
District (CDD) Condition 37. Additionally, any modifications to the GW Memorial Parkway itself would be coordinated with the National Park Service (NPS).

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.

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. The results of the VISSIM analysis confirmed the need for the mitigations identified in the MTS and quantified the operational benefits, from a vehicular standpoint, of the additional improvements the City had asked be studied. The comprehensive analyses and comparisons of alternatives identified by the City and Gorove Slade are detailed in this memorandum.

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

- Conceptual Alternatives Development:
 - Twelve (12) 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.
 - Each conceptual alternative was analyzed with and without the potential new E-W Connection to GW Memorial Parkway and E/W Abingdon Drive.
 - Preferred alternatives were identified based on the results of this analysis.
- 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 three (3) alternatives in the AM peak hour (Alternatives 6, 7B, and 9) and six (6) alternatives in the PM peak hour (MTS Baseline and Alternatives 2, 5B, 6, 7B, and 9).
 - Modifications to traffic signal cycle length and phasing schemes were biggest contributors to the increase vehicles processed.

-
- Vehicular Delays:
 - The lowest overall network-wide vehicular delays were shown in Alternatives 5A, 6, 7A, 7B, and 9 in the AM peak hour and in Alternatives 7B, 8, and 9 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 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.
 - 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.
 - 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.
 - 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.
 - Overall Findings and Conclusions:
 - From a vehicular standpoint, the results indicate that Alternatives 6, 7B, and 9 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. Each of these preferred alternatives are able to process at least the same percentage of vehicles as was processed in the 2033 Background scenario during both the AM and PM peak hours. Each preferred alternative also performed better than the other analyzed alternatives

in at least one of the other MOEs of vehicular delays, vehicular travel times, and vehicular queues. 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.

- This memorandum recommends that the preferred alternatives identified as part of this analysis (Alternatives 6, 7B, and 9) 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 preferred 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 throughput, 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.

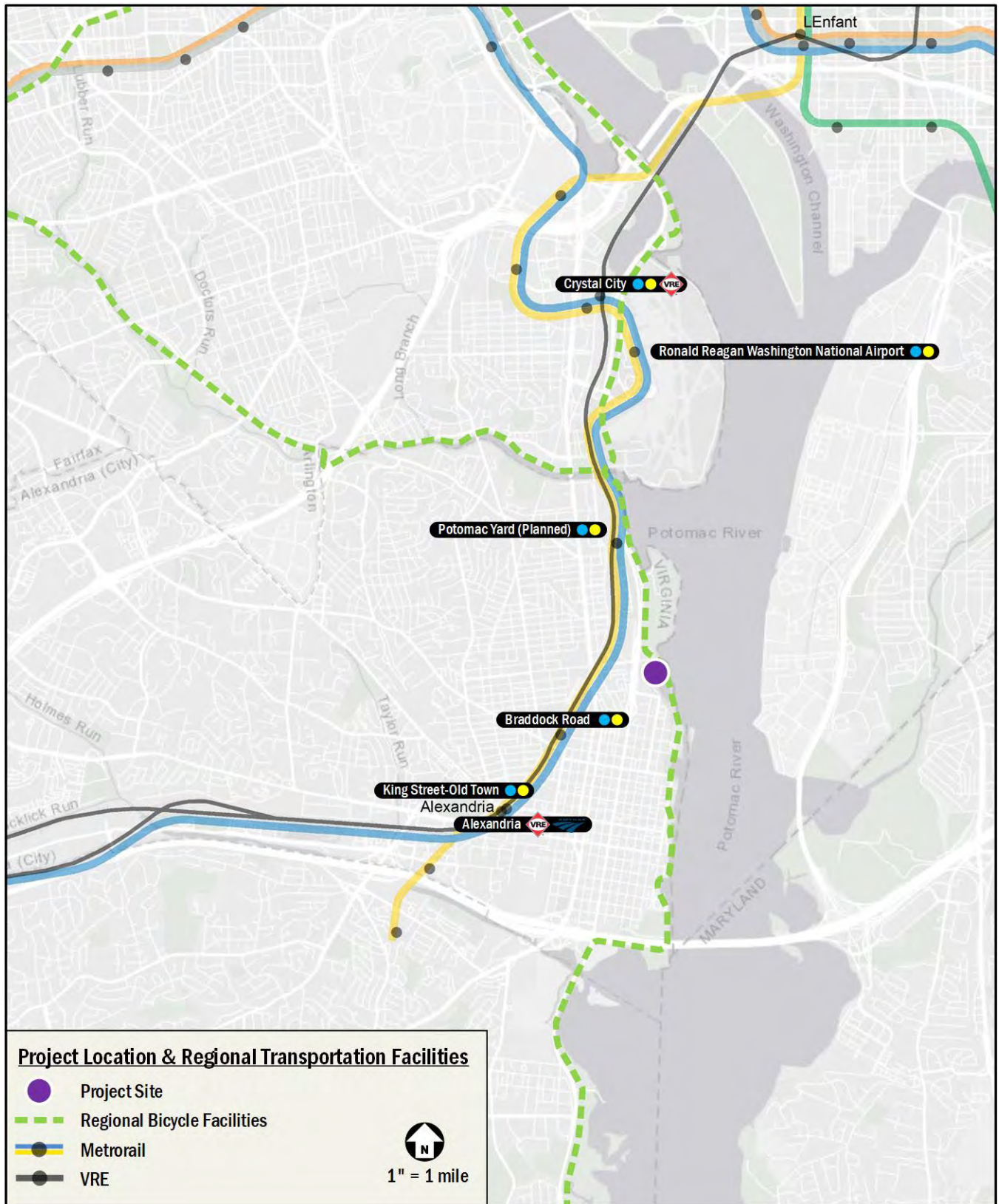


Figure 1: Regional Location

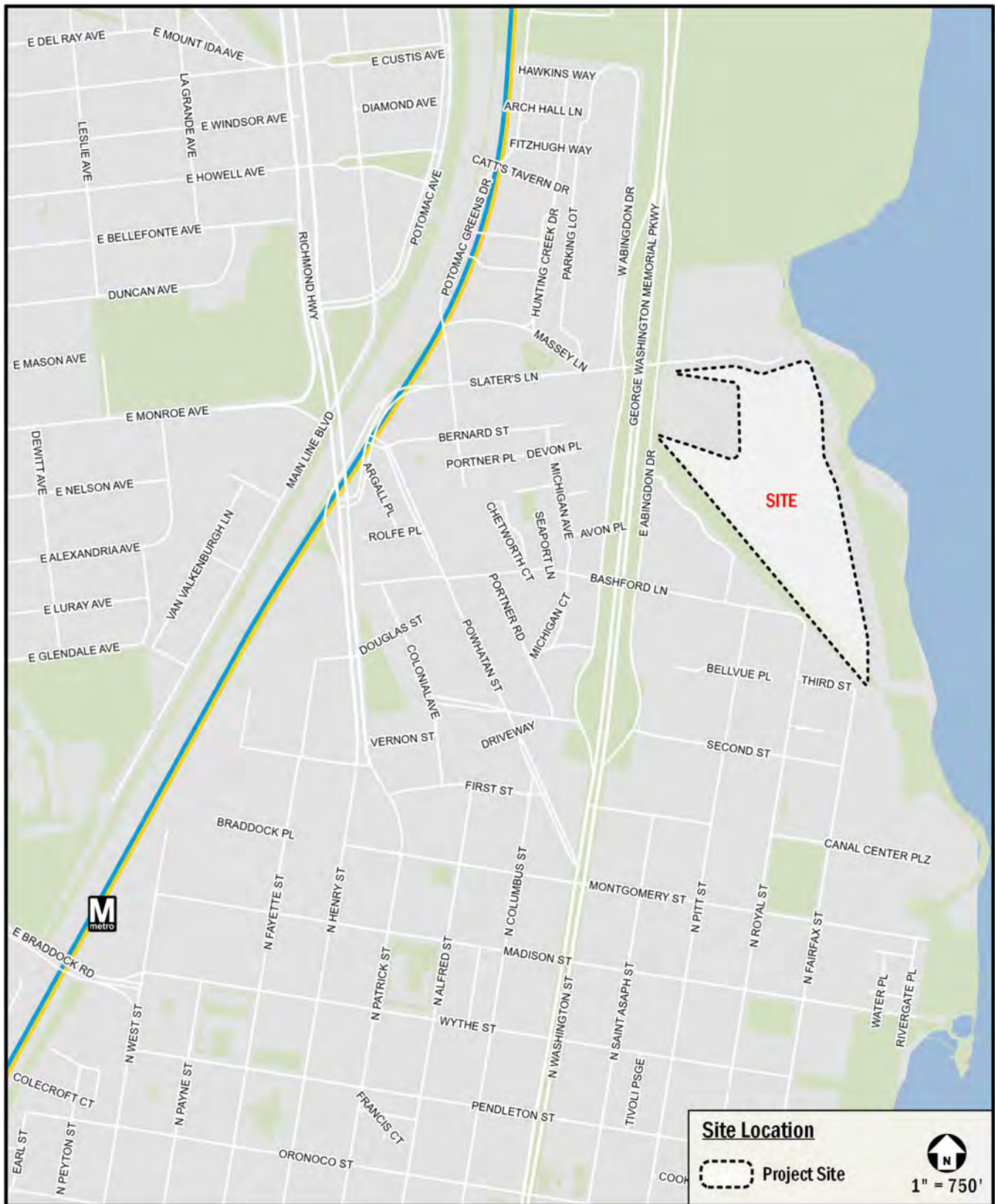


Figure 2: Site Location

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 3 and Figure 4. 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 will be based on the assumptions included in the PRGS CDD MTS (dated April 7, 2022), including inherent regional growth rates, background developments, and any planned network improvements.

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 5. The 2033 Background Conditions peak hour traffic volumes are shown on Figure 6. The 2033 Future Conditions peak hour traffic volumes are shown on Figure 7. 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 3: Existing and 2033 Background Study Area



Figure 4: 2033 Future Study Area

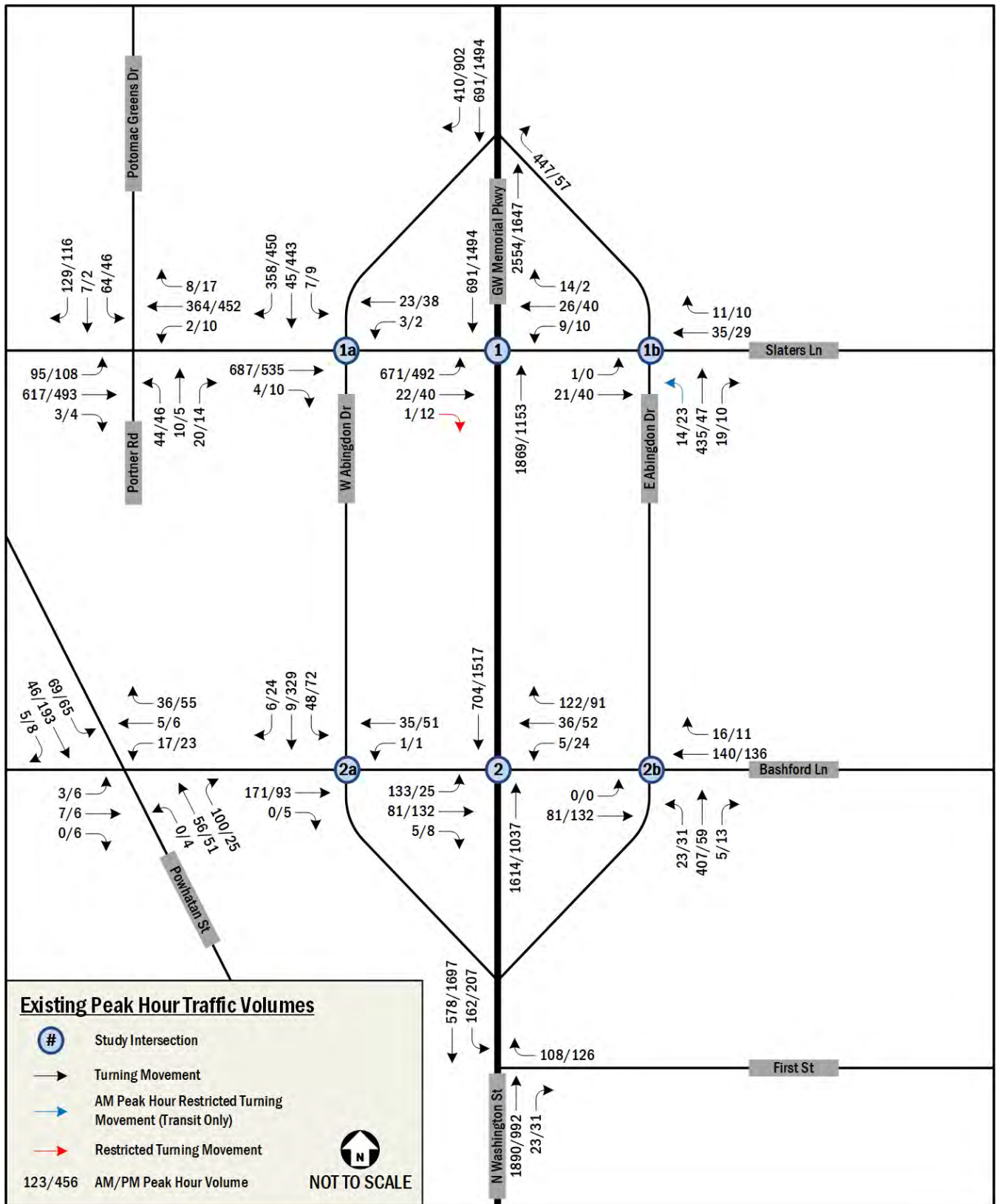


Figure 5: 2022 Existing Peak Hour Traffic Volumes

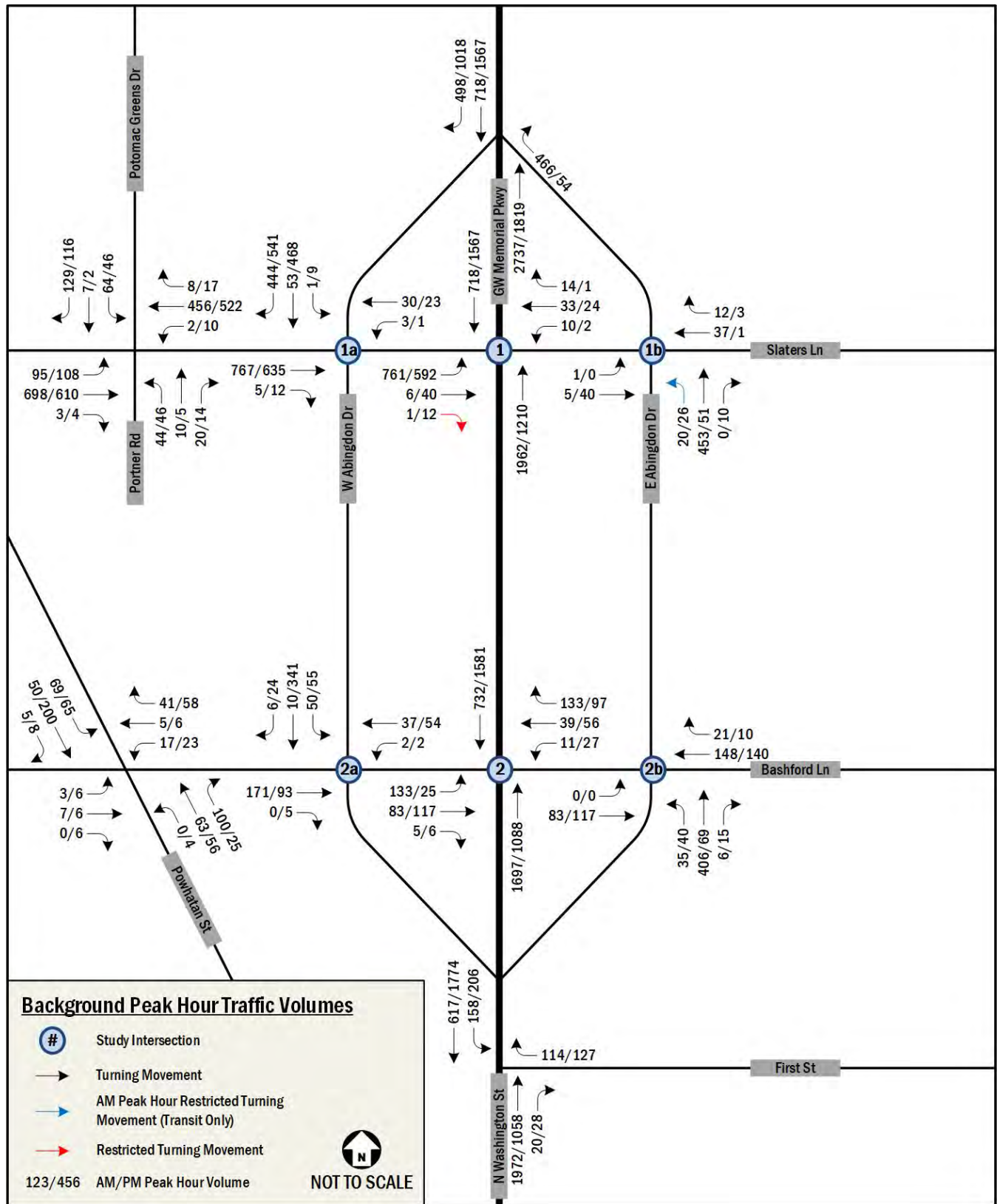


Figure 6: 2033 Background Peak Hour Traffic Volumes

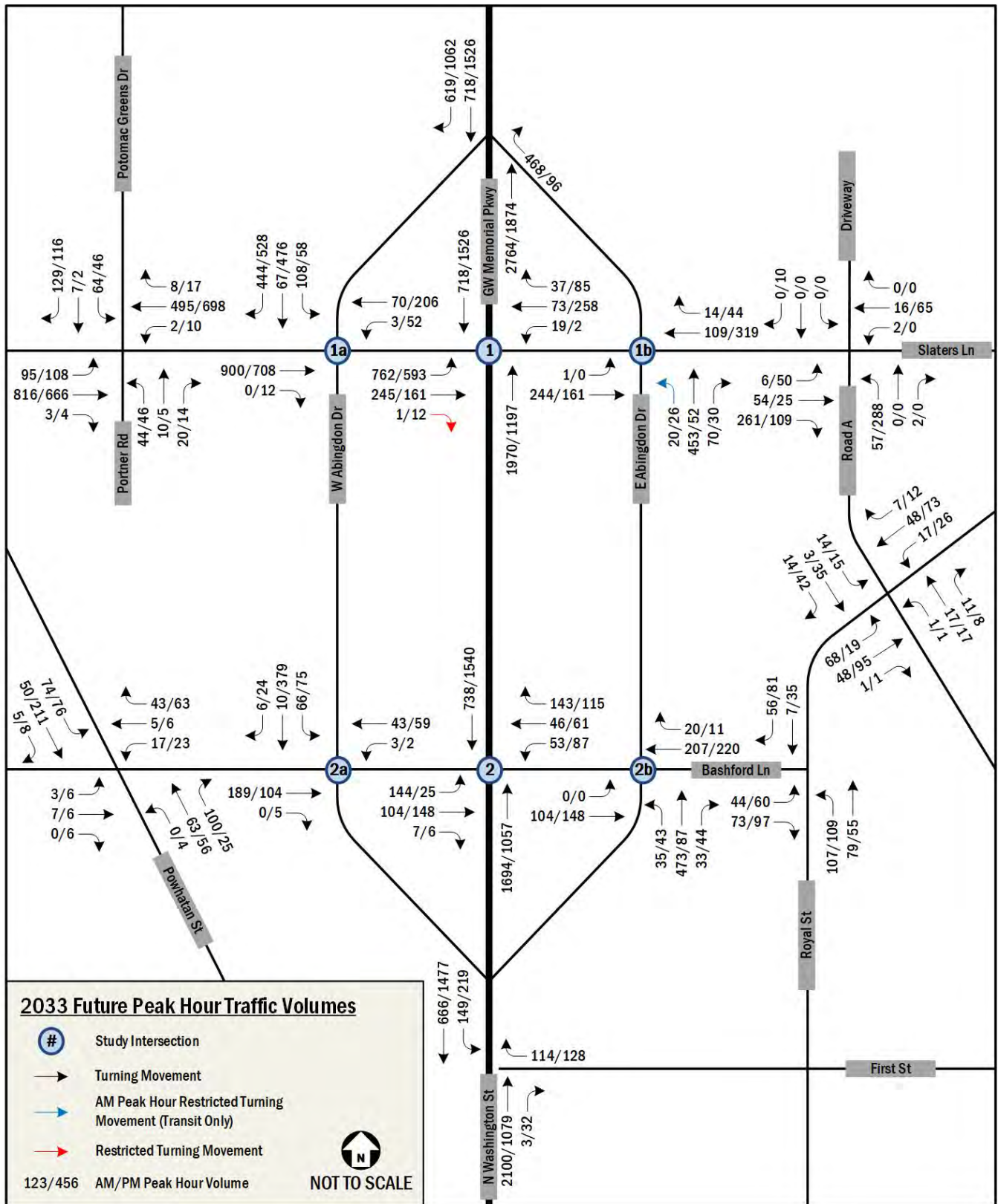


Figure 7: 2033 Future Peak Hour Traffic Volumes

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 8.
- 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 9 and Figure 10, 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 11 and Figure 12, 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 13 and Figure 14.

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
 - Implementation of a southbound left-turn lane on this approach would make implementation of a southbound right-turn turn, which is proposed in the MTS, infeasible within the existing curb-to-curb. Therefore, alternatives which included the southbound left-turn improvement did not include a southbound right-turn lane on the same approach.
 - A northbound right-turn lane 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.
- 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 15.
- 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.

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 13 and Figure 14. 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 as Slaters Ln & Bashford Ln	Phasing Modifications	A	B	C	D	E	F
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	✓		✓	✓	✓		✓	✓		✓

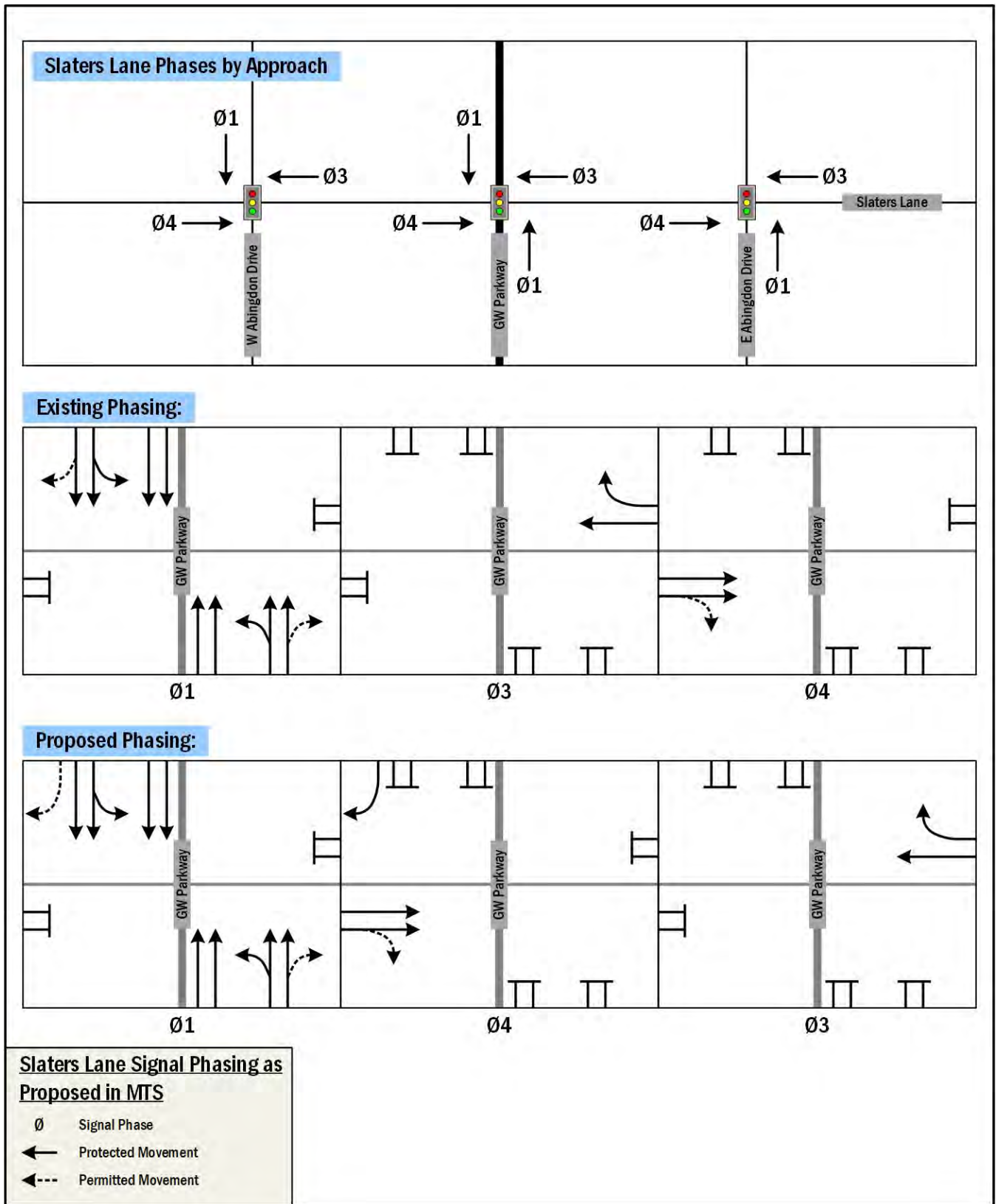


Figure 8: Signal Phasing at Slaters Lane as Proposed in MTS

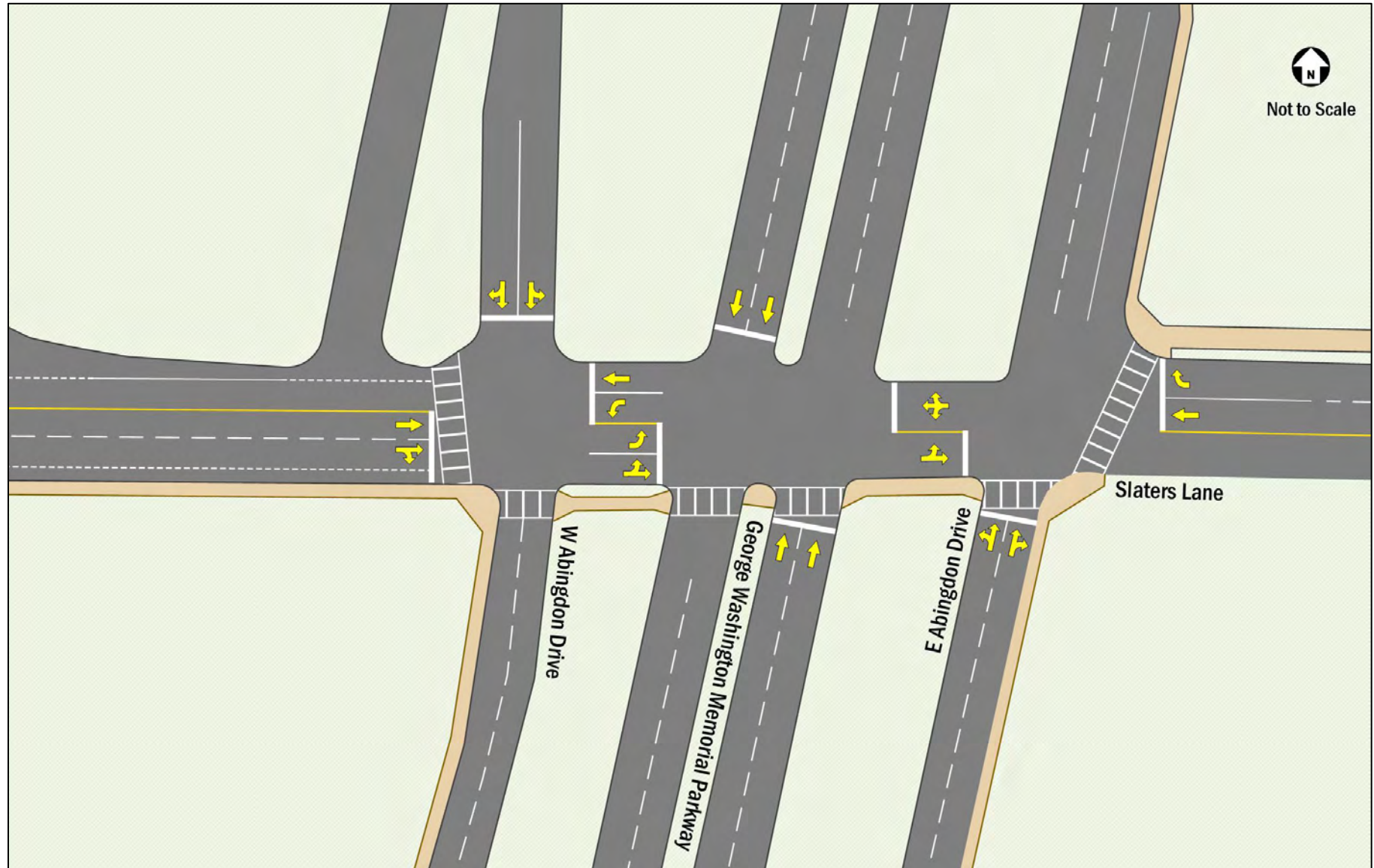


Figure 9: Existing Striping at Slaters Lane

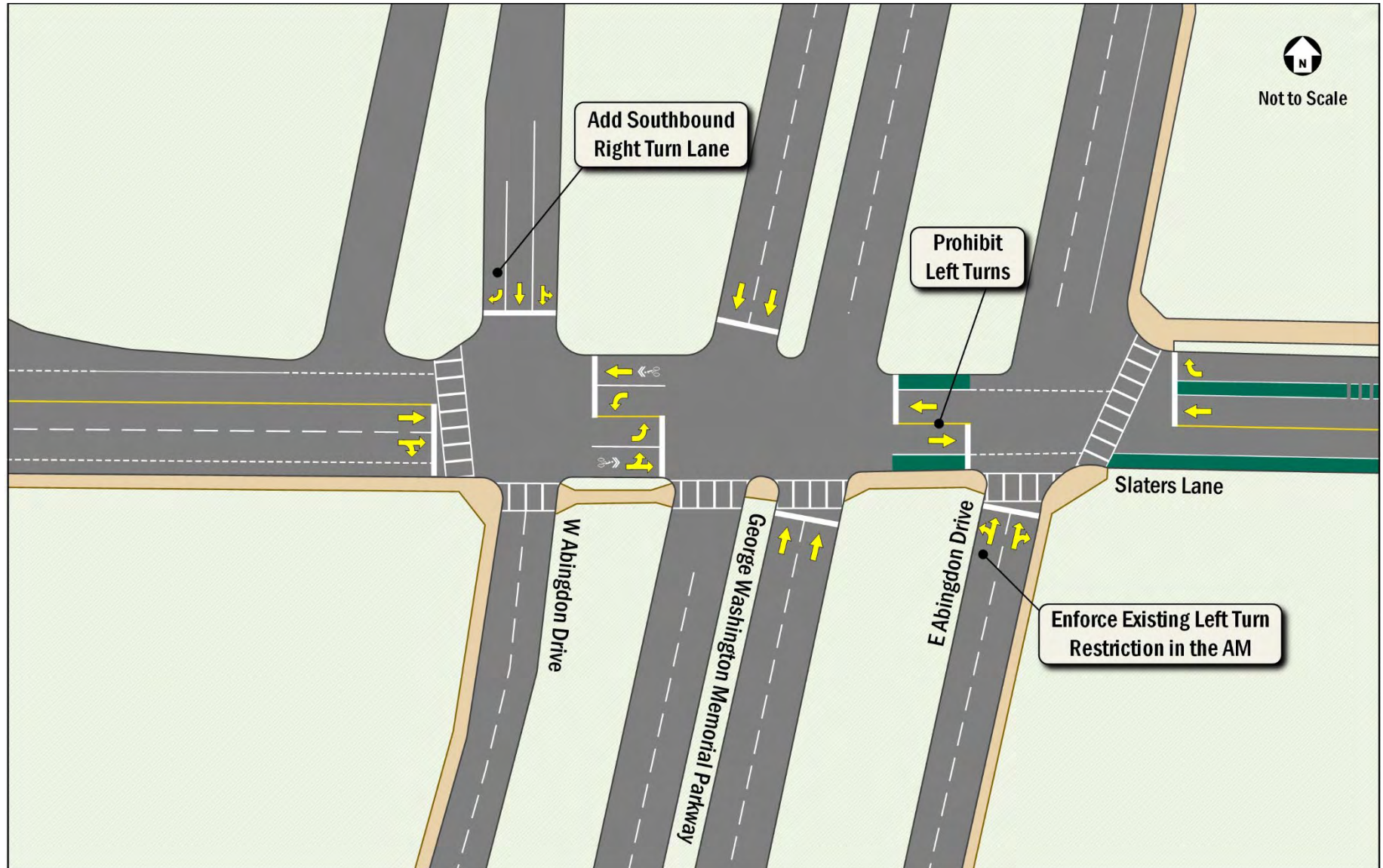


Figure 10: Striping at Slaters Lane as Proposed in MTS

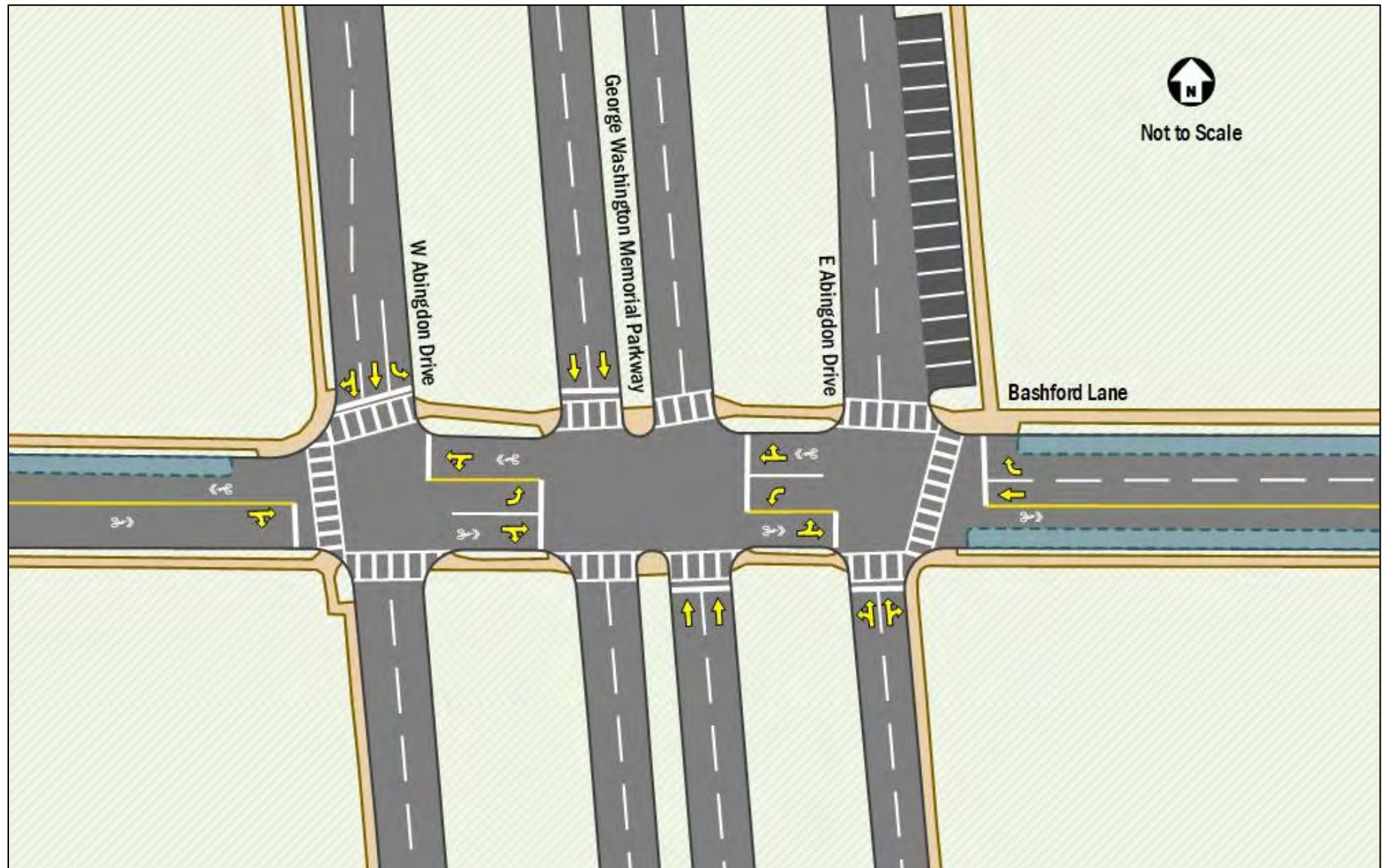


Figure 11: Existing Striping at Bashford Lane

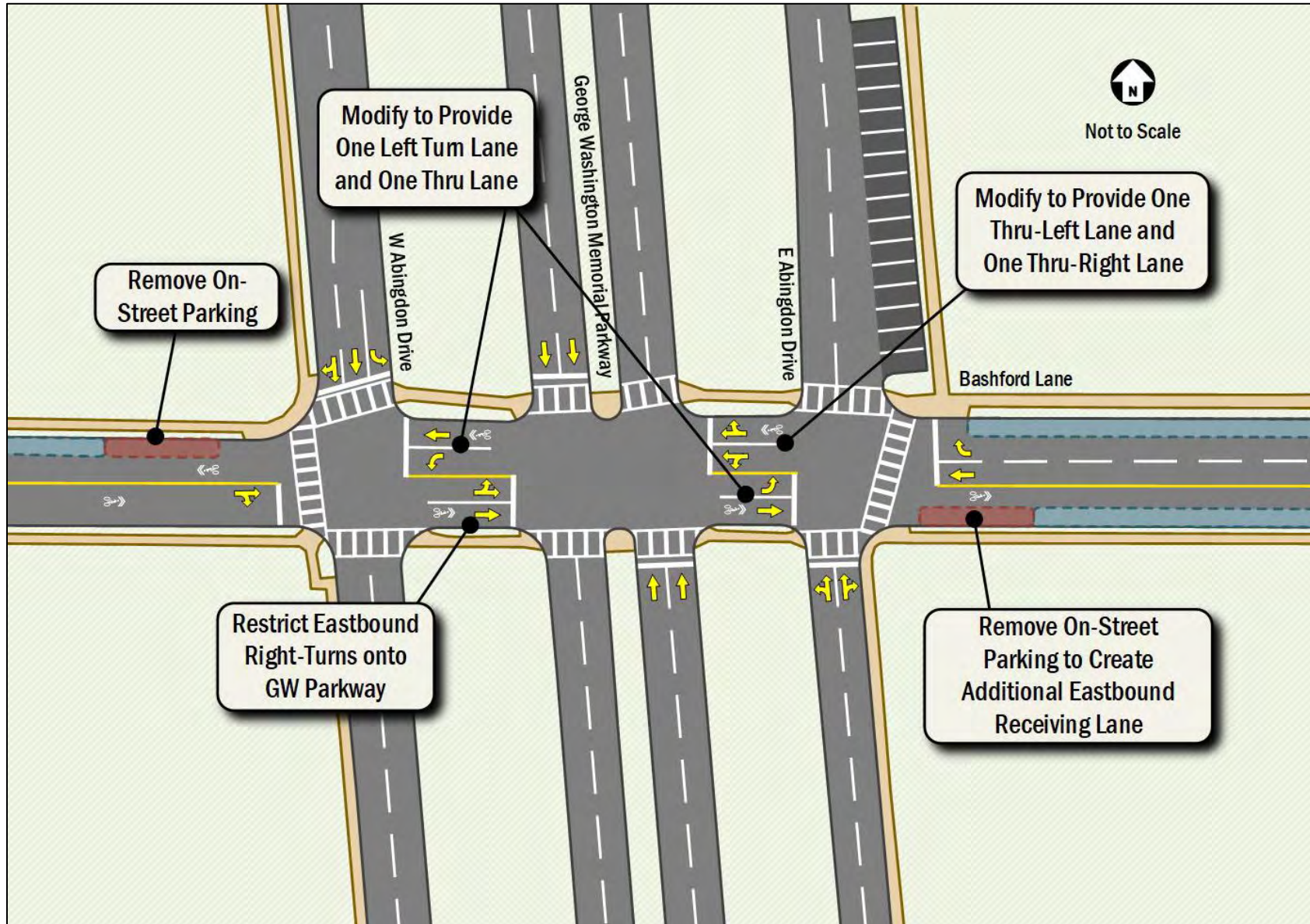


Figure 12: Striping at Bashford Lane as Proposed in MTS

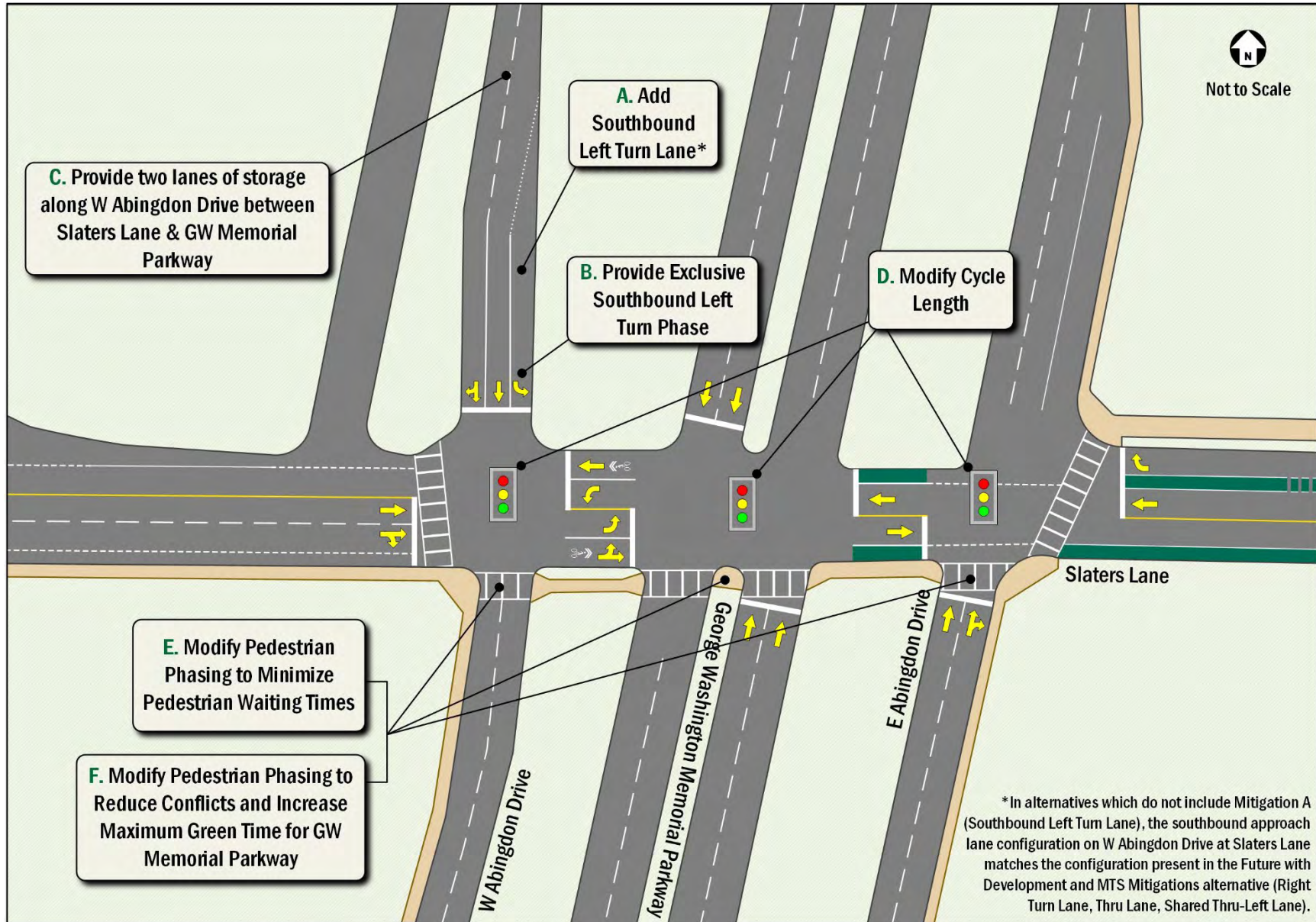


Figure 13: Potential Improvements at Slaters Lane

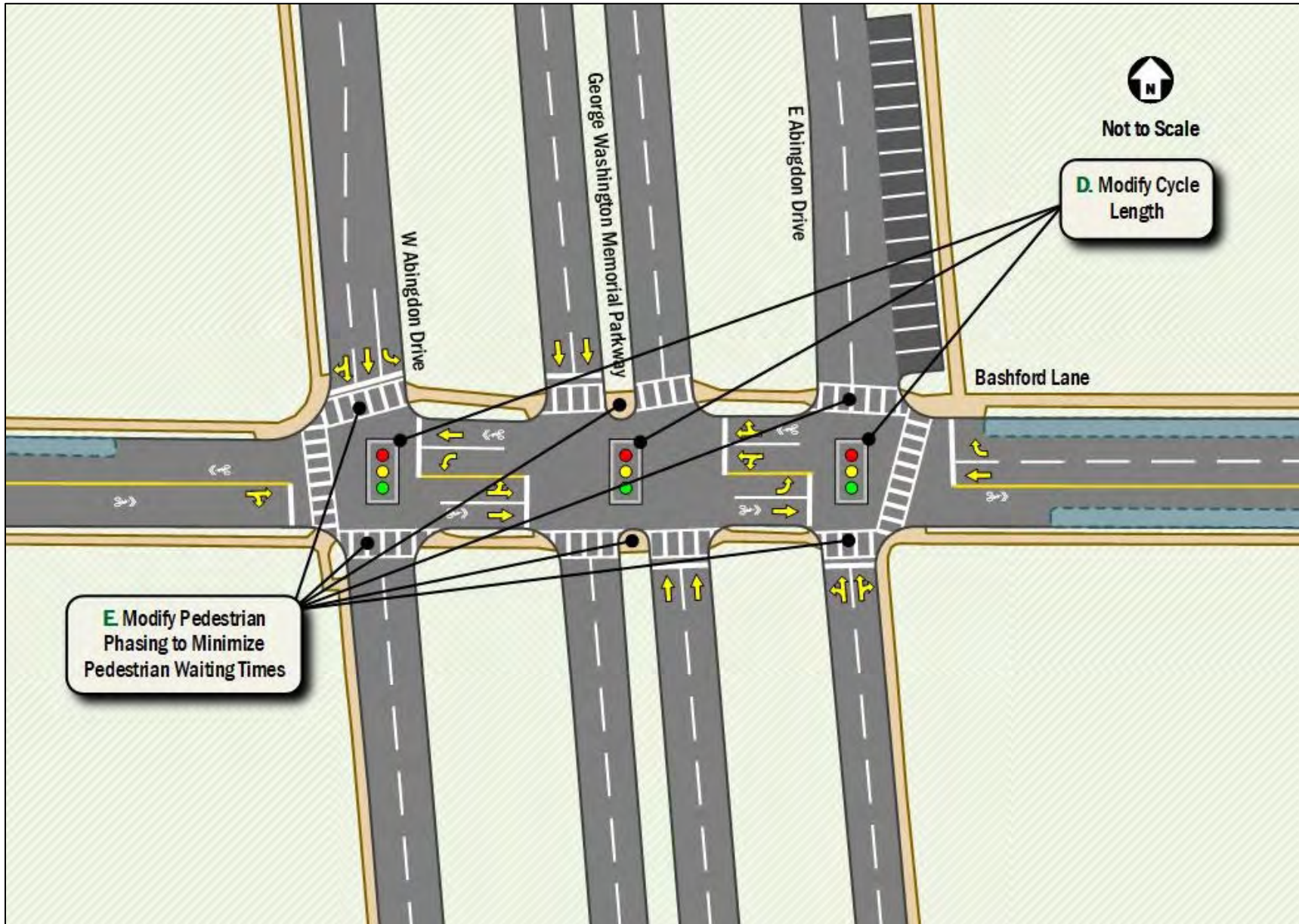


Figure 14: Potential Improvements at Bashford Lane

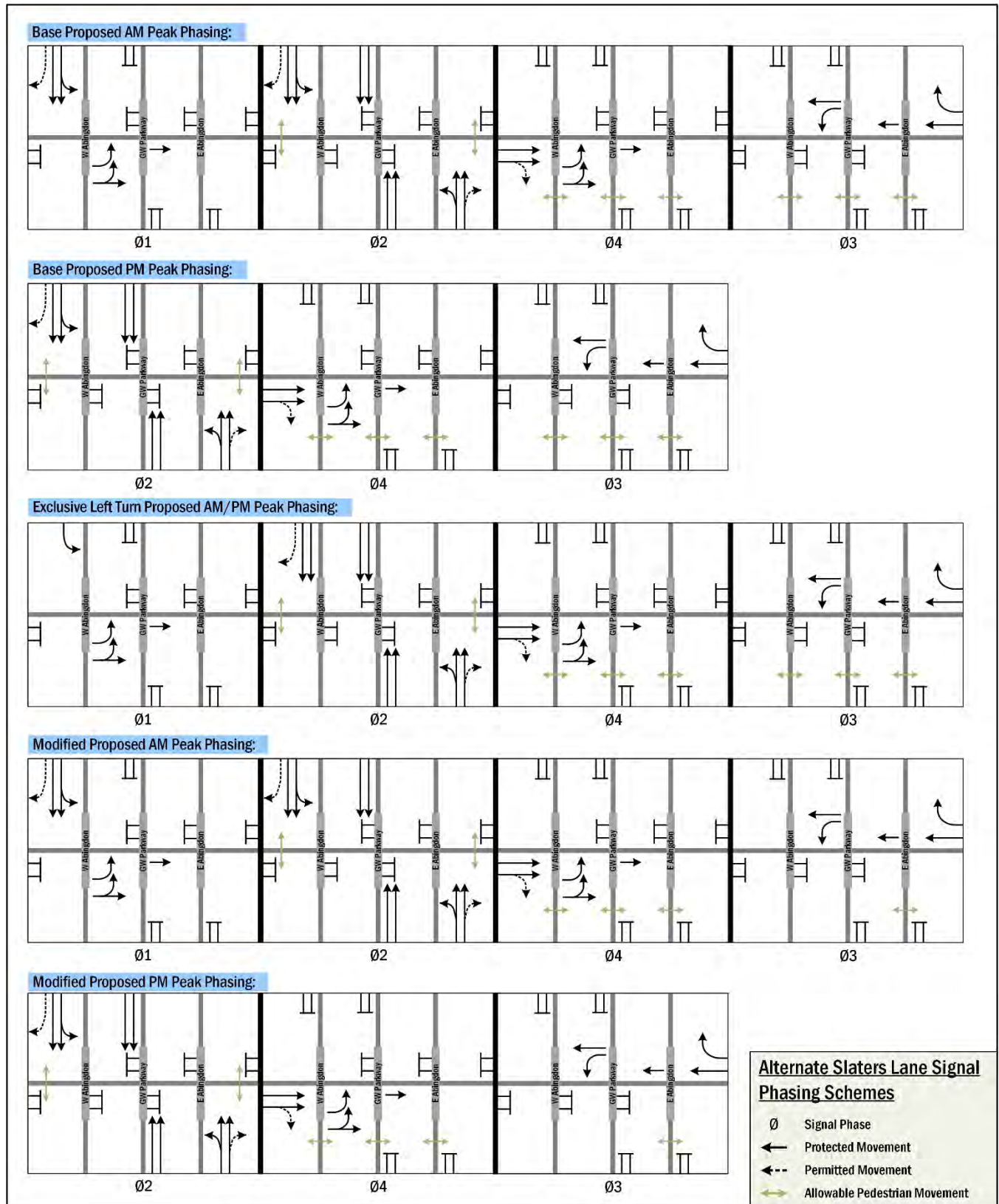


Figure 15: Alternate Slaters Lane Signal Phasing Scheme Alternatives

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

A total of 12 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 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

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

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

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%	5,336	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	5,614	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	5,624	97%	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	5,052	87%	6,056	90%
2033 Future Alternative 9	5,671	97%	6,198	92%

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, 7B, and 9 which processed approximately 97% 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 7B, 8, and 9 had the lowest delay compared to other alternatives. However, it is important to note that approximately 93%, 90%, and 92% of vehicles were processed by each alternative, respectively (see Table 3). The vehicular delays for Alternatives 7B, 8, and 9 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	71.4	70.0	18.0	190.0	193.8	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	70.6	26.9	17.4	127.2	191.4	50.8
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	105.9	29.8	23.5	59.3	198.0	38.7
2033 Future Alternative 9	71.4	47.0	14.8	245.0	185.2	57.7

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	107.1	6.7	33.4	103.7	221.1	116.3
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	107.1	6.9	37.8	96.8	224.7	113.0
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	142.1	2.4	22.3	84.1	405.7	183.9
2033 Future Alternative 9	104.8	3.9	26.5	55.1	65.4	48.1

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	101.6	79.8
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	86.2	79.9
2033 Future Alternative 7A	79.4	70.7
2033 Future Alternative 7B	105.4	67.2
2033 Future Alternative 8	92.8	99.3
2033 Future Alternative 9	103.1	63.7

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

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

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

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 16):

- 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.

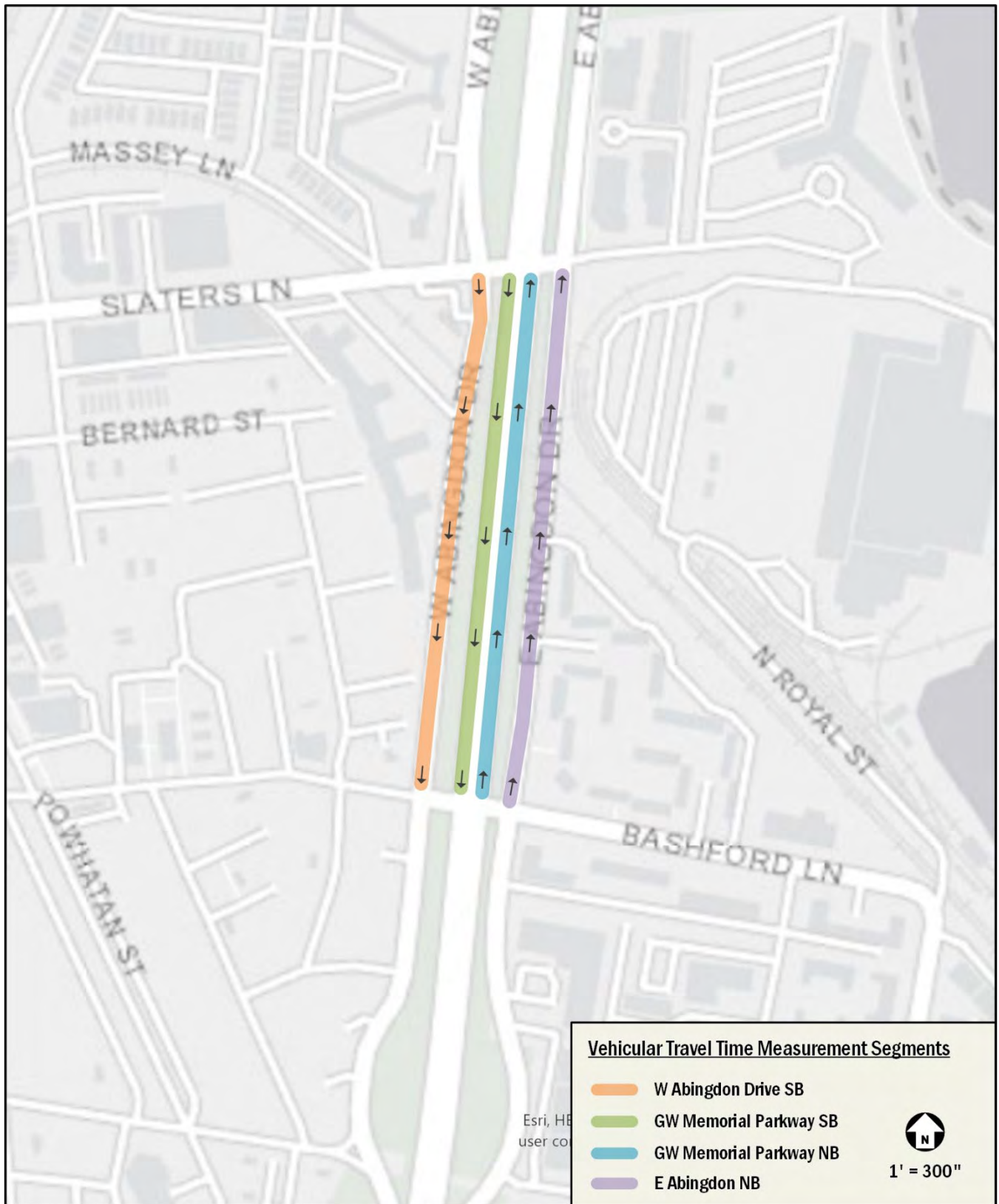


Figure 16: Vehicular Travel Time Measurement Segments

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	98.9	32.3	41.5	52.7	72.4
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	98.1	32.5	40.9	49.6	71.7
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	131.3	28.0	48.0	49.0	88.0
2033 Future Alternative 9	99.2	29.5	39.2	51.4	71.4

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

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 maximum queue length for this approach is approximately 2,000 feet under Alternatives 3, 4, 7B, and 9.

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 eastbound and westbound approach on Bashford Lane. Alternatives 3, 6 and 8 show the highest maximum queue lengths. For the eastbound approach, the maximum queue lengths observed under these three (3) alternatives ranged from 965 to 1,456 feet. For the westbound approach, the maximum queue lengths observed under these three (3) alternatives ranged 609 to 736 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. For comparison, the queue length for this approach is approximately 3,500 feet under Alternatives 3, 7B, and 9.
- 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 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	AM Peak Hour Maximum Queue Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
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	1,272	543	287	2,041	2,058	161
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	1,271	399	288	694	2,062	166
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	1,280	404	215	381	2,060	139
2033 Future Alternative 9	1,260	482	193	1,771	2,060	170

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

Alternative	AM Peak Hour Maximum Queue Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
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	5,226	193	303	88	965	609
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	5,210	135	375	114	1,027	641
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	5,333	23	221	85	1,456	736
2033 Future Alternative 9	4,999	76	258	99	391	329

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

Alternative	PM Peak Hour Maximum Queue Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
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

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

Alternative	PM Peak Hour Maximum Queue Length (ft)					
	GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
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

Preferred Alternatives

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 viable alternatives, three (3) alternatives are preferred and recommended for future study. Alternatives 6, 7B, and 9 each process levels of traffic comparable to that processed under 2033 Background conditions in the AM and PM peak hours, while minimizing impacts to vehicular delay, queues, and travel times. Each alternative performed better than other alternatives in at least vehicular delays, vehicular travel times, or maximum queue lengths.

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 improvements included in each preferred alternative are included below:

- **2033 Future Alternative 6:**
 - Additional eastbound receiving lane on Bashford Lane
 - Added southbound right-turn lane on W Abingdon Drive at Slaters Lane
 - Lane configuration modifications on Bashford Lane
 - Turn restrictions at the Slaters Lane and Bashford Lane intersections to consolidate turning movements
 - Phasing modifications at Slaters Lane (see Base Proposed Phasing schemes in Figure 15)
 - 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
- **2033 Future Alternative 7B:**
 - 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 Base Proposed Phasing schemes in Figure 15)
 - Southbound left-turn lane on W Abingdon Drive at Slaters Lane
 - 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
- **2033 Future Alternative 9:**
 - 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 15)
 - Added southbound left-turn lane on W Abingdon Drive at Slaters Lane
 - 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 15)

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 17.

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 18.

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 19. 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. 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.

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.

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.

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.

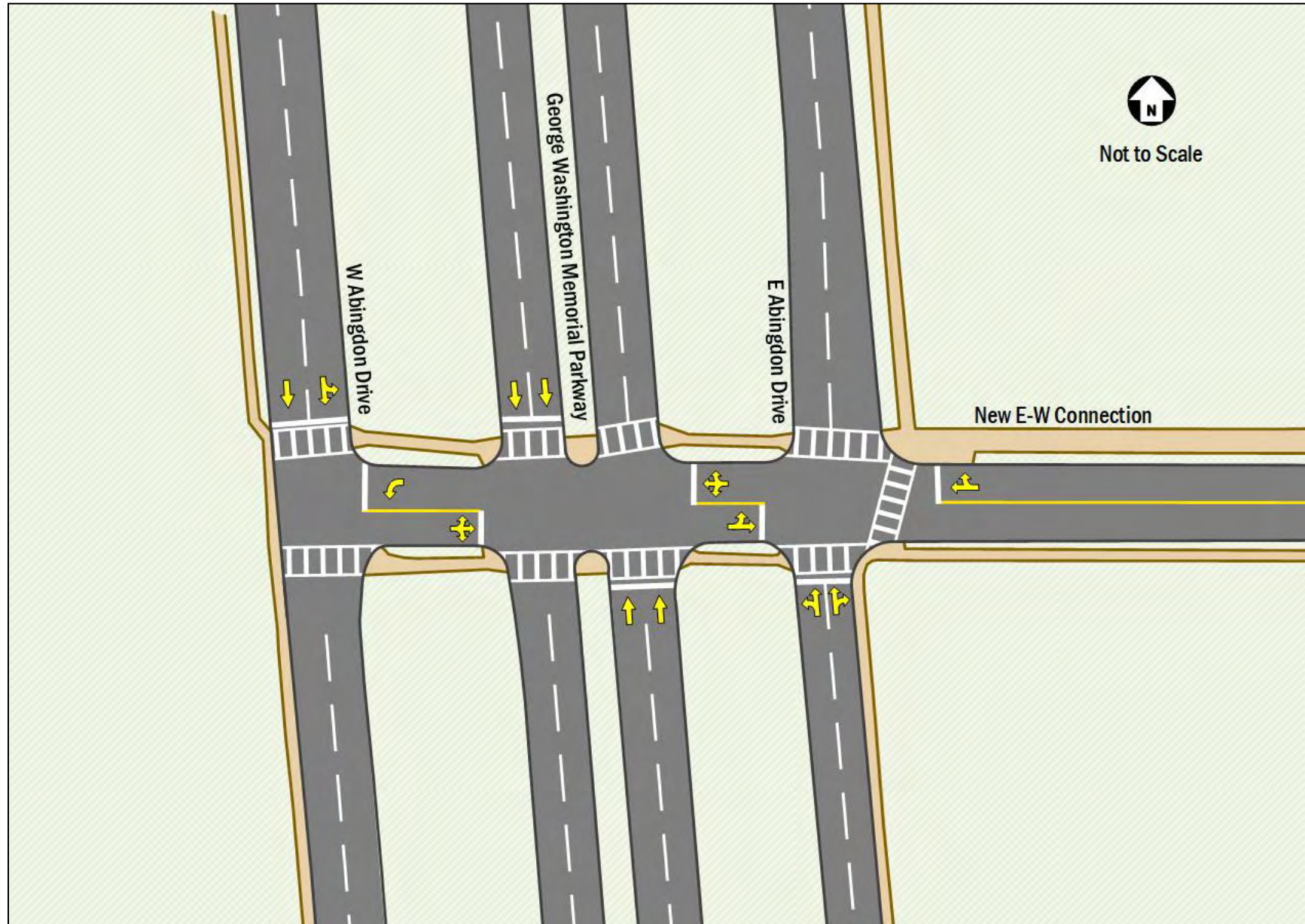


Figure 17: Assumed Geometry for Intersections of New E-W Connection with GW Memorial Parkway and E/W Abingdon Drive

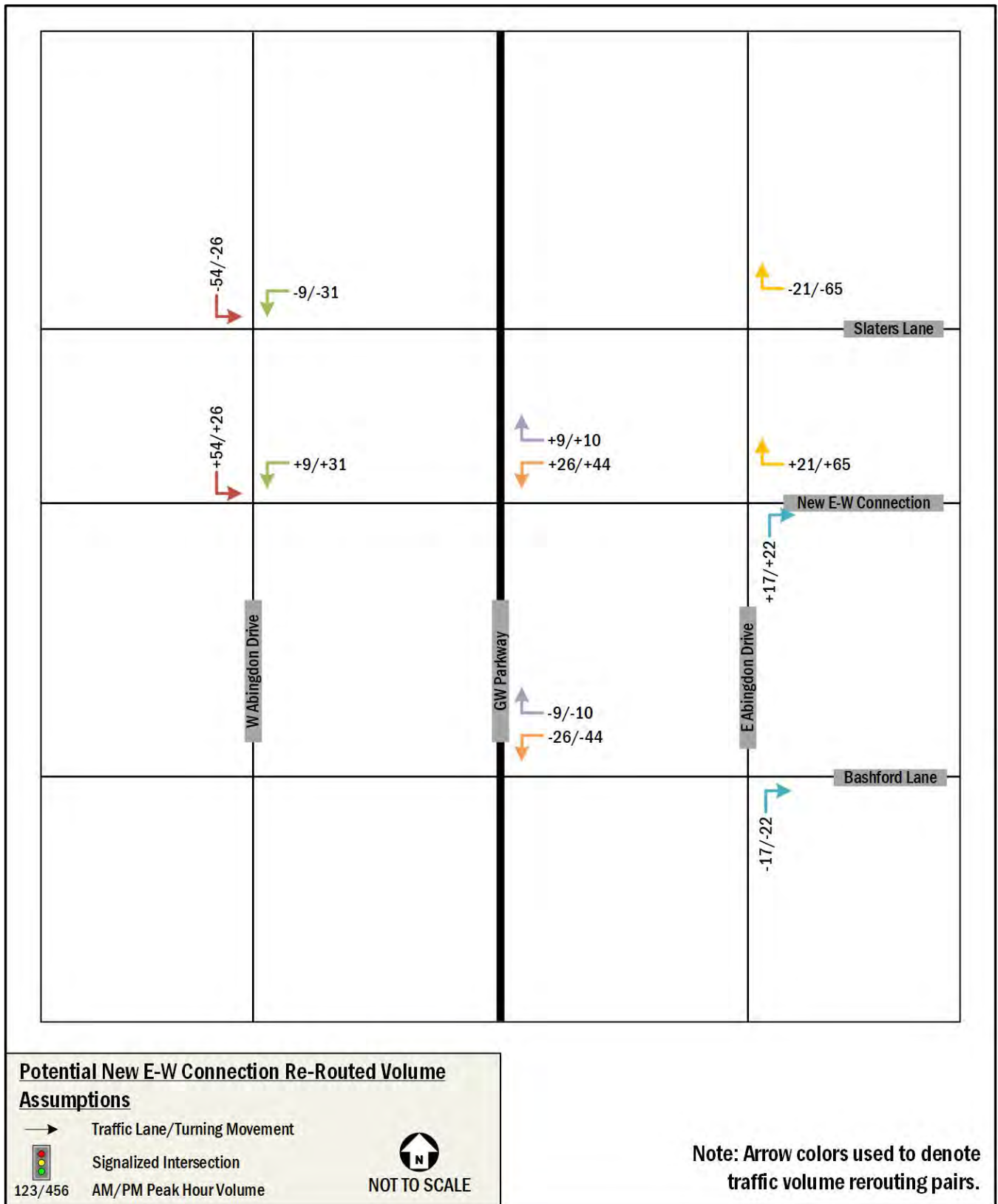


Figure 18: Potential New E-W Connection Re-Routed Volume Assumptions

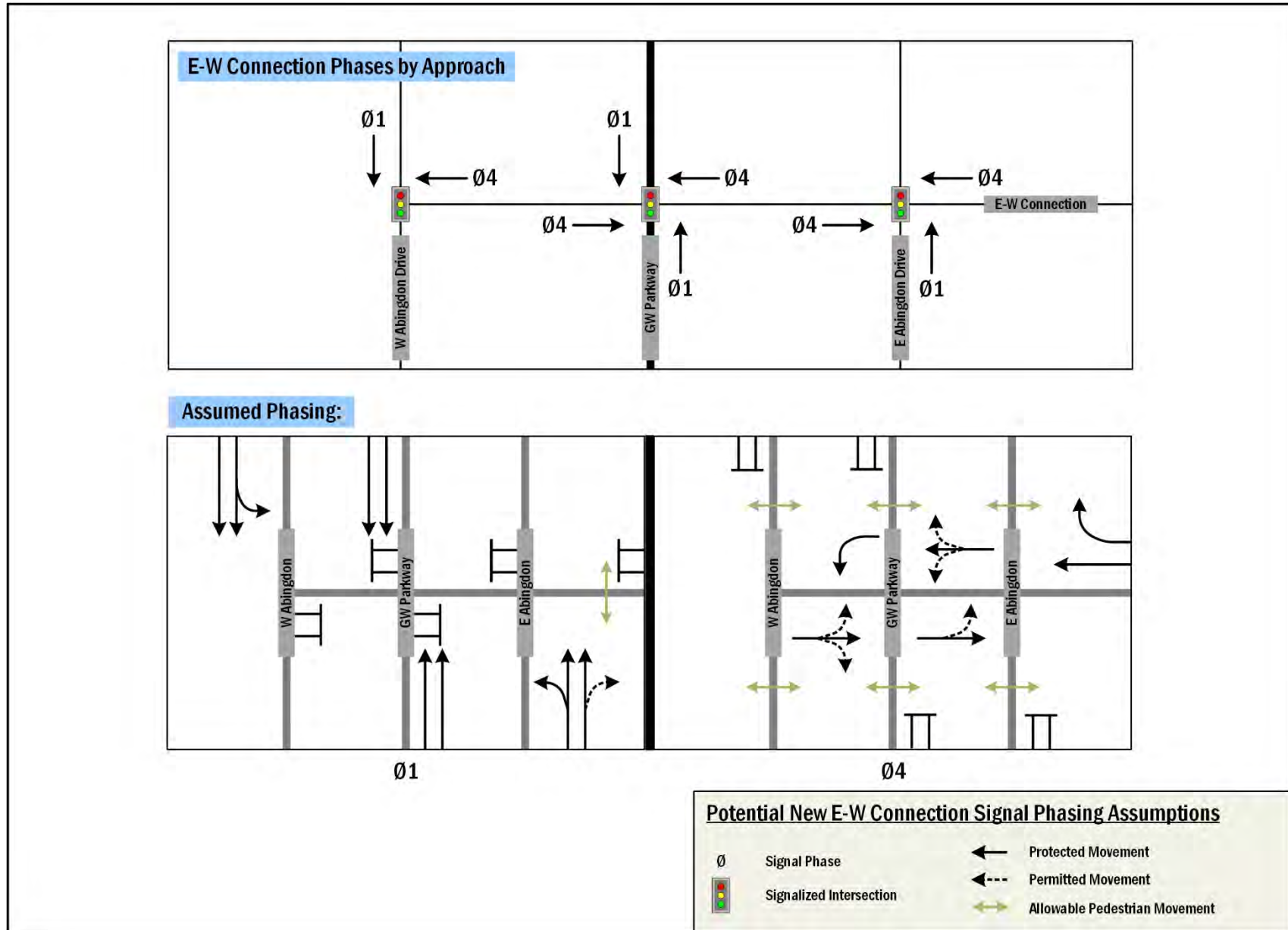


Figure 19: Potential New E-W Connection Signal Phasing Assumptions

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

All 12 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

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.

Of the three (3) preferred alternatives identified in the previous analysis without the new connection, all showed a slight increase in vehicles processed with the E-W Connection in the AM and PM peak hours. This potential connection would require the cooperation and coordination of NPS and other property owners.

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	5,588	96%	6,337	94%
2033 Future Alternative 1	w/o Connection	5,167	89%	5,995	89%
	w/ Connection	5,572	96%	6,114	91%
2033 Future Alternative 2	w/o Connection	5,131	88%	6,238	93%
	w/ Connection	5,591	96%	6,380	95%
2033 Future Alternative 3	w/o Connection	5,614	96%	6,069	90%
	w/ Connection	5,669	97%	6,257	93%
2033 Future Alternative 4	w/o Connection	5,172	89%	6,008	89%
	w/ Connection	5,593	96%	6,139	91%
2033 Future Alternative 5A	w/o Connection	5,416	93%	5,994	89%
	w/ Connection	5,650	97%	6,123	91%
2033 Future Alternative 5B	w/o Connection	5,612	96%	6,118	91%
	w/ Connection	5,699	98%	6,201	92%
2033 Future Alternative 6	w/o Connection	5,624	97%	6,208	92%
	w/ Connection	5,666	97%	6,319	94%
2033 Future Alternative 7A	w/o Connection	5,408	93%	6,004	89%
	w/ Connection	5,656	97%	6,157	91%
2033 Future Alternative 7B	w/o Connection	5,621	97%	6,215	93%
	w/ Connection	5,699	98%	6,316	94%
2033 Future Alternative 8	w/o Connection	5,052	87%	6,056	90%
	w/ Connection	5,599	96%	6,069	90%
2033 Future Alternative 9	w/o Connection	5,671	97%	6,198	92%
	w/ Connection	5,703	98%	6,299	94%

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 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.

Of the three (3) preferred alternatives identified in the previous analysis without the new connection, all showed a reduction in total delay with the E-W Connection in the AM peak hour.

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, and 9), the total delay increased in the PM peak hour once the connection was added, with reductions in delays in the remaining alternatives.

Of the three (3) preferred alternatives identified in the previous analysis without the new connection, Alternatives 6 and 7B showed a reduction in total delay with the E-W Connection in the PM peak hour. Alternative 9 showed a slight increase in vehicular delays.

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	143.1	200.1
2033 Future Alternative 1	w/o Connection	271.8	199.5
	w/ Connection	161.9	208.1
2033 Future Alternative 2	w/o Connection	154.2	193.5
	w/ Connection	144.4	201.9
2033 Future Alternative 3	w/o Connection	181.4	202.7
	w/ Connection	119.6	180.7
2033 Future Alternative 4	w/o Connection	217.6	201.2
	w/ Connection	161.7	211.8
2033 Future Alternative 5A	w/o Connection	150.4	216.5
	w/ Connection	155.4	193.3
2033 Future Alternative 5B	w/o Connection	195.8	191.0
	w/ Connection	148.8	184.7
2033 Future Alternative 6	w/o Connection	166.1	200.0
	w/ Connection	123.9	177.2
2033 Future Alternative 7A	w/o Connection	150.1	209.0
	w/ Connection	154.6	192.0
2033 Future Alternative 7B	w/o Connection	172.5	188.7
	w/ Connection	147.8	179.7
2033 Future Alternative 8	w/o Connection	192.1	181.6
	w/ Connection	203.2	226.4
2033 Future Alternative 9	w/o Connection	166.8	188.2
	w/ Connection	115.8	203.4

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 same four (4) travel time segments (shown in Figure 16) 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. Of the three (3) preferred alternatives identified in the previous analysis without the new connection, all showed an overall reduction in travel times with the 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. Of the three (3) preferred alternatives identified in the previous analysis without the new connection, Alternatives 6 and 7B showed an overall reduction in travel times with the E-W Connection in the PM peak hour. Alternative 9 showed an increase in overall travel times.

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	82.9	30.7	41.2	60.0	63.3
2033 Future Alternative 1	w/o Connection	108.4	36.3	32.1	52.8	78.2
	w/ Connection	91.3	30.8	41.9	60.5	67.5
2033 Future Alternative 2	w/o Connection	108.0	37.5	32.0	55.9	76.2
	w/ Connection	82.7	30.6	40.4	60.2	63.0
2033 Future Alternative 3	w/o Connection	98.9	32.3	41.5	52.7	72.4
	w/ Connection	69.6	30.1	40.9	57.9	55.5
2033 Future Alternative 4	w/o Connection	108.9	37.6	32.2	55.0	77.3
	w/ Connection	92.1	30.7	42.6	64.6	68.0
2033 Future Alternative 5A	w/o Connection	95.6	34.8	35.4	56.0	69.7
	w/ Connection	85.3	31.2	42.8	61.6	64.9
2033 Future Alternative 5B	w/o Connection	87.4	33.4	35.4	52.7	65.6
	w/ Connection	82.9	30.3	41.5	73.1	63.4
2033 Future Alternative 6	w/o Connection	98.1	32.5	40.9	49.6	71.7
	w/ Connection	71.8	30.2	41.7	73.9	57.1
2033 Future Alternative 7A	w/o Connection	95.7	34.7	35.4	54.5	69.7
	w/ Connection	84.3	31.1	41.8	66.3	64.1
2033 Future Alternative 7B	w/o Connection	87.0	33.8	36.1	54.2	65.1
	w/ Connection	83.1	30.3	42.8	74.8	63.5
2033 Future Alternative 8	w/o Connection	131.3	28.0	48.0	49.0	88.0
	w/ Connection	115.8	27.3	46.9	64.6	81.6
2033 Future Alternative 9	w/o Connection	99.2	29.5	39.2	51.4	71.4
	w/ Connection	71.3	31.6	39.5	61.6	56.7

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

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, 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 nine (9) of the 12 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. Of the three (3) preferred alternatives identified in the previous analysis without the new connection, this tradeoff was shown in Alternative 7B, but not Alternative 6 or 9.

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 12 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). Of the three (3) preferred alternatives identified in the previous analysis without the new connection, this tradeoff was not present in the results of Alternative 7B or 9.

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		AM Peak Hour Maximum Queue Length (ft)					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
2033 Future Mitigated (MTS Baseline)	w/o Connection	1,259	363	124	386	2,070	163
	w/ Connection	1,263	344	246	257	2,067	148
2033 Future Alternative 1	w/o Connection	1,276	579	177	4,982	2,071	163
	w/ Connection	1,255	368	234	449	2,050	148
2033 Future Alternative 2	w/o Connection	1,262	360	184	417	2,054	163
	w/ Connection	1,257	339	169	258	2,060	148
2033 Future Alternative 3	w/o Connection	1,272	543	287	2,041	2,058	161
	w/ Connection	1,283	375	203	302	2,058	154
2033 Future Alternative 4	w/o Connection	1,273	566	179	2,869	2,056	163
	w/ Connection	1,271	375	215	455	2,062	148
2033 Future Alternative 5A	w/o Connection	1,261	391	175	500	2,051	167
	w/ Connection	1,296	400	250	485	2,064	154
2033 Future Alternative 5B	w/o Connection	1,277	552	197	3,250	2,053	166
	w/ Connection	1,276	365	244	475	2,049	154
2033 Future Alternative 6	w/o Connection	1,271	399	288	694	2,062	166
	w/ Connection	1,273	343	267	307	2,057	154
2033 Future Alternative 7A	w/o Connection	1,272	387	161	591	2,052	167
	w/ Connection	1,274	401	263	534	2,069	154
2033 Future Alternative 7B	w/o Connection	1,268	465	143	1,893	2,060	166
	w/ Connection	1,279	383	274	521	2,056	154
2033 Future Alternative 8	w/o Connection	1,280	404	215	381	2,060	139
	w/ Connection	1,272	394	262	277	2,054	147
2033 Future Alternative 9	w/o Connection	1,260	482	193	1,771	2,060	170
	w/ Connection	1,261	373	162	507	2,065	145

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

Alternative		AM Peak Hour Maximum Queue Length (ft)					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
2033 Future Mitigated (MTS Baseline)	w/o Connection	5,328	187	229	99	302	308
	w/ Connection	2,883	75	338	99	818	521
2033 Future Alternative 1	w/o Connection	5,334	266	245	99	312	291
	w/ Connection	5,199	73	299	99	933	527
2033 Future Alternative 2	w/o Connection	5,328	181	241	99	285	293
	w/ Connection	3,146	65	268	99	897	516
2033 Future Alternative 3	w/o Connection	5,226	193	303	88	965	609
	w/ Connection	1,513	53	260	112	860	549
2033 Future Alternative 4	w/o Connection	5,335	263	218	99	315	297
	w/ Connection	5,295	68	232	99	948	509
2033 Future Alternative 5A	w/o Connection	5,320	133	229	99	366	281
	w/ Connection	3,722	63	333	99	952	552
2033 Future Alternative 5B	w/o Connection	5,302	166	326	99	360	315
	w/ Connection	2,766	59	283	99	903	551
2033 Future Alternative 6	w/o Connection	5,210	135	375	114	1,027	641
	w/ Connection	1,700	55	374	99	920	543
2033 Future Alternative 7A	w/o Connection	5,327	132	254	99	365	281
	w/ Connection	3,995	56	317	99	882	546
2033 Future Alternative 7B	w/o Connection	5,241	174	315	102	357	320
	w/ Connection	2,921	61	321	99	845	550
2033 Future Alternative 8	w/o Connection	5,333	23	221	85	1,456	736
	w/ Connection	5,205	32	329	111	1,519	1,165
2033 Future Alternative 9	w/o Connection	4,999	76	258	99	391	329
	w/ Connection	1,930	85	232	99	355	292

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

Alternative		PM Peak Hour Maximum Queue Length (ft)					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Slaters Ln EB	Slaters Ln WB
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

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

Alternative		PM Peak Hour Maximum Queue Length (ft)					
		GW Memorial Pkwy NB	GW Memorial Pkwy SB	E Abingdon Dr NB	W Abingdon Dr SB	Bashford Ln EB	Bashford Ln WB
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

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.

Twelve (12) 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 viable alternatives, three (3) alternatives are preferred and recommended for future study. Each preferred alternative processed levels of traffic comparable to that processed under 2033 Background conditions in the AM and PM peak hours, while minimizing impacts to vehicular delay, queues, and travel times. Each alternative performed better than other alternatives in at least vehicular delays, vehicular travel times, or maximum queue lengths.

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 improvements of each preferred alternative are included below:

- **Alternative 6:**
 - Additional eastbound receiving lane on Bashford Lane
 - Added southbound right-turn lane on W Abingdon Drive at Slaters Lane
 - Lane configuration modifications on Bashford Lane
 - Turn restrictions at the Slaters Lane and Bashford Lane intersections to consolidate turning movements
 - Phasing modifications at Slaters Lane
 - 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
- **Alternative 7B:**
 - 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
 - Southbound left-turn lane on W Abingdon Drive at Slaters Lane
 - 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

- **Alternative 9:**
 - 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
 - Added southbound left-turn lane on W Abingdon Drive at Slaters Lane
 - 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

From a vehicular standpoint, the results indicate that Alternatives 6, 7B, and 9 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. Each of these preferred alternatives are able to process at least the same percentage of vehicles as was processed in the 2033 Background scenario during both the AM and PM peak hours. Each preferred alternative also performed better than the other analyzed alternatives in at least one of the other MOEs of vehicular delays, vehicular travel times, and vehicular queues. 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.

This memorandum recommends that the preferred alternatives identified as part of this analysis (Alternatives 6, 7B, and 9) 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 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, which is subject to change as development progresses.

When the preferred 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 throughput, 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. Additional conclusions include:

- The introduction of the new E-W Connection resulted in minimal increases to the number of vehicles processed: approximately 4% in the AM peak hour and 2% in the PM peak hour.
- 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. 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, and 9), the total delay increased in the PM peak hour once the connection was added, with reductions in delays in the remaining alternatives.

-
- 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. 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 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. In most alternatives, there was an increase in the maximum queue length for the eastbound and westbound approaches on Bashford Lane. Additionally, 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. 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. 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.

As part of the future Phase 2 study, the analysis should weigh the advantages and disadvantages of the new connection for non-vehicular modes against that for vehicles.

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

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 Nodjoman, 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 VDOOT 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	31.4	-8	-2%	100	Y
		NBR	19	17	8.3		-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	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	42.3	-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	0	--	--	--	
		SBT	9	8	0.0	54.4	-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		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	49.8	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		0	0%	100	Y
		SBL (To EB Slaters Ln)	8	10	195.9	111.3	+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		-5	-1%	100	Y
		SBR	450	426	107.0		-24	-5%	100	Y
		EBL (To GW Pkwy)	491	490	56.6	57.0	-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		+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	42.4	0	0%	100	Y
		WBT	18	17	56.1		-1	-6%	100	Y
		WBR (To GW Pkwy)	1	1	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	Y	
	1037	1025	14.3	14.3	-12		-1%	15%	Y	
Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	2	NBT	1517	1887	8.3	8.3	+370	24%	15%	N*
		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		+1	8%	100	Y
		SBL (EB Bashford Ln)	35	38	58.4	8.9	+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		-11	-3%	100	Y
		SBR	24	24	2.6		0	0%	100	Y
		EBL (To GW Pkwy)	22	20	37.5	35.0	-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		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	37.4	0	0%	100	Y
		WBT	43	43	39.9		0	0%	100	Y
		WBR (To GW Pkwy)	80	80	34.9		0	0%	100	Y
		WBR (To E Abingdon Dr)	11	13	36.2		+2	18%	100	Y
	3295	3649	12.4	--	+354		11%	400	Y	
	3295	3649	12.4	--	+354		11%	400	Y	
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%

Future without Development 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	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%

Future with Development 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	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%

Future with Development and MTS Mitigations 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	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%

Future with Development and MTS Mitigations AM (2022) - 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	747	-198	-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%

Future Alternative 1 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	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%

Future Alternative 1 AM (2022) - 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	797	-148	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2087	-77	-4%
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%

Future Alternative 2 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	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%

Future Alternative 2 AM (2022) - 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	750	-195	-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%

Future Alternative 3 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	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	2134	-30	-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%

Future Alternative 3 AM (2022) - 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	828	-117	-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%

Future Alternative 4 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	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%

Future Alternative 4 AM (2022) - 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	792	-153	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2113	-51	-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	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%

Future Alternative 5A 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	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%

Future Alternative 5A AM (2022) - 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	809	-136	-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%

Future Alternative 5B 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	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%

Future Alternative 5B AM (2022) - 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	858	-87	-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%

Future Alternative 6 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	945	811	-134	-14%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2137	-27	-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%

Future Alternative 6 AM (2022) - 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	824	-121	-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	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	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%

Future Alternative 7A 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	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%

Future Alternative 7A AM (2022) - 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%

Future Alternative 7B 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	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%

Future Alternative 7B AM (2022) - 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	858	-87	-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%

Future Alternative 8 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	945	793	-152	-16%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	1586	-578	-27%
1004059059	4	1004	Powhatan St (North)	59	59	134	129	-5	-4%
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%

Future Alternative 8 AM (2022) - 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	818	-127	-13%
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	111	-23	-17%
1005058058	5	1005	Powhatan St (South)	58	58	100	84	-16	-16%
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	343	-19	-5%
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	43	-2	-4%
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%

Future Alternative 9 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	945	845	-100	-11%
1002026026	2	1002	GW Pkwy (North)	26	26	1,346	1329	-17	-1%
1003052052	3	1003	GW Pkwy (South)	52	52	2,164	2150	-14	-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%

Future Alternative 9 AM (2022) - 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%

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%

Future without Development 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%

Future with Development 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%

Future with Development and MTS Mitigations (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	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%

Future with Development and MTS Mitigations PM (2033) - 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%

Future 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%

Future Alternative 1 PM (2033) - 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%

Future 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%

Future Alternative 2 PM (2033) - 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%

Future 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%

Future Alternative 3 PM (2033) - 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%

Future 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%

Future Alternative 4 PM (2033) - 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%

Future 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%

Future Alternative 5A PM (2033) - 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%

Future 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%

Future Alternative 5B PM (2033) - 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%

Future 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%

Future Alternative 6 PM (2033) - 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%

Future 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%

Future Alternative 7A PM (2033) - 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%

Future 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%

Future Alternative 7B PM (2033) - 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%

Future 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%

Future Alternative 8 PM (2033) - 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%

Future 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%

Future Alternative 9 PM (2033) - 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%

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					
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					
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	--		

Future without Development 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 (%)	Future Background Vehicular Delay (sec/veh)	Future Background 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			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
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	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 with Development 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 (%)	Total Future Vehicular Delay (sec/veh)	Total Future 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			
1023003	1				WBL (To GW Pkwy)	23	3	19	17	-2	-11%	59.1	51.1		
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
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

Future with Development and MTS Mitigations 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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
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			
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 with Development and MTS Mitigations AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1893	-77	-4%	12.2	12.2				
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%	80.7	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	469	-17	-3%	6.7					
1146021	1				NBR	146	21	75	71	-4	-5%	4.1					
1154021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	54	+1	2%		127.4	26.1		
1154005	1			SBL (To NB GW Pkwy)		154	5	1	1	0	0%	92.7					
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%	41.9					
1153025	1			SBR		153	25	444	435	-9	-2%	9.3					
1024005	1			Slaters Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)	24	5	761	654	-107	-14%	206.0	209.5			
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0				
1024021	1				EBT	24	21	137	108	-29	-21%	229.8					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	200.1					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	220.6					
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%	63.0					
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	4615	-244	-5%		48.5	--	
2036002	2				2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1663	-31		-2%	85.7	85.7
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%	165.2	28.3
2037002	2			NBL (To NB GW Pkwy)				37	2	26	27	+1	4%	163.1			
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%	63.8			
2037001	2	NBT	37	1				487	478	-9	-2%	15.2					
2037049	2	NBR	37	49				17	16	-1	-6%	10.0					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)	13				49	53	47	-6	-11%	105.5	72.8			
2013002	2		SBL (To NB GW Pkwy)	13			2	11	9	-2	-18%	147.0					
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	27	-4	-13%	6.6					
2012051	2		SBR	12			51	6	6	0	0%	3.4					
2050002	2	Bashford Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)			50	2	133	108	-25	-19%	182.4	179.1			
2050001	2			EBL (To E Abingdon Dr)			50	1	0	0	0	--	0.0				
2050049	2		EBT	50			49	51	50	-1	-2%	171.3					
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%	184.8					
2048035	2		WBL (To GW Pkwy)	48			35	27	24	-3	-11%	120.0					
2048038	2		WBL (To W Abingdon Dr)	48			38	0	0	0	--	0.0					
2048051	2		WBT	48			51	35	33	-2	-6%	118.8					
2048002	2		WBR (To GW Pkwy)	48			2	108	92	-16	-15%	115.8					
2047001	2		WBR (To E Abingdon Dr)	47			1	20	23	+3	15%	64.6					
2000000	2		Overall							3462	3383	-79	-2%		64.1	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1881	-80	-4%	44.0	44.0	
109003144	109				SBT	3	144	719	719	0	0%	3.5	3.5	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	64.5	10.0	
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	516	-24	-4%	10.1		
119173138	109				NBR	10173	138	17	19	+2	12%	9.0		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	82.6	37.1	
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	76	0	0%	5.4		
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%	37.0		
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	3328	-104	-3%	30.5	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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%
2003035	2			SBT				3	35	738	605	-133	-18%	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			
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	--

Future Alternative 1 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1754	-216	-11%	14.3	14.3		
1004003	1				SBT	4	3	718	717	-1	0%	25.5	25.5		
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	80.3	8.6		
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	434	-52	-11%	8.4			
1146021	1				NBR	146	21	75	63	-12	-16%	7.6			
1153021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	153	21	53	52	-1	-2%		107.6	38.5
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%	23.0			
1154025	1			SBR		154	25	444	435	-9	-2%	34.2			
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	679	-82	-11%	196.1	198.3		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0	
1024021	1				EBT	24	21	137	109	-28	-20%	211.9			
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	225.6			
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	200.0			
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%	63.0			
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	4459	-400	-8%		52.4	--
2036002	2				2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1521		-173	-10%
2144035	2			SBT				144	35	738	755	+17	2%	2.2	2.2
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	19	19	0	0%	167.8	26.7
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	153.4	
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%	135.0	
2037001	2						NBT	37	1	487	431	-56	-11%	13.2	
2037049	2	NBR	37				49	17	14	-3	-18%	8.7			
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	47	-6	-11%	112.0	74.0	
2013002	2		SBL (To NB GW Pkwy)	13			2	11	9	-2	-18%	116.1			
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	27	-4	-13%	9.8			
2012051	2		SBR	12			51	6	6	0	0%	3.0			
2050002	2	Bashford Lane	EBL (To GW Pkwy)	50			2	133	104	-29	-22%	191.8	187.8		
2050001	2			EBL (To E Abingdon Dr)			50	1	0	0	0	--		0.0	
2050049	2		EBT	50			49	51	48	-3	-6%	180.1			
2050035	2		EBR (To GW Pkwy)	50			35	0	0	0	--	0.0			
2050038	2		EBR (To W Abingdon Dr)	50			38	5	4	-1	-20%	176.3			
2048035	2		WBL (To GW Pkwy)	48			35	27	24	-3	-11%	130.0			
2048038	2		WBL (To W Abingdon Dr)	48			38	0	0	0	--	108.3			
2048051	2		WBT	48			51	35	33	-2	-6%	120.7			
2048002	2		WBR (To GW Pkwy)	48			2	108	93	-15	-14%	122.0			
2047001	2		WBR (To E Abingdon Dr)	47			1	20	23	+3	15%	67.1			
2000000	2		Overall						3462	3185	-277	-8%		76.7	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1741	-220	-11%	49.3	49.3	
109003144	109				SBT	3	144	719	722	+3	0%	3.5	3.5	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	54.6	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	472	-68	-13%	9.8		
119173138	109				NBR	10173	138	17	18	+1	6%	5.7		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	77.8	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%	5.7		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.0	24.5	
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%	32.7		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.2		
109000000	109					Overall			3432	3147	-285	-8%	32.9	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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			
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	--	

Future Alternative 2 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1883	-87	-4%	12.0	12.0			
1004003	1				SBT	4	3	718	718	0	0%	21.5	21.5			
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	80.8	6.0			
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	465	-21	-4%	5.9				
1146021	1				NBR	146	21	75	70	-5	-7%	4.3				
1154021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	53	0	0%		114.6	23.3	
1154005	1			SBL (To NB GW Pkwy)		154	5	1	1	0	0%	66.7				
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%	35.5				
1153025	1			SBR		153	25	444	435	-9	-2%	9.0				
1024005	1			Slaters Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)	24	5	761	652	-109	-14%	204.9	208.5		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0			
1024021	1				EBT	24	21	137	110	-27	-20%	229.5				
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	231.5				
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	220.0				
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%	70.2				
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%	4.5				
1000000	1				Overall					4859	4600	-259	-5%	48.0	--	
2036002	2				2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1650	-44	-3%	91.7	91.7
2144035	2							SBT	144	35	738	754	+16	2%	2.1	2.1
2037051	2						E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	152.3	23.2
2037002	2			NBL (To NB GW Pkwy)				37	2	26	27	+1	4%	151.4		
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%	100.5				
2037001	2	NBT	37	1				487	471	-16	-3%	10.4				
2037049	2	NBR	37	49				17	16	-1	-6%	7.6				
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)	13				49	53	48	-5	-9%	102.4	70.3		
2013002	2		SBL (To NB GW Pkwy)	13			2	11	9	-2	-18%	127.2				
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%	8.9				
2012051	2		SBR	12			51	6	6	0	0%	3.8				
2050002	2	Bashford Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)			50	2	133	107	-26	-20%	183.9	182.4		
2050001	2			EBL (To E Abingdon Dr)			50	1	0	0	0	--	0.0			
2050049	2		EBT	50			49	51	50	-1	-2%	181.1				
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%	164.4				
2048035	2		WBL (To GW Pkwy)	48			35	27	24	-3	-11%	117.0				
2048038	2		WBL (To W Abingdon Dr)	48			38	0	0	0	--	0.0				
2048051	2		WBT	48			51	35	32	-3	-9%	117.6				
2048002	2		WBR (To GW Pkwy)	48			2	108	93	-15	-14%	119.4				
2047001	2		WBR (To E Abingdon Dr)	47			1	20	23	+3	15%	68.5				
2000000	2		Overall							3462	3364	-98	-3%	66.3	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1872	-89	-5%	43.8	43.8	
109003144	109				SBT	3	144	719	722	+3	0%	3.4	3.4	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	57.7	10.0	
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%	10.0		
119173138	109				NBR	10173	138	17	19	+2	12%	8.7		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	70.2	32.1	
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	76	0	0%	5.6		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.0	24.5	
109010143	109				WBL (To W Abingdon Dr)	10	143	9	8	-1	-11%	37.0		
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	3317	-115	-3%	30.1	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1750	-220	-11%	71.4	71.4		
1004003	1				SBT	4	3	718	713	-5	-1%	70.0	70.0		
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	127.5	18.0		
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	418	-35	-8%	17.7			
1001021	1				NBR	1	21	70	67	-3	-4%	14.6			
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	94	-13	-12%	709.1	190.0		
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	684.4			
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	60	-3	-5%	92.9			
1138025	1				SBR	138	25	444	424	-20	-5%	87.5			
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	684	-77	-10%	190.9	193.8		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0	
1024021	1				EBT	24	21	137	114	-23	-17%	210.7			
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	233.6			
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	201.4			
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%	80.2			
1023025	1				WBT	23	25	59	55	-4	-7%	75.3			
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%	6.8			
1000000	1				Overall				4869	4452	-417	-9%	101.6	--	
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1517	-177	-10%	107.1	107.1
2003035	2						SBT	3	35	738	714	-24	-3%	6.7	6.7
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	19	+11	138%	240.0	33.4
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	228.7	
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%	181.5	
2037001	2						NBT	37	1	473	423	-50	-11%	13.5	
2037049	2	NBR	37				49	33	30	-3	-9%	9.5			
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)			13	49	53	47	-6	-11%	160.1	103.7		
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	172.4			
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%	6.8			
2012051	2		SBR			12	51	6	5	-1	-17%	5.9			
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	99	-34	-26%	229.4	221.1		
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0	
2050049	2		EBT			50	49	51	44	-7	-14%	204.8			
2050035	2		EBR (To GW Pkwy)			50	35	5	0	-5	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	0	4	+4	--	193.6			
2048035	2		WBL (To GW Pkwy)			48	35	53	48	-5	-9%	119.4			
2048038	2		WBL (To W Abingdon Dr)			48	38	2	0	-2	-100%	0.0			
2048051	2		WBT			48	51	35	31	-4	-11%	125.8			
2048002	2		WBR (To GW Pkwy)			48	2	117	100	-17	-15%	122.2			
2047001	2		WBR (To E Abingdon Dr)			47	1	20	25	+5	25%	75.3			
2000000	2		Overall						3471	3169	-302	-9%	79.8	--	

Future Alternative 3 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1956	-14	-1%	10.7	10.7			
1004003	1				SBT	4	3	718	729	+11	2%	23.3	23.3			
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	106.4	8.2			
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	477	-9	-2%	8.2				
1146021	1				NBR	146	21	75	73	-2	-3%	6.1				
1154021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	52	-1	-2%		200.3	34.9	
1154005	1			SBL (To NB GW Pkwy)		154	5	1	1	0	0%	152.5				
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%	56.8				
1153025	1			SBR		153	25	444	437	-7	-2%	9.3				
1024005	1			Slaters Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)	24	5	761	684	-77	-10%	188.8	190.9		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0			
1024021	1				EBT	24	21	137	118	-19	-14%	201.5				
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	222.8				
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	205.5				
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%	73.4				
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	4739	-120	-2%	47.3	--	
2036002	2				2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1713	+19	1%	44.3	44.3
2144035	2							SBT	144	35	738	752	+14	2%	1.8	1.8
2037051	2						E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	301.0	34.6
2037002	2			NBL (To NB GW Pkwy)				37	2	26	26	0	0%	277.6		
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%	279.0		
2037001	2	NBT	37	1				487	487	0	0%	10.6				
2037049	2	NBR	37	49				17	16	-1	-6%	6.3				
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)	13				49	53	46	-7	-13%	133.5	85.1		
2013002	2		SBL (To NB GW Pkwy)	13			2	11	8	-3	-27%	143.1				
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%	6.8				
2012051	2		SBR	12			51	6	6	0	0%	1.9				
2050002	2	Bashford Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)			50	2	133	105	-28	-21%	215.9	211.3		
2050001	2			EBL (To E Abingdon Dr)			50	1	0	0	0	--	0.0			
2050049	2		EBT	50			49	51	48	-3	-6%	202.4				
2050035	2		EBR (To GW Pkwy)	50			35	0	0	0	--	0.0				
2050038	2		EBR (To W Abingdon Dr)	50			38	5	4	-1	-20%	197.4				
2048035	2		WBL (To GW Pkwy)	48			35	27	24	-3	-11%	113.8				
2048038	2		WBL (To W Abingdon Dr)	48			38	0	0	0	--	0.0				
2048051	2		WBT	48			51	35	32	-3	-9%	128.0				
2048002	2		WBR (To GW Pkwy)	48			2	108	93	-15	-14%	114.7				
2047001	2		WBR (To E Abingdon Dr)	47			1	20	23	+3	15%	65.8				
2000000	2		Overall							3462	3433	-29	-1%	46.8	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1946	-15	-1%	33.4	33.4	
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	--	26.5	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%	8.5		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	55	+1	2%	104.7	48.2	
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%	7.8		
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%	61.0		
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.2		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7		
109000000	109					Overall			3432	3420	-12	0%	25.5	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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			
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	--	

Future Alternative 4 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1757	-213	-11%	14.6	14.6				
1004003	1				SBT	4	3	718	717	-1	0%	25.5	25.5				
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	80.1	9.4				
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	438	-48	-10%	9.3					
1146021	1				NBR	146	21	75	63	-12	-16%	7.6					
1153021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	153	21	53	53	0	0%	117.4	39.3				
1153005	1				SBL (To NB GW Pkwy)	153	5	1	1	0	0%	116.2					
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%	23.9					
1154025	1				SBR	154	25	444	435	-9	-2%	33.7					
1024005	1			Slaters Lane	Slaters Lane	EBL (To GW Pkwy)	24	5	761	672	-89	-12%	197.9	199.6			
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0				
1024021	1					EBT	24	21	137	117	-20	-15%	209.2				
1024003	1					EBR (To GW Pkwy)	24	3	1	1	0	0%	228.7				
1024011	1					EBR (To W Abingdon Dr)	24	11	0	7	+7	--	203.3				
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%	62.6				
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%	4.8				
1000000	1					Overall					4859	4468	-391		-8%	52.8	--
2036002	2					2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1520		-174	-10%	111.3
2144035	2			SBT	144				35	738	755	+17	2%	2.2	2.2		
2037051	2			E Abingdon Drive	NBL (WB Bashford Ln)			37	51	19	19	0	0%	168.7	24.2		
2037002	2				NBL (To NB GW Pkwy)			37	2	26	26	0	0%	149.4			
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%	113.5					
2037001	2	NBT	37		1			487	433	-54	-11%	10.8					
2037049	2	NBR	37		49			17	15	-2	-12%	5.5					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)	13	49			53	47	-6	-11%	105.2	70.8				
2013002	2		SBL (To NB GW Pkwy)	13	2			11	9	-2	-18%	127.7					
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	27	-4	-13%	6.9					
2012051	2		SBR	12	51			6	6	0	0%	3.6					
2050002	2	Bashford Lane	Bashford Lane	EBL (To GW Pkwy)	50			2	133	105	-28	-21%	203.1	198.4			
2050001	2			EBL (To E Abingdon Dr)	50			1	0	0	0	--	0.0				
2050049	2			EBT	50			49	51	47	-4	-8%	188.9				
2050035	2			EBR (To GW Pkwy)	50			35	0	0	0	--	0.0				
2050038	2			EBR (To W Abingdon Dr)	50			38	5	4	-1	-20%	185.9				
2048035	2			WBL (To GW Pkwy)	48			35	27	24	-3	-11%	118.3				
2048038	2			WBL (To W Abingdon Dr)	48			38	0	0	0	--	0.0				
2048051	2			WBT	48			51	35	32	-3	-9%	118.9				
2048002	2			WBR (To GW Pkwy)	48			2	108	93	-15	-14%	118.0				
2047001	2			WBR (To E Abingdon Dr)	47			1	20	23	+3	15%	68.0				
2000000	2			Overall							3462	3186	-276		-8%	75.9	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1746	-215	-11%	49.8	49.8	
109003144	109				SBT	3	144	719	722	+3	0%	3.4	3.4	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	0.0	9.2	
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	477	-63	-12%	9.4		
119173138	109				NBR	10173	138	17	18	+1	6%	4.8		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	75.6	34.9	
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	77	+1	1%	6.8		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	29.0	24.5	
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%	32.8		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	12.2		
109000000	109					Overall			3432	3157	-275	-8%	33.1	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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			
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	--	

Future Alternative 5A AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1851	-119	-6%	13.2	13.2				
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%	108.0	10.7				
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	460	-26	-5%	10.7					
1146021	1				NBR	146	21	75	68	-7	-9%	8.0					
1070021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%		99.1	39.2		
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%	25.5					
1153025	1			SBR	153	25	444	438	-6	-1%	35.3						
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	672	-89	-12%	194.5	196.0				
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0			
1024021	1				EBT	24	21	137	116	-21	-15%	206.3					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	198.4					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	175.0					
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%	4.6					
1000000	1			Overall						4859	4604	-255	-5%	51.2	--		
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1610	-84	-5%	96.5	96.5		
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	20	+1	5%	233.2	32.0		
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	224.7			
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%	225.1			
2037001	2						NBT	37	1	487	462	-25	-5%	12.8			
2037049	2	NBR	37				49	17	16	-1	-6%	8.6					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	46	-7	-13%	124.0	79.9			
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	140.1					
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%	7.1					
2012051	2	SBR	12			51	6	6	0	0%	2.2						
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	103	-30	-23%	224.3	220.6				
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0			
2050049	2		EBT			50	49	51	47	-4	-8%	215.0					
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0					
2050038	2		EBR (To W Abingdon Dr)			50	38	5	4	-1	-20%	190.2					
2048035	2		WBL (To GW Pkwy)			48	35	27	24	-3	-11%	120.3					
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	0.0					
2048051	2		WBT			48	51	35	32	-3	-9%	123.4					
2048002	2		WBR (To GW Pkwy)			48	2	108	93	-15	-14%	115.5					
2047001	2		WBR (To E Abingdon Dr)			47	1	20	24	+4	20%	65.9					
2000000	2		Overall							3462	3302	-160		-5%	71.9	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1840	-121	-6%	46.5	46.5
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	--	82.9	8.8
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	506	-34	-6%	8.9	
119173138	109				NBR	10173	138	17	19	+2	12%	4.8	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	53	-1	-2%	93.3	42.3
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%	7.2	
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%	60.0	
109010145	109				WBR (To GW Pkwy)	10	145	9	10	+1	11%	52.5	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7	
109000000	109				Overall			3432	3288	-144	-4%	32.4	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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			
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	--

Future Alternative 5B AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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%	12.5	12.5				
1004003	1				SBT	4	3	718	729	+11	2%	25.8	25.8				
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	106.7	9.5				
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	470	-16	-3%	9.5					
1146021	1				NBR	146	21	75	70	-5	-7%	6.9					
1070021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	53	0	0%		71.8	29.6		
1070005	1			SBL (To NB GW Pkwy)		70	5	1	1	0	0%	30.0					
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					
1153011	1			SBT		153	11	117	116	-1	-1%	20.0					
1153025	1			SBR	153	25	444	438	-6	-1%	27.0						
1024005	1			Slaters Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)	24	5	761	696	-65	-9%	184.9	186.5			
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0				
1024021	1				EBT	24	21	137	117	-20	-15%	195.6					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	211.2					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	190.8					
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%	75.3					
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	4687	-172	-4%	47.9	--		
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1657	-37	-2%	90.7	90.7		
2144035	2						SBT	144	35	738	752	+14	2%	1.9	1.9		
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	269.5	33.2		
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	248.3			
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%	225.5			
2037001	2						NBT	37	1	487	477	-10	-2%	11.5			
2037049	2	NBR	37				49	17	16	-1	-6%	8.0					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	46	-7	-13%	154.6	100.4			
2013002	2		SBL (To NB GW Pkwy)			13	2	11	9	-2	-18%	170.4					
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	28	-3	-10%	10.0					
2012051	2		SBR			12	51	6	6	0	0%	1.5					
2050002	2	Bashford Lane	EBL (To GW Pkwy)			EBL (To E Abingdon Dr)	50	2	133	102	-31	-23%	226.2	221.5			
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0				
2050049	2		EBT			50	49	51	47	-4	-8%	212.8					
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0					
2050038	2		EBR (To W Abingdon Dr)			50	38	5	4	-1	-20%	206.3					
2048035	2		WBL (To GW Pkwy)			48	35	27	24	-3	-11%	112.8					
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	0.0					
2048051	2		WBT			48	51	35	33	-2	-6%	128.5					
2048002	2		WBR (To GW Pkwy)			48	2	108	93	-15	-14%	113.2					
2047001	2		WBR (To E Abingdon Dr)			47	1	20	23	+3	15%	66.6					
2000000	2		Overall							3462	3365	-97	-3%		69.7	--	

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%	44.5	44.5	
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	--	42.2	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	519	-21	-4%	8.7		
119173138	109				NBR	10173	138	17	19	+2	12%	9.0		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	89.1	41.9	
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	77	+1	1%	8.8		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.8	40.9	
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%	54.0		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7		
109000000	109					Overall			3432	3350	-82	-2%	31.3	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1753	-217	-11%	70.6	70.6		
1004003	1				SBT	4	3	718	728	+10	1%	26.9	26.9		
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	2	-9	-82%	120.1	17.4		
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	420	-33	-7%	17.3			
1001021	1				NBR	1	21	70	67	-3	-4%	14.9			
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	92	-15	-14%	665.5	127.2		
1009005	1				SBL (To NB GW Pkwy)	9	5	1	2	+1	100%	651.4			
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%	40.7			
1138025	1				SBR	138	25	444	439	-5	-1%	24.2			
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	687	-74	-10%	188.4	191.4		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0	
1024021	1				EBT	24	21	137	118	-19	-14%	208.5			
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	197.7			
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	198.4			
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%	81.5			
1023025	1				WBT	23	25	59	55	-4	-7%	73.2			
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%	6.8			
1000000	1				Overall				4869	4495	-374	-8%	86.2	--	
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1523	-171	-10%	107.1	107.1
2003035	2						SBT	3	35	738	729	-9	-1%	6.9	6.9
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	19	+11	138%	230.8	37.8
2037002	2						NBL (To NB GW Pkwy)	37	2	26	25	-1	-4%	229.6	
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%	181.5	
2037001	2						NBT	37	1	473	424	-49	-10%	19.4	
2037049	2						NBR	37	49	33	31	-2	-6%	12.3	
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)			13	49	53	47	-6	-11%	154.7	96.8		
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	151.3			
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%	4.3			
2012051	2		SBR			12	51	6	6	0	0%	2.2			
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	97	-36	-27%	229.4	224.7		
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0	
2050049	2		EBT			50	49	51	44	-7	-14%	217.5			
2050035	2		EBR (To GW Pkwy)			50	35	5	0	-5	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	0	4	+4	--	189.1			
2048035	2		WBL (To GW Pkwy)			48	35	53	48	-5	-9%	112.9			
2048038	2		WBL (To W Abingdon Dr)			48	38	2	0	-2	-100%	0.0			
2048051	2		WBT			48	51	35	31	-4	-11%	126.5			
2048002	2		WBR (To GW Pkwy)			48	2	117	99	-18	-15%	118.7			
2047001	2		WBR (To E Abingdon Dr)			47	1	20	25	+5	25%	73.8			
2000000	2		Overall						3471	3189	-282	-8%	79.9	--	

Future Alternative 6 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1971	+1	0%	10.9	10.9				
1004003	1				SBT	4	3	718	729	+11	2%	23.2	23.2				
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	107.5	8.7				
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	477	-9	-2%	8.7					
1146021	1				NBR	146	21	75	73	-2	-3%	5.7					
1009021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	53	52	-1	-2%		163.5	30.3		
1009005	1			SBL (To NB GW Pkwy)		9	5	1	1	0	0%	80.7					
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	117	114	-3	-3%	49.7					
1153025	1			SBR		153	25	444	437	-7	-2%	9.3					
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	686	-75	-10%	190.4	192.6				
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0			
1024021	1				EBT	24	21	137	119	-18	-13%	205.4					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	225.9					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	6	+6	--	183.9					
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%	65.6					
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	4758	-101	-2%	47.1	--		
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1727	+33	2%	49.8	49.8		
2144035	2						SBT	144	35	738	753	+15	2%	1.8	1.8		
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	332.7	41.6		
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	308.7			
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%	297.7			
2037001	2						NBT	37	1	487	487	0	0%	15.4			
2037049	2	NBR	37				49	17	16	-1	-6%	6.3					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	47	-6	-11%	134.6	89.0			
2013002	2		SBL (To NB GW Pkwy)			13	2	11	9	-2	-18%	154.8					
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	31	28	-3	-10%	9.8					
2012051	2		SBR			12	51	6	6	0	0%	2.1					
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	102	-31	-23%	221.4	217.3				
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0			
2050049	2		EBT			50	49	51	46	-5	-10%	210.1					
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0					
2050038	2		EBR (To W Abingdon Dr)			50	38	5	4	-1	-20%	194.5					
2048035	2		WBL (To GW Pkwy)			48	35	27	24	-3	-11%	113.8					
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	0.0					
2048051	2		WBT			48	51	35	33	-2	-6%	123.4					
2048002	2		WBR (To GW Pkwy)			48	2	108	93	-15	-14%	109.0					
2047001	2		WBR (To E Abingdon Dr)			47	1	20	23	+3	15%	65.9					
2000000	2		Overall							3462	3446	-16		0%	50.4	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1958	-3	0%	35.3	35.3	
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	1	+1	--	90.3	9.0	
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%	9.0		
119173138	109				NBR	10173	138	17	20	+3	18%	6.5		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	100.4	44.9	
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	77	+1	1%	6.0		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.6	40.9	
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%	54.1		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7		
109000000	109					Overall			3432	3432	0	0%	26.5	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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				
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				
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	--

Future Alternative 7A AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1833	-137	-7%	12.8	12.8				
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%	108.0	10.5				
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	452	-34	-7%	10.6					
1146021	1				NBR	146	21	75	67	-8	-11%	7.4					
1070021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%		96.6	38.6		
1070005	1			SBL (To NB GW Pkwy)		70	5	1	1	0	0%	97.4					
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					
1153011	1			SBT		153	11	117	115	-2	-2%	25.1					
1153025	1			SBR	153	25	444	437	-7	-2%	34.8						
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	679	-82	-11%	192.9	194.1				
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0			
1024021	1				EBT	24	21	137	117	-20	-15%	202.0					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	163.2					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	177.6					
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%	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%	4.7					
1000000	1			Overall						4859	4584	-275	-6%	51.1	--		
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1591	-103	-6%	95.7	95.7		
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	19	0	0%	253.0	33.7		
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	238.7			
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%	221.0			
2037001	2						NBT	37	1	487	451	-36	-7%	13.2			
2037049	2	NBR	37				49	17	15	-2	-12%	7.7					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	46	-7	-13%	137.7	89.6			
2013002	2		SBL (To NB GW Pkwy)			13	2	11	9	-2	-18%	158.7					
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%	7.3					
2012051	2	SBR	12			51	6	6	0	0%	2.1						
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	102	-31	-23%	223.0	218.6				
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0			
2050049	2		EBT			50	49	51	47	-4	-8%	211.1					
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0					
2050038	2		EBR (To W Abingdon Dr)			50	38	5	4	-1	-20%	196.6					
2048035	2		WBL (To GW Pkwy)			48	35	27	24	-3	-11%	113.4					
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	0.0					
2048051	2		WBT			48	51	35	33	-2	-6%	124.1					
2048002	2		WBR (To GW Pkwy)			48	2	108	93	-15	-14%	114.5					
2047001	2		WBR (To E Abingdon Dr)			47	1	20	24	+4	20%	68.4					
2000000	2		Overall							3462	3271	-191		-6%	71.9	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1822	-139	-7%	45.7	45.7
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	--	0.0	8.1
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	497	-43	-8%	8.2	
119173138	109				NBR	10173	138	17	18	+1	6%	4.4	
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	81.1	38.3
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%	8.3	
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	23	-3	-12%	51.7	40.5
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%	51.2	
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7	
109000000	109				Overall			3432	3261	-171	-5%	31.7	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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				
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				
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	--	

Future Alternative 7B AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1883	-87	-4%	12.8	12.8				
1004003	1				SBT	4	3	718	729	+11	2%	26.2	26.2				
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	106.6	10.4				
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	472	-14	-3%	10.5					
1146021	1				NBR	146	21	75	71	-4	-5%	7.2					
1070021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	53	54	+1	2%		71.0	29.6		
1070005	1			SBL (To NB GW Pkwy)		70	5	1	1	0	0%	22.6					
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	117	116	-1	-1%	20.5					
1009025	1			SBR	9	25	444	438	-6	-1%	26.9						
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	697	-64	-8%	184.3	185.8				
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0			
1024021	1				EBT	24	21	137	117	-20	-15%	194.7					
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	168.4					
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	190.1					
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	4678	-181	-4%	48.2	--		
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1632	-62	-4%	90.9	90.9		
2144035	2						SBT	144	35	738	753	+15	2%	1.9	1.9		
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	21	+2	11%	243.2	31.9		
2037002	2						NBL (To NB GW Pkwy)	37	2	26	27	+1	4%	223.3			
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%	111.6			
2037001	2						NBT	37	1	487	477	-10	-2%	12.4			
2037049	2	NBR	37				49	17	16	-1	-6%	9.3					
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	47	-6	-11%	130.6	83.2			
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	128.6					
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%	7.9					
2012051	2	SBR	12			51	6	6	0	0%	2.3						
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	105	-28	-21%	208.3	206.8				
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0			
2050049	2		EBT			50	49	51	48	-3	-6%	205.0					
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0					
2050038	2		EBR (To W Abingdon Dr)			50	38	5	4	-1	-20%	188.8					
2048035	2		WBL (To GW Pkwy)			48	35	27	23	-4	-15%	115.1					
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	0.0					
2048051	2		WBT			48	51	35	32	-3	-9%	125.0					
2048002	2		WBR (To GW Pkwy)			48	2	108	93	-15	-14%	113.1					
2047001	2		WBR (To E Abingdon Dr)			47	1	20	23	+3	15%	64.7					
2000000	2		Overall							3462	3344	-118		-3%	68.6	--	

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1870	-91	-5%	44.5	44.5	
109003144	109				SBT	3	144	719	729	+10	1%	3.6	3.6	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	1	+1	--	55.3	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	521	-19	-4%	8.8		
119173138	109				NBR	10173	138	17	20	+3	18%	9.4		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	54	0	0%	86.1	40.1	
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%	7.8		
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%	52.7		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	23	+2	10%	17.7		
109000000	109					Overall			3432	3336	-96	-3%	31.1	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1539	-431	-22%	105.9	105.9		
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	3	-8	-73%	85.4	23.5		
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	382	-71	-16%	23.4			
1001021	1				NBR	1	21	70	57	-13	-19%	21.2			
1009021	1			W Abingdon Drive	SBL (To EB Slaters Ln)	9	21	107	105	-2	-2%	282.9	59.3		
1009005	1				SBL (To NB GW Pkwy)	9	5	1	1	0	0%	187.4			
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%	24.2			
1138025	1				SBR	138	25	444	439	-5	-1%	10.5			
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	676	-85	-11%	194.4	198.0		
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0	
1024021	1				EBT	24	21	137	119	-18	-13%	218.0			
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	205.3			
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	203.3			
1023003	1				WBL (To GW Pkwy)	23	3	19	0	-19	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	3	19	+16	533%	65.7			
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%	4.6			
1000000	1				Overall				4869	4236	-633	-13%	92.8	--	
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1316	-378	-22%	142.1	142.1
2003035	2						SBT	3	35	738	735	-3	0%	2.4	2.4
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	16	+8	100%	132.9	22.3
2037002	2						NBL (To NB GW Pkwy)	37	2	26	24	-2	-8%	156.5	
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%	93.1	
2037001	2						NBT	37	1	473	374	-99	-21%	10.0	
2037049	2	NBR	37				49	33	29	-4	-12%	6.7			
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)			13	49	53	48	-5	-9%	133.3	84.1		
2013002	2		SBL (To NB GW Pkwy)			13	2	11	9	-2	-18%	130.3			
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%	2.6			
2012051	2		SBR			12	51	6	6	0	0%	1.3			
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	73	-60	-45%	403.6	405.7		
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0	
2050049	2		EBT			50	49	51	35	-16	-31%	417.0			
2050035	2		EBR (To GW Pkwy)			50	35	5	0	-5	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	0	3	+3	--	325.7			
2048035	2		WBL (To GW Pkwy)			48	35	53	45	-8	-15%	188.4			
2048038	2		WBL (To W Abingdon Dr)			48	38	2	0	-2	-100%	0.0			
2048051	2		WBT			48	51	35	29	-6	-17%	227.3			
2048002	2		WBR (To GW Pkwy)			48	2	117	94	-23	-20%	184.7			
2047001	2		WBR (To E Abingdon Dr)			47	1	20	24	+4	20%	120.4			
2000000	2		Overall						3471	2889	-582	-17%	99.3	--	

Future Alternative 8 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1707	-263	-13%	30.6	30.6		
1004003	1				SBT	4	3	718	720	+2	0%	25.4	25.4		
1146025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	146	25	2	2	0	0%	76.6	18.0		
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	430	-56	-12%	17.7			
1146021	1				NBR	146	21	75	59	-16	-21%	18.1			
1154021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	154	21	53	53	0	0%		130.1	28.6
1154005	1			SBL (To NB GW Pkwy)		154	5	1	1	0	0%	96.4			
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	113	-4	-3%	49.0			
1153025	1			SBR		153	25	444	438	-6	-1%	10.9			
1024005	1			Slaters Lane	EBL (To GW Pkwy)	EBL (To E Abingdon Dr)	24	5	761	687	-74	-10%	191.5	194.1	
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%	0.0		
1024021	1				EBT	24	21	137	122	-15	-11%	208.3			
1024003	1				EBR (To GW Pkwy)	24	3	1	1	0	0%	205.1			
1024011	1				EBR (To W Abingdon Dr)	24	11	0	7	+7	--	207.6			
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%	58.9			
1023025	1				WBT	23	25	59	57	-2	-3%	52.5			
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%	4.4			
1000000	1				Overall					4859	4429	-430	-9%	58.5	--
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1522	-172	-10%	108.4	108.4
2144035	2						SBT	144	35	738	754	+16	2%	1.0	1.0
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	19	17	-2	-11%	623.6	58.8
2037002	2						NBL (To NB GW Pkwy)	37	2	26	24	-2	-8%	566.3	
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%	629.2	
2037001	2						NBT	37	1	487	438	-49	-10%	9.5	
2037049	2	NBR	37				49	17	15	-2	-12%	8.4			
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	45	-8	-15%	171.9	108.6	
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	190.8			
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	31	27	-4	-13%	2.6			
2012051	2		SBR			12	51	6	6	0	0%	1.7			
2050002	2	Bashford Lane	EBL (To GW Pkwy)			EBL (To E Abingdon Dr)	50	2	133	55	-78	-59%	677.8	685.9	
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--	0.0		
2050049	2		EBT			50	49	51	26	-25	-49%	708.1			
2050035	2		EBR (To GW Pkwy)			50	35	0	0	0	--	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	5	2	-3	-60%	618.8			
2048035	2		WBL (To GW Pkwy)			48	35	27	19	-8	-30%	478.3			
2048038	2		WBL (To W Abingdon Dr)			48	38	0	0	0	--	430.5			
2048051	2		WBT			48	51	35	25	-10	-29%	502.1			
2048002	2		WBR (To GW Pkwy)			48	2	108	76	-32	-30%	499.3			
2047001	2		WBR (To E Abingdon Dr)			47	1	20	20	0	0%	273.2			
2000000	2		Overall							3462	3080	-382	-11%	105.1	--

109002145	109	109	New E-W Connection & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	2	145	1961	1711	-250	-13%	58.3	58.3	
109003144	109				SBT	3	144	719	728	+9	1%	0.6	0.6	
109001145	109			E Abingdon Drive	NBL (To NB GW Pkwy)	1	145	0	0	0	--	360.7	4.6	
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	472	-68	-13%	4.6		
119173138	109				NBR	10173	138	17	17	0	0%	4.8		
109011138	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	138	54	49	-5	-9%	108.8	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	78	+2	3%	8.8		
109010144	109			New E-W Connection	WBL (To GW Pkwy)	10	144	26	20	-6	-23%	199.8	182.9	
109010143	109				WBL (To W Abingdon Dr)	10	143	9	7	-2	-22%	229.8		
109010145	109				WBR (To GW Pkwy)	10	145	9	9	0	0%	300.4		
109010146	109				WBR (To E Abingdon Dr)	10	146	21	19	-2	-10%	92.1		
109000000	109					Overall			3432	3110	-322	-9%	39.6	--

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1783	-187	-9%	71.4	71.4			
1004003	1				SBT	4	3	718	724	+6	1%	47.0	47.0			
1001025	1			E Abingdon Drive	NBL (To WB Slaters Ln)	1	25	11	3	-8	-73%	111.6	14.8			
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	425	-28	-6%	14.8				
1001021	1				NBR	1	21	70	69	-1	-1%	10.9				
1070021	1				W Abingdon Drive	SBL (To EB Slaters Ln)	70	21	107	91	-16	-15%		771.9	245.0	
1070005	1			SBL (To NB GW Pkwy)		70	5	1	2	+1	100%	707.7				
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	63	59	-4	-6%	148.2				
1009025	1			SBR		9	25	444	419	-25	-6%	142.0				
1024005	1			Slaters Lane	EBL (To GW Pkwy)	24	5	761	703	-58	-8%	182.6	185.2			
1024006	1					EBL (To E Abingdon Dr)	24	6	1	0	-1	-100%		0.0		
1024021	1				EBT	24	21	137	118	-19	-14%	200.4				
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	--	195.5				
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%	91.8				
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%	4.7				
1000000	1				Overall					4869	4521	-348		-7%	103.1	--
2036002	2			2	Bashford Lane & GW Memorial Parkway/E Abingdon Drive/W Abingdon Drive	GW Memorial Parkway	NBT	36	2	1694	1529	-165	-10%	104.8	104.8	
2003035	2						SBT	3	35	738	727	-11	-1%	3.9	3.9	
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	8	20	+12	150%	141.0	26.5	
2037002	2						NBL (To NB GW Pkwy)	37	2	26	26	0	0%	139.1		
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%	89.4		
2037001	2						NBT	37	1	473	431	-42	-9%	15.2		
2037049	2						NBR	37	49	33	31	-2	-6%	13.7		
2013049	2	W Abingdon Drive	SBL (EB Bashford Ln)				13	49	53	48	-5	-9%	85.7	55.1		
2013002	2		SBL (To NB GW Pkwy)			13	2	11	8	-3	-27%	79.9				
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%	5.0				
2012051	2		SBR			12	51	6	5	-1	-17%	2.4				
2050002	2	Bashford Lane	EBL (To GW Pkwy)			50	2	133	116	-17	-13%	66.0	65.4			
2050001	2					EBL (To E Abingdon Dr)	50	1	0	0	0	--		0.0		
2050049	2		EBT			50	49	51	52	+1	2%	64.8				
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				
2048035	2		WBL (To GW Pkwy)			48	35	53	50	-3	-6%	47.2				
2048038	2		WBL (To W Abingdon Dr)			48	38	2	0	-2	-100%	29.5				
2048051	2		WBT			48	51	35	32	-3	-9%	45.6				
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%	45.0				
2000000	2		Overall							3471	3237	-234		-7%	63.7	--

Future Alternative 9 AM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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			
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			
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	--

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				
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				
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 without Development 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 (%)	Future Background Vehicular Delay (sec/veh)	Future Background 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			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					
1023003	1						WBL (To GW Pkwy)	23	3	1	1	0	0%	33.4		33.5			
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	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					
2048035	2				WBL (To GW Pkwy)	48			35	15	19	+4	27%	35.6		37.1			
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	--

Future with Development 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 (%)	Total Future Vehicular Delay (sec/veh)	Total Future 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)	EBL (To E Abingdon Dr)	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				
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)	EBL (To E Abingdon Dr)			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				
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 with Development and MTS Mitigations 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	166.4	18.4			
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	564	-28	-5%	239.3	246.4			
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0		
1024021	1				EBT	24	21	104	91	-13	-13%	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	12	14	+2	17%	255.1				
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0				
1023011	1				WBL (To W Abingdon Dr)	23	11	51	50	-1	-2%	183.4				
1023025	1				WBT	23	25	183	177	-6	-3%	184.1				
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0				
1022006	1				WBR (To E Abingdon Dr)	22	6	44	105	+61	139%	50.8				
1000000	1				Overall					4976	5071	+95	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	1540	1808	+268	17%	11.4	11.4
2037051	2						E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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				87	59	-28	-32%	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	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	379	372	-7	-2%	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	4	0	-4	-100%	0.0				
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	20.0				
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							3589	3881	+292	8%	18.5	--	

Future with Development and MTS Mitigations PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1832	-144	-7%	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	592	609	+17	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	58	61	+3	5%	33.5				
1000000	1			Overall						5371	5173	-198	-4%	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	2033	1893	-140	-7%	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							4037	3913	-124	-3%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	158.0	20.9		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	615	+23	4%	120.9	122.6		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	103	-1	-1%	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	12	16	+4	33%	126.6			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	48	-3	-6%	226.3			
1023025	1				WBT	23	25	183	169	-14	-8%	231.4			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	100	+56	127%	81.9			
1000000	1				Overall					4976	4983	+7	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
2003035	2			SBT				3	35	1540	1711	+171	11%	12.9	12.9
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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	87	59	-28	-32%	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	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	379	372	-7	-2%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	20.0			
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							3589	3784	+195	5%	19.9	--

Future Alternative 1 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1809	-167	-8%	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				SBR	70	25	528	463	-65	-12%	198.3			
1024005	1			Slaters Lane	Slaters Lane	EBL (To GW Pkwy)	24	5	592	618	+26	4%	130.5	132.5	
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		
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	58	48	-10	-17%	203.2		
1000000	1				Overall					5371	5081	-290	-5%	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	2033	1872	-161	-8%	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	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		
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							4037	3888	-149	-4%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	173.4	19.2			
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	592	0	0%	220.4	226.4			
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0		
1024021	1				EBT	24	21	104	96	-8	-8%	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	12	15	+3	25%	233.5				
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0				
1023011	1				WBL (To W Abingdon Dr)	23	11	51	50	-1	-2%	184.4				
1023025	1				WBT	23	25	183	176	-7	-4%	188.4				
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0				
1022006	1				WBR (To E Abingdon Dr)	22	6	44	108	+64	145%	60.5				
1000000	1				Overall			4976	5100	+124	2%	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	15.6
2003035	2							SBT	3	35	1540	1816	+276	18%	11.7	11.7
2037051	2						E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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	87	59	-28	-32%	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	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	379	369	-10	-3%	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	4	0	-4	-100%	0.0				
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	20.1				
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					3589	3886	+297	8%	18.6	--			

Future Alternative 2 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1851	-125	-6%	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	592	601	+9	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	142.4		
1024011	1				EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	203.4			
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	58	59	+1	2%	50.4			
1000000	1			Overall						5371	5183	-188	-4%	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	2033	1911	-122	-6%	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	41.4		
2050038	2		EBR (To W Abingdon Dr)			50	38	9	10	+1	11%	21.9			
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								4037	3933	-104	-3%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	147.1	16.7		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	593	+1	0%	187.5	193.5		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	97	-7	-7%	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	12	15	+3	25%	207.9			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	51	0	0%	193.1			
1023025	1				WBT	23	25	183	180	-3	-2%	198.6			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	107	+63	143%	72.9			
1000000	1				Overall				4976	5044	+68	1%	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	1540	1771	+231	15%	11.4	11.4
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	363	-16	-4%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	5	10	+5	100%	32.3			
2048035	2		WBL (To GW Pkwy)			48	35	75	80	+5	7%	46.7			
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						3589	3834	+245	7%	21.5	--	

Future Alternative 3 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1783	-193	-10%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	622	+30	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		
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	58	61	+3	5%	38.1		
1000000	1				Overall					5371	5122	-249	-5%	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	2033	1859	-174	-9%	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	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		
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							4037	3877	-160	-4%	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	
109011143	109			W Abingdon Drive	SBL (EB New E-W Connection)	11	143	26	20	-6	-23%	70.3	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	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	133.1	19.3			
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	618	+26	4%	128.2	130.0			
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0		
1024021	1				EBT	24	21	104	104	0	0%	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	12	16	+4	33%	128.4				
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0				
1023011	1				WBL (To W Abingdon Dr)	23	11	51	49	-2	-4%	223.8				
1023025	1				WBT	23	25	183	175	-8	-4%	226.2				
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0				
1022006	1				WBR (To E Abingdon Dr)	22	6	44	103	+59	134%	82.9				
1000000	1				Overall			4976	5016	+40	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	1540	1732	+192	12%	12.9	12.9
2037051	2						E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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	87	59	-28	-32%	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	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	379	371	-8	-2%	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	4	0	-4	-100%	0.0				
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	20.1				
2048035	2		WBL (To GW Pkwy)	48			35	75	80	+5	7%	41.1				
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					3589	3802	+213	6%	19.8	--			

Future Alternative 4 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1818	-158	-8%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	614	+22	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		
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	58	51	-7	-12%	185.3		
1000000	1				Overall					5371	5096	-275	-5%	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	2033	1878	-155	-8%	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	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		
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							4037	3894	-143	-4%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	153.9	19.4			
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	627	+35	6%	117.9	119.6			
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0				
1024021	1				EBT	24	21	104	104	0	0%	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	12	16	+4	33%	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	51	53	+2	4%	185.1				
1023025	1				WBT	23	25	183	181	-2	-1%	189.0				
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	65.0				
1022006	1				WBR (To E Abingdon Dr)	22	6	44	111	+67	152%	0.0				
1000000	1				Overall					4976	4969	-7		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
2003035	2			SBT				3	35	1540	1649	+109	7%	8.7	8.7	
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	377	-2	-1%	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	4	0	-4	-100%	0.0				
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	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							3589	3728	+139		4%	24.9	--

Future Alternative 5A PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1748	-228	-12%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	620	+28	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	95.8	
1024011	1					EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	99.4		
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	58	61	+3	5%	19.4		
1000000	1			Overall					5371	5070	-301	-6%	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	2033	1827	-206	-10%	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	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	50.3	
2050038	2					EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	24.4		
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							4037	3848	-189	-5%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	147.5	16.6		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	620	+28	5%	118.6	121.9		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	103	-1	-1%	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	12	16	+4	33%	120.9			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	54	+3	6%	135.7			
1023025	1				WBT	23	25	183	186	+3	2%	136.2			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	115	+71	161%	39.1			
1000000	1				Overall				4976	5114	+138	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
2003035	2			SBT				3	35	1540	1768	+228	15%	10.4	10.4
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	370	-9	-2%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	32.2			
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						3589	3838	+249	7%	21.2	--	

Future Alternative 5B PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1772	-204	-10%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	625	+33	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	99.0	
1024011	1					EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	96.7		
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	58	60	+2	3%	26.1		
1000000	1			Overall						5371	5112	-259	-5%	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	2033	1849	-184	-9%	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	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	47.4	
2050038	2					EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.5		
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								4037	3865	-172	-4%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	180.2	18.2		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	599	+7	1%	184.6	190.5		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	98	-6	-6%	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	12	15	+3	25%	204.4			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	50	-1	-2%	168.8			
1023025	1				WBT	23	25	183	177	-6	-3%	172.3			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	108	+64	145%	59.1			
1000000	1				Overall			4976	5094	+118	2%	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
2003035	2			SBT				3	35	1540	1814	+274	18%	11.8	11.8
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	359	-20	-5%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	32.3			
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					3589	3877	+288	8%	21.7	--		

Future Alternative 6 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1817	-159	-8%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	624	+32	5%	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		
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	58	61	+3	5%	21.0		
1000000	1				Overall					5371	5173	-198	-4%	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	2033	1892	-141	-7%	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	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		
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							4037	3912	-125	-3%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	166.5	21.7		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	624	+32	5%	101.2	102.1		
1024006	1				EBL (To E Abingdon Dr)	24	6	0	0	0	--	0.0			
1024021	1				EBT	24	21	104	104	0	0%	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	12	16	+4	33%	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	51	52	+1	2%	172.2			
1023025	1				WBT	23	25	183	181	-2	-1%	172.5			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	111	+67	152%	59.0			
1000000	1				Overall			4976	5015	+39	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%
2003035	2			SBT				3	35	1540	1688	+148	10%	8.3	8.3
2037051	2			E Abingdon Drive			NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	379	0	0%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	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					3589	3767	+178	5%	23.0		--	

Future Alternative 7A PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1763	-213	-11%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	621	+29	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		
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	58	61	+3	5%	17.4		
1000000	1				Overall					5371	5097	-274	-5%	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	2033	1846	-187	-9%	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	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		
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							4037	3872	-165	-4%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	176.3	18.8		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	617	+25	4%	116.7	120.0		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	103	-1	-1%	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	12	16	+4	33%	123.0			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	53	+2	4%	136.7			
1023025	1				WBT	23	25	183	186	+3	2%	139.0			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	116	+72	164%	35.4			
1000000	1				Overall				4976	5165	+189	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	1540	1809	+269	17%	11.0	11.0
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	38	+28	280%	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	87	59	-28	-32%	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	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	379	374	-5	-1%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	5	10	+5	100%	32.2			
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				3589	3888	+299	8%	21.2	--

Future Alternative 7B PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1830	-146	-7%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	622	+30	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	98.9	
1024011	1					EBR (To W Abingdon Dr)	24	11	12	16	+4	33%	96.6		
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	58	61	+3	5%	27.2		
1000000	1			Overall						5371	5180	-191	-4%	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	2033	1908	-125	-6%	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	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	46.3	
2050038	2					EBR (To W Abingdon Dr)	50	38	9	10	+1	11%	25.7		
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								4037	3927	-110	-3%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	169.1	19.0				
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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			1	Slaters Lane	EBL (To GW Pkwy)	24	5	592	610	+18	3%	58.4	60.3			
1024006	1						EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0		
1024021	1					EBT	24	21	104	103	-1	-1%	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	12	15	+3	25%	56.6				
1023003	1					WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0				
1023011	1					WBL (To W Abingdon Dr)	23	11	51	53	+2	4%	166.7				
1023025	1					WBT	23	25	183	184	+1	1%	167.4				
1023005	1					WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0				
1022006	1					WBR (To E Abingdon Dr)	22	6	44	114	+70	159%	57.2				
1000000	1					Overall					4976	5117	+141	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	17.5
2003035	2								SBT	3	35	1540	1751	+211	14%	20.0	20.0
2037051	2							E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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	87	60	-27	-31%	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			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			379	375	-4	-1%	4.5					
2012051	2		SBR	12	51			24	22	-2	-8%	6.1					
2050002	2	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	4	0	-4	-100%	0.0				
2050038	2			EBR (To W Abingdon Dr)	50			38	5	10	+5	100%	20.8				
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							3589	3838	+249	7%	22.2	--	

Future Alternative 8 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1721	-255	-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	592	607	+15	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	62.2		
1024011	1				EBR (To W Abingdon Dr)	24	11	12	15	+3	25%	50.5			
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	58	61	+3	5%	10.9			
1000000	1			Overall					5371	5000	-371	-7%	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	2033	1770	-263	-13%	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	34.9		
2050038	2		EBR (To W Abingdon Dr)			50	38	9	10	+1	11%	16.8			
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							4037	3756	-281	-7%	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	

Future 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	23	2	-21	-91%	165.6	19.7		
1001005	1				NBL (To NB GW Pkwy)	1	5	1	0	-1	-100%	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	592	613	+21	4%	138.4	141.9		
1024006	1					EBL (To E Abingdon Dr)	24	6	0	0	0	--		0.0	
1024021	1				EBT	24	21	104	102	-2	-2%	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	12	16	+4	33%	144.1			
1023003	1				WBL (To GW Pkwy)	23	3	1	0	-1	-100%	0.0			
1023011	1				WBL (To W Abingdon Dr)	23	11	51	54	+3	6%	143.0			
1023025	1				WBT	23	25	183	184	+1	1%	142.4			
1023005	1				WBR (To GW Pkwy)	23	5	84	0	-84	-100%	0.0			
1022006	1				WBR (To E Abingdon Dr)	22	6	44	115	+71	161%	42.6			
1000000	1				Overall				4976	5159	+183	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	1540	1795	+255	17%	14.2	14.2
2037051	2					E Abingdon Drive	NBL (WB Bashford Ln)	37	51	10	37	+27	270%	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	87	59	-28	-32%	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	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	379	376	-3	-1%	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	4	0	-4	-100%	0.0			
2050038	2		EBR (To W Abingdon Dr)			50	38	5	10	+5	100%	19.3			
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				3589	3881	+292	8%	20.8	--

Future Alternative 9 PM (2033) - 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 (%)	Future Mitigated Vehicular Delay (sec/veh)	Future Mitigated 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	1976	1840	-136	-7%	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	Slaters Lane	EBL (To GW Pkwy)	24	5	592	613	+21	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	58	61	+3	5%	15.8		
1000000	1				Overall					5371	5165	-206	-4%	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	2033	1899	-134	-7%	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	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							4037	3926	-111	-3%	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	

E. VISSIM Analysis Results – Vehicular Travel Times

PRGS - Travel Time Measurements			
Scenario	Travel Time Segment Name	AM Peak Simulated Travel Time (sec)	PM Peak Simulated Travel Time (sec)
Existing	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 without Development	NB GW Memorial Parkway	93.0	74.7
	SB GW Memorial Parkway	43.1	34.2
	NB E Abingdon Drive from	34.0	37.1
	SB W Abingdon Drive from	71.8	35.5
Future with Development	NB GW Memorial Parkway	96.9	84.8
	SB GW Memorial Parkway	42.4	35.3
	NB E Abingdon Drive from	36.1	41.3
	SB W Abingdon Drive from	67.3	38.2
Future with Development and MTS Mitigations	NB GW Memorial Parkway	107.9	91.9
	SB GW Memorial Parkway	37.6	43.0
	NB E Abingdon Drive from	31.6	33.7
	SB W Abingdon Drive from	52.3	54.0
Future Alternative 1	NB GW Memorial Parkway	108.4	96.0
	SB GW Memorial Parkway	36.3	39.4
	NB E Abingdon Drive from	32.1	44.9
	SB W Abingdon Drive from	52.8	35.3
Future Alternative 2	NB GW Memorial Parkway	108.0	81.8
	SB GW Memorial Parkway	37.5	38.2
	NB E Abingdon Drive from	32.0	42.1
	SB W Abingdon Drive from	55.9	35.3
Future Alternative 3	NB GW Memorial Parkway	98.9	86.8
	SB GW Memorial Parkway	32.3	37.9
	NB E Abingdon Drive from	41.5	40.1
	SB W Abingdon Drive from	52.7	35.2
Future Alternative 4	NB GW Memorial Parkway	108.9	95.5
	SB GW Memorial Parkway	37.6	39.4
	NB E Abingdon Drive from	32.2	43.7
	SB W Abingdon Drive from	55.0	35.6
Future Alternative 5A	NB GW Memorial Parkway	95.6	125.5
	SB GW Memorial Parkway	34.8	35.2
	NB E Abingdon Drive from	35.4	46.1
	SB W Abingdon Drive from	56.0	35.1
Future Alternative 5B	NB GW Memorial Parkway	87.4	87.6
	SB GW Memorial Parkway	33.4	36.9
	NB E Abingdon Drive from	35.4	40.6
	SB W Abingdon Drive from	52.7	36.0
Future Alternative 6	NB GW Memorial Parkway	98.1	85.9
	SB GW Memorial Parkway	32.5	38.4
	NB E Abingdon Drive from	40.9	40.6
	SB W Abingdon Drive from	49.6	35.6
Future Alternative 7A	NB GW Memorial Parkway	95.7	115.8
	SB GW Memorial Parkway	34.7	34.7
	NB E Abingdon Drive from	35.4	47.3
	SB W Abingdon Drive from	54.5	35.2
Future Alternative 7B	NB GW Memorial Parkway	87.0	87.0
	SB GW Memorial Parkway	33.8	37.6
	NB E Abingdon Drive from	36.1	43.3
	SB W Abingdon Drive from	54.2	35.3

Future Alternative 8	NB GW Memorial Parkway	131.3	86.1
	SB GW Memorial Parkway	28.0	46.5
	NB E Abingdon Drive from	48.0	42.5
	SB W Abingdon Drive from	49.0	37.7
Future Alternative 9	NB GW Memorial Parkway	99.2	81.2
	SB GW Memorial Parkway	29.5	40.7
	NB E Abingdon Drive from	39.2	42.1
	SB W Abingdon Drive from	51.4	37.0
Future with Development and MTS Mitigations - E-W Connection	NB GW Memorial Parkway	82.9	127.1
	SB GW Memorial Parkway	30.7	32.5
	NB E Abingdon Drive from	41.2	43.5
	SB W Abingdon Drive from	60.0	36.2
Future Alternative 1 E-W Connection	NB GW Memorial Parkway	91.3	125.4
	SB GW Memorial Parkway	30.8	32.1
	NB E Abingdon Drive from	41.9	41.8
	SB W Abingdon Drive from	60.5	41.9
Future Alternative 2 E-W Connection	NB GW Memorial Parkway	82.7	127.8
	SB GW Memorial Parkway	30.6	32.5
	NB E Abingdon Drive from	40.4	42.5
	SB W Abingdon Drive from	60.2	36.1
Future Alternative 3 E-W Connection	NB GW Memorial Parkway	69.6	94.0
	SB GW Memorial Parkway	30.1	30.7
	NB E Abingdon Drive from	40.9	40.2
	SB W Abingdon Drive from	57.9	35.9
Future Alternative 4 E-W Connection	NB GW Memorial Parkway	92.1	131.4
	SB GW Memorial Parkway	30.7	32.6
	NB E Abingdon Drive from	42.6	45.6
	SB W Abingdon Drive from	64.6	41.4
Future Alternative 5A - E-W Connection	NB GW Memorial Parkway	85.3	108.4
	SB GW Memorial Parkway	31.2	30.3
	NB E Abingdon Drive from	42.8	43.6
	SB W Abingdon Drive from	61.6	35.2
Future Alternative 5B - E-W Connection	NB GW Memorial Parkway	82.9	96.9
	SB GW Memorial Parkway	30.3	30.8
	NB E Abingdon Drive from	41.5	40.7
	SB W Abingdon Drive from	73.1	35.2
Future Alternative 6 E-W Connection	NB GW Memorial Parkway	71.8	97.7
	SB GW Memorial Parkway	30.2	31.4
	NB E Abingdon Drive from	41.7	39.5
	SB W Abingdon Drive from	73.9	35.8
Future Alternative 7A - E-W Connection	NB GW Memorial Parkway	84.3	107.6
	SB GW Memorial Parkway	31.1	30.5
	NB E Abingdon Drive from	41.8	41.8
	SB W Abingdon Drive from	66.3	35.3
Future Alternative 7B - E-W Connection	NB GW Memorial Parkway	83.1	96.9
	SB GW Memorial Parkway	30.3	31.6
	NB E Abingdon Drive from	42.8	40.9
	SB W Abingdon Drive from	74.8	35.4
Future Alternative 8 E-W Connection	NB GW Memorial Parkway	115.8	149.6
	SB GW Memorial Parkway	27.3	38.2
	NB E Abingdon Drive from	46.9	43.3
	SB W Abingdon Drive from	64.6	38.2
Future Alternative 9 E-W Connection	NB GW Memorial Parkway	71.3	143.0
	SB GW Memorial Parkway	31.6	35.9
	NB E Abingdon Drive from	39.5	44.8
	SB W Abingdon Drive from	61.6	37.4

F. VISSIM Analysis Results – Vehicular Queues

AM Peak

Existing

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	43.13	276.64
2: W Abingdon Dr SB @ Slaters Ln	55.32	439.67
3: GW Memorial Pkwy NB @ Slaters Ln	630.97	1273.25
4: Slaters Ln WBT @ E Abingdon Dr	10.34	103.01
6: E Abingdon Dr NB @ Slaters Ln	11.68	238.05
7: W Abingdon Dr SBTR @ Bashford Ln	3.61	106.27
8: W Abingdon Dr SBL @ Bashford Ln	0.43	26.26
9: GW Memorial Pkwy SB @ Bashford Ln	34.48	272.53
10: Bashford Ln EB @ W Abingdon Dr	36.36	330.5
11: GW Memorial Pkwy NB @ Bashford Ln	521.69	1455.1
12: E Abingdon Dr NB @ Bashford Ln	18.29	210.74
13: Bashford Ln WBT @ E Abingdon Dr	33.54	226.85
14: Bashford Ln WBR @ E Abingdon Dr	3.70	65.21
15: Slaters Ln WBR @ E Abingdon Dr	0.01	6.27
16: Slaters Ln EB @ W Abingdon Dr	757.92	1489.88

Future without Development

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	47.33	326.72
2: W Abingdon Dr SB @ Slaters Ln	99.49	507.01
3: GW Memorial Pkwy NB @ Slaters Ln	712.36	1281.41
4: Slaters Ln WBT @ E Abingdon Dr	10.16	107.03
6: E Abingdon Dr NB @ Slaters Ln	13.83	255.05
7: W Abingdon Dr SBTR @ Bashford Ln	6.48	109.55
8: W Abingdon Dr SBL @ Bashford Ln	0.87	37.08
9: GW Memorial Pkwy SB @ Bashford Ln	41.2	292.74
10: Bashford Ln EB @ W Abingdon Dr	65.63	374.83
11: GW Memorial Pkwy NB @ Bashford Ln	2009.42	3209.45
12: E Abingdon Dr NB @ Bashford Ln	20.87	211.76
13: Bashford Ln WBT @ E Abingdon Dr	41.88	255.73
14: Bashford Ln WBR @ E Abingdon Dr	4.09	74.98
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1741.67	2061.02

AM Peak

Future with Development

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	45.29	488.3
2: W Abingdon Dr SB @ Slaters Ln	5205.8	5342.31
3: GW Memorial Pkwy NB @ Slaters Ln	725.15	1281.29
4: Slaters Ln WBT @ E Abingdon Dr	32.83	204.4
6: E Abingdon Dr NB @ Slaters Ln	20.58	291.92
7: W Abingdon Dr SBTR @ Bashford Ln	3.27	100.14
8: W Abingdon Dr SBL @ Bashford Ln	0.25	18.77
9: GW Memorial Pkwy SB @ Bashford Ln	20.42	363.84
10: Bashford Ln EB @ W Abingdon Dr	83.24	445
11: GW Memorial Pkwy NB @ Bashford Ln	2644.14	4185.47
12: E Abingdon Dr NB @ Bashford Ln	28.69	259.43
13: Bashford Ln WBT @ E Abingdon Dr	55.77	284.76
14: Bashford Ln WBR @ E Abingdon Dr	4.75	90.01
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1889.67	2056.58

Future with Development and MTS Mitigations

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	69.22	362.95
2: W Abingdon Dr SB @ Slaters Ln	179.19	385.67
3: GW Memorial Pkwy NB @ Slaters Ln	694.57	1258.79
4: Slaters Ln WBT @ E Abingdon Dr	23.45	162.78
6: E Abingdon Dr NB @ Slaters Ln	9.23	123.76
7: W Abingdon Dr SBTR @ Bashford Ln	1.21	99.2
8: W Abingdon Dr SBL @ Bashford Ln	5.87	111.2
9: GW Memorial Pkwy SB @ Bashford Ln	25.33	186.72
10: Bashford Ln EB @ W Abingdon Dr	38.95	302.33
11: GW Memorial Pkwy NB @ Bashford Ln	4836.48	5328.25
12: E Abingdon Dr NB @ Bashford Ln	25.26	229.49
13: Bashford Ln WBT @ E Abingdon Dr	46.3	307.61
14: Bashford Ln WBR @ E Abingdon Dr	4.76	60.69
15: Slaters Ln WBR @ E Abingdon Dr	0.11	32.05
16: Slaters Ln EB @ W Abingdon Dr	1860.67	2069.97

AM Peak

Alternative 1

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	84.94	579.09
2: W Abingdon Dr SB @ Slaters Ln	2886.07	4982.11
3: GW Memorial Pkwy NB @ Slaters Ln	695.9	1275.54
4: Slaters Ln WBT @ E Abingdon Dr	23.26	162.78
6: E Abingdon Dr NB @ Slaters Ln	10.07	177.07
7: W Abingdon Dr SBTR @ Bashford Ln	1.5	99.24
8: W Abingdon Dr SBL @ Bashford Ln	6.62	109.51
9: GW Memorial Pkwy SB @ Bashford Ln	17.85	265.63
10: Bashford Ln EB @ W Abingdon Dr	42.01	311.75
11: GW Memorial Pkwy NB @ Bashford Ln	4847.83	5334.07
12: E Abingdon Dr NB @ Bashford Ln	25.31	245.16
13: Bashford Ln WBT @ E Abingdon Dr	44.78	290.9
14: Bashford Ln WBR @ E Abingdon Dr	4.63	63.15
15: Slaters Ln WBR @ E Abingdon Dr	0.12	34.64
16: Slaters Ln EB @ W Abingdon Dr	1827.62	2070.57

Alternative 2

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	68.99	360.08
2: W Abingdon Dr SB @ Slaters Ln	167.24	417.1
3: GW Memorial Pkwy NB @ Slaters Ln	698.73	1261.58
4: Slaters Ln WBT @ E Abingdon Dr	23.34	162.78
6: E Abingdon Dr NB @ Slaters Ln	9.87	183.59
7: W Abingdon Dr SBTR @ Bashford Ln	1.85	99.19
8: W Abingdon Dr SBL @ Bashford Ln	6.65	120.76
9: GW Memorial Pkwy SB @ Bashford Ln	25.35	181.03
10: Bashford Ln EB @ W Abingdon Dr	38.54	284.92
11: GW Memorial Pkwy NB @ Bashford Ln	4834.44	5328.14
12: E Abingdon Dr NB @ Bashford Ln	27.19	241.22
13: Bashford Ln WBT @ E Abingdon Dr	45.6	292.8
14: Bashford Ln WBR @ E Abingdon Dr	4.7	61.19
15: Slaters Ln WBR @ E Abingdon Dr	0.06	25.86
16: Slaters Ln EB @ W Abingdon Dr	1862.72	2054.28

AM Peak

Alternative 3

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	80.8	542.77
2: W Abingdon Dr SB @ Slaters Ln	860.68	2040.62
3: GW Memorial Pkwy NB @ Slaters Ln	837.69	1271.7
4: Slaters Ln WBT @ E Abingdon Dr	28.77	161.45
6: E Abingdon Dr NB @ Slaters Ln	26.39	287.14
7: W Abingdon Dr SBTR @ Bashford Ln	1.09	87.95
8: W Abingdon Dr SBL @ Bashford Ln	20.83	162.81
9: GW Memorial Pkwy SB @ Bashford Ln	11.2	192.67
10: Bashford Ln EB @ W Abingdon Dr	277.23	964.51
11: GW Memorial Pkwy NB @ Bashford Ln	3604.51	5225.95
12: E Abingdon Dr NB @ Bashford Ln	61.52	302.56
13: Bashford Ln WBT @ E Abingdon Dr	141.32	609.24
14: Bashford Ln WBR @ E Abingdon Dr	8.84	88.11
15: Slaters Ln WBR @ E Abingdon Dr	0.11	38.82
16: Slaters Ln EB @ W Abingdon Dr	1733.65	2058.38

Alternative 4

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	75.24	566.06
2: W Abingdon Dr SB @ Slaters Ln	1435.82	2869.22
3: GW Memorial Pkwy NB @ Slaters Ln	695.29	1272.89
4: Slaters Ln WBT @ E Abingdon Dr	23.39	162.78
6: E Abingdon Dr NB @ Slaters Ln	9.91	179.07
7: W Abingdon Dr SBTR @ Bashford Ln	1.42	99.3
8: W Abingdon Dr SBL @ Bashford Ln	7.19	107.64
9: GW Memorial Pkwy SB @ Bashford Ln	23.61	263
10: Bashford Ln EB @ W Abingdon Dr	41.35	315.12
11: GW Memorial Pkwy NB @ Bashford Ln	4849.63	5335.04
12: E Abingdon Dr NB @ Bashford Ln	23.22	218.11
13: Bashford Ln WBT @ E Abingdon Dr	45.83	297.4
14: Bashford Ln WBR @ E Abingdon Dr	4.6	63.21
15: Slaters Ln WBR @ E Abingdon Dr	0.07	30.86
16: Slaters Ln EB @ W Abingdon Dr	1835.03	2055.98

AM Peak

Alternative 5A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	75.68	391.01
2: W Abingdon Dr SB @ Slaters Ln	167.86	500.3
3: GW Memorial Pkwy NB @ Slaters Ln	736.9	1260.9
4: Slaters Ln WBT @ E Abingdon Dr	29.18	167.46
6: E Abingdon Dr NB @ Slaters Ln	15.53	174.57
7: W Abingdon Dr SBTR @ Bashford Ln	1.57	99.2
8: W Abingdon Dr SBL @ Bashford Ln	7.65	121.69
9: GW Memorial Pkwy SB @ Bashford Ln	17.92	132.94
10: Bashford Ln EB @ W Abingdon Dr	56.33	365.68
11: GW Memorial Pkwy NB @ Bashford Ln	4421.8	5319.93
12: E Abingdon Dr NB @ Bashford Ln	32.5	229.06
13: Bashford Ln WBT @ E Abingdon Dr	54.65	280.93
14: Bashford Ln WBR @ E Abingdon Dr	6.82	76.51
15: Slaters Ln WBR @ E Abingdon Dr	0.13	38.13
16: Slaters Ln EB @ W Abingdon Dr	1790.76	2051.39

Alternative 5B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	83.39	551.71
2: W Abingdon Dr SB @ Slaters Ln	1565.64	3250.14
3: GW Memorial Pkwy NB @ Slaters Ln	710.45	1276.69
4: Slaters Ln WBT @ E Abingdon Dr	28.94	166.08
6: E Abingdon Dr NB @ Slaters Ln	16.94	196.79
7: W Abingdon Dr SBTR @ Bashford Ln	1.58	99.21
8: W Abingdon Dr SBL @ Bashford Ln	8.11	117.73
9: GW Memorial Pkwy SB @ Bashford Ln	13.69	165.86
10: Bashford Ln EB @ W Abingdon Dr	53.17	359.61
11: GW Memorial Pkwy NB @ Bashford Ln	3701.69	5302.09
12: E Abingdon Dr NB @ Bashford Ln	39.05	326.34
13: Bashford Ln WBT @ E Abingdon Dr	55.35	314.82
14: Bashford Ln WBR @ E Abingdon Dr	6.54	84.65
15: Slaters Ln WBR @ E Abingdon Dr	0.11	38.06
16: Slaters Ln EB @ W Abingdon Dr	1703.55	2053.27

AM Peak

Alternative 6

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	69.82	398.88
2: W Abingdon Dr SB @ Slaters Ln	427.09	694
3: GW Memorial Pkwy NB @ Slaters Ln	830.25	1271.29
4: Slaters Ln WBT @ E Abingdon Dr	28.95	166.08
6: E Abingdon Dr NB @ Slaters Ln	26.23	287.79
7: W Abingdon Dr SBTR @ Bashford Ln	2.17	114.08
8: W Abingdon Dr SBL @ Bashford Ln	21.79	151.62
9: GW Memorial Pkwy SB @ Bashford Ln	12	135.1
10: Bashford Ln EB @ W Abingdon Dr	291.44	1027.38
11: GW Memorial Pkwy NB @ Bashford Ln	3593.78	5209.67
12: E Abingdon Dr NB @ Bashford Ln	68.93	375.44
13: Bashford Ln WBT @ E Abingdon Dr	138.76	641.27
14: Bashford Ln WBR @ E Abingdon Dr	7.85	82.25
15: Slaters Ln WBR @ E Abingdon Dr	0.1	38.2
16: Slaters Ln EB @ W Abingdon Dr	1723.33	2062.11

Alternative 7A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	75.66	386.59
2: W Abingdon Dr SB @ Slaters Ln	173.11	591.17
3: GW Memorial Pkwy NB @ Slaters Ln	728.84	1272.02
4: Slaters Ln WBT @ E Abingdon Dr	29.18	167.41
6: E Abingdon Dr NB @ Slaters Ln	15.97	160.83
7: W Abingdon Dr SBTR @ Bashford Ln	1.44	99.26
8: W Abingdon Dr SBL @ Bashford Ln	8.23	125.43
9: GW Memorial Pkwy SB @ Bashford Ln	17.54	132.05
10: Bashford Ln EB @ W Abingdon Dr	55.69	365.34
11: GW Memorial Pkwy NB @ Bashford Ln	4458.02	5327.09
12: E Abingdon Dr NB @ Bashford Ln	32.1	254.07
13: Bashford Ln WBT @ E Abingdon Dr	54.87	280.83
14: Bashford Ln WBR @ E Abingdon Dr	6.97	81.57
15: Slaters Ln WBR @ E Abingdon Dr	0.06	27.59
16: Slaters Ln EB @ W Abingdon Dr	1790.53	2052.49

AM Peak

Alternative 7B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	77.98	464.72
2: W Abingdon Dr SB @ Slaters Ln	872.24	1892.78
3: GW Memorial Pkwy NB @ Slaters Ln	718.96	1267.86
4: Slaters Ln WBT @ E Abingdon Dr	28.78	166.08
6: E Abingdon Dr NB @ Slaters Ln	17.62	143.36
7: W Abingdon Dr SBTR @ Bashford Ln	1.71	101.75
8: W Abingdon Dr SBL @ Bashford Ln	7.44	109.22
9: GW Memorial Pkwy SB @ Bashford Ln	15.58	173.76
10: Bashford Ln EB @ W Abingdon Dr	57.24	357.1
11: GW Memorial Pkwy NB @ Bashford Ln	3681.01	5240.89
12: E Abingdon Dr NB @ Bashford Ln	37.76	315.31
13: Bashford Ln WBT @ E Abingdon Dr	55.45	319.82
14: Bashford Ln WBR @ E Abingdon Dr	6.65	84.58
15: Slaters Ln WBR @ E Abingdon Dr	0.05	25.05
16: Slaters Ln EB @ W Abingdon Dr	1694.27	2060.26

Alternative 8

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	77.87	403.91
2: W Abingdon Dr SB @ Slaters Ln	177.91	380.97
3: GW Memorial Pkwy NB @ Slaters Ln	1008.35	1279.88
4: Slaters Ln WBT @ E Abingdon Dr	25.17	139.37
6: E Abingdon Dr NB @ Slaters Ln	32.85	214.66
7: W Abingdon Dr SBTR @ Bashford Ln	0.83	84.51
8: W Abingdon Dr SBL @ Bashford Ln	15.46	126.16
9: GW Memorial Pkwy SB @ Bashford Ln	0.36	23.44
10: Bashford Ln EB @ W Abingdon Dr	538.82	1455.66
11: GW Memorial Pkwy NB @ Bashford Ln	5080.07	5333.36
12: E Abingdon Dr NB @ Bashford Ln	25.05	221.26
13: Bashford Ln WBT @ E Abingdon Dr	265.13	735.97
14: Bashford Ln WBR @ E Abingdon Dr	11.27	90.63
15: Slaters Ln WBR @ E Abingdon Dr	0.04	19.38
16: Slaters Ln EB @ W Abingdon Dr	1748.57	2060.31

AM Peak

Alternative 9

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	75.37	482.27
2: W Abingdon Dr SB @ Slaters Ln	760.09	1771.07
3: GW Memorial Pkwy NB @ Slaters Ln	889.67	1259.63
4: Slaters Ln WBT @ E Abingdon Dr	29.82	170.1
6: E Abingdon Dr NB @ Slaters Ln	22.27	193.05
7: W Abingdon Dr SBTR @ Bashford Ln	1.12	99.2
8: W Abingdon Dr SBL @ Bashford Ln	5.83	103.35
9: GW Memorial Pkwy SB @ Bashford Ln	5	76.46
10: Bashford Ln EB @ W Abingdon Dr	62	390.66
11: GW Memorial Pkwy NB @ Bashford Ln	3186.86	4998.54
12: E Abingdon Dr NB @ Bashford Ln	36.34	257.84
13: Bashford Ln WBT @ E Abingdon Dr	53.39	329.28
14: Bashford Ln WBR @ E Abingdon Dr	6.71	76.17
15: Slaters Ln WBR @ E Abingdon Dr	0.05	25.08
16: Slaters Ln EB @ W Abingdon Dr	1626.7	2059.76

E-W Connection Future with Development and MTS Mitigations

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	53.77	343.98
2: W Abingdon Dr SB @ Slaters Ln	53.11	257.49
3: GW Memorial Pkwy NB @ Slaters Ln	663.15	1262.6
4: Slaters Ln WBT @ E Abingdon Dr	24.14	148.03
6: E Abingdon Dr NB @ Slaters Ln	8.49	245.51
7: W Abingdon Dr SBTR @ Bashford Ln	1.26	99.15
8: W Abingdon Dr SBL @ Bashford Ln	9.33	103.64
9: GW Memorial Pkwy SB @ Bashford Ln	3.89	75.11
10: Bashford Ln EB @ W Abingdon Dr	196.19	818.01
11: GW Memorial Pkwy NB @ Bashford Ln	1714.21	2883.31
12: E Abingdon Dr NB @ Bashford Ln	43.45	337.51
13: Bashford Ln WBT @ E Abingdon Dr	109.15	521.49
14: Bashford Ln WBR @ E Abingdon Dr	6.96	81.16
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1832	2067.18

AM Peak

E-W Connection Alt 1

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65.3	367.85
2: W Abingdon Dr SB @ Slaters Ln	91.68	448.68
3: GW Memorial Pkwy NB @ Slaters Ln	909.41	1254.5
4: Slaters Ln WBT @ E Abingdon Dr	24.12	148.03
6: E Abingdon Dr NB @ Slaters Ln	10.84	234.21
7: W Abingdon Dr SBTR @ Bashford Ln	1.4	99.29
8: W Abingdon Dr SBL @ Bashford Ln	8.09	108.66
9: GW Memorial Pkwy SB @ Bashford Ln	3.86	72.63
10: Bashford Ln EB @ W Abingdon Dr	227.66	933
11: GW Memorial Pkwy NB @ Bashford Ln	3686.05	5198.56
12: E Abingdon Dr NB @ Bashford Ln	40.96	298.68
13: Bashford Ln WBT @ E Abingdon Dr	115.19	526.59
14: Bashford Ln WBR @ E Abingdon Dr	7.29	81.12
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1769.66	2050.27

E-W Connection Alt 2

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	54.34	339.38
2: W Abingdon Dr SB @ Slaters Ln	40.28	258.06
3: GW Memorial Pkwy NB @ Slaters Ln	620.88	1257.39
4: Slaters Ln WBT @ E Abingdon Dr	24.14	148.03
6: E Abingdon Dr NB @ Slaters Ln	6.93	168.85
7: W Abingdon Dr SBTR @ Bashford Ln	1.18	99.22
8: W Abingdon Dr SBL @ Bashford Ln	7.6	111.55
9: GW Memorial Pkwy SB @ Bashford Ln	3.9	65.33
10: Bashford Ln EB @ W Abingdon Dr	209.59	897.22
11: GW Memorial Pkwy NB @ Bashford Ln	2020.96	3145.64
12: E Abingdon Dr NB @ Bashford Ln	34.03	267.65
13: Bashford Ln WBT @ E Abingdon Dr	112.43	516.11
14: Bashford Ln WBR @ E Abingdon Dr	7.25	85.21
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1826.43	2059.71

AM Peak

E-W Connection Alt 3

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	58.47	375.19
2: W Abingdon Dr SB @ Slaters Ln	83.01	301.7
3: GW Memorial Pkwy NB @ Slaters Ln	771.63	1282.94
4: Slaters Ln WBT @ E Abingdon Dr	25.98	153.56
6: E Abingdon Dr NB @ Slaters Ln	11.44	202.75
7: W Abingdon Dr SBTR @ Bashford Ln	1.88	111.88
8: W Abingdon Dr SBL @ Bashford Ln	12.53	119.85
9: GW Memorial Pkwy SB @ Bashford Ln	2.8	53.43
10: Bashford Ln EB @ W Abingdon Dr	233.46	860.39
11: GW Memorial Pkwy NB @ Bashford Ln	531.32	1512.64
12: E Abingdon Dr NB @ Bashford Ln	80.91	260.38
13: Bashford Ln WBT @ E Abingdon Dr	108.2	549.44
14: Bashford Ln WBR @ E Abingdon Dr	7.11	90.64
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1673.92	2057.94

E-W Connection Alt 4

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65.56	375.4
2: W Abingdon Dr SB @ Slaters Ln	95.14	454.72
3: GW Memorial Pkwy NB @ Slaters Ln	898.58	1270.83
4: Slaters Ln WBT @ E Abingdon Dr	24.12	148.03
6: E Abingdon Dr NB @ Slaters Ln	13.45	215.13
7: W Abingdon Dr SBTR @ Bashford Ln	1.06	99.28
8: W Abingdon Dr SBL @ Bashford Ln	6.88	103.28
9: GW Memorial Pkwy SB @ Bashford Ln	3.97	68.2
10: Bashford Ln EB @ W Abingdon Dr	231.1	948.17
11: GW Memorial Pkwy NB @ Bashford Ln	3724.35	5295.32
12: E Abingdon Dr NB @ Bashford Ln	34.94	232.07
13: Bashford Ln WBT @ E Abingdon Dr	110.66	509.24
14: Bashford Ln WBR @ E Abingdon Dr	7.48	81.12
15: Slaters Ln WBR @ E Abingdon Dr	0	4.9
16: Slaters Ln EB @ W Abingdon Dr	1773.84	2061.82

AM Peak

E-W Connection Alt 5A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	70.08	399.6
2: W Abingdon Dr SB @ Slaters Ln	94.68	485.15
3: GW Memorial Pkwy NB @ Slaters Ln	1033.67	1296.4
4: Slaters Ln WBT @ E Abingdon Dr	25.97	153.56
6: E Abingdon Dr NB @ Slaters Ln	15.33	249.85
7: W Abingdon Dr SBTR @ Bashford Ln	1.24	99.19
8: W Abingdon Dr SBL @ Bashford Ln	12.33	113.2
9: GW Memorial Pkwy SB @ Bashford Ln	3.55	62.57
10: Bashford Ln EB @ W Abingdon Dr	273.45	951.76
11: GW Memorial Pkwy NB @ Bashford Ln	2458.31	3721.7
12: E Abingdon Dr NB @ Bashford Ln	59.07	332.55
13: Bashford Ln WBT @ E Abingdon Dr	109.11	551.72
14: Bashford Ln WBR @ E Abingdon Dr	7.54	101.51
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1725.06	2063.59

E-W Connection Alt 5B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65.14	365.18
2: W Abingdon Dr SB @ Slaters Ln	67.26	475.44
3: GW Memorial Pkwy NB @ Slaters Ln	1046.75	1276.01
4: Slaters Ln WBT @ E Abingdon Dr	25.96	153.56
6: E Abingdon Dr NB @ Slaters Ln	14.15	243.8
7: W Abingdon Dr SBTR @ Bashford Ln	1.42	99.27
8: W Abingdon Dr SBL @ Bashford Ln	17.68	143.9
9: GW Memorial Pkwy SB @ Bashford Ln	2.95	59.11
10: Bashford Ln EB @ W Abingdon Dr	268.31	903.12
11: GW Memorial Pkwy NB @ Bashford Ln	1808.11	2766.25
12: E Abingdon Dr NB @ Bashford Ln	65.56	282.61
13: Bashford Ln WBT @ E Abingdon Dr	107.64	550.55
14: Bashford Ln WBR @ E Abingdon Dr	7.27	90.64
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1531.22	2048.87

AM Peak

E-W Connection Alt 6

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	57.77	343.12
2: W Abingdon Dr SB @ Slaters Ln	65.65	306.79
3: GW Memorial Pkwy NB @ Slaters Ln	779.98	1272.6
4: Slaters Ln WBT @ E Abingdon Dr	25.98	153.56
6: E Abingdon Dr NB @ Slaters Ln	13.93	266.57
7: W Abingdon Dr SBTR @ Bashford Ln	1.22	99.36
8: W Abingdon Dr SBL @ Bashford Ln	11.88	110.36
9: GW Memorial Pkwy SB @ Bashford Ln	2.84	55.26
10: Bashford Ln EB @ W Abingdon Dr	265.78	920.32
11: GW Memorial Pkwy NB @ Bashford Ln	650.67	1699.95
12: E Abingdon Dr NB @ Bashford Ln	98.93	373.7
13: Bashford Ln WBT @ E Abingdon Dr	103.24	542.81
14: Bashford Ln WBR @ E Abingdon Dr	7.47	90.64
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1714.73	2056.55

E-W Connection Alt 7A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	70.13	400.78
2: W Abingdon Dr SB @ Slaters Ln	96.11	534.1
3: GW Memorial Pkwy NB @ Slaters Ln	1016.19	1274.16
4: Slaters Ln WBT @ E Abingdon Dr	25.97	153.56
6: E Abingdon Dr NB @ Slaters Ln	15.45	263
7: W Abingdon Dr SBTR @ Bashford Ln	1.21	99.3
8: W Abingdon Dr SBL @ Bashford Ln	15.29	123.66
9: GW Memorial Pkwy SB @ Bashford Ln	3.27	56.17
10: Bashford Ln EB @ W Abingdon Dr	259.27	881.81
11: GW Memorial Pkwy NB @ Bashford Ln	2439.94	3994.58
12: E Abingdon Dr NB @ Bashford Ln	58.56	317.38
13: Bashford Ln WBT @ E Abingdon Dr	108.14	546.09
14: Bashford Ln WBR @ E Abingdon Dr	7.72	101.51
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1716.12	2069.16

AM Peak

E-W Connection Alt 7B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	66.6	382.55
2: W Abingdon Dr SB @ Slaters Ln	69.03	521.37
3: GW Memorial Pkwy NB @ Slaters Ln	1031.87	1279.39
4: Slaters Ln WBT @ E Abingdon Dr	25.97	153.56
6: E Abingdon Dr NB @ Slaters Ln	15.77	273.67
7: W Abingdon Dr SBTR @ Bashford Ln	1.36	99.27
8: W Abingdon Dr SBL @ Bashford Ln	10.11	105.21
9: GW Memorial Pkwy SB @ Bashford Ln	2.9	60.89
10: Bashford Ln EB @ W Abingdon Dr	232.26	845.02
11: GW Memorial Pkwy NB @ Bashford Ln	1852.37	2921.38
12: E Abingdon Dr NB @ Bashford Ln	60.81	321.39
13: Bashford Ln WBT @ E Abingdon Dr	107.48	549.61
14: Bashford Ln WBR @ E Abingdon Dr	6.9	90.64
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1555.23	2056.18

E-W Connection Alt 8

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	65.41	393.6
2: W Abingdon Dr SB @ Slaters Ln	58.65	277.01
3: GW Memorial Pkwy NB @ Slaters Ln	1099.44	1271.9
4: Slaters Ln WBT @ E Abingdon Dr	21.44	147.32
6: E Abingdon Dr NB @ Slaters Ln	29.61	261.54
7: W Abingdon Dr SBTR @ Bashford Ln	1.52	111.15
8: W Abingdon Dr SBL @ Bashford Ln	16.89	139
9: GW Memorial Pkwy SB @ Bashford Ln	0.41	31.84
10: Bashford Ln EB @ W Abingdon Dr	724.01	1519.32
11: GW Memorial Pkwy NB @ Bashford Ln	3818.39	5205.46
12: E Abingdon Dr NB @ Bashford Ln	163.88	328.58
13: Bashford Ln WBT @ E Abingdon Dr	663.84	1164.84
14: Bashford Ln WBR @ E Abingdon Dr	13.06	92.74
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1690.47	2054.48

AM Peak

E-W Connection Alt 9

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	60.19	372.65
2: W Abingdon Dr SB @ Slaters Ln	62.16	506.9
3: GW Memorial Pkwy NB @ Slaters Ln	752.63	1260.66
4: Slaters Ln WBT @ E Abingdon Dr	26.97	144.93
6: E Abingdon Dr NB @ Slaters Ln	11.05	162.34
7: W Abingdon Dr SBTR @ Bashford Ln	1.56	99.31
8: W Abingdon Dr SBL @ Bashford Ln	7.04	104.94
9: GW Memorial Pkwy SB @ Bashford Ln	6.6	85.42
10: Bashford Ln EB @ W Abingdon Dr	53.96	355.08
11: GW Memorial Pkwy NB @ Bashford Ln	872.51	1930.39
12: E Abingdon Dr NB @ Bashford Ln	27.88	232.07
13: Bashford Ln WBT @ E Abingdon Dr	47.98	292.27
14: Bashford Ln WBR @ E Abingdon Dr	5.18	85.54
15: Slaters Ln WBR @ E Abingdon Dr	0	0
16: Slaters Ln EB @ W Abingdon Dr	1583.62	2065.21

PM Peak

Existing

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	2718.61	4818.75
2: W Abingdon Dr SB @ Slaters Ln	61.53	465.31
3: GW Memorial Pkwy NB @ Slaters Ln	151.93	566.16
4: Slaters Ln WBT @ E Abingdon Dr	9.16	117.09
5: Slaters Ln EB @ W Abingdon Dr	106.51	410.33
6: E Abingdon Dr NB @ Slaters Ln	1.20	58.19
7: W Abingdon Dr SBTR @ Bashford Ln	3.06	112.08
8: W Abingdon Dr SBL @ Bashford Ln	0.00	0
9: GW Memorial Pkwy SB @ Bashford Ln	16.69	456.12
10: Bashford Ln EB @ W Abingdon Dr	13.13	145.8
11: GW Memorial Pkwy NB @ Bashford Ln	50.58	400.91
12: E Abingdon Dr NB @ Bashford Ln	4.37	79.1
13: Bashford Ln WBT @ E Abingdon Dr	26.89	215.12
14: Bashford Ln WBR @ E Abingdon Dr	2.35	51.74
15: Slaters Ln WBR @ E Abingdon Dr	0.00	0

Future without Development

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4953.52	5342.01
2: W Abingdon Dr SB @ Slaters Ln	176.14	617.92
3: GW Memorial Pkwy NB @ Slaters Ln	176.12	700.21
4: Slaters Ln WBT @ E Abingdon Dr	1.03	30.21
5: Slaters Ln EB @ W Abingdon Dr	239.27	612.22
6: E Abingdon Dr NB @ Slaters Ln	1.31	63.53
7: W Abingdon Dr SBTR @ Bashford Ln	4.5	146.48
8: W Abingdon Dr SBL @ Bashford Ln	0.02	4.51
9: GW Memorial Pkwy SB @ Bashford Ln	11.62	527.67
10: Bashford Ln EB @ W Abingdon Dr	12.44	157.39
11: GW Memorial Pkwy NB @ Bashford Ln	55.4	466.56
12: E Abingdon Dr NB @ Bashford Ln	5.73	95.56
13: Bashford Ln WBT @ E Abingdon Dr	28.23	212.05
14: Bashford Ln WBR @ E Abingdon Dr	1.97	45.95
15: Slaters Ln WBR @ E Abingdon Dr	0	0

PM Peak

Future with Development

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4818.25	5330.1
2: W Abingdon Dr SB @ Slaters Ln	2613.26	3419.44
3: GW Memorial Pkwy NB @ Slaters Ln	240.9	992.01
4: Slaters Ln WBT @ E Abingdon Dr	751.77	820.87
6: E Abingdon Dr NB @ Slaters Ln	9.36	100.1
7: W Abingdon Dr SBTR @ Bashford Ln	12.15	178.43
8: W Abingdon Dr SBL @ Bashford Ln	0	0
9: GW Memorial Pkwy SB @ Bashford Ln	14.09	108.48
10: Bashford Ln EB @ W Abingdon Dr	15.43	163.37
11: GW Memorial Pkwy NB @ Bashford Ln	59.51	472.66
12: E Abingdon Dr NB @ Bashford Ln	7.4	109.72
13: Bashford Ln WBT @ E Abingdon Dr	50.04	315.24
14: Bashford Ln WBR @ E Abingdon Dr	3.07	72.24
15: Slaters Ln WBR @ E Abingdon Dr	0.69	66.35
16: Slaters Ln EB @ W Abingdon Dr	1609.93	2053.1

Future with Development and MTS Mitigations

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4807.86	5326.34
2: W Abingdon Dr SB @ Slaters Ln	1984.67	3377.36
3: GW Memorial Pkwy NB @ Slaters Ln	229.23	1024.76
4: Slaters Ln WBT @ E Abingdon Dr	374.92	804.01
6: E Abingdon Dr NB @ Slaters Ln	1.71	76.09
7: W Abingdon Dr SBTR @ Bashford Ln	3.55	131.74
8: W Abingdon Dr SBL @ Bashford Ln	6.89	136.46
9: GW Memorial Pkwy SB @ Bashford Ln	34.15	162.14
10: Bashford Ln EB @ W Abingdon Dr	13.9	153.67
11: GW Memorial Pkwy NB @ Bashford Ln	61.85	497.46
12: E Abingdon Dr NB @ Bashford Ln	21.13	130.02
13: Bashford Ln WBT @ E Abingdon Dr	49	315.27
14: Bashford Ln WBR @ E Abingdon Dr	3.1	72.91
15: Slaters Ln WBR @ E Abingdon Dr	2.11	96.1
16: Slaters Ln EB @ W Abingdon Dr	1656.15	2062.85

PM Peak

Alternative 1

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4884.71	5329.91
2: W Abingdon Dr SB @ Slaters Ln	100.87	521.98
3: GW Memorial Pkwy NB @ Slaters Ln	365.01	1187.07
4: Slaters Ln WBT @ E Abingdon Dr	577.1	800.71
6: E Abingdon Dr NB @ Slaters Ln	2.92	83.91
7: W Abingdon Dr SBTR @ Bashford Ln	2.56	110.96
8: W Abingdon Dr SBL @ Bashford Ln	5.01	115.15
9: GW Memorial Pkwy SB @ Bashford Ln	38.99	163.05
10: Bashford Ln EB @ W Abingdon Dr	13.82	153.67
11: GW Memorial Pkwy NB @ Bashford Ln	71.54	530.93
12: E Abingdon Dr NB @ Bashford Ln	21.37	125.88
13: Bashford Ln WBT @ E Abingdon Dr	49.76	314.65
14: Bashford Ln WBR @ E Abingdon Dr	3.09	72.92
15: Slaters Ln WBR @ E Abingdon Dr	2.78	106.12
16: Slaters Ln EB @ W Abingdon Dr	383.35	882.76

Alternative 2

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4642.41	5322.56
2: W Abingdon Dr SB @ Slaters Ln	576.48	1535.66
3: GW Memorial Pkwy NB @ Slaters Ln	229.68	985.22
4: Slaters Ln WBT @ E Abingdon Dr	437.1	782.96
6: E Abingdon Dr NB @ Slaters Ln	2.05	72.19
7: W Abingdon Dr SBTR @ Bashford Ln	3.46	115.73
8: W Abingdon Dr SBL @ Bashford Ln	7.91	122.05
9: GW Memorial Pkwy SB @ Bashford Ln	35.05	158.99
10: Bashford Ln EB @ W Abingdon Dr	14.02	155.32
11: GW Memorial Pkwy NB @ Bashford Ln	61.31	491.22
12: E Abingdon Dr NB @ Bashford Ln	20.38	130.33
13: Bashford Ln WBT @ E Abingdon Dr	49.3	315.2
14: Bashford Ln WBR @ E Abingdon Dr	3.09	72.9
15: Slaters Ln WBR @ E Abingdon Dr	2.79	125.05
16: Slaters Ln EB @ W Abingdon Dr	1323.58	1950.37

PM Peak

Alternative 3

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4812.91	5341.42
2: W Abingdon Dr SB @ Slaters Ln	2493.75	3647.37
3: GW Memorial Pkwy NB @ Slaters Ln	266.32	1120.09
4: Slaters Ln WBT @ E Abingdon Dr	470.65	805.76
6: E Abingdon Dr NB @ Slaters Ln	1.83	60.04
7: W Abingdon Dr SBTR @ Bashford Ln	2.74	110
8: W Abingdon Dr SBL @ Bashford Ln	7.31	116.25
9: GW Memorial Pkwy SB @ Bashford Ln	30	150.42
10: Bashford Ln EB @ W Abingdon Dr	20.12	172.35
11: GW Memorial Pkwy NB @ Bashford Ln	73.77	559.61
12: E Abingdon Dr NB @ Bashford Ln	43.4	170.78
13: Bashford Ln WBT @ E Abingdon Dr	59.5	303.18
14: Bashford Ln WBR @ E Abingdon Dr	3.76	59.11
15: Slaters Ln WBR @ E Abingdon Dr	8.79	275.58
16: Slaters Ln EB @ W Abingdon Dr	1055.62	1585.95

Alternative 4

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4876.85	5336.33
2: W Abingdon Dr SB @ Slaters Ln	105.38	571.83
3: GW Memorial Pkwy NB @ Slaters Ln	358.14	1191.27
4: Slaters Ln WBT @ E Abingdon Dr	592.68	815.84
6: E Abingdon Dr NB @ Slaters Ln	2.5	73.62
7: W Abingdon Dr SBTR @ Bashford Ln	3.51	125.11
8: W Abingdon Dr SBL @ Bashford Ln	6.06	129.66
9: GW Memorial Pkwy SB @ Bashford Ln	38.63	158.73
10: Bashford Ln EB @ W Abingdon Dr	13.89	153.67
11: GW Memorial Pkwy NB @ Bashford Ln	72.13	542.84
12: E Abingdon Dr NB @ Bashford Ln	20.82	125.89
13: Bashford Ln WBT @ E Abingdon Dr	49.45	315.27
14: Bashford Ln WBR @ E Abingdon Dr	3.08	72.88
15: Slaters Ln WBR @ E Abingdon Dr	3.13	111.98
16: Slaters Ln EB @ W Abingdon Dr	402.67	852.68

PM Peak

Alternative 5A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4883.68	5338.07
2: W Abingdon Dr SB @ Slaters Ln	928.5	1520.44
3: GW Memorial Pkwy NB @ Slaters Ln	655.96	1257.59
4: Slaters Ln WBT @ E Abingdon Dr	454.19	797.33
6: E Abingdon Dr NB @ Slaters Ln	2.15	64.46
7: W Abingdon Dr SBTR @ Bashford Ln	2.4	99.68
8: W Abingdon Dr SBL @ Bashford Ln	5.15	111.58
9: GW Memorial Pkwy SB @ Bashford Ln	11.25	92.25
10: Bashford Ln EB @ W Abingdon Dr	20.08	172.54
11: GW Memorial Pkwy NB @ Bashford Ln	151.72	698.75
12: E Abingdon Dr NB @ Bashford Ln	42.53	168.73
13: Bashford Ln WBT @ E Abingdon Dr	59.44	303.07
14: Bashford Ln WBR @ E Abingdon Dr	3.74	59.06
15: Slaters Ln WBR @ E Abingdon Dr	3.44	160.87
16: Slaters Ln EB @ W Abingdon Dr	366.37	848.86

Alternative 5B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4828.71	5334.93
2: W Abingdon Dr SB @ Slaters Ln	3394.68	4378.27
3: GW Memorial Pkwy NB @ Slaters Ln	273.34	1128.85
4: Slaters Ln WBT @ E Abingdon Dr	285.01	808.42
6: E Abingdon Dr NB @ Slaters Ln	1.95	72.01
7: W Abingdon Dr SBTR @ Bashford Ln	4.15	113.38
8: W Abingdon Dr SBL @ Bashford Ln	10.98	120.56
9: GW Memorial Pkwy SB @ Bashford Ln	23.91	142.54
10: Bashford Ln EB @ W Abingdon Dr	19.95	172.48
11: GW Memorial Pkwy NB @ Bashford Ln	72.91	564.54
12: E Abingdon Dr NB @ Bashford Ln	39.89	169.74
13: Bashford Ln WBT @ E Abingdon Dr	61.24	303
14: Bashford Ln WBR @ E Abingdon Dr	3.74	59.07
15: Slaters Ln WBR @ E Abingdon Dr	5.14	173.1
16: Slaters Ln EB @ W Abingdon Dr	383.24	855.18

PM Peak

Alternative 6

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4732.86	5332.99
2: W Abingdon Dr SB @ Slaters Ln	1532.27	2488.01
3: GW Memorial Pkwy NB @ Slaters Ln	259.38	1128.37
4: Slaters Ln WBT @ E Abingdon Dr	406.7	813.05
6: E Abingdon Dr NB @ Slaters Ln	1.62	70.22
7: W Abingdon Dr SBTR @ Bashford Ln	2.97	118.85
8: W Abingdon Dr SBL @ Bashford Ln	7.93	130.03
9: GW Memorial Pkwy SB @ Bashford Ln	33.13	159.23
10: Bashford Ln EB @ W Abingdon Dr	20.09	172.54
11: GW Memorial Pkwy NB @ Bashford Ln	72.76	585.31
12: E Abingdon Dr NB @ Bashford Ln	46.45	172.43
13: Bashford Ln WBT @ E Abingdon Dr	59.29	308.7
14: Bashford Ln WBR @ E Abingdon Dr	3.76	59.1
15: Slaters Ln WBR @ E Abingdon Dr	37.76	277.23
16: Slaters Ln EB @ W Abingdon Dr	911.17	1608.73

Alternative 7A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4847.11	5340.85
2: W Abingdon Dr SB @ Slaters Ln	507.87	1568.96
3: GW Memorial Pkwy NB @ Slaters Ln	564.63	1253
4: Slaters Ln WBT @ E Abingdon Dr	415.61	777.11
6: E Abingdon Dr NB @ Slaters Ln	3.06	77.44
7: W Abingdon Dr SBTR @ Bashford Ln	2.77	107.73
8: W Abingdon Dr SBL @ Bashford Ln	6.88	113.97
9: GW Memorial Pkwy SB @ Bashford Ln	10.19	80.89
10: Bashford Ln EB @ W Abingdon Dr	19.98	172.54
11: GW Memorial Pkwy NB @ Bashford Ln	121.98	680.62
12: E Abingdon Dr NB @ Bashford Ln	42.89	166.89
13: Bashford Ln WBT @ E Abingdon Dr	60.73	309.66
14: Bashford Ln WBR @ E Abingdon Dr	3.76	60.67
15: Slaters Ln WBR @ E Abingdon Dr	7.91	273.92
16: Slaters Ln EB @ W Abingdon Dr	304.5	769.43

PM Peak

Alternative 7B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4773.5	5342.26
2: W Abingdon Dr SB @ Slaters Ln	2302.63	3450.75
3: GW Memorial Pkwy NB @ Slaters Ln	277.5	1130.6
4: Slaters Ln WBT @ E Abingdon Dr	293.23	779.93
6: E Abingdon Dr NB @ Slaters Ln	2.26	63.92
7: W Abingdon Dr SBTR @ Bashford Ln	3.25	103.66
8: W Abingdon Dr SBL @ Bashford Ln	10.03	121.28
9: GW Memorial Pkwy SB @ Bashford Ln	28.83	142.76
10: Bashford Ln EB @ W Abingdon Dr	19.95	172.54
11: GW Memorial Pkwy NB @ Bashford Ln	72.92	551.31
12: E Abingdon Dr NB @ Bashford Ln	40.77	170.54
13: Bashford Ln WBT @ E Abingdon Dr	59.82	303.22
14: Bashford Ln WBR @ E Abingdon Dr	3.73	59.01
15: Slaters Ln WBR @ E Abingdon Dr	3.85	171.87
16: Slaters Ln EB @ W Abingdon Dr	376	848.29

Alternative 8

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4922.32	5337.14
2: W Abingdon Dr SB @ Slaters Ln	782.14	1401
3: GW Memorial Pkwy NB @ Slaters Ln	259.05	1086.46
4: Slaters Ln WBT @ E Abingdon Dr	393.66	806.29
6: E Abingdon Dr NB @ Slaters Ln	2.32	82.5
7: W Abingdon Dr SBTR @ Bashford Ln	6.58	113.86
8: W Abingdon Dr SBL @ Bashford Ln	8.1	118.41
9: GW Memorial Pkwy SB @ Bashford Ln	81.33	242.89
10: Bashford Ln EB @ W Abingdon Dr	12.05	135.74
11: GW Memorial Pkwy NB @ Bashford Ln	69.06	454.75
12: E Abingdon Dr NB @ Bashford Ln	18.79	136.39
13: Bashford Ln WBT @ E Abingdon Dr	44.64	294.77
14: Bashford Ln WBR @ E Abingdon Dr	2.45	62.17
15: Slaters Ln WBR @ E Abingdon Dr	8.6	301.58
16: Slaters Ln EB @ W Abingdon Dr	169.59	529.92

PM Peak

Alternative 9

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4819.52	5333.09
2: W Abingdon Dr SB @ Slaters Ln	2346.78	3408.38
3: GW Memorial Pkwy NB @ Slaters Ln	239.38	1112.31
4: Slaters Ln WBT @ E Abingdon Dr	313.81	737.13
6: E Abingdon Dr NB @ Slaters Ln	2.54	86.48
7: W Abingdon Dr SBTR @ Bashford Ln	5.33	117.01
8: W Abingdon Dr SBL @ Bashford Ln	11.91	143.6
9: GW Memorial Pkwy SB @ Bashford Ln	50.31	195.6
10: Bashford Ln EB @ W Abingdon Dr	14.1	147.5
11: GW Memorial Pkwy NB @ Bashford Ln	85.77	502.38
12: E Abingdon Dr NB @ Bashford Ln	22.15	152.11
13: Bashford Ln WBT @ E Abingdon Dr	37.55	249.54
14: Bashford Ln WBR @ E Abingdon Dr	1.46	50.65
15: Slaters Ln WBR @ E Abingdon Dr	5.27	134.86
16: Slaters Ln EB @ W Abingdon Dr	450.33	901.99

E-W Connection Future with Development and MTS Mitigations

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4646.67	5330.5
2: W Abingdon Dr SB @ Slaters Ln	1450.79	2460.05
3: GW Memorial Pkwy NB @ Slaters Ln	80.32	377.32
4: Slaters Ln WBT @ E Abingdon Dr	229.67	647.95
6: E Abingdon Dr NB @ Slaters Ln	6.38	101.37
7: W Abingdon Dr SBTR @ Bashford Ln	5.41	151.02
8: W Abingdon Dr SBL @ Bashford Ln	6.94	155.66
9: GW Memorial Pkwy SB @ Bashford Ln	14.78	174.15
10: Bashford Ln EB @ W Abingdon Dr	14.68	142.26
11: GW Memorial Pkwy NB @ Bashford Ln	144.42	632.03
12: E Abingdon Dr NB @ Bashford Ln	34.07	164.08
13: Bashford Ln WBT @ E Abingdon Dr	31.57	246.88
14: Bashford Ln WBR @ E Abingdon Dr	2.59	56.1
15: Slaters Ln WBR @ E Abingdon Dr	0.99	76.52
16: Slaters Ln EB @ W Abingdon Dr	800.47	1336.26

PM Peak

E-W Connection Alt 1

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4776.95	5339.61
2: W Abingdon Dr SB @ Slaters Ln	36.86	412.47
3: GW Memorial Pkwy NB @ Slaters Ln	287.7	900.41
4: Slaters Ln WBT @ E Abingdon Dr	756.84	801.02
6: E Abingdon Dr NB @ Slaters Ln	5.68	111.91
7: W Abingdon Dr SBTR @ Bashford Ln	5.23	155.82
8: W Abingdon Dr SBL @ Bashford Ln	6.07	160.7
9: GW Memorial Pkwy SB @ Bashford Ln	13.33	184.84
10: Bashford Ln EB @ W Abingdon Dr	14.79	142.26
11: GW Memorial Pkwy NB @ Bashford Ln	148.92	633.77
12: E Abingdon Dr NB @ Bashford Ln	27.97	167.69
13: Bashford Ln WBT @ E Abingdon Dr	32.49	257.35
14: Bashford Ln WBR @ E Abingdon Dr	2.5	56.02
15: Slaters Ln WBR @ E Abingdon Dr	2.04	90.3
16: Slaters Ln EB @ W Abingdon Dr	408.58	883.57

E-W Connection Alt 2

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4581.05	5335.14
2: W Abingdon Dr SB @ Slaters Ln	483.73	1550.2
3: GW Memorial Pkwy NB @ Slaters Ln	74.52	234.85
4: Slaters Ln WBT @ E Abingdon Dr	297.19	669.94
6: E Abingdon Dr NB @ Slaters Ln	5.36	106.54
7: W Abingdon Dr SBTR @ Bashford Ln	5.54	148.21
8: W Abingdon Dr SBL @ Bashford Ln	5.8	152.78
9: GW Memorial Pkwy SB @ Bashford Ln	13.26	132.25
10: Bashford Ln EB @ W Abingdon Dr	14.7	142.27
11: GW Memorial Pkwy NB @ Bashford Ln	163.89	663.69
12: E Abingdon Dr NB @ Bashford Ln	31.47	165.36
13: Bashford Ln WBT @ E Abingdon Dr	33.54	242.25
14: Bashford Ln WBR @ E Abingdon Dr	2.6	56.04
15: Slaters Ln WBR @ E Abingdon Dr	0.93	84.93
16: Slaters Ln EB @ W Abingdon Dr	834.2	1475.52

PM Peak

E-W Connection Alt 3

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4767.65	5330.54
2: W Abingdon Dr SB @ Slaters Ln	1032.46	1695.27
3: GW Memorial Pkwy NB @ Slaters Ln	118.69	744.36
4: Slaters Ln WBT @ E Abingdon Dr	237.83	576.75
6: E Abingdon Dr NB @ Slaters Ln	6.07	106.62
7: W Abingdon Dr SBTR @ Bashford Ln	5.91	163.01
8: W Abingdon Dr SBL @ Bashford Ln	8.14	167.89
9: GW Memorial Pkwy SB @ Bashford Ln	11.29	154.32
10: Bashford Ln EB @ W Abingdon Dr	18.41	157.85
11: GW Memorial Pkwy NB @ Bashford Ln	69.73	517.8
12: E Abingdon Dr NB @ Bashford Ln	40.05	165.64
13: Bashford Ln WBT @ E Abingdon Dr	42.62	253.1
14: Bashford Ln WBR @ E Abingdon Dr	3.48	65.06
15: Slaters Ln WBR @ E Abingdon Dr	1.07	77.36
16: Slaters Ln EB @ W Abingdon Dr	296.09	763.32

E-W Connection Alt 4

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4797.54	5344.47
2: W Abingdon Dr SB @ Slaters Ln	38.91	385.84
3: GW Memorial Pkwy NB @ Slaters Ln	245.38	1129.92
4: Slaters Ln WBT @ E Abingdon Dr	758.16	818.65
6: E Abingdon Dr NB @ Slaters Ln	6.79	103.34
7: W Abingdon Dr SBTR @ Bashford Ln	5.21	163.86
8: W Abingdon Dr SBL @ Bashford Ln	6.26	170.81
9: GW Memorial Pkwy SB @ Bashford Ln	17.64	214.54
10: Bashford Ln EB @ W Abingdon Dr	14.78	142.23
11: GW Memorial Pkwy NB @ Bashford Ln	187.59	710.51
12: E Abingdon Dr NB @ Bashford Ln	26.89	153.4
13: Bashford Ln WBT @ E Abingdon Dr	32.09	247.06
14: Bashford Ln WBR @ E Abingdon Dr	2.53	56.14
15: Slaters Ln WBR @ E Abingdon Dr	2.35	114.36
16: Slaters Ln EB @ W Abingdon Dr	418.61	923.33

PM Peak

E-W Connection Alt 5A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4928.05	5341.7
2: W Abingdon Dr SB @ Slaters Ln	536.25	1565.01
3: GW Memorial Pkwy NB @ Slaters Ln	388.1	1203.41
4: Slaters Ln WBT @ E Abingdon Dr	166.83	579.27
6: E Abingdon Dr NB @ Slaters Ln	7.75	112.73
7: W Abingdon Dr SBTR @ Bashford Ln	4.65	137.37
8: W Abingdon Dr SBL @ Bashford Ln	7.36	142.26
9: GW Memorial Pkwy SB @ Bashford Ln	7.26	162.25
10: Bashford Ln EB @ W Abingdon Dr	18.63	156.45
11: GW Memorial Pkwy NB @ Bashford Ln	84.54	532.36
12: E Abingdon Dr NB @ Bashford Ln	48.34	185.82
13: Bashford Ln WBT @ E Abingdon Dr	44.72	256.9
14: Bashford Ln WBR @ E Abingdon Dr	3.8	66.53
15: Slaters Ln WBR @ E Abingdon Dr	0.67	65.46
16: Slaters Ln EB @ W Abingdon Dr	316.11	770.26

E-W Connection Alt 5B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4772.16	5338.56
2: W Abingdon Dr SB @ Slaters Ln	1119.12	2453.78
3: GW Memorial Pkwy NB @ Slaters Ln	117.13	750.51
4: Slaters Ln WBT @ E Abingdon Dr	188.18	583.67
6: E Abingdon Dr NB @ Slaters Ln	6.31	108.56
7: W Abingdon Dr SBTR @ Bashford Ln	5.37	137.9
8: W Abingdon Dr SBL @ Bashford Ln	9.92	145.6
9: GW Memorial Pkwy SB @ Bashford Ln	11.68	143.06
10: Bashford Ln EB @ W Abingdon Dr	18.29	161.21
11: GW Memorial Pkwy NB @ Bashford Ln	72.69	535.47
12: E Abingdon Dr NB @ Bashford Ln	40.18	170.68
13: Bashford Ln WBT @ E Abingdon Dr	42.14	253.09
14: Bashford Ln WBR @ E Abingdon Dr	3.5	65.07
15: Slaters Ln WBR @ E Abingdon Dr	0.88	69.97
16: Slaters Ln EB @ W Abingdon Dr	292.24	758.91

PM Peak

E-W Connection Alt 6

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4583.81	5335.22
2: W Abingdon Dr SB @ Slaters Ln	2697.27	3435.29
3: GW Memorial Pkwy NB @ Slaters Ln	105.91	664.98
4: Slaters Ln WBT @ E Abingdon Dr	159.68	565.9
6: E Abingdon Dr NB @ Slaters Ln	6.03	106.52
7: W Abingdon Dr SBTR @ Bashford Ln	5.85	155.55
8: W Abingdon Dr SBL @ Bashford Ln	9.85	160.43
9: GW Memorial Pkwy SB @ Bashford Ln	14.86	203.17
10: Bashford Ln EB @ W Abingdon Dr	18.33	157.87
11: GW Memorial Pkwy NB @ Bashford Ln	76.27	556.38
12: E Abingdon Dr NB @ Bashford Ln	40.18	166.09
13: Bashford Ln WBT @ E Abingdon Dr	41.66	249.91
14: Bashford Ln WBR @ E Abingdon Dr	3.59	65.04
15: Slaters Ln WBR @ E Abingdon Dr	0.81	65.71
16: Slaters Ln EB @ W Abingdon Dr	310.03	812.19

E-W Connection Alt 7A

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4821.18	5337.63
2: W Abingdon Dr SB @ Slaters Ln	524.62	1540.62
3: GW Memorial Pkwy NB @ Slaters Ln	338.45	1121.57
4: Slaters Ln WBT @ E Abingdon Dr	152.43	545.46
6: E Abingdon Dr NB @ Slaters Ln	6.02	109.47
7: W Abingdon Dr SBTR @ Bashford Ln	4.64	130.06
8: W Abingdon Dr SBL @ Bashford Ln	9.98	134.74
9: GW Memorial Pkwy SB @ Bashford Ln	8.42	218.93
10: Bashford Ln EB @ W Abingdon Dr	18.7	156.45
11: GW Memorial Pkwy NB @ Bashford Ln	81.23	538.6
12: E Abingdon Dr NB @ Bashford Ln	41.43	170.56
13: Bashford Ln WBT @ E Abingdon Dr	44.89	256.72
14: Bashford Ln WBR @ E Abingdon Dr	3.78	66.55
15: Slaters Ln WBR @ E Abingdon Dr	0.59	66.76
16: Slaters Ln EB @ W Abingdon Dr	330.41	779.38

PM Peak

E-W Connection Alt 7B

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4693.35	5332.08
2: W Abingdon Dr SB @ Slaters Ln	1092.55	1609.38
3: GW Memorial Pkwy NB @ Slaters Ln	144.77	920.38
4: Slaters Ln WBT @ E Abingdon Dr	184.8	569.93
6: E Abingdon Dr NB @ Slaters Ln	6.18	106.72
7: W Abingdon Dr SBTR @ Bashford Ln	5.36	135.59
8: W Abingdon Dr SBL @ Bashford Ln	9.34	144.66
9: GW Memorial Pkwy SB @ Bashford Ln	15.91	217.86
10: Bashford Ln EB @ W Abingdon Dr	18.32	157.85
11: GW Memorial Pkwy NB @ Bashford Ln	71.27	532.87
12: E Abingdon Dr NB @ Bashford Ln	37.7	165.87
13: Bashford Ln WBT @ E Abingdon Dr	41.91	249.88
14: Bashford Ln WBR @ E Abingdon Dr	3.48	65.04
15: Slaters Ln WBR @ E Abingdon Dr	0.83	65.56
16: Slaters Ln EB @ W Abingdon Dr	291.56	735.57

E-W Connection Alt 8

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4886.4	5340.29
2: W Abingdon Dr SB @ Slaters Ln	62.45	528.68
3: GW Memorial Pkwy NB @ Slaters Ln	82.38	241.87
4: Slaters Ln WBT @ E Abingdon Dr	104.51	434.01
6: E Abingdon Dr NB @ Slaters Ln	4.77	89.41
7: W Abingdon Dr SBTR @ Bashford Ln	6.81	184.18
8: W Abingdon Dr SBL @ Bashford Ln	7.23	189.07
9: GW Memorial Pkwy SB @ Bashford Ln	37.97	164.59
10: Bashford Ln EB @ W Abingdon Dr	12.1	134.77
11: GW Memorial Pkwy NB @ Bashford Ln	568.35	1229.37
12: E Abingdon Dr NB @ Bashford Ln	13.16	126.39
13: Bashford Ln WBT @ E Abingdon Dr	28.95	231.08
14: Bashford Ln WBR @ E Abingdon Dr	1.98	62.36
15: Slaters Ln WBR @ E Abingdon Dr	0.43	49.91
16: Slaters Ln EB @ W Abingdon Dr	155.79	477.92

PM Peak

E-W Connection Alt 9

	Average Queue Length (ft)	Maximum Queue Length (ft)
1: GW Memorial Pkwy SB @ Slaters Ln	4597.07	5330.72
2: W Abingdon Dr SB @ Slaters Ln	441.44	1583.36
3: GW Memorial Pkwy NB @ Slaters Ln	73.77	235.44
4: Slaters Ln WBT @ E Abingdon Dr	120.08	483.55
6: E Abingdon Dr NB @ Slaters Ln	4.55	91.89
7: W Abingdon Dr SBTR @ Bashford Ln	6.37	156.41
8: W Abingdon Dr SBL @ Bashford Ln	7.76	161.29
9: GW Memorial Pkwy SB @ Bashford Ln	29.04	177.48
10: Bashford Ln EB @ W Abingdon Dr	11.32	140.66
11: GW Memorial Pkwy NB @ Bashford Ln	295.74	813.98
12: E Abingdon Dr NB @ Bashford Ln	17.85	126.17
13: Bashford Ln WBT @ E Abingdon Dr	29.79	203.52
14: Bashford Ln WBR @ E Abingdon Dr	2.05	59.65
15: Slaters Ln WBR @ E Abingdon Dr	0.68	64.22
16: Slaters Ln EB @ W Abingdon Dr	308.81	700.2