Appendix F

Wisconsin Avenue Corridor Travel Time Survey

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Whitehaven Parkway
Mile/Odometer Start _____ End _____
Length (mile) **2.84**

Date: 10/12/2004
To: Fessenden Street
Surveyor: Carlos Espindola

Control Point	Distance	AM Peak Time H	M	S	Total (secs)	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
		8:04 - 8:19 am													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	5	5				0			0	0	16	16
					0				0			0	0		
					0				0			0	0		
	0.26		0	51	51				0			0	0	20	20
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		1	4	64				0			0	0	28	28
					0	1	1	21	81	1	40	100	19		
					0				0			0	0		
	0.12		1	49	109				0			0	0	10	17
Calvert Street					0				0			0	0		
					0				0			0	0		
	0.15		2	11	131				0			0	0	24	24
Edmunds Street					0	1	2	23	143	2	49	169	26		
*** Garfield light: 19 sec NB**					0	1	3	6	186	4	16	256	70		
					0	1	4	32	272	5	47	347	75		
					0	1	5	57	357	7	15	435	78		
	0.20		7	21	441				0			0	0	2	12
Garfield Street					0	1	7	36	456	7	44	464	8		
					0				0			0	0		
Massachusetts Avenue	0.07		7	46	466				0			0	0	11	16
					0				0			0	0		
					0				0			0	0		
	0.23		8	14	494				0			0	0	29	29
Woodley Road					0	1	8	27	507	8	43	523	16		
					0				0			0	0		
	0.11		8	53	533				0			0	0	10	18
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		9	5	545				0			0	0	24	24
Newark Street					0	1	9	29	569	9	48	588	19		
					0				0			0	0		
	0.20		9	54	594				0			0	0	14	23
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		10	16	616				0			0	0	28	28
Rodman Street					0	1	10	30	630	10	52	652	22		
					0				0			0	0		

Control Point	Noon Peak Time H	M	S	Total (m)	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
	12:00 - 12:11pm													
Whitehaven Parkway		0	0	0				0			0	0		
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		0	5	5				0			0	0	16	16
				0				0			0	0		
				0				0			0	0		
		0	46	46				0			0	0	23	23
Hall Place				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		0	53	53				0			0	0	52	52
				0	1	1	8	68	1	18	78	10		
				0				0			0	0		
		1	29	89				0			0	0	12	17
Calvert Street				0				0			0	0		
				0				0			0	0		
		1	48	108				0			0	0	28	28
Edmunds Street				0	1	2	7	127	2	27	147	20		
*** Garfield light: 19 sec NB**				0				0			0	0		
				0				0			0	0		
				0				0			0	0		
		2	39	159				0			0	0	14	23
Garfield Street				0	1	2	49	169	3	35	215	46		
				0				0			0	0		
Massachusetts Avenue		3	40	220				0			0	0	4	18
				0				0			0	0		
				0				0			0	0		
		4	7	247				0			0	0	30	30
Woodley Road				0				0			0	0		
				0				0			0	0		
		4	23	263				0			0	0	25	25
Macomb Street				0				0			0	0		
				0				0			0	0		
		4	36	276				0			0	0	22	22
Newark Street				0				0			0	0		
				0				0			0	0		
		5	10	310				0			0	0	21	21
Porter Street				0				0			0	0		
				0				0			0	0		
		5	31	331				0			0	0	29	29
Rodman Street				0				0			0	0		
				0				0			0	0		

Control Point	PM Peak Time H	M	S	Total (m)	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
	5:12 - 5:20 pm													
Whitehaven Parkway		0	0	0				0			0	0		
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		0	3	3				0			0	0	27	27
				0				0			0	0		
				0				0			0	0		
		0	32	32				0			0	0	32	32
Hall Place				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		0	41	41				0			0	0	40	40
				0				0			0	0		
				0				0			0	0		
		0	57	57				0			0	0	27	27
Calvert Street				0				0			0	0		
				0				0			0	0		
		1	16	76				0			0	0	28	28
Edmunds Street				0				0			0	0		
*** Garfield light: 19 sec NB**				0				0			0	0		
				0				0			0	0		
				0				0			0	0		
		1	54	114				0			0	0	19	19
Garfield Street				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		2	6	126				0			0	0	22	22
				0				0			0	0		
				0				0			0	0		
		2	37	157				0			0	0	26	26
Woodley Road				0				0			0	0		
				0				0			0	0		
		2	54	174				0			0	0	24	24
Macomb Street				0				0			0	0		
				0				0			0	0		
		3	8	188				0			0	0	20	20
Newark Street				0				0			0	0		
				0				0			0	0		
		3	36	216				0			0	0	25	25
Porter Street				0				0			0	0		
				0				0			0	0		
		4	0	240				0			0	0	25	25
Rodman Street				0				0			0	0		
				0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Whitehaven Parkway
Mile/Odometer Start _____ End _____
Length (mile) **2.84**

Date: 10/12/2004
To: Fessenden Street
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking	0.13		10	59	659				0			0	0	11	22
					0				0			0	0		
					0				0			0	0		
	0.07		11	9	669				0			0	0	25	25
Upton Street					0				0			0	0		
					0				0			0	0		
Van Ness Street	0.07		11	18	678				0			0	0	28	28
					0	1	11	45	705	12	22	742	37		
					0				0			0	0		
Tenley Circle (South)	0.22		12	27	747				0			0	0	11	24
					0				0			0	0		
					0				0			0	0		
Tenley Circle (North)	0.04		12	35	755				0			0	0	19	19
					0				0			0	0		
					0				0			0	0		
Albemarle Street	0.11		12	52	772				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.03		13	1	781				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
Brandywine Street	0.10		13	13	793				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Davenport Street	0.17		13	32	812				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		
Ellicott Street	0.10		13	43	823				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Fessenden Street	0.10		13	57	837				0			0	0	26	26
Total Time					837								370	12	22
Climate		sunny													
Notes															

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		6	18	378				0			0	0	10	10
				0				0			0	0		
				0				0			0	0		
		7	14	434				0			0	0	5	5
Upton Street				0				0			0	0		
				0				0			0	0		
Van Ness Street		7	29	449				0			0	0	17	17
				0	1	8	0	480	8	27	507	27		
				0				0			0	0		
Tenley Circle (South)		8	33	513				0			0	0	12	21
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		8	39	519				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Albemarle Street		8	54	534				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		9	2	542				0			0	0	15	15
				0				0			0	0		
				0				0			0	0		
Brandywine Street		9	14	554				0			0	0	29	29
				0	1	9	40	580	10	2	602	22		
				0				0			0	0		
Davenport Street		10	5	605				0			0	0	12	21
				0				0			0	0		
				0				0			0	0		
Ellicott Street		10	19	619				0			0	0	25	25
				0	1	10	33	633	11	0	660	27		
				0				0			0	0		
Fessenden Street		11	26	686				0			0	0	5	9
Total Time				686								152	15	19
Climate	sunny													
Notes														

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		4	38	278				0			0	0	12	12
				0				0			0	0		
				0				0			0	0		
		4	53	293				0			0	0	17	17
Upton Street				0	1	5	3	303	5	37	337	34		
				0				0			0	0		
Van Ness Street		5	41	341				0			0	0	5	18
				0	1	6	4	364	6	16	376	12		
				0				0			0	0		
Tenley Circle (South)		6	28	388				0			0	0	17	22
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		6	33	393				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Albemarle Street		6	57	417				0			0	0	16	16
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		7	5	425				0			0	0	15	15
				0				0			0	0		
				0				0			0	0		
Brandywine Street		7	18	438				0			0	0	27	27
				0				0			0	0		
				0				0			0	0		
Davenport Street		7	39	459				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Ellicott Street		7	49	469				0			0	0	34	34
				0				0			0	0		
				0				0			0	0		
Fessenden Street		8	2	482				0			0	0	28	28
Total Time				482								46	21	23
Climate	sunny													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
7 Pedestrians
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	10/12/2004
Section No.:	**1**	From: Whitehaven Parkway	To: Fessenden Street
Mile/Odometer	Start _____	End _____	Surveyor: Carlos Espindola
Length (mile)	**2.84**		

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		8:33 - 8:47 am													
Whitehaven Parkway			0	0	0				0			0	0		
					0	1	0	3	3	0	29	29	26		
					0				0			0	0		
Whitehaven Street	0.02		0	32	32				0			0	0	3	13
					0				0			0	0		
					0				0			0	0		
	0.26		1	8	68				0			0	0	26	26
Hall Place					0	1	1	18	78	1	42	102	24		
					0				0			0	0		
Whole Food Entrance	0.10		1	45	105				0			0	0	10	28
					0				0			0	0		
					0				0			0	0		
	0.12		2	2	122				0			0	0	26	26
Calvert Street					0	1	2	22	142	2	41	161	19		
					0				0			0	0		
	0.15		2	47	167				0			0	0	12	21
Edmunds Street					0	1	2	52	172	2	58	178	6		
*** Garfield light:**					0	1	3	20	200	4	4	244	44		
27 sec East-West					0	1	4	28	268	5	34	334	66		
					0	1	5	49	349	7	7	427	78		
	0.20		7	12	432				0			0	0	3	10
Garfield Street					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		7	32	452				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
	0.23		8	0	480				0			0	0	29	29
Woodley Road					0	1	8	14	494	8	27	507	13		
					0				0			0	0		
	0.11		8	32	512				0			0	0	13	21
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		8	42	522				0			0	0	29	29
Newark Street					0	1	9	6	546	9	32	572	26		
					0				0			0	0		
	0.20		9	34	574				0			0	0	14	27
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		9	55	595				0			0	0	29	29
Rodman Street					0	1	10	11	611	10	34	634	23		
					0				0			0	0		

Noon Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		12:27 - 12:37 pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	2	2				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
	0.26		0	38	38				0			0	0	26	26
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		0	46	46				0			0	0	45	45
					0				0			0	0		
					0				0			0	0		
	0.12		1	14	74				0			0	0	16	16
Calvert Street					0				0			0	0		
					0				0			0	0		
	0.15		1	33	93				0			0	0	28	28
Edmunds Street					0	1	2	0	120	2	13	133	13		
*** Garfield light:**					0				0			0	0		
27 sec East-West					0				0			0	0		
					0				0			0	0		
	0.20		2	22	142				0			0	0	14	20
Garfield Street					0	1	2	31	151	3	25	205	54		
					0				0			0	0		
Massachusetts Avenue	0.07		3	32	212				0			0	0	4	17
					0				0			0	0		
					0				0			0	0		
	0.23		4	2	242				0			0	0	27	27
Woodley Road					0				0			0	0		
					0				0			0	0		
	0.11		4	20	260				0			0	0	22	22
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		4	34	274				0			0	0	20	20
Newark Street					0				0			0	0		
					0				0			0	0		
	0.20		5	5	305				0			0	0	23	23
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		5	27	327				0			0	0	28	28
Rodman Street					0				0			0	0		
					0				0			0	0		

PM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		5:47 - 5:58 pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	3	3				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
	0.26		0	35	35				0			0	0	29	29
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		0	44	44				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
	0.12		1	40	100				0			0	0	8	8
Calvert Street					0	1	1	48	108	1	51	111	3		
					0				0			0	0		
	0.15		1	56	116				0			0	0	33	41
Edmunds Street					0	1	2	21	141	3	5	185	44		
*** Garfield light:**					0				0			0	0		
27 sec East-West					0				0			0	0		
					0				0			0	0		
	0.20		3	12	192				0			0	0	9	22
Garfield Street					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		3	25	205				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
	0.23		3	58	238				0			0	0	25	25
Woodley Road					0	6	4	22	262	4	50	290	28		
					0	1	4	50	290	5	29	329	39		
	0.11		5	33	333				0			0	0	4	14
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		5	46	346				0			0	0	22	22
Newark Street					0				0			0	0		
					0				0			0	0		
	0.20		6	16	376				0			0	0	23	23
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		6	36	396				0			0	0	31	31
Rodman Street					0	1	6	48	408	7	8	428	20		
					0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Whitehaven Parkway
Mile/Odometer Start _____ End _____
Length (mile) **2.84**

Date: 10/12/2004
To: Fessenden Street
Surveyor: Carlos Espindola

Control Point	Distance	AM Peak Time H	AM Peak Time M	AM Peak Time S	AM Peak Time Total (secs)	AM Peak Delays Type	AM Peak Stop M	AM Peak Stop S	AM Peak Stop T	AM Peak Start M	AM Peak Start S	AM Peak Start T	AM Peak Delay	AM Peak Speed Congested	AM Peak Speed Travel
Fannie Mae Parking	0.13		10	36	636				0			0	0	11	26
					0				0			0	0		
					0				0			0	0		
	0.07		10	47	647				0			0	0	23	23
Upton Street					0				0			0	0		
					0				0			0	0		
Van Ness Street	0.07		10	56	656				0			0	0	28	28
					0				0			0	0		
					0				0			0	0		
Tenley Circle (South)	0.22		11	19	679				0			0	0	34	34
					0				0			0	0		
					0				0			0	0		
Tenley Circle (North)	0.04		11	23	683				0			0	0	39	39
					0				0			0	0		
					0				0			0	0		
Albemarle Street	0.11		12	17	737				0			0	0	7	7
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.03		12	27	747				0			0	0	12	12
					0				0			0	0		
					0				0			0	0		
Brandywine Street	0.10		12	40	760				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Davenport Street	0.17		13	15	795				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
	0.10		13	27	807				0			0	0	29	29
Ellicott Street					0				0			0	0		
					0				0			0	0		
Fessenden Street	0.10		13	41	821				0			0	0	26	26
Total Time					821								325	12	21
Climate		sunny													
Notes															

Control Point	Noon Peak Time H	Noon Peak Time M	Noon Peak Time S	Noon Peak Time Total (m)	Noon Peak Delays Type	Noon Peak Stop M	Noon Peak Stop S	Noon Peak Stop T	Noon Peak Start M	Noon Peak Start S	Noon Peak Start T	Noon Peak Delay	Noon Peak Speed Congested	Noon Peak Speed Travel
Fannie Mae Parking		5	45	345				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
		5	59	359				0			0	0	18	18
Upton Street				0				0			0	0		
				0				0			0	0		
Van Ness Street		6	15	375				0			0	0	16	16
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		6	57	417				0			0	0	19	19
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		7	3	423				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Albemarle Street		7	31	451				0			0	0	14	14
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		7	40	460				0			0	0	13	13
				0	1	7	53	473	8	41	521	48		
				0				0			0	0		
Brandywine Street		8	44	524				0			0	0	5	22
				0				0			0	0		
				0				0			0	0		
Davenport Street		9	8	548				0			0	0	26	26
				0	1	9	19	559	9	52	592	33		
				0				0			0	0		
		9	54	594				0			0	0	7	27
Ellicott Street				0				0			0	0		
				0				0			0	0		
Fessenden Street		10	11	611				0			0	0	21	21
Total Time				611								148	17	22
Climate	sunny													
Notes														

Control Point	PM Peak Time H	PM Peak Time M	PM Peak Time S	PM Peak Time Total (m)	PM Peak Delays Type	PM Peak Stop M	PM Peak Stop S	PM Peak Stop T	PM Peak Start M	PM Peak Start S	PM Peak Start T	PM Peak Delay	PM Peak Speed Congested	PM Peak Speed Travel
Fannie Mae Parking		7	22	442				0			0	0	10	18
				0				0			0	0		
				0				0			0	0		
		7	35	455				0			0	0	19	19
Upton Street				0				0			0	0		
				0				0			0	0		
Van Ness Street		7	46	466				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		8	13	493				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		8	18	498				0			0	0	31	31
				0	1	8	39	519	9	27	567	48		
				0				0			0	0		
Albemarle Street		9	30	570				0			0	0	5	16
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		9	39	579				0			0	0	13	13
				0				0			0	0		
				0				0			0	0		
Brandywine Street		9	49	589				0			0	0	35	35
				0				0			0	0		
				0				0			0	0		
Davenport Street		10	8	608				0			0	0	32	32
				0				0			0	0		
				0				0			0	0		
		10	21	621				0			0	0	27	27
Ellicott Street				0				0			0	0		
				0				0			0	0		
Fessenden Street		10	35	635				0			0	0	26	26
Total Time				635								182	16	23
				16.1										
				22.6										
Climate	sunny													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
7 Pedestrians
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	10/13/2004
Section No.:	**1**	From: Whitehaven Parkway	To: Fessenden Street
Mile/Odometer	Start _____	End _____	Surveyor: Carlos Espindola
Length (mile)	**2.84**		

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		8:17 - 8:28 am													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	5	5				0			0	0	16	16
					0	1	0	37	37	0	56	56	19		
					0				0			0	0		
Hall Place	0.26		0	58	58				0			0	0	18	28
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		1	8	68				0			0	0	36	36
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.12		1	22	82				0			0	0	31	31
					0	1	1	41	101	1	46	106	5		
					0				0			0	0		
Edmunds Street	0.15		1	51	111				0			0	0	18	22
					0	1	2	16	136	2	53	173	37		
					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.20		3	2	182				0			0	0	10	21
					0	1	3	8	188	3	17	197	9		
					0				0			0	0		
Massachusetts Avenue	0.07		3	30	210				0			0	0	10	14
					0	1	4	4	244	4	31	271	27		
					0				0			0	0		
Woodley Road	0.23		4	40	280				0			0	0	12	19
					0				0			0	0		
					0				0			0	0		
Macomb Street	0.11		5	2	302				0			0	0	18	18
					0	1	5	14	314	5	36	336	22		
					0				0			0	0		
Newark Street	0.08		5	41	341				0			0	0	7	17
					0				0			0	0		
					0				0			0	0		
Porter Street	0.20		6	5	365				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Rodman Street	0.17		6	24	384				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		

Noon Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		12:10 - 12: 18pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	2	2				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
Hall Place	0.26		0	33	33				0			0	0	30	30
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		0	42	42				0			0	0	40	40
					0	1	0	57	57	1	5	65	8		
					0				0			0	0		
Calvert Street	0.12		1	17	77				0			0	0	12	16
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.15		1	35	95				0			0	0	30	30
					0	1	1	58	118	2	5	125	7		
					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.20		2	10	130				0			0	0	20	25
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		2	20	140				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Woodley Road	0.23		2	45	165				0			0	0	33	33
					0				0			0	0		
					0				0			0	0		
Macomb Street	0.11		2	59	179				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Newark Street	0.08		3	9	189				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Porter Street	0.20		3	36	216				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Rodman Street	0.17		3	55	235				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		

PM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		5:03 - 5:11 pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	2	2				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
Hall Place	0.26		0	33	33				0			0	0	30	30
					0	1	0	42	42	1	12	72	30		
					0				0			0	0		
Whole Food Entrance	0.10		1	16	76				0			0	0	8	28
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.12		1	34	94				0			0	0	24	24
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.15		1	50	110				0			0	0	33	33
					0	1	2	11	131	2	37	157	26		
					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.20		2	45	165				0			0	0	13	24
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		2	58	178				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
Woodley Road	0.23		3	24	204				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Macomb Street	0.11		3	43	223				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
Newark Street	0.08		3	58	238				0			0	0	19	19
					0				0			0	0		
					0				0			0	0		
Porter Street	0.20		4	26	266				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Rodman Street	0.17		4	48	288				0			0	0	28	28
					0				0			0	0		
					0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Whitehaven Parkway
Mile/Odometer Start _____ End _____
Length (mile) **2.84**

Date: 10/13/2004
To: Fessenden Street
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking	0.13		6	44	404				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
	0.07		6	57	417				0			0	0	19	19
Upton Street					0				0			0	0		
					0				0			0	0		
Van Ness Street	0.07		7	6	426				0			0	0	28	28
					0	1	7	44	464	7	54	474	10		
					0				0			0	0		
Tenley Circle (South)	0.22		8	6	486				0			0	0	13	16
					0				0			0	0		
					0				0			0	0		
Tenley Circle (North)	0.04		8	11	491				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Albemarle Street	0.11		8	29	509				0			0	0	22	22
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.03		8	40	520				0			0	0	11	11
					0	1	8	53	533	9	30	570	37		
					0				0			0	0		
Brandywine Street	0.10		9	33	573				0			0	0	7	22
					0	1	9	56	596	10	16	616	20		
					0				0			0	0		
Davenport Street	0.17		10	19	619				0			0	0	13	24
					0				0			0	0		
					0				0			0	0		
Ellicott Street	0.10		10	31	631				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Fessenden Street	0.10		10	46	646				0			0	0	24	24
Total Time					646								186	16	22
Climate		sunny													
Notes															

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		4	19	259				0			0	0	20	20
				0				0			0	0		
				0				0			0	0		
Upton Street		4	36	276				0			0	0	15	15
				0				0			0	0		
				0				0			0	0		
Van Ness Street		4	47	287				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		5	18	318				0			0	0	25	25
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		5	23	323				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Albemarle Street		5	38	338				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		5	47	347				0			0	0	13	13
				0				0			0	0		
				0				0			0	0		
Brandywine Street		6	0	360				0			0	0	27	27
				0	1	6	25	385	6	33	393	8		
				0				0			0	0		
Davenport Street		6	37	397				0			0	0	17	21
				0				0			0	0		
				0				0			0	0		
Ellicott Street		6	49	409				0			0	0	29	29
				0	1	7	4	424	7	30	450	26		
				0				0			0	0		
Fessenden Street		7	41	461				0			0	0	7	14
Total Time				461								49	22	25
Climate	sunny													
Notes	heavy left turning at Upton NB													

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		5	8	308				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
Upton Street		5	19	319				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
Van Ness Street		5	29	329				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		6	2	362				0			0	0	24	24
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		6	8	368				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Albemarle Street		6	28	388				0			0	0	20	20
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		6	38	398				0			0	0	12	12
				0				0			0	0		
				0				0			0	0		
Brandywine Street		6	52	412				0			0	0	25	25
				0				0			0	0		
				0				0			0	0		
Davenport Street		7	11	431				0			0	0	32	32
				0				0			0	0		
				0				0			0	0		
Ellicott Street		7	21	441				0			0	0	34	34
				0	1	7	34	454	8	9	489	35		
				0				0			0	0		
Fessenden Street		8	16	496				0			0	0	7	18
Total Time				496								91	21	25
Climate	overcast with light rain													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
7 Pedestrians
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	10/13/2004
Section No.:	1	From: Whitehaven Parkway	To: Fessenden Street
Mile/Odometer	Start _____	End _____	Surveyor: Carlos Espindola
Length (mile)	**2.84**		

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		8:47 - 9:00 am													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	2	2				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
	0.26		0	38	38				0			0	0	26	26
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		1	2	62				0			0	0	15	15
					0				0			0	0		
					0				0			0	0		
	0.12		1	22	82				0			0	0	22	22
Calvert Street					0	1	1	42	102	1	54	114	12		
					0				0			0	0		
					0				0			0	0		
	0.15		2	0	120				0			0	0	14	21
Edmunds Street					0	1	2	24	144	3	9	189	45		
					0	1	3	22	202	4	40	280	78		
					0				0			0	0		
					0				0			0	0		
	0.20		4	49	289				0			0	0	4	15
Garfield Street					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		5	9	309				0			0	0	13	13
					0	1	5	39	339	6	6	366	27		
					0				0			0	0		
	0.23		6	9	369				0			0	0	14	25
Woodley Road					0				0			0	0		
					0				0			0	0		
	0.11		6	25	385				0			0	0	25	25
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		6	34	394				0			0	0	32	32
Newark Street					0	1	6	57	417	7	5	425	8		
					0				0			0	0		
	0.20		7	9	429				0			0	0	20	26
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		7	29	449				0			0	0	31	31
Rodman Street					0	1	7	46	466	8	6	486	20		
					0				0			0	0		

Noon Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		12:32 - 12:43 pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	2	2				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
	0.26		0	35	35				0			0	0	28	28
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		0	44	44				0			0	0	40	40
					0				0			0	0		
					0				0			0	0		
	0.12		1	11	71				0			0	0	16	16
Calvert Street					0				0			0	0		
					0				0			0	0		
	0.15		1	34	94				0			0	0	23	23
Edmunds Street					0	1	1	55	115	2	14	134	19		
					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
	0.20		2	20	140				0			0	0	15	26
Garfield Street					0	1	2	34	154	3	21	201	47		
					0				0			0	0		
Massachusetts Avenue	0.07		3	27	207				0			0	0	4	13
					0				0			0	0		
					0				0			0	0		
	0.23		3	52	232				0			0	0	33	33
Woodley Road					0				0			0	0		
					0				0			0	0		
	0.11		4	7	247				0			0	0	27	27
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		4	19	259				0			0	0	24	24
Newark Street					0				0			0	0		
					0				0			0	0		
	0.20		4	44	284				0			0	0	28	28
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		5	3	303				0			0	0	32	32
Rodman Street					0				0			0	0		
					0				0			0	0		

PM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		5:27 - 5:35 pm													
Whitehaven Parkway			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.02		0	4	4				0			0	0	20	20
					0				0			0	0		
					0				0			0	0		
	0.26		0	40	40				0			0	0	26	26
Hall Place					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.10		0	50	50				0			0	0	36	36
					0				0			0	0		
					0				0			0	0		
	0.12		1	13	73				0			0	0	19	19
Calvert Street					0				0			0	0		
					0				0			0	0		
	0.15		1	33	93				0			0	0	27	27
Edmunds Street					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
					0				0			0	0		
	0.20		1	57	117				0			0	0	29	29
Garfield Street					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.07		2	10	130				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
	0.23		2	51	171				0			0	0	20	20
Woodley Road					0				0			0	0		
					0				0			0	0		
	0.11		3	13	193				0			0	0	18	18
Macomb Street					0				0			0	0		
					0				0			0	0		
	0.08		3	25	205				0			0	0	24	24
Newark Street					0				0			0	0		
					0				0			0	0		
	0.20		3	57	237				0			0	0	22	22
Porter Street					0				0			0	0		
					0				0			0	0		
	0.17		4	13	253				0			0	0	38	38
Rodman Street					0				0			0	0		
					0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	10/13/2004
Section No.:	**1**	From: Whitehaven Parkway	To: Fessenden Street
Mile/Odometer	Start _____	End _____	Surveyor: Carlos Espindola
Length (mile)	**2.84**		

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (secs)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking	0.13		8	12	492				0			0	0	11	20
					0	6	8	24	504	8	55	535	31		
					0	1	9	4	544	9	28	568	24		
	0.07		9	33	573				0			0	0	3	10
Upton Street					0				0			0	0		
					0				0			0	0		
Van Ness Street	0.07		9	46	586				0			0	0	20	20
					0				0			0	0		
					0				0			0	0		
Tenley Circle (South)	0.22		10	13	613				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Tenley Circle (North)	0.04		10	17	617				0			0	0	39	39
					0	1	10	31	631	11	15	675	44		
					0				0			0	0		
Albemarle Street	0.11		11	21	681				0			0	0	6	20
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.03		11	30	690				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
Brandywine Street	0.10		11	41	701				0			0	0	32	32
					0	1	12	2	722	12	13	733	11		
					0				0			0	0		
Davenport Street	0.17		12	24	744				0			0	0	14	19
					0				0			0	0		
					0				0			0	0		
	0.10		12	36	756				0			0	0	29	29
Ellicott Street					0				0			0	0		
					0				0			0	0		
Fessenden Street	0.10		12	51	771				0			0	0	24	24
Total Time					771								300	13	22
Climate		sunny													
Notes															

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		5	31	331				0			0	0	17	17
				0				0			0	0		
				0				0			0	0		
		5	47	347				0			0	0	16	16
Upton Street				0	6, 1	5	57	357	7	21	441	84		
				0				0			0	0		
Van Ness Street		7	23	443				0			0	0	3	21
				0	1	7	48	468	8	12	492	24		
				0				0			0	0		
Tenley Circle (South)		8	15	495				0			0	0	15	28
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		8	20	500				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Albemarle Street		8	43	523				0			0	0	17	17
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		8	53	533				0			0	0	12	12
				0				0			0	0		
				0				0			0	0		
Brandywine Street		9	5	545				0			0	0	29	29
				0	1	9	30	570	9	53	593	23		
				0				0			0	0		
Davenport Street		10	0	600				0			0	0	11	19
				0				0			0	0		
				0				0			0	0		
		10	15	615				0			0	0	23	23
Ellicott Street				0	1	10	28	628	10	53	653	25		
				0				0			0	0		
Fessenden Street		11	6	666				0			0	0	7	14
Total Time				666								222	15	23
Climate	sunny													
Notes	heavy left turning on Van Ness NB, not Upton NB this time													

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Fannie Mae Parking		4	29	269				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
		4	39	279				0			0	0	25	25
Upton Street				0				0			0	0		
				0				0			0	0		
Van Ness Street		4	49	289				0			0	0	26	26
				0	1	5	28	328	6	15	375	47		
				0				0			0	0		
Tenley Circle (South)		6	24	384				0			0	0	8	16
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		6	30	390				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Albemarle Street		7	5	425				0			0	0	11	11
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		7	14	434				0			0	0	13	13
				0				0			0	0		
				0				0			0	0		
Brandywine Street		7	26	446				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Davenport Street		7	47	467				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
		7	55	475				0			0	0	43	43
Ellicott Street				0				0			0	0		
				0				0			0	0		
Fessenden Street		8	10	490				0			0	0	24	24
Total Time				490								47	21	23
Climate	overcast													
Notes	4 turning Left onto Quebec Rd (school)													

Delay Types

1	Traffic Signal	4	All Way Stop	7 Pedestrians
2	Bus Stop	5	Cargo/Delivery Truck	8 Accident
3	2 Way Stop	6	Turning Vehicle	9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 10/12/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

Control Point	Distance	AM Peak														Noon Peak														PM Peak											
		Time				Delays								Speed		Time				Delays								Speed		Time				Delays							Speed	
		H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
		8:20 - 8:29 am														**11:43 - 11:57 am**														**4:59 - 5:09 pm**											
Fessenden Street			0	0	0				0			0	0				0	0	0				0			0	0				0	0	0				0			0	0		
					0	1	0	18	18	0	29	29	11						0				0			0	0						0	1	0	19	19	0	28	28	9		
					0				0			0	0						0				0			0	0						0				0			0	0		
Ellicott Street	0.10		0	32	32				0			0	0	11	17		0	16	16				0			0	0	22	22		0	35	35				0			0	0	10	14
					0				0			0	0						0	1	0	30	30	0	49	49	19						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Davenport Street	0.10		0	48	48				0			0	0	22	22		0	52	52				0			0	0	10	20		0	48	48				0			0	0	27	27
					0				0			0	0						0	1	1	14	74	2	4	124	50						0	1	1	10	70	1	24	84	14		
					0				0			0	0						0	1	2	26	146	3	32	212	66						0				0			0	0		
Brandywine Street	0.17		1	20	80				0			0	0	19	19		3	36	216				0			0	0	4	13		1	30	90				0			0	0	15	22
					0				0			0	0						0	1	3	46	226	3	55	235	9						0				0			0	0		
					0				0			0	0						0	1	4	36	276	5	14	314	38						0				0			0	0		
Whole Food/Metro	0.10		1	38	98				0			0	0	19	19		5	17	317				0			0	0	3	6		1	43	103				0			0	0	27	27
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Albemarle Street	0.03		1	49	109				0			0	0	11	11		5	30	330				0			0	0	9	9		1	49	109				0			0	0	19	19
					0				0			0	0						0				0			0	0						0	1	2	3	123	2	45	165	42		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle (North)	0.11		2	6	126				0			0	0	23	23		5	47	347				0			0	0	23	23		2	52	172				0			0	0	6	19
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle (South)	0.04		2	15	135				0			0	0	17	17		5	51	351				0			0	0	39	39		2	59	179				0			0	0	22	22
					0	1	2	50	170	3	11	191	21						0	6	6	8	368	6	18	378	10						0	1	3	24	204	3	59	239	35		
					0				0			0	0						0				0			0	0						0				0			0	0		
Van Ness Street	0.22		3	24	204				0			0	0	11	16		6	42	402				0			0	0	15	19		4	4	244				0			0	0	12	26
					0				0			0	0						0	1	6	51	411	7	24	444	33						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Upton Street	0.07		3	35	215				0			0	0	23	23		7	34	454				0			0	0	5	13		4	18	258				0			0	0	18	18
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fannie Mae Parking	0.07		3	56	236				0			0	0	12	12		7	52	472				0			0	0	14	14		4	28	268				0			0	0	25	25
					0				0			0	0						0				0			0	0						0	1	4	45	285	4	54	294	9		
					0				0			0	0						0				0			0	0						0				0			0	0		
Rodman Street	0.13		4	12	252				0			0	0	29	29		8	10	490				0			0	0	26	26		4	58	298				0			0	0	16	22
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Porter Street	0.17		4	34	274				0			0	0	28	28		8	36	516				0			0	0	23	23		5	20	320				0			0	0	28	28
					0				0			0	0						0				0			0	0						0	1	5	44	344	5	56	356	12		
					0				0			0	0						0				0			0	0						0				0			0	0		
Newark Street	0.20		4	54	294				0			0	0	35	35		9	9	549				0			0	0	21	21		6	1	361				0			0	0	17	24
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Macomb Street	0.08		5	5	305				0			0	0	26	26		9	21	561				0			0	0	24	24		6	12	372				0			0	0	26	26
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 10/12/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road	0.11		5	22	322				0			0	0	24	24
					0	1	5	35	335	5	43	343	8		
					0	1	6	5	365	6	57	417	52		
Cathedral Avenue	0.20		7	10	430				0			0	0	7	15
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		7	13	433				0			0	0	34	34
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		7	24	444				0			0	0	24	24
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		7	49	469				0			0	0	28	28
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		8	7	487				0			0	0	30	30
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		8	24	504				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		8	34	514				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
W Place	0.05		8	40	520				0			0	0	30	30
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		9	13	553				0			0	0	28	28
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		9	16	556				0			0	0	27	27
Total Time					556								81	18	22
Climate		sunny													
Notes															

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road		9	35	575				0			0	0	29	29
				0	1	9	56	596	10	20	620	24		
				0				0			0	0		
Cathedral Avenue		10	31	631				0			0	0	13	22
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		10	35	635				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Garfield Street		10	57	657				0			0	0	12	12
				0				0			0	0		
				0				0			0	0		
Edmunds Street		11	22	682				0			0	0	28	28
				0				0			0	0		
				0				0			0	0		
Calvert Street		11	40	700				0			0	0	30	30
				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		11	55	715				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Hall Place		12	3	723				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
W Place		12	16	736				0			0	0	14	14
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		12	43	763				0			0	0	35	35
				0	1	12	47	767	13	2	782	15		
				0				0			0	0		
Whitehaven Parkway		13	19	799				0			0	0	2	4
Total Time				799								264	13	19
Climate	sunny													
Notes														

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road		6	25	385				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Cathedral Avenue		6	55	415				0			0	0	24	24
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		6	59	419				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Garfield Street		7	14	434				0			0	0	18	18
				0				0			0	0		
				0				0			0	0		
Edmunds Street		7	42	462				0			0	0	25	25
				0	1	8	2	482	8	52	532	50		
				0				0			0	0		
Calvert Street		8	56	536				0			0	0	7	22
				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		9	13	553				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Hall Place		9	20	560				0			0	0	26	26
				0	1	9	30	570	9	52	592	22		
				0				0			0	0		
W Place		9	54	594				0			0	0	5	15
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		10	17	617				0			0	0	41	41
				0				0			0	0		
				0				0			0	0		
Whitehaven Parkway		10	21	621				0			0	0	20	20
Total Time				621								184	16	23
Climate	sunny													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start ____ End ____
Length (m) **2.84**

Date: 10/12/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
		8:49 - 8:58 am													
Fessenden Street			0	0	0				0			0	0		
					0				0			0	0		
					0				0			0	0		
Ellicott Street	0.10		0	22	22				0			0	0	16	16
					0				0			0	0		
					0				0			0	0		
Davenport Street	0.10		0	36	36				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Brandywine Street	0.17		1	11	71				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.10		1	47	107				0			0	0	10	10
					0				0			0	0		
					0				0			0	0		
Albemarle Street	0.03		1	56	116				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
Tenley Circle (North)	0.11		2	11	131				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Tenley Circle (South)	0.04		2	15	135				0			0	0	39	39
					0	1, 6	2	44	164	3	15	195	31		
					0				0			0	0		
Van Ness Street	0.22		3	26	206				0			0	0	11	19
					0				0			0	0		
					0				0			0	0		
Upton Street	0.07		3	37	217				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
Fannie Mae Parking	0.07		3	45	225				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		
Rodman Street	0.13		4	0	240				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Porter Street	0.17		4	17	257				0			0	0	36	36
					0				0			0	0		
					0				0			0	0		
Newark Street	0.20		4	41	281				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Macomb Street	0.08		4	53	293				0			0	0	24	24
					0				0			0	0		
					0				0			0	0		

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
	12:12 - 12:23 pm													
Fessenden Street		0	0	0				0			0	0		
				0				0			0	0		
				0				0			0	0		
Ellicott Street		0	16	16				0			0	0	22	22
				0	1	0	27	27	0	56	56	29		
				0				0			0	0		
Davenport Street		0	58	58				0			0	0	8	27
				0				0			0	0		
				0				0			0	0		
Brandywine Street		1	24	84				0			0	0	24	24
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		1	50	110				0			0	0	13	13
				0				0			0	0		
				0				0			0	0		
Albemarle Street		1	58	118				0			0	0	15	15
				0	1	2	16	136	2	40	160	24		
				0				0			0	0		
Tenley Circle (North)		2	48	168				0			0	0	8	15
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		2	53	173				0			0	0	31	31
				0	6	3	3	183	3	18	198	15		
				0				0			0	0		
Van Ness Street		3	46	226				0			0	0	15	20
				0				0			0	0		
				0				0			0	0		
Upton Street		3	59	239				0			0	0	20	20
				0	1	4	11	251	4	45	285	34		
				0				0			0	0		
Fannie Mae Parking		4	51	291				0			0	0	5	14
				0	1	5	7	307	5	24	324	17		
				0				0			0	0		
Rodman Street		5	29	329				0			0	0	12	22
				0				0			0	0		
				0				0			0	0		
Porter Street		5	50	350				0			0	0	29	29
				0	1	6	17	377	6	31	391	14		
				0				0			0	0		
Newark Street		6	35	395				0			0	0	16	23
				0				0			0	0		
				0				0			0	0		
Macomb Street		6	47	407				0			0	0	24	24
				0				0			0	0		
				0				0			0	0		

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
	5:22 - 5:34 pm													
Fessenden Street		0	0	0				0			0	0		
				0				0			0	0		
				0				0			0	0		
Ellicott Street		0	27	27				0			0	0	13	13
				0				0			0	0		
				0				0			0	0		
Davenport Street		0	39	39				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Brandywine Street		1	18	78				0			0	0	16	16
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		1	30	90				0			0	0	29	29
				0				0			0	0		
				0				0			0	0		
Albemarle Street		1	38	98				0			0	0	15	15
				0	1	1	52	112	2	45	165	53		
				0				0			0	0		
Tenley Circle (North)		2	54	174				0			0	0	5	17
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		3	1	181				0			0	0	22	22
				0	1	3	41	221	4	12	252	31		
				0	1	4	54	294	5	24	324	30		
Van Ness Street		5	29	329				0			0	0	5	9
				0	1	5	35	335	5	46	346	11		
				0				0			0	0		
Upton Street		5	55	355				0			0	0	10	17
				0				0			0	0		
				0				0			0	0		
Fannie Mae Parking		6	6	366				0			0	0	23	23
				0				0			0	0		
				0				0			0	0		
Rodman Street		6	25	385				0			0	0	25	25
				0				0			0	0		
				0				0			0	0		
Porter Street		6	46	406				0			0	0	29	29
				0	1	7	9	429	7	21	441	12		
				0				0			0	0		
Newark Street		7	26	446				0			0	0	18	25
				0				0			0	0		
				0				0			0	0		
Macomb Street		7	37	457				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 10/13/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

Control Point	Distance	AM Peak														Noon Peak														PM Peak											
		Time				Delays								Speed		Time				Delays								Speed		Time				Delays								Speed	
		H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
		8:30 - 8:41 am														12:18 - 12:29 pm														5:12 - 5:25 pm											
Fessenden Street			0	0	0				0			0	0				0	0	0				0			0	0				0	0	0				0			0	0		
					0	1	0	18	18	0	30	30	12						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Ellicott Street	0.10		0	33	33				0			0	0	11	17		0	15	15				0			0	0	24	24		0	19	19				0			0	0	19	19
					0				0			0	0						0	1	0	28	28	0	45	45	17						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Davenport Street	0.10		0	48	48				0			0	0	23	23		0	48	48				0			0	0	10	22		0	30	30				0			0	0	31	31
					0				0			0	0						0	1	1	11	71	1	48	108	37						0	1	0	54	54	1	11	71	17		
					0				0			0	0						0				0			0	0						0				0			0	0		
Brandywine Street	0.17		1	17	77				0			0	0	21	21		1	51	111				0			0	0	10	24		1	15	75				0			0	0	14	22
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Whole Food/Metro	0.10		1	39	99				0			0	0	16	16		2	5	125				0			0	0	25	25		1	31	91				0			0	0	22	22
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Albemarle Street	0.03		1	52	112				0			0	0	9	9		2	12	132				0			0	0	17	17		1	38	98				0			0	0	17	17
					0				0			0	0						0				0			0	0						0	1	1	54	114	2	35	155	41		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fenley Circle (North)	0.11		2	7	127				0			0	0	26	26		2	26	146				0			0	0	28	28		2	44	164				0			0	0	6	16
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fenley Circle (South)	0.04		2	10	130				0			0	0	51	51		2	30	150				0			0	0	39	39		2	50	170				0			0	0	26	26
					0	1	2	36	156	3	5	185	29						0				0			0	0						0	1	3	29	209	3	48	228	19		
					0				0			0	0						0				0			0	0						0				0			0	0		
Van Ness Street	0.22		3	7	187				0			0	0	14	28		3	10	190				0			0	0	19	19		4	18	258				0			0	0	9	11
					0				0			0	0						0	1	3	45	225	3	58	238	13						0	1	4	44	284	5	32	332	48		
					0				0			0	0						0				0			0	0						0				0			0	0		
Upton Street	0.07		3	21	201				0			0	0	18	18		4	3	243				0			0	0	5	6		5	35	335				0			0	0	3	9
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fannie Mae Parking	0.07		3	35	215				0			0	0	18	18		4	15	255				0			0	0	21	21		5	46	346				0			0	0	23	23
					0				0			0	0						0	1	4	29	269	4	35	275	6						0	1	6	1	361	6	26	386	25		
					0				0			0	0						0				0			0	0						0				0			0	0		
Rodman Street	0.13		3	49	229				0			0	0	33	33		4	40	280				0			0	0	19	25		6	29	389				0			0	0	11	26
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Porter Street	0.17		4	8	248				0			0	0	32	32		5	1	301				0			0	0	29	29		6	50	410				0			0	0	29	29
					0				0			0	0						0	1	5	20	320	5	38	338	18						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Newark Street	0.20		4	31	271				0			0	0	31	31		5	43	343				0			0	0	17	29		7	26	446				0			0	0	20	20
					0	1	4	37	277	4	43	283	6						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Macomb Street	0.08		5	2	302				0			0	0	9	11		5	55	355				0			0	0	24	24		7	38	458				0			0	0	24	24
					0	1	5	26	326	6	20	380	54						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 10/13/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road	0.11		6	27	387				0			0	0	5	13
					0	1	6	40	400	7	19	439	39		
					0	1	7	44	464	8	36	516	52		
Cathedral Avenue	0.20		8	49	529				0			0	0	5	14
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		8	55	535				0			0	0	17	17
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		9	7	547				0			0	0	22	22
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		9	29	569				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		9	46	586				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		10	2	602				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		10	9	609				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
N Place	0.05		10	18	618				0			0	0	20	20
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		10	58	658				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		11	2	662				0			0	0	20	20
					662								180	15	21
		sunny													
Notes															

Noon Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road	0.11		6	9	369				0			0	0	29	29
					0	1	6	28	388	7	6	426	38		
					0				0			0	0		
Cathedral Avenue	0.20		7	14	434				0			0	0	11	26
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		7	17	437				0			0	0	34	34
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		7	33	453				0			0	0	17	17
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		8	0	480				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		8	21	501				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		8	44	524				0			0	0	19	19
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		8	52	532				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
N Place	0.05		9	5	545				0			0	0	14	14
					0	1	9	34	574	9	53	593	19		
					0				0			0	0		
Whitehaven Street	0.26		10	1	601				0			0	0	17	25
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		10	5	605				0			0	0	20	20
					605								148	17	22
		sunny													
Notes															

PM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road	0.11		7	52	472				0			0	0	29	29
					0	1	8	9	489	8	21	501	12		
					0	1	8	37	517	9	45	585	68		
Cathedral Avenue	0.20		9	50	590				0			0	0	6	19
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		9	55	595				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		10	5	605				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		10	29	629				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		10	46	646				0			0	0	31	31
					0	1	11	7	667	11	23	683	16		
					0				0			0	0		
Whole Food Entrance	0.12		11	29	689				0			0	0	10	16
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		11	39	699				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
N Place	0.05		11	50	710				0			0	0	16	16
					0	1	12	18	738	12	37	757	19		
					0				0			0	0		
Whitehaven Street	0.26		12	40	760				0			0	0	19	30
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		12	44	764				0			0	0	20	20
					764								265	13	20
		overcast													
Notes															

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start End
Length (m) **2.84**

Date: 10/12/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road	0.11		5	7	307				0			0	0	29	29
					0	1	5	42	342	6	40	400	58		
					0				0			0	0		
Cathedral Avenue	0.20		6	44	404				0			0	0	7	18
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		6	49	409				0			0	0	21	21
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		6	58	418				0			0	0	30	30
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		7	21	441				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		7	42	462				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		8	1	481				0			0	0	23	23
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		8	11	491				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
W Place	0.05		8	24	504				0			0	0	14	14
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		8	53	533				0			0	0	32	32
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		8	56	536				0			0	0	27	27
					536								89	19	23
		sunny													
Notes															

Noon Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road		7	2	422				0			0	0	27	27
				0	1	7	30	450	7	54	474	24		
				0				0			0	0		
Cathedral Avenue		8	2	482				0			0	0	12	20
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		8	7	487				0			0	0	21	21
				0				0			0	0		
				0				0			0	0		
Garfield Street		8	30	510				0			0	0	12	12
				0				0			0	0		
				0				0			0	0		
Edmunds Street		8	53	533				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Calvert Street		9	13	553				0			0	0	27	27
				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		9	34	574				0			0	0	21	21
				0				0			0	0		
				0				0			0	0		
Hall Place		9	47	587				0			0	0	14	14
				0				0			0	0		
				0				0			0	0		
W Place		9	59	599				0			0	0	15	15
				0	1	10	21	621	10	50	650	29		
				0				0			0	0		
Whitehaven Street		10	53	653				0			0	0	17	38
				0				0			0	0		
				0				0			0	0		
Whitehaven Parkway		10	58	658				0			0	0	16	16
				658								186	16	22
	sunny													
Notes														

PM Peak

Control Point	Time H	Time M	Time S	Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Woodley Road		7	49	469				0			0	0	34	34
				0	1	8	5	485	8	19	499	14		
				0	1	8	37	517	9	43	583	66		
Cathedral Avenue		9	50	590				0			0	0	6	17
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		9	56	596				0			0	0	17	17
				0				0			0	0		
				0				0			0	0		
Garfield Street		10	3	603				0			0	0	38	38
				0				0			0	0		
				0				0			0	0		
Edmunds Street		10	26	626				0			0	0	31	31
				0				0			0	0		
				0				0			0	0		
Calvert Street		10	42	642				0			0	0	33	33
				0	1	10	58	658	11	21	681	23		
				0				0			0	0		
Whole Food Entrance		11	25	685				0			0	0	10	22
				0				0			0	0		
				0				0			0	0		
Hall Place		11	35	695				0			0	0	18	18
				0				0			0	0		
				0				0			0	0		
W Place		11	41	701				0			0	0	30	30
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		12	2	722				0			0	0	45	45
				0				0			0	0		
				0				0			0	0		
Whitehaven Parkway		12	5	725				0			0	0	27	27
				725								240	14	21
	sunny													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
7 Pedestrians
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue** Date: 10/13/2004

Section No.: **1** From: Fessenden Street To: Whitehaven Parkway

Mile/Odometer Start _____ End _____ Surveyor: Carlos Espindola

Length (m) **2.84**

Control Point	Distance	AM Peak														Noon Peak														PM Peak											
		Time				Delays								Speed		Time				Delays								Speed		Time				Delays							Speed	
		H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
		9:02 - 9:09 am														12:44 - 12:54 pm														5:37 - 5:49 pm											
Fessenden			0	0	0				0			0	0				0	0	0				0			0	0				0	0	0				0			0	0		
Street					0	1	0	19	19	0	29	29	10						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Ellicott Street	0.10		0	32	32				0			0	0	11	16		0	24	24				0			0	0	15	15		0	16	16				0			0	0	22	22
					0				0			0	0						0	1	0	37	37	1	1	61	24						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Davenport	0.10		0	45	45				0			0	0	27	27		1	4	64				0			0	0	9	22		0	25	25				0			0	0	38	38
Street					0				0			0	0						0				0			0	0						0	1	0	46	46	1	4	64	18		
					0				0			0	0						0				0			0	0						0				0			0	0		
Brandywine	0.17		1	19	79				0			0	0	18	18		1	39	99				0			0	0	18	18		1	13	73				0			0	0	13	21
Street					0				0			0	0						0	1	2	18	138	3	5	185	47						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Whole	0.10		1	38	98				0			0	0	18	18		3	9	189				0			0	0	4	8		1	29	89				0			0	0	22	22
Food/Metro					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Albemarle	0.03		1	49	109				0			0	0	11	11		3	20	200				0			0	0	11	11		1	37	97				0			0	0	15	15
Street					0				0			0	0						0				0			0	0						0	1	1	54	114	2	27	147	33		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle	0.11		2	4	124				0			0	0	26	26		3	35	215				0			0	0	26	26		2	35	155				0			0	0	7	16
North)					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle	0.04		2	8	128				0			0	0	39	39		3	40	220				0			0	0	31	31		2	39	159				0			0	0	39	39
South)					0	1	2	43	163	2	59	179	16						0				0			0	0						0	1	3	12	192	3	36	216	24		
					0				0			0	0						0				0			0	0						0				0			0	0		
Van Ness	0.22		3	6	186				0			0	0	13	19		4	7	247				0			0	0	29	29		4	10	250				0			0	0	9	12
Street					0				0			0	0						0	1	4	17	257	5	2	302	45						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Upton Street	0.07		3	21	201				0			0	0	17	17		5	6	306				0			0	0	4	18		4	20	260				0			0	0	26	26
					0				0			0	0						0				0			0	0						0	1	4	30	270	5	4	304	34		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tannie Mae	0.07		3	34	214				0			0	0	19	19		5	18	318				0			0	0	21	21		5	8	308				0			0	0	5	18
Parking					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Rodman Street	0.13		3	50	230				0			0	0	29	29		5	34	334				0			0	0	29	29		5	21	321				0			0	0	36	36
					0				0			0	0						0				0			0	0						0	1	5	41	341	6	3	363	22		
					0				0			0	0						0				0			0	0						0				0			0	0		
Porter Street	0.17		4	7	247				0			0	0	36	36		5	51	351				0			0	0	36	36		6	8	368				0			0	0	13	24
					0				0			0	0						0	1	6	12	372	6	39	399	27						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Newark Street	0.20		4	27	267				0			0	0	35	35		6	42	402				0			0	0	14	29		6	30	390				0			0	0	32	32
					0				0			0	0						0				0			0	0						0	1	6	35	395	7	13	433	38		
					0				0			0	0						0				0			0	0						0				0			0	0		
Macomb Street	0.08		4	36	276				0			0	0	32	32		6	57	417				0			0	0	19	19		7	18	438				0			0	0	6	29
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 10/13/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

AM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
Woodley Road	0.11		4	52	292				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Cathedral Avenue	0.20		5	21	321				0			0	0	25	25
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		5	25	325				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		5	35	335				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		5	56	356				0			0	0	33	33
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		6	14	374				0			0	0	30	30
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		6	30	390				0			0	0	27	27
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		6	41	401				0			0	0	16	16
					0				0			0	0		
					0				0			0	0		
N Place	0.05		6	51	411				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		7	19	439				0			0	0	34	34
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		7	22	442				0			0	0	27	27
					442								16	23	24
		sunny													
Notes															

Noon Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
Woodley Road	0.11		7	12	432				0			0	0	27	27
					0	1	7	32	452	7	58	478	26		
					0				0			0	0		
Cathedral Avenue	0.20		8	6	486				0			0	0	13	25
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		8	10	490				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		8	30	510				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		8	55	535				0			0	0	28	28
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		9	12	552				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Whole Food Entrance	0.12		9	27	567				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		9	34	574				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
N Place	0.05		9	46	586				0			0	0	15	15
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		10	9	609				0			0	0	41	41
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		10	12	612				0			0	0	27	27
					612								169	17	23
		sunny													
Notes		heavy left turning SB at Albemarle													

PM Peak

Control Point	Distance	Time H	Time M	Time S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
Woodley Road	0.11		7	37	457				0			0	0	21	21
					0	1	7	54	474	8	8	488	14		
					0	1	8	24	504	9	35	575	71		
Cathedral Avenue	0.20		9	38	578				0			0	0	6	20
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		9	42	582				0			0	0	26	26
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		9	53	593				0			0	0	24	24
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		10	16	616				0			0	0	31	31
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		10	32	632				0			0	0	33	33
					0	1	10	48	648	11	14	674	26		
					0				0			0	0		
Whole Food Entrance	0.12		11	17	677				0			0	0	10	23
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		11	27	687				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
N Place	0.05		11	37	697				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		11	57	717				0			0	0	47	47
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		12	0	720				0			0	0	27	27
					720								280	14	23
		overcast													
Notes		heavy left turning at Ballet School by Porter													

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	11/20/2004 and 12/18/2004
Section No.:	**1**	From: Whitehaven Parkway	To: Fessenden Street
Mile/Odometer	Start _____	End _____	Surveyor: Carlos Espindola
Length (mile)	**2.84**		

Control Point	Distance	Saturday														Saturday														Saturday (12/18/2004)											
		Time				Delays								Speed		Time				Delays								Speed		Time				Delays								Speed	
		H	M	S	Total (secs)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
		1:43PM - 1:59PM														**3:32PM - 3:46PM**																	**1:16**									
Whitehaven Parkway			0	0	0				0			0	0				0	0	0				0			0	0						0	1		2	2		3	3	1		
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Whitehaven Street	0.02			3	3				0			0	0	27	27			4	4				0			0	0	20	20			10	10				0			0	0	7218	9
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.26			47	47				0			0	0	21	21			29	29				0			0	0	38	38			35	35				0			0	0	5408	38
Hall Place					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Whole Food Entrance	0.10			56	56				0			0	0	40	40			41	41	1		50	50	1	22	82	32	30	30			46	46	1	1	0	60	1	9	69	9	9841	33
					0	1	1	7	67	1	16	76	9						0				0			0	0						0	1	1	18	78	1	27	87	9		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.12		1	35	95				0			0	0	11	15		1	25	85	1	1	48	108	2	24	144	36	10	36		1	30	90				0			0	0	2980	17
Calvert Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.15		1	59	119				0			0	0	22	22		2	26	146	1	3	12	192	3	36	216	24	9	21		1	48	108	1	2	10	130	2	16	136	6	4274	30
Edmunds Street					0				0			0	0						0				0			0	0						0				0			0	0		
*** Garfield light:**					0				0			0	0						0				0			0	0						0				0			0	0		
19 sec NB					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.20		2	34	154				0			0	0	20	20		3	49	229				0			0	0	8	12		2	24	144				0			0	0	1192	23
Garfield Street					0	1	2	40	160	3	35	215	55						0				0			0	0						0	1	2	33	153	3	27	207	54		
					0				0			0	0						0				0			0	0						0				0			0	0		
Massachusetts Avenue	0.07		3	44	224				0			0	0	4	18		4	52	292				0			0	0	4	4		3	30	210	1	3	54	234	3	58	238	4	233	22
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.23		4	31	271	1	5	0	300	5	44	344	44	17	17		5	24	324	1	5	38	338	5	48	348	10	25	25		4	10	250	1	4	13	253	4	19	259	6	2294	23
Woodley Road					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.11		5	56	356				0			0	0	5	10		5	58	358				0			0	0	12	17		4	40	280	1	4	57	297	5	30	330	33	2015	17
Macomb Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.08		6	10	370				0			0	0	20	20		6	12	372				0			0	0	20	20		5	34	334	1	5	59	359	6	15	375	16	1365	14
Newark Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.20		6	37	397				0			0	0	26	26		6	38	398				0			0	0	27	27		6	18	378				0			0	0	2216	25
Porter Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.17		7	1	421				0			0	0	25	25		6	58	418				0			0	0	31	31		6	38	398	1	6	49	409	7	7	427	18	5493	31
Rodman Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fannie Mae Parking	0.13		7	25	445				0			0	0	20	20		7	22	442	9	7	34	454	7	38	458	4	20	20		7	18	438	1	7	20	440	7	24	444	4	1755	21
					0	9	7	39	459	7	45	465	6						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
	0.07		7	51	471				0			0	0	10	13		7	43	463				0			0	0	12	15		7	46	466				0			0	0	1906	11
Upton Street					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Whitehaven Parkway
Mile/Odometer Start _____ End _____
Length (mile) **2.84**

Date: 11/20/2004 and 12/18/2004
To: Fessenden Street
Surveyor: Carlos Espindola

Control Point	Distance	Saturday Time H	M	S	Total (secs)	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
Van Ness Street	0.07		8	6	486	1	8	17	497	9	5	545	48	17	17
					0	1	9	24	564	10	6	606	42		
					0	1	10	17	617	10	30	630	13		
					0	1	10	52	652	11	48	708	56		
Tenley Circle (South)	0.22		12	6	726	1	12	10	730	12	28	748	18	3	10
					0	1	12	32	752	13	17	797	45		
					0				0			0	0		
Tenley Circle (North)	0.04		13	20	800	9	13	43	823	13	52	832	9	2	14
					0				0			0	0		
					0				0			0	0		
Albemarle Street	0.11		13	58	838				0			0	0	10	14
					0				0			0	0		
					0				0			0	0		
Whole Food/Metro	0.03		14	10	850				0			0	0	10	10
					0				0			0	0		
					0				0			0	0		
Brandywine Street	0.10		14	27	867				0			0	0	20	20
					0	1	14	49	889	14	56	896	7		
					0				0			0	0		
Davenport Street	0.17		15	2	902				0			0	0	18	22
					0				0			0	0		
					0				0			0	0		
Ellicott Street	0.10		15	15	915				0			0	0	27	27
					0	1	15	29	929	15	50	950	21		
					0				0			0	0		
Fessenden Street	0.10		16	0	960				0			0	0	8	15
Total Time					960								373	11	17
Climate		cloudy													
Notes															

Control Point	Saturday Time H	M	S	Total (m)	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
Van Ness Street		7	54	474	1	8	11	491	8	28	508	17	23	23
				0	1	8	58	538	9	48	588	50		
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		9	54	594				0			0	0	6	15
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		10	4	604	1	10	43	643	11	34	694	51	15	15
				0				0			0	0		
				0				0			0	0		
Albemarle Street		11	38	698				0			0	0	4	9
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		12	15	735				0			0	0	3	3
				0				0			0	0		
				0				0			0	0		
Brandywine Street		13	28	808				0			0	0	5	5
				0				0			0	0		
				0				0			0	0		
Davenport Street		13	51	831				0			0	0	27	27
				0				0			0	0		
				0				0			0	0		
Ellicott Street		14	1	841				0			0	0	34	34
				0				0			0	0		
				0				0			0	0		
Fessenden Street		14	15	855				0			0	0	26	26
Total Time				855								224	12	16
Climate	cloudy													
Notes														

Control Point	Saturday (12/18/2004) Time H	M	S	Total	Delays Type	Stop M	S	T	Start M	S	T	Delay	Speed Congested	Travel
Van Ness Street		8	0	480	1	8	13	493	8	25	505	12	5981	18
				0	1	8	32	512	8	50	530	18		
				0				0			0	0		
				0				0			0	0		
Tenley Circle (South)		9	5	545	1	9	11	551	9	57	597	46	812	22
				0				0			0	0		
				0				0			0	0		
Tenley Circle (North)		10	11	611	1	10	21	621	10	29	629	8	842	8
				0				0			0	0		
				0				0			0	0		
Albemarle Street		10	47	647				0			0	0	911	14
				0				0			0	0		
				0				0			0	0		
Whole Food/Metro		10	53	653	1	11	17	677	12	1	721	44	1893	19
				0				0			0	0		
				0				0			0	0		
Brandywine Street		12	6	726				0			0	0	235	12
				0				0			0	0		
				0				0			0	0		
Davenport Street		12	31	751	1	12	45	765	13	14	794	29	3856	25
				0				0			0	0		
				0				0			0	0		
Ellicott Street		13	19	799				0			0	0	2587	18
				0				0			0	0		
				0				0			0	0		
Fessenden Street		13	35	815				0			0	0	5777	22
Total Time				815								317	13	21
Climate	cloudy													
Notes														

Delay Types

1 Traffic Signal
2 Bus Stop
3 2 Way Stop
4 All Way Stop
5 Cargo/Delivery Truck
6 Turning Vehicle
7 Pedestrians
8 Accident
9 Other (describe)

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name: **Wisconsin Avenue**
Section No.: **1** From: Fessenden Street
Mile/Odometer Start _____ End _____
Length (m) **2.84**

Date: 11/20/2004 and 12/18/2004
To: Whitehaven Parkway
Surveyor: Carlos Espindola

Control Point	Distance	Saturday														Saturday														Saturday (12/18/2004)											
		Time				Delays								Speed		Time				Delays								Speed		Time				Delays								Speed	
		H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total (m)	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel	H	M	S	Total	Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Congested	Travel
		1:28PM - 1:40PM														3:19PM - 3:31PM														12:59PM													
Fessenden Street			0	0	0				0			0	0				0	0	0				0			0	0						0				0			0	0		
					0				0			0	0						0	1		16	16		31	31	15						0				0			0	0		
					0				0			0	0						0				0			0	0						0	1		26	26		36	36	10		
Ellicott Street	0.10			15	15				0			0	0	24	24		0	36	36	1		51	51	1	16	76	25	10	17			45	45				0			0	0	8	10
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Davenport Street	0.10			33	33	1	0	53	53	1	24	84	31	19	19		1	23	83				0			0	0	7	16			59	59	1	1	20	80	2	3	123	43	25	25
					0				0			0	0						0				0			0	0						0	1	2	15	135	2	27	147	12		
					0				0			0	0						0				0			0	0						0				0			0	0		
Brandywine Street	0.17		1	35	95				0			0	0	10	20		2	23	143				0			0	0	10	10		2	30	150				0			0	0	7	17
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0	1	2	52	172	3	45	225	53		
Whole Food/Metro	0.10		2	9	129	9	1	51	111	1	57	117	6	10	10		2	39	159				0			0	0	22	22		4	10	250				0			0	0	3	7
					0	1	2	16	136	3	1	181	45						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Albemarle Street	0.03		3	9	189				0			0	0	2	13		2	47	167	1	3	5	185	3	49	229	44	15	15		4	16	256	1	4	29	269	5	13	313	44	19	19
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle (North)	0.11		3	23	203				0			0	0	28	28		3	55	235				0			0	0	6	16		5	34	334				0			0	0	5	12
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Tenley Circle (South)	0.04		3	27	207				0			0	0	39	39		4	3	243				0			0	0	19	19		5	42	342	1	6	10	370	7	6	426	56	19	19
					0				0			0	0						0				0			0	0						0		7	17	437	7	42	462	25		
					0				0			0	0						0				0			0	0						0		7	48	468	7	53	473	5		
Van Ness Street	0.22		3	58	238				0			0	0	25	25		4	36	276				0			0	0	24	24		9	2	542		8	19	499	8	55	535	36	4	10
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Upton Street	0.07		4	8	248	1	4	20	260	4	46	286	26	26	26		4	47	287				0			0	0	23	23		9	21	561				0			0	0	13	13
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Fannie Mae Parking	0.07		4	50	290				0			0	0	6	16		4	58	298				0			0	0	23	23		9	34	574				0			0	0	19	19
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Rodman Street	0.13		5	8	308				0			0	0	26	26		5	15	315				0			0	0	28	28		9	55	595				0			0	0	22	22
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Porter Street	0.17		5	47	347				0			0	0	16	16		5	40	340				0			0	0	24	24		10	18	618				0			0	0	27	27
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Newark Street	0.20		6	43	403				0			0	0	13	13		6	17	377				0			0	0	19	19		10	43	643				0			0	0	28	28
					0				0			0	0						0				0			0	0						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		
Macomb Street	0.08		6	55	415				0			0	0	24	24		6	33	393				0			0	0	18	18		10	59	659	1	11	12	672	11	25	685	13	18	18
					0				0			0	0						0				0			0	0						0	1	11	31	691	12	3	723	32		
					0				0			0	0						0				0			0	0						0				0			0	0		
Woodley Road	0.11		7	10	430				0			0	0	27	27		6	51	411	1	7	9	429	7	35	455	26	22	22		12	7	727	1	12	37	757	13	26	806	49	6	18
					0				0			0	0						0	1	7	56	476	8	56	536	60						0				0			0	0		
					0				0			0	0						0				0			0	0						0				0			0	0		

The Louis Berger Group

Wisconsin Avenue Corridor Transportation Study

Travel Time and Delay Survey

Road Name:	**Wisconsin Avenue**	Date:	11/20/2004 and 12/18/2004
Section No.:	**1**	From:	Fessenden Street
Mile/Odometer	Start	To:	Whitehaven Parkway
	End	Surveyor:	Carlos Espindola
Length (m)	**2.84**		

Saturday

Control Point	Distance	Time H	Time M	Time S	Time Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Cathedral Avenue	0.20		8	21	501				0			0	0	10	10
					0				0			0	0		
					0				0			0	0		
Massachusetts Avenue	0.03		8	28	508				0			0	0	15	15
					0				0			0	0		
					0				0			0	0		
Garfield Street	0.07		8	48	528				0			0	0	13	13
					0				0			0	0		
					0				0			0	0		
Edmunds Street	0.20		9	12	552				0			0	0	29	29
					0				0			0	0		
					0				0			0	0		
Calvert Street	0.15		9	33	573	9	10	7	607	10	33	633	26	25	25
					0	1	10	34	634	10	57	657	23		
					0				0			0	0		
Whole Food Entrance	0.12		11	1	661				0			0	0	5	11
					0				0			0	0		
					0				0			0	0		
Hall Place	0.05		11	14	674				0			0	0	14	14
					0				0			0	0		
					0				0			0	0		
W Place	0.05		11	24	684				0			0	0	18	18
					0				0			0	0		
					0				0			0	0		
Whitehaven Street	0.26		11	48	708				0			0	0	39	39
					0				0			0	0		
					0				0			0	0		
Whitehaven Parkway	0.02		11	51	711				0			0	0	27	27
Total Time					711								157	14	18
Climate		sunny													
Notes															

Saturday

Control Point	Time H	Time M	Time S	Time Total (m)	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Cathedral Avenue		9	3	543				0			0	0	5	15
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		9	8	548				0			0	0	21	21
				0				0			0	0		
				0				0			0	0		
Garfield Street		9	42	582				0			0	0	8	8
				0				0			0	0		
				0				0			0	0		
Edmunds Street		10	15	615				0			0	0	21	21
				0				0			0	0		
				0				0			0	0		
Calvert Street		10	33	633				0			0	0	30	30
				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		10	50	650				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Hall Place		10	59	659				0			0	0	20	20
				0				0			0	0		
				0				0			0	0		
W Place		11	9	669	1	11	35	695	11	58	718	23	18	18
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		12	5	725				0			0	0	17	28
				0				0			0	0		
				0				0			0	0		
Whitehaven Parkway		12	12	732				0			0	0	11	11
Total Time				732								153	14	18
Climate	sunny													
Notes														

Saturday (12/18/2004)

Control Point	Time H	Time M	Time S	Time Total	Delays Type	Stop M	Stop S	Stop T	Start M	Start S	Start T	Delay	Speed Congested	Speed Travel
Cathedral Avenue		13	30	810				0			0	0	9	21
				0				0			0	0		
				0				0			0	0		
Massachusetts Avenue		13	34	814	1	13	45	825	13	51	831	6	26	26
				0				0			0	0		
				0				0			0	0		
Garfield Street		13	56	836				0			0	0	12	17
				0				0			0	0		
				0				0			0	0		
Edmunds Street		14	23	863				0			0	0	26	26
				0				0			0	0		
				0				0			0	0		
Calvert Street		14	40	880	1	14	52	892	14	58	898	6	31	31
				0				0			0	0		
				0				0			0	0		
Whole Food Entrance		15	6	906				0			0	0	17	22
				0				0			0	0		
				0				0			0	0		
Hall Place		15	17	917				0			0	0	16	16
				0				0			0	0		
				0				0			0	0		
W Place		15	30	930				0			0	0	14	14
				0				0			0	0		
				0				0			0	0		
Whitehaven Street		15	52	952				0			0	0	43	43
				0				0			0	0		
				0				0			0	0		
Whitehaven Parkway		15	55	955				0			0	0	27	27
Total Time				955								380	11	18
Climate	sunny													
Notes														

Delay Types

1	Traffic Signal	4	All Way Stop
2	Bus Stop	5	Cargo/Delivery Truck
3	2 Way Stop	6	Turning Vehicle

8 Accident

9 Other (describe)