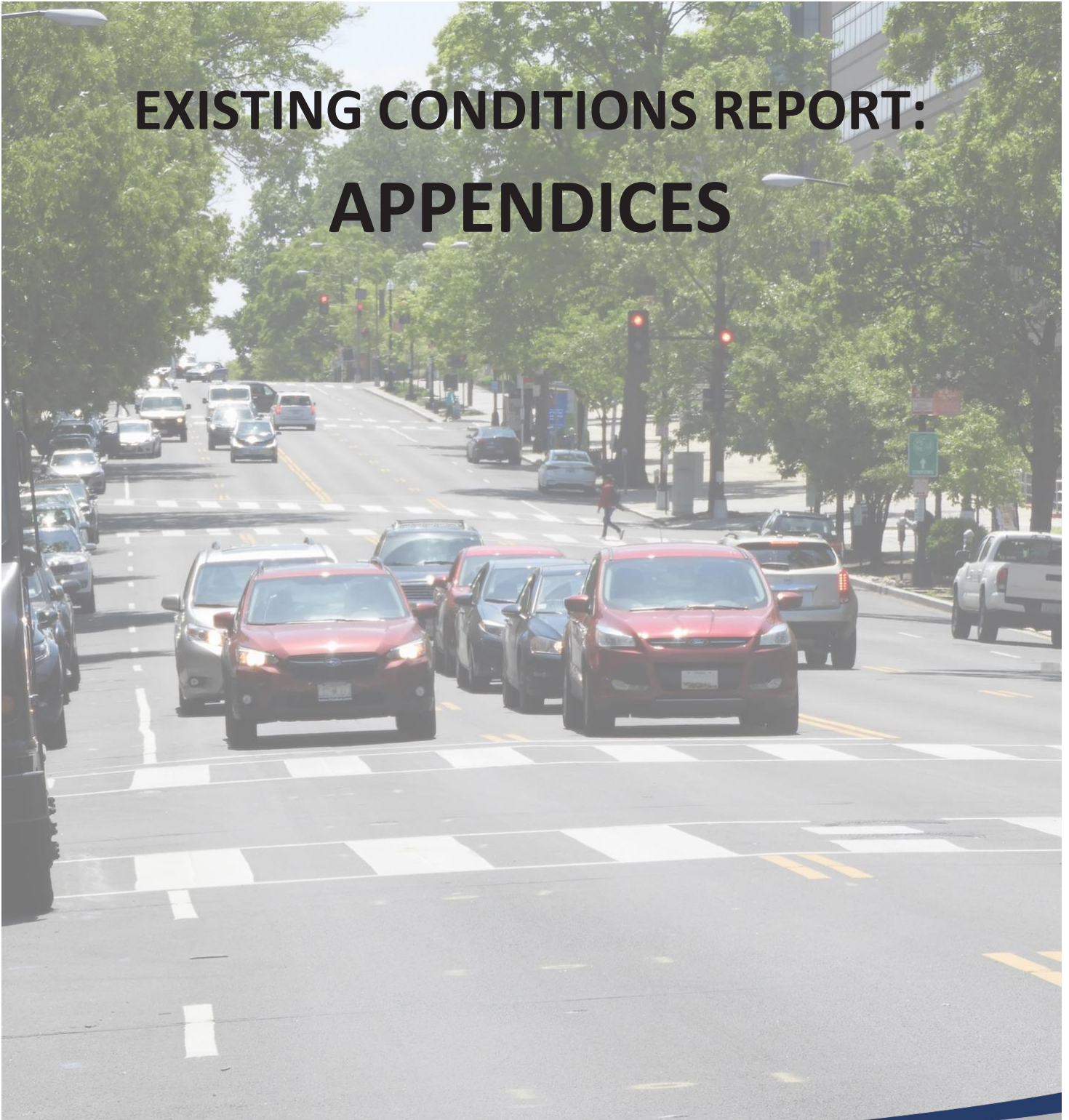# EXISTING CONDITIONS REPORT:
APPENDICES

JUNE 2020

GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

CONNECTICUT AVENUE NW REVERSIBLE LANE OPERATIONS AND SAFETY STUDY

Appendix A – ANC Resolutions

Single Member District Commissioners
01-Lee Brian Reba; 02- Gwendolyn Bole; 03-Jessica Wasserman
04- Beau Finley; 05- Emma Hersh; 06-Angela Bradbery
07- Maureen Kinlan Boucher; 08-Malia N. Brink; 09-Nancy MacWood

P.O. Box 4966
Washington, DC 20008
Website http://www.anc3c.org
Email all@anc3c.org

ANC3C Resolution 2018-020
Request for a Comprehensive DDOT Study of Current Connecticut Avenue Traffic Patterns and Potential Changes

WHEREAS, while the District Department of Transportation (DDOT) has produced studies of the Connecticut Avenue corridor in Van Ness (2003) and Cleveland Park (2013), DDOT has not comprehensively examined the entire corridor, nor has DDOT reviewed the costs and benefits associated with the reversible lanes policy; and

WHEREAS, ANC 3F and Van Ness Main Street, have called on DDOT to conduct research and analysis of changes that could be made to Connecticut Avenue, including the elimination of reversible lanes during rush hour, to increase walkability, safety, and parking; and

WHEREAS, the Commissioners for ANC 3C04 and 3C05, in partnership with two constituents, released a survey during the summer of 2017; of the 437 Cleveland Park residents who responded, 71.4% expressed support for a study of the existing reversible lanes policy; and

WHEREAS, Cleveland Park residents and business interests have voiced concerns related to pedestrian, cyclist, and vehicular safety, walkability, insufficient parking, environmental, and other "quality of life" issues that cannot be appropriately addressed by relying on outdated studies; and

WHEREAS, as of May 21, 2018, there has been no comprehensive study conducted of the Connecticut Avenue reversible lanes that considers the range of community interests involved, among them business access, cut-through traffic, safety on local streets, and volume and capacity on Wisconsin Avenue.

NOW THEREFORE BE IT RESOLVED, that ANC 3C requests that DDOT conduct a comprehensive study of current Connecticut Avenue traffic patterns that broadly evaluates the potential consequences of any changes in policy and also considers a wide range of potential improvements or changes that could be made, including but not limited to changing the rush hour reversible lanes policy, establishing dedicated bicycle lanes, and creating other dedicated lane options; and

BE IT FURTHER RESOLVED, that the study should include research and analysis of pedestrian and other non-vehicle use and traffic patterns along Connecticut Avenue in the sections affected by the reversible lanes as well as the existing reversible lane signage and electric signal boxes; and

BE IT FURTHER RESOLVED, that overall goals of the study should be to enhance pedestrian, cyclist, and vehicular safety, walkability, the environment, and overall economic vitality of the affected neighborhoods, and make improvements to traffic management on Connecticut Avenue and surrounding streets; and

BE IT FURTHER RESOLVED, that the study should include research and analysis from other city agencies such as the Department of Energy and the Environment, the Department of Public Works, and the Metropolitan Police Department regarding the environmental and safety impact of any recommended improvements or changes that could be made to Connecticut Avenue;

BE IT FURTHER RESOLVED, that the study include evaluation of possible alternatives including parking in the non-rush hour right lane, bicycle lanes and a bus rapid transit lane; and

BE IT FURTHER RESOLVED, that as DDOT considers the scope of its study, ANC 3C requests that it consult with all applicable interested community groups; and

BE IT FURTHER RESOLVED, that the Chair and Commissioners for ANC 3C04, 3C05 or their designees are authorized to speak on behalf of ANC 3C on this matter.

Attested by

Nancy J. MacWood
Chair, on May 21, 2018

This resolution was approved by a voice vote on May 21, 2018 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3F
Van Ness ▪ North Cleveland Park ▪ Wakefield ▪ Forest Hills

3F01 – David Dickinson, Vice Chair
3F02 – Shirley Adelstein, Treasurer
3F03 – Naomi Rutenberg
3F04 – Deirdre Brown
3F05 – Andrea Molod, Secretary
3F06 – Bill Sittig
3F07 – Patrick Jakopchek, Chair

4401-A Connecticut Ave, N.W.
Box 244, Washington, D.C. 20008
commissioners@anc3f.com
www.anc3f.com

RESOLUTION REQUEST A COMPREHENSIVE DDOT STUDY OF CURRENT CONNECTICUT AVENUE TRAFFIC PATTERNS AND POTENTIAL CHANGES
March 20, 2018

WHEREAS, the most recent comprehensive study of Connecticut Avenue traffic and safety issues, the Connecticut Avenue Transportation Study, was released 15 years ago, in 2003; and

WHEREAS, ANC 3F's continued development and increasing density since 2003, particularly along the Van Ness corridor, has raised concerns related to pedestrian safety, business interests, and other "quality of life" issues that cannot be appropriately addressed by relying on a 15-year-old study; and

WHEREAS, ANC 3F's Streets & Sidewalks Committee and community groups such as Van Ness Main Street have previously called on the District Department of Transportation (DDOT) to conduct research and analysis of changes that could be made to Connecticut Avenue, including the elimination of reversible lanes during rush hour; and

WHEREAS, there has been no comprehensive study ever conducted of the Connecticut Avenue reversible lanes that takes into account the multiple community interests involved; and

WHEREAS, ANC 3F's Streets & Sidewalks Committee has previously met with representatives from ANC 3C and ANC 3/4 G to discuss these issues and comprehensively address the stretch of Connecticut Avenue from that extends from Woodley Park to Chevy Chase; and

WHEREAS, ANC 3F's Streets & Sidewalks Committee unanimously passed a resolution "Recommending ANC 3F Request a Comprehensive Study of Current Connecticut Avenue Traffic Patterns and Potential Changes" and established a subcommittee with the purpose of providing support for and assistance with the proposed study following its March 2018 meeting by a vote of 9 in favor and 0 opposed (9-0).

NOW THEREFORE BE IT RESOLVED, that ANC 3F requests that DDOT conduct a comprehensive study of current Connecticut Avenue traffic patterns that broadly evaluates the potential consequences of any potential changes in policy and also considers a wide range of potential improvements or changes that could be made, including but not limited to changes to the rush hour reversible lanes policy, establishing dedicated bicycle lanes, and establishing other dedicated lane options; and

BE IT FURTHER RESOLVED, that the study should include research and analysis of pedestrian and other non-vehicle use and traffic patterns along Connecticut Avenue in the sections affected by the reversible lanes, including a specific focus on the Van Ness corridor; and

BE IT FURTHER RESOLVED, that overall goals of the study should be to enhance pedestrian safety, walkability, and overall economic vitality of the affected neighborhoods, and make improvements to traffic management on Connecticut Avenue and surrounding streets; and

BE IT FURTHER RESOLVED, that the study should include research and analysis from other city agencies such as the Department of Energy and the Environment (DOEE) regarding the environmental impact of any recommended improvements or changes that could be made to Connecticut Avenue;

BE IT FURTHER RESOLVED, that as DDOT considers the scope of its study it consult with all applicable interested community groups; and

BE IT FURTHER RESOLVED, that Commissioners Pat Jakopchek, Bill Sittig and David Dickinson are authorized to speak on behalf of ANC 3F on this matter.

ANC 3F PASSED this resolution at its meeting on March 20, 2018, which was properly noticed and at which a quorum was present, by a vote of 6 in favor, 0 opposed, and 0 abstaining.

Patrick Jakopchek
Chair, ANC 3F

Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G

CHEVY CHASE, BARNABY WOODS, HAWTHORNE

COMMISSIONERS
3/4 G-01 - Abraham Clayman
3/4 G-02 - Chanda Tuck-Garfield, Treasurer
3/4 G-03 - Randy Speck, Chair
3/4 G-04 - Rebecca Maydak, Secretary
3/4 G-05 - Gerald Malitz
3/4 G-06 - Dan Bradfield
3/4 G-07 - Christopher Fromboluti, Vice-Chair

5601 Connecticut Avenue N.W.
P.O. Box 6252 Washington, D.C. 20015
Chevychaseanc3@verizon.net
http://www.anc3g.org
YouTube: ANC3G
202.363.5803

ANC 3/4G Resolution Requesting
That DDOT Conduct a Comprehensive
Study of Current Connecticut Avenue Traffic
Patterns and Potential Changes

1.   The District Department of Transportation (DDOT) has studied portions of the Connecticut Avenue corridor in Van Ness (2003) and Cleveland Park (2013) but has not comprehensively examined the entire corridor, particularly the pros and cons of the current reversible rush hour lanes between Calvert Street and Military Road.

2.   ANCs 3C and 3F have passed resolutions asking DDOT to research and analyze changes that could be made to Connecticut Avenue, including the elimination of reversible lanes during rush hour and steps to increase walkability, safety, and parking.

3.   Any changes to the current traffic patterns on Connecticut Avenue may have ramifications in ANC 3/4G — e.g., for the portion of Connecticut Avenue that currently has reversible lanes from Nebraska Avenue to Military Road, for the potion of Connecticut Avenue that does not currently have reversible lanes north of Military Road, and for neighborhood streets like Reno Road, Nebraska Avenue, Military Road, Nevada Avenue, and Chevy Chase Parkway that may receive additional traffic from any changes made on Connecticut Avenue.

4.   The intersections of Connecticut Avenue and Nebraska Avenue and Connecticut Avenue and Military Road are particular concerns because the timing and sequencing of the stop lights during rush hours causes substantial backups at Nebraska Avenue, and Military Road.

5.   For these reasons, ANC 3/4G urges DDOT to conduct a comprehensive study of current Connecticut Avenue traffic patterns that broadly evaluates the potential consequences of any changes in policy and also considers a wide range of potential changes that could be made, including but not limited to changes in the rush hour reversible lanes policy, adjusting the timing of stop lights, establishing dedicated bicycle lanes, and creating other dedicated lane options.

6.   DDOT's study should also include research and analysis of pedestrian and other non-vehicle use and traffic patterns along Connecticut Avenue in the sections affected by the reversible lanes as well as the existing reversible lane signage and electric signal boxes.

7.   DDOT's study should expressly consider the impact that any changes may have on traffic patterns on streets other than Connecticut Avenue, including but not limited to Nebraska Avenue, Military Road, Reno Road, Nevada Avenue, and Chevy Chase Parkway.

8.   DDOT's study should also evaluate the impact of any changes on businesses and parking in the portion of Connecticut Avenue north of Military Road, including the possible backup of traffic to and through Chevy Chase Circle and the impacts of the resulting congestion on the Chevy Chase business district.

9.   In conducting this study, DDOT should consult with ANC 3/4G and particularly the Chair and Commissioners representing Single Member Districts 3/4G05, 3/4G06, and 3/4G07, which include portions of Connecticut Avenue. DDOT should also consider any applicable recommendations from ANC 3/4G's Parking Task Force, which is currently examining parking regulations along Connecticut Avenue.

Approved by ANC 3/4G after a discussion at its regularly scheduled and noticed October 22, 2018 meeting by a vote of 5 to 0 (a quorum being 4).

_____   _____
Randy Speck, Chair   Rebecca Maydak, Secretary

CONNECTICUT AVENUE NW REVERSIBLE LANE OPERATIONS AND SAFETY STUDY

Appendix B – Average Daily Traffic Volumes Summary Sheets

Connecticut Ave NW Reversible Lane Study - 48 Hour Count

#	Location	24 Hour Count			Day1						Day2						Average					
		Date			Motorcycles & Cars		Light Goods Vehicles, Buses, Single Unit Trucks		Articulated Truck		Motorcycles & Cars		Light Goods Vehicles, Buses, Single Unit Trucks		Articulated Truck		Motorcycles & Cars		Light Goods Vehicles, Buses, Single Unit Trucks		Articulated Truck	
		2/4/2020	2/5/2020	ADT	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
1	Connecticut Ave NW btw Military Rd NW and Legation St NW	30429	31237	30833	27766	91.25%	2636	8.66%	27	0.09%	28398	90.91%	2813	9.01%	26	0.08%	28082	91.08%	2725	8.84%	27	0.09%
2	Connecticut Ave NW btw Military Rd NW and Nebraska Ave NW	29701	30012	29857	26990	90.87%	2678	9.02%	33	0.11%	27262	90.84%	2724	9.08%	26	0.09%	27126	90.85%	2701	9.05%	30	0.10%
3	Connecticut Ave NW btw Van Ness St NW and Tilden St NW	31873	31809	31841	29374	92.16%	2479	7.78%	20	0.06%	29350	92.27%	2433	7.65%	26	0.08%	29362	92.21%	2456	7.71%	23	0.07%
4	Connecticut Ave NW btw Tilden St NW and Porter St NW	28447	30366	29407	26256	92.30%	2172	7.64%	19	0.07%	28043	92.35%	2297	7.56%	26	0.09%	27150	92.32%	2235	7.60%	23	0.08%
5	Connecticut Ave NW btw Macomb St NW and Devonshire Pl NW	30358	30527	30443	28073	92.47%	2250	7.41%	35	0.12%	28215	92.43%	2283	7.48%	29	0.09%	28144	92.45%	2267	7.45%	32	0.11%
6	Connecticut Ave NW btw Calvert St NW and Woodley Rd NW	23536	23689	23613	21700	92.20%	1807	7.68%	29	0.12%	21905	92.47%	1751	7.39%	33	0.14%	21803	92.33%	1779	7.53%	31	0.13%
7	Wisconsin Ave NW btw Western Ave NW and River Rd NW	23499	23718	23609	21505	91.51%	1942	8.26%	52	0.22%	21615	91.13%	2048	8.63%	55	0.23%	21560	91.32%	1995	8.45%	54	0.23%
8	Wisconsin Ave NW btw Woodley Rd NW and Massachusetts Ave NW	28136	28069	28103	25601	90.99%	2467	8.77%	68	0.24%	25542	91.00%	2449	8.72%	78	0.28%	25572	90.99%	2458	8.75%	73	0.26%

#	Location	Date			Class1 & 2		Class 3 to 6		Class 7 to 13		Class1 & 2		Class 3 to 6		Class 7 to 13		Class1 & 2		Class 3 to 6		Class 7 to 13	
		2/4/2020	2/5/2020		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
9	Broad Branch Rd NW south of 27th St NW	3196	3220	3208	3015	94.34%	181	5.66%	0	0.00%	3041	94.44%	176	5.47%	3	0.09%	3028	94.39%	179	5.56%	2	0.05%
10	Beach Dr NW south of Porter St NW	19970	19776	19873	18654	93.41%	1272	6.37%	44	0.22%	18368	92.88%	1337	6.76%	71	0.36%	18511	93.15%	1305	6.56%	58	0.29%
#	Location	3/4/2020	3/5/2020																			
11	Massachusetts Ave NW btw Nebraska Ave NW and Wisconsin Ave NW	28631	28109	28370	24535	85.69%	4006	13.99%	90	0.31%	24245	86.25%	3776	13.43%	88	0.31%	24390	85.97%	3891	13.72%	89	0.31%

48 Hour Count - Connecticut Ave NW btw Calvert St NW & Woodley Rd NW

Motorcycles

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0	2	2	0	1	0
	7am-9:30am	4	3	3	0	1	0
	9:30am-4pm	0	2	4	1	9	0
	4pm-6:30pm	6	1	4	3	3	0
	6:30pm-12am	0	4	12	4	14	0
Day2	12am-7am	0	1	2	0	1	1
	7am-9:30am	7	5	0	0	2	1
	9:30am-4pm	1	1	7	5	7	0
	4pm-6:30pm	0	0	4	3	5	0
	6:30pm-12am	0	1	2	3	1	0
Average	12am-7am	0	2	2	0	1	1
	7am-9:30am	6	4	2	0	2	1
	9:30am-4pm	1	2	6	3	8	0
	4pm-6:30pm	3	1	4	3	4	0
	6:30pm-12am	0	3	6	4	8	0

Cars

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	28	401	406	263	226	7
	7am-9:30am	265	1272	1121	358	826	48
	9:30am-4pm	16	1940	1776	1670	1520	42
	4pm-6:30pm	90	783	613	1295	1591	31
	6:30pm-12am	4	1109	1097	1647	1149	23
Day2	12am-7am	33	475	456	304	263	18
	7am-9:30am	194	1321	1184	336	851	74
	9:30am-4pm	24	1857	1831	1936	1385	12
	4pm-6:30pm	93	844	577	1183	1455	41
	6:30pm-12am	10	1134	1094	1518	1321	23
Average	12am-7am	31	438	431	284	245	13
	7am-9:30am	230	1297	1153	347	839	61
	9:30am-4pm	20	1899	1804	1803	1453	27
	4pm-6:30pm	92	814	595	1239	1523	36
	6:30pm-12am	7	1122	1096	1583	1235	23

Light Goods Vehicles

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0	31	34	24	26	2
	7am-9:30am	10	58	57	24	68	2
	9:30am-4pm	2	171	170	132	157	2
	4pm-6:30pm	1	28	18	42	36	0
	6:30pm-12am	0	22	17	26	17	0
Day2	12am-7am	3	40	49	25	21	3
	7am-9:30am	10	52	66	29	79	2
	9:30am-4pm	2	132	139	182	120	2
	4pm-6:30pm	0	25	22	38	34	1
	6:30pm-12am	1	5	9	35	18	0
Average	12am-7am	2	36	42	25	24	3
	7am-9:30am	10	55	62	27	74	2
	9:30am-4pm	2	152	155	157	139	2
	4pm-6:30pm	1	27	20	40	35	1
	6:30pm-12am	1	14	13	31	18	0

Buses

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0	6	9	2	7	0
	7am-9:30am	7	13	8	1	18	4
	9:30am-4pm	0	13	39	4	25	0
	4pm-6:30pm	1	14	17	0	9	4
	6:30pm-12am	0	2	31	3	16	0
Day2	12am-7am	0	7	9	1	6	2
	7am-9:30am	12	12	8	3	9	8
	9:30am-4pm	0	11	44	13	19	0
	4pm-6:30pm	2	11	13	0	12	3
	6:30pm-12am	0	10	28	3	13	0
Average	12am-7am	0	7	9	2	7	1
	7am-9:30am	10	13	8	2	14	6
	9:30am-4pm	0	12	42	9	22	0
	4pm-6:30pm	2	13	15	0	11	4
	6:30pm-12am	0	6	30	3	15	0

Single Unit Trucks

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	3	8	7	5	10	1
	7am-9:30am	1	15	19	6	25	3
	9:30am-4pm	0	39	78	50	53	4
	4pm-6:30pm	2	6	5	2	8	0
	6:30pm-12am	0	6	11	9	1	0
Day2	12am-7am	2	11	13	11	3	2
	7am-9:30am	1	13	14	2	19	2
	9:30am-4pm	1	53	68	59	41	0
	4pm-6:30pm	2	1	3	8	8	0
	6:30pm-12am	0	1	5	4	2	0
Average	12am-7am	3	10	10	8	7	2
	7am-9:30am	1	14	17	4	22	3
	9:30am-4pm	1	46	73	55	47	2
	4pm-6:30pm	2	4	4	5	8	0
	6:30pm-12am	0	4	8	7	2	0

Articulated Trucks

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0	2	2	1	3	0
	7am-9:30am	0	1	1	0	2	0
	9:30am-4pm	0	2	6	6	1	0
	4pm-6:30pm	0	0	0	0	0	0
	6:30pm-12am	0	1	0	0	1	0
Day2	12am-7am	0	1	3	1	1	2
	7am-9:30am	1	0	2	0	0	0
	9:30am-4pm	0	3	3	3	4	0
	4pm-6:30pm	0	2	0	1	0	0
	6:30pm-12am	1	3	0	0	2	0
Average	12am-7am	0	1	2	1	2	1
	7am-9:30am	1	1	2	0	1	0
	9:30am-4pm	0	3	5	5	3	0
	4pm-6:30pm	0	1	0	1	0	0
	6:30pm-12am	0	1	2	0	2	0

Motorcycles %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.4%	0.4%	0.0%	0.4%	0.0%
	7am-9:30am	1.4%	0.2%	0.2%	0.0%	0.1%	0.0%
	9:30am-4pm	0.0%	0.1%	0.2%	0.1%	0.5%	0.0%
	4pm-6:30pm	6.0%	0.1%	0.6%	0.2%	0.2%	0.0%
	6:30pm-12am	0.0%	0.3%	1.0%	0.2%	1.2%	0.0%
Day2	12am-7am	0.0%	0.2%	0.4%	0.0%	0.3%	3.6%
	7am-9:30am	3.1%	0.4%	0.0%	0.0%	0.2%	1.1%
	9:30am-4pm	3.6%	0.0%	0.3%	0.2%	0.4%	0.0%
	4pm-6:30pm	0.0%	0.0%	0.6%	0.2%	0.3%	0.0%
	6:30pm-12am	0.0%	0.1%	0.2%	0.2%	0.1%	0.0%
Average	12am-7am	0.0%	0.3%	0.4%	0.0%	0.4%	2.6%
	7am-9:30am	2.1%	0.3%	0.1%	0.0%	0.2%	0.7%
	9:30am-4pm	2.2%	0.1%	0.3%	0.1%	0.5%	0.0%
	4pm-6:30pm	3.0%	0.1%	0.6%	0.2%	0.3%	0.0%
	6:30pm-12am	0.0%	0.2%	0.5%	0.2%	0.6%	0.0%

Cars %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	90.3%	89.1%	88.3%	89.2%	82.8%	70.0%
	7am-9:30am	92.3%	93.4%	92.7%	92.0%	87.9%	84.2%
	9:30am-4pm	88.9%	89.5%	85.7%	89.6%	86.1%	87.5%
	4pm-6:30pm	90.0%	94.1%	93.3%	96.5%	96.6%	88.6%
	6:30pm-12am	100.0%	96.9%	93.9%	97.5%	95.9%	95.9%
Day2	12am-7am	86.8%	88.8%	85.7%	88.9%	89.2%	64.3%
	7am-9:30am	86.2%	94.2%	92.9%	90.8%	88.6%	85.1%
	9:30am-4pm	85.7%	90.3%	87.5%	88.1%	87.9%	85.7%
	4pm-6:30pm	95.9%	95.6%	93.2%	95.9%	96.1%	91.1%
	6:30pm-12am	90.9%	98.4%	96.0%	97.2%	97.3%	100.0%
Average	12am-7am	88.4%	88.9%	86.9%	89.0%	86.1%	65.8%
	7am-9:30am	89.6%	93.8%	92.8%	91.4%	88.3%	84.7%
	9:30am-4pm	87.0%	89.9%	86.6%	88.8%	87.0%	87.1%
	4pm-6:30pm	92.9%	94.9%	93.3%	96.2%	96.4%	90.0%
	6:30pm-12am	93.3%	97.7%	95.0%	97.4%	96.7%	100.0%

Light Goods Vehicles %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0.0%	6.9%	7.4%	8.1%	9.5%	20.0%
	7am-9:30am	3.5%	4.3%	4.7%	6.2%	7.2%	3.5%
	9:30am-4pm	11.1%	7.9%	8.2%	7.1%	8.9%	4.2%
	4pm-6:30pm	1.0%	3.4%	2.7%	3.1%	2.2%	0.0%
	6:30pm-12am	0.0%	1.9%	1.5%	1.5%	1.4%	0.0%
Day2	12am-7am	7.9%	7.5%	9.2%	7.3%	7.1%	10.7%
	7am-9:30am	4.4%	3.7%	5.2%	7.8%	8.2%	2.3%
	9:30am-4pm	7.1%	6.4%	6.6%	8.3%	7.6%	14.3%
	4pm-6:30pm	0.0%	2.8%	3.6%	3.1%	2.2%	2.2%
	6:30pm-12am	9.1%	0.4%	0.8%	2.2%	1.3%	0.0%
Average	12am-7am	4.3%	7.2%	8.4%	7.7%	8.3%	13.2%
	7am-9:30am	3.9%	4.0%	5.0%	7.0%	7.7%	2.8%
	9:30am-4pm	8.7%	7.2%	7.4%	7.7%	8.3%	6.5%
	4pm-6:30pm	0.5%	3.1%	3.1%	3.1%	2.2%	1.3%
	6:30pm-12am	6.7%	1.2%	1.1%	1.9%	1.4%	0.0%

Buses %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0.0%	1.3%	2.0%	0.7%	2.6%	0.0%
	7am-9:30am	2.4%	1.0%	0.7%	0.3%	1.9%	7.0%
	9:30am-4pm	0.0%	0.6%	1.9%	0.2%	1.4%	0.0%
	4pm-6:30pm	1.0%	1.7%	2.6%	0.0%	0.5%	11.4%
	6:30pm-12am	0.0%	0.2%	2.7%	0.2%	1.3%	0.0%
Day2	12am-7am	0.0%	1.3%	1.7%	0.3%	2.0%	7.1%
	7am-9:30am	5.3%	0.9%	0.6%	0.8%	0.9%	9.2%
	9:30am-4pm	0.0%	0.5%	2.1%	0.6%	1.2%	0.0%
	4pm-6:30pm	2.1%	1.2%	2.1%	0.0%	0.8%	6.7%
	6:30pm-12am	0.0%	0.9%	2.5%	0.1%	1.0%	0.0%
Average	12am-7am	0.0%	1.3%	1.8%	0.5%	2.3%	5.3%
	7am-9:30am	3.7%	0.9%	0.6%	0.5%	1.4%	8.3%
	9:30am-4pm	0.0%	0.6%	2.0%	0.4%	1.3%	0.0%
	4pm-6:30pm	1.5%	1.5%	2.4%	0.0%	0.7%	8.8%
	6:30pm-12am	0.0%	0.5%	2.6%	0.2%	1.1%	0.0%

Single Unit Trucks %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	9.7%	1.8%	1.5%	1.7%	3.7%	10.0%
	7am-9:30am	0.3%	1.1%	1.6%	1.5%	2.7%	5.3%
	9:30am-4pm	0.0%	1.8%	3.8%	2.7%	3.0%	8.3%
	4pm-6:30pm	2.0%	0.7%	0.8%	0.1%	0.5%	0.0%
	6:30pm-12am	0.0%	0.5%	0.9%	0.5%	0.1%	0.0%
Day2	12am-7am	5.3%	2.1%	2.4%	3.2%	1.0%	7.1%
	7am-9:30am	0.4%	0.9%	1.1%	0.5%	2.0%	2.3%
	9:30am-4pm	3.6%	2.6%	3.3%	2.7%	2.6%	0.0%
	4pm-6:30pm	2.1%	0.1%	0.5%	0.6%	0.5%	0.0%
	6:30pm-12am	0.0%	0.1%	0.4%	0.3%	0.1%	0.0%
Average	12am-7am	7.2%	1.9%	2.0%	2.5%	2.3%	7.9%
	7am-9:30am	0.4%	1.0%	1.3%	1.1%	2.3%	3.5%
	9:30am-4pm	2.2%	2.2%	3.5%	2.7%	2.8%	6.5%
	4pm-6:30pm	2.0%	0.4%	0.6%	0.4%	0.5%	0.0%
	6:30pm-12am	0.0%	0.3%	0.7%	0.4%	0.1%	0.0%

Articulated Trucks %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.4%	0.4%	0.3%	1.1%	0.0%
	7am-9:30am	0.0%	0.1%	0.1%	0.0%	0.2%	0.0%
	9:30am-4pm	0.0%	0.1%	0.3%	0.3%	0.1%	0.0%
	4pm-6:30pm	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%
Day2	12am-7am	0.0%	0.2%	0.6%	0.3%	0.3%	7.1%
	7am-9:30am	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%
	9:30am-4pm	0.0%	0.1%	0.1%	0.1%	0.3%	0.0%
	4pm-6:30pm	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%
	6:30pm-12am	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%
Average	12am-7am	0.0%	0.3%	0.5%	0.3%	0.7%	5.3%
	7am-9:30am	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%
	9:30am-4pm	0.0%	0.1%	0.2%	0.2%	0.1%	0.0%
	4pm-6:30pm	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%

All Vehicles

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	31	450	460	295	273	10
	7am-9:30am	287	1362	1209	389	940	57
	9:30am-4pm	18	2167	2073	1863	1765	48
	4pm-6:30pm	100	832	657	1342	1647	35
	6:30pm-12am	4	1144	1168	1689	1198	23
Day2	12am-7am	38	535	532	342	295	28
	7am-9:30am	225	1403	1274	370	960	87
	9:30am-4pm	28	2057	2092	2198	1576	14
	4pm-6:30pm	97	883	619	1233	1514	45
	6:30pm-12am	11	1152	1139	1562	1357	23
Average	12am-7am	35	493	496	319	284	19
	7am-9:30am	256	1383	1242	380	950	72
	9:30am-4pm	23	2112	2083	2031	1671	31
	4pm-6:30pm	99	858	638	1288	1581	40
	6:30pm-12am	8	1148	1154	1626	1278	23

Lane Usage %

		SB1	SB2	SB3	NB3	NB2	NB1
Day1	12am-7am	3.3%	47.8%	48.9%	51.0%	47.2%	1.7%
	7am-9:30am	10.0%	47.7%	42.3%	28.1%	67.8%	4.1%
	9:30am-4pm	0.4%	50.9%	48.7%	50.7%	48.0%	1.3%
	4pm-6:30pm	6.3%	52.4%	41.3%	44.4%	54.5%	1.2%
	6:30pm-12am	0.2%	49.4%	50.4%	58.0%	41.2%	0.8%
Day2	12am-7am	3.4%	48.4%	48.1%	51.4%	44.4%	4.2%
	7am-9:30am	7.8%	48.3%	43.9%	26.1%	67.7%	6.1%
	9:30am-4pm	0.7%	49.2%	50.1%	58.0%	41.6%	0.4%
	4pm-6:30pm	6.1%	55.2%	38.7%	44.2%	54.2%	1.6%
	6:30pm-12am	0.5%	50.0%	49.5%	53.1%	46.1%	0.8%
Average	12am-7am	3.4%	48.1%	48.5%	51.2%	45.7%	3.1%
	7am-9:30am	8.9%	48.0%	43.1%	27.1%	67.8%	5.1%
	9:30am-4pm	0.5%	50.1%	49.4%	54.4%	44.8%	0.8%
	4pm-6:30pm	6.2%	53.8%	40.0%	44.3%	54.4%	1.4%
	6:30pm-12am	0.3%	49.7%	50.0%	55.6%	43.7%	0.8%

SB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.4%	88.7%	6.9%	1.6%	1.9%	0.4%
	7am-9:30am	0.3%	93.0%	4.4%	1.0%	1.2%	0.1%
	9:30am-4pm	0.1%	87.6%	8.1%	1.2%	2.7%	0.2%
	4pm-6:30pm	0.7%	93.5%	3.0%	2.0%	0.8%	0.0%
	6:30pm-12am	0.7%	95.4%	1.7%	1.4%	0.7%	0.0%
Day2	12am-7am	0.3%	87.2%	8.3%	1.4%	2.4%	0.4%
	7am-9:30am	0.4%	93.0%	4.4%	1.1%	1.0%	0.1%
	9:30am-4pm	0.2%	88.9%	6.5%	1.3%	2.9%	0.1%
	4pm-6:30pm	0.3%	94.7%	2.9%	1.6%	0.4%	0.1%
	6:30pm-12am	0.0%	97.2%	0.7%	1.7%	0.3%	0.2%
Average	12am-7am	0.3%	87.9%	7.7%	1.5%	2.2%	0.4%
	7am-9:30am	0.4%	93.0%	4.4%	1.0%	1.1%	0.1%
	9:30am-4pm	0.2%	88.3%	7.3%	1.3%	2.8%	0.2%
	4pm-6:30pm	0.5%	94.1%	2.9%	1.8%	0.6%	0.1%
	6:30pm-12am	0.4%	96.3%	1.2%	1.5%	0.5%	0.1%

NB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.2%	85.8%	9.0%	1.6%	2.8%	0.7%
	7am-9:30am	0.1%	88.9%	6.8%	1.7%	2.5%	0.1%
	9:30am-4pm	0.3%	87.9%	7.9%	0.8%	2.9%	0.2%
	4pm-6:30pm	0.2%	96.5%	2.6%	0.4%	0.3%	0.0%
	6:30pm-12am	0.6%	96.9%	1.5%	0.7%	0.3%	0.0%
Day2	12am-7am	0.3%	88.0%	7.4%	1.4%	2.4%	0.6%
	7am-9:30am	0.2%	89.0%	7.8%	1.4%	1.6%	0.1%
	9:30am-4pm	0.3%	88.0%	8.0%	0.8%	2.6%	0.2%
	4pm-6:30pm	0.3%	96.0%	2.6%	0.5%	0.6%	0.0%
	6:30pm-12am	0.1%	97.3%	1.8%	0.5%	0.2%	0.1%
Average	12am-7am	0.3%	87.9%	8.1%	1.4%	2.6%	0.6%
	7am-9:30am	0.1%	88.9%	7.3%	1.5%	2.0%	0.1%
	9:30am-4pm	0.3%	88.0%	8.0%	0.8%	2.8%	0.2%
	4pm-6:30pm	0.2%	96.2%	2.6%	0.5%	0.4%	0.0%
	6:30pm-12am	0.4%	97.1%	1.6%	0.6%	0.3%	0.1%

	MC	PC	LGV	Bus	SUT	AT
All Day Average (SB)	0.3%	91.7%	4.9%	1.4%	1.6%	0.1%
All Day Average (NB)	0.3%	92.4%	4.9%	0.8%	1.5%	0.1%

	SB	NB
ADT Directional	12024	11589
ADT		23613

48 Hour Count - Connecticut Ave NW btw Macomb St NW & Devonshire Pl NW

Vehicle Counts

Motorcycles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	2	2	0		0	0	1
	7am-9:30am	5	2	0	0		0	1	0
	9:30am-4pm	1	2	3	0		7	2	1
	4pm-6:30pm	6	2	0		5	3	2	2
	6:30pm-12am	4	6	2	0		3	7	4
Day2	12am-7am	0	1	1	0		0	1	0
	7am-9:30am	7	4	0	1		0	0	3
	9:30am-4pm	3	1	0	0	2	3	1	2
	4pm-6:30pm	1	1	0		4	5	1	2
	6:30pm-12am	0	2	2	0		1	3	0
Average	12am-7am	0	2	2	0		0	1	0
	7am-9:30am	6	3	0	2		0	1	2
	9:30am-4pm	2	2	2	0	5	3	3	
	4pm-6:30pm	4	2	0		5	4	2	2
	6:30pm-12am	2	4	1	0		2	5	2

Cars

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	31	711	534	0		0	267	339	14
	7am-9:30am	567	1570	1624	1121		0	3	710	409
	9:30am-4pm	181	2549	1639	0		0	1780	2426	89
	4pm-6:30pm	382	820	2	0		923	1657	1652	252
	6:30pm-12am	137	1459	804	0		1	1442	1819	82
Day2	12am-7am	41	749	557	0		1	288	405	22
	7am-9:30am	605	1612	1621	1118		0	3	689	429
	9:30am-4pm	267	2540	1641	1		0	1815	2482	100
	4pm-6:30pm	490	751	3	0		1035	1516	1408	271
	6:30pm-12am	141	1457	773	0		2	1396	1815	120
Average	12am-7am	36	730	546	0		1	278	372	18
	7am-9:30am	586	1591	1623	1120		0	3	700	419
	9:30am-4pm	224	2545	1640	1		0	1798	2454	95
	4pm-6:30pm	436	786	3	0		979	1587	1530	262
	6:30pm-12am	139	1458	789	0		2	1419	1817	101

Light Goods Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	6	59	53	0		0	33	41	2
	7am-9:30am	22	95	64	29		0	0	49	18
	9:30am-4pm	18	243	135	0		0	160	275	15
	4pm-6:30pm	19	33	0	0		21	59	57	7
	6:30pm-12am	2	35	18	0		0	23	44	2
Day2	12am-7am	5	72	82	0		0	36	49	2
	7am-9:30am	28	82	69	27		0	0	60	29
	9:30am-4pm	17	234	143	0		0	168	284	8
	4pm-6:30pm	17	25	0	0		28	57	35	13
	6:30pm-12am	3	28	16	0		0	25	30	2
Average	12am-7am	5	66	68	0		0	35	45	2
	7am-9:30am	25	89	67	28		0	0	55	24
	9:30am-4pm	22	239	139	0		0	164	280	12
	4pm-6:30pm	18	29	0	0		25	58	46	10
	6:30pm-12am	3	32	17	0		0	24	37	2

Buses

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	6	4	2	0		0	1	3	5
	7am-9:30am	16	8	4	2		0	0	6	19
	9:30am-4pm	13	16	3	0		0	6	15	16
	4pm-6:30pm	15	6	0	0		0	3	14	
	6:30pm-12am	12	1	1	0		0	6	15	
Day2	12am-7am	7	4	1	0		0	0	4	5
	7am-9:30am	17	9	6	2		0	1	7	16
	9:30am-4pm	13	16	4	0		0	8	13	16
	4pm-6:30pm	12	6	0	0		1	0	15	
	6:30pm-12am	6	8	0	0		1	4	12	
Average	12am-7am	7	4	2	0		0	1	4	5
	7am-9:30am	17	9	5	2		0	1	7	18
	9:30am-4pm	13	16	4	0		0	7	14	16
	4pm-6:30pm	14	6	0	0		1	1	2	15
	6:30pm-12am	9	5	1	0		0	1	5	14

Single Unit Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	12	5	0		0	8	7	0
	7am-9:30am	3	18	16	5		0	1	20	9
	9:30am-4pm	6	54	50	0		1	39	83	8
	4pm-6:30pm	2	9	0	0		1	2	10	3
	6:30pm-12am	0	12	2	0		0	5	4	0
Day2	12am-7am	1	13	14	0		0	11	6	0
	7am-9:30am	6	18	10	6		0	18	11	
	9:30am-4pm	5	62	41	0		0	32	85	4
	4pm-6:30pm	5	2	0	0		1	5	10	3
	6:30pm-12am	1	3	2	0		0	7	3	0
Average	12am-7am	1	13	10	0		0	10	7	0
	7am-9:30am	5	18	13	6		1	19	10	
	9:30am-4pm	6	58	46	0		1	36	84	6
	4pm-6:30pm	4	6	0	0		1	4	10	3
	6:30pm-12am	1	8	2	0		0	6	4	0

Articulated Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	3	1	0		0	0	3	0
	7am-9:30am	1	1	3	1		0	0	1	4
	9:30am-4pm	1	4	3	0		0	2	5	1
	4pm-6:30pm	0	0	0	0		0	0	0	0
	6:30pm-12am	0	0	0	0		0	0	0	0
Day2	12am-7am	0	2	0	0		0	1	1	0
	7am-9:30am	0	0	2	0		0	2	0	
	9:30am-4pm	0	3	0	0		0	1	5	0
	4pm-6:30pm	0	2	0	0		0	0	0	0
	6:30pm-12am	0	2	1	0		0	1	0	
Average	12am-7am	0	2	1	0		0	1	2	0
	7am-9:30am	1	2	2	1		0	2	2	
	9:30am-4pm	1	4	3	0		0	2	5	1
	4pm-6:30pm	0	1	0	0		0	0	0	0
	6:30pm-12am	0	1	1	0		0	0	0	0

Percentages

Motorcycles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.3%	0.3%	--	--	0.0%	0.3%	0.0%
	7am-9:30am	0.8%	0.1%	0.0%	0.2%	--	0.0%	0.1%	0.0%
	9:30am-4pm	0.5%	0.1%	0.2%	--	0.0%	0.4%	0.1%	0.8%
	4pm-6:30pm	1.4%	0.2%	0.0%	--	0.5%	0.2%	0.1%	0.7%
	6:30pm-12am	2.6%	0.4%	0.2%	--	0.0%	0.2%	0.4%	3.9%
Day2	12am-7am	0.0%	0.1%	0.2%	--	0.0%	0.3%	0.2%	0.0%
	7am-9:30am	1.1%	0.2%	0.0%	0.1%	--	0.0%	0.0%	0.6%
	9:30am-4pm	1.0%	0.0%	0.0%	0.0%	--	0.1%	0.1%	3.0%
	4pm-6:30pm	0.2%	0.1%	0.0%	--	0.4%	0.3%	0.1%	0.7%
	6:30pm-12am	0.0%	0.1%	0.2%	--	0.0%	0.1%	0.2%	0.0%
Average	12am-7am	0.0%	0.2%	0.2%	--	0.0%	0.2%	0.2%	0.0%
	7am-9:30am	0.9%	0.2%	0.0%	0.1%	--	0.0%	0.1%	0.3%
	9:30am-4pm	0.8%	0.1%	0.1%	0.0%	0.0%	0.2%	0.1%	1.9%
	4pm-6:30pm	0.7%	0.2%	0.0%	--	0.4%	0.2%	0.1%	0.7%
	6:30pm-12am	1.3%	0.3%	0.1%	--	0.0%	0.1%	0.3%	1.7%

Cars %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	72.1%	89.9%	89.4%	--	--	86.4%	86.0%	66.7%
	7am-9:30am	92.3%	92.6%	95.0%	96.6%	--	75.0%	90.2%	89.1%
	9:30am-4pm	82.3%	88.9%	89.4%	--	0.0%	89.3%	86.5%	68.5%
	4pm-6:30pm	90.1%	94.3%	100.0%	--	97.2%	96.3%	95.8%	90.6%
	6:30pm-12am	88.4%	96.4%	97.2%	--	100.0%	97.9%	96.8%	79.6%
Day2	12am-7am	75.9%	89.1%	84.8%	--	100.0%	85.5%	86.9%	75.9%
	7am-9:30am	91.3%	93.4%	94.9%	96.9%	--	75.0%	88.8%	87.9%
	9:30am-4pm	85.3%	88.9%	89.6%	100.0%	--	89.6%	86.4%	75.8%
	4pm-6:30pm	93.3%	95.4%	100.0%	--	96.8%	95.6%	96.8%	89.1%
	6:30pm-12am	93.4%	97.1%	97.6%	--	100.0%	97.7%	97.8%	89.6%
Average	12am-7am	74.2%	89.5%	87.0%	--	100.0%	85.9%	86.5%	72.0%
	7am-9:30am	91.8%	93.0%	95.0%	96.7%	--	75.0%	89.5%	88.5%
	9:30am-4pm	84.1%	88.9%	89.5%	100.0%	0.0%	89.4%	86.4%	72.1%
	4pm-6:30pm	91.9%	94.8%	100.0%	--	97.0%	95.9%	96.3%	89.9%
	6:30pm-12am	90.8%	96.8%	97.4%	--	100.0%	97.8%	97.3%	85.2%

Light Goods Vehicles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	14.0%	7.5%	8.9%	--	--	10.7%	10.4%	9.5%
	7am-9:30am	3.6%	5.6%	3.7%	2.5%	--	0.0%	6.2%	3.9%
	9:30am-4pm	8.2%	8.5%	7.4%	--	0.0%	8.0%	9.8%	11.5%
	4pm-6:30pm	4.5%	3.8%	0.0%	--	2.2%	3.4%	3.3%	2.5%
	6:30pm-12am	1.3%	2.3%	2.2%	--	0.0%	1.6%	2.3%	1.9%
Day2	12am-7am	9.3%	8.6%	12.5%	--	0.0%	10.7%	10.5%	6.9%
	7am-9:30am	4.2%	4.8%	4.0%	2.3%	--	0.0%	7.7%	5.9%
	9:30am-4pm	8.0%	8.2%	7.8%	0.0%	--	8.3%	9.9%	6.1%
	4pm-6:30pm	3.2%	3.2%	0.0%	--	2.6%	3.6%	2.4%	4.3%
	6:30pm-12am	2.0%	1.9%	2.0%	--	0.0%	1.7%	1.6%	1.5%
Average	12am-7am	11.3%	8.0%	10.8%	--	0.0%	10.7%	10.5%	8.0%
	7am-9:30am	3.9%	5.2%	3.9%	2.4%	--	0.0%	7.0%	5.0%
	9:30am-4pm	8.1%	8.3%	7.6%	0.0%	0.0%	8.2%	9.8%	6.3%
	4pm-6:30pm	3.8%	3.5%	0.0%	--	2.4%	3.5%	2.9%	3.4%
	6:30pm-12am	1.6%	2.1%	2.1%	--	0.0%	1.7%	2.0%	1.7%

Buses %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	14.0%	0.5%	0.3%	--	--	0.3%	0.8%	23.8%
	7am-9:30am	2.6%	0.5%	0.2%	0.2%	--	0.0%	0.8%	4.1%
	9:30am-4pm	5.9%	0.6%	0.2%	--	0.0%	0.3%	0.5%	12.3%
	4pm-6:30pm	3.5%	0.7%	0.0%	--	0.0%	0.2%	5.0%	
	6:30pm-12am	7.7%	0.1%	0.1%	--	0.0%	0.0%	0.3%	14.6%
Day2	12am-7am	13.0%	0.5%	0.2%	--	0.0%	0.0%	0.9%	17.2%
	7am-9:30am	2.6%	0.5%	0.4%	0.2%	--	25.0%	0.9%	3.3%
	9:30am-4pm	4.2%	0.6%	0.2%	0.0%	--	0.4%	0.5%	12.1%
	4pm-6:30pm	2.3%	0.8%	0.0%	--	0.1%	0.0%	4.9%	
	6:30pm-12am	4.0%	0.5%	0.0%	--	0.0%	0.1%	0.3%	9.0%
Average	12am-7am	13.4%	0.5%	0.2%	--	0.0%	0.2%	0.8%	20.0%
	7am-9:30am	2.6%	0.5%	0.3%	0.2%	--	12.5%	0.8%	3.7%
	9:30am-4pm	4.9%	0.6%	0.2%	0.0%	--	0.4%	0.5%	12.2%
	4pm-6:30pm	2.8%	0.7%	0.0%	--	0.0%	0.1%	0.1%	5.0%
	6:30pm-12am	5.9%	0.3%	0.0%	--	0.0%	0.0%	0.3%	11.4%

Single Unit Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	1.5%	0.8%	--	--	2.6%	1.8%	0.0%
	7am-9:30am	0.5%	1.1%	0.9%	0.4%	--	25.0%	2.5%	2.0%
	9:30am-4pm	2.7%	1.9%	2.7%	--	100.0%	2.0%	3.0%	6.2%
	4pm-6:30pm	0.5%	1.0%	0.0%	--	0.1%	0.1%	0.6%	1.1%
	6:30pm-12am	0.0%	0.8%	0.2%	--	0.0%	0.3%	0.2%	0.0%
Day2	12am-7am	1.9%	1.5%	2.1%	--	0.0%	3.3%	1.3%	0.0%
	7am-9:30am	0.9%	1.0%	0.6%	0.5%	--	0.0%	2.3%	2.3%
	9:30am-4pm	1.6%	2.2%	2.2%	0.0%	--	1.6%	3.0%	3.0%
	4pm-6:30pm	1.0%	0.3%	0.0%	--	0.1%	0.3%	0.7%	1.0%
	6:30pm-12am	0.7%	0.2%	0.3%	--	0.0%	0.5%	0.2%	0.0%
Average	12am-7am	1.0%	1.5%	1.5%	--	0.0%	2.9%	1.5%	0.0%
	7am-9:30am	0.7%	1.1%	0.8%	0.5%	--	12.5%	2.4%	2.1%
	9:30am-4pm	2.1%	2.0%	2.5%	0.0%	100.0%	1.8%	3.0%	4.6%
	4pm-6:30pm	0.7%	0.7%	0.0%	--	0.1%	0.2%	0.6%	1.0%
	6:30pm-12am	0.3%	0.5%	0.2%	--	0.0%	0.4%	0.2%	0.0%

Articulated Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.4%	0.2%	--	--	0.0%	0.8%	0.0%
	7am-9:30am	0.2%	0.2%	0.1%	0.2%	--	0.0%	0.1%	0.9%
	9:30am-4pm	0.5%	0.1%	0.2%	--	0.0%	0.1%	0.2%	0.8%
	4pm-6:30pm	0.0%	0.0%	0.0%	--	0.0%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.0%	0.0%	--	0.0%	0.0%	0.0%	0.0%
Day2	12am-7am	0.0%	0.2%	0.3%	--	0.0%	0.3%	0.2%	0.0%
	7am-9:30am	0.0%	0.0%	0.1%	0.1%	--	0.0%	0.2%	0.0%
	9:30am-4pm	0.0%	0.1%	0.2%	0.0%	--	0.0%	0.3%	0.0%
	4pm-6:30pm	0.0%	0.3%	0.0%	--	0.0%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.1%	0.1%	--	0.0%	0.0%	0.0%	0.0%
Average	12am-7am	0.0%	0.3%	0.2%	--	0.0%	0.2%	0.5%	0.0%
	7am-9:30am	0.1%	0.1%	0.1%	0.1%	--	0.0%	0.2%	0.4%
	9:30am-4pm	0.2%	0.1%	0.2%	0.0%	0.0%	0.1%	0.2%	0.4%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.0%	0.1%	0.0%
	6:30pm-12am	0.0%	0.1%	0.1%	--	0.0%	0.0%	0.0%	0.0%

All Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	43	791	597	0		0	309	394	21
	7am-9:30am	614	1696	1709	1161		0	4	787	459
	9:30am-4pm	220	2868	1833	0		1	1994	2806	130
	4pm-6:30pm	424	870	2	0		950	1721	1724	278
	6:30pm-12am	155	1513	827	0		1	1473	1880	103
Day2	12am-7am	54	841	657	0		1	337	466	29
	7am-9:30am	663	1725	1708	1154		0	4	776	488
	9:30am-4pm	313	2856	1832	1		0	2026	2872	132
	4pm-6:30pm	525	787	3	0		1069	1586	1454	304
	6:30pm-12am	151	1500	792	0		2	1429	1856	134
Average	12am-7am	49	816	627	0		1	323	430	25
	7am-9:30am	639	1711	1709	1158		0	4	782	474
	9:30am-4pm	267	2862	1833	1		1	2010	2839	131
	4pm-6:30pm	475	829	3	0		1010	1654	1589	291
	6:30pm-12am	153	1507	810	0		2	1451	1868	119

Lane Usage %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	3.0%	55.3%	41.7%	0.0%	0.0%	42.7%	54.4%	2.9%
	7am-9:30am	11.9%	32.7%	33.0%	22.4%	0.0%	0.3%	63.0%	36.7%
	9:30am-4pm	4.5%	58.3%	37.2%	0.0%	0.0%	40.4%	56.9%	2.6%
	4pm-6:30pm	32.7%	67.1%	0.2%	0.0%	20.3%	36.8%	36.9%	5.9%
	6:30pm-12am	6.2%	60.6%	33.1%	0.0%	0.0%	42.6%	54.4%	3.0%
Day2	12am-7am	3.5%	54.2%	42.3%	0.0%	0.1%	40.5%	55.9%	3.5%
	7am-9:30am	12.6%	32.9%	32.5%	22.0%	0.0%	0.3%	61.2%	38.5%
	9:30am-4pm	6.3%	57.1%	36.6%	0.0%	0.0%	40.3%	57.1%	2.6%
	4pm-6:30pm	39.9%	59.8%	0.2%	0.0%	24.2%	35.9%	32.9%	6.9%
	6:30pm-12am	6.2%	61.4%	32.4%	0.0%	0.1%	41.8%	54.3%	3.9%
Average	12am-7am	3.3%	54.7%	42.0%	0.0%	0.0%	41.5%	55.2%	3.2%
	7am-9:30am	12.2%	32.8%	32.8%	22.2%	0.0%	0.3%	62.1%	37.6%
	9:30am-4pm	5.4%	57.7%	36.9%	0.0%	0.0%	40.4%	57.0%	2.6%
	4pm-6:30pm	36.3%	63.5%	0.2%	0.0%	22.2%	36.4%	35.0%	6.4%
	6:30pm-12am	6.2%	61.0%	32.8%	0.0%	0.0%	42.2%	54.3%	3.4%

SB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.3%	89.2%	8.2%	0.8%	1.2%	0.3%
	7am-9:30am	0.2%	94.2%	4.1%	0.6%	0.8%	0.1%
	9:30am-4pm	0.1%	88.8%	8.0%	0.7%	2.2%	0.2%
	4pm-6:30pm	0.6%	92.9%	4.0%	1.6%	0.8%	0.0%
	6:30pm-12am	0.5%	96.2%	2.2%	0.6%	0.6%	0.0%
Day2	12am-7am	0.1%	86.8%	10.2%	0.8%	1.8%	0.3%
	7am-9:30am	0.2%	94.4%	3.9%	0.6%	0.8%	0.0%
	9:30am-4pm	0.2%	88.9%	8.0%	0.7%	2.2%	0.1%
	4pm-6:30pm	0.2%	94.6%	3.2%	1.4%	0.5%	0.2%
	6:30pm-12am	0.1%	97.1%	1.9%	0.6%	0.2%	0.1%
Average	12am-7am	0.2%	87.9%	9.3%	0.8%	1.5%	0.3%
	7am-9:30am	0.2%	94.3%	4.0%	0.6%	0.8%	0.1%
	9:30am-4pm	0.1%	88.9%	8.0%	0.7%	2.2%	0.1%
	4pm-6:30pm	0.4%	93.8%	3.6%	1.5%	0.7%	0.1%
	6:30pm-12am	0.3%	96.6%	2.1%	0.6%	0.4%	0.1%
All Day Average		0.2%	92.3%	5.5%	0.7%	1.2%	0.1%

NB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.1%	85.6%	10.5%	1.2%	2.1%	0.4%
	7am-9:30am	0.1%	89.8%	5.4%	2.0%	2.4%	0.4%
	9:30am-4pm	0.2%	87.1%	9.1%	0.8%	2.7%	0.2%
	4pm-6:30pm	0.3%	96.0%	3.1%	0.4%	0.3%	0.0%
	6:30pm-12am	0.4%	96.7%	2.0%	0.6%	0.3%	0.0%
Day2	12am-7am	0.2%	86.0%	10.4%	1.1%	2.0%	0.2%
	7am-9:30am	0.2%	88.4%	7.0%	1.9%	2.3%	0.2%
	9:30am-4pm	0.2%	87.4%	9.1%	0.7%	2.4%	0.1%
	4pm-6:30pm	0.3%	95.9%	3.0%	0.4%	0.4%	0.0%
	6:30pm-12am	0.1%	97.4%	1.7%	0.5%	0.3%	0.0%
Average	12am-7am	0.2%	85.8%	10.5%	1.2%	2.1%	0.3%
	7am-9:30am	0.2%	89.1%	6.2%	1.9%	2.3%	0.3%
	9:30am-4pm	0.2%	87.3%	9.1%	0.7%	2.5%	0.1%
	4pm-6:30pm	0.3%	95.9%	3.0%	0.4%	0.4%	0.0%
	6:30pm-12am	0.2%	97.1%	1.8%	0.6%	0.3%	0.0%
All Day Average		0.2%	92.2%	5.4%	0.7%	1.3%	0.1%

ADT

	SB	NB
ADT Directional	15443	15000
ADT	30443	

Legend: **3 or 0.2** = Wrong-way Traffic

48 Hour Count - Connecticut Ave NW btw Military Rd NW & Legation St NW

Motorcycles

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	0	1	1	0	1	1	0
	7am-9:30am	1	0	1	0	0	0	0
	9:30am-12am	0	3	3	0	1	9	0
Day2	12am-7am	0	0	1	0	1	0	0
	7am-9:30am	1	0	1	0	0	0	0
	9:30am-12am	1	0	4	0	6	3	1
Average	12am-7am	0	1	1	0	1	1	0
	7am-9:30am	1	0	1	1	0	0	0
	9:30am-12am	1	2	4	0	4	6	1

Cars

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	84	431	647	2	229	475	0
	7am-9:30am	482	1481	1628	231	8	1311	127
	9:30am-12am	201	5745	2871	11	4352	6880	548
Day2	12am-7am	48	802	630	0	275	509	0
	7am-9:30am	487	1571	1650	196	20	1402	99
	9:30am-12am	43	5965	2896	16	4259	7064	446
Average	12am-7am	66	617	639	1	252	492	0
	7am-9:30am	485	1526	1639	214	14	1357	113
	9:30am-12am	122	5855	2884	14	4306	6972	497

Light Goods Vehicles

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	2	80	75	0	8	42	0
	7am-9:30am	30	186	90	7	0	57	6
	9:30am-12am	2	343	212	0	263	596	19
Day2	12am-7am	5	135	97	0	8	52	0
	7am-9:30am	57	152	100	2	0	51	5
	9:30am-12am	3	366	203	0	278	587	17
Average	12am-7am	4	108	86	0	8	47	0
	7am-9:30am	44	169	95	5	0	54	6
	9:30am-12am	3	355	208	0	271	592	18

Buses

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	3	1	0	0	0	8	0
	7am-9:30am	16	4	0	1	0	14	8
	9:30am-12am	6	62	1	0	3	55	17
Day2	12am-7am	4	6	0	0	0	9	0
	7am-9:30am	15	3	0	0	0	13	6
	9:30am-12am	12	52	6	0	3	56	17
Average	12am-7am	4	4	0	0	0	9	0
	7am-9:30am	16	4	0	1	0	14	7
	9:30am-12am	9	57	4	0	3	56	17

Single Unit Trucks

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	2	9	11	0	3	11	0
	7am-9:30am	3	25	15	0	0	22	1
	9:30am-12am	2	80	36	0	53	141	5
Day2	12am-7am	0	15	9	0	3	12	0
	7am-9:30am	7	32	14	1	0	22	3
	9:30am-12am	2	105	51	0	61	154	3
Average	12am-7am	1	12	10	0	3	12	0
	7am-9:30am	5	29	15	1	0	22	2
	9:30am-12am	1	93	44	0	57	148	4

Articulated Trucks

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	0	3	2	0	1	1	0
	7am-9:30am	0	2	1	0	0	1	1
	9:30am-12am	0	1	1	0	3	10	0
Day2	12am-7am	0	4	0	0	2	0	0
	7am-9:30am	1	3	0	0	0	1	0
	9:30am-12am	0	5	2	0	1	6	0
Average	12am-7am	0	4	1	0	2	1	0
	7am-9:30am	1	3	1	0	0	2	1
	9:30am-12am	0	3	2	0	2	8	0

Motorcycles %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.2%	0.1%	0.0%	0.4%	0.2%	--
	7am-9:30am	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
	9:30am-12am	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%
Day2	12am-7am	0.0%	0.0%	0.1%	--	0.3%	0.0%	--
	7am-9:30am	0.2%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%
	9:30am-12am	1.7%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%
Average	12am-7am	0.0%	0.1%	0.1%	0.0%	0.4%	0.1%	--
	7am-9:30am	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%
	9:30am-12am	0.4%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%

Cars %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	92.3%	82.1%	87.9%	100.0%	94.6%	88.3%	--
	7am-9:30am	90.6%	87.2%	93.8%	96.7%	100.0%	93.3%	88.8%
	9:30am-12am	95.3%	92.2%	91.9%	100.0%	93.1%	89.5%	93.0%
Day2	12am-7am	84.2%	83.4%	85.5%	--	95.2%	87.5%	--
	7am-9:30am	85.7%	89.2%	93.5%	97.5%	100.0%	94.1%	87.6%
	9:30am-12am	72.9%	91.9%	91.6%	100.0%	92.4%	89.8%	92.1%
Average	12am-7am	89.2%	82.9%	86.7%	100.0%	94.9%	87.9%	--
	7am-9:30am	88.1%	88.2%	93.7%	97.0%	100.0%	93.7%	88.3%
	9:30am-12am	90.4%	92.0%	91.7%	100.0%	92.8%	89.6%	92.6%

Light Goods Vehicles %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	2.2%	15.2%	10.2%	0.0%	3.3%	7.8%	--
	7am-9:30am	5.6%	11.0%	5.2%	2.9%	0.0%	4.1%	4.2%
	9:30am-12am	0.9%	5.5%	6.8%	0.0%	5.6%	7.7%	3.2%
Day2	12am-7am	8.8%	14.0%	13.2%	--	2.8%	8.9%	--
	7am-9:30am	10.0%	8.6%	5.7%	1.0%	0.0%	3.4%	4.4%
	9:30am-12am	5.1%	5.6%	6.4%	0.0%	6.0%	7.5%	3.5%
Average	12am-7am	4.7%	14.5%	11.7%	0.0%	3.0%	8.4%	--
	7am-9:30am	7.9%	9.8%	5.4%	2.0%	0.0%	3.7%	4.3%
	9:30am-12am	1.9%	5.6%	6.6%	0.0%	5.8%	7.6%	3.4%

Buses %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	3.3%	0.2%	0.0%	0.0%	0.0%	1.5%	--
	7am-9:30am	3.0%	0.2%	0.0%	0.4%	0.0%	1.0%	5.6%
	9:30am-12am	2.8%	1.0%	0.0%	0.0%	0.1%	0.7%	2.9%
Day2	12am-7am	7.0%	0.6%	0.0%	--	0.0%	1.5%	--
	7am-9:30am	2.6%	0.2%	0.0%	0.5%	0.0%	0.9%	5.3%
	9:30am-12am	20.3%	0.8%	0.2%	0.0%	0.1%	0.7%	3.5%
Average	12am-7am	4.7%	0.5%	0.0%	0.0%	0.0%	1.5%	--
	7am-9:30am	2.8%	0.2%	0.0%	0.5%	0.0%	0.9%	5.5%
	9:30am-12am	6.7%	0.9%	0.1%	0.0%	0.1%	0.7%	3.2%

Single Unit Trucks %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	2.2%	1.7%	1.5%	0.0%	1.2%	2.0%	--
	7am-9:30am	0.6%	1.5%	0.9%	0.0%	0.0%	1.6%	0.7%
	9:30am-12am	0.9%	1.3%	1.2%	0.0%	1.1%	1.8%	0.8%
Day2	12am-7am	0.0%	1.6%	1.2%	--	1.0%	2.1%	--
	7am-9:30am	1.2%	1.8%	0.8%	0.5%	0.0%	1.5%	2.7%
	9:30am-12am	0.0%	1.6%	1.6%	0.0%	1.3%	2.0%	0.6%
Average	12am-7am	1.4%	1.6%	1.4%	0.0%	1.1%	2.1%	--
	7am-9:30am	0.9%	1.6%	0.8%	0.2%	0.0%	1.5%	1.6%
	9:30am-12am	0.7%	1.5%	1.4%	0.0%	1.2%	1.9%	0.7%

Articulated Trucks %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.6%	0.3%	0.0%	0.4%	0.2%	--
	7am-9:30am	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.7%
	9:30am-12am	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%
Day2	12am-7am	0.0%	0.4%	0.0%	--	0.7%	0.0%	--
	7am-9:30am	0.2%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%
	9:30am-12am	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%
Average	12am-7am	0.0%	0.5%	0.1%	0.0%	0.6%	0.1%	--
	7am-9:30am	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.4%
	9:30am-12am	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%

All Vehicles

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	91	525	736	2	242	538	0
	7am-9:30am	532	1698	1735	239	8	1405	143
	9:30am-12am	211	6234	3124	11	4675	7691	589
Day2	12am-7am	57	962	737	0	289	582	0
	7am-9:30am	568	1761	1765	201	20	1490	113
	9:30am-12am	59	6493	3162	16	4608	7870	484
Average	12am-7am	74	744	737	1	266	560	0
	7am-9:30am	550	1730	1750	220	14	1448	128
	9:30am-12am	135	6364	3143	14	4642	7781	537

Lane Usage %

		SB1	SB2	SB3	SB4	NB3	NB2	NB1
Day1	12am-7am	6.7%	38.8%	54.4%	0.1%	31.0%	69.0%	0.0%
	7am-9:30am	12.7%	40.4%	41.3%	5.7%	0.5%	90.3%	9.2%
	9:30am-12am	2.2%	65.1%	32.6%	0.1%	36.1%	59.4%	4.5%
Day2	12am-7am	3.2%	54.8%	42.0%	0.0%	33.2%	66.8%	0.0%
	7am-9:30am	13.2%	41.0%	41.1%	4.7%	1.2%	91.8%	7.0%
	9:30am-12am	0.6%	66.7%	32.5%	0.2%	35.6%	60.7%	3.7%
Average	12am-7am	4.8%	47.8%	47.4%	0.1%	32.2%	67.8%	0.0%
	7am-9:30am	12.9%	40.7%	41.2%	5.2%	0.9%	91.1%	8.1%
	9:30am-12am	1.4%	65.9%	32.6%	0.1%	35.8%	60.0%	4.1%

SB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.1%	86.0%	11.6%	0.3%	1.6%	0.4%
	7am-9:30am	0.0%	90.9%	7.4%	0.5%	1.0%	0.1%
	9:30am-12am	0.1%	92.2%	5.8%	0.7%	1.2%	0.0%
Day2	12am-7am	0.1%	84.3%	13.5%	0.6%	1.4%	0.2%
	7am-9:30am	0.1%	90.9%	7.2%	0.4%	1.3%	0.1%
	9:30am-12am	0.1%	91.7%	5.9%	0.7%	1.6%	0.1%
Average	12am-7am	0.1%	85.0%	12.7%	0.5%	1.5%	0.3%
	7am-9:30am	0.1%	90.9%	7.3%	0.5%	1.1%	0.1%
	9:30am-12am	0.1%	91.9%	5.8%	0.7%	1.4%	0.0%
All Day Average		0.1%	90.9%	6.9%	0.6%	1.3%	0.1%

NB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.3%	90.3%	6.4%	1.0%	1.8%	0.3%
	7am-9:30am	0.0%	92.9%	4.0%	1.4%	1.5%	0.1%
	9:30am-12am	0.1%	90.9%	6.8%	0.6%	1.5%	0.1%
Day2	12am-7am	0.1%	90.0%	6.9%	1.0%	1.7%	0.2%
	7am-9:30am	0.0%	93.7%	3.5%	1.2%	1.5%	0.1%
	9:30am-12am	0.1%	90.8%	6.8%	0.6%	1.7%	0.1%
Average	12am-7am	0.2%	90.1%	6.7%	1.0%	1.8%	0.2%
	7am-9:30am	0.0%	93.3%	3.7%	1.3%	1.5%	0.1%
	9:30am-12am	0.1%	90.9%	6.8%	0.6%	1.6%	0.1%
All Day Average		0.1%	91.1%	6.5%	0.7%	1.6%	0.1%

	SB	NB
ADT Directional	15460	15374
ADT	30833	

14 or 0.9% Wrong-way Traffic

48 Hour Count - Connecticut Ave NW btw Military Rd NW & Nebraska Ave NW

Motorcycles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1	2	2	0	0	1	0	1
	7am-9:30am	2	0	1	1	0	0	0	0
	9:30am-4pm	1	2	1	0	1	0	2	0
	4pm-6:30pm	0	1	0	0	2	0	0	2
	6:30pm-12am	0	0	0	0	0	1	3	0
Day2	12am-7am	0	1	1	0	0	1	0	0
	7am-9:30am	2	1	0	3	0	0	0	0
	9:30am-4pm	2	2	0	0	2	1	1	1
	4pm-6:30pm	0	1	0	3	1	0	0	0
	6:30pm-12am	0	0	0	0	0	1	0	0
Average	12am-7am	1	2	2	0	0	1	0	1
	7am-9:30am	2	1	1	2	0	0	0	0
	9:30am-4pm	2	2	1	0	2	2	1	1
	4pm-6:30pm	0	1	0	3	1	0	1	1
	6:30pm-12am	0	0	0	0	1	0	1	2

Cars

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	77	851	574	0	0	216	365	17
	7am-9:30am	799	1070	1137	952	0	0	990	384
	9:30am-4pm	373	2777	1205	0	1	1861	2469	24
	4pm-6:30pm	610	1013	22	0	402	1396	1411	222
	6:30pm-12am	173	1483	464	0	2	1585	1993	43
Day2	12am-7am	99	911	556	2	0	261	397	21
	7am-9:30am	816	1127	1162	931	0	0	915	452
	9:30am-4pm	371	2866	1228	1	2	1830	2471	25
	4pm-6:30pm	573	1052	24	0	373	1317	1322	197
	6:30pm-12am	201	1487	451	0	1	1617	2061	119
Average	12am-7am	88	881	565	1	0	239	381	19
	7am-9:30am	808	1099	1150	942	0	0	953	418
	9:30am-4pm	372	2822	1217	1	2	1846	2470	25
	4pm-6:30pm	592	1033	23	0	388	1357	1367	210
	6:30pm-12am	187	1485	458	0	2	1601	2027	81

Light Goods Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	5	137	72	0	0	11	37	0
	7am-9:30am	78	119	78	37	0	0	51	16
	9:30am-4pm	43	245	114	0	0	228	386	2
	4pm-6:30pm	22	29	0	0	14	89	93	6
	6:30pm-12am	6	32	10	0	1	38	55	2
Day2	12am-7am	6	136	86	0	0	14	40	1
	7am-9:30am	89	102	60	47	0	0	53	22
	9:30am-4pm	41	287	93	0	0	235	390	1
	4pm-6:30pm	14	27	1	0	16	63	85	6
	6:30pm-12am	9	31	10	0	0	34	49	3
Average	12am-7am	6	137	79	0	0	13	39	1
	7am-9:30am	84	111	69	42	0	0	52	19
	9:30am-4pm	42	266	104	0	0	232	388	2
	4pm-6:30pm	18	28	1	0	15	76	89	6
	6:30pm-12am	8	32	10	0	1	36	52	3

Buses

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	7	3	1	0	0	0	4	3
	7am-9:30am	18	5	0	0	0	0	6	14
	9:30am-4pm	16	13	2	0	0	2	25	3
	4pm-6:30pm	18	9	0	0	0	2	3	19
	6:30pm-12am	10	3	0	0	0	1	9	9
Day2	12am-7am	7	4	0	0	0	0	4	4
	7am-9:30am	18	3	1	1	0	0	6	15
	9:30am-4pm	16	13	2	0	0	4	26	1
	4pm-6:30pm	19	3	0	0	0	1	3	20
	6:30pm-12am	9	6	1	0	0	1	3	20
Average	12am-7am	7	4	1	0	0	0	4	4
	7am-9:30am	18	4	1	1	0	0	6	15
	9:30am-4pm	16	13	2	0	0	3	26	2
	4pm-6:30pm	19	6	0	0	0	1	3	20
	6:30pm-12am	10	5	1	0	0	1	6	15

Single Unit Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1	23	7	0	0	5	8	0
	7am-9:30am	6	20	11	5	0	0	17	3
	9:30am-4pm	5	74	24	0	0	45	96	1
	4pm-6:30pm	3	6	0	0	2	6	23	2
	6:30pm-12am	0	8	1	0	0	7	8	0
Day2	12am-7am	2	16	9	0	0	3	10	0
	7am-9:30am	19	24	9	4	0	0	18	4
	9:30am-4pm	8	97	24	0	0	56	109	0
	4pm-6:30pm	2	4	0	0	1	12	15	0
	6:30pm-12am	0	3	1	0	0	3	7	1
Average	12am-7am	2	20	8	0	0	4	9	0
	7am-9:30am	13	22	10	5	0	0	18	4
	9:30am-4pm	7	86	24	0	0	51	103	1
	4pm-6:30pm	3	5	0	0	2	9	19	2
	6:30pm-12am	0	6	1	0	0	5	8	1

Articulated Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	3	2	0	0	1	1	0
	7am-9:30am	2	1	0	0	0	0	3	0
	9:30am-4pm	0	2	0	0	0	3	13	0
	4pm-6:30pm	0	1	0	0	0	1	1	0
	6:30pm-12am	0	0	0	0	0	0	0	0
Day2	12am-7am	0	3	0	0	0	0	0	0
	7am-9:30am	1	1	1	1	0	0	0	1
	9:30am-4pm	0	5	0	0	0	2	2	0
	4pm-6:30pm	0	0	0	0	0	1	1	0
	6:30pm-12am	0	2	2	0	0	1	1	0
Average	12am-7am	0	3	1	0	0	1	1	1
	7am-9:30am	2	1	1	1	0	0	1	0
	9:30am-4pm	0	4	0	0	0	3	8	0
	4pm-6:30pm	0	1	0	0	0	1	1	0
	6:30pm-12am	0	1	1	0	0	1	1	0

Motorcycles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1.1%	0.2%	0.3%	--	--	0.4%	0.0%	4.8%
	7am-9:30am	0.2%	0.0%	0.1%	0.1%	--	--	0.0%	0.2%
	9:30am-4pm	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.5%	0.0%	0.1%	0.8%
	6:30pm-12am	0.0%	0.0%	0.0%	--	0.0%	0.1%	0.1%	0.0%
Day2	12am-7am	0.0%	0.1%	0.2%	0.0%	--	0.4%	0.0%	0.0%
	7am-9:30am	0.2%	0.1%	0.0%	0.3%	--	--	0.0%	0.0%
	9:30am-4pm	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	3.6%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.8%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.0%	0.0%	--	0.0%	0.1%	0.0%	0.0%
Average	12am-7am	0.5%	0.1%	0.2%	0.0%	--	0.4%	0.0%	2.1%
	7am-9:30am	0.2%	0.0%	0.0%	0.2%	--	--	0.0%	0.1%
	9:30am-4pm	0.3%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	1.7%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.6%	0.0%	0.0%	0.4%
	6:30pm-12am	0.0%	0.0%	0.0%	--	0.0%	0.1%	0.1%	0.0%

Cars %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	84.6%	83.5%	87.2%	--	--	92.3%	88.0%	81.0%
	7am-9:30am	88.3%	88.1%	92.7%	95.7%	--	--	93.0%	91.9%
	9:30am-4pm	85.2%	89.2%	89.5%	100.0%	100.0%	87.0%	82.5%	80.0%
	4pm-6:30pm	93.4%	95.7%	100.0%	--	95.7%	93.4%	92.2%	88.4%
	6:30pm-12am	91.5%	97.2%	97.7%	--	66.7%	97.1%	96.3%	79.6%
Day2	12am-7am	86.8%	85.1%	85.3%	100.0%	--	93.5%	88.0%	80.8%
	7am-9:30am	86.3%	89.6%	94.2%	94.3%	--	--	92.2%	91.5%
	9:30am-4pm	84.7%	87.6%	91.2%	100.0%	100.0%	86.0%	82.4%	89.3%
	4pm-6:30pm	94.2%	96.7%	96.0%	--	94.9%	94.4%	92.7%	87.9%
	6:30pm-12am	91.8%	97.3%	97.0%	--	100.0%	97.6%	97.2%	83.2%
Average	12am-7am	85.9%	84.3%	86.3%	100.0%	--	93.0%	88.0%	80.9%
	7am-9:30am	87.3%	88.8%	93.5%	95.0%	--	--	92.6%	91.7%
	9:30am-4pm	84.9%	88.4%	90.3%	100.0%	100.0%	86.5%	82.5%	84.5%
	4pm-6:30pm	93.8%	96.2%	97.9%	--	95.3%	93.9%	92.4%	88.2%
	6:30pm-12am	91.7%	97.2%	97.3%	--	75.0%	97.4%	96.8%	82.2%

Light Goods Vehicles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	5.5%	13.4%	10.9%	--	--	4.7%	8.9%	0.0%
	7am-9:30am	8.6%	9.8%	6.4%	3.7%	--	--	4.8%	3.8%
	9:30am-4pm	9.8%	7.9%	8.5%	0.0%	0.0%	10.7%	12.9%	6.7%
	4pm-6:30pm	3.4%	2.7%	0.0%	--	3.3%	6.0%	6.1%	2.4%
	6:30pm-12am	3.2%	2.1%	2.1%	--	33.3%	2.3%	2.7%	3.7%
Day2	12am-7am	5.3%	12.7%	13.2%	0.0%	--	5.0%	8.9%	3.8%
	7am-9:30am	9.4%	8.1%	4.9%	4.8%	--	--	5.3%	4.5%
	9:30am-4pm	9.4%	8.8%	6.9%	0.0%	0.0%	11.0%	13.0%	3.6%
	4pm-6:30pm	2.3%	2.5%	4.0%	--	4.1%	4.5%	6.0%	2.7%
	6:30pm-12am	4.1%	2.0%	2.2%	--	0.0%	2.1%	2.3%	2.1%
Average	12am-7am	5.4%	13.1%	12.1%	0.0%	--	4.9%	8.9%	2.1%
	7am-9:30am	9.0%	8.9%	5.6%	4.2%	--	--	5.1%	4.2%
	9:30am-4pm	9.6%	8.3%	7.7%	0.0%	0.0%	10.8%	13.0%	5.2%
	4pm-6:30pm	2.9%	2.6%	2.1%	--	3.7%	5.3%	6.0%	2.5%
	6:30pm-12am	3.7%	2.1%	2.1%	--	25.0%	2.2%	2.5%	2.5%

Buses %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	7.7%	0.3%	0.2%	--	--	0.0%	1.0%	14.3%
	7am-9:30am	2.0%	0.4%	0.0%	0.0%	--	--	0.6%	3.3%
	9:30am-4pm	3.7%	0.4%	0.1%	0.0%	0.0%	0.1%	0.8%	10.0%
	4pm-6:30pm	2.8%	0.8%	0.0%	--	0.0%	0.1%	0.2%	7.6%
	6:30pm-12am	5.3%	0.2%	0.0%	--	0.0%	0.1%	0.4%	16.7%
Day2	12am-7am	6.1%	0.4%	0.0%	0.0%	--	0.0%	0.9%	15.4%
	7am-9:30am	1.9%	0.2%	0.1%	0.1%	--	--	0.6%	3.0%
	9:30am-4pm	3.7%	0.4%	0.1%	0.0%	0.0%	0.2%	0.9%	3.6%
	4pm-6:30pm	3.1%	0.3%	0.0%	--	0.0%	0.1%	0.2%	8.9%
	6:30pm-12am	4.1%	0.4%	0.2%	--	0.0%	0.1%	0.1%	14.0%
Average	12am-7am	6.8%	0.3%	0.1%	0.0%	--	0.0%	0.9%	14.9%
	7am-9:30am	1.9%	0.3%	0.0%	0.1%	--	--	0.6%	3.2%
	9:30am-4pm	3.7%	0.4%	0.1%	0.0%	0.0%	0.1%	0.9%	6.9%
	4pm-6:30pm	2.9%	0.6%	0.0%	--	0.0%	0.1%	0.2%	8.2%
	6:30pm-12am	4.7%	0.3%	0.1%	--	0.0%	0.1%	0.3%	14.7%

Single Unit Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1.1%	2.3%	1.1%	--	--	2.1%	1.9%	0.0%
	7am-9:30am	0.7%	1.6%	0.9%	0.5%	--	--	1.6%	0.7%
	9:30am-4pm	1.1%	2.4%	1.8%	0.0%	0.0%	2.1%	3.2%	3.3%
	4pm-6:30pm	0.5%	0.6%	0.0%	--	0.5%	0.4%	1.5%	0.8%
	6:30pm-12am	0.0%	0.5%	0.2%	--	0.0%	0.4%	0.4%	0.0%
Day2	12am-7am	1.8%	1.5%	1.4%	0.0%	--	1.1%	2.2%	0.0%
	7am-9:30am	2.0%	1.9%	0.7%	0.4%	--	--	1.8%	0.8%
	9:30am-4pm	1.8%	3.0%	1.8%	0.0%	0.0%	2.6%	3.6%	0.0%
	4pm-6:30pm	0.3%	0.2%	0.0%	--	0.3%	0.9%	1.1%	0.4%
	6:30pm-12am	0.0%	0.2%	0.2%	--	0.0%	0.2%	0.3%	0.7%
Average	12am-7am	1.5%	1.9%	1.2%	0.0%	--	1.6%	2.1%	0.0%
	7am-9:30am	1.4%	1.8%	0.8%	0.5%	--	--	1.7%	0.8%
	9:30am-4pm	1.7%	2.7%	1.8%	0.0%	0.0%	2.4%	3.4%	1.7%
	4pm-6:30pm	0.4%	0.5%	0.0%	--	0.4%	0.6%	1.3%	0.6%
	6:30pm-12am	0.0%	0.4%	0.2%	--	0.0%	0.3%	0.4%	0.5%

Articulated Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.3%	0.3%	--	--	0.4%	0.2%	0.0%
	7am-9:30am	0.2%	0.1%	0.0%	0.0%	--	--	0.1%	0.0%
	9:30am-4pm	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.1%	0.1%	0.0%
	6:30pm-12am	0.0%	0.0%	0.0%	--	0.0%	0.0%	0.0%	0.0%
Day2	12am-7am	0.0%	0.3%	0.0%	0.0%	--	0.0%	0.0%	0.0%
	7am-9:30am	0.1%	0.1%	0.1%	0.1%	--	--	0.0%	0.2%
	9:30am-4pm	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%
	4pm-6:30pm	0.0%	0.0%	0.0%	--	0.0%	0.1%	0.1%	0.0%
	6:30pm-12am	0.0%	0.1%	0.2%	--	0.0%	0.0%	0.0%	0.0%
Average	12am-7am	0.0%	0.3%	0.2%	0.0%	--	0.2%	0.1%	0.0%
	7am-9:30am	0.2%	0.1%	0.0%	0.1%	--	--	0.0%	0.1%
	9:30am-4pm	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.3%	0.0%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.1%	0.1%	0.0%
	6:30pm-12am	0.0%	0.1%	0.2%	--	0.0%	0.0%	0.0%	0.5%

All Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	91	1019	658	0	0	234	415	21
	7am-9:30am	905	1215	1227	995	0	0	1065	418
	9:30am-4pm	438	3113	1346	1	1	2140	2991	30
	4pm-6:30pm	653	1059	22	0	420	1494	1531	251
	6:30pm-12am	189	1526	475	0	3	1632	2069	54
Day2	12am-7am	114	1071	652	2	0	279	451	26
	7am-9:30am	945	1258	1233	987	0	0	992	494
	9:30am-4pm	438	3270	1347	1	2	2129	2999	28
	4pm-6:30pm	608	1088	25	0	393	1395	1426	224
	6:30pm-12am	219	1529	465	0	1	1657	2121	143
Average	12am-7am	103	1045	655	1	0	257	433	24
	7am-9:30am	925	1237	1230	991	0	0	1029	456
	9:30am-4pm	438	3192	1347	1	2	2135	2995	29
	4pm-6:30pm	631	1074	24	0	407	1445	1479	238
	6:30pm-12am	204	1528	470	0	2	1645	2095	99

Lane Usage %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	5.1%	57.6%	37.2%	0.0%	0.0%	34.9%	61.9%	3.1%
	7am-9:30am	20.8%	28.0%	28.3%	22.9%	0.0%	0.0%	71.8%	28.2%
	9:30am-4pm	8.9%	63.6%	27.5%	0.0%	0.0%	41.5%	57.9%	0.6%
	4pm-6:30pm	37.7%	61.1%	1.3%	0.0%	11.4%	40.4%	41.4%	6.8%
	6:30pm-12am	8.6%	69.7%	21.7%	0.0%	0.1%	43.4%	55.1%	1.4%
Day2	12am-7am	6.2%	58.2%	35.5%	0.1%	0.0%	36.9%	59.7%	3.4%
	7am-9:30am	21.4%	28.4%	27.9%	22.3%	0.0%	0.0%	66.8%	33.2%
	9:30am-4pm	8.7%	64.7%	26.6%	0.0%	0.0%	41.3%	58.1%	0.5%
	4pm-6:30pm	35.3%	63.2%	1.5%	0.0%	11.4%	40.6%	41.5%	6.5%
	6:30pm-12am	9.9%	69.1%	21.0%	0.0%	0.0%	42.2%	54.1%	3.6%
Average	12am-7am	5.7%	57.9%	36.3%	0.1%	0.0%	36.0%	60.7%	3.3%
	7am-9:30am	21.1%	28.2%	28.1%	22.6%	0.0%	0.0%	69.3%	30.7%
	9:30am-4pm	8.8%	64.1%	27.1%	0.0%	0.0%	41.4%	58.0%	0.6%
	4pm-6:30pm	36.5%	62.1%	1.4%	0.0%	11.4%	40.5%	41.4%	6.7%
	6:30pm-12am	9.3%	69.4%	21.3%	0.0%	0.1%	42.8%	54.6%	2.6%

SB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.3%	85.0%	12.1%	0.6%	1.8%	0.3%
	7am-9:30am	0.1%	91.2%	7.2%	0.5%	1.0%	0.1%
	9:30am-4pm	0.1%	88.9%	8.2%	0.6%	2.1%	0.0%
	4pm-6:30pm	0.1%	94.9%	2.9%	1.6%	0.5%	0.1%
	6:30pm-12am	0.0%	96.8%	2.2%	0.6%	0.4%	0.0%
Day2	12am-7am	0.1%	85.3%	12.4%	0.6%	1.5%	0.2%
	7am-9:30am	0.1%	91.3%	6.7%	0.5%	1.3%	0.1%
	9:30am-4pm	0.1%	88.3%	8.3%	0.6%	2.6%	0.1%
	4pm-6:30pm	0.1%	95.8%	2.4%	1.3%	0.3%	0.1%
	6:30pm-12am	0.0%	96.7%	2.3%	0.7%	0.2%	0.2%
Average	12am-7am	0.2%	85.1%	12.3%	0.6%	1.6%	0.2%
	7am-9:30am	0.1%	91.2%	7.0%	0.5%	1.1%	0.1%
	9:30am-4pm	0.1%	88.6%	8.3%	0.6%	2.3%	0.1%
	4pm-6:30pm	0.1%	95.3%	2.7%	1.4%	0.4%	0.1%
	6:30pm-12am	0.0%	96.7%	2.2%	0.7%	0.3%	0.1%
All Day Average		0.1%	90.9%	6.8%	0.7%	1.4%	0.1%

NB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.3%	89.3%	7.2%	1.0%	1.9%	0.3%
	7am-9:30am	0.1%	92.7%	4.5%	1.3%	1.3%	0.1%
	9:30am-4pm	0.1%	84.4%	11.9%	0.6%	2.8%	0.3%
	4pm-6:30pm	0.1%	92.8%	5.5%	0.6%	0.9%	0.1%
	6:30pm-12am	0.1%	96.4%	2.6%	0.5%	0.4%	0.0%
Day2	12am-7am	0.1%	89.8%	7.3%	1.1%	1.7%	0.1%
	7am-9:30am	0.0%	92.0%	5.0%	1.4%	1.5%	0.1%
	9:30am-4pm	0.1%	83.9%	12.1%	0.6%	3.2%	0.1%
	4pm-6:30pm	0.1%	93.3%	4.9%	0.7%	0.8%	0.1%
	6:30pm-12am	0.0%	96.8%	2.2%	0.6%	0.3%	0.1%
Average	12am-7am	0.2%	89.6%	7.2%	1.1%	1.8%	0.1%
	7am-9:30am	0.0%	92.3%	4.8%	1.4%	1.4%	0.1%
	9:30am-4pm	0.1%	84.1%	12.0%	0.6%	3.0%	0.2%
	4pm-6:30pm	0.1%	93.1%	5.2%	0.7%	0.9%	0.1%
	6:30pm-12am	0.1%	96.6%	2.4%	0.6%	0.3%	0.0%
All Day Average		0.1%	90.6%	6.9%	0.7%	1.6%	0.1%

ADT

	SB	NB
ADT Directional	15092	14765
ADT	29857	

24 or 1.4% Wrong-way Traffic

48 Hour Count - Connecticut Ave NW btw Tilden St NW & Porter St NW

Motorcycles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	2	2	0	0	0	0	0
	7am-9:30am	5	1	1	1	0	0	1	0
	9:30am-4pm	1	0	2	0	0	5	10	1
	4pm-6:30pm	4	0	0	0	3	3	2	1
	6:30pm-12am	1	4	3	0	0	4	3	1
Day2	12am-7am	0	0	1	0	0	0	1	0
	7am-9:30am	6	4	2	2	0	0	1	1
	9:30am-4pm	0	2	1	0	0	3	6	1
	4pm-6:30pm	0	1	0	0	2	1	3	4
	6:30pm-12am	3	2	3	0	0	1	2	0
Average	12am-7am	0	1	2	0	0	0	1	0
	7am-9:30am	6	3	2	2	0	0	1	1
	9:30am-4pm	1	1	2	0	0	4	8	1
	4pm-6:30pm	2	1	0	0	3	2	3	3
	6:30pm-12am	2	3	3	0	0	3	3	1

Cars

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	10	650	565	0	0	319	364	0
	7am-9:30am	768	1006	1740	1008	1	1	821	525
	9:30am-4pm	128	1222	1586	2	0	2046	2581	36
	4pm-6:30pm	572	0	4	2	906	1676	1575	241
	6:30pm-12am	43	1373	897	1	1	1567	1928	30
Day2	12am-7am	16	354	613	1	0	341	416	17
	7am-9:30am	590	1707	1790	954	0	0	811	499
	9:30am-4pm	96	2451	1547	1	0	1982	2702	33
	4pm-6:30pm	518	840	17	0	962	1586	1443	189
	6:30pm-12am	20	1070	871	0	3	1523	1970	57
Average	12am-7am	13	502	589	1	0	330	390	9
	7am-9:30am	679	1357	1765	981	1	1	816	512
	9:30am-4pm	112	1837	1567	2	0	2014	2642	35
	4pm-6:30pm	545	420	11	1	934	1631	1509	215
	6:30pm-12am	32	1222	884	1	2	1545	1949	44

Light Goods Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1	49	51	0	0	42	45	0
	7am-9:30am	23	30	70	34	0	0	57	31
	9:30am-4pm	11	123	126	1	0	175	319	5
	4pm-6:30pm	25	0	0	0	21	55	59	9
	6:30pm-12am	2	25	17	0	0	26	36	0
Day2	12am-7am	1	31	57	0	0	48	45	0
	7am-9:30am	31	89	68	36	0	0	76	16
	9:30am-4pm	13	167	134	1	0	196	324	2
	4pm-6:30pm	8	33	1	1	25	64	44	4
	6:30pm-12am	0	31	9	0	0	32	31	0
Average	12am-7am	1	40	54	0	0	45	45	0
	7am-9:30am	27	60	69	35	0	0	67	24
	9:30am-4pm	12	145	130	1	0	186	322	4
	4pm-6:30pm	17	17	1	1	23	60	52	7
	6:30pm-12am	1	28	13	0	0	29	34	0

Buses

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	6	4	6	0	0	1	12	0
	7am-9:30am	17	6	3	7	0	0	9	24
	9:30am-4pm	11	8	19	0	0	9	48	2
	4pm-6:30pm	13	0	0	0	1	2	3	17
	6:30pm-12am	1	12	13	0	0	1	35	0
Day2	12am-7am	4	4	4	0	0	2	5	3
	7am-9:30am	19	3	6	9	0	0	6	25
	9:30am-4pm	13	11	23	0	0	7	51	1
	4pm-6:30pm	14	0	0	0	1	1	3	18
	6:30pm-12am	1	11	13	0	0	2	24	6
Average	12am-7am	5	4	5	0	0	2	9	2
	7am-9:30am	18	5	5	8	0	0	8	25
	9:30am-4pm	12	10	21	0	0	8	50	2
	4pm-6:30pm	14	5	0	0	1	2	3	18
	6:30pm-12am	1	12	13	0	0	2	30	3

Single Unit Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	16	11	0	0	11	6	0
	7am-9:30am	3	6	16	6	0	1	24	9
	9:30am-4pm	3	42	46	1	0	48	104	1
	4pm-6:30pm	5	0	0	1	4	3	16	0
	6:30pm-12am	1	8	6	0	0	9	6	1
Day2	12am-7am	0	9	9	1	0	9	6	1
	7am-9:30am	4	20	19	9	0	0	21	12
	9:30am-4pm	4	51	41	1	0	52	76	0
	4pm-6:30pm	4	3	0	0	1	5	9	1
	6:30pm-12am	0	2	1	0	0	8	2	0
Average	12am-7am	0	13	10	1	0	10	6	1
	7am-9:30am	4	13	18	8	0	1	23	11
	9:30am-4pm	4	47	44	1	0	50	90	1
	4pm-6:30pm	5	2	0	1	3	4	13	1
	6:30pm-12am	1	5	4	0	0	9	4	1

Articulated Trucks

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0	0	0	0	0	0	1	0
	7am-9:30am	0	1	2	1	0	0	1	0
	9:30am-4pm	1	2	0	0	0	2	8	0
	4pm-6:30pm	0	0	0	0	0	0	0	0
	6:30pm-12am	1	0	0	0	0	0	0	0
Day2	12am-7am	0	2	1	0	0	1	1	0
	7am-9:30am	0	1	2	0	0	0	3	0
	9:30am-4pm	0	0	0	0	0	1	4	0
	4pm-6:30pm	0	2	0	0	0	1	0	0
	6:30pm-12am	0	2	1	0	0	0	2	0
Average	12am-7am	0	1	1	0	0	1	1	0
	7am-9:30am	0	1	2	1	0	0	2	0
	9:30am-4pm	0	1	0	0	0	2	6	0
	4pm-6:30pm	0	1	0	0	0	0	0	0
	6:30pm-12am	0	1	1	0	0	0	2	0

Motorcycles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.3%	0.3%	--	--	0.0%	0.0%	--
	7am-9:30am	0.6%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%
	9:30am-4pm	0.6%	0.0%	0.1%	0.0%	--	0.2%	0.3%	2.2%
	4pm-6:30pm	0.6%	0.0%	0.0%	0.0%	0.3%	0.2%	0.1%	0.4%
	6:30pm-12am	2.1%	0.3%	0.3%	0.0%	0.0%	0.2%	0.1%	3.1%
Day2	12am-7am	0.0%	0.0%	0.1%	0.0%	--	0.0%	0.2%	0.0%
	7am-9:30am	0.9%	0.2%	0.1%	0.2%	--	--	0.1%	0.2%
	9:30am-4pm	0.0%	0.1%	0.1%	0.0%	--	0.1%	0.2%	2.7%
	4pm-6:30pm	0.0%	0.1%	0.0%	--	0.2%	0.1%	0.2%	1.9%
	6:30pm-12am	12.5%	0.2%	0.3%	--	0.0%	0.1%	0.1%	0.0%
Average	12am-7am	0.0%	0.2%	0.2%	0.0%	--	0.0%	0.1%	0.0%
	7am-9:30am	0.8%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%
	9:30am-4pm	0.4%	0.0%	0.1%	0.0%	--	0.2%	0.3%	2.4%
	4pm-6:30pm	0.3%	0.1%	0.0%	0.0%	0.3%	0.1%	0.2%	1.0%
	6:30pm-12am	5.6%	0.2%	0.3%	0.0%	0.0%	0.2%	0.1%	1.1%

Cars %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	58.8%	90.2%	89.0%	--	--	85.5%	85.0%	--
	7am-9:30am	94.1%	95.8%	95.0%	95.4%	100.0%	50.0%	89.9%	89.1%
	9:30am-4pm	83.1%	87.5%	89.2%	50.0%	--	89.5%	84.1%	80.0%
	4pm-6:30pm	92.4%	--	100.0%	66.7%	96.9%	96.4%	95.2%	89.9%
	6:30pm-12am	89.6%	96.6%	95.8%	100.0%	100.0%	97.5%	96.0%	93.8%
Day2	12am-7am	76.2%	88.5%	89.5%	50.0%	--	85.0%	87.8%	81.0%
	7am-9:30am	90.8%	93.6%	94.9%	94.5%	--	--	88.3%	90.2%
	9:30am-4pm	76.2%	91.3%	88.6%	33.3%	--	88.4%	85.4%	89.2%
	4pm-6:30pm	95.2%	94.6%	94.4%	--	97.1%	95.7%	96.1%	87.5%
	6:30pm-12am	83.3%	95.7%	97.0%	--	100.0%	97.3%	97.0%	90.5%
Average	12am-7am	68.4%	89.6%	89.2%	50.0%	--	85.3%	86.5%	81.0%
	7am-9:30am	92.6%	94.4%	94.9%	94.9%	100.0%	50.0%	89.1%	89.7%
	9:30am-4pm	80.0%	90.0%	88.9%	42.9%	--	89.0%	84.8%	84.1%
	4pm-6:30pm	93.7%	94.6%	95.5%	66.7%	97.0%	96.0%	95.6%	88.8%
	6:30pm-12am	87.5%	96.2%	96.4%	100.0%	100.0%	97.4%	96.5%	91.6%

Light Goods Vehicles %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	5.9%	6.8%	8.0%	--	--	11.3%	10.5%	--
	7am-9:30am	2.8%	2.9%	3.8%	3.2%	0.0%	0.0%	6.2%	5.3%
	9:30am-4pm	7.1%	8.8%	7.1%	25.0%	--	7.7%	10.4%	11.1%
	4pm-6:30pm	4.0%	--	0.0%	0.0%	2.2%	3.2%	3.6%	3.4%
	6:30pm-12am	4.2%	1.8%	1.8%	0.0%	0.0%	1.6%	1.8%	0.0%
Day2	12am-7am	4.8%	7.8%	8.3%	0.0%	--	12.0%	9.5%	0.0%
	7am-9:30am	4.8%	4.9%	3.6%	3.6%	--	--	8.3%	2.9%
	9:30am-4pm	10.3%	6.2%	7.7%	33.3%	--	8.7%	10.2%	5.4%
	4pm-6:30pm	1.5%	3.7%	5.6%	--	2.5%	3.9%	2.9%	1.9%
	6:30pm-12am	0.0%	2.8%	1.0%	--	0.0%	2.0%	1.5%	0.0%
Average	12am-7am	5.3%	7.1%	8.2%	0.0%	--	11.6%	10.0%	0.0%
	7am-9:30am	3.7%	4.1%	3.7%	3.4%	0.0%	0.0%	7.3%	4.1%
	9:30am-4pm	8.6%	7.1%	7.4%	28.6%	--	8.2%	10.3%	8.5%
	4pm-6:30pm	2.8%	3.7%	4.5%	0.0%	2.4%	3.5%	3.3%	2.7%
	6:30pm-12am	2.8%	2.2%	1.4%	0.0%	0.0%	1.8%	1.7%	0.0%

Buses %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	35.3%	0.6%	0.9%	--	--	0.3%	2.8%	--
	7am-9:30am	2.1%	0.6%	0.2%	0.7%	0.0%	0.0%	1.0%	4.1%
	9:30am-4pm	7.1%	0.6%	1.1%	0.0%	--	0.4%	1.6%	4.4%
	4pm-6:30pm	2.1%	--	0.0%	0.0%	0.1%	0.1%	0.2%	6.3%
	6:30pm-12am	2.1%	0.8%	1.4%	0.0%	0.0%	0.1%	1.7%	0.0%
Day2	12am-7am	19.0%	1.0%	0.6%	0.0%	--	0.5%	1.1%	14.3%
	7am-9:30am	2.9%	0.2%	0.3%	0.9%	--	--	0.7%	4.5%
	9:30am-4pm	10.3%	0.4%	1.3%	0.0%	--	0.3%	1.6%	2.7%
	4pm-6:30pm	2.6%	1.0%	0.0%	--	0.1%	0.1%	0.2%	8.3%
	6:30pm-12am	4.2%	1.0%	1.4%	--	0.0%	0.1%	1.2%	9.5%
Average	12am-7am	26.3%	0.7%	0.8%	0.0%	--	0.4%	1.9%	14.3%
	7am-9:30am	2.5%	0.3%	0.2%	0.8%	0.0%	0.0%	0.8%	4.3%
	9:30am-4pm	8.6%	0.5%	1.2%	0.0%	--	0.4%	1.6%	3.7%
	4pm-6:30pm	2.3%	1.0%	0.0%	0.0%	0.1%	0.1%	0.2%	7.2%
	6:30pm-12am	2.8%	0.9%	1.4%	0.0%	0.0%	0.1%	1.5%	6.3%

Single Unit Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	2.2%	1.7%	--	--	2.9%	1.4%	--
	7am-9:30am	0.4%	0.6%	0.9%	0.6%	0.0%	50.0%	2.6%	1.5%
	9:30am-4pm	1.9%	3.0%	2.6%	25.0%	--	2.1%	3.4%	2.2%
	4pm-6:30pm	0.8%	--	0.0%	33.3%	0.4%	0.2%	1.0%	0.0%
	6:30pm-12am	2.1%	0.6%	0.6%	0.0%	0.0%	0.6%	0.3%	3.1%
Day2	12am-7am	0.0%	2.3%	1.3%	50.0%	--	2.2%	1.3%	4.8%
	7am-9:30am	0.6%	1.1%	1.0%	0.9%	--	--	2.3%	2.2%
	9:30am-4pm	3.2%	1.9%	2.3%	33.3%	--	2.3%	2.4%	0.0%
	4pm-6:30pm	0.7%	0.3%	0.0%	--	0.1%	0.3%	0.6%	0.5%
	6:30pm-12am	0.0%	0.2%	0.1%	--	0.0%	0.5%	0.1%	0.0%
Average	12am-7am	0.0%	2.2%	1.5%	50.0%	--	2.6%	1.3%	4.8%
	7am-9:30am	0.5%	0.9%	0.9%	0.7%	0.0%	50.0%	2.5%	1.8%
	9:30am-4pm	2.5%	2.3%	2.5%	28.6%	--	2.2%	2.9%	1.2%
	4pm-6:30pm	0.8%	0.3%	0.0%	33.3%	0.3%	0.2%	0.8%	0.2%
	6:30pm-12am	1.4%	0.4%	0.4%	0.0%	0.0%	0.5%	0.2%	1.1%

Articulated Trucks %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	0.0%	0.0%	0.0%	--	--	0.0%	0.2%	--
	7am-9:30am	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%
	9:30am-4pm	0.0%	0.1%	0.0%	--	--	0.1%	0.3%	0.0%
	4pm-6:30pm	0.0%	--	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	6:30pm-12am	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Day2	12am-7am	0.0%	0.5%	0.1%	0.0%	--	0.2%	0.2%	0.0%
	7am-9:30am	0.0%	0.1%	0.1%	0.0%	--	--	0.1%	0.0%
	9:30am-4pm	0.0%	0.0%	0.0%	--	--	0.0%	0.1%	0.0%
	4pm-6:30pm	0.0%	0.2%	0.0%	--	0.0%	0.1%	0.0%	0.0%
	6:30pm-12am	0.0%	0.2%	0.1%	--	0.0%	0.0%	0.1%	0.0%
Average	12am-7am	0.0%	0.2%	0.1%	0.0%	--	0.2%	0.2%	0.0%
	7am-9:30am	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%
	9:30am-4pm	0.0%	0.1%	0.0%	--	--	0.1%	0.2%	0.0%
	4pm-6:30pm	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
	6:30pm-12am	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%

All Vehicles

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	17	721	635	0	0	373	428	0
	7am-9:30am	816	1050	1832	1057	1	2	913	589
	9:30am-4pm	154	1397	1779	4	0	2285	3070	45
	4pm-6:30pm	619	0	4	3	935	1739	1655	268
	6:30pm-12am	48	1422	936	1	1	1607	2009	32
Day2	12am-7am	21	400	685	2	0	401	474	21
	7am-9:30am	650	1824	1887	1010	0	0	918	553
	9:30am-4pm	126	2684	1746	3	0	2241	3163	37
	4pm-6:30pm	544	888	18	0	991	1658	1502	216
	6:30pm-12am	24	1118	898	0	3	1566	2031	63
Average	12am-7am	19	561	660	1	0	387	451	11
	7am-9:30am	733	1437	1860	1034	1	1	916	571
	9:30am-4pm	140	2041	1763	4	0	2263	3117	41
	4pm-6:30pm	582	444	11	2	963	1699	1579	242
	6:30pm-12am	36	1270	917	1	2	1587	2020	48

Lane Usage %

		SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1	12am-7am	1.2%	52.5%	46.2%	0.0%	0.0%	46.6%	53.4%	0.0%
	7am-9:30am	17.2%	22.1%	38.5%	22.2%	0.1%	0.1%	60.7%	39.1%
	9:30am-4pm	4.6%	41.9%	53.4%	0.1%	0.0%	42.3%	56.9%	0.8%
	4pm-6:30pm	98.9%	0.0%	0.6%	0.5%	20.3%	37.8%	36.0%	5.8%
	6:30pm-12am	2.0%	59.1%	38.9%	0.0%	0.0%	44.0%	55.1%	0.9%
Day2	12am-7am	1.9%	36.1%	61.8%	0.2%	0.0%	44.8%	52.9%	2.3%
	7am-9:30am	12.1%	34.0%	35.1%	18.8%	0.0%	0.0%	62.4%	37.6%
	9:30am-4pm	2.8%	58.9%	38.3%	0.1%	0.0%	41.2%	58.1%	0.7%
	4pm-6:30pm	37.5%	61.2%	1.2%	0.0%	22.7%	38.0%	34.4%	4.9%
	6:30pm-12am	1.2%	54.8%	44.0%	0.0%	0.1%	42.8%	55.4%	1.7%
Average	12am-7am	1.5%	45.2%	53.2%	0.1%	0.0%	45.6%	53.2%	1.2%
	7am-9:30am	14.5%	28.4%	36.7%	20.4%	0.0%	0.1%	61.5%	38.4%
	9:30am-4pm	3.5%	51.7%	44.7%	0.1%	0.0%	41.7%	57.5%	0.8%
	4pm-6:30pm	56.0%	42.8%	1.1%	0.1%	21.5%	37.9%	35.2%	5.4%
	6:30pm-12am	1.6%	57.1%	41.2%	0.0%	0.1%	43.4%	55.3%	1.3%

SB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.3%	89.2%	7.4%	1.2%	2.0%	0.0%
	7am-9:30am	0.2%	95.1%	3.3%	0.7%	0.7%	0.1%
	9:30am-4pm	0.1%	88.1%	7.8%	1.1%	2.8%	0.1%
	4pm-6:30pm	0.6%	92.3%	4.0%	2.1%	1.0%	0.0%
	6:30pm-12am	0.3%	96.1%	1.8%	1.1%	0.6%	0.0%
Day2	12am-7am	0.1%	88.8%	8.0%	1.1%	1.7%	0.3%
	7am-9:30am	0.3%	93.9%	4.2%	0.7%	1.0%	0.1%
	9:30am-4pm	0.1%	89.8%	6.9%	1.0%	2.1%	0.0%
	4pm-6:30pm	0.1%	94.8%	2.9%	1.6%	0.5%	0.1%
	6:30pm-12am	0.4%	96.1%	2.0%	1.2%	0.1%	0.1%
Average	12am-7am	0.2%	89.0%	7.7%	1.1%	1.9%	0.1%
	7am-9:30am	0.2%	94.4%	3.8%	0.7%	0.8%	0.1%
	9:30am-4pm	0.1%	89.1%	7.3%	1.1%	2.4%	0.1%
	4pm-6:30pm	0.2%	94.1%	3.2%	1.7%	0.6%	0.1%
	6:30pm-12am	0.4%	96.1%	1.9%	1.1%	0.4%	0.1%
All Day Average		0.2%	92.6%	4.8%	1.0%	1.3%	0.1%

NB Vehicle Type %

		MC	PC	LGV	Bus	SUT	AT
Day1	12am-7am	0.0%	85.3%	10.9%	1.6%	2.1%	0.1%
	7am-9:30am	0.1%	89.6%	5.8%	2.2%	2.3%	0.1%
	9:30am-4pm	0.3%	86.4%	9.2%	1.1%	2.8%	0.2%
	4pm-6:30pm	0.2%	95.7%	3.1%	0.5%	0.5%	0.0%
	6:30pm-12am	0.2%	96.6%	1.7%	1.0%	0.4%	0.0%
Day2	12am-7am	0.1%	86.4%	10.4%	1.1%	1.8%	0.2%
	7am-9:30am	0.1%	89.1%	6.3%	2.1%	2.2%	0.2%
	9:30am-4pm	0.2%	86.7%	9.6%	1.1%	2.4%	0.1%
	4pm-6:30pm	0.2%	95.7%	3.1%	0.5%	0.4%	0.0%
	6:30pm-12am	0.1%	97.0%	1.7%	0.9%	0.3%	0.1%
Average	12am-7am	0.1%	85.9%	10.6%	1.4%	1.9%	0.2%
	7am-9:30am	0.1%	89.3%	6.0%	2.2%	2.3%	0.1%
	9:30am-4pm	0.2%	86.5%	9.4%	1.1%	2.6%	0.1%
	4pm-6:30pm	0.2%	95.7%	3.1%	0.5%	0.4%	0.0%
	6:30pm-12am	0.2%	96.8%	1.7%	0.9%	0.4%	0.0%
All Day Average		0.2%	91.7%	5.6%	1.0%	1.4%	0.1%

ADT

	SB	NB
ADT Directional	13512	15895
ADT	29407	

4 or 0.1%   Wrong-way traffic

48 Hour Count - Connecticut Ave NW btw Van Ness St NW & Tilden St NW

Motorcycles

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	0	2	2	0		0	1	0
7am-9:30am	6	0	2	0		0	1	0
9:30am-4pm	0	2	1	0		3	6	0
4pm-6:30pm	0	5	0	0	4	4	2	1
6:30pm-12am	1	4	8	0		5	2	3
Day2 12am-7am	2	0	1	0		1	0	0
7am-9:30am	4	0	0	2		0	0	1
9:30am-4pm	0	2	2	0	4	4	1	0
4pm-6:30pm	4	0	0	0	4	4	1	0
6:30pm-12am	1	2	2	0		2	1	0
Average 12am-7am	1	1	2	0		1	0	1
7am-9:30am	5	0	1	1		0	0	1
9:30am-4pm	0	2	2	0	4	5	0	
4pm-6:30pm	2	3	0	0	4	4	2	1
6:30pm-12am	1	3	5	0		4	2	2

Cars

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	54	662	554	0	0	317	362	9
7am-9:30am	664	1518	1805	899	0	1	768	663
9:30am-4pm	192	2692	1670	5	0	1949	2623	51
4pm-6:30pm	598	932	14	0	921	1518	1493	441
6:30pm-12am	81	1489	1026	1	3	1431	1849	54
Day2 12am-7am	34	696	595	2	0	341	437	2
7am-9:30am	568	1529	1821	878	0	1	695	632
9:30am-4pm	200	2709	1677	0	1	1968	2802	23
4pm-6:30pm	615	917	12	0	939	1450	1437	362
6:30pm-12am	103	1521	958	0	0	1346	1962	73
Average 12am-7am	44	679	575	1	0	329	400	6
7am-9:30am	616	1524	1813	889	0	1	732	648
9:30am-4pm	196	2701	1674	3	1	1959	2713	37
4pm-6:30pm	607	925	13	0	930	1484	1465	402
6:30pm-12am	92	1505	992	1	2	1389	1906	64

Light Goods Vehicles

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	5	65	62	0	0	27	46	5
7am-9:30am	22	99	75	27	0	0	44	44
9:30am-4pm	15	238	152	0	0	164	299	6
4pm-6:30pm	15	36	1	0	19	43	58	6
6:30pm-12am	2	29	24	0	0	28	27	0
Day2 12am-7am	6	72	68	1	0	30	39	2
7am-9:30am	19	95	72	36	0	0	57	44
9:30am-4pm	14	257	152	0	0	164	292	0
4pm-6:30pm	13	25	0	0	23	59	55	11
6:30pm-12am	2	34	16	0	0	24	27	2
Average 12am-7am	6	69	65	1	0	29	43	4
7am-9:30am	21	97	74	32	0	0	51	44
9:30am-4pm	15	248	152	0	0	164	296	3
4pm-6:30pm	14	31	1	0	21	51	57	9
6:30pm-12am	2	32	20	0	0	26	27	1

Buses

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	9	3	3	0	0	3	6	1
7am-9:30am	23	6	1	4	0	0	12	21
9:30am-4pm	18	29	9	0	0	23	36	2
4pm-6:30pm	22	11	0	0	6	6	7	16
6:30pm-12am	19	8	2	0	0	8	24	1
Day2 12am-7am	9	3	1	0	0	3	7	0
7am-9:30am	24	3	6	5	0	0	11	19
9:30am-4pm	23	23	10	0	0	22	33	2
4pm-6:30pm	19	5	0	0	6	2	5	15
6:30pm-12am	20	9	2	0	0	11	16	4
Average 12am-7am	9	3	2	0	0	3	7	1
7am-9:30am	24	5	4	5	0	0	12	20
9:30am-4pm	21	26	10	0	0	23	35	2
4pm-6:30pm	21	8	0	0	6	4	6	16
6:30pm-12am	20	9	2	0	0	10	20	3

Single Unit Trucks

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	3	17	9	0	0	9	8	0
7am-9:30am	3	16	15	4	0	0	20	10
9:30am-4pm	5	67	44	1	0	40	123	1
4pm-6:30pm	3	6	0	0	3	4	13	5
6:30pm-12am	1	11	2	0	0	9	5	0
Day2 12am-7am	0	17	12	0	0	10	10	0
7am-9:30am	5	21	18	6	0	0	20	11
9:30am-4pm	4	55	39	0	0	46	80	0
4pm-6:30pm	5	2	0	0	2	6	10	5
6:30pm-12am	0	5	4	0	0	5	6	0
Average 12am-7am	2	17	11	0	0	10	9	0
7am-9:30am	4	19	17	5	0	0	20	11
9:30am-4pm	5	61	42	1	0	43	102	1
4pm-6:30pm	4	4	0	0	3	5	12	5
6:30pm-12am	1	8	3	0	0	7	6	0

Articulated Trucks

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	0	2	1	0	0	0	1	0
7am-9:30am	0	1	2	0	0	0	1	0
9:30am-4pm	0	3	0	0	0	2	4	0
4pm-6:30pm	0	1	0	0	0	0	0	0
6:30pm-12am	0	0	0	0	0	1	1	0
Day2 12am-7am	0	2	1	0	0	1	1	0
7am-9:30am	0	1	2	0	0	0	0	1
9:30am-4pm	5	0	0	0	0	1	4	0
4pm-6:30pm	0	1	0	0	0	1	1	0
6:30pm-12am	2	1	0	0	0	2	2	0
Average 12am-7am	0	2	1	0	0	1	1	0
7am-9:30am	0	1	3	0	0	0	1	0
9:30am-4pm	3	4	0	0	0	2	4	0
4pm-6:30pm	0	1	0	0	0	1	1	0
6:30pm-12am	1	1	0	0	0	2	2	0

Motorcycles %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	0.0%	0.3%	0.3%	--	--	0.0%	0.2%	0.0%
7am-9:30am	0.8%	0.0%	0.1%	0.0%	--	0.0%	0.1%	0.0%
9:30am-4pm	0.0%	0.1%	0.1%	0.0%	--	0.1%	0.2%	0.0%
4pm-6:30pm	0.0%	0.5%	0.0%	--	0.4%	0.3%	0.1%	0.2%
6:30pm-12am	1.0%	0.3%	0.8%	0.0%	--	0.3%	0.1%	5.2%
Day2 12am-7am	3.9%	0.0%	0.1%	0.0%	--	0.3%	0.0%	0.0%
7am-9:30am	0.6%	0.0%	0.0%	0.2%	--	0.0%	0.0%	0.1%
9:30am-4pm	0.0%	0.1%	0.1%	--	0.0%	0.2%	0.1%	0.0%
4pm-6:30pm	0.6%	0.0%	0.0%	--	0.4%	0.3%	0.1%	0.0%
6:30pm-12am	0.8%	0.1%	0.2%	--	0.0%	0.1%	0.1%	0.0%
Average 12am-7am	1.6%	0.1%	0.2%	0.0%	--	0.1%	0.1%	0.0%
7am-9:30am	0.7%	0.0%	0.1%	0.1%	--	0.0%	0.1%	0.1%
9:30am-4pm	0.0%	0.1%	0.1%	0.0%	--	0.0%	0.2%	0.0%
4pm-6:30pm	0.3%	0.3%	0.0%	--	0.4%	0.3%	0.1%	0.1%
6:30pm-12am	0.9%	0.2%	0.5%	0.0%	0.0%	0.2%	0.1%	2.2%

Cars %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	76.1%	88.1%	87.8%	--	--	89.0%	85.4%	60.0%
7am-9:30am	92.5%	92.6%	94.9%	96.3%	--	100.0%	90.9%	89.8%
9:30am-4pm	83.5%	88.8%	89.0%	83.3%	--	89.4%	84.9%	85.0%
4pm-6:30pm	93.7%	94.0%	93.3%	--	96.6%	96.4%	94.9%	94.0%
6:30pm-12am	77.9%	96.6%	96.6%	100.0%	100.0%	96.6%	96.9%	93.1%
Day2 12am-7am	66.7%	88.1%	87.8%	66.7%	--	88.3%	88.5%	50.0%
7am-9:30am	91.6%	92.7%	94.9%	94.7%	--	100.0%	88.8%	89.3%
9:30am-4pm	83.0%	88.8%	89.2%	--	100.0%	89.3%	87.2%	92.0%
4pm-6:30pm	93.8%	96.5%	100.0%	--	96.4%	95.3%	95.3%	92.1%
6:30pm-12am	81.7%	96.7%	97.5%	--	97.0%	97.4%	92.4%	
Average 12am-7am	72.1%	88.1%	87.8%	66.7%	--	88.7%	87.0%	57.9%
7am-9:30am	92.1%	92.6%	94.9%	95.5%	--	100.0%	89.9%	89.6%
9:30am-4pm	83.2%	88.8%	89.1%	83.3%	100.0%	89.3%	86.0%	87.1%
4pm-6:30pm	93.7%	95.3%	96.3%	--	96.5%	95.8%	95.1%	93.2%
6:30pm-12am	80.0%	96.7%	97.0%	100.0%	100.0%	96.8%	97.2%	92.7%

Light Goods Vehicles %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	7.0%	8.7%	9.8%	--	--	7.6%	10.8%	33.3%
7am-9:30am	3.1%	6.0%	3.9%	2.9%	--	0.0%	5.2%	6.0%
9:30am-4pm	6.5%	7.9%	8.1%	0.0%	--	7.5%	9.7%	10.0%
4pm-6:30pm	2.4%	3.6%	6.7%	--	2.0%	2.7%	3.7%	1.3%
6:30pm-12am	1.9%	1.9%	2.3%	0.0%	0.0%	1.9%	1.4%	0.0%
Day2 12am-7am	11.8%	9.1%	10.0%	33.3%	--	7.8%	7.9%	50.0%
7am-9:30am	3.1%	5.8%	3.8%	3.9%	--	0.0%	7.3%	6.2%
9:30am-4pm	5.8%	8.4%	8.1%	--	0.0%	7.4%	9.1%	0.0%
4pm-6:30pm	2.0%	2.6%	0.0%	--	2.4%	3.9%	3.6%	2.8%
6:30pm-12am	1.6%	2.2%	1.6%	--	0.0%	1.7%	1.3%	2.5%
Average 12am-7am	9.0%	8.9%	9.9%	33.3%	--	7.7%	9.3%	36.8%
7am-9:30am	3.1%	5.9%	3.8%	3.4%	--	0.0%	6.2%	6.1%
9:30am-4pm	6.2%	8.1%	8.1%	--	0.0%	7.5%	9.4%	7.1%
4pm-6:30pm	2.2%	3.1%	3.7%	--	2.2%	3.3%	3.7%	2.0%
6:30pm-12am	1.7%	2.0%	2.0%	0.0%	0.0%	1.8%	1.4%	1.5%

Buses %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	12.7%	0.4%	0.5%	--	--	0.8%	1.4%	6.7%
7am-9:30am	3.2%	0.4%	0.1%	0.4%	--	0.0%	1.4%	2.8%
9:30am-4pm	7.8%	1.0%	0.5%	0.0%	--	1.1%	1.2%	3.3%
4pm-6:30pm	3.4%	1.1%	0.0%	--	0.6%	0.4%	0.4%	3.4%
6:30pm-12am	18.3%	0.5%	0.2%	0.0%	0.0%	0.5%	1.3%	1.7%
Day2 12am-7am	17.6%	0.4%	0.1%	0.0%	--	0.8%	1.4%	0.0%
7am-9:30am	3.9%	0.2%	0.3%	0.5%	--	0.0%	1.4%	2.7%
9:30am-4pm	9.5%	0.8%	0.5%	--	0.0%	1.0%	1.0%	8.0%
4pm-6:30pm	2.9%	0.5%	0.0%	--	0.6%	0.1%	0.3%	3.8%
6:30pm-12am	15.9%	0.6%	0.2%	--	0.0%	0.8%	0.8%	5.1%
Average 12am-7am	14.8%	0.4%	0.3%	0.0%	--	0.8%	1.4%	5.3%
7am-9:30am	3.5%	0.3%	0.2%	0.5%	--	0.0%	1.4%	2.8%
9:30am-4pm	8.7%	0.9%	0.5%	0.0%	0.0%	1.1%	1.1%	4.7%
4pm-6:30pm	3.2%	0.8%	0.0%	--	0.6%	0.3%	0.4%	3.6%
6:30pm-12am	17.0%	0.5%	0.2%	0.0%	0.0%	0.7%	1.0%	3.6%

Single Unit Trucks %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	4.2%	2.3%	1.4%	--	--	2.5%	1.9%	0.0%
7am-9:30am	0.4%	1.0%	0.8%	0.4%	--	0.0%	2.4%	1.4%
9:30am-4pm	2.2%	2.2%	2.3%	16.7%	--	1.8%	4.0%	1.7%
4pm-6:30pm	0.5%	0.6%	0.0%	--	0.3%	0.3%	0.8%	1.1%
6:30pm-12am	1.0%	0.7%	0.2%	0.0%	0.0%	0.6%	0.3%	0.0%
Day2 12am-7am	0.0%	2.2%	1.8%	0.0%	--	2.6%	2.0%	0.0%
7am-9:30am	0.8%	1.3%	0.9%	0.6%	--	0.0%	2.6%	1.6%
9:30am-4pm	1.7%	1.8%	2.1%	--	0.0%	2.1%	2.5%	0.0%
4pm-6:30pm	0.8%	0.2%	0.0%	--	0.2%	0.4%	0.7%	1.3%
6:30pm-12am	0.0%	0.3%	0.4%	--	0.0%	0.4%	0.3%	0.0%
Average 12am-7am	2.5%	2.2%	1.6%	0.0%	--	2.6%	2.0%	0.0%
7am-9:30am	0.6%	1.1%	0.9%	0.5%	--	0.0%	2.5%	1.5%
9:30am-4pm	1.9%	1.8%	2.2%	16.7%	0.0%	1.9%	3.2%	1.2%
4pm-6:30pm	0.6%	0.4%	0.0%	--	0.3%	0.3%	0.7%	1.2%
6:30pm-12am	0.4%	0.5%	0.3%	0.0%	0.0%	0.5%	0.3%	0.0%

Articulated Trucks %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	0.0%	0.3%	0.2%	--	--	0.0%	0.2%	0.0%
7am-9:30am	0.0%	0.1%	0.2%	0.0%	--	0.0%	0.0%	0.0%
9:30am-4pm	0.0%	0.1%	0.0%	0.0%	--	0.1%	0.1%	0.0%
4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.0%	0.0%	0.0%
6:30pm-12am	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
Day2 12am-7am	0.0%	0.3%	0.1%	0.0%	--	0.3%	0.2%	0.0%
7am-9:30am	0.0%	0.1%	0.2%	0.0%	--	0.0%	0.0%	0.1%
9:30am-4pm	0.0%	0.2%	0.0%	--	0.0%	0.0%	0.1%	0.0%
4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.1%	0.1%	0.0%
6:30pm-12am	0.0%	0.1%	0.1%	--	0.0%	0.1%	0.1%	0.0%
Average 12am-7am	0.0%	0.3%	0.2%	0.0%	--	0.1%	0.2%	0.0%
7am-9:30am	0.0%	0.1%	0.2%	0.0%	--	0.0%	0.1%	0.1%
9:30am-4pm	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%
4pm-6:30pm	0.0%	0.1%	0.0%	--	0.0%	0.1%	0.1%	0.0%
6:30pm-12am	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%

All Vehicles

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	71	751	631	0	0	356	424	15
7am-9:30am	718	1640	1902	934	0	1	845	738
9:30am-4pm	230	3031	1876	6	0	2181	3091	60
4pm-6:30pm	638	991	15	0	953	1575	1573	469
6:30pm-12am	104	1541	1062	1	3	1481	1908	58
Day2 12am-7am	51	790	678	3	0	386	494	4
7am-9:30am	620	1649	1919	927	0	1	783	708
9:30am-4pm	241	3051	1880	0	1	2205	3215	25
4pm-6:30pm	656	950	12	0	974	1522	1508	393
6:30pm-12am	126	1573	983	0	0	1388	2014	79
Average 12am-7am	61	771	655	2	0	371	459	10
7am-9:30am	669	1645	1911	931	0	1	814	723
9:30am-4pm	236	3041	1878	3	1	2193	3153	43
4pm-6:30pm	647	971	14	0	964	1549	1541	431
6:30pm-12am	115	1557	1023	1	2	1435	1961	69

Lane Usage %

	SB1	SB2	SB3	SB4	NB4	NB3	NB2	NB1
Day1 12am-7am	4.9%	51.7%	43.4%	0.0%	0.0%	44.8%	53.3%	1.9%
7am-9:30am	13.8%	31.6%	36.6%	18.0%	0.0%	0.1%	53.3%	46.6%
9:30am-4pm	4.5%	58.9%	36.5%	0.1%	0.0%	40.9%	58.0%	1.1%
4pm-6:30pm	38.8%	60.3%	0.9%	0.0%	20.9%	34.5%	34.4%	10.3%
6:30pm-12am	3.8%	56.9%	39.2%	0.0%	0.1%	42.9%	55.3%	1.7%
Day2 12am-7am	3.4%	51.9%	44.5%	0.2%	0.0%	43.7%	55.9%	0.5%
7am-9:30am	12.1%	32.2%	37.5%	18.1%	0.0%	0.1%	52.5%	47.5%
9:30am-4pm	4.7%	59.0%	36.3%	0.0%	0.0%	40.5%	59.0%	0.5%
4pm-6:30pm	40.5%	58.7%	0.7%	0.0%	22.2%	34.6%	34.3%	8.9%
6:30pm-12am	4.7%	58.7%	36.7%	0.0%	0.0%	39.9%	57.9%	2.3%
Average 12am-7am	4.1%	51.8%	44.0%	0.1%	0.0%	44.2%	54.7%	1.1%
7am-9:30am	13.0%	31.9%	37.1%	18.1%	0.0%	0.1%	52.9%	47.0%
9:30am-4pm	4.6%	59.0%	36.4%	0.1%	0.0%	40.7%	58.5%	0.8%
4pm-6:30pm	39.7%	59.5%	0.8%	0.0%	21.5%	34.5%	34.4%	9.6%
6:30pm-12am	4.3%	57.8%	37.9%	0.0%	0.0%	41.4%	56.6%	2.0%

SB Vehicle Type %

	MC	PC	LGV	Bus	SUT	AT
Day1 12am-7am	0.3%	87.4%	9.1%	1.0%	2.0%	0.2%
7am-9:30am	0.2%	94.1%	4.3%	0.7%	0.7%	0.1%
9:30am-4pm	0.1%	88.6%	7.9%	1.1%	2.3%	0.1%
4pm-6:30pm	0.3%	93.9%	3.2%	2.0%	0.5%	0.1%
6:30pm-12am	0.5%	95.9%	2.0%	1.1%	0.5%	0.0%
Day2 12am-7am	0.2%	87.2%	9.7%	0.9%	1.9%	0.2%
7am-9:30am	0.1%	93.8%	4.3%	0.7%	1.0%	0.1%
9:30am-4pm	0.1%	88.7%	8.2%	1.1%	1.9%	0.1%
4pm-6:30pm	0.2%	95.4%	2.3%	1.5%	0.4%	0.1%
6:30pm-12am	0.2%	96.3%	1.9%	1.2%	0.3%	0.1%
Average 12am-7am	0.2%	87.3%	9.4%	0.9%	1.9%	0.2%
7am-9:30am	0.1%	93.8%	4.3%	0.7%	0.9%	0.1%
9:30am-4pm	0.1%	88.7%	8.0%	1.1%	2.1%	0.1%
4pm-6:30pm	0.3%	94.7%	2.8%	1.7%	0.5%	0.1%
6:30pm-12am	0.3%	96.1%	2.0%	1.1%	0.4%	0.1%
All Day Average	0.2%	92.1%	5.4%	1.0%	1.2%	0.1%

NB Vehicle Type %

	MC	PC	LGV	Bus	SUT	AT
Day1 12am-7am	0.1%	86.5%	9.8%	1.3%	2.1%	0.1%
7am-9:30am	0.1%	90.4%	5.6%	2.1%	1.9%	0.0%
9:30am-4pm	0.2%	86.7%	8.8%	1.1%	3.1%	0.1%
4pm-6:30pm	0.2%	95.7%	2.8%	0.8%	0.5%	0.1%
6:30pm-12am	0.3%	96.7%	1.6%	1.0%	0.4%	0.0%
Day2 12am-7am	0.1%	88.2%	8.0%	1.1%	2.3%	0.2%
7am-9:30am	0.1%	89.0%	6.8%	2.0%	2.1%	0.1%
9:30am-4pm	0.1%	88.0%	8.4%	1.0%	2.3%	0.1%
4pm-6:30pm	0.2%	95.2%	3.4%	0.6%	0.5%	0.0%
6:30pm-12am	0.1%	97.1%	1.5%	0.9%	0.3%	0.1%
Average 12am-7am	0.1%	87.4%	8.9%	1.2%	2.2%	0.2%
7am-9:30am	0.1%	89.7%	6.1%	2.0%	2.0%	0.0%
9:30am-4pm	0.2%	87.4%	8.6%	1.1%	2.7%	0.1%
4pm-6:30pm	0.2%	95.5%	3.1%	0.7%	0.5%	0.0%
6:30pm-12am	0.1%	96.9%	1.6%	0.9%	0.4%	0.0%
All Day Average	0.2%	92.0%	5.2%	1.0%	1.5%	0.1%

ADT

	SB	NB
ADT Directional	16126	15716
ADT	31841	

Legend: **4 or 0.1%** (red) = Wrong-way traffic

48 Hour Count - Wisconsin Ave NW btw Western Ave NW & River Rd NW

	Motorcycles		Cars		Light Goods Vehicles		Buses		Single Unit Trucks		Articulated Trucks		All Vehicles	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Day1	14	13	11291	10187	503	514	283	282	177	183	20	32	**12288**	**11211**
Day2	9	8	11156	10442	535	489	278	277	226	243	19	36	**12223**	**11495**
Average	12	11	11224	10315	519	502	281	280	202	213	20	34	**12256**	**11353**

	Motorcycles %		Cars %		Light Goods Vehicles %		Buses %		Single Unit Trucks %		Articulated Trucks %	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Day1	0.1%	0.1%	91.9%	90.9%	4.1%	4.6%	2.3%	2.5%	1.4%	1.6%	0.2%	0.3%
Day2	0.1%	0.1%	91.3%	90.8%	4.4%	4.3%	2.3%	2.4%	1.8%	2.1%	0.2%	0.3%
Average	0.1%	0.1%	91.6%	90.9%	4.2%	4.4%	2.3%	2.5%	1.6%	1.9%	0.2%	0.3%

ADT	23609

48 Hour Count - Wisconsin Ave NW btw Woodley Rd NW & Massachusetts Ave NW

	Motorcycles		Cars		Light Goods Vehicles		Buses		Single Unit Trucks		Articulated Trucks		All Vehicles	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Day1	19	12	12820	12750	742	696	242	241	282	264	29	39	**14134**	**14002**
Day2	15	15	12656	12856	769	721	232	223	231	273	35	43	**13938**	**14131**
Average	17	14	12738	12803	756	709	237	232	257	269	32	41	**14036**	**14067**

	Motorcycles %		Cars %		Light Goods Vehicles %		Buses %		Single Unit Trucks %		Articulated Trucks %	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Day1	0.1%	0.1%	90.7%	91.1%	5.2%	5.0%	1.7%	1.7%	2.0%	1.9%	0.2%	0.3%
Day2	0.1%	0.1%	90.8%	91.0%	5.5%	5.1%	1.7%	1.6%	1.7%	1.9%	0.3%	0.3%
Average	0.1%	0.1%	90.8%	91.0%	5.4%	5.0%	1.7%	1.6%	1.8%	1.9%	0.2%	0.3%

ADT	28103

CONNECTICUT AVENUE NW REVERSIBLE LANE OPERATIONS AND SAFETY STUDY

Appendix C – Arterial Comparisons

District-Wide Arterials used for Comparison to Connecticut Avenue NW Reversible Lane and Non-Reversible Lane Data

Principal Arterial	From	To
12th St NW	Constitution Ave NW	Pennsylvania Ave NW
14th St SW, NW	D St SW	U St NW
15th St SW, NW	Independence Ave SW	I St NW
23rd St NW	Lincoln Memorial Cir NW	P St NW
3rd St SW, NW	Independence Ave SW	Pennsylvania Ave NW
7th St SW, NW	Independence Ave SW	H St NW
9th St NW	Constitution Ave NW	Pennsylvania Ave NW
Benning Rd NE	15th St NE	East Capitol St
Branch Ave SW, SE	Pennsylvania Ave SW	Southern Ave SE
Constitution Ave NW	Potomac River Fwy	Louisiana Ave NW
E St NW, NE	20th St NW	17th St NW
East Capitol St	C St NE/Independence Ave SE	Southern Ave SE
Florida Ave NW, NE	9th St NW	H St NE
Georgia Ave NW	Florida Ave NW	Eastern Ave NW
H St NW, NE	Pennsylvania Ave NW	15th St NE
I St NW	Pennsylvania Ave NW	New York Ave NW
K St NW	27th St NW	9th St NW
M St NW	29th St NW	Canal Rd NW
Maine Ave SW	Independence Ave SW	East Basin Dr SW
Massachusetts Ave NW	Western Ave NW	North Capitol St
Military Rd NW	Nebraska Ave NW	Georgia Ave NW
Missouri Ave NW	Georgia Ave NW	North Capitol St
Nebraska Ave NW	Loughboro Rd NW	Military Rd NW
New Hampshire Ave NW, NE	North Capitol St	Eastern Ave NE
New York Ave NW, NE	I St NW	South Dakota Ave NE

Principal Arterial	From	To
North Capitol St	Louisiana Ave NW	New Hampshire Ave NW
Pennsylvania Ave NW, SE	29th St NW	Southern Ave SE
Rhode Island Ave NW, NE	Massachusetts Ave NW	Eastern Ave NE
Riggs Rd NE	North Capitol St	South Dakota Ave NE
South Capitol St	Washington Ave SW	Defense Blvd SW
South Dakota Ave NE	Riggs Road NE	New York Ave NE
U St NW	16th St NW	New York Ave NW
Wisconsin Ave NW	Western Ave NW	M St NW
South Dakota Ave NE	Riggs Road NE	New York Ave NE
U St NW	16th St NW	New York Ave NW
Wisconsin Ave NW	Western Ave NW	M St NW

CONNECTICUT AVENUE NW REVERSIBLE LANE OPERATIONS AND SAFETY STUDY

Appendix D – Safety Comparisons

COMPARISON OF THE CONNECTICUT AVENUE NW AND WISCONSIN AVENUE NW CORRIDORS

A statistical analysis was performed to compare crash frequencies for Connecticut Avenue NW and a comparison corridor, Wisconsin Avenue NW. The Wisconsin Avenue NW comparison corridor runs from Western Avenue NW to Calvert St NW and is roughly the same length as the Connecticut Avenue NW study area. Traffic volume data for Connecticut Avenue NW and Wisconsin Avenue NW shows the corridors are roughly comparable with AADTs on Connecticut Avenue ranging from 23,613 to 31,814 vehicles per day and Wisconsin Avenue NW ranging from 23,609 to 28,109 vehicles per day.

The comparison analysis showed that, in a given week, significantly *more* crashes are likely to occur on Connecticut Avenue NW than on Wisconsin Avenue NW during reversible lane hours. However, during non-reversible lane hours, significantly *less* crashes are likely to occur on Connecticut Avenue NW than on Wisconsin Avenue NW. Therefore, it is possible that the reversible lane operations (and volumes) influence crash potential on Connecticut Avenue NW.

Number of Crashes Per Work Week During Reversible Lane Operations

As a part of this analysis, the average number of crashes per week was computed for days/times when reversible lane operations are in effect on Connecticut Avenue NW, as well as for days/times when normal lane operations are in effect from 9:30 AM to 4:00 PM. As shown on **Table E-1**. This analysis was done using the crash interevent time, which is the time (in days) between each crash. The time period used to calculate the crash interevent time for reversible lane operations was based on the five peak hours each weekday when reversible lanes are in effect. Normal lane operations consisted of the 6.5 hours between the AM and PM reversible lane hours. Comparable crash data were examined for Wisconsin Avenue NW.

There were 664 crashes reported in the Connecticut Avenue NW study area during reversible lane operations and 418 crashes on Wisconsin Avenue NW during the same five-year period. Using the reversible lane hour crashes for both segments, the average number of crashes per workweek during reversible lane hours was analyzed.

	Connecticut Avenue NW	Wisconsin Avenue NW
Mean	2.66	1.63
Median	2.65	1.55
Standard Deviation	0.10	0.08
95% Confidence Interval	(2.45, 2.85)	(1.45, 180)

Table E-1: Average Number of Crashes per Workweek: Reversible Lane Hours

Overall, during the weekday Connecticut Avenue reversible lane hours, the average number of crashes per workweek during reversible lane hours is 2.66 for Connecticut Avenue NW and 1.63 for Wisconsin Avenue NW. The median values are very close to the mean. This shows that the average number of Connecticut Avenue NW work week crashes during reversible lane hours is approximately 39% higher than on the Wisconsin Avenue NW comparison corridor.

Figure E-2 shows the graph of the two distributions during reversible lane operations. The probability that the number of weekly crashes on Wisconsin Avenue NW during reversible lane hours (on Connecticut Avenue NW) will exceed the number of weekly crashes during reversible lane hours on Connecticut Avenue NW is close to zero. In general, this means that in any given week, Connecticut Avenue NW is almost guaranteed to have more crashes during the reversible lane hours than on Wisconsin Avenue NW (within the study segments).
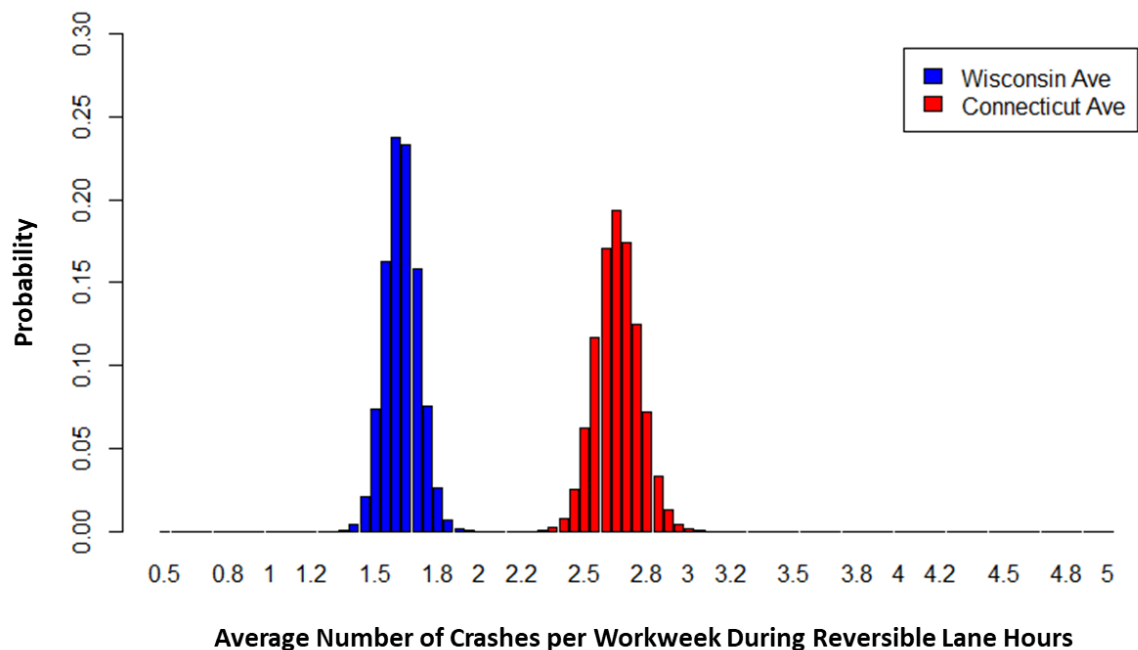
Figure E-1: Average Crash Number for Connecticut Ave and Wisconsin Ave Reversible Lane Operations

The analysis also revealed that the probability of zero crashes occurring on Connecticut Avenue in a week of reversible lanes is roughly 7%, whereas Wisconsin Avenue NW has roughly a 20% chance of zero crashes. This means that the study segment Wisconsin Avenue NW is 65% more likely to not have a crash during reversible lane hours than Connecticut Avenue NW during any given week.

<u>Number of Crashes Per Work Week Between 9:30 AM and 4:00 PM (Non-RL Operations)</u>

To complement the reversible lane analysis, the 6.5 hours between the AM and PM reversible lane operations was compared. Using the same days that the reversible lanes were in operation, the average number of crashes per work week between 9:30AM and 4:00PM was calculated. There were 322 crashes on Connecticut Avenue NW and 385 crashes on Wisconsin Avenue NW during this time period. **Table E-3** shows the distributions for each of the following parameters:

	Connecticut Avenue NW	Wisconsin Avenue NW
Mean	1.28	1.52
Median	1.30	1.50
Standard Deviation	0.07	0.08
95% Confidence Interval	(1.15, 1.40)	(1.35, 1.65)

Table E-3: Average Number of Crashes per Workweek: Non-Reversible Lane Hours 9:30AM to 4:00PM

Overall, during the non-reversible lane hours of the weekday workweek, the average number of crashes per workweek is 1.28 for Connecticut Avenue NW and 1.52 for Wisconsin Avenue NW. The median values are very close to the mean. This shows the average number of Connecticut Avenue NW workweek crashes during non-reversible lane hours is approximately 19% lower than on the Wisconsin Avenue NW comparison corridor.

As a general comparison of the two corridors, the crash interevent time was reviewed for the entire five-years of crash history. During this timeframe, 1,507 crashes were reported within the Connecticut Avenue NW study area and 1,306 crashes within the Wisconsin Avenue NW study area. From the calculated distributions for all crashes, the following parameters were calculated for the crash rate per 7-day week (**Table E-4**):

	Connecticut Avenue NW	Wisconsin Avenue NW
Mean	5.40	4.50
Median	5.35	4.45
Standard Deviation	0.73	0.67
95% Confidence Interval	(4.05, 6.90)	(3.30, 5.90)

Table E-4: Average Number of Crashes per 7-Day Week

Given that the distribution for crashes during normal lane operations has a higher average number of crashes per week on Wisconsin Avenue NW than on Connecticut Avenue NW, it can be assumed that the major difference between the two corridors distributions is possibly attributed to the reversible lane operations.