30	240
13: Bashford Ln WBT @ E Abingdon Dr	50	290
14: Bashford Ln WBR @ E Abingdon Dr	6	97
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1725	2061

Alternative 7B AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	66	383
2: W Abingdon Dr SB @ Slaters Ln	69	521
3: GW Memorial Pkwy NB @ Slaters Ln	952	1271
4: Slaters Ln WBT @ E Abingdon Dr	26	154
6: E Abingdon Dr NB @ Slaters Ln	13	179
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	5	105
9: GW Memorial Pkwy SB @ Bashford Ln	4	67
10: Bashford Ln EB @ W Abingdon Dr	59	380
11: GW Memorial Pkwy NB @ Bashford Ln	1866	2910
12: E Abingdon Dr NB @ Bashford Ln	31	232
13: Bashford Ln WBT @ E Abingdon Dr	49	284
14: Bashford Ln WBR @ E Abingdon Dr	5	86
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1560	2062

Alternative 7A PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4821	5338
2: W Abingdon Dr SB @ Slaters Ln	525	1541
3: GW Memorial Pkwy NB @ Slaters Ln	338	1122
4: Slaters Ln WBT @ E Abingdon Dr	152	545
6: E Abingdon Dr NB @ Slaters Ln	6	109
7: W Abingdon Dr SBTR @ Bashford Ln	5	130
8: W Abingdon Dr SBL @ Bashford Ln	10	135
9: GW Memorial Pkwy SB @ Bashford Ln	8	219
10: Bashford Ln EB @ W Abingdon Dr	19	156
11: GW Memorial Pkwy NB @ Bashford Ln	81	539
12: E Abingdon Dr NB @ Bashford Ln	41	171
13: Bashford Ln WBT @ E Abingdon Dr	45	257
14: Bashford Ln WBR @ E Abingdon Dr	4	67
15: Slaters Ln WBR @ E Abingdon Dr	1	67
16: Slaters Ln EB @ W Abingdon Dr	330	779

Alternative 7B PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4693	5332
2: W Abingdon Dr SB @ Slaters Ln	1093	1609
3: GW Memorial Pkwy NB @ Slaters Ln	145	920
4: Slaters Ln WBT @ E Abingdon Dr	185	570
6: E Abingdon Dr NB @ Slaters Ln	6	107
7: W Abingdon Dr SBTR @ Bashford Ln	5	136
8: W Abingdon Dr SBL @ Bashford Ln	9	145
9: GW Memorial Pkwy SB @ Bashford Ln	16	218
10: Bashford Ln EB @ W Abingdon Dr	18	158
11: GW Memorial Pkwy NB @ Bashford Ln	71	533
12: E Abingdon Dr NB @ Bashford Ln	38	166
13: Bashford Ln WBT @ E Abingdon Dr	42	250
14: Bashford Ln WBR @ E Abingdon Dr	3	65
15: Slaters Ln WBR @ E Abingdon Dr	1	66
16: Slaters Ln EB @ W Abingdon Dr	292	736

Alternative 8 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	51	344
2: W Abingdon Dr SB @ Slaters Ln	1053	2278
3: GW Memorial Pkwy NB @ Slaters Ln	810	1203
4: Slaters Ln WBT @ E Abingdon Dr	161	413
6: E Abingdon Dr NB @ Slaters Ln	52	281
7: W Abingdon Dr SBTR @ Bashford Ln	2	73
8: W Abingdon Dr SBL @ Bashford Ln	6	104
9: GW Memorial Pkwy SB @ Bashford Ln	15	356
10: Bashford Ln EB @ W Abingdon Dr	19	272
11: GW Memorial Pkwy NB @ Bashford Ln	5028	5328
12: E Abingdon Dr NB @ Bashford Ln	808	2311
13: Bashford Ln WBT @ E Abingdon Dr	176	396
14: Bashford Ln WBR @ E Abingdon Dr	44	180
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1779	2047

Alternative 9 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	60	373
2: W Abingdon Dr SB @ Slaters Ln	62	507
3: GW Memorial Pkwy NB @ Slaters Ln	753	1261
4: Slaters Ln WBT @ E Abingdon Dr	27	145
6: E Abingdon Dr NB @ Slaters Ln	11	162
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	7	105
9: GW Memorial Pkwy SB @ Bashford Ln	7	85
10: Bashford Ln EB @ W Abingdon Dr	54	355
11: GW Memorial Pkwy NB @ Bashford Ln	873	1930
12: E Abingdon Dr NB @ Bashford Ln	28	232
13: Bashford Ln WBT @ E Abingdon Dr	48	292
14: Bashford Ln WBR @ E Abingdon Dr	5	86
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1584	2065

Alternative 8 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4886	5340
2: W Abingdon Dr SB @ Slaters Ln	62	529
3: GW Memorial Pkwy NB @ Slaters Ln	82	242
4: Slaters Ln WBT @ E Abingdon Dr	105	434
6: E Abingdon Dr NB @ Slaters Ln	5	89
7: W Abingdon Dr SBTR @ Bashford Ln	7	184
8: W Abingdon Dr SBL @ Bashford Ln	7	189
9: GW Memorial Pkwy SB @ Bashford Ln	38	165
10: Bashford Ln EB @ W Abingdon Dr	12	135
11: GW Memorial Pkwy NB @ Bashford Ln	568	1229
12: E Abingdon Dr NB @ Bashford Ln	13	126
13: Bashford Ln WBT @ E Abingdon Dr	29	231
14: Bashford Ln WBR @ E Abingdon Dr	2	62
15: Slaters Ln WBR @ E Abingdon Dr	0	50
16: Slaters Ln EB @ W Abingdon Dr	156	478

Alternative 9 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4597	5331
2: W Abingdon Dr SB @ Slaters Ln	441	1583
3: GW Memorial Pkwy NB @ Slaters Ln	74	235
4: Slaters Ln WBT @ E Abingdon Dr	120	484
6: E Abingdon Dr NB @ Slaters Ln	5	92
7: W Abingdon Dr SBTR @ Bashford Ln	6	156
8: W Abingdon Dr SBL @ Bashford Ln	8	161
9: GW Memorial Pkwy SB @ Bashford Ln	29	177
10: Bashford Ln EB @ W Abingdon Dr	11	141
11: GW Memorial Pkwy NB @ Bashford Ln	296	814
12: E Abingdon Dr NB @ Bashford Ln	18	126
13: Bashford Ln WBT @ E Abingdon Dr	30	204
14: Bashford Ln WBR @ E Abingdon Dr	2	60
15: Slaters Ln WBR @ E Abingdon Dr	1	64
16: Slaters Ln EB @ W Abingdon Dr	309	700

Alternative 10 AM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	57	374
2: W Abingdon Dr SB @ Slaters Ln	33	317
3: GW Memorial Pkwy NB @ Slaters Ln	568	1246
4: Slaters Ln WBT @ E Abingdon Dr	28	161
6: E Abingdon Dr NB @ Slaters Ln	14	182
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	6	103
9: GW Memorial Pkwy SB @ Bashford Ln	6	85
10: Bashford Ln EB @ W Abingdon Dr	58	386
11: GW Memorial Pkwy NB @ Bashford Ln	571	1622
12: E Abingdon Dr NB @ Bashford Ln	26	212
13: Bashford Ln WBT @ E Abingdon Dr	44	280
14: Bashford Ln WBR @ E Abingdon Dr	6	76
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1503	2050

Alternative 10 AM (2033) - Crossing Pattern A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	69	369
2: W Abingdon Dr SB @ Slaters Ln	182	424
3: GW Memorial Pkwy NB @ Slaters Ln	907	1270
4: Slaters Ln WBT @ E Abingdon Dr	28	167
6: E Abingdon Dr NB @ Slaters Ln	20	150
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	9	117
9: GW Memorial Pkwy SB @ Bashford Ln	6	92
10: Bashford Ln EB @ W Abingdon Dr	77	483
11: GW Memorial Pkwy NB @ Bashford Ln	4215	5318
12: E Abingdon Dr NB @ Bashford Ln	26	204
13: Bashford Ln WBT @ E Abingdon Dr	58	347
14: Bashford Ln WBR @ E Abingdon Dr	7	80
15: Slaters Ln WBR @ E Abingdon Dr	0	38
16: Slaters Ln EB @ W Abingdon Dr	1856	2064

Alternative 10 PM (2033) with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4707	5328
2: W Abingdon Dr SB @ Slaters Ln	170	782
3: GW Memorial Pkwy NB @ Slaters Ln	78	229
4: Slaters Ln WBT @ E Abingdon Dr	107	440
6: E Abingdon Dr NB @ Slaters Ln	6	102
7: W Abingdon Dr SBTR @ Bashford Ln	8	126
8: W Abingdon Dr SBL @ Bashford Ln	8	134
9: GW Memorial Pkwy SB @ Bashford Ln	29	185
10: Bashford Ln EB @ W Abingdon Dr	14	144
11: GW Memorial Pkwy NB @ Bashford Ln	331	847
12: E Abingdon Dr NB @ Bashford Ln	18	141
13: Bashford Ln WBT @ E Abingdon Dr	26	225
14: Bashford Ln WBR @ E Abingdon Dr	1	57
15: Slaters Ln WBR @ E Abingdon Dr	1	50
16: Slaters Ln EB @ W Abingdon Dr	206	556

Alternative 10 PM (2033) - Crossing Pattern A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4805	5343
2: W Abingdon Dr SB @ Slaters Ln	2785	3527
3: GW Memorial Pkwy NB @ Slaters Ln	531	1217
4: Slaters Ln WBT @ E Abingdon Dr	176	720
6: E Abingdon Dr NB @ Slaters Ln	3	72
7: W Abingdon Dr SBTR @ Bashford Ln	2	105
8: W Abingdon Dr SBL @ Bashford Ln	7	118
9: GW Memorial Pkwy SB @ Bashford Ln	7	79
10: Bashford Ln EB @ W Abingdon Dr	22	174
11: GW Memorial Pkwy NB @ Bashford Ln	97	508
12: E Abingdon Dr NB @ Bashford Ln	51	190
13: Bashford Ln WBT @ E Abingdon Dr	58	303
14: Bashford Ln WBR @ E Abingdon Dr	3	55
15: Slaters Ln WBR @ E Abingdon Dr	4	123
16: Slaters Ln EB @ W Abingdon Dr	155	561

Alternative 10 AM (2033) - Crossing Pattern B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	131	512
2: W Abingdon Dr SB @ Slaters Ln	205	482
3: GW Memorial Pkwy NB @ Slaters Ln	888	1255
4: Slaters Ln WBT @ E Abingdon Dr	19	165
6: E Abingdon Dr NB @ Slaters Ln	37	258
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	8	116
9: GW Memorial Pkwy SB @ Bashford Ln	12	147
10: Bashford Ln EB @ W Abingdon Dr	67	407
11: GW Memorial Pkwy NB @ Bashford Ln	5261	5331
12: E Abingdon Dr NB @ Bashford Ln	18	182
13: Bashford Ln WBT @ E Abingdon Dr	56	342
14: Bashford Ln WBR @ E Abingdon Dr	7	75
15: Slaters Ln WBR @ E Abingdon Dr	0	34
16: Slaters Ln EB @ W Abingdon Dr	799	1521

Alternative 10 AM (2033) - Crossing Pattern A with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	59	354
2: W Abingdon Dr SB @ Slaters Ln	30	333
3: GW Memorial Pkwy NB @ Slaters Ln	913	1283
4: Slaters Ln WBT @ E Abingdon Dr	26	156
6: E Abingdon Dr NB @ Slaters Ln	17	152
7: W Abingdon Dr SBTR @ Bashford Ln	2	99
8: W Abingdon Dr SBL @ Bashford Ln	6	106
9: GW Memorial Pkwy SB @ Bashford Ln	7	107
10: Bashford Ln EB @ W Abingdon Dr	76	445
11: GW Memorial Pkwy NB @ Bashford Ln	1208	2415
12: E Abingdon Dr NB @ Bashford Ln	29	269
13: Bashford Ln WBT @ E Abingdon Dr	47	309
14: Bashford Ln WBR @ E Abingdon Dr	7	80
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1849	2060

Alternative 10 PM (2033) - Crossing Pattern B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	5061	5342
2: W Abingdon Dr SB @ Slaters Ln	1412	2611
3: GW Memorial Pkwy NB @ Slaters Ln	1053	1261
4: Slaters Ln WBT @ E Abingdon Dr	70	431
6: E Abingdon Dr NB @ Slaters Ln	5	93
7: W Abingdon Dr SBTR @ Bashford Ln	2	100
8: W Abingdon Dr SBL @ Bashford Ln	3	103
9: GW Memorial Pkwy SB @ Bashford Ln	2	50
10: Bashford Ln EB @ W Abingdon Dr	22	174
11: GW Memorial Pkwy NB @ Bashford Ln	3078	4490
12: E Abingdon Dr NB @ Bashford Ln	31	166
13: Bashford Ln WBT @ E Abingdon Dr	60	303
14: Bashford Ln WBR @ E Abingdon Dr	4	58
15: Slaters Ln WBR @ E Abingdon Dr	2	100
16: Slaters Ln EB @ W Abingdon Dr	119	541

Alternative 10 PM (2033) - Crossing Pattern A with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4881	5344
2: W Abingdon Dr SB @ Slaters Ln	1453	2604
3: GW Memorial Pkwy NB @ Slaters Ln	158	723
4: Slaters Ln WBT @ E Abingdon Dr	86	382
6: E Abingdon Dr NB @ Slaters Ln	6	103
7: W Abingdon Dr SBTR @ Bashford Ln	9	126
8: W Abingdon Dr SBL @ Bashford Ln	9	130
9: GW Memorial Pkwy SB @ Bashford Ln	27	158
10: Bashford Ln EB @ W Abingdon Dr	15	144
11: GW Memorial Pkwy NB @ Bashford Ln	352	826
12: E Abingdon Dr NB @ Bashford Ln	18	137
13: Bashford Ln WBT @ E Abingdon Dr	26	226
14: Bashford Ln WBR @ E Abingdon Dr	2	55
15: Slaters Ln WBR @ E Abingdon Dr	1	53
16: Slaters Ln EB @ W Abingdon Dr	204	555

Alternative 10 AM (2033) - Crossing Pattern B with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	113	501
2: W Abingdon Dr SB @ Slaters Ln	75	541
3: GW Memorial Pkwy NB @ Slaters Ln	917	1252
4: Slaters Ln WBT @ E Abingdon Dr	17	144
6: E Abingdon Dr NB @ Slaters Ln	24	253
7: W Abingdon Dr SBTR @ Bashford Ln	2	100
8: W Abingdon Dr SBL @ Bashford Ln	7	104
9: GW Memorial Pkwy SB @ Bashford Ln	8	108
10: Bashford Ln EB @ W Abingdon Dr	64	406
11: GW Memorial Pkwy NB @ Bashford Ln	5260	5337
12: E Abingdon Dr NB @ Bashford Ln	20	160
13: Bashford Ln WBT @ E Abingdon Dr	46	301
14: Bashford Ln WBR @ E Abingdon Dr	7	80
15: Slaters Ln WBR @ E Abingdon Dr	0	4
16: Slaters Ln EB @ W Abingdon Dr	648	1467

Alternative 10 PM (2033) - Crossing Pattern B with E-W Connection

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	5073	5342
2: W Abingdon Dr SB @ Slaters Ln	1814	2613
3: GW Memorial Pkwy NB @ Slaters Ln	1175	1274
4: Slaters Ln WBT @ E Abingdon Dr	56	292
6: E Abingdon Dr NB @ Slaters Ln	18	124
7: W Abingdon Dr SBTR @ Bashford Ln	5	100
8: W Abingdon Dr SBL @ Bashford Ln	5	103
9: GW Memorial Pkwy SB @ Bashford Ln	8	73
10: Bashford Ln EB @ W Abingdon Dr	22	178
11: GW Memorial Pkwy NB @ Bashford Ln	3159	4700
12: E Abingdon Dr NB @ Bashford Ln	83	212
13: Bashford Ln WBT @ E Abingdon Dr	165	609
14: Bashford Ln WBR @ E Abingdon Dr	4	66
15: Slaters Ln WBR @ E Abingdon Dr	0	44
16: Slaters Ln EB @ W Abingdon Dr	114	511

G. Slaters Lane and Bashford Lane Potential Areas of Impact Figure



