

## MEMORANDUM



1420 Spring Hill Road,  
Suite 610,  
Tysons, VA 22102  
703-917-6620  
[WellsandAssociates.com](http://WellsandAssociates.com)

**TO:** John Jay Sergeant  
Town of Vienna, Virginia

**FROM:** Michael Pinkoske, PTP  
John Schick  
Wells + Associates

**COPY:** Tom Moroz

**RE:** Myers Kingsley Property – Traffic Safety Assessment

**DATE:** May 21, 2018

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### Introduction

This memorandum was prepared in response to traffic safety concerns raised by the Town of Vienna Town Council regarding the proposed Myers-Kingsley subdivision on Nutley Street in the Town of Vienna. The proposal includes subdividing a single lot to create an additional single-family home. The proposed home would be served by a driveway on Nutley Street, approximately 70 feet north of Kingsley Road SW. This driveway would operate under right-in/right-out operations due to the median on Nutley Street.

The following sections assess the impacts, if any, of the proposed driveway. The assessment includes an evaluation of the proposed driveways spacing, crash data, and gaps in northbound traffic.

### Data Collection and Field Observations

Traffic volumes were collected in the northbound direction on Nutley Street where the proposed site driveway will be located on May 10, 2018. The volume data indicates that the AM peak hour occurred from 8:00 AM to 9:00 AM when 1,140 northbound through vehicles were observed and the PM peak hour occurred from 5:00 PM to 6:00 PM when 1,391 northbound through vehicles were observed. The traffic volume data is summarized in Table 1 and detailed in Appendix A.

In addition to volume data, gaps in traffic were recorded and observed during the AM and PM peak periods on May 10, 2018. Traffic gaps are measured in seconds and occur when there is a break in northbound through traffic. Detailed measured traffic gaps are contained in Appendix A and a summary of the findings is included in the next section.

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### Traffic Gap Analysis

As mentioned in the previous section, gaps in traffic were recorded on Nutley Street in the northbound direction in the vicinity of the proposed site driveway location. Field observations indicate that traffic passes in platoons (a group of vehicles). This occurs due to the traffic signal to the south at Virginia Center Boulevard which in effect meters the traffic flow. A gap in traffic is the space and time between vehicles along a segment of roadway. The gap in traffic occurs in the time between one (1) vehicle passing a specific point and the next vehicle arriving at the point.

Acceptable gaps in traffic for a vehicle exiting the proposed site driveway were calculated using Synchro version 9.2. The intersection was modeled in the software using the field measured data and the current roadway configuration. It was determined that an acceptable gap in traffic for a vehicle exiting the proposed driveway is 6.9 seconds. That indicates that an approximate seven (7) second gap in traffic is required for a vehicle to safely exit the driveway. The capacity analysis worksheets are contained in Appendix B.

As shown in Table 2, 67 traffic gaps of seven (7) or more seconds occurred during the AM peak hour and PM peak hour. This indicates that on average an acceptable gap in traffic for a vehicle exiting the proposed driveway would occur approximately every 54 seconds.

These findings are consistent with field observations and would indicate that a vehicle exiting the driveway would have adequate gaps to do so. It is noted that the driveway has been designed to include a “T” turn so that a vehicle could turn around within the property, thus never having to back out onto Nutley Street.

### Intersection Spacing and Sight Distance

As shown on Figure 1, the driveway is located approximately 70 feet north of Kingsley Road SW measured between the curb radii.

It is noted that on Nutley Street in the northbound direction numerous driveways exist within close proximity to each other. Spacing between existing single-family driveways ranges from 10 to 100 feet with some of the driveways directly adjacent to one another. The proposed site driveway would be consistent with the spacing exhibited between most other driveways along the corridor.

Horizontal and vertical sight distance were evaluated for the proposed sight driveway for a vehicle exiting the driveway and looking to the left. As shown in Figure 1, both horizontal and vertical sight distance meet the minimum sight distance requirements as set forth by VDOT.

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### Crash Data

The crash data for the most recent three (3) year period (2015-2017) on Nutley Street in the segment from Courthouse Road SW to Kingsley Road SW was obtained from VDOT. The data indicates that a total of 19 crashes occurred in the northbound direction of this roadway segment in the three (3) year period. Of the 19 total crashes, nine (9) were rear ends, eight (8) were angles, one (1) was a non-collision, and one (1) sideswipe same direction.

Further investigation of the reported crashes indicates that two (2) of the crashes occurred in the vicinity of single-family driveways. This crash rate would be considered low for the high amount of traffic that travels along Nutley Street everyday.

The results of the crash data is summarized in Table 3 and detailed in Appendix C.

### Conclusions

The following conclusions can be made based on the information presented within this memorandum:

- The proposed driveway is intended to serve one (1) single-family home and result in minimal traffic. The driveway would operate as a right-in/right-out due to the existing median in place on Nutley Street and would have a “T” turn to permit a vehicle to turn around within the site and not have to back onto Nutley Street.
- It was determined that an acceptable gap in traffic for a vehicle to safely exit the proposed driveway is seven (7) seconds or more. Based on field measurements, this condition exists approximately 67 times during both the AM and PM peak hours or every 54 seconds.
- The proposed driveway is located approximately 70 feet north of the Nutley Street/Kingsley Road SW intersection measured curb radii to curb radii. This spacing exceeds the VDOT requirement of 50 feet minimum between driveways.
- The VDOT crash data indicates that a total of 19 crashes occurred in the northbound direction of Nutley Street between Courthouse Road and Kingsley Road SW in the three (3) year period from 2015 to 2017.

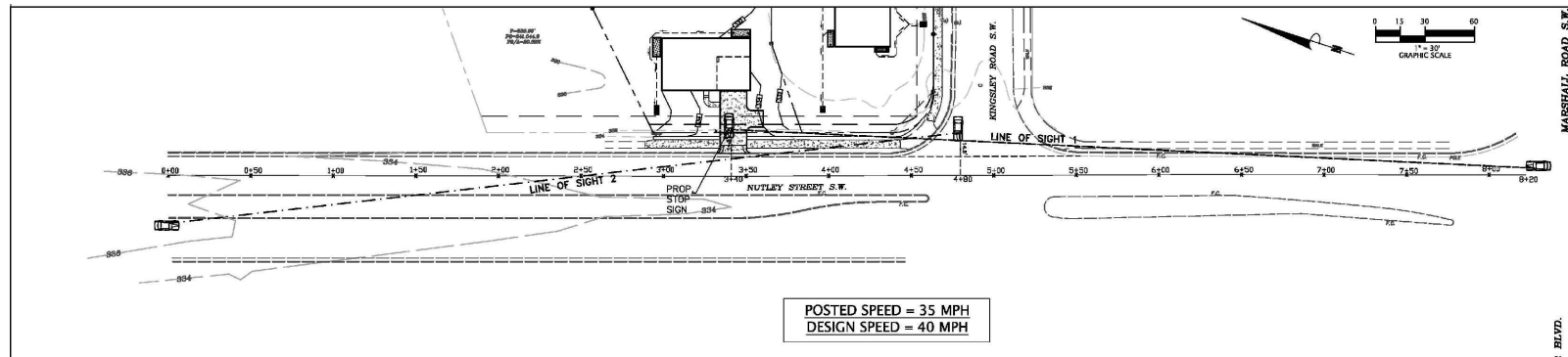
Based on the results of the assessment, it was determined that the introduction of the proposed driveway on Nutley Street would not have operational issues or raise additional safety concerns. The combination of adequate driveway spacing and numerous acceptable gaps in traffic during

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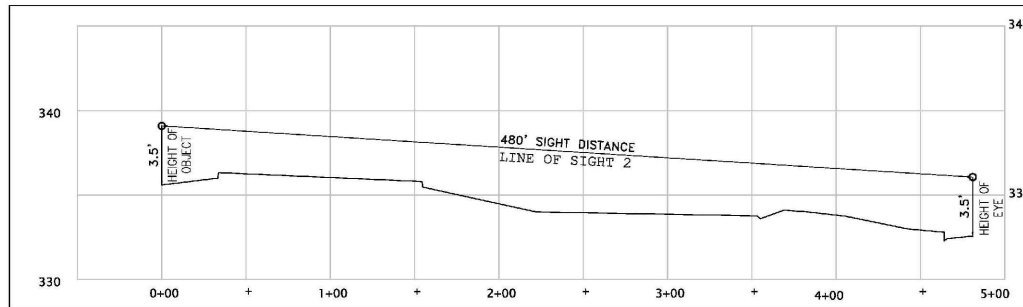
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the peak hours indicates that the driveway would operate well and not have a detrimental impact to Nutley Street.

Questions regarding information contained within this memorandum should be directed to Wells + Associates.

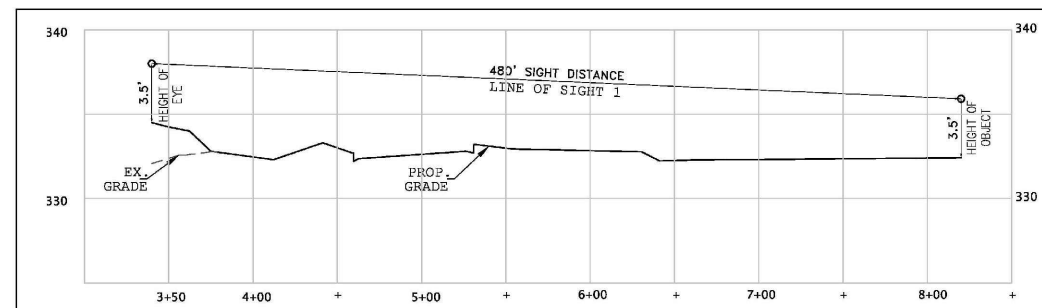


### SIGHT DISTANCE PROFILE



PROFILE OF LINE OF SIGHT 2  
(FROM INTERSECTION OF NUTLEY STREET S.W. AND KINGSLEY ROAD S.W.)

SCALE: HOR. 1"=30'; VER. 1"=3'



PROFILE OF LINE OF SIGHT 1  
(FROM THE ENTRANCE OF LOT 28-B)

Figure 1  
Proposed Driveway Sight Distance Exhibit

SOURCE: CIVILAND, LLC



NORTH

Myers Kingsley Subdivision  
Town of Vienna, Virginia

Table 1  
Myers Kinglsey Subdivision  
Vehicles per Hour

| Time Period         | Northbound Vehicles |
|---------------------|---------------------|
| 12:00 AM - 1:00 AM  | 79                  |
| 1:00 AM - 2:00 AM   | 47                  |
| 2:00 AM - 3:00 AM   | 27                  |
| 3:00 AM - 4:00 AM   | 27                  |
| 4:00 AM - 5:00 AM   | 68                  |
| 5:00 AM - 6:00 AM   | 175                 |
| 6:00 AM - 7:00 AM   | 438                 |
| 7:00 AM - 8:00 AM   | 949                 |
| 8:00 AM - 9:00 AM   | 1,140               |
| 9:00 AM - 10:00 AM  | 991                 |
| 10:00 AM - 11:00 AM | 819                 |
| 11:00 AM - 12:00 PM | 893                 |
| 12:00 PM - 1:00 PM  | 804                 |
| 1:00 PM - 2:00 PM   | 845                 |
| 2:00 PM - 3:00 PM   | 900                 |
| 3:00 PM - 4:00 PM   | 1,027               |
| 4:00 PM - 5:00 PM   | 1,165               |
| 5:00 PM - 6:00 PM   | 1,391               |
| 6:00 PM - 7:00 PM   | 1,320               |
| 7:00 PM - 8:00 PM   | 892                 |
| 8:00 PM - 9:00 PM   | 639                 |
| 9:00 PM - 10:00 PM  | 457                 |
| 10:00 PM - 11:00 PM | 275                 |
| 11:00 PM - 12:00 AM | 147                 |

Notes:

1. Data collected by Wells + Associates on May 10, 2018.
2. Highlighted rows indicate the peak hour.

Table 3  
Myers Kingsley Subdivision  
Crash Data Summary (2015-2017)

| Type of Crash | Number of Occurances per Year |      |      |       |
|---------------|-------------------------------|------|------|-------|
|               | 2015                          | 2016 | 2017 | Total |
| Rear End      | 4                             | 3    | 2    | 9     |
| Angle         | 0                             | 3    | 5    | 8     |
| Non-Collision | 0                             | 1    | 0    | 1     |
| Sideswipe     | 0                             | 0    | 1    | 1     |

Notes:

1. Crash data provided by VDOT.
2. Data represents crashes between Kingsley Road SW and Courthouse Road.

Table 2  
Myers Kinglsey Subdivision  
Acceptable Gaps (Over 7 Seconds)

| Time Period       | Acceptable Gaps | Average Occurance of Acceptable Gaps per Minute |
|-------------------|-----------------|-------------------------------------------------|
| <b>AM Peak</b>    |                 |                                                 |
| 6:00 AM - 7:00 AM | 110             | 2                                               |
| 7:00 AM - 8:00 AM | 92              | 2                                               |
| 8:00 AM - 9:00 AM | 67              | 1                                               |
| <b>PM Peak</b>    |                 |                                                 |
| 4:00 PM - 5:00 PM | 73              | 1                                               |
| 5:00 PM - 6:00 PM | 67              | 1                                               |
| 6:00 PM - 7:00 PM | 73              | 1                                               |

Notes:

1. Acceptable gap for a vehicle exiting the proposed site driveway was calculated using Synchro and found to be seven (7) seconds or more.
2. Highlighted rows indicate the peak hour.

**APPENDIX A**  
**PEAK HOUR VEHICULAR COUNTS & MEASURED TRAFFIC GAPS**

This is your address  
Your City, State, Zip Code  
Your Tagline Here

File Name : 7553  
Site Code : 000000  
Start Date : 5/10/20  
Page No : 1

## Directions Printed: Direction 1 - Direction 2 - Combined

| Start Time  | Volume | 2 - 3 | 4 - 5 | 6 - 7 | 8 - 9 | 10 - 11 | 12 - 13 | 14 - 15 | 16 - 17 | 18 - 19 | 20 - 21 | 22 - 23 | 24 - 25 | 26 - 27 | 28 - 29 | >29  | Int. Total | Avera |
|-------------|--------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|------------|-------|
| 06:00 AM    | 176    | 7     | 10    | 6     | 4     | 4       | 2       | 3       | 2       | 0       | 0       | 2       | 1       | 1       | 1       | 9    | 52         | 8     |
| 06:15 AM    | 162    | 3     | 4     | 4     | 5     | 0       | 2       | 1       | 1       | 0       | 1       | 2       | 3       | 0       | 4       | 9    | 39         | 16    |
| 06:30 AM    | 250    | 3     | 11    | 8     | 3     | 4       | 1       | 0       | 5       | 1       | 0       | 2       | 2       | 1       | 2       | 6    | 49         | 8     |
| 06:45 AM    | 272    | 2     | 10    | 9     | 5     | 3       | 4       | 2       | 1       | 1       | 1       | 1       | 0       | 2       | 0       | 7    | 48         | 8     |
| Total       | 860    | 15    | 35    | 27    | 17    | 11      | 9       | 6       | 9       | 2       | 2       | 7       | 6       | 4       | 7       | 31   | 188        | 10    |
| 07:00 AM    | 324    | 7     | 12    | 6     | 1     | 3       | 2       | 2       | 2       | 0       | 1       | 0       | 2       | 2       | 0       | 7    | 47         | 6     |
| 07:15 AM    | 412    | 8     | 6     | 7     | 2     | 5       | 2       | 0       | 2       | 1       | 3       | 0       | 0       | 0       | 0       | 8    | 44         | 8     |
| 07:30 AM    | 544    | 10    | 10    | 8     | 10    | 2       | 2       | 1       | 2       | 1       | 1       | 1       | 1       | 0       | 1       | 4    | 54         | 6     |
| 07:45 AM    | 528    | 11    | 8     | 3     | 1     | 5       | 3       | 3       | 1       | 0       | 0       | 2       | 0       | 0       | 0       | 6    | 43         | 6     |
| Total       | 1808   | 36    | 36    | 24    | 14    | 15      | 9       | 6       | 7       | 2       | 5       | 3       | 3       | 2       | 1       | 25   | 188        | 6     |
| 08:00 AM    | 530    | 11    | 7     | 8     | 4     | 4       | 1       | 1       | 2       | 0       | 1       | 2       | 1       | 1       | 0       | 4    | 47         | 6     |
| 08:15 AM    | 580    | 12    | 8     | 2     | 2     | 1       | 1       | 0       | 2       | 0       | 1       | 0       | 1       | 0       | 0       | 6    | 36         | 4     |
| 08:30 AM    | 600    | 9     | 10    | 11    | 2     | 3       | 2       | 0       | 2       | 1       | 2       | 0       | 1       | 0       | 1       | 4    | 48         | 6     |
| 08:45 AM    | 492    | 9     | 6     | 6     | 2     | 1       | 1       | 3       | 0       | 0       | 0       | 1       | 0       | 0       | 1       | 5    | 35         | 6     |
| Total       | 2202   | 41    | 31    | 27    | 10    | 9       | 5       | 4       | 6       | 1       | 4       | 3       | 3       | 1       | 2       | 19   | 166        | 6     |
| 3BREAK ***  |        |       |       |       |       |         |         |         |         |         |         |         |         |         |         |      |            |       |
| 04:00 PM    | 494    | 11    | 10    | 6     | 0     | 2       | 3       | 2       | 1       | 1       | 2       | 0       | 1       | 0       | 0       | 5    | 44         | 6     |
| 04:15 PM    | 556    | 7     | 12    | 8     | 6     | 0       | 0       | 1       | 0       | 0       | 0       | 2       | 1       | 2       | 0       | 7    | 46         | 6     |
| 04:30 PM    | 576    | 9     | 9     | 3     | 4     | 2       | 4       | 1       | 2       | 1       | 0       | 1       | 0       | 1       | 1       | 5    | 43         | 8     |
| 04:45 PM    | 586    | 14    | 15    | 6     | 0     | 2       | 2       | 1       | 3       | 1       | 0       | 0       | 1       | 2       | 0       | 3    | 50         | 4     |
| Total       | 2212   | 41    | 46    | 23    | 10    | 6       | 9       | 5       | 6       | 3       | 2       | 3       | 3       | 5       | 1       | 20   | 183        | 6     |
| 05:00 PM    | 608    | 8     | 8     | 9     | 2     | 3       | 4       | 3       | 0       | 2       | 0       | 0       | 1       | 1       | 0       | 3    | 44         | 6     |
| 05:15 PM    | 638    | 13    | 7     | 5     | 6     | 2       | 3       | 0       | 0       | 0       | 0       | 2       | 0       | 2       | 0       | 3    | 43         | 6     |
| 05:30 PM    | 658    | 12    | 8     | 4     | 1     | 4       | 2       | 2       | 3       | 0       | 0       | 0       | 0       | 0       | 0       | 5    | 41         | 6     |
| 05:45 PM    | 714    | 11    | 6     | 3     | 2     | 1       | 2       | 0       | 1       | 1       | 0       | 0       | 0       | 0       | 0       | 6    | 33         | 4     |
| Total       | 2618   | 44    | 29    | 21    | 11    | 10      | 11      | 5       | 4       | 3       | 0       | 2       | 1       | 3       | 0       | 17   | 161        | 6     |
| 06:00 PM    | 660    | 17    | 11    | 7     | 0     | 4       | 1       | 2       | 0       | 1       | 1       | 2       | 1       | 0       | 1       | 2    | 50         | 4     |
| 06:15 PM    | 600    | 11    | 9     | 1     | 1     | 1       | 2       | 4       | 0       | 0       | 1       | 2       | 0       | 0       | 0       | 5    | 38         | 4     |
| 06:30 PM    | 604    | 8     | 7     | 6     | 4     | 4       | 1       | 0       | 0       | 2       | 0       | 2       | 0       | 2       | 0       | 4    | 40         | 6     |
| 06:45 PM    | 570    | 13    | 5     | 6     | 6     | 2       | 3       | 1       | 1       | 1       | 0       | 1       | 1       | 0       | 0       | 6    | 46         | 6     |
| Total       | 2434   | 49    | 32    | 20    | 11    | 11      | 7       | 7       | 1       | 5       | 2       | 7       | 2       | 2       | 1       | 17   | 174        | 6     |
| Grand Total | 12134  | 226   | 209   | 142   | 73    | 62      | 50      | 33      | 33      | 16      | 15      | 25      | 18      | 17      | 12      | 129  | 1060       | 6     |
| Total %     |        | 21.3  | 19.7  | 13.4  | 6.9   | 5.8     | 4.7     | 3.1     | 3.1     | 1.5     | 1.4     | 2.4     | 1.7     | 1.6     | 1.1     | 12.2 |            |       |



## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400590         |                  | Begin: 10/05/2018 12:00 AM |                        | End: 11/05/2018 12:00 AM      |  |
|---------------------------|------------------|----------------------------|------------------------|-------------------------------|--|
| Street: Nutley Street     |                  | Lane: NB 590               |                        | Hours: 24.00                  |  |
| State: VA                 |                  | Operator: AH               |                        | Period: 15                    |  |
| City: Vienna              |                  | Speed Limit: 25            |                        | Raw Count: 7664               |  |
| County: Fairfax County    |                  | AADT Factor: 1             |                        | AADT Count: 7,664             |  |
| Date<br>And<br>Time Range | Period<br>Volume | Average<br>Speed           | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry |  |
| Thu, 10/05/2018           |                  |                            |                        |                               |  |
| [00:00-00:15]             | 14               |                            | 32 F                   | ---                           |  |
| [00:15-00:30]             | 8                |                            | 32 F                   | ---                           |  |
| [00:30-00:45]             | 8                |                            | 32 F                   | ---                           |  |
| [00:45-01:00]             | 6                |                            | 32 F                   | ---                           |  |
| [01:00-01:15]             | 7                |                            | 32 F                   | ---                           |  |
| [01:15-01:30]             | 5                |                            | 32 F                   | ---                           |  |
| [01:30-01:45]             | 8                |                            | 32 F                   | ---                           |  |
| [01:45-02:00]             | 5                |                            | 32 F                   | ---                           |  |
| [02:00-02:15]             | 4                |                            | 32 F                   | ---                           |  |
| [02:15-02:30]             | 5                |                            | 32 F                   | ---                           |  |
| [02:30-02:45]             | 1                |                            | 32 F                   | ---                           |  |
| [02:45-03:00]             | 4                |                            | 32 F                   | ---                           |  |
| [03:00-03:15]             | 4                |                            | 32 F                   | ---                           |  |
| [03:15-03:30]             | 2                |                            | 32 F                   | ---                           |  |
| [03:30-03:45]             | 5                |                            | 32 F                   | ---                           |  |
| [03:45-04:00]             | 1                |                            | 32 F                   | ---                           |  |
| [04:00-04:15]             | 3                |                            | 32 F                   | ---                           |  |
| [04:15-04:30]             | 5                |                            | 32 F                   | ---                           |  |
| [04:30-04:45]             | 10               |                            | 32 F                   | ---                           |  |
| [04:45-05:00]             | 4                |                            | 32 F                   | ---                           |  |
| [05:00-05:15]             | 6                |                            | 32 F                   | ---                           |  |
| [05:15-05:30]             | 11               |                            | 32 F                   | ---                           |  |
| [05:30-05:45]             | 18               |                            | 32 F                   | ---                           |  |
| [05:45-06:00]             | 24               |                            | 32 F                   | ---                           |  |
| [06:00-06:15]             | 40               |                            | 32 F                   | ---                           |  |
| [06:15-06:30]             | 32               |                            | 32 F                   | ---                           |  |
| [06:30-06:45]             | 62               |                            | 32 F                   | ---                           |  |
| [06:45-07:00]             | 61               |                            | 32 F                   | ---                           |  |
| [07:00-07:15]             | 79               |                            | 32 F                   | ---                           |  |
| [07:15-07:30]             | 105              |                            | 32 F                   | ---                           |  |
| [07:30-07:45]             | 148              |                            | 32 F                   | ---                           |  |
| [07:45-08:00]             | 141              |                            | 32 F                   | ---                           |  |
| [08:00-08:15]             | 137              |                            | 32 F                   | ---                           |  |
| [08:15-08:30]             | 152              |                            | 32 F                   | ---                           |  |
| [08:30-08:45]             | 153              |                            | 32 F                   | ---                           |  |
| [08:45-09:00]             | 121              |                            | 32 F                   | ---                           |  |

## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400590         |                  | Begin: 10/05/2018 12:00 AM |                        | End: 11/05/2018 12:00 AM      |  |
|---------------------------|------------------|----------------------------|------------------------|-------------------------------|--|
| Street: Nutley Street     |                  | Lane: NB 590               |                        | Hours: 24.00                  |  |
| State: VA                 |                  | Operator: AH               |                        | Period: 15                    |  |
| City: Vienna              |                  | Speed Limit: 25            |                        | Raw Count: 7664               |  |
| County: Fairfax County    |                  | AADT Factor: 1             |                        | AADT Count: 7,664             |  |
| Date<br>And<br>Time Range | Period<br>Volume | Average<br>Speed           | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry |  |
| Thu, 10/05/2018           |                  |                            |                        |                               |  |
| [09:00-09:15]             | 136              |                            | 32 F                   | ---                           |  |
| [09:15-09:30]             | 109              |                            | 32 F                   | ---                           |  |
| [09:30-09:45]             | 106              |                            | 32 F                   | ---                           |  |
| [09:45-10:00]             | 112              |                            | 32 F                   | ---                           |  |
| [10:00-10:15]             | 85               |                            | 32 F                   | ---                           |  |
| [10:15-10:30]             | 86               |                            | 32 F                   | ---                           |  |
| [10:30-10:45]             | 86               |                            | 32 F                   | ---                           |  |
| [10:45-11:00]             | 104              |                            | 32 F                   | ---                           |  |
| [11:00-11:15]             | 86               |                            | 32 F                   | ---                           |  |
| [11:15-11:30]             | 107              |                            | 32 F                   | ---                           |  |
| [11:30-11:45]             | 107              |                            | 32 F                   | ---                           |  |
| [11:45-12:00]             | 112              |                            | 32 F                   | ---                           |  |
| [12:00-12:15]             | 81               |                            | 32 F                   | ---                           |  |
| [12:15-12:30]             | 103              |                            | 32 F                   | ---                           |  |
| [12:30-12:45]             | 95               |                            | 32 F                   | ---                           |  |
| [12:45-13:00]             | 105              |                            | 32 F                   | ---                           |  |
| [13:00-13:15]             | 97               |                            | 32 F                   | ---                           |  |
| [13:15-13:30]             | 85               |                            | 32 F                   | ---                           |  |
| [13:30-13:45]             | 87               |                            | 32 F                   | ---                           |  |
| [13:45-14:00]             | 123              |                            | 32 F                   | ---                           |  |
| [14:00-14:15]             | 101              |                            | 32 F                   | ---                           |  |
| [14:15-14:30]             | 110              |                            | 32 F                   | ---                           |  |
| [14:30-14:45]             | 126              |                            | 32 F                   | ---                           |  |
| [14:45-15:00]             | 114              |                            | 32 F                   | ---                           |  |
| [15:00-15:15]             | 111              |                            | 32 F                   | ---                           |  |
| [15:15-15:30]             | 136              |                            | 32 F                   | ---                           |  |
| [15:30-15:45]             | 154              |                            | 32 F                   | ---                           |  |
| [15:45-16:00]             | 141              |                            | 32 F                   | ---                           |  |
| [16:00-16:15]             | 133              |                            | 32 F                   | ---                           |  |
| [16:15-16:30]             | 147              |                            | 32 F                   | ---                           |  |
| [16:30-16:45]             | 156              |                            | 32 F                   | ---                           |  |
| [16:45-17:00]             | 167              |                            | 32 F                   | ---                           |  |
| [17:00-17:15]             | 173              |                            | 32 F                   | ---                           |  |
| [17:15-17:30]             | 177              |                            | 32 F                   | ---                           |  |
| [17:30-17:45]             | 185              |                            | 32 F                   | ---                           |  |
| [17:45-18:00]             | 199              |                            | 32 F                   | ---                           |  |

## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400590         |                  | Begin: 10/05/2018 12:00 AM |                        | End: 11/05/2018 12:00 AM      |  |
|---------------------------|------------------|----------------------------|------------------------|-------------------------------|--|
| Street: Nutley Street     |                  | Lane: NB 590               |                        | Hours: 24.00                  |  |
| State: VA                 |                  | Operator: AH               |                        | Period: 15                    |  |
| City: Vienna              |                  | Speed Limit: 25            |                        | Raw Count: 7664               |  |
| County: Fairfax County    |                  | AADT Factor: 1             |                        | AADT Count: 7,664             |  |
| Date<br>And<br>Time Range | Period<br>Volume | Average<br>Speed           | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry |  |
| Thu,10/05/2018            |                  |                            |                        |                               |  |
| [18:00-18:15]             | 195              |                            | 32 F                   | ---                           |  |
| [18:15-18:30]             | 175              |                            | 32 F                   | ---                           |  |
| [18:30-18:45]             | 161              |                            | 32 F                   | ---                           |  |
| [18:45-19:00]             | 167              |                            | 32 F                   | ---                           |  |
| [19:00-19:15]             | 125              |                            | 32 F                   | ---                           |  |
| [19:15-19:30]             | 132              |                            | 32 F                   | ---                           |  |
| [19:30-19:45]             | 109              |                            | 32 F                   | ---                           |  |
| [19:45-20:00]             | 102              |                            | 32 F                   | ---                           |  |
| [20:00-20:15]             | 96               |                            | 32 F                   | ---                           |  |
| [20:15-20:30]             | 82               |                            | 32 F                   | ---                           |  |
| [20:30-20:45]             | 66               |                            | 32 F                   | ---                           |  |
| [20:45-21:00]             | 69               |                            | 32 F                   | ---                           |  |
| [21:00-21:15]             | 57               |                            | 32 F                   | ---                           |  |
| [21:15-21:30]             | 69               |                            | 32 F                   | ---                           |  |
| [21:30-21:45]             | 54               |                            | 32 F                   | ---                           |  |
| [21:45-22:00]             | 44               |                            | 32 F                   | ---                           |  |
| [22:00-22:15]             | 51               |                            | 32 F                   | ---                           |  |
| [22:15-22:30]             | 33               |                            | 32 F                   | ---                           |  |
| [22:30-22:45]             | 34               |                            | 32 F                   | ---                           |  |
| [22:45-23:00]             | 29               |                            | 32 F                   | ---                           |  |
| [23:00-23:15]             | 24               |                            | 32 F                   | ---                           |  |
| [23:15-23:30]             | 24               |                            | 32 F                   | ---                           |  |
| [23:30-23:45]             | 17               |                            | 32 F                   | ---                           |  |
| [23:45-00:00]             | 8                |                            | 32 F                   | ---                           |  |
| 10/05/2018 12:00 AM       |                  |                            |                        |                               |  |
| 11/05/2018 12:00 AM       |                  | 7664                       | 32 F                   |                               |  |

## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400875         |                  | Begin: 10/05/2018 12:00 AM |                        | End: 11/05/2018 12:00 AM      |  |
|---------------------------|------------------|----------------------------|------------------------|-------------------------------|--|
| Street: Nutley Street     |                  | Lane: NB 875               |                        | Hours: 24.00                  |  |
| State: VA                 |                  | Operator: AH               |                        | Period: 15                    |  |
| City: Vienna              |                  | Speed Limit: 25            |                        | Raw Count: 7851               |  |
| County: Fairfax County    |                  | AADT Factor: 1             |                        | AADT Count: 7,851             |  |
| Date<br>And<br>Time Range | Period<br>Volume | Average<br>Speed           | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry |  |
| Thu, 10/05/2018           |                  |                            |                        |                               |  |
| [00:00-00:15]             | 11               |                            | 32 F                   | ---                           |  |
| [00:15-00:30]             | 12               |                            | 32 F                   | ---                           |  |
| [00:30-00:45]             | 9                |                            | 32 F                   | ---                           |  |
| [00:45-01:00]             | 11               |                            | 32 F                   | ---                           |  |
| [01:00-01:15]             | 5                |                            | 32 F                   | ---                           |  |
| [01:15-01:30]             | 7                |                            | 32 F                   | ---                           |  |
| [01:30-01:45]             | 7                |                            | 32 F                   | ---                           |  |
| [01:45-02:00]             | 3                |                            | 32 F                   | ---                           |  |
| [02:00-02:15]             | 2                |                            | 32 F                   | ---                           |  |
| [02:15-02:30]             | 4                |                            | 32 F                   | ---                           |  |
| [02:30-02:45]             | 3                |                            | 32 F                   | ---                           |  |
| [02:45-03:00]             | 4                |                            | 32 F                   | ---                           |  |
| [03:00-03:15]             | 3                |                            | 32 F                   | ---                           |  |
| [03:15-03:30]             | 2                |                            | 32 F                   | ---                           |  |
| [03:30-03:45]             | 5                |                            | 32 F                   | ---                           |  |
| [03:45-04:00]             | 5                |                            | 32 F                   | ---                           |  |
| [04:00-04:15]             | 7                |                            | 32 F                   | ---                           |  |
| [04:15-04:30]             | 9                |                            | 32 F                   | ---                           |  |
| [04:30-04:45]             | 11               |                            | 32 F                   | ---                           |  |
| [04:45-05:00]             | 19               |                            | 32 F                   | ---                           |  |
| [05:00-05:15]             | 19               |                            | 32 F                   | ---                           |  |
| [05:15-05:30]             | 20               |                            | 32 F                   | ---                           |  |
| [05:30-05:45]             | 37               |                            | 32 F                   | ---                           |  |
| [05:45-06:00]             | 40               |                            | 32 F                   | ---                           |  |
| [06:00-06:15]             | 49               |                            | 32 F                   | ---                           |  |
| [06:15-06:30]             | 51               |                            | 32 F                   | ---                           |  |
| [06:30-06:45]             | 65               |                            | 32 F                   | ---                           |  |
| [06:45-07:00]             | 78               |                            | 32 F                   | ---                           |  |
| [07:00-07:15]             | 92               |                            | 32 F                   | ---                           |  |
| [07:15-07:30]             | 108              |                            | 32 F                   | ---                           |  |
| [07:30-07:45]             | 139              |                            | 32 F                   | ---                           |  |
| [07:45-08:00]             | 137              |                            | 32 F                   | ---                           |  |
| [08:00-08:15]             | 139              |                            | 32 F                   | ---                           |  |
| [08:15-08:30]             | 151              |                            | 32 F                   | ---                           |  |
| [08:30-08:45]             | 154              |                            | 32 F                   | ---                           |  |
| [08:45-09:00]             | 133              |                            | 32 F                   | ---                           |  |

## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400875         |                  | Begin: 10/05/2018 12:00 AM |                        | End: 11/05/2018 12:00 AM      |  |
|---------------------------|------------------|----------------------------|------------------------|-------------------------------|--|
| Street: Nutley Street     |                  | Lane: NB 875               |                        | Hours: 24.00                  |  |
| State: VA                 |                  | Operator: AH               |                        | Period: 15                    |  |
| City: Vienna              |                  | Speed Limit: 25            |                        | Raw Count: 7851               |  |
| County: Fairfax County    |                  | AADT Factor: 1             |                        | AADT Count: 7,851             |  |
| Date<br>And<br>Time Range | Period<br>Volume | Average<br>Speed           | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry |  |
| Thu, 10/05/2018           |                  |                            |                        |                               |  |
| [09:00-09:15]             | 129              |                            | 32 F                   | ---                           |  |
| [09:15-09:30]             | 123              |                            | 32 F                   | ---                           |  |
| [09:30-09:45]             | 137              |                            | 32 F                   | ---                           |  |
| [09:45-10:00]             | 139              |                            | 32 F                   | ---                           |  |
| [10:00-10:15]             | 117              |                            | 32 F                   | ---                           |  |
| [10:15-10:30]             | 114              |                            | 32 F                   | ---                           |  |
| [10:30-10:45]             | 105              |                            | 32 F                   | ---                           |  |
| [10:45-11:00]             | 122              |                            | 32 F                   | ---                           |  |
| [11:00-11:15]             | 110              |                            | 32 F                   | ---                           |  |
| [11:15-11:30]             | 114              |                            | 32 F                   | ---                           |  |
| [11:30-11:45]             | 121              |                            | 32 F                   | ---                           |  |
| [11:45-12:00]             | 136              |                            | 32 F                   | ---                           |  |
| [12:00-12:15]             | 97               |                            | 32 F                   | ---                           |  |
| [12:15-12:30]             | 111              |                            | 32 F                   | ---                           |  |
| [12:30-12:45]             | 107              |                            | 32 F                   | ---                           |  |
| [12:45-13:00]             | 105              |                            | 32 F                   | ---                           |  |
| [13:00-13:15]             | 107              |                            | 32 F                   | ---                           |  |
| [13:15-13:30]             | 119              |                            | 32 F                   | ---                           |  |
| [13:30-13:45]             | 101              |                            | 32 F                   | ---                           |  |
| [13:45-14:00]             | 126              |                            | 32 F                   | ---                           |  |
| [14:00-14:15]             | 117              |                            | 32 F                   | ---                           |  |
| [14:15-14:30]             | 101              |                            | 32 F                   | ---                           |  |
| [14:30-14:45]             | 102              |                            | 32 F                   | ---                           |  |
| [14:45-15:00]             | 129              |                            | 32 F                   | ---                           |  |
| [15:00-15:15]             | 117              |                            | 32 F                   | ---                           |  |
| [15:15-15:30]             | 120              |                            | 32 F                   | ---                           |  |
| [15:30-15:45]             | 118              |                            | 32 F                   | ---                           |  |
| [15:45-16:00]             | 130              |                            | 32 F                   | ---                           |  |
| [16:00-16:15]             | 125              |                            | 32 F                   | ---                           |  |
| [16:15-16:30]             | 142              |                            | 32 F                   | ---                           |  |
| [16:30-16:45]             | 137              |                            | 32 F                   | ---                           |  |
| [16:45-17:00]             | 158              |                            | 32 F                   | ---                           |  |
| [17:00-17:15]             | 145              |                            | 32 F                   | ---                           |  |
| [17:15-17:30]             | 159              |                            | 32 F                   | ---                           |  |
| [17:30-17:45]             | 168              |                            | 32 F                   | ---                           |  |
| [17:45-18:00]             | 185              |                            | 32 F                   | ---                           |  |

## Date/Time/Volume/Average Speed/Temperature Report

| Device ID: 400875<br>Street: Nutley Street<br>State: VA<br>City: Vienna<br>County: Fairfax County |                  | Begin: 10/05/2018 12:00 AM<br>Lane: NB 875<br>Operator: AH<br>Speed Limit: 25<br>AADT Factor: 1 |                        | End: 11/05/2018 12:00 AM<br>Hours: 24.00<br>Period: 15<br>Raw Count: 7851<br>AADT Count: 7,851 |  |
|---------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------|--|
| Date<br>And<br>Time Range                                                                         | Period<br>Volume | Average<br>Speed                                                                                | Roadway<br>Temperature | Roadway<br>Surface<br>Wet/Dry                                                                  |  |
| Thu,10/05/2018                                                                                    |                  |                                                                                                 |                        |                                                                                                |  |
| [18:00-18:15]                                                                                     | 170              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [18:15-18:30]                                                                                     | 149              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [18:30-18:45]                                                                                     | 164              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [18:45-19:00]                                                                                     | 139              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [19:00-19:15]                                                                                     | 123              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [19:15-19:30]                                                                                     | 120              |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [19:30-19:45]                                                                                     | 87               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [19:45-20:00]                                                                                     | 94               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [20:00-20:15]                                                                                     | 91               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [20:15-20:30]                                                                                     | 94               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [20:30-20:45]                                                                                     | 69               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [20:45-21:00]                                                                                     | 72               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [21:00-21:15]                                                                                     | 60               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [21:15-21:30]                                                                                     | 67               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [21:30-21:45]                                                                                     | 54               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [21:45-22:00]                                                                                     | 52               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [22:00-22:15]                                                                                     | 38               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [22:15-22:30]                                                                                     | 33               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [22:30-22:45]                                                                                     | 28               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [22:45-23:00]                                                                                     | 29               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [23:00-23:15]                                                                                     | 23               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [23:15-23:30]                                                                                     | 17               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [23:30-23:45]                                                                                     | 14               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| [23:45-00:00]                                                                                     | 20               |                                                                                                 | 32 F                   | ---                                                                                            |  |
| 10/05/2018 12:00 AM                                                                               |                  |                                                                                                 |                        |                                                                                                |  |
| 11/05/2018 12:00 AM                                                                               |                  | 7851                                                                                            | 32 F                   |                                                                                                |  |

## **APPENDIX B SYNCHRO WORKSHEETS**

# HCM Unsignalized Intersection Capacity Analysis

## 1: Nutley Street SW & Proposed Driveway

05/16/2018



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      | ↗    | ↕     |      |                      |      |
| Traffic Volume (veh/h)            | 0    | 4    | 1164  | 4    | 0                    | 0    |
| Future Volume (Veh/h)             | 0    | 4    | 1164  | 4    | 0                    | 0    |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 4    | 1265  | 4    | 0                    | 0    |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1267 | 634  |       |      | 1269                 |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1267 | 634  |       |      | 1269                 |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 99   |       |      | 100                  |      |
| cM capacity (veh/h)               | 161  | 422  |       |      | 543                  |      |
| Direction, Lane #                 | WB 1 | NB 1 | NB 2  |      |                      |      |
| Volume Total                      | 4    | 843  | 426   |      |                      |      |
| Volume Left                       | 0    | 0    | 0     |      |                      |      |
| Volume Right                      | 4    | 0    | 4     |      |                      |      |
| cSH                               | 422  | 1700 | 1700  |      |                      |      |
| Volume to Capacity                | 0.01 | 0.50 | 0.25  |      |                      |      |
| Queue Length 95th (ft)            | 1    | 0    | 0     |      |                      |      |
| Control Delay (s)                 | 13.6 | 0.0  | 0.0   |      |                      |      |
| Lane LOS                          | B    |      |       |      |                      |      |
| Approach Delay (s)                | 13.6 | 0.0  |       |      |                      |      |
| Approach LOS                      | B    |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 0.0   |      |                      |      |
| Intersection Capacity Utilization |      |      | 42.3% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |



# HCM Unsignalized Intersection Capacity Analysis

## 1: Nutley Street SW & Proposed Driveway

05/16/2018



| Movement                          | WBL  | WBR  | NBT   | NBR  | SBL                  | SBT  |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations               |      | ↗    | ↕     | ↘    |                      | ↕    |
| Traffic Volume (veh/h)            | 0    | 4    | 1438  | 4    | 0                    | 0    |
| Future Volume (Veh/h)             | 0    | 4    | 1438  | 4    | 0                    | 0    |
| Sign Control                      | Stop |      | Free  |      |                      | Free |
| Grade                             | 0%   |      | 0%    |      |                      | 0%   |
| Peak Hour Factor                  | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 | 0.92 |
| Hourly flow rate (vph)            | 0    | 4    | 1563  | 4    | 0                    | 0    |
| Pedestrians                       |      |      |       |      |                      |      |
| Lane Width (ft)                   |      |      |       |      |                      |      |
| Walking Speed (ft/s)              |      |      |       |      |                      |      |
| Percent Blockage                  |      |      |       |      |                      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |
| Median type                       |      |      | None  |      |                      | None |
| Median storage (veh)              |      |      |       |      |                      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |
| vC, conflicting volume            | 1565 | 784  |       |      | 1567                 |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |
| vCu, unblocked vol                | 1565 | 784  |       |      | 1567                 |      |
| tC, single (s)                    | 6.8  | 6.9  |       |      | 4.1                  |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |
| tF (s)                            | 3.5  | 3.3  |       |      | 2.2                  |      |
| p0 queue free %                   | 100  | 99   |       |      | 100                  |      |
| cM capacity (veh/h)               | 102  | 336  |       |      | 417                  |      |
| Direction, Lane #                 | WB 1 | NB 1 | NB 2  |      |                      |      |
| Volume Total                      | 4    | 1042 | 525   |      |                      |      |
| Volume Left                       | 0    | 0    | 0     |      |                      |      |
| Volume Right                      | 4    | 0    | 4     |      |                      |      |
| cSH                               | 336  | 1700 | 1700  |      |                      |      |
| Volume to Capacity                | 0.01 | 0.61 | 0.31  |      |                      |      |
| Queue Length 95th (ft)            | 1    | 0    | 0     |      |                      |      |
| Control Delay (s)                 | 15.8 | 0.0  | 0.0   |      |                      |      |
| Lane LOS                          | C    |      |       |      |                      |      |
| Approach Delay (s)                | 15.8 | 0.0  |       |      |                      |      |
| Approach LOS                      | C    |      |       |      |                      |      |
| Intersection Summary              |      |      |       |      |                      |      |
| Average Delay                     |      |      | 0.0   |      |                      |      |
| Intersection Capacity Utilization |      |      | 49.9% |      | ICU Level of Service | A    |
| Analysis Period (min)             |      |      | 15    |      |                      |      |

## **APPENDIX C CRASH DATA**

| OBJECTID | COLLISION_TYPE | CRASH_DESC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | CRASH_DT        | CRASH_MIL_ITARV_TM | CRASH_SEV | DRIVERBAG | DRIVERGEN | DRIVERINJURYTYPE | DRIVER_ACTION_TYPE_CD                                     | LIGHT_CONDI                | ROADWAY_SURFAC_COND | RTENUM                   | VEHICLE_NUMBER | VEHICLE_BODY_TYPE_CD                                                            | WEATHER_CONDITION                      |
|----------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------------------|-----------|-----------|-----------|------------------|-----------------------------------------------------------|----------------------------|---------------------|--------------------------|----------------|---------------------------------------------------------------------------------|----------------------------------------|
| 18808    | 1. Rear End    | V1 AND 2 WERE IN LEFT STRAIGHT THROUGH LANE OF NB NUTLEY ST AT THE intersection with Courthouse Rd. Traffic in the left turn lane began to move forward on a green light. Vehicle 1 observed traffic moving in the left turn lane and began to move forward striking vehicle 2. The traffic signal for the left straight through lane was still controlled with a solid red light.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 12/2/2015 0:00  | 1732               | 34        | Male      | Male      | PDO,PDO          | 40. Fail to Maintain Proper Control,1. No Improper Action | 4. Darkness - Road Lighted | 1 Dry               | R-VA SR00243NB           | 1,2            | 12. Emergency Vehicle (Regardless of Veh Type),1. Passenger car                 | 1. No Adverse Condition (Clear/Cloudy) |
| 20074    | 2. Angle       | VEHICLE 1 WAS TRAVELING WESTBOUND ON KINGSLEY RD SW. VEHICLE 1 WAS STOPPED AT THE STOP SIGN AT THE INTERSECTION WITH NUTLEY ST SW. A SCHOOL BUS WAS TRAVELING NORTH ON NUTLEY ST TURNING RIGHT ONTO KINGSLEY RD. VEHICLE 1 PROCEEDED TO TURN LEFT INTO THE SOUTHBOUND LANES OF NUTLEY ST SW. WHILE CROSSING THE NORTHBOUND LANES, VEHICLE 2 WAS TRAVELING IN THE LEFT NORTHBOUND LANE AND COLLIDED WITH THE DRIVER'S SIDE REAR AXLE OF VEHICLE 1. THE OWNER OF VEHICLE 1 ADMITTED THAT THE ACCIDENT WAS HIS FAULT AS HE DID NOT HAVE A CLEAR VIEW OF BOTH NORTHBOUND LANES. THE DRIVER OF VEHICLE 2 PROVIDED THE PHONE NUMBER OF THE BUS DRIVER WHO ADVISED THAT HIS DASH CAMERA MAY HAVE RECORDED THE ACCIDENT. THE BUS DRIVER'S NAME IS JOSE FUENTES AND PHONE NUMBER IS (703) 728-7048.V2 MAKE MODEL: LUX R450NDPPO ACCIDENT CODE - 53.001 | 5/9/2017 0:00   | 1349               | 34,48     | Male      | Male      | PDO,PDO          | 11. Did Not Have Right-of-Way,1. No Improper Action       | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2            | 3. Van,1. Passenger car                                                         | 1. No Adverse Condition (Clear/Cloudy) |
| 45830    | 1. Rear End    | V1 AND V2 WERE TRAVELING N ON NUTLEY ST SW IN THE LEFT LANE APPROACHING THE INTERSECTION AT NUTLEY ST SW / COURTHOUSE RD SW. V2 WAS IN FRONT OF V1 IN THE TRAFFIC LANE. THE TRAFFIC SIGNAL AT NUTLEY ST SW / COURTHOUSE RD SW HAD CYCLED TO GREEN. V1 SAW THE LIGHT TURN GREEN AND START DRIVING, RUNNING INTO THE BACK OF V2. NO INJURIES AND NOT WITNESSES AT THE SCENE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1/29/2015 0:00  | 1428               | 69,65     | Female    | Female    | PDO,PDO          | 37. Other,1. No Improper Action                           | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2            | 1. Passenger car,1. Passenger car                                               | 1. No Adverse Condition (Clear/Cloudy) |
| 92241    | 2. Angle       | V2 WAS NORTHBOUND ON NUTLEY ST BEFORE KINGSLEY RD. V1 WAS WESTBOUND ON KINGSLEY RD AND ATTEMPTED TO TAKE A LEFT TURN ONTO NUTLEY SOUTHBOUND. V1 DID NOT HAVE RIGHT OF WAY AND COLLIDED W/ V2. D2 HAD A VISIBLE BRUISE ON HER LEFT WRIST AND STATED IT WAS SORE, BUT DECLINED RESCUE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 6/9/2016 0:00   | 1531               | B         | 50,24     | Female    | Female           | PDO,B                                                     | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2            | 22. Truck - Sport Utility Vehicle (SUV),1. Passenger car                        | 1. No Adverse Condition (Clear/Cloudy) |
| 111373   | 2. Angle       | VEH1 WAS GETTING READY TO TURN LEFT ONTO NUTLEY ST FROM KINGSLEY RD. VEH 2 WAS TRAVELLING NB ON NUTLEY ST WITH ITS RIGHT TURN SIGNAL ON FOR AN UPCOMING ADDRESS. DRIVER OF VEH 1 THOUGHT VEH 2 WAS GOING TO TURN ONTO KINGSLEY AND PULLED INTO THE INTERSECTION, CAUSING A COLLISION WITH VEH 2. VEH 1 AT FAULT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2/22/2016 0:00  | 1123               | C         | 65,27     | Male      | Female           | PDO,PDO                                                   | 2. Daylight                | 1 Dry               | S-VALS3PR KINGSLEY RD SW | 1,2            | 2. Truck - Pick-up/Passenger Truck,1. Passenger car                             | 1. No Adverse Condition (Clear/Cloudy) |
| 138413   | 2. Angle       | DRIVER #2, WAS NORTH BOUND ON NUTLEY ST APPROACHING KINGSLEY RD. DRIVER #1, WAS COMING FROM KINGSLEY ROAD WEST, TURNING ON TO NUTLEY STREET SOUTH. DRIVER #1, DID NOT SEE VEHICLE #2, APPROACHING AND PULLED IN TO THE PATH OF #2, CAUSING A CRASH MINOR INJURIES TO BOTH DRIVERS WHICH WERE TREATED AT THE SCENE. DRIVER #1, CHARGED WITH FAIL TO PAY FULL TIME AND ATTENTION.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 6/5/2017 0:00   | 1109               | A         | 72,31     | Male      | Female           | A,A                                                       | 2. Daylight                | 2 Wet               | R-VA SR00243NB           | 1,2            | 22. Truck - Sport Utility Vehicle (SUV),22. Truck - Sport Utility Vehicle (SUV) | 5. Rain                                |
| 215403   | 1. Rear End    | VEHICLES #2 AND #3 WERE STOPPED IN THE LEFT LANE ON NUTLEY ST FOR TRAFFIC IN FRONT OF THEM. DRIVER #1 STATES HE OBSERVED THE LIGHT AT APANAWGO RD WAS GREEN AND PROCEEDED THRU THE INTERSECTION BUT FAILED TO OBSERVE THE VEHICLE #2 WAS STOPPED IN FRONT OF HIM. HE ATTEMPTED TO STOP BUT WAS UNABLE CAUSING VEHICLE #1 TO STRIKE THE REAR OF VEHICLE #2. VEHICLE #2 WAS THEN PUSHED INTO THE REAR OF VEHICLE #3.DRIVER #2 WAS TRANSPORTED TO THE HOSPITAL.VEHICLES #1, #2 WERE TOWED BY ACCURATE TOWING                                                                                                                                                                                                                                                                                                                                     | 10/16/2016 0:00 | 1308               | C         | 32,51,47  | Male      | Female, Male     | PDO,C,PDO                                                 | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2,3          | 2. Truck - Pick-up/Passenger Truck - Sport Utility Vehicle (SUV)                | 1. No Adverse Condition (Clear/Cloudy) |
| 234306   | 2. Angle       | V1 WAS TRAVELING NORTH ON NUTLEY ST SW TOWARD COURTHOUSE RD SW. V1 ATTEMPTED TO CHANGE LANES FROM THE LEFT LANE TO THE RIGHT LANE AND STRUCK V2 IN THE LEFT REAR PANEL. V1 TURNED BACK INTO THE LEFT LANE AND STRUCK V3 IN THE RIGHT REAR PANEL/BUMPER. V1 WAS TOWED. NO INJURIES REPORTED ON SCENE. WITNESS 1: MICHELLE MICHAUD (703) 424-1298.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 9/28/2017 0:00  | 1829               |           | 36,34,37  | Male      | Male, Male       | PDO,PDO,PDO                                               | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2,3          | 1. Passenger car,1. Passenger car                                               | 1. No Adverse Condition (Clear/Cloudy) |
| 255277   | 1. Rear End    | V3 WAS STOPPED IN TRAFFIC AT 500 NUTLEY ST SW, APPROACHING A RED TRAFFIC SIGNAL WITH COURTHOUSE RD SW. V2 WAS STOPPED DIRECTLY BEHIND V3. V1 WAS TRAVELING NORTHBOUND, DIRECTLY BEHIND V2, IN THE LEFT LANE OF NUTLEY ST SW. D1 STATED THAT HE WAS DISTRACTED AND WAS NOT PAYING ATTENTION TO THE TRAFFIC AHEAD OF HIM. V1 STRUCK V2 IN THE REAR, CAUSING V2 TO STRIKE V3 IN THE REAR AS A RESULT.                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1/22/2015 0:00  | 1227               | C         | 66,34,41  | Male      | Female, Male     | PDO,PDO,PDO                                               | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2,3          | 1. Passenger car,1. Passenger car                                               | 1. No Adverse Condition (Clear/Cloudy) |
| 339267   | 1. Rear End    | VEHICLE #1 AND VEHICLE #2 WERE BOTH NORTH BOUND ON NUTLEY STREET SW. BOTH VEHICLES WERE TRAVELING IN THE RIGHT LANE AS VEHICLE #2 SLOWED FOR STOPPED TRAFFIC. VEHICLE #1 DID NOT AND STRUCK THE REAR PORTION OF VEHICLE #2. DRIVER #1 STATED HER MIND WAS WANDERING AND SHE MAY HAVE BEEN TOO CLOSE TO VEHICLE #2. DRIVER #1 AT FAULT - CHARGED WITH FAILING TO PAY FULL TIME ATTENTION.                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 7/6/2016 0:00   | 1646               |           | 24,46     | Female    | Female           | PDO,PDO                                                   | 2. Daylight                | 1 Dry               | R-VA SR00243NB           | 1,2            | 1. Passenger car,1. Passenger car                                               | 1. No Adverse Condition (Clear/Cloudy) |

|        |                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |      |          |                     |             |                                                                  |                            |       |                 |        |                                                                             |                                        |
|--------|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------|---------------------|-------------|------------------------------------------------------------------|----------------------------|-------|-----------------|--------|-----------------------------------------------------------------------------|----------------------------------------|
| 413379 | 1. Rear End                   | V1 WAS TRAVELING NORTH ON NUTLEY ST. V2 TRAFFIC WAS COMING TO A STOP AT THE TRAFFIC LIGHT. K1 NUTLEY ST. SAW COURTHOUSE RD. SW. V2 STOPPED WITH THE REST OF THE TRAFFIC. V1'S DRIVER ADVISED SHE WAS FATIGUED AND FELL ASLEEP CAUSING V1 TO HIT THE BACK OF V2. NO INJURIES REPORTED ON SCENE. NO TOW WAS NEEDED/REQUESTED.                                                                                                                                                                                                                                                                                                                                    | 1711 | 66.55    | Female/Female       | PDO, PDO    | 37. Other, 1. No Improper Action                                 | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 456515 | 2. Angle                      | V2 WAS TRAVELING WEST ON COURTHOUSE RD THROUGH THE INTERSECTION ON NUTLEY ST. V1 ATTEMPTED TO TURN WHEN HE DID NOT HAVE THE RIGHT AWAY STRIKING V2 ON THE REAR RIGHT SIDE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1905 | 80.27    | Male/Male           | PDO, PDO    | 11. Did Not Have Right of Way, 1. No Improper Action             | 4. Darkness - Road lighted | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 580129 | 8. Non-Collision              | V1 (RENTAL BOX TRUCK) WAS IN THE INNER NORTHBOUND LANE OF NUTLEY ST BEFORE TAPAWINGO RD. V2 (JAGS MERCEDES) WAS IN THE OUTER NORTHBOUND LANE. V1 MOVED INTO OUTER LANE, FORCING V2 INTO CURB TO AVOID COLLISION, DAMAGING RIMS & TIRES. V1 & V2 DID NOT MAKE CONTACT D1. ADMITTED FAULT AND STATED SHE DID NOT SEE OTHER DRIVER UNTIL SHE NEARLY STRUCK HIM.                                                                                                                                                                                                                                                                                                   | 1340 | 56.30    | Female/Male         | PDO, PDO    | 42. Improper or Unsafe Lane Change, 33. Crowded Off Highway      | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 4. Truck - Single Unit Truck (2Ades), 1. Passenger car                      | 1. No Adverse Condition (Clear/Cloudy) |
| 611441 | 1. Rear End                   | BOTH VEHICLE #1 AND VEHICLE #2 WERE WEST BOUND ON KINGSLEY ROAD. AT THE INTERSECTION OF NUTLEY STREET BOTH VEHICLES WERE MAKING A LEFT TURN ONTO SOUTH BOUND NUTLEY STREET. VEHICLE #2 ENTERED THE INTERSECTION FIRST, COMING TO A STOP. VEHICLE #1 WAS DIRECTLY BEHIND VEHICLE #2. DRIVER #1 WAS LOOKING TO THE RIGHT THINKING TRAFFIC WAS CLEAR AND REAR ENDED VEHICLE #2. VEHICLE #1 AT FAULT - FAILURE TO PAY FULL TIME ATTENTION TO THE ROAD. DRIVER #2 COMPLAINED OF A SOFT NECK. THERE WAS NO SIGN OF AN INJURY AND RESCUE WAS REFUSED.                                                                                                                 | 1555 | C        | Male/Male           | PDO, PDO    | 37. Other, 1. No Improper Action                                 | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 725687 | 4. Sideswipe - Same Direction | VEHICLE 1 WAS FLEEING FROM FAIRFAX COUNTY POLICE TRAVELING NORTHBOUND ON NUTLEY ST. 2/2/2017 0:00 VEHICLE2 AND VEHICLE 3 WERE TRAVELING NORTHBOUND ON NUTLEY ST. COMING TO THE INTERSECTION OF TAPAWINGO RD. VEHICLE 1 STRUCK VEHICLE 2 AND VEHICLE 3 GOING IN THE SAME DIRECTION TRYING TO SPURT THE VEHICLES. DRIVER OF VEHICLE 1 PROCEEDED TO EXIT THE VEHICLE AND FLEE FROM THE SCENE ON FOOT, HOWEVER WAS CAUGHT BY POLICE                                                                                                                                                                                                                                | 942  | 30.72.23 | Female/Male, Female | B, PDO, PDO | 39. Eluding Police, 1. No Improper Action, 1. No Improper Action | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2, 3 | 1. Passenger car, 22. Truck - Sport Utility Vehicle (SUV), 1. Passenger car | 1. No Adverse Condition (Clear/Cloudy) |
| 745029 | 2. Angle                      | V2 WAS NORTHBOUND IN THE INNER LANE OF NUTLEY ST. APPROACHING INTERSECTION W/ KINGSLEY RD. V1 WAS WESTBOUND ON KINGSLEY RD AND ATTEMPTED TO TAKE A LEFT ONTO NUTLEY ST. SOUTHBOUND. V1 T-BONED V2 ON ITS RIGHT SIDE. V2 SKIDED SIDWAYS AND BEGAN TO SPIN. V2 STRUCK MEDIAN AND 2 SIGMPOSTS ON LEFT SIDE, DAMAGING THE ROOF. AND CAME TO REST FACING SOUTH IN THE SOUTHBOUND LANES. D1 ISSUED SUMMONS FOR FAILURE TO YIELD RIGHT OF WAY.                                                                                                                                                                                                                        | 1237 | C        | Female/Female       | C, C        | 11. Did Not Have Right of Way, 1. No Improper Action             | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 792201 | 2. Angle                      | VEH1 WAS TRAVELING NORTHBOUND ON NUTLEY ST WITH HIS RIGHT TURN SIGNAL ON. DRIVER 1 STATED THAT HE MISSED HIS TURN AND FAILED TO TURN HIS SIGNAL OFF. VEH 1 WAS STOPPED AT THE INTERSECTION OF KINGSLEY RD AND NUTLEY ST ATTEMPTING TO MAKE A LEFT HAND TURN ONTO NUTLEY ST SOUTHBOUND. DRIVER 2 SAW VEH 1 AND THOUGHT HE WAS MAKING A RIGHT TURN ONTO KINGSLEY RD. THAT IS WHEN VEH 2 ENTERED THE INTERSECTION AND STRUCK VEH 1. BECAUSE OF THE IMPACT, BOTH VEHICLES WERE PUSHED TO THE CENTER, AND THE LEFT LANE OF NUTLEY ST NORTHBOUND. VEH 1 WAS ISSUED A CITATION FOR FAILURE TO PAY FULL TIME AND ATTENTION FOR VEH 2.                                  | 1016 | 22.24    | Male/Male           | PDO, PDO    | 40. Fail to Maintain Proper Control, 1. No Improper Action       | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 798353 | 1. Rear End                   | NUTLEY ST. VEHICLE 1 WAS STOPPED AT LIGHT ON TAPAWINGO RD AND NUTLEY ST. VEHICLE 2 WAS TRAVELING NORTH ON NUTLEY RD SW AND STRUCK VEHICLE #1 IN THE REAR. DRIVER OF VEHICLE #2 THEN LED THE SCENE WITHOUT EXCHANGING INFORMATION. THE DRIVER OF VEHICLE #1 WAS ABLE TO PROVIDE A LICENSE PLATE NUMBER. THE VEHICLE IS REGISTERED TO MR HARTLE AT 1210 WARE ST SW, VIENNA VA. APO SMITH RESPONDED TO THE ADDRESS AND IDENTIFIED THE DRIVER OF VEHICLE 1 AS THE REGISTERED OWNER. HE ADMITTED TO BEING INVOLVED IN THE ACCIDENT AND ADMITTED TO NOT STOPPING TO EXCHANGE INFORMATION (SEE CASE REPORT FOR MORE DETAILS). HE WAS ARRESTED FOR HIT AND RUN FELONY. | 1547 | 55       | Male/Not Provided   | C, PDO      | 1. No Improper Action, 34. Hit and Run                           | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |
| 821964 | 1. Rear End                   | V2 WAS STOPPED IN TRAFFIC IN THE RIGHT LANE ON NUTLEY ST SW, APPROXIMATELY 100 FT SOUTH OF THE RED TRAFFIC SIGNAL AT COURTHOUSE RD SW. V1 WAS DIRECTLY BEHIND V2 AND FAILED TO STOP IN TIME, CAUSING A REAR END COLLISION. BOTH VEHICLES WERE TRAVELING NORTHBOUND. V2: GL450                                                                                                                                                                                                                                                                                                                                                                                  | 1420 | 20.56    | Male/Female         | PDO, PDO    | 12. Following Too Close, 1. No Improper Action                   | 2. Daylight                | 1 Dry | R-VIA SR00243NB | 1.2    | 1. Passenger car, 1. Passenger car                                          | 1. No Adverse Condition (Clear/Cloudy) |