

Tenleytown Multimodal Access Project

Existing Transportation Conditions Report

FINAL - JULY 2022



Tenleytown Multimodal Access Project

Existing Transportation Conditions Report

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Attachment A - Turning Movement Counts, Tube Counts, Signal Timings
Attachment B - Synchro Report Files

1 Project Background

Phase I of WMATA's Tenleytown Station Access Improvements Study began in 2013. The purpose of the study was to analyze current conditions in the Tenleytown Station Area and recommend improvements to accommodate all modes of access with an emphasis on bus and parking access on WMATA owned property. Three conceptual design alternatives (ranging from low to high levels of impact) were established that reconfigured the bus service loop and Kiss & Ride facilities while refining the spaces for pedestrians and bicyclists, as well as improvements to vehicle circulation.

The second phase of WMATA's Tenleytown-AU Station Access Study was completed in 2016 and continued the design concept refinement from the first phase through additional analysis of the realignment of the Albemarle Street & Fort Drive & 40th Street intersection. The three alternatives were analyzed through circulation analyses for cars, heavy vehicles and buses, a parking demand Study, and a comparison of intersection levels of service and maximum queues. Ultimately, after several public engagement events, a final alternative was chosen as the most preferred by the public and the project team. It improves upon many of the key design features including transit, vehicular, pedestrian, and bicycle features.

Tenleytown is located in Northwest, Washington, DC along the Metrorail Red Line and its primary central location is the eastern entrance of the Tenleytown-AU Metrorail Station. The project study area (PSA) is shown in **Figure 1**. The project is located adjacent to Jackson-Reed High School, Wilson Aquatic Center, Fort Reno Park, and Fort Circle Park.

1.1 Project Purpose

The purpose of this project is to develop conceptual design plans and the corresponding National Environmental Protection Act (NEPA) documentation for street and streetscape improvements along 40th Street and Fort Drive NW, between Albemarle and Chesapeake Streets. The improvements enhance multimodal access and safety in the immediate vicinity of the eastern entrance to the Tenleytown - AU Metrorail Station. These improvements will build on the final recommended alternative from the 2016 WMATA study. The following list contains the statement of needs for the project:

- Public realm enhancements;
- Pedestrian safety improvements in accordance with Americans with Disabilities Act (ADA) standards;
- Bicycle accommodations and supportive infrastructure;
- Transit user waiting areas and amenities; including bus layover areas; and
- Intersection geometry improvements to improve vehicular circulation at the station.

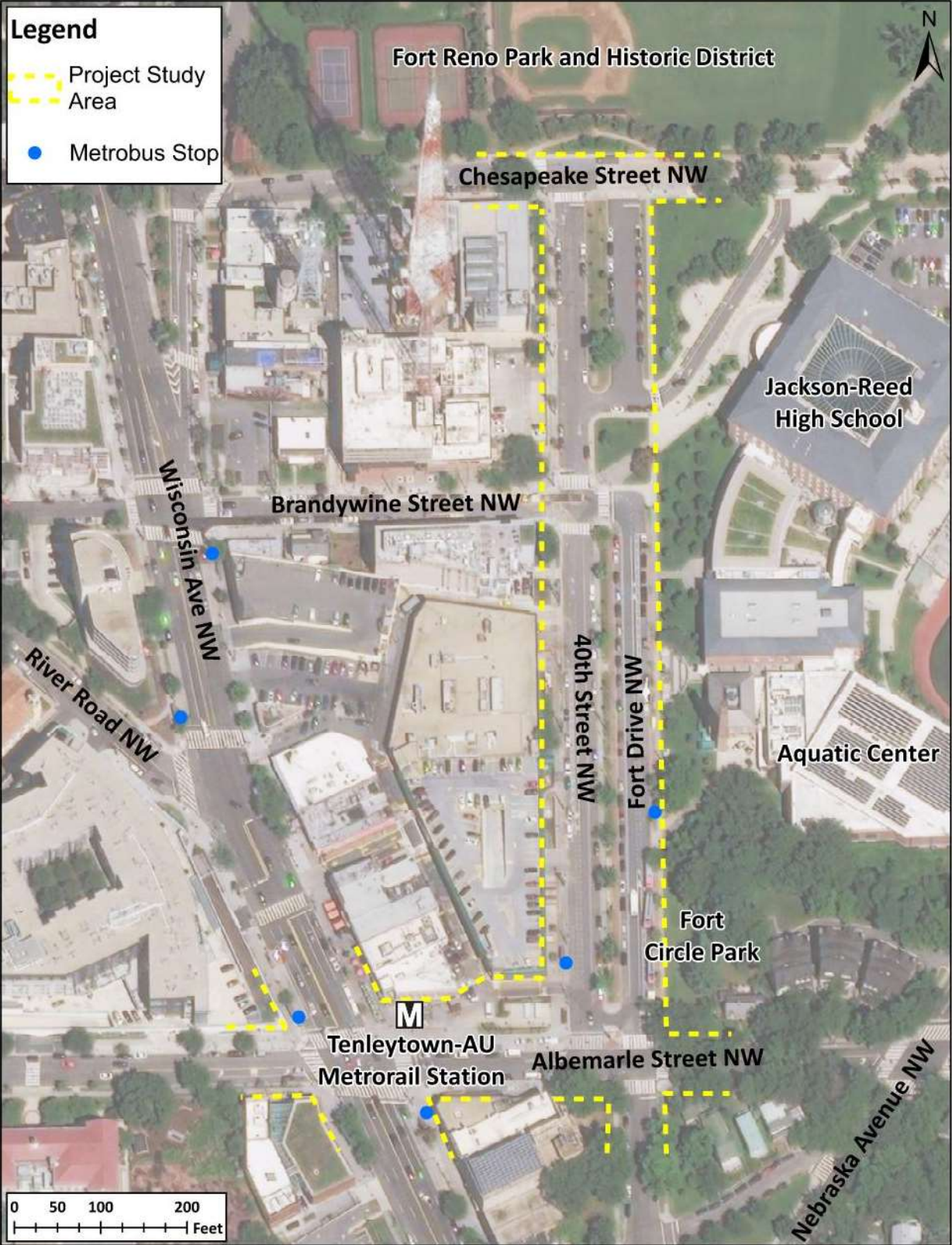


Figure 1 | Project Study Area

1.2 Study Objectives

This report outlines the traffic and transit data collected, the traffic analysis, and the multimodal and safety analysis completed for the existing conditions. The objectives are to identify the existing challenges in the project area and establish a baseline for comparing the potential impacts and benefits of recommended improvements in the project area. This baseline will be used as part of the future analysis to evaluate localized, context-sensitive treatments to address these challenges.

Separately, a previous studies report was developed to summarize relevant information regarding the project study from other plans and studies. An environmental inventory report was also developed to inventory the natural and socioeconomic resources for consideration in the NEPA process. That report summarized data collected relating to the following environmental resources:

- Land Use and Community Facilities
- Visual Context
- Pedestrian Access and Transportation
- Parks and Recreational Facilities
- Historic Resources
- Wildlife, including Threatened or Endangered Species
- Socioeconomics
- Hazardous Materials
- Water Resources

Information was gathered from District data sources, federal sources, and Geographic Information System (GIS) databases, as well as observations during site visits on 3/22/2022, 4/6/2022, and 4/15/2022.

1.3 Report Organization

This report is organized into the following sections:

- Traffic Operations Analysis - documents the traffic data collection efforts, development of the traffic analysis models, and existing traffic operational analysis and observations.
- Multimodal Considerations – documents the transit amenities, bicycle infrastructure, parking, walking infrastructure, freight, safety analysis, and multimodal usage.
- Findings and Conclusions – summarizes key takeaways from the existing conditions analysis; and
- Next Steps

2 Traffic Operations Analysis

In order to understand existing traffic operations around the Tenleytown-AU Metrorail Station and identify the potential impacts of any improvement design concepts, an evaluation of existing traffic operations was completed. This evaluation included collecting turning movement and tube traffic counts, field observations of the peak hours, and conducting an operational analysis in Synchro – a traffic analysis and modeling software. **Figure 2** provides a map of the study area intersections as well as the tube count locations and traffic signal (ACISA) numbers.

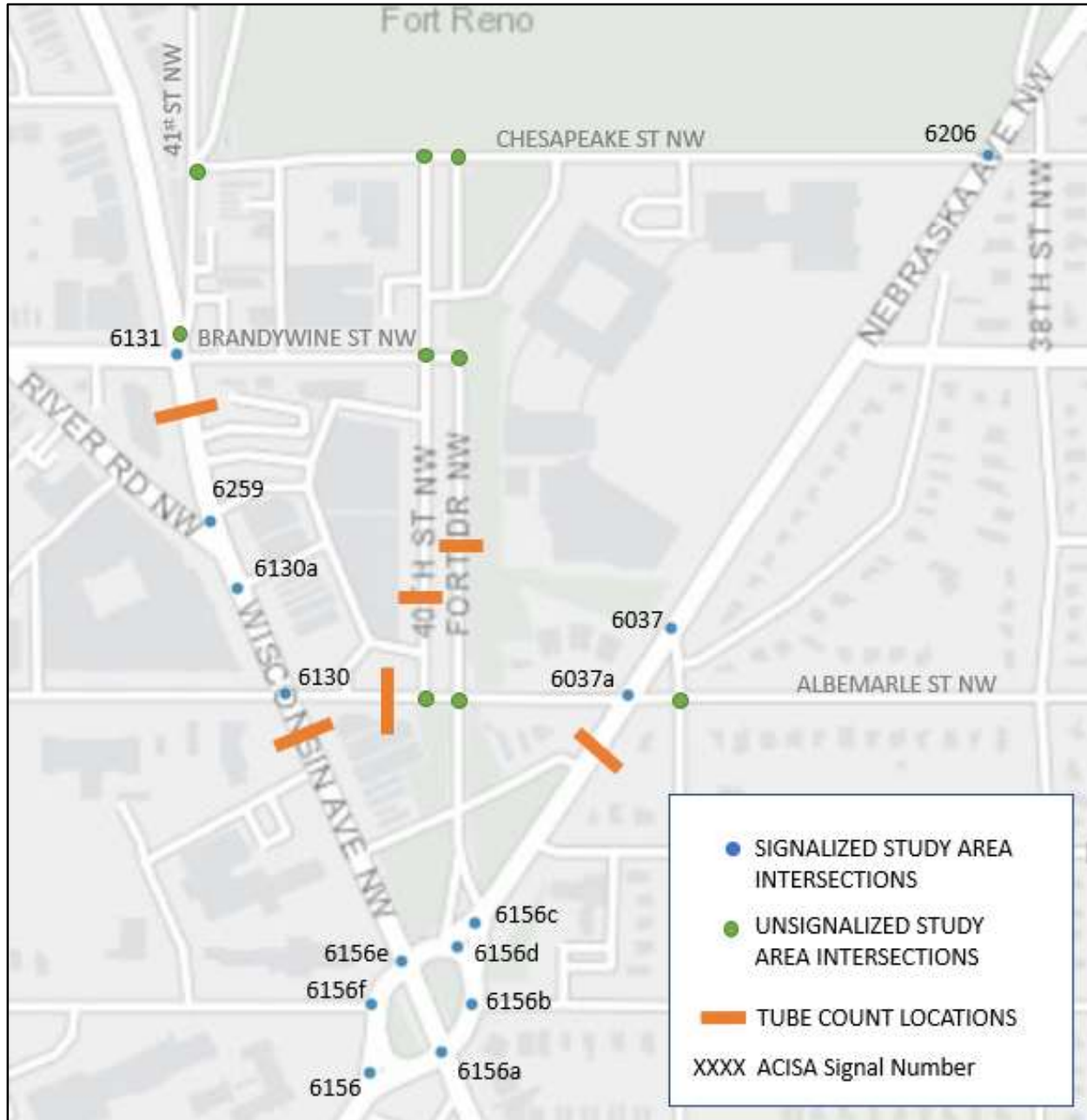


Figure 2 | Traffic Operations Study Area

2.1 Traffic Data Collection

Traffic data for the project study area was collected from multiple sources. DDOT provided available counts from 2019 at the signalized intersections within the study area. In addition, turning movement counts (TMC) were collected at the unsignalized study intersections in March 2022. A summary of all the count locations is provided in **Table 1**. The turning movement counts completed in 2022 also included Saturday mid-day counts. The count data is provided in **Attachment A**.

Table 1 | Traffic Data Collection Summary

Intersection No.	ACISA	Name of the Intersection	TMC Date
1	6130a	Wisconsin Ave NW/Whole Foods Market	9/12/2019-9/14/2019
2	6130	Wisconsin Ave NW/Albemarle St NW	9/12/2019-9/14/2019
3	6037a	Nebraska Ave NW/Albemarle St NW	6/13/2019-6/15/2019
4	6037	39th St NW/Nebraska Ave NW	6/13/2019-6/15/2019
5	6259	Wisconsin Ave NW/River Rd NW	6/6/2019
6	6131	Wisconsin Ave NW/Brandywine St NW	6/6/2019
8	6206	Nebraska Ave NW/Chesapeake St NW	6/13/2019-6/15/2019
7		Wisconsin Ave NW/41st St NW	3/22/2022, 3/26/2022
9		Albemarle St NW/39th St NW	3/22/2022, 3/26/2022
10		Albemarle St NW/Fort Dr NW	3/22/2022, 4/9/2022
11		Albemarle St NW/40th St NW	3/22/2022, 4/9/2022
12		Brandywine St NW/40th St NW/Fort Dr NW	3/22/2022, 3/26/2022
13		Chesapeake St NW/41st NW	3/22/2022, 3/26/2022
14		Chesapeake St NW/40th St NW	3/22/2022, 3/26/22
15		Chesapeake St NW/Fort Dr NW	3/22/2022, 3/26/22
16		Tenley Circle Cluster	
16	6156	Nebraska Ave NW (South)	9/12/2019-9/14/2019
16a	6156a	Wisconsin Ave NW (South)	9/12/2019-9/14/2019
16b	6156b	Yuma St NW (East)	9/12/2019-9/14/2019
16c	6156c	Nebraska Ave NW/Fort Dr NW (West)	9/12/2019-9/14/2019
16e	6156e	Wisconsin Ave NW (North)	9/12/2019-9/14/2019
16f	6156f	Yuma ST NW (West)	9/12/2019-9/14/2019
Tube Count #		Location	Tube Count Date
1		Wisconsin Ave NW south of Brandywine St NW	3/29-31/2022
2		Wisconsin Ave NW south of Albemarle St NW	3/22-24/2022
3		Albemarle St NW btw 40th St NW and Wisconsin Ave NW	3/22-24/2022
4		40th St NW north of Albemarle St NW	3/22-24/2022
5		Fort Dr NW north of Albemarle St NW	3/22-24/2022
6		Nebraska Ave NW south of Albemarle St NW	3/22-24/2022

A review of the traffic counts at all intersections found that the morning peak hour occurs between 8:00-9:00am and the evening peak hour occurs between 5:15-6:15pm.

Figure 3 shows the intersection turning movement counts for the morning and evening peak hours, which have been balanced between the 2019 and 2022 turning movement counts. The 2022 counts were held as the control counts which impacted volumes along Wisconsin Avenue and Albemarle St NW. This mainly impacted through volumes but also impacted right turning movements at the intersection of Wisconsin Ave NW and Albemarle St NW.

An additional review of the available Saturday mid-day counts found that the Saturday volumes are generally similar or lower than the weekday peak hour volumes. Therefore, it is assumed that the analysis and design concepts will be based on the weekday peak hour operations.

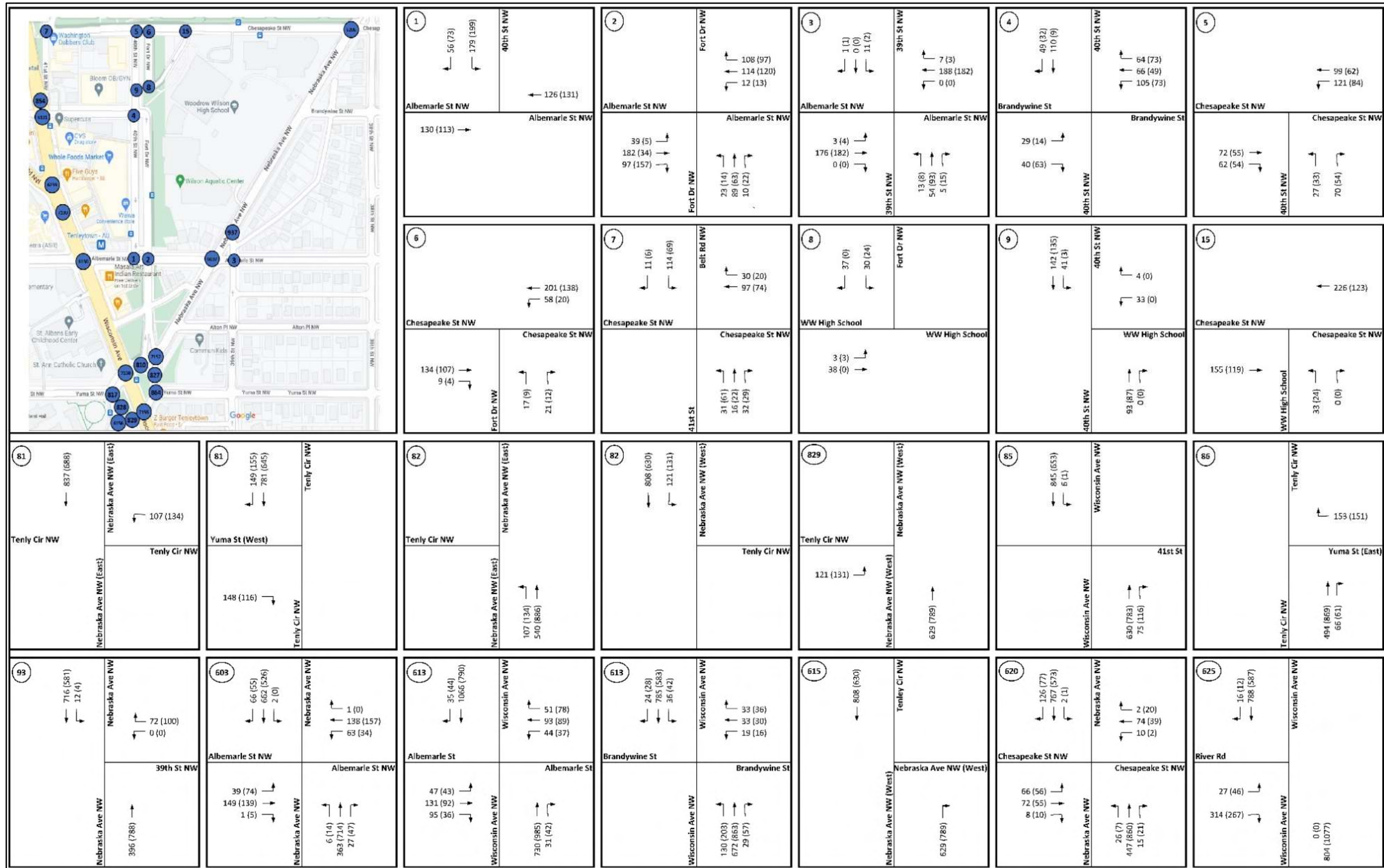


Figure 3 | Existing Conditions Balanced Peak Hour Volumes

In addition to the traffic counts, field observations were completed during the morning and evening peak hours. Traffic was observed for the behavior of vehicles traveling through the study area, as well as those accessing the amenities within the study area. Some of the key behaviors observed include:

2.1.1 Morning Peak Hour

- Westbound Albemarle St NW queued from Wisconsin Ave NW into the intersection with 40th St NW and not all vehicles were able to clear during some traffic signal cycles.
- Eastbound Albemarle St NW queued from Nebraska Ave NW back to Fort Dr NW.
- Many vehicles are dropping students off at Jackson-Reed High School (formerly Woodrow Wilson High School). Vehicles using northbound Fort Dr NW would occasionally block the flow of traffic causing queues to form that extended as far back as Albemarle St NW. This was mainly observed during the end of the peak hour. However, this queuing did impact the ability of buses to continue on their routes.
- A delivery truck accessing the loading dock along 40th St NW south of Brandywine St NW, backed up 40th St NW and pulled across a busy sidewalk, blocking the sidewalk for the duration of the delivery.



Westbound queues on Albemarle Street east of Wisconsin Avenue



Northbound queues on Fort Drive north of Albemarle Street

2.1.2 Evening Peak Hour

- Westbound Albemarle St NW queued from Wisconsin Ave NW into the intersection with 40th St NW, blocking the crosswalk. This was exacerbated by vehicles parked during restricted times on the north side of Albemarle St NW.
- Vehicles parked in the No Standing zone and crosswalk along the north side of Albemarle just west of 40th St NW waiting to pick up passengers.
- Southbound buses along 40th St NW continuing along Fort Dr NW must make an awkward movement through the intersection. Vehicles queued on westbound Albemarle St NW restrict the view of approaching eastbound traffic for southbound vehicles turning left and going through.
- Parked vehicles in the travel lane along northbound Wisconsin Ave NW north of Albemarle St NW during the peak period obstructed northbound through traffic. This lane is used for off-peak parking.

2.2 Traffic Operations Modeling and Analysis

A synchro model of the study area intersections was obtained from DDOT. To this model, the unsignalized intersections which were part of the study area were added. Synchro models of the study

area are reflective of the morning (8:00am-9:00am) and evening (5:15pm-6:15pm) peak hours (see **Figure 4**). Synchro is a software package that allows for the analysis of traffic signal operations, intersection delay, level of service (LOS), and queue lengths at each intersection within the study area. This model included the signalized and unsignalized intersections. The signal timings were based on current DDOT timings which are included in **Appendix A**. This planning level analysis will be used in support of developing conceptual engineering designs.

Turning movement volumes and heavy vehicle percentages were input into the model. Due to the volumes being from two different years, traffic volumes were adjusted along Wisconsin Ave NW and Albemarle St NW with the newer, 2022, counts used as the control. These adjustments included decreasing the through volumes along Wisconsin Ave NW as well as the east/west volumes at Wisconsin Ave and Albemarle St NW. This was done to reflect the most recent driving conditions. . The tube count along Nebraska Ave shows that there has been a reduction in volume since 2019, however, since there were no current turning movement counts done and for a conservative analysis the 2019 volumes were maintained. It is not known what the final impact on traffic volumes will be from COVID. While there has been an increase in daily volumes back to pre-COVID levels in many areas, the hourly volumes may not be the same as they were before COVID.

Pedestrian volumes, which are summarized in Section 3.7 of this report, were included in the models for the conflicting pedestrians input.

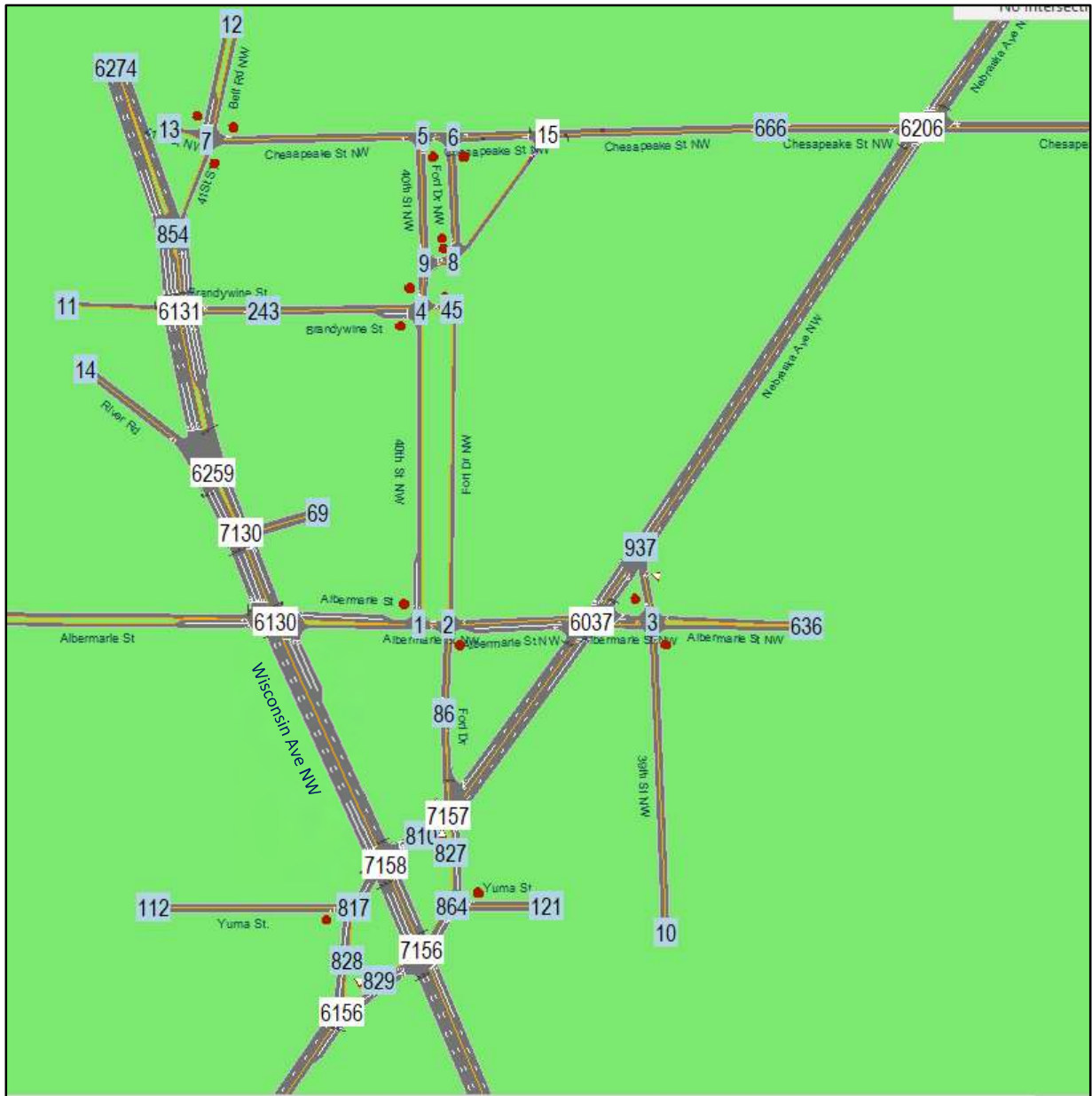


Figure 4 | Synchro Network

2.4 Intersection Level of Service

After balancing of the volumes, the intersection Level of Service (LOS) was obtained from Synchro utilizing the Highway Capacity Manual (HCM) 2000 reports. Signalized intersection LOS is based on the average total vehicle delay of all movements through the intersection. The LOS criteria for signalized intersections is:

- LOS A \leq 10s
- LOS B > 10 – 20s
- LOS C > 20 – 35s
- LOS D > 35 – 55s
- LOS E > 55 – 80s
- LOS F > 80s

For unsignalized intersections, the LOS reported was based on the highest approach delay.

The LOS criteria for unsignalized intersections is:

- LOS A \leq 10s
- LOS B > 10 – 15s
- LOS C > 15 – 25s
- LOS D > 25 – 35s
- LOS E > 35 – 50s
- LOS F > 50s

For intersections where the HCM methodology does not apply, Intersection Capacity Utilization was reported (Nebraska Ave NW at 39th St NW). **Figure 5** shows the morning and evening peak hour LOS at each of the study intersections.

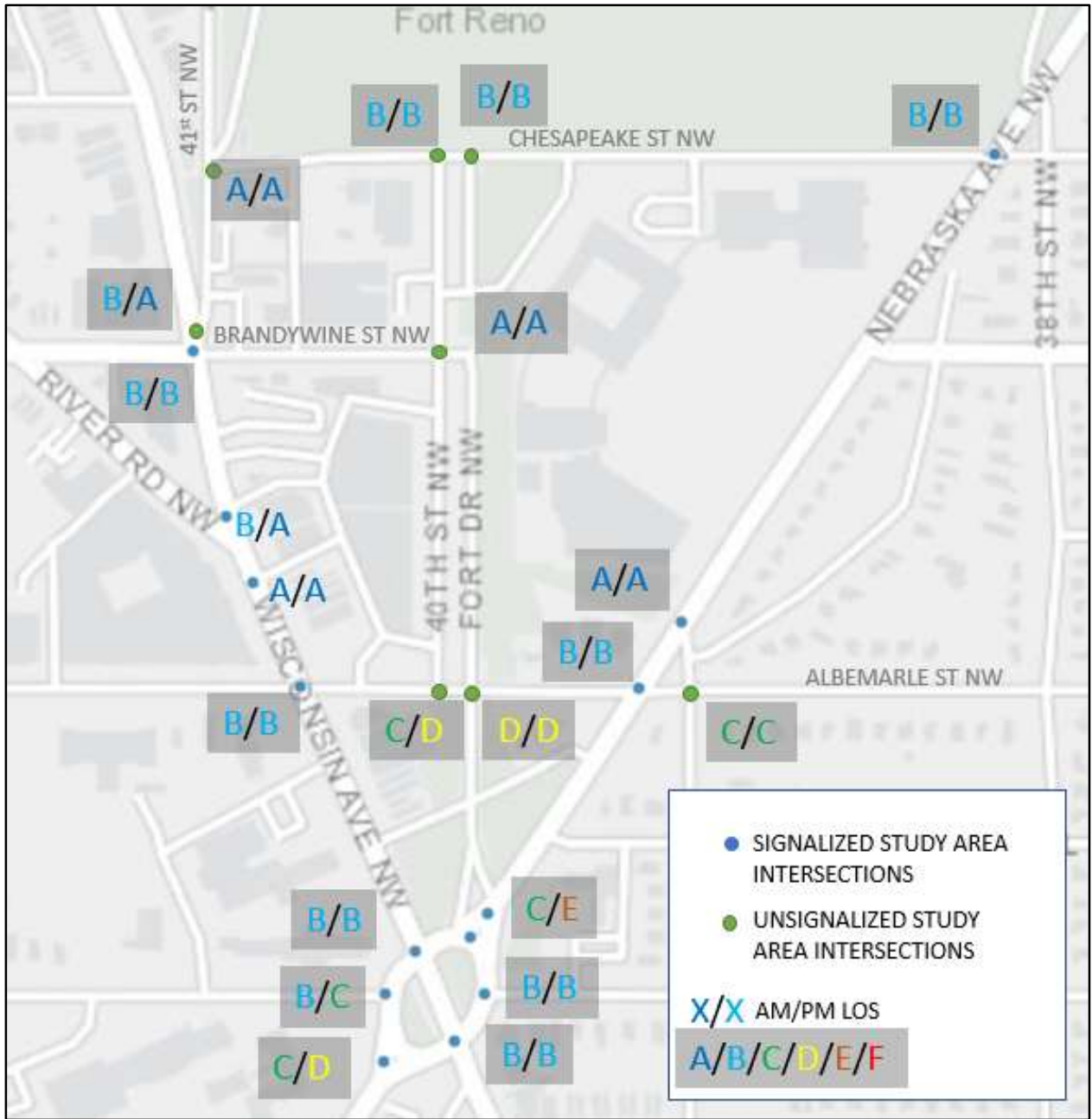


Figure 5 | Traffic Operations Level of Service

Each of the intersections within the study area operates at an acceptable LOS, with the exception of the intersection of Nebraska Ave NW at Tenley Circle (North) in the evening peak hour, which operates at LOS E. The Synchro report files are located in **Attachment B**.

2.6 Queuing Analysis

As shown at key intersections in **Figure 6**, 95th percentile queue lengths extend to/into the Albemarle St NW at 40th St NW and Fort Dr NW intersections, which was confirmed as part of the peak hour observations.

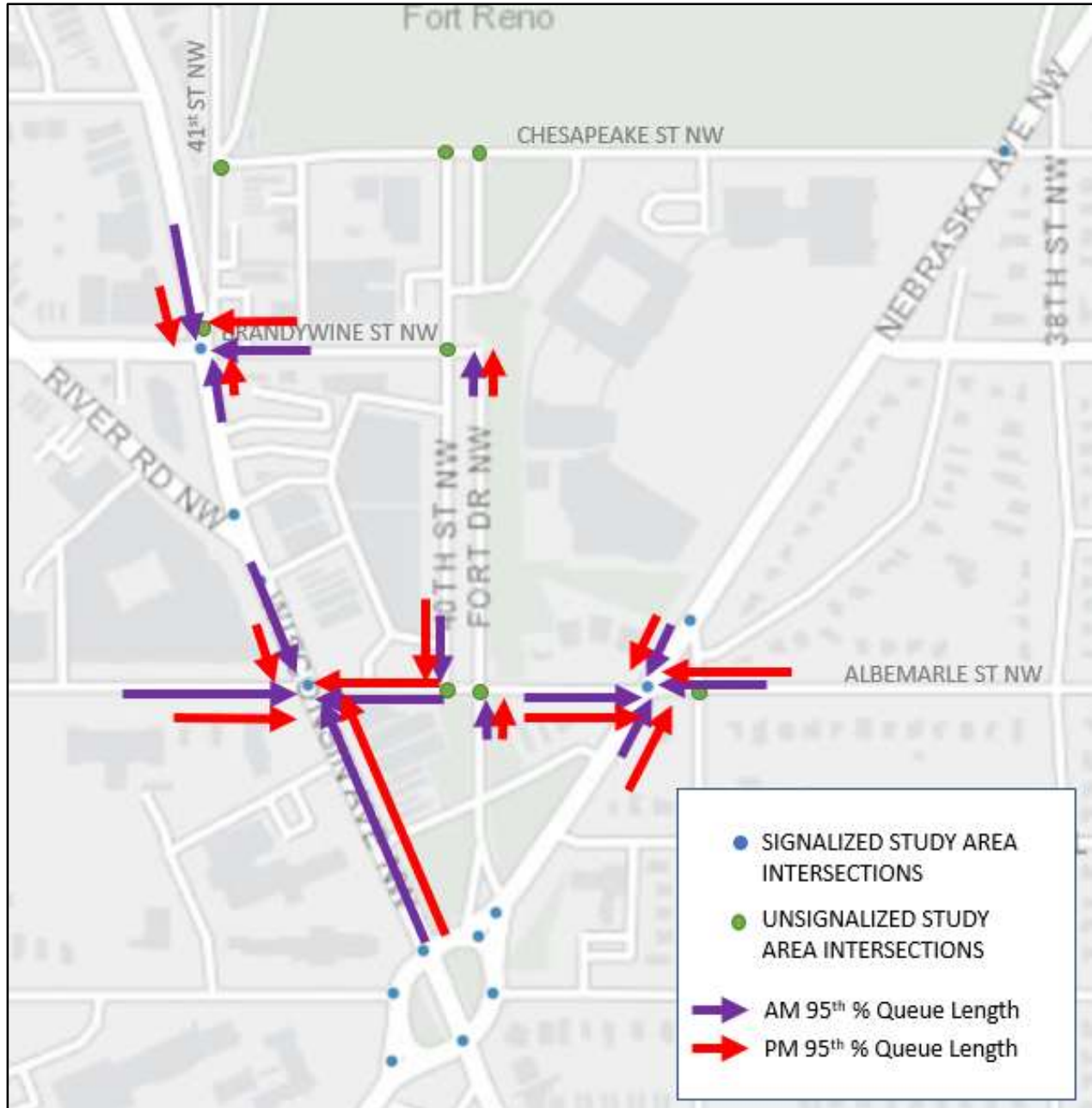


Figure 6 | Traffic Operations Queuing Analysis

In general, the queues had minimal spillback consequences to the overall roadway network but there were spot issues that affected multiple modes of travel. The queues for northbound Fort Dr NW at Brandywine St NW were lower than what was observed in the field. The peak hour observations indicated that friction from school drop-offs caused queues to extend almost to Albemarle St NW. This

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queuing did slow the progress of bus movements. The queues on Albemarle St NW spilled back into the crosswalks and intersections occasionally impacting safe operations by pedestrians as well as limiting the movement from southbound 40th St NW onto Albemarle St NW.



Southbound 40th St NW at Albemarle St NW during morning peak hour

3 Multimodal Considerations

3.1 Transit

The Tenleytown-AU Metrorail Station is located on the Metrorail Red Line in Northwest D.C. The Tenleytown-AU Metrorail Station has two entrances in addition to an elevator entrance. The west entrance is located off southbound Wisconsin Avenue NW, outside the study area and one block north of the intersection at Albemarle Street NW. The east entrance is in the study area on the north side of Albemarle Street NW, just east of the intersection with Wisconsin Avenue NW. Ridership at the Tenleytown-AU Metrorail Station has declined since the COVID-19 pandemic, with 5,800 average daily entries in 2019 versus 2,000 average daily entries so far in 2022.



Tenleytown-AU Metrorail West Entrance



Tenleytown-AU Metrorail East Entrance

Wisconsin Avenue NW is a major north-south arterial and bisects the station area. Albemarle Street NW is the major access road to the station. The 40th Street-Fort Drive loop to the station's east provides access to most Metrobus routes and private shuttle services, on-street parking, and the Whole Foods parking garage. The station is served by 14 Metrobus routes (**Figure 7**), two American University routes, and a Department of Homeland Security employee shuttle to the Nebraska Avenue Complex. Bus stops/boarding locations are located at Positions

A, B, C, and D (**Figure 8**). For each stop, a small shelter and a three-person bench are provided. WMATA provides a full station rider guide with station maps, next train arrival times, and escalator and elevator outage updates [on the WMATA website](#). During track work and/or rail shutdown events, Metro shuttle buses also serve the Metrorail station at positions A and B.

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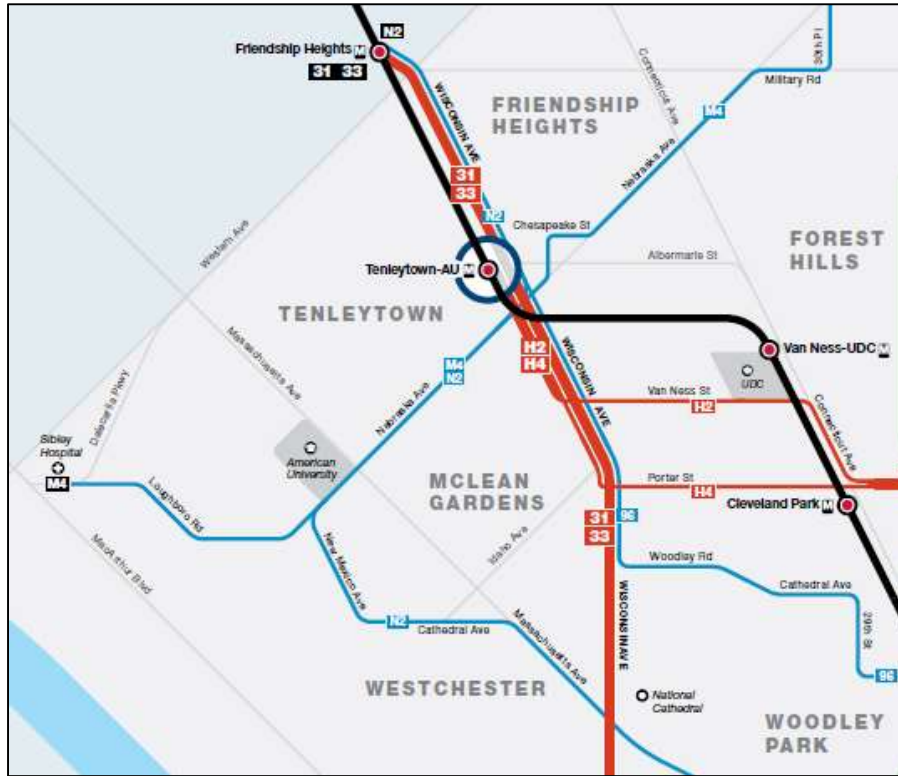


Figure 7 | Metrobus Routes Serving Tenleytown-AU Station

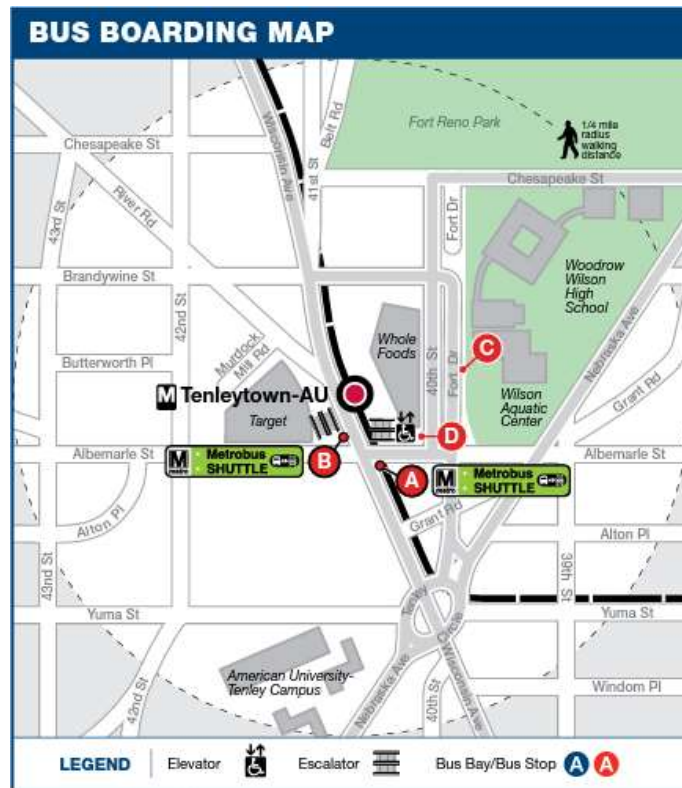


Figure 8 | Bus Boarding Map

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Tables 2, 3, and 4 detail the weekday, Saturday, and Sunday bus service at the Tenleytown-AU Station. Table 5 provides average daily bus boardings for the Tenleytown-AU Station routes. Routes W45 and W47 are school routes for Jackson-Reid High School and are not shown on WMATA bus schedules for clarity. The school routes are open to the general public, but service is limited to once per day when DC Public Schools are open. The American University Blue Route provides service to and within the university campus, including:

- Washington College of Law Tenley Campus (Nebraska Ave. NW at the second driveway to WCL Tenley Campus)
- Van Ness (Metrobus stop on Nebraska Ave. NW after crossing Van Ness Street., by request only)
- Nebraska Hall (Metrobus stop on Nebraska Ave. before Ward Circle)
- Kerwin Hall (Metrobus stop on Nebraska Ave. outside the building)
- Letts/Anderson Halls (South Campus)
- Kogod School of Business

The Red Route provides service to American University’s Spring Valley Building. Stops include:

- Washington College of Law
- Van Ness (by request)
- Nebraska Hall
- Katzen Arts Center/Massachusetts Ave.
- Spring Valley Building

Table 2 | Weekday Bus Service at Tenleytown-AU Station

Route	Destination	Boarding Location*	Weekday Headway (minutes)	Frequency (per hour)
31/33	Friendship Heights	A	6-15	4-10
31/33	Washington Circle	B	5-15	4-12
33	Federal Triangle	B	5-20	3-12
31	Potomac Park	B	15-30	2-4
H2/H4	Brookland-CUA	D	10-30	2-6
H2	Brookland-CUA via Van Ness St	D	24-40	1-2
H4	Brookland – CUA via Porter St	D	24-40	1-2
96	Capitol Heights	B, C	20-30	2-3
M4	Western Ave/Oregon Ave	C	15-30	2-4
M4	Sibley Hospital	D	15-30	2-4
N2	Friendship Heights	A	20-34	1-3
N2	Farragut North/West	B	20-34	1-3

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Route	Destination	Boarding Location*	Weekday Headway (minutes)	Frequency (per hour)
W45	16 th St. & Shepherd St	C	1 weekday PM rush trip	1 weekday PM rush trip
W47	Columbia Heights	C	1 weekday PM rush trip	1 weekday PM rush trip
American Univ. Shuttle	Blue Route	D	Data not available	Data not available
American Univ. Shuttle	Red Route	D	15	4
Dept. of Homeland Security Shuttle	Nebraska Ave. Complex	C**	10-15	4-6

*See **Figure 8** for a map of boarding locations

**Riders were observed boarding during the AM rush just to the south of location C, near the corner of Fort Drive and Albemarle Street.

Table 3 | Saturday Bus Service at Tenleytown-AU Station

Route	Destination	Boarding Location*	Weekday Headway (minutes)	Frequency (per hour)
31/33	Friendship Heights	A	12-15	4-5
31/33	Washington Circle	B	12-15	4-5
33	Federal Triangle	B	12-15	4-5
H2/H4	Brookland-CUA	D	12-30	2-5
H2	Brookland-CUA via Van Ness St	D	24-40	1-2
H4	Brookland – CUA via Porter St	D	24-40	1-2
96	Capitol Heights	B, C	30-35	1-2
American Univ. Shuttle	Blue Route	D	Data not available	Data not available
American Univ. Shuttle	Red Route	D	30	2

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Table 4 | Sunday Bus Service at Tenleytown-AU Station

Route	Destination	Boarding Location*	Weekday Headway (minutes)	Frequency (per hour)
31/33	Friendship Heights	A	12-30	2-5
31/33	Washington Circle	B	12-30	2-5
33	Federal Triangle	B	12-30	2-5
H2/H4	Brookland-CUA	D	10-20	3-6
H2	Brookland-CUA via Van Ness St	D	24-40	1-2
H4	Brookland – CUA via Porter St	D	24-40	1-2
96	Capitol Heights	B, C	30-35	1-2
American Univ. Shuttle	Blue Route	D	Data not available	Data not available

Table 5 | Average Daily Bus Boardings by Route (2022)

Boarding Position	Route	Average Daily Weekday Bus Boardings	
		Fall 2019	Fall 2021
A/B	96	48	47
	W47	1	1
	N2	58	58
	31	82	69
	33	80	182
	Total: 269	Total: 357	
C	96	100	96
	H2	68	83
	H4	40	50
	W45	2	2
	W47	1	1
	M4	81	77
	Total: 292	Total: 309	
D	H2	34	41
	H4	40	47
	W45	1	1
	M4	41	43
	Total: 116	Total: 132	

The study area is adjacent to a Transit Priority Network (see **Figure 9**). As defined by MoveDC, the Transit Priority Network shows streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections. The network reflects where transit is used most, where the greatest demand for travel is, and where transit demand is expected to grow.

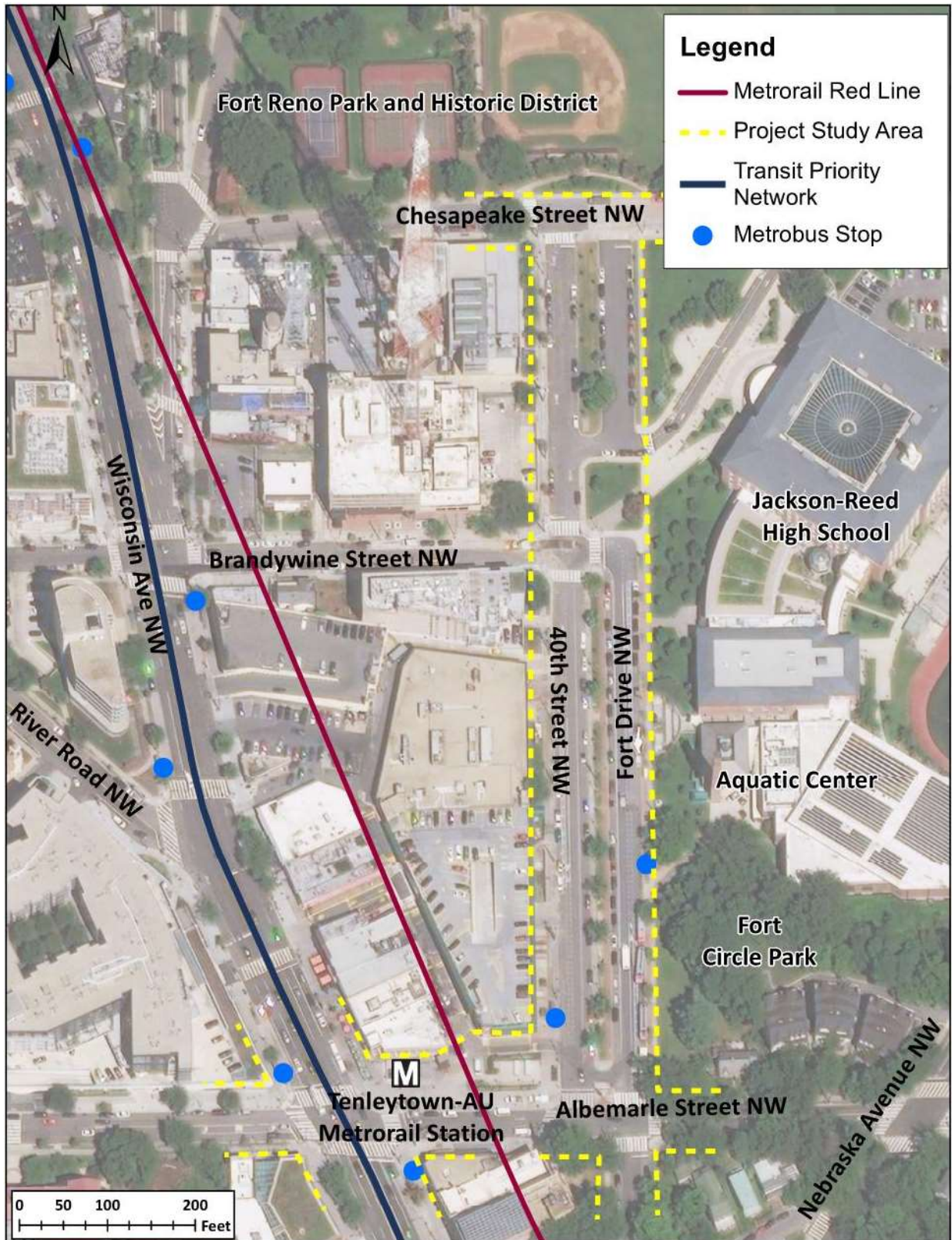


Figure 9 | Transit Priority Network

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Passengers exiting AU shuttle bus on southbound 40th Street



Buses along Fort Drive and 40th Street

3.2 Bicycling

The Tenleytown-AU Metrorail Station has 20 bike racks and 20 bike lockers located near the corner of 40th Street and Albemarle Street NW. Additional bike parking is located at the Tenley Friendship Neighborhood Library at the southwest corner of Wisconsin Avenue and Albemarle Street NW, the SW corner of 40th and Brandywine, and mid-block on Fort Drive near the Aquatic Center. A five-foot buffered bike lane runs north on Fort Drive between Albemarle St NW and Brandywine St NW. There is also a five-foot buffered bike lane running south on 40th St NW between Albemarle St NW and Brandywine St NW. These locations are part of an existing Bicycle Priority Network and connect to future planned improvements (see **Figure 10**). The Bicycle Priority Network includes streets with bicycle facilities today and streets proposed to have them in the future. The network includes the bicycle priority routes from DDOT's long-range planning work and more recent planning efforts to identify gaps and expand access. DDOT's vision is a Districtwide network of connected bicycle routes that serve all residential areas, providing low-stress, safe, comfortable, and inviting routes for all cyclists, from children to seniors. There are no funded improvements in the study area.

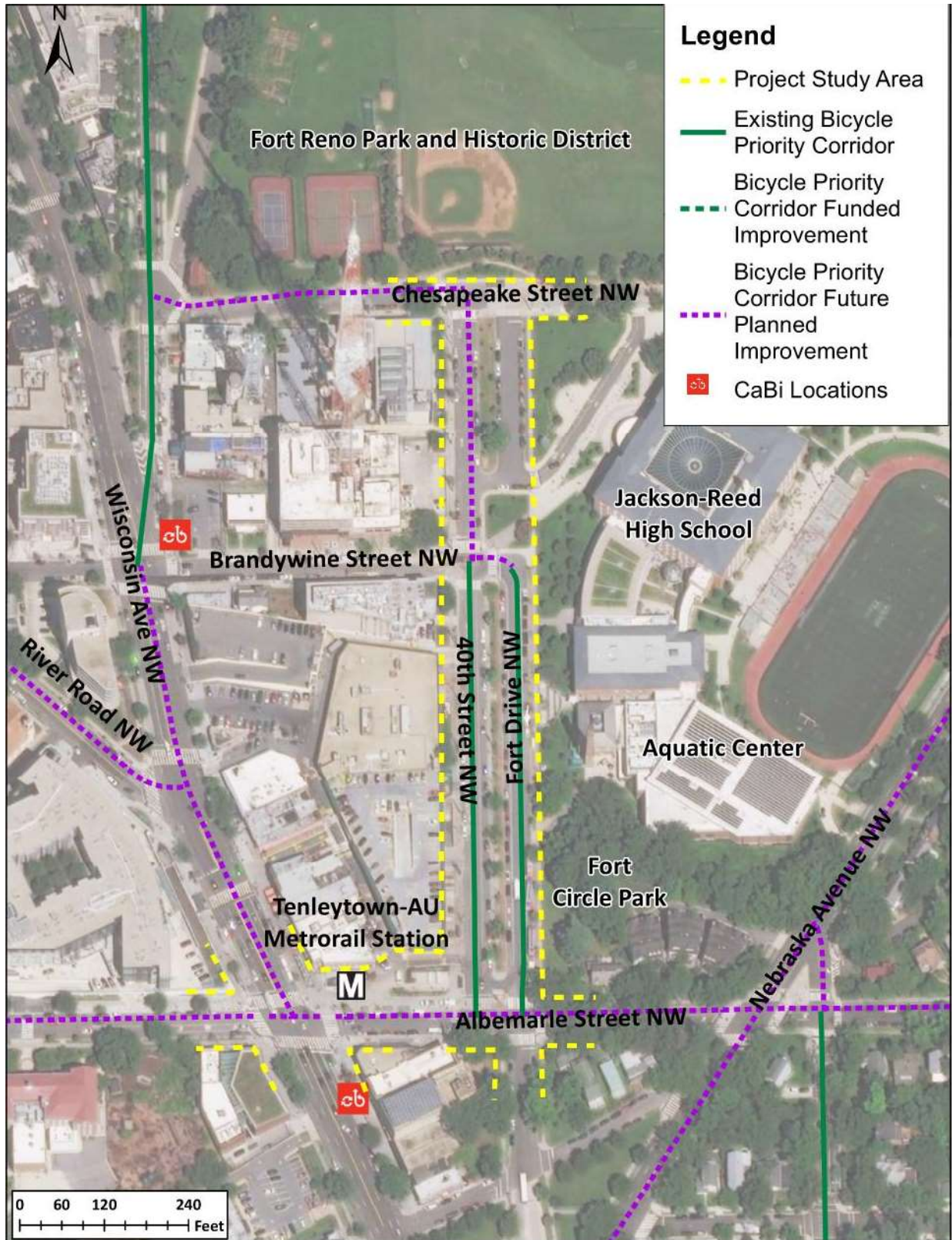


Figure 10 | Bikeshare Locations and Bicycle Priority Networks

There is a Capital Bikeshare station located along the east side of Wisconsin Avenue NW, just south of the station with 15 docks. There is a second Capital Bikeshare station with 22 docks located north of the station on the northeast corner of Wisconsin Ave NW and Brandywine Street NW (see **Figure 10**). **Table 6** and **Table 7** provide additional details on the top five destinations and origins riders connect to and from using the two Capital Bikeshare stations in the study area. In general, riders to and from the Wisconsin Ave & Albemarle St NW station are coming from or going to locations to the south like American University or commercial areas along Wisconsin Ave. Riders to and from the Brandywine St NW station tend to come from or go to more locations to the north towards Friendship Heights.

Table 6 | Top Five Destinations for Riders Starting from Tenleytown CaBi Stations

Trip START in Tenleytown	Top 5 Destinations (January – March 2022)
Tenleytown/Wisconsin Ave & Albemarle St NW	<ol style="list-style-type: none"> 1. Wisconsin & Newark St NW (59 trips) 2. Ward Circle / American University (52 trips) 3. American University East Campus (46 trips) 4. 39th & Veazey St NW (42 trips) 5. Connecticut Ave & Nebraska Ave NW (32 trips)
Wisconsin Ave & Brandywine St NW	<ol style="list-style-type: none"> 1. Connecticut Ave & Nebraska Ave NW (32 trips) 2. 39th & Veazey St NW (21 trips) 3. Wisconsin Ave & Newark St NW (16 trips) 4. Friendship Blvd & Willard Ave (14 trips) 5. Wisconsin Ave & Ingomar St NW (14 trips)

Table 7 | Top Five Origins for Riders Ending at Tenleytown CaBi Stations

Trip END in Tenleytown	Top 5 Origins (January – March 2022)
Tenleytown/Wisconsin Ave & Albemarle St NW	<ol style="list-style-type: none"> 1. American University East Campus (87 trips) 2. Wisconsin Ave & Newark St NW (61 trips) 3. Ward Circle / American University (42 trips) 4. 39th & Veazey St NW (33 trips) 5. Connecticut Ave & Nebraska Ave NW (23 trips)
Wisconsin Ave & Brandywine St NW	<ol style="list-style-type: none"> 1. Wisconsin Ave & Ingomar St NW (23 trips) 2. 39th & Veazey St NW (20 trips) 3. Connecticut Ave & Nebraska Ave NW (17 trips) 4. Friendship Blvd & Willard Ave (9 trips) 5. Wisconsin & Newark St NW (9 trips)

Level of Traffic Stress, shown in **Figure 11**, measures comfort for bicyclists based on vehicle speeds, presence and type of bike lanes, traffic volumes, and other interactions with motor vehicles. DDOT included Level of Traffic Stress in the moveDC 2021 update of the multimodal long-range transportation plan. Lower scores indicate lower stress for bicyclists, including:

- Score 1: The level that most children can tolerate.
- Score 2: The level that the mainstream adult population would tolerate.
- Score 3: The level tolerated by bicyclists who are enthused and confident but prefer a dedicated facility for riding.
- Score 4: The level tolerated only by those characterized as strong and fearless.

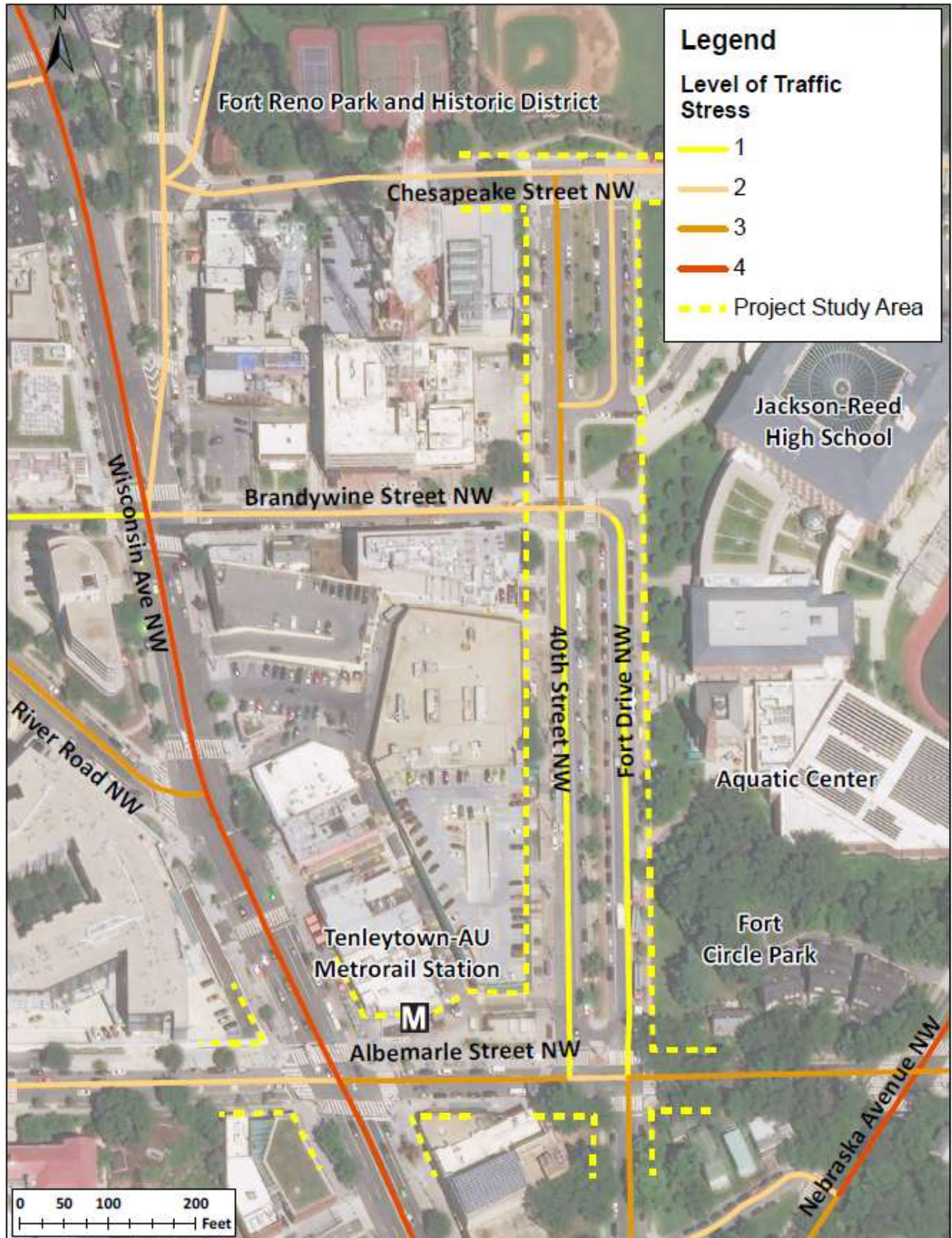
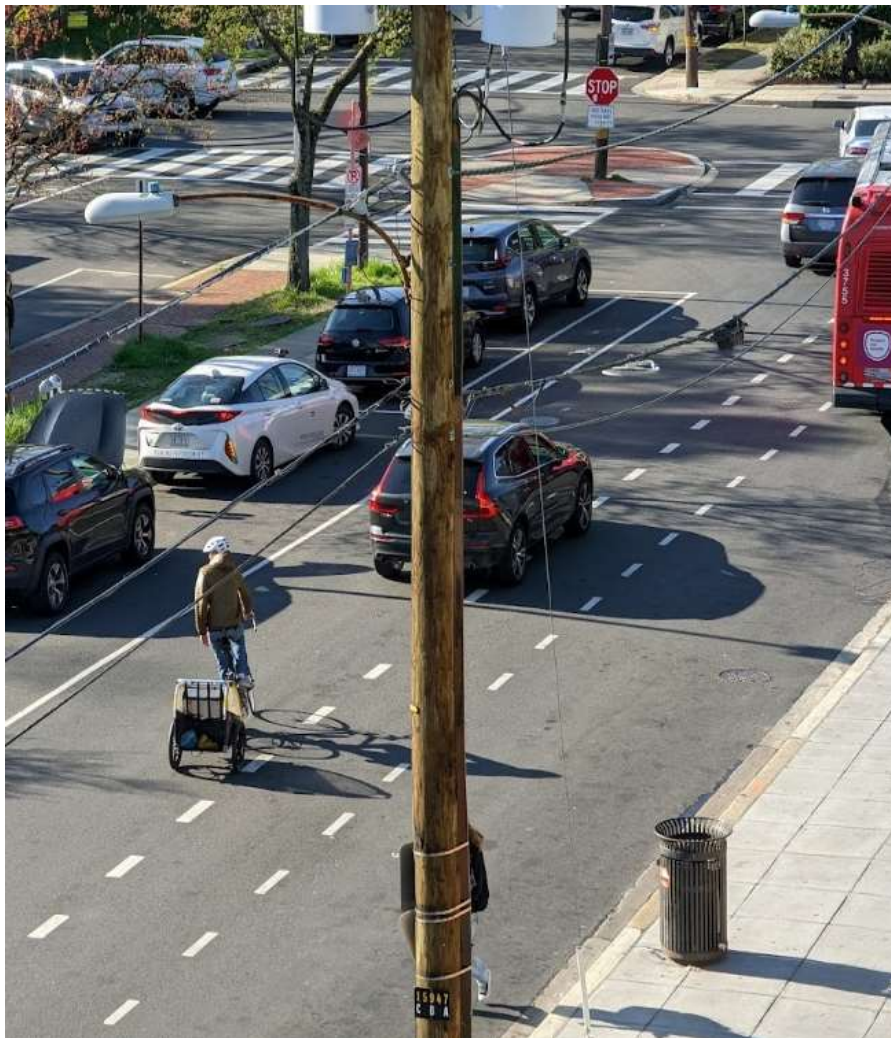


Figure 11 | Bicycle Level of Traffic Stress

40th Street NW and Fort Drive NW between Albemarle Street and Brandywine Street NW have the lowest traffic stress, with a five-foot buffered bike lane. While scoring a Level 1 (e.g., suitable for all ages), the project team did not observe the streets to operate as Level 1. All of the cyclists observed were adult, experienced bicyclists, and made difficult maneuvers at the southern end of 40th Street NW to take the lane and turn left on Albemarle Street. There are also potential conflicts with high numbers of buses crossing the bike lane on approach to the bus stop at the NW corner of Albemarle Street and 40th Street NW. Albemarle Street and the northern section of 40th Street north of Brandywine Street are less favorable for cyclists with moderate traffic stress. Wisconsin Ave NW scores the highest traffic stress for bicyclists in the study area.



Bicyclist Turning Left onto Albemarle Street

3.3 Parking/Vehicular Interactions

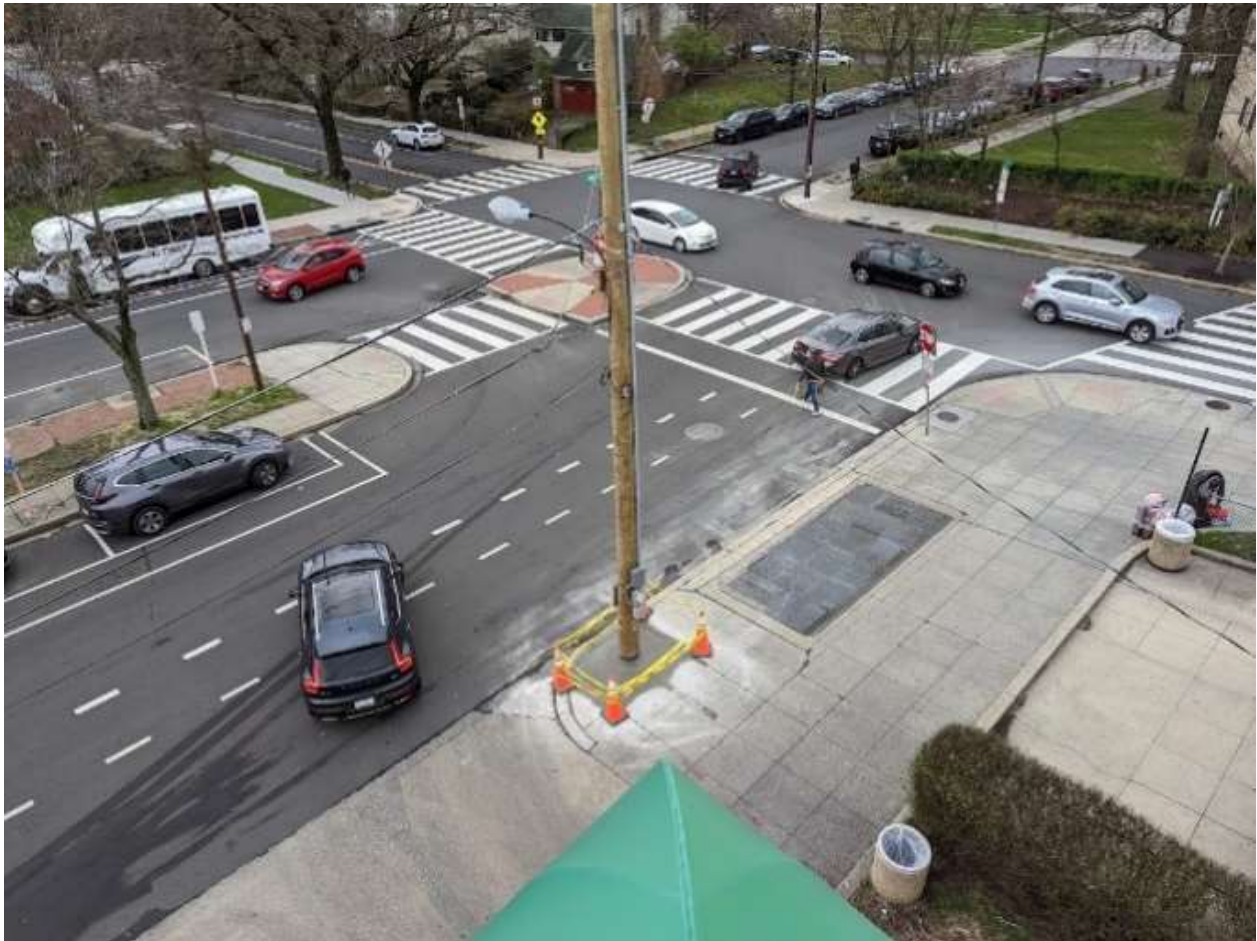
On-street parking is provided in several places, including Albemarle Street, Brandywine Street, Fort Drive, and 40th Street NW. During field observations, most of the pick-up and drop-off activities occurred along the southern section of 40th Street NW. On southbound 40th Street NW, there are 24

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metered parking spaces on the left side and 10 metered parking spaces on the right side. There are also two Zipcar spaces along southbound 40th Street NW. On Fort Drive, there are unmetered parking spaces restricted to 15-minute parking with driver-attended waiting only. Parking is prohibited during morning and evening peak hours in the metered section. Two structured parking decks are located within a block of the Tenleytown-AU Metrorail Station. One serves the Whole Foods grocery store and the other is located on southbound River Rd, near the intersection with Wisconsin Ave NW.

During peak hours, the project team observed vehicle queues the length of Fort Drive above Albemarle St NW during school drop-off hours and high volumes of people walking. The project team also observed congestion due to the geometry of the intersection of 40th Street and Fort Drive with Albemarle Street. Fort Drive continues south of Albemarle Street (two-way), however, 40th Street terminates at the intersection. Southbound vehicles on 40th St NW, including many transit vehicles, must complete a complicated zig-zag maneuver to cross and continue south on Fort Drive as cross-traffic on Albemarle does not stop.



Intersection of 40th Street, Fort Drive, and Albemarle Street

3.4 Walking

The nearby school, bus stops, and Metrorail station generate significant volumes of pedestrians. Access to the station is from the escalator entrance off of Wisconsin Avenue NW and from the escalator and elevator entrance located off of Albemarle Street NW.

There is an approximately 21-foot median between 40th Street and Fort Drive. The median consists of two sidewalks on either side with grass in the middle. Foot paths have worn away grass areas, and landscape materials and paving treatment are inconsistent. The project team observed many people walking crossing 40th Street and Fort Drive NW mid-block. There are no marked crosswalks between Albemarle Street and Brandywine.

On the non-median side of 40th Street and Fort Drive NW, sidewalks are generally about six feet wide and up to 11.5 feet on the southwest side of 40th Street NW near the Metrorail station. Like the median, foot paths have worn away grass areas near some sidewalks, and paving treatment and landscape material are inconsistent. During high traffic periods, pedestrians were sometimes forced into the grass due to the widened 11.5-foot sidewalk ending as people walk north on 40th Street NW.



Six-foot sidewalk along 40th Street with wearing in the 5.5-foot grass section

There are 16 crosswalks within the study area. The approximate crosswalk lengths (in feet) are shown in **Figure 12**. The longest crossings for people walking occur on Wisconsin Ave NW.

As defined by moveDC, the Pedestrian Friendliness Index (PFI) characterizes the walkability of an area based on sidewalk availability, building accessibility, and street network design.

The PFI scores for each Census block show how walkable they are relative to other Census blocks in the District. An area deemed ‘most walkable’ has a connected street grid with sidewalks, buildings set close to the street, and intersections and blocks that are manageable for people walking. **Figure 13** shows the PFI score for the study area. The area immediately surrounding the Metrorail station south of Brandywine Street has a score in the “most walkable” category, with the northern part of the study area scoring slightly lower (Level 4 of 5) in walkability.

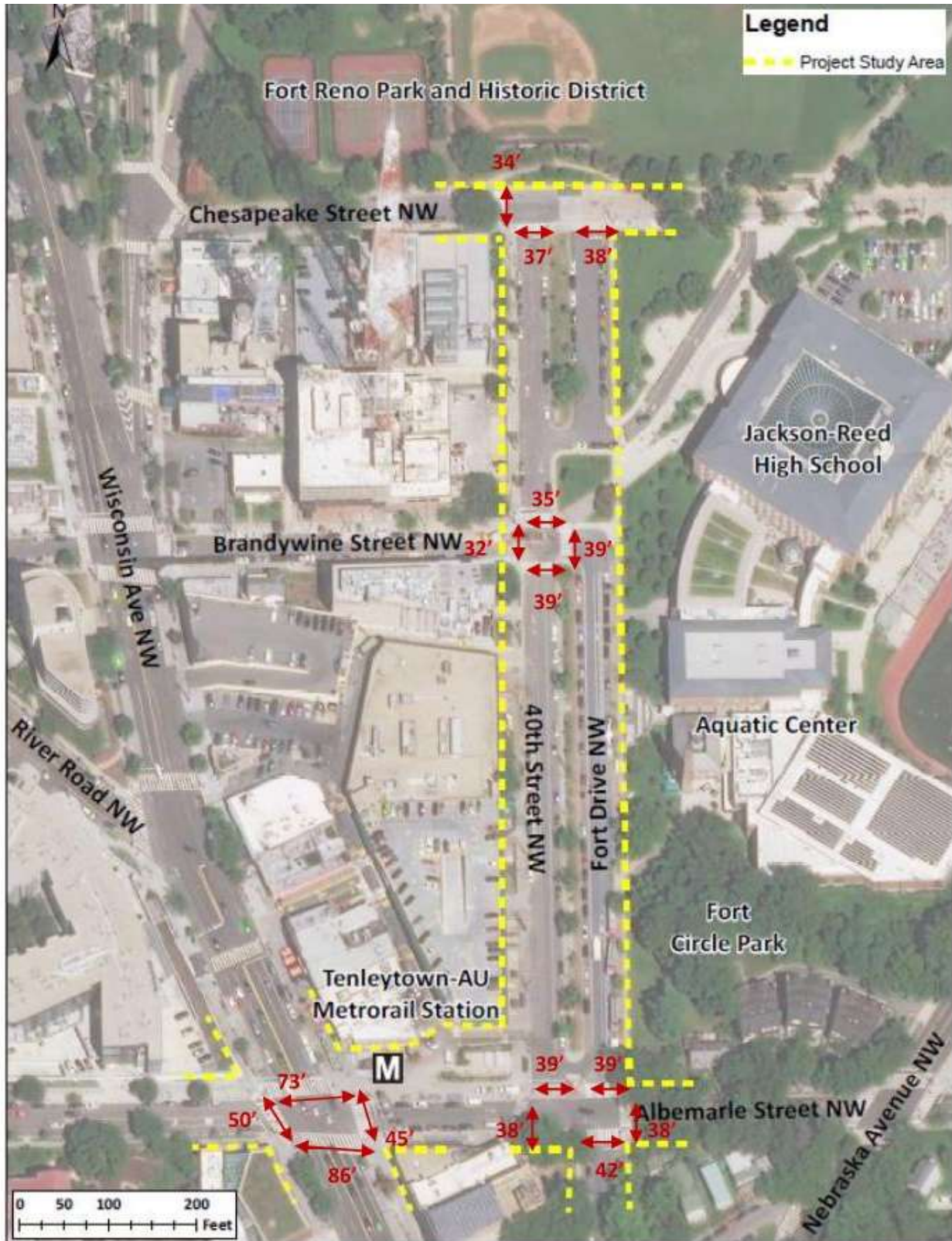


Figure 12 | Approximate Crosswalk Lengths

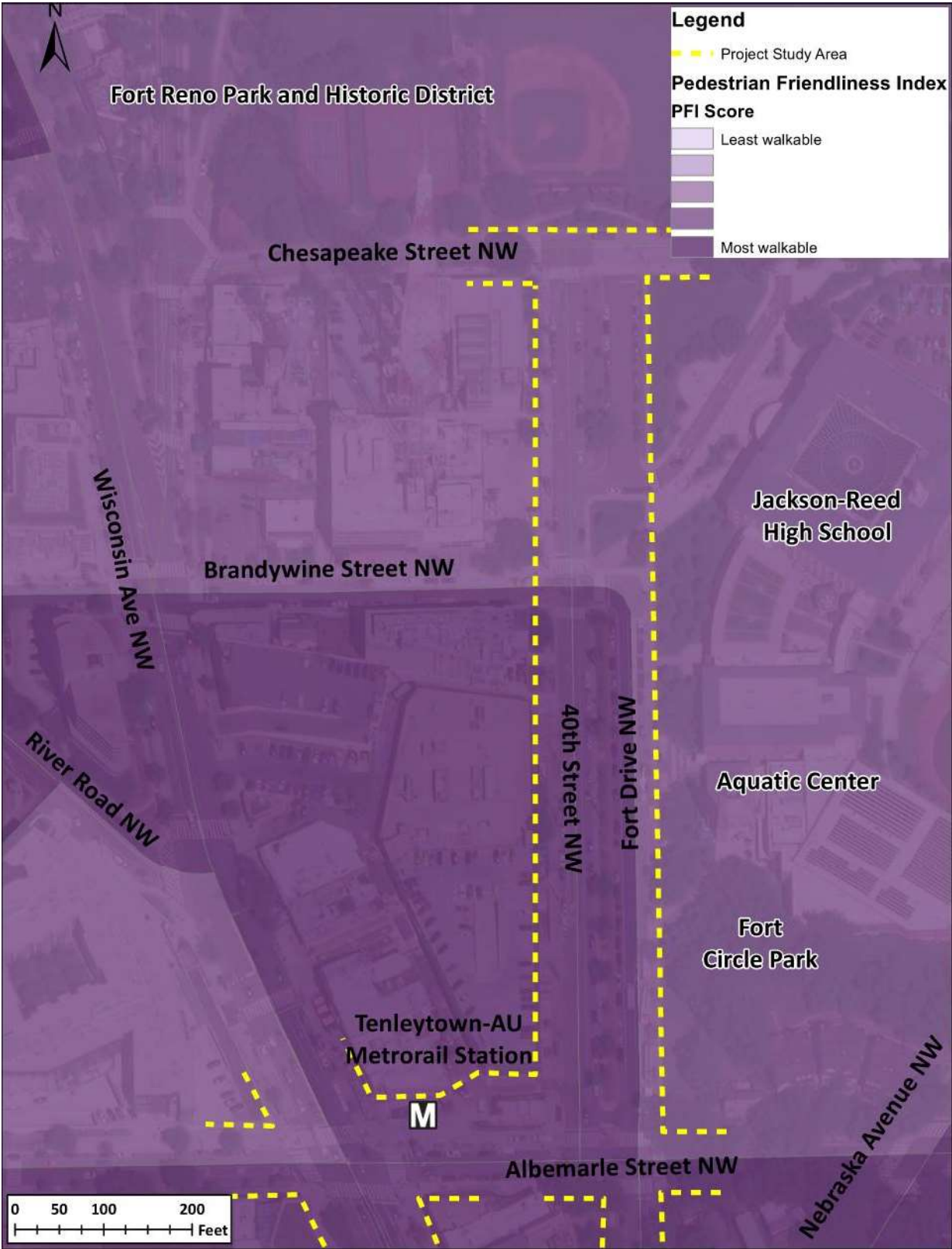


Figure 13 | Pedestrian Friendliness Index Scores

There are several alleys and driveways in the study area. People walking through the alley and exiting through the alley from Whole Foods onto 40th Street NW create potential pedestrian-auto conflicts. Pedestrians also use the alley to access the Metrorail station with a blind corner in the alley and no striped crosswalk to connect to the station. A Whole Foods garage access further north on 40th Street NW and a loading dock create potential conflict points for people walking.

3.5 Freight

The study area is between Freight Priority Networks on Wisconsin Ave and Nebraska Ave NW (**Figure 14**). As defined by moveDC, the Freight Priority Network is made up of streets that have been designated as best suited to routing goods and trucks through the District. Geometric constraints along designated truck routes can have significant implications—tight maneuvering can lead to increased travel times, safety hazards, or property damage. These costs directly affect the price of transporting freight and the region’s economic competitiveness. Freight priority infrastructure such as shared truck/bus lanes and street designs that accommodate large vehicles and curbside loading can help improve truck travel time, reliability, safety, and reduced emissions in the District. Freight priority also can improve safety and operations for other modes.

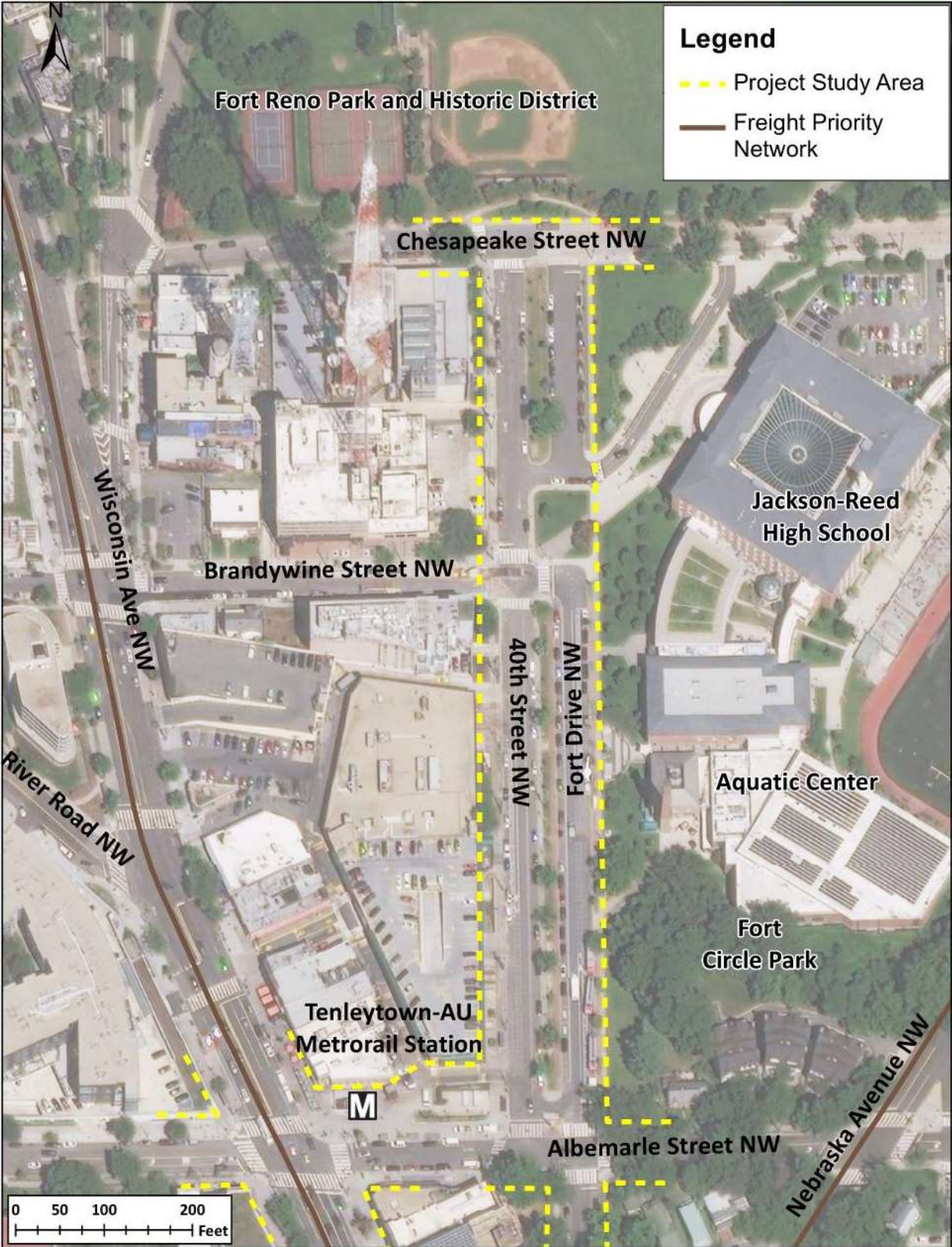


Figure 14 | Freight Priority Network

While there is no freight priority corridor along 40th Street and Fort Drive NW, the project team observed numerous heavy trucks delivering goods to the Whole Foods loading dock and the alleyways. The project team observed a heavy truck approach eastbound on Brandywine Street NW, turn left the wrong way up to 40th Street NW, and reverse down 40th Street NW into the loading dock. The truck also blocked the sidewalk for people walking for the duration of the delivery. The truck left by traveling southbound on 40th Street NW and turning left on Albemarle Street towards Nebraska Ave NW. It did not appear the truck would be able to make the right turn on Albemarle Street NW towards Wisconsin Ave NW.



Whole Foods Delivery truck parking at 40th Street dock

3.6 Traffic Safety Analysis

There have been no fatal or major driver, pedestrian, or bicyclist injury crashes in the PSA in the last five years between August 1, 2016 through July 31, 2021. **Figure 15** shows 25 minor driver injuries and 10 minor injuries for people walking in and around the PSA, though most of these are along Wisconsin Ave NW adjacent to the PSA, which aligns with the Vision Zero corridor along Wisconsin Ave NW. The project team's observations confirmed a low risk for major crashes due to generally low vehicle speeds in the immediate PSA.

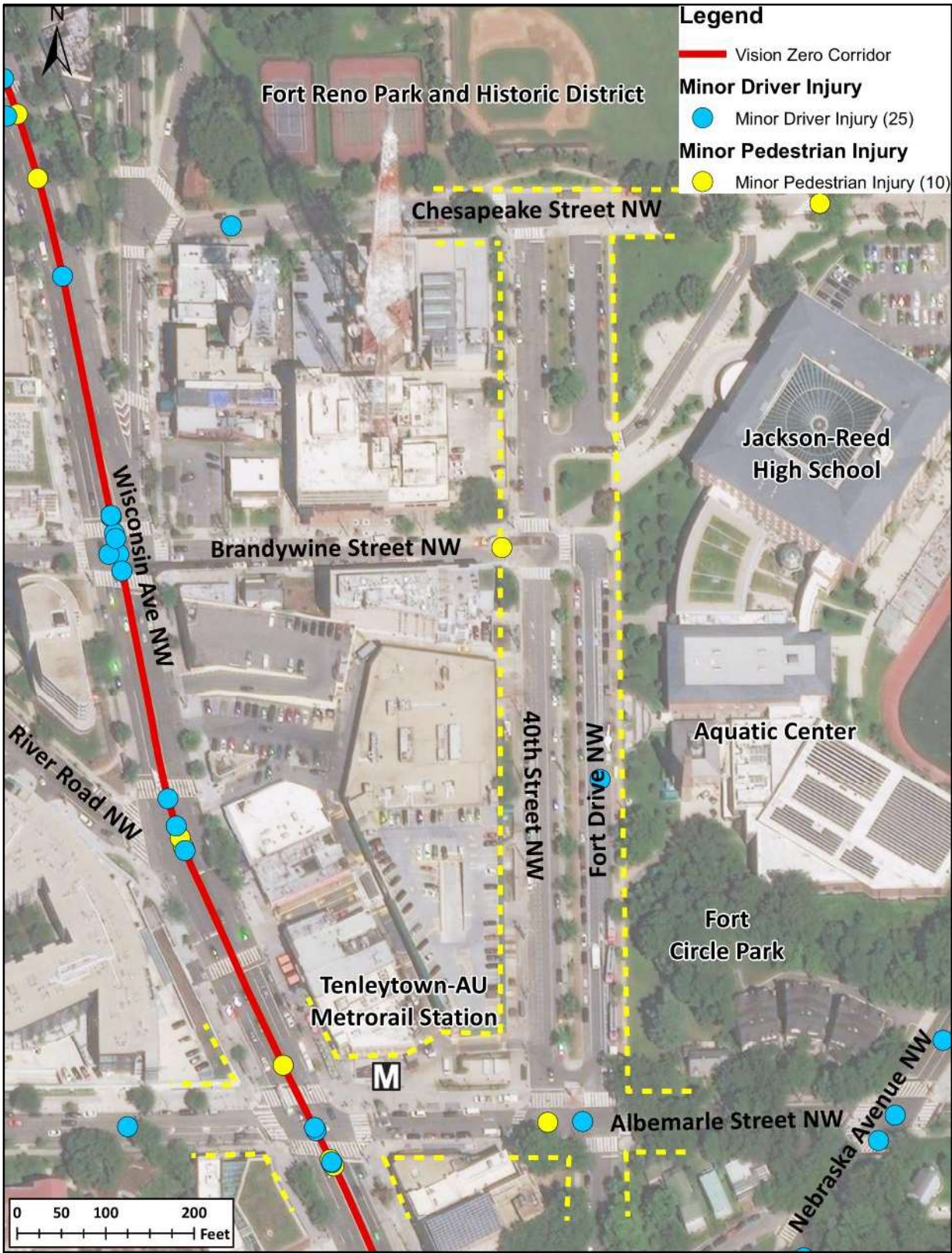


Figure 15 | Crashes between August 1, 2016- July 31, 2021

The issues marked in **Figure 16** are user observations collected on the Vision Zero Initiative web-based application that allows the public to communicate the real and perceived dangers along the roadway from the perspective of either people walking, biking, or driving. While no major or fatal crashes have occurred in the PSA, the comments from people walking indicate a desire to improve the experience of people walking within the study area, especially at the intersection of 40th Street NW, Fort Drive NW, and Albemarle Street NW.

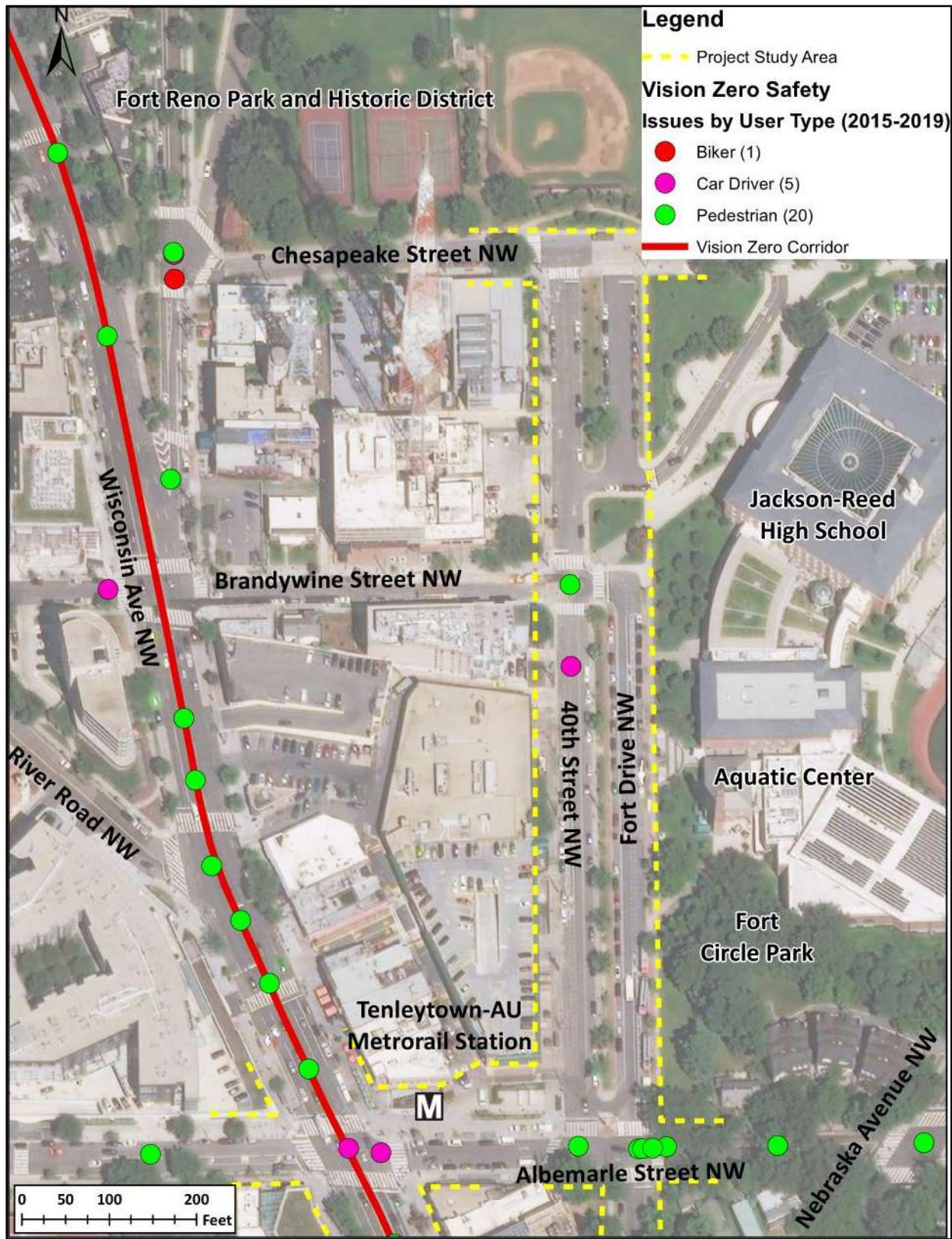


Figure 16 | Issues by User Type Reported on Vision Zero Application

3.7 Multimodal Traffic Counts

This section summarizes the volumes of people walking, biking, and the number of buses at the main intersections in the study area. The weekday morning peak period volume is shown for each figure, followed by the weekday evening peak period volume in parentheses. Bike traffic is limited to at most four bicyclists during the peak hour. Most cyclists traveling southbound on 40th Street took the lane to turn left on Albemarle Street. There are high numbers of people walking during peak hours due to the proximity of several bus stops, the Metrorail station, and the school. Volumes for people walking are highest in the morning peak, coinciding with school start and rush hour. There is also high bus traffic, mostly approaching the study area northbound on Fort Drive NW and crossing Albemarle to access the bus stops. Buses then make a loop by going north on Fort Drive NW, left on 40th Street, and then a difficult zig-zag maneuver across Albemarle Street NW to travel southbound on Fort Drive NW.

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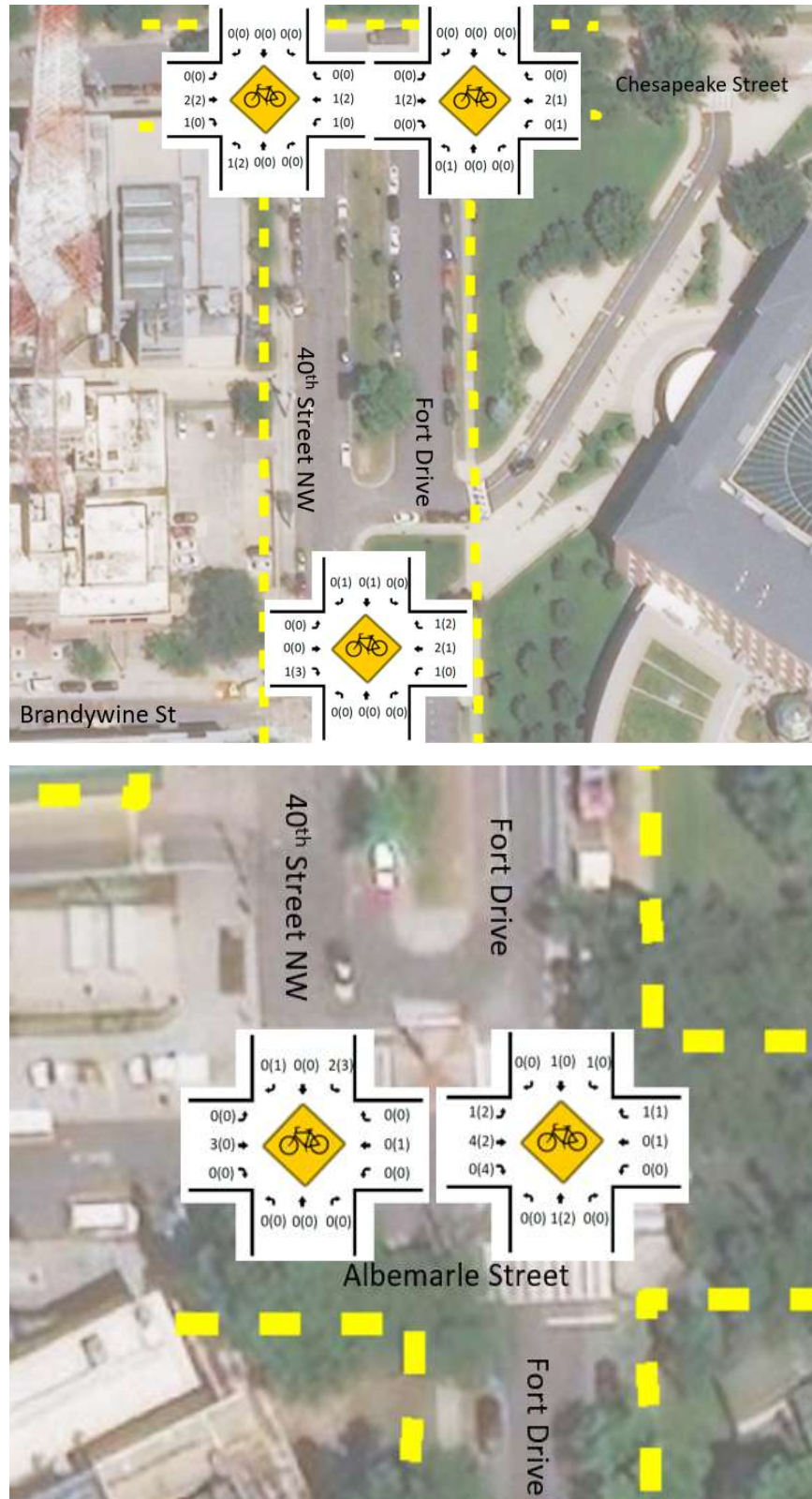


Figure 17 | AM(PM) Peak Bicycle Counts

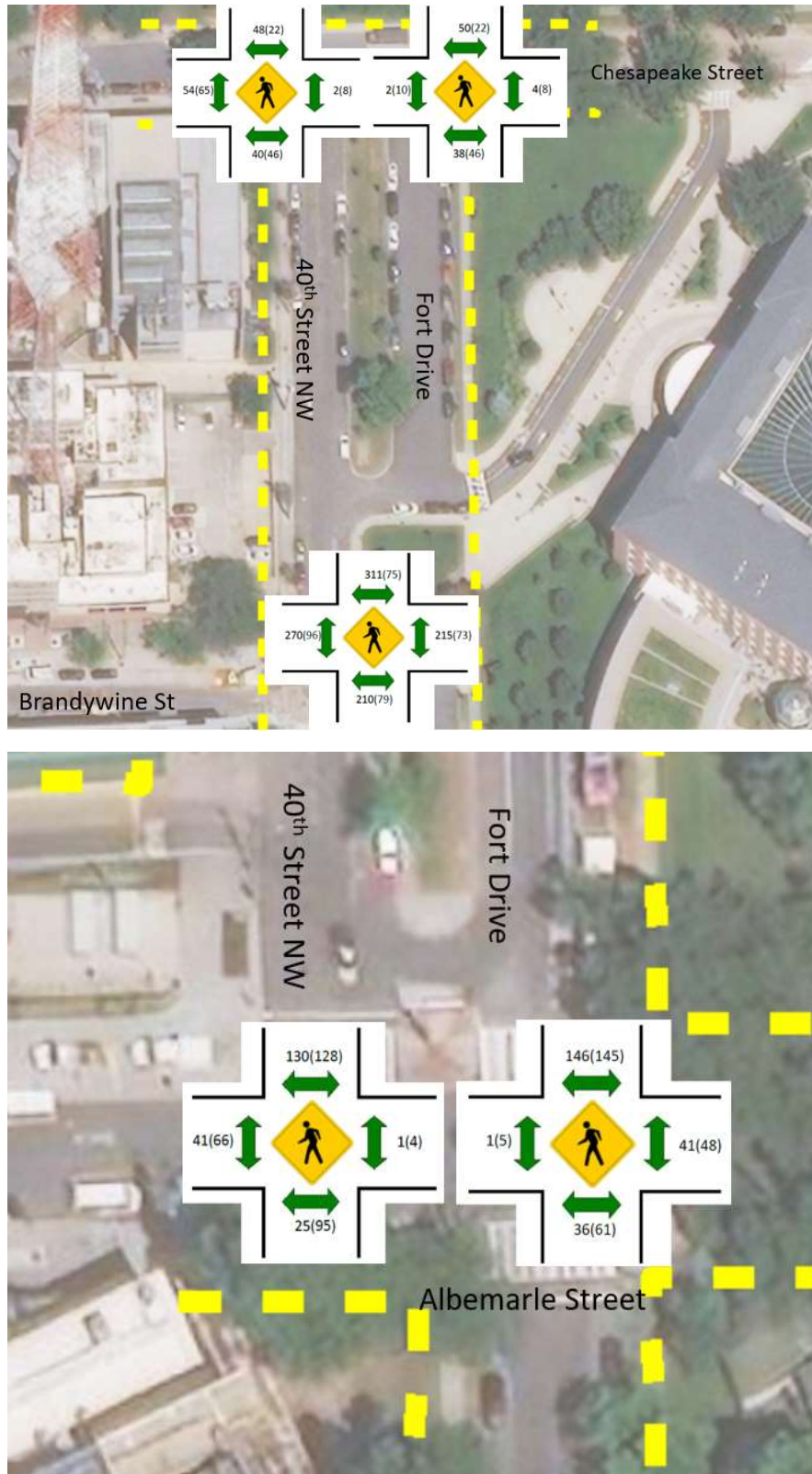


Figure 18 | AM(PM) Peak Counts of People Walking

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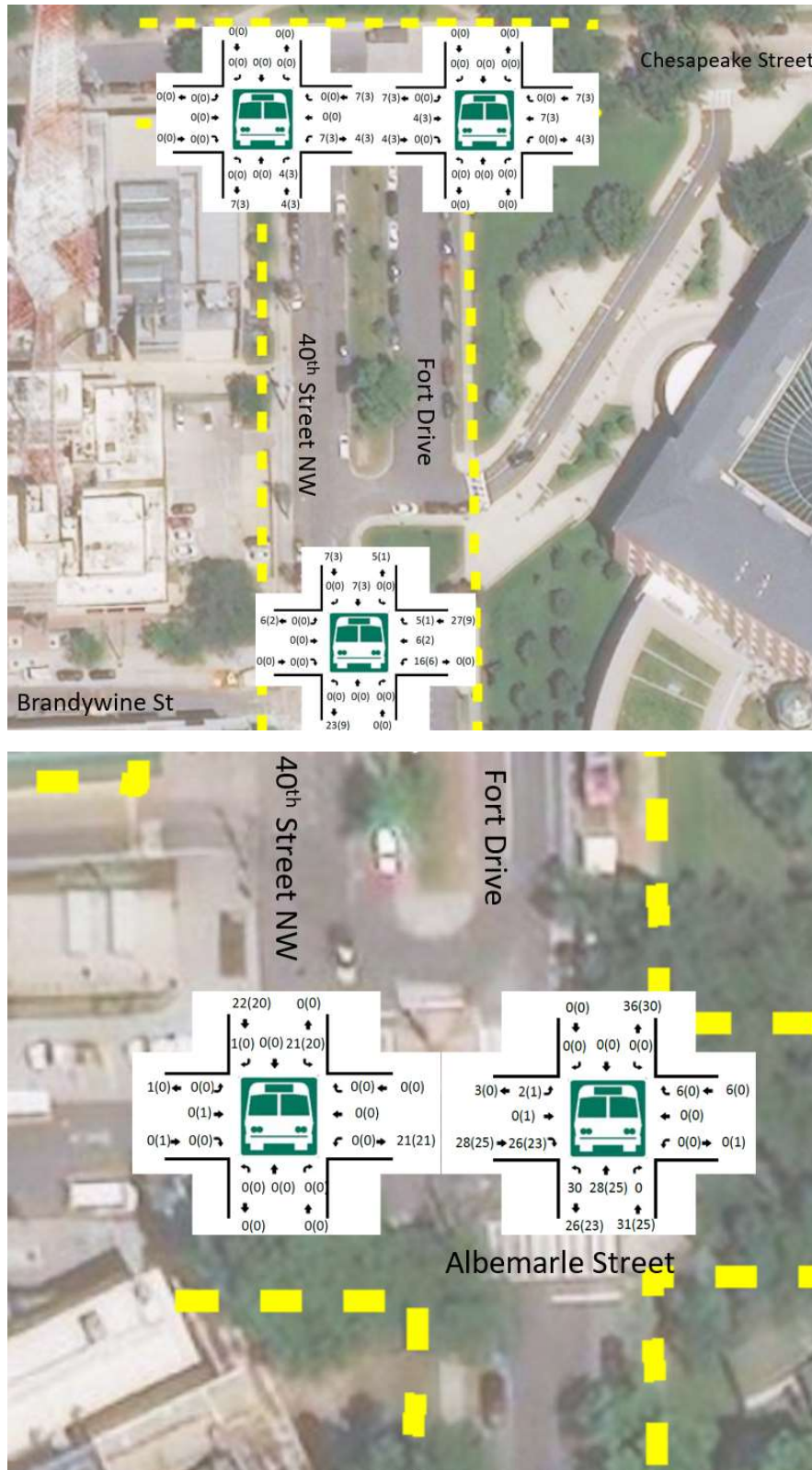


Figure 19 | AM(PM) Peak Bus Counts

4 Findings and Conclusions

4.1 Traffic Operations Analysis Findings

The key findings from the traffic operational analysis include:

- Peak hour traffic volumes have generally decreased from 2019 to 2022 based on the counts completed. It is not yet known if the impact from COVID will permanently change travel patterns.
- Each of the intersections within the study area operates at an acceptable LOS with the exception of the intersection of Nebraska Ave NW at Tenley Circle (North) in the evening peak hour, which operates at LOS E.
- The peak hour observations indicated that friction from school drop-offs caused queues to extend almost to Albemarle St NW, as opposed to the traffic control devices.
- The queues on Albemarle St NW spilled back into the crosswalks and intersections occasionally impacting safe operations by pedestrians as well as limiting the movement from southbound 40th St NW onto Albemarle St NW.

4.2 Multimodal Consideration Findings

The key findings from the multimodal consideration findings include:

- Transit
 - Ridership at the Tenleytown-AU Metrorail Station has declined since the COVID-19 pandemic, with 5,800 average daily entries in 2019 versus 2,000 average daily entries so far in 2022.
- Bicycling
 - Bicyclists traveling southbound along 40th Street NW must make difficult maneuvers at the southern end of the street to cross the vehicular lane and turn left onto eastbound Albemarle Street.
 - There are also potential conflicts with high numbers of buses crossing the bike lane on the approach to the bus stop at the NW corner of Albemarle Street and 40th Street NW.
 - Street segments (within the PSA) included in DDOT's Bicycle Priority Corridor for Future Planned Improvement include:
 - Chesapeake Street NW between 40th Street and 41st Street NW
 - 40th Street between Chesapeake Street and Brandywine Street NW
 - Fort Drive connection to 40th Street and Brandywine Street
 - Albemarle Street between Wisconsin Avenue and Nebraska Avenue
- Vehicular
 - Vehicle queues the length of Fort Drive almost reaching Albemarle St NW during school drop-off hours in the morning were observed.
- Walking
 - The project team observed many pedestrians crossing 40th Street and Fort Drive NW mid-block. There are no marked crosswalks between Albemarle Street and Brandywine Street.

- During high traffic periods, pedestrians were sometimes forced into the grass due to the widened 11.5-foot sidewalk ending as people walk northbound along the non-median side of 40th Street NW.
- Many pedestrians were observed competing with vehicles in the alley, located west of bus stop D (according to **Figure 8**), to access the Metrorail station with a blind corner for both vehicles and pedestrians. There are no signs or lane markings to caution pedestrians of incoming vehicles.
- Traffic Safety Analysis
 - While no major or fatal crashes have occurred in the PSA, comments from pedestrians indicate a desire to improve the walking experience, especially at the intersection of 40th Street NW, Fort Drive NW, and Albemarle Street NW.
- Multimodal Traffic Counts
 - Pedestrian volumes are highest in the morning peak hour, coinciding with school start and rush hour.
 - Bus traffic is also high during the morning peak hour, primarily approaching the study area from northbound Fort Drive NW and crossing Albemarle Street to access the bus stops.
 - Bike traffic is limited to at most four bicyclists during both morning and evening peak hours.

5 Next Steps

The next steps for the project include:

- Development and Evaluation of Alternative Concepts to Address Existing Issues
- Development of Traffic Forecasts and Traffic Operations Analysis for Future Baseline and Alternative Conditions
- Continued Community and Stakeholder Outreach
- Development of Preferred Alternative Concept Plans
- Development of Interim Design Plans
- Completion of the NEPA Documentations Process

6 References

Tenleytown-AU Metrorail Station Access Study - WMATA

Phase 1

https://www.wmata.com/initiatives/plans/upload/Tenleytown_Station_Access_Final_Report_041414.pdf

Phase 2

<https://www.wmata.com/initiatives/plans/Tenleytown-AU-Station-Access-Study.cfm>

moveDC Long-Range Multimodal Transportation Plan - District of Columbia

<https://movedc-dcgis.hub.arcgis.com/>

Tenleytown Public Life Study

https://planning.dc.gov/sites/default/files/dc/sites/op/page_content/attachments/Tenleytown%20Public%20Life%20Study%202019.pdf

ATTACHMENT A

Turning Movement Counts, Tube
Counts, Signal Timings

Turning Movement Counts

Sabra & Associates

7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6037_Nebraska Ave at 39th St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- VEHS&PEDS

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07:30 AM	3	192	0	0	195	1	0	22	2	25	0	104	0	0	104	0	0	0	0	0	324
07:45 AM	3	220	0	1	224	0	0	10	1	11	0	101	0	0	101	0	0	0	0	0	336
Total	8	600	0	1	609	1	0	43	4	48	0	283	0	0	283	0	0	0	0	0	940
08:00 AM	1	178	0	0	179	0	0	24	2	26	0	89	0	0	89	0	0	0	0	0	294
08:15 AM	2	194	0	2	198	0	0	17	4	21	0	93	0	0	93	0	0	0	0	0	312
08:30 AM	6	185	0	0	191	0	0	19	3	22	0	116	0	0	116	0	0	0	0	0	329
08:45 AM	3	159	0	1	163	0	0	12	2	14	0	98	0	0	98	0	0	0	0	0	275
Total	12	716	0	3	731	0	0	72	11	83	0	396	0	0	396	0	0	0	0	0	1210
09:00 AM	12	191	0	0	203	0	0	12	0	12	0	78	1	0	79	0	0	0	0	0	294
*** BREAK ***																					
Total	12	191	0	0	203	0	0	12	0	12	0	78	1	0	79	0	0	0	0	0	294
*** BREAK ***																					
11:00 AM	1	123	0	0	124	0	0	15	1	16	0	97	0	0	97	0	0	0	0	0	237
11:15 AM	3	126	0	0	129	1	0	5	2	8	0	97	2	0	99	0	0	0	0	0	236
11:30 AM	1	125	0	1	127	0	0	12	0	12	0	81	0	0	81	0	0	0	0	0	220
11:45 AM	0	101	0	0	101	0	0	19	0	19	0	100	0	0	100	0	0	0	0	0	220
Total	5	475	0	1	481	1	0	51	3	55	0	375	2	0	377	0	0	0	0	0	913
12:00 PM	0	87	0	0	87	0	0	12	0	12	0	96	0	0	96	0	0	0	0	0	195
12:15 PM	1	120	0	0	121	0	0	15	1	16	0	113	0	0	113	0	0	0	0	0	250
12:30 PM	3	108	0	0	111	0	0	15	1	16	0	105	0	0	105	0	0	0	0	0	232
12:45 PM	0	125	0	0	125	0	0	18	1	19	0	110	0	0	110	0	0	0	0	0	254
Total	4	440	0	0	444	0	0	60	3	63	0	424	0	0	424	0	0	0	0	0	931
*** BREAK ***																					
04:30 PM	2	138	0	0	140	0	0	28	0	28	0	188	0	0	188	0	0	0	0	0	356
04:45 PM	1	150	0	0	151	1	0	36	0	37	0	179	0	0	179	0	0	0	0	0	367
Total	3	288	0	0	291	1	0	64	0	65	0	367	0	0	367	0	0	0	0	0	723

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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6037_Nebraska Ave at 39th St_Weekday

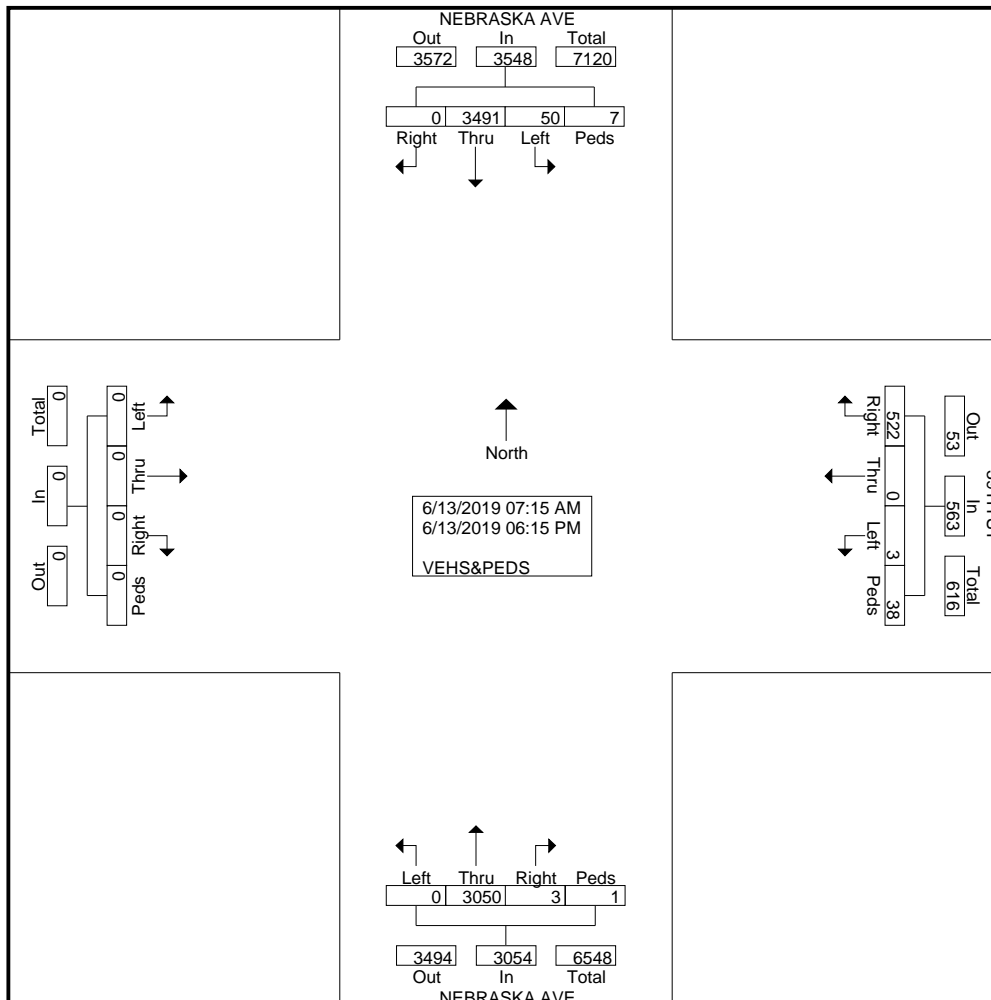
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Start Date : 6/13/2019

Page No : 2

Groups Printed- VEHS&PEDS

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05:15 PM	0	145	0	1	146	0	0	39	4	43	0	192	0	1	193	0	0	0	0	0	382
05:30 PM	0	132	0	0	132	0	0	29	6	35	0	178	0	0	178	0	0	0	0	0	345
05:45 PM	1	127	0	0	128	0	0	37	3	40	0	180	0	0	180	0	0	0	0	0	348
Total	2	546	0	2	550	0	0	138	16	154	0	755	0	1	756	0	0	0	0	0	1460
06:00 PM	3	138	0	0	141	0	0	36	1	37	0	197	0	0	197	0	0	0	0	0	375
06:15 PM	1	97	0	0	98	0	0	46	0	46	0	175	0	0	175	0	0	0	0	0	319
Grand Total	50	3491	0	7	3548	3	0	522	38	563	0	3050	3	1	3054	0	0	0	0	0	7165
Apprch %	1.4	98.4	0	0.2		0.5	0	92.7	6.7		0	99.9	0.1	0		0	0	0	0	0	
Total %	0.7	48.7	0	0.1	49.5	0	0	7.3	0.5	7.9	0	42.6	0	0	42.6	0	0	0	0	0	



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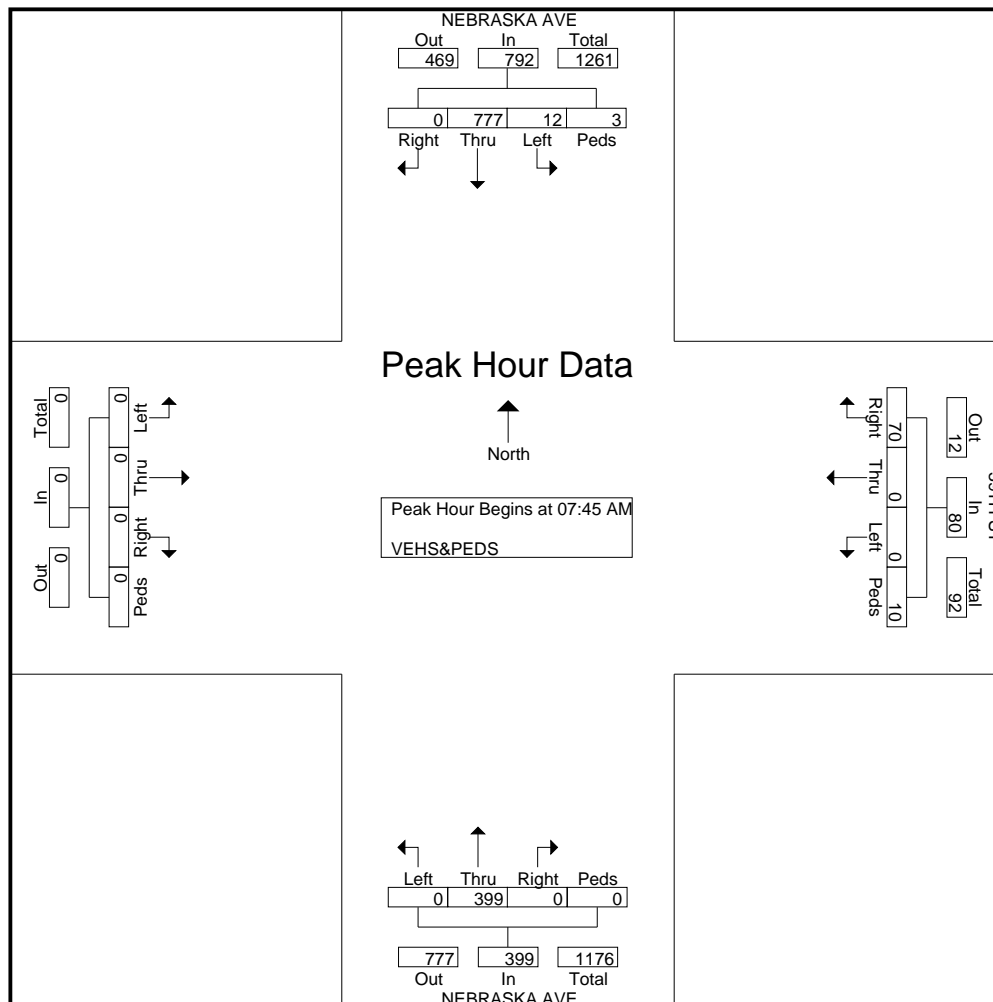
Page No : 3

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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	3	220	0	1	224	0	0	10	1	11	0	101	0	0	101	0	0	0	0	0	336
08:00 AM	1	178	0	0	179	0	0	24	2	26	0	89	0	0	89	0	0	0	0	0	294
08:15 AM	2	194	0	2	198	0	0	17	4	21	0	93	0	0	93	0	0	0	0	0	312
08:30 AM	6	185	0	0	191	0	0	19	3	22	0	116	0	0	116	0	0	0	0	0	329
Total Volume	12	777	0	3	792	0	0	70	10	80	0	399	0	0	399	0	0	0	0	0	1271
% App. Total	1.5	98.1	0	0.4		0	0	87.5	12.5		0	100	0	0		0	0	0	0		
PHF	.500	.883	.000	.375	.884	.000	.000	.729	.625	.769	.000	.860	.000	.000	.860	.000	.000	.000	.000	.000	.946



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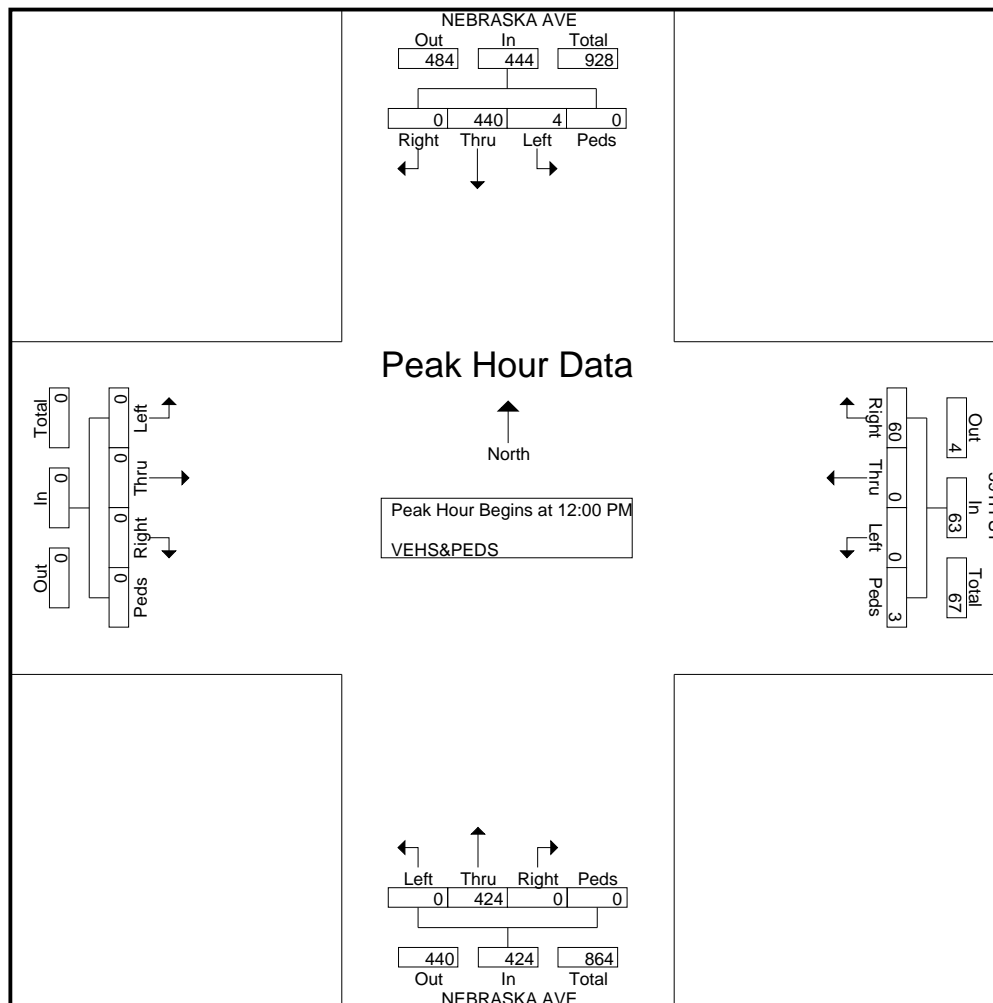
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Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	87	0	0	87	0	0	12	0	12	0	96	0	0	96	0	0	0	0	0	195
12:15 PM	1	120	0	0	121	0	0	15	1	16	0	113	0	0	113	0	0	0	0	0	250
12:30 PM	3	108	0	0	111	0	0	15	1	16	0	105	0	0	105	0	0	0	0	0	232
12:45 PM	0	125	0	0	125	0	0	18	1	19	0	110	0	0	110	0	0	0	0	0	254
Total Volume	4	440	0	0	444	0	0	60	3	63	0	424	0	0	424	0	0	0	0	0	931
% App. Total	0.9	99.1	0	0		0	0	95.2	4.8		0	100	0	0		0	0	0	0		
PHF	.333	.880	.000	.000	.888	.000	.000	.833	.750	.829	.000	.938	.000	.000	.938	.000	.000	.000	.000	.000	.916



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Site Code : 00000000

Start Date : 6/13/2019

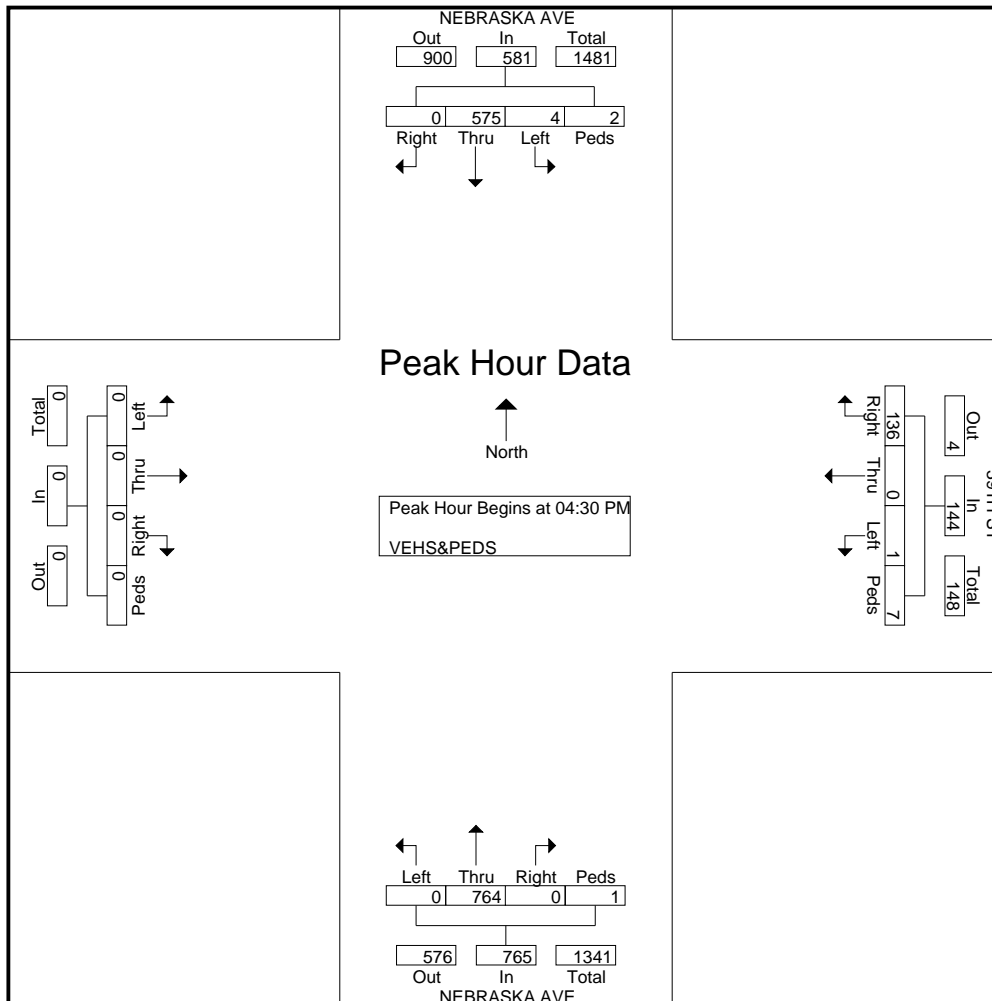
Page No : 5

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	138	0	0	140	0	0	28	0	28	0	188	0	0	188	0	0	0	0	0	356
04:45 PM	1	150	0	0	151	1	0	36	0	37	0	179	0	0	179	0	0	0	0	0	367
05:00 PM	1	142	0	1	144	0	0	33	3	36	0	205	0	0	205	0	0	0	0	0	385
05:15 PM	0	145	0	1	146	0	0	39	4	43	0	192	0	1	193	0	0	0	0	0	382
Total Volume	4	575	0	2	581	1	0	136	7	144	0	764	0	1	765	0	0	0	0	0	1490
% App. Total	0.7	99	0	0.3		0.7	0	94.4	4.9		0	99.9	0	0.1		0	0	0	0		
PHF	.500	.958	.000	.500	.962	.250	.000	.872	.438	.837	.000	.932	.000	.250	.933	.000	.000	.000	.000	.000	.968



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443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6037_Nebraska Ave at 39th St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
07:45 AM	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	15
Total	0	17	0	0	17	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	30
08:00 AM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
08:15 AM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
08:30 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
08:45 AM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Total	0	34	0	0	34	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	59
09:00 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
*** BREAK ***																					
Total	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
*** BREAK ***																					
11:00 AM	0	7	0	0	7	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	16
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
11:30 AM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
11:45 AM	0	7	0	0	7	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	18
Total	0	24	0	0	24	0	0	4	0	4	0	25	0	0	25	0	0	0	0	0	53
12:00 PM	0	2	0	0	2	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	10
12:15 PM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Total	0	14	0	0	14	0	0	2	0	2	0	22	0	0	22	0	0	0	0	0	38
*** BREAK ***																					
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
04:45 PM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	14

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File Name : 6037_Nebraska Ave at 39th St_Weekday

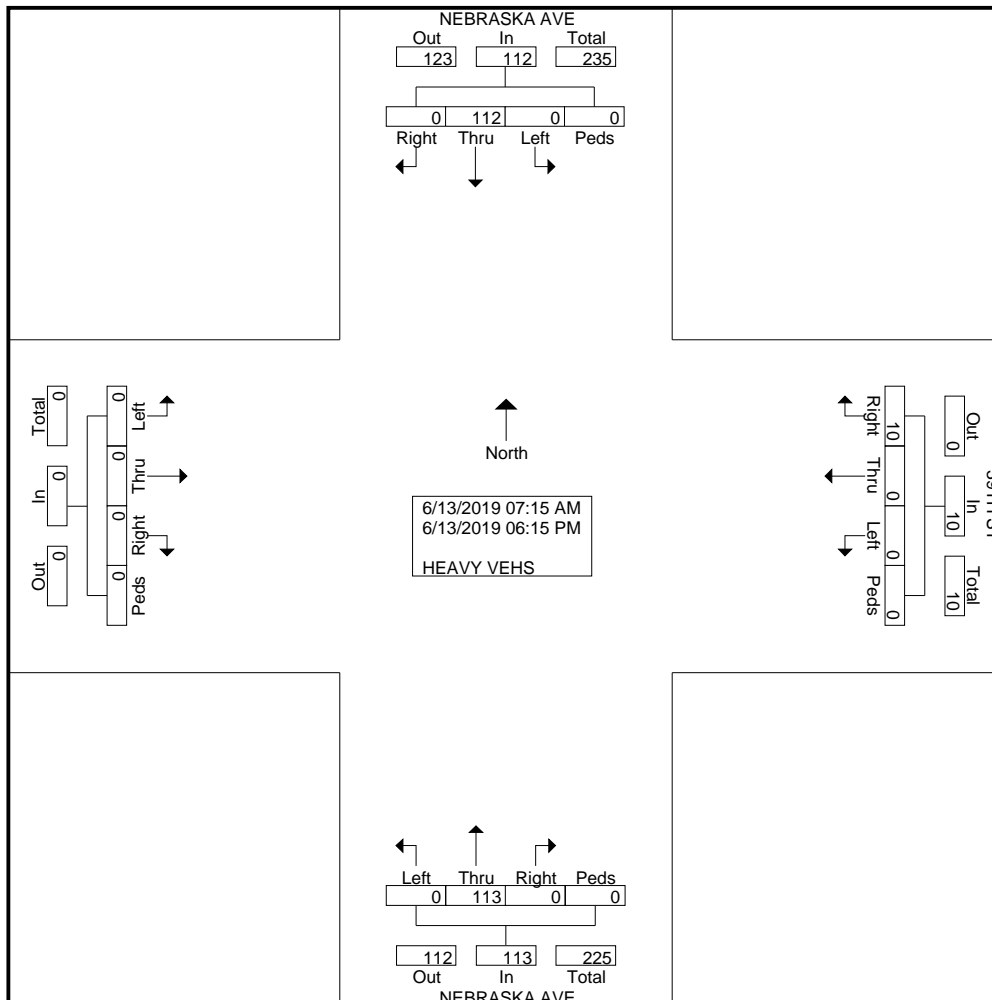
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10
05:15 PM	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	6
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	10	0	0	10	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	0	23
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6
Grand Total	0	112	0	0	112	0	0	10	0	10	0	113	0	0	113	0	0	0	0	0	0	235
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0	0	
Total %	0	47.7	0	0	47.7	0	0	4.3	0	4.3	0	48.1	0	0	48.1	0	0	0	0	0	0	



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File Name : 6037_Nebraska Ave at 39th St_Weekday

Site Code : 00000000

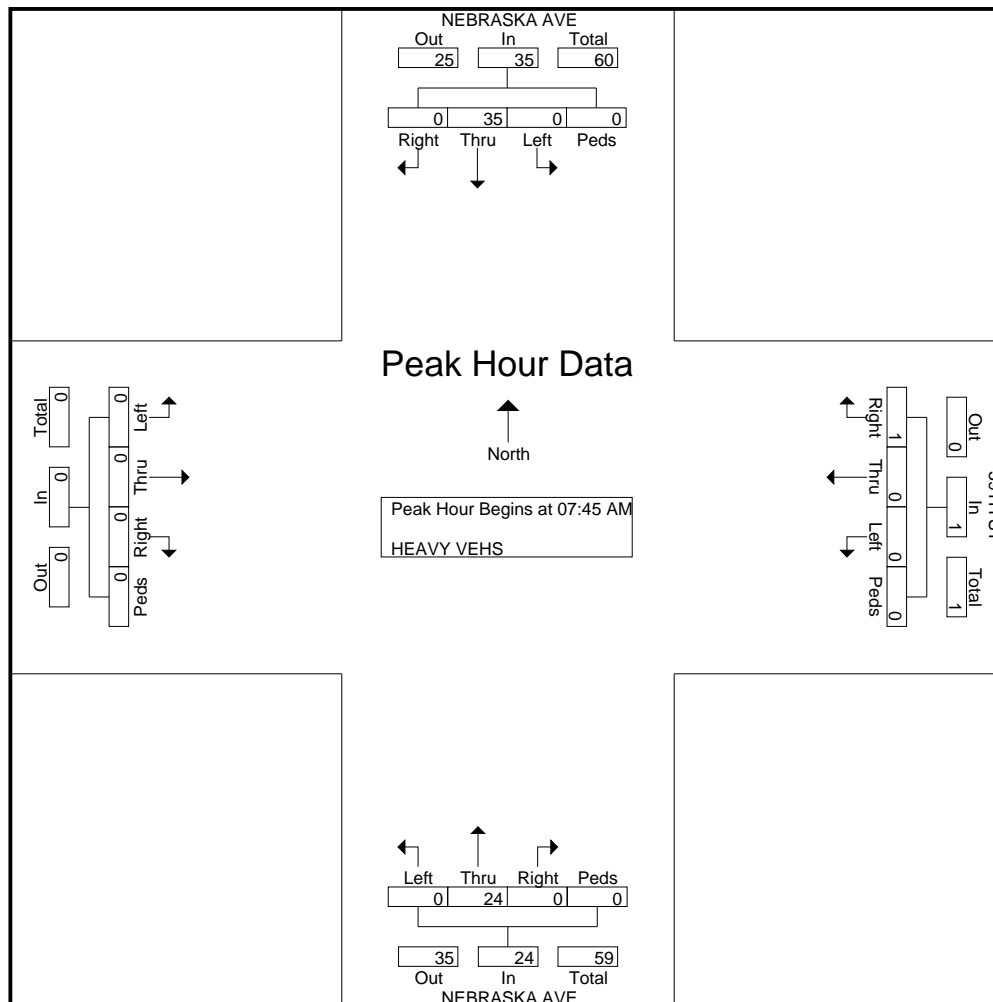
Start Date : 6/13/2019

Page No : 3

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:45 AM	0	9	0	0	9	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	15
08:00 AM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
08:15 AM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
08:30 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Total Volume	0	35	0	0	35	0	0	1	0	1	0	24	0	0	24	0	0	0	0	0	60
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.795	.000	.000	.795	.000	.000	.250	.000	.250	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.882

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



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File Name : 6037_Nebraska Ave at 39th St_Weekday

Site Code : 00000000

Start Date : 6/13/2019

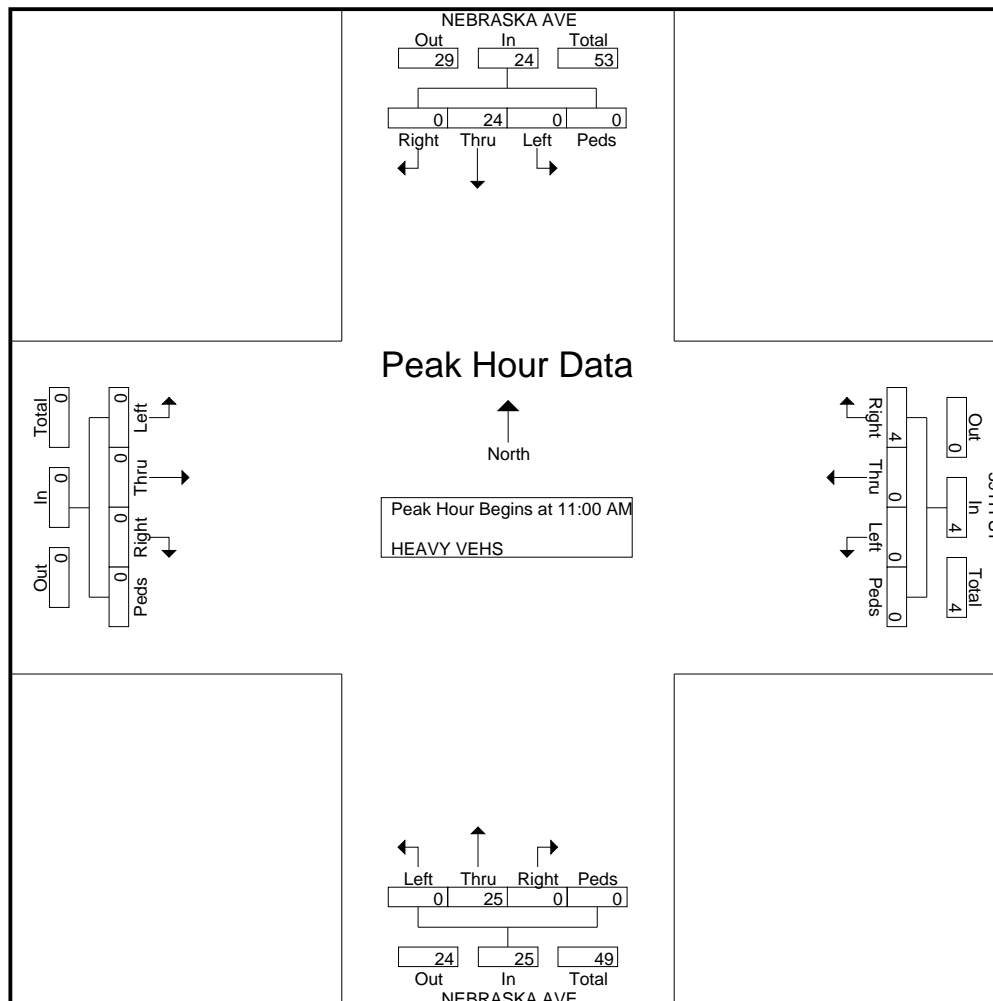
Page No : 4

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	7	0	0	7	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	16
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
11:30 AM	0	4	0	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
11:45 AM	0	7	0	0	7	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	18
Total Volume	0	24	0	0	24	0	0	4	0	4	0	25	0	0	25	0	0	0	0	0	53
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.857	.000	.000	.857	.000	.000	.500	.000	.500	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.736



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File Name : 6037_Nebraska Ave at 39th St_Weekday

Site Code : 00000000

Start Date : 6/13/2019

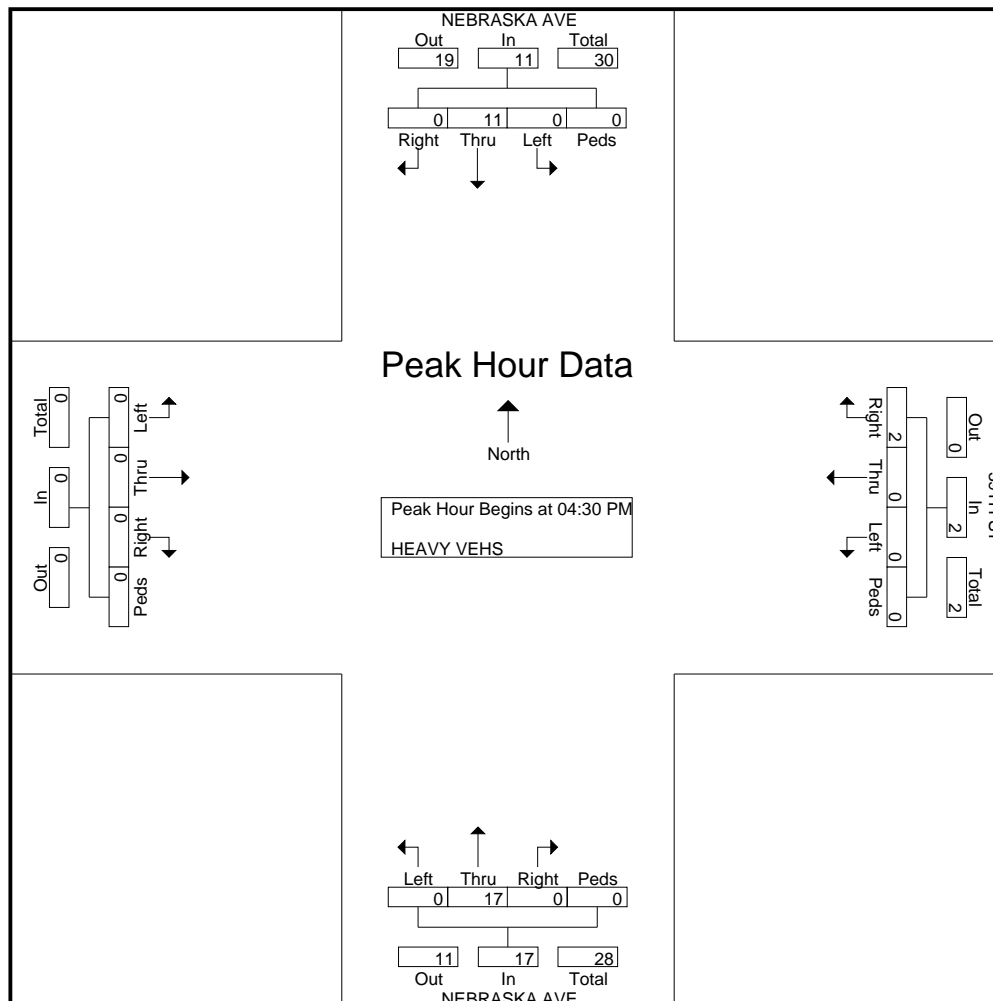
Page No : 5

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
04:45 PM	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	5
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
05:15 PM	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
Total Volume	0	11	0	0	11	0	0	2	0	2	0	17	0	0	17	0	0	0	0	0	30
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.688	.000	.000	.688	.000	.000	.500	.000	.500	.000	.607	.000	.000	.607	.000	.000	.000	.000	.000	.750



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Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6037_Nebraska Ave at 39th St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	2
12:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	4
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	1	1	0	0	2	0	0	0	1	1	0	3	2	0	5	0	0	0	0	0	8
Apprch %	50	50	0	0		0	0	0	100		0	60	40	0		0	0	0	0		
Total %	12.5	12.5	0	0	25	0	0	0	12.5	12.5	0	37.5	25	0	62.5	0	0	0	0	0	

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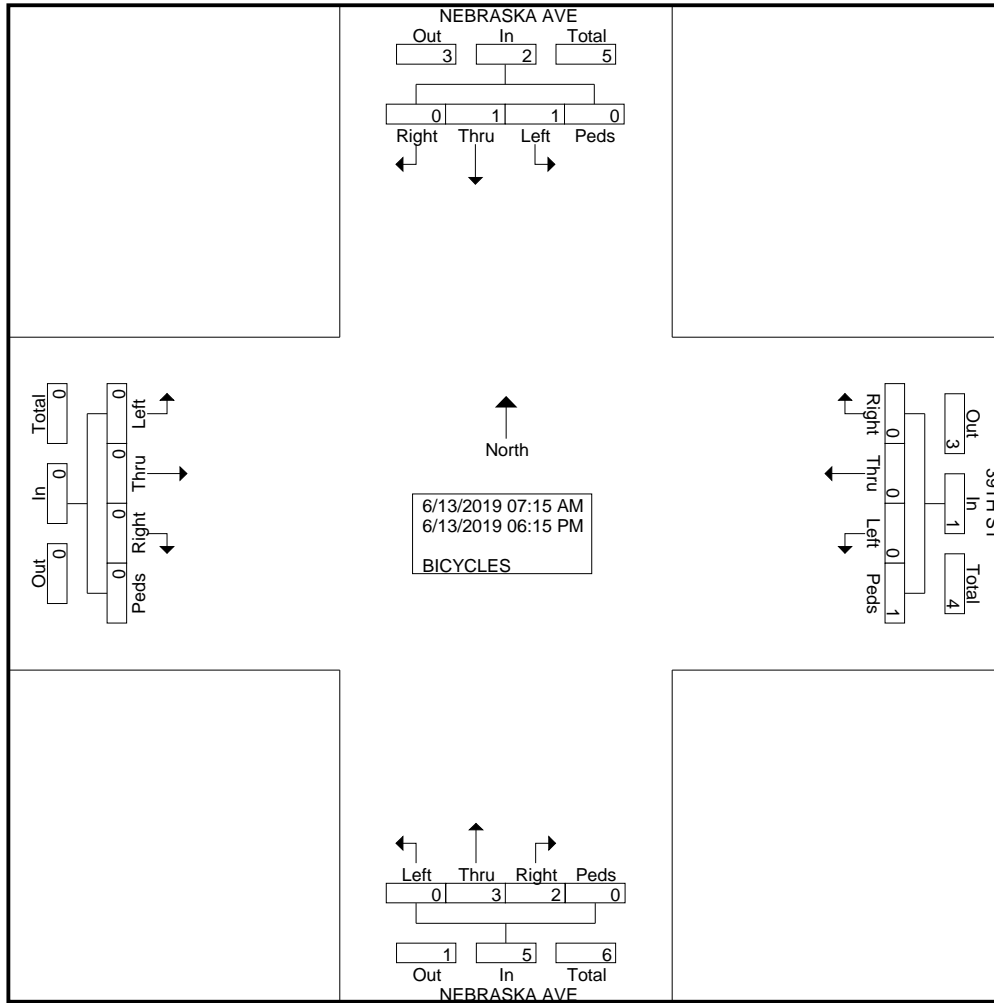
443-741-3500

File Name : 6037_Nebraska Ave at 39th St_Weekday

Site Code : 00000000

Start Date : 6/13/2019

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443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6037_Nebraska Ave at 39th St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	115	0	0	115	0	0	25	1	26	0	124	0	0	124	0	0	0	0	0	265
02:15 PM	1	124	0	0	125	0	0	13	0	13	0	153	1	0	154	0	0	0	0	0	292
02:30 PM	1	118	0	1	120	0	0	14	1	15	0	117	0	0	117	0	0	0	0	0	252
02:45 PM	0	122	0	0	122	1	0	11	0	12	0	131	1	0	132	0	0	0	0	0	266
Total	2	479	0	1	482	1	0	63	2	66	0	525	2	0	527	0	0	0	0	0	1075
03:00 PM	0	129	0	0	129	0	0	17	1	18	0	130	1	0	131	0	0	0	0	0	278
03:15 PM	0	126	0	0	126	1	0	19	0	20	0	161	0	0	161	0	0	0	0	0	307
03:30 PM	1	141	0	0	142	0	0	19	1	20	0	165	0	0	165	0	0	0	0	0	327
03:45 PM	2	141	0	0	143	0	0	18	2	20	0	150	0	0	150	0	0	0	0	0	313
Total	3	537	0	0	540	1	0	73	4	78	0	606	1	0	607	0	0	0	0	0	1225
Grand Total	5	1016	0	1	1022	2	0	136	6	144	0	1131	3	0	1134	0	0	0	0	0	2300
Apprch %	0.5	99.4	0	0.1		1.4	0	94.4	4.2		0	99.7	0.3	0		0	0	0	0		
Total %	0.2	44.2	0	0	44.4	0.1	0	5.9	0.3	6.3	0	49.2	0.1	0	49.3	0	0	0	0	0	

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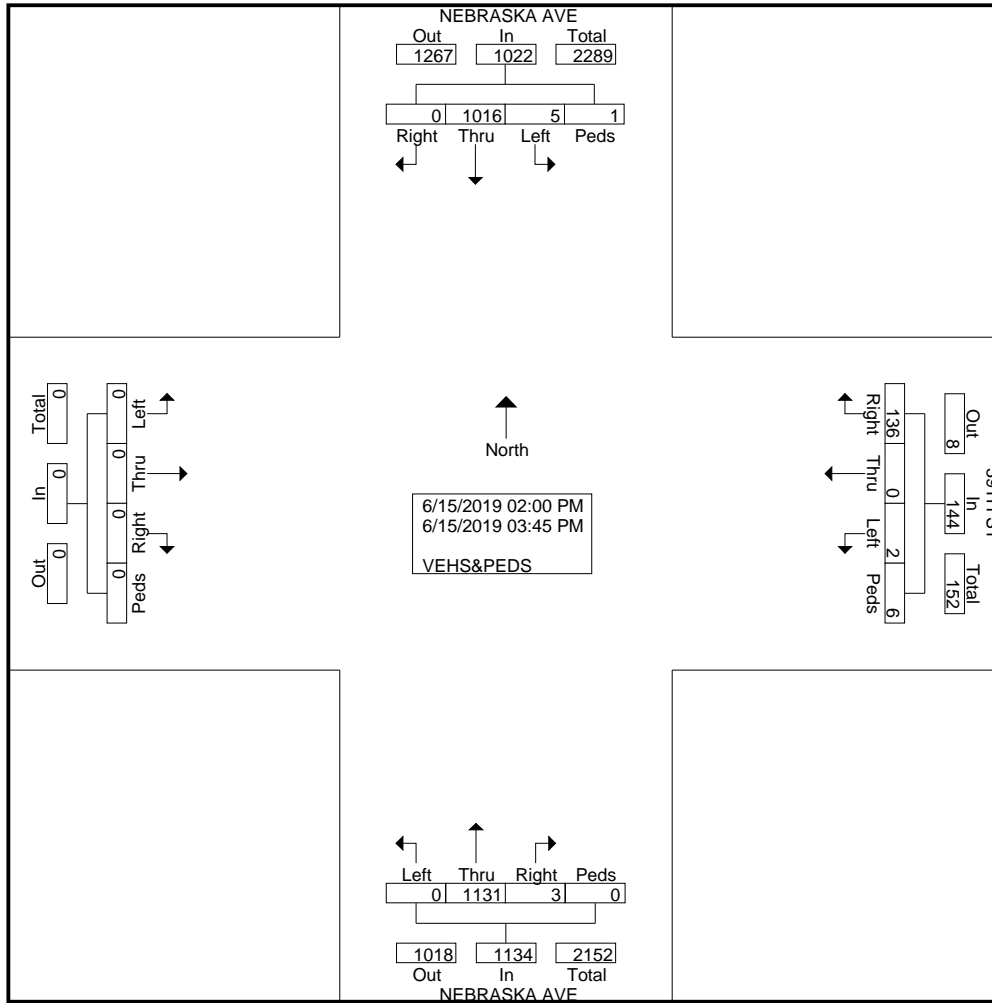
443-741-3500

File Name : 6037_Nebraska Ave at 39th St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 2



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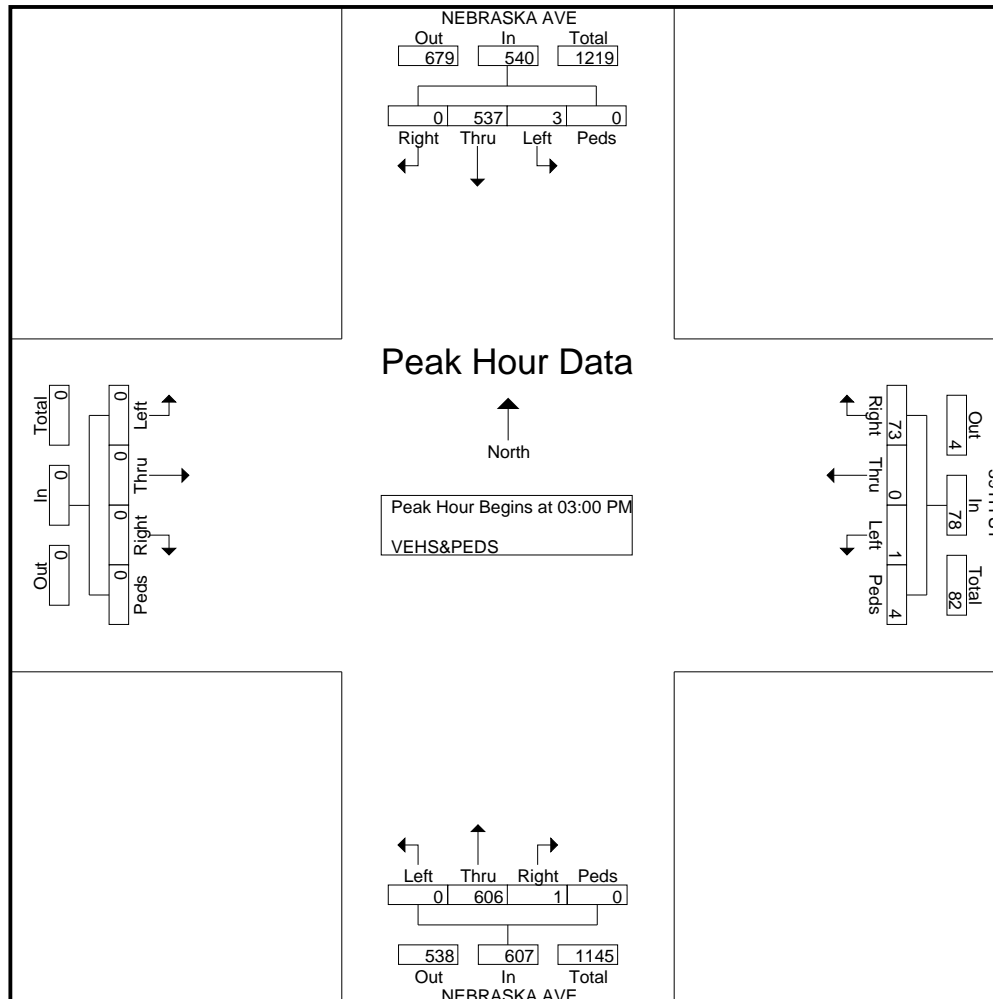
File Name : 6037_Nebraska Ave at 39th St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 3

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	129	0	0	129	0	0	17	1	18	0	130	1	0	131	0	0	0	0	0	278
03:15 PM	0	126	0	0	126	1	0	19	0	20	0	161	0	0	161	0	0	0	0	0	307
03:30 PM	1	141	0	0	142	0	0	19	1	20	0	165	0	0	165	0	0	0	0	0	327
03:45 PM	2	141	0	0	143	0	0	18	2	20	0	150	0	0	150	0	0	0	0	0	313
Total Volume	3	537	0	0	540	1	0	73	4	78	0	606	1	0	607	0	0	0	0	0	1225
% App. Total	0.6	99.4	0	0		1.3	0	93.6	5.1		0	99.8	0.2	0		0	0	0	0		
PHF	.375	.952	.000	.000	.944	.250	.000	.961	.500	.975	.000	.918	.250	.000	.920	.000	.000	.000	.000	.000	.937



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443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6037_Nebraska Ave at 39th St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8
Total	0	12	0	0	12	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	31
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	13
Grand Total	0	14	0	0	14	0	0	1	0	1	0	29	0	0	29	0	0	0	0	0	0	44
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0	0	0	
Total %	0	31.8	0	0	31.8	0	0	2.3	0	2.3	0	65.9	0	0	65.9	0	0	0	0	0	0	

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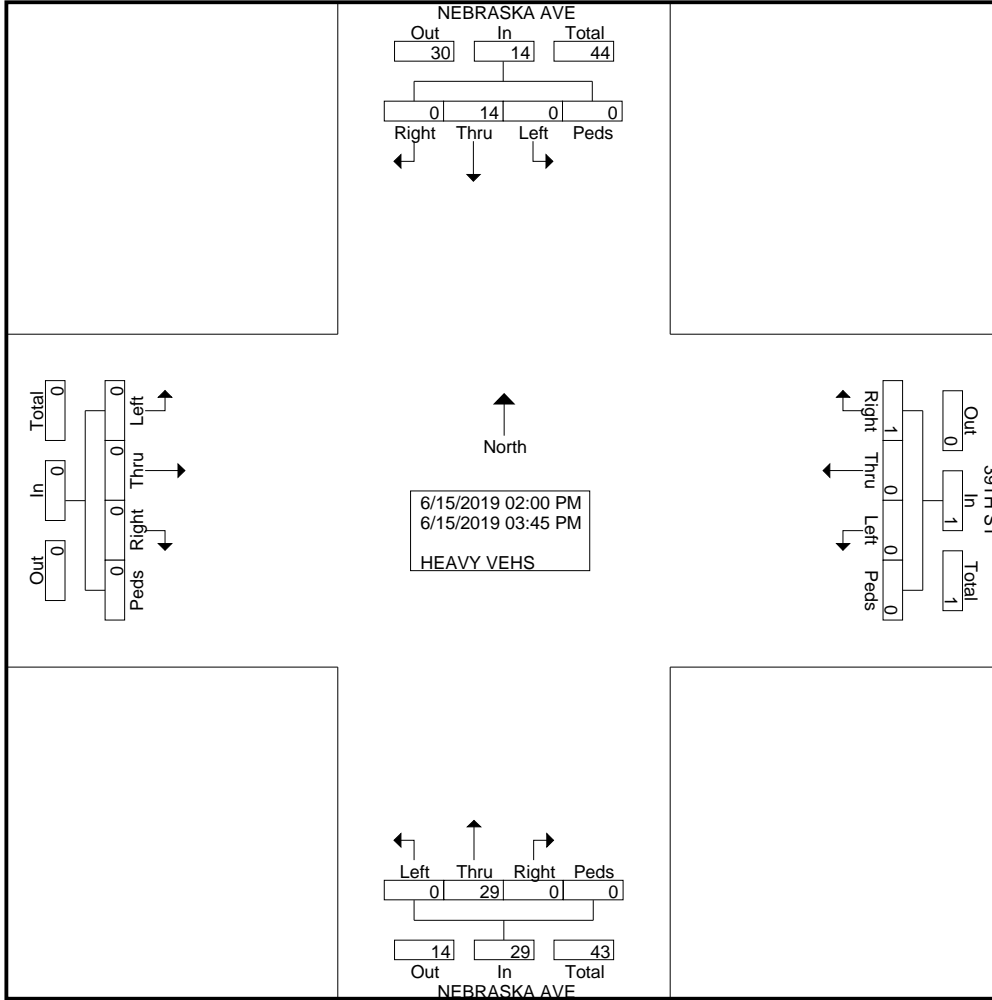
7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

File Name : 6037_Nebraska Ave at 39th St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 2

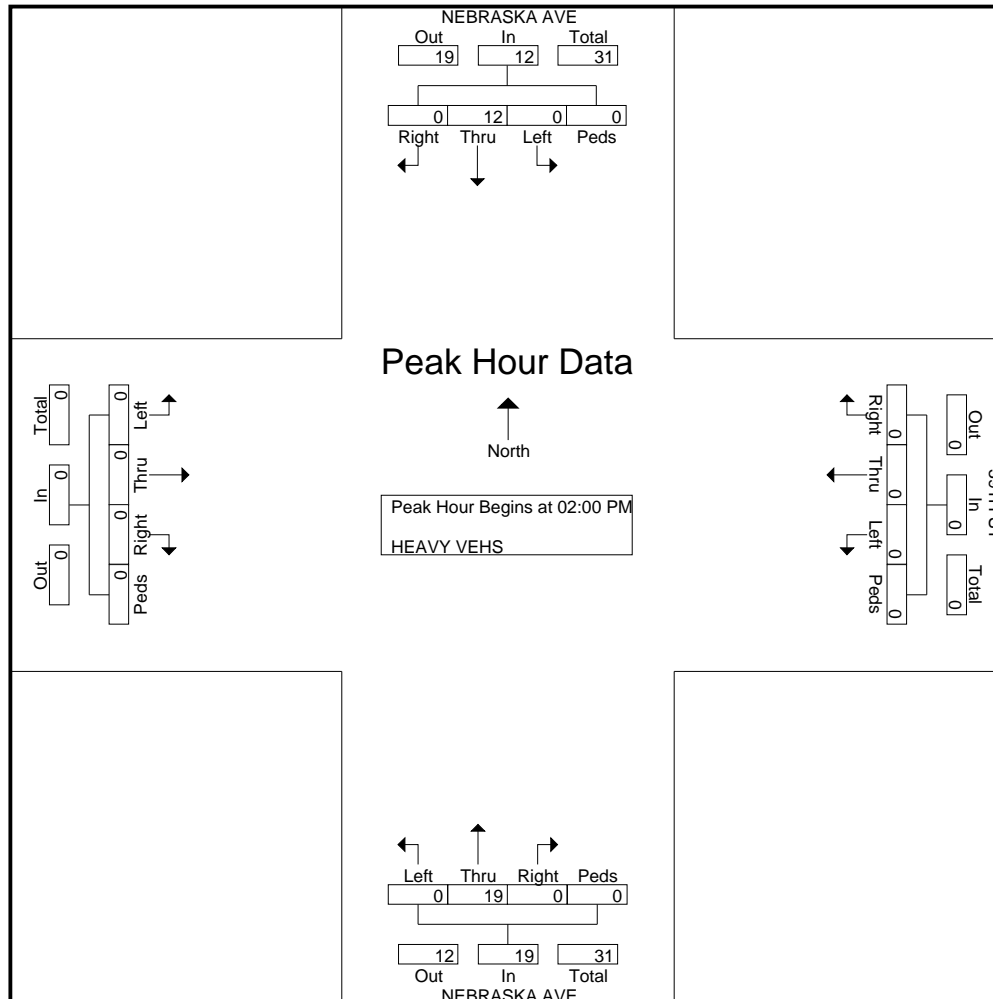


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Columbia, MD, 21046
443-741-3500

File Name : 6037_Nebraska Ave at 39th St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 3

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total Volume	0	12	0	0	12	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	31
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.594	.000	.000	.594	.000	.000	.000	.000	.000	.775



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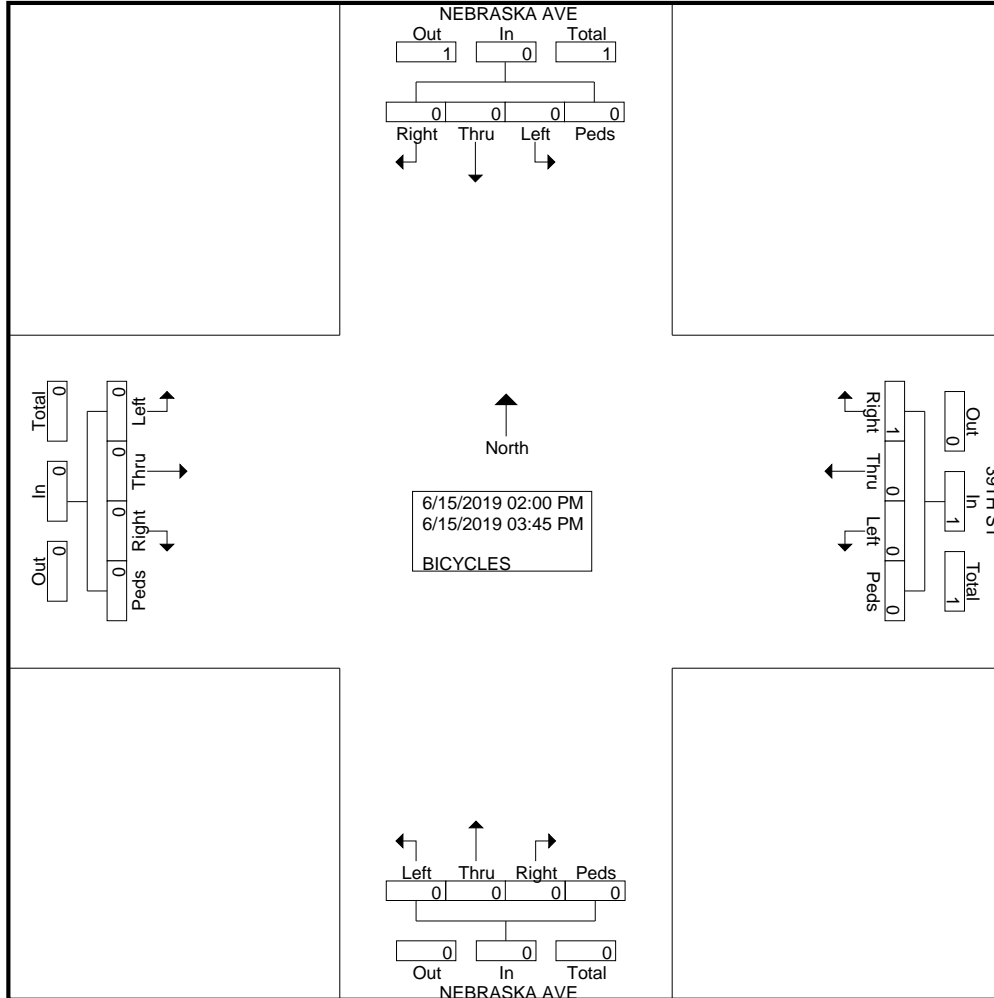
7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6037_Nebraska Ave at 39th St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					39TH ST From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
02:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	



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Columbia, Maryland 21045

443-741-3500

Weather: Clear
 Counted By:
 Town: Washington D.C.
 Country

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
 Site Code : 00000000
 Start Date : 6/13/2019
 Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	180	13	8	201	4	20	0	2	26	1	77	6	2	86	3	22	0	2	27	340
07:30 AM	1	191	15	8	215	10	30	0	4	44	0	105	6	1	112	9	14	0	2	25	396
07:45 AM	0	202	22	15	239	12	34	0	1	47	1	90	4	2	97	12	18	0	2	32	415
Total	1	573	50	31	655	26	84	0	7	117	2	272	16	5	295	24	54	0	6	84	1151
08:00 AM	0	176	13	17	206	14	40	0	6	60	1	87	5	4	97	10	25	0	3	38	401
08:15 AM	0	170	17	24	211	19	35	0	8	62	1	75	2	8	86	12	41	0	3	56	415
08:30 AM	1	168	18	27	214	14	36	1	19	70	2	107	7	16	132	10	36	0	3	49	465
08:45 AM	1	148	18	23	190	16	49	0	8	73	2	94	13	10	119	7	47	1	8	63	445
Total	2	662	66	91	821	63	160	1	41	265	6	363	27	38	434	39	149	1	17	206	1726
09:00 AM	0	171	26	4	201	14	37	0	1	52	6	72	15	5	98	11	18	1	4	34	385
*** BREAK ***																					
Total	0	171	26	4	201	14	37	0	1	52	6	72	15	5	98	11	18	1	4	34	385
*** BREAK ***																					
11:00 AM	0	111	9	11	131	8	22	0	0	30	0	87	6	7	100	10	32	2	4	48	309
11:15 AM	1	117	12	10	140	7	25	0	1	33	1	91	9	2	103	8	24	6	3	41	317
11:30 AM	0	119	12	4	135	0	37	0	1	38	0	73	4	4	81	7	33	3	2	45	299
11:45 AM	0	96	6	19	121	12	30	0	4	46	0	89	4	9	102	13	36	2	3	54	323
Total	1	443	39	44	527	27	114	0	6	147	1	340	23	22	386	38	125	13	12	188	1248
12:00 PM	0	84	8	7	99	5	33	0	1	39	1	86	6	7	100	16	30	0	0	46	284
12:15 PM	0	113	3	13	129	9	43	0	3	55	2	84	11	9	106	23	34	3	0	60	350
12:30 PM	0	102	6	10	118	10	32	0	0	42	2	94	5	1	102	16	35	0	0	51	313
12:45 PM	0	113	7	9	129	10	32	0	2	44	0	97	12	4	113	10	31	0	3	44	330
Total	0	412	24	39	475	34	140	0	6	180	5	361	34	21	421	65	130	3	3	201	1277
*** BREAK ***																					
04:30 PM	0	144	8	21	173	6	22	0	4	32	0	178	3	13	194	8	33	0	3	44	443
04:45 PM	0	151	14	11	176	4	41	0	7	52	3	161	12	6	182	13	35	4	1	53	463
Total	0	295	22	32	349	10	63	0	11	84	3	339	15	19	376	21	68	4	4	97	906

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Columbia, Maryland 21045

443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday

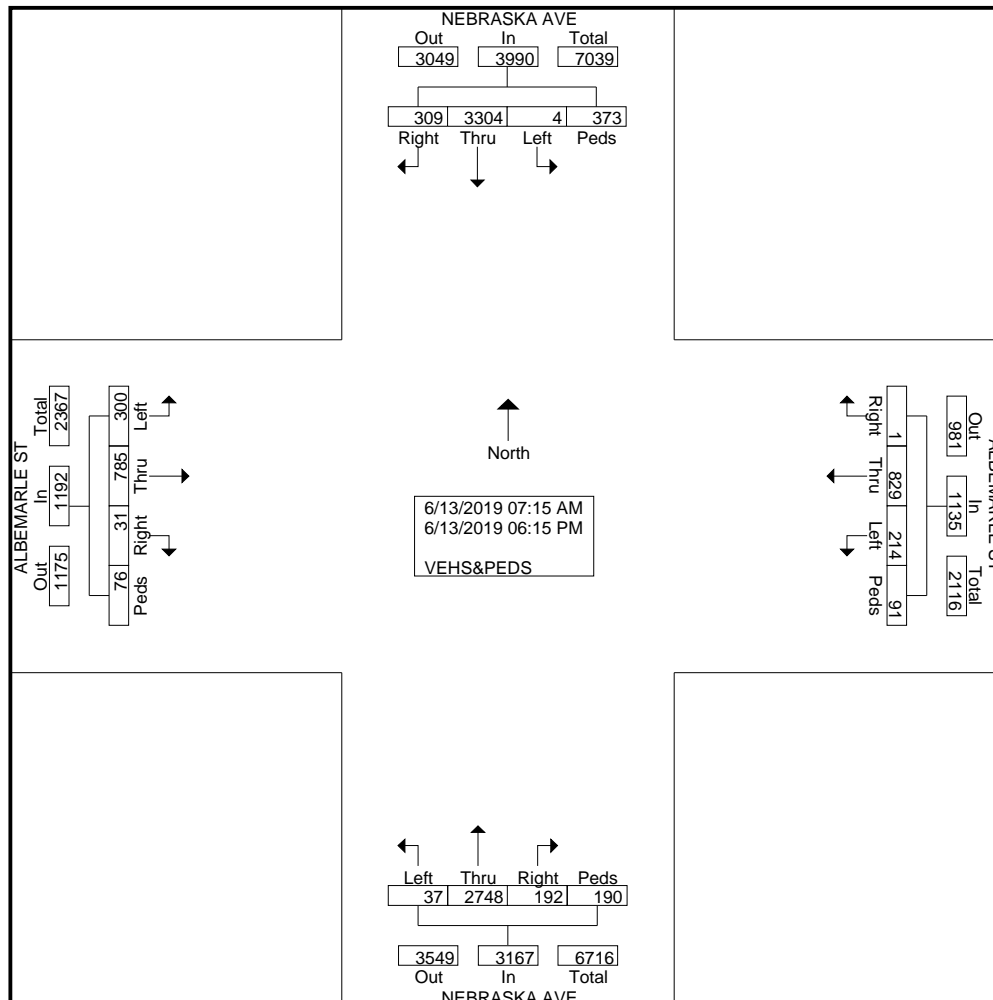
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	131	16	27	174	4	28	0	7	39	0	188	9	11	208	9	24	1	3	37	458
05:15 PM	0	128	15	23	166	12	54	0	1	67	2	180	13	14	209	16	45	0	7	68	510
05:30 PM	0	134	10	27	171	4	36	0	5	45	4	152	15	13	184	19	40	3	3	65	465
05:45 PM	0	124	14	21	159	6	45	0	3	54	5	159	15	18	197	19	46	1	8	74	484
Total	0	517	55	98	670	26	163	0	16	205	11	679	52	56	798	63	155	5	21	244	1917
06:00 PM	0	140	16	18	174	12	32	0	2	46	3	168	4	15	190	20	47	1	5	73	483
06:15 PM	0	91	11	16	118	2	36	0	1	39	0	154	6	9	169	19	39	3	4	65	391
Grand Total	4	3304	309	373	3990	214	829	1	91	1135	37	2748	192	190	3167	300	785	31	76	1192	9484
Apprch %	0.1	82.8	7.7	9.3		18.9	73	0.1	8		1.2	86.8	6.1	6		25.2	65.9	2.6	6.4		
Total %	0	34.8	3.3	3.9	42.1	2.3	8.7	0	1	12	0.4	29	2	2	33.4	3.2	8.3	0.3	0.8	12.6	



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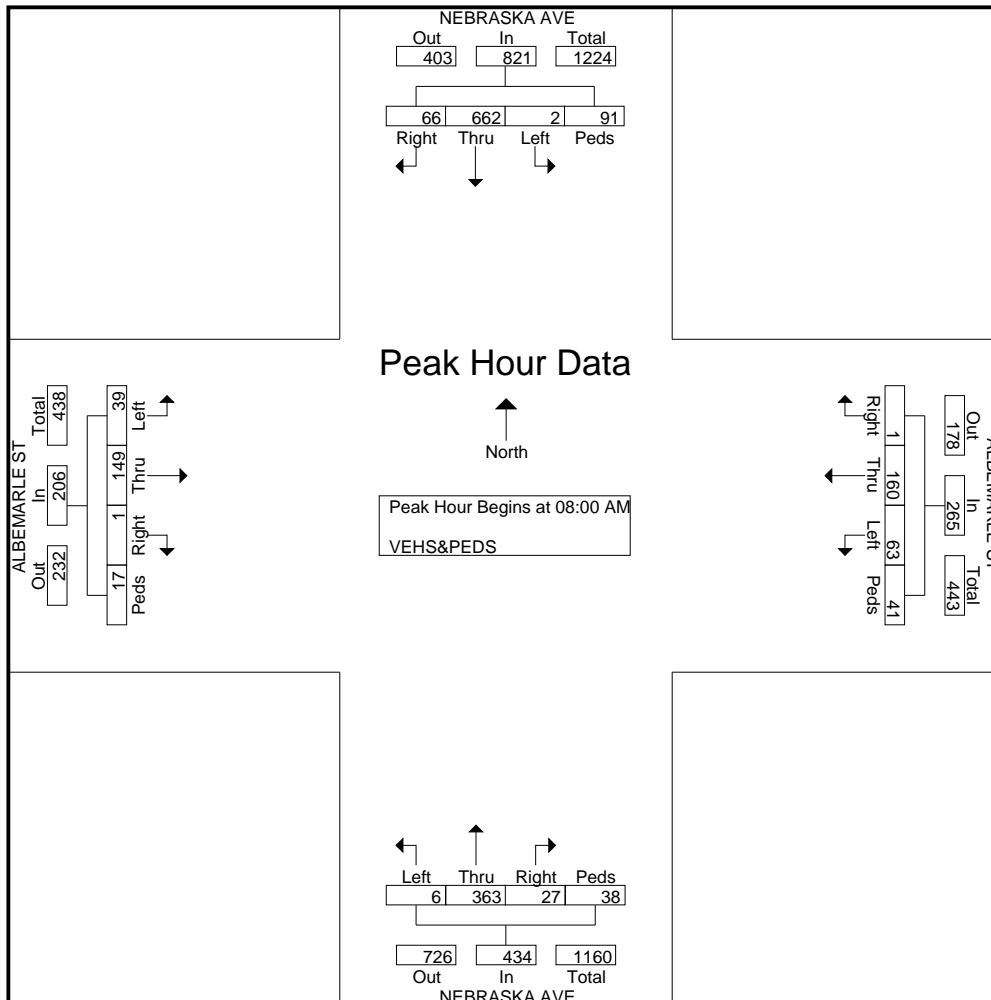
7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 3

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	0	176	13	17	206	14	40	0	6	60	1	87	5	4	97	10	25	0	3	38	401
08:15 AM	0	170	17	24	211	19	35	0	8	62	1	75	2	8	86	12	41	0	3	56	415
08:30 AM	1	168	18	27	214	14	36	1	19	70	2	107	7	16	132	10	36	0	3	49	465
08:45 AM	1	148	18	23	190	16	49	0	8	73	2	94	13	10	119	7	47	1	8	63	445
Total Volume	2	662	66	91	821	63	160	1	41	265	6	363	27	38	434	39	149	1	17	206	1726
% App. Total	0.2	80.6	8	11.1		23.8	60.4	0.4	15.5		1.4	83.6	6.2	8.8		18.9	72.3	0.5	8.3		
PHF	.500	.940	.917	.843	.959	.829	.816	.250	.539	.908	.750	.848	.519	.594	.822	.813	.793	.250	.531	.817	.928

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



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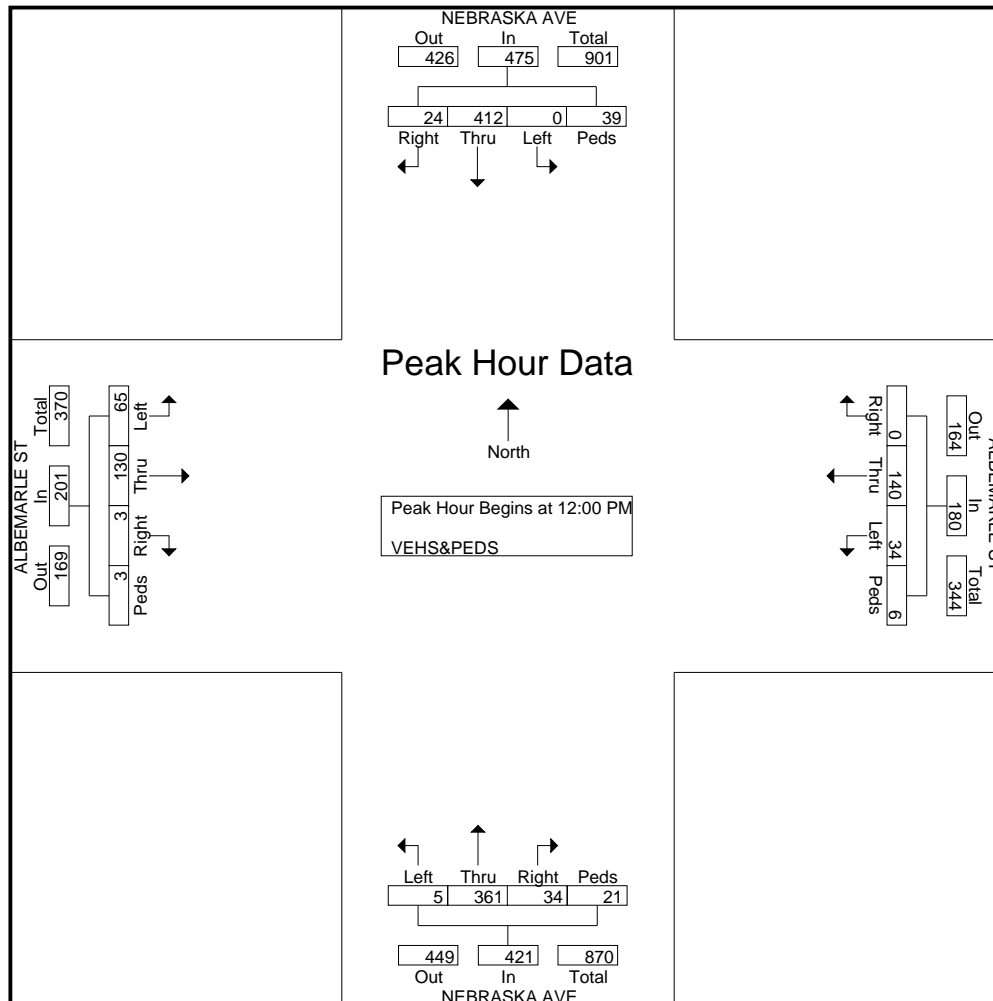
File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 4

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	84	8	7	99	5	33	0	1	39	1	86	6	7	100	16	30	0	0	46	284
12:15 PM	0	113	3	13	129	9	43	0	3	55	2	84	11	9	106	23	34	3	0	60	350
12:30 PM	0	102	6	10	118	10	32	0	0	42	2	94	5	1	102	16	35	0	0	51	313
12:45 PM	0	113	7	9	129	10	32	0	2	44	0	97	12	4	113	10	31	0	3	44	330
Total Volume	0	412	24	39	475	34	140	0	6	180	5	361	34	21	421	65	130	3	3	201	1277
% App. Total	0	86.7	5.1	8.2		18.9	77.8	0	3.3		1.2	85.7	8.1	5		32.3	64.7	1.5	1.5		
PHF	.000	.912	.750	.750	.921	.850	.814	.000	.500	.818	.625	.930	.708	.583	.931	.707	.929	.250	.250	.838	.912



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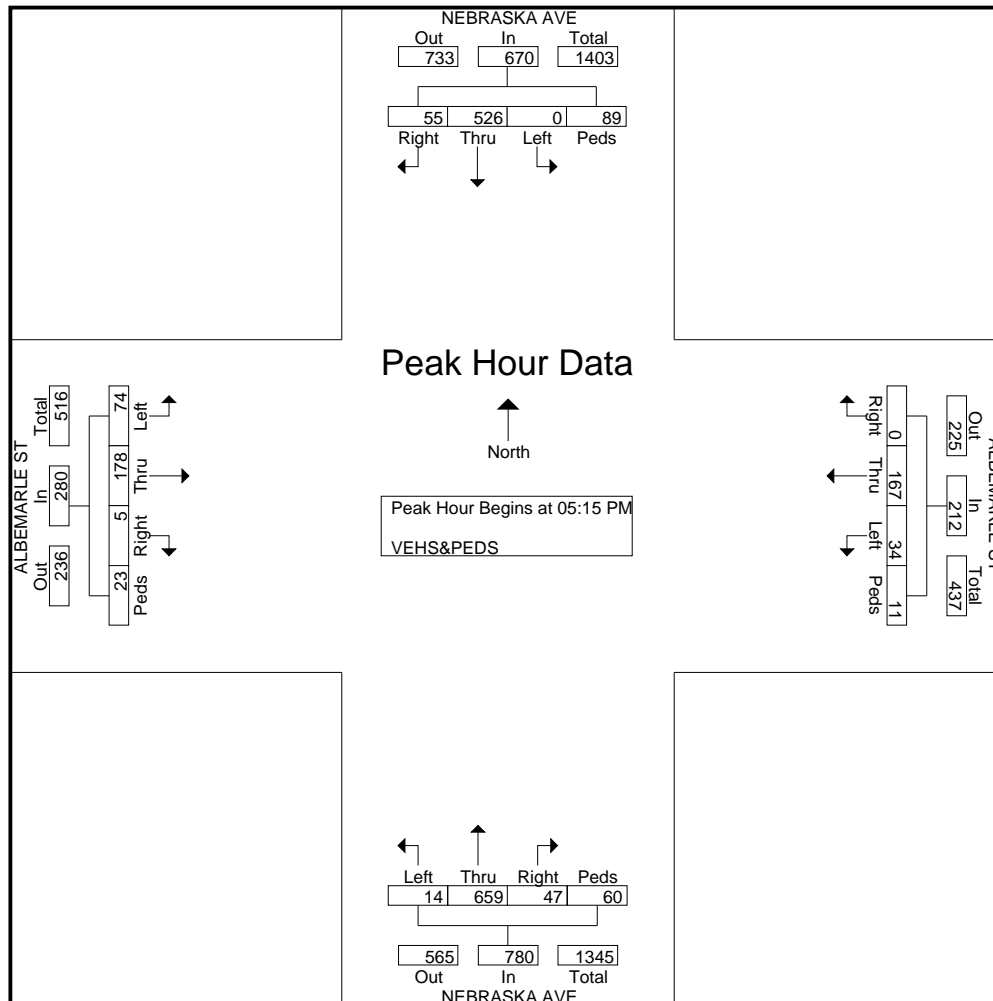
File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 5

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	0	128	15	23	166	12	54	0	1	67	2	180	13	14	209	16	45	0	7	68	510
05:30 PM	0	134	10	27	171	4	36	0	5	45	4	152	15	13	184	19	40	3	3	65	465
05:45 PM	0	124	14	21	159	6	45	0	3	54	5	159	15	18	197	19	46	1	8	74	484
06:00 PM	0	140	16	18	174	12	32	0	2	46	3	168	4	15	190	20	47	1	5	73	483
Total Volume	0	526	55	89	670	34	167	0	11	212	14	659	47	60	780	74	178	5	23	280	1942
% App. Total	0	78.5	8.2	13.3		16	78.8	0	5.2		1.8	84.5	6	7.7		26.4	63.6	1.8	8.2		
PHF	.000	.939	.859	.824	.963	.708	.773	.000	.550	.791	.700	.915	.783	.833	.933	.925	.947	.417	.719	.946	.952



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7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather: Clear
 Counted By:
 Town: Washington D.C.
 Country

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
 Site Code : 00000000
 Start Date : 6/13/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
07:45 AM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	8
Total	0	6	3	0	9	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	17
08:00 AM	0	4	2	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	12
08:15 AM	0	7	4	0	11	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	17
08:30 AM	0	7	0	0	7	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	11
08:45 AM	0	3	3	0	6	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	13
Total	0	21	9	0	30	1	2	0	0	3	0	15	0	0	15	4	1	0	0	5	53
09:00 AM	0	8	0	0	8	0	1	0	0	1	0	2	3	0	5	0	1	0	0	1	15
*** BREAK ***																					
Total	0	8	0	0	8	0	1	0	0	1	0	2	3	0	5	0	1	0	0	1	15
*** BREAK ***																					
11:00 AM	0	6	1	0	7	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	14
11:15 AM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	7
11:30 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	2	0	0	0	2	7
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
Total	0	12	3	0	15	0	1	0	0	1	0	15	1	0	16	4	1	1	0	6	38
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	8
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	8
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
12:45 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	7
Total	0	9	0	0	9	1	0	0	0	1	0	14	0	0	14	3	2	0	0	5	29
*** BREAK ***																					
04:30 PM	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9
04:45 PM	0	1	0	0	1	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	9
Total	0	4	1	0	5	1	1	0	0	2	0	10	1	0	11	0	0	0	0	0	18

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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday

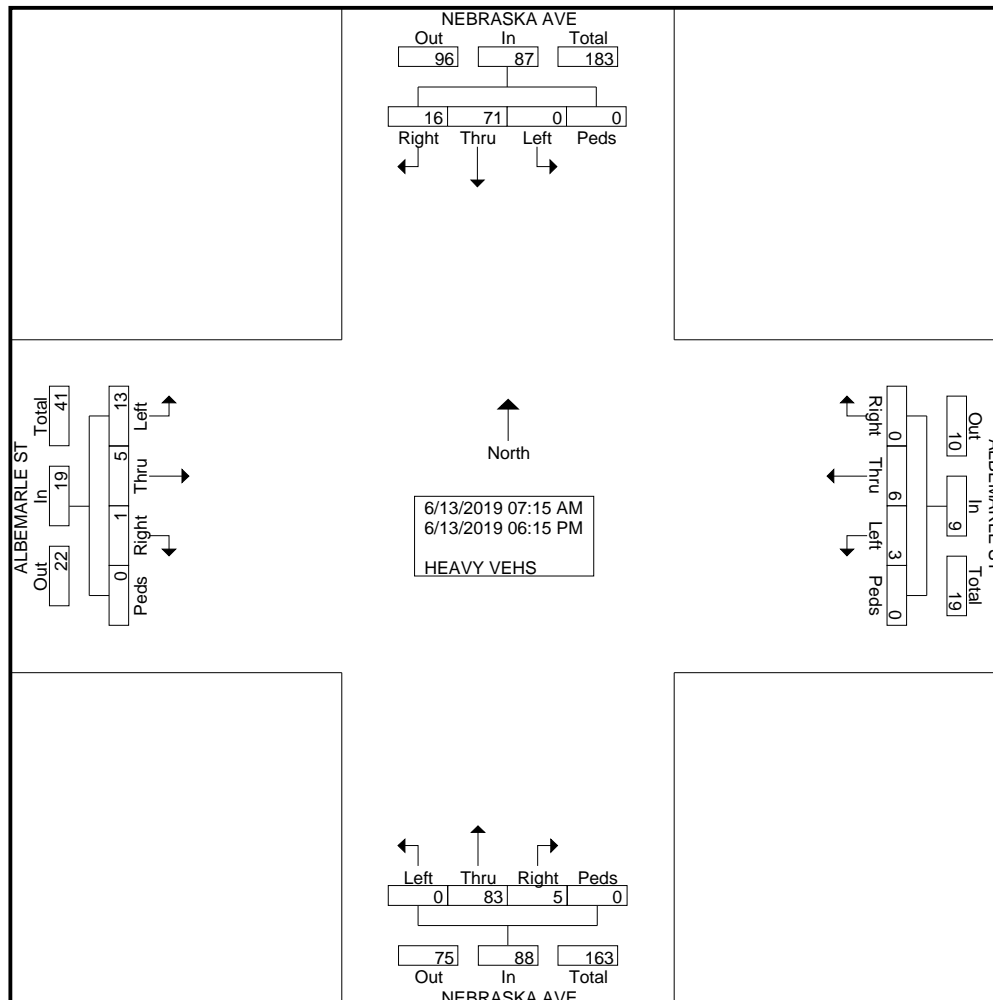
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	8
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	10	0	0	10	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	24
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	6
Grand Total	0	71	16	0	87	3	6	0	0	9	0	83	5	0	88	13	5	1	0	19	203
Apprch %	0	81.6	18.4	0		33.3	66.7	0	0		0	94.3	5.7	0		68.4	26.3	5.3	0		
Total %	0	35	7.9	0	42.9	1.5	3	0	0	4.4	0	40.9	2.5	0	43.3	6.4	2.5	0.5	0	9.4	



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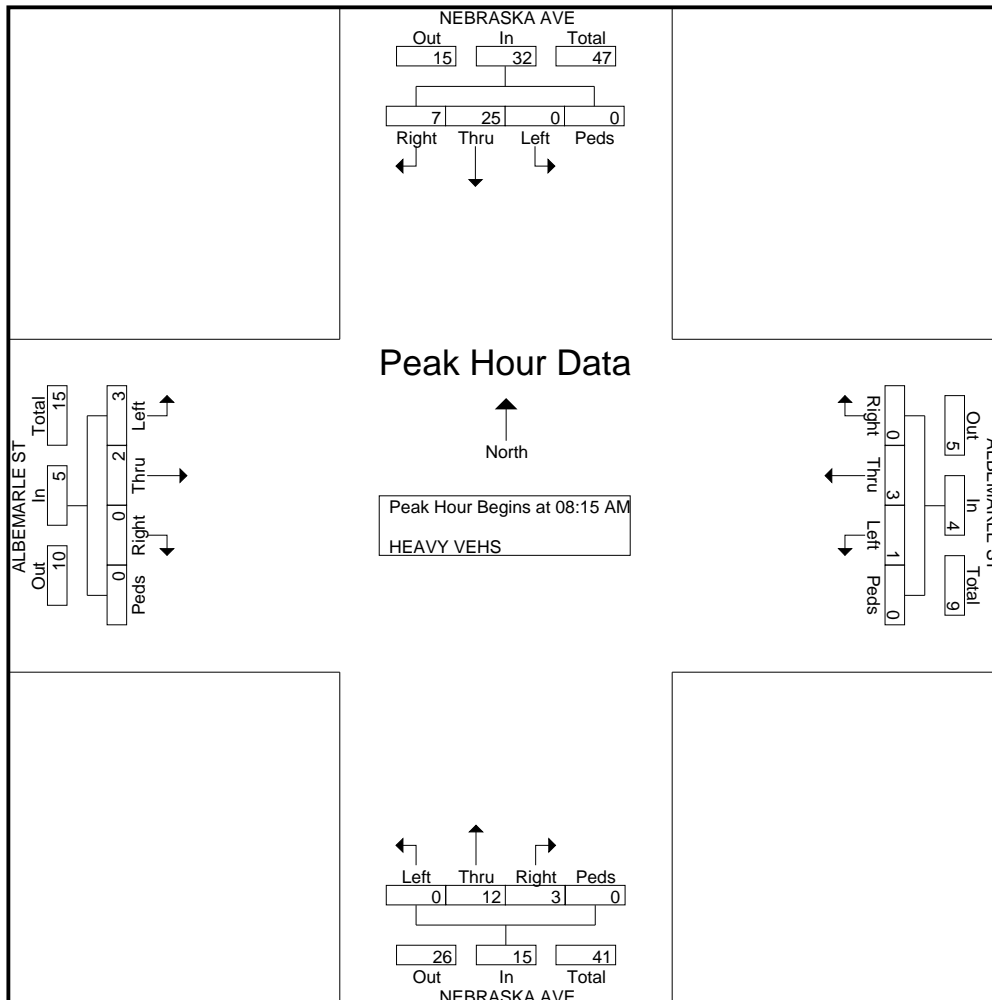
7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 3

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:15 AM	0	7	4	0	11	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	17
08:30 AM	0	7	0	0	7	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	11
08:45 AM	0	3	3	0	6	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	13
09:00 AM	0	8	0	0	8	0	1	0	0	1	0	2	3	0	5	0	1	0	0	1	15
Total Volume	0	25	7	0	32	1	3	0	0	4	0	12	3	0	15	3	2	0	0	5	56
% App. Total	0	78.1	21.9	0		25	75	0	0		0	80	20	0		60	40	0	0		
PHF	.000	.781	.438	.000	.727	.250	.750	.000	.000	.500	.000	.750	.250	.000	.750	.375	.500	.000	.000	.417	.824

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

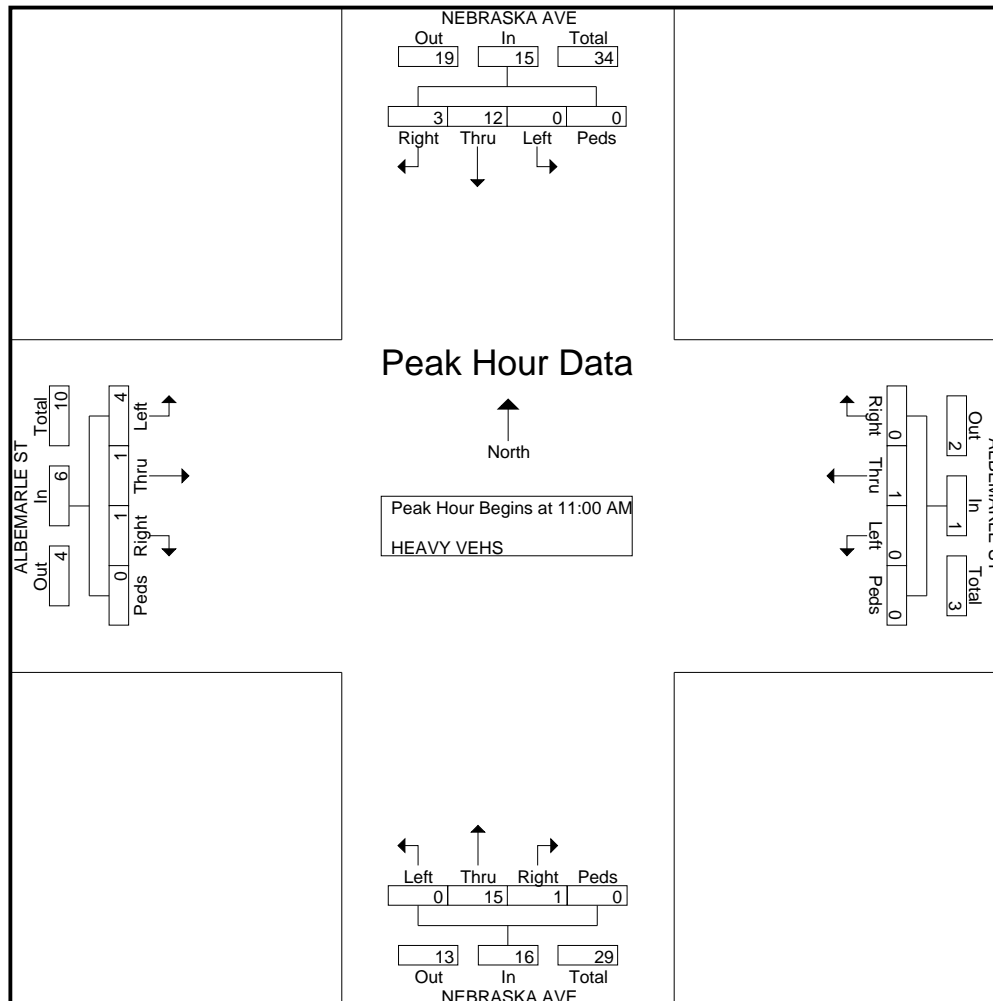
File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 4

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	6	1	0	7	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	14
11:15 AM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	7
11:30 AM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	2	0	0	0	2	7
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
Total Volume	0	12	3	0	15	0	1	0	0	1	0	15	1	0	16	4	1	1	0	6	38
% App. Total	0	80	20	0		0	100	0	0		0	93.8	6.2	0		66.7	16.7	16.7	0		
PHF	.000	.500	.375	.000	.536	.000	.250	.000	.000	.250	.000	.625	.250	.000	.667	.500	.250	.250	.000	.750	.679



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

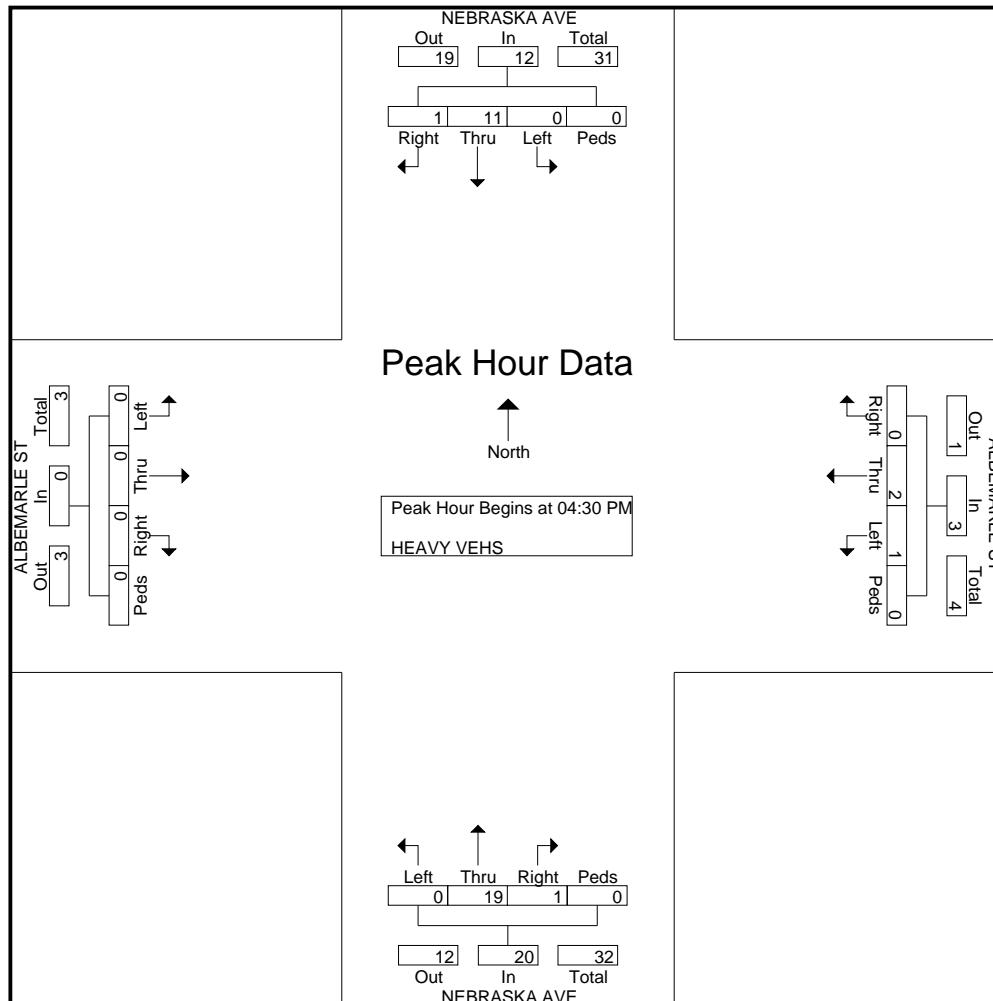
File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 5

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9
04:45 PM	0	1	0	0	1	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	9
05:00 PM	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	8
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total Volume	0	11	1	0	12	1	2	0	0	3	0	19	1	0	20	0	0	0	0	0	35
% App. Total	0	91.7	8.3	0		33.3	66.7	0	0		0	95	5	0		0	0	0	0		
PHF	.000	.688	.250	.000	.750	.250	.500	.000	.000	.375	.000	.792	.250	.000	.833	.000	.000	.000	.000	.000	.972



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

Weather: Clear
Counted By:
Town: Washington D.C.
Country

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
08:45 AM	0	0	0	1	1	0	2	0	0	2	0	0	0	1	1	0	0	0	0	0	4
Total	0	0	0	2	2	0	2	0	0	2	0	0	0	2	2	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4	5

Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Weekday

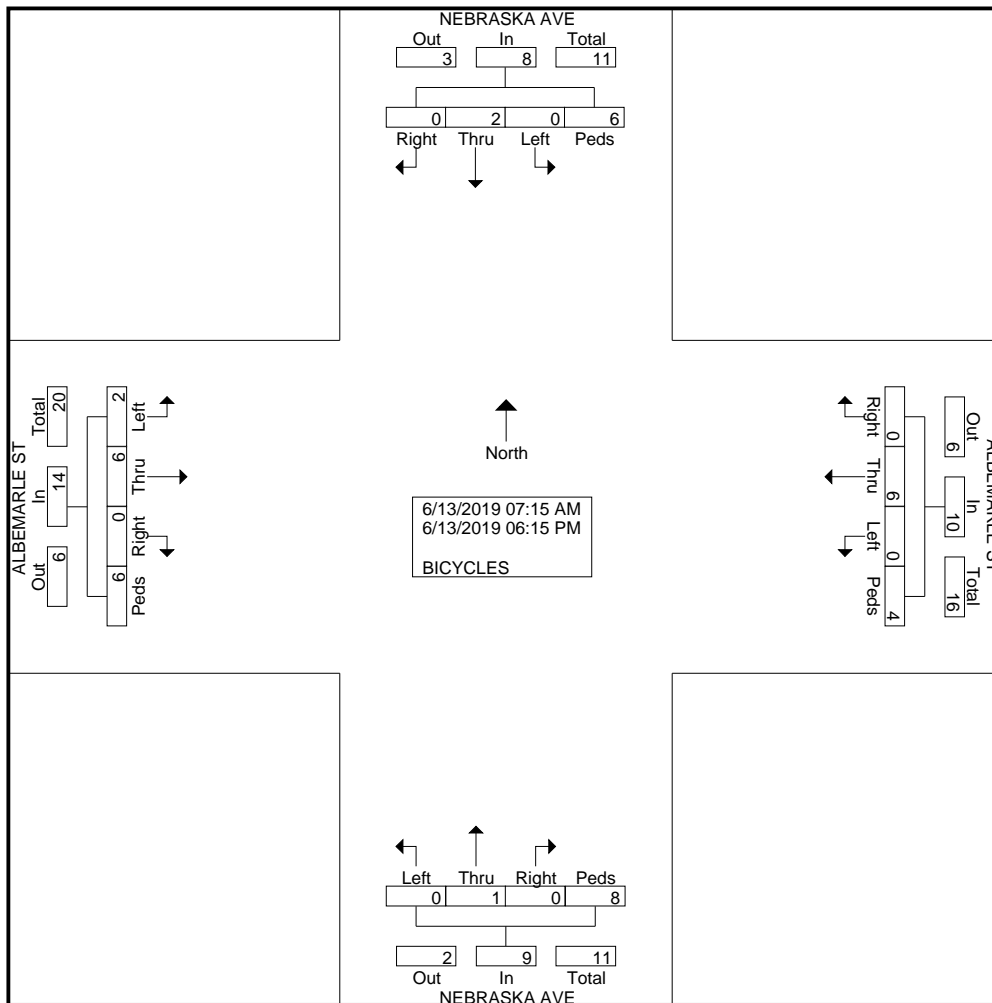
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	4
05:30 PM	0	0	0	1	1	0	1	0	2	3	0	0	0	3	3	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	1	1	0	1	0	3	4	0	0	0	5	5	0	2	0	5	7	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	2	0	6	8	0	6	0	4	10	0	1	0	8	9	2	6	0	6	14	41
Approch %	0	25	0	75		0	60	0	40		0	11.1	0	88.9		14.3	42.9	0	42.9		
Total %	0	4.9	0	14.6	19.5	0	14.6	0	9.8	24.4	0	2.4	0	19.5	22	4.9	14.6	0	14.6	34.1	



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather: cLEAR
 Counted By:
 Town: Washington D.C.
 Country

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 1

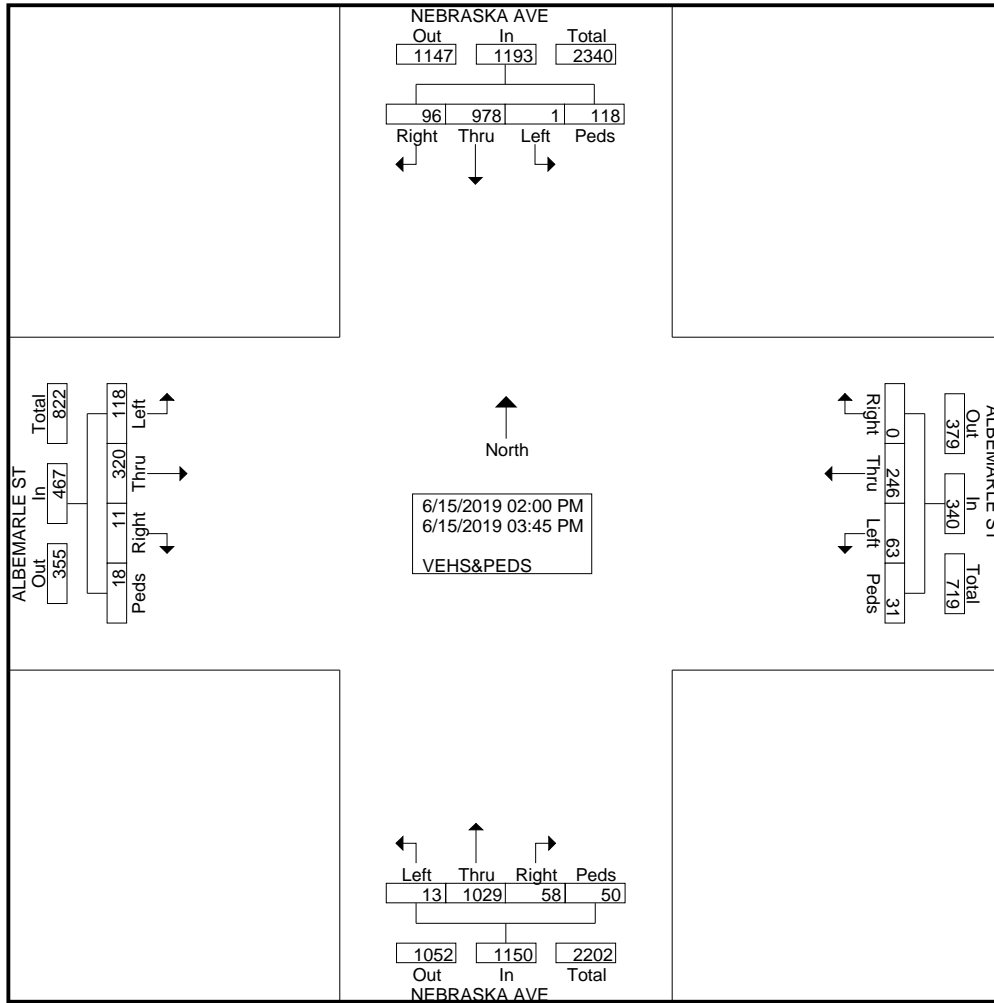
Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	111	8	19	138	4	35	0	7	46	1	108	4	10	123	14	48	1	5	68	375
02:15 PM	0	124	12	14	150	11	33	0	8	52	3	142	9	11	165	15	40	2	2	59	426
02:30 PM	0	121	12	17	150	9	38	0	3	50	3	97	9	3	112	13	33	1	2	49	361
02:45 PM	0	131	10	23	164	8	30	0	3	41	0	115	8	8	131	18	38	2	3	61	397
Total	0	487	42	73	602	32	136	0	21	189	7	462	30	32	531	60	159	6	12	237	1559
03:00 PM	0	116	14	4	134	6	24	0	2	32	2	127	14	6	149	11	42	2	2	57	372
03:15 PM	0	128	7	11	146	8	31	0	4	43	1	147	2	6	156	18	53	0	2	73	418
03:30 PM	0	124	13	18	155	9	28	0	3	40	1	145	8	4	158	16	33	1	1	51	404
03:45 PM	1	123	20	12	156	8	27	0	1	36	2	148	4	2	156	13	33	2	1	49	397
Total	1	491	54	45	591	31	110	0	10	151	6	567	28	18	619	58	161	5	6	230	1591
Grand Total	1	978	96	118	1193	63	246	0	31	340	13	1029	58	50	1150	118	320	11	18	467	3150
Apprch %	0.1	82	8	9.9		18.5	72.4	0	9.1		1.1	89.5	5	4.3		25.3	68.5	2.4	3.9		
Total %	0	31	3	3.7	37.9	2	7.8	0	1	10.8	0.4	32.7	1.8	1.6	36.5	3.7	10.2	0.3	0.6	14.8	

Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
 Columbia, Maryland 21045
 443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 2

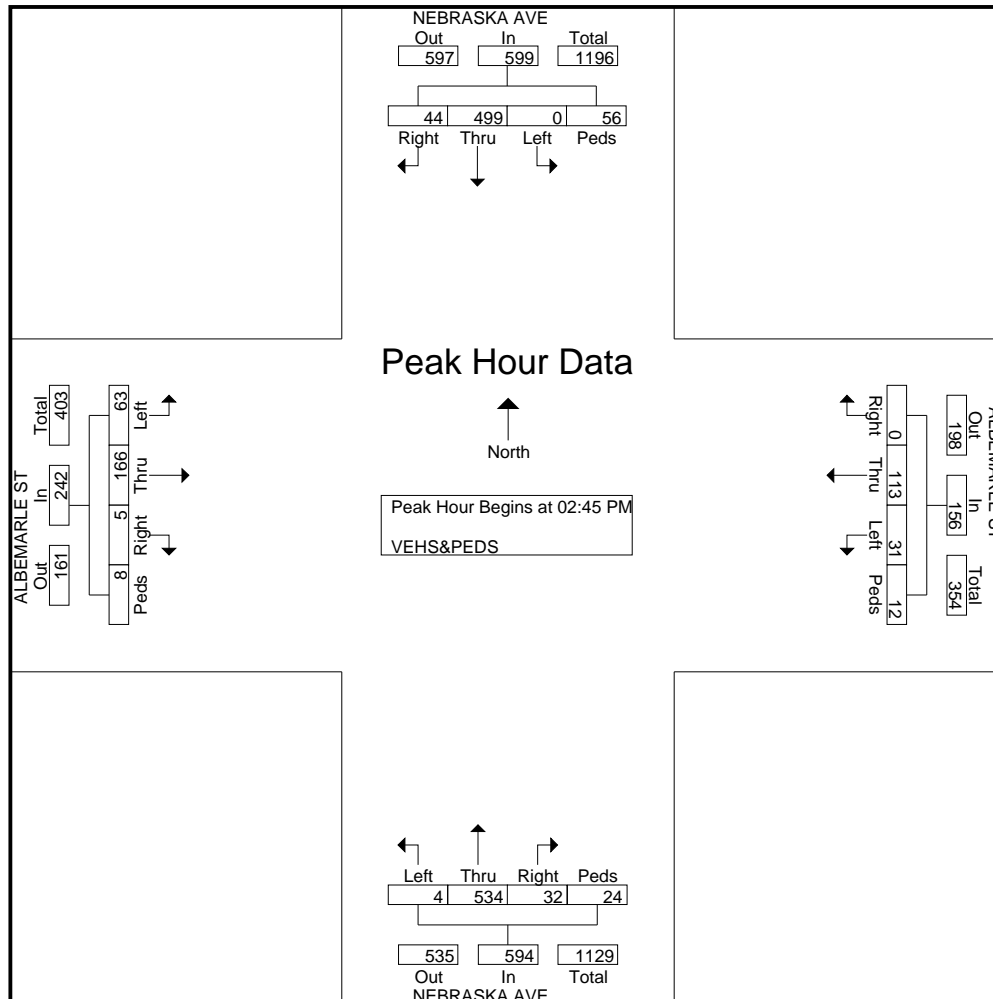


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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 3

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	131	10	23	164	8	30	0	3	41	0	115	8	8	131	18	38	2	3	61	397
03:00 PM	0	116	14	4	134	6	24	0	2	32	2	127	14	6	149	11	42	2	2	57	372
03:15 PM	0	128	7	11	146	8	31	0	4	43	1	147	2	6	156	18	53	0	2	73	418
03:30 PM	0	124	13	18	155	9	28	0	3	40	1	145	8	4	158	16	33	1	1	51	404
Total Volume	0	499	44	56	599	31	113	0	12	156	4	534	32	24	594	63	166	5	8	242	1591
% App. Total	0	83.3	7.3	9.3		19.9	72.4	0	7.7		0.7	89.9	5.4	4		26	68.6	2.1	3.3		
PHF	.000	.952	.786	.609	.913	.861	.911	.000	.750	.907	.500	.908	.571	.750	.940	.875	.783	.625	.667	.829	.952



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather: cLEAR
 Counted By:
 Town: Washington D.C.
 Country

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	10	1	0	11	0	0	0	0	0	0	15	0	0	15	0	1	0	0	1	27
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	13
Grand Total	0	13	1	0	14	0	0	0	0	0	0	24	0	0	24	1	1	0	0	2	40
Apprch %	0	92.9	7.1	0		0	0	0	0		0	100	0	0		50	50	0	0		
Total %	0	32.5	2.5	0	35	0	0	0	0	0	0	60	0	0	60	2.5	2.5	0	0	5	

Sabra & Associates

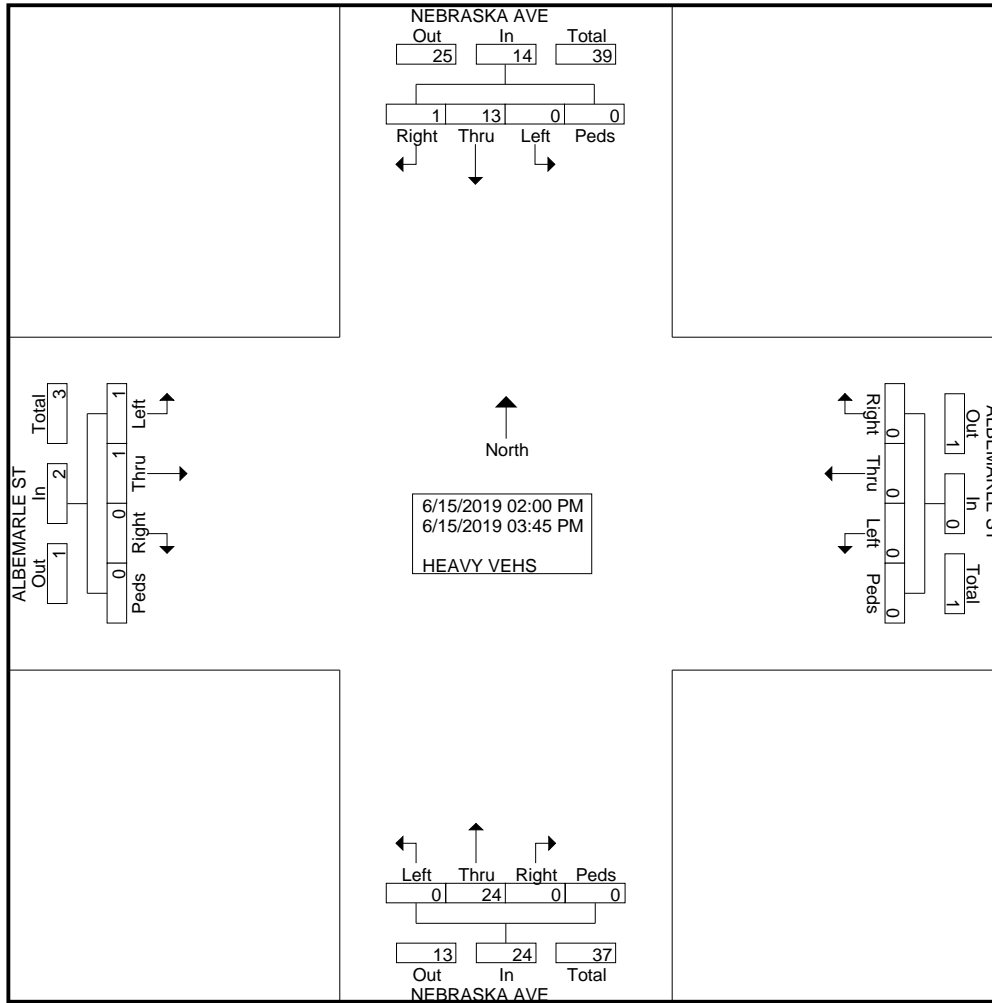
7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 2

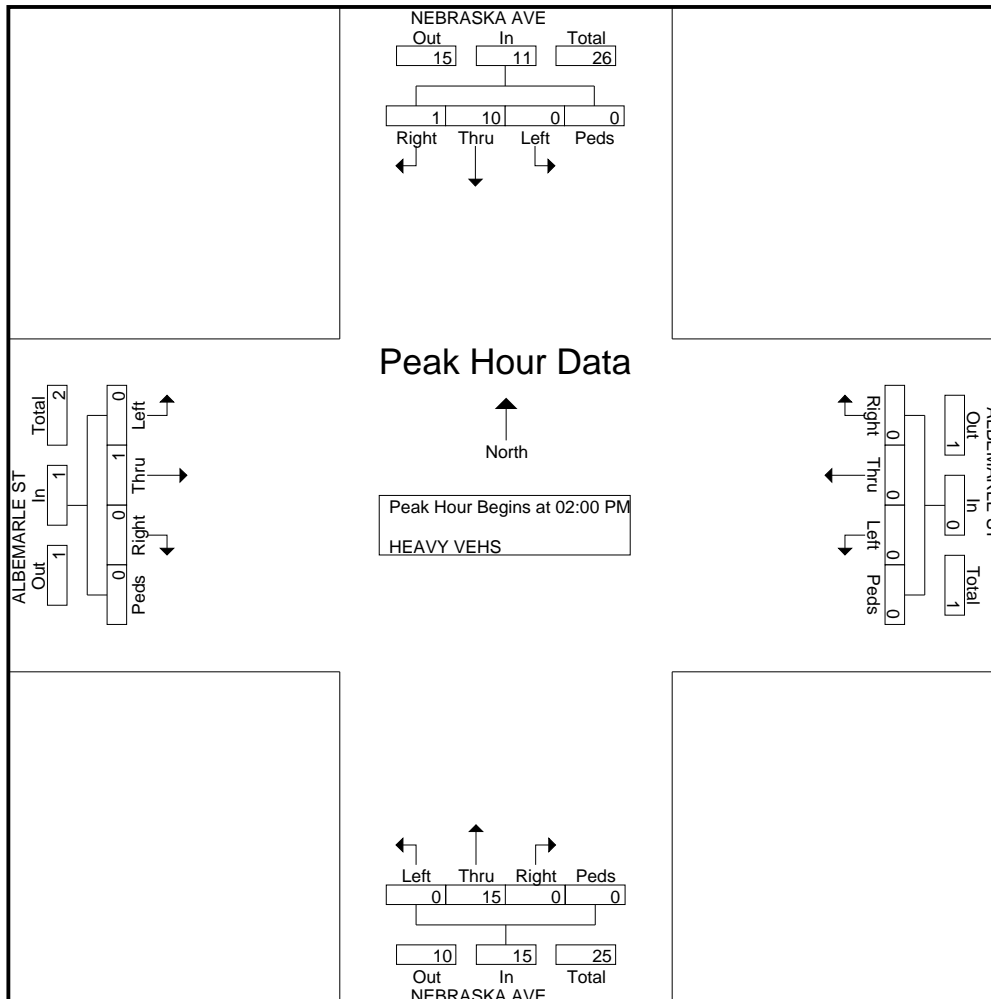


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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 3

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total Volume	0	10	1	0	11	0	0	0	0	0	0	15	0	0	15	0	1	0	0	1	27
% App. Total	0	90.9	9.1	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.417	.250	.000	.458	.000	.000	.000	.000	.000	.000	.536	.000	.000	.536	.000	.250	.000	.000	.250	.750



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

Weather: cLEAR
Counted By:
Town: Washington D.C.
Country

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					ALBEMARLE ST From East					NEBRASKA AVE From South					ALBEMARLE ST From West					Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total						
02:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
02:30 PM	0	0	0	0	0	0	1	0	1	2	0	3	0	4	7	0	1	1	0	2	0	0	0	0	2	11
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	4	0	1	0	1	2	0	4	0	4	8	0	2	1	0	3	0	0	0	0	3	17
03:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	3	0	1	0	0	1	0	0	0	0	1	5
03:15 PM	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2
Total	0	0	0	3	3	0	1	0	2	3	0	2	0	2	4	0	2	0	0	2	0	0	0	0	2	12
Grand Total	0	0	0	7	7	0	2	0	3	5	0	6	0	6	12	0	4	1	0	5	0	0	0	0	5	29
Apprch %	0	0	0	100		0	40	0	60		0	50	0	50		0	80	20	0		0	0	0	0		
Total %	0	0	0	24.1	24.1	0	6.9	0	10.3	17.2	0	20.7	0	20.7	41.4	0	13.8	3.4	0	17.2	0	0	0	0		

Sabra & Associates

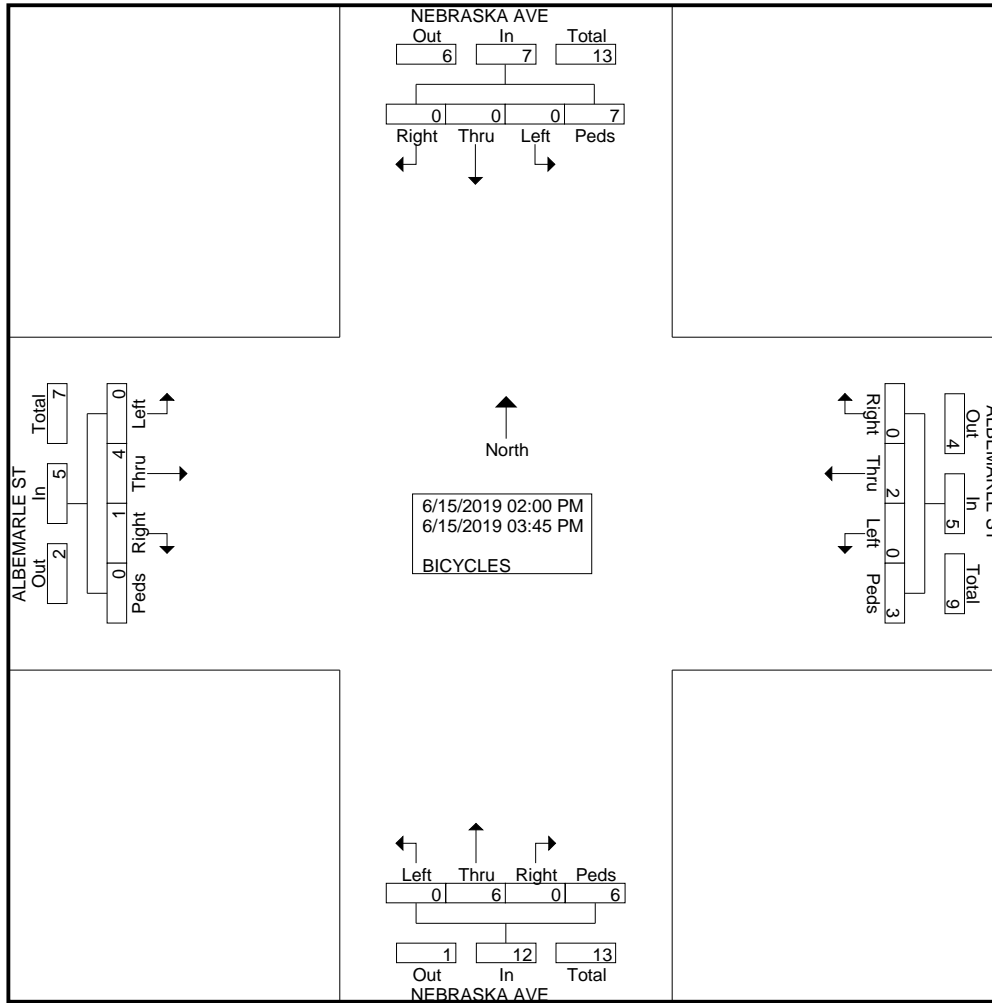
7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6037a_Nebraska Ave at Albermarle St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 2



Sabra & Associates

7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	302	2	23	327	11	15	9	38	73	0	189	8	8	205	0	10	9	24	43	648
07:30 AM	0	404	5	43	452	6	18	26	46	96	0	187	4	11	202	6	31	22	19	78	828
07:45 AM	2	346	5	39	392	14	20	19	45	98	0	238	3	14	255	6	33	20	45	104	849
Total	2	1052	12	105	1171	31	53	54	129	267	0	614	15	33	662	12	74	51	88	225	2325
08:00 AM	0	298	5	49	352	8	36	19	68	131	0	254	6	21	281	7	42	10	72	131	895
08:15 AM	0	411	10	58	479	8	36	16	80	140	0	288	8	56	352	12	30	16	71	129	1100
08:30 AM	0	318	11	75	404	10	44	18	133	205	0	264	8	37	309	19	27	47	171	264	1182
08:45 AM	1	357	9	49	416	18	37	18	81	154	0	257	9	19	285	9	32	22	87	150	1005
Total	1	1384	35	231	1651	44	153	71	362	630	0	1063	31	133	1227	47	131	95	401	674	4182
09:00 AM	2	349	6	53	410	10	32	25	63	130	0	205	6	16	227	2	15	9	48	74	841
*** BREAK ***																					
Total	2	349	6	53	410	10	32	25	63	130	0	205	6	16	227	2	15	9	48	74	841
*** BREAK ***																					
11:00 AM	8	175	10	30	223	11	17	20	59	107	0	160	3	14	177	10	13	7	55	85	592
11:15 AM	8	153	6	15	182	11	17	20	42	90	0	190	4	7	201	6	16	6	25	53	526
11:30 AM	8	158	7	26	199	10	16	18	35	79	1	196	4	13	214	3	22	4	29	58	550
11:45 AM	3	166	9	43	221	13	13	20	74	120	0	172	12	18	202	5	20	6	47	78	621
Total	27	652	32	114	825	45	63	78	210	396	1	718	23	52	794	24	71	23	156	274	2289
12:00 PM	9	168	11	35	223	4	14	18	130	166	0	190	9	35	234	10	18	9	68	105	728
12:15 PM	3	178	4	31	216	4	21	17	95	137	0	175	8	19	202	10	15	8	43	76	631
12:30 PM	11	159	10	42	222	5	22	16	72	115	0	160	8	23	191	3	25	4	42	74	602
12:45 PM	10	180	6	33	229	7	21	24	96	148	1	160	5	17	183	9	12	9	41	71	631
Total	33	685	31	141	890	20	78	75	393	566	1	685	30	94	810	32	70	30	194	326	2592
*** BREAK ***																					
04:30 PM	0	197	5	37	239	8	23	19	97	147	0	274	13	36	323	9	30	7	51	97	806
04:45 PM	0	229	10	39	278	14	26	25	110	175	0	253	16	42	311	8	19	7	58	92	856
Total	0	426	15	76	517	22	49	44	207	322	0	527	29	78	634	17	49	14	109	189	1662

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File Name : 6130_Wiscon Ave at Albemarle St_Weekday

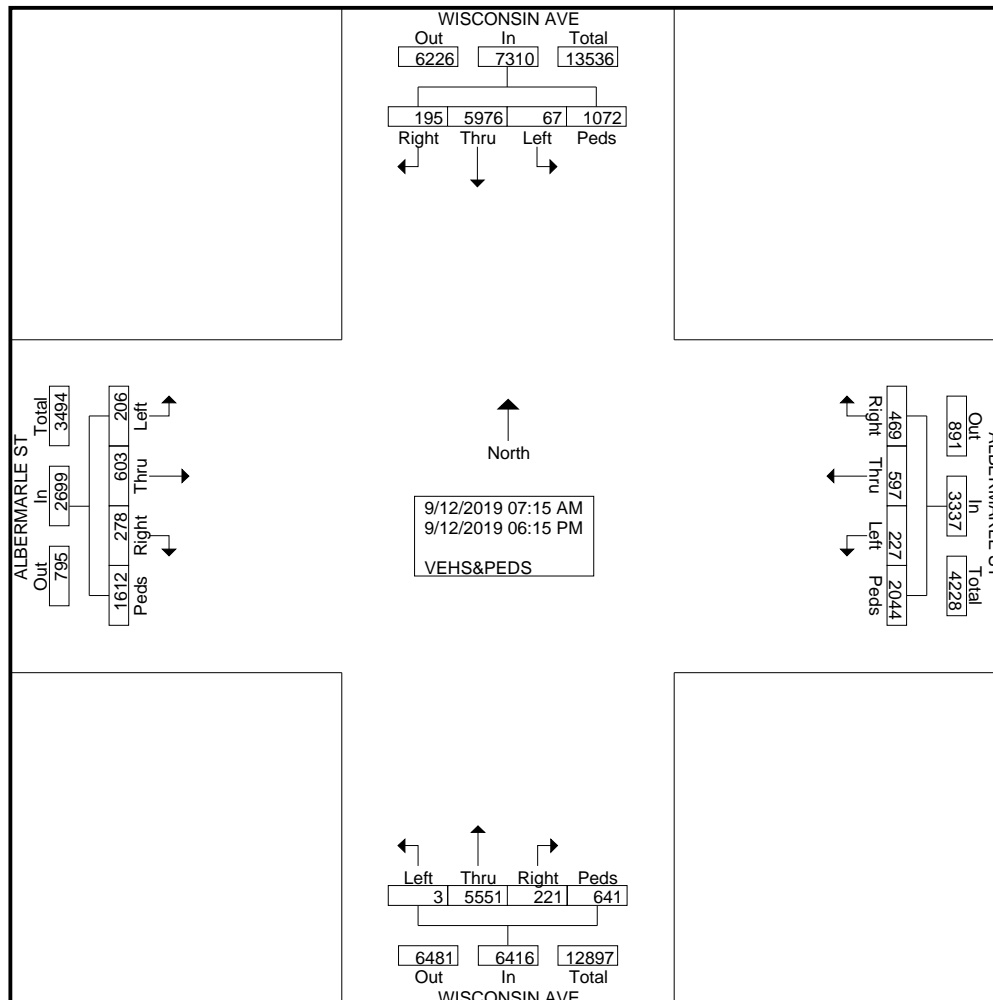
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	239	10	50	299	8	24	15	120	167	0	259	16	48	323	17	40	8	102	167	956
05:15 PM	0	258	7	55	320	9	28	14	105	156	0	279	13	35	327	8	32	9	87	136	939
05:30 PM	1	210	15	72	298	6	35	15	124	180	0	274	12	41	327	12	41	10	120	183	988
05:45 PM	0	235	13	51	299	8	29	24	116	177	0	313	22	44	379	9	31	6	117	163	1018
Total	1	942	45	228	1216	31	116	68	465	680	0	1125	63	168	1356	46	144	33	426	649	3901
06:00 PM	0	248	9	68	325	14	24	25	100	163	0	308	15	36	359	14	28	11	102	155	1002
06:15 PM	1	238	10	56	305	10	29	29	115	183	1	306	9	31	347	12	21	12	88	133	968
Grand Total	67	5976	195	1072	7310	227	597	469	2044	3337	3	5551	221	641	6416	206	603	278	1612	2699	19762
Apprch %	0.9	81.8	2.7	14.7		6.8	17.9	14.1	61.3		0	86.5	3.4	10		7.6	22.3	10.3	59.7		
Total %	0.3	30.2	1	5.4	37	1.1	3	2.4	10.3	16.9	0	28.1	1.1	3.2	32.5	1	3.1	1.4	8.2	13.7	

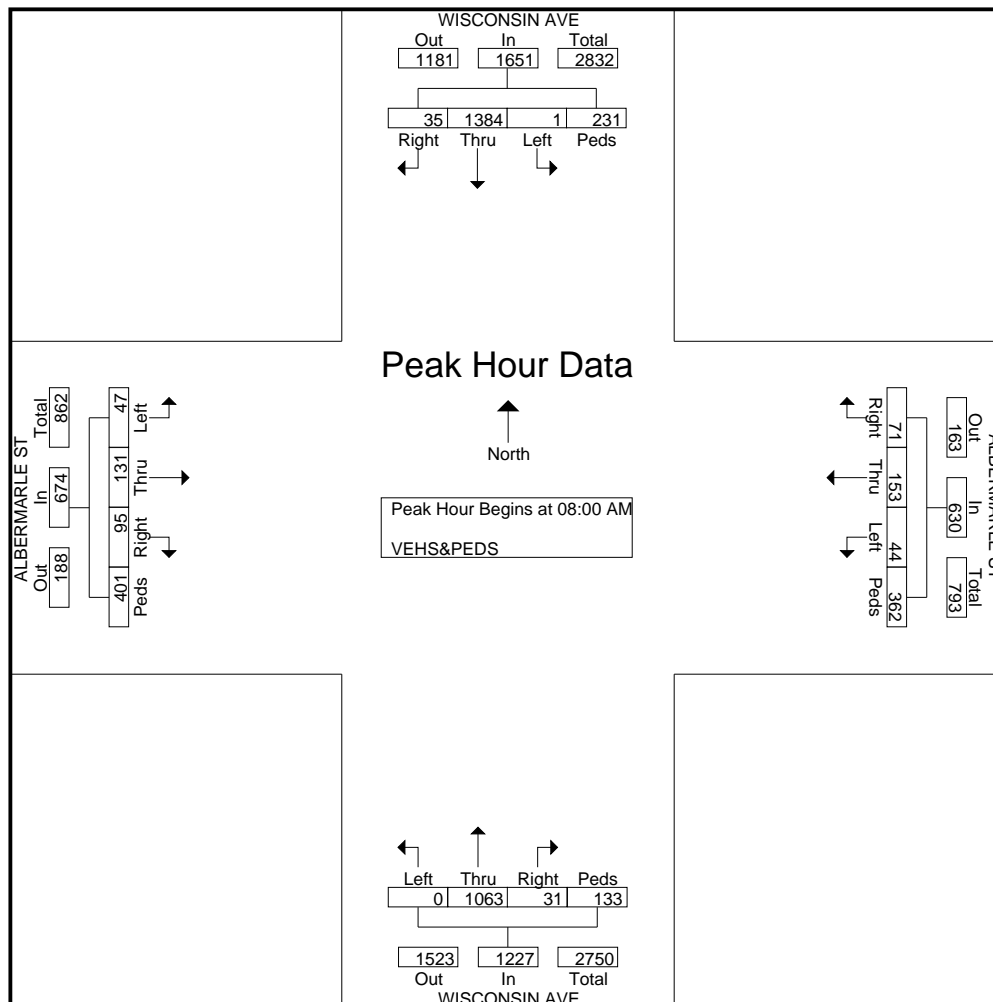


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File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	298	5	49	352	8	36	19	68	131	0	254	6	21	281	7	42	10	72	131	895
08:15 AM	0	411	10	58	479	8	36	16	80	140	0	288	8	56	352	12	30	16	71	129	1100
08:30 AM	0	318	11	75	404	10	44	18	133	205	0	264	8	37	309	19	27	47	171	264	1182
08:45 AM	1	357	9	49	416	18	37	18	81	154	0	257	9	19	285	9	32	22	87	150	1005
Total Volume	1	1384	35	231	1651	44	153	71	362	630	0	1063	31	133	1227	47	131	95	401	674	4182
% App. Total	0.1	83.8	2.1	14		7	24.3	11.3	57.5		0	86.6	2.5	10.8		7	19.4	14.1	59.5		
PHF	.250	.842	.795	.770	.862	.611	.869	.934	.680	.768	.000	.923	.861	.594	.871	.618	.780	.505	.586	.638	.885



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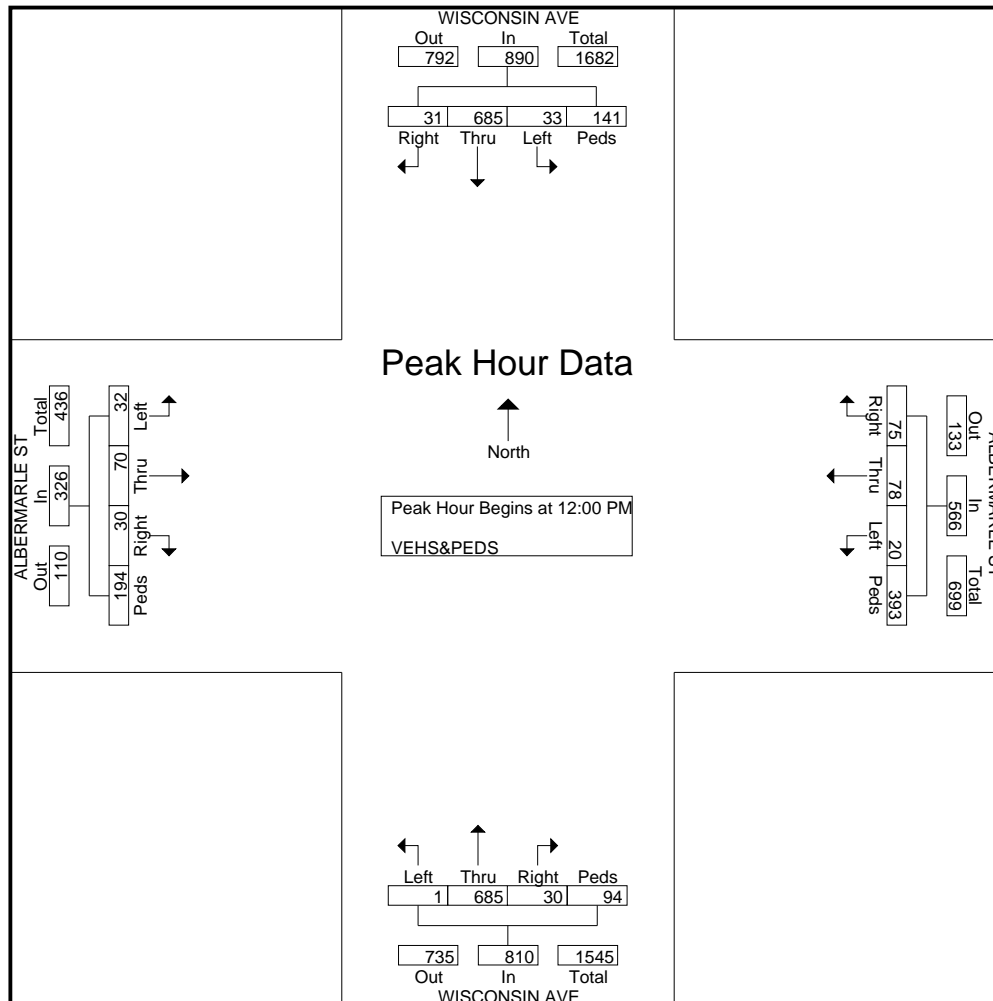
File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	9	168	11	35	223	4	14	18	130	166	0	190	9	35	234	10	18	9	68	105	728
12:15 PM	3	178	4	31	216	4	21	17	95	137	0	175	8	19	202	10	15	8	43	76	631
12:30 PM	11	159	10	42	222	5	22	16	72	115	0	160	8	23	191	3	25	4	42	74	602
12:45 PM	10	180	6	33	229	7	21	24	96	148	1	160	5	17	183	9	12	9	41	71	631
Total Volume	33	685	31	141	890	20	78	75	393	566	1	685	30	94	810	32	70	30	194	326	2592
% App. Total	3.7	77	3.5	15.8		3.5	13.8	13.3	69.4		0.1	84.6	3.7	11.6		9.8	21.5	9.2	59.5		
PHF	.750	.951	.705	.839	.972	.714	.886	.781	.756	.852	.250	.901	.833	.671	.865	.800	.700	.833	.713	.776	.890



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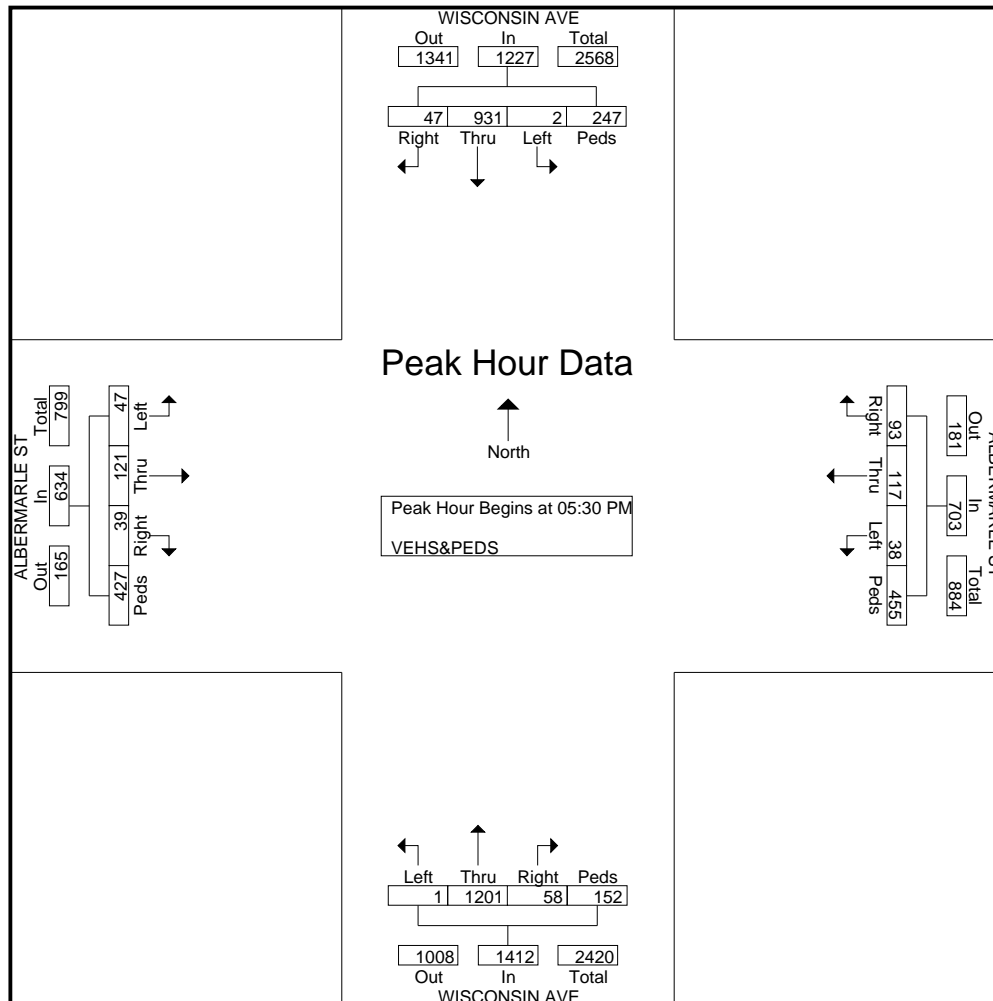
File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	1	210	15	72	298	6	35	15	124	180	0	274	12	41	327	12	41	10	120	183	988
05:45 PM	0	235	13	51	299	8	29	24	116	177	0	313	22	44	379	9	31	6	117	163	1018
06:00 PM	0	248	9	68	325	14	24	25	100	163	0	308	15	36	359	14	28	11	102	155	1002
06:15 PM	1	238	10	56	305	10	29	29	115	183	1	306	9	31	347	12	21	12	88	133	968
Total Volume	2	931	47	247	1227	38	117	93	455	703	1	1201	58	152	1412	47	121	39	427	634	3976
% App. Total	0.2	75.9	3.8	20.1		5.4	16.6	13.2	64.7		0.1	85.1	4.1	10.8		7.4	19.1	6.2	67.4		
PHF	.500	.939	.783	.858	.944	.679	.836	.802	.917	.960	.250	.959	.659	.864	.931	.839	.738	.813	.890	.866	.976



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	15	0	0	15	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	30
07:30 AM	0	19	0	0	19	1	0	3	0	4	0	8	0	0	8	0	0	0	0	0	31
07:45 AM	0	16	0	0	16	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	28
Total	0	50	0	0	50	3	0	4	0	7	0	32	0	0	32	0	0	0	0	0	89
08:00 AM	0	12	0	0	12	1	1	0	0	2	0	13	1	0	14	1	0	0	0	1	29
08:15 AM	0	16	0	0	16	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	27
08:30 AM	0	10	1	0	11	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	23
08:45 AM	0	21	0	0	21	1	3	1	0	5	0	11	1	0	12	0	1	0	0	1	39
Total	0	59	1	0	60	4	4	3	0	11	0	43	2	0	45	1	1	0	0	2	118
09:00 AM	0	15	0	0	15	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	33
*** BREAK ***																					
Total	0	15	0	0	15	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	33
*** BREAK ***																					
11:00 AM	0	10	1	0	11	0	0	0	0	0	0	9	1	0	10	0	1	0	0	1	22
11:15 AM	0	13	0	0	13	1	0	1	0	2	1	12	0	0	13	1	0	0	0	1	29
11:30 AM	0	9	0	0	9	1	0	0	0	1	0	16	0	0	16	0	0	1	0	1	27
11:45 AM	1	9	1	0	11	0	0	1	0	1	0	11	0	0	11	0	0	1	0	1	24
Total	1	41	2	0	44	2	0	2	0	4	1	48	1	0	50	1	1	2	0	4	102
12:00 PM	0	6	0	0	6	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	21
12:15 PM	0	9	0	0	9	0	1	1	0	2	0	12	0	0	12	0	0	0	0	0	23
12:30 PM	0	9	1	0	10	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	23
12:45 PM	1	9	0	0	10	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	19
Total	1	33	1	0	35	2	1	1	0	4	0	45	1	0	46	1	0	0	0	1	86
*** BREAK ***																					
04:30 PM	0	7	0	0	7	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	15
04:45 PM	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	25
Total	0	20	0	0	20	2	0	0	0	2	0	16	0	0	16	1	1	0	0	2	40

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File Name : 6130_Wiscon Ave at Albemarle St_Weekday

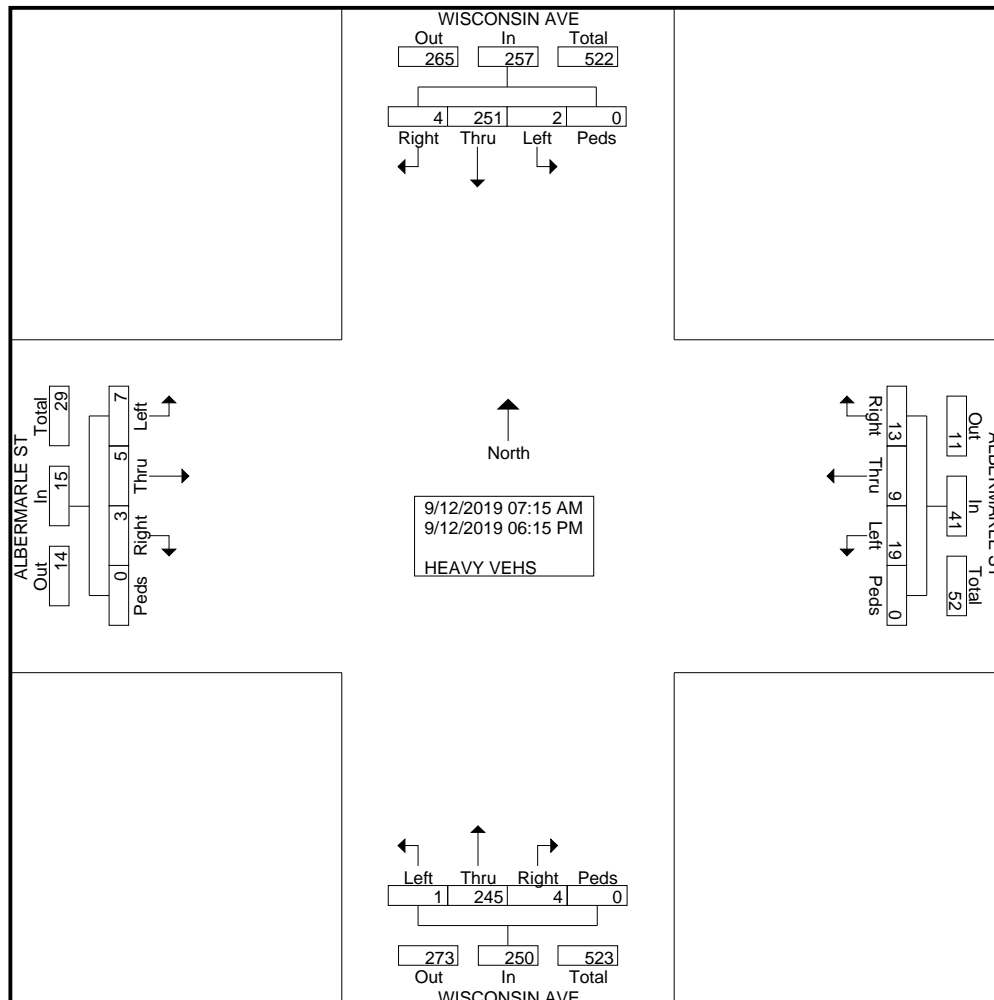
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Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	9	0	0	9	2	0	1	0	3	0	8	0	0	8	1	1	0	0	2	22
05:15 PM	0	6	0	0	6	1	1	1	0	3	0	9	0	0	9	1	0	0	0	1	19
05:30 PM	0	5	0	0	5	1	1	0	0	2	0	11	0	0	11	1	0	1	0	2	20
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Total	0	21	0	0	21	4	2	2	0	8	0	31	0	0	31	3	2	1	0	6	66
06:00 PM	0	6	0	0	6	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	14
06:15 PM	0	6	0	0	6	1	1	0	0	2	0	7	0	0	7	0	0	0	0	0	15
Grand Total	2	251	4	0	257	19	9	13	0	41	1	245	4	0	250	7	5	3	0	15	563
Apprch %	0.8	97.7	1.6	0		46.3	22	31.7	0		0.4	98	1.6	0		46.7	33.3	20	0		
Total %	0.4	44.6	0.7	0	45.6	3.4	1.6	2.3	0	7.3	0.2	43.5	0.7	0	44.4	1.2	0.9	0.5	0	2.7	



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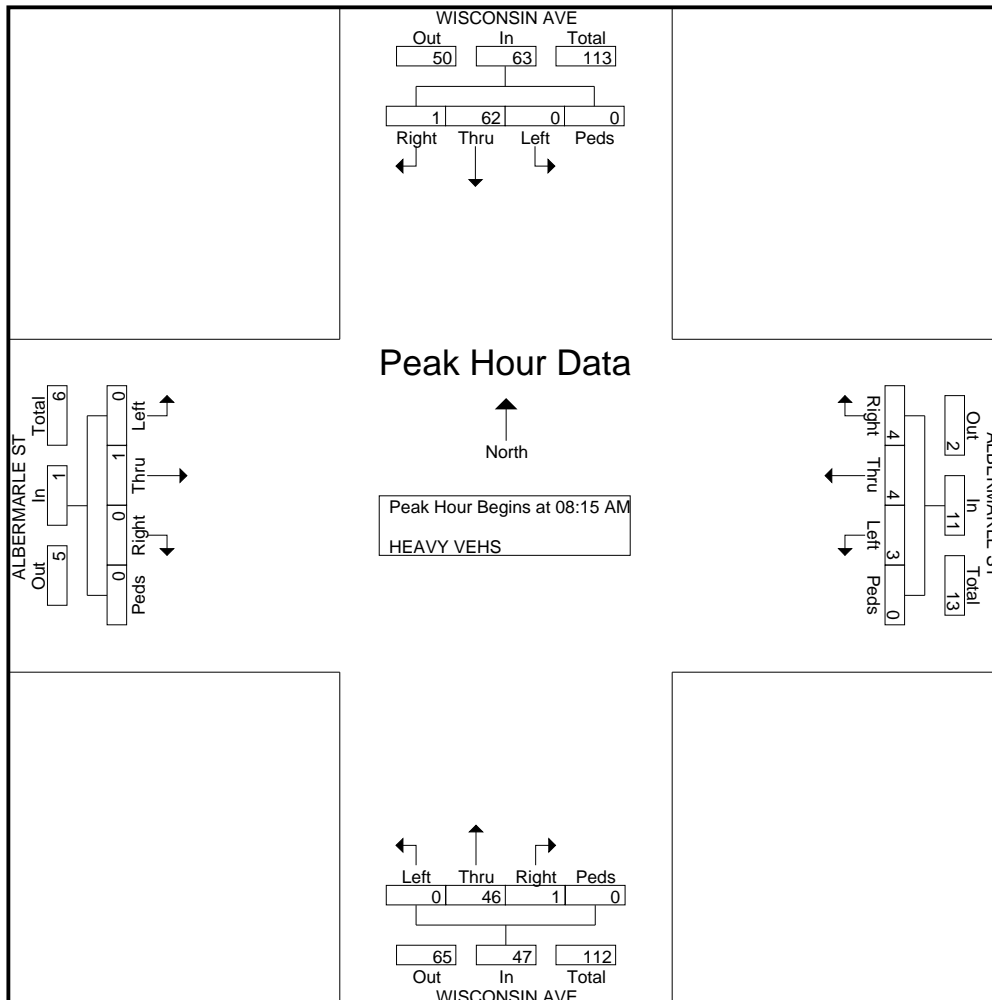
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File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:15 AM	0	16	0	0	16	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	27
08:30 AM	0	10	1	0	11	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	23
08:45 AM	0	21	0	0	21	1	3	1	0	5	0	11	1	0	12	0	1	0	0	1	39
09:00 AM	0	15	0	0	15	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	33
Total Volume	0	62	1	0	63	3	4	4	0	11	0	46	1	0	47	0	1	0	0	1	122
% App. Total	0	98.4	1.6	0		27.3	36.4	36.4	0		0	97.9	2.1	0		0	100	0	0		
PHF	.000	.738	.250	.000	.750	.750	.333	1.00	.000	.550	.000	.719	.250	.000	.734	.000	.250	.000	.000	.250	.782

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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Start Date : 9/12/2019

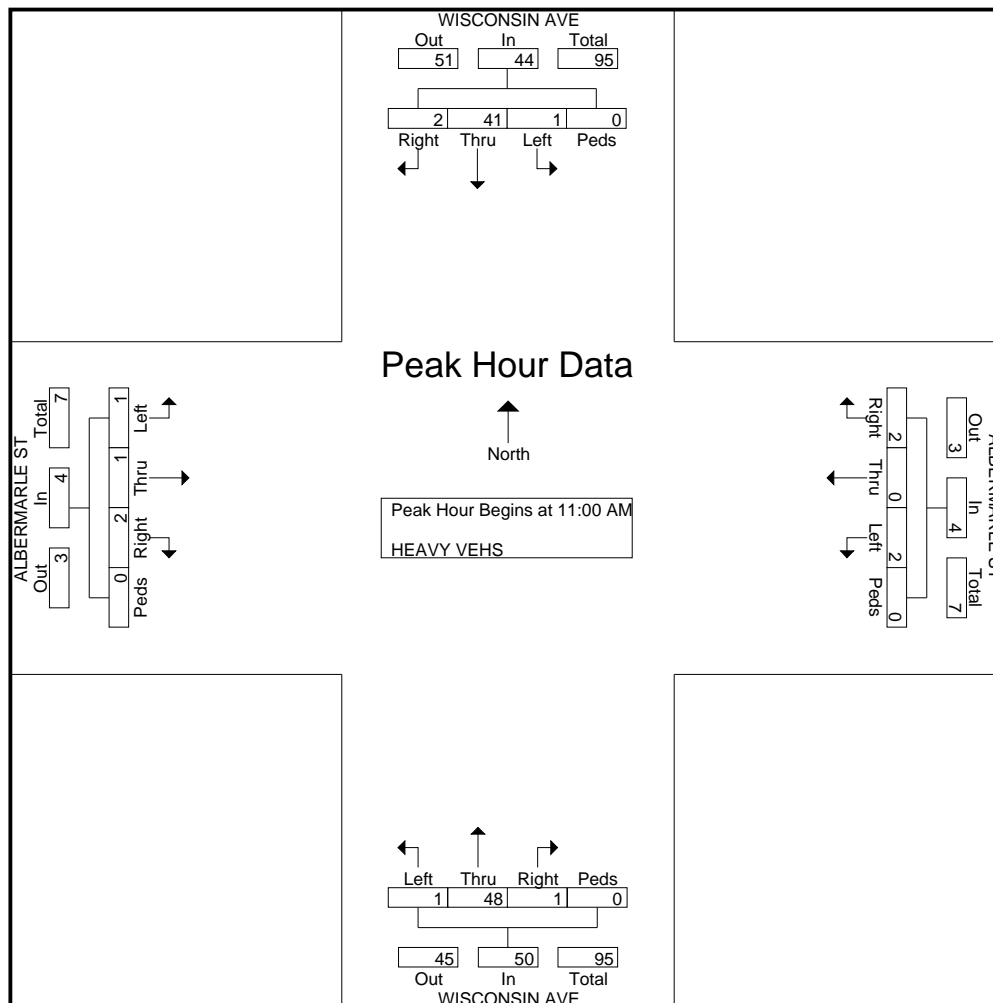
Page No : 4

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	10	1	0	11	0	0	0	0	0	0	9	1	0	10	0	1	0	0	1	22
11:15 AM	0	13	0	0	13	1	0	1	0	2	1	12	0	0	13	1	0	0	0	1	29
11:30 AM	0	9	0	0	9	1	0	0	0	1	0	16	0	0	16	0	0	1	0	1	27
11:45 AM	1	9	1	0	11	0	0	1	0	1	0	11	0	0	11	0	0	1	0	1	24
Total Volume	1	41	2	0	44	2	0	2	0	4	1	48	1	0	50	1	1	2	0	4	102
% App. Total	2.3	93.2	4.5	0		50	0	50	0		2	96	2	0		25	25	50	0		
PHF	.250	.788	.500	.000	.846	.500	.000	.500	.000	.500	.250	.750	.250	.000	.781	.250	.250	.500	.000	1.00	.879



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File Name : 6130_Wiscon Ave at Albemarle St_Weekday

Site Code : 00000000

Start Date : 9/12/2019

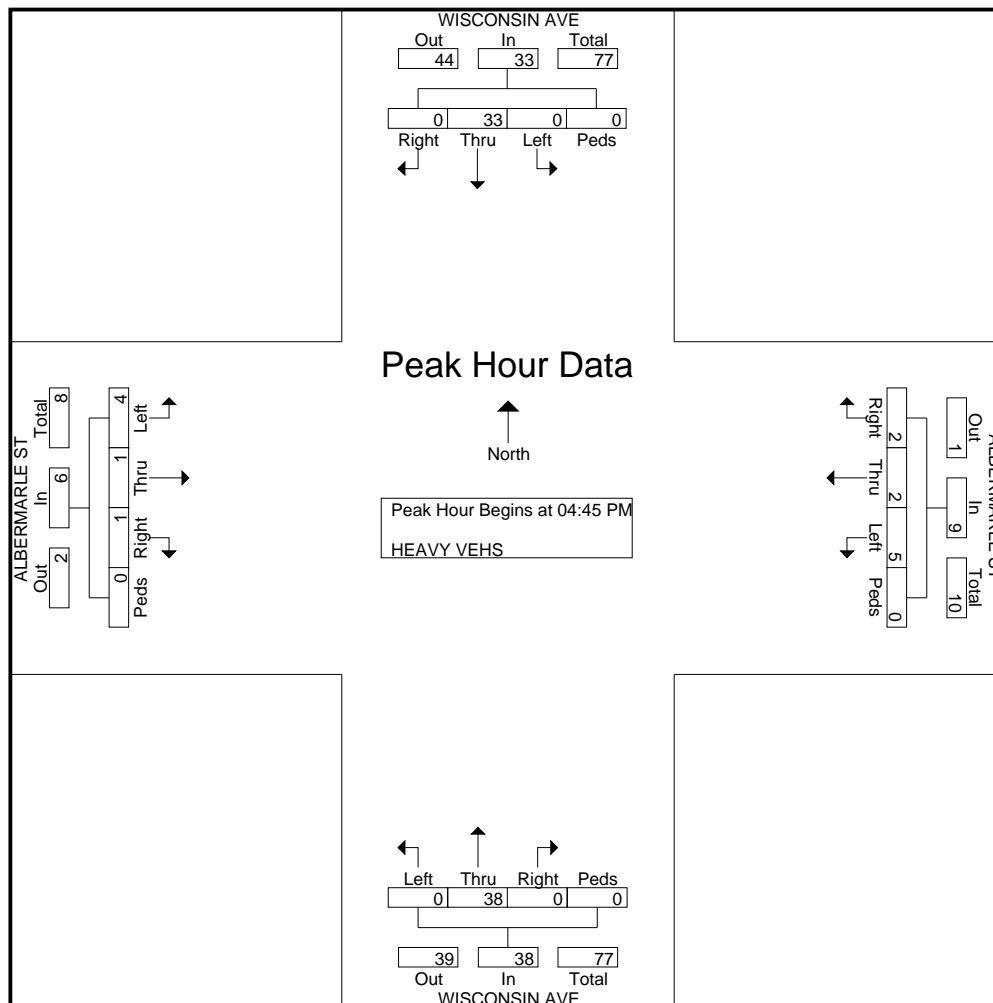
Page No : 5

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	13	0	0	13	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	25
05:00 PM	0	9	0	0	9	2	0	1	0	3	0	8	0	0	8	1	1	0	0	2	22
05:15 PM	0	6	0	0	6	1	1	1	0	3	0	9	0	0	9	1	0	0	0	1	19
05:30 PM	0	5	0	0	5	1	1	0	0	2	0	11	0	0	11	1	0	1	0	2	20
Total Volume	0	33	0	0	33	5	2	2	0	9	0	38	0	0	38	4	1	1	0	6	86
% App. Total	0	100	0	0		55.6	22.2	22.2	0		0	100	0	0		66.7	16.7	16.7	0		
PHF	.000	.635	.000	.000	.635	.625	.500	.500	.000	.750	.000	.864	.000	.000	.864	1.00	.250	.250	.000	.750	.860



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7055 Samuel Morse Dr, Suite 100
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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	1	0	0	2	3	0	0	1	2	3	0	0	1	0	1	7
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	1	2	6
07:45 AM	0	2	0	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	10
Total	0	3	0	0	3	1	0	0	5	6	0	3	1	2	6	0	0	2	6	8	23
08:00 AM	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
08:15 AM	0	2	0	2	4	0	0	0	1	1	0	1	0	4	5	0	0	0	4	4	14
08:30 AM	0	0	0	0	0	0	0	0	4	4	0	1	0	2	3	0	0	0	4	4	11
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	1	2	4
Total	0	3	0	2	5	0	0	0	7	7	0	2	0	8	10	0	0	1	9	10	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
11:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	1	2	5
11:45 AM	0	1	0	1	2	0	0	1	2	3	0	0	0	0	0	0	0	0	2	2	7
Total	0	2	0	1	3	1	0	1	3	5	0	1	0	0	1	0	1	0	5	6	15
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
12:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	2	2	5
*** BREAK ***																					
04:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	2	0	4	1	0	0	1	2	8
04:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	1	0	2	0	0	0	3	3	0	2	2	0	4	1	0	0	1	2	11

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File Name : 6130_Wiscon Ave at Albemarle St_Weekday

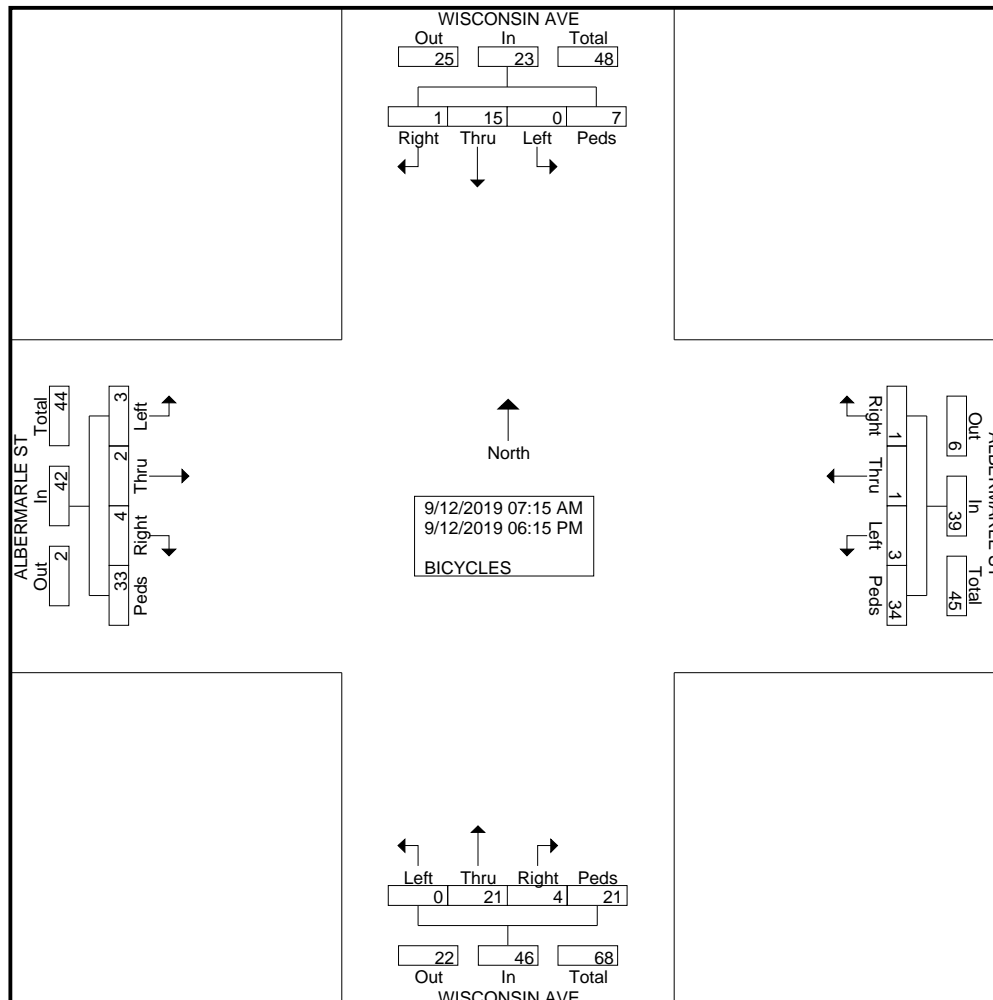
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	0	1	1	0	2	6
05:15 PM	0	2	0	1	3	0	0	0	3	3	0	2	1	2	5	1	0	0	1	2	13
05:30 PM	0	1	0	0	1	0	1	0	3	4	0	0	0	4	4	0	0	0	1	1	10
05:45 PM	0	1	0	1	2	0	0	0	1	1	0	4	0	1	5	0	0	0	2	2	10
Total	0	4	0	3	7	0	1	0	8	9	0	6	1	9	16	1	1	1	4	7	39
06:00 PM	0	1	0	1	2	0	0	0	3	3	0	1	0	1	2	0	0	0	3	3	10
06:15 PM	0	1	0	0	1	1	0	0	3	4	0	3	0	1	4	1	0	0	2	3	12
Grand Total	0	15	1	7	23	3	1	1	34	39	0	21	4	21	46	3	2	4	33	42	150
Apprch %	0	65.2	4.3	30.4		7.7	2.6	2.6	87.2		0	45.7	8.7	45.7		7.1	4.8	9.5	78.6		
Total %	0	10	0.7	4.7	15.3	2	0.7	0.7	22.7	26	0	14	2.7	14	30.7	2	1.3	2.7	22	28	



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6130_Wiscon Ave at Albemarle St_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
12:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3
*** BREAK ***																					
Grand Total	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	10
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	60	0	0	0	60	0	0	0	0	0	30	0	0	0	30	10	0	0	0	10	

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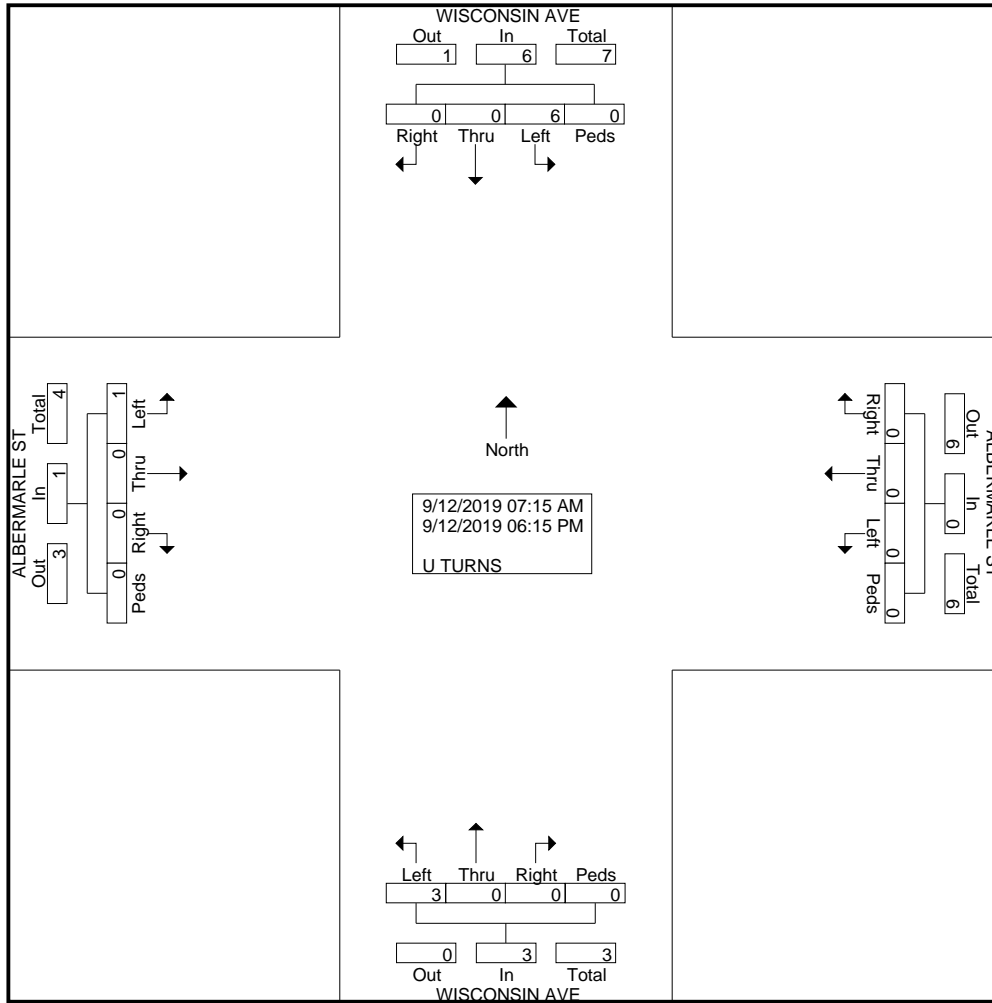
443-741-3500

File Name : 6130_Wiscon Ave at Albemarle St_Weekday

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	13	176	11	49	249	14	24	22	75	135	3	190	11	27	231	8	13	5	47	73	688
02:15 PM	12	171	10	34	227	10	22	31	52	115	1	216	9	33	259	8	20	7	56	91	692
02:30 PM	9	194	7	44	254	11	21	27	63	122	0	196	12	27	235	5	19	5	49	78	689
02:45 PM	7	183	7	29	226	16	17	16	92	141	3	210	14	37	264	10	21	5	47	83	714
Total	41	724	35	156	956	51	84	96	282	513	7	812	46	124	989	31	73	22	199	325	2783
03:00 PM	6	179	5	43	233	13	21	23	62	119	2	196	4	20	222	3	17	5	46	71	645
03:15 PM	6	171	4	36	217	15	16	24	43	98	4	196	9	20	229	4	11	5	30	50	594
03:30 PM	14	158	4	37	213	7	27	26	53	113	5	201	6	7	219	5	18	6	37	66	611
03:45 PM	14	185	5	31	235	11	19	17	54	101	2	211	6	13	232	9	19	8	31	67	635
Total	40	693	18	147	898	46	83	90	212	431	13	804	25	60	902	21	65	24	144	254	2485
Grand Total	81	1417	53	303	1854	97	167	186	494	944	20	1616	71	184	1891	52	138	46	343	579	5268
Apprch %	4.4	76.4	2.9	16.3		10.3	17.7	19.7	52.3		1.1	85.5	3.8	9.7		9	23.8	7.9	59.2		
Total %	1.5	26.9	1	5.8	35.2	1.8	3.2	3.5	9.4	17.9	0.4	30.7	1.3	3.5	35.9	1	2.6	0.9	6.5	11	

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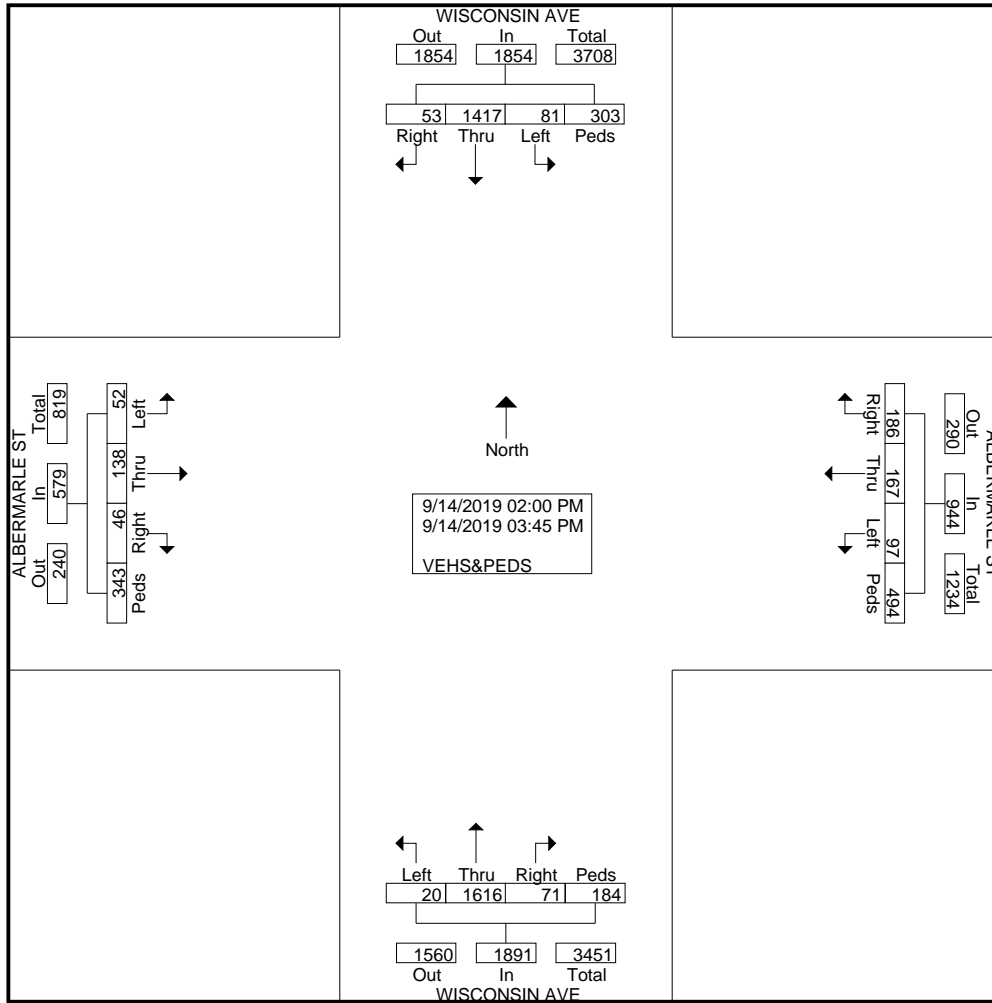
443-741-3500

File Name : 6130_Wiscon Ave at Albemarle St_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2

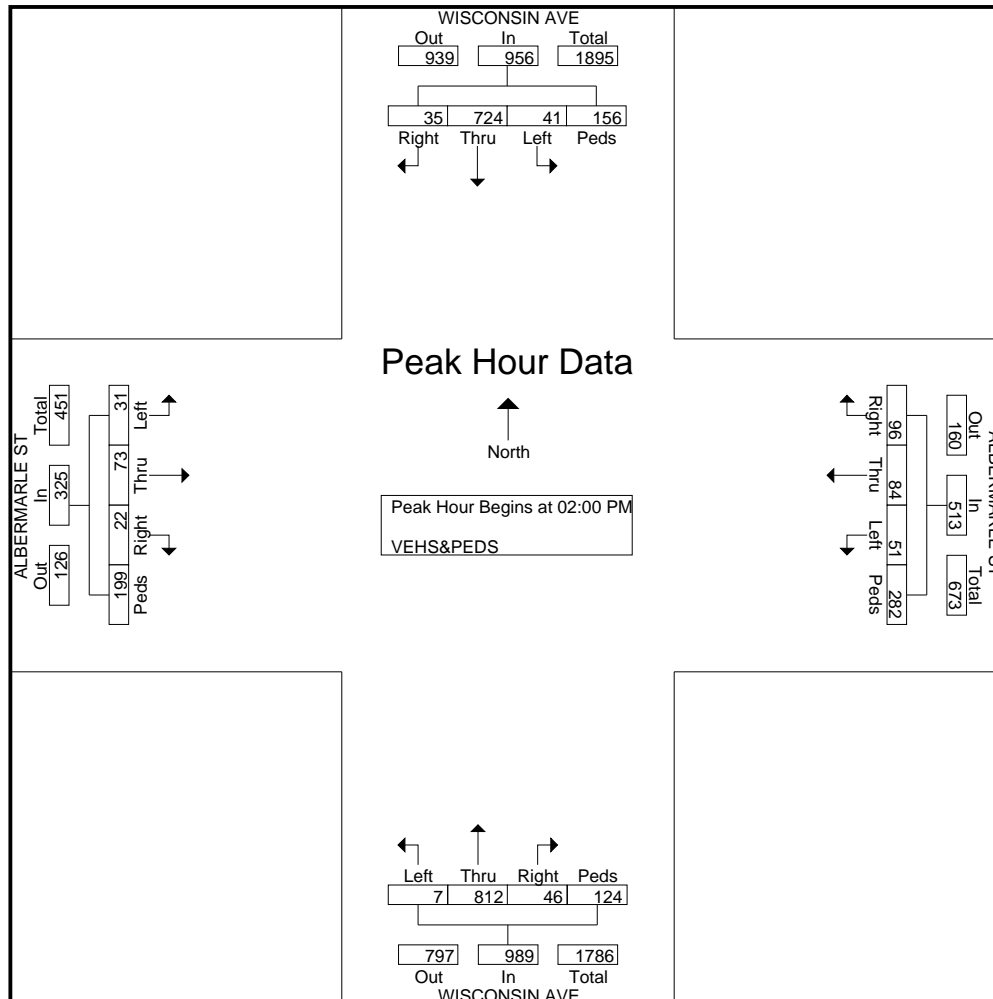


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File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	13	176	11	49	249	14	24	22	75	135	3	190	11	27	231	8	13	5	47	73	688
02:15 PM	12	171	10	34	227	10	22	31	52	115	1	216	9	33	259	8	20	7	56	91	692
02:30 PM	9	194	7	44	254	11	21	27	63	122	0	196	12	27	235	5	19	5	49	78	689
02:45 PM	7	183	7	29	226	16	17	16	92	141	3	210	14	37	264	10	21	5	47	83	714
Total Volume	41	724	35	156	956	51	84	96	282	513	7	812	46	124	989	31	73	22	199	325	2783
% App. Total	4.3	75.7	3.7	16.3		9.9	16.4	18.7	55		0.7	82.1	4.7	12.5		9.5	22.5	6.8	61.2		
PHF	.788	.933	.795	.796	.941	.797	.875	.774	.766	.910	.583	.940	.821	.838	.937	.775	.869	.786	.888	.893	.974



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	11
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	8
Total	0	14	1	0	15	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	34
03:00 PM	0	5	0	0	5	0	0	1	0	1	0	3	0	3	0	0	0	0	0	0	9
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	7
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	9
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	6
Total	0	15	0	0	15	0	0	1	0	1	0	15	0	15	0	0	0	0	0	0	31
Grand Total	0	29	1	0	30	0	0	1	0	1	0	34	0	34	0	0	0	0	0	0	65
Apprch %	0	96.7	3.3	0		0	0	100	0		0	100	0		0	0	0	0	0		
Total %	0	44.6	1.5	0	46.2	0	0	1.5	0	1.5	0	52.3	0	52.3	0	0	0	0	0	0	

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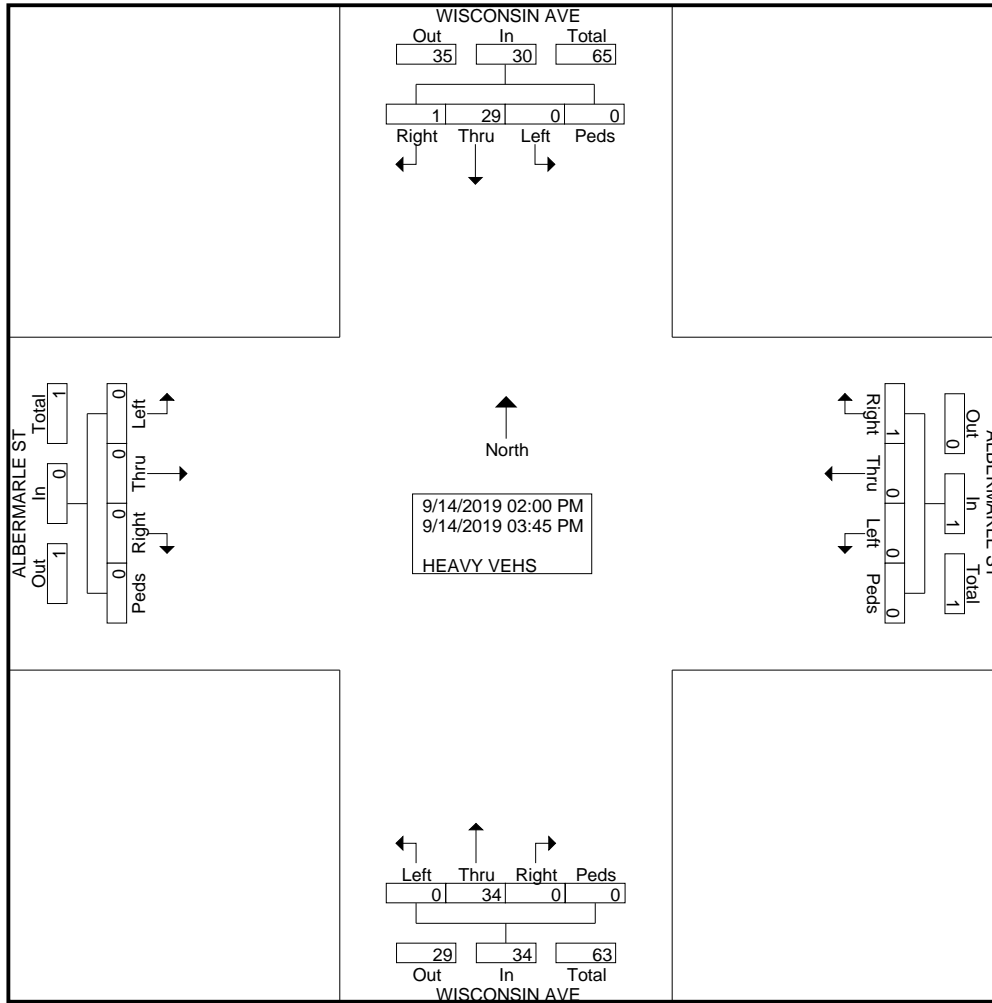
443-741-3500

File Name : 6130_Wiscon Ave at Albemarle St_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2

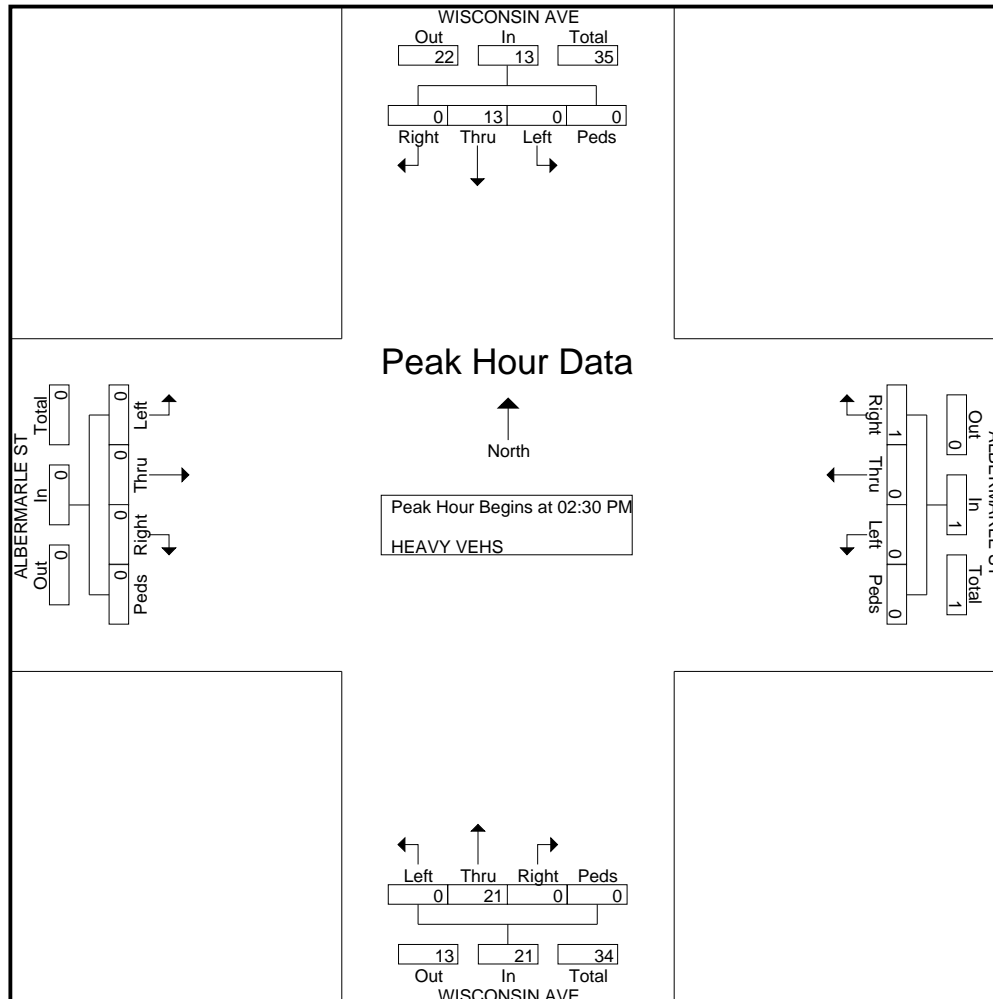


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443-741-3500

File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
03:00 PM	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	9
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total Volume	0	13	0	0	13	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	35
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.650	.000	.000	.650	.000	.000	.250	.000	.250	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.795



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	44	3	1	48	0	0	0	0	0	0	1	0	0	1	0	0	0	3	3	52
02:15 PM	0	26	1	2	29	0	0	0	0	0	0	2	0	0	2	0	0	0	4	4	35
02:30 PM	0	29	0	0	29	0	0	0	3	3	0	1	0	2	3	0	0	0	1	1	36
02:45 PM	0	28	0	2	30	1	0	0	1	2	0	2	0	1	3	0	0	1	2	3	38
Total	0	127	4	5	136	1	0	0	4	5	0	6	0	3	9	0	0	1	10	11	161
03:00 PM	0	19	3	0	22	0	0	0	0	0	0	2	0	0	2	0	0	0	5	5	29
03:15 PM	0	20	1	0	21	0	1	0	2	3	0	1	0	2	3	0	1	0	6	7	34
03:30 PM	0	10	0	0	10	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	15
03:45 PM	0	20	0	0	20	4	0	0	5	9	0	0	0	0	0	0	0	0	2	2	31
Total	0	69	4	0	73	4	1	0	11	16	0	4	0	2	6	0	1	0	13	14	109
Grand Total	0	196	8	5	209	5	1	0	15	21	0	10	0	5	15	0	1	1	23	25	270
Apprch %	0	93.8	3.8	2.4		23.8	4.8	0	71.4		0	66.7	0	33.3		0	4	4	92		
Total %	0	72.6	3	1.9	77.4	1.9	0.4	0	5.6	7.8	0	3.7	0	1.9	5.6	0	0.4	0.4	8.5	9.3	

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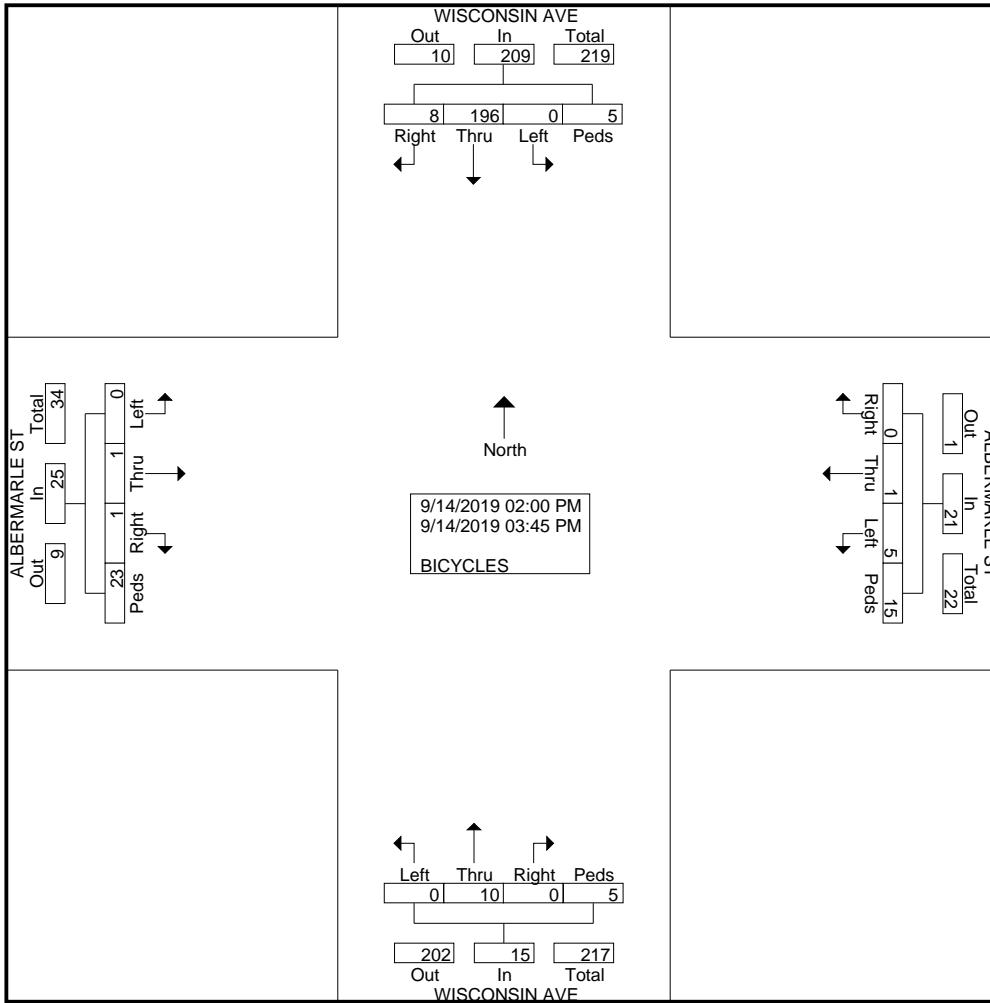
443-741-3500

File Name : 6130_Wiscon Ave at Albemarle St_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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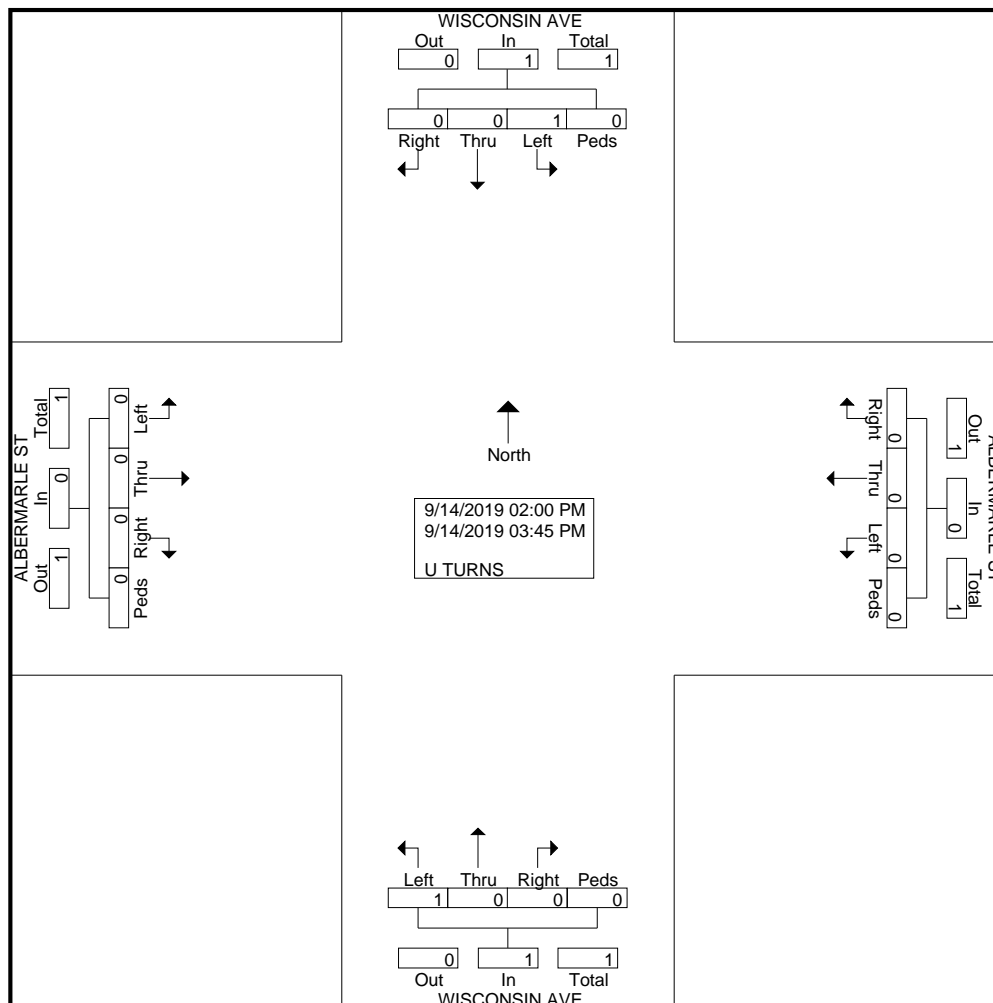
7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130_Wiscon Ave at Albemarle St_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					ALBERMARLE ST From East					WISCONSIN AVE From South					ALBERMARLE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
02:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	50	0	0	0	50	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	1	317	0	0	318	0	0	2	36	38	0	190	5	7	202	0	0	0	0	0	558
07:30 AM	1	398	0	0	399	0	0	2	33	35	0	211	4	13	228	0	0	0	0	0	662
07:45 AM	3	365	0	0	368	0	0	1	63	64	0	268	4	13	285	0	0	0	0	0	717
Total	5	1080	0	0	1085	0	0	5	132	137	0	669	13	33	715	0	0	0	0	0	1937
08:00 AM	1	332	0	0	333	0	0	1	93	94	0	275	6	25	306	0	0	0	0	0	733
08:15 AM	0	416	0	0	416	0	0	6	111	117	0	303	12	31	346	0	0	0	0	0	879
08:30 AM	1	343	0	0	344	0	0	5	142	147	0	297	10	34	341	0	0	0	0	0	832
08:45 AM	0	377	0	0	377	1	0	5	127	133	0	262	13	23	298	0	0	0	0	0	808
Total	2	1468	0	0	1470	1	0	17	473	491	0	1137	41	113	1291	0	0	0	0	0	3252
09:00 AM	5	364	0	0	369	0	0	3	69	72	0	220	12	20	252	0	0	0	0	0	693
*** BREAK ***																					
Total	5	364	0	0	369	0	0	3	69	72	0	220	12	20	252	0	0	0	0	0	693
*** BREAK ***																					
11:00 AM	3	190	0	0	193	2	0	2	85	89	0	179	16	39	234	0	0	0	0	0	516
11:15 AM	6	168	0	0	174	0	0	6	72	78	0	202	14	26	242	0	0	0	0	0	494
11:30 AM	7	167	0	0	174	2	0	5	70	77	0	209	11	25	245	0	0	0	0	0	496
11:45 AM	5	176	0	1	182	0	0	9	88	97	0	182	17	24	223	0	0	0	0	0	502
Total	21	701	0	1	723	4	0	22	315	341	0	772	58	114	944	0	0	0	0	0	2008
12:00 PM	4	196	0	0	200	1	0	14	119	134	0	205	18	28	251	0	0	0	0	0	585
12:15 PM	7	182	0	1	190	1	0	16	127	144	0	190	14	60	264	0	0	0	0	0	598
12:30 PM	8	179	0	0	187	1	0	9	79	89	0	178	9	23	210	0	0	0	0	0	486
12:45 PM	11	205	0	0	216	1	0	8	95	104	0	181	13	30	224	0	0	0	0	0	544
Total	30	762	0	1	793	4	0	47	420	471	0	754	54	141	949	0	0	0	0	0	2213
*** BREAK ***																					
04:30 PM	2	216	0	0	218	0	0	6	116	122	0	298	15	30	343	0	0	0	0	0	683
04:45 PM	10	223	0	0	233	0	0	11	97	108	0	251	20	30	301	0	0	0	0	0	642
Total	12	439	0	0	451	0	0	17	213	230	0	549	35	60	644	0	0	0	0	0	1325

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File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday

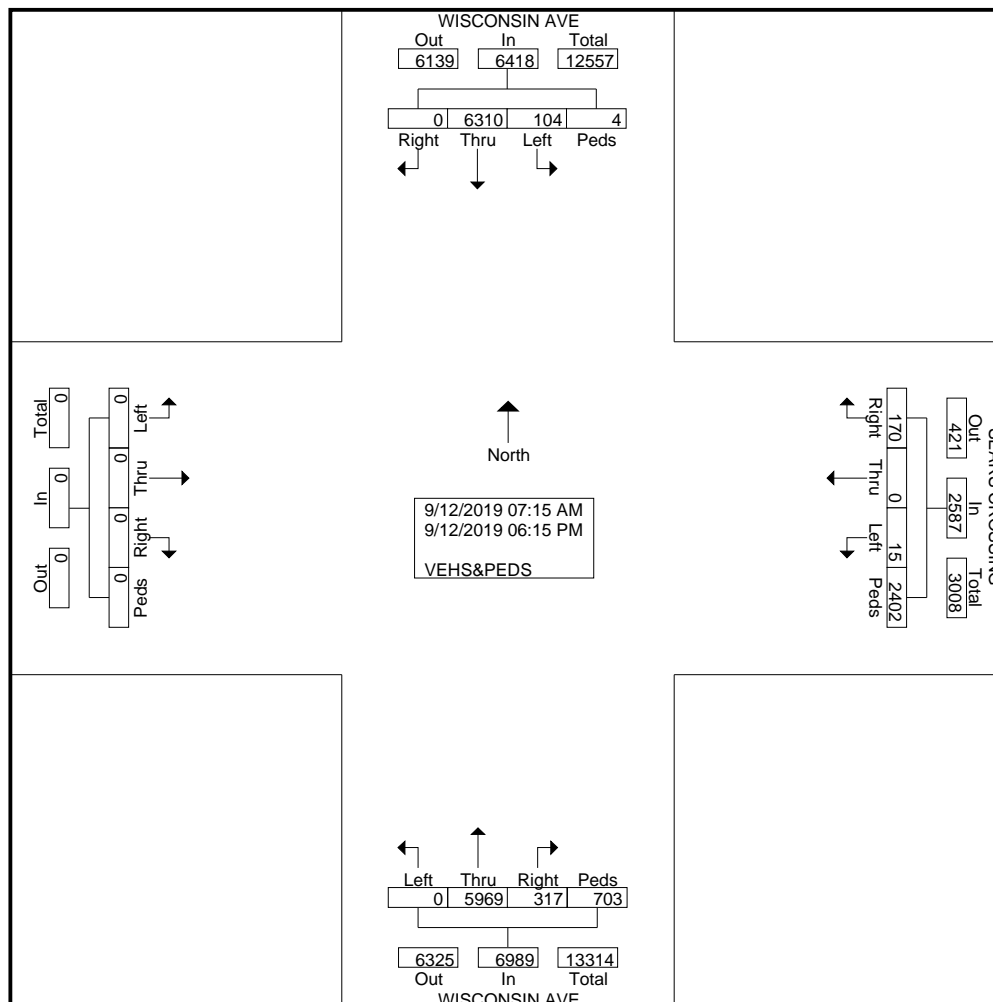
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	6	272	0	0	278	0	0	13	105	118	0	290	22	29	341	0	0	0	0	0	737
05:15 PM	5	243	0	0	248	0	0	10	128	138	0	285	13	38	336	0	0	0	0	0	722
05:30 PM	5	250	0	0	255	1	0	10	128	139	0	317	15	38	370	0	0	0	0	0	764
05:45 PM	1	228	0	0	229	1	0	9	133	143	0	319	19	44	382	0	0	0	0	0	754
Total	17	993	0	0	1010	2	0	42	494	538	0	1211	69	149	1429	0	0	0	0	0	2977
06:00 PM	6	262	0	1	269	2	0	5	142	149	0	343	16	35	394	0	0	0	0	0	812
06:15 PM	6	241	0	1	248	2	0	12	144	158	0	314	19	38	371	0	0	0	0	0	777
Grand Total	104	6310	0	4	6418	15	0	170	2402	2587	0	5969	317	703	6989	0	0	0	0	0	15994
Apprch %	1.6	98.3	0	0.1		0.6	0	6.6	92.8		0	85.4	4.5	10.1		0	0	0	0		
Total %	0.7	39.5	0	0	40.1	0.1	0	1.1	15	16.2	0	37.3	2	4.4	43.7	0	0	0	0	0	



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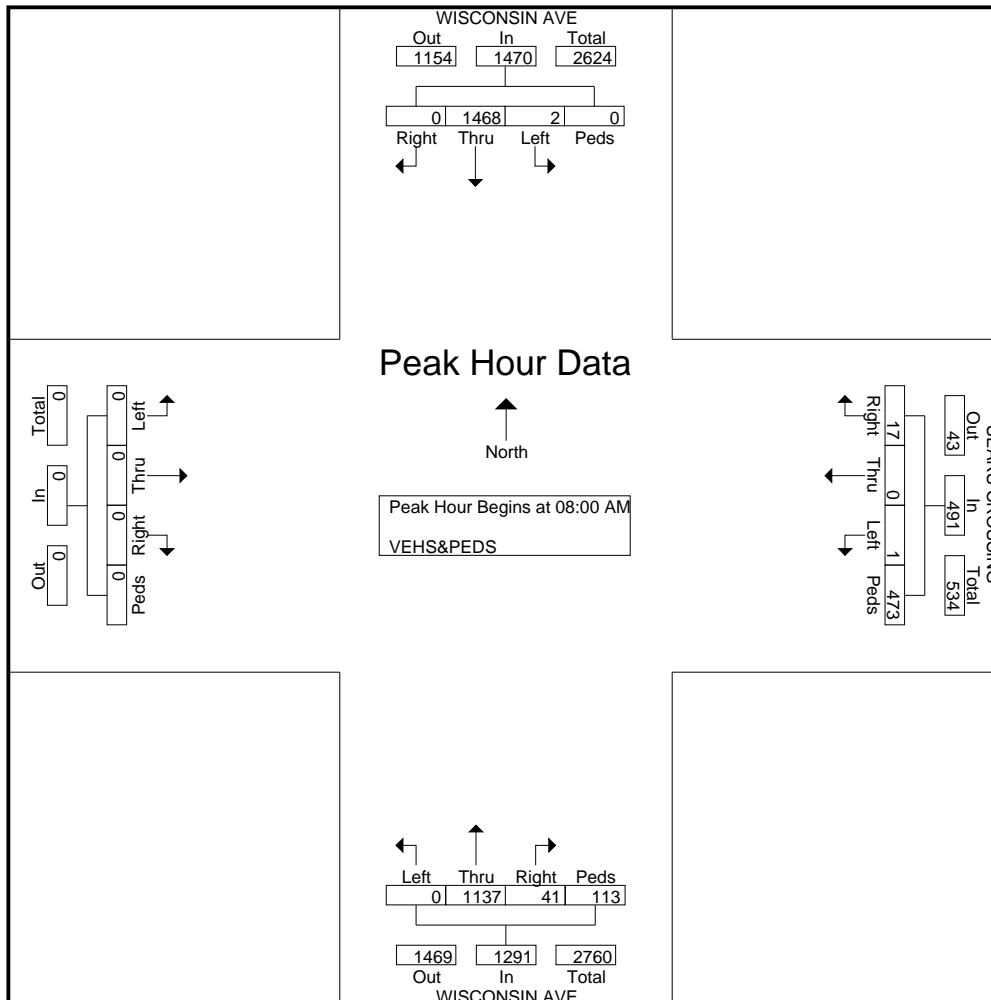
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File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	1	332	0	0	333	0	0	1	93	94	0	275	6	25	306	0	0	0	0	0	733
08:15 AM	0	416	0	0	416	0	0	6	111	117	0	303	12	31	346	0	0	0	0	0	879
08:30 AM	1	343	0	0	344	0	0	5	142	147	0	297	10	34	341	0	0	0	0	0	832
08:45 AM	0	377	0	0	377	1	0	5	127	133	0	262	13	23	298	0	0	0	0	0	808
Total Volume	2	1468	0	0	1470	1	0	17	473	491	0	1137	41	113	1291	0	0	0	0	0	3252
% App. Total	0.1	99.9	0	0		0.2	0	3.5	96.3		0	88.1	3.2	8.8		0	0	0	0		
PHF	.500	.882	.000	.000	.883	.250	.000	.708	.833	.835	.000	.938	.788	.831	.933	.000	.000	.000	.000	.000	.925

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



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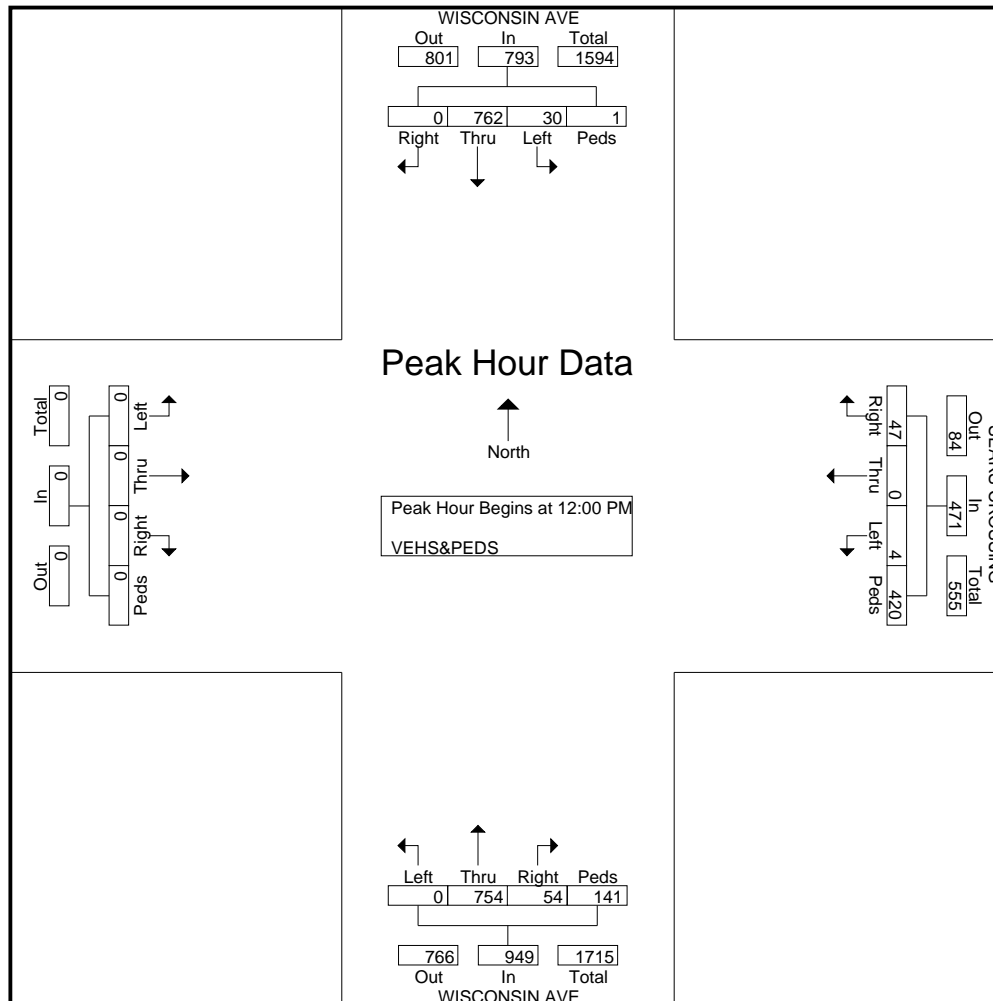
File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	4	196	0	0	200	1	0	14	119	134	0	205	18	28	251	0	0	0	0	0	585
12:15 PM	7	182	0	1	190	1	0	16	127	144	0	190	14	60	264	0	0	0	0	0	598
12:30 PM	8	179	0	0	187	1	0	9	79	89	0	178	9	23	210	0	0	0	0	0	486
12:45 PM	11	205	0	0	216	1	0	8	95	104	0	181	13	30	224	0	0	0	0	0	544
Total Volume	30	762	0	1	793	4	0	47	420	471	0	754	54	141	949	0	0	0	0	0	2213
% App. Total	3.8	96.1	0	0.1		0.8	0	10	89.2		0	79.5	5.7	14.9		0	0	0	0		
PHF	.682	.929	.000	.250	.918	1.000	.000	.734	.827	.818	.000	.920	.750	.588	.899	.000	.000	.000	.000	.000	.925



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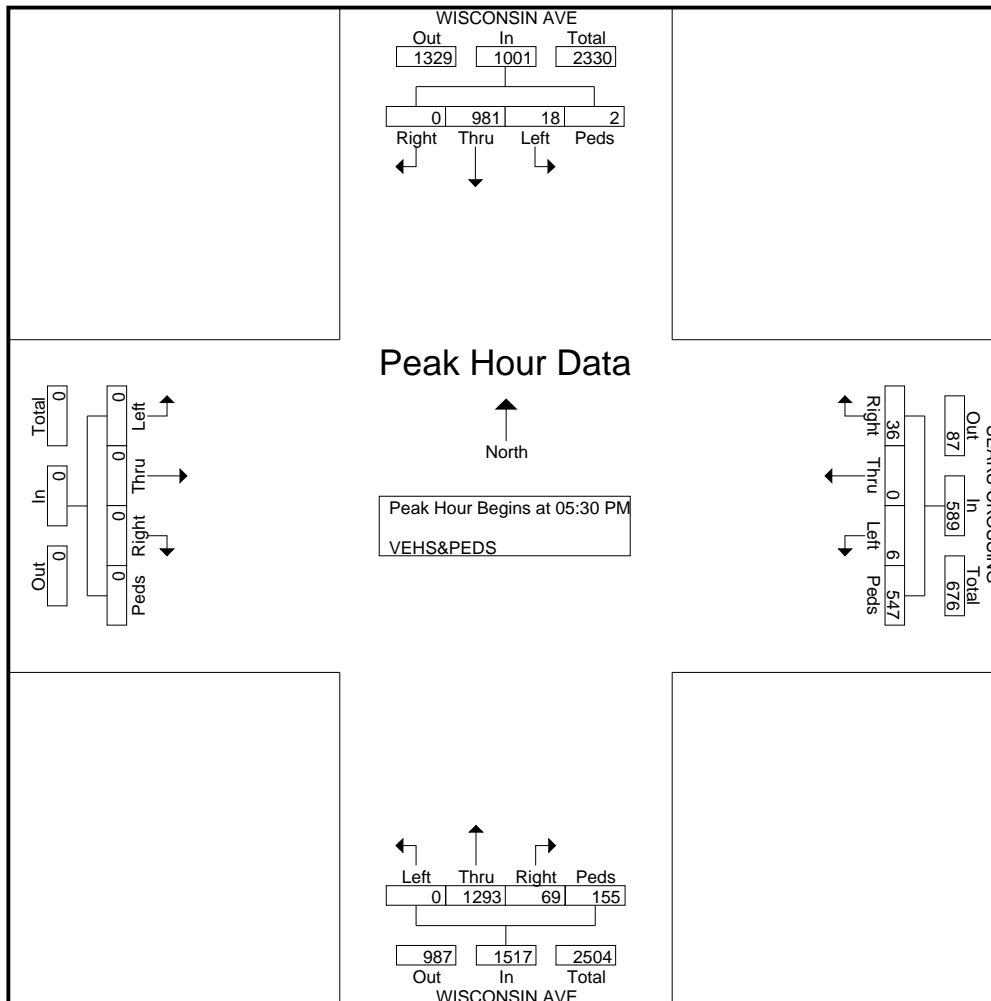
File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	5	250	0	0	255	1	0	10	128	139	0	317	15	38	370	0	0	0	0	0	764
05:45 PM	1	228	0	0	229	1	0	9	133	143	0	319	19	44	382	0	0	0	0	0	754
06:00 PM	6	262	0	1	269	2	0	5	142	149	0	343	16	35	394	0	0	0	0	0	812
06:15 PM	6	241	0	1	248	2	0	12	144	158	0	314	19	38	371	0	0	0	0	0	777
Total Volume	18	981	0	2	1001	6	0	36	547	589	0	1293	69	155	1517	0	0	0	0	0	3107
% App. Total	1.8	98	0	0.2		1	0	6.1	92.9		0	85.2	4.5	10.2		0	0	0	0		
PHF	.750	.936	.000	.500	.930	.750	.000	.750	.950	.932	.000	.942	.908	.881	.963	.000	.000	.000	.000	.000	.957



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	29
07:30 AM	0	18	0	0	18	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	29
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	26
Total	0	48	0	0	48	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	84
08:00 AM	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	24
08:15 AM	0	18	0	0	18	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	28
08:30 AM	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
08:45 AM	0	23	0	0	23	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	35
Total	0	65	0	0	65	0	0	0	0	0	0	45	2	0	47	0	0	0	0	0	112
09:00 AM	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	33
*** BREAK ***																					
Total	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	33
*** BREAK ***																					
11:00 AM	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
11:15 AM	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26
11:30 AM	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	29
11:45 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
Total	0	46	0	0	46	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	98
12:00 PM	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
12:15 PM	0	8	0	0	8	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	21
12:30 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
12:45 PM	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
Total	0	35	0	0	35	0	0	0	0	0	0	44	1	0	45	0	0	0	0	0	80
*** BREAK ***																					
04:30 PM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
04:45 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Total	0	22	0	0	22	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	38

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File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday

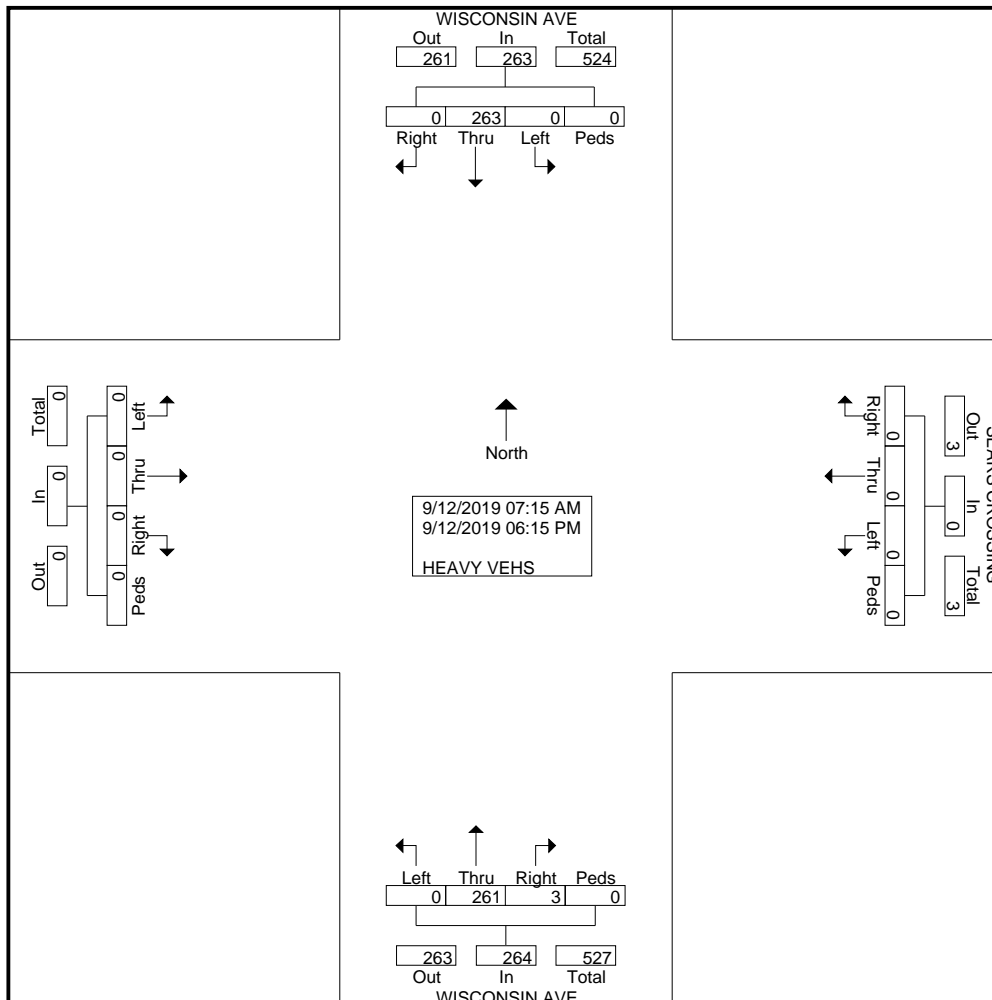
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	20	0	0	20	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	58
06:00 PM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
06:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Grand Total	0	263	0	0	263	0	0	0	0	0	0	261	3	0	264	0	0	0	0	0	527
Apprch %	0	100	0	0		0	0	0	0		0	98.9	1.1	0		0	0	0	0		
Total %	0	49.9	0	0	49.9	0	0	0	0	0	0	49.5	0.6	0	50.1	0	0	0	0	0	

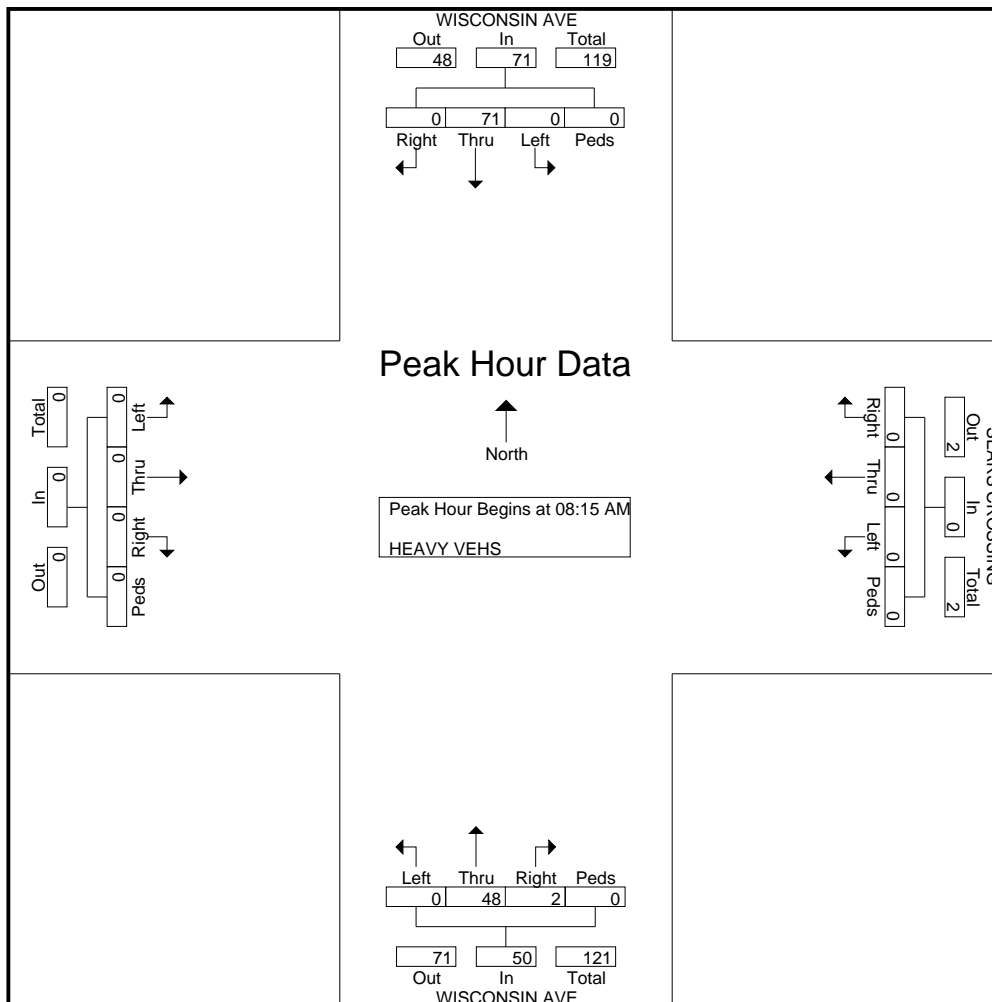


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File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	18	0	0	18	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	28
08:30 AM	0	14	0	0	14	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	25
08:45 AM	0	23	0	0	23	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	35
09:00 AM	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	33
Total Volume	0	71	0	0	71	0	0	0	0	0	0	48	2	0	50	0	0	0	0	0	121
% App. Total	0	100	0	0		0	0	0	0		0	96	4	0		0	0	0	0		
PHF	.000	.772	.000	.000	.772	.000	.000	.000	.000	.000	.000	.706	.250	.000	.735	.000	.000	.000	.000	.000	.864



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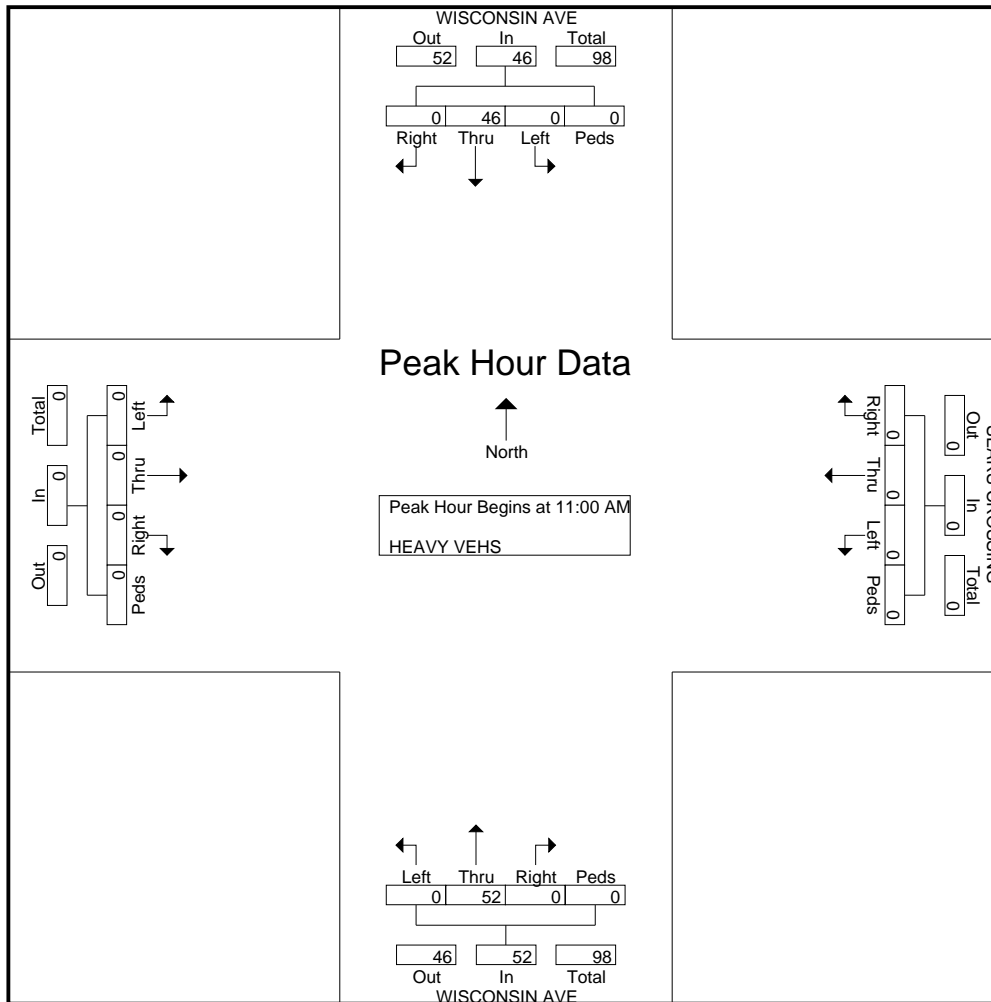
File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21
11:15 AM	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26
11:30 AM	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	29
11:45 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
Total Volume	0	46	0	0	46	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	98
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.885	.000	.000	.885	.000	.000	.000	.000	.000	.000	.722	.000	.000	.722	.000	.000	.000	.000	.000	.845



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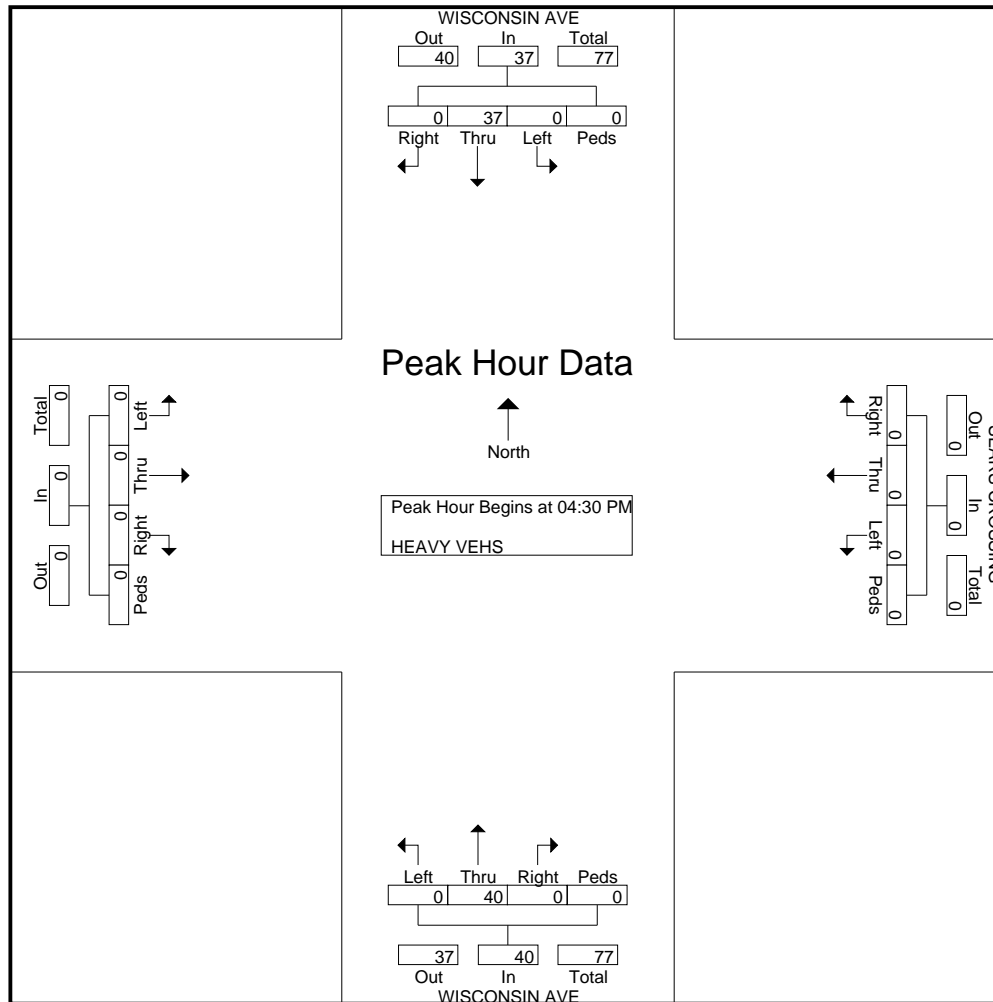
File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
04:45 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
05:00 PM	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
Total Volume	0	37	0	0	37	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	77
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.712	.000	.000	.712	.000	.000	.000	.000	.000	.000	.769	.000	.000	.769	.000	.000	.000	.000	.000	.875



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 AM	0	2	0	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	3	0	0	3	0	0	0	3	3	0	3	0	0	3	0	0	0	0	0	9
08:00 AM	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	1	0	0	5	6	0	2	0	0	2	0	0	0	0	0	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	3	3	0	2	0	0	2	0	0	0	0	0	7
*** BREAK ***																					
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	1	0	0	4	5	0	1	1	1	3	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	3
Total	0	1	0	0	1	1	0	0	4	5	0	2	1	2	5	0	0	0	0	0	11
05:00 PM	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3

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File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday

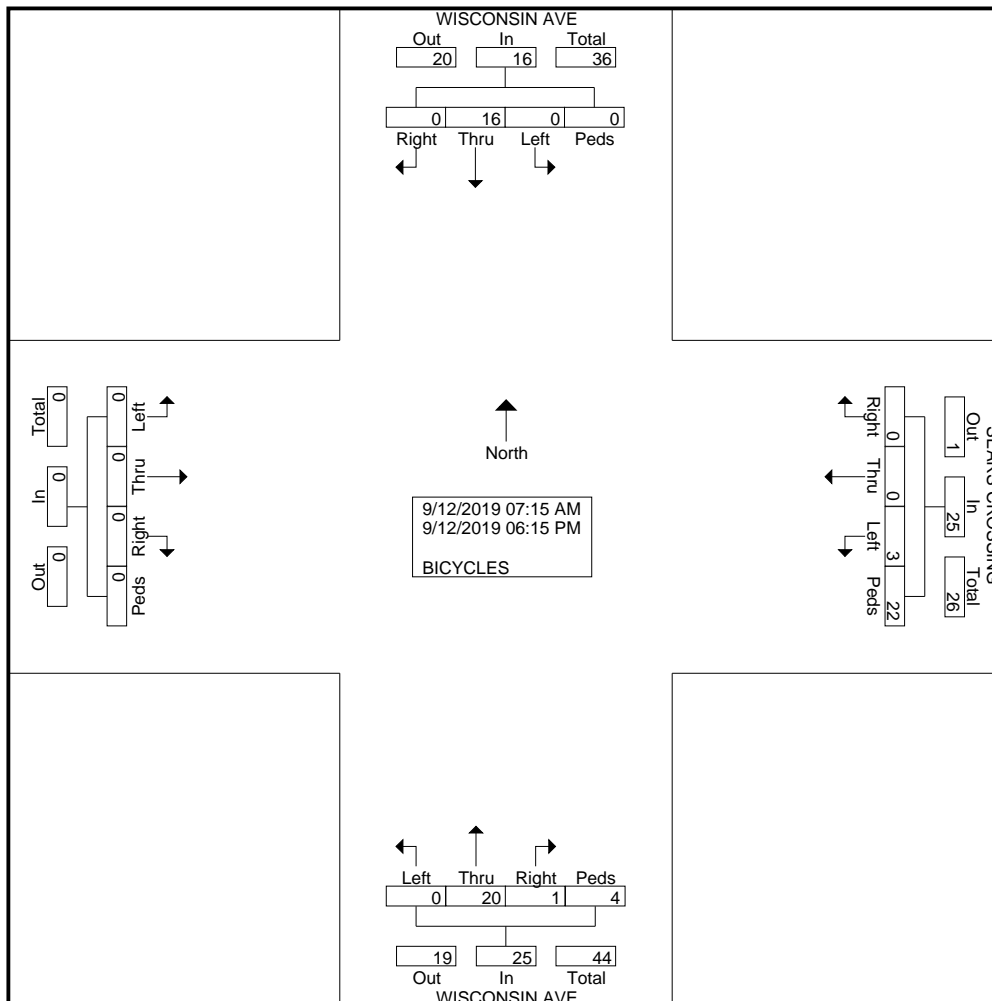
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:15 PM	0	1	0	0	1	1	0	0	2	3	0	3	0	1	4	0	0	0	0	0	8
05:30 PM	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	1	1	0	2	0	1	3	0	0	0	0	0	5
Total	0	4	0	0	4	1	0	0	6	7	0	6	0	2	8	0	0	0	0	0	19
06:00 PM	0	2	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
Grand Total	0	16	0	0	16	3	0	0	22	25	0	20	1	4	25	0	0	0	0	0	66
Approch %	0	100	0	0		12	0	0	88		0	80	4	16		0	0	0	0		
Total %	0	24.2	0	0	24.2	4.5	0	0	33.3	37.9	0	30.3	1.5	6.1	37.9	0	0	0	0	0	



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
11:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
12:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	85.7	0	0	0	85.7	0	0	0	0	0	14.3	0	0	0	14.3	0	0	0	0	0	

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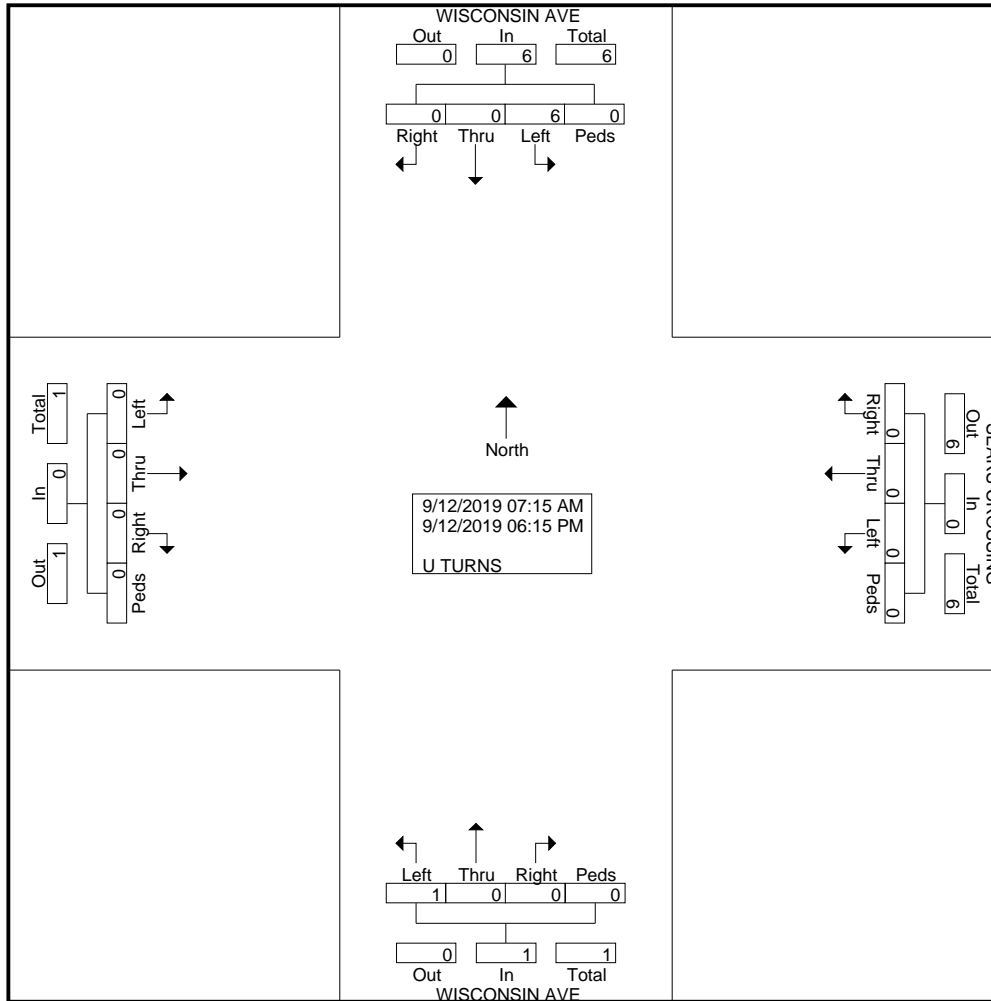
443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Weekday

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2



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Columbia, MD, 21046

443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	5	201	0	0	206	1	0	9	151	161	0	207	14	39	260	0	0	0	0	0	627
02:15 PM	16	193	0	0	209	0	0	16	100	116	0	236	23	21	280	0	0	0	0	0	605
02:30 PM	9	216	0	0	225	0	0	14	100	114	0	207	21	32	260	0	0	0	0	0	599
02:45 PM	6	193	0	3	202	2	0	14	137	153	0	214	17	35	266	0	0	0	0	0	621
Total	36	803	0	3	842	3	0	53	488	544	0	864	75	127	1066	0	0	0	0	0	2452
03:00 PM	11	186	0	1	198	0	0	10	79	89	0	217	15	39	271	0	0	0	0	0	558
03:15 PM	3	187	0	0	190	0	0	10	102	112	0	208	11	32	251	0	0	0	0	0	553
03:30 PM	7	179	0	0	186	0	0	10	92	102	0	197	24	25	246	0	0	0	0	0	534
03:45 PM	9	213	0	0	222	0	0	8	104	112	0	221	18	37	276	0	0	0	0	0	610
Total	30	765	0	1	796	0	0	38	377	415	0	843	68	133	1044	0	0	0	0	0	2255
Grand Total	66	1568	0	4	1638	3	0	91	865	959	0	1707	143	260	2110	0	0	0	0	0	4707
Apprch %	4	95.7	0	0.2		0.3	0	9.5	90.2		0	80.9	6.8	12.3		0	0	0	0		
Total %	1.4	33.3	0	0.1	34.8	0.1	0	1.9	18.4	20.4	0	36.3	3	5.5	44.8	0	0	0	0	0	

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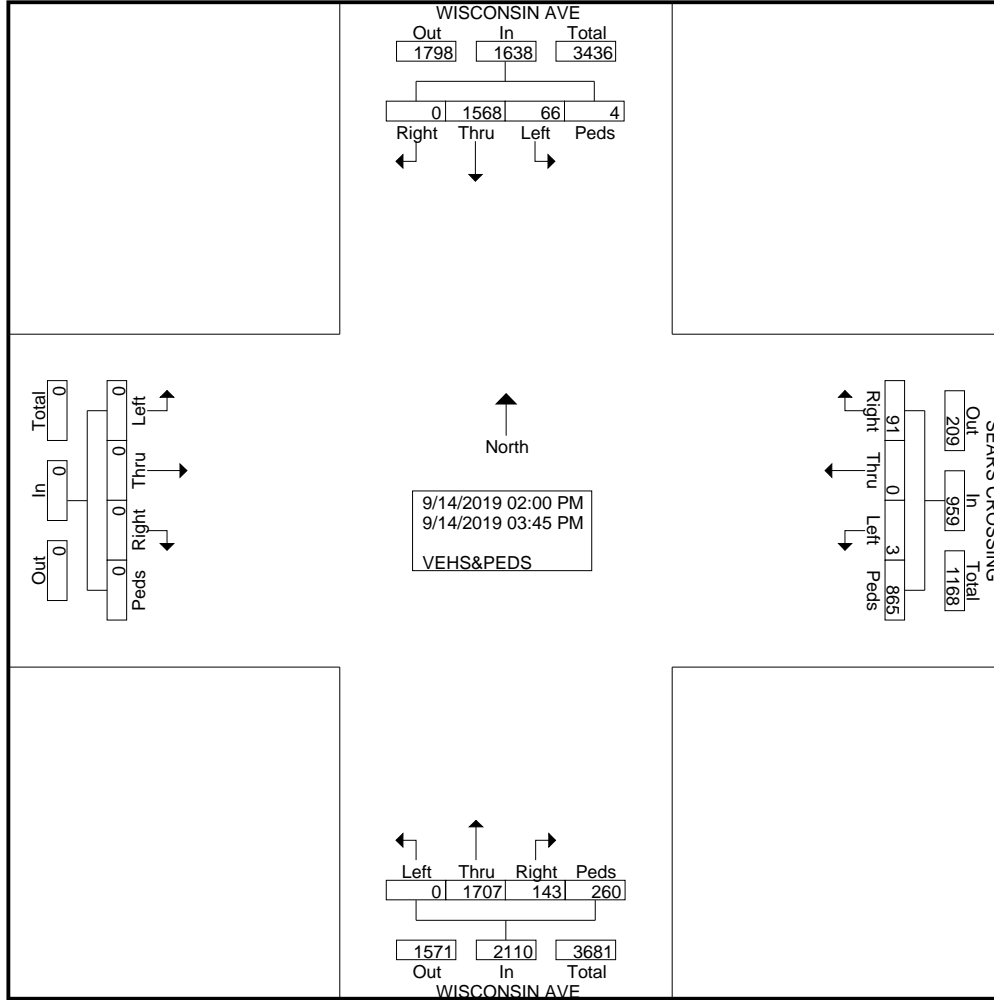
443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2

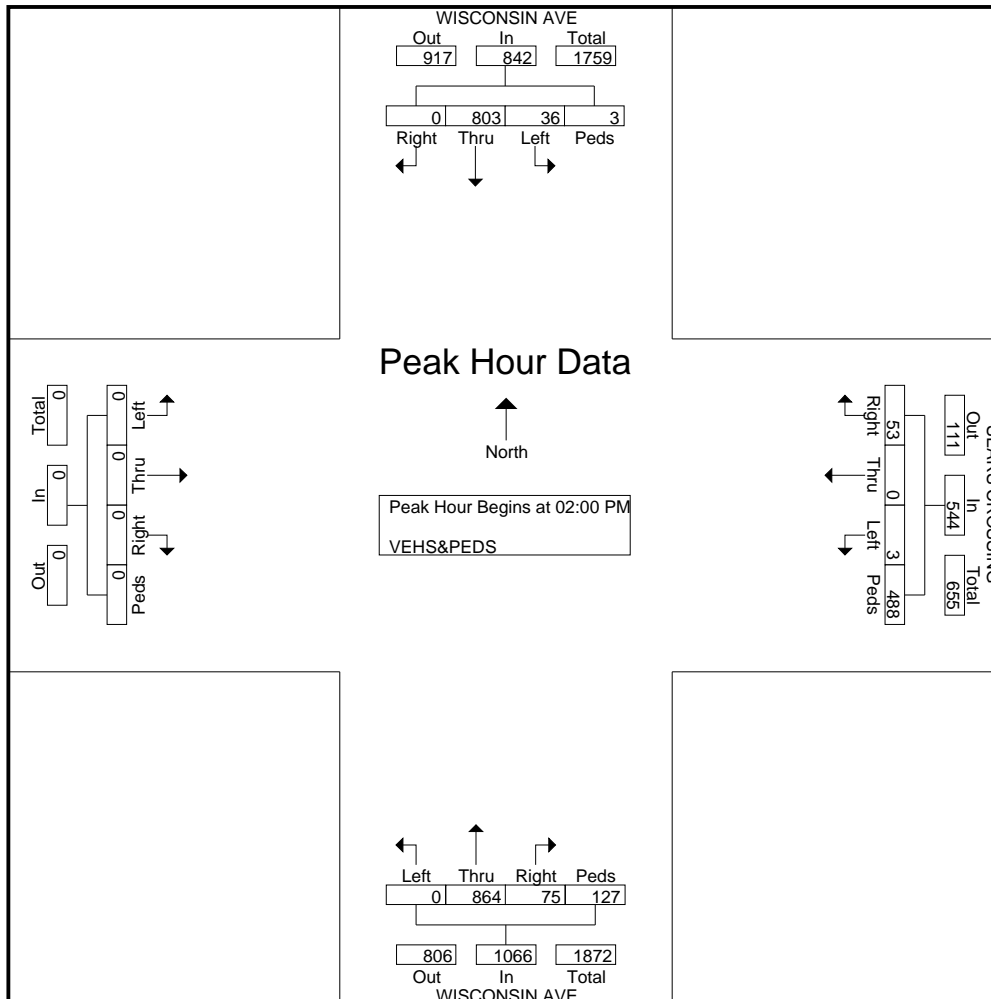


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443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	5	201	0	0	206	1	0	9	151	161	0	207	14	39	260	0	0	0	0	0	627
02:15 PM	16	193	0	0	209	0	0	16	100	116	0	236	23	21	280	0	0	0	0	0	605
02:30 PM	9	216	0	0	225	0	0	14	100	114	0	207	21	32	260	0	0	0	0	0	599
02:45 PM	6	193	0	3	202	2	0	14	137	153	0	214	17	35	266	0	0	0	0	0	621
Total Volume	36	803	0	3	842	3	0	53	488	544	0	864	75	127	1066	0	0	0	0	0	2452
% App. Total	4.3	95.4	0	0.4		0.6	0	9.7	89.7		0	81.1	7	11.9		0	0	0	0		
PHF	.563	.929	.000	.250	.936	.375	.000	.828	.808	.845	.000	.915	.815	.814	.952	.000	.000	.000	.000	.000	.978



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Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:15 PM	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Total	1	16	0	0	17	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	37
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
03:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29
Grand Total	1	30	0	0	31	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	66
Apprch %	3.2	96.8	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	1.5	45.5	0	0	47	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	

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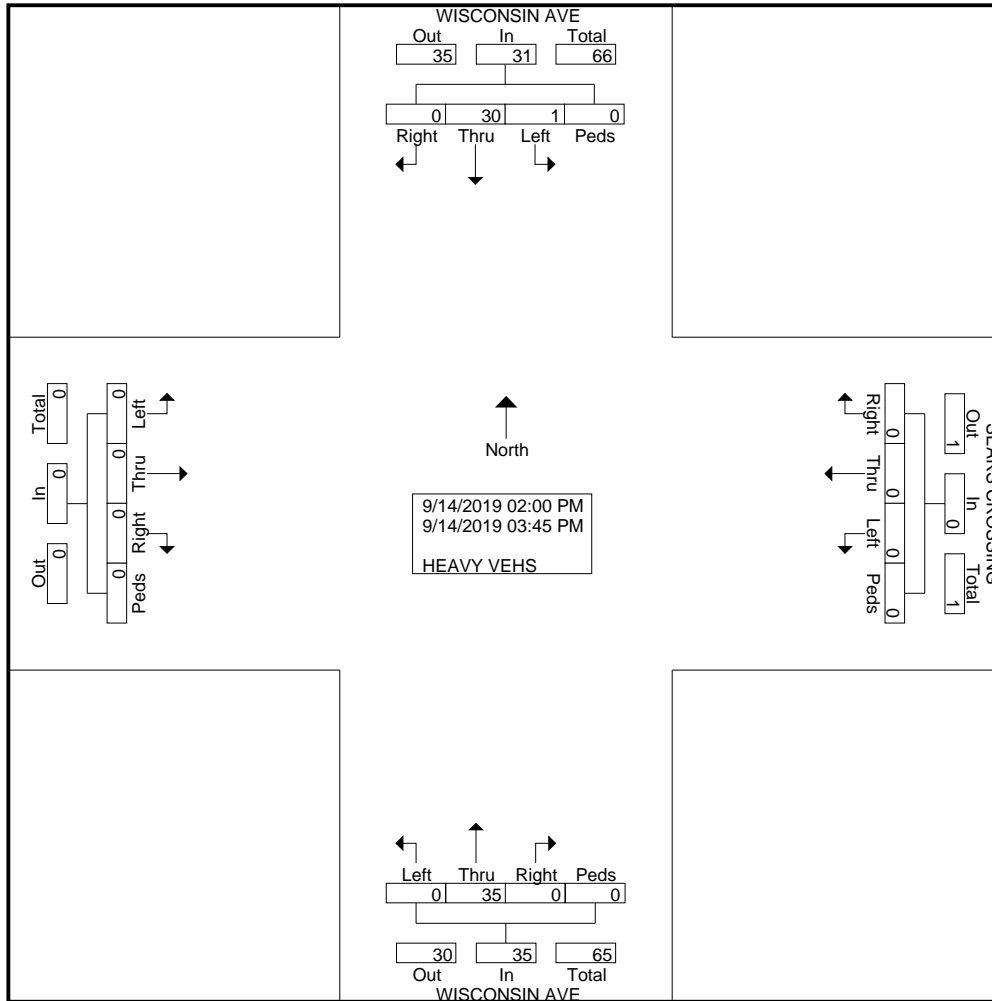
443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday

Site Code : 00000000

Start Date : 9/14/2019

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443-741-3500

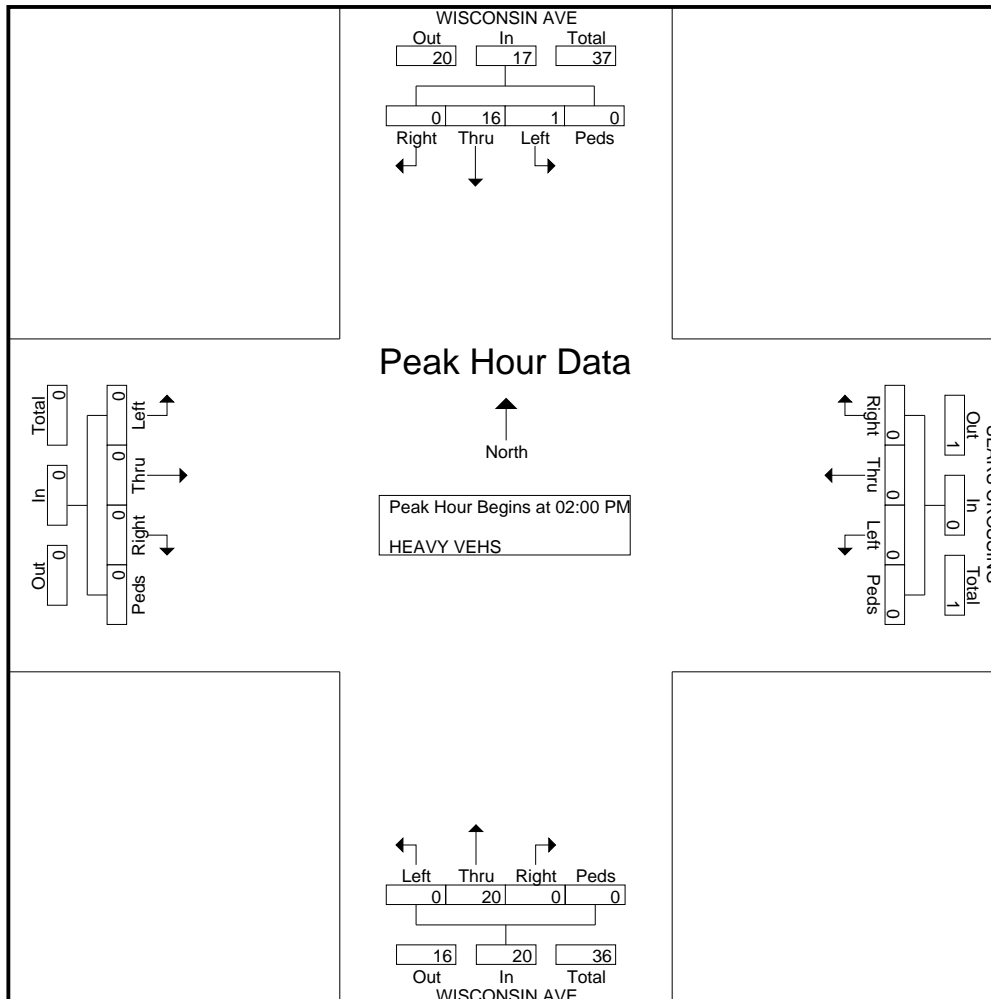
File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 3

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:15 PM	1	7	0	0	8	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	9
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	10
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	9
Total Volume	1	16	0	0	17	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	37
% App. Total	5.9	94.1	0	0		0	0	0	0		0	100	0		0	0	0	0	0		
PHF	.250	.571	.000	.000	.531	.000	.000	.000	.000	.000	.000	.714	.000	.000	.714	.000	.000	.000	.000	.000	.925



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	46	0	0	46	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	48
02:15 PM	0	24	0	0	24	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	0	28
02:30 PM	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
02:45 PM	0	26	0	0	26	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	29
Total	0	126	0	0	126	0	0	0	3	3	0	5	0	1	6	0	0	0	0	0	0	135
03:00 PM	1	23	0	0	24	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	26
03:15 PM	0	17	0	0	17	1	0	0	2	3	0	1	0	2	3	0	0	0	0	0	0	23
03:30 PM	0	10	0	0	10	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	13
03:45 PM	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Total	1	71	0	0	72	1	0	1	4	6	0	3	0	2	5	0	0	0	0	0	0	83
Grand Total	1	197	0	0	198	1	0	1	7	9	0	8	0	3	11	0	0	0	0	0	0	218
Apprch %	0.5	99.5	0	0		11.1	0	11.1	77.8		0	72.7	0	27.3		0	0	0	0	0	0	
Total %	0.5	90.4	0	0	90.8	0.5	0	0.5	3.2	4.1	0	3.7	0	1.4	5	0	0	0	0	0	0	

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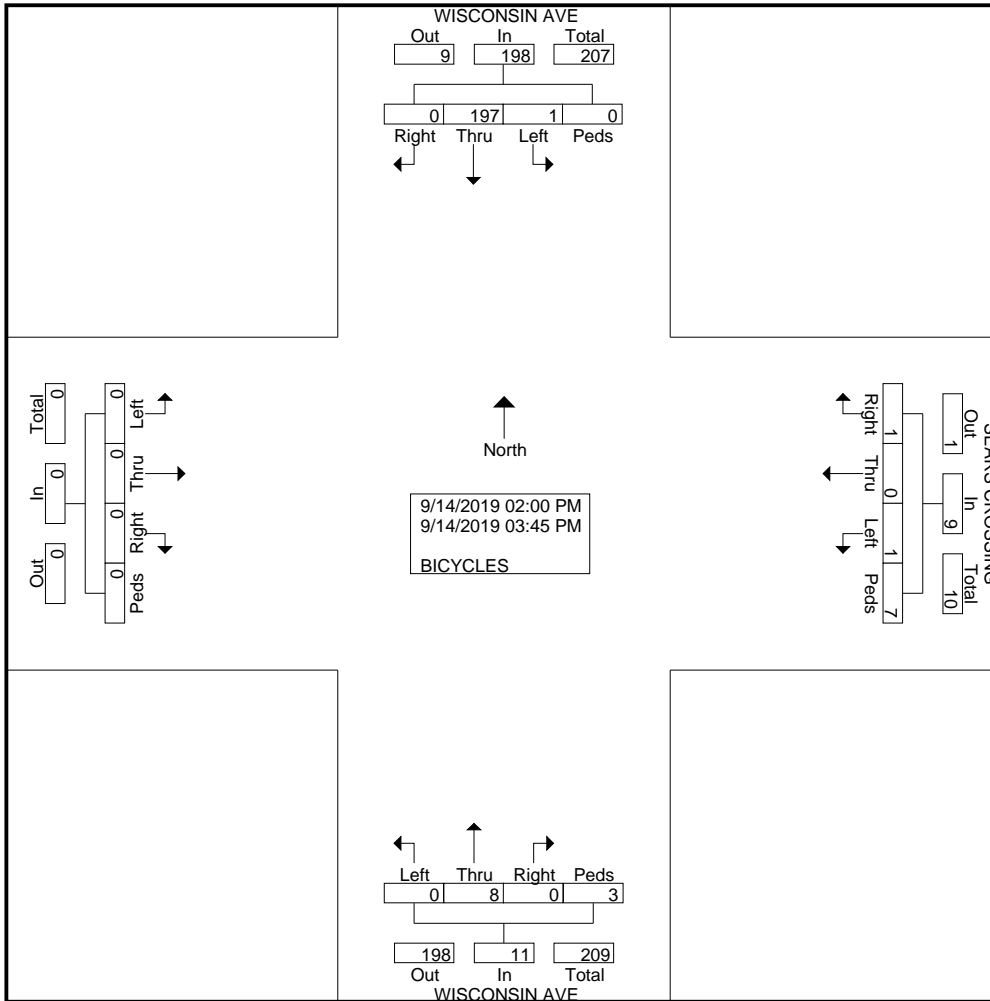
443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					SEARS CROSSING From East					WISCONSIN AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
02:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Grand Total	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	71.4	0	0	0	71.4	0	0	0	0	0	28.6	0	0	0	28.6	0	0	0	0	0	

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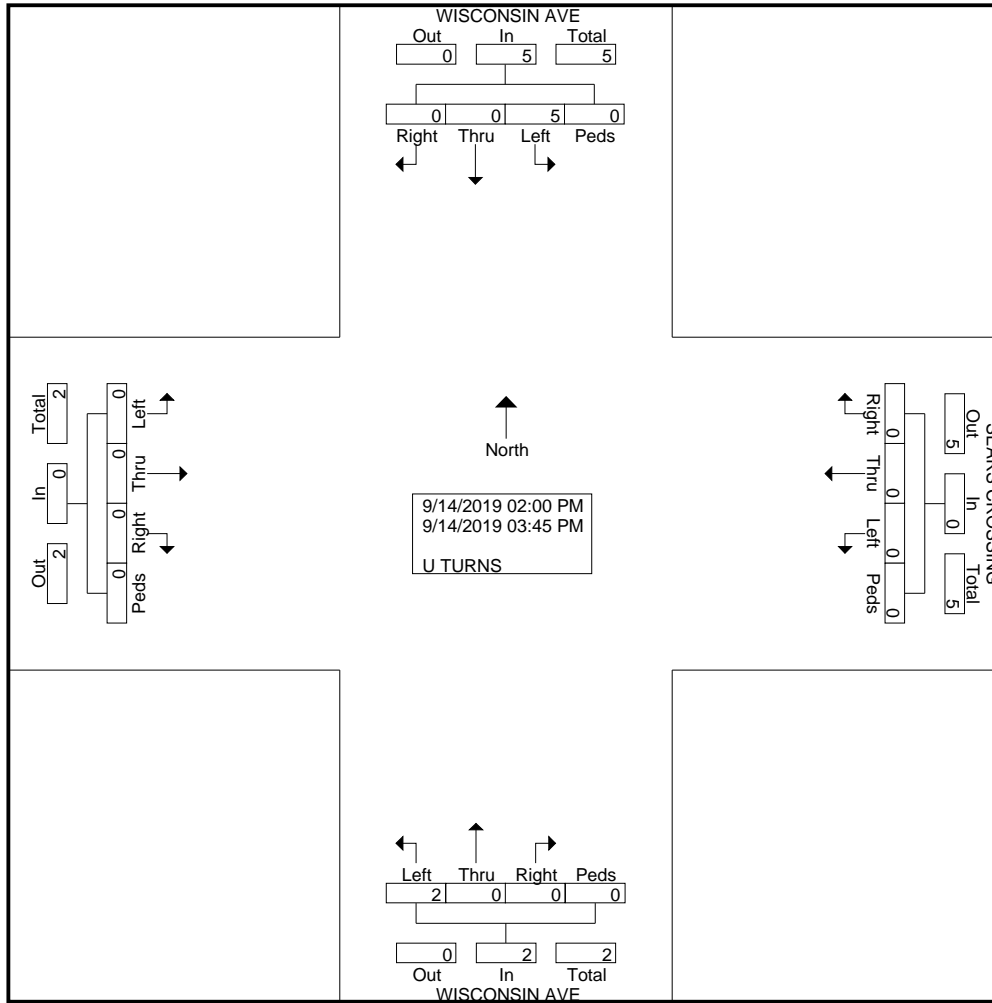
443-741-3500

File Name : 6130a_Wiscon Ave at Sears Crossing_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
07:15 AM	1	4	206	2	11	224	0	0	0	0	3	3	3	5	2	0	16	26	15	136	6	3	5	165	0	0	0	0	19	19	437
07:30 AM	0	8	217	5	4	234	0	0	0	0	0	0	4	8	1	0	10	23	21	178	11	8	9	227	0	0	0	0	21	21	505
07:45 AM	2	8	272	5	15	302	0	0	0	0	4	4	8	5	3	1	20	37	32	167	10	5	7	221	0	0	0	0	22	22	586
Total	3	20	695	12	30	760	0	0	0	0	7	7	15	18	6	1	46	86	68	481	27	16	21	613	0	0	0	0	62	62	1528
08:00 AM	1	6	236	12	9	264	0	0	0	0	13	13	5	6	6	1	25	43	35	229	12	4	18	298	0	0	0	0	16	16	634
08:15 AM	1	11	294	2	47	355	0	0	0	0	9	9	1	9	7	1	31	49	31	184	22	7	43	287	0	0	0	0	28	28	728
08:30 AM	2	9	286	6	21	324	0	0	0	0	23	23	5	11	8	0	43	67	34	206	18	10	27	295	0	0	0	0	30	30	739
08:45 AM	3	10	239	4	13	269	0	0	0	0	20	20	8	7	6	4	33	58	30	202	32	8	21	293	0	0	0	0	36	36	676
Total	7	36	1055	24	90	1212	0	0	0	0	65	65	19	33	27	6	132	217	130	821	84	29	109	1173	0	0	0	0	110	110	2777
09:00 AM	3	10	212	2	14	241	0	0	0	0	13	13	5	8	10	4	21	48	28	172	22	13	14	249	0	0	0	0	17	17	568
*** BREAK ***																															
Total	3	10	212	2	14	241	0	0	0	0	13	13	5	8	10	4	21	48	28	172	22	13	14	249	0	0	0	0	17	17	568

*** BREAK ***

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
11:00 AM	2	7	136	2	8	155	0	0	0	0	13	13	2	5	3	3	21	34	28	133	8	6	6	181	0	0	0	0	17	17	400	
11:15 AM	1	10	143	3	7	164	0	0	0	0	7	7	6	5	5	0	26	42	40	159	11	10	13	233	0	0	0	0	11	11	457	
11:30 AM	4	5	126	3	25	163	0	0	0	0	13	13	4	5	6	2	32	49	26	116	13	12	13	180	0	0	0	0	12	12	417	
11:45 AM	2	11	133	5	36	187	0	0	0	0	10	10	1	2	8	1	26	38	42	156	17	8	10	233	0	0	0	0	27	27	495	
Total	9	33	538	13	76	669	0	0	0	0	43	43	13	17	22	6	105	163	136	564	49	36	42	827	0	0	0	0	67	67	1769	
12:00 PM	4	15	139	4	34	196	0	0	0	0	10	10	3	5	3	0	28	39	33	146	9	10	15	213	0	0	0	0	35	35	493	
12:15 PM	2	9	144	8	40	203	0	0	0	0	4	4	3	4	3	1	35	46	34	148	22	6	17	227	0	0	0	0	22	22	502	
12:30 PM	5	10	155	6	37	213	0	0	0	0	12	12	9	6	2	1	46	64	32	161	18	10	10	231	0	0	0	0	39	39	559	
12:45 PM	3	7	148	5	34	197	0	0	0	0	10	10	5	7	5	2	31	50	30	144	14	9	13	210	0	0	0	0	40	40	507	
Total	14	41	586	23	145	809	0	0	0	0	36	36	20	22	13	4	140	199	129	599	63	35	55	881	0	0	0	0	136	136	2061	
*** BREAK ***																																
04:30 PM	3	10	188	6	13	220	0	0	0	0	3	3	1	5	8	2	45	61	49	189	25	11	32	306	0	0	0	0	33	33	623	
04:45 PM	3	6	184	2	17	212	0	0	0	0	12	12	5	7	5	2	49	68	40	203	22	15	12	292	0	0	0	0	21	21	605	
Total	6	16	372	8	30	432	0	0	0	0	15	15	6	12	13	4	94	129	89	392	47	26	44	598	0	0	0	0	54	54	1228	
05:00 PM	1	8	178	6	13	206	0	0	0	0	10	10	8	12	7	0	26	53	50	231	11	16	12	320	0	0	0	0	30	30	619	

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 3

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
05:15 PM	1	14	211	8	24	258	0	0	0	0	12	12	4	9	8	1	40	62	39	222	24	18	17	320	0	0	0	0	44	44	696
05:30 PM	3	9	172	10	28	222	0	0	0	0	22	22	2	6	4	0	55	67	63	193	26	5	17	304	0	0	0	0	43	43	658
05:45 PM	5	8	209	7	15	244	0	0	0	0	20	20	4	7	10	6	41	68	52	192	32	18	10	304	0	0	0	0	34	34	670
Total	10	39	770	31	80	930	0	0	0	0	64	64	18	34	29	7	162	250	204	838	93	57	56	1248	0	0	0	0	151	151	2643
06:00 PM	4	11	205	3	21	244	0	0	0	0	15	15	6	8	6	5	48	73	49	211	30	16	19	325	0	0	0	0	29	29	686
06:15 PM	1	11	212	15	16	255	0	0	0	0	11	11	11	9	6	2	56	84	55	172	24	17	13	281	0	0	0	0	36	36	667
Grand Total	57	217	4645	131	502	5552	0	0	0	0	269	269	113	161	132	39	804	1249	888	4250	439	245	373	6195	0	0	0	0	662	662	13927
Apprch %	1	3.9	83.7	2.4	9		0	0	0	0	100		9	12.9	10.6	3.1	64.4		14.3	68.6	7.1	4	6		0	0	0	0	100		
Total %	0.4	1.6	33.4	0.9	3.6	39.9	0	0	0	0	1.9	1.9	0.8	1.2	0.9	0.3	5.8	9	6.4	30.5	3.2	1.8	2.7	44.5	0	0	0	0	4.8	4.8	

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File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 5

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 08:00 AM																																
08:00 AM	1	6	236	12	9	264	0	0	0	0	13	13	5	6	6	1	25	43	35	229	12	4	18	298	0	0	0	0	16	16	634	
08:15 AM	1	11	294	2	47	355	0	0	0	0	9	9	1	9	7	1	31	49	31	184	22	7	43	287	0	0	0	0	28	28	728	
08:30 AM	2	9	286	6	21	324	0	0	0	0	23	23	5	11	8	0	43	67	34	206	18	10	27	295	0	0	0	0	30	30	739	
08:45 AM	3	10	239	4	13	269	0	0	0	0	20	20	8	7	6	4	33	58	30	202	32	8	21	293	0	0	0	0	36	36	676	
Total Volume	7	36	1055	24	90	1212	0	0	0	0	65	65	19	33	27	6	132	217	130	821	84	29	109	1173	0	0	0	0	110	110	2777	
% App. Total	0.6	3	87	2	7.4		0	0	0	0	100		8.8	15.2	12.4	2.8	60.8		11.1	70	7.2	2.5	9.3		0	0	0	0	100			
PHF	.583	.818	.897	.500	.479	.854	.000	.000	.000	.000	.707	.707	.594	.750	.844	.375	.767	.810	.929	.896	.656	.725	.634	.984	.000	.000	.000	.000	.764	.764	.939	

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 7

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 12:00 PM																																
12:00 PM	4	15	139	4	34	196	0	0	0	0	10	10	3	5	3	0	28	39	33	146	9	10	15	213	0	0	0	0	35	35	493	
12:15 PM	2	9	144	8	40	203	0	0	0	0	4	4	3	4	3	1	35	46	34	148	22	6	17	227	0	0	0	0	22	22	502	
12:30 PM	5	10	155	6	37	213	0	0	0	0	12	12	9	6	2	1	46	64	32	161	18	10	10	231	0	0	0	0	39	39	559	
12:45 PM	3	7	148	5	34	197	0	0	0	0	10	10	5	7	5	2	31	50	30	144	14	9	13	210	0	0	0	0	40	40	507	
Total Volume	14	41	586	23	145	809	0	0	0	0	36	36	20	22	13	4	140	199	129	599	63	35	55	881	0	0	0	0	136	136	2061	
% App. Total	1.7	5.1	72.4	2.8	17.9		0	0	0	0	100		10.1	11.1	6.5	2	70.4		14.6	68	7.2	4	6.2		0	0	0	0	100			
PHF	.700	.683	.945	.719	.906	.950	.000	.000	.000	.000	.750	.750	.556	.786	.650	.500	.761	.777	.949	.930	.716	.875	.809	.953	.000	.000	.000	.000	.850	.850	.922	

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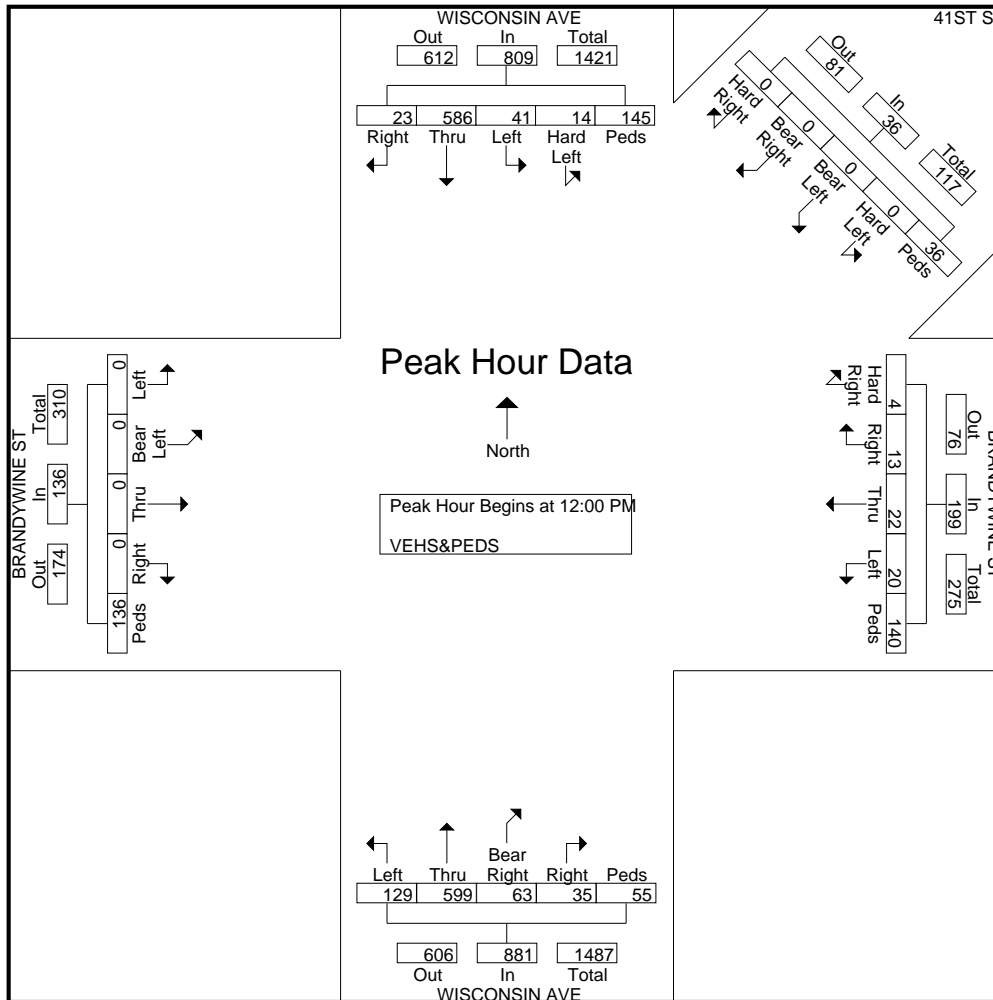
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 8



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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

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Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 05:15 PM																																
05:15 PM	1	14	211	8	24	258	0	0	0	0	12	12	4	9	8	1	40	62	39	222	24	18	17	320	0	0	0	0	44	44	696	
05:30 PM	3	9	172	10	28	222	0	0	0	0	22	22	2	6	4	0	55	67	63	193	26	5	17	304	0	0	0	0	43	43	658	
05:45 PM	5	8	209	7	15	244	0	0	0	0	20	20	4	7	10	6	41	68	52	192	32	18	10	304	0	0	0	0	34	34	670	
06:00 PM	4	11	205	3	21	244	0	0	0	0	15	15	6	8	6	5	48	73	49	211	30	16	19	325	0	0	0	0	29	29	686	
Total Volume	13	42	797	28	88	968	0	0	0	0	69	69	16	30	28	12	184	270	203	818	112	57	63	1253	0	0	0	0	150	150	2710	
% App. Total	1.3	4.3	82.3	2.9	9.1		0	0	0	0	100		5.9	11.1	10.4	4.4	68.1		16.2	65.3	8.9	4.5	5		0	0	0	0	100			
PHF	.650	.750	.944	.700	.786	.938	.000	.000	.000	.000	.784	.784	.667	.833	.700	.500	.836	.925	.806	.921	.875	.792	.829	.964	.000	.000	.000	.000	.852	.852	.973	

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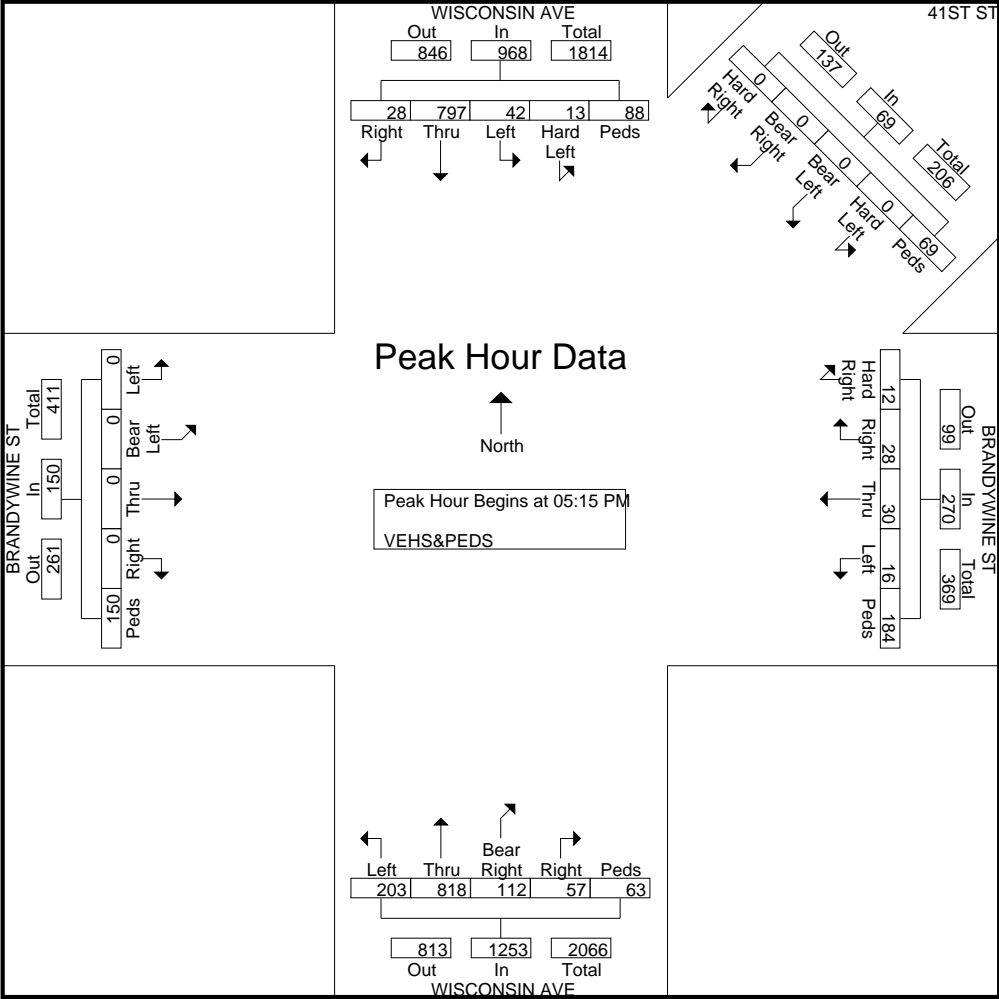
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 10



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443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	23
07:30 AM	0	0	15	0	0	15	0	0	0	0	0	0	1	0	1	0	0	2	3	6	0	0	0	9	0	0	0	0	0	0	26
07:45 AM	0	0	14	0	0	14	0	0	0	0	0	0	1	0	1	0	0	2	3	13	0	0	0	16	0	0	0	0	0	0	32
Total	0	0	46	0	0	46	0	0	0	0	0	0	2	0	2	0	0	4	6	25	0	0	0	31	0	0	0	0	0	0	81
08:00 AM	1	1	8	0	0	10	0	0	0	0	0	0	1	0	0	0	0	1	5	16	0	0	0	21	0	0	0	0	0	0	32
08:15 AM	0	1	9	0	0	10	0	0	0	0	0	0	1	0	0	0	0	1	1	7	0	0	0	8	0	0	0	0	0	0	19
08:30 AM	0	0	12	0	0	12	0	0	0	0	0	0	1	0	0	0	0	1	0	11	0	0	0	11	0	0	0	0	0	0	24
08:45 AM	0	1	5	2	0	8	0	0	0	0	0	0	0	0	1	0	0	1	0	14	0	0	0	14	0	0	0	0	0	0	23
Total	1	3	34	2	0	40	0	0	0	0	0	0	3	0	1	0	0	4	6	48	0	0	0	54	0	0	0	0	0	0	98
09:00 AM	1	2	14	0	0	17	0	0	0	0	0	0	3	0	1	0	0	4	2	9	1	0	0	12	0	0	0	0	0	0	33
*** BREAK ***																															
Total	1	2	14	0	0	17	0	0	0	0	0	0	3	0	1	0	0	4	2	9	1	0	0	12	0	0	0	0	0	0	33

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	

*** BREAK ***

11:00 AM	0	0	13	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	0	13	0	1	0	14	0	0	0	0	0	0	29
11:15 AM	0	1	8	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	2	17	0	0	0	19	0	0	0	0	0	0	29
11:30 AM	0	1	6	0	0	7	0	0	0	0	0	0	2	0	0	0	0	2	1	15	2	0	0	18	0	0	0	0	0	0	27
11:45 AM	0	0	8	1	0	9	0	0	0	0	0	0	1	0	0	0	0	1	3	5	0	2	0	10	0	0	0	0	0	0	20
Total	0	2	35	1	0	38	0	0	0	0	0	0	6	0	0	0	0	6	6	50	2	3	0	61	0	0	0	0	0	0	105

12:00 PM	0	0	6	0	0	6	0	0	0	0	0	0	1	1	0	0	0	2	3	12	0	0	0	15	0	0	0	0	0	0	23
12:15 PM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	11	1	0	0	17	0	0	0	0	0	0	29
12:30 PM	0	0	11	1	0	12	0	0	0	0	0	0	1	0	0	0	0	1	2	9	1	0	0	12	0	0	0	0	0	0	25
12:45 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	10	1	0	0	15	0	0	0	0	0	0	18
Total	0	0	32	1	0	33	0	0	0	0	0	0	2	1	0	0	0	3	14	42	3	0	0	59	0	0	0	0	0	0	95

*** BREAK ***

04:30 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	8	0	0	0	0	0	0	17
04:45 PM	0	1	8	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	2	6	0	0	0	8	0	0	0	0	0	0	18
Total	0	1	17	0	0	18	0	0	0	0	0	0	1	0	0	0	0	1	4	12	0	0	0	16	0	0	0	0	0	0	35

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 3

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	13
05:15 PM	0	0	11	1	0	12	0	0	0	0	0	0	1	0	0	0	0	1	0	12	0	0	0	12	0	0	0	0	0	0	25
05:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	9
05:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	11
Total	0	0	21	1	0	22	0	0	0	0	0	0	2	0	0	0	0	2	0	33	1	0	0	34	0	0	0	0	0	0	58
06:00 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0	15
06:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	4	1	0	0	5	0	0	0	0	0	0	9
Grand Total	2	8	208	5	0	223	0	0	0	0	0	0	21	1	4	0	0	26	38	230	9	3	0	280	0	0	0	0	0	0	529
Apprch %	0.9	3.6	93.3	2.2	0		0	0	0	0	0		80.8	3.8	15.4	0	0		13.6	82.1	3.2	1.1	0		0	0	0	0	0		
Total %	0.4	1.5	39.3	0.9	0	42.2	0	0	0	0	0	0	4	0.2	0.8	0	0	4.9	7.2	43.5	1.7	0.6	0	52.9	0	0	0	0	0	0	

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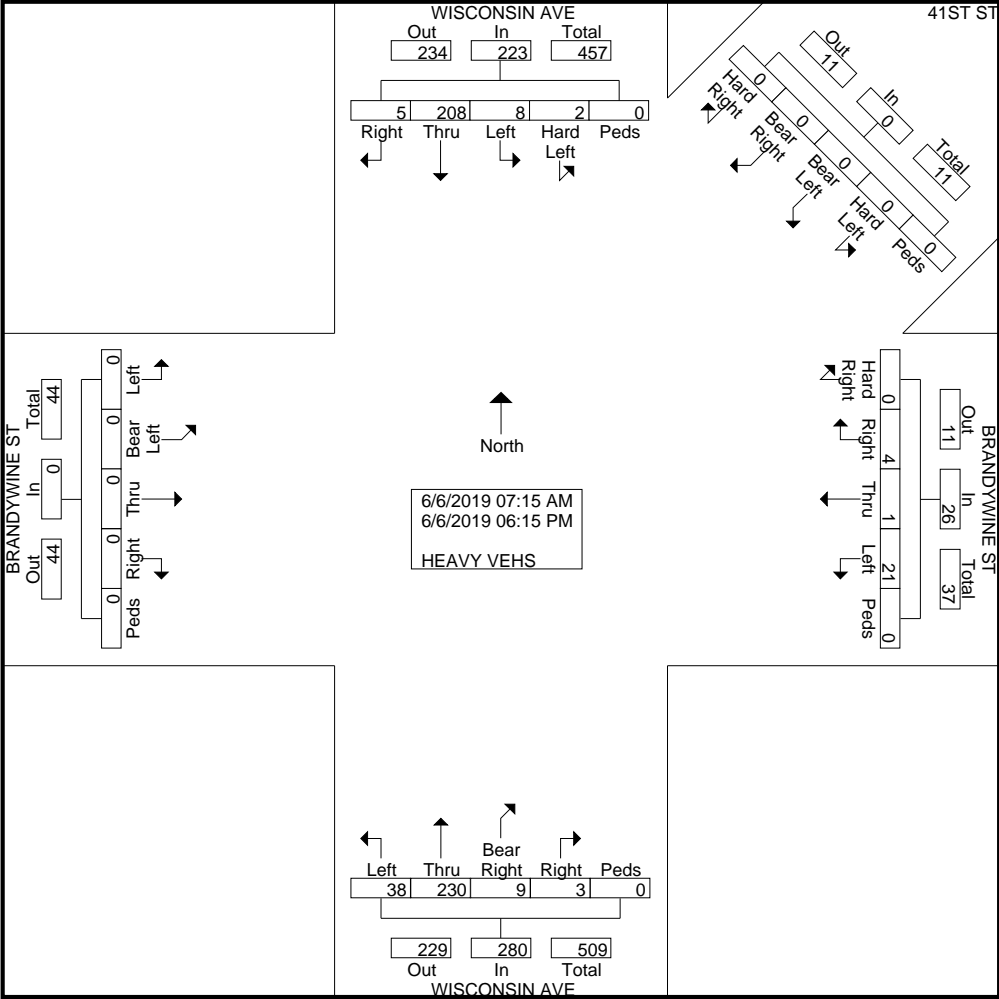
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 4



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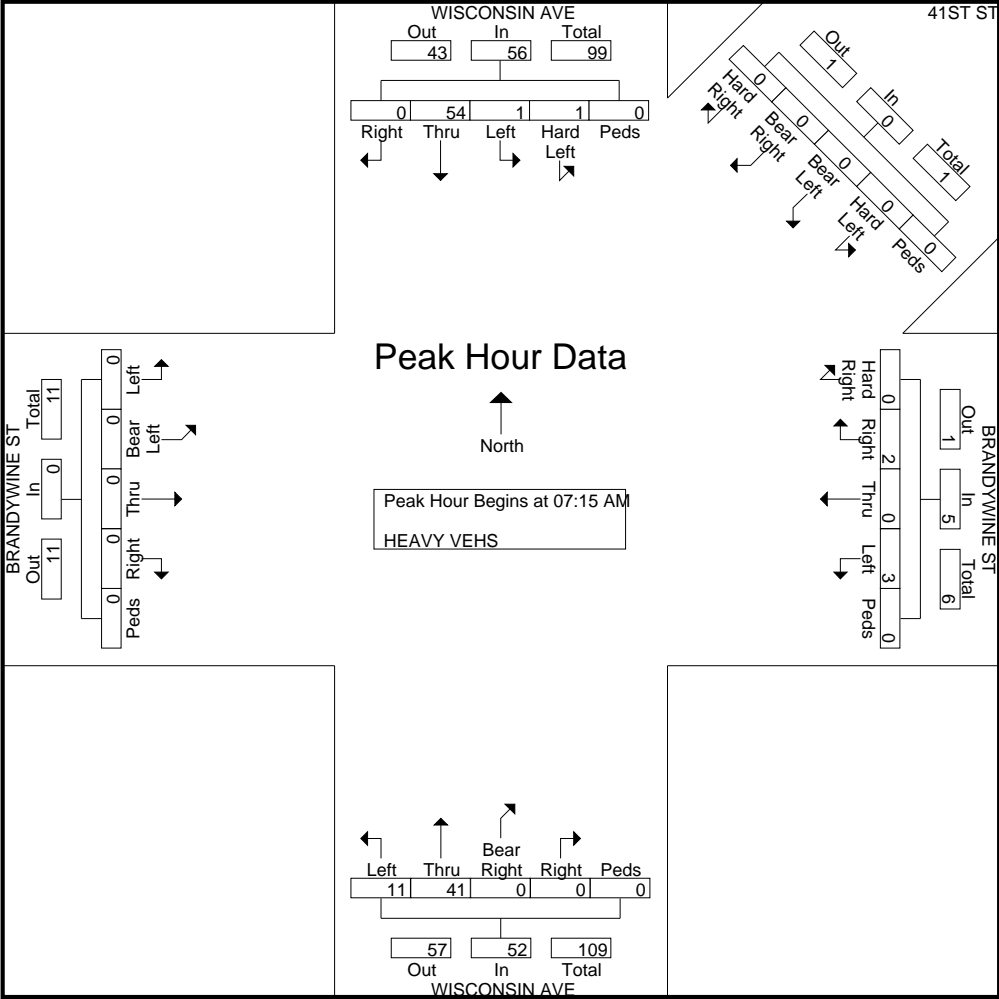
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 6



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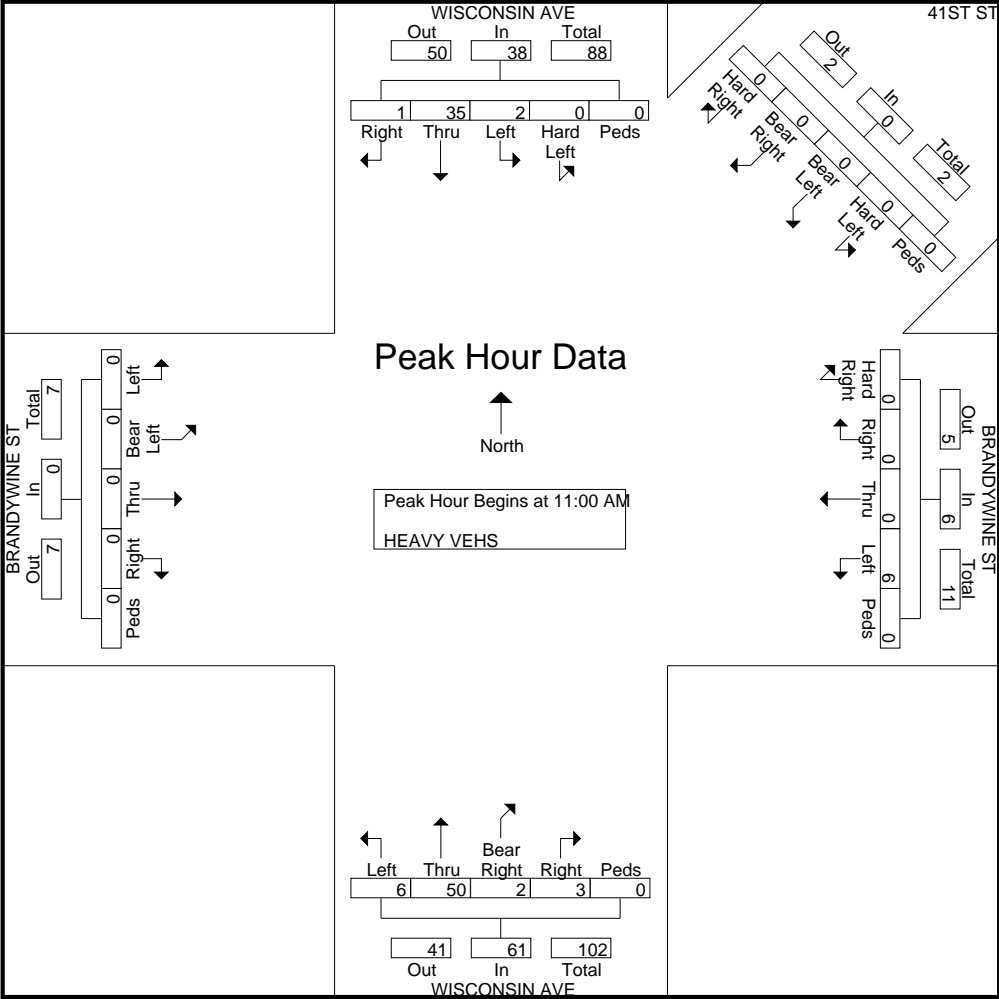
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 8



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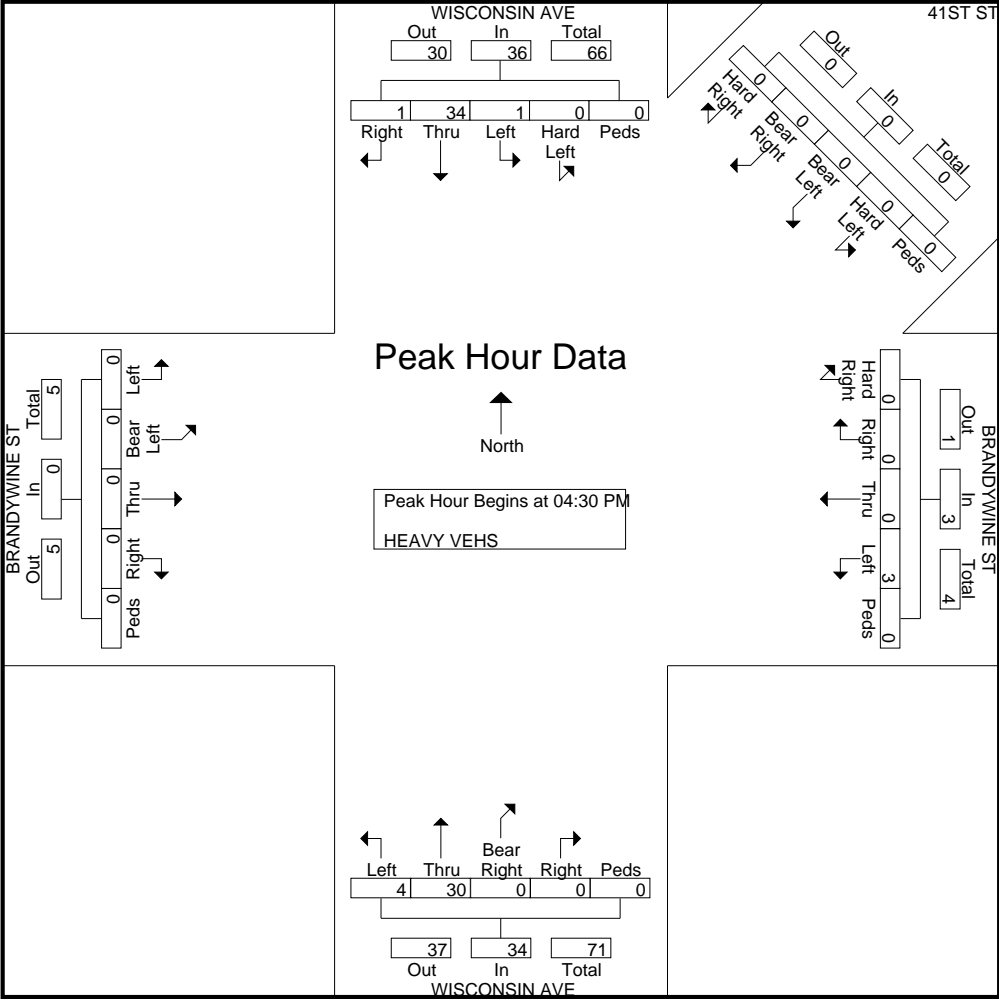
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 10



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Columbia, MD, 21046

443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																															
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	2	0	1	0	0	0	1	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	2	0	0	2	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	0	1	1	0	0	2	0	0	0	0	0	0	5
08:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	2	2	5
Total	0	0	1	0	0	1	0	0	0	0	1	1	1	0	2	1	5	9	0	3	3	0	0	6	0	0	0	0	2	2	19
*** BREAK ***																															
11:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0	1	1	4	
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	0	4	0	1	0	5	0	0	0	0	1	1	9	
12:00 PM	0	0	0	0	1	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	1	
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	2	0	0	0	1	0	1	0	0	0	0	0	0	4	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3	
Total	0	0	0	0	1	1	3	0	0	0	0	3	0	1	1	0	4	6	0	0	0	1	0	1	0	0	0	0	1	1	12	
*** BREAK ***																																
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	8	0	0	2	0	1	3	0	0	0	0	0	0	11	
04:45 PM	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	6	
Total	0	0	1	1	1	3	0	0	0	0	0	0	0	0	1	0	9	10	0	0	2	0	1	3	0	0	0	0	1	1	17	
05:00 PM	0	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0	3	3	0	0	2	0	0	2	0	0	0	0	3	3	10	
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	3	0	0	1	0	0	1	0	0	0	0	0	0	5	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	3	0	0	3	0	0	0	0	0	0	6	
05:45 PM	0	0	0	0	0	0	1	0	0	0	2	3	1	0	0	0	3	4	0	1	0	0	0	1	0	0	0	0	0	0	8	
Total	0	0	1	0	0	1	1	0	0	0	4	5	1	0	0	0	12	13	0	1	6	0	0	7	0	0	0	0	3	3	29	

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 3

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
06:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	0	0	2	0	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0	1	4	0	0	5	0	0	0	0	1	1	8
Grand Total	0	1	4	1	4	10	4	1	0	0	5	10	2	2	5	2	37	48	0	9	17	2	1	29	0	0	0	0	9	9	106
Apprch %	0	10	40	10	40		40	10	0	0	50		4.2	4.2	10.4	4.2	77.1		0	31	58.6	6.9	3.4		0	0	0	0	100		
Total %	0	0.9	3.8	0.9	3.8	9.4	3.8	0.9	0	0	4.7	9.4	1.9	1.9	4.7	1.9	34.9	45.3	0	8.5	16	1.9	0.9	27.4	0	0	0	0	8.5	8.5	

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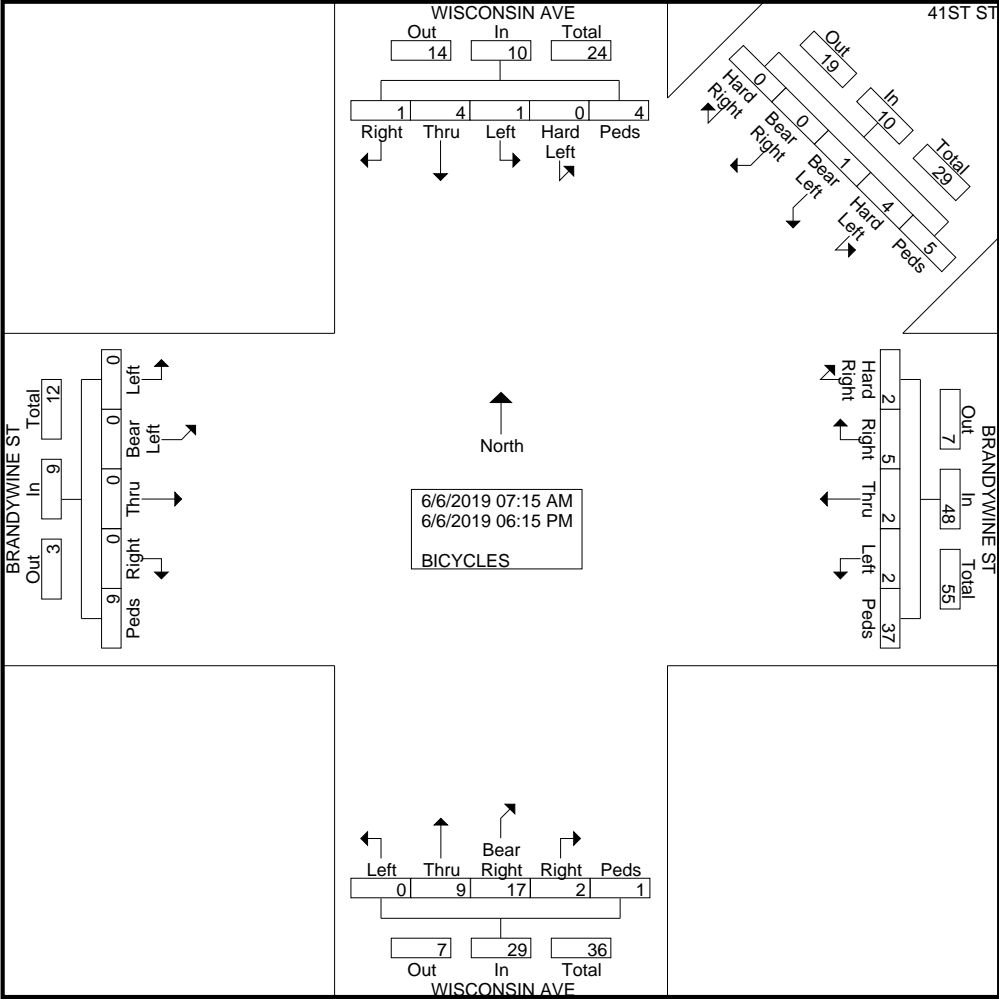
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 4



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Columbia, MD, 21046

443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total						
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total							
*** BREAK ***																																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	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	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																																					
08:15 AM	0	1	0	0	0	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	0	0	0	0	0	0	1
*** BREAK ***																																					
Total	0	1	0	0	0	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	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																																					

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443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total						
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total							
11:30 AM	0	1	0	0	0	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	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																																					
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																																					
04:30 PM	0	1	0	0	0	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	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

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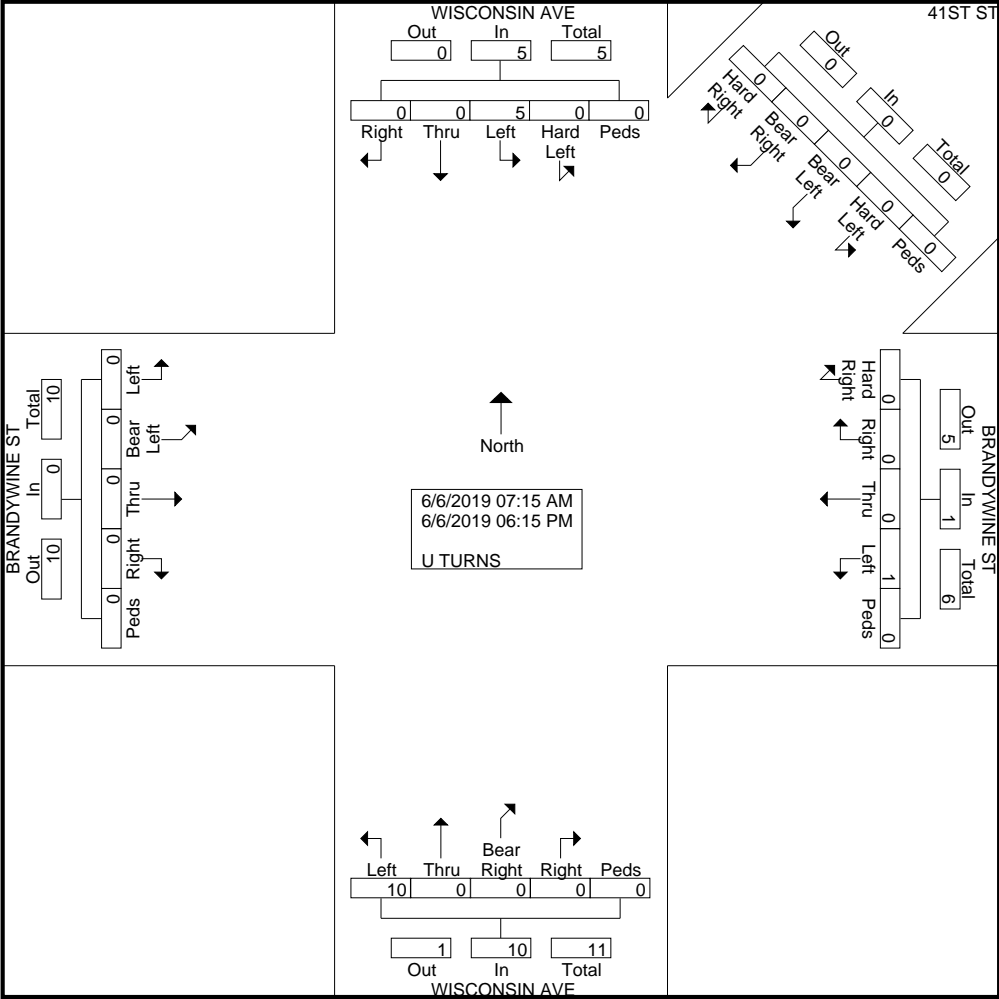
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Weekday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 4



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7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather:

Counted By:

Town: WASHINGTON D.C.

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 1

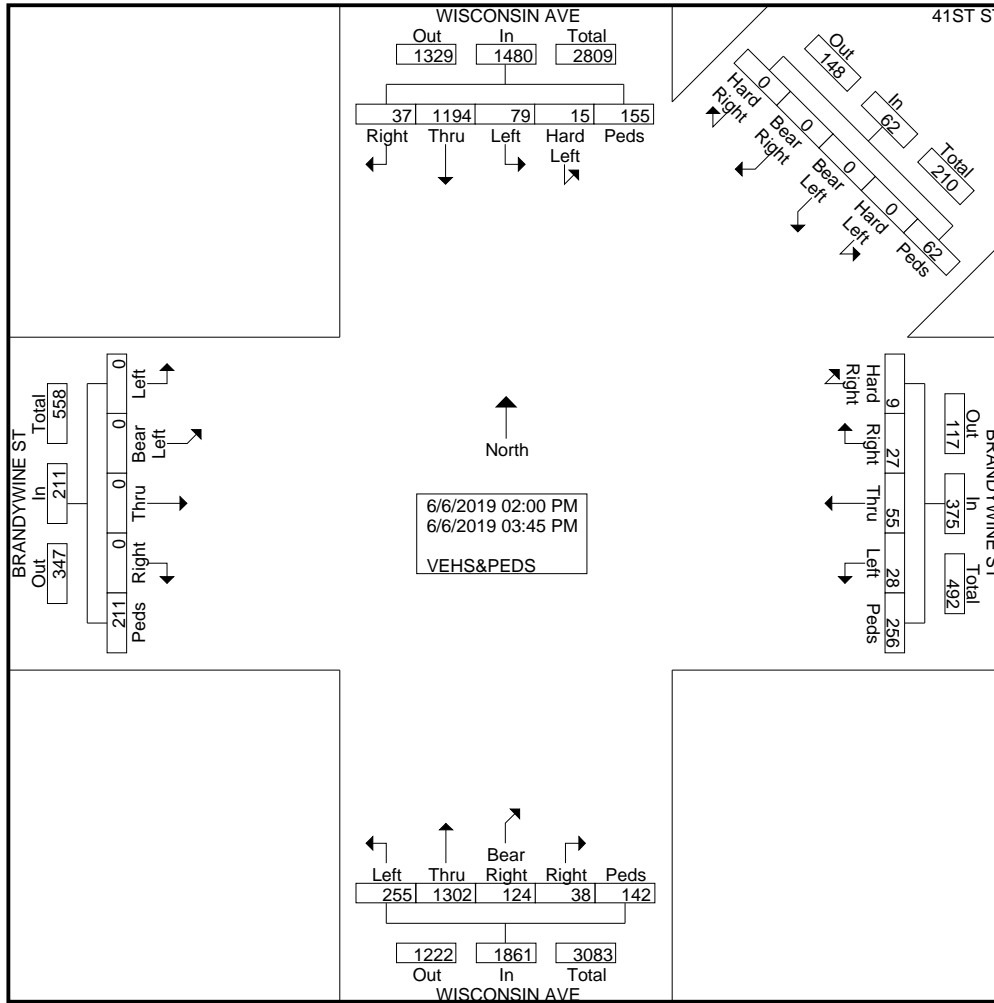
Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
02:00 PM	2	17	125	4	11	159	0	0	0	0	8	8	4	14	7	1	37	63	34	167	16	7	17	241	0	0	0	0	40	40	511
02:15 PM	2	7	138	11	24	182	0	0	0	0	7	7	6	10	6	1	36	59	31	153	18	12	22	236	0	0	0	0	33	33	517
02:30 PM	1	8	146	5	18	178	0	0	0	0	13	13	1	5	3	2	32	43	36	121	12	9	14	192	0	0	0	0	30	30	456
02:45 PM	1	10	152	3	47	213	0	0	0	0	8	8	5	1	1	1	35	43	29	133	10	4	12	188	0	0	0	0	29	29	481
Total	6	42	561	23	100	732	0	0	0	0	36	36	16	30	17	5	140	208	130	574	56	32	65	857	0	0	0	0	132	132	1965
03:00 PM	1	13	136	5	17	172	0	0	0	0	1	1	2	10	4	1	21	38	31	145	13	1	10	200	0	0	0	0	18	18	429
03:15 PM	3	6	163	3	8	183	0	0	0	0	8	8	5	8	2	1	31	47	37	206	19	4	27	293	0	0	0	0	24	24	555
03:30 PM	4	5	164	1	16	190	0	0	0	0	7	7	3	1	1	0	30	35	25	186	17	0	23	251	0	0	0	0	26	26	509
03:45 PM	1	13	170	5	14	203	0	0	0	0	10	10	2	6	3	2	34	47	32	191	19	1	17	260	0	0	0	0	11	11	531
Total	9	37	633	14	55	748	0	0	0	0	26	26	12	25	10	4	116	167	125	728	68	6	77	1004	0	0	0	0	79	79	2024
Grand Total	15	79	1194	37	155	1480	0	0	0	0	62	62	28	55	27	9	256	375	255	1302	124	38	142	1861	0	0	0	0	211	211	3989
Apprch %	1	5.3	80.7	2.5	10.5		0	0	0	0	100		7.5	14.7	7.2	2.4	68.3		13.7	70	6.7	2	7.6		0	0	0	0	100		
Total %	0.4	2	29.9	0.9	3.9	37.1	0	0	0	0	1.6	1.6	0.7	1.4	0.7	0.2	6.4	9.4	6.4	32.6	3.1	1	3.6	46.7	0	0	0	0	5.3	5.3	

Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
 Columbia, Maryland 21045
 443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 2



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

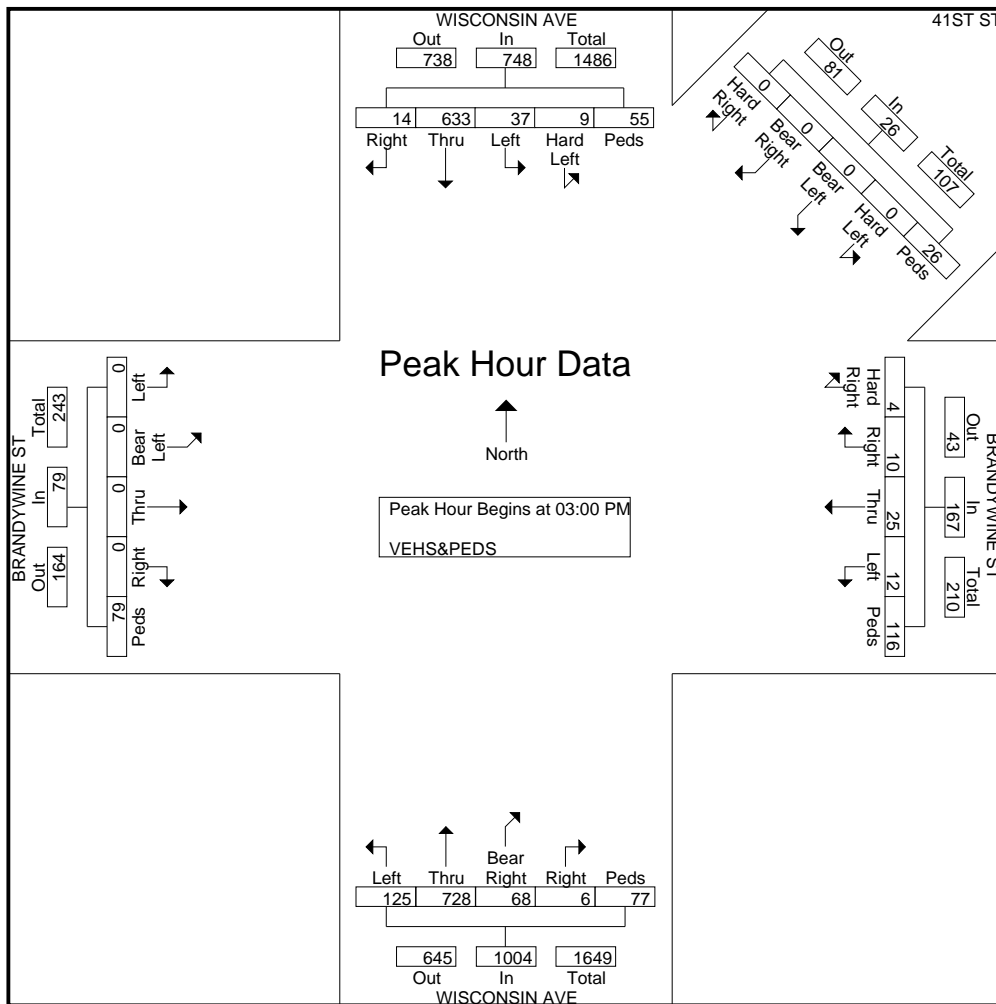
Start Date : 6/6/2019

Page No : 3

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
03:00 PM	1	13	136	5	17	172	0	0	0	0	1	1	2	10	4	1	21	38	31	145	13	1	10	200	0	0	0	0	18	18	429
03:15 PM	3	6	163	3	8	183	0	0	0	0	8	8	5	8	2	1	31	47	37	206	19	4	27	293	0	0	0	0	24	24	555
03:30 PM	4	5	164	1	16	190	0	0	0	0	7	7	3	1	1	0	30	35	25	186	17	0	23	251	0	0	0	0	26	26	509
03:45 PM	1	13	170	5	14	203	0	0	0	0	10	10	2	6	3	2	34	47	32	191	19	1	17	260	0	0	0	0	11	11	531
Total Volume	9	37	633	14	55	748	0	0	0	0	26	26	12	25	10	4	116	167	125	728	68	6	77	1004	0	0	0	0	79	79	2024
% App. Total	1.2	4.9	84.6	1.9	7.4						100		7.2	15	6	2.4	69.5		12.5	72.5	6.8	0.6	7.7						100		
PHF	.563	.712	.931	.700	.809	.921	.000	.000	.000	.000	.650	.650	.600	.625	.625	.500	.853	.888	.845	.883	.895	.375	.713	.857	.000	.000	.000	.000	.760	.760	.912

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

Weather: File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday
Counted By: Site Code : 00000000
Town: WASHINGTON D.C. Start Date : 6/6/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	0	5	1	1	0	7	0	0	0	0	0	0	14
02:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8
02:30 PM	1	0	3	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	8
02:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	8
Total	1	0	18	0	0	19	0	0	0	0	0	0	2	0	0	0	0	2	1	14	1	1	0	17	0	0	0	0	0	0	38
03:00 PM	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	0	0	4	0	0	0	0	0	0	11
03:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	5
03:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	6
03:45 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	6
Total	0	0	13	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	2	9	1	1	0	13	0	0	0	0	0	0	28
Grand Total	1	0	31	0	0	32	0	0	0	0	0	0	4	0	0	0	0	4	3	23	2	2	0	30	0	0	0	0	0	0	66
Apprch %	3.1	0	96.9	0	0		0	0	0	0	0		100	0	0	0	0		10	76.7	6.7	6.7	0		0	0	0	0	0		
Total %	1.5	0	47	0	0	48.5	0	0	0	0	0		6.1	0	0	0	0	6.1	4.5	34.8	3	3	0	45.5	0	0	0	0	0		

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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

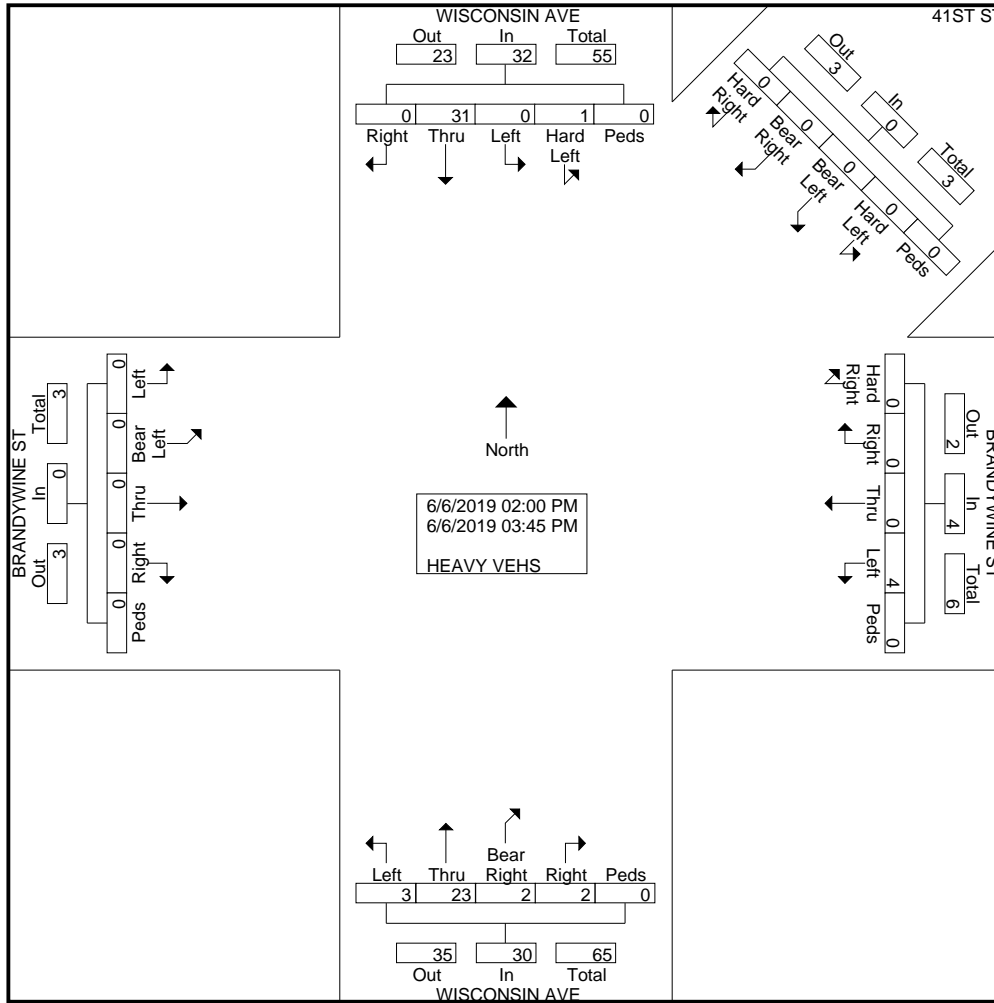
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2



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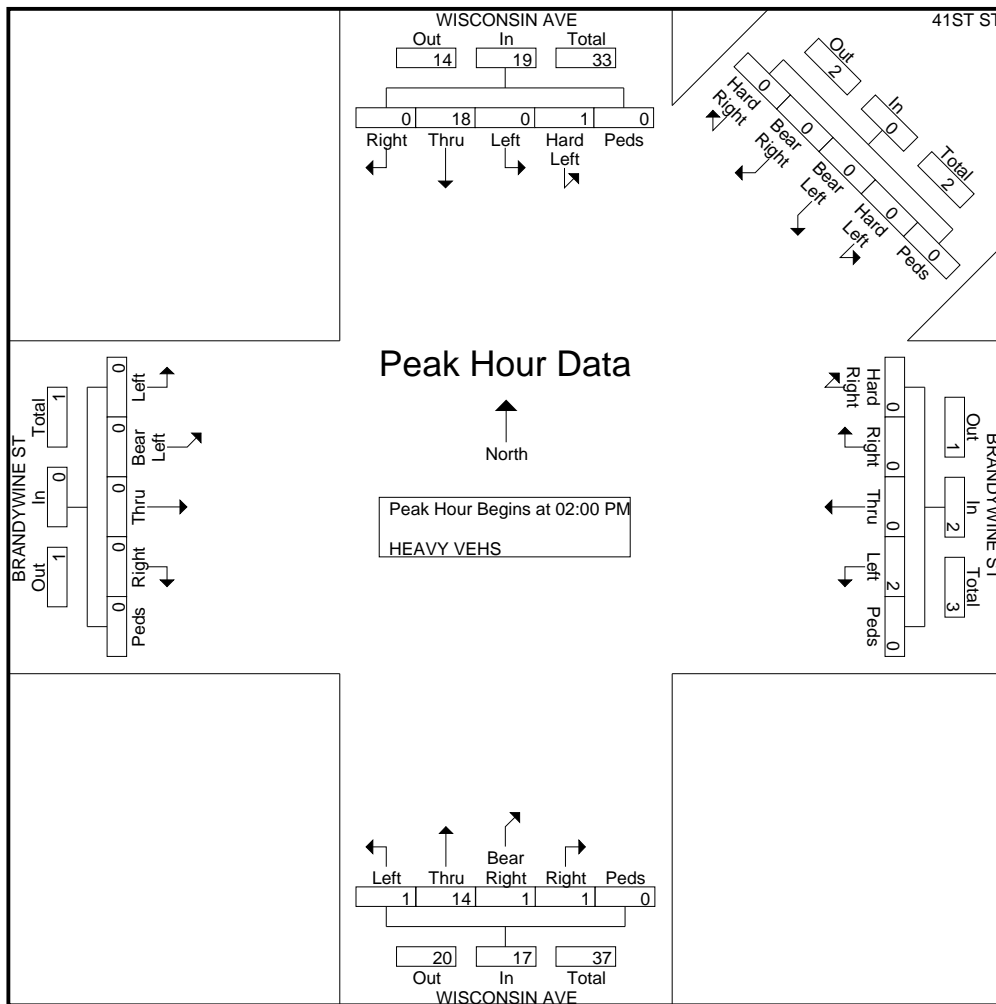
7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 3

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total						
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total							
02:00 PM	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	0	1	0	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
02:30 PM	1	0	3	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
02:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Total Volume	1	0	18	0	0	19	0	0	0	0	0	0	2	0	0	0	0	2	1	14	1	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	38
% App. Total	5.3	0	94.7	0	0		0	0	0	0	0		100	0	0	0	0		5.9	82.4	5.9	5.9	0		0	0	0	0	0		0	0	0	0	0		
PHF	.250	.000	.750	.000	.000	.792	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.250	.700	.250	.250	.000	.607	.000	.000	.000	.000	.000	.000	.000	.679					

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM



Sabra & Associates

7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather:

Counted By:

Town: WASHINGTON D.C.

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	3
*** BREAK ***																																
02:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	0	1	1	0	0	0	0	2	2	9	
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	4	6	0	0	0	0	2	2	0	0	0	0	2	2	12	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	1	1	3	
03:15 PM	0	0	2	0	0	2	0	0	0	0	1	1	0	0	0	0	1	1	0	1	1	0	0	2	0	0	0	0	1	1	7	
03:30 PM	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	2	2	9	
03:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	6	
Total	0	0	4	0	0	4	2	0	0	0	2	4	0	0	0	1	7	8	0	2	1	0	2	5	0	0	0	0	4	4	25	
Grand Total	0	0	6	0	0	6	2	0	0	0	2	4	0	0	1	2	11	14	0	2	1	0	4	7	0	0	0	0	6	6	37	
Apprch %	0	0	100	0	0		50	0	0	0	50		0	0	7.1	14.3	78.6		0	28.6	14.3	0	57.1		0	0	0	0	100			
Total %	0	0	16.2	0	0	16.2	5.4	0	0	0	5.4	10.8	0	0	2.7	5.4	29.7	37.8	0	5.4	2.7	0	10.8	18.9	0	0	0	0	16.2	16.2		

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7055 Samuel Morse Dr. Ste. 100
Columbia, Maryland 21045

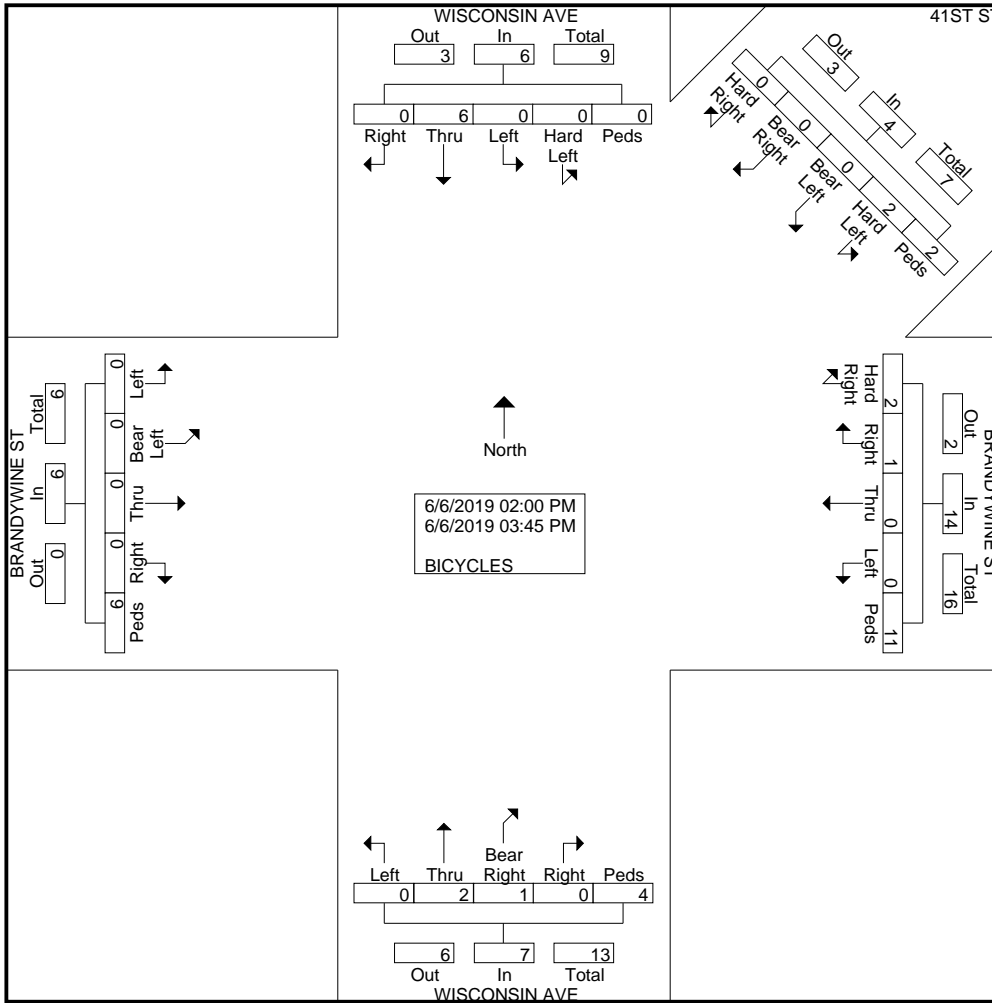
443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2



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7055 Samuel Morse Dr. Ste. 100

Columbia, Maryland 21045

443-741-3500

Weather:

Counted By:

Town: WASHINGTON D.C.

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 1

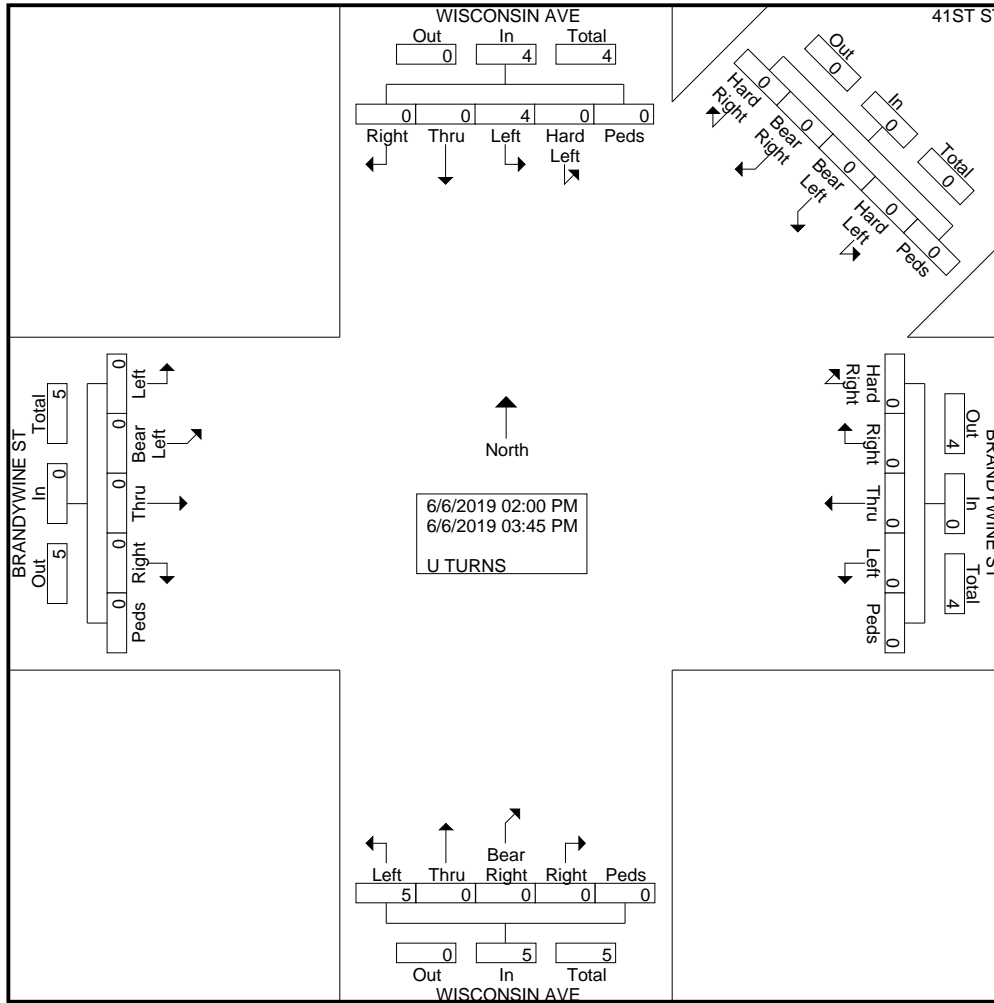
Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North						41ST ST From Northeast						BRANDYWINE ST From East						WISCONSIN AVE From South						BRANDYWINE ST From West						Int. Total	
	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total		
02:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
*** BREAK ***																																
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3	
*** BREAK ***																																
03:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	
03:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	6	
Grand Total	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	9	
Apprch %	0	100	0	0	0		0	0	0	0	0		0	0	0	0	0		100	0	0	0	0		0	0	0	0	0			
Total %	0	44.4	0	0	0	44.4	0	0	0	0	0		0	0	0	0	0		55.6	0	0	0	0	55.6	0	0	0	0	0			

Sabra & Associates

7055 Samuel Morse Dr. Ste. 100
 Columbia, Maryland 21045
 443-741-3500

File Name : 6131_Wisconsin Ave at Brandywine St-41st St_Saturday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 2



Sabra & Associates

7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	185	0	0	185	0	0	0	0	0	0	111	0	5	116	0	0	0	0	0	301
07:30 AM	0	187	0	0	187	0	0	0	0	0	0	134	0	2	136	0	0	0	0	0	323
07:45 AM	0	230	0	0	230	0	0	0	0	0	0	117	0	1	118	0	0	0	0	0	348
Total	0	602	0	0	602	0	0	0	0	0	0	362	0	8	370	0	0	0	0	0	972
08:00 AM	0	186	0	0	186	0	0	0	0	0	0	144	0	2	146	0	0	0	0	0	332
08:15 AM	0	200	0	0	200	0	0	0	0	0	0	167	0	7	174	0	0	0	0	0	374
08:30 AM	0	163	0	0	163	0	0	0	0	0	0	194	0	8	202	0	0	0	0	0	365
08:45 AM	0	209	0	0	209	0	0	0	0	0	0	153	0	5	158	0	0	0	0	0	367
Total	0	758	0	0	758	0	0	0	0	0	0	658	0	22	680	0	0	0	0	0	1438
09:00 AM	0	188	0	0	188	0	0	0	0	0	0	149	0	8	157	0	0	0	0	0	345
*** BREAK ***																					
Total	0	188	0	0	188	0	0	0	0	0	0	149	0	8	157	0	0	0	0	0	345
*** BREAK ***																					
11:00 AM	0	117	0	0	117	0	0	0	0	0	0	111	0	9	120	0	0	0	0	0	237
11:15 AM	0	104	0	0	104	0	0	0	0	0	0	125	0	7	132	0	0	0	0	0	236
11:30 AM	0	95	0	0	95	0	0	0	0	0	0	112	0	6	118	0	0	0	0	0	213
11:45 AM	0	108	0	0	108	0	0	0	0	0	0	129	0	15	144	0	0	0	0	0	252
Total	0	424	0	0	424	0	0	0	0	0	0	477	0	37	514	0	0	0	0	0	938
12:00 PM	0	131	0	0	131	0	0	0	0	0	0	125	0	28	153	0	0	0	0	0	284
12:15 PM	0	124	0	0	124	0	0	0	0	0	0	136	0	22	158	0	0	0	0	0	282
12:30 PM	0	113	0	0	113	0	0	0	0	0	0	115	0	18	133	0	0	0	0	0	246
12:45 PM	0	111	0	0	111	0	0	0	0	0	0	126	0	19	145	0	0	0	0	0	256
Total	0	479	0	0	479	0	0	0	0	0	0	502	0	87	589	0	0	0	0	0	1068
*** BREAK ***																					
04:30 PM	0	169	0	0	169	0	0	0	0	0	0	211	0	9	220	0	0	0	0	0	389
04:45 PM	0	180	0	0	180	0	0	0	0	0	0	152	0	16	168	0	0	0	0	0	348
Total	0	349	0	0	349	0	0	0	0	0	0	363	0	25	388	0	0	0	0	0	737

Sabra & Associates

7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156_Nebraska Ave South_Weekday

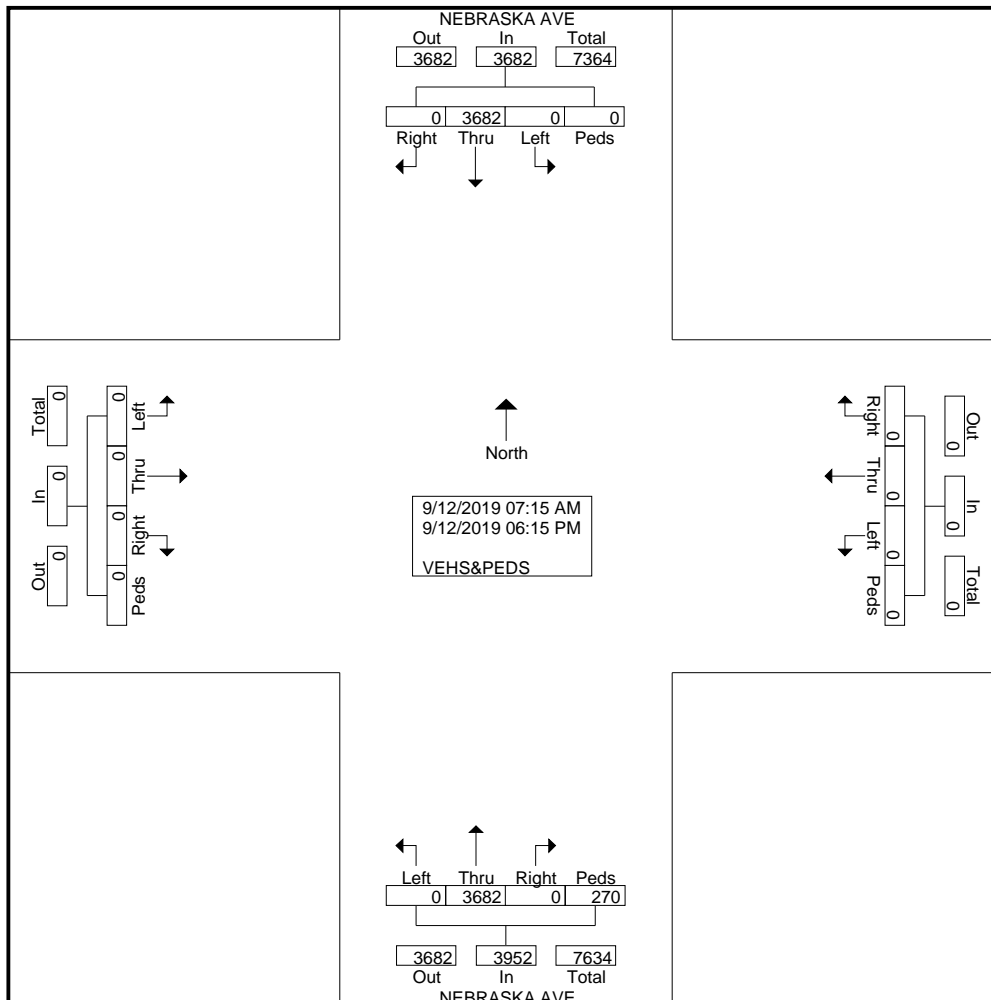
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	179	0	0	179	0	0	0	0	0	0	211	0	20	231	0	0	0	0	0	410
05:15 PM	0	163	0	0	163	0	0	0	0	0	0	175	0	11	186	0	0	0	0	0	349
05:30 PM	0	142	0	0	142	0	0	0	0	0	0	209	0	13	222	0	0	0	0	0	364
05:45 PM	0	146	0	0	146	0	0	0	0	0	0	194	0	18	212	0	0	0	0	0	358
Total	0	630	0	0	630	0	0	0	0	0	0	789	0	62	851	0	0	0	0	0	1481
06:00 PM	0	128	0	0	128	0	0	0	0	0	0	204	0	12	216	0	0	0	0	0	344
06:15 PM	0	124	0	0	124	0	0	0	0	0	0	178	0	9	187	0	0	0	0	0	311
Grand Total	0	3682	0	0	3682	0	0	0	0	0	0	3682	0	270	3952	0	0	0	0	0	7634
Apprch %	0	100	0	0		0	0	0	0		0	93.2	0	6.8		0	0	0	0		
Total %	0	48.2	0	0	48.2	0	0	0	0	0	0	48.2	0	3.5	51.8	0	0	0	0	0	0

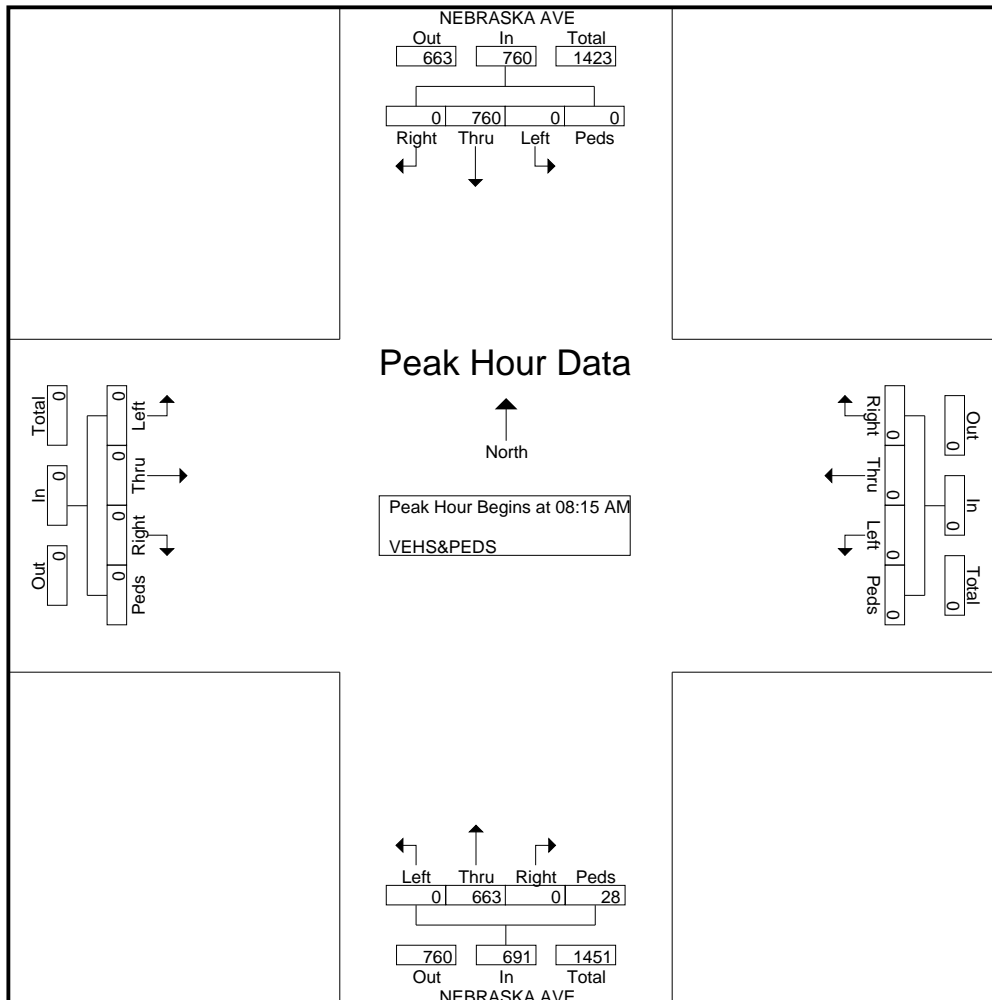


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File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	200	0	0	200	0	0	0	0	0	0	167	0	7	174	0	0	0	0	0	374
08:30 AM	0	163	0	0	163	0	0	0	0	0	0	194	0	8	202	0	0	0	0	0	365
08:45 AM	0	209	0	0	209	0	0	0	0	0	0	153	0	5	158	0	0	0	0	0	367
09:00 AM	0	188	0	0	188	0	0	0	0	0	0	149	0	8	157	0	0	0	0	0	345
Total Volume	0	760	0	0	760	0	0	0	0	0	0	663	0	28	691	0	0	0	0	0	1451
% App. Total	0	100	0	0		0	0	0	0		0	95.9	0	4.1		0	0	0	0		
PHF	.000	.909	.000	.000	.909	.000	.000	.000	.000	.000	.000	.854	.000	.875	.855	.000	.000	.000	.000	.000	.970



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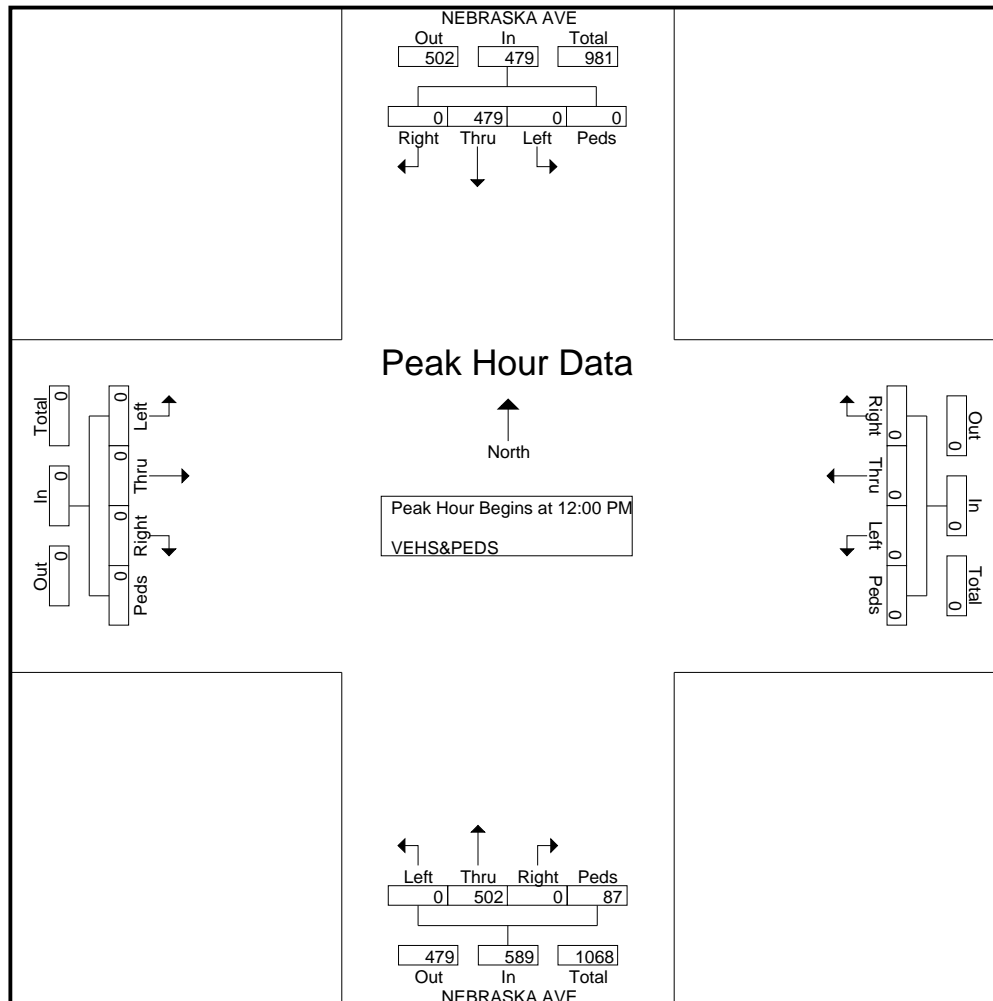
File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	131	0	0	131	0	0	0	0	0	0	125	0	28	153	0	0	0	0	0	284
12:15 PM	0	124	0	0	124	0	0	0	0	0	0	136	0	22	158	0	0	0	0	0	282
12:30 PM	0	113	0	0	113	0	0	0	0	0	0	115	0	18	133	0	0	0	0	0	246
12:45 PM	0	111	0	0	111	0	0	0	0	0	0	126	0	19	145	0	0	0	0	0	256
Total Volume	0	479	0	0	479	0	0	0	0	0	0	502	0	87	589	0	0	0	0	0	1068
% App. Total	0	100	0	0		0	0	0	0		0	85.2	0	14.8		0	0	0	0		
PHF	.000	.914	.000	.000	.914	.000	.000	.000	.000	.000	.000	.923	.000	.777	.932	.000	.000	.000	.000	.000	.940



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File Name : 6156_Nebraska Ave South_Weekday

Site Code : 00000000

Start Date : 9/12/2019

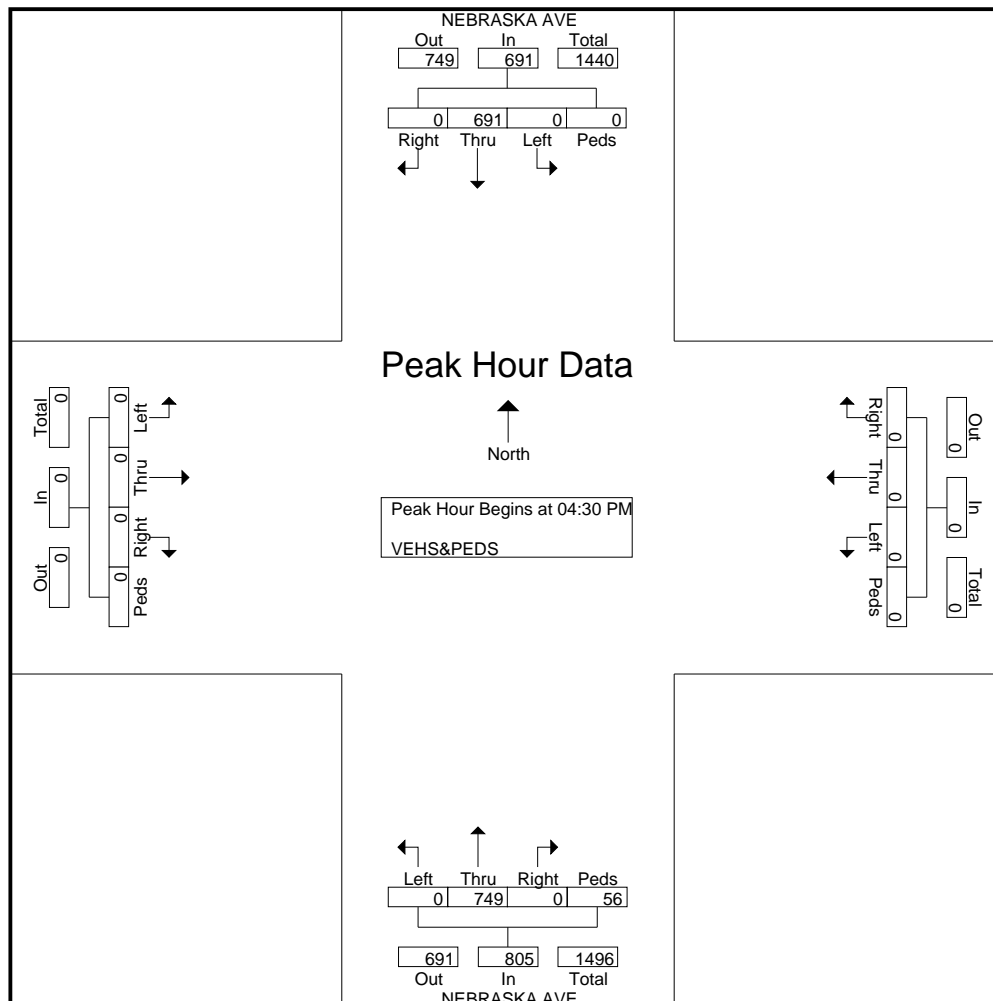
Page No : 5

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	169	0	0	169	0	0	0	0	0	0	211	0	9	220	0	0	0	0	0	389
04:45 PM	0	180	0	0	180	0	0	0	0	0	0	152	0	16	168	0	0	0	0	0	348
05:00 PM	0	179	0	0	179	0	0	0	0	0	0	211	0	20	231	0	0	0	0	0	410
05:15 PM	0	163	0	0	163	0	0	0	0	0	0	175	0	11	186	0	0	0	0	0	349
Total Volume	0	691	0	0	691	0	0	0	0	0	0	749	0	56	805	0	0	0	0	0	1496
% App. Total	0	100	0	0		0	0	0	0		0	93	0	7		0	0	0	0		
PHF	.000	.960	.000	.000	.960	.000	.000	.000	.000	.000	.000	.887	.000	.700	.871	.000	.000	.000	.000	.000	.912



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Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156_Nebraska Ave South_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total						
07:15 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	24
07:45 AM	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
Total	0	29	0	0	29	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	56
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	22
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
08:45 AM	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	30
Total	0	43	0	0	43	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	84
09:00 AM	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	29
*** BREAK ***																										
Total	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	29
*** BREAK ***																										
11:00 AM	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	23
11:15 AM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	22
11:30 AM	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	27
11:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	19
Total	0	44	0	0	44	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	0	0	0	0	91
12:00 PM	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	16	0	0	16	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	27
12:45 PM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	19
Total	0	38	0	0	38	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	77
*** BREAK ***																										
04:30 PM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	22
04:45 PM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	23
Total	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	45

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File Name : 6156_Nebraska Ave South_Weekday

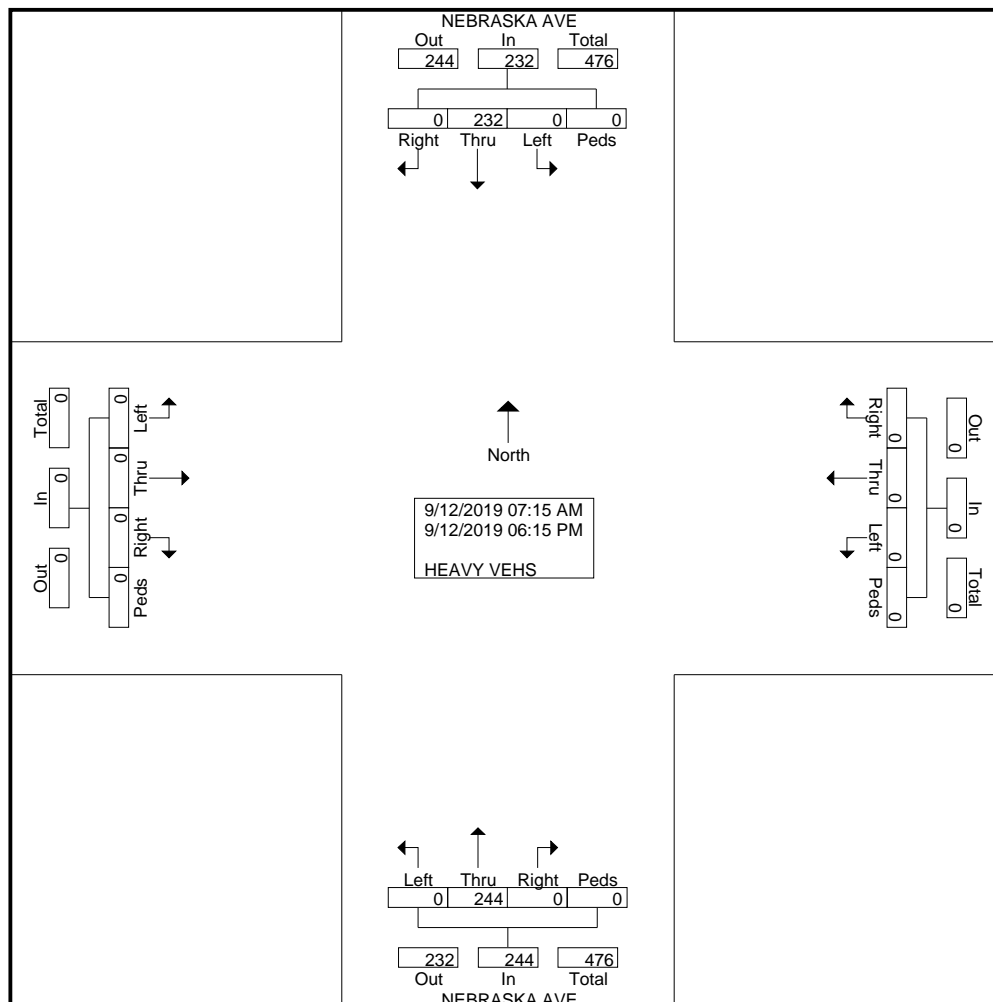
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	16
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	19
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18
Total	0	26	0	0	26	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	65
06:00 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	16
Grand Total	0	232	0	0	232	0	0	0	0	0	0	244	0	0	244	0	0	0	0	0	0	476
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	48.7	0	0	48.7	0	0	0	0	0	0	51.3	0	0	51.3	0	0	0	0	0	0	



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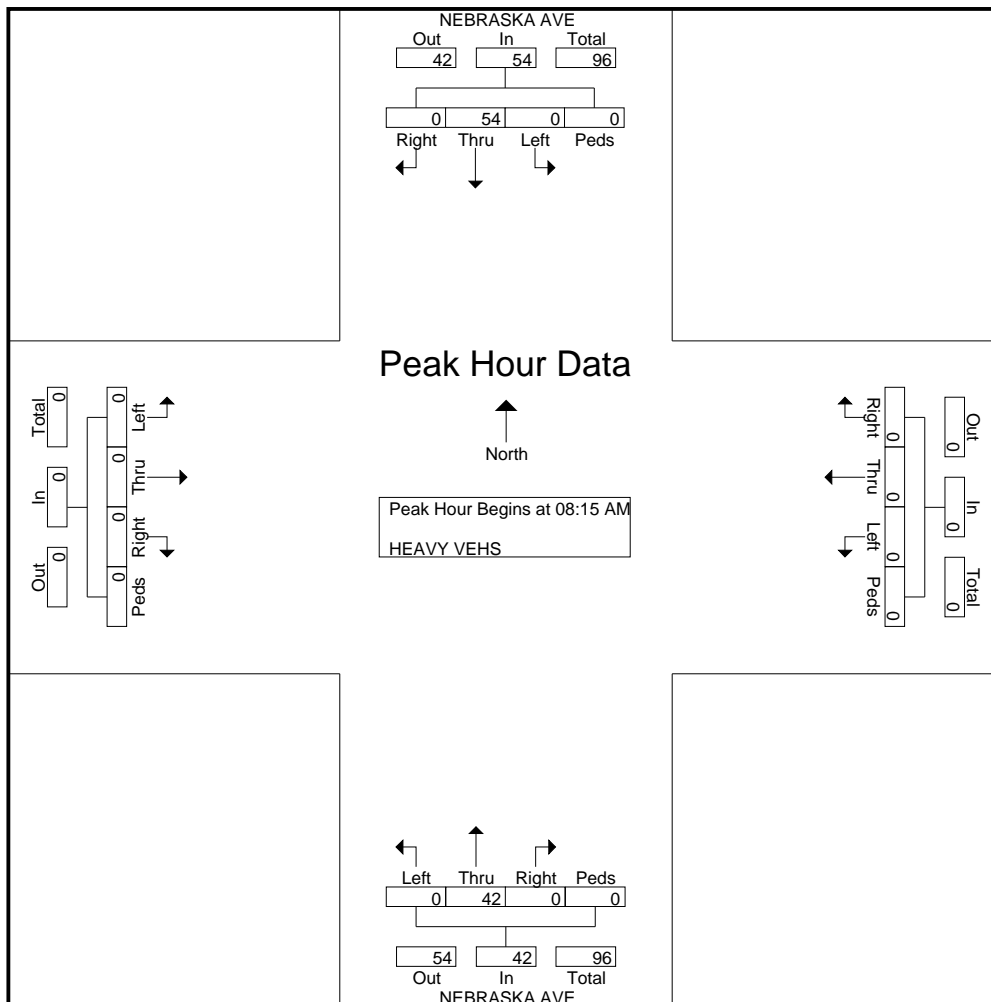
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443-741-3500

File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
08:45 AM	0	17	0	0	17	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	30
09:00 AM	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	29
Total Volume	0	54	0	0	54	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	96
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.794	.000	.000	.794	.000	.000	.000	.000	.000	.000	.808	.000	.000	.808	.000	.000	.000	.000	.000	.800

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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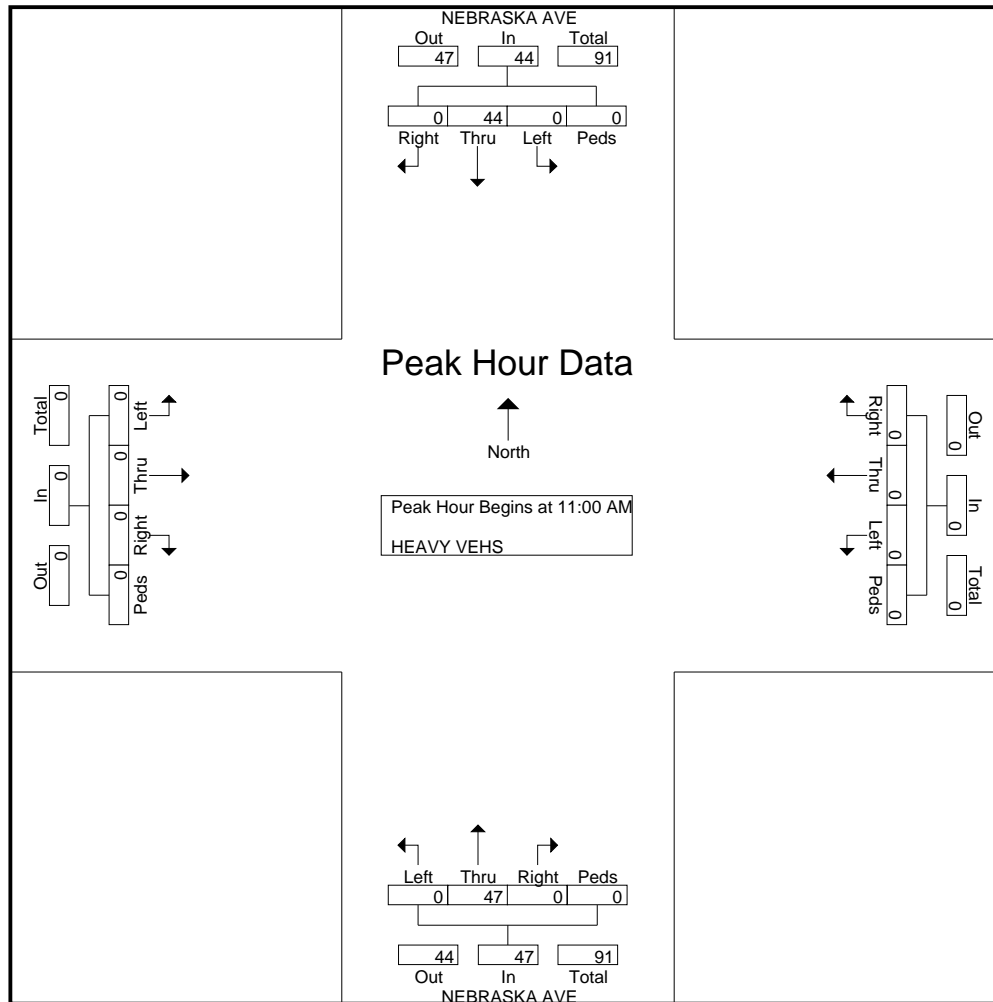
File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	23
11:15 AM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
11:30 AM	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	27
11:45 AM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total Volume	0	44	0	0	44	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	91
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.846	.000	.000	.846	.000	.000	.000	.000	.000	.000	.783	.000	.000	.783	.000	.000	.000	.000	.000	.843



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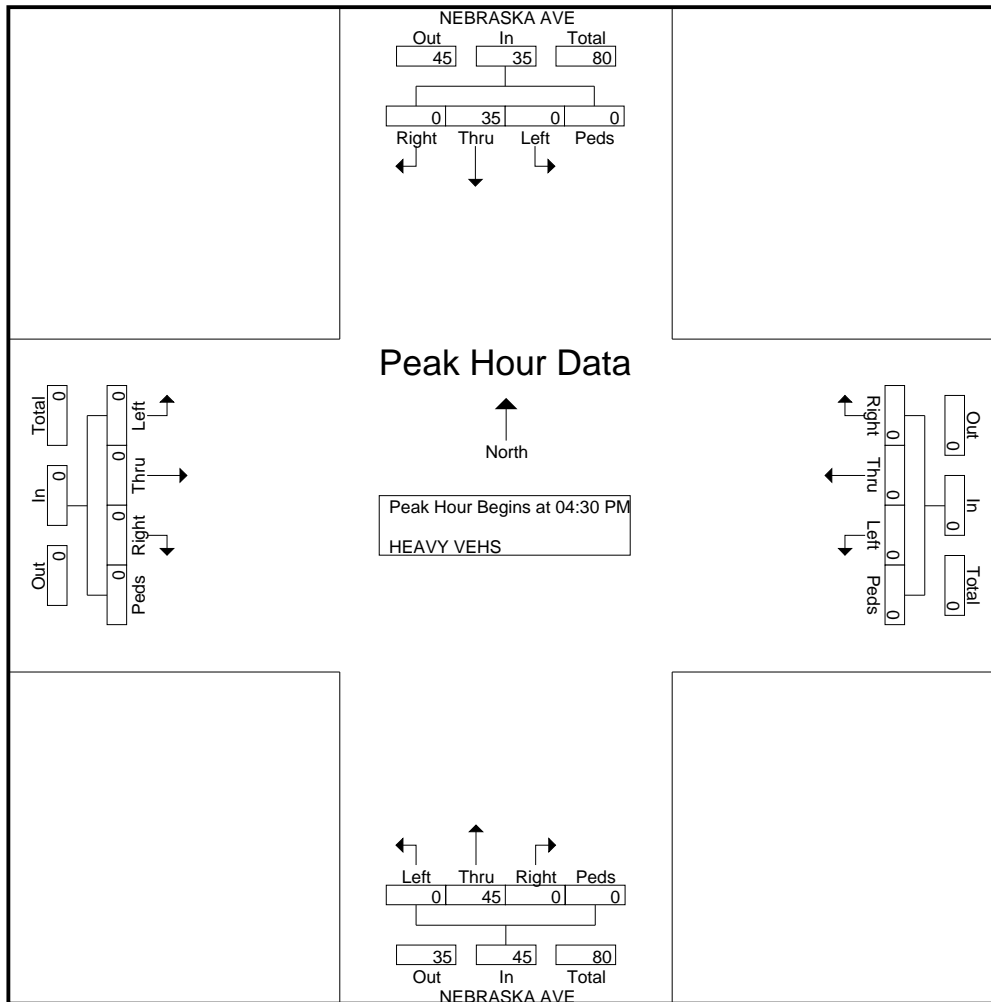
File Name : 6156_Nebraska Ave South_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
04:45 PM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	16
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	19
Total Volume	0	35	0	0	35	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	80
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.865	.000	.000	.865	.000	.000	.000	.000	.000	.870



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443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156_Nebraska Ave South_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

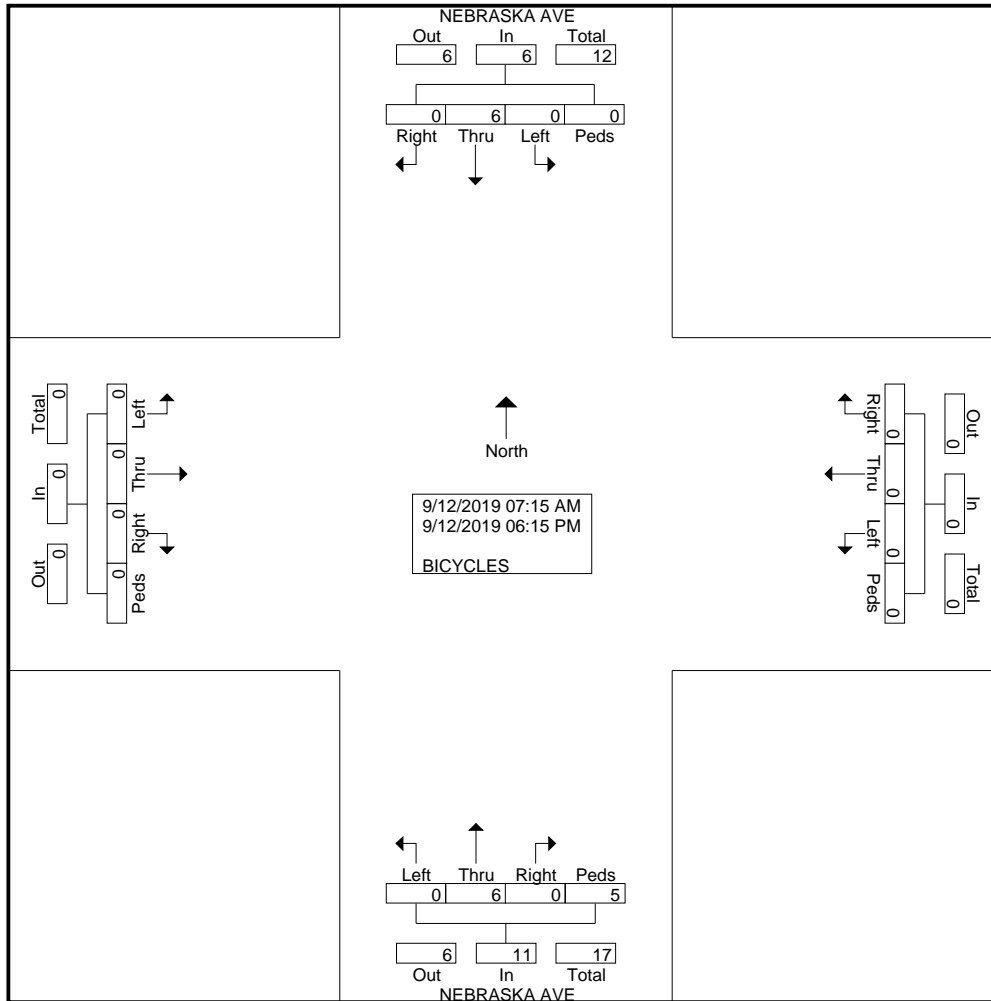
Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
*** BREAK ***																						
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***																						
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
*** BREAK ***																						
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
*** BREAK ***																						
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
*** BREAK ***																						
Grand Total	0	6	0	0	6	0	0	0	0	0	0	6	0	5	11	0	0	0	0	0	0	17
Apprch %	0	100	0	0		0	0	0	0		0	54.5	0	45.5		0	0	0	0			
Total %	0	35.3	0	0	35.3	0	0	0	0	0	0	35.3	0	29.4	64.7	0	0	0	0	0	0	

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443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156_Nebraska Ave South_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- U TURNS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8
Total	16	0	0	0	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	17
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	24	0	0	0	24	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	25
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	96	0	0	0	96	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	

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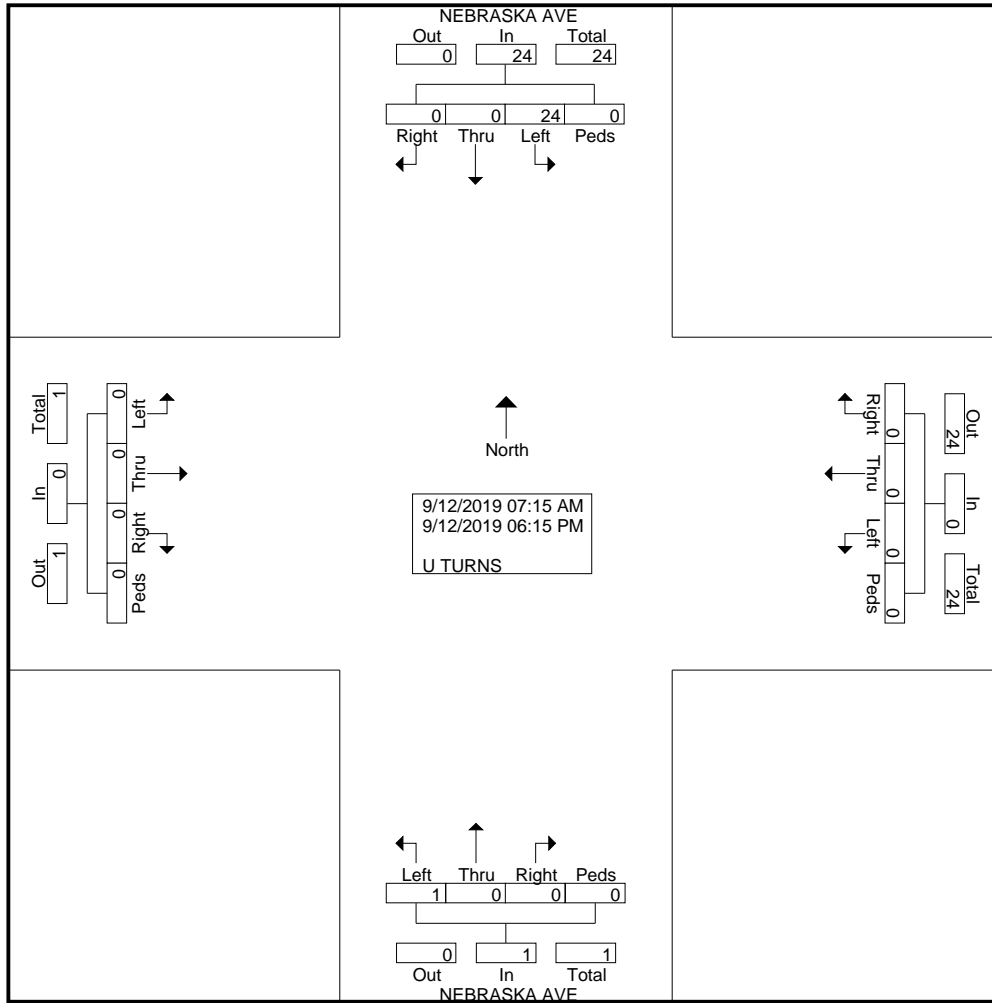
7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156_Nebraska Ave South_Weekday

Site Code : 00000000

Start Date : 9/12/2019

Page No : 2



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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156_Nebraska Ave South_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	113	0	14	127	0	0	0	0	0	0	144	0	4	148	0	0	0	0	0	275
02:15 PM	0	138	0	15	153	0	0	0	0	0	0	166	0	0	166	0	0	0	0	0	319
02:30 PM	0	127	0	3	130	0	0	0	0	0	0	130	0	0	130	0	0	0	0	0	260
02:45 PM	0	131	0	12	143	0	0	0	0	0	0	156	0	1	157	0	0	0	0	0	300
Total	0	509	0	44	553	0	0	0	0	0	0	596	0	5	601	0	0	0	0	0	1154
03:00 PM	0	135	0	6	141	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	272
03:15 PM	0	135	0	9	144	0	0	0	0	0	0	112	0	1	113	0	0	0	0	0	257
03:30 PM	0	121	0	5	126	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	255
03:45 PM	0	119	0	7	126	0	0	0	0	0	0	155	0	0	155	0	0	0	0	0	281
Total	0	510	0	27	537	0	0	0	0	0	0	527	0	1	528	0	0	0	0	0	1065
Grand Total	0	1019	0	71	1090	0	0	0	0	0	0	1123	0	6	1129	0	0	0	0	0	2219
Apprch %	0	93.5	0	6.5		0	0	0	0		0	99.5	0	0.5		0	0	0	0		
Total %	0	45.9	0	3.2	49.1	0	0	0	0	0	0	50.6	0	0.3	50.9	0	0	0	0	0	

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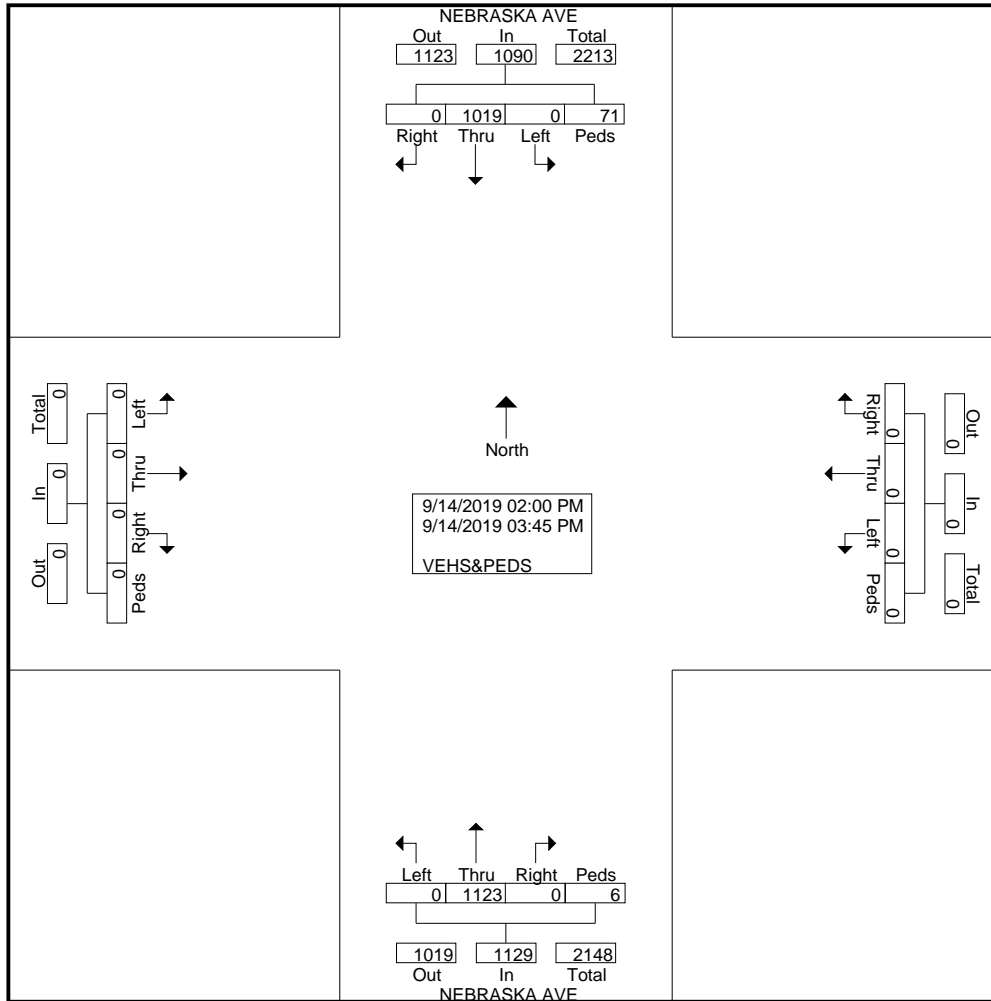
7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156_Nebraska Ave South_Saturday

Site Code : 00000000

Start Date : 9/14/2019

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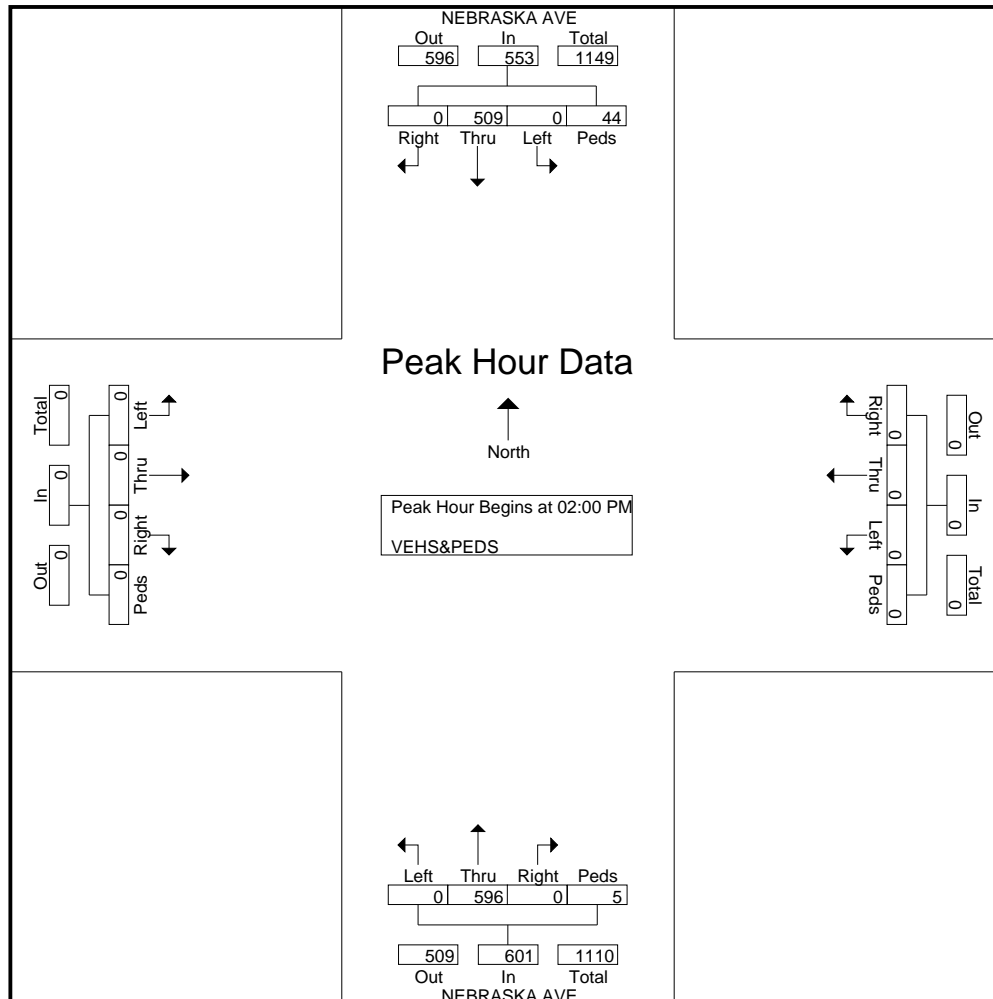


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443-741-3500

File Name : 6156_Nebraska Ave South_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	113	0	14	127	0	0	0	0	0	0	144	0	4	148	0	0	0	0	0	275
02:15 PM	0	138	0	15	153	0	0	0	0	0	0	166	0	0	166	0	0	0	0	0	319
02:30 PM	0	127	0	3	130	0	0	0	0	0	0	130	0	0	130	0	0	0	0	0	260
02:45 PM	0	131	0	12	143	0	0	0	0	0	0	156	0	1	157	0	0	0	0	0	300
Total Volume	0	509	0	44	553	0	0	0	0	0	0	596	0	5	601	0	0	0	0	0	1154
% App. Total	0	92	0	8		0	0	0	0		0	99.2	0	0.8		0	0	0	0		
PHF	.000	.922	.000	.733	.904	.000	.000	.000	.000	.000	.000	.898	.000	.313	.905	.000	.000	.000	.000	.000	.904



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156_Nebraska Ave South_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
02:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Total	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
03:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Total	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	23
Grand Total	0	27	0	0	27	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	48
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	56.2	0	0	56.2	0	0	0	0	0	0	43.8	0	0	43.8	0	0	0	0	0	0	

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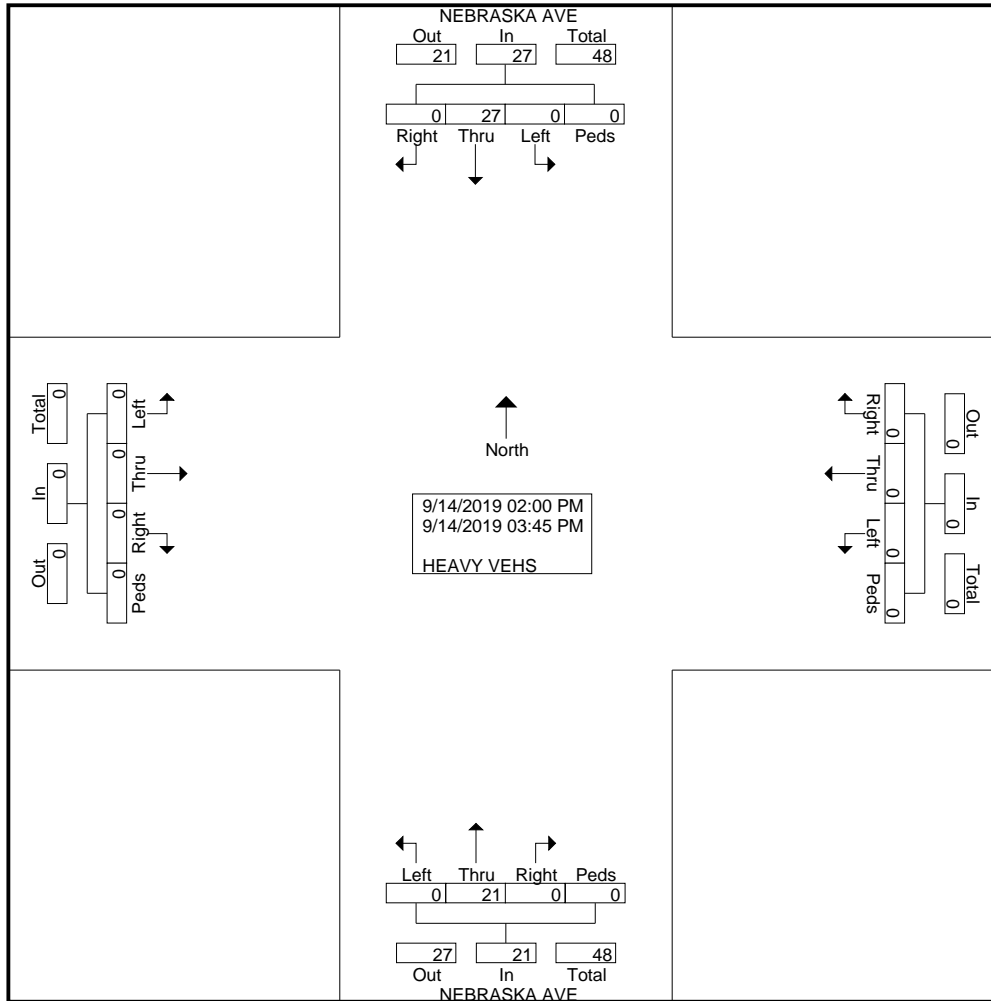
443-741-3500

File Name : 6156_Nebraska Ave South_Saturday

Site Code : 00000000

Start Date : 9/14/2019

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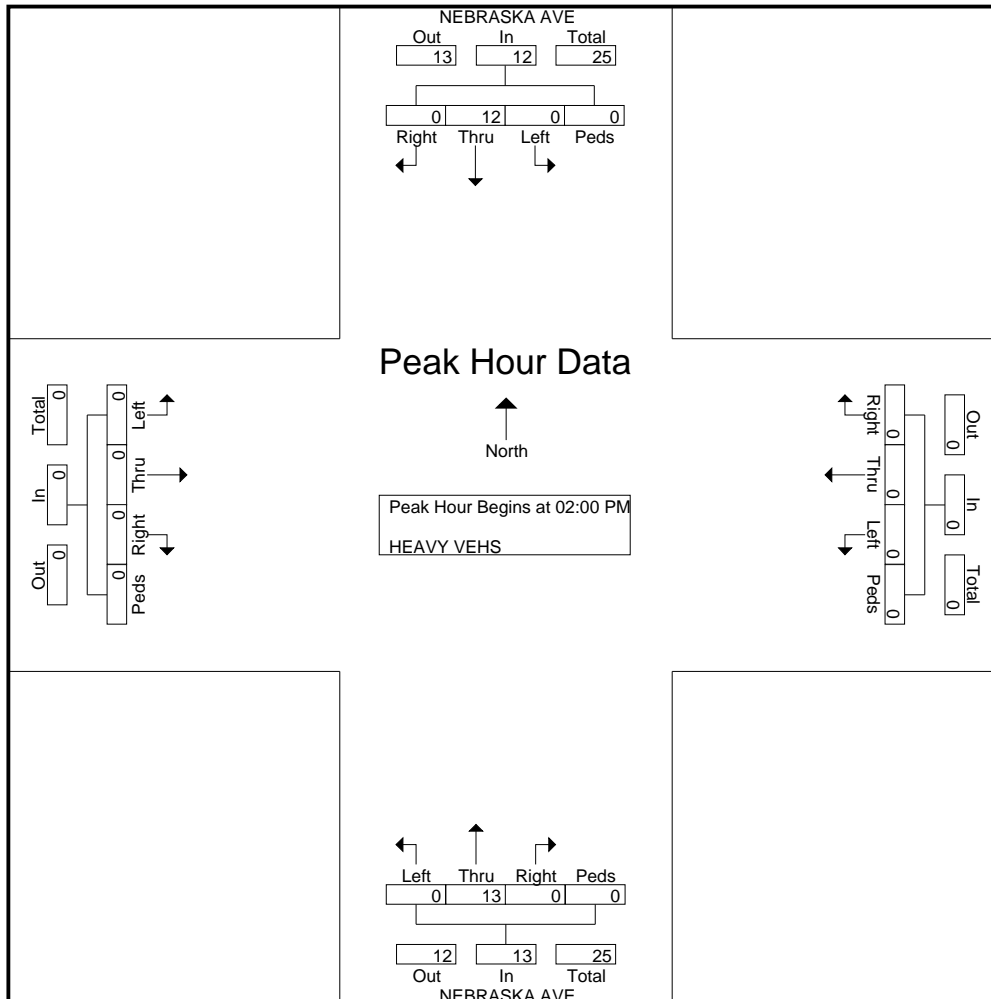


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443-741-3500

File Name : 6156_Nebraska Ave South_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 02:00 PM																						
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
02:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Total Volume	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		0	
PHF	.000	.600	.000	.000	.600	.000	.000	.000	.000	.000	.000	.813	.000	.000	.813	.000	.000	.000	.000	.000	.000	.781



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156_Nebraska Ave South_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					From East					NEBRASKA AVE From South					From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	48	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
02:15 PM	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
02:30 PM	0	28	0	0	28	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	31
02:45 PM	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	122	0	0	122	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	125
03:00 PM	0	27	0	2	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
03:15 PM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
03:30 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45 PM	0	24	0	0	24	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	25
Total	0	78	0	2	80	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	81
Grand Total	0	200	0	2	202	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	206
Apprch %	0	99	0	1		0	0	0	0		0	100	0	0		0	0	0	0			
Total %	0	97.1	0	1	98.1	0	0	0	0	0	0	1.9	0	0	1.9	0	0	0	0	0	0	

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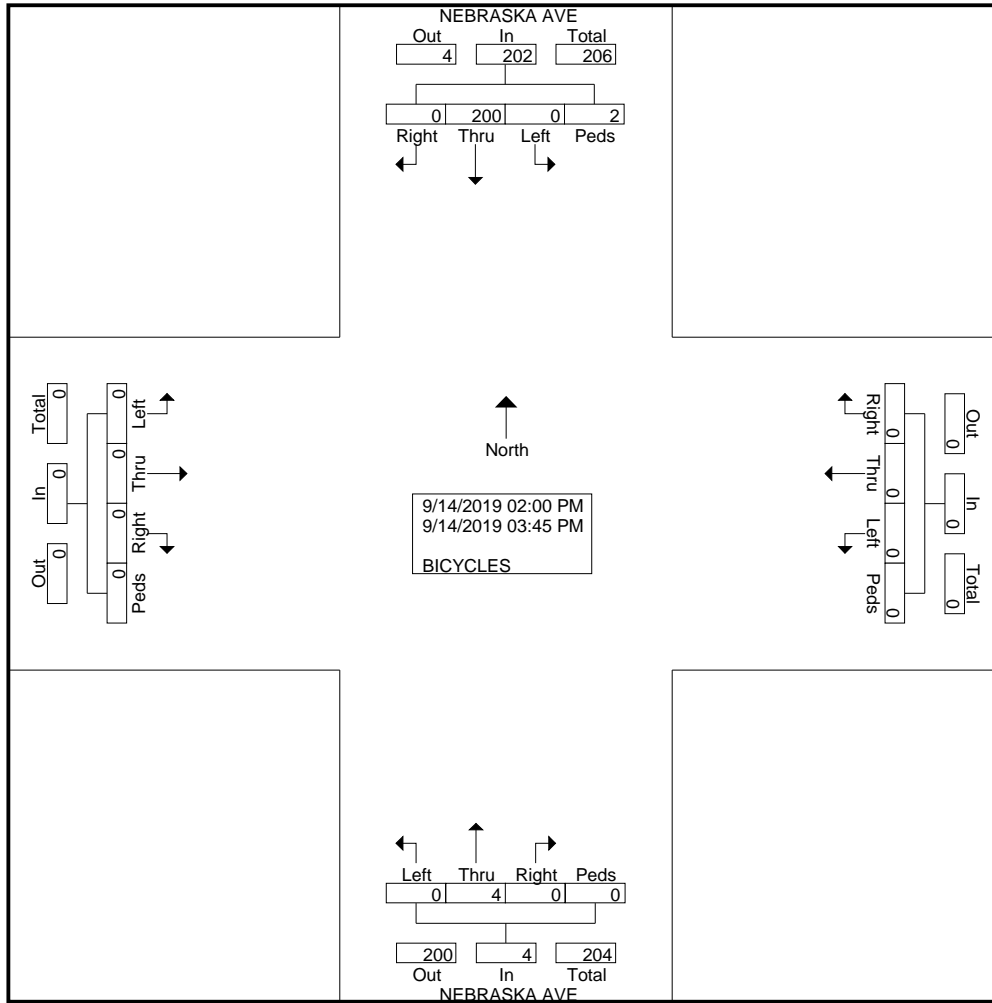
443-741-3500

File Name : 6156_Nebraska Ave South_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	360	0	0	360	0	0	0	5	5	0	139	34	2	175	48	70	11	15	144	684
07:30 AM	0	442	0	0	442	0	0	0	13	13	0	135	19	6	160	36	113	13	9	171	786
07:45 AM	0	393	0	1	394	0	0	0	18	18	0	201	22	7	230	42	103	8	14	167	809
Total	0	1195	0	1	1196	0	0	0	36	36	0	475	75	15	565	126	286	32	38	482	2279
08:00 AM	2	353	0	0	355	0	0	0	18	18	0	190	23	3	216	56	108	9	18	191	780
08:15 AM	0	392	0	0	392	0	0	0	26	26	0	238	32	5	275	76	111	11	12	210	903
08:30 AM	0	410	0	6	416	0	0	0	42	42	0	155	37	7	199	85	122	19	22	248	905
08:45 AM	0	399	0	1	400	0	0	0	30	30	0	179	30	4	213	77	96	11	23	207	850
Total	2	1554	0	7	1563	0	0	0	116	116	0	762	122	19	903	294	437	50	75	856	3438
09:00 AM	0	401	0	4	405	0	0	0	15	15	0	138	32	9	179	54	92	15	10	171	770
*** BREAK ***																					
Total	0	401	0	4	405	0	0	0	15	15	0	138	32	9	179	54	92	15	10	171	770
*** BREAK ***																					
11:00 AM	0	184	0	4	188	0	0	0	24	24	0	119	32	4	155	41	76	7	10	134	501
11:15 AM	0	164	0	0	164	0	0	0	20	20	0	140	29	7	176	50	89	9	16	164	524
11:30 AM	1	177	0	1	179	0	0	0	29	29	0	148	32	3	183	47	80	9	4	140	531
11:45 AM	0	194	0	1	195	0	0	0	31	31	0	134	32	11	177	42	87	24	16	169	572
Total	1	719	0	6	726	0	0	0	104	104	0	541	125	25	691	180	332	49	46	607	2128
12:00 PM	0	184	0	1	185	0	0	0	37	37	0	156	38	35	229	43	94	14	15	166	617
12:15 PM	0	189	0	4	193	0	0	0	39	39	0	116	38	28	182	54	85	13	17	169	583
12:30 PM	0	175	0	3	178	0	0	0	43	43	0	131	24	16	171	35	88	12	11	146	538
12:45 PM	0	180	0	4	184	0	0	0	42	42	0	126	42	12	180	36	89	22	15	162	568
Total	0	728	0	12	740	0	0	0	161	161	0	529	142	91	762	168	356	61	58	643	2306
*** BREAK ***																					
04:30 PM	0	201	0	2	203	0	0	0	39	39	0	168	59	14	241	58	174	6	19	257	740
04:45 PM	0	221	0	0	221	0	0	0	40	40	0	234	59	13	306	29	134	8	12	183	750
Total	0	422	0	2	424	0	0	0	79	79	0	402	118	27	547	87	308	14	31	440	1490

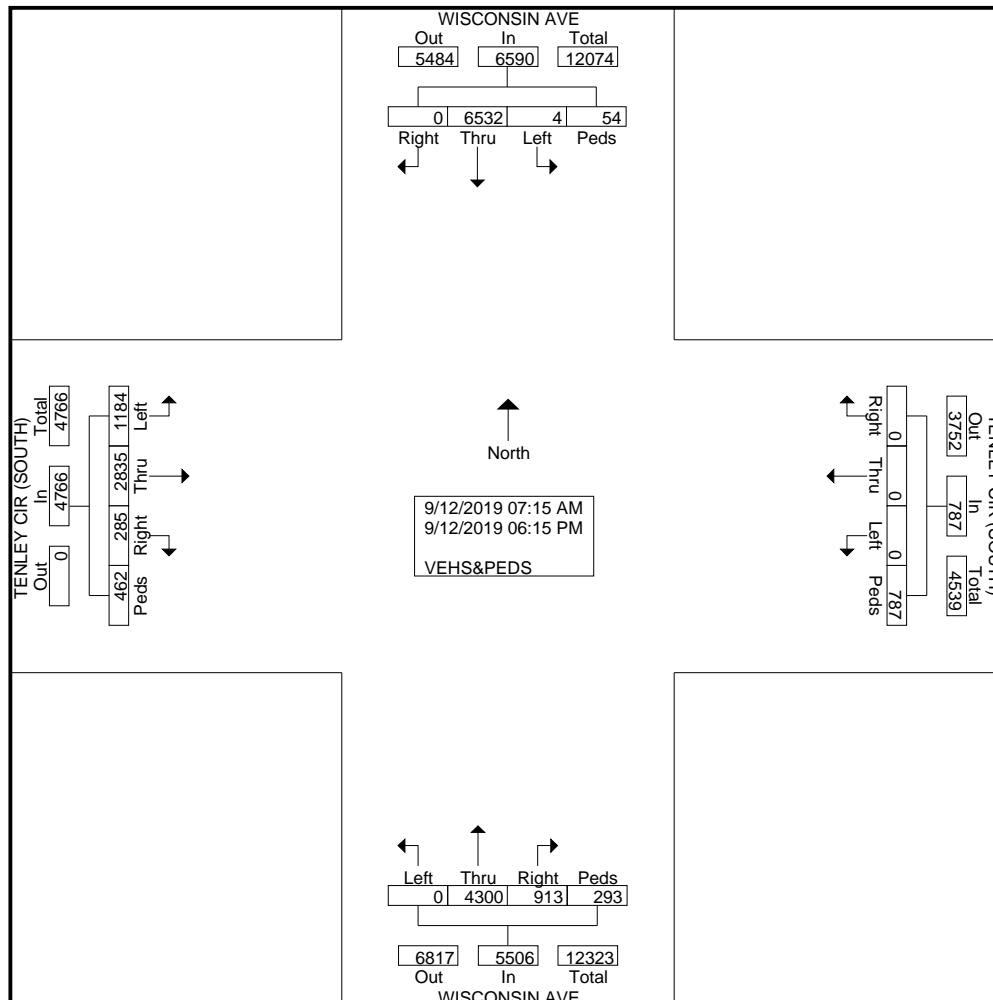
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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	223	0	0	223	0	0	0	30	30	0	215	52	22	289	44	176	11	30	261	803
05:15 PM	1	271	0	3	275	0	0	0	40	40	0	215	63	10	288	41	153	9	35	238	841
05:30 PM	0	247	0	2	249	0	0	0	54	54	0	245	59	14	318	48	181	9	33	271	892
05:45 PM	0	260	0	7	267	0	0	0	47	47	0	279	46	24	349	42	186	6	49	283	946
Total	1	1001	0	12	1014	0	0	0	171	171	0	954	220	70	1244	175	696	35	147	1053	3482
06:00 PM	0	236	0	4	240	0	0	0	50	50	0	252	38	23	313	55	168	15	37	275	878
06:15 PM	0	276	0	6	282	0	0	0	55	55	0	247	41	14	302	45	160	14	20	239	878
Grand Total	4	6532	0	54	6590	0	0	0	787	787	0	4300	913	293	5506	1184	2835	285	462	4766	17649
Apprch %	0.1	99.1	0	0.8		0	0	0	100		0	78.1	16.6	5.3		24.8	59.5	6	9.7		
Total %	0	37	0	0.3	37.3	0	0	0	4.5	4.5	0	24.4	5.2	1.7	31.2	6.7	16.1	1.6	2.6	27	

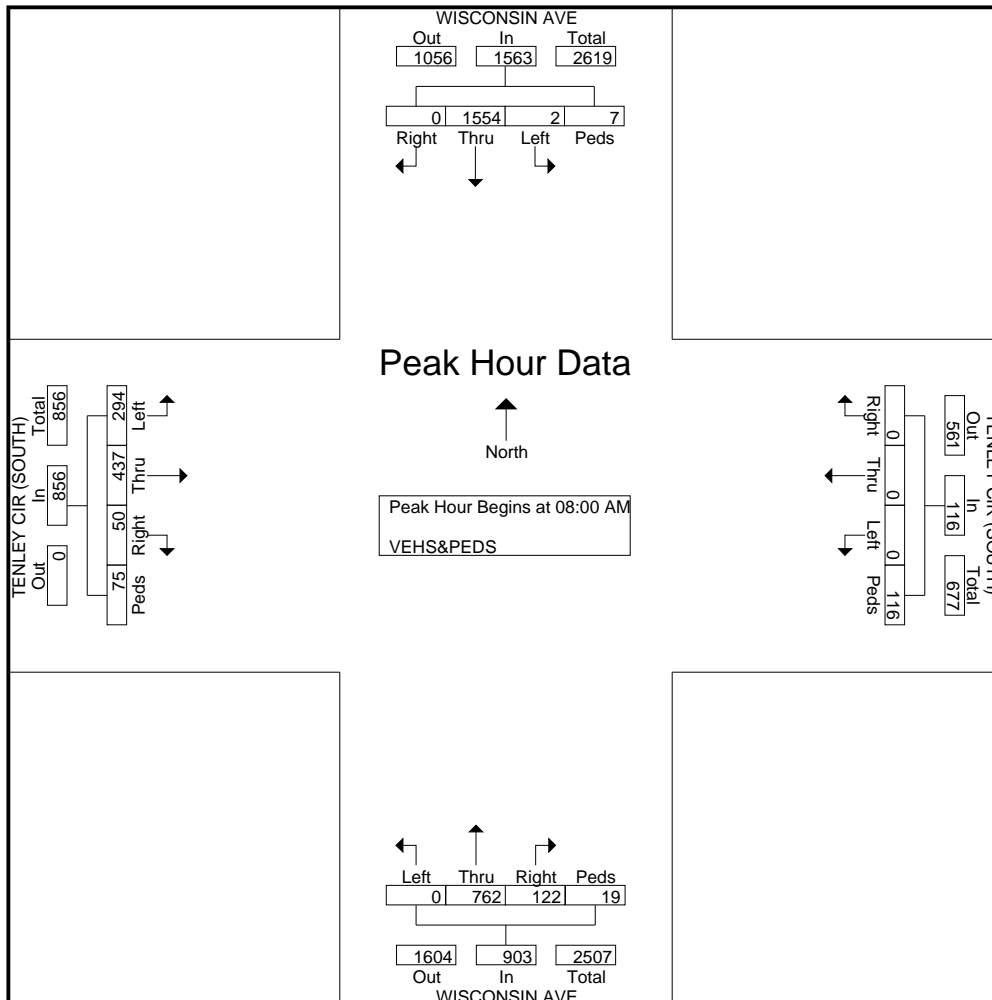


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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	353	0	0	355	0	0	0	18	18	0	190	23	3	216	56	108	9	18	191	780
08:15 AM	0	392	0	0	392	0	0	0	26	26	0	238	32	5	275	76	111	11	12	210	903
08:30 AM	0	410	0	6	416	0	0	0	42	42	0	155	37	7	199	85	122	19	22	248	905
08:45 AM	0	399	0	1	400	0	0	0	30	30	0	179	30	4	213	77	96	11	23	207	850
Total Volume	2	1554	0	7	1563	0	0	0	116	116	0	762	122	19	903	294	437	50	75	856	3438
% App. Total	0.1	99.4	0	0.4		0	0	0	100		0	84.4	13.5	2.1		34.3	51.1	5.8	8.8		
PHF	.250	.948	.000	.292	.939	.000	.000	.000	.690	.690	.000	.800	.824	.679	.821	.865	.895	.658	.815	.863	.950



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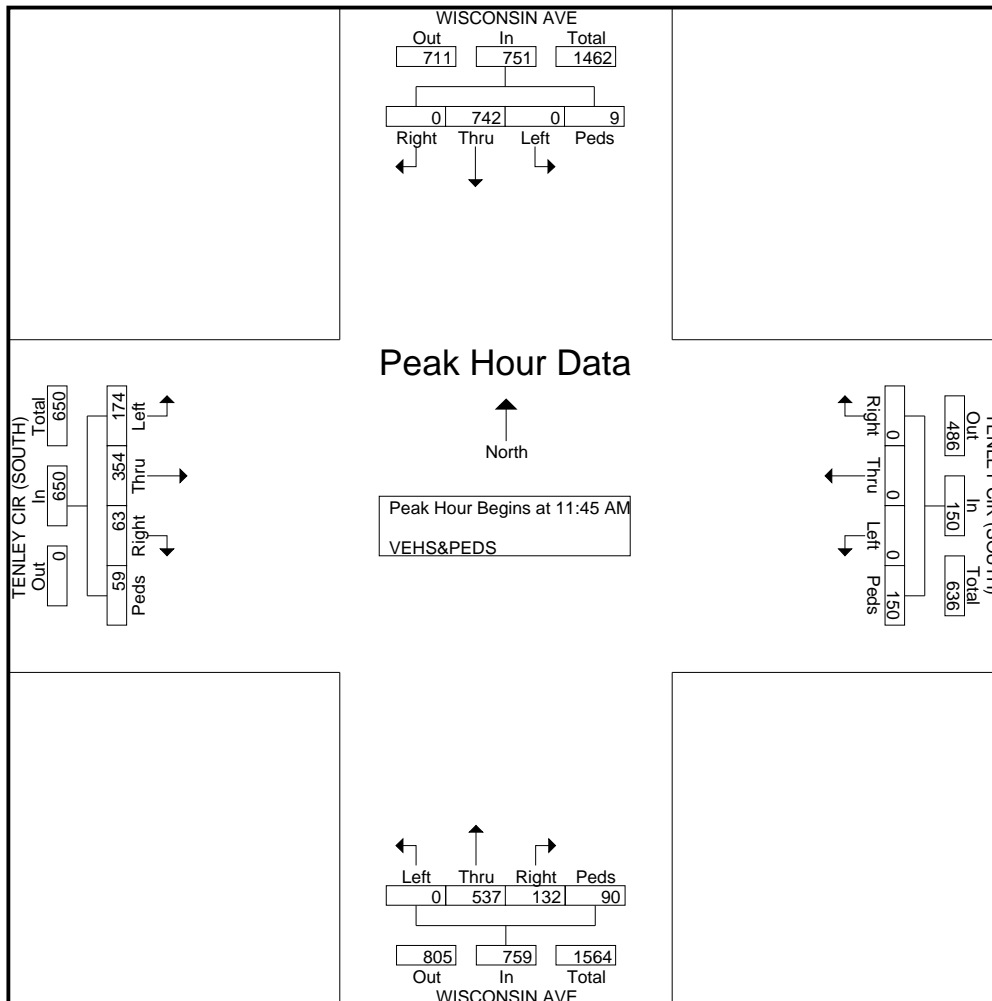
File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	194	0	1	195	0	0	0	31	31	0	134	32	11	177	42	87	24	16	169	572
12:00 PM	0	184	0	1	185	0	0	0	37	37	0	156	38	35	229	43	94	14	15	166	617
12:15 PM	0	189	0	4	193	0	0	0	39	39	0	116	38	28	182	54	85	13	17	169	583
12:30 PM	0	175	0	3	178	0	0	0	43	43	0	131	24	16	171	35	88	12	11	146	538
Total Volume	0	742	0	9	751	0	0	0	150	150	0	537	132	90	759	174	354	63	59	650	2310
% App. Total	0	98.8	0	1.2		0	0	0	100		0	70.8	17.4	11.9		26.8	54.5	9.7	9.1		
PHF	.000	.956	.000	.563	.963	.000	.000	.000	.872	.872	.000	.861	.868	.643	.829	.806	.941	.656	.868	.962	.936



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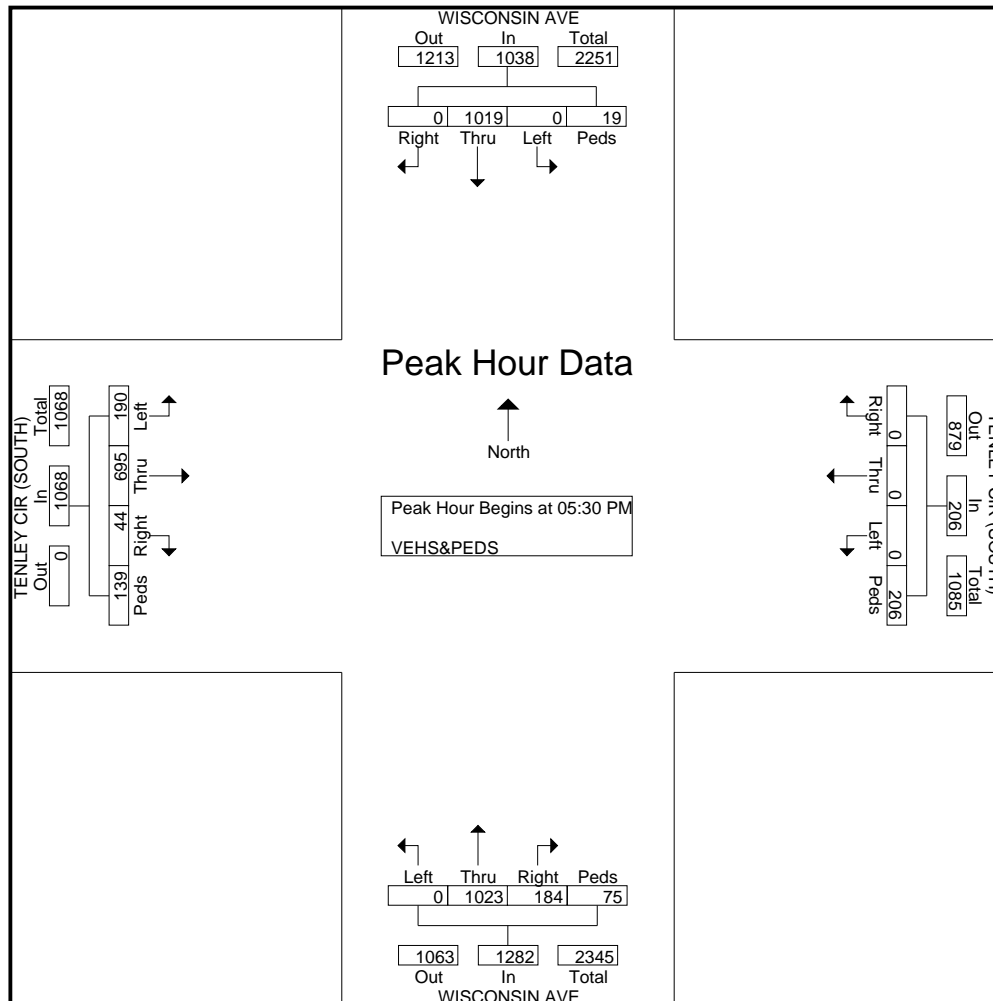
File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	0	247	0	2	249	0	0	0	54	54	0	245	59	14	318	48	181	9	33	271	892
05:45 PM	0	260	0	7	267	0	0	0	47	47	0	279	46	24	349	42	186	6	49	283	946
06:00 PM	0	236	0	4	240	0	0	0	50	50	0	252	38	23	313	55	168	15	37	275	878
06:15 PM	0	276	0	6	282	0	0	0	55	55	0	247	41	14	302	45	160	14	20	239	878
Total Volume	0	1019	0	19	1038	0	0	0	206	206	0	1023	184	75	1282	190	695	44	139	1068	3594
% App. Total	0	98.2	0	1.8		0	0	0	100		0	79.8	14.4	5.9		17.8	65.1	4.1	13		
PHF	.000	.923	.000	.679	.920	.000	.000	.000	.936	.936	.000	.917	.780	.781	.918	.864	.934	.733	.709	.943	.950



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Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	16	0	0	16	0	0	0	0	0	0	11	7	0	18	1	4	0	0	5	39
07:30 AM	0	17	0	0	17	0	0	0	0	0	0	7	2	0	9	2	7	2	0	11	37
07:45 AM	0	17	0	0	17	0	0	0	0	0	0	7	5	0	12	4	8	0	0	12	41
Total	0	50	0	0	50	0	0	0	0	0	0	25	14	0	39	7	19	2	0	28	117
08:00 AM	0	13	0	0	13	0	0	0	0	0	0	11	3	0	14	4	6	1	0	11	38
08:15 AM	0	22	0	0	22	0	0	0	0	0	0	6	7	0	13	2	10	0	0	12	47
08:30 AM	0	13	0	0	13	0	0	0	0	0	0	6	6	0	12	3	5	0	0	8	33
08:45 AM	0	21	0	0	21	0	0	0	0	0	0	9	4	0	13	3	10	0	0	13	47
Total	0	69	0	0	69	0	0	0	0	0	0	32	20	0	52	12	31	1	0	44	165
09:00 AM	0	21	0	0	21	0	0	0	0	0	0	12	8	0	20	4	9	0	0	13	54
*** BREAK ***																					
Total	0	21	0	0	21	0	0	0	0	0	0	12	8	0	20	4	9	0	0	13	54
*** BREAK ***																					
11:00 AM	0	13	0	0	13	0	0	0	0	0	0	7	7	0	14	2	14	0	0	16	43
11:15 AM	0	15	0	0	15	0	0	0	0	0	0	13	7	0	20	1	7	1	0	9	44
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	11	4	0	15	3	11	0	0	14	39
11:45 AM	0	12	0	0	12	0	0	0	0	0	0	8	5	0	13	2	8	0	0	10	35
Total	0	50	0	0	50	0	0	0	0	0	0	39	23	0	62	8	40	1	0	49	161
12:00 PM	0	7	0	0	7	0	0	0	0	0	0	5	5	0	10	4	6	0	0	10	27
12:15 PM	0	13	0	0	13	0	0	0	0	0	0	10	2	0	12	2	5	0	0	7	32
12:30 PM	0	10	0	0	10	0	0	0	0	0	0	8	5	0	13	5	6	0	0	11	34
12:45 PM	0	8	0	0	8	0	0	0	0	0	0	6	3	0	9	2	12	1	0	15	32
Total	0	38	0	0	38	0	0	0	0	0	0	29	15	0	44	13	29	1	0	43	125
*** BREAK ***																					
04:30 PM	0	10	0	0	10	0	0	0	0	0	0	2	2	0	4	3	9	0	0	12	26
04:45 PM	0	14	0	0	14	0	0	0	0	0	0	5	5	0	10	1	11	0	0	12	36
Total	0	24	0	0	24	0	0	0	0	0	0	7	7	0	14	4	20	0	0	24	62

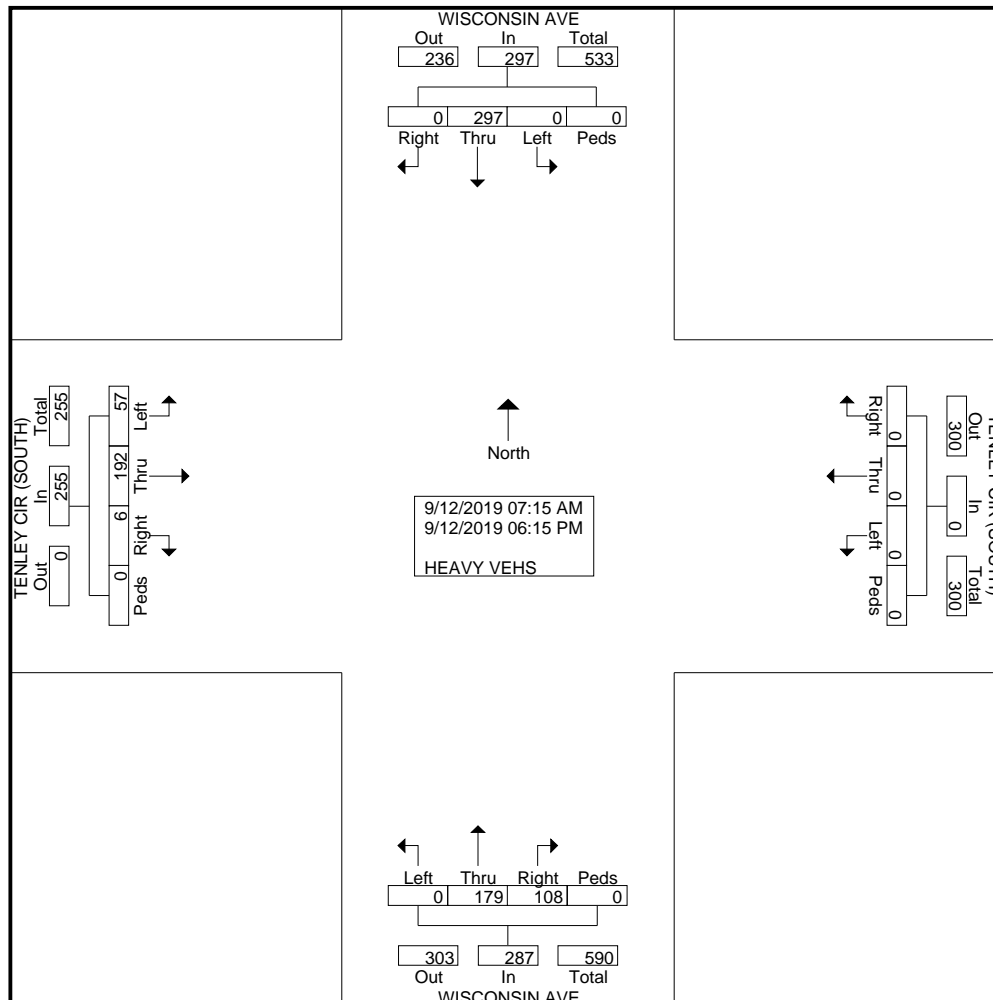
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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	12	0	0	12	0	0	0	0	0	0	7	4	0	11	3	8	0	0	11	34
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	6	2	0	8	2	8	0	0	10	25
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	8	3	0	11	2	4	0	0	6	23
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	2	0	4	1	11	1	0	13	22
Total	0	30	0	0	30	0	0	0	0	0	0	23	11	0	34	8	31	1	0	40	104
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	6	0	13	0	6	0	0	6	23
06:15 PM	0	11	0	0	11	0	0	0	0	0	0	5	4	0	9	1	7	0	0	8	28
Grand Total	0	297	0	0	297	0	0	0	0	0	0	179	108	0	287	57	192	6	0	255	839
Apprch %	0	100	0	0		0	0	0	0		0	62.4	37.6	0		22.4	75.3	2.4	0		
Total %	0	35.4	0	0	35.4	0	0	0	0	0	0	21.3	12.9	0	34.2	6.8	22.9	0.7	0	30.4	

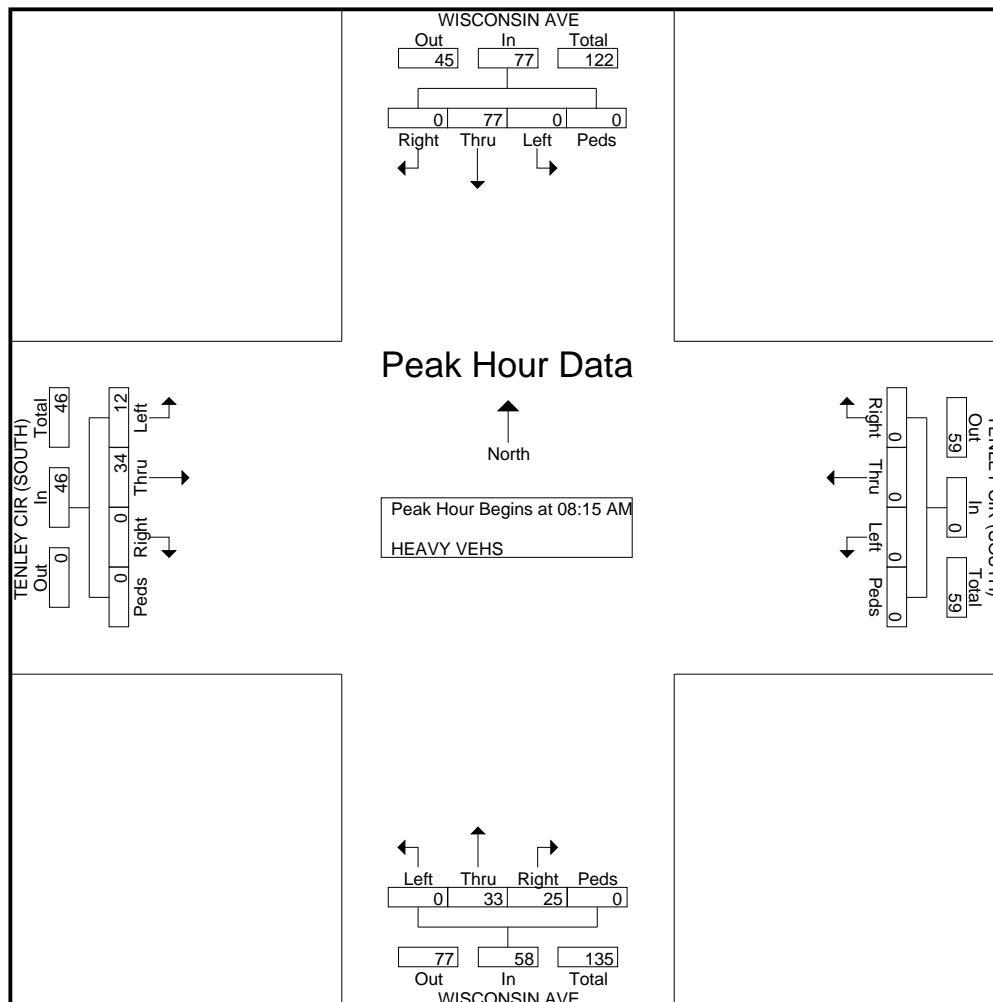


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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	22	0	0	22	0	0	0	0	0	0	6	7	0	13	2	10	0	0	12	47
08:30 AM	0	13	0	0	13	0	0	0	0	0	0	6	6	0	12	3	5	0	0	8	33
08:45 AM	0	21	0	0	21	0	0	0	0	0	0	9	4	0	13	3	10	0	0	13	47
09:00 AM	0	21	0	0	21	0	0	0	0	0	0	12	8	0	20	4	9	0	0	13	54
Total Volume	0	77	0	0	77	0	0	0	0	0	0	33	25	0	58	12	34	0	0	46	181
% App. Total	0	100	0	0		0	0	0	0		0	56.9	43.1	0		26.1	73.9	0	0		
PHF	.000	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.688	.781	.000	.725	.750	.850	.000	.000	.885	.838



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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday

Site Code : 00000000

Start Date : 9/12/2019

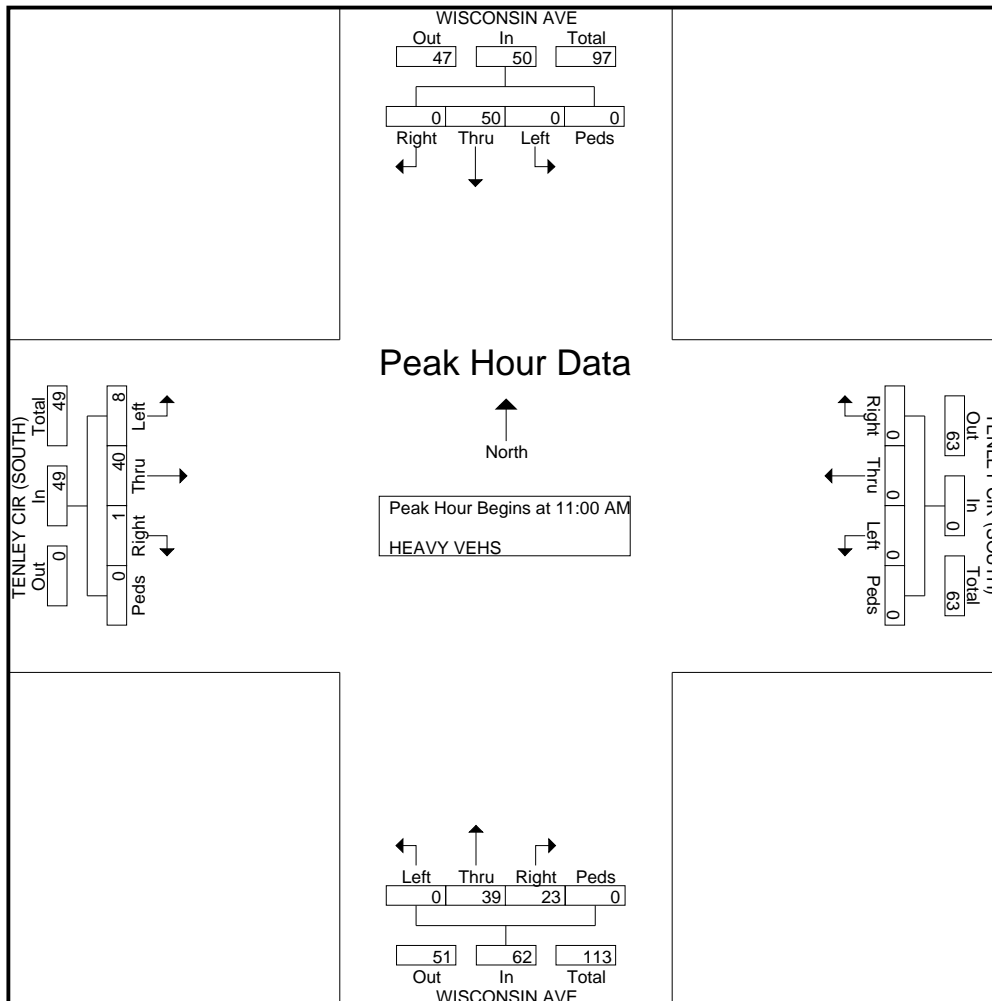
Page No : 4

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	13	0	0	13	0	0	0	0	0	0	7	7	0	14	2	14	0	0	16	43
11:15 AM	0	15	0	0	15	0	0	0	0	0	0	13	7	0	20	1	7	1	0	9	44
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	11	4	0	15	3	11	0	0	14	39
11:45 AM	0	12	0	0	12	0	0	0	0	0	0	8	5	0	13	2	8	0	0	10	35
Total Volume	0	50	0	0	50	0	0	0	0	0	0	39	23	0	62	8	40	1	0	49	161
% App. Total	0	100	0	0		0	0	0	0		0	62.9	37.1	0		16.3	81.6	2	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.750	.821	.000	.775	.667	.714	.250	.000	.766	.915



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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday

Site Code : 00000000

Start Date : 9/12/2019

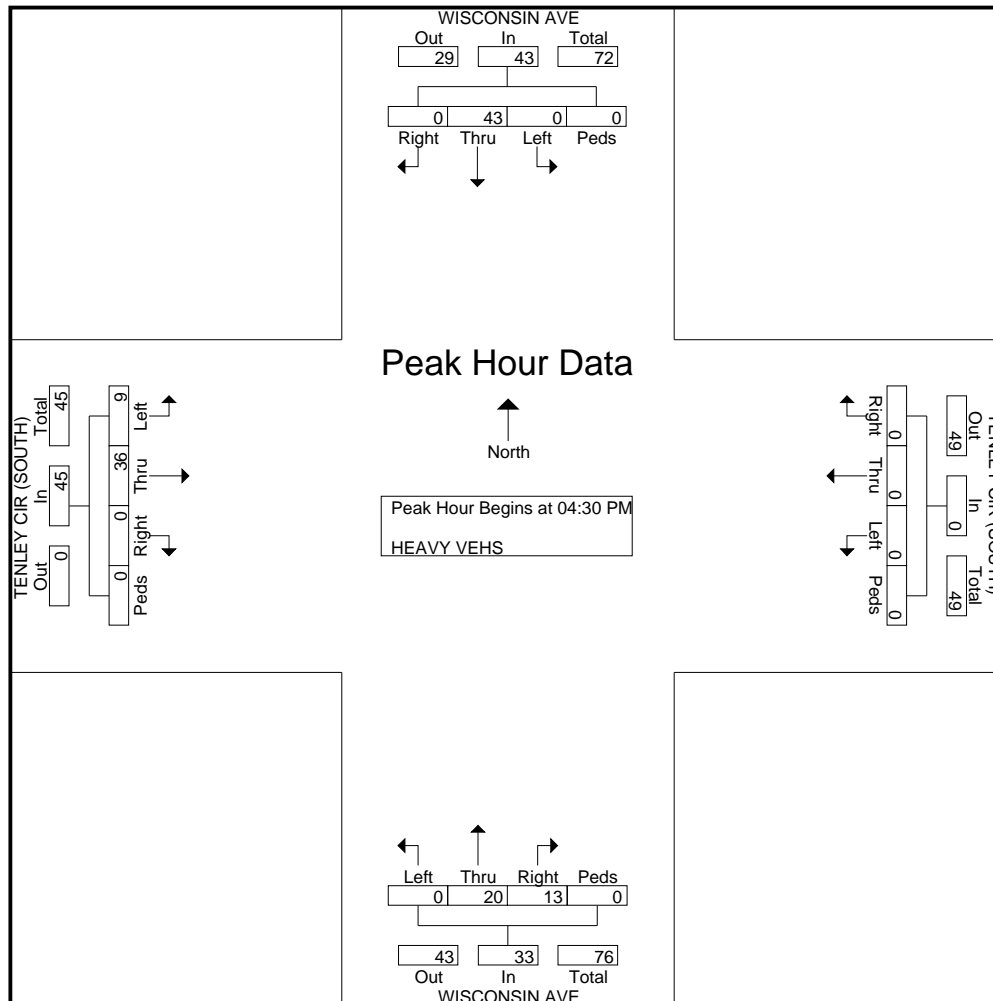
Page No : 5

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	10	0	0	10	0	0	0	0	0	0	2	2	0	4	3	9	0	0	12	26
04:45 PM	0	14	0	0	14	0	0	0	0	0	0	5	5	0	10	1	11	0	0	12	36
05:00 PM	0	12	0	0	12	0	0	0	0	0	0	7	4	0	11	3	8	0	0	11	34
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	6	2	0	8	2	8	0	0	10	25
Total Volume	0	43	0	0	43	0	0	0	0	0	0	20	13	0	33	9	36	0	0	45	121
% App. Total	0	100	0	0		0	0	0	0		0	60.6	39.4	0		20	80	0	0		
PHF	.000	.768	.000	.000	.768	.000	.000	.000	.000	.000	.000	.714	.650	.000	.750	.750	.818	.000	.000	.938	.840



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	1	5	6	9
Total	0	1	0	0	1	0	0	0	2	2	0	5	0	0	5	0	0	1	6	7	15
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	2	3	5
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	1	2	1	0	0	3	4	8
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	3	5	0	1	0	3	4	11
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
Total	0	5	0	0	5	0	0	0	2	2	0	4	0	4	8	1	4	0	8	13	28
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	5
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	1	2	0	0	0	4	4	8
11:45 AM	0	2	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	3	3	0	1	0	3	4	0	0	0	7	7	18
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	4
12:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	1	2	3	7
Total	0	1	0	0	1	0	0	0	6	6	0	1	0	0	1	0	0	3	3	6	14
*** BREAK ***																					
04:30 PM	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	1	0	0	0	1	4
04:45 PM	0	1	0	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	0	5	5	0	1	0	0	1	1	0	0	0	1	9

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443-741-3500

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Weekday

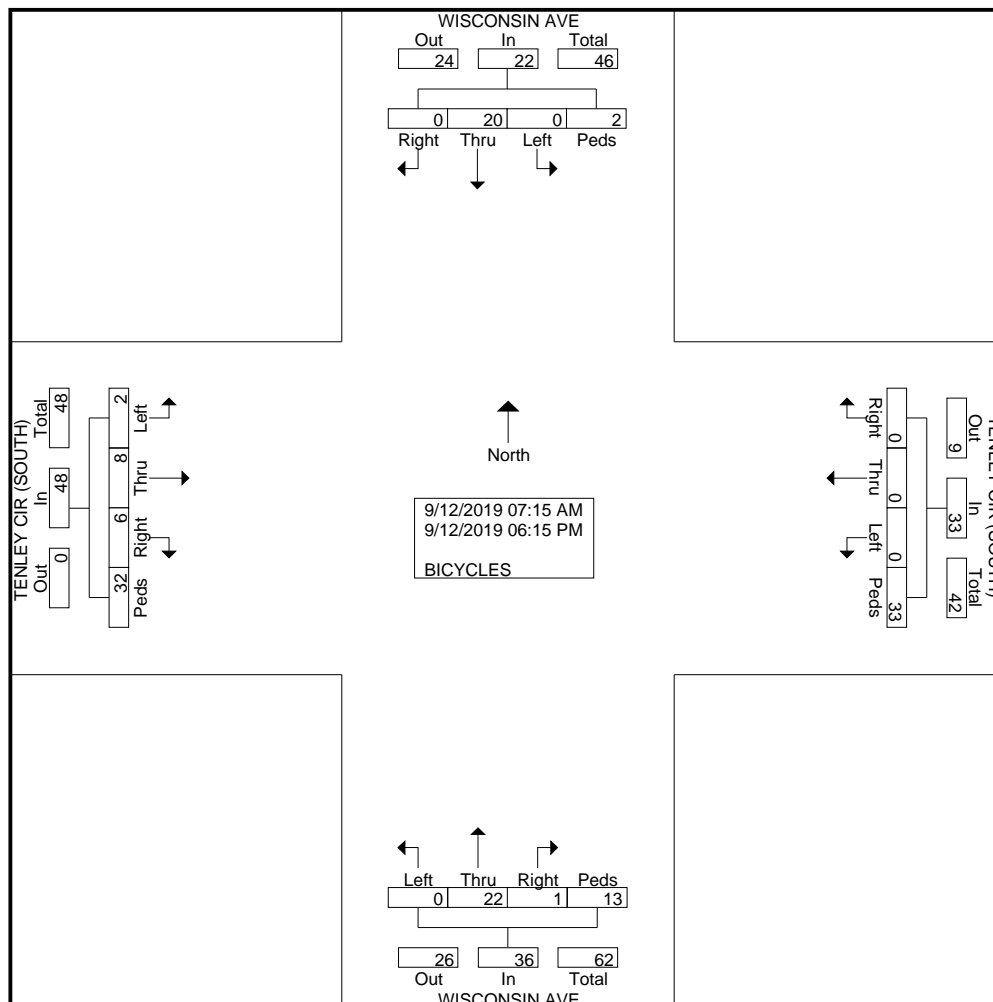
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	5	5	0	0	1	0	1	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	0	1	0	2	3	6
05:30 PM	0	1	0	2	3	0	0	0	3	3	0	0	0	3	3	0	2	1	2	5	14
05:45 PM	0	1	0	0	1	0	0	0	3	3	0	3	0	1	4	0	0	0	1	1	9
Total	0	2	0	2	4	0	0	0	12	12	0	4	1	5	10	0	3	1	5	9	35
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	6
06:15 PM	0	2	0	0	2	0	0	0	3	3	0	3	0	1	4	0	0	0	2	2	11
Grand Total	0	20	0	2	22	0	0	0	33	33	0	22	1	13	36	2	8	6	32	48	139
Apprch %	0	90.9	0	9.1		0	0	0	100		0	61.1	2.8	36.1		4.2	16.7	12.5	66.7		
Total %	0	14.4	0	1.4	15.8	0	0	0	23.7	23.7	0	15.8	0.7	9.4	25.9	1.4	5.8	4.3	23	34.5	



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443-741-3500

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Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

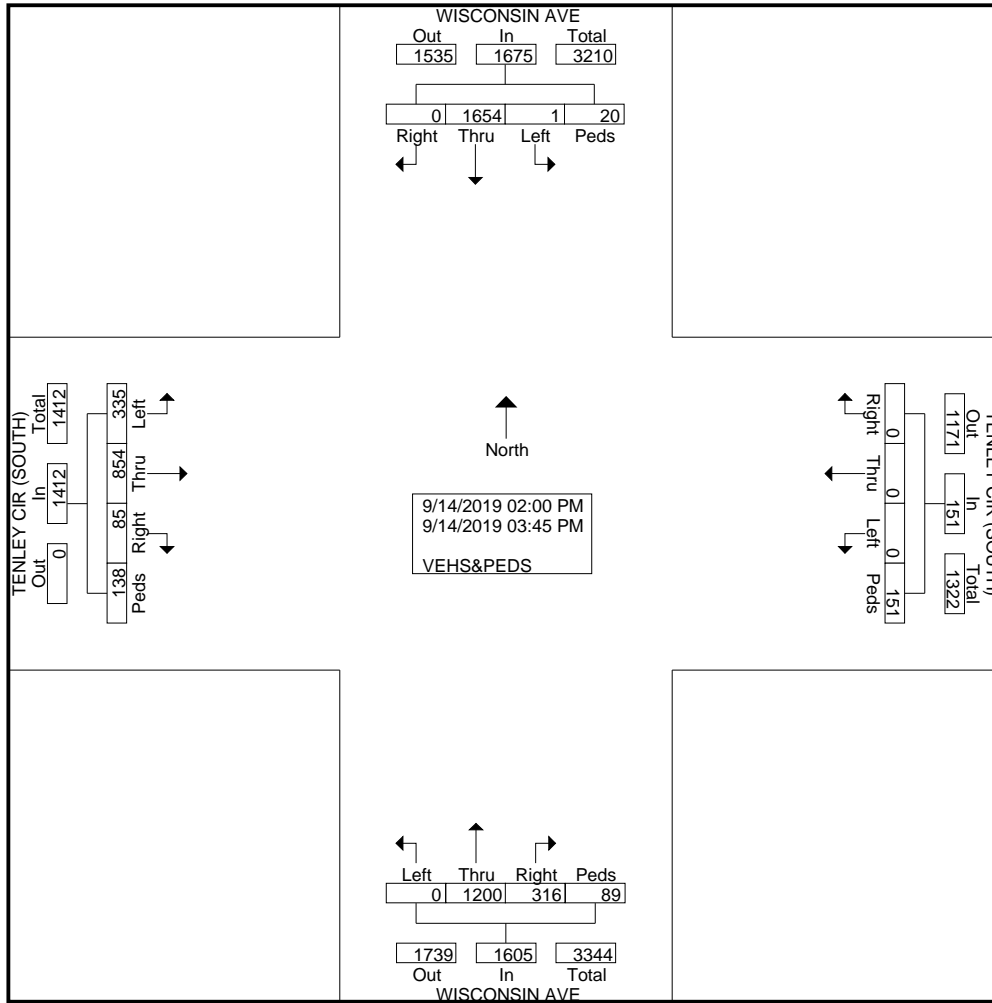
Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	229	0	3	232	0	0	0	20	20	0	146	34	10	190	37	119	13	17	186	628
02:15 PM	0	198	0	4	202	0	0	0	24	24	0	150	35	10	195	57	125	9	16	207	628
02:30 PM	0	214	0	3	217	0	0	0	20	20	0	146	33	7	186	35	95	11	11	152	575
02:45 PM	0	225	0	1	226	0	0	0	37	37	0	157	40	15	212	43	116	11	27	197	672
Total	0	866	0	11	877	0	0	0	101	101	0	599	142	42	783	172	455	44	71	742	2503
03:00 PM	0	188	0	2	190	0	0	0	10	10	0	150	45	13	208	34	105	15	19	173	581
03:15 PM	0	192	0	1	193	0	0	0	0	0	0	150	44	8	202	36	85	8	10	139	534
03:30 PM	0	200	0	2	202	0	0	0	7	7	0	150	45	15	210	36	97	12	22	167	586
03:45 PM	1	208	0	4	213	0	0	0	33	33	0	151	40	11	202	57	112	6	16	191	639
Total	1	788	0	9	798	0	0	0	50	50	0	601	174	47	822	163	399	41	67	670	2340
Grand Total	1	1654	0	20	1675	0	0	0	151	151	0	1200	316	89	1605	335	854	85	138	1412	4843
Apprch %	0.1	98.7	0	1.2		0	0	0	100		0	74.8	19.7	5.5		23.7	60.5	6	9.8		
Total %	0	34.2	0	0.4	34.6	0	0	0	3.1	3.1	0	24.8	6.5	1.8	33.1	6.9	17.6	1.8	2.8	29.2	

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 443-741-3500

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

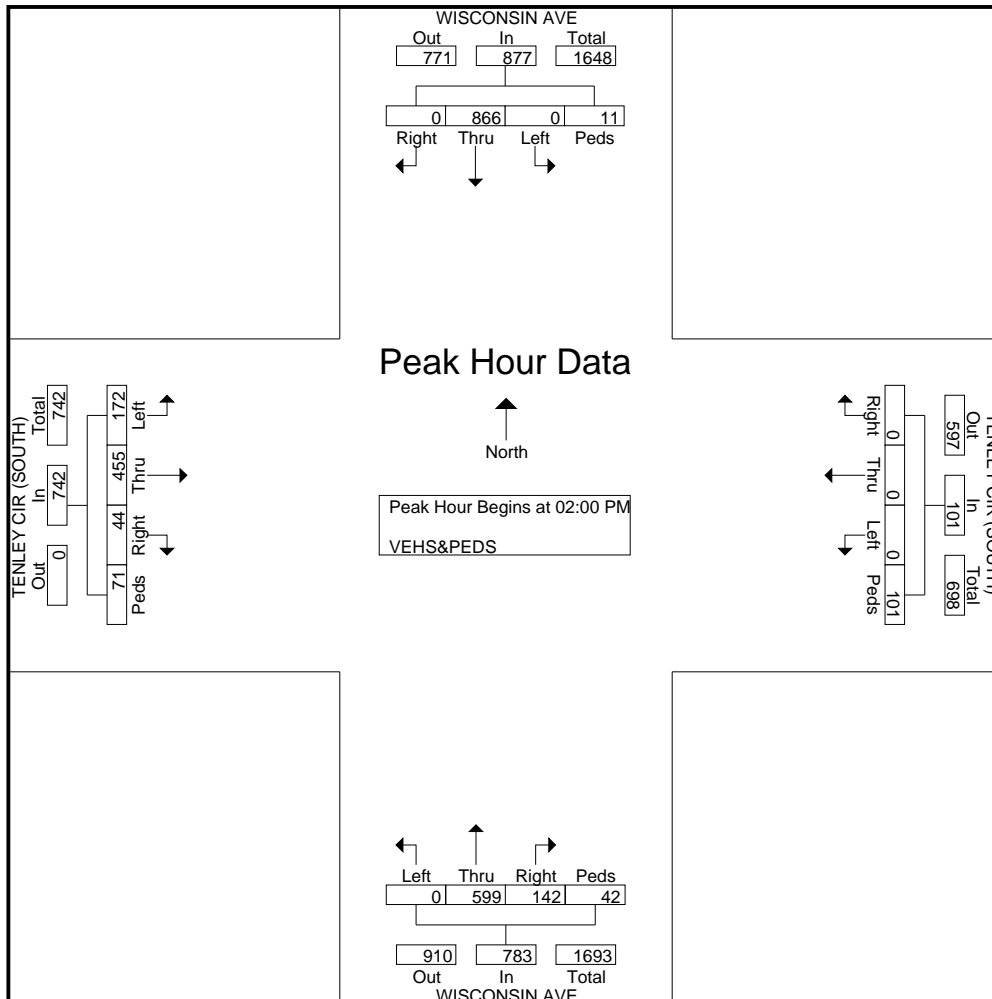


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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	229	0	3	232	0	0	0	20	20	0	146	34	10	190	37	119	13	17	186	628
02:15 PM	0	198	0	4	202	0	0	0	24	24	0	150	35	10	195	57	125	9	16	207	628
02:30 PM	0	214	0	3	217	0	0	0	20	20	0	146	33	7	186	35	95	11	11	152	575
02:45 PM	0	225	0	1	226	0	0	0	37	37	0	157	40	15	212	43	116	11	27	197	672
Total Volume	0	866	0	11	877	0	0	0	101	101	0	599	142	42	783	172	455	44	71	742	2503
% App. Total	0	98.7	0	1.3		0	0	0	100		0	76.5	18.1	5.4		23.2	61.3	5.9	9.6		
PHF	.000	.945	.000	.688	.945	.000	.000	.000	.682	.682	.000	.954	.888	.700	.923	.754	.910	.846	.657	.896	.931



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

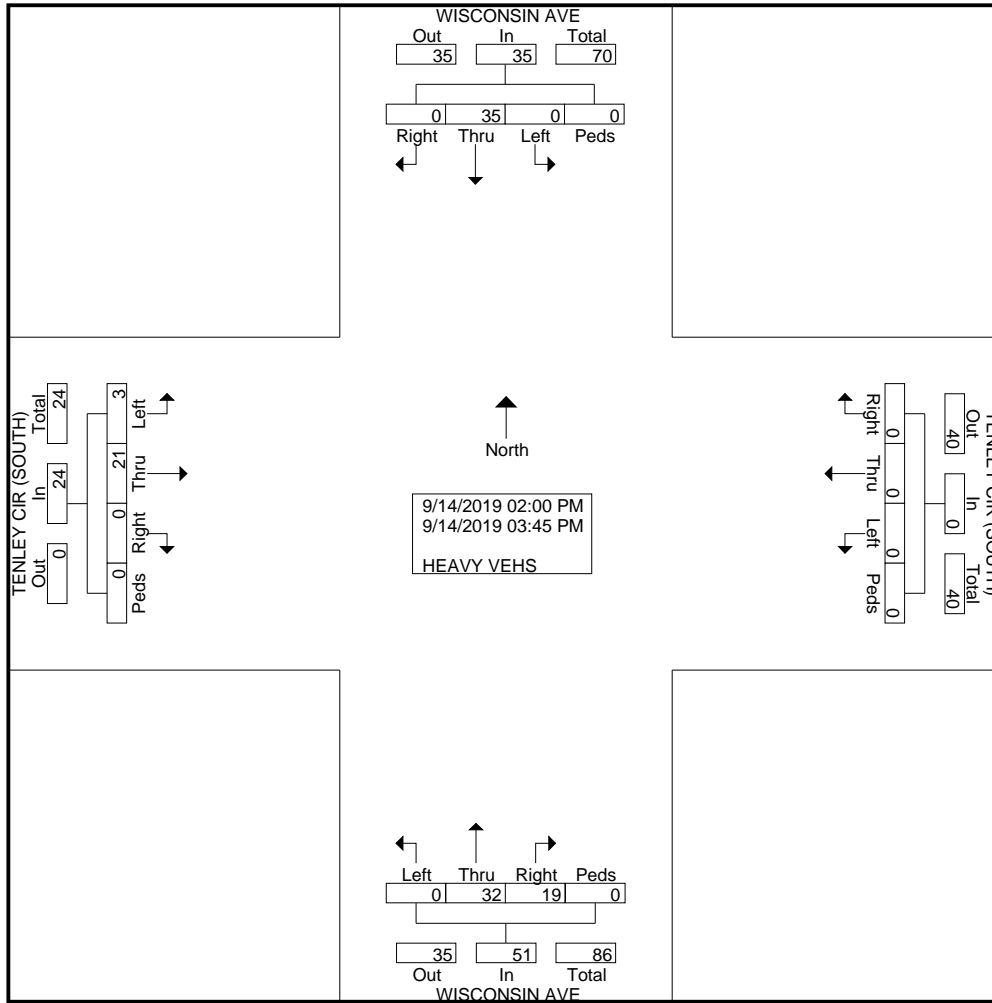
Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	1	4	0	0	5	13
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	3	0	4	0	4	0	0	4	14
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	3	0	10	0	3	0	0	3	16
02:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	4	0	10	1	3	0	0	4	19
Total	0	17	0	0	17	0	0	0	0	0	0	17	12	0	29	2	14	0	0	16	62
03:00 PM	0	7	0	0	7	0	0	0	0	0	0	3	1	0	4	1	1	0	0	2	13
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	11
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	2	0	0	2	14
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	10
Total	0	18	0	0	18	0	0	0	0	0	0	15	7	0	22	1	7	0	0	8	48
Grand Total	0	35	0	0	35	0	0	0	0	0	0	32	19	0	51	3	21	0	0	24	110
Apprch %	0	100	0	0		0	0	0	0		0	62.7	37.3	0		12.5	87.5	0	0		
Total %	0	31.8	0	0	31.8	0	0	0	0	0	0	29.1	17.3	0	46.4	2.7	19.1	0	0	21.8	

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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

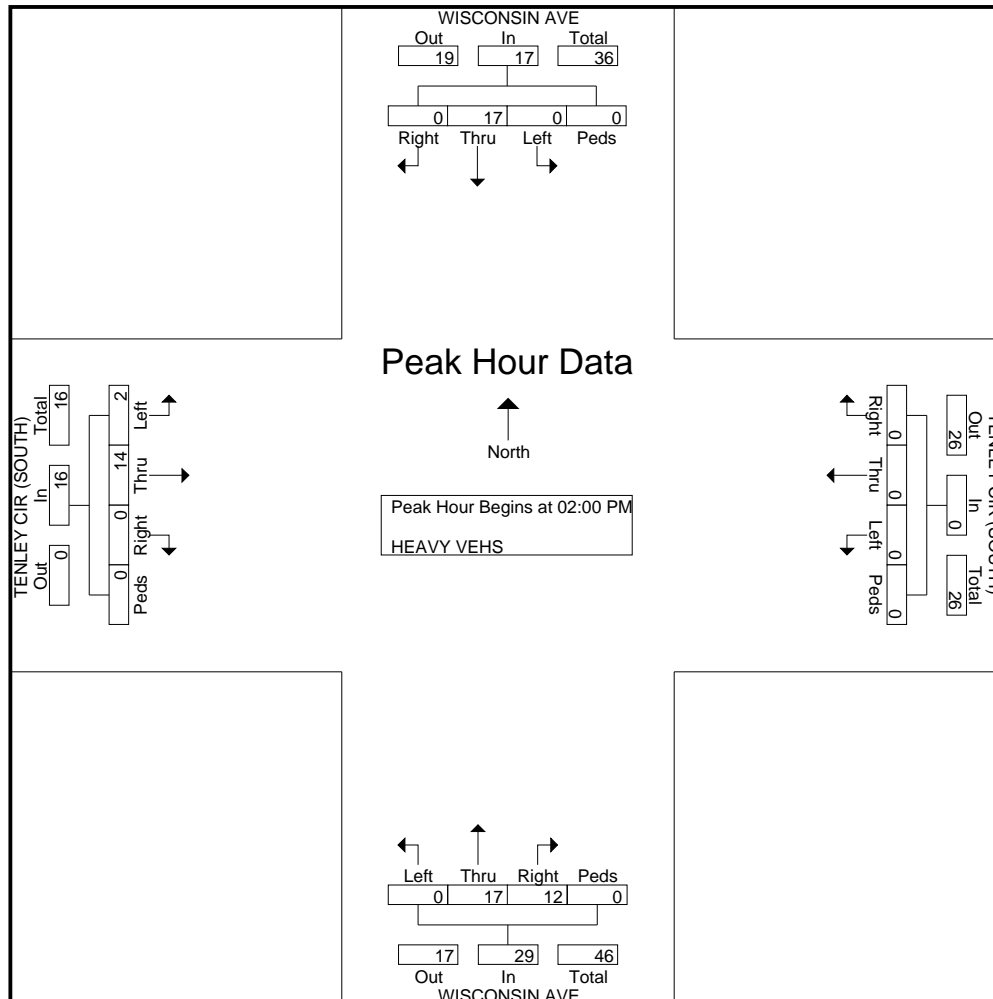


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File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	1	4	0	0	5	13
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	3	0	4	0	4	0	0	4	14
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	3	0	10	0	3	0	0	3	16
02:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	4	0	10	1	3	0	0	4	19
Total Volume	0	17	0	0	17	0	0	0	0	0	0	17	12	0	29	2	14	0	0	16	62
% App. Total	0	100	0	0		0	0	0	0		0	58.6	41.4	0		12.5	87.5	0	0		
PHF	.000	.708	.000	.000	.708	.000	.000	.000	.000	.000	.000	.607	.750	.000	.725	.500	.875	.000	.000	.800	.816



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					TENLEY CIR (SOUTH) From East					WISCONSIN AVE From South					TENLEY CIR (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	4
02:30 PM	0	2	0	1	3	1	0	0	1	2	0	1	0	0	1	0	3	0	2	5	11
02:45 PM	0	4	0	0	4	0	0	0	1	1	0	1	0	1	2	0	0	0	1	1	8
Total	0	9	0	1	10	1	0	0	2	3	0	3	0	1	4	1	3	0	6	10	27
03:00 PM	0	3	0	0	3	0	0	0	2	2	0	1	1	0	2	0	0	1	1	2	9
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	1	0	1	2	8
03:30 PM	0	2	0	0	2	0	0	0	3	3	0	1	2	0	3	0	0	0	0	0	8
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	0	13	0	0	13	0	0	0	5	5	0	4	3	0	7	0	2	1	2	5	30
Grand Total	0	22	0	1	23	1	0	0	7	8	0	7	3	1	11	1	5	1	8	15	57
Apprch %	0	95.7	0	4.3		12.5	0	0	87.5		0	63.6	27.3	9.1		6.7	33.3	6.7	53.3		
Total %	0	38.6	0	1.8	40.4	1.8	0	0	12.3	14	0	12.3	5.3	1.8	19.3	1.8	8.8	1.8	14	26.3	

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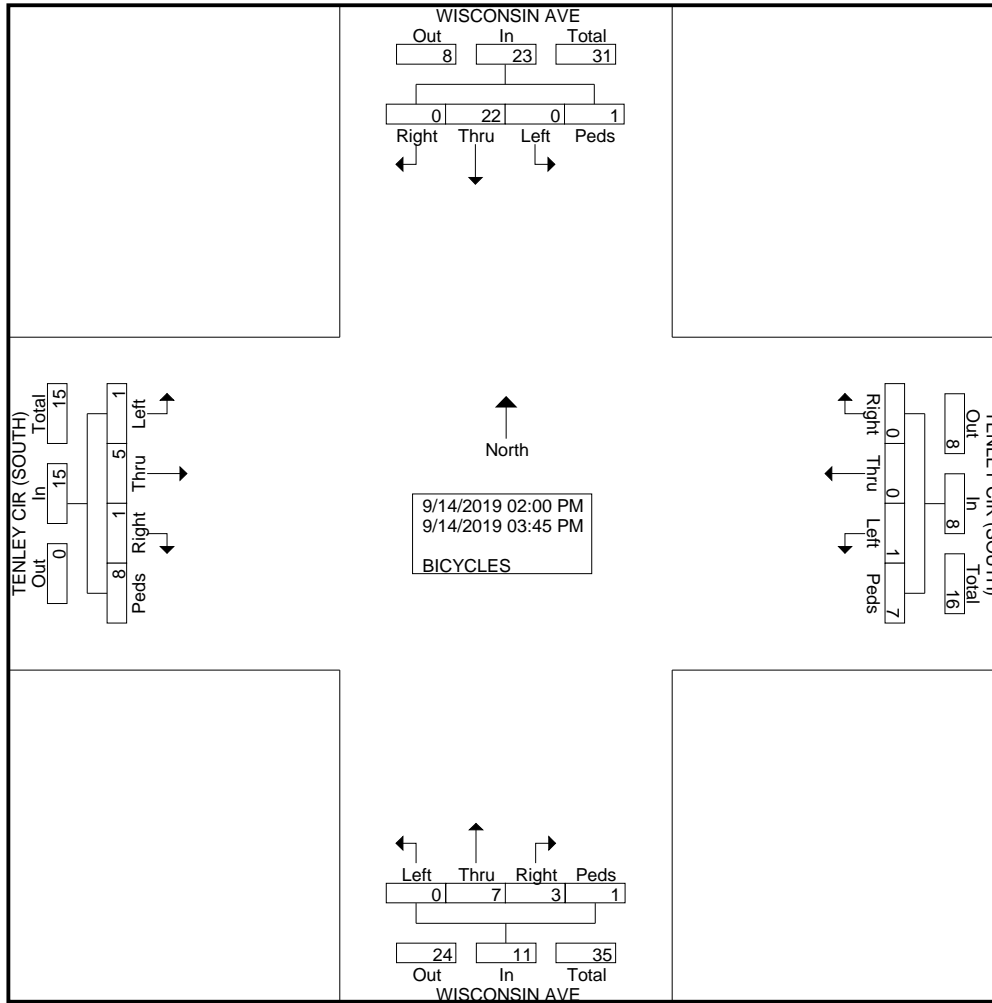
443-741-3500

File Name : 6156a_Wisconsin Ave at Tenley Cir (South)_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	15	7	1	23	3	97	5	0	105	0	0	0	0	0	128
07:30 AM	0	0	0	0	0	0	18	11	15	44	2	105	19	0	126	0	0	0	0	0	170
07:45 AM	0	0	0	0	0	0	20	16	3	39	3	111	15	0	129	0	0	0	0	0	168
Total	0	0	0	0	0	0	53	34	19	106	8	313	39	0	360	0	0	0	0	0	466
08:00 AM	0	0	0	0	0	0	20	13	1	34	1	115	18	0	134	0	0	0	0	0	168
08:15 AM	0	0	0	0	0	0	28	21	4	53	0	122	21	0	143	0	0	0	0	0	196
08:30 AM	0	0	0	0	0	0	18	17	5	40	2	143	12	0	157	0	0	0	0	0	197
08:45 AM	0	0	0	0	0	0	21	15	2	38	3	107	16	0	126	0	0	0	0	0	164
Total	0	0	0	0	0	0	87	66	12	165	6	487	67	0	560	0	0	0	0	0	725
09:00 AM	0	0	0	0	0	0	17	10	4	31	4	106	13	0	123	0	0	0	0	0	154
*** BREAK ***																					
Total	0	0	0	0	0	0	17	10	4	31	4	106	13	0	123	0	0	0	0	0	154
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	15	2	2	19	5	92	14	0	111	0	0	0	0	0	130
11:15 AM	0	0	0	0	0	0	18	3	0	21	5	93	17	0	115	0	0	0	0	0	136
11:30 AM	0	0	0	0	0	0	30	8	2	40	2	100	8	0	110	0	0	0	0	0	150
11:45 AM	0	0	0	0	0	0	26	5	2	33	4	103	9	0	116	0	0	0	0	0	149
Total	0	0	0	0	0	0	89	18	6	113	16	388	48	0	452	0	0	0	0	0	565
12:00 PM	0	0	0	0	0	0	13	5	2	20	5	116	8	0	129	0	0	0	0	0	149
12:15 PM	0	0	0	0	0	0	24	5	9	38	5	103	13	0	121	0	0	0	0	0	159
12:30 PM	0	0	0	0	0	0	18	5	2	25	1	102	8	0	111	0	0	0	0	0	136
12:45 PM	0	0	0	0	0	0	19	5	5	29	6	115	10	0	131	0	0	0	0	0	160
Total	0	0	0	0	0	0	74	20	18	112	17	436	39	0	492	0	0	0	0	0	604
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	31	7	5	43	8	227	7	1	243	0	0	0	0	0	286
04:45 PM	0	0	0	0	0	0	35	11	4	50	12	172	11	0	195	0	0	0	0	0	245
Total	0	0	0	0	0	0	66	18	9	93	20	399	18	1	438	0	0	0	0	0	531

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File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday

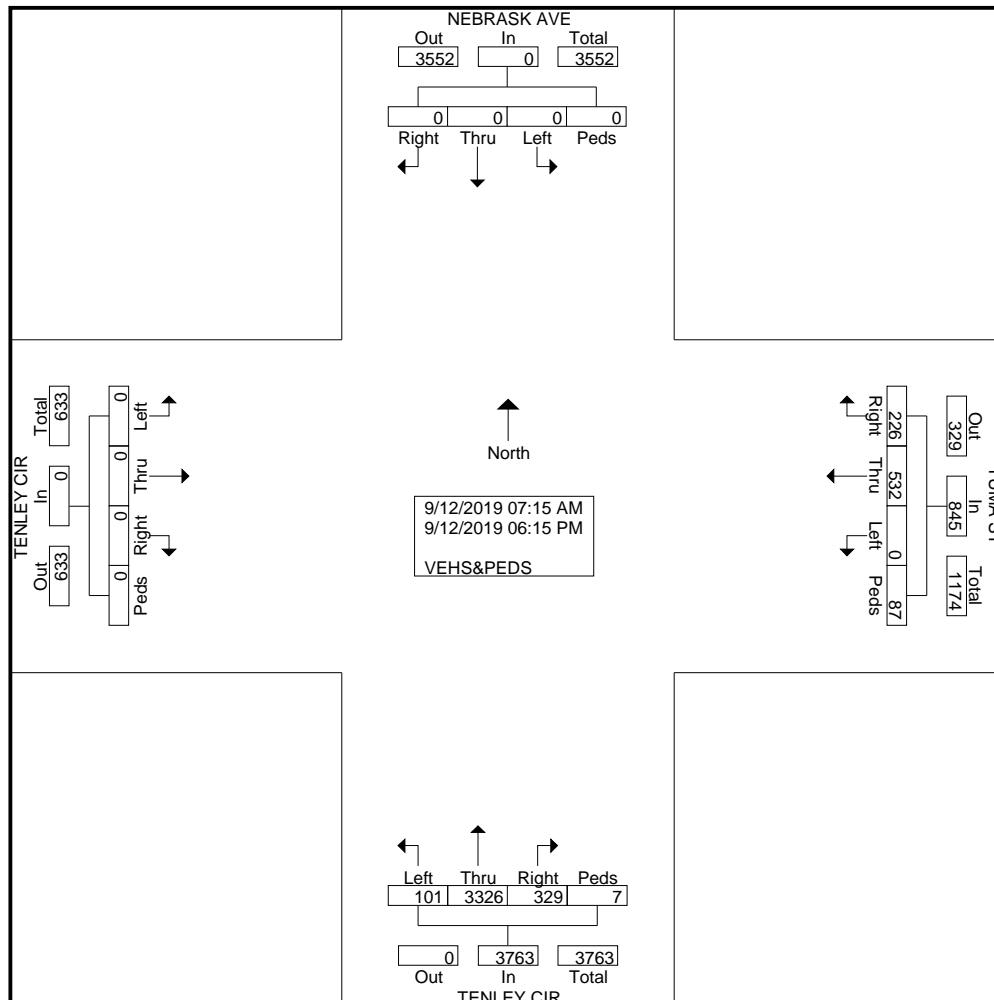
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	26	17	1	44	6	215	10	0	231	0	0	0	0	0	275
05:15 PM	0	0	0	0	0	0	26	6	2	34	4	201	15	0	220	0	0	0	0	0	254
05:30 PM	0	0	0	0	0	0	27	6	4	37	5	226	10	2	243	0	0	0	0	0	280
05:45 PM	0	0	0	0	0	0	34	9	2	45	6	206	22	3	237	0	0	0	0	0	282
Total	0	0	0	0	0	0	113	38	9	160	21	848	57	5	931	0	0	0	0	0	1091
06:00 PM	0	0	0	0	0	0	19	9	9	37	4	175	22	1	202	0	0	0	0	0	239
06:15 PM	0	0	0	0	0	0	14	13	1	28	5	174	26	0	205	0	0	0	0	0	233
Grand Total	0	0	0	0	0	0	532	226	87	845	101	3326	329	7	3763	0	0	0	0	0	4608
Apprch %	0	0	0	0		0	63	26.7	10.3		2.7	88.4	8.7	0.2		0	0	0	0		
Total %	0	0	0	0		0	11.5	4.9	1.9	18.3	2.2	72.2	7.1	0.2	81.7	0	0	0	0		



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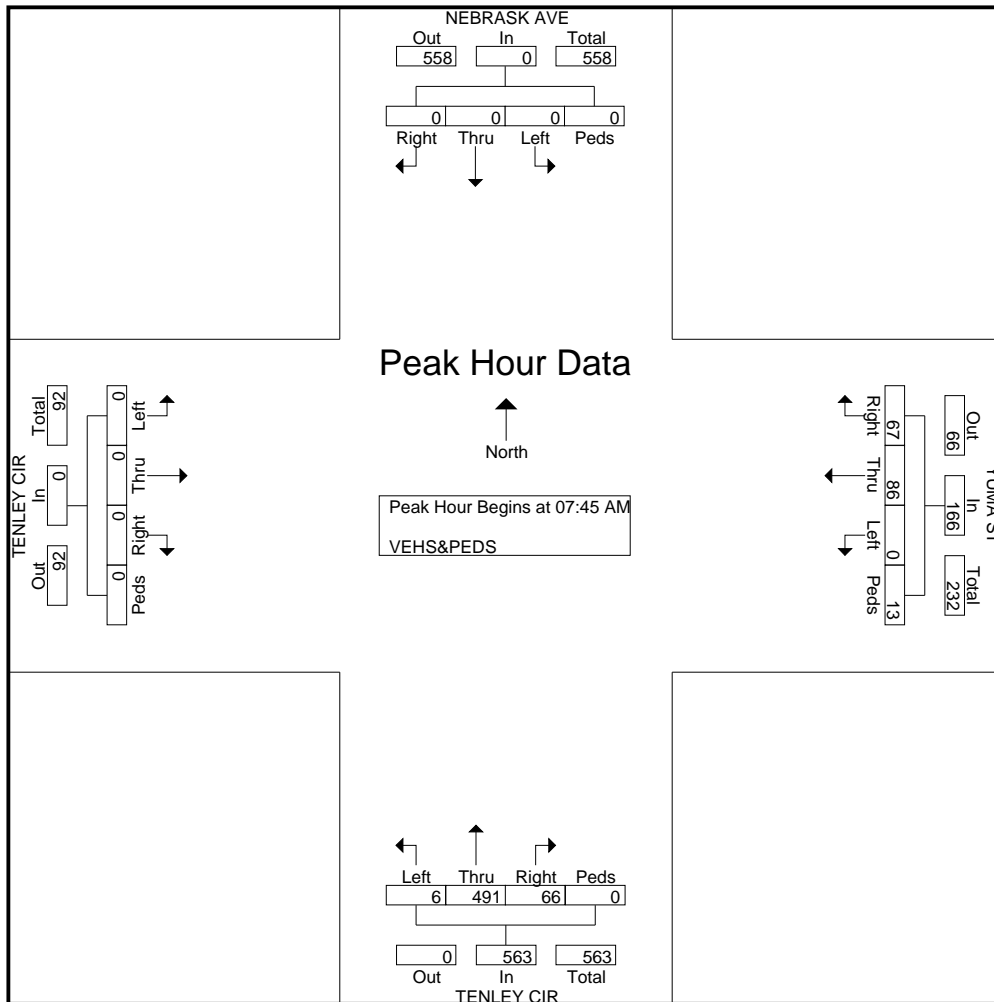
7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:45 AM	0	0	0	0	0	0	20	16	3	39	3	111	15	0	129	0	0	0	0	0	168
08:00 AM	0	0	0	0	0	0	20	13	1	34	1	115	18	0	134	0	0	0	0	0	168
08:15 AM	0	0	0	0	0	0	28	21	4	53	0	122	21	0	143	0	0	0	0	0	196
08:30 AM	0	0	0	0	0	0	18	17	5	40	2	143	12	0	157	0	0	0	0	0	197
Total Volume	0	0	0	0	0	0	86	67	13	166	6	491	66	0	563	0	0	0	0	0	729
% App. Total	0	0	0	0	0	0	51.8	40.4	7.8		1.1	87.2	11.7	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.768	.798	.650	.783	.500	.858	.786	.000	.896	.000	.000	.000	.000	.000	.925

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



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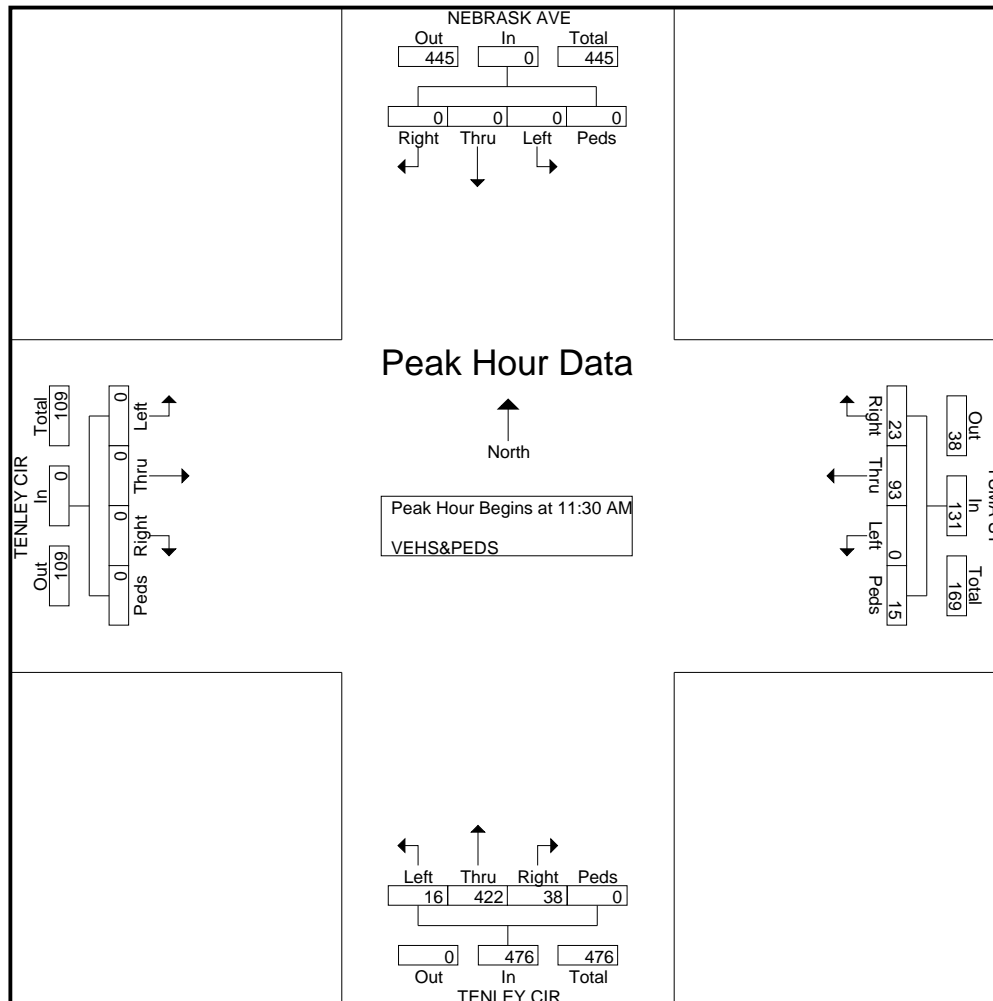
File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	0	0	0	0	0	30	8	2	40	2	100	8	0	110	0	0	0	0	0	150
11:45 AM	0	0	0	0	0	0	26	5	2	33	4	103	9	0	116	0	0	0	0	0	149
12:00 PM	0	0	0	0	0	0	13	5	2	20	5	116	8	0	129	0	0	0	0	0	149
12:15 PM	0	0	0	0	0	0	24	5	9	38	5	103	13	0	121	0	0	0	0	0	159
Total Volume	0	0	0	0	0	0	93	23	15	131	16	422	38	0	476	0	0	0	0	0	607
% App. Total	0	0	0	0	0	0	71	17.6	11.5		3.4	88.7	8	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.775	.719	.417	.819	.800	.909	.731	.000	.922	.000	.000	.000	.000	.000	.954



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443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

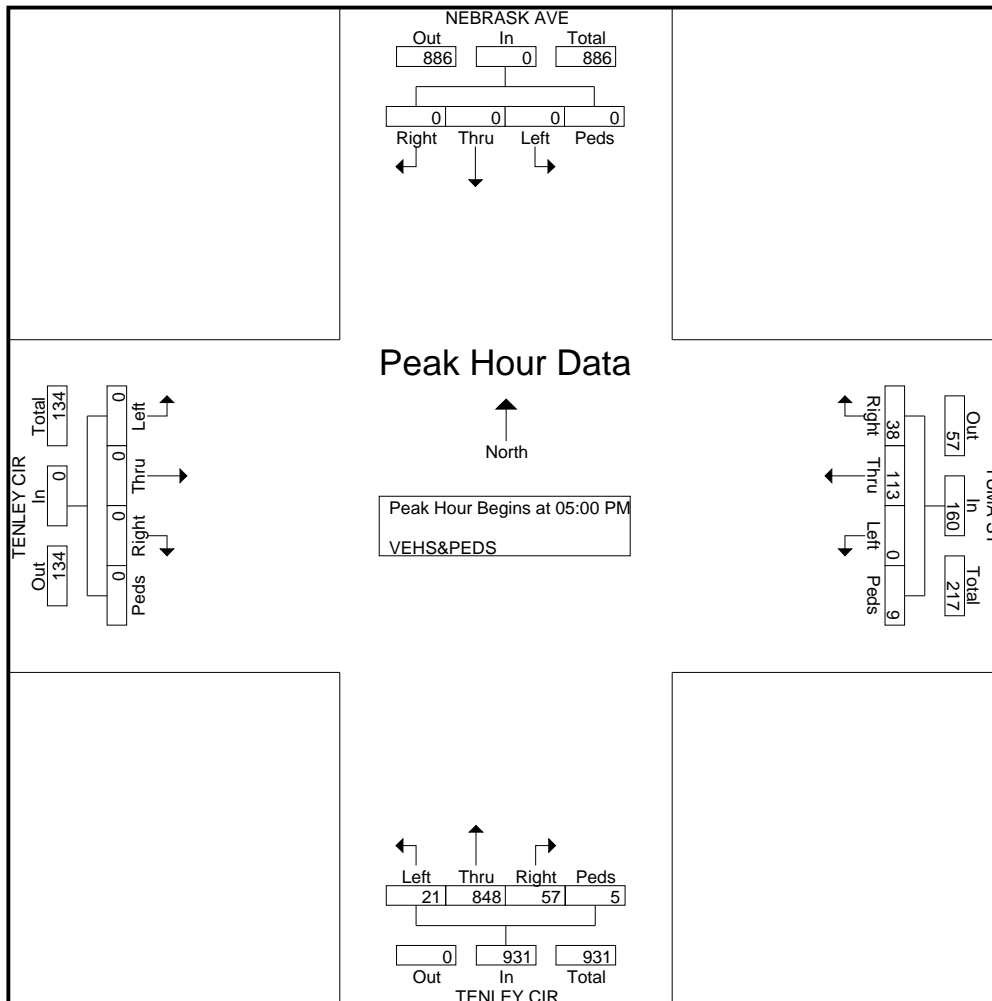
Page No : 5

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	0	26	17	1	44	6	215	10	0	231	0	0	0	0	0	275
05:15 PM	0	0	0	0	0	0	26	6	2	34	4	201	15	0	220	0	0	0	0	0	254
05:30 PM	0	0	0	0	0	0	27	6	4	37	5	226	10	2	243	0	0	0	0	0	280
05:45 PM	0	0	0	0	0	0	34	9	2	45	6	206	22	3	237	0	0	0	0	0	282
Total Volume	0	0	0	0	0	0	113	38	9	160	21	848	57	5	931	0	0	0	0	0	1091
% App. Total	0	0	0	0	0	0	70.6	23.8	5.6		2.3	91.1	6.1	0.5		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.831	.559	.563	.889	.875	.938	.648	.417	.958	.000	.000	.000	.000	.000	.967



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7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	1	0	0	1	3	8	0	0	11	0	0	0	0	0	12
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
Total	0	0	0	0	0	0	1	0	0	1	3	30	0	0	33	0	0	0	0	0	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	17
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
Total	0	0	0	0	0	0	0	0	0	0	1	50	0	0	51	0	0	0	0	0	51
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	16
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	16
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	21
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
11:30 AM	0	0	0	0	0	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	18
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	14
Total	0	0	0	0	0	0	2	1	0	3	0	63	1	0	64	0	0	0	0	0	67
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	11
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	14	1	0	15	0	0	0	0	0	16
Total	0	0	0	0	0	0	1	0	0	1	0	41	3	0	44	0	0	0	0	0	45
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	17	0	0	17	0	0	0	0	0	18
Total	0	0	0	0	0	0	1	1	0	2	0	28	0	0	28	0	0	0	0	0	30

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File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday

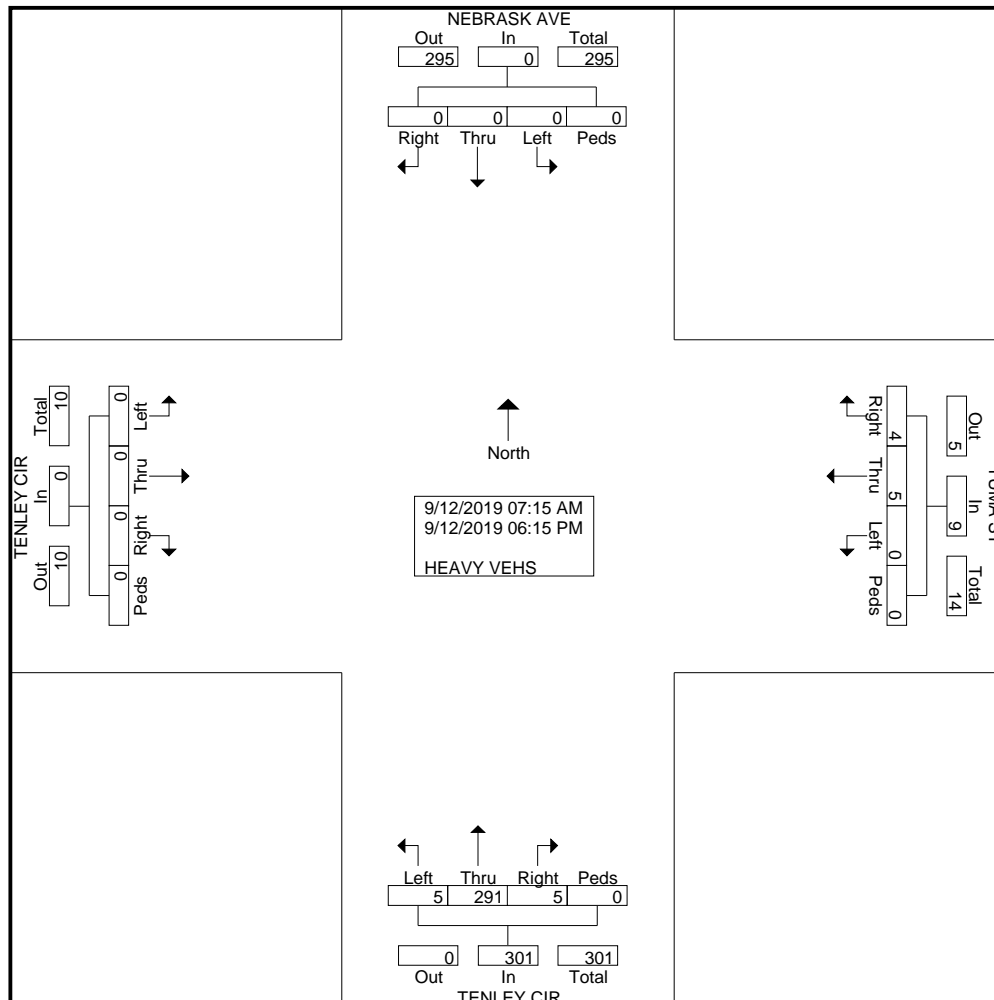
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	12
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	14
Total	0	0	0	0	0	0	0	2	0	2	1	41	0	0	42	0	0	0	0	0	44
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	12
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
Grand Total	0	0	0	0	0	0	5	4	0	9	5	291	5	0	301	0	0	0	0	0	310
Apprch %	0	0	0	0		0	55.6	44.4	0		1.7	96.7	1.7	0		0	0	0	0		
Total %	0	0	0	0	0	0	1.6	1.3	0	2.9	1.6	93.9	1.6	0	97.1	0	0	0	0	0	



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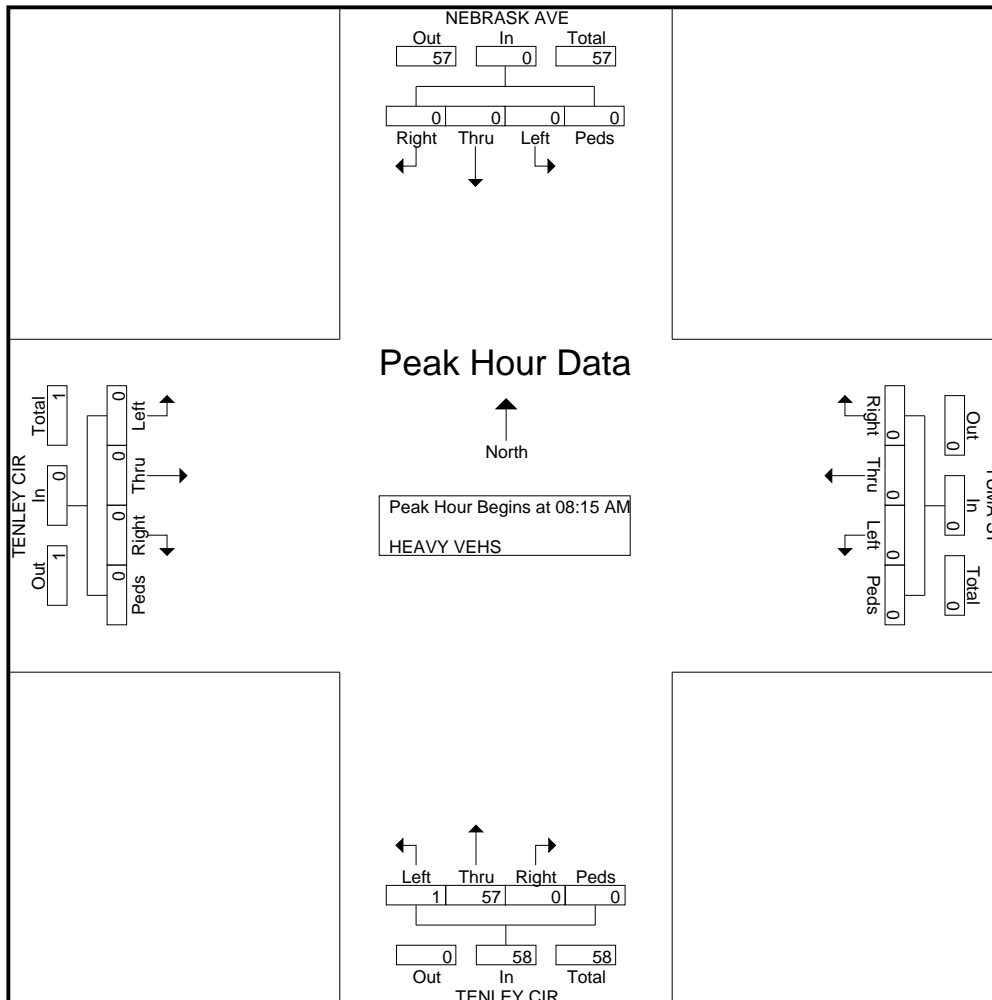
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Columbia, MD, 21046
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File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	17
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	16
Total Volume	0	0	0	0	0	0	0	0	0	0	1	57	0	0	58	0	0	0	0	0	58
% App. Total	0	0	0	0	0	0	0	0	0	0	1.7	98.3	0	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.891	.000	.000	.853	.000	.000	.000	.000	.000	.853

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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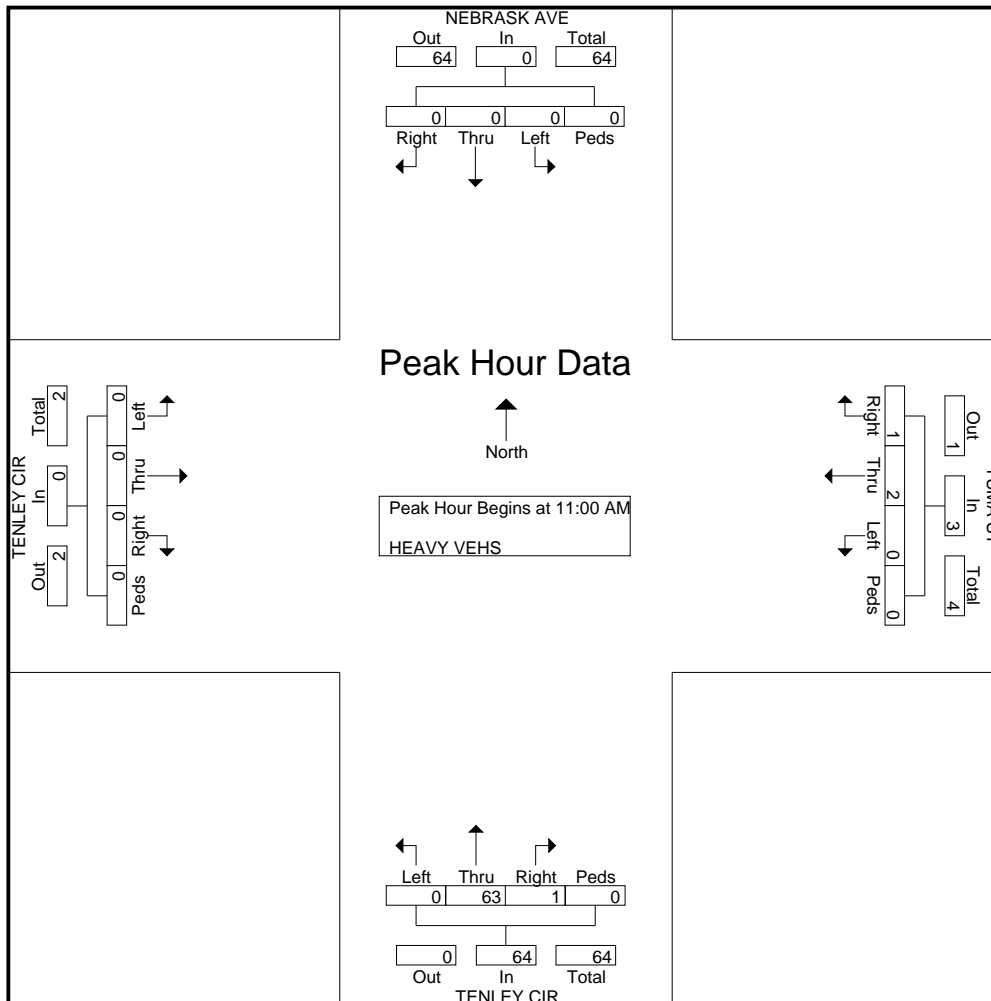
File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	21
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	14
11:30 AM	0	0	0	0	0	0	1	1	0	2	0	16	0	0	16	0	0	0	0	0	18
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	13	0	0	13	0	0	0	0	0	14
Total Volume	0	0	0	0	0	0	2	1	0	3	0	63	1	0	64	0	0	0	0	0	67
% App. Total	0	0	0	0		0	66.7	33.3	0		0	98.4	1.6	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.375	.000	.788	.250	.000	.762	.000	.000	.000	.000	.000	.798



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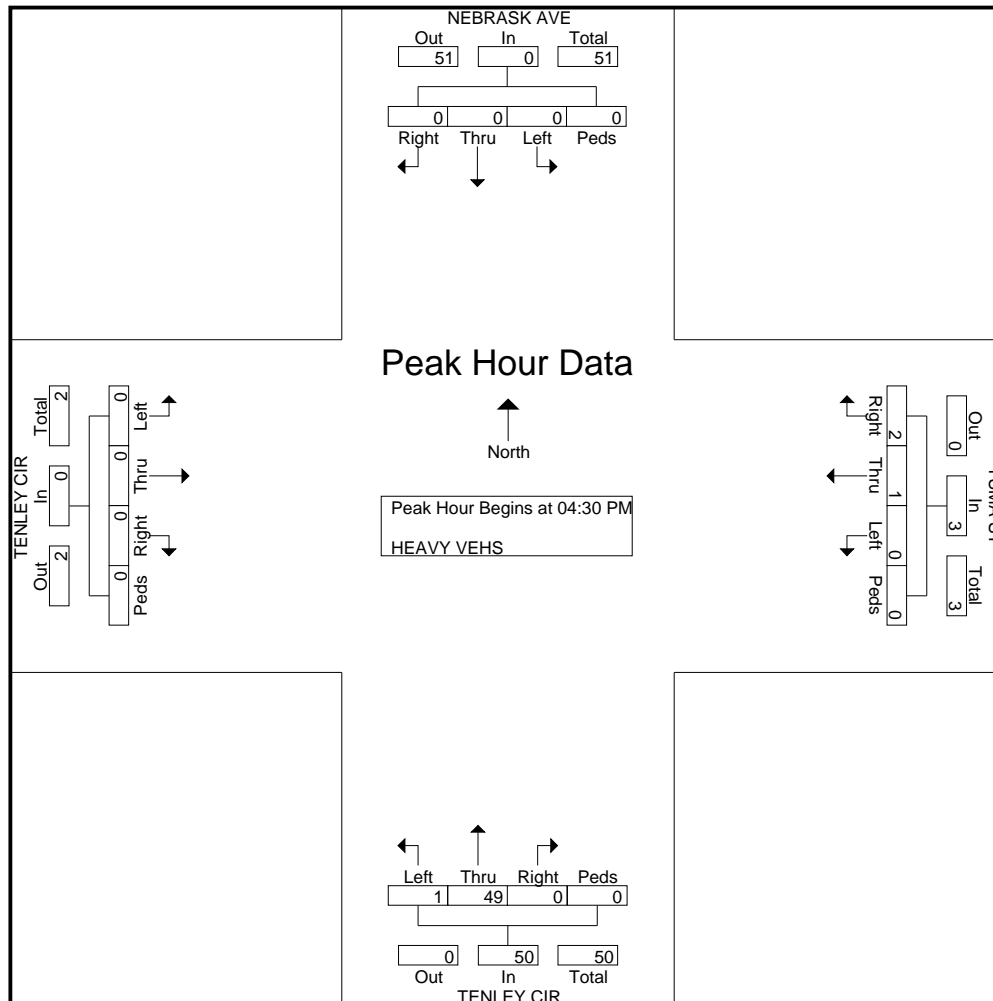
File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	17	0	0	17	0	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	12
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	11
Total Volume	0	0	0	0	0	0	1	2	0	3	1	49	0	0	50	0	0	0	0	0	53
% App. Total	0	0	0	0		0	33.3	66.7	0		2	98	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.000	.750	.250	.721	.000	.000	.735	.000	.000	.000	.000	.000	.736



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443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	7	7	0	2	1	0	3	0	0	0	0	0	10
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
12:15 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	4	4	0	1	0	0	1	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	2	0	0	2	0	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	1	1	0	2	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	5	0	4	1	0	5	0	0	0	1	1	11

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443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday

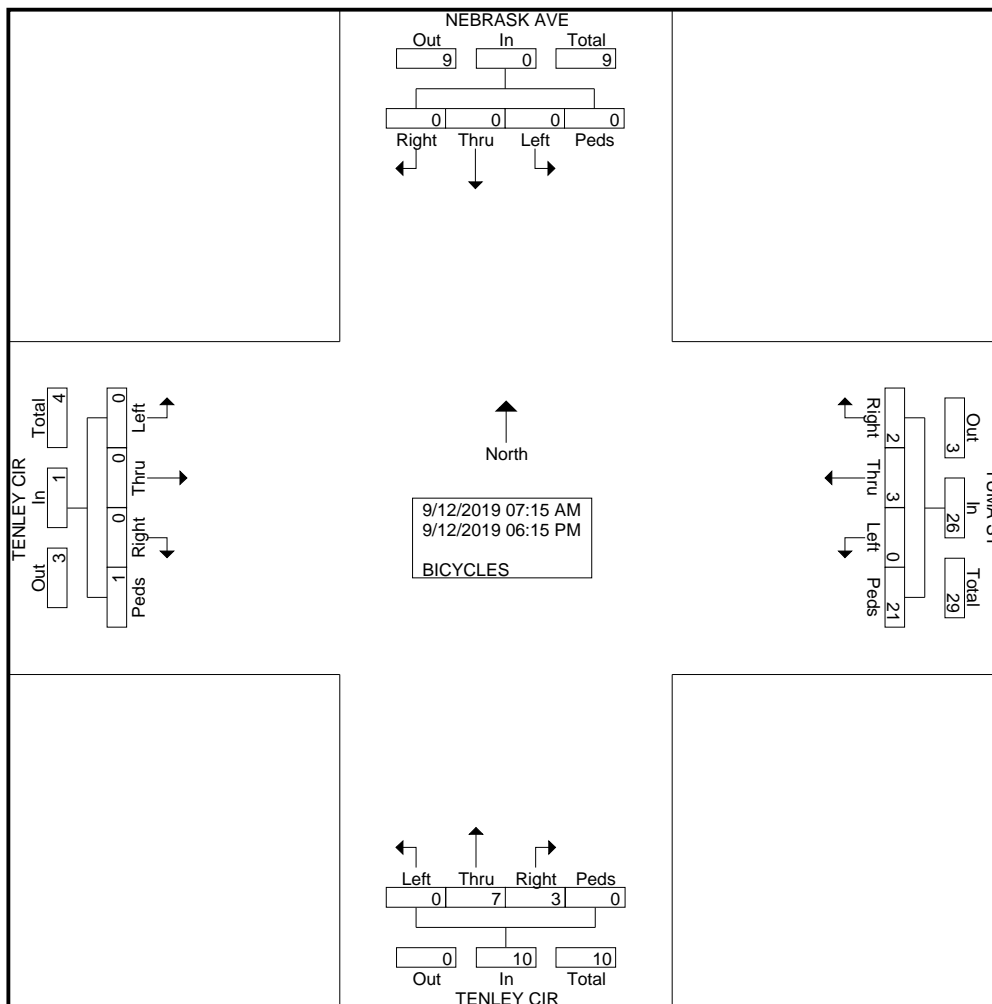
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
*** BREAK ***																						
06:15 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	3	
Grand Total	0	0	0	0	0	0	3	2	21	26	0	7	3	0	10	0	0	0	1	1	37	
Approch %	0	0	0	0		0	11.5	7.7	80.8		0	70	30	0		0	0	0	100			
Total %	0	0	0	0	0	0	8.1	5.4	56.8	70.3	0	18.9	8.1	0	27	0	0	0	2.7	2.7		



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

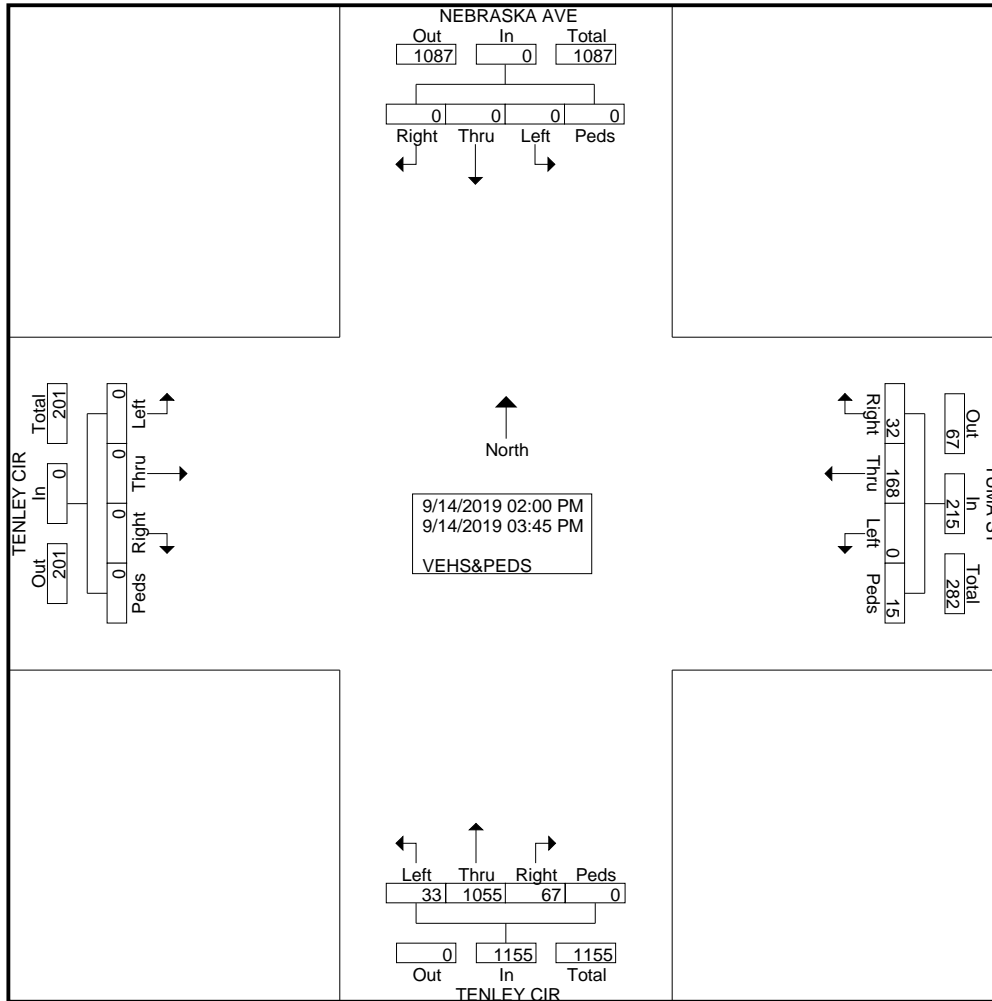
Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	22	4	0	26	2	137	8	0	147	0	0	0	0	0	173
02:15 PM	0	0	0	0	0	0	21	4	4	29	3	145	12	0	160	0	0	0	0	0	189
02:30 PM	0	0	0	0	0	0	31	4	5	40	5	114	8	0	127	0	0	0	0	0	167
02:45 PM	0	0	0	0	0	0	18	6	1	25	5	143	4	0	152	0	0	0	0	0	177
Total	0	0	0	0	0	0	92	18	10	120	15	539	32	0	586	0	0	0	0	0	706
03:00 PM	0	0	0	0	0	0	19	1	1	21	6	134	11	0	151	0	0	0	0	0	172
03:15 PM	0	0	0	0	0	0	18	5	0	23	2	112	10	0	124	0	0	0	0	0	147
03:30 PM	0	0	0	0	0	0	13	4	4	21	2	136	5	0	143	0	0	0	0	0	164
03:45 PM	0	0	0	0	0	0	26	4	0	30	8	134	9	0	151	0	0	0	0	0	181
Total	0	0	0	0	0	0	76	14	5	95	18	516	35	0	569	0	0	0	0	0	664
Grand Total	0	0	0	0	0	0	168	32	15	215	33	1055	67	0	1155	0	0	0	0	0	1370
Apprch %	0	0	0	0	0	0	78.1	14.9	7		2.9	91.3	5.8	0		0	0	0	0	0	
Total %	0	0	0	0	0	0	12.3	2.3	1.1	15.7	2.4	77	4.9	0	84.3	0	0	0	0	0	

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File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

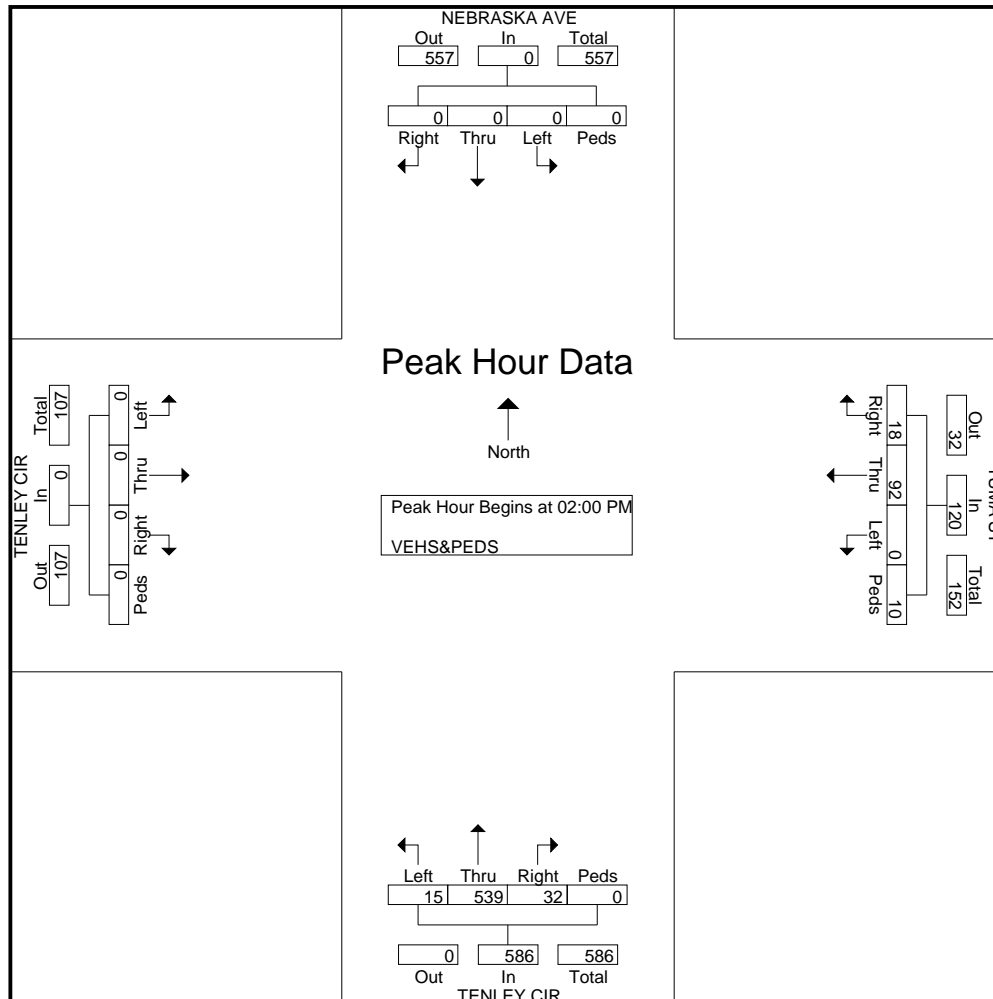


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443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	NEBRASKA AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	22	4	0	26	2	137	8	0	147	0	0	0	0	0	173
02:15 PM	0	0	0	0	0	0	21	4	4	29	3	145	12	0	160	0	0	0	0	0	189
02:30 PM	0	0	0	0	0	0	31	4	5	40	5	114	8	0	127	0	0	0	0	0	167
02:45 PM	0	0	0	0	0	0	18	6	1	25	5	143	4	0	152	0	0	0	0	0	177
Total Volume	0	0	0	0	0	0	92	18	10	120	15	539	32	0	586	0	0	0	0	0	706
% App. Total	0	0	0	0	0	0	76.7	15	8.3		2.6	92	5.5	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.742	.750	.500	.750	.750	.929	.667	.000	.916	.000	.000	.000	.000	.000	.934



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Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

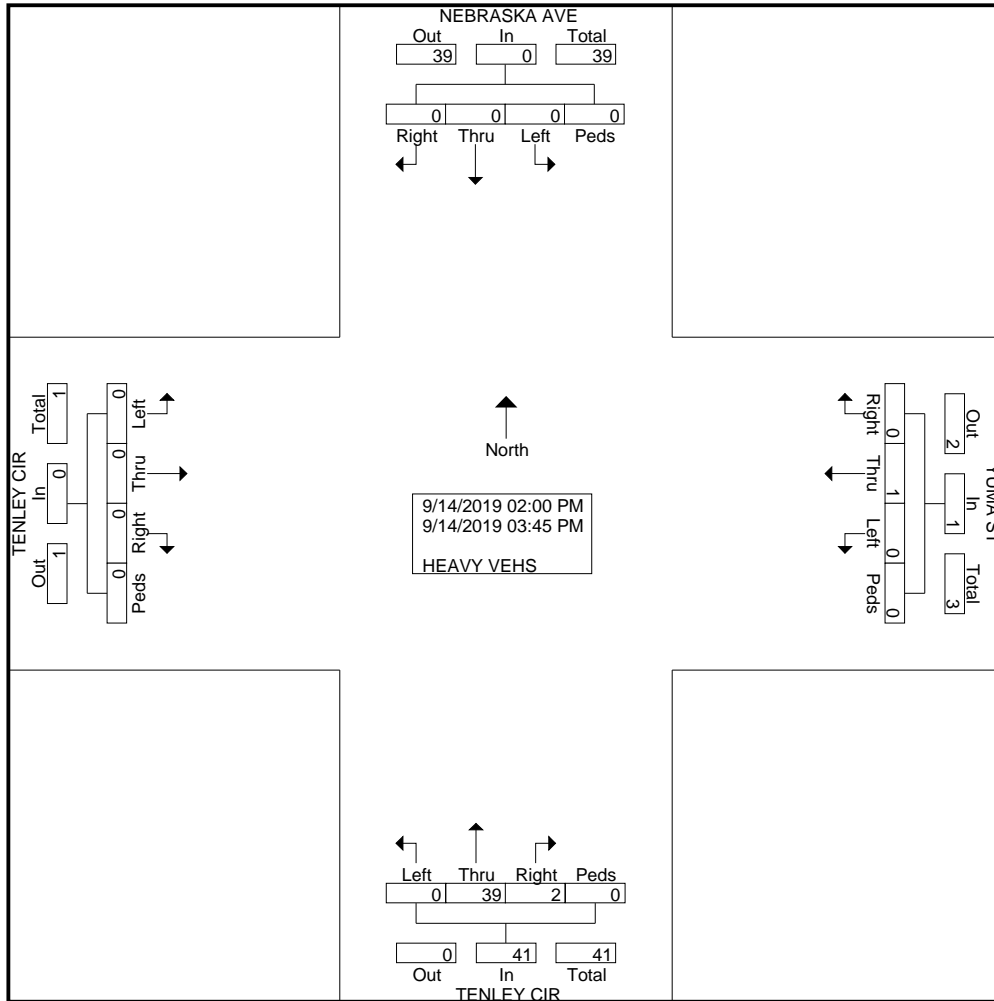
Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	6
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	0	24	2	0	26	0	0	0	0	0	26
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	6
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	1	0	0	1	0	15	0	0	15	0	0	0	0	0	16
Grand Total	0	0	0	0	0	0	1	0	0	1	0	39	2	0	41	0	0	0	0	0	42
Apprch %	0	0	0	0	0	0	100	0	0	100	0	95.1	4.9	0	95.1	0	0	0	0	0	0
Total %	0	0	0	0	0	0	2.4	0	0	2.4	0	92.9	4.8	0	97.6	0	0	0	0	0	0

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 443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2



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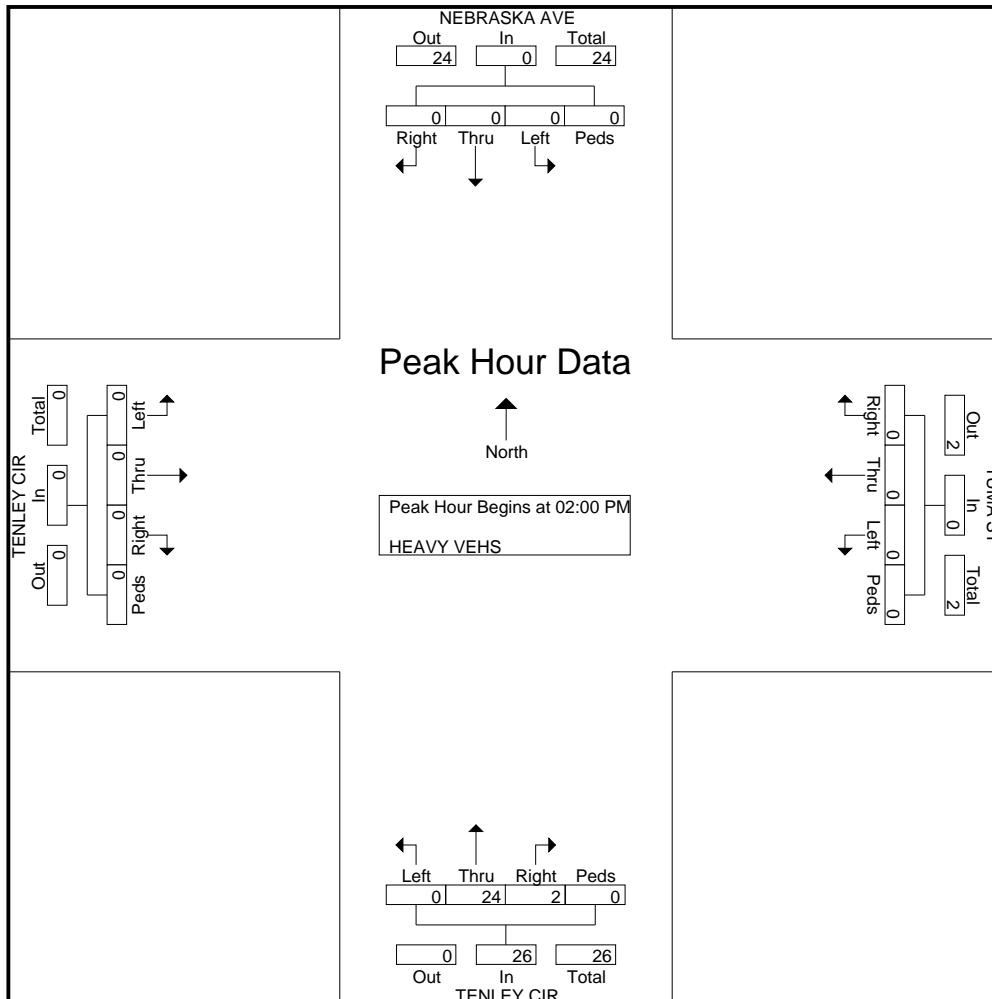
File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 3

Start Time	NEBRASKA AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	24	2	0	26	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	92.3	7.7	0		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.857	.500	.000	.929	.000	.000	.000	.000	.000	.929



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	1	2	0	3	1	4	0	0	5	0	0	0	0	0	8
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	2	1	4	1	4	0	0	5	0	0	0	0	0	9
Apprch %	0	0	0	0	0	0	25	50	25		20	80	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	11.1	22.2	11.1	44.4	11.1	44.4	0	0	55.6	0	0	0	0	0	

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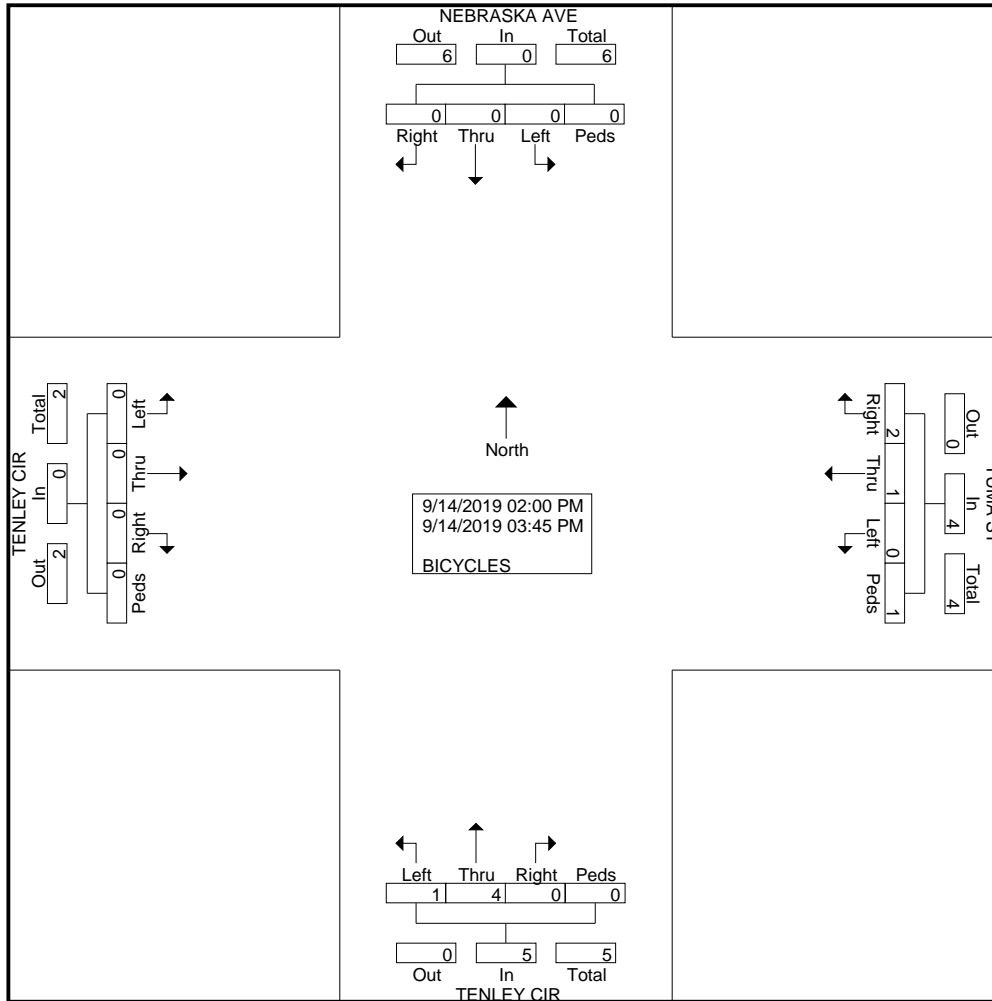
443-741-3500

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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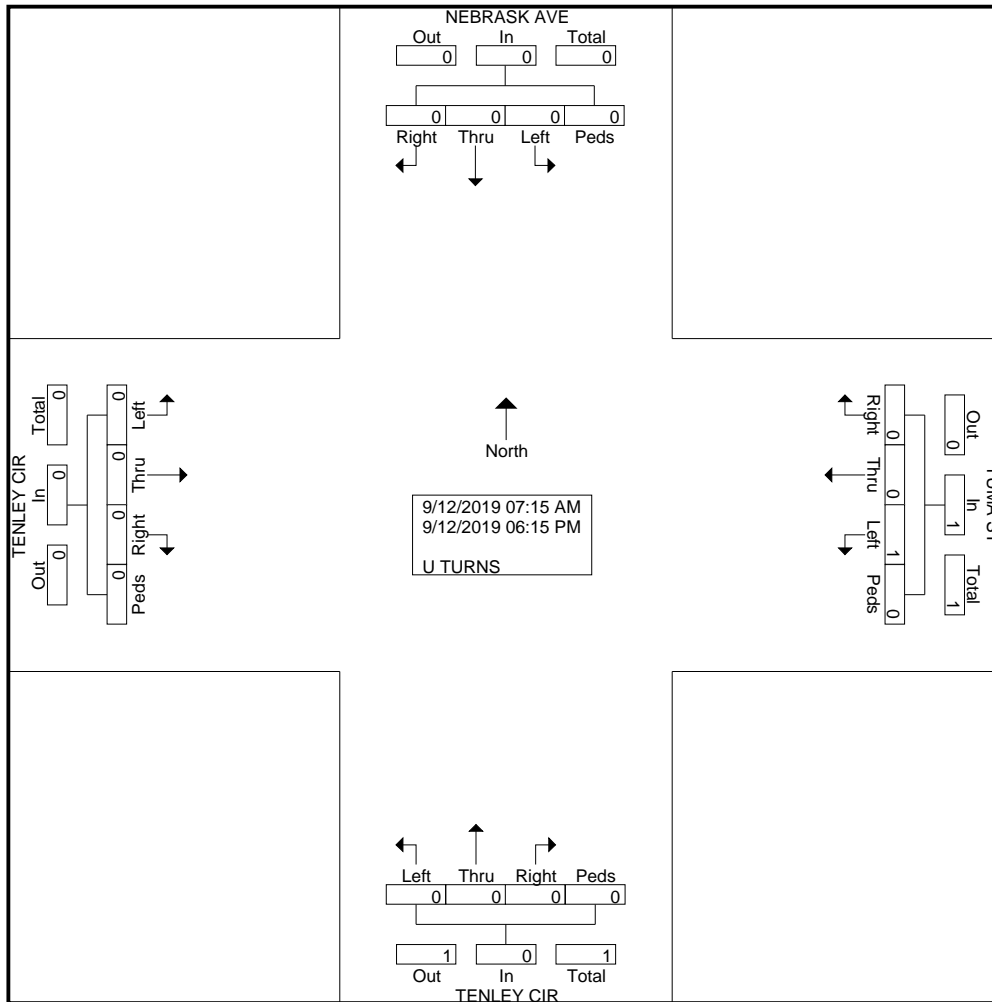
Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156b_Yuma St at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- U TURNS

Start Time	NEBRASK AVE From North					YUMA ST From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

*** BREAK ***



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Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	10	3	13	0	224	0	0	224	0	13	91	0	104	0	0	0	0	0	341
07:30 AM	0	0	24	7	31	0	203	0	4	207	0	13	101	0	114	0	0	0	0	0	352
07:45 AM	0	0	22	3	25	0	210	0	4	214	0	20	103	0	123	0	0	0	0	0	362
Total	0	0	56	13	69	0	637	0	8	645	0	46	295	0	341	0	0	0	0	0	1055
08:00 AM	0	0	24	5	29	0	189	0	3	192	0	14	103	0	117	0	0	0	0	0	338
08:15 AM	0	0	23	8	31	0	159	0	8	167	0	30	111	0	141	0	0	0	0	0	339
08:30 AM	0	0	31	17	48	0	150	1	6	157	0	31	122	0	153	0	0	0	0	0	358
08:45 AM	0	0	40	7	47	0	159	0	12	171	0	25	95	0	120	0	0	0	0	0	338
Total	0	0	118	37	155	0	657	1	29	687	0	100	431	0	531	0	0	0	0	0	1373
09:00 AM	0	0	18	0	18	0	184	1	0	185	0	9	102	0	111	0	0	0	0	0	314
*** BREAK ***																					
Total	0	0	18	0	18	0	184	1	0	185	0	9	102	0	111	0	0	0	0	0	314
*** BREAK ***																					
11:00 AM	0	0	11	4	15	0	100	0	8	108	0	8	88	0	96	0	0	0	0	0	219
11:15 AM	0	0	10	1	11	0	95	1	1	97	0	9	88	0	97	0	0	0	0	0	205
11:30 AM	0	0	19	5	24	0	92	0	7	99	0	10	98	0	108	0	0	0	0	0	231
11:45 AM	0	0	21	4	25	0	100	1	1	102	0	10	97	0	107	0	0	0	0	0	234
Total	0	0	61	14	75	0	387	2	17	406	0	37	371	0	408	0	0	0	0	0	889
12:00 PM	0	0	26	2	28	0	110	2	3	115	0	12	108	1	121	0	0	0	0	0	264
12:15 PM	0	0	19	8	27	0	105	0	5	110	0	12	93	0	105	0	0	0	0	0	242
12:30 PM	0	0	17	2	19	0	102	0	1	103	0	9	87	0	96	0	0	0	0	0	218
12:45 PM	0	0	12	4	16	0	96	0	7	103	0	6	101	0	107	0	0	0	0	0	226
Total	0	0	74	16	90	0	413	2	16	431	0	39	389	1	429	0	0	0	0	0	950
*** BREAK ***																					
04:30 PM	0	0	24	7	31	0	124	1	5	130	0	7	224	0	231	0	0	0	0	0	392
04:45 PM	0	0	20	4	24	0	133	1	7	141	0	10	169	0	179	0	0	0	0	0	344
Total	0	0	44	11	55	0	257	2	12	271	0	17	393	0	410	0	0	0	0	0	736

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File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday

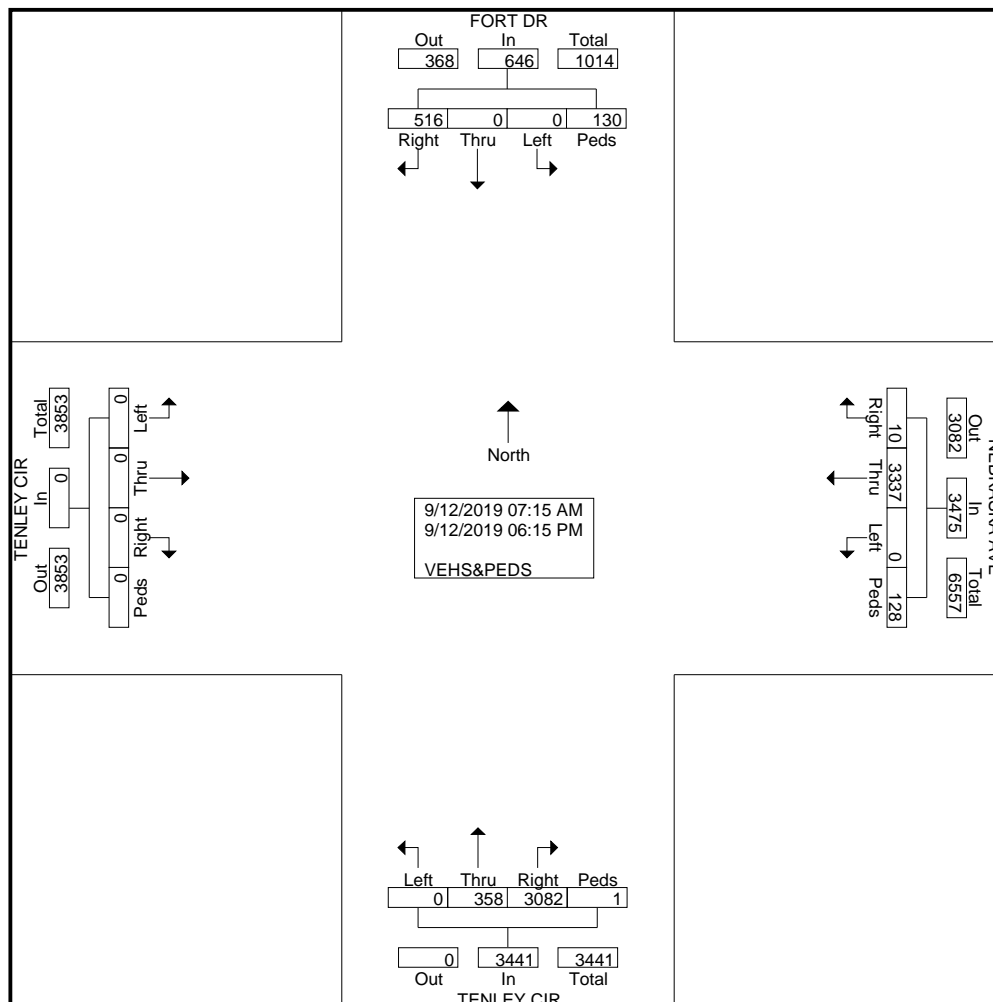
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	30	5	35	0	155	0	6	161	0	22	193	0	215	0	0	0	0	0	411
05:15 PM	0	0	24	8	32	0	135	2	8	145	0	14	187	0	201	0	0	0	0	0	378
05:30 PM	0	0	20	6	26	0	154	0	7	161	0	11	205	0	216	0	0	0	0	0	403
05:45 PM	0	0	23	12	35	0	120	0	9	129	0	21	190	0	211	0	0	0	0	0	375
Total	0	0	97	31	128	0	564	2	30	596	0	68	775	0	843	0	0	0	0	0	1567
06:00 PM	0	0	17	4	21	0	122	0	10	132	0	21	159	0	180	0	0	0	0	0	333
06:15 PM	0	0	31	4	35	0	116	0	6	122	0	21	167	0	188	0	0	0	0	0	345
Grand Total	0	0	516	130	646	0	3337	10	128	3475	0	358	3082	1	3441	0	0	0	0	0	7562
Apprch %	0	0	79.9	20.1		0	96	0.3	3.7		0	10.4	89.6	0		0	0	0	0		
Total %	0	0	6.8	1.7	8.5	0	44.1	0.1	1.7	46	0	4.7	40.8	0	45.5	0	0	0	0	0	



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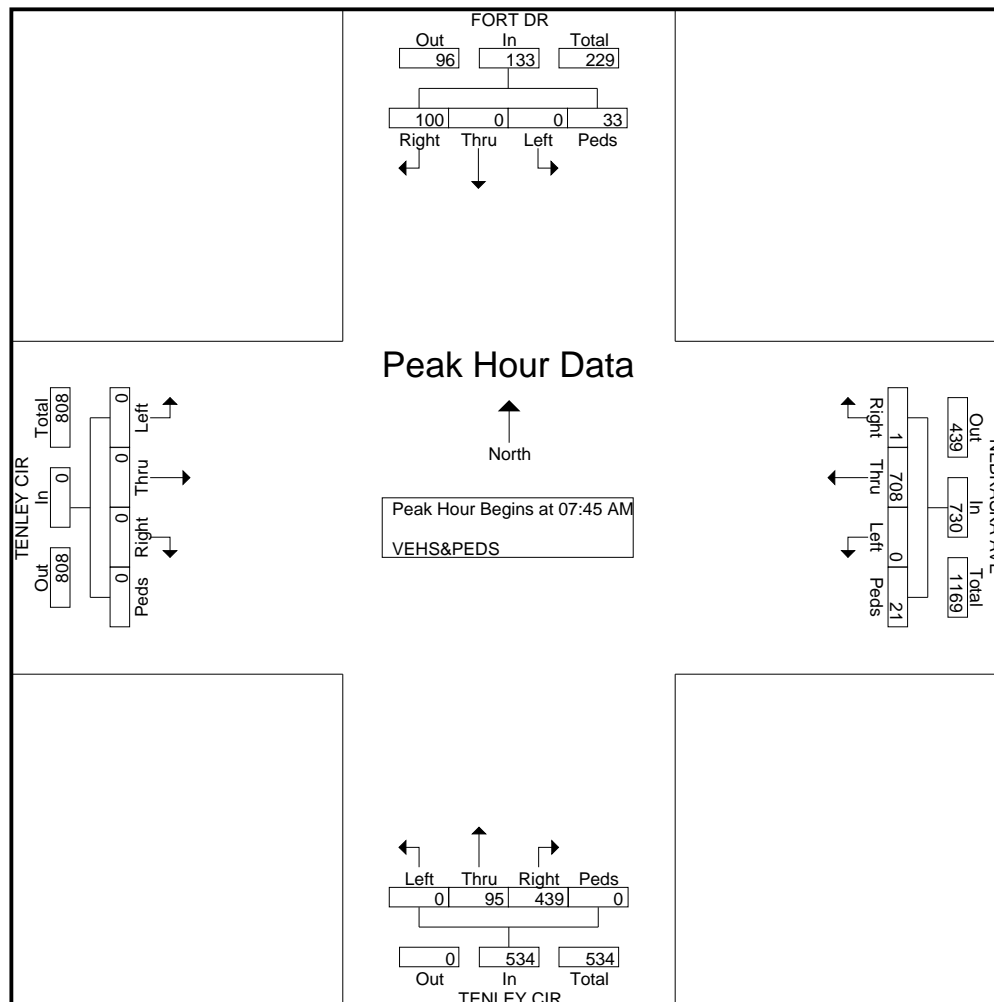
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File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:45 AM	0	0	22	3	25	0	210	0	4	214	0	20	103	0	123	0	0	0	0	0	362
08:00 AM	0	0	24	5	29	0	189	0	3	192	0	14	103	0	117	0	0	0	0	0	338
08:15 AM	0	0	23	8	31	0	159	0	8	167	0	30	111	0	141	0	0	0	0	0	339
08:30 AM	0	0	31	17	48	0	150	1	6	157	0	31	122	0	153	0	0	0	0	0	358
Total Volume	0	0	100	33	133	0	708	1	21	730	0	95	439	0	534	0	0	0	0	0	1397
% App. Total	0	0	75.2	24.8		0	97	0.1	2.9		0	17.8	82.2	0		0	0	0	0		
PHF	.000	.000	.806	.485	.693	.000	.843	.250	.656	.853	.000	.766	.900	.000	.873	.000	.000	.000	.000	.000	.965

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



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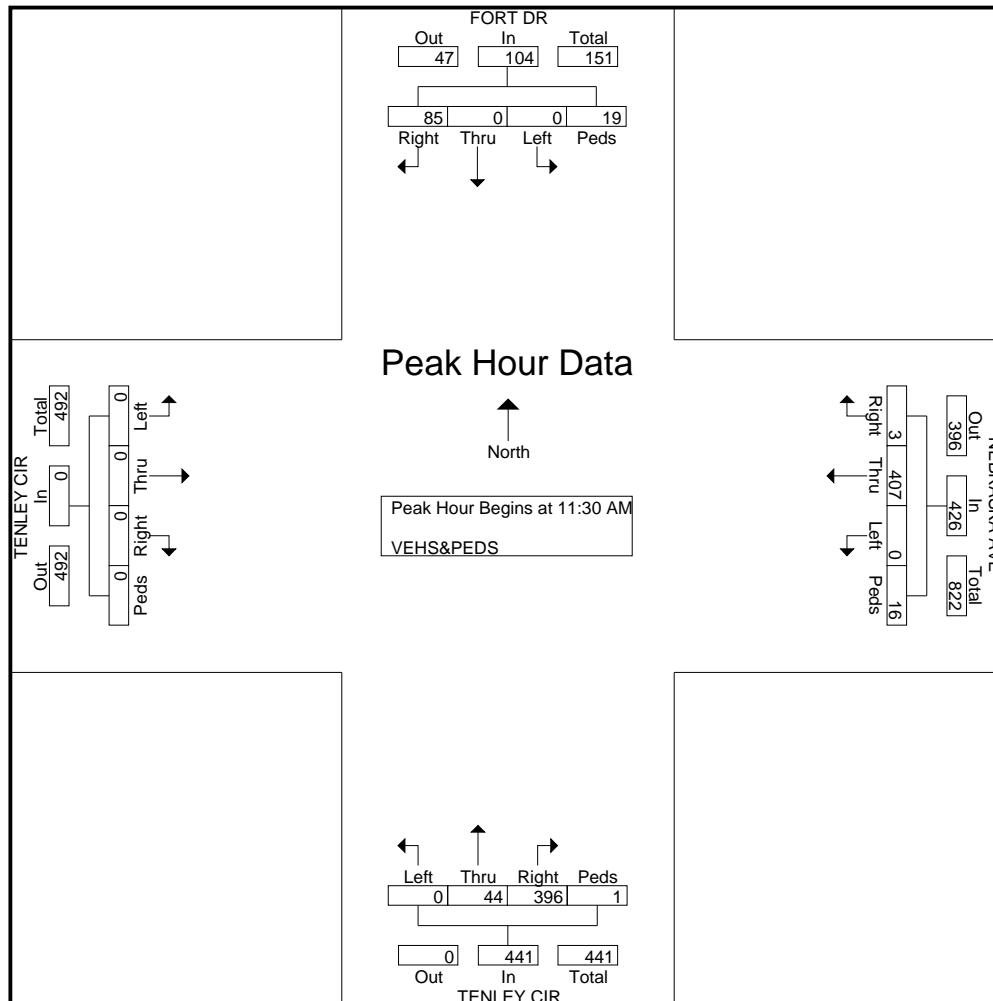
File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	0	19	5	24	0	92	0	7	99	0	10	98	0	108	0	0	0	0	0	231
11:45 AM	0	0	21	4	25	0	100	1	1	102	0	10	97	0	107	0	0	0	0	0	234
12:00 PM	0	0	26	2	28	0	110	2	3	115	0	12	108	1	121	0	0	0	0	0	264
12:15 PM	0	0	19	8	27	0	105	0	5	110	0	12	93	0	105	0	0	0	0	0	242
Total Volume	0	0	85	19	104	0	407	3	16	426	0	44	396	1	441	0	0	0	0	0	971
% App. Total	0	0	81.7	18.3		0	95.5	0.7	3.8		0	10	89.8	0.2		0	0	0	0		
PHF	.000	.000	.817	.594	.929	.000	.925	.375	.571	.926	.000	.917	.917	.250	.911	.000	.000	.000	.000	.000	.920



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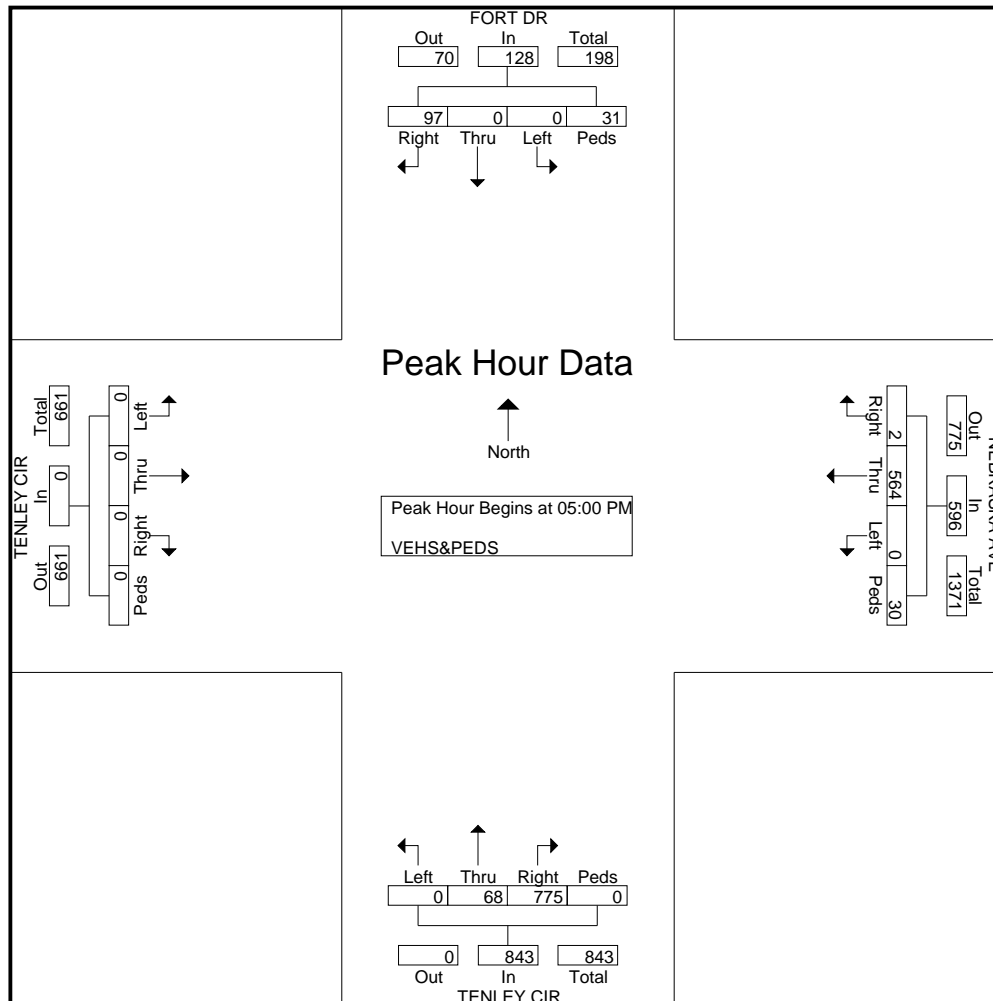
File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	30	5	35	0	155	0	6	161	0	22	193	0	215	0	0	0	0	0	411
05:15 PM	0	0	24	8	32	0	135	2	8	145	0	14	187	0	201	0	0	0	0	0	378
05:30 PM	0	0	20	6	26	0	154	0	7	161	0	11	205	0	216	0	0	0	0	0	403
05:45 PM	0	0	23	12	35	0	120	0	9	129	0	21	190	0	211	0	0	0	0	0	375
Total Volume	0	0	97	31	128	0	564	2	30	596	0	68	775	0	843	0	0	0	0	0	1567
% App. Total	0	0	75.8	24.2		0	94.6	0.3	5		0	8.1	91.9	0		0	0	0	0		
PHF	.000	.000	.808	.646	.914	.000	.910	.250	.833	.925	.000	.773	.945	.000	.976	.000	.000	.000	.000	.000	.953



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Columbia, MD, 21046

443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINFTON D.C.
 County:

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	3	0	3	0	2	0	0	2	0	6	2	0	8	0	0	0	0	0	13
07:30 AM	0	0	5	0	5	0	5	0	0	5	0	6	3	0	9	0	0	0	0	0	19
07:45 AM	0	0	4	0	4	0	9	0	0	9	0	9	4	0	13	0	0	0	0	0	26
Total	0	0	12	0	12	0	16	0	0	16	0	21	9	0	30	0	0	0	0	0	58
08:00 AM	0	0	6	0	6	0	4	0	0	4	0	7	2	0	9	0	0	0	0	0	19
08:15 AM	0	0	7	0	7	0	8	0	0	8	0	9	4	0	13	0	0	0	0	0	28
08:30 AM	0	0	7	0	7	0	1	0	0	1	0	10	3	0	13	0	0	0	0	0	21
08:45 AM	0	0	7	0	7	0	9	0	0	9	0	8	6	0	14	0	0	0	0	0	30
Total	0	0	27	0	27	0	22	0	0	22	0	34	15	0	49	0	0	0	0	0	98
09:00 AM	0	0	6	0	6	0	12	0	0	12	0	8	8	0	16	0	0	0	0	0	34
*** BREAK ***																					
Total	0	0	6	0	6	0	12	0	0	12	0	8	8	0	16	0	0	0	0	0	34
*** BREAK ***																					
11:00 AM	0	0	6	0	6	0	4	0	0	4	0	7	14	0	21	0	0	0	0	0	31
11:15 AM	0	0	7	0	7	0	7	0	0	7	0	5	9	0	14	0	0	0	0	0	28
11:30 AM	0	0	6	0	6	0	6	0	0	6	0	9	8	0	17	0	0	0	0	0	29
11:45 AM	0	0	4	0	4	0	8	0	0	8	0	5	7	0	12	0	0	0	0	0	24
Total	0	0	23	0	23	0	25	0	0	25	0	26	38	0	64	0	0	0	0	0	112
12:00 PM	0	0	6	0	6	0	5	0	0	5	0	6	4	0	10	0	0	0	0	0	21
12:15 PM	0	0	5	0	5	0	3	0	0	3	0	5	2	0	7	0	0	0	0	0	15
12:30 PM	0	0	5	0	5	0	9	0	0	9	0	6	3	0	9	0	0	0	0	0	23
12:45 PM	0	0	7	0	7	0	2	0	0	2	0	6	7	0	13	0	0	0	0	0	22
Total	0	0	23	0	23	0	19	0	0	19	0	23	16	0	39	0	0	0	0	0	81
*** BREAK ***																					
04:30 PM	0	0	8	0	8	0	3	0	0	3	0	4	7	0	11	0	0	0	0	0	22
04:45 PM	0	0	7	0	7	0	1	0	0	1	0	13	5	0	18	0	0	0	0	0	26
Total	0	0	15	0	15	0	4	0	0	4	0	17	12	0	29	0	0	0	0	0	48

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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday

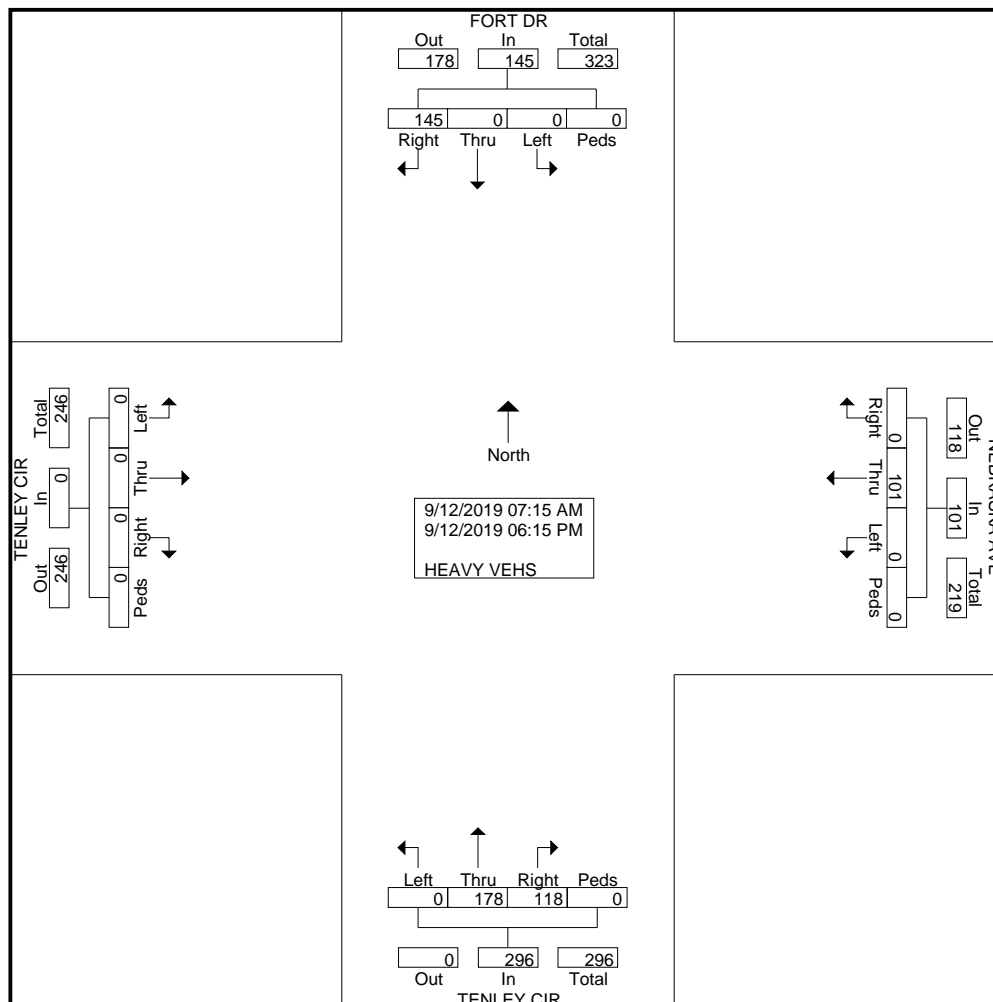
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	7	0	7	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	18
05:15 PM	0	0	7	0	7	0	2	0	0	2	0	9	3	0	12	0	0	0	0	0	21
05:30 PM	0	0	6	0	6	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	13
05:45 PM	0	0	7	0	7	0	1	0	0	1	0	9	7	0	16	0	0	0	0	0	24
Total	0	0	27	0	27	0	3	0	0	3	0	31	15	0	46	0	0	0	0	0	76
06:00 PM	0	0	4	0	4	0	0	0	0	0	0	7	4	0	11	0	0	0	0	0	15
06:15 PM	0	0	8	0	8	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	20
Grand Total	0	0	145	0	145	0	101	0	0	101	0	178	118	0	296	0	0	0	0	0	542
Apprch %	0	0	100	0		0	100	0	0		0	60.1	39.9	0		0	0	0	0	0	
Total %	0	0	26.8	0	26.8	0	18.6	0	0	18.6	0	32.8	21.8	0	54.6	0	0	0	0	0	



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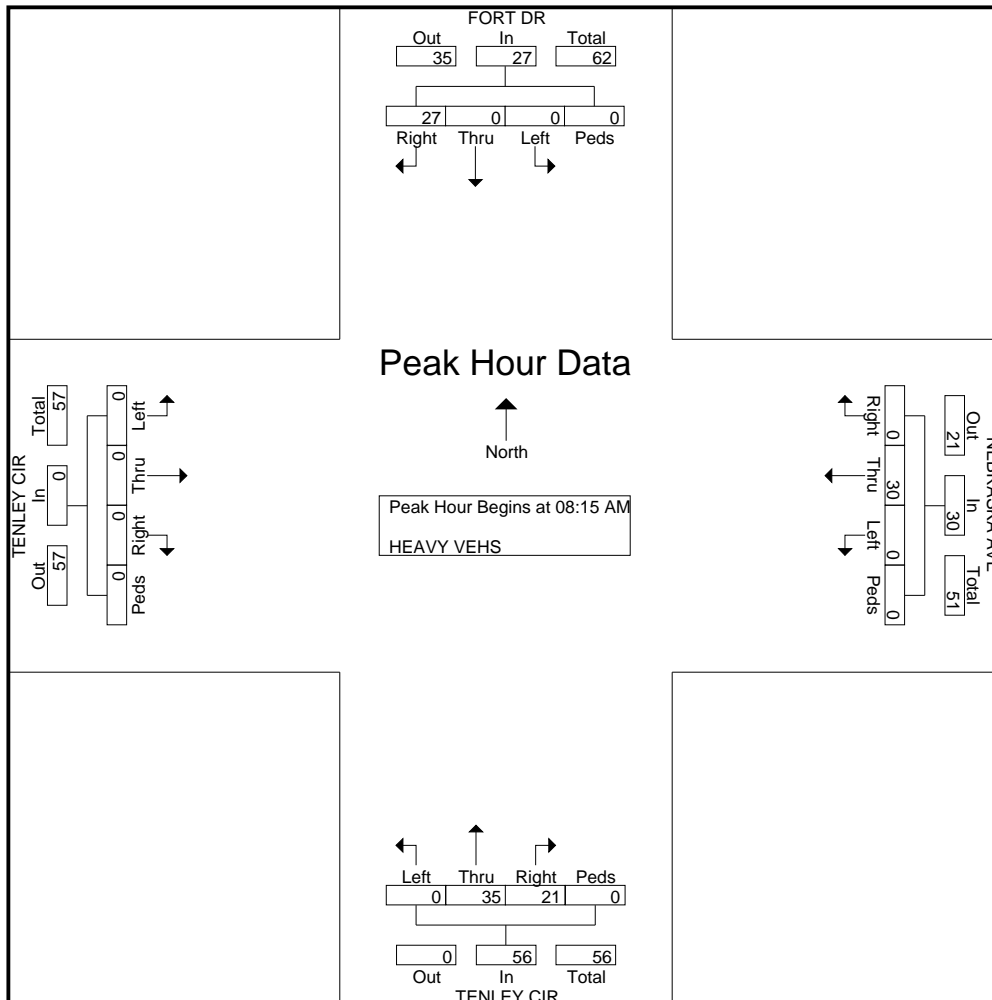
7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 3

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:15 AM	0	0	7	0	7	0	8	0	0	8	0	9	4	0	13	0	0	0	0	0	28
08:30 AM	0	0	7	0	7	0	1	0	0	1	0	10	3	0	13	0	0	0	0	0	21
08:45 AM	0	0	7	0	7	0	9	0	0	9	0	8	6	0	14	0	0	0	0	0	30
09:00 AM	0	0	6	0	6	0	12	0	0	12	0	8	8	0	16	0	0	0	0	0	34
Total Volume	0	0	27	0	27	0	30	0	0	30	0	35	21	0	56	0	0	0	0	0	113
% App. Total	0	0	100	0		0	100	0	0		0	62.5	37.5	0		0	0	0	0		
PHF	.000	.000	.964	.000	.964	.000	.625	.000	.000	.625	.000	.875	.656	.000	.875	.000	.000	.000	.000	.000	.831

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

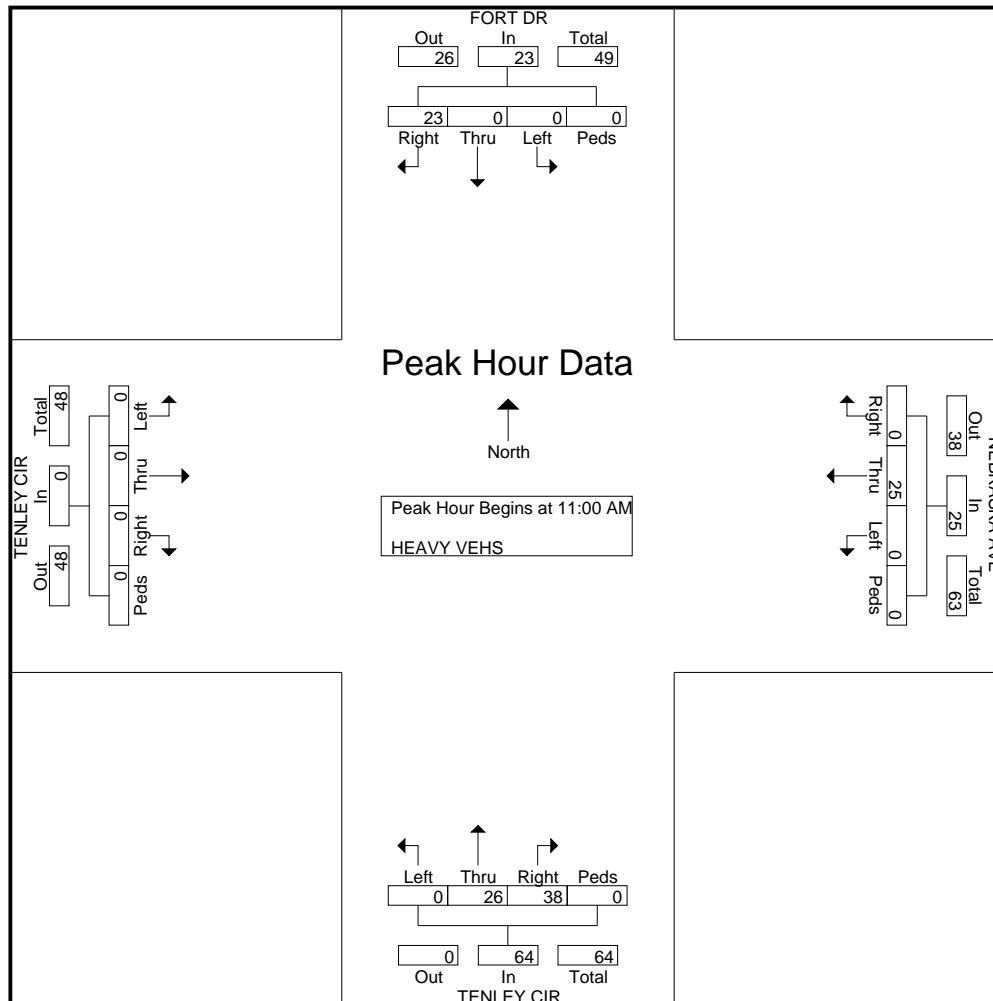
Page No : 4

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	0	6	0	6	0	4	0	0	4	0	7	14	0	21	0	0	0	0	0	31
11:15 AM	0	0	7	0	7	0	7	0	0	7	0	5	9	0	14	0	0	0	0	0	28
11:30 AM	0	0	6	0	6	0	6	0	0	6	0	9	8	0	17	0	0	0	0	0	29
11:45 AM	0	0	4	0	4	0	8	0	0	8	0	5	7	0	12	0	0	0	0	0	24
Total Volume	0	0	23	0	23	0	25	0	0	25	0	26	38	0	64	0	0	0	0	0	112
% App. Total	0	0	100	0		0	100	0	0		0	40.6	59.4	0		0	0	0	0		
PHF	.000	.000	.821	.000	.821	.000	.781	.000	.000	.781	.000	.722	.679	.000	.762	.000	.000	.000	.000	.000	.903



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443-741-3500

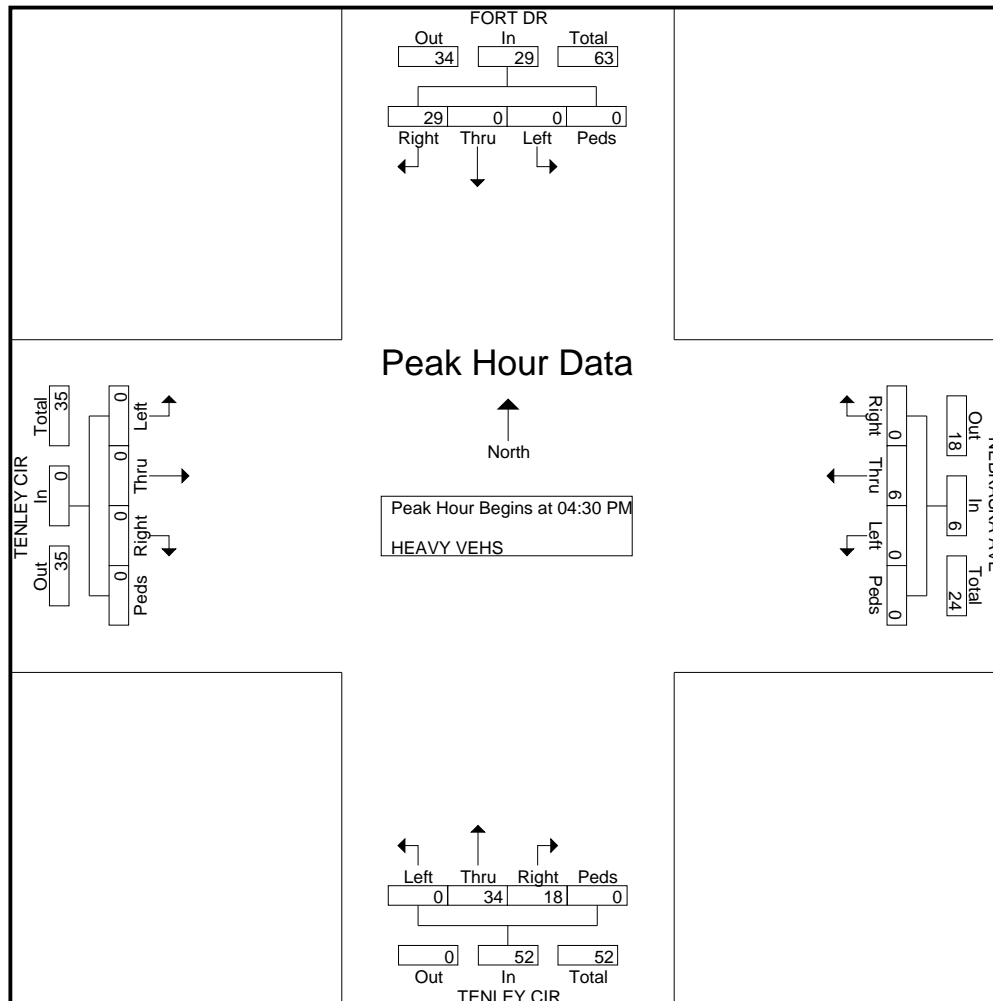
File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	8	0	8	0	3	0	0	3	0	4	7	0	11	0	0	0	0	0	22
04:45 PM	0	0	7	0	7	0	1	0	0	1	0	13	5	0	18	0	0	0	0	0	26
05:00 PM	0	0	7	0	7	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	18
05:15 PM	0	0	7	0	7	0	2	0	0	2	0	9	3	0	12	0	0	0	0	0	21
Total Volume	0	0	29	0	29	0	6	0	0	6	0	34	18	0	52	0	0	0	0	0	87
% App. Total	0	0	100	0		0	100	0	0		0	65.4	34.6	0		0	0	0	0		
PHF	.000	.000	.906	.000	.906	.000	.500	.000	.000	.500	.000	.654	.643	.000	.722	.000	.000	.000	.000	.000	.837



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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

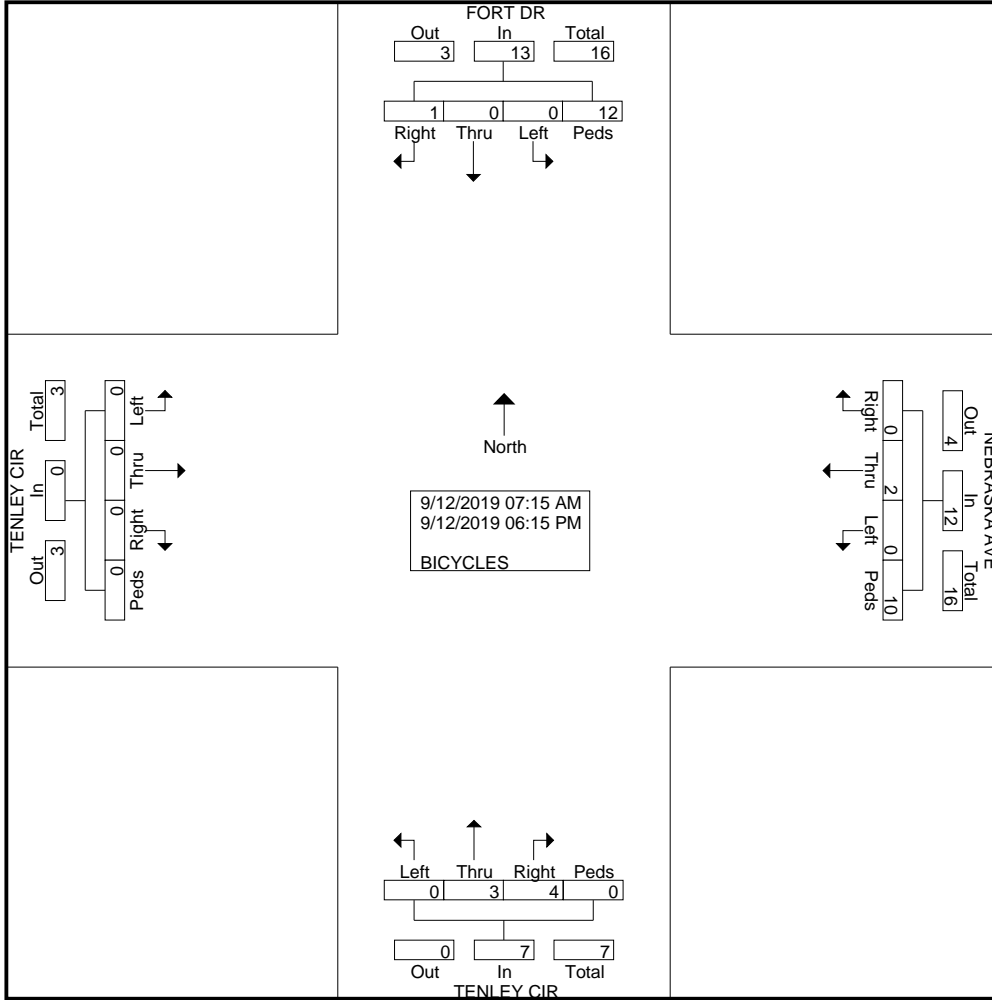
Groups Printed- BICYCLES

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
08:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	3	3	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	7
*** BREAK ***																					
11:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	2	3	0	0	1	0	1	0	0	0	0	0	4
Total	0	0	1	0	1	0	1	0	2	3	0	1	3	0	4	0	0	0	0	0	8
06:00 PM	0	0	0	1	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	3
Grand Total	0	0	1	12	13	0	2	0	10	12	0	3	4	0	7	0	0	0	0	0	32
Apprch %	0	0	7.7	92.3		0	16.7	0	83.3		0	42.9	57.1	0		0	0	0	0		
Total %	0	0	3.1	37.5	40.6	0	6.2	0	31.2	37.5	0	9.4	12.5	0	21.9	0	0	0	0	0	

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7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 2



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7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

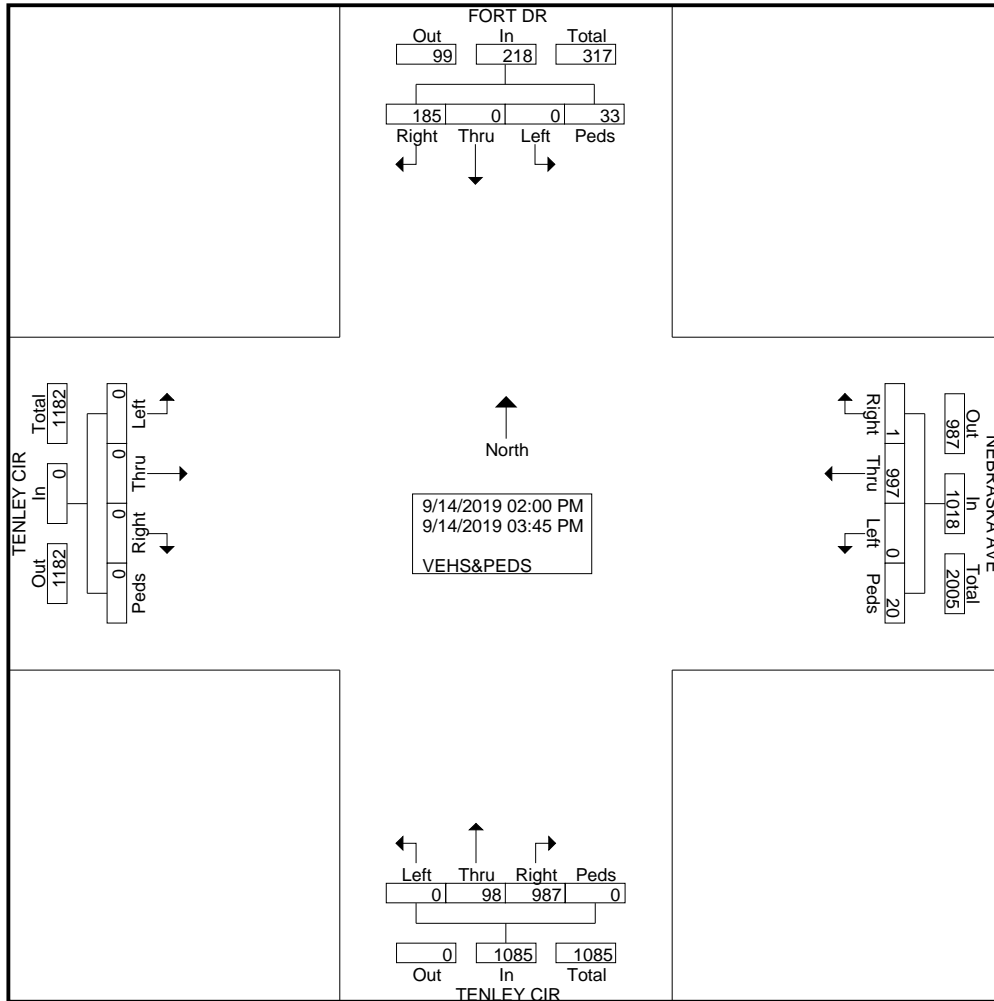
Groups Printed- VEHS&PEDS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	29	3	32	0	118	1	0	119	0	11	131	0	142	0	0	0	0	0	293
02:15 PM	0	0	25	5	30	0	134	0	3	137	0	15	133	0	148	0	0	0	0	0	315
02:30 PM	0	0	22	2	24	0	115	0	3	118	0	16	101	0	117	0	0	0	0	0	259
02:45 PM	0	0	33	6	39	0	134	0	2	136	0	11	140	0	151	0	0	0	0	0	326
Total	0	0	109	16	125	0	501	1	8	510	0	53	505	0	558	0	0	0	0	0	1193
03:00 PM	0	0	10	4	14	0	128	0	4	132	0	5	129	0	134	0	0	0	0	0	280
03:15 PM	0	0	25	3	28	0	120	0	1	121	0	14	104	0	118	0	0	0	0	0	267
03:30 PM	0	0	25	6	31	0	138	0	4	142	0	9	128	0	137	0	0	0	0	0	310
03:45 PM	0	0	16	4	20	0	110	0	3	113	0	17	121	0	138	0	0	0	0	0	271
Total	0	0	76	17	93	0	496	0	12	508	0	45	482	0	527	0	0	0	0	0	1128
Grand Total	0	0	185	33	218	0	997	1	20	1018	0	98	987	0	1085	0	0	0	0	0	2321
Apprch %	0	0	84.9	15.1		0	97.9	0.1	2		0	9	91	0		0	0	0	0		
Total %	0	0	8	1.4	9.4	0	43	0	0.9	43.9	0	4.2	42.5	0	46.7	0	0	0	0	0	

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7055 Samuel Morse Dr. Suite 100
 Columbia, MD, 21046
 443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

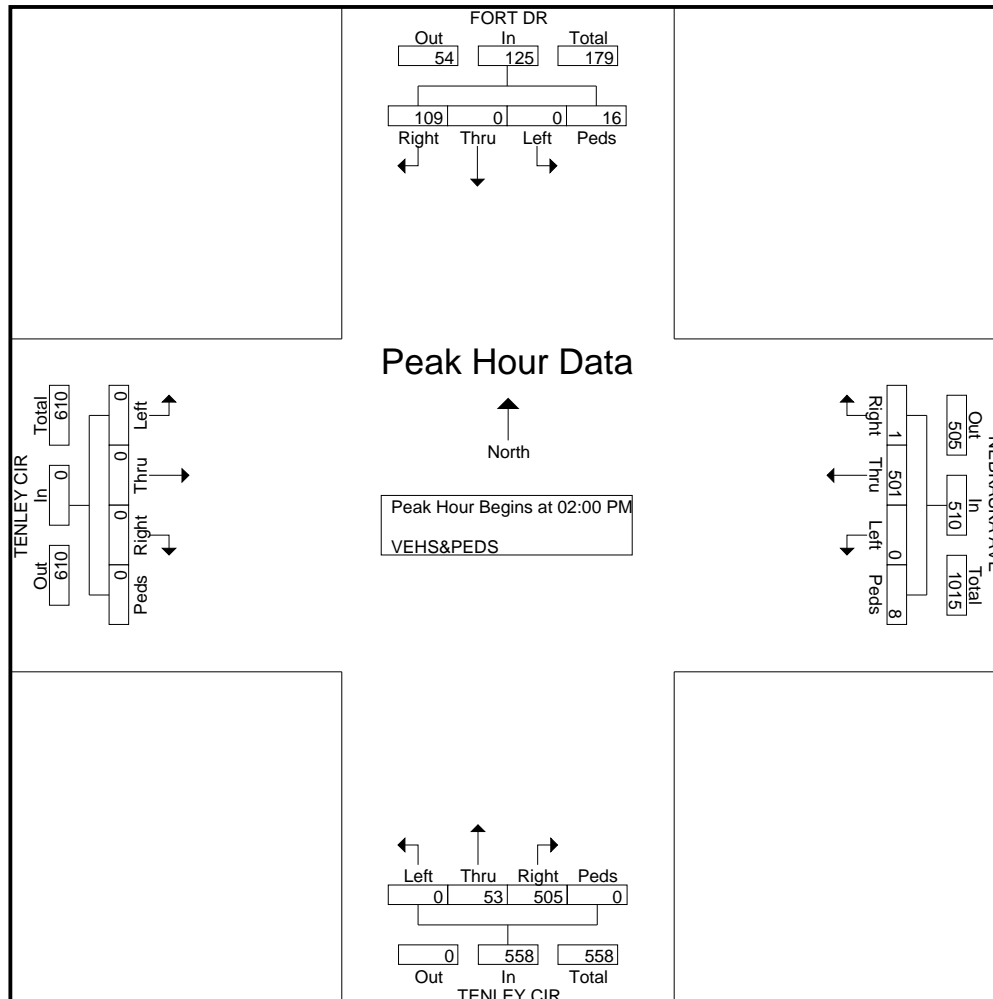


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7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	29	3	32	0	118	1	0	119	0	11	131	0	142	0	0	0	0	0	293
02:15 PM	0	0	25	5	30	0	134	0	3	137	0	15	133	0	148	0	0	0	0	0	315
02:30 PM	0	0	22	2	24	0	115	0	3	118	0	16	101	0	117	0	0	0	0	0	259
02:45 PM	0	0	33	6	39	0	134	0	2	136	0	11	140	0	151	0	0	0	0	0	326
Total Volume	0	0	109	16	125	0	501	1	8	510	0	53	505	0	558	0	0	0	0	0	1193
% App. Total	0	0	87.2	12.8		0	98.2	0.2	1.6		0	9.5	90.5	0		0	0	0	0		
PHF	.000	.000	.826	.667	.801	.000	.935	.250	.667	.931	.000	.828	.902	.000	.924	.000	.000	.000	.000	.000	.915



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7055 Samuel Morse Dr. Suite 100

Columbia, MD, 21046

443-741-3500

Weather: CLEAR

Counted By:

Town: WASHINGTON D.C.

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 1

Groups Printed- HEAVY VEHS

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	2	0	2	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	8
02:15 PM	0	0	3	0	3	0	4	0	0	4	0	4	3	0	7	0	0	0	0	0	14
02:30 PM	0	0	2	0	2	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	7
02:45 PM	0	0	4	0	4	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	13
Total	0	0	11	0	11	0	7	0	0	7	0	14	10	0	24	0	0	0	0	0	42
03:00 PM	0	0	3	0	3	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	8
03:15 PM	0	0	3	0	3	0	2	0	0	2	0	3	2	0	5	0	0	0	0	0	10
03:30 PM	0	0	1	0	1	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	8
03:45 PM	0	0	4	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Total	0	0	11	0	11	0	7	0	0	7	0	13	3	0	16	0	0	0	0	0	34
Grand Total	0	0	22	0	22	0	14	0	0	14	0	27	13	0	40	0	0	0	0	0	76
Apprch %	0	0	100	0		0	100	0	0		0	67.5	32.5	0		0	0	0	0	0	
Total %	0	0	28.9	0	28.9	0	18.4	0	0	18.4	0	35.5	17.1	0	52.6	0	0	0	0	0	

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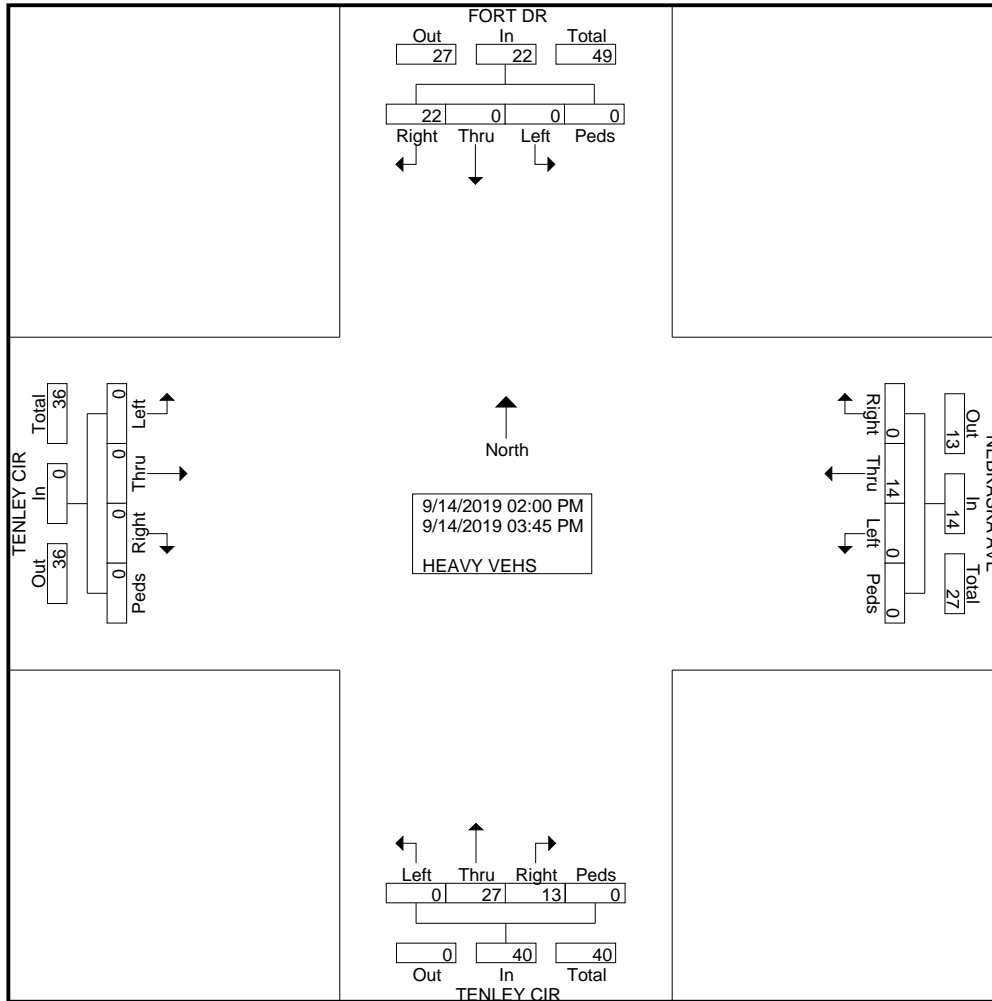
7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2

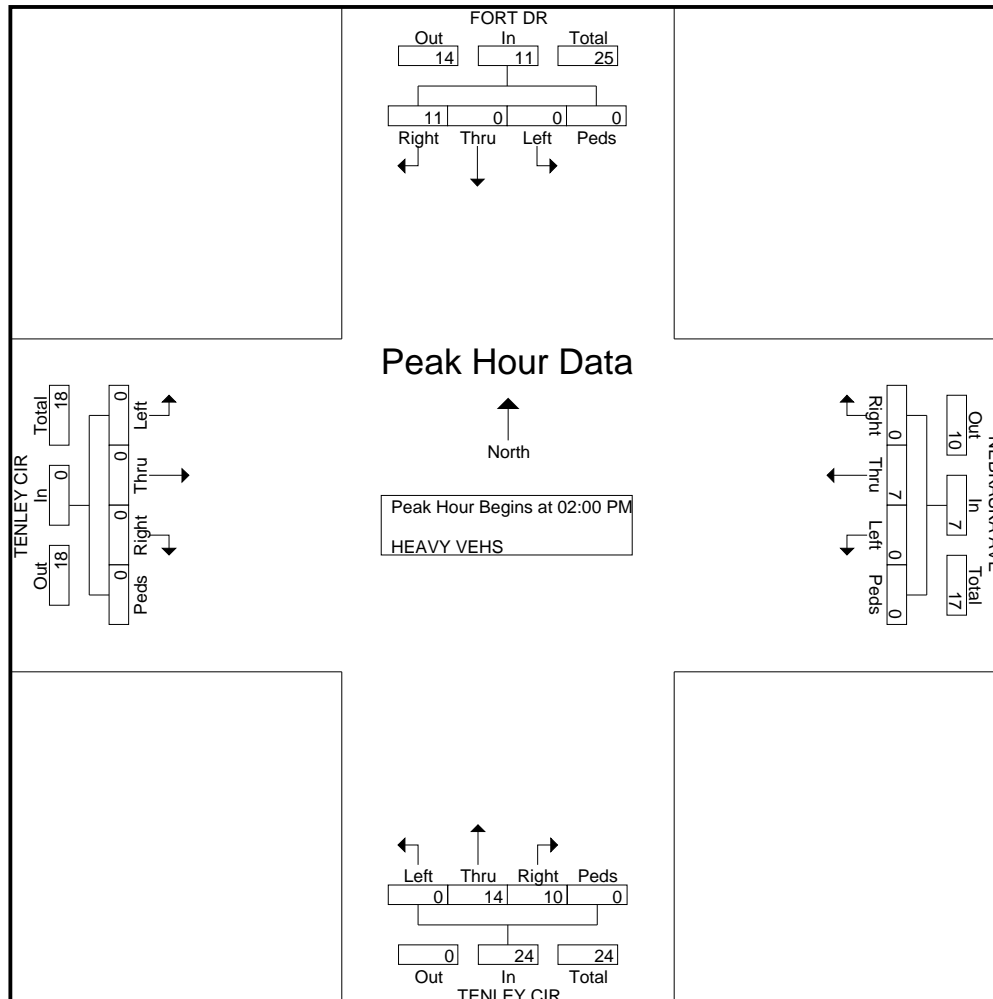


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7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 02:00 PM																						
02:00 PM	0	0	2	0	2	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	8
02:15 PM	0	0	3	0	3	0	4	0	0	4	0	4	3	0	7	0	0	0	0	0	0	14
02:30 PM	0	0	2	0	2	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	7
02:45 PM	0	0	4	0	4	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	0	13
Total Volume	0	0	11	0	11	0	7	0	0	7	0	14	10	0	24	0	0	0	0	0	0	42
% App. Total	0	0	100	0		0	100	0	0		0	58.3	41.7	0		0	0	0	0	0		
PHF	.000	.000	.688	.000	.688	.000	.438	.000	.000	.438	.000	.875	.833	.000	.857	.000	.000	.000	.000	.000	.750	



Sabra & Associates

7055 Samuel Morse Dr. Suite 100

Columbia, MD, 21046

443-741-3500

Weather: CLEAR

Counted By:

Town: WASHINGTON D.C.

File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 1

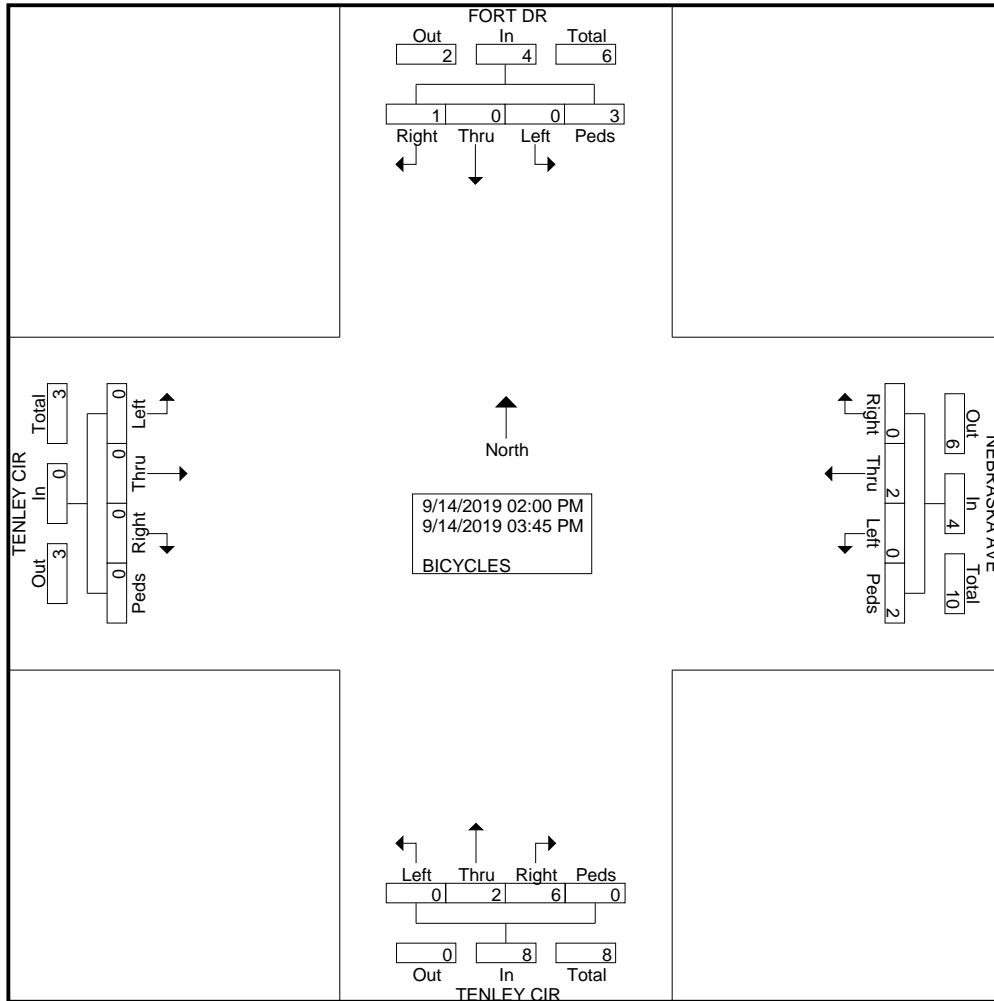
Groups Printed- BICYCLES

Start Time	FORT DR From North					NEBRASKA AVE From East					TENLEY CIR From South					TENLEY CIR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	5
02:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	3	0	0	0	0	0	4
Total	0	0	1	1	2	0	1	0	1	2	0	2	5	0	7	0	0	0	0	0	11
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
03:45 PM	0	0	0	1	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	2	2	0	1	0	1	2	0	0	1	0	1	0	0	0	0	0	5
Grand Total	0	0	1	3	4	0	2	0	2	4	0	2	6	0	8	0	0	0	0	0	16
Apprch %	0	0	25	75		0	50	0	50		0	25	75	0		0	0	0	0		
Total %	0	0	6.2	18.8	25	0	12.5	0	12.5	25	0	12.5	37.5	0	50	0	0	0	0	0	

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File Name : 6156c_Fort Dr at Nebraska Ave-Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 2



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7055 Samuel Morse Dr. Suite 100

Columbia, MD, 21046

443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156e_Wisconsin Ave at Tenley Cir(North)_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	1	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4
08:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4
08:45 AM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	3	7	0	0	0	0	0	0	2	0	0	2	0	0	0	3	3	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4
11:45 AM	0	1	1	3	5	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	7
Total	0	3	1	4	8	0	1	0	1	2	0	1	0	0	1	0	0	0	2	2	13
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	6	6	0	1	0	1	2	0	1	0	0	1	0	0	0	0	0	9
*** BREAK ***																					
04:30 PM	0	1	0	2	3	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	7
04:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	3	5	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	9

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443-741-3500

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday

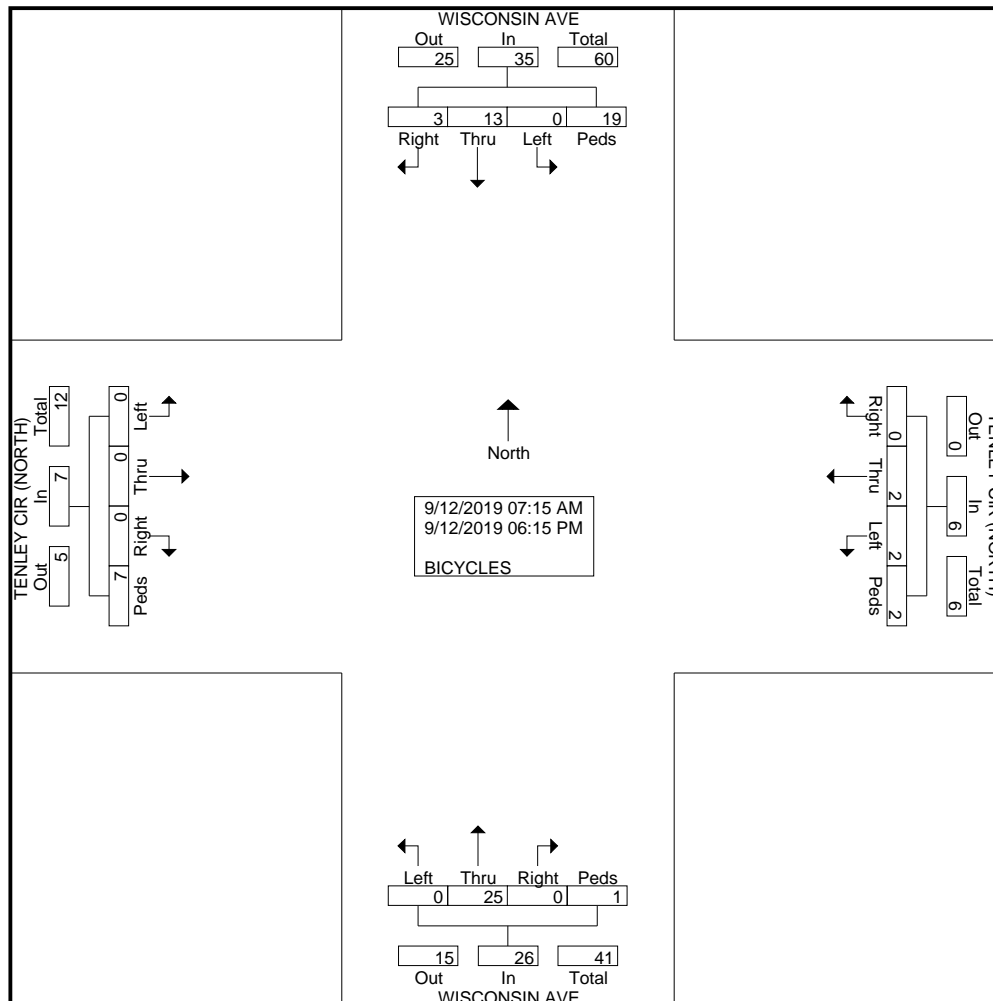
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	4
05:30 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
Total	0	3	1	1	5	1	0	0	0	1	0	8	0	0	8	0	0	0	1	1	15
06:00 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	5
Grand Total	0	13	3	19	35	2	2	0	2	6	0	25	0	1	26	0	0	0	7	7	74
Apprch %	0	37.1	8.6	54.3		33.3	33.3	0	33.3		0	96.2	0	3.8		0	0	0	100		
Total %	0	17.6	4.1	25.7	47.3	2.7	2.7	0	2.7	8.1	0	33.8	0	1.4	35.1	0	0	0	9.5	9.5	



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	272	39	10	321	82	168	10	5	265	0	191	0	0	191	0	0	0	3	3	780
07:30 AM	0	375	49	22	446	77	162	8	7	254	0	169	0	1	170	0	0	0	1	1	871
07:45 AM	0	314	70	4	388	69	180	6	4	259	0	241	0	1	242	0	0	0	3	3	892
Total	0	961	158	36	1155	228	510	24	16	778	0	601	0	2	603	0	0	0	7	7	2543
08:00 AM	0	292	64	20	376	60	174	11	6	251	0	247	0	2	249	0	0	0	2	2	878
08:15 AM	0	337	91	22	450	53	150	14	3	220	0	296	0	6	302	0	0	0	9	9	981
08:30 AM	0	358	57	80	495	53	144	10	4	211	0	235	0	3	238	0	0	0	18	18	962
08:45 AM	0	337	80	27	444	65	155	11	6	237	0	262	0	8	270	0	0	0	13	13	964
Total	0	1324	292	149	1765	231	623	46	19	919	0	1040	0	19	1059	0	0	0	42	42	3785
09:00 AM	0	344	55	40	439	50	159	7	6	222	1	185	0	4	190	0	0	0	8	8	859
*** BREAK ***																					
Total	0	344	55	40	439	50	159	7	6	222	1	185	0	4	190	0	0	0	8	8	859
*** BREAK ***																					
11:00 AM	0	150	49	10	209	36	86	7	14	143	0	159	0	2	161	0	0	0	5	5	518
11:15 AM	0	130	40	14	184	32	77	12	10	131	0	187	0	2	189	0	0	0	6	6	510
11:30 AM	0	139	32	17	188	38	82	25	12	157	0	194	0	1	195	0	0	0	3	3	543
11:45 AM	0	143	40	33	216	55	88	9	18	170	1	174	0	1	176	0	0	0	5	5	567
Total	0	562	161	74	797	161	333	53	54	601	1	714	0	6	721	0	0	0	19	19	2138
12:00 PM	0	144	41	53	238	37	111	11	15	174	0	197	0	5	202	0	0	0	4	4	618
12:15 PM	0	147	44	42	233	46	96	6	15	163	0	168	0	1	169	0	0	0	6	6	571
12:30 PM	0	128	50	18	196	44	85	12	9	150	0	167	0	5	172	0	0	0	3	3	521
12:45 PM	0	142	51	30	223	36	83	8	14	141	0	161	0	11	172	0	0	0	5	5	541
Total	0	561	186	143	890	163	375	37	53	628	0	693	0	22	715	0	0	0	18	18	2251
*** BREAK ***																					
04:30 PM	0	153	72	16	241	44	132	14	13	203	0	250	0	4	254	0	0	0	0	0	698
04:45 PM	0	166	79	19	264	47	135	11	13	206	0	270	0	0	270	0	0	0	1	1	741
Total	0	319	151	35	505	91	267	25	26	409	0	520	0	4	524	0	0	0	1	1	1439

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443-741-3500

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday

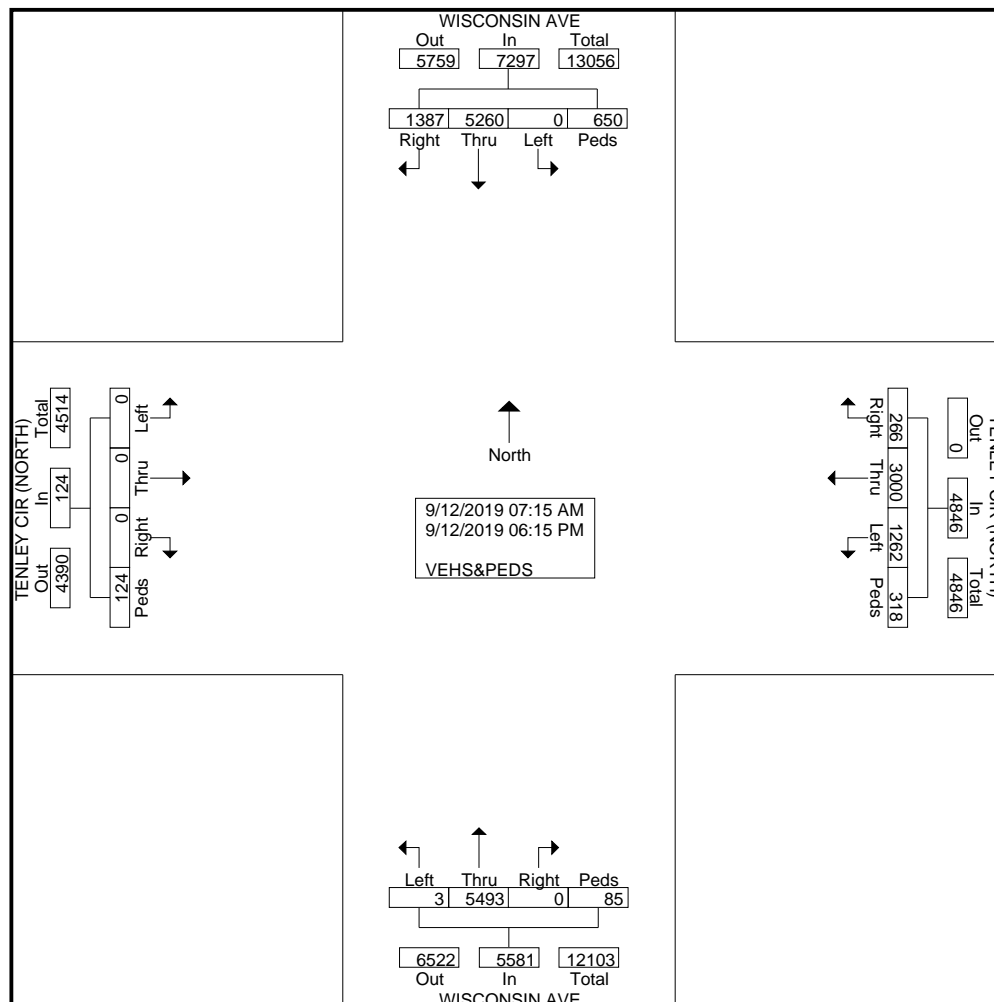
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	180	66	38	284	53	163	11	9	236	0	257	0	7	264	0	0	0	7	7	791
05:15 PM	0	208	73	22	303	61	125	12	16	214	0	279	0	1	280	0	0	0	7	7	804
05:30 PM	0	190	65	32	287	67	130	15	26	238	0	288	0	4	292	0	0	0	11	11	828
05:45 PM	0	196	60	36	292	53	118	14	28	213	0	324	0	10	334	0	0	0	4	4	843
Total	0	774	264	128	1166	234	536	52	79	901	0	1148	0	22	1170	0	0	0	29	29	3266
06:00 PM	0	203	62	29	294	44	105	11	32	192	1	302	0	2	305	0	0	0	0	0	791
06:15 PM	0	212	58	16	286	60	92	11	33	196	0	290	0	4	294	0	0	0	0	0	776
Grand Total	0	5260	1387	650	7297	1262	3000	266	318	4846	3	5493	0	85	5581	0	0	0	124	124	17848
Apprch %	0	72.1	19	8.9		26	61.9	5.5	6.6		0.1	98.4	0	1.5		0	0	0	100		
Total %	0	29.5	7.8	3.6	40.9	7.1	16.8	1.5	1.8	27.2	0	30.8	0	0.5	31.3	0	0	0	0.7	0.7	

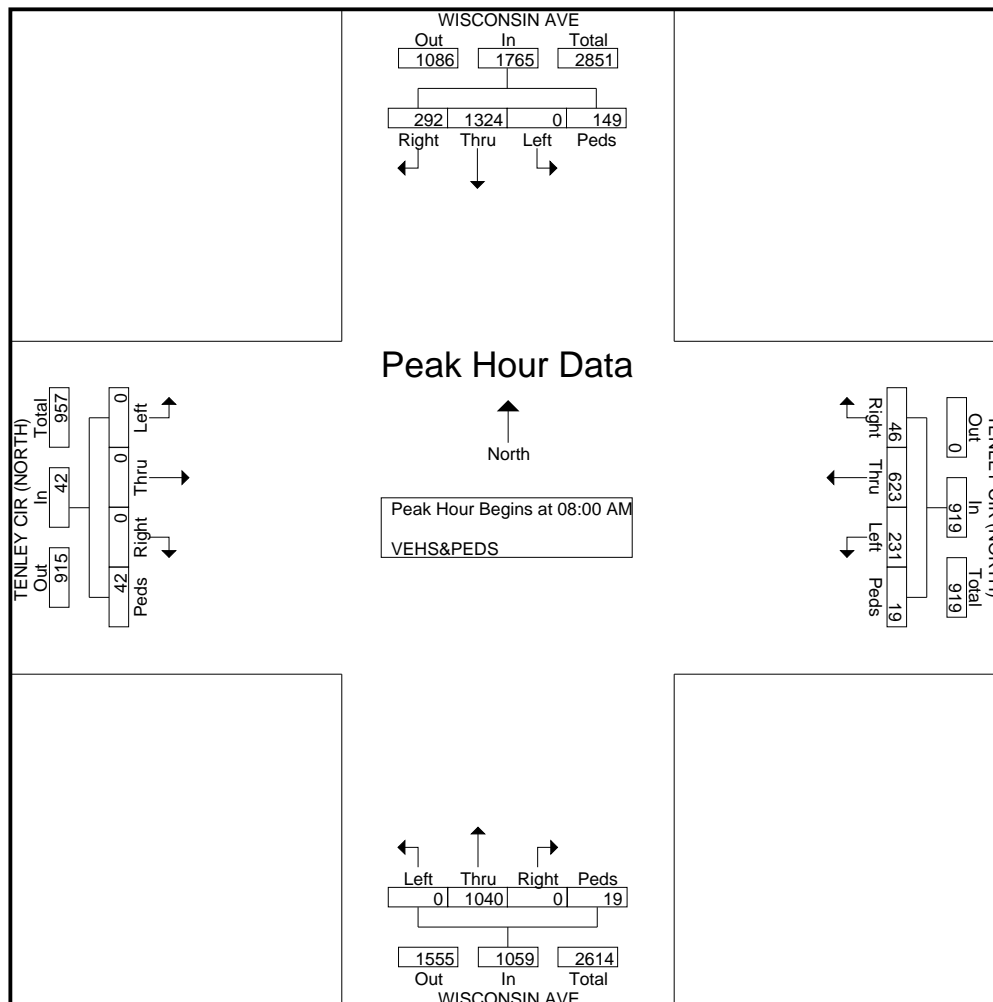


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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	292	64	20	376	60	174	11	6	251	0	247	0	2	249	0	0	0	2	2	878
08:15 AM	0	337	91	22	450	53	150	14	3	220	0	296	0	6	302	0	0	0	9	9	981
08:30 AM	0	358	57	80	495	53	144	10	4	211	0	235	0	3	238	0	0	0	18	18	962
08:45 AM	0	337	80	27	444	65	155	11	6	237	0	262	0	8	270	0	0	0	13	13	964
Total Volume	0	1324	292	149	1765	231	623	46	19	919	0	1040	0	19	1059	0	0	0	42	42	3785
% App. Total	0	75	16.5	8.4		25.1	67.8	5	2.1		0	98.2	0	1.8		0	0	0	100		
PHF	.000	.925	.802	.466	.891	.888	.895	.821	.792	.915	.000	.878	.000	.594	.877	.000	.000	.000	.583	.583	.965



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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday

Site Code : 00000000

Start Date : 9/12/2019

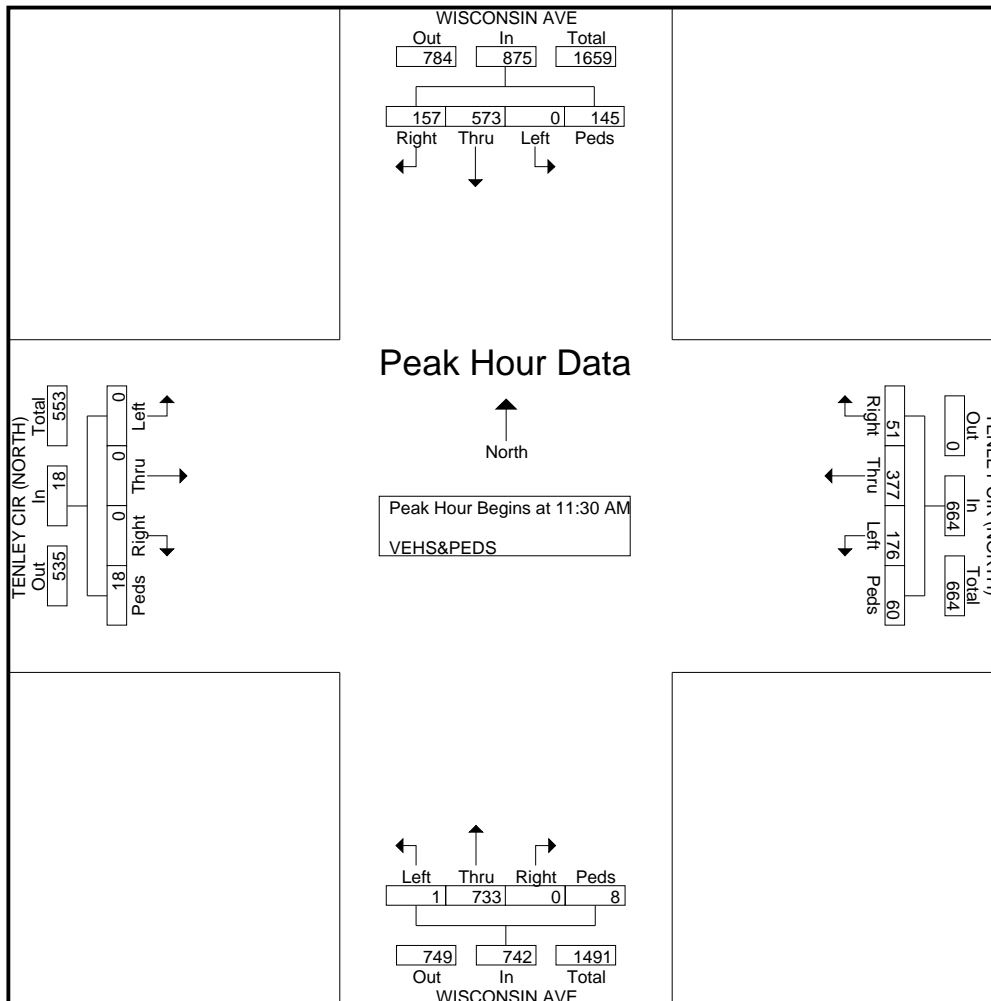
Page No : 4

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	139	32	17	188	38	82	25	12	157	0	194	0	1	195	0	0	0	3	3	543
11:45 AM	0	143	40	33	216	55	88	9	18	170	1	174	0	1	176	0	0	0	5	5	567
12:00 PM	0	144	41	53	238	37	111	11	15	174	0	197	0	5	202	0	0	0	4	4	618
12:15 PM	0	147	44	42	233	46	96	6	15	163	0	168	0	1	169	0	0	0	6	6	571
Total Volume	0	573	157	145	875	176	377	51	60	664	1	733	0	8	742	0	0	0	18	18	2299
% App. Total	0	65.5	17.9	16.6		26.5	56.8	7.7	9		0.1	98.8	0	1.1		0	0	0	100		
PHF	.000	.974	.892	.684	.919	.800	.849	.510	.833	.954	.250	.930	.000	.400	.918	.000	.000	.000	.750	.750	.930



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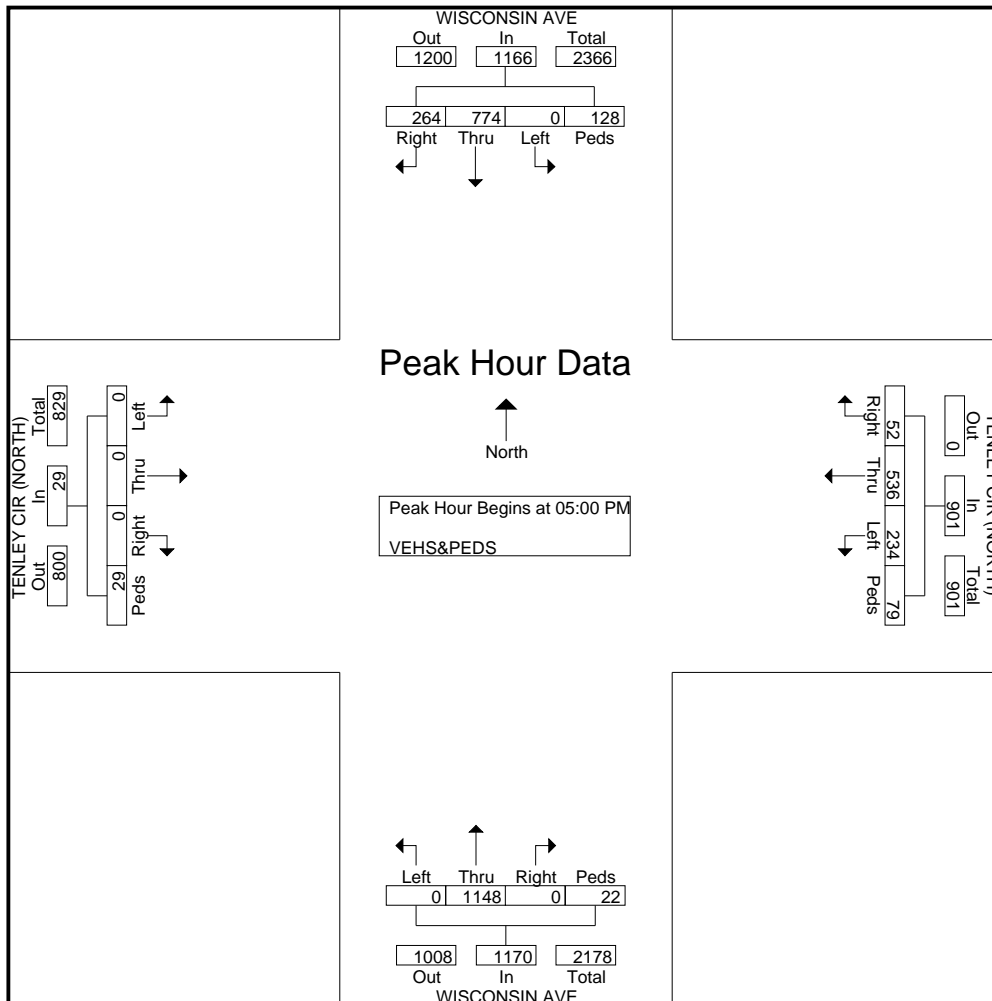
File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	180	66	38	284	53	163	11	9	236	0	257	0	7	264	0	0	0	7	7	791
05:15 PM	0	208	73	22	303	61	125	12	16	214	0	279	0	1	280	0	0	0	7	7	804
05:30 PM	0	190	65	32	287	67	130	15	26	238	0	288	0	4	292	0	0	0	11	11	828
05:45 PM	0	196	60	36	292	53	118	14	28	213	0	324	0	10	334	0	0	0	4	4	843
Total Volume	0	774	264	128	1166	234	536	52	79	901	0	1148	0	22	1170	0	0	0	29	29	3266
% App. Total	0	66.4	22.6	11		26	59.5	5.8	8.8		0	98.1	0	1.9		0	0	0	100		
PHF	.000	.930	.904	.842	.962	.873	.822	.867	.705	.946	.000	.886	.000	.550	.876	.000	.000	.000	.659	.659	.969



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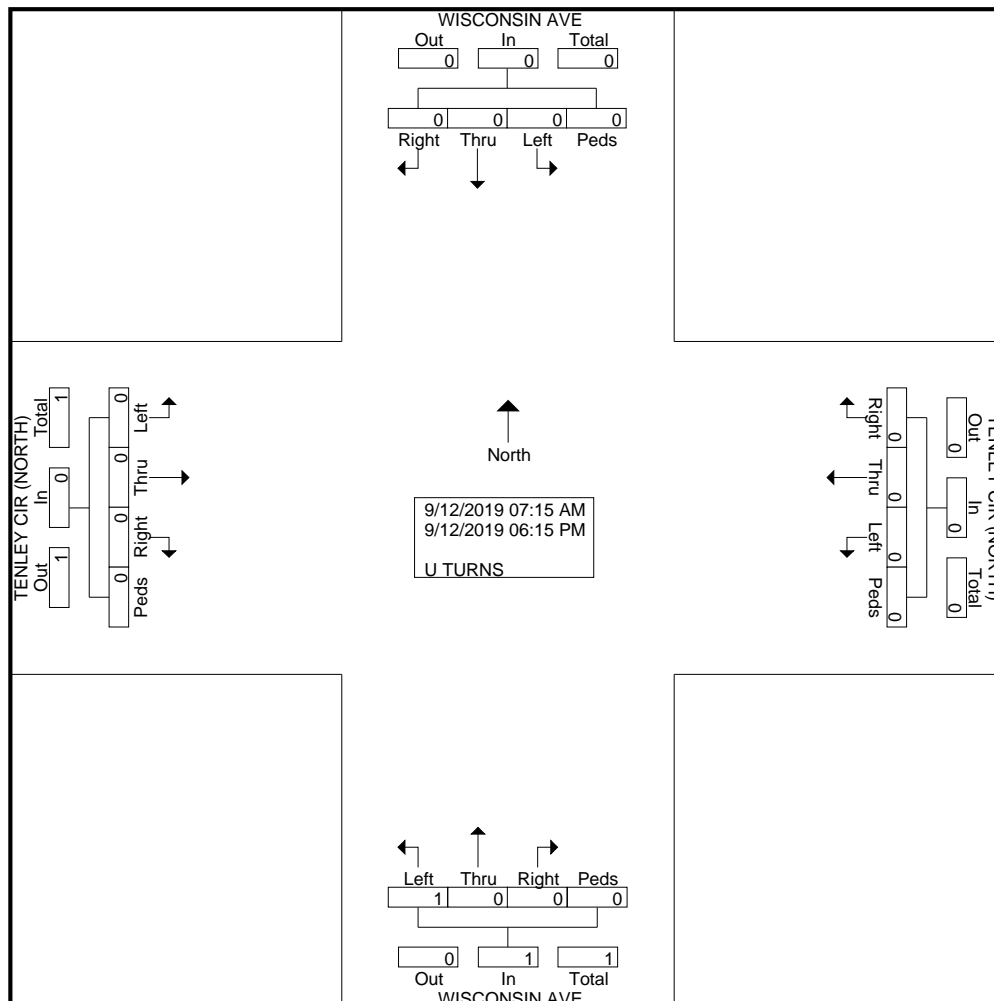
7055 Samuel Morse Dr. Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0



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443-741-3500

Weather: CLEAR
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
 Site Code : 00000000
 Start Date : 9/12/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	12	3	0	15	3	5	0	0	8	0	12	0	0	12	0	0	0	0	0	35
07:30 AM	0	16	5	0	21	2	11	0	0	13	0	8	0	0	8	0	0	0	0	0	42
07:45 AM	0	16	1	0	17	2	9	0	0	11	0	11	0	0	11	0	0	0	0	0	39
Total	0	44	9	0	53	7	25	0	0	32	0	31	0	0	31	0	0	0	0	0	116
08:00 AM	0	13	1	0	14	4	5	0	0	9	0	14	0	0	14	0	0	0	0	0	37
08:15 AM	0	15	4	0	19	7	9	0	0	16	0	10	0	0	10	0	0	0	0	0	45
08:30 AM	0	9	3	0	12	3	5	0	0	8	0	9	0	0	9	0	0	0	0	0	29
08:45 AM	0	18	5	0	23	3	11	0	0	14	0	10	0	0	10	0	0	0	0	0	47
Total	0	55	13	0	68	17	30	0	0	47	0	43	0	0	43	0	0	0	0	0	158
09:00 AM	0	12	2	0	14	10	14	0	0	24	0	16	0	0	16	0	0	0	0	0	54
*** BREAK ***																					
Total	0	12	2	0	14	10	14	0	0	24	0	16	0	0	16	0	0	0	0	0	54
*** BREAK ***																					
11:00 AM	0	9	2	0	11	3	8	0	0	11	0	12	0	0	12	0	0	0	0	0	34
11:15 AM	0	13	2	0	15	3	10	2	0	15	0	13	0	0	13	0	0	0	0	0	43
11:30 AM	0	7	2	0	9	4	9	0	0	13	0	16	0	0	16	0	0	0	0	0	38
11:45 AM	0	7	3	0	10	4	9	1	0	14	0	10	0	0	10	0	0	0	0	0	34
Total	0	36	9	0	45	14	36	3	0	53	0	51	0	0	51	0	0	0	0	0	149
12:00 PM	0	6	2	0	8	1	9	2	0	12	0	8	0	0	8	0	0	0	0	0	28
12:15 PM	0	6	2	0	8	5	3	0	0	8	0	10	0	0	10	0	0	0	0	0	26
12:30 PM	0	7	4	0	11	2	11	1	0	14	0	13	0	0	13	0	0	0	0	0	38
12:45 PM	0	5	4	0	9	3	8	0	0	11	0	8	0	0	8	0	0	0	0	0	28
Total	0	24	12	0	36	11	31	3	0	45	0	39	0	0	39	0	0	0	0	0	120
*** BREAK ***																					
04:30 PM	0	6	2	0	8	3	9	0	0	12	0	5	0	0	5	0	0	0	0	0	25
04:45 PM	0	12	2	0	14	2	7	0	0	9	0	8	0	0	8	0	0	0	0	0	31
Total	0	18	4	0	22	5	16	0	0	21	0	13	0	0	13	0	0	0	0	0	56

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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday

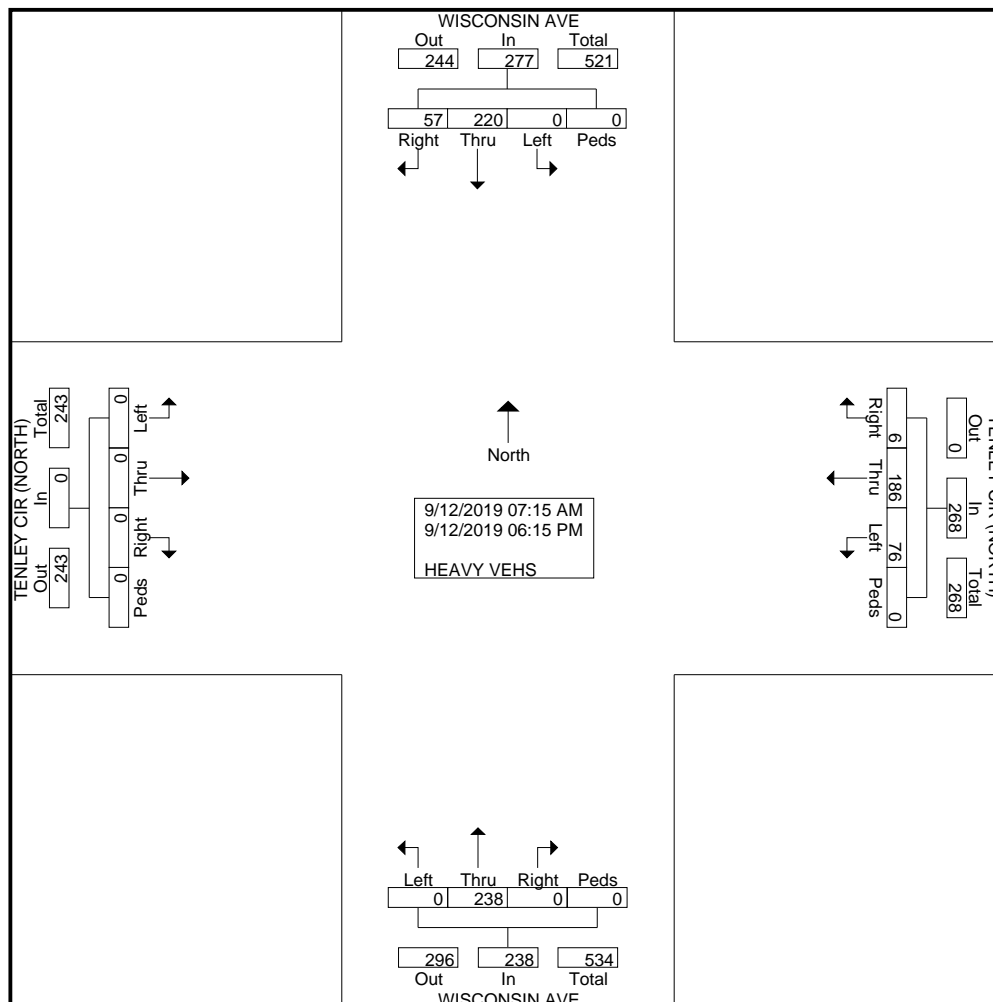
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	10	1	0	11	3	4	0	0	7	0	10	0	0	10	0	0	0	0	0	28
05:15 PM	0	6	1	0	7	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	25
05:30 PM	0	5	1	0	6	1	5	0	0	6	0	10	0	0	10	0	0	0	0	0	22
05:45 PM	0	1	0	0	1	3	5	0	0	8	0	3	0	0	3	0	0	0	0	0	12
Total	0	22	3	0	25	7	23	0	0	30	0	32	0	0	32	0	0	0	0	0	87
06:00 PM	0	4	3	0	7	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	19
06:15 PM	0	5	2	0	7	5	6	0	0	11	0	6	0	0	6	0	0	0	0	0	24
Grand Total	0	220	57	0	277	76	186	6	0	268	0	238	0	0	238	0	0	0	0	0	783
Apprch %	0	79.4	20.6	0		28.4	69.4	2.2	0		0	100	0	0		0	0	0	0		
Total %	0	28.1	7.3	0	35.4	9.7	23.8	0.8	0	34.2	0	30.4	0	0	30.4	0	0	0	0	0	

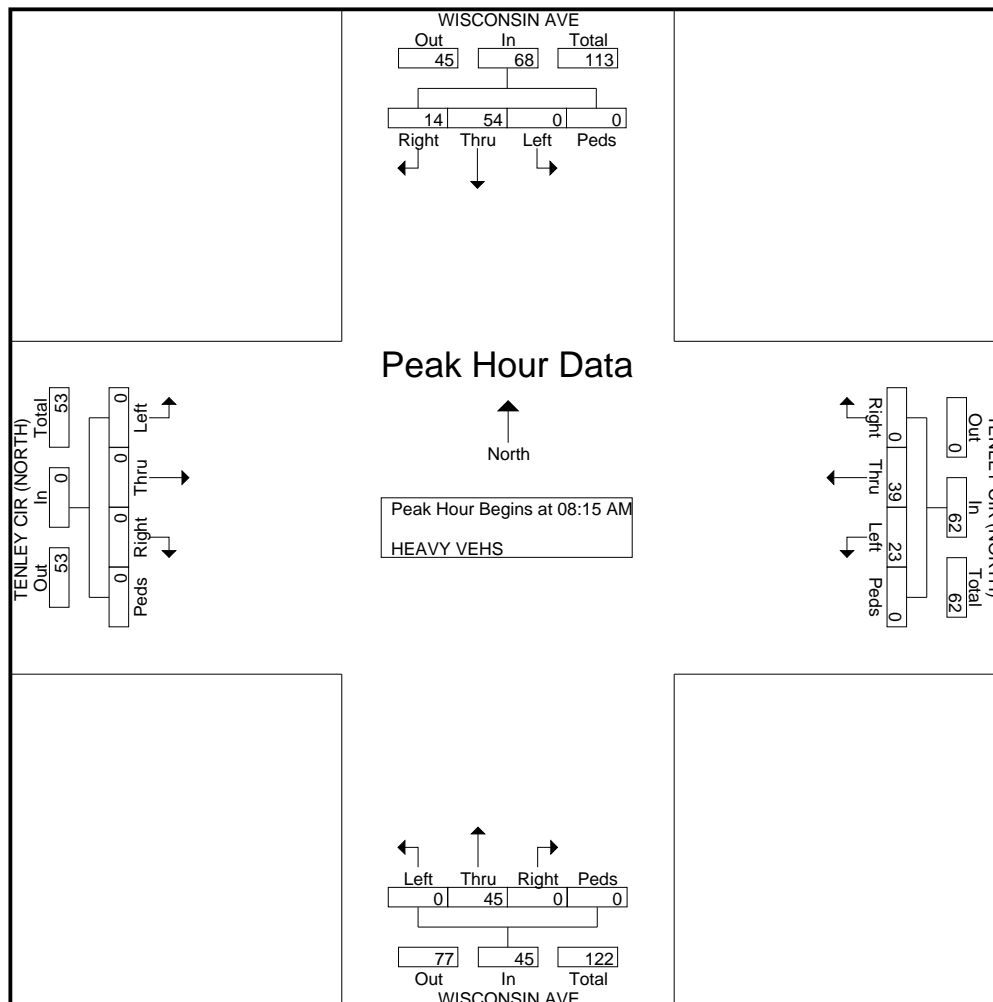


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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 3

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	15	4	0	19	7	9	0	0	16	0	10	0	0	10	0	0	0	0	0	45
08:30 AM	0	9	3	0	12	3	5	0	0	8	0	9	0	0	9	0	0	0	0	0	29
08:45 AM	0	18	5	0	23	3	11	0	0	14	0	10	0	0	10	0	0	0	0	0	47
09:00 AM	0	12	2	0	14	10	14	0	0	24	0	16	0	0	16	0	0	0	0	0	54
Total Volume	0	54	14	0	68	23	39	0	0	62	0	45	0	0	45	0	0	0	0	0	175
% App. Total	0	79.4	20.6	0		37.1	62.9	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.750	.700	.000	.739	.575	.696	.000	.000	.646	.000	.703	.000	.000	.703	.000	.000	.000	.000	.000	.810



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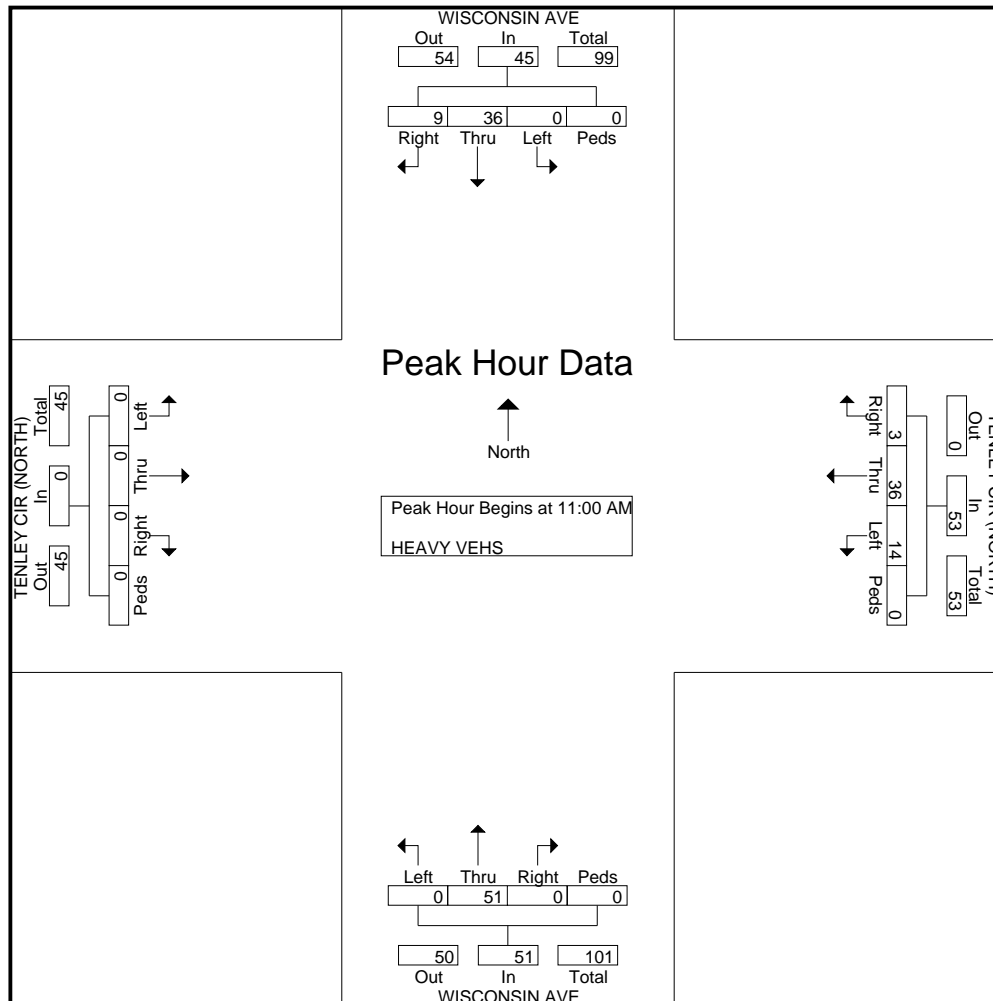
File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	9	2	0	11	3	8	0	0	11	0	12	0	0	12	0	0	0	0	0	34
11:15 AM	0	13	2	0	15	3	10	2	0	15	0	13	0	0	13	0	0	0	0	0	43
11:30 AM	0	7	2	0	9	4	9	0	0	13	0	16	0	0	16	0	0	0	0	0	38
11:45 AM	0	7	3	0	10	4	9	1	0	14	0	10	0	0	10	0	0	0	0	0	34
Total Volume	0	36	9	0	45	14	36	3	0	53	0	51	0	0	51	0	0	0	0	0	149
% App. Total	0	80	20	0		26.4	67.9	5.7	0		0	100	0	0		0	0	0	0		
PHF	.000	.692	.750	.000	.750	.875	.900	.375	.000	.883	.000	.797	.000	.000	.797	.000	.000	.000	.000	.000	.866



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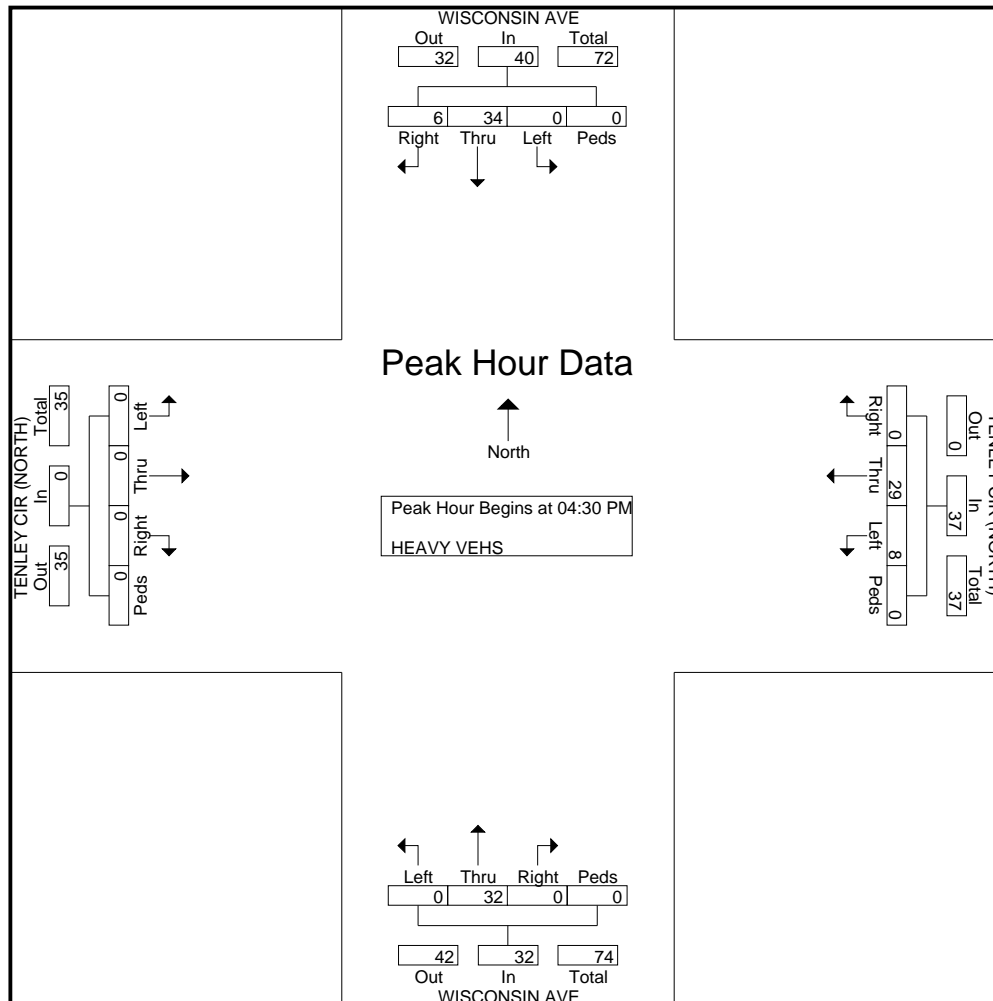
File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 5

Start Time	WISCONSIN AVE From North					TENLEY CIR (NORTH) From East					WISCONSIN AVE From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	6	2	0	8	3	9	0	0	12	0	5	0	0	5	0	0	0	0	0	25
04:45 PM	0	12	2	0	14	2	7	0	0	9	0	8	0	0	8	0	0	0	0	0	31
05:00 PM	0	10	1	0	11	3	4	0	0	7	0	10	0	0	10	0	0	0	0	0	28
05:15 PM	0	6	1	0	7	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	25
Total Volume	0	34	6	0	40	8	29	0	0	37	0	32	0	0	32	0	0	0	0	0	109
% App. Total	0	85	15	0		21.6	78.4	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.708	.750	.000	.714	.667	.806	.000	.000	.771	.000	.800	.000	.000	.800	.000	.000	.000	.000	.000	.879



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156e_Wisconsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

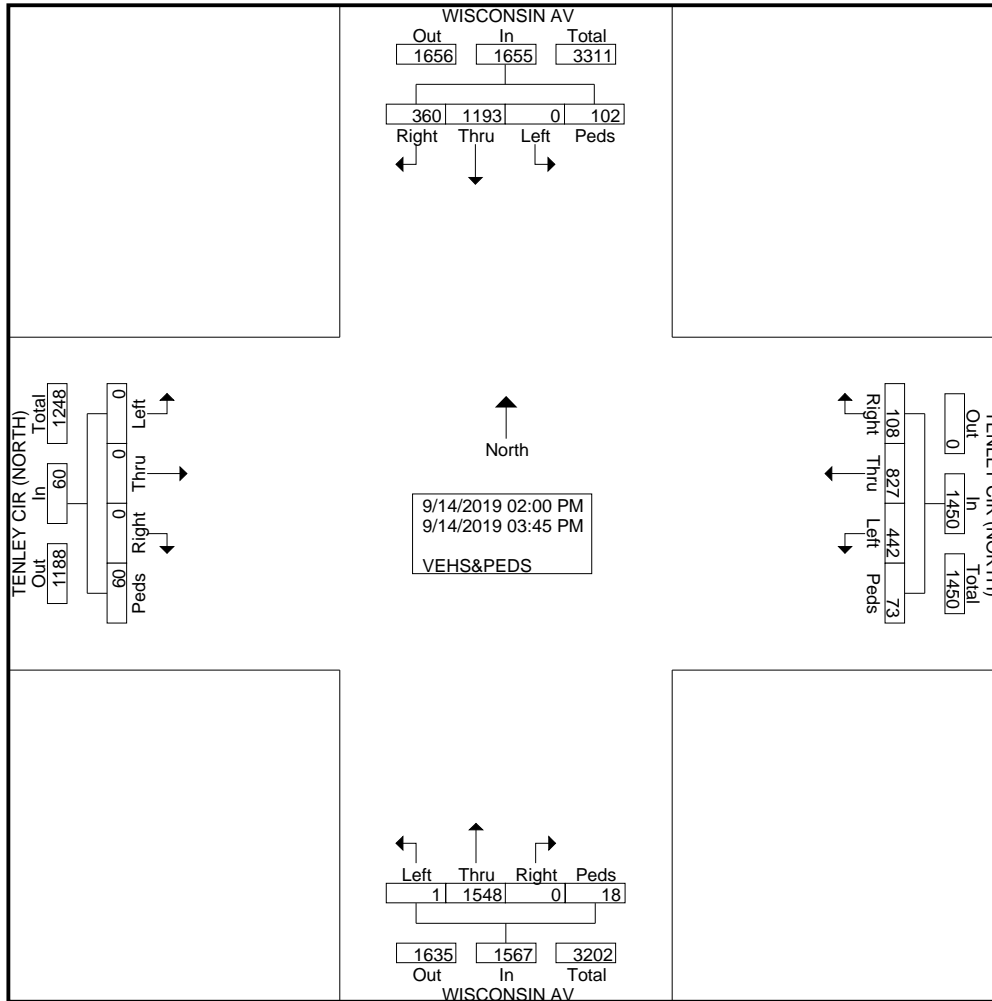
Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	156	35	23	214	68	97	4	11	180	1	185	0	5	191	0	0	0	10	10	595
02:15 PM	0	146	50	17	213	54	110	19	9	192	0	205	0	2	207	0	0	0	12	12	624
02:30 PM	0	157	43	7	207	57	98	23	9	187	0	183	0	1	184	0	0	0	7	7	585
02:45 PM	0	168	46	17	231	63	106	15	20	204	0	203	0	2	205	0	0	0	14	14	654
Total	0	627	174	64	865	242	411	61	49	763	1	776	0	10	787	0	0	0	43	43	2458
03:00 PM	0	132	62	15	209	49	97	14	7	167	0	193	0	2	195	0	0	0	8	8	579
03:15 PM	0	146	46	6	198	45	107	16	7	175	0	185	0	1	186	0	0	0	3	3	562
03:30 PM	0	137	34	13	184	57	111	8	5	181	0	188	0	2	190	0	0	0	2	2	557
03:45 PM	0	151	44	4	199	49	101	9	5	164	0	206	0	3	209	0	0	0	4	4	576
Total	0	566	186	38	790	200	416	47	24	687	0	772	0	8	780	0	0	0	17	17	2274
Grand Total	0	1193	360	102	1655	442	827	108	73	1450	1	1548	0	18	1567	0	0	0	60	60	4732
Apprch %	0	72.1	21.8	6.2		30.5	57	7.4	5		0.1	98.8	0	1.1		0	0	0	100		
Total %	0	25.2	7.6	2.2	35	9.3	17.5	2.3	1.5	30.6	0	32.7	0	0.4	33.1	0	0	0	1.3	1.3	

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 443-741-3500

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

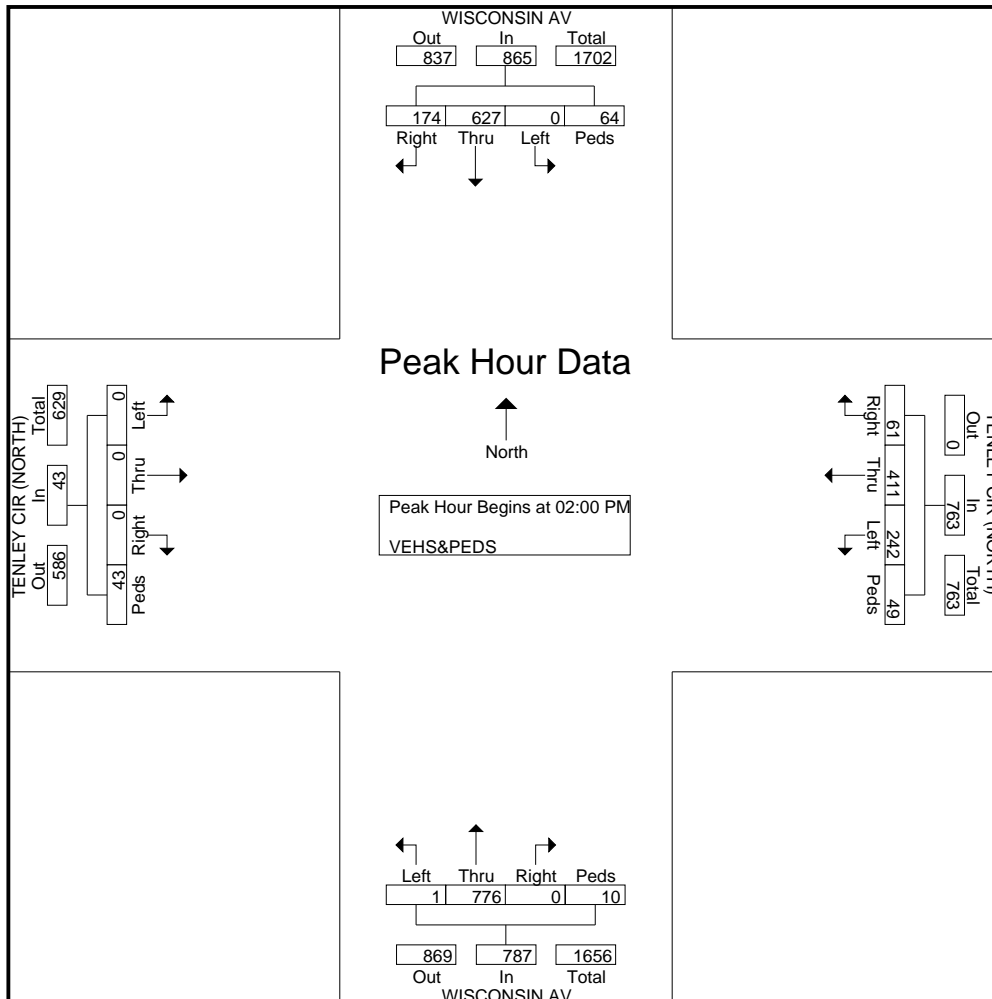


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443-741-3500

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	156	35	23	214	68	97	4	11	180	1	185	0	5	191	0	0	0	10	10	595
02:15 PM	0	146	50	17	213	54	110	19	9	192	0	205	0	2	207	0	0	0	12	12	624
02:30 PM	0	157	43	7	207	57	98	23	9	187	0	183	0	1	184	0	0	0	7	7	585
02:45 PM	0	168	46	17	231	63	106	15	20	204	0	203	0	2	205	0	0	0	14	14	654
Total Volume	0	627	174	64	865	242	411	61	49	763	1	776	0	10	787	0	0	0	43	43	2458
% App. Total	0	72.5	20.1	7.4		31.7	53.9	8	6.4		0.1	98.6	0	1.3		0	0	0	100		
PHF	.000	.933	.870	.696	.936	.890	.934	.663	.613	.935	.250	.946	.000	.500	.950	.000	.000	.000	.768	.768	.940



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156e_Wisconsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

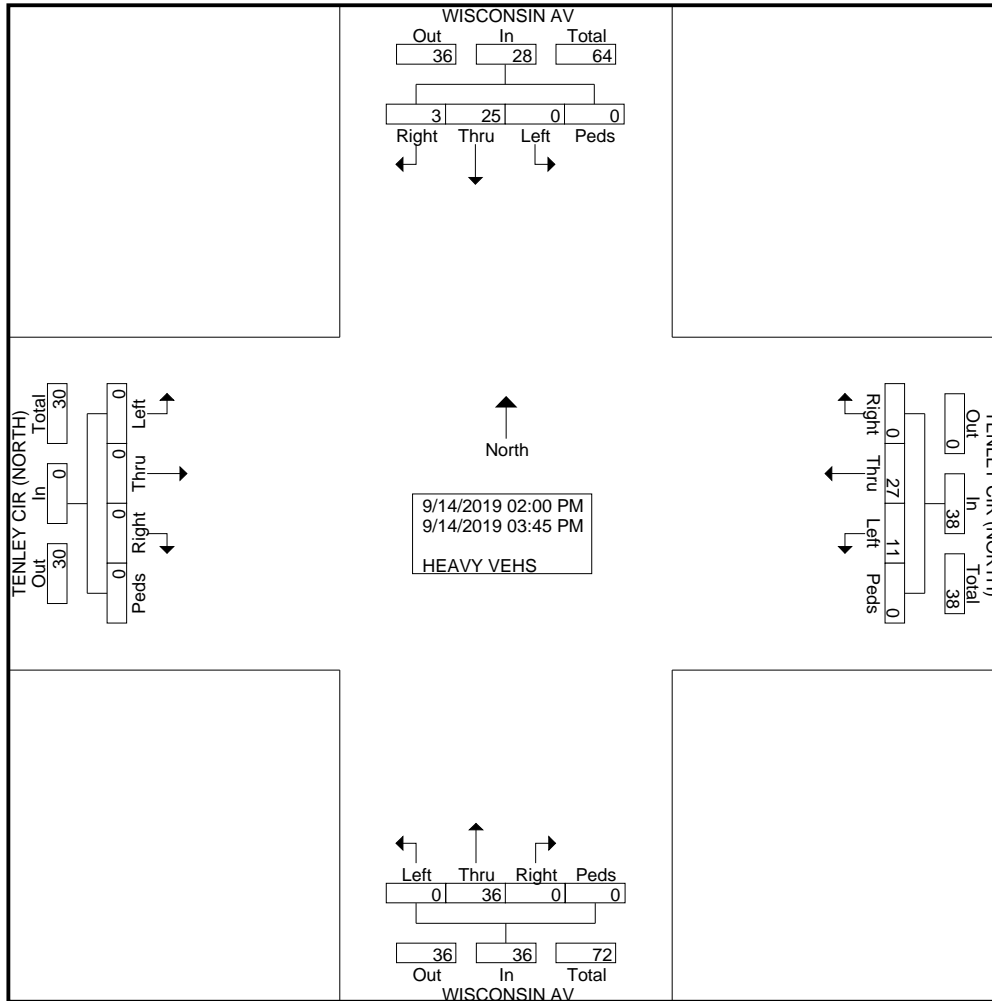
Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	2	0	0	2	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	8
02:15 PM	0	4	2	0	6	2	6	0	0	8	0	1	0	0	1	0	0	0	0	0	15
02:30 PM	0	3	0	0	3	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	13
02:45 PM	0	2	0	0	2	4	3	0	0	7	0	7	0	0	7	0	0	0	0	0	16
Total	0	11	2	0	13	7	12	0	0	19	0	20	0	0	20	0	0	0	0	0	52
03:00 PM	0	5	1	0	6	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	15
03:15 PM	0	3	0	0	3	1	5	0	0	6	0	3	0	0	3	0	0	0	0	0	12
03:30 PM	0	4	0	0	4	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	12
03:45 PM	0	2	0	0	2	1	4	0	0	5	0	4	0	0	4	0	0	0	0	0	11
Total	0	14	1	0	15	4	15	0	0	19	0	16	0	0	16	0	0	0	0	0	50
Grand Total	0	25	3	0	28	11	27	0	0	38	0	36	0	0	36	0	0	0	0	0	102
Apprch %	0	89.3	10.7	0		28.9	71.1	0	0		0	100	0	0		0	0	0	0		
Total %	0	24.5	2.9	0	27.5	10.8	26.5	0	0	37.3	0	35.3	0	0	35.3	0	0	0	0	0	

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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

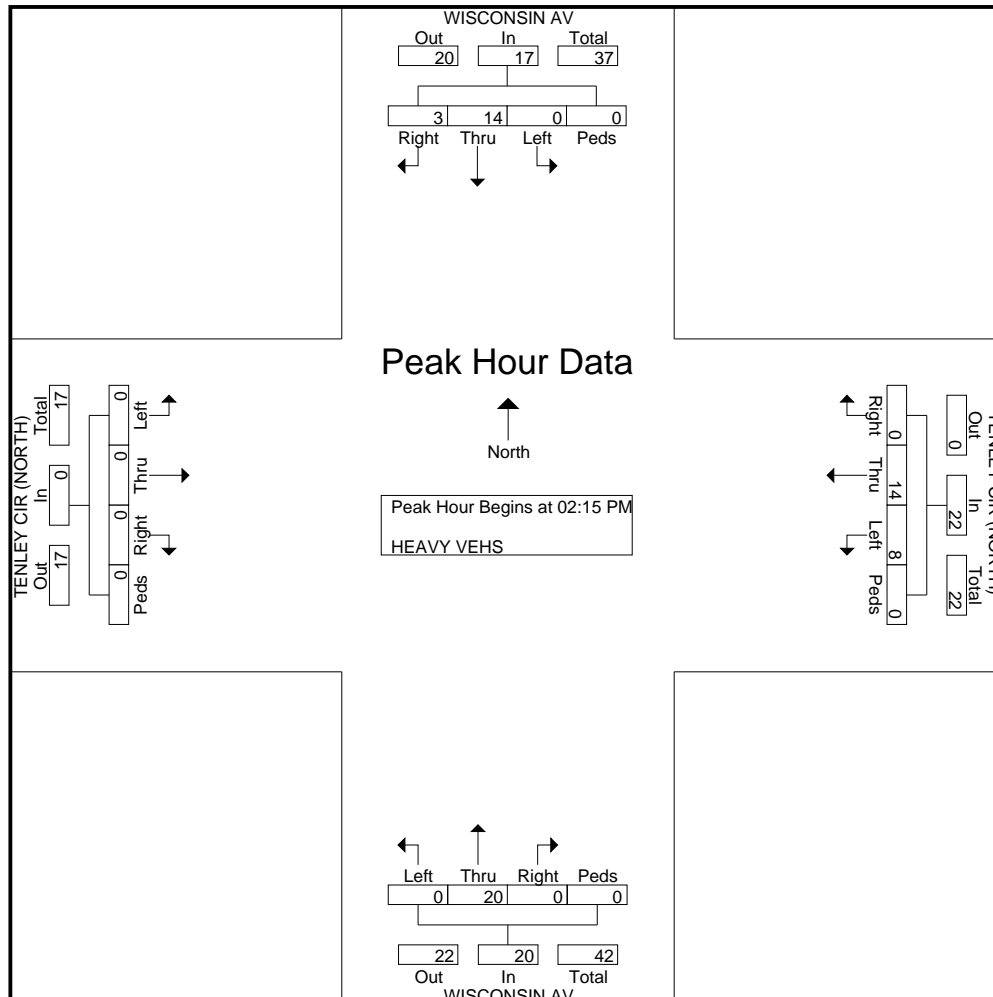


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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	4	2	0	6	2	6	0	0	8	0	1	0	0	1	0	0	0	0	0	15
02:30 PM	0	3	0	0	3	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	13
02:45 PM	0	2	0	0	2	4	3	0	0	7	0	7	0	0	7	0	0	0	0	0	16
03:00 PM	0	5	1	0	6	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	15
Total Volume	0	14	3	0	17	8	14	0	0	22	0	20	0	0	20	0	0	0	0	0	59
% App. Total	0	82.4	17.6	0		36.4	63.6	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.700	.375	.000	.708	.500	.583	.000	.000	.688	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.922



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443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156e_Wisconsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

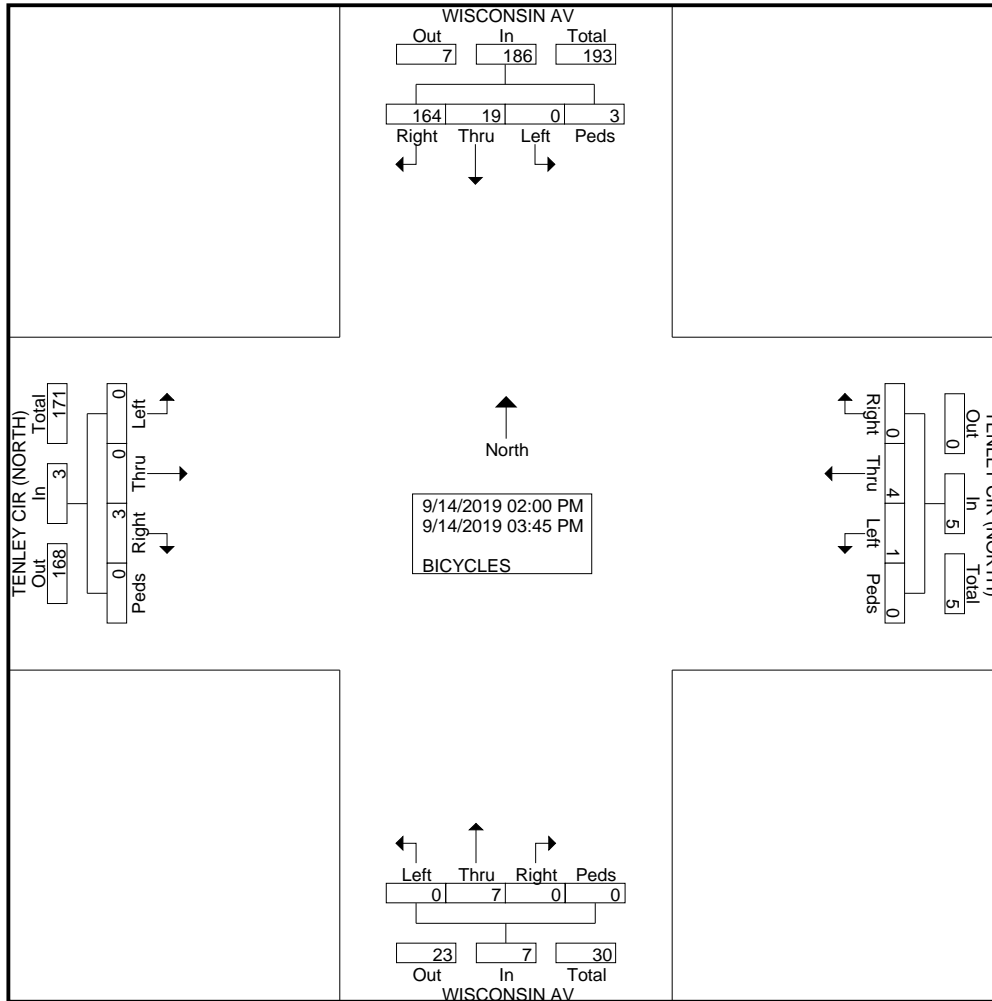
Groups Printed- BICYCLES

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
02:00 PM	0	1	49	2	52	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	53
02:15 PM	0	1	26	0	27	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	29
02:30 PM	0	3	21	0	24	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	26
02:45 PM	0	2	13	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	17
Total	0	7	109	2	118	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	125
03:00 PM	0	4	13	0	17	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	19
03:15 PM	0	2	17	0	19	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	22
03:30 PM	0	1	6	0	7	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	9
03:45 PM	0	5	19	1	25	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26
Total	0	12	55	1	68	1	1	0	0	2	0	3	0	0	3	0	0	3	0	3	3	76
Grand Total	0	19	164	3	186	1	4	0	0	5	0	7	0	0	7	0	0	3	0	3	3	201
Apprch %	0	10.2	88.2	1.6		20	80	0	0		0	100	0	0		0	0	100	0			
Total %	0	9.5	81.6	1.5	92.5	0.5	2	0	0	2.5	0	3.5	0	0	3.5	0	0	1.5	0	1.5		

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File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2



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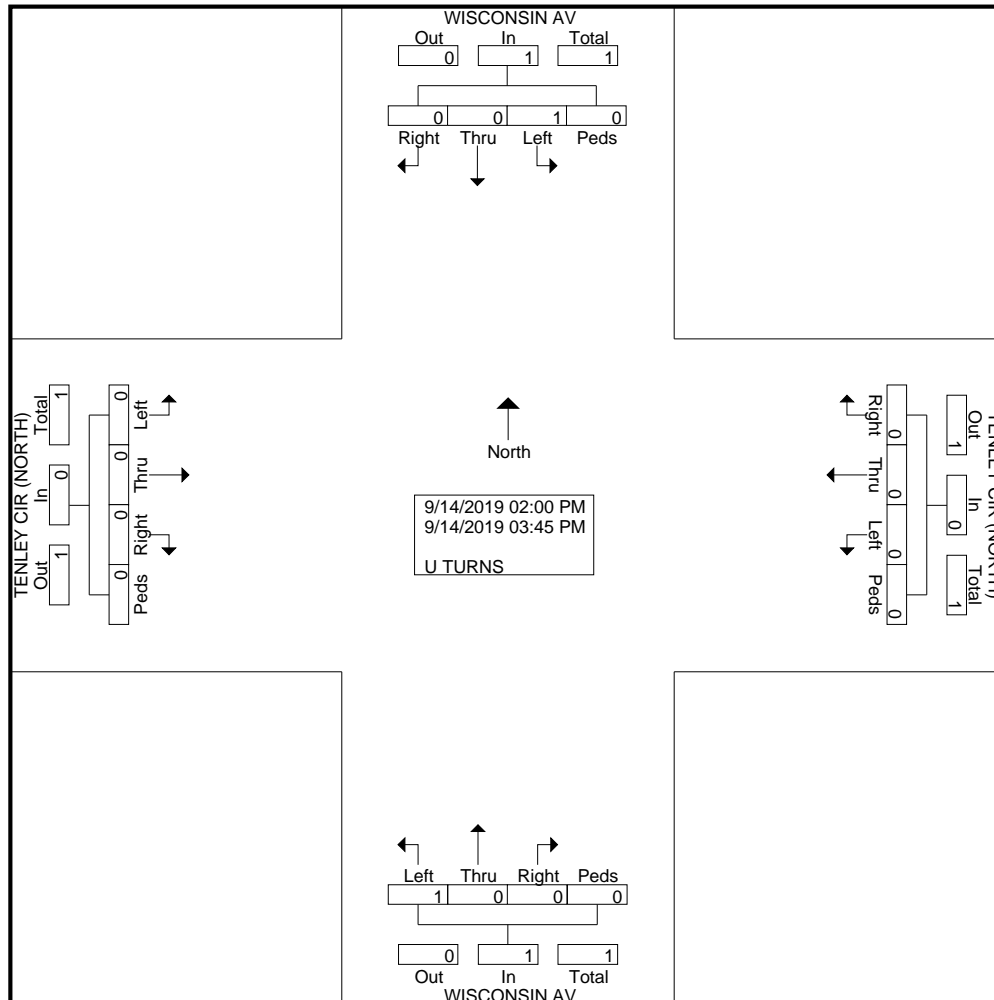
7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156e_Wisonsin Ave at Tenley Cir(North)_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AV From North					TENLEY CIR (NORTH) From East					WISCONSIN AV From South					TENLEY CIR (NORTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	50	0	0	0	50	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156f_Yuma St at Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	9	175	21	0	205	0	0	0	1	1	0	0	0	0	0	0	10	3	12	25	231
07:30 AM	3	183	17	0	203	0	0	0	0	0	0	0	0	0	0	0	27	6	0	33	236
07:45 AM	5	228	29	0	262	0	0	0	0	0	0	0	0	0	0	0	20	5	5	30	292
Total	17	586	67	0	670	0	0	0	1	1	0	0	0	0	0	0	57	14	17	88	759
08:00 AM	6	176	42	0	224	0	0	0	0	0	0	0	0	0	0	0	25	7	35	67	291
08:15 AM	7	191	42	0	240	0	0	0	0	0	0	0	0	0	0	0	28	9	48	85	325
08:30 AM	3	133	36	3	175	0	0	0	0	0	0	0	0	0	0	0	27	27	95	149	324
08:45 AM	5	200	26	0	231	0	0	0	0	0	0	0	0	0	0	0	17	12	72	101	332
Total	21	700	146	3	870	0	0	0	0	0	0	0	0	0	0	0	97	55	250	402	1272
09:00 AM	4	175	30	0	209	0	0	0	0	0	0	0	0	0	0	0	15	13	72	100	309
*** BREAK ***																					
Total	4	175	30	0	209	0	0	0	0	0	0	0	0	0	0	0	15	13	72	100	309
*** BREAK ***																					
11:00 AM	4	117	14	5	140	0	0	0	1	1	0	0	0	0	0	0	18	1	27	46	187
11:15 AM	3	102	17	0	122	0	0	0	0	0	0	0	0	0	0	0	16	2	20	38	160
11:30 AM	2	93	17	0	112	0	0	0	0	0	0	0	0	0	0	0	22	2	24	48	160
11:45 AM	4	105	23	4	136	0	0	0	0	0	0	0	0	0	0	0	23	4	54	81	217
Total	13	417	71	9	510	0	0	0	1	1	0	0	0	0	0	0	79	9	125	213	724
12:00 PM	7	129	15	2	153	0	0	0	0	0	0	0	0	0	0	0	17	4	78	99	252
12:15 PM	4	122	15	4	145	0	0	0	0	0	0	0	0	1	1	0	8	0	62	70	216
12:30 PM	7	111	13	2	133	0	0	0	0	0	0	0	0	0	0	0	17	4	38	59	192
12:45 PM	5	110	17	6	138	0	0	0	0	0	0	0	0	0	0	0	8	2	45	55	193
Total	23	472	60	14	569	0	0	0	0	0	0	0	0	1	1	0	50	10	223	283	853
*** BREAK ***																					
04:30 PM	10	166	23	0	199	0	0	0	0	0	0	0	0	0	0	0	16	4	39	59	258
04:45 PM	5	176	27	0	208	0	0	0	0	0	0	0	0	0	0	0	13	3	34	50	258
Total	15	342	50	0	407	0	0	0	0	0	0	0	0	0	0	0	29	7	73	109	516

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File Name : 6156f_Yuma St at Tenley Cir_Weekday

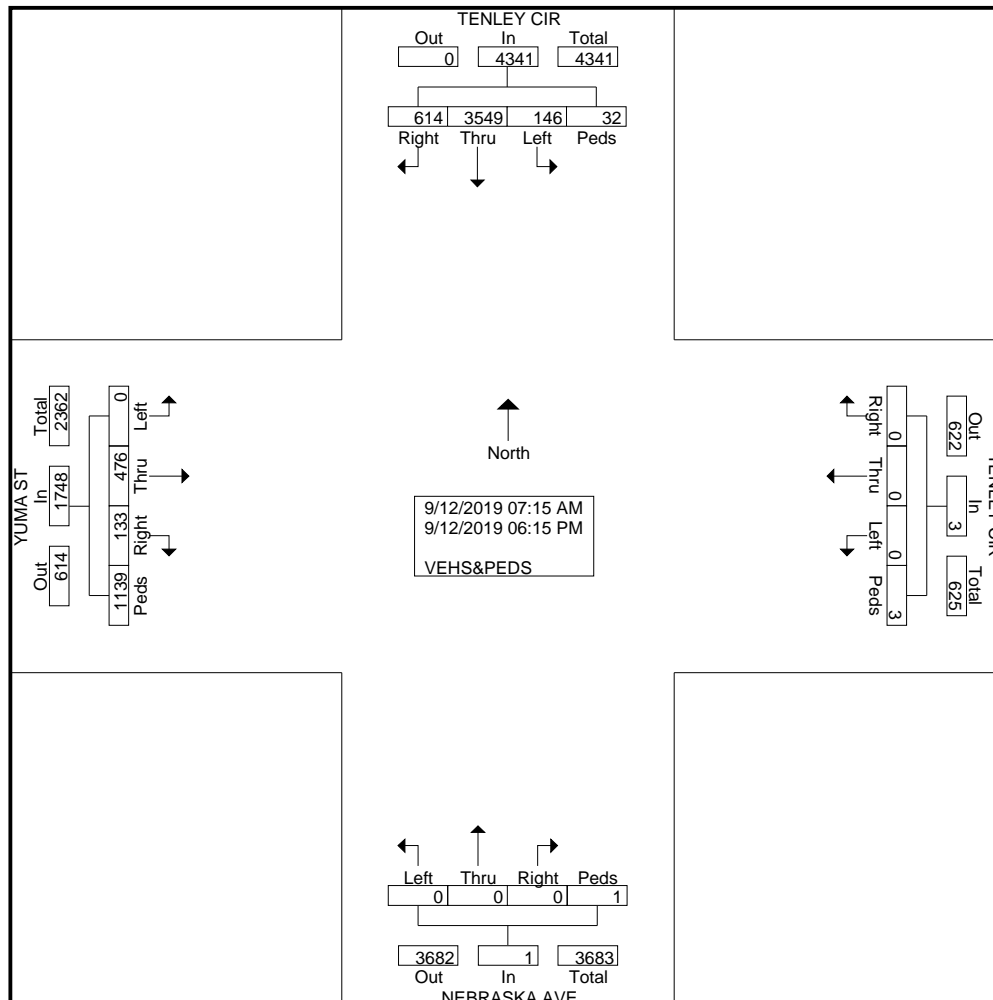
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	10	177	38	0	225	0	0	0	0	0	0	0	0	0	0	0	14	5	60	79	304
05:15 PM	9	158	28	2	197	0	0	0	0	0	0	0	0	0	0	0	20	4	55	79	276
05:30 PM	5	137	50	1	193	0	0	0	0	0	0	0	0	0	0	0	23	3	71	97	290
05:45 PM	10	137	25	0	172	0	0	0	1	1	0	0	0	0	0	0	40	7	83	130	303
Total	34	609	141	3	787	0	0	0	1	1	0	0	0	0	0	0	97	19	269	385	1173
06:00 PM	8	132	26	3	169	0	0	0	0	0	0	0	0	0	0	0	23	0	67	90	259
06:15 PM	11	116	23	0	150	0	0	0	0	0	0	0	0	0	0	0	29	6	43	78	228
Grand Total	146	3549	614	32	4341	0	0	0	3	3	0	0	0	1	1	0	476	133	1139	1748	6093
Apprch %	3.4	81.8	14.1	0.7		0	0	0	100		0	0	0	100		0	27.2	7.6	65.2		
Total %	2.4	58.2	10.1	0.5	71.2	0	0	0	0	0	0	0	0	0	0	0	7.8	2.2	18.7	28.7	



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File Name : 6156f_Yuma St at Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

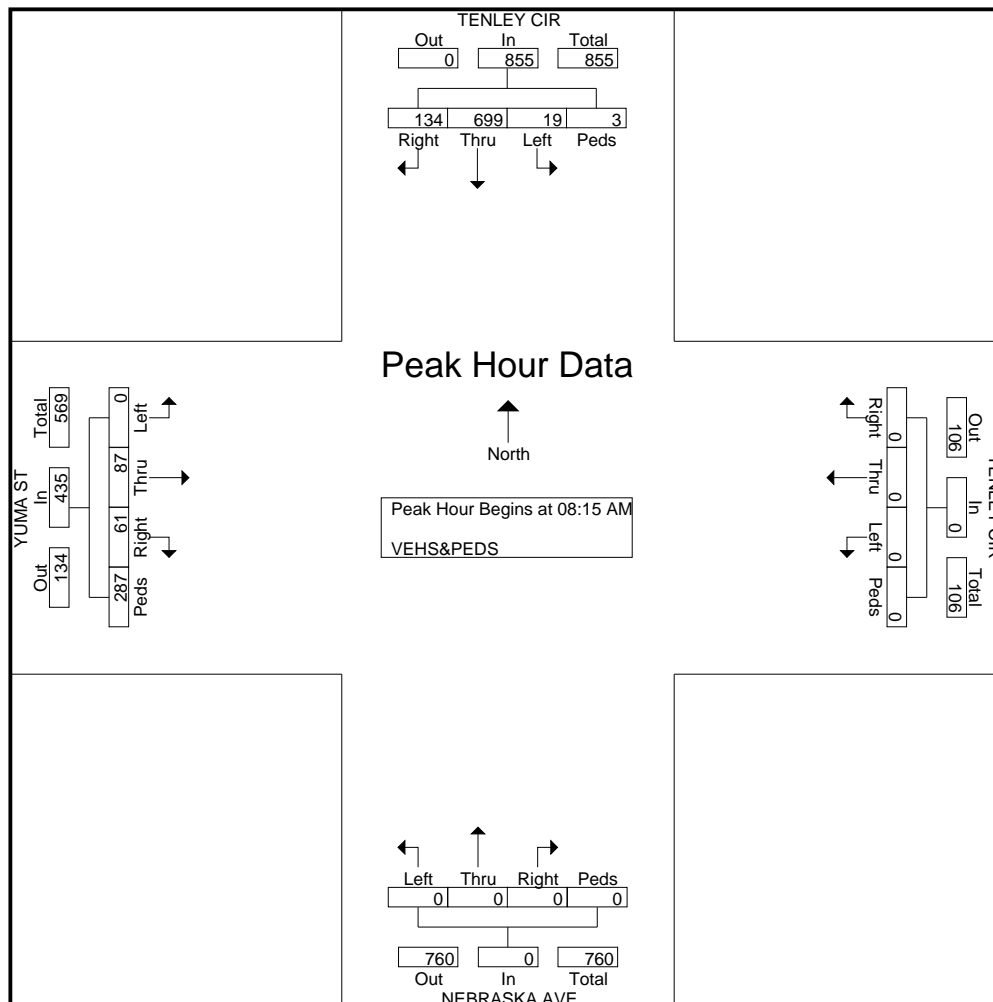
Page No : 3

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

08:15 AM	7	191	42	0	240	0	0	0	0	0	0	0	0	0	0	0	28	9	48	85	325
08:30 AM	3	133	36	3	175	0	0	0	0	0	0	0	0	0	0	0	27	27	95	149	324
08:45 AM	5	200	26	0	231	0	0	0	0	0	0	0	0	0	0	0	17	12	72	101	332
09:00 AM	4	175	30	0	209	0	0	0	0	0	0	0	0	0	0	0	15	13	72	100	309
Total Volume	19	699	134	3	855	0	0	0	0	0	0	0	0	0	0	0	87	61	287	435	1290
% App. Total	2.2	81.8	15.7	0.4		0	0	0	0	0	0	0	0	0	0	0	20	14	66		
PHF	.679	.874	.798	.250	.891	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.777	.565	.755	.730	.971



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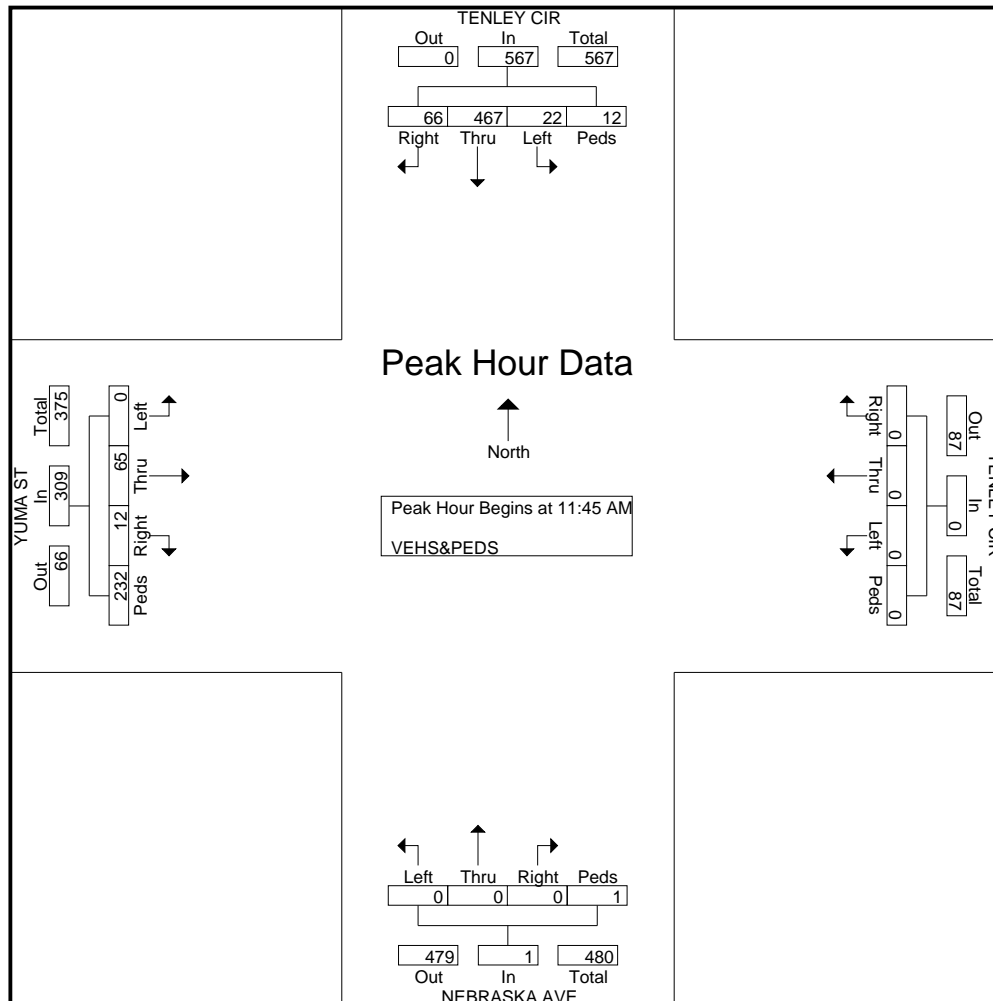
File Name : 6156f_Yuma St at Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 4

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	4	105	23	4	136	0	0	0	0	0	0	0	0	0	0	0	23	4	54	81	217
12:00 PM	7	129	15	2	153	0	0	0	0	0	0	0	0	0	0	0	17	4	78	99	252
12:15 PM	4	122	15	4	145	0	0	0	0	0	0	0	1	1	0	8	0	62	70	216	
12:30 PM	7	111	13	2	133	0	0	0	0	0	0	0	0	0	0	17	4	38	59	192	
Total Volume	22	467	66	12	567	0	0	0	0	0	0	0	1	1	0	65	12	232	309	877	
% App. Total	3.9	82.4	11.6	2.1		0	0	0	0		0	0	0	100	0	21	3.9	75.1			
PHF	.786	.905	.717	.750	.926	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.707	.750	.744	.780	.870	



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File Name : 6156f_Yuma St at Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

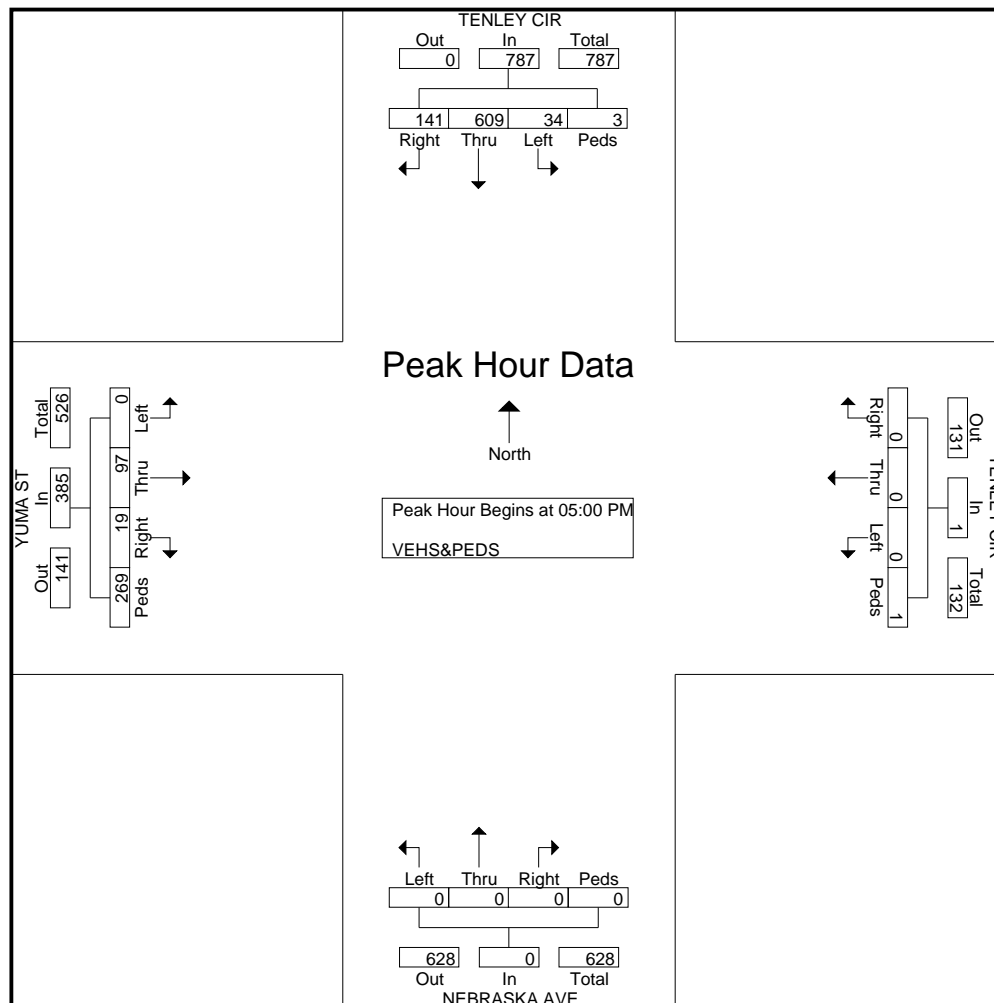
Page No : 5

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	10	177	38	0	225	0	0	0	0	0	0	0	0	0	0	0	14	5	60	79	304
05:15 PM	9	158	28	2	197	0	0	0	0	0	0	0	0	0	0	0	20	4	55	79	276
05:30 PM	5	137	50	1	193	0	0	0	0	0	0	0	0	0	0	0	23	3	71	97	290
05:45 PM	10	137	25	0	172	0	0	0	1	1	0	0	0	0	0	0	40	7	83	130	303
Total Volume	34	609	141	3	787	0	0	0	1	1	0	0	0	0	0	0	97	19	269	385	1173
% App. Total	4.3	77.4	17.9	0.4		0	0	0	100		0	0	0	0		0	25.2	4.9	69.9		
PHF	.850	.860	.705	.375	.874	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.606	.679	.810	.740	.965



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Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6156f_Yuma St at Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	1	13	1	0	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	16
07:45 AM	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	1	28	4	0	33	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	34
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:15 AM	1	13	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	15
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	1	45	0	0	46	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	47
09:00 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
*** BREAK ***																					
Total	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
*** BREAK ***																					
11:00 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
11:15 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13
11:30 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:45 AM	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
Total	0	41	1	0	42	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	45
12:00 PM	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	1	13	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
12:45 PM	2	8	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	3	34	2	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
*** BREAK ***																					
04:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
Total	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	20

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File Name : 6156f_Yuma St at Tenley Cir_Weekday

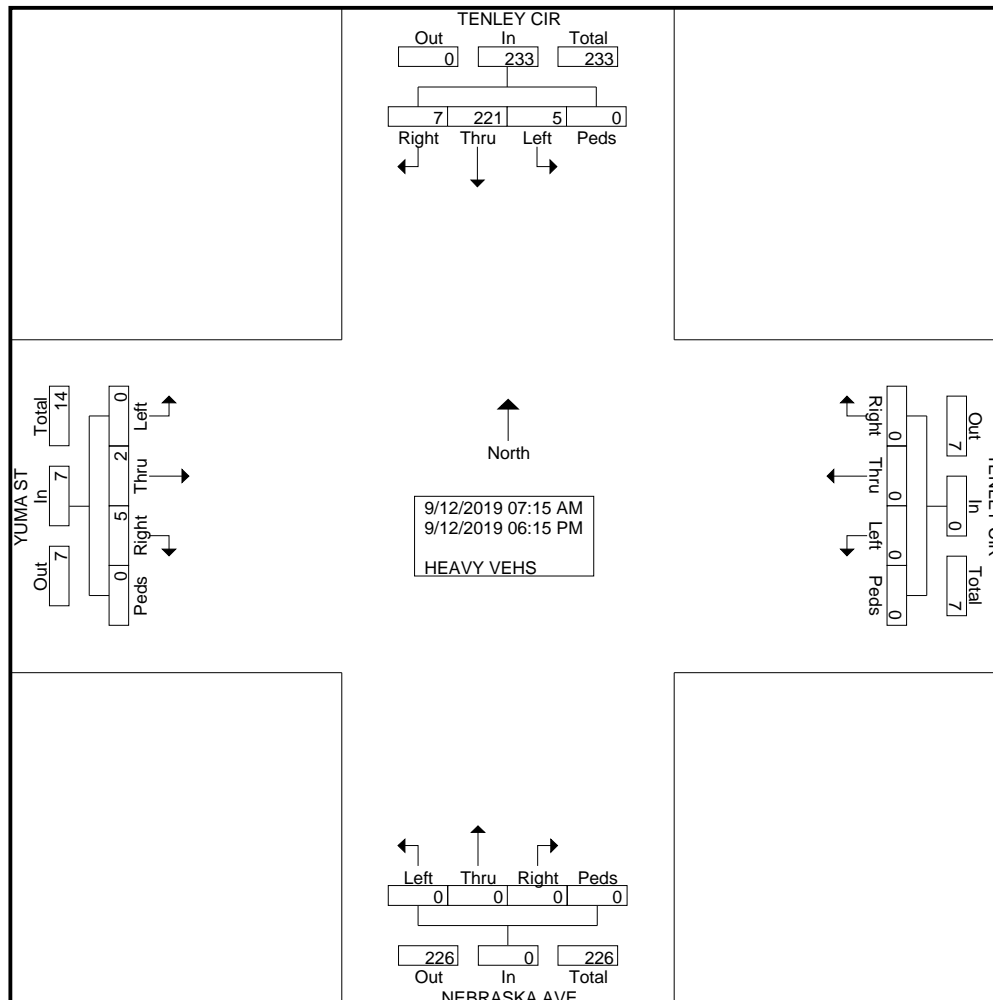
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
06:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Grand Total	5	221	7	0	233	0	0	0	0	0	0	0	0	0	0	0	2	5	0	7	240
Apprch %	2.1	94.8	3	0		0	0	0	0		0	0	0	0		0	28.6	71.4	0		
Total %	2.1	92.1	2.9	0	97.1	0	0	0	0	0	0	0	0	0	0	0	0.8	2.1	0	2.9	



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File Name : 6156f_Yuma St at Tenley Cir_Weekday

Site Code : 00000000

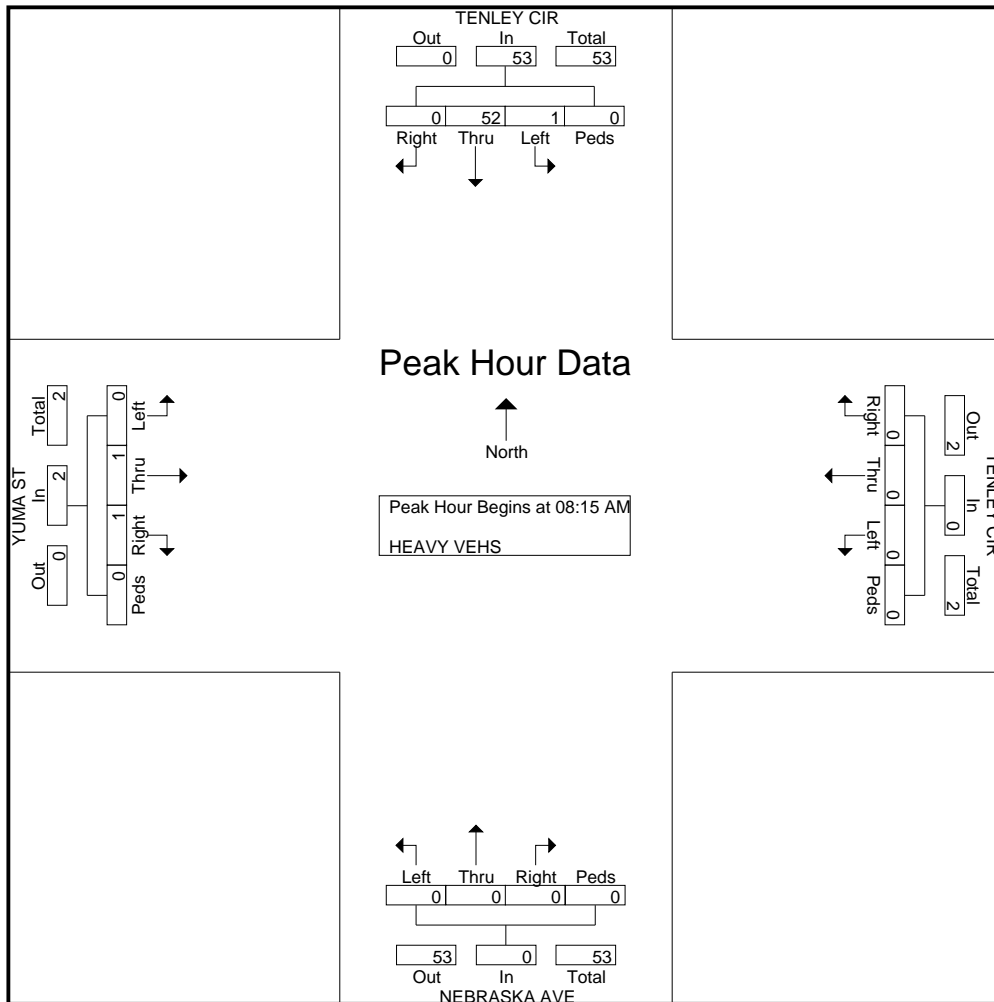
Start Date : 9/12/2019

Page No : 3

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
08:15 AM	1	13	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	15
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
09:00 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	14
Total Volume	1	52	0	0	53	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	55
% App. Total	1.9	98.1	0	0		0	0	0	0	0	0	0	0	0	0	0	50	50	0	0		
PHF	.250	.722	.000	.000	.736	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.764

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



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File Name : 6156f_Yuma St at Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

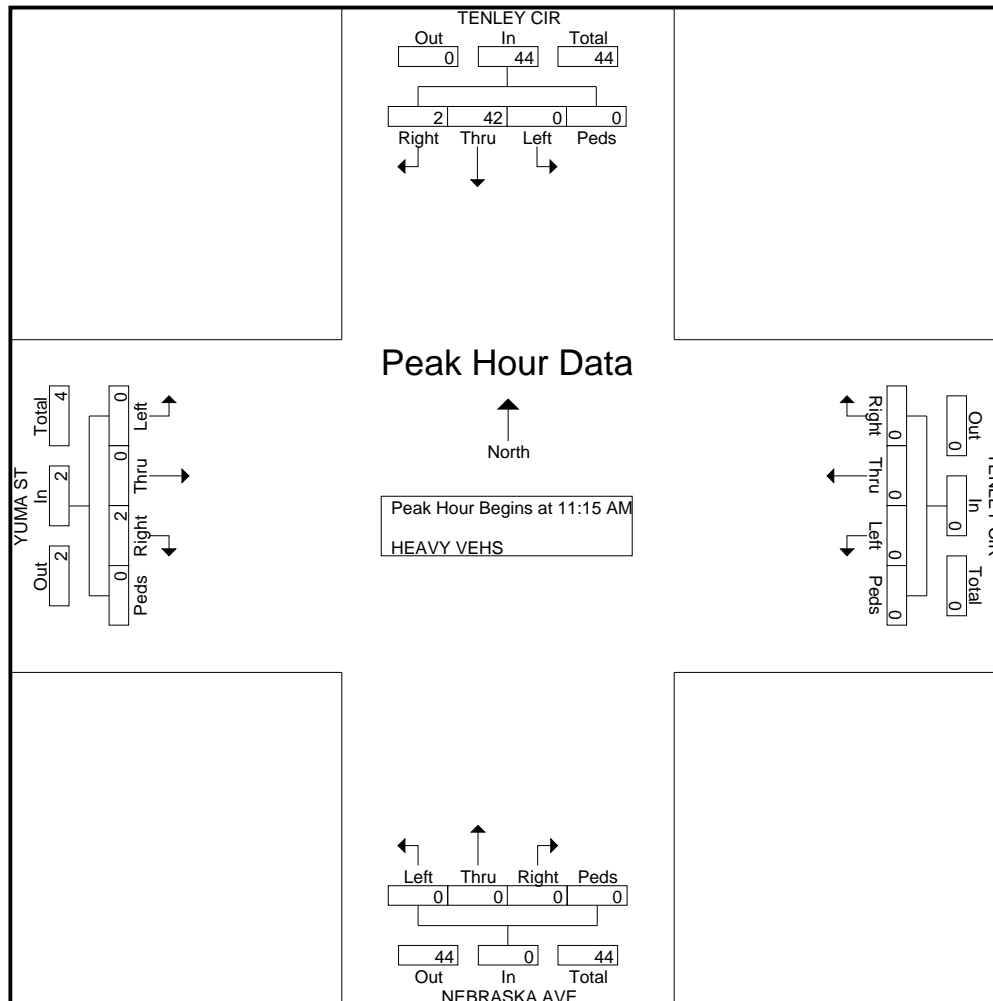
Page No : 4

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:15 AM

11:15 AM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13
11:30 AM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
11:45 AM	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
12:00 PM	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	42	2	0	44	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	46
% App. Total	0	95.5	4.5	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.808	.500	.000	.846	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.885



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Columbia, MD, 21046

443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Weekday

Site Code : 00000000

Start Date : 9/12/2019

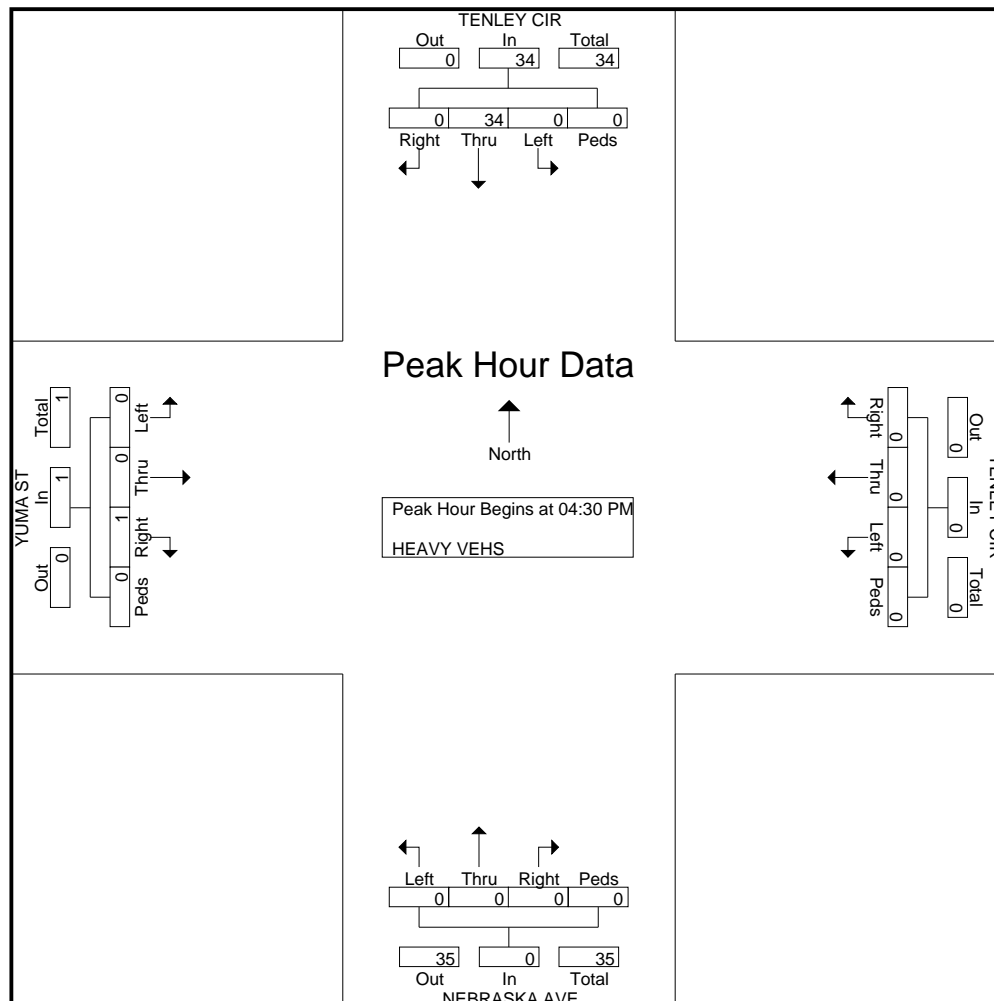
Page No : 5

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	35
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.850	.000	.000	.850	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.875



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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINFTON D.C.
County:

File Name : 6156f_Yuma St at Tenley Cir_Weekday
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	6	11	11

*** BREAK ***

11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	9	12	12

*** BREAK ***

04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1

Sabra & Associates

7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Weekday

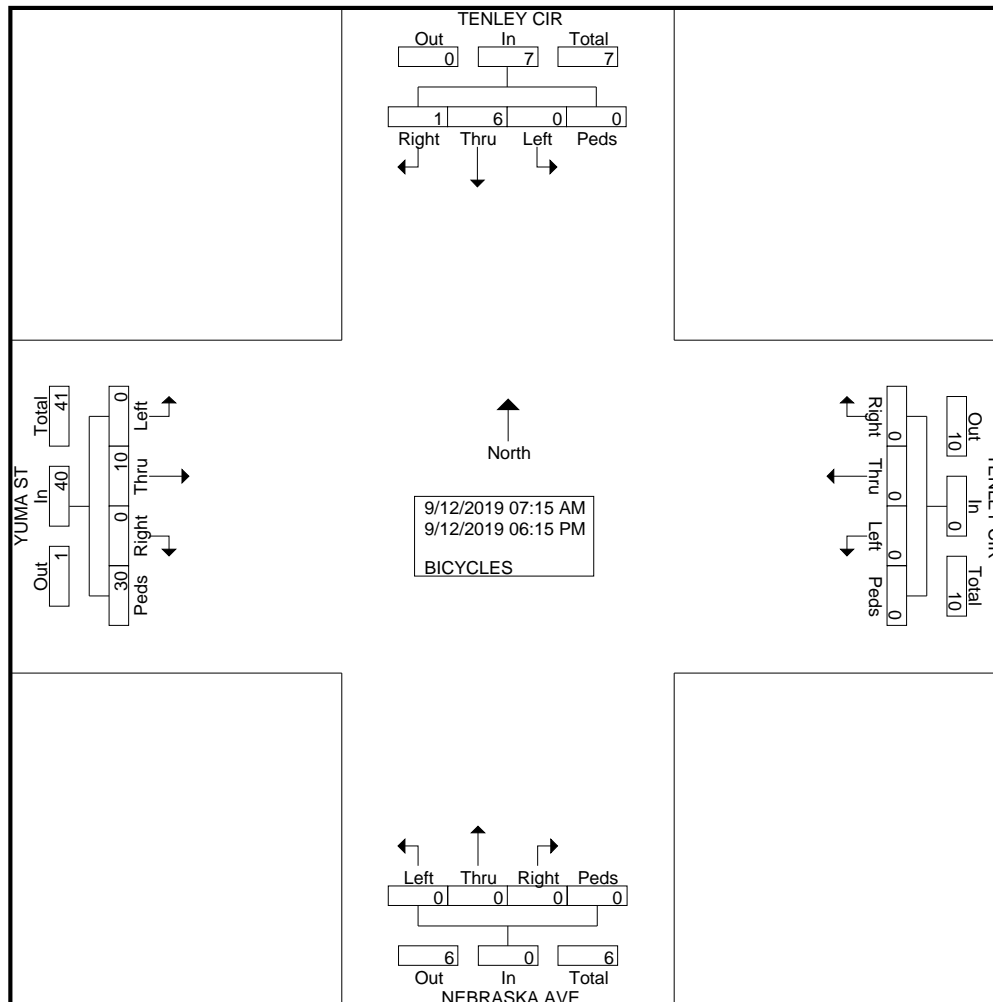
Site Code : 00000000

Start Date : 9/12/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	10	0	30	40	47
Apprch %	0	85.7	14.3	0		0	0	0	0		0	0	0	0		0	25	0	75		
Total %	0	12.8	2.1	0	14.9	0	0	0	0	0	0	0	0	0	0	0	21.3	0	63.8	85.1	



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Columbia, MD, 21046

443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156f_Yuma St at Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

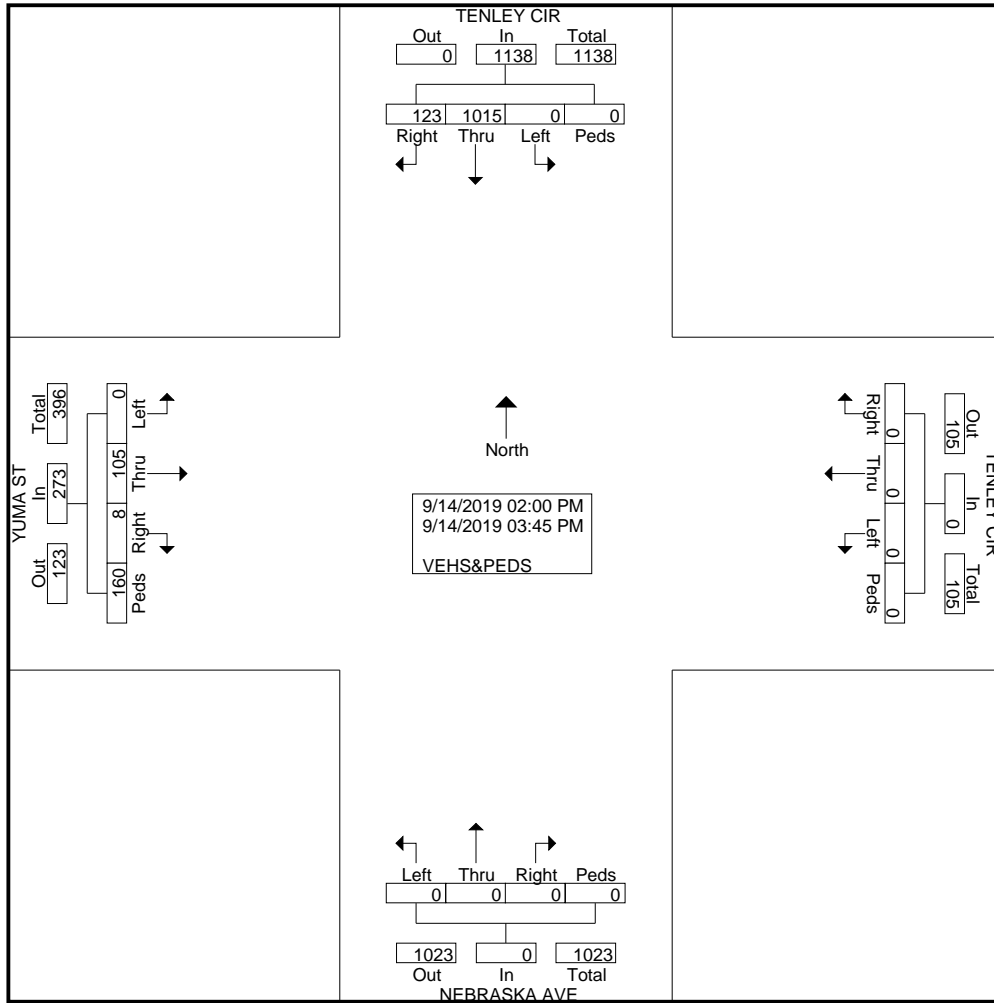
Groups Printed- VEHS&PEDS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	114	13	0	127	0	0	0	0	0	0	0	0	0	0	0	23	0	30	53	180
02:15 PM	0	134	16	0	150	0	0	0	0	0	0	0	0	0	0	0	15	1	22	38	188
02:30 PM	0	125	15	0	140	0	0	0	0	0	0	0	0	0	0	0	10	2	18	30	170
02:45 PM	0	125	21	0	146	0	0	0	0	0	0	0	0	0	0	0	10	3	21	34	180
Total	0	498	65	0	563	0	0	0	0	0	0	0	0	0	0	0	58	6	91	155	718
03:00 PM	0	137	12	0	149	0	0	0	0	0	0	0	0	0	0	0	13	0	18	31	180
03:15 PM	0	136	14	0	150	0	0	0	0	0	0	0	0	0	0	0	7	0	15	22	172
03:30 PM	0	125	15	0	140	0	0	0	0	0	0	0	0	0	0	0	14	1	18	33	173
03:45 PM	0	119	17	0	136	0	0	0	0	0	0	0	0	0	0	0	13	1	18	32	168
Total	0	517	58	0	575	0	0	0	0	0	0	0	0	0	0	0	47	2	69	118	693
Grand Total	0	1015	123	0	1138	0	0	0	0	0	0	0	0	0	0	0	105	8	160	273	1411
Apprch %	0	89.2	10.8	0		0	0	0	0	0	0	0	0	0	0	0	38.5	2.9	58.6		
Total %	0	71.9	8.7	0	80.7	0	0	0	0	0	0	0	0	0	0	0	7.4	0.6	11.3	19.3	

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 443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Saturday
 Site Code : 00000000
 Start Date : 9/14/2019
 Page No : 2

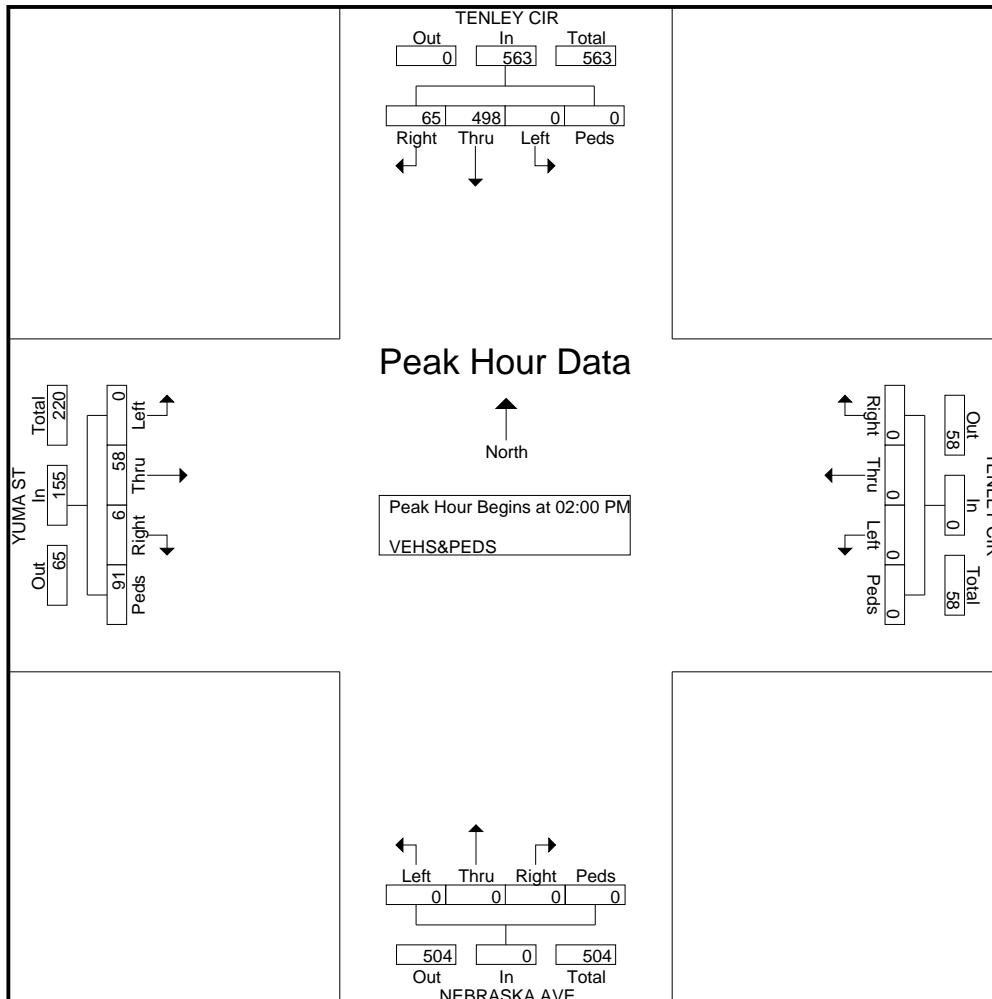


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443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 3

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	114	13	0	127	0	0	0	0	0	0	0	0	0	0	0	23	0	30	53	180
02:15 PM	0	134	16	0	150	0	0	0	0	0	0	0	0	0	0	0	15	1	22	38	188
02:30 PM	0	125	15	0	140	0	0	0	0	0	0	0	0	0	0	0	10	2	18	30	170
02:45 PM	0	125	21	0	146	0	0	0	0	0	0	0	0	0	0	0	10	3	21	34	180
Total Volume	0	498	65	0	563	0	0	0	0	0	0	0	0	0	0	0	58	6	91	155	718
% App. Total	0	88.5	11.5	0		0	0	0	0		0	0	0	0		0	37.4	3.9	58.7		
PHF	.000	.929	.774	.000	.938	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.630	.500	.758	.731	.955



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Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156f_Yuma St at Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
02:15 PM	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	16
03:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Grand Total	1	27	1	0	29	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	31
Apprch %	3.4	93.1	3.4	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	3.2	87.1	3.2	0	93.5	0	0	0	0		0	0	0	0		0	6.5	0	0	6.5	

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Columbia, MD, 21046

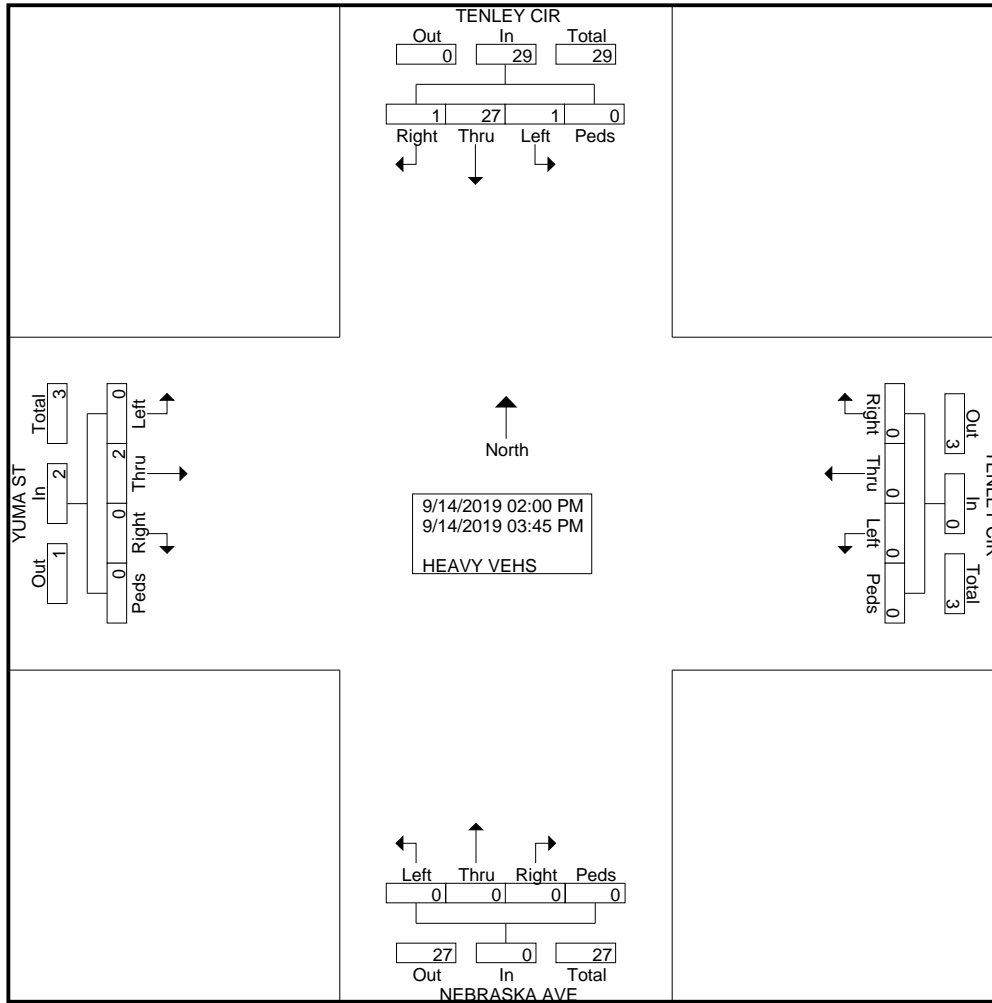
443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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443-741-3500

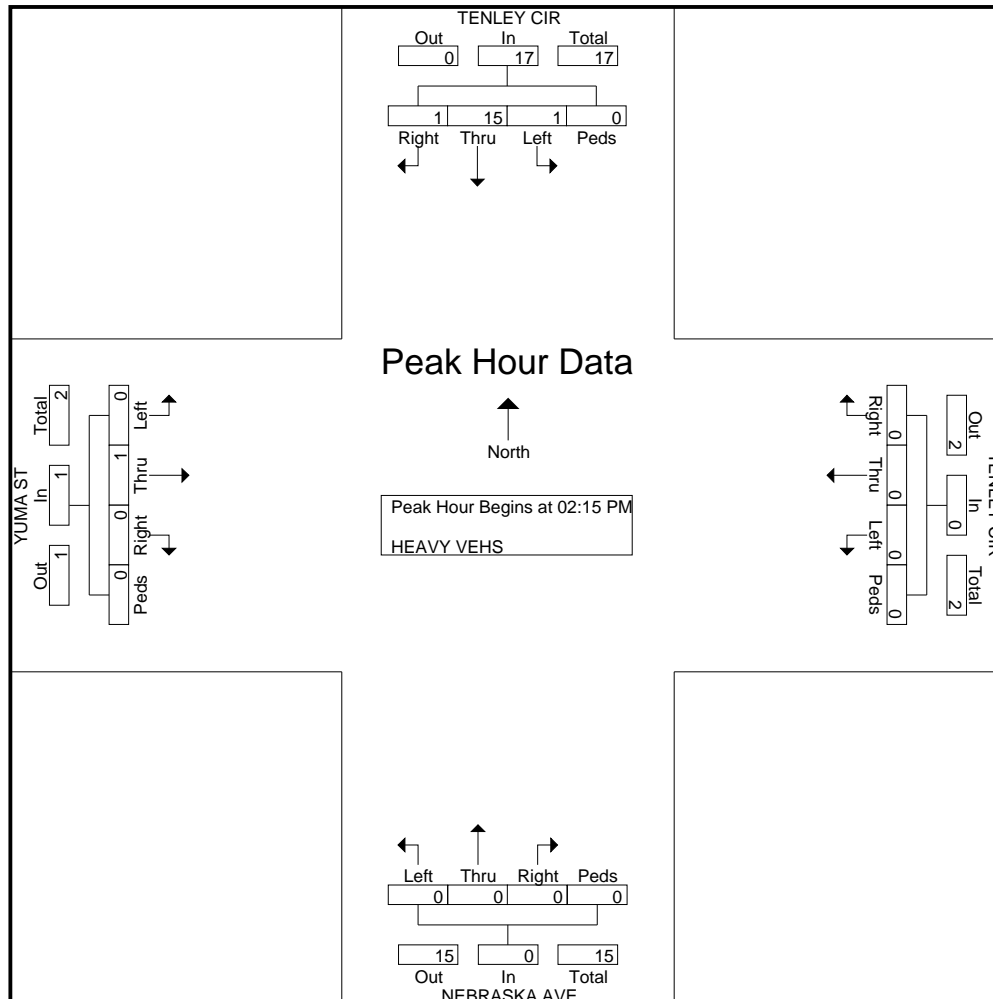
File Name : 6156f_Yuma St at Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 3

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	1	15	1	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	18
% App. Total	5.9	88.2	5.9	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.250	.625	.250	.000	.607	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.563



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7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather: CLEAR
Counted By:
Town: WASHINGTON D.C.

File Name : 6156f_Yuma St at Tenley Cir_Saturday
Site Code : 00000000
Start Date : 9/14/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	TENLEY CIR From North					TENLEY CIR From East					NEBRASKA AVE From South					YUMA ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	46
02:15 PM	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	33
02:30 PM	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	2	3	2	7	30
02:45 PM	2	17	0	0	19	0	0	2	0	2	0	0	0	0	0	0	0	0	4	4	25
Total	2	113	1	0	116	0	0	2	0	2	0	0	0	0	0	0	2	4	10	16	134
03:00 PM	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	26
03:15 PM	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	20
03:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:45 PM	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	26
Total	1	73	0	0	74	0	0	0	0	0	0	0	0	0	0	0	1	1	6	8	82
Grand Total	3	186	1	0	190	0	0	2	0	2	0	0	0	0	0	0	3	5	16	24	216
Apprch %	1.6	97.9	0.5	0		0	0	100	0		0	0	0	0		0	12.5	20.8	66.7		
Total %	1.4	86.1	0.5	0	88	0	0	0.9	0	0.9	0	0	0	0	0	0	1.4	2.3	7.4	11.1	

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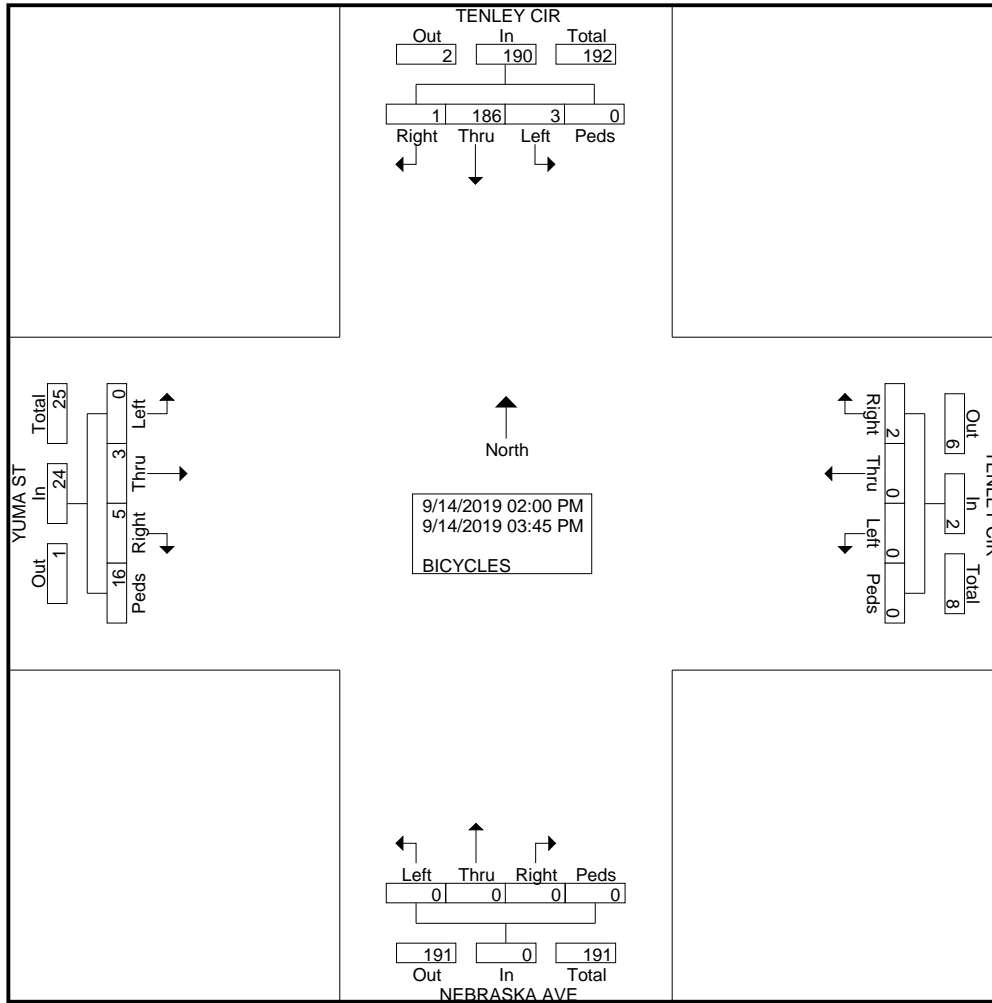
7055 Samuel Morse Dr, Suite 100
 Columbia, MD, 21046
 443-741-3500

File Name : 6156f_Yuma St at Tenley Cir_Saturday

Site Code : 00000000

Start Date : 9/14/2019

Page No : 2



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7055 Samuel Morse Dr, Suite 100

Columbia, MD, 21046

443-741-3500

Weather:

Counted By:

Town: WASHINGTON D.C.

County:

File Name : 6206_Nebraska Ave at Chesapeake St_Weekday

Site Code : 00000000

Start Date : 6/13/2019

Page No : 1

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	1	192	18	0	211	3	5	0	2	10	1	90	0	3	94	8	6	1	4	19	334
07:30 AM	1	198	28	6	233	2	14	0	4	20	4	128	2	5	139	9	6	2	5	22	414
07:45 AM	2	218	34	0	254	2	10	1	2	15	4	101	6	2	113	23	12	0	3	38	420
Total	4	608	80	6	698	7	29	1	8	45	9	319	8	10	346	40	24	3	12	79	1168
08:00 AM	0	178	26	5	209	1	20	0	3	24	8	96	4	5	113	12	14	3	7	36	382
08:15 AM	0	172	31	4	207	4	22	0	8	34	11	101	5	11	128	8	24	1	5	38	407
08:30 AM	0	199	35	13	247	3	22	1	8	34	3	119	0	24	146	22	22	4	9	57	484
08:45 AM	0	177	40	6	223	3	36	0	2	41	6	88	2	16	112	18	36	6	11	71	447
Total	0	726	132	28	886	11	100	1	21	133	28	404	11	56	499	60	96	14	32	202	1720
09:00 AM	2	153	38	3	196	0	26	0	6	32	1	63	1	11	76	16	22	3	6	47	351
*** BREAK ***																					
Total	2	153	38	3	196	0	26	0	6	32	1	63	1	11	76	16	22	3	6	47	351
*** BREAK ***																					
11:00 AM	0	103	16	0	119	1	5	0	2	8	1	103	1	3	108	3	7	1	2	13	248
11:15 AM	0	126	16	0	142	0	5	0	1	6	2	105	0	1	108	14	15	5	2	36	292
11:30 AM	0	115	17	7	139	1	11	0	2	14	3	82	2	3	90	9	10	1	7	27	270
11:45 AM	0	89	24	1	114	1	6	0	6	13	2	109	1	16	128	7	12	1	1	21	276
Total	0	433	73	8	514	3	27	0	11	41	8	399	4	23	434	33	44	8	12	97	1086
12:00 PM	0	88	20	3	111	0	10	0	4	14	2	109	4	7	122	9	9	0	1	19	266
12:15 PM	2	107	23	1	133	1	10	0	1	12	3	116	4	1	124	9	9	1	4	23	292
12:30 PM	0	103	25	0	128	1	4	0	1	6	1	114	2	7	124	20	6	3	6	35	293
12:45 PM	0	117	22	0	139	1	3	1	5	10	3	116	5	7	131	12	15	2	3	32	312
Total	2	415	90	4	511	3	27	1	11	42	9	455	15	22	501	50	39	6	14	109	1163
*** BREAK ***																					
04:30 PM	0	147	14	3	164	1	11	0	2	14	2	204	3	5	214	11	21	4	9	45	437
04:45 PM	0	158	20	5	183	1	5	0	5	11	4	201	4	5	214	14	12	1	6	33	441
Total	0	305	34	8	347	2	16	0	7	25	6	405	7	10	428	25	33	5	15	78	878

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File Name : 6206_Nebraska Ave at Chesapeake St_Weekday

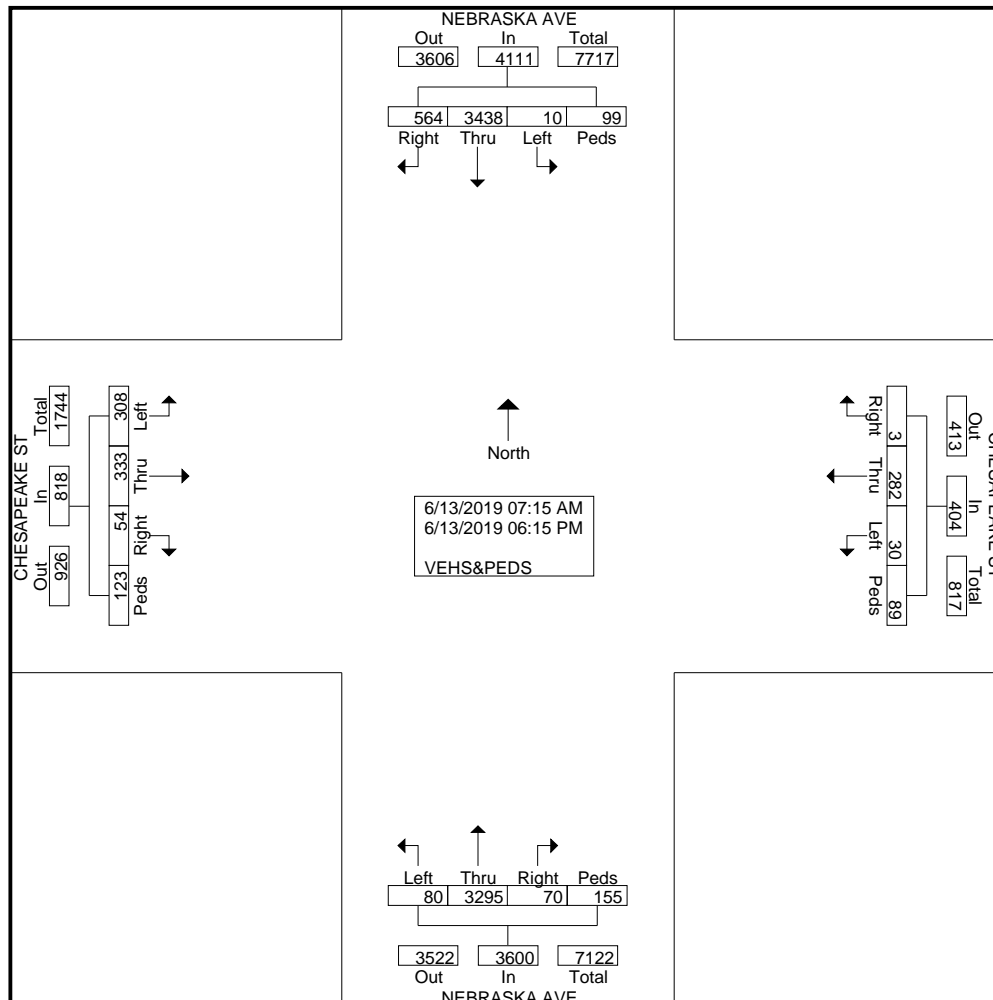
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	141	19	3	163	1	6	0	2	9	5	221	1	8	235	11	9	4	5	29	436
05:15 PM	1	133	16	5	155	1	8	0	9	18	2	223	4	7	236	12	14	3	6	35	444
05:30 PM	0	146	17	8	171	0	10	0	4	14	1	190	8	0	199	16	17	0	3	36	420
05:45 PM	0	129	23	3	155	1	8	0	3	12	2	198	4	5	209	9	10	2	4	25	401
Total	1	549	75	19	644	3	32	0	18	53	10	832	17	20	879	48	50	9	18	125	1701
06:00 PM	0	154	21	9	184	0	13	0	4	17	2	205	5	1	213	19	14	5	10	48	462
06:15 PM	1	95	21	14	131	1	12	0	3	16	7	213	2	2	224	17	11	1	4	33	404
Grand Total	10	3438	564	99	4111	30	282	3	89	404	80	3295	70	155	3600	308	333	54	123	818	8933
Apprch %	0.2	83.6	13.7	2.4		7.4	69.8	0.7	22		2.2	91.5	1.9	4.3		37.7	40.7	6.6	15		
Total %	0.1	38.5	6.3	1.1	46	0.3	3.2	0	1	4.5	0.9	36.9	0.8	1.7	40.3	3.4	3.7	0.6	1.4	9.2	

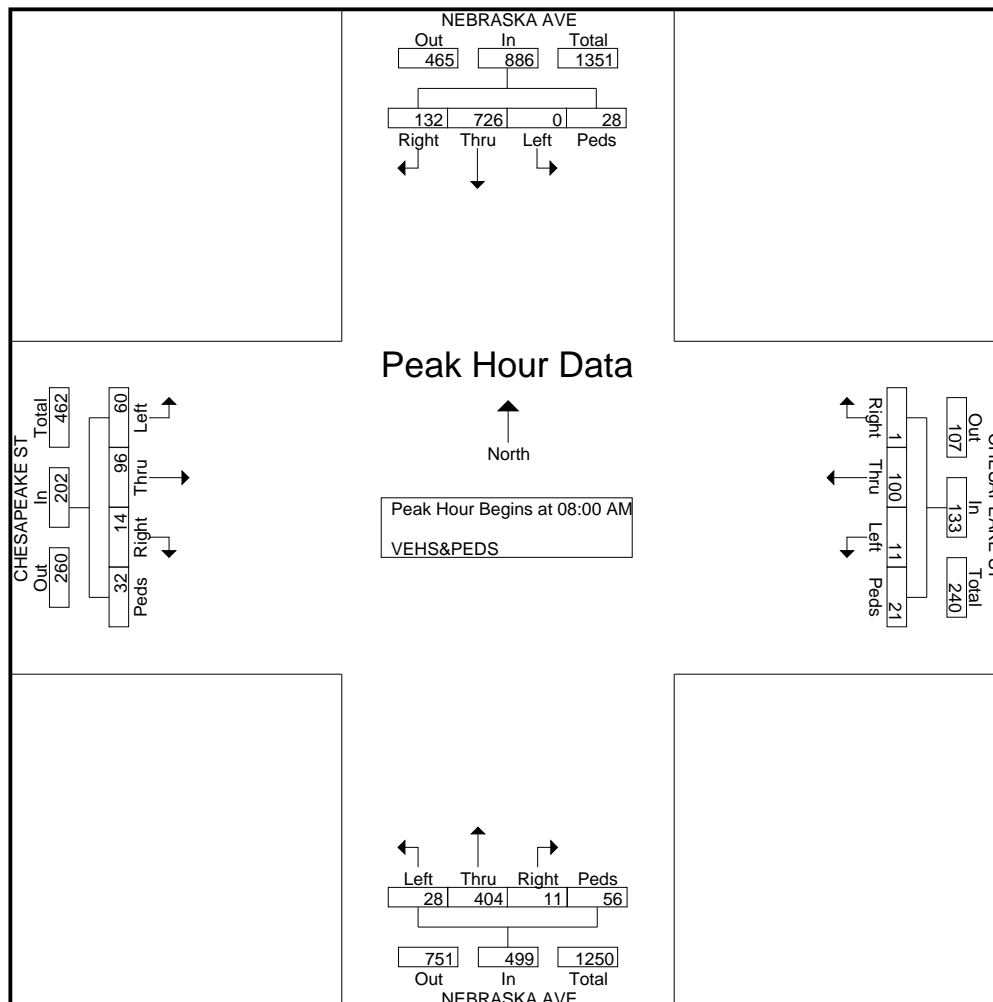


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File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 3

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	178	26	5	209	1	20	0	3	24	8	96	4	5	113	12	14	3	7	36	382
08:15 AM	0	172	31	4	207	4	22	0	8	34	11	101	5	11	128	8	24	1	5	38	407
08:30 AM	0	199	35	13	247	3	22	1	8	34	3	119	0	24	146	22	22	4	9	57	484
08:45 AM	0	177	40	6	223	3	36	0	2	41	6	88	2	16	112	18	36	6	11	71	447
Total Volume	0	726	132	28	886	11	100	1	21	133	28	404	11	56	499	60	96	14	32	202	1720
% App. Total	0	81.9	14.9	3.2		8.3	75.2	0.8	15.8		5.6	81	2.2	11.2		29.7	47.5	6.9	15.8		
PHF	.000	.912	.825	.538	.897	.688	.694	.250	.656	.811	.636	.849	.550	.583	.854	.682	.667	.583	.727	.711	.888



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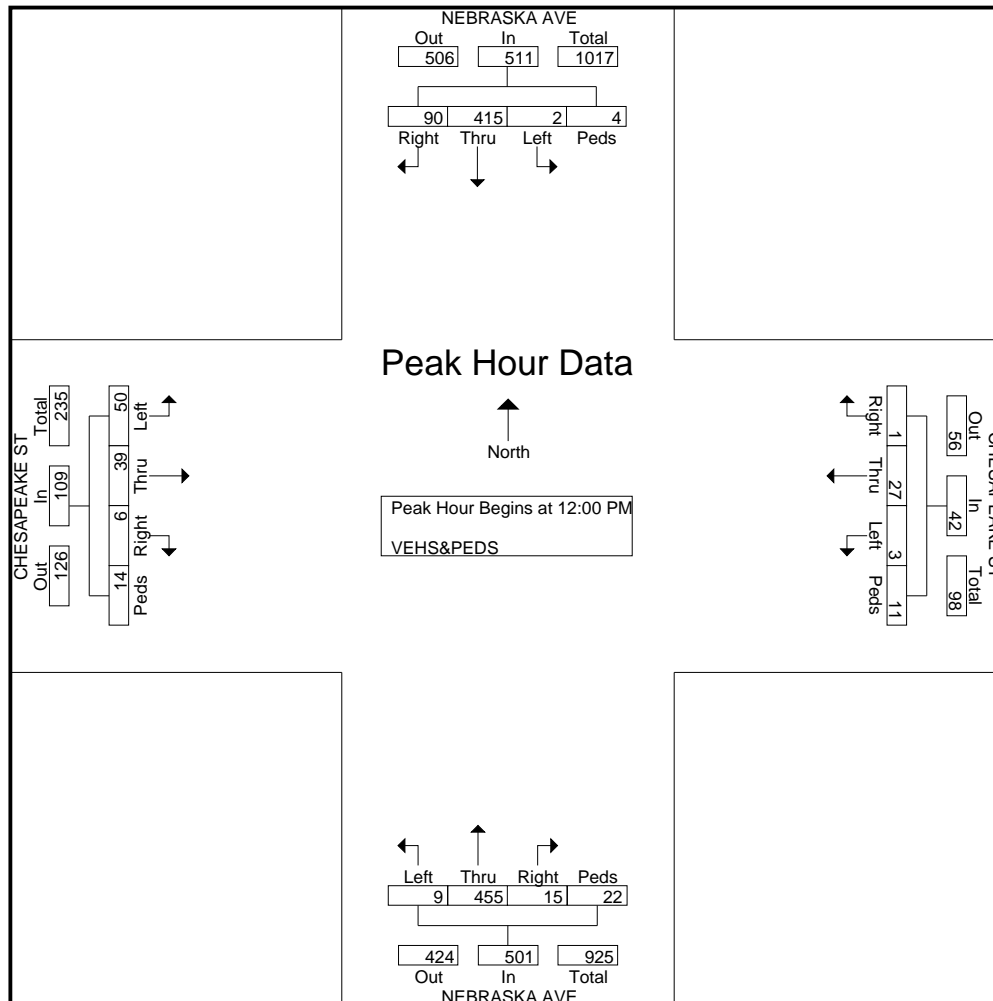
File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 4

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	88	20	3	111	0	10	0	4	14	2	109	4	7	122	9	9	0	1	19	266
12:15 PM	2	107	23	1	133	1	10	0	1	12	3	116	4	1	124	9	9	1	4	23	292
12:30 PM	0	103	25	0	128	1	4	0	1	6	1	114	2	7	124	20	6	3	6	35	293
12:45 PM	0	117	22	0	139	1	3	1	5	10	3	116	5	7	131	12	15	2	3	32	312
Total Volume	2	415	90	4	511	3	27	1	11	42	9	455	15	22	501	50	39	6	14	109	1163
% App. Total	0.4	81.2	17.6	0.8		7.1	64.3	2.4	26.2		1.8	90.8	3	4.4		45.9	35.8	5.5	12.8		
PHF	.250	.887	.900	.333	.919	.750	.675	.250	.550	.750	.750	.981	.750	.786	.956	.625	.650	.500	.583	.779	.932



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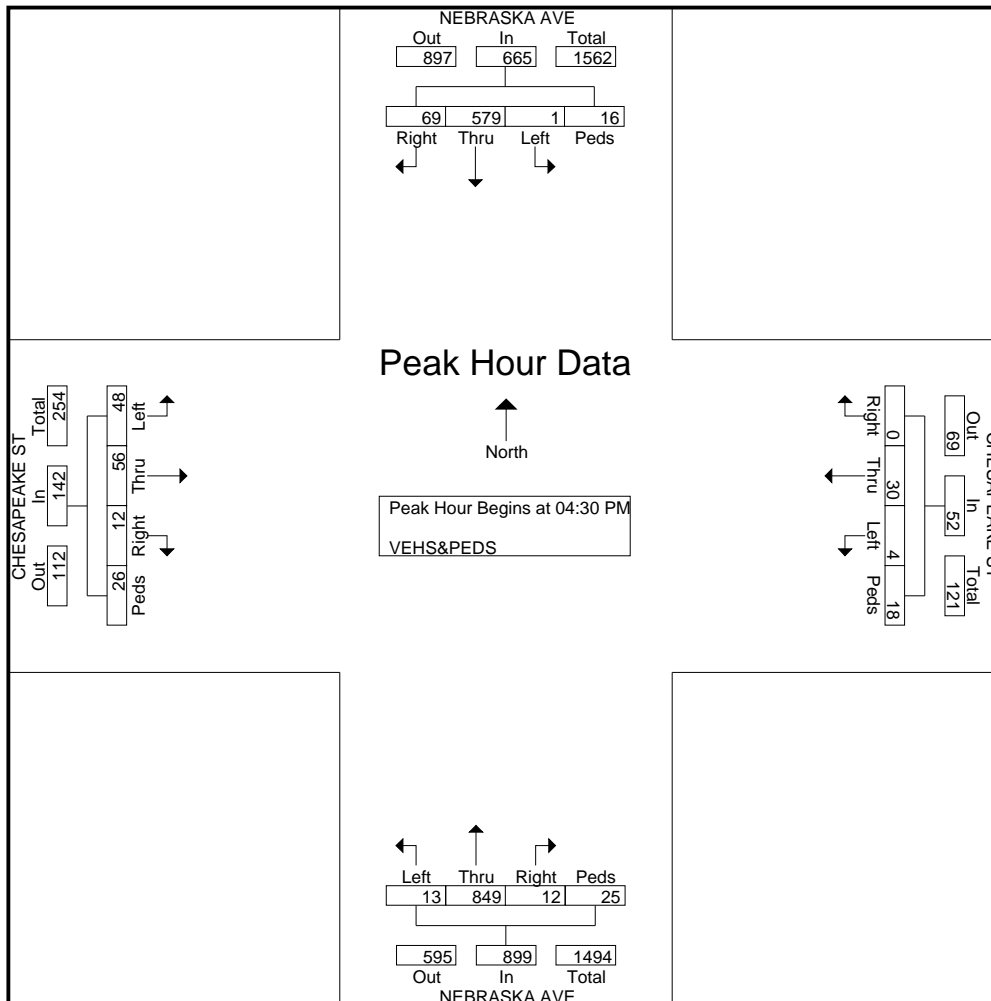
File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 5

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	147	14	3	164	1	11	0	2	14	2	204	3	5	214	11	21	4	9	45	437
04:45 PM	0	158	20	5	183	1	5	0	5	11	4	201	4	5	214	14	12	1	6	33	441
05:00 PM	0	141	19	3	163	1	6	0	2	9	5	221	1	8	235	11	9	4	5	29	436
05:15 PM	1	133	16	5	155	1	8	0	9	18	2	223	4	7	236	12	14	3	6	35	444
Total Volume	1	579	69	16	665	4	30	0	18	52	13	849	12	25	899	48	56	12	26	142	1758
% App. Total	0.2	87.1	10.4	2.4		7.7	57.7	0	34.6		1.4	94.4	1.3	2.8		33.8	39.4	8.5	18.3		
PHF	.250	.916	.863	.800	.908	1.00	.682	.000	.500	.722	.650	.952	.750	.781	.952	.857	.667	.750	.722	.789	.990



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Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
07:30 AM	0	3	3	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	12
07:45 AM	0	6	1	0	7	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	13
Total	0	13	4	0	17	0	1	0	0	1	0	10	0	0	10	3	0	0	0	3	31
08:00 AM	0	7	4	0	11	0	1	0	0	1	0	7	0	0	7	3	1	0	0	4	23
08:15 AM	0	11	3	0	14	0	1	0	0	1	0	4	0	0	4	7	0	0	0	7	26
08:30 AM	0	7	2	0	9	0	0	0	0	0	0	2	0	0	2	3	1	0	0	4	15
08:45 AM	0	10	1	0	11	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	19
Total	0	35	10	0	45	0	2	0	0	2	0	18	0	0	18	16	2	0	0	18	83
09:00 AM	0	6	3	0	9	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	13
*** BREAK ***																					
Total	0	6	3	0	9	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	13
*** BREAK ***																					
11:00 AM	0	9	2	0	11	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	22
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	13
11:30 AM	0	3	1	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
11:45 AM	0	7	0	0	7	0	1	0	0	1	0	11	0	0	11	1	0	0	0	1	20
Total	0	25	3	0	28	0	1	0	0	1	0	35	0	0	35	4	0	1	0	5	69
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	11
12:15 PM	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
12:30 PM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
12:45 PM	0	5	1	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
Total	0	13	4	0	17	0	0	0	0	0	0	24	0	0	24	3	0	0	0	3	44
*** BREAK ***																					
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	8
04:45 PM	0	1	2	0	3	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	11
Total	0	5	2	0	7	0	0	0	0	0	0	10	0	0	10	1	1	0	0	2	19

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File Name : 6206_Nebraska Ave at Chesapeake St_Weekday

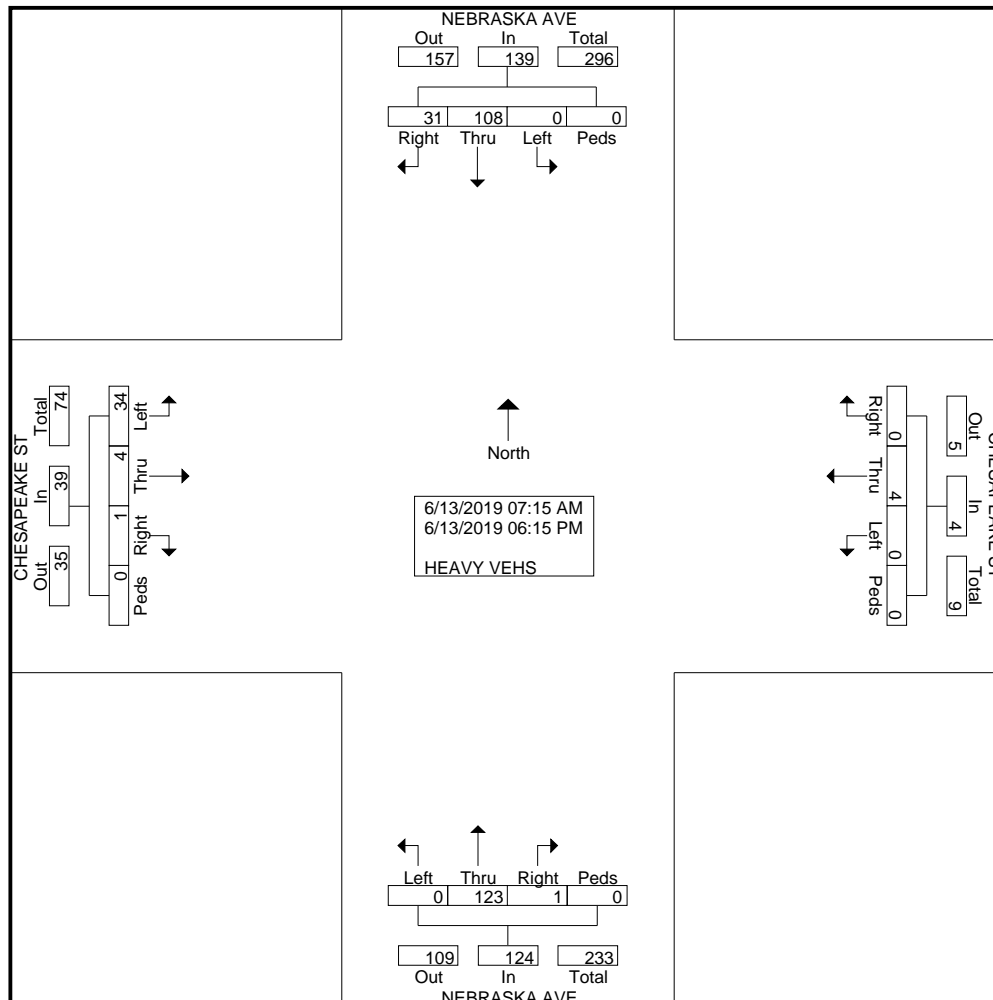
Site Code : 00000000

Start Date : 6/13/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	13
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
05:30 PM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
05:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	10	3	0	13	0	0	0	0	0	0	17	0	0	17	3	1	0	0	4	34
06:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	5
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	8
Grand Total	0	108	31	0	139	0	4	0	0	4	0	123	1	0	124	34	4	1	0	39	306
Apprch %	0	77.7	22.3	0		0	100	0	0		0	99.2	0.8	0		87.2	10.3	2.6	0		
Total %	0	35.3	10.1	0	45.4	0	1.3	0	0	1.3	0	40.2	0.3	0	40.5	11.1	1.3	0.3	0	12.7	



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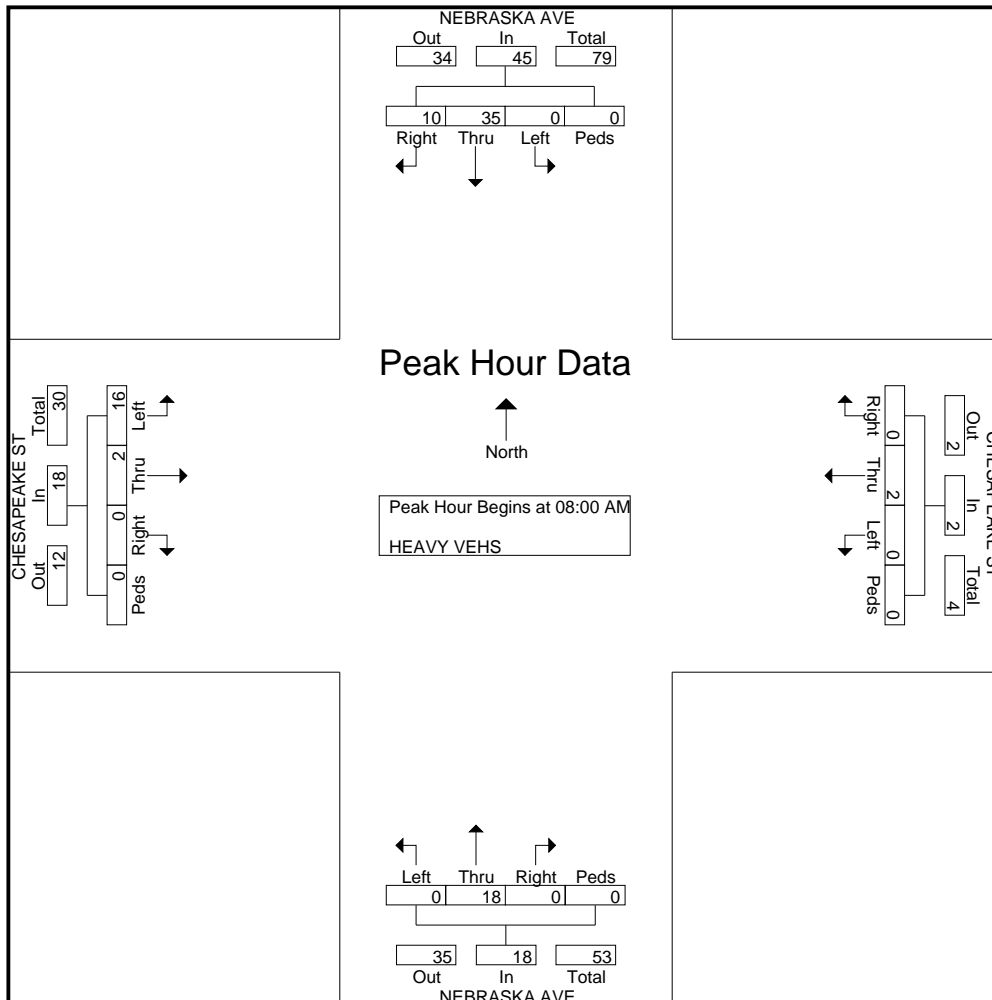
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File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 3

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	0	7	4	0	11	0	1	0	0	1	0	7	0	0	7	3	1	0	0	4	23
08:15 AM	0	11	3	0	14	0	1	0	0	1	0	4	0	0	4	7	0	0	0	7	26
08:30 AM	0	7	2	0	9	0	0	0	0	0	0	2	0	0	2	3	1	0	0	4	15
08:45 AM	0	10	1	0	11	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	19
Total Volume	0	35	10	0	45	0	2	0	0	2	0	18	0	0	18	16	2	0	0	18	83
% App. Total	0	77.8	22.2	0		0	100	0	0		0	100	0	0		88.9	11.1	0	0		
PHF	.000	.795	.625	.000	.804	.000	.500	.000	.000	.500	.000	.643	.000	.000	.643	.571	.500	.000	.000	.643	.798

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM



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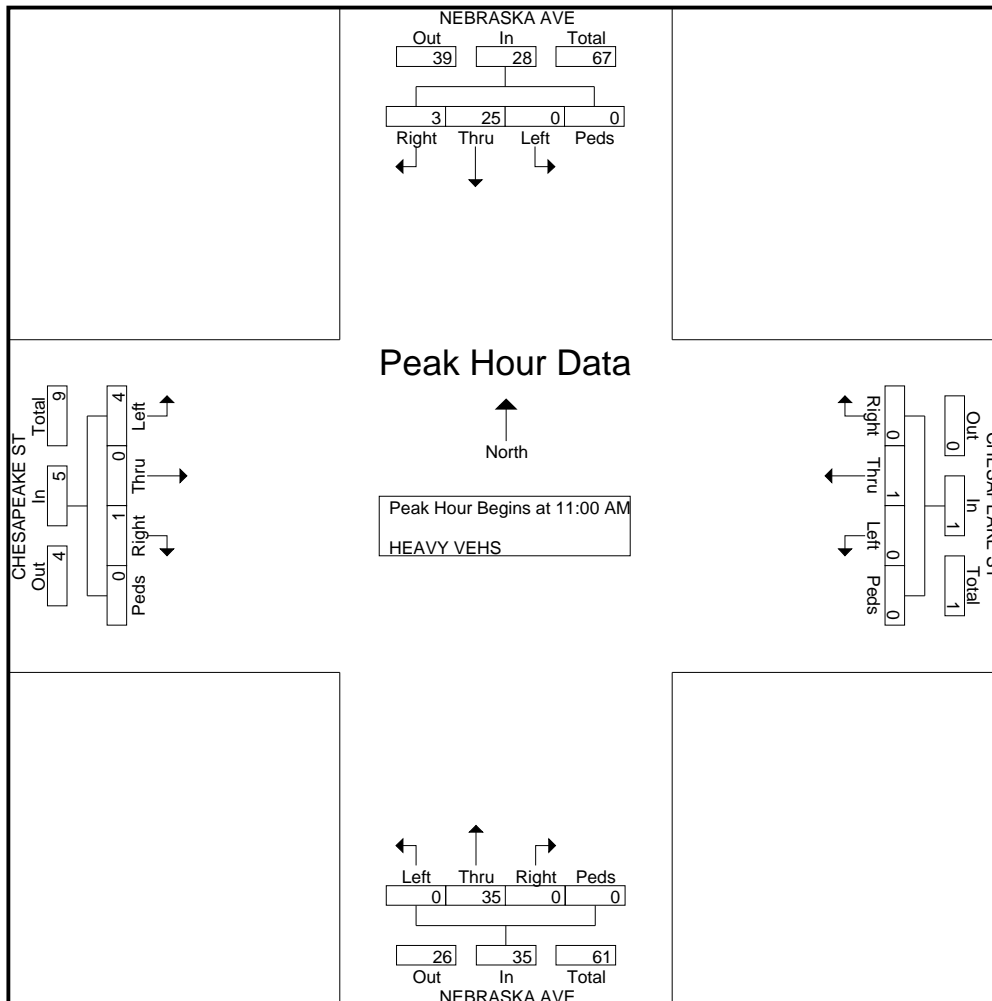
File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 4

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	9	2	0	11	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	22
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	13
11:30 AM	0	3	1	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
11:45 AM	0	7	0	0	7	0	1	0	0	1	0	11	0	0	11	1	0	0	0	1	20
Total Volume	0	25	3	0	28	0	1	0	0	1	0	35	0	0	35	4	0	1	0	5	69
% App. Total	0	89.3	10.7	0		0	100	0	0		0	100	0	0		80	0	20	0		
PHF	.000	.694	.375	.000	.636	.000	.250	.000	.000	.250	.000	.795	.000	.000	.795	.500	.000	.250	.000	.417	.784



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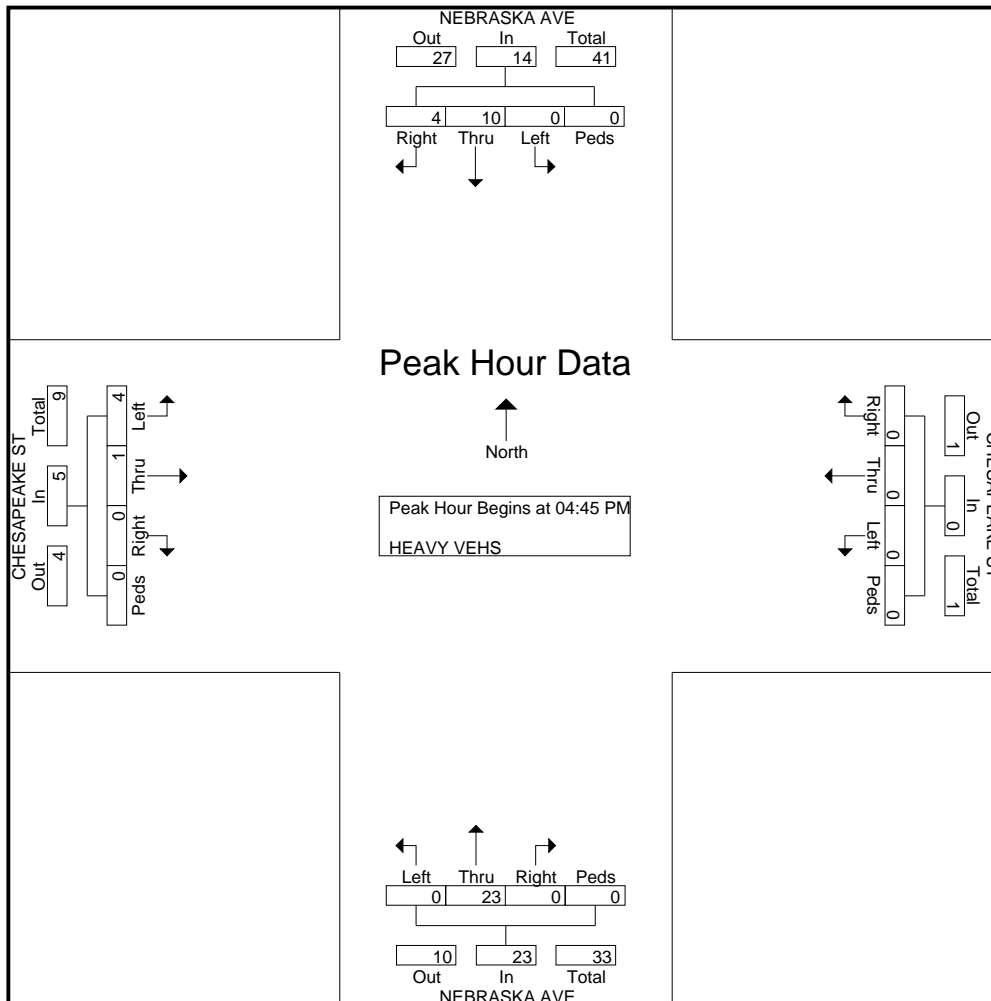
File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 5

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	1	2	0	3	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	11
05:00 PM	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	13
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
05:30 PM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
Total Volume	0	10	4	0	14	0	0	0	0	0	0	23	0	0	23	4	1	0	0	5	42
% App. Total	0	71.4	28.6	0		0	0	0	0		0	100	0	0		80	20	0	0		
PHF	.000	.625	.500	.000	.875	.000	.000	.000	.000	.000	.000	.821	.000	.000	.821	1.000	.250	.000	.000	.625	.808



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443-741-3500

Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
 Site Code : 00000000
 Start Date : 6/13/2019
 Page No : 1

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	3
*** BREAK ***																					
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3	0	2	0	0	2	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
12:15 PM	0	0	0	1	1	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	4
*** BREAK ***																					
Total	0	0	0	1	1	0	1	0	0	1	0	1	0	1	2	0	1	0	1	2	6
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1

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443-741-3500

File Name : 6206_Nebraska Ave at Chesapeake St_Weekday

Site Code : 00000000

Start Date : 6/13/2019

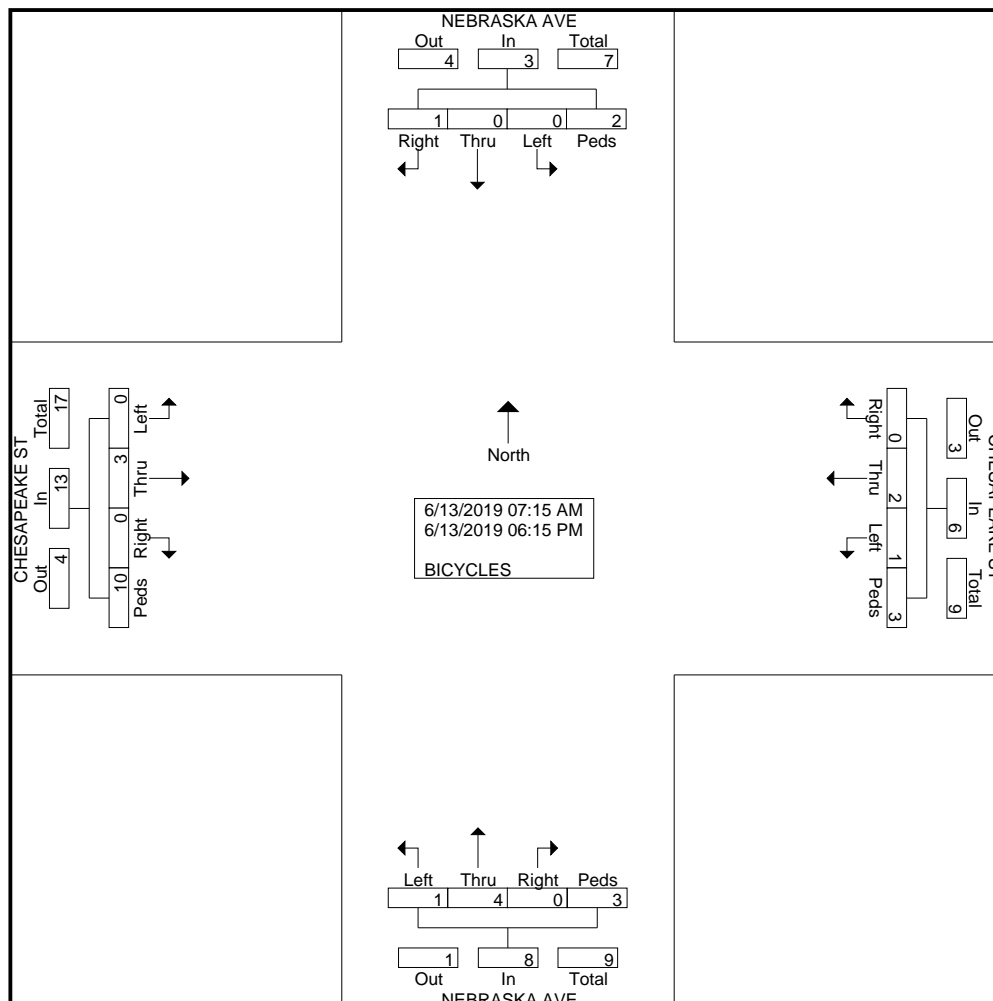
Page No : 2

Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4

*** BREAK ***

06:15 PM	0	0	1	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	1	2	3	1	2	0	3	6	1	4	0	3	8	0	3	0	10	13	30
Apprch %	0	0	33.3	66.7		16.7	33.3	0	50		12.5	50	0	37.5		0	23.1	0	76.9		
Total %	0	0	3.3	6.7	10	3.3	6.7	0	10	20	3.3	13.3	0	10	26.7	0	10	0	33.3	43.3	



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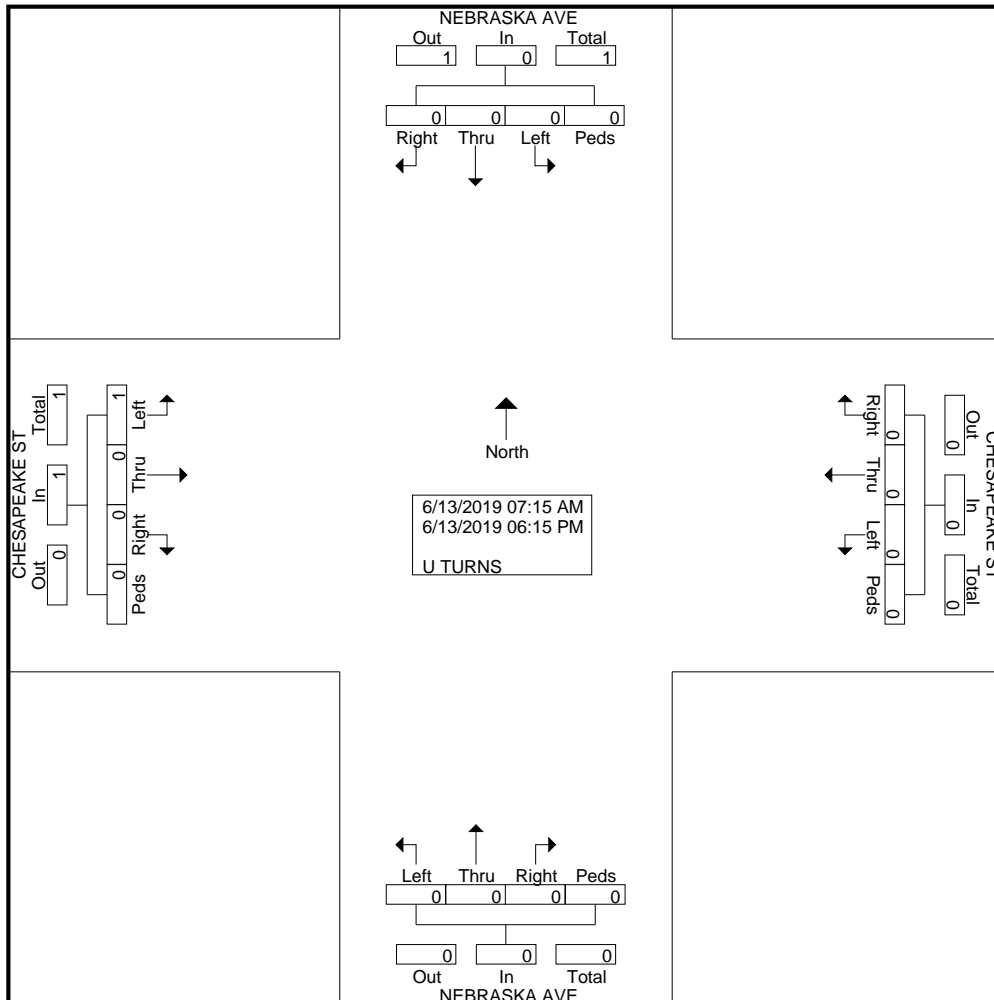
7055 Samuel Morse Dr, Suite 100
Columbia, MD, 21046
443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6206_Nebraska Ave at Chesapeake St_Weekday
Site Code : 00000000
Start Date : 6/13/2019
Page No : 1

Groups Printed- U TURNS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	



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Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 1

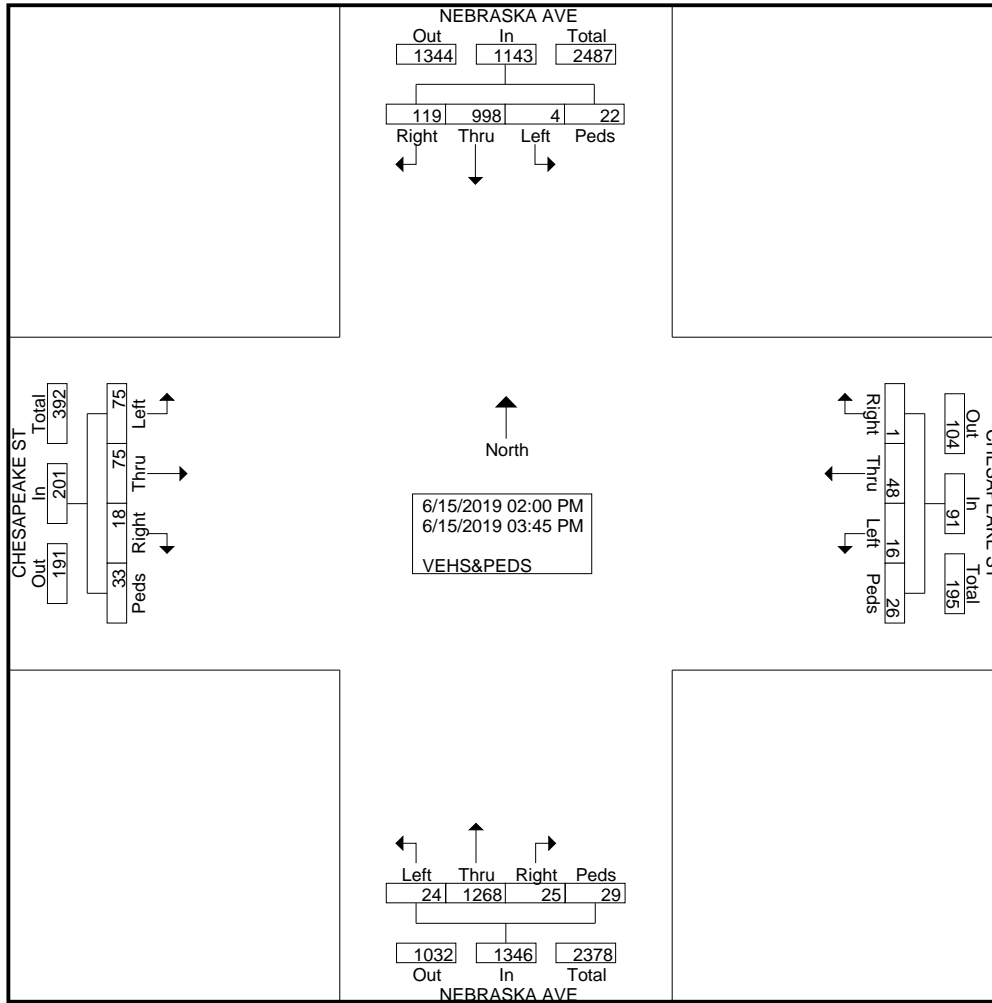
Groups Printed- VEHS&PEDS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	108	16	2	126	3	7	0	3	13	1	143	3	3	150	8	10	1	8	27	316
02:15 PM	1	129	12	3	145	0	6	0	6	12	6	156	1	5	168	9	11	5	3	28	353
02:30 PM	0	128	16	5	149	1	5	0	2	8	4	130	5	1	140	14	4	1	4	23	320
02:45 PM	0	133	11	2	146	3	6	0	1	10	2	139	1	2	144	10	4	1	4	19	319
Total	1	498	55	12	566	7	24	0	12	43	13	568	10	11	602	41	29	8	19	97	1308
03:00 PM	0	112	15	5	132	3	7	0	5	15	2	149	3	2	156	5	13	5	4	27	330
03:15 PM	1	127	12	0	140	2	7	0	0	9	3	176	3	1	183	14	8	3	4	29	361
03:30 PM	0	128	18	4	150	0	3	1	5	9	4	191	3	9	207	7	15	1	3	26	392
03:45 PM	2	133	19	1	155	4	7	0	4	15	2	184	6	6	198	8	10	1	3	22	390
Total	3	500	64	10	577	9	24	1	14	48	11	700	15	18	744	34	46	10	14	104	1473
Grand Total	4	998	119	22	1143	16	48	1	26	91	24	1268	25	29	1346	75	75	18	33	201	2781
Apprch %	0.3	87.3	10.4	1.9		17.6	52.7	1.1	28.6		1.8	94.2	1.9	2.2		37.3	37.3	9	16.4		
Total %	0.1	35.9	4.3	0.8	41.1	0.6	1.7	0	0.9	3.3	0.9	45.6	0.9	1	48.4	2.7	2.7	0.6	1.2	7.2	

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File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 2

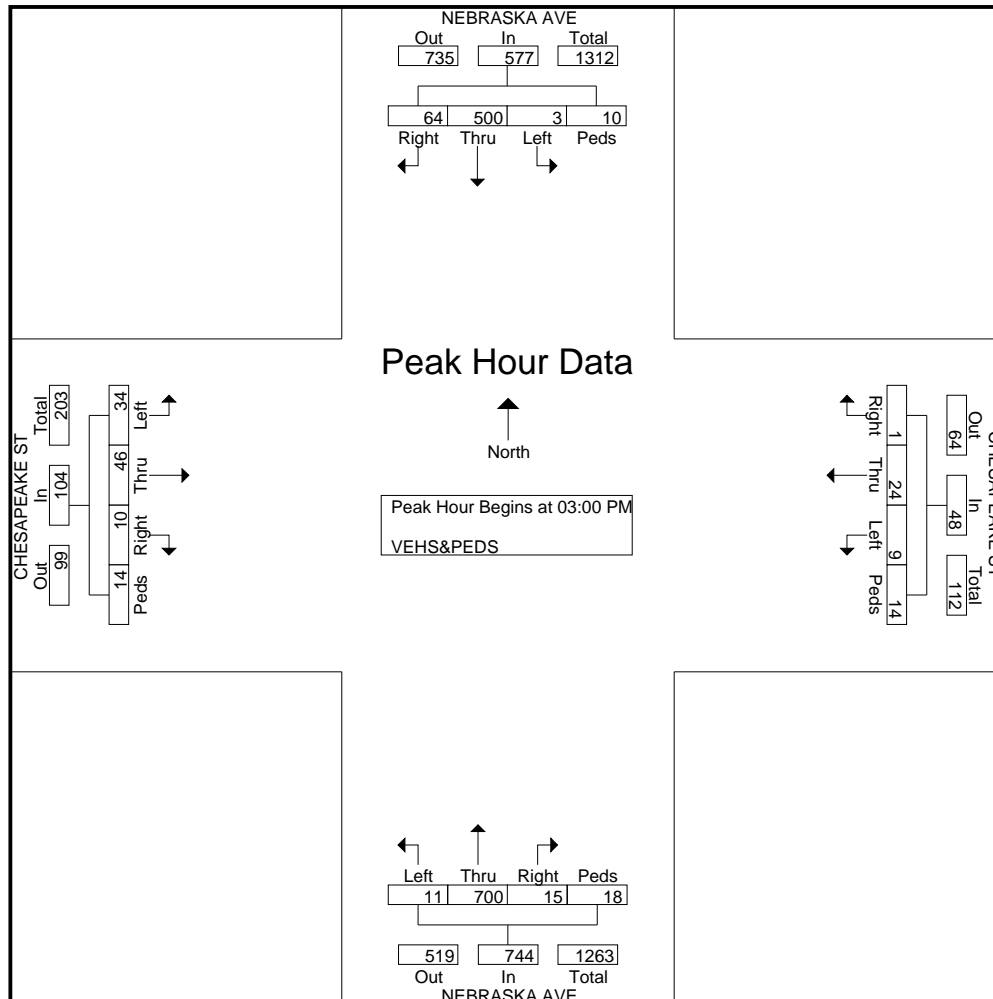


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File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 3

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	112	15	5	132	3	7	0	5	15	2	149	3	2	156	5	13	5	4	27	330
03:15 PM	1	127	12	0	140	2	7	0	0	9	3	176	3	1	183	14	8	3	4	29	361
03:30 PM	0	128	18	4	150	0	3	1	5	9	4	191	3	9	207	7	15	1	3	26	392
03:45 PM	2	133	19	1	155	4	7	0	4	15	2	184	6	6	198	8	10	1	3	22	390
Total Volume	3	500	64	10	577	9	24	1	14	48	11	700	15	18	744	34	46	10	14	104	1473
% App. Total	0.5	86.7	11.1	1.7		18.8	50	2.1	29.2		1.5	94.1	2	2.4		32.7	44.2	9.6	13.5		
PHF	.375	.940	.842	.500	.931	.563	.857	.250	.700	.800	.688	.916	.625	.500	.899	.607	.767	.500	.875	.897	.939



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Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
Page No : 1

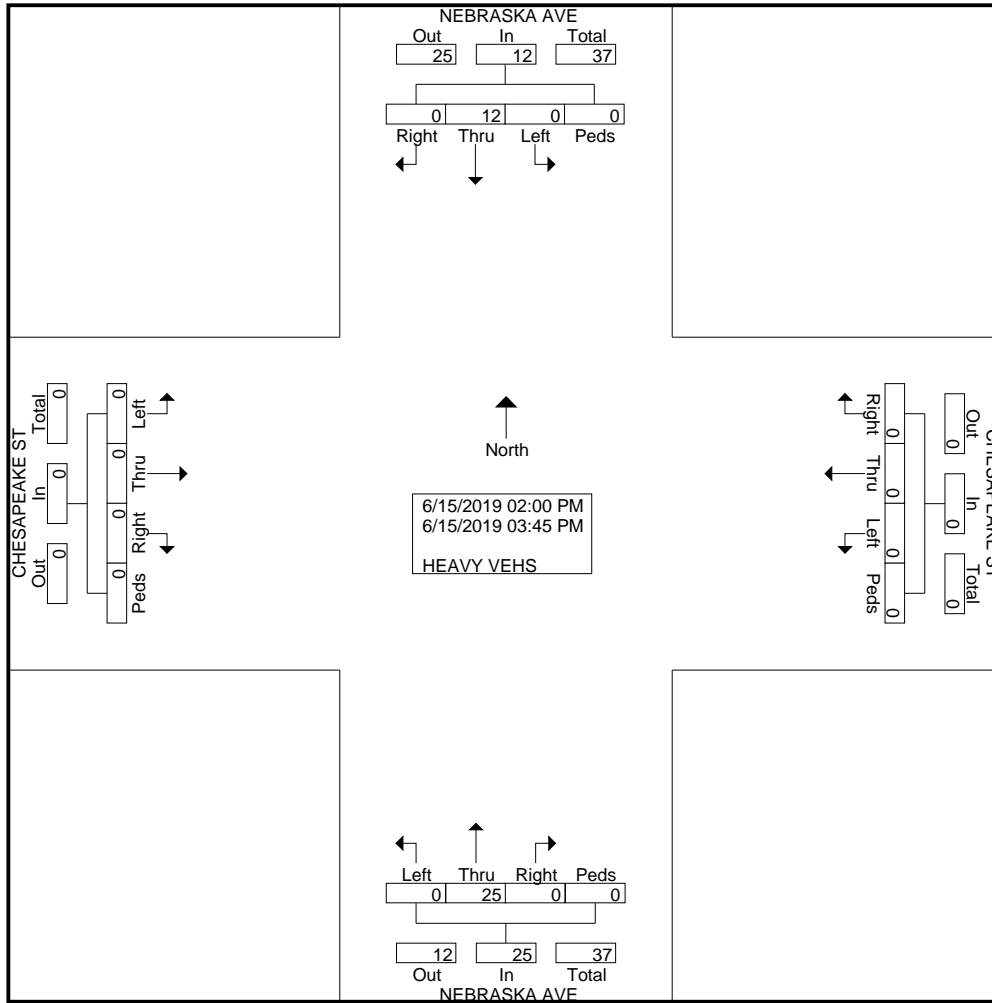
Groups Printed- HEAVY VEHS

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
Grand Total	0	12	0	0	12	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	37
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	32.4	0	0	32.4	0	0	0	0	0	0	67.6	0	0	67.6	0	0	0	0	0	

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File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
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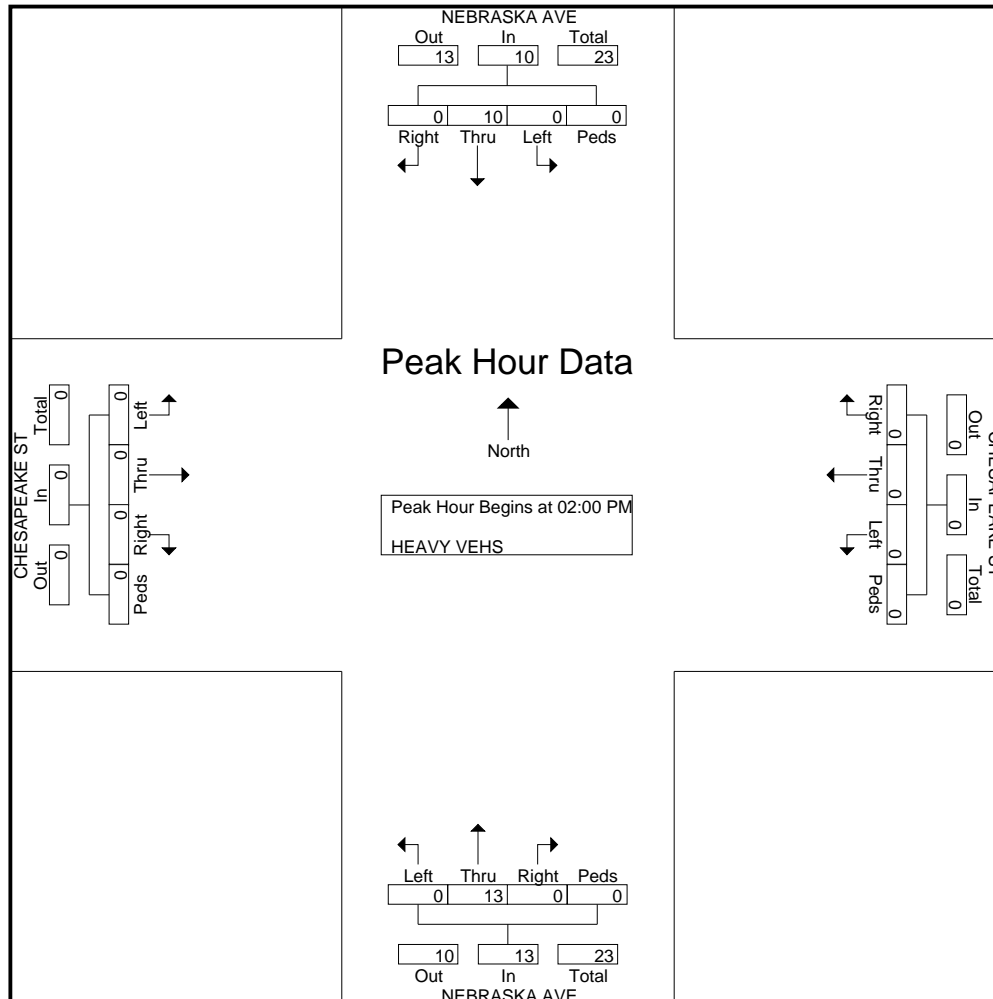
File Name : 6206_Nebraska Ave at Chesapeake St_Saturday

Site Code : 00000000

Start Date : 6/15/2019

Page No : 3

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total Volume	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.650	.000	.000	.650	.000	.000	.000	.000	.000	.719



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Weather:
 Counted By:
 Town: WASHINGTON D.C.
 County:

File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
 Site Code : 00000000
 Start Date : 6/15/2019
 Page No : 1

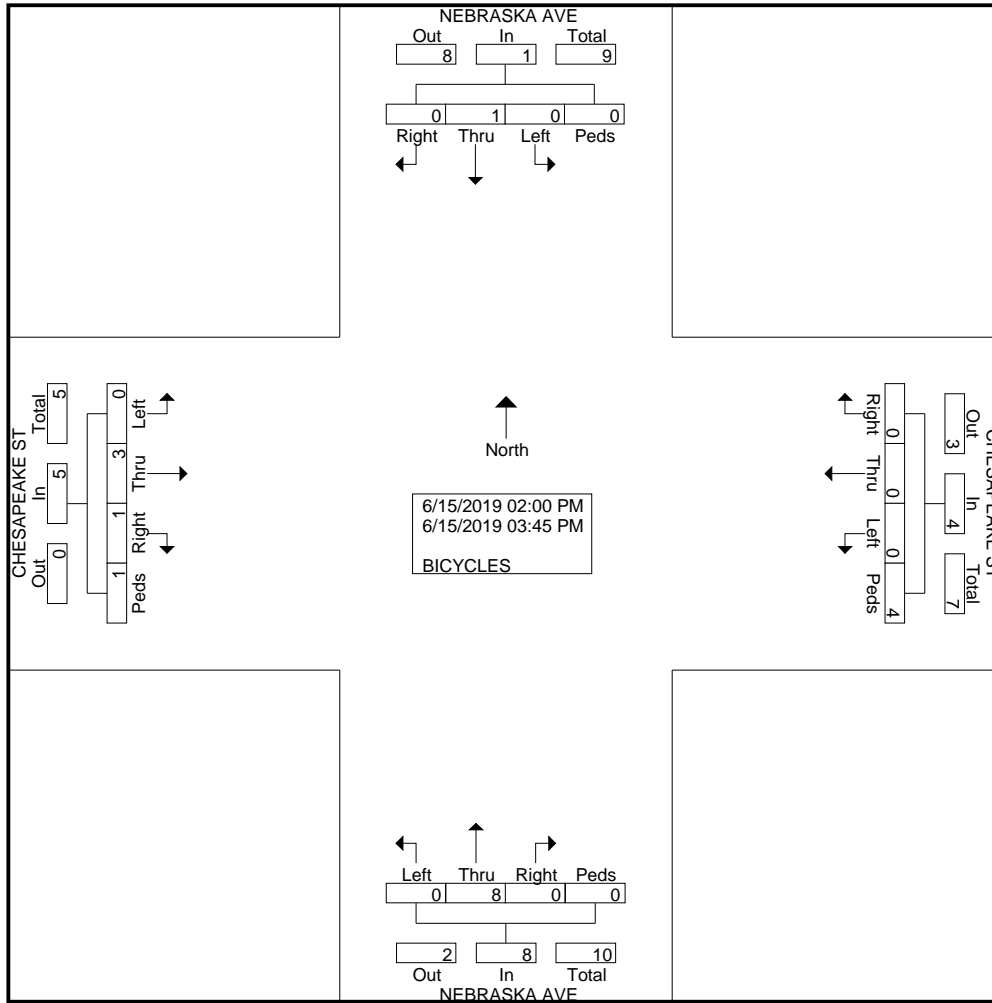
Groups Printed- BICYCLES

Start Time	NEBRASKA AVE From North					CHESAPEAKE ST From East					NEBRASKA AVE From South					CHESAPEAKE ST From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	2	1	0	3	11
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1	4
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	4	4	0	1	0	0	1	0	1	0	1	2	7
Grand Total	0	1	0	0	1	0	0	0	4	4	0	8	0	0	8	0	3	1	1	5	18
Apprch %	0	100	0	0		0	0	0	100		0	100	0	0		0	60	20	20		
Total %	0	5.6	0	0	5.6	0	0	0	22.2	22.2	0	44.4	0	0	44.4	0	16.7	5.6	5.6	27.8	

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File Name : 6206_Nebraska Ave at Chesapeake St_Saturday
Site Code : 00000000
Start Date : 6/15/2019
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Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6259_Wisconsin Ave at River Rd_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	198	1	7	206	0	0	0	23	23	0	151	3	0	154	2	0	63	14	79	462
07:30 AM	0	202	7	9	218	0	0	0	25	25	0	198	0	0	198	7	1	90	18	116	557
07:45 AM	0	281	2	10	293	0	0	0	35	35	0	227	0	0	227	4	0	60	20	84	639
Total	0	681	10	26	717	0	0	0	83	83	0	576	3	0	579	13	1	213	52	279	1658
08:00 AM	0	229	5	13	247	0	0	1	56	57	0	264	0	0	264	6	0	82	28	116	684
08:15 AM	0	268	5	14	287	0	0	0	82	82	1	236	0	0	237	8	0	87	54	149	755
08:30 AM	1	288	0	16	305	0	0	0	92	92	0	277	0	0	277	9	0	71	39	119	793
08:45 AM	0	231	6	1	238	0	0	0	133	133	1	259	0	0	260	14	1	74	27	116	747
Total	1	1016	16	44	1077	0	0	1	363	364	2	1036	0	0	1038	37	1	314	148	500	2979
09:00 AM	0	213	3	4	220	0	0	0	71	71	2	250	0	0	252	10	1	62	21	94	637
*** BREAK ***																					
Total	0	213	3	4	220	0	0	0	71	71	2	250	0	0	252	10	1	62	21	94	637
*** BREAK ***																					
11:00 AM	0	135	3	6	144	1	0	0	33	34	1	170	1	0	172	6	0	63	24	93	443
11:15 AM	0	147	6	11	164	0	0	0	47	47	0	210	2	0	212	4	0	43	24	71	494
11:30 AM	0	125	5	18	148	2	0	0	71	73	1	162	3	0	166	8	1	50	13	72	459
11:45 AM	0	138	0	24	162	1	0	0	79	80	1	216	1	0	218	8	0	59	21	88	548
Total	0	545	14	59	618	4	0	0	230	234	3	758	7	0	768	26	1	215	82	324	1944
12:00 PM	0	137	6	26	169	0	0	0	58	58	2	196	0	0	198	6	1	53	22	82	507
12:15 PM	1	143	3	10	157	0	1	1	71	73	0	198	4	0	202	7	1	47	21	76	508
12:30 PM	0	157	1	4	162	1	0	2	76	79	3	216	1	0	220	7	0	56	27	90	551
12:45 PM	1	153	5	20	179	2	0	5	63	70	2	183	3	0	188	5	0	56	22	83	520
Total	2	590	15	60	667	3	1	8	268	280	7	793	8	0	808	25	2	212	92	331	2086
*** BREAK ***																					
04:30 PM	0	199	3	18	220	2	0	1	72	75	2	262	1	0	265	12	1	53	25	91	651
04:45 PM	1	181	4	17	203	0	1	0	81	82	0	276	2	0	278	13	2	68	29	112	675
Total	1	380	7	35	423	2	1	1	153	157	2	538	3	0	543	25	3	121	54	203	1326

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File Name : 6259_Wisconsin Ave at River Rd_Weekday

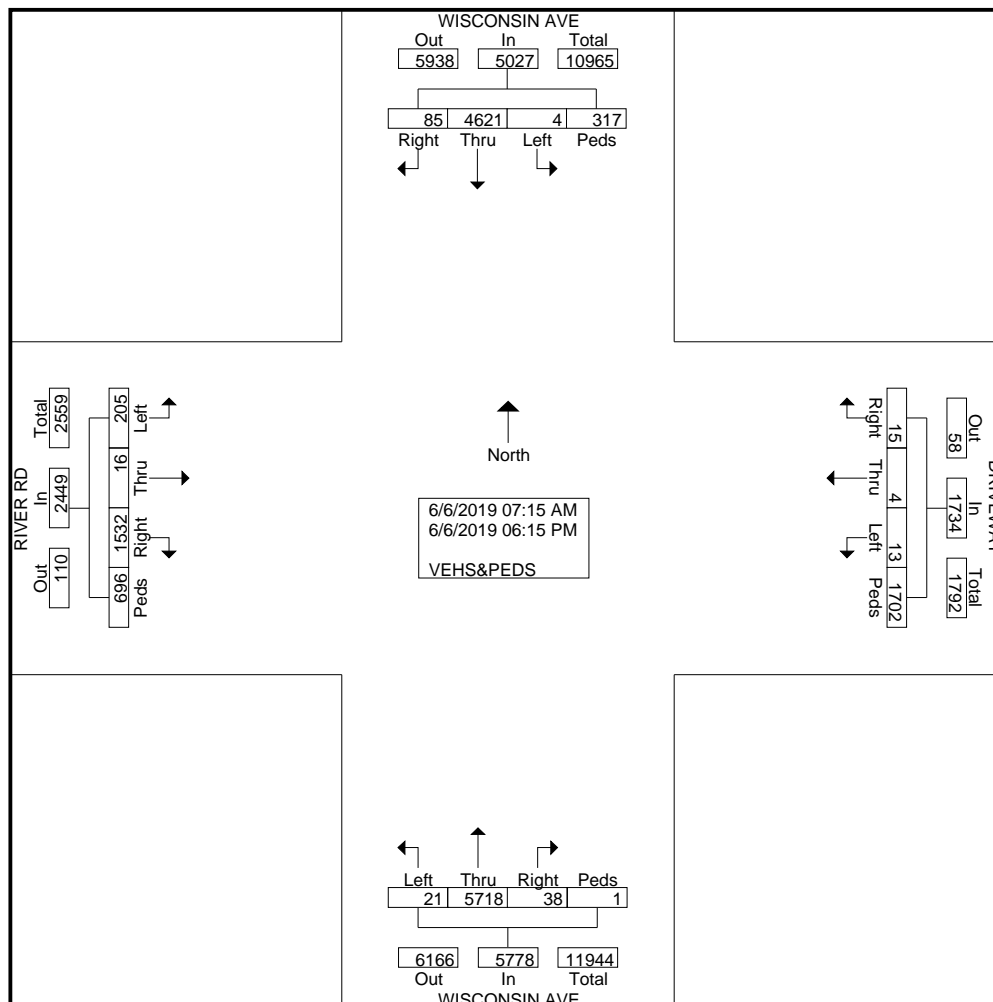
Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	182	2	9	193	0	0	0	59	59	1	294	6	0	301	11	0	54	35	100	653
05:15 PM	0	219	2	16	237	1	0	1	76	78	0	262	6	0	268	8	1	56	41	106	689
05:30 PM	0	183	4	16	203	1	0	1	86	88	1	298	2	0	301	7	2	63	55	127	719
05:45 PM	0	193	2	11	206	0	2	0	81	83	1	326	2	1	330	15	1	68	44	128	747
Total	0	777	10	52	839	2	2	2	302	308	3	1180	16	1	1200	41	4	241	175	461	2808
06:00 PM	0	210	4	15	229	0	0	0	112	112	0	302	1	0	303	16	3	73	30	122	766
06:15 PM	0	209	6	22	237	2	0	3	120	125	2	285	0	0	287	12	0	81	42	135	784
Grand Total	4	4621	85	317	5027	13	4	15	1702	1734	21	5718	38	1	5778	205	16	1532	696	2449	14988
Apprch %	0.1	91.9	1.7	6.3		0.7	0.2	0.9	98.2		0.4	99	0.7	0		8.4	0.7	62.6	28.4		
Total %	0	30.8	0.6	2.1	33.5	0.1	0	0.1	11.4	11.6	0.1	38.2	0.3	0	38.6	1.4	0.1	10.2	4.6	16.3	

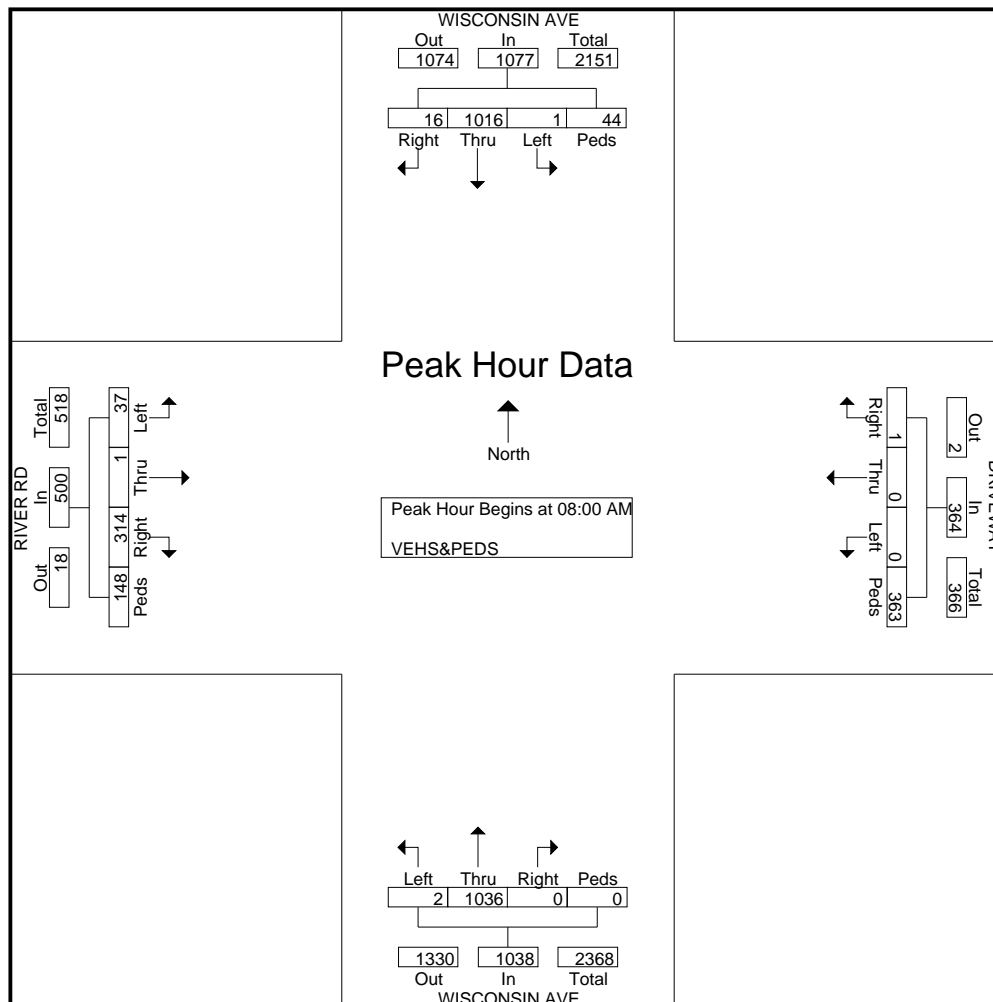


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File Name : 6259_Wisconsin Ave at River Rd_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 3

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	229	5	13	247	0	0	1	56	57	0	264	0	0	264	6	0	82	28	116	684
08:15 AM	0	268	5	14	287	0	0	0	82	82	1	236	0	0	237	8	0	87	54	149	755
08:30 AM	1	288	0	16	305	0	0	0	92	92	0	277	0	0	277	9	0	71	39	119	793
08:45 AM	0	231	6	1	238	0	0	0	133	133	1	259	0	0	260	14	1	74	27	116	747
Total Volume	1	1016	16	44	1077	0	0	1	363	364	2	1036	0	0	1038	37	1	314	148	500	2979
% App. Total	0.1	94.3	1.5	4.1		0	0	0.3	99.7		0.2	99.8	0	0		7.4	0.2	62.8	29.6		
PHF	.250	.882	.667	.688	.883	.000	.000	.250	.682	.684	.500	.935	.000	.000	.937	.661	.250	.902	.685	.839	.939



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File Name : 6259_Wisconsin Ave at River Rd_Weekday

Site Code : 00000000

Start Date : 6/6/2019

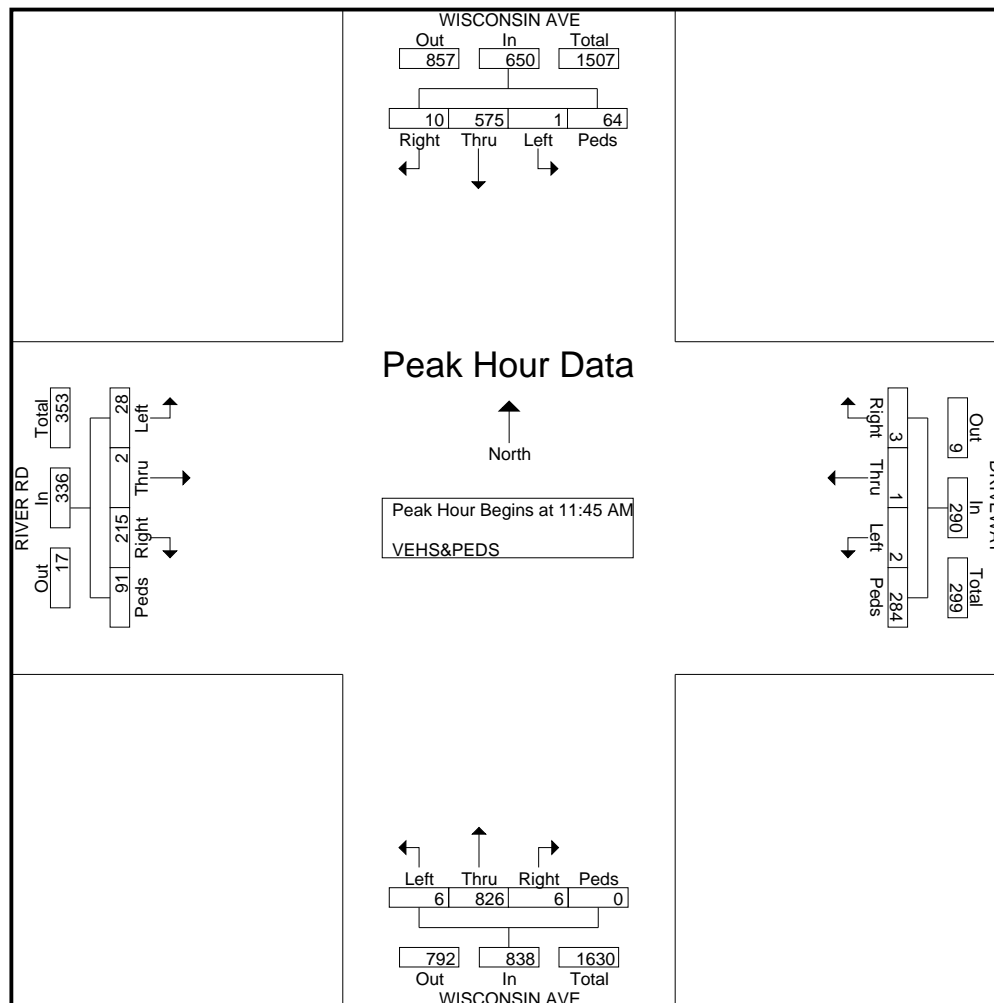
Page No : 4

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	138	0	24	162	1	0	0	79	80	1	216	1	0	218	8	0	59	21	88	548
12:00 PM	0	137	6	26	169	0	0	0	58	58	2	196	0	0	198	6	1	53	22	82	507
12:15 PM	1	143	3	10	157	0	1	1	71	73	0	198	4	0	202	7	1	47	21	76	508
12:30 PM	0	157	1	4	162	1	0	2	76	79	3	216	1	0	220	7	0	56	27	90	551
Total Volume	1	575	10	64	650	2	1	3	284	290	6	826	6	0	838	28	2	215	91	336	2114
% App. Total	0.2	88.5	1.5	9.8		0.7	0.3	1	97.9		0.7	98.6	0.7	0		8.3	0.6	64	27.1		
PHF	.250	.916	.417	.615	.962	.500	.250	.375	.899	.906	.500	.956	.375	.000	.952	.875	.500	.911	.843	.933	.959



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File Name : 6259_Wisconsin Ave at River Rd_Weekday

Site Code : 00000000

Start Date : 6/6/2019

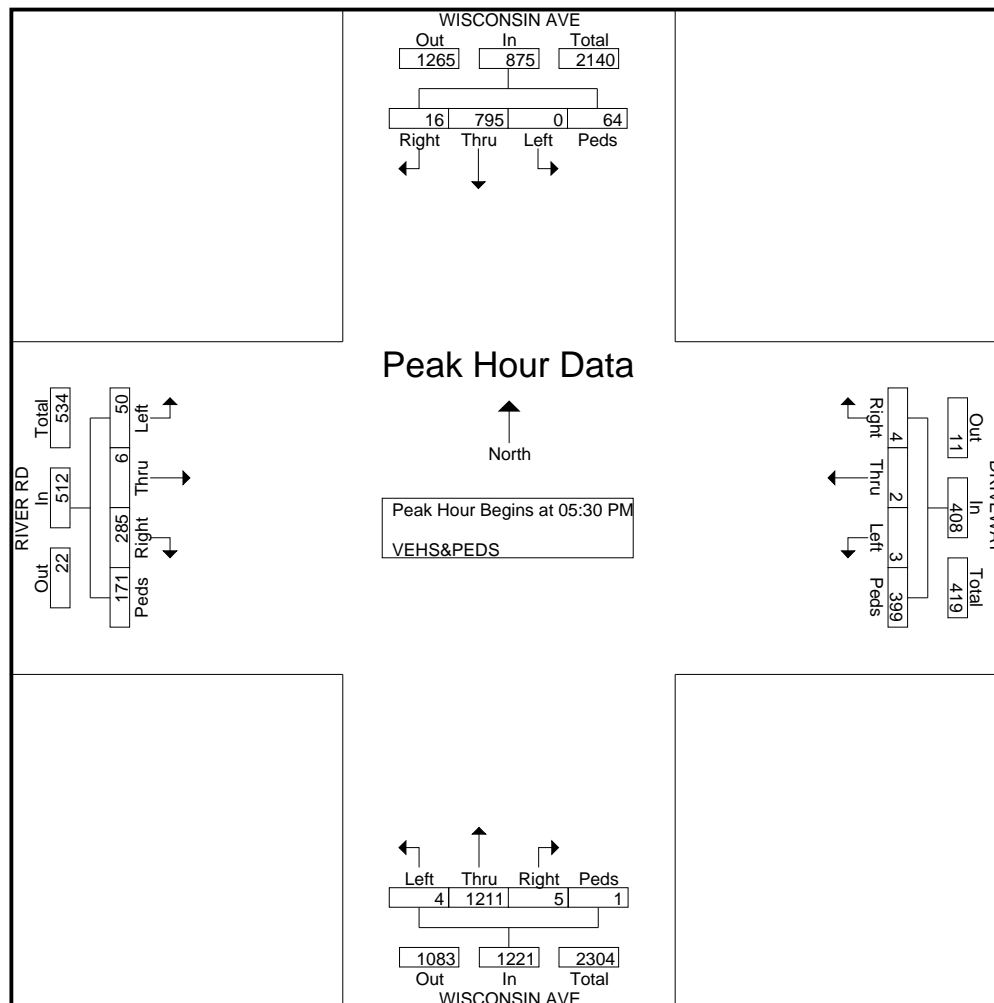
Page No : 5

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	0	183	4	16	203	1	0	1	86	88	1	298	2	0	301	7	2	63	55	127	719
05:45 PM	0	193	2	11	206	0	2	0	81	83	1	326	2	1	330	15	1	68	44	128	747
06:00 PM	0	210	4	15	229	0	0	0	112	112	0	302	1	0	303	16	3	73	30	122	766
06:15 PM	0	209	6	22	237	2	0	3	120	125	2	285	0	0	287	12	0	81	42	135	784
Total Volume	0	795	16	64	875	3	2	4	399	408	4	1211	5	1	1221	50	6	285	171	512	3016
% App. Total	0	90.9	1.8	7.3		0.7	0.5	1	97.8		0.3	99.2	0.4	0.1		9.8	1.2	55.7	33.4		
PHF	.000	.946	.667	.727	.923	.375	.250	.333	.831	.816	.500	.929	.625	.250	.925	.781	.500	.880	.777	.948	.962



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Weather:
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County:

File Name : 6259_Wisconsin Ave at River Rd_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	16	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	25
07:30 AM	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	27
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	0	0	3	0	3	34
Total	0	48	0	0	48	0	0	0	0	0	0	32	0	0	32	0	0	6	0	6	86
08:00 AM	0	8	0	0	8	0	0	0	0	0	1	17	0	0	18	0	0	6	0	6	32
08:15 AM	0	12	0	0	12	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	18
08:30 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	4	0	4	26
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	0	0	3	0	3	22
Total	0	35	0	0	35	0	0	0	0	0	1	47	0	0	48	0	0	15	0	15	98
09:00 AM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	1	0	4	0	5	29
*** BREAK ***																					
Total	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	1	0	4	0	5	29
*** BREAK ***																					
11:00 AM	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	29
11:15 AM	0	8	0	0	8	0	0	0	0	0	0	18	0	0	18	0	0	2	0	2	28
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	16	0	0	16	0	0	3	0	3	27
11:45 AM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	22
Total	0	39	0	0	39	0	0	0	0	0	0	58	0	0	58	0	0	9	0	9	106
12:00 PM	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	4	0	5	26
12:15 PM	0	13	0	0	13	0	0	0	0	0	0	19	0	0	19	1	0	2	0	3	35
12:30 PM	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	6	0	6	32
12:45 PM	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	1	0	2	0	3	20
Total	0	38	0	0	38	0	0	0	0	0	0	58	0	0	58	3	0	14	0	17	113
*** BREAK ***																					
04:30 PM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
04:45 PM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
Total	0	20	0	0	20	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	40

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File Name : 6259_Wisconsin Ave at River Rd_Weekday

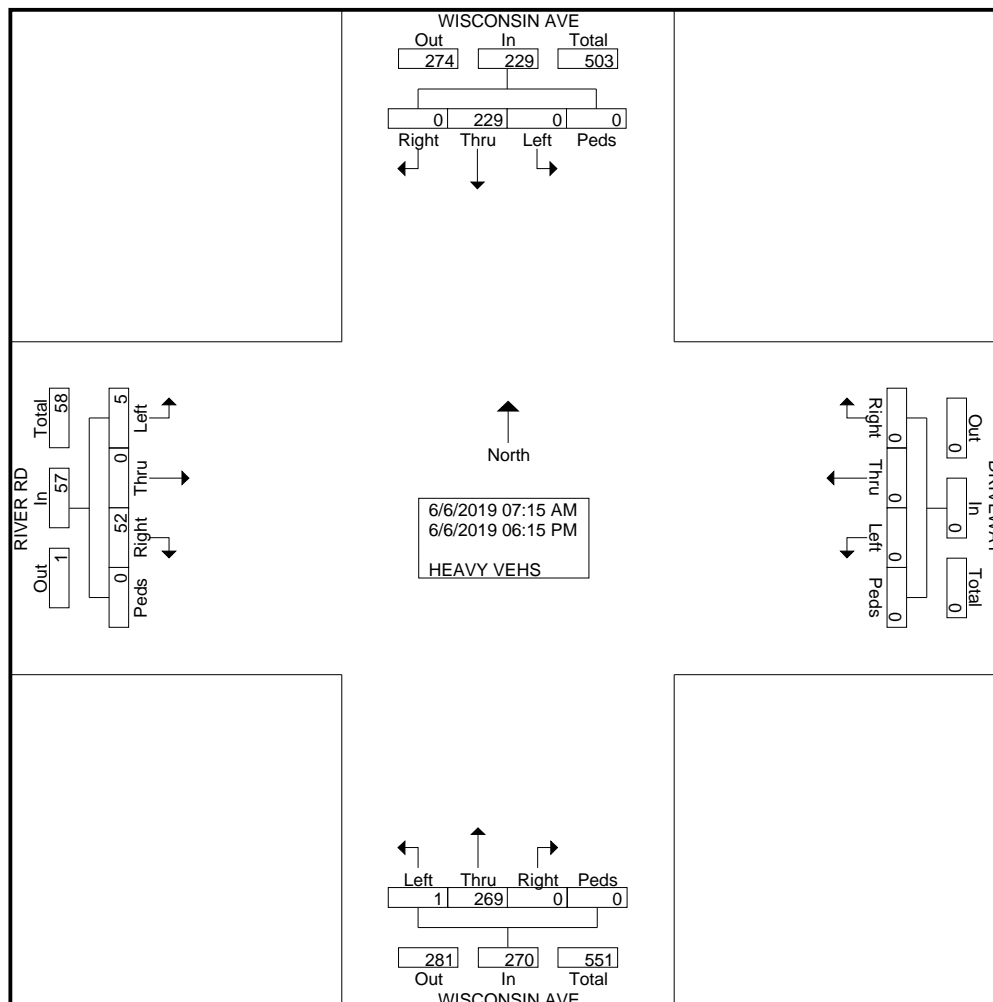
Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	17
05:15 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	11
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	23	0	0	23	0	0	0	0	0	0	32	0	0	32	1	0	2	0	3	58
06:00 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	15
06:15 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
Grand Total	0	229	0	0	229	0	0	0	0	0	1	269	0	0	270	5	0	52	0	57	556
Apprch %	0	100	0	0		0	0	0	0		0.4	99.6	0	0		8.8	0	91.2	0		
Total %	0	41.2	0	0	41.2	0	0	0	0	0	0.2	48.4	0	0	48.6	0.9	0	9.4	0	10.3	



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File Name : 6259_Wisconsin Ave at River Rd_Weekday

Site Code : 00000000

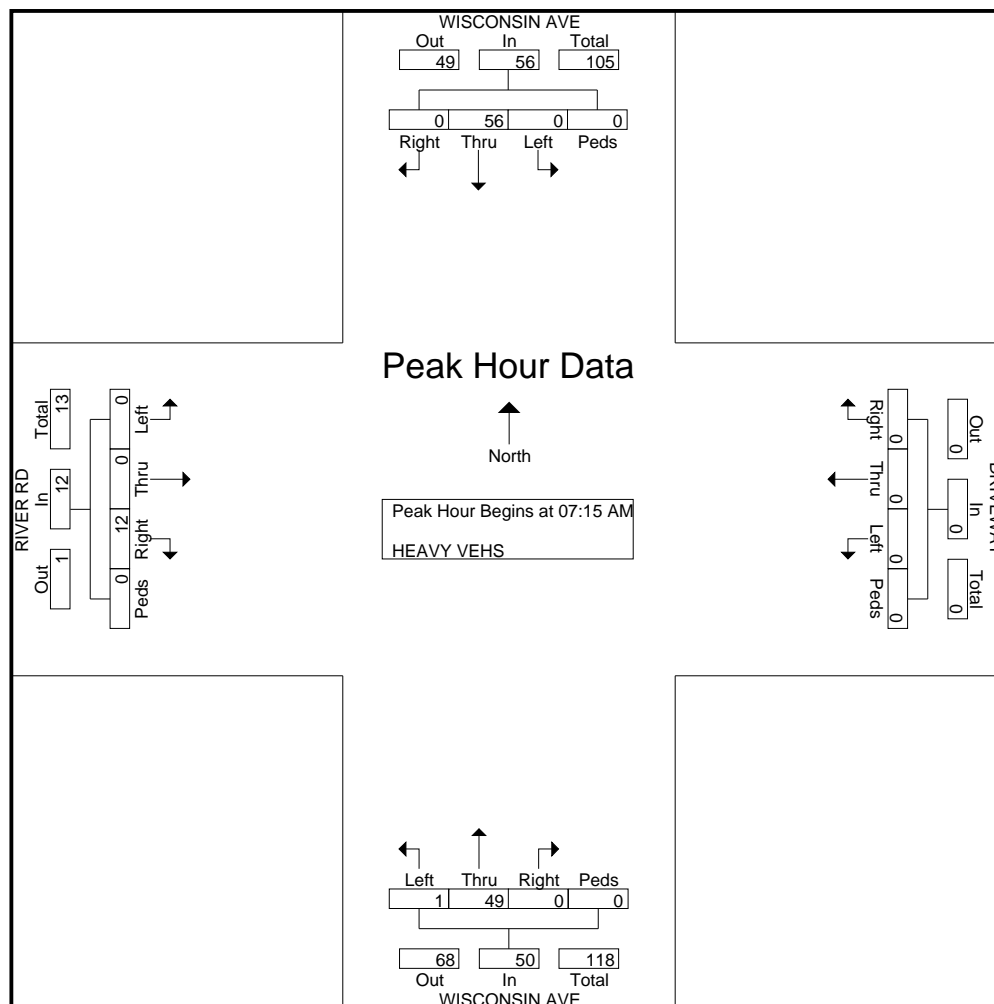
Start Date : 6/6/2019

Page No : 3

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	16	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	25
07:30 AM	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	27
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	0	0	3	0	3	34
08:00 AM	0	8	0	0	8	0	0	0	0	0	1	17	0	0	18	0	0	6	0	6	32
Total Volume	0	56	0	0	56	0	0	0	0	0	1	49	0	0	50	0	0	12	0	12	118
% App. Total	0	100	0	0		0	0	0	0		2	98	0	0		0	0	100	0		
PHF	.000	.824	.000	.000	.824	.000	.000	.000	.000	.000	.250	.721	.000	.000	.694	.000	.000	.500	.000	.500	.868

Peak Hour Analysis From 07:15 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



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Site Code : 00000000

Start Date : 6/6/2019

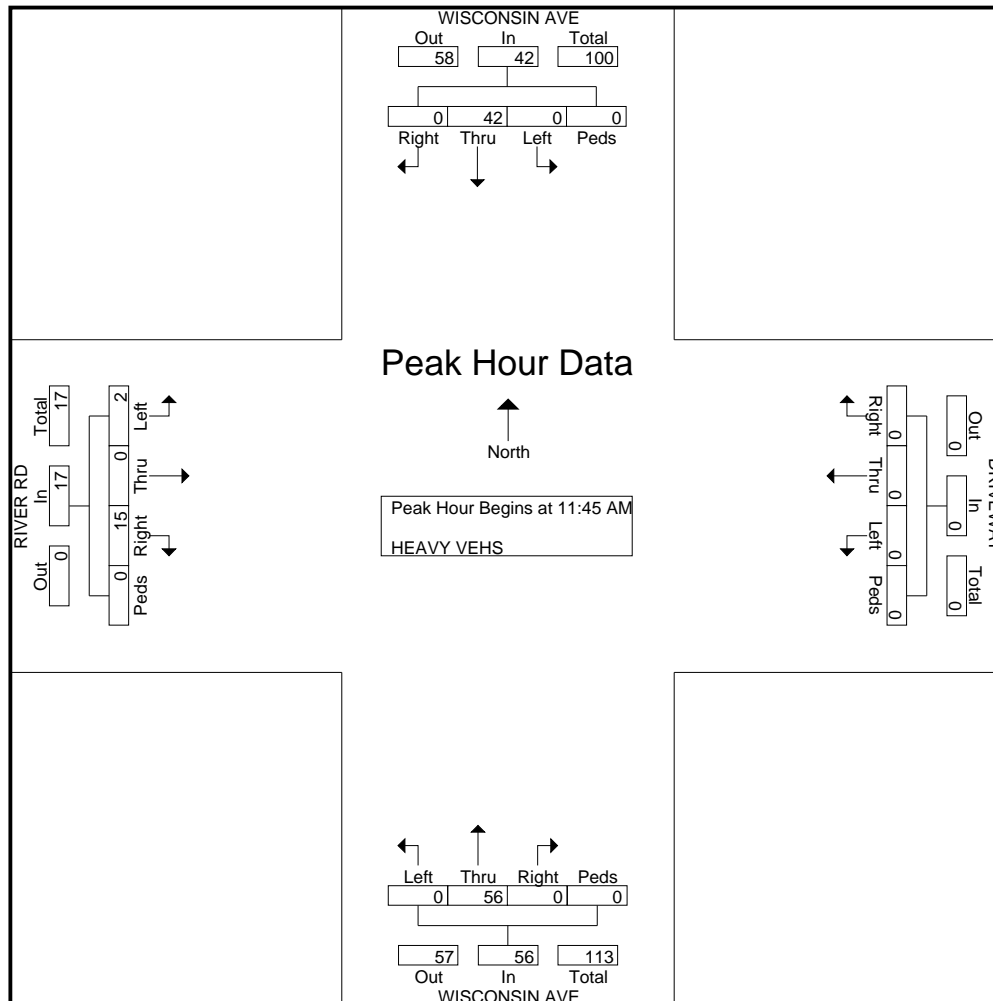
Page No : 4

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	3	0	3	22
12:00 PM	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	1	0	4	0	5	26
12:15 PM	0	13	0	0	13	0	0	0	0	0	0	19	0	0	19	1	0	2	0	3	35
12:30 PM	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	6	0	6	32
Total Volume	0	42	0	0	42	0	0	0	0	0	0	56	0	0	56	2	0	15	0	17	115
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		11.8	0	88.2	0		
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.737	.000	.000	.737	.500	.000	.625	.000	.708	.821



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Start Date : 6/6/2019

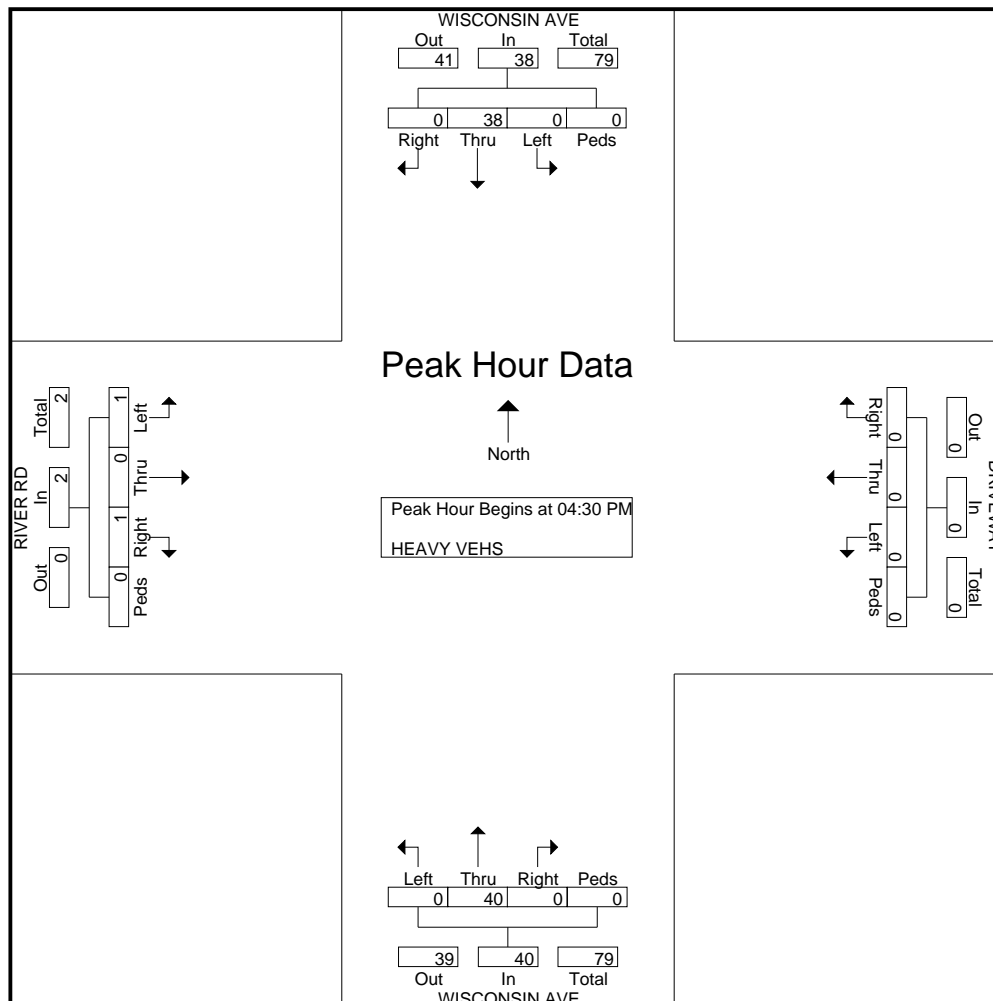
Page No : 5

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 02:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
04:45 PM	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
05:00 PM	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	17
05:15 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
Total Volume	0	38	0	0	38	0	0	0	0	0	0	40	0	0	40	1	0	1	0	2	80
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.864	.000	.000	.864	.000	.000	.000	.000	.000	.000	.833	.000	.000	.833	.250	.000	.250	.000	.250	.870



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Weather:
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File Name : 6259_Wisconsin Ave at River Rd_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	2	1	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	3
Total	0	2	0	1	3	0	0	0	0	0	0	4	0	0	4	0	0	0	4	4	11
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11:15 AM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	2
11:45 AM	0	1	0	0	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	1	2	5	0	0	0	1	1	0	2	0	0	2	0	0	0	2	2	10
12:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	1	0	2	3	0	0	0	3	3	0	1	0	0	1	0	0	1	2	3	10
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	1	1	2	6

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File Name : 6259_Wisconsin Ave at River Rd_Weekday

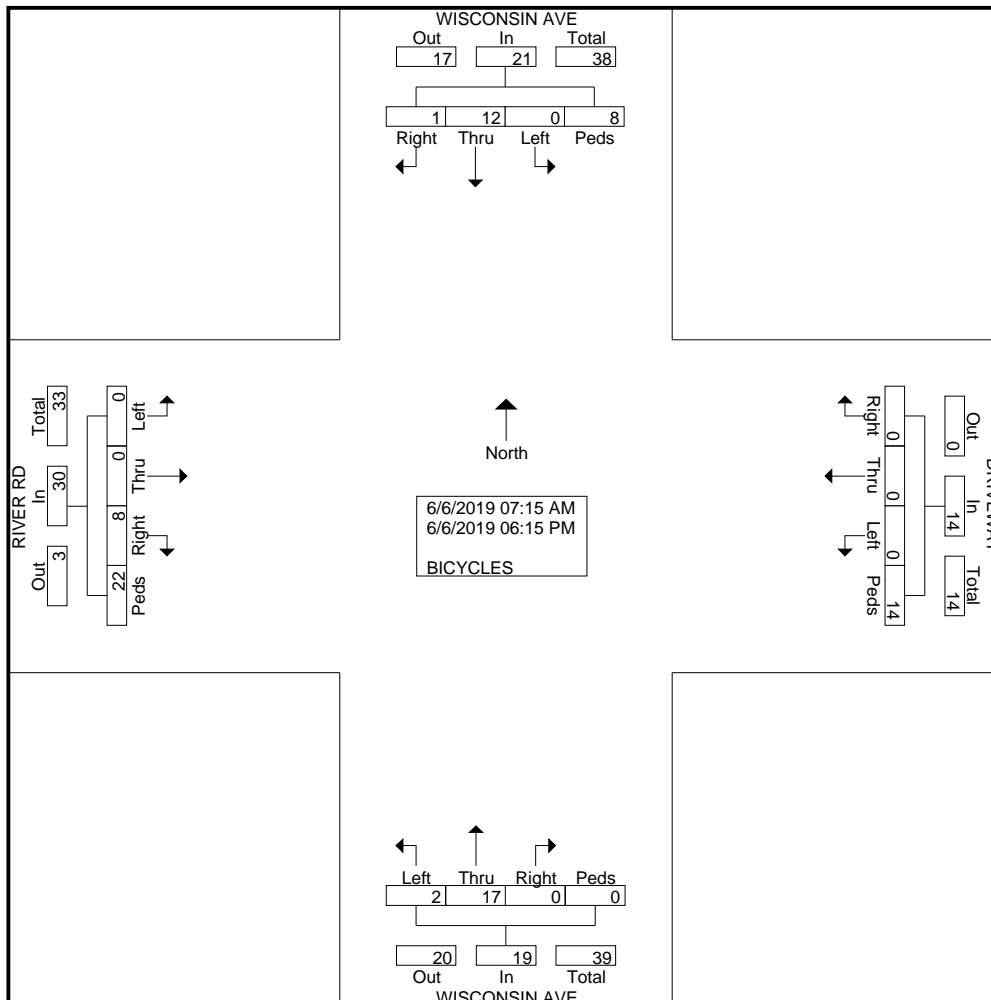
Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	2	3	5	9
05:15 PM	0	1	0	2	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	2	0	0	0	1	1	1	5	0	0	6	0	0	2	3	5	14
Total	0	4	0	2	6	0	0	0	5	5	1	6	0	0	7	0	0	4	6	10	28
06:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	6	6	8
Grand Total	0	12	1	8	21	0	0	0	14	14	2	17	0	0	19	0	0	8	22	30	84
Apprch %	0	57.1	4.8	38.1		0	0	0	100		10.5	89.5	0	0		0	0	26.7	73.3		
Total %	0	14.3	1.2	9.5	25	0	0	0	16.7	16.7	2.4	20.2	0	0	22.6	0	0	9.5	26.2	35.7	



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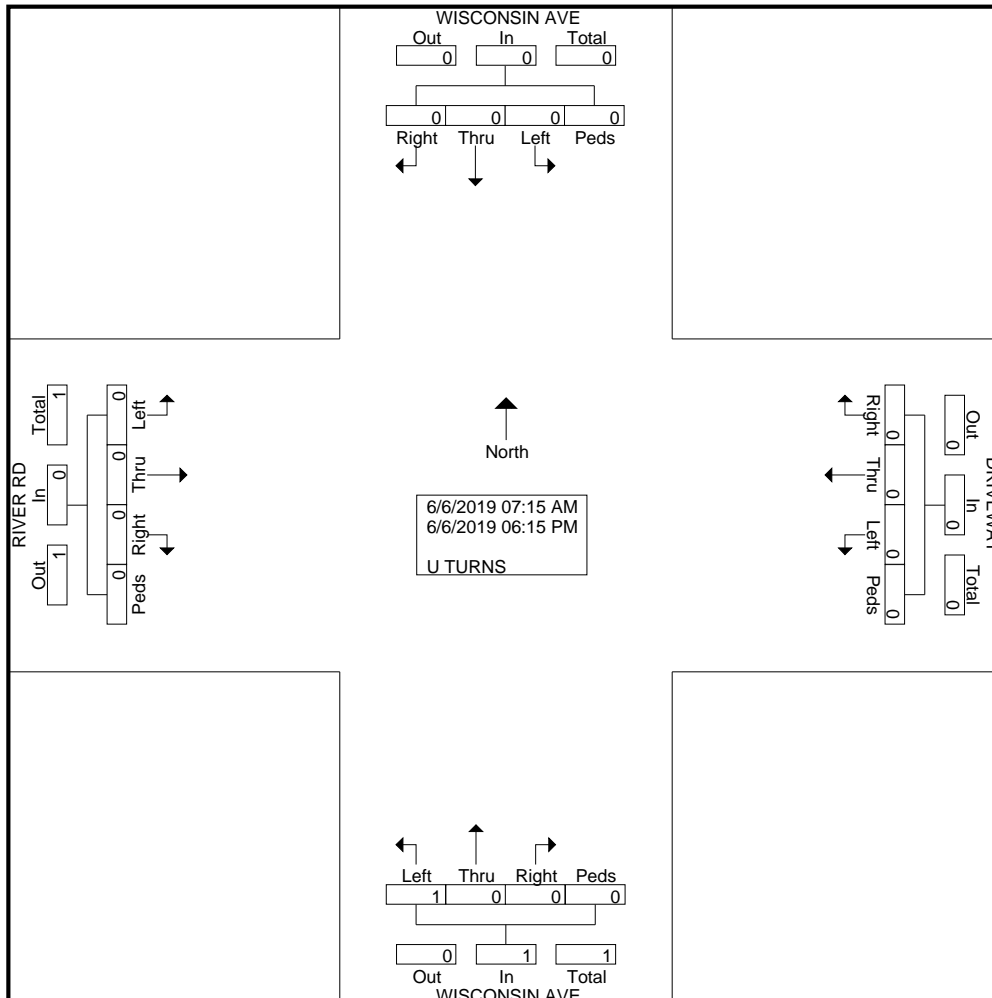
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443-741-3500

Weather:
Counted By:
Town: WASHINGTON D.C.
County:

File Name : 6259_Wisconsin Ave at River Rd_Weekday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
*** BREAK ***																						
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																						
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0			
Total %	0	0	0	0		0	0	0	0		100	0	0	0	100	0	0	0	0			



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Weather:

Counted By:

Town: WASHINGTON D.C.

File Name : 6259_Wisconsin Ave at River Rd_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 1

Groups Printed- VEHS&PEDS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	128	5	10	143	0	0	1	84	85	3	218	1	0	222	14	1	51	25	91	541
02:15 PM	0	160	3	28	191	0	0	1	59	60	3	215	3	0	221	10	0	60	28	98	570
02:30 PM	0	148	2	15	165	2	0	0	75	77	3	172	1	0	176	8	0	47	34	89	507
02:45 PM	0	158	5	14	177	0	0	0	53	53	2	196	1	0	199	5	0	38	19	62	491
Total	0	594	15	67	676	2	0	2	271	275	11	801	6	0	818	37	1	196	106	340	2109
03:00 PM	0	129	2	11	142	0	0	0	35	35	0	193	2	1	196	8	1	56	23	88	461
03:15 PM	0	162	4	17	183	0	0	2	36	38	0	217	0	0	217	10	0	43	25	78	516
03:30 PM	0	180	3	7	190	0	0	0	37	37	4	205	0	0	209	7	1	55	24	87	523
03:45 PM	0	188	3	10	201	1	0	0	43	44	6	217	0	0	223	4	0	60	25	89	557
Total	0	659	12	45	716	1	0	2	151	154	10	832	2	1	845	29	2	214	97	342	2057
Grand Total	0	1253	27	112	1392	3	0	4	422	429	21	1633	8	1	1663	66	3	410	203	682	4166
Apprch %	0	90	1.9	8		0.7	0	0.9	98.4		1.3	98.2	0.5	0.1		9.7	0.4	60.1	29.8		
Total %	0	30.1	0.6	2.7	33.4	0.1	0	0.1	10.1	10.3	0.5	39.2	0.2	0	39.9	1.6	0.1	9.8	4.9	16.4	

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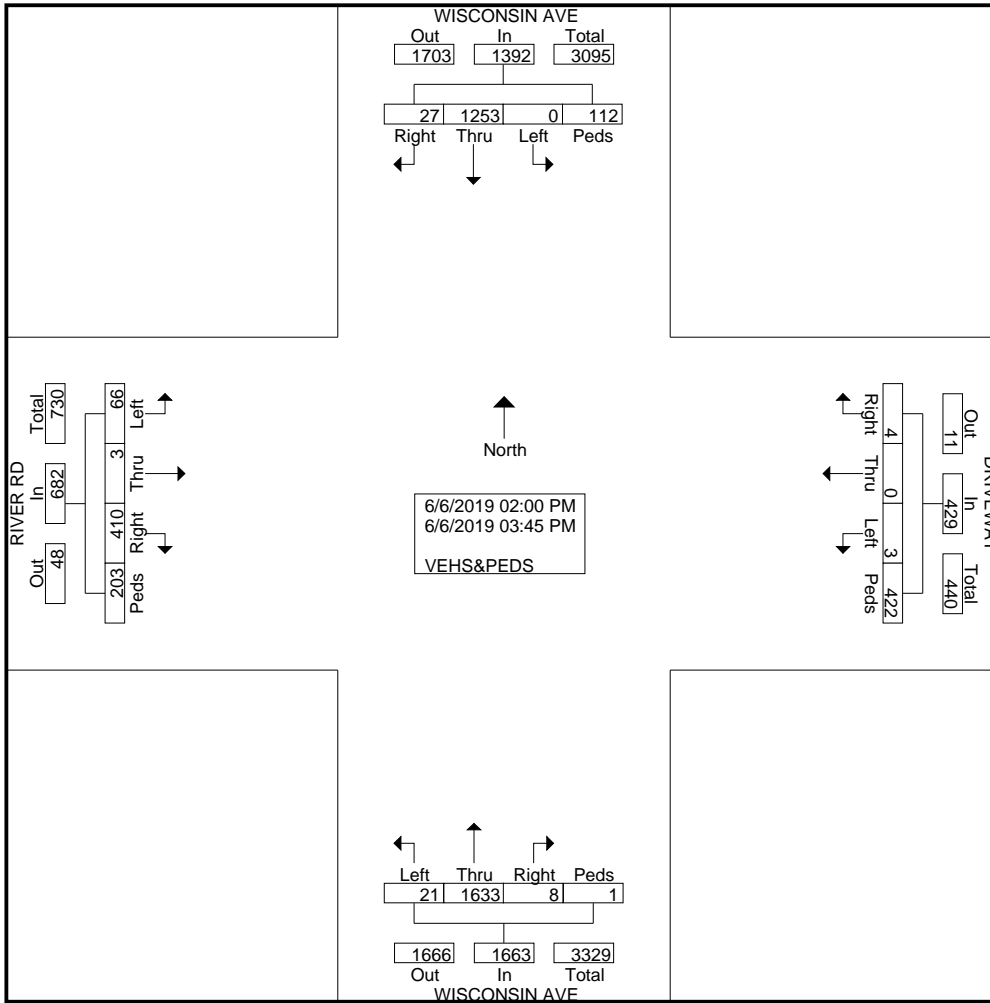
443-741-3500

File Name : 6259_Wisconsin Ave at River Rd_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2

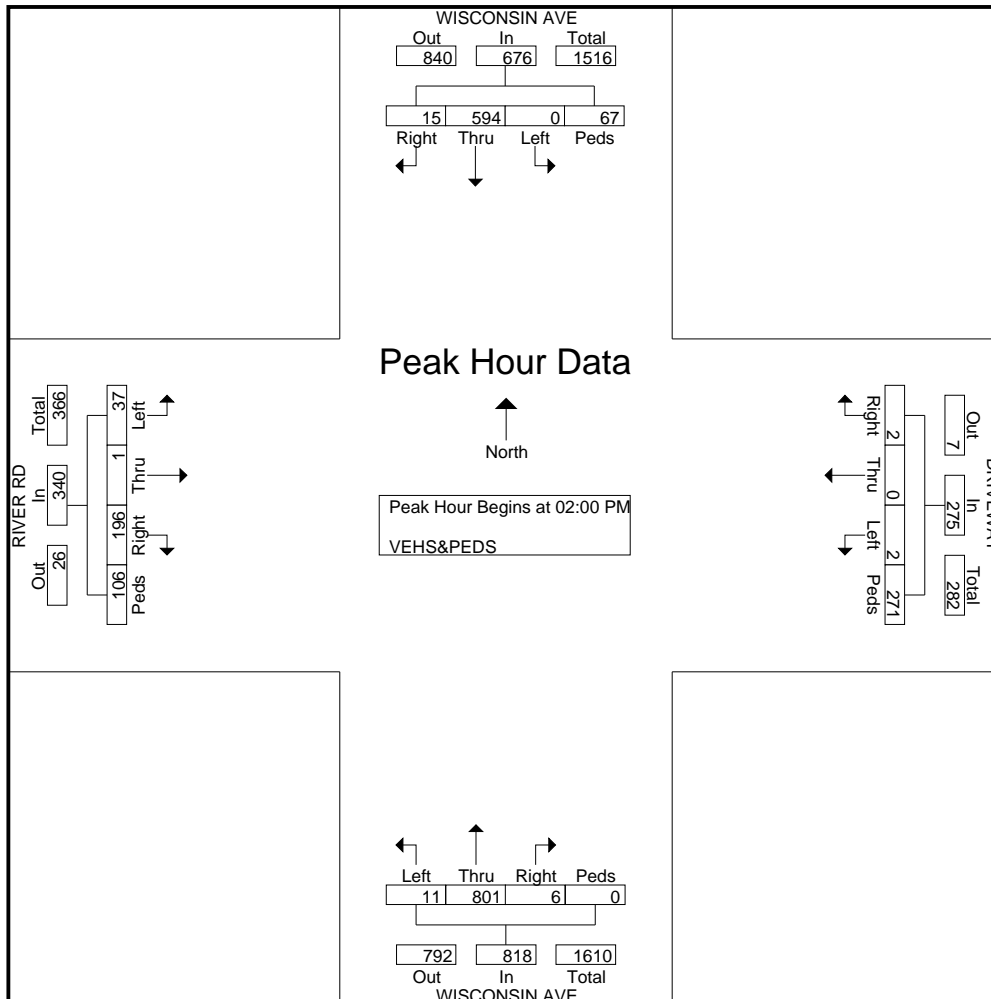


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File Name : 6259_Wisconsin Ave at River Rd_Saturday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 3

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	128	5	10	143	0	0	1	84	85	3	218	1	0	222	14	1	51	25	91	541
02:15 PM	0	160	3	28	191	0	0	1	59	60	3	215	3	0	221	10	0	60	28	98	570
02:30 PM	0	148	2	15	165	2	0	0	75	77	3	172	1	0	176	8	0	47	34	89	507
02:45 PM	0	158	5	14	177	0	0	0	53	53	2	196	1	0	199	5	0	38	19	62	491
Total Volume	0	594	15	67	676	2	0	2	271	275	11	801	6	0	818	37	1	196	106	340	2109
% App. Total	0	87.9	2.2	9.9		0.7	0	0.7	98.5		1.3	97.9	0.7	0		10.9	0.3	57.6	31.2		
PHF	.000	.928	.750	.598	.885	.250	.000	.500	.807	.809	.917	.919	.500	.000	.921	.661	.250	.817	.779	.867	.925



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Weather:
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File Name : 6259_Wisconsin Ave at River Rd_Saturday
 Site Code : 00000000
 Start Date : 6/6/2019
 Page No : 1

Groups Printed- HEAVY VEHS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	23
03:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	15
Grand Total	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	38
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0	33.3	0	66.7	0			
Total %	0	92.1	0	0	92.1	0	0	0	0	0	0	0	0	0	2.6	0	5.3	0	7.9		

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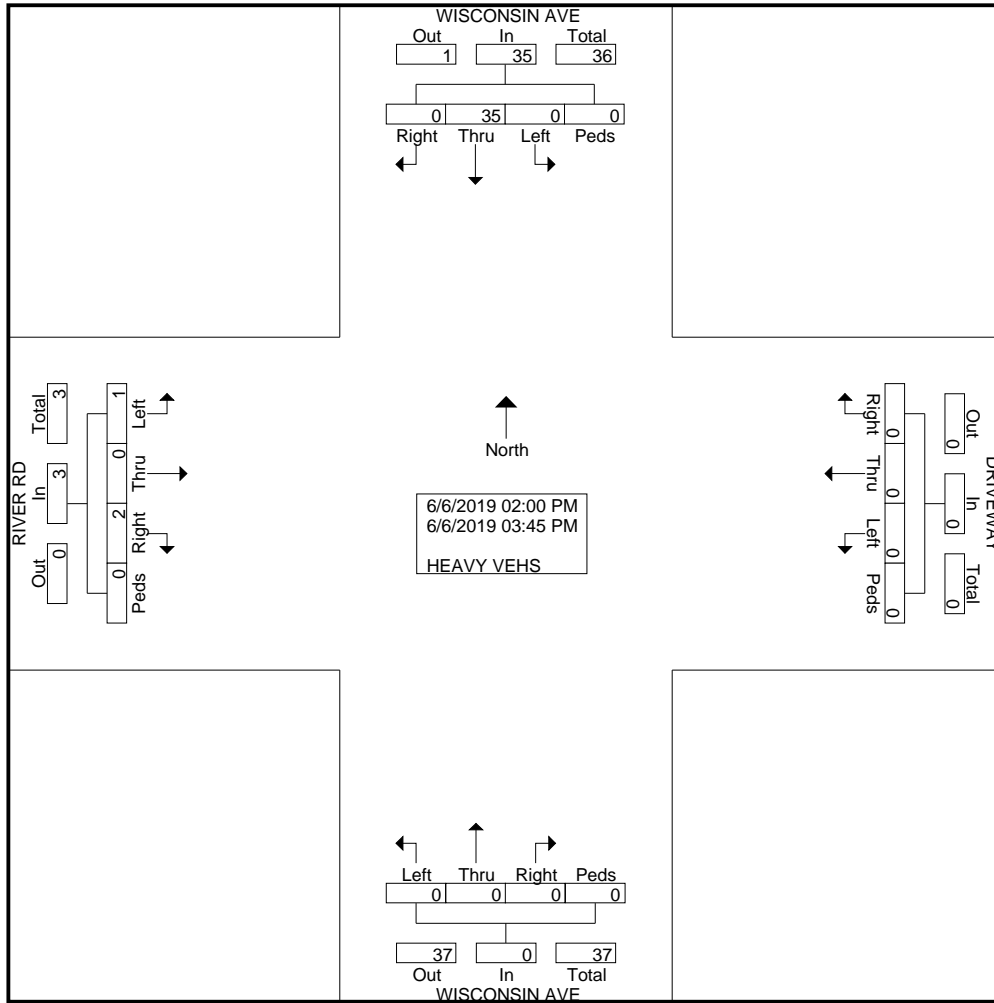
443-741-3500

File Name : 6259_Wisconsin Ave at River Rd_Saturday

Site Code : 00000000

Start Date : 6/6/2019

Page No : 2



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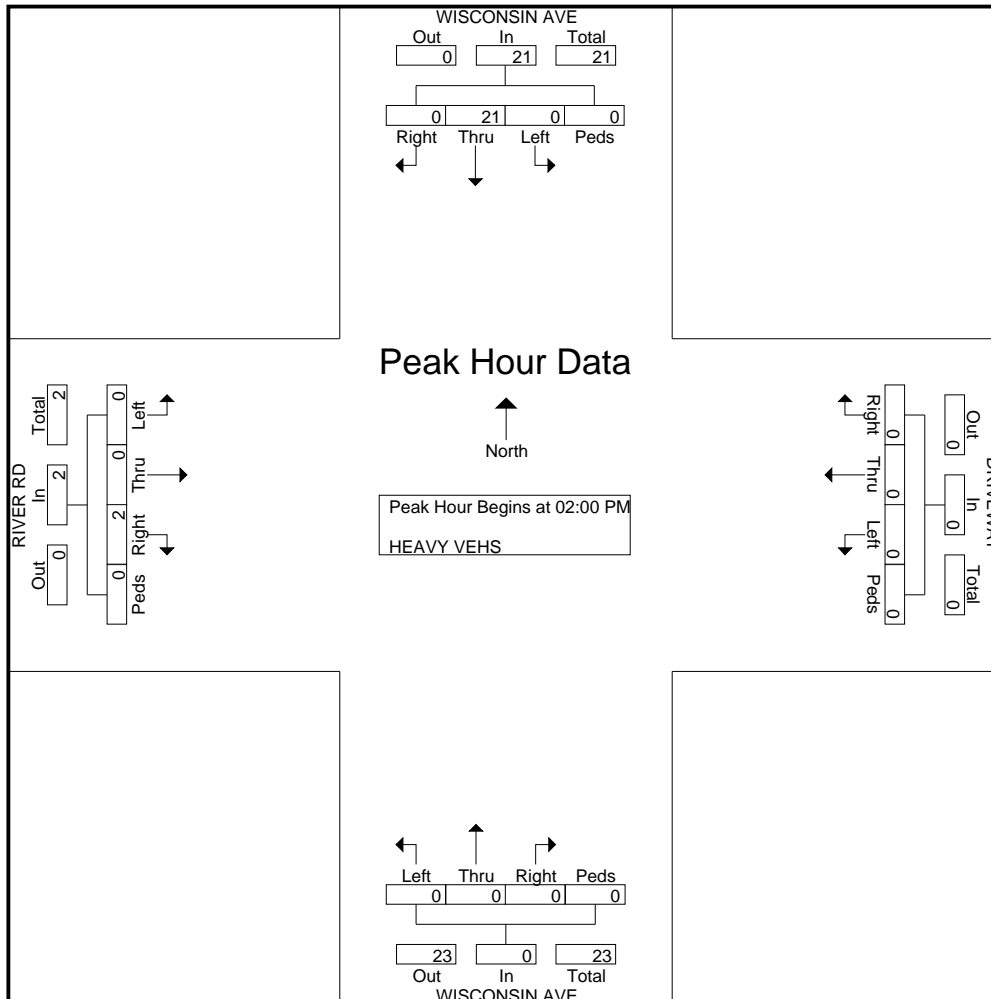
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Site Code : 00000000

Start Date : 6/6/2019

Page No : 3

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total Volume	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	23
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.821



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Weather:
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File Name : 6259_Wisconsin Ave at River Rd_Saturday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- BICYCLES

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
02:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:45 PM	0	2	0	0	2	0	0	0	1	1	0	3	0	0	3	0	0	0	2	2	8
Total	0	2	0	0	2	0	0	0	4	4	0	3	0	0	3	0	0	0	3	3	12
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	5
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	2	0	1	3	0	1	0	2	3	0	0	0	0	0	0	0	0	2	2	8
Total	0	4	0	1	5	0	1	0	2	3	0	2	2	2	6	0	0	0	4	4	18
Grand Total	0	6	0	1	7	0	1	0	6	7	0	5	2	2	9	0	0	0	7	7	30
Apprch %	0	85.7	0	14.3		0	14.3	0	85.7		0	55.6	22.2	22.2		0	0	0	100		
Total %	0	20	0	3.3	23.3	0	3.3	0	20	23.3	0	16.7	6.7	6.7	30	0	0	0	23.3	23.3	

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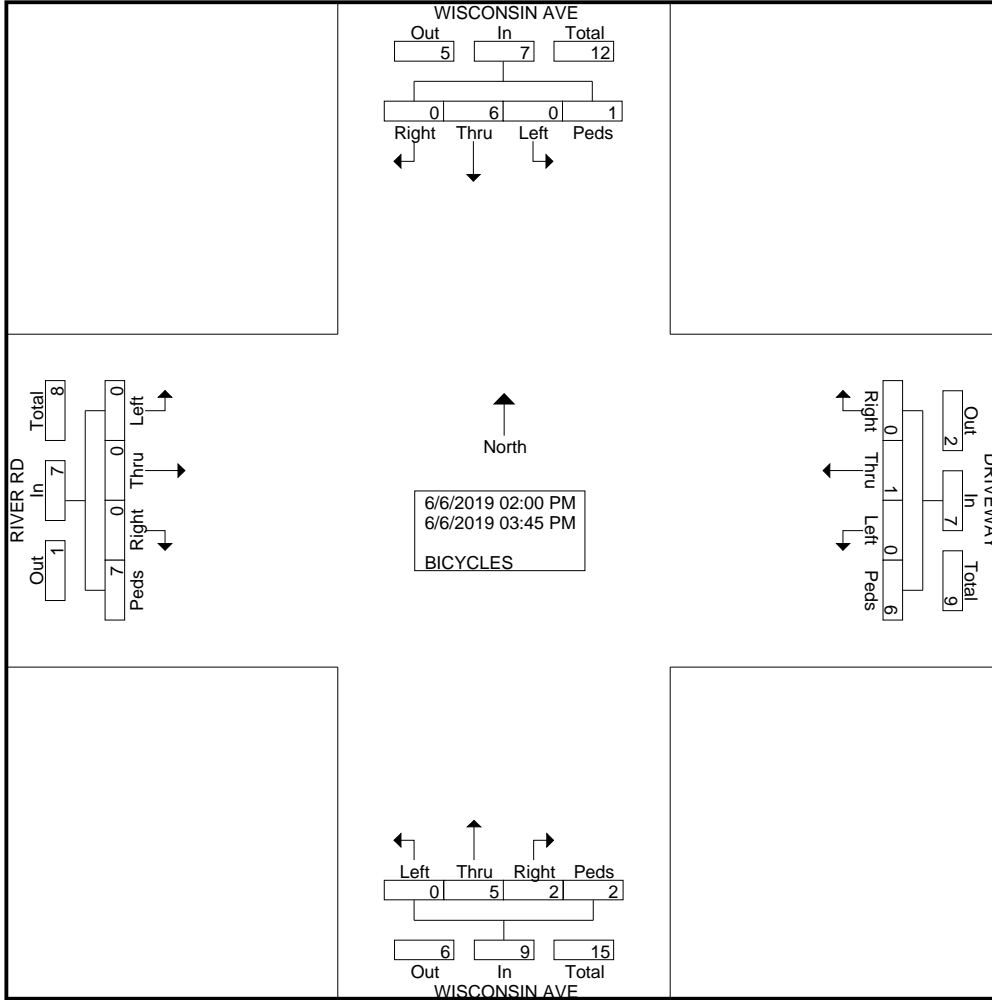
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Site Code : 00000000

Start Date : 6/6/2019

Page No : 2



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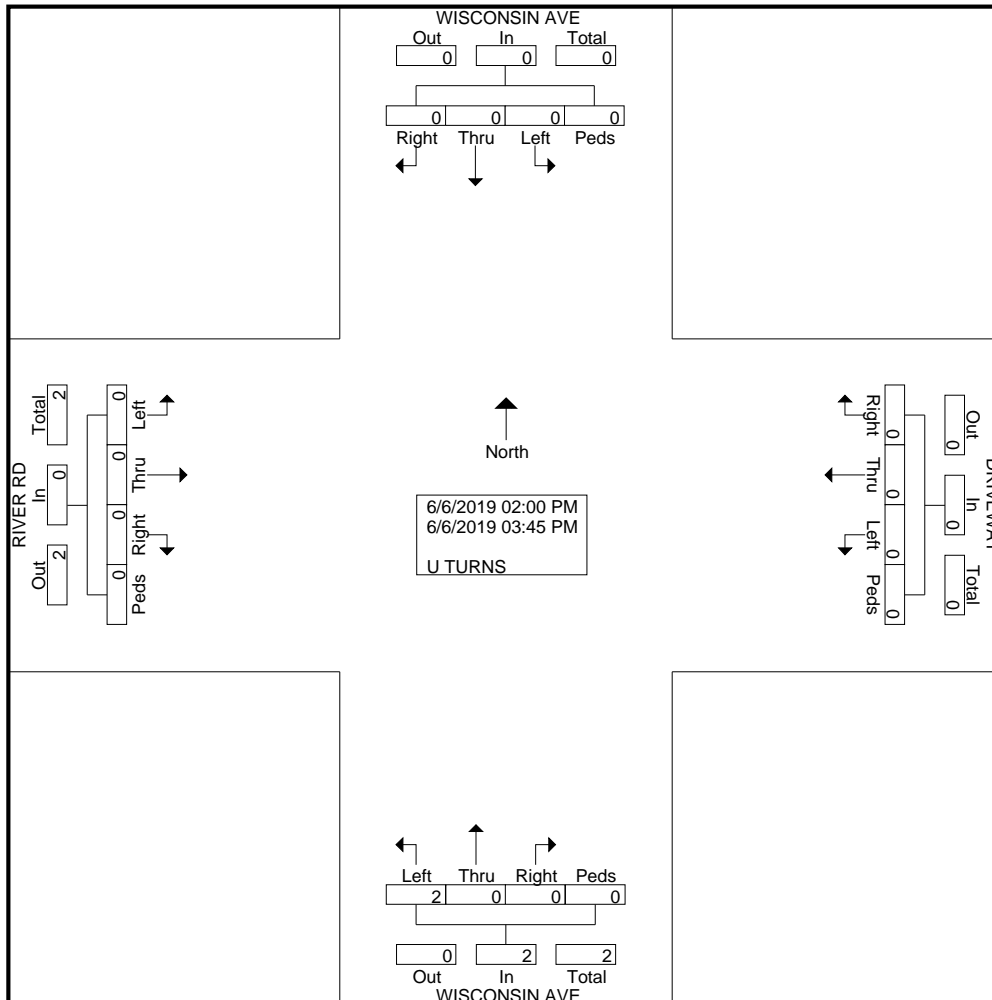
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Weather:
Counted By:
Town: WASHINGTON D.C.

File Name : 6259_Wisconsin Ave at River Rd_Saturday
Site Code : 00000000
Start Date : 6/6/2019
Page No : 1

Groups Printed- U TURNS

Start Time	WISCONSIN AVE From North					DRIVEWAY From East					WISCONSIN AVE From South					RIVER RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100



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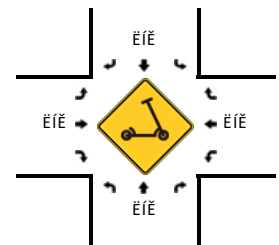
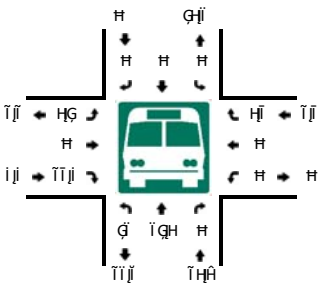
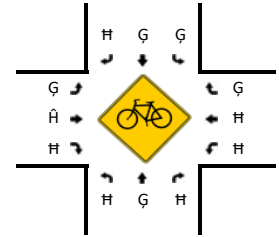
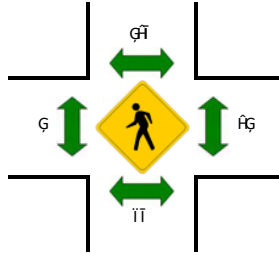
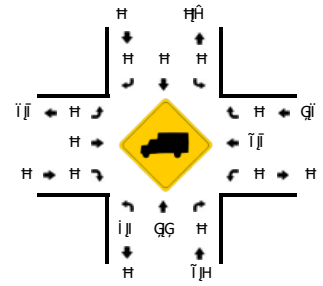
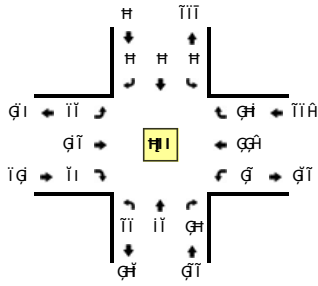
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E E DA AA AD AA I A H I I

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CAAA GHED AEA CHED AEA CHED



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EA B	AA	KA B	K	EA B	AA	KA B	K	EA B	AA	KA B	K	EA B	AA	KA B	K				
E BE AA AC	I I	GG	GI	H	H	H	H	H	HI	TI	GH	H	I H	GH	GH	H	H	I I	
IJAAL A AAC	H	H	H	H	H	H	H	H	H	H	H	H	H	A	H	H	H	A	
GAAC	A	TA	H	H	H	H	H	H	A	H	TA	H	H	H	H	H	H	HI	
CACABA AC	H	H	H	H	H	H	H	H	H	H	H	H	H	A	H	H	H	GH	
GAAC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
FCABA AC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

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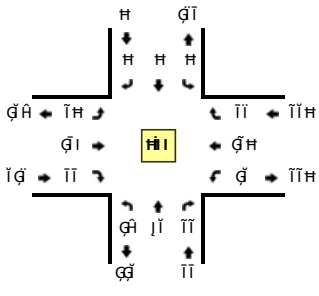
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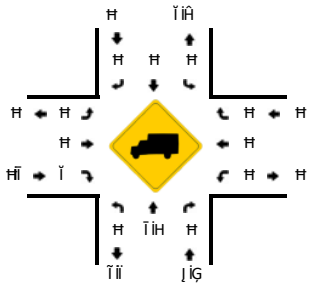
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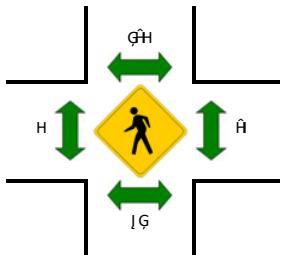
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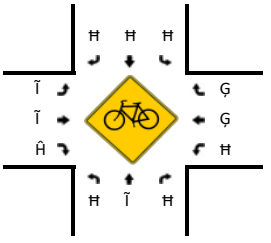


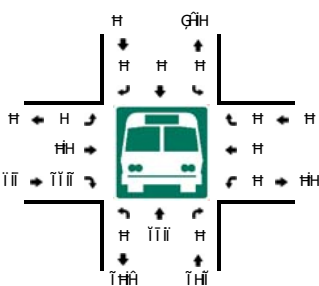





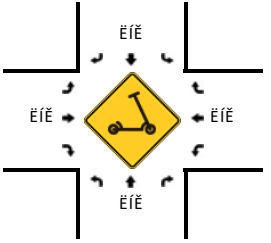












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IJAAL A AAC	H	G	H	H	H	H	H	H	H	H	H	I	H	H	H	H	H	I	H
GACAC	H	I	H	H	H	H	H	H	H	H	I	H	H	H	H	H	H	J	H
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GAC CAB	H	H	H	H	H	H	H	H	H	H	G	H	H	H	H	H	H	I	H
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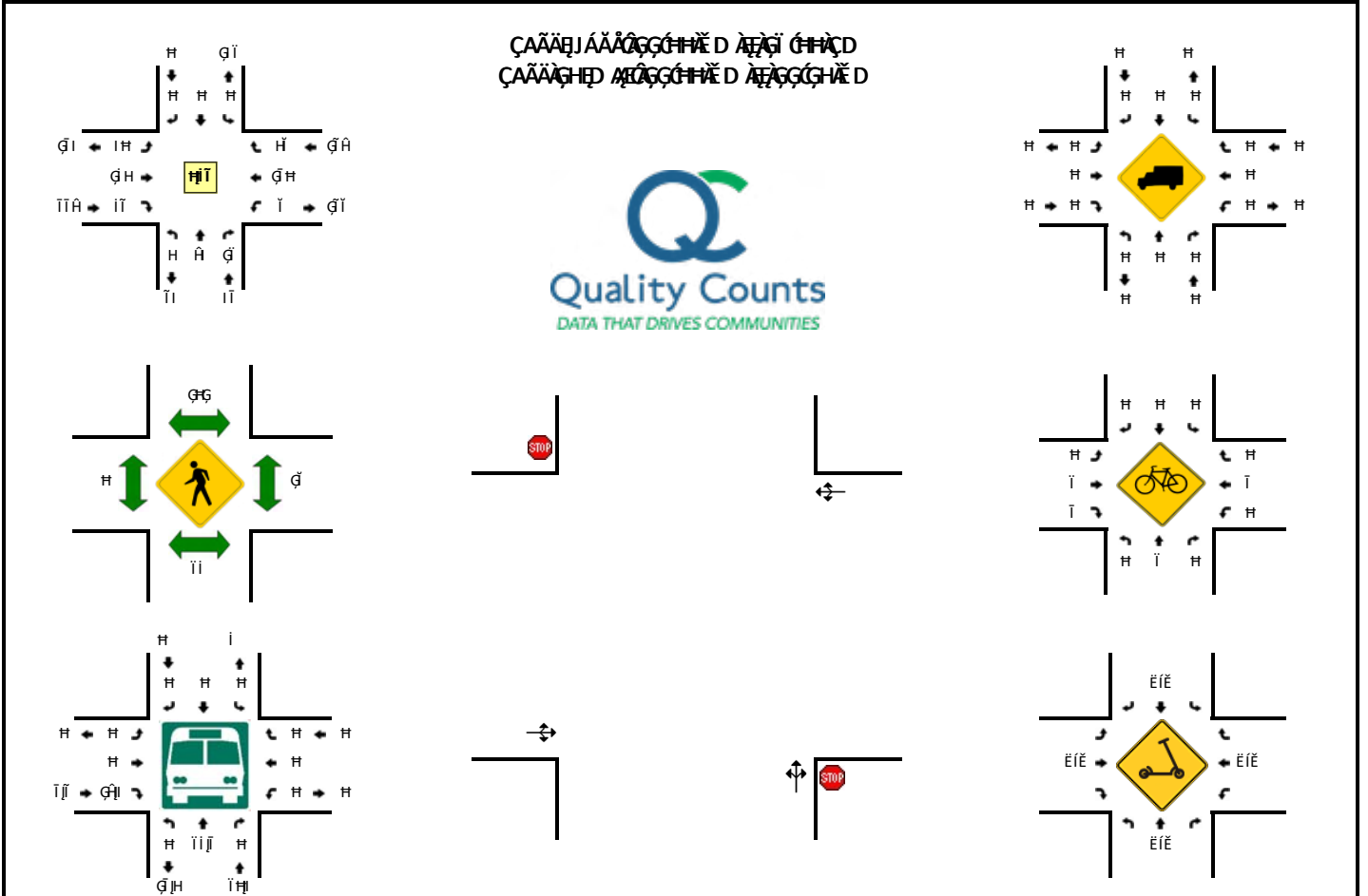
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GE E GA G GH H H H G
E E DE AB E AA A H I



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GACAC	H	GI	H		H	H	H		H	H	GI		H	H	H		H	H	I
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EAD D ABCC

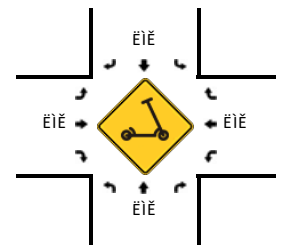
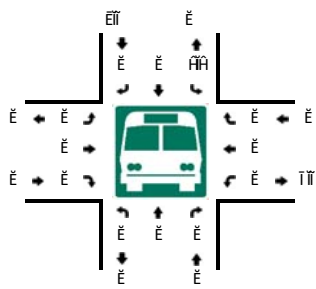
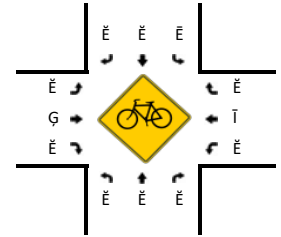
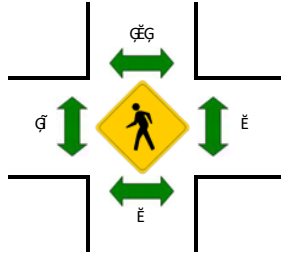
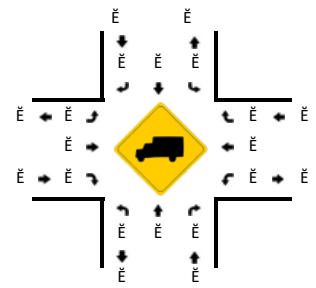
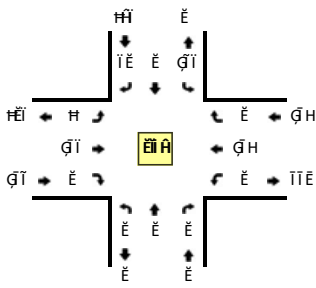
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I E DE AB BA AA AE HH

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CAAAH HD ABAGGEEA D AFAGGHA E D



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J AAL A AACAC	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	
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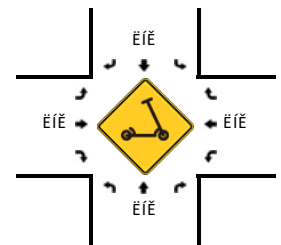
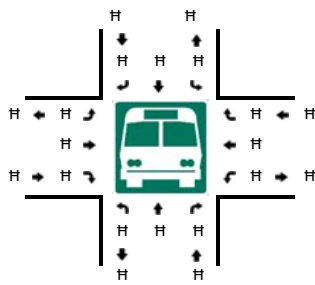
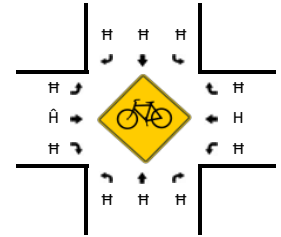
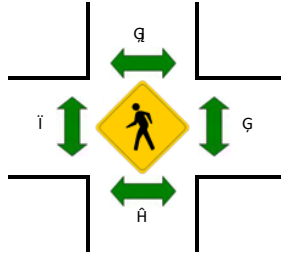
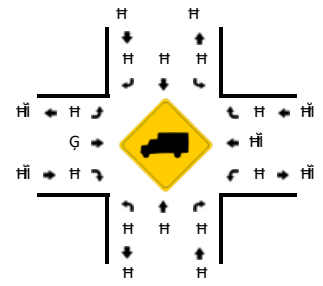
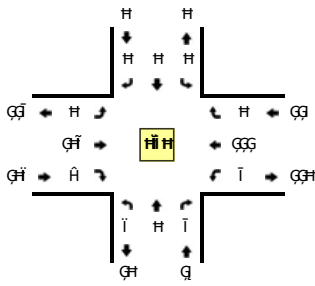
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GACAC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
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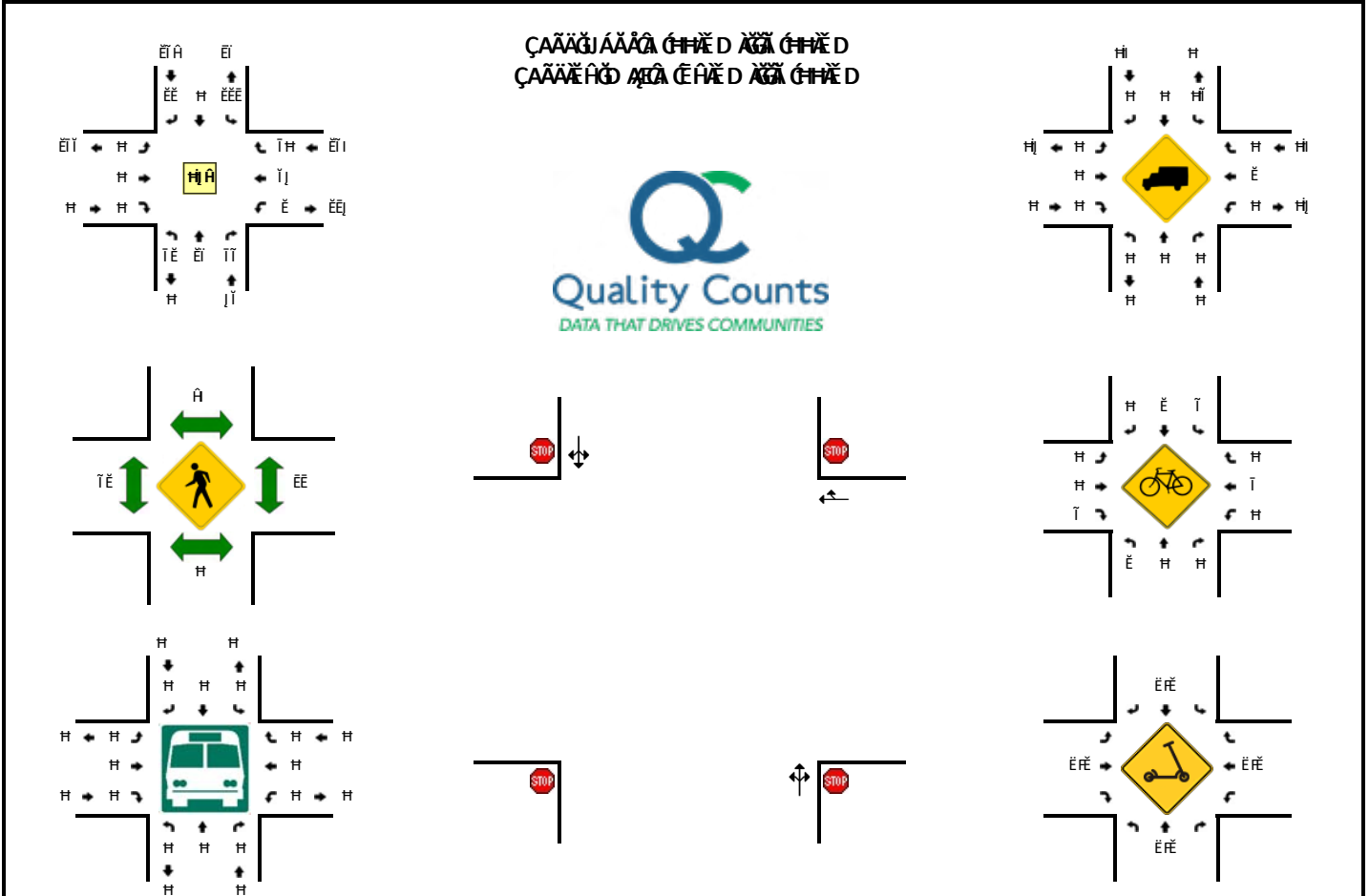
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GE GE GA GE HHEHI E
I E DA AAD AA I A HI I



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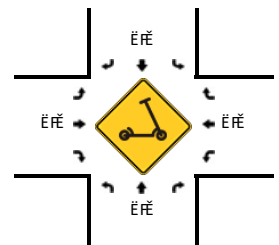
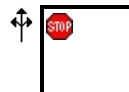
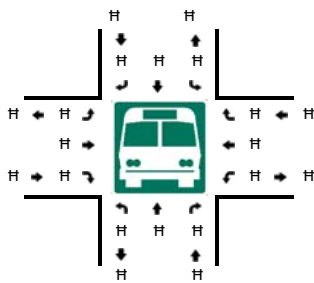
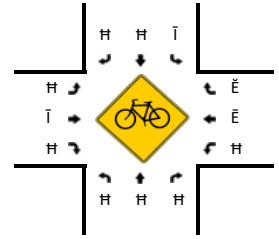
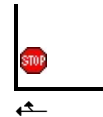
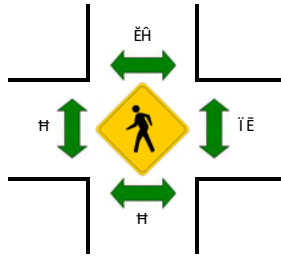
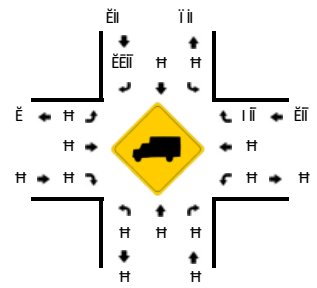
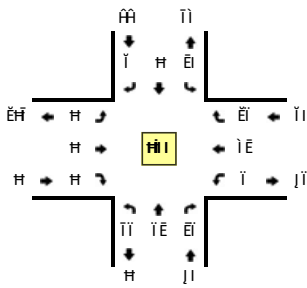
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E BE AAAAC	IE	IH	HI	H	IH	H	I	H	H	H	H	H	H	IH	EI	E		IE	
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GACAC	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H		H	
CACABAAEC	H	H	H	H	II	H	H	H	H	H	H	H	H	IE	H	H		AI	
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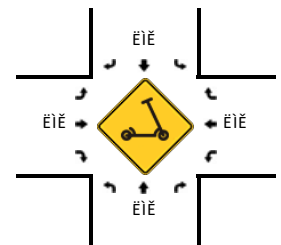
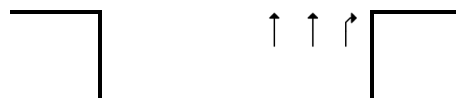
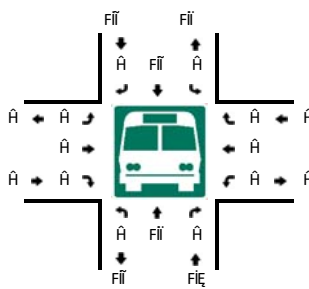
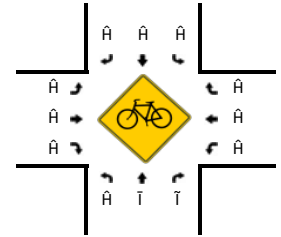
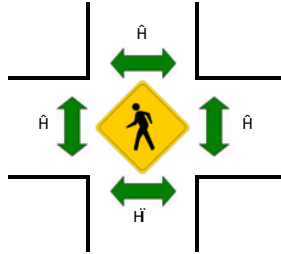
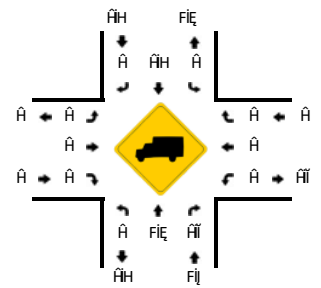
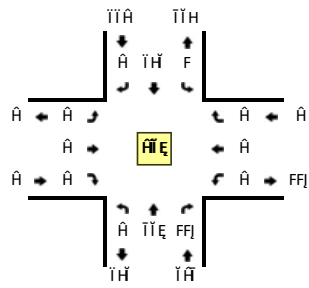
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FHED A E A A B CA A CA GA B E A E B	E A C A C A E E A A J E A A A A A C J				E A C A C A E E A A J G A A B A A A A C J				E F C B G B E E J D A C B A A A A C J				E F C B G B E E J E A C B A A A A C J				A B A D	I J A A D A B A B C
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K A A A B A A A B A C A E I E I T H I T A G I A C D

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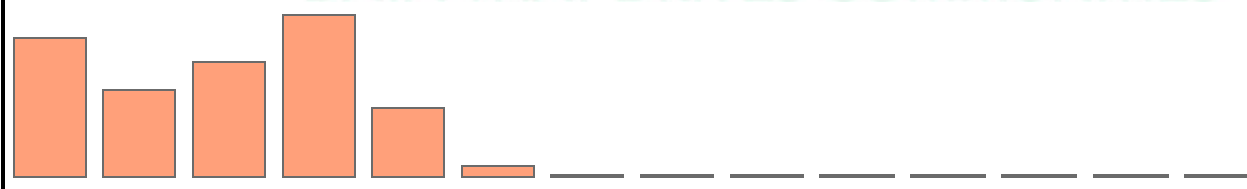
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EAAEAE EFGFG
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 CC GA CAFA GII

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CC AACE GAIAA	E E I T G I J	J E I E F I J	E G I E I I J	E E I T I I J	I G I E E I J	E G E E I I J	I G I J	I G I	G G I	G G I	G G I	G G I	G G I	G G I	E E G G	TEAG	TI EF
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AAE E AAIA

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AK I CH HA AAAA AA AA AABC AC

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CC E E I E															<p>I E A E A A A A A A A A G G A G L T A C A A E A A B I C D A A C I A A A G A G L T A B I C A A A F A G L T A B A A A I A G L</p>		
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A C K H A G A E A C B A A A A A A A C C A A E A A A H L L I L A C B A T A A A A D A A A



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CD HAI CAAGA GI I

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DC GGG															
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DÇ GGI G															

AAE E AAAA

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J AE AEA DEACI A		IJJ	FGFGi	IiKJ		FGGi				
DI AGACEA CAAC A		FF AGAD G	FF AGAD GGG	FF AGAD Gi		FF AGAD G G			FF AGAD G G	
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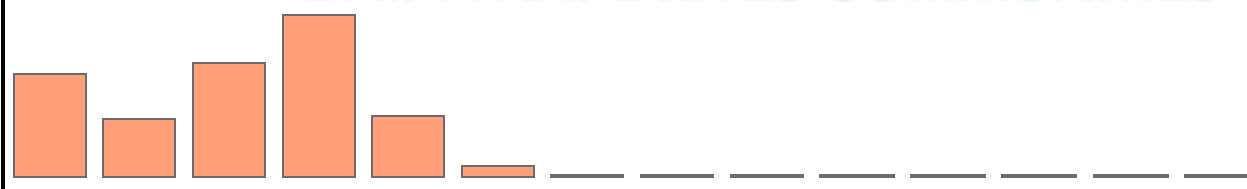
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 CC GA CAITAGI

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GG AGGACI	EE	G	I	I	G	G	G	G	G	G	G	G	G	G	GE	IEAG	EF
GF AGGACI	EE	EI	IG	II	J	E	G	G	G	G	G	G	G	G	Ji	IEAG	Fi
GE AGGACI	EG	J	GE	EIG	EI	i	I	G	G	G	G	G	G	G	IJG	IEAG	TEI
GI AGGACI	GF	GI	EIE	IIIG	IE	EI	G	G	G	G	G	G	G	G	EE	IEAG	GIJ
GI AGGACI	EIE	EII	EII	EIG	FG	G	G	G	G	G	G	G	G	E	IEE	IEAG	GQI
GI AGGACI	I	I	EIE	EIG	GI	I	E	G	G	G	G	G	G	G	EIG	IEAG	TFI
GI AGGACI	EIJ	IE	EIE	EIG	EI	I	E	E	G	G	G	G	G	G	EIG	IEAG	GGI
EG AGGACI	EIG	EJ	EIJ	IIIG	EI	J	G	G	G	G	G	G	G	E	IJF	IEAG	FFE
EE AGGACI	IG	II	EIE	III	IG	EE	G	G	G	G	G	G	G	G	I	IEAG	GI
EI AGGACI	I	II	EIG	GG	J	EE	G	G	G	G	G	G	G	G	I	IEAG	FII
GE AGGACI	EE	IF	EIE	II	I	I	G	G	G	G	G	G	G	G	I	IEAG	GI
GI AGGACI	EIG	IG	EIF	EIJ	EIE	II	G	G	G	G	G	G	G	G	IEE	IEAG	GI
GG AGGACI	EIT	IF	EIF	EIE	GG	II	I	G	G	G	G	G	G	G	I	IEAG	GI
GF AGGACI	I	IF	EIG	IIIG	EI	EI	E	G	G	G	G	G	G	G	I	IEAG	GI
GE AGGACI	IEE	EJ	EIJ	IEE	EIE	EI	G	G	G	E	G	G	G	G	I	IEAG	GI
GI AGGACI	EE	II	EIE	EIE	II	EI	G	G	G	G	G	G	G	G	I	IEAG	GI
GI AGGACI	J	IG	EIJ	III	IG	EG	E	G	G	G	G	G	G	G	IEE	IEAG	FGE
GI AGGACI	II	IE	EII	EIE	GE	F	G	G	G	G	G	G	G	G	FFG	IEAG	IEE
GI AGGACI	FG	EF	EIG	EIE	GI	I	G	G	G	G	G	G	G	E	GI	IEAG	TFE
EG AGGACI	FG	GG	IG	EIE	GI	J	G	G	G	G	G	G	G	G	I	IEAG	EII
EE AGGACI	IE	EJ	FI	FF	II	I	G	G	G	G	G	G	G	G	EII	IEAG	I

CC AACE GAIAA	IIGI IGI	EGGE EIEI	IEIE IIEI	GIJ GEIJ	EJI EIJ	III EIJ	J GIJ	E GI	G GI	E GI	G GI	G GI	G GI	I GIJ	EEGE	IEAG	II
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CI AGCDA JAIEA	JAGGACI A IG	IAGGACI A EII	IAGGACI A EII	EGAGGACI A IIIG	EEAGGACI A IG	IAGGACI A EII	EAGGACI A I	IAGGACI A E	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A E	EGAGGACI A IJF	
GI AGCDA JAIEA	FAGGACI A IG	EAGGACI A EQ	EAGGACI A EIJ	EAGGACI A GG	EAGGACI A EGG	EAGGACI A II	EAGGACI A I	EAGGACI A G	EAGGACI A G	EAGGACI A E	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A JGE	

AAE E AAADA

CCAC CDA DAACDCAC DAMAAE MACIAE CAPAADÉ
 AGGAGAACAC CDA
 ACHIEC GAE CDEIAJ AAACÁ

EAAEEAE EFGFG
 CHGA CDAEAE
 CC GA CAFA GI

AAAAIE A	E EE	EI IG	IE IE	II GG	GE GE	GI FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II iii	AACE	GI AAE AAB	DAE AAA IAACA
EI AGACI	I	I	EJ	II	EE	E	G	G	G	G	G	G	G	G	IE	IEAG	FE
GE AGACI	E	E	I	EI	G	G	G	G	G	G	G	G	G	G	GI	IEAG	IG
GI AGACI	I	G	I	I	G	E	G	G	G	G	G	G	G	G	IG	IEAE	EI
GG AGACI	I	F	I	EE	G	E	G	G	G	G	G	G	G	G	GI	IEAG	II
GF AGACI	EI	I	EI	IE	I	G	G	G	G	G	G	G	G	G	IJ	IEAG	FE
GE AGACI	EE	F	II	EFG	EI	I	G	G	G	G	G	G	G	G	IFI	IEAE	EII
GI AGACI	FG	GE	EIG	IGI	JG	EE	I	G	G	G	G	G	G	G	EAG	IEAG	GEI
GI AGACI	EAG	EIG	EIG	EII	EF	J	I	G	G	G	G	G	G	G	IEG	IEAG	GI
GJ AGACI	EIT	EII	EIJ	EII	GI	I	G	G	G	G	G	G	G	G	IJI	EIAE	GI
GI AGACI	EFE	IF	EJE	EJE	FI	E	G	G	G	G	G	G	G	G	IEG	IEAG	GI
EAG AGACI	IF	IJ	EET	EIJ	EJ	EG	E	G	G	G	G	G	G	G	IGE	IEAG	GI G
EE AGACI	EGI	IJ	EIF	EIE	EI	G	I	G	G	G	G	G	G	E	IEG	IEAG	FI
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GE AGACI	EFI	IG	EIT	II	II	G	G	G	G	G	G	G	G	G	IJI	IEAG	GI
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GI AGACI	EIE	EIG	EIG	EIE	II	EG	G	G	G	G	G	G	G	G	II	IEAG	FG
GI AGACI	EAG	EIG	EJE	EII	FE	I	G	G	G	G	G	G	G	G	IEG	IEAG	GI
GJ AGACI	IEE	EI	EIF	EIG	EI	E	G	G	G	G	G	G	G	G	IEJ	IEAG	GI
GI AGACI	EIE	IE	EII	EIE	IF	I	G	G	E	G	G	G	G	G	IEE	IEAG	FI
EAG AGACI	GI	EIE	EIE	II	II	G	G	G	G	G	G	G	G	G	IEE	IEAG	GI
EE AGACI	GG	II	GI	IJ	GE	EG	G	G	G	G	G	G	G	G	IGI	IEAG	EIE

CC AACE GAIAA	IIII EIIJ	EIEJ EIIJ	IIII IEIJ	GEGE GGIJ	EIGI IGI	EEIE EIGI	EIE GIEJ	G GI	I GI	G GI	G GI	G GI	E GI	E GI	EEEE	IEAG	IFFG
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CI AGACDA JAIEA	JAGACI A EIT	JAGACI A EII	JAGACI A EIJ	EEAGACI A IEE	IAGACI A IG	IAGACI A EE	EAGACI A I	EAGACI A G	EAGACI A G	EAGACI A G	EAGACI A G	EAGACI A G	EAGACI A G	EAGACI A E	EEAGACI A IEG		
GI AGACDA JAIEA	EAGACI A IEE	EAGACI A EIE	GAGACI A EIE	GAGACI A IEE	FAGACI A IEE	GAGACI A EIE	IAGACI A I	EAGACI A I	EAGACI A E	EAGACI A G	EAGACI A G	EAGACI A G	EAGACI A E	EAGACI A G	GAGACI A IEG		

AAE E AAAD

AA AAA AAAA AAAA AAB AC C

AK I CH MA AAAA AAB C C

AA AAA AAAA AAAA AAB AC C															E A A C E A E E F G G G		
AA AAA AAAA AAAA AAB AC C															C H G A C D A E A E		
AA AAA AAAA AAAA AAB AC C															C C G A C A A T A G I T A C A F A G I		
A A B A C A J A	E EE	EI TG	TE TE	TI GG	GE GE	GI FG	FE FE	FI EG	E E EE	E I TG	T E TE	T I GG	T E TE	T I GG	A A C E	G C I A A E A B	D A E A A A A G C I A
L A C A B A A A C E G A A A A	TI TE TG	FFGG EI TJ	I E I F T F I J	E G F E G E I E J	G E T G E G I E J	E E I E I E J	G E G I E J	F G I	F G I	E G I	G G I	T G I	E G I	E G G I	G F I J E	T E A E G	E I F E I
A A E A A C A D A G A A A A	TG	G TJ	E I TJ	I I G I	I I I F J	I I I J	I I I J	I I I J	I I I J	I I I J	E G G I	E G G I	E G G I	E G G I			
CC E E I T T															I E A G A A A A A G G A G L T A C A E A A B I C A C I A A A G A G L T A B I C A A F A G L T A B A A I A G L		
AA E A A A																	

HA AAA AAAA C A B A A A G I I I T G I T A E G E G C I

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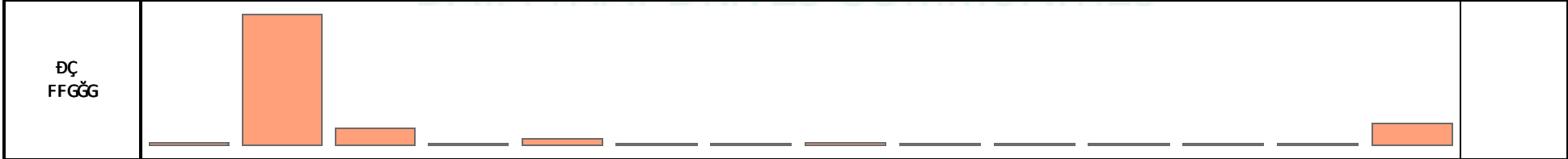


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 EGHADADAD DEEA
 ADIEE D HAE CCBAI AAAIACA

EADDEAE GGGGGG
 CHHA DEAE EIAEE
 CD HAA CAI A GI I

EAACA EA	I AAAAC CAC	ACACA ACCA	I ADI CA DAAI	EACAC	I ADI CA CA	GADI CA EAI CA	GADI CA EAI CA	J GADI CA CAAAA	GADI CA CAAAA	I I ADI CA CAAAA	J I ADI CA I AAC	I ADI CA I AAC	I I ADI CA I AAC	E AA ACCAAI	AAC
FI AGADI	G	JG	J	G	F	G	G	G	G	G	G	G	G	F	KI
GF AGADI	G	GF	G	G	G	G	G	F	G	G	G	G	G	G	GI
GI AGADI	G	IJ	G	G	F	G	G	G	G	G	G	G	G	G	IK
GGAGADI	G	TG	G	G	I	F	G	F	G	G	G	G	G	G	GF
GGAGADI	G	iG	FI	G	G	F	G	F	G	G	G	G	G	I	KK
GGAGADI	G	TGG	GI	G	FG	G	G	G	G	G	G	G	F	K	I KG
GI AGADI	I	GGG	iK	I	FG	G	G	i	G	G	F	F	G	II	GGF
GI AGADI	K	GGG	KG	G	GF	G	G	J	I	G	F	G	G	KK	I JG
GKAGADI	FF	GI F	GK	i	IF	G	G	i	G	I	G	G	G	FFK	GKG
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FAGAGADI	I	GK	KI	I	GG	I	G	K	G	I	G	G	G	GF	I KG
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FI AGAGADI	FF	GGI	KI	I	GK	G	G	G	G	I	G	G	G	GK	I JG
GI AGAGADI	K	GGI	JI	G	GI	F	G	G	G	G	G	G	G	KF	I KK
GGAGAGADI	FG	GGI	IG	G	IJ	G	G	K	G	G	G	G	G	FFG	I JG
GGAGAGADI	FG	GGI	IG	G	GG	F	F	i	G	G	F	G	G	FI I	I KI
GGAGAGADI	FG	GGI	JG	G	FK	G	F	i	F	F	G	G	G	FGG	KI F
GGAGAGADI	G	GKI	IJ	G	FG	G	G	i	G	I	F	G	G	FGK	KGF
GI AGAGADI	K	GI G	GK	I	K	F	G	G	G	G	F	G	G	FGG	I JG
GI AGAGADI	F	GI F	IG	I	J	I	G	G	G	G	G	G	G	GG	I I G
GKAGAGADI	F	GK	FG	G	G	G	G	F	G	G	G	G	G	GF	GGG
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FFAGAGAGADI	G	FGK	I	F	G	G	G	G	G	G	G	G	G	K	FI I

CC A AAC	FFG	KGGG	FGI G	JG	GKI	GG	I	KI	J	FI	I	F	G	FGI J	
GAACAA	FL	J I IGL	KIGL	GI L	GI GL	GI GL	GI	GI KL	GI FL	GI FL	GI FL	GI	GI	FFI KL	FFGG



DI AGACEA EA CAE A	KAGADI A	FGAGADI A	JAGADI A	FFAGADI A	KAGADI A	JAGADI A	FI AGADI A	KAGADI A	KAGADI A	KAGADI A	I AGADI A	I AGADI A	KAGADI A	KAGADI A	FGAGADI A
GI AGACEA EA CAE A	GAGADI A	GAGADI A	FI AGADI A	FI AGADI A	FI AGADI A	GAGADI A	GAGADI A	I AGADI A	GAGADI A	I AGADI A	GAGADI A	FI AGADI A	FI AGADI A	GAGADI A	GAGADI A

AAE EAACA

AAAA AAAA AAAA AAAA ABCDEFGHIJKLMNOPQRSTUVWXYZ

DDAD DEAE AAACCEDEAEAAAABAAADCAE CAEAEE E
EGHADADAD DEEA
ADIIE D HAE CCBQI AAIAIA

EADDEAE GGGGGG
CHHA DEAE EIAEE
CD HAI CAAGAI

EAACA EA	T AAAAC CAC	ACCA ACCA	I ADI CA DAI	EACAC	I ADI CA CA	GADI CA EAI CA	GADI CA EAI CA	J GADI CA CAAAA	GADI CA CAAAA	I ADI CA CAAAA	J I ADI CA T AAC	I ADI CA T AAC	I ADI CA T AAC	E AA ACCA	AAC
FI AGADI	G	I G	F	G	I	G	G	G	G	G	G	G	G	F	I K
GF AGADI	G	II	F	G	F	F	G	F	G	G	G	G	G	F	GF
GI AGADI	G	IF	F	G	F	G	G	G	G	G	G	G	G	G	IG
GG AGADI	G	IG	G	G	G	G	G	G	G	G	G	G	G	G	GG
GG AGADI	G	GG	K	F	I	G	G	G	G	G	G	G	G	G	KG
GG AGADI	F	FKG	GG	I	G	G	G	G	G	G	G	G	G	G	IG
GI AGADI	I	FFF	JJ	G	FJ	F	G	K	G	F	I	G	G	GI	GGK
GI AGADI	G	GGI	JJ	G	IK	G	G	I	I	I	F	G	F	KG	IFG
GA AGADI	FF	GKK	GI	I	FI	G	F	FG	F	I	I	G	G	FFI	JFF
GA AGADI	I	GFG	JJ	G	IJ	I	I	I	G	F	I	G	G	KI	JIK
FG AGADI	I	GGK	KG	G	GK	G	G	I	G	G	G	G	G	IG	IGK
FF AGADI	I	GI G	KG	J	GG	I	G	J	G	G	G	G	G	GI	IJI
FI AGADI	J	GGK	KF	G	IK	G	F	G	G	G	G	G	G	KG	IKG
GF AGADI	G	GK	JK	F	IG	F	G	G	G	G	F	G	G	IK	JGF
GI AGADI	K	GKG	KG	I	IK	G	G	G	G	F	G	G	G	FGK	KGI
GG AGADI	I	IFI	JG	J	FI	G	G	K	G	G	F	G	G	KF	KIG
GG AGADI	I	IFJ	GG	I	FF	I	G	G	F	G	G	F	G	FI I	KIF
GG AGADI	FG	GKK	GG	G	G	F	G	I	G	G	F	G	G	FFK	JKG
GI AGADI	K	IJJ	GG	G	I	F	I	F	I	G	G	G	G	FGG	JKK
GI AGADI	G	GI G	IK	G	G	F	G	F	G	G	G	G	G	GK	IGI
GA AGADI	G	GGF	FK	F	G	G	G	F	G	G	G	G	G	IG	GGK
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FG AGADI	G	IIF	FF	G	G	F	G	F	G	G	G	G	G	IF	IKG
FF AGADI	G	IIG	J	F	I	G	G	G	G	G	G	G	G	I	FKG
CA AACC GAACAA	KI GKL	KKGG JGFL	FGGG KIKL	IG GL	GIJ IKL	GG GL	I GFL	JJ GIL	J GFL	J GFL	FG GFL	F GL	F GL	FIJI GUL	FFKI F
DÇ FFKI F															
DI AGACEA EAACA	KAGGADI A FF	KAGGADI A GFG	FGAGGADI A KG	FFAGGADI A J	FGAGGADI A GK	KAGGADI A I	KAGGADI A I	KAGGADI A FG	JAGGADI A I	JAGGADI A I	AGGADI A I	FIAGGADI A G	JAGGADI A F	KAGGADI A FFI	KAGGADI A JIK
GI AGACEA EAACA	GAGGADI A FG	IAGGADI A IJ	FIAGGADI A KF	GAGGADI A J	FIAGGADI A IK	FIAGGADI A G	IAGGADI A I	GAGGADI A K	IAGGADI A I	IAGGADI A F	AGGADI A G	GAGGADI A F	FIAGGADI A G	GAGGADI A FI I	IAGGADI A KGI

HA AAAA AAAACAAJ AAAGI KII GI I AGGADI

EDI HAHA AC CA AAAA A DDAABA A I t t t L AC CA CA AAA A CA AM

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DDAD DEAE AAACEE DEAE AAAA BAAADCAE CAEAEE E
 EHADAADAD DEEA
 ADIEE DHAE CCBQI AAIAA

EAADEAE GGGGGG
 CHHA DEAE EIAEE
 CDHAI CAAGA GI I

EAATA EA	IAAAC CAC	ACCA ACAA	IAI A	EACAC	IAI AA CA	GAIA EAIA	GAIA EAIA	IAIAA CAAAA	GAIA CAAAA	IAIAA CAAAA	IAIAA IAAC	IAIAA IAAC	IAIAA IAAC	EAA ACCAAI	AAC
FIAGDI	G	IJ	I	G	I	G	G	G	G	G	G	G	G	G	JG
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GAAGDI	FI	GI	JG	G	FG	G	F	F	F	I	F	F	I	FGG	IKI
GAAGDI	I	GGI	JG	G	IG	G	G	K	G	F	G	G	F	KG	IGG
FGAGDI	G	FGG	KG	K	IK	I	F	K	F	I	G	F	G	GG	IGF
FFAGDI	I	GKI	KI	I	GG	I	G	K	G	G	G	G	G	I	JFG
FIAGDI	K	GI	JK	J	II	I	F	G	G	G	G	G	G	I	IGK
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GAAGDI	I	GGF	IF	G	G	I	G	G	G	G	F	G	G	I	GGK
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FGAGDI	F	IKI	FI	G	I	G	G	G	G	G	G	G	G	FG	GFG
FFAGDI	G	FKK	K	F	F	G	G	G	G	G	G	G	G	K	IGI

CC AAAC
 GAATAA



DI AGCEA
 EAIAE A

GI AGCEA
 EAIAE A

AAE EAACA

HA AAAA AAAA AAAA AAAA AAAGI KI I GI I FAGADI

EDI HAHA AC CA AAAA AAAA AAAA AAAA A I t t L AC CA CA AAAA AAAA

	AAAAC CAC	ACCA CCA	IADI DAJ	EACAC	IADI DA CA	GDI CA EAJ CA	GDI CA EAJ CA	I GDI CA CAAA CA	GDI CA CAAA CA	I IADI CA CAAA CA	I IADI CA T ACC	IADI CA T ACC	I IADI CA T ACC	EAA ACCCAU	AACC
NACAJ A AAC C GA CAAA	I KG GKL	I GKGF J GL	GF KG KI L	I GG GU L	FGGG GL	KK GIGL	FG GL	I GG GUL	FK GIFL	GI GIFL	GI GIFL	G GL	FG GL	GKGI FFUL	GGKKF
DC FFIJ															

AAE E AACA



QAD DDAD
E AEE EA EG GG G G
EG DDAD DDAD
C DGE DDAD DE EE
AD IIE D GAE
CD GAA CAA AG BA CAA AG

EACA IC A	I AE	AA A CAA	E AI GA CAA	EA A CAA	HA	DEACT AE AAE CA I AAAA ACAT	EA	EAE	DEACT AE AEA I AAAA ACAT	DEACT AE AEA GAAA CA
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Gi AGAD		GJG	J i	I GG		I G			I G	<div style="width: 60px; height: 10px; background-color: orange;"></div>
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FF AGAD		I Gi	I J I	J FG		J J			J J	<div style="width: 60px; height: 10px; background-color: orange;"></div>
F AGAG		J Gi	I JG	I i		I JG			I JG	<div style="width: 60px; height: 10px; background-color: orange;"></div>
GF AGAG		I IJ	J F	I J I		J GG			J GG	<div style="width: 60px; height: 10px; background-color: orange;"></div>
G AGAG		J G	i G	J GG		J J			J J	<div style="width: 60px; height: 10px; background-color: orange;"></div>
GG AGAG		J I J	i G	i GG		i G			i G	<div style="width: 70px; height: 10px; background-color: orange;"></div>
G AGAG		i F	i F	J GG		J IJ			J IJ	<div style="width: 70px; height: 10px; background-color: orange;"></div>
GG AGAG		i GF	J i G	J IJ		i G			i G	<div style="width: 70px; height: 10px; background-color: orange;"></div>
Gi AGAG		J GF	J i i	J J		J GF			J GF	<div style="width: 70px; height: 10px; background-color: orange;"></div>
Gi AGAG		I J G	I G	I GG		I			I	<div style="width: 60px; height: 10px; background-color: orange;"></div>
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FG AGAG		i J	i G	GF G		IJG			IJG	<div style="width: 30px; height: 10px; background-color: orange;"></div>
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CCA ACC		FFGG	FFI J F	FFGFG		FFJ J			FFJ J	
J AE AAEI CA DEACT A		I IJ	F G J	I IJ						
J AE AAEA DEACT A		I IJ	F G J	I IJ		FGG				
DI AGACEA CAAC A		FGAGAD	IJAGAD	FFAGAD		FFAGAD			FFAGAD	
GI AGACEA CAAC A		GAGAGI	AGAGI	GAGAGI		GAGAGI			GAGAGI	

AA C AEA

CCAC CDA DAACDCAC DAMAAE MACIAE CAPAADÉ
 AGGACAGAC CDA
 ACHEC GAE CDEIAJ AAJACA

EAAEAEAE EFGFG
 CAGÁ CDAMÉ
 CC GAI CAITÁ GIT

ACAAA IE A	E EE	EI TG	TE TE	TI GG	GE GE	GI FG	FE FE	FI EG	EE EE	EI TG	TE TE	TI TG	TE TE	TI iii	AACE	GCI AME AAB	DAE AAA IAJCA
EI AGGACI	E	G	EJ	EF	F	G	G	G	G	G	G	G	G	G	FG	TEAG	GI
GE AGGACI	E	T	I	F	G	E	G	G	G	G	G	G	G	G	EF	TEAG	EG
GI AGGACI	E	G	T	G	T	G	G	G	G	G	G	G	G	G	J	TEAG	E
GG AGGACI	J	G	T	E	E	G	G	G	G	G	G	G	G	G	TG	TEAG	EE
GF AGGACI	EG	EE	EI	TG	E	G	G	G	G	G	G	G	G	G	TE	TEAG	GI
GE AGGACI	T	E	TF	EEE	EG	I	E	G	G	G	G	G	G	G	TFG	TEAG	TGF
GI AGGACI	TG	TI	EFG	TG	EI	EE	G	G	G	G	G	G	G	G	FIF	TEAG	GEG
GI AGGACI	EIT	EGG	EFI	II	TG	E	G	G	G	G	G	G	G	E	FIF	EIAG	TFI
GJ AGGACI	EIT	EG	EGE	IE	I	E	E	G	G	G	G	G	G	G	GI	TEAG	EII
GI AGGACI	EEI	FG	EGF	II	TE	G	G	G	G	G	G	G	G	G	GI	TEAG	TGG
EG AGGACI	TI	TG	EIE	EJF	TJ	E	G	G	G	G	G	G	G	E	GE	TEAG	GGE
EE AGGACI	TI	EI	IG	EFI	GF	T	G	G	G	G	G	G	G	G	GE	TEAG	TGI
EI AGGACI	GI	EI	EQ	TEG	TI	T	G	G	G	G	G	G	G	G	FGF	TEAG	GEJ
GE AGGACI	FF	TI	JE	EEG	GI	E	G	G	G	G	G	G	G	G	GGG	TEAG	TGF
GI AGGACI	TE	GI	TI	EGI	FI	I	G	G	G	G	G	G	G	G	GI	TEAG	EJG
GG AGGACI	JJ	EG	TE	TI	TF	T	G	G	G	G	G	G	G	G	GE	TEAG	EF
GF AGGACI	IF	EG	TF	EEG	TI	F	G	G	G	G	G	G	G	G	GI	TEAG	EJF
GE AGGACI	EGG	TJ	IT	Ji	TE	E	G	G	G	G	G	G	G	G	GI	TEAG	EJE
GI AGGACI	TI	GI	IG	EGE	EI	J	G	G	G	G	G	G	G	G	GEI	TEAG	EIE
GI AGGACI	GE	TI	JE	JE	TI	E	G	G	G	G	G	G	G	G	TEJ	TEAG	EIG
GJ AGGACI	TG	EJ	EI	TI	EE	G	G	G	G	G	G	G	G	G	EIT	TEAG	EIE
GI AGGACI	EG	J	FI	TJ	T	E	G	G	G	G	G	G	G	E	EIT	TEAG	EE
EG AGGACI	T	J	GI	FG	F	E	G	G	G	G	G	G	G	G	ii	TEAG	TI
EE AGGACI	T	F	TE	J	F	G	G	G	G	G	G	G	G	G	FJ	TEAG	GG

CC AACE GAA AA	EGFF EITIJ	TGG EGIJ	EIEI TITIJ	TEEI GEIEJ	FJT JIJ	TE EJ	T GI	G GI	G GI	G GI	G GI	G GI	G GI	T GIEJ	EIT	TEAG	GI GI
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CI AGACDA J AIE A	TAGGACI A EIT	TAGGACI A EGG	TAGGACI A EFI	TAGGACI A TG	TAGGACI A EI	TAGGACI A EE	EAGGACI A E	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A E	FIF		
GI AGACDA J AIE A	EAGGACI A EGG	EAGGACI A TJ	EAGGACI A EQ	EAGGACI A TEG	EAGGACI A FI	EAGGACI A J	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	EAGGACI A G	FGF		

AAE E AAAD

CCAC CDA DAACDCAC DAMAAE MACIAE CAPAADÉ
 AGGAGAACAC CDA
 ACHEC GAE CDEIAJ AAIAA

EAAEAE EFGFG
 CHGA CDAE
 CC GA CAFA GI

AAAA IE A	E EE	EI IG	IE IE	II GG	GE GE	GI FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II iii	AACE	GCIAE AAB	DAE AAA IAACA
EI AGGACI	G	G	I	I	E	E	G	G	G	G	G	G	G	G	IE	IEAG	EI
GE AGGACI	I	E	F	EG	E	G	G	G	G	G	G	G	G	G	EJ	IEAG	EF
GI AGGACI	E	E	E	I	E	G	G	G	G	G	G	G	G	G	EG	IEAG	I
GG AGGACI	I	I	I	I	I	E	G	G	G	G	G	G	G	G	II	IEAG	EE
GF AGGACI	EE	I	ET	II	J	I	G	G	G	G	G	G	G	G	IE	IEAG	GF
GE AGGACI	I	E	IG	EIE	FJ	G	E	G	G	G	G	G	G	G	IG	IEAG	EIG
GI AGGACI	II	IF	EEG	EIE	IG	I	E	G	G	G	G	G	G	G	FE	IEAG	GI
GI AGGACI	JI	IT	EAG	EAG	EJ	G	I	G	G	G	G	G	G	G	FI	IEAG	II
GJ AGGACI	EII	IE	EET	IE	EE	G	G	G	G	G	G	G	G	G	FFF	EIE	IFG
GI AGGACI	IE	II	EIG	EIG	EI	E	G	G	G	G	G	G	G	G	FE	IEAG	IEJ
EAGGACI	FE	IJ	EIG	EIE	II	E	G	G	G	G	G	G	G	G	GI	IEAG	IF
EI AGGACI	GE	IF	EIE	EIT	EIE	I	E	G	G	G	G	G	G	E	GI	IEAG	IJ
GE AGGACI	GI	EI	II	EFG	IF	I	G	G	G	G	G	G	G	G	GG	IEAG	IEG
GI AGGACI	IE	GE	II	EAG	IE	I	G	G	G	G	G	G	G	G	GI	IEAG	EIT
GG AGGACI	JG	FI	II	IE	GF	I	G	G	G	G	G	G	G	G	GF	IEAG	EIE
GF AGGACI	IE	GG	IE	II	GI	I	G	G	G	G	G	G	G	G	GE	IEAG	EII
GE AGGACI	JI	IF	EAG	IF	GG	G	G	G	E	G	G	G	E	G	GE	IEAG	EIF
GI AGGACI	II	II	EIG	II	GG	G	G	G	G	G	G	G	G	G	GI	IEAG	EII
GI AGGACI	FG	FE	IE	II	EI	G	G	G	G	G	G	G	G	G	IE	IEAG	EIG
GJ AGGACI	EE	IG	EIG	FI	G	G	G	G	G	G	G	G	G	G	EJ	IEAG	EEG
GI AGGACI	I	IG	IF	EG	E	G	G	G	E	G	G	G	G	G	EI	IEAG	EIG
EAGGACI	E	IE	IG	II	G	G	G	G	G	G	G	G	G	G	EE	IEAG	IJ
EI AGGACI	E	I	II	II	G	G	G	G	G	G	G	G	G	G	IE	IEAG	IJ

CC AACE GAIAA	I EI EEIJ	I EE EIEJ	E FI GGIJ	E IG GIIJ	II IEJ	FI GIJ	E GIEJ	E GI	I GI	G GI	G GI	G GI	E GI	E GI	I GEI	IEAG	GI
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CI AGGACI J AIE A	J AGGACI A EII	I AGGACI A IT	I AGGACI A EET	I AGGACI A EIE	I AGGACI A IG	I AGGACI A I	I AGGACI A T	E AGGACI A G	E AGGACI A G	E AGGACI A G	E AGGACI A G	E AGGACI A G	E AGGACI A G	E AGGACI A E	I AGGACI A FIT		
GI AGGACI J AIE A	E AGGACI A JI	I AGGACI A II	I AGGACI A EIG	E AGGACI A EIE	F AGGACI A GI	I AGGACI A I	I AGGACI A G	E AGGACI A E	E AGGACI A E	E AGGACI A G	E AGGACI A G	E AGGACI A G	E AGGACI A E	E AGGACI A G	I AGGACI A GIT		

AAE E AAIA

AA AAA AAAA AAAA AAB CAC

AK I CHHA AAAA AAAA AAB CAC

AA AAA AAAA AAAA AAB CAC															E AAE EAE EEF GFG G		
AA AAA AAAA AAAA AAB CAC															CQHA CDAAE		
AA AAA AAAA AAAA AAB CAC															CC GAA CAAT A GIT AA CAAF A GIT		
A AAB CAC A	E EE	ET TG	TE TE	TT GG	GE GE	G FG	FE FE	FI EG	E EE	EI TG	TE TE	TT TG	TE TE	TT iii	AAC	CAAE AAB	DAE AAAA GCA
L ACABA AAE GA AA	GGFG EIJJ	TEIG EIJJ	EITE TIJ	TEGI GGIJ	EIGJ TIJ	EIE EJ	EG GEJ	E GI	G GI	G GI	G GI	G GI	E GI	EG GEJ	EIEI	TEAG	EIEI F
AAE AACAA GA AA	EIJJ	TIJJ	EIJJ	EIJJ	IJJJ	IIJJ	IIJJ	IIJJ	IIJJ	IIJJ	IIJJ	IIJJ	IIJJ	IIJJ	EGGI		
CC IT															I EAE GA AA AA AAGG G I ACAAE AAB CAC A AA GA G I ABICAA F A G I ABAA I A G		
AAE E AAAD																	

HA AAA AAAA CABAA GH I H GIT AEG GCI

AK KHAGAE ACBA AAAA AACAAE AA AHL L ILACBA I AAAADAA



DDAD DEAE AAACECEAEAAAABAAADCAE CAEAEE E
 EGHADADAD DEEA
 ADIIE D HAE CCBQI AAAIAA

EADDEAE GGGGGG
 CDHAE DEAE
 CDHAE CAI A GI I

EAACA EA	T AAAAC CAC	ACACA ACCA	I ADI CA DAAI	EACAC	I ADI CA CA	GADI CA EAI CA	GADI CA EAI CA	J GADI CA CAAAA	GADI CA CAAAA	I I ADI CA CAAAA	J I ADI CA T AAC	I ADI CA T AAC	I I ADI CA T AAC	E AA AACCAAI	AACC
FI AGADI	G	GI	I	G	F	G	G	G	G	G	G	G	G	F	GG
GF AGADI	G	FG	G	G	G	G	G	F	G	G	G	G	G	G	FG
GI AGADI	G	J	G	G	G	G	G	G	G	G	G	G	G	G	J
GG AGADI	G	FG	I	G	I	F	G	F	G	G	G	G	G	G	IG
GG AGADI	G	GG	K	I	G	G	G	F	G	G	G	G	G	I	KF
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GI AGADI	F	GI G	I F	I	FF	G	G	I	G	G	F	F	G	FG	GI G
GK AGADI	J	GFK	I J	I	IG	G	G	I	I	G	F	G	G	I F	GKG
GI AGADI	J	I GK	GI	G	FG	I	G	G	G	I	G	G	G	I K	GGK
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FG AGADI	F	I J K	GG	G	FJ	G	G	K	G	F	G	G	G	FJ	GI F
FF AGADI	F	I GG	GK	I	FF	G	G	F	G	I	F	G	G	I G	GF G
FI AGADI	F	GG	GK	G	FJ	F	G	G	G	I	G	G	G	GG	GGG
GF AGADI	G	I GF	GG	G	FG	F	G	F	G	G	G	G	G	GG	GGG
GI AGADI	G	I GI	IG	F	K	I	G	F	G	I	G	G	G	GG	GGK
GG AGADI	FF	I I F	FG	F	J	G	G	G	G	G	F	G	G	GI	GF G
GG AGADI	K	I I I	IG	I	G	G	G	I	F	G	G	G	G	I F	GI I
GG AGADI	I	I KI	FI	G	I	I	G	F	G	G	G	G	G	GI	GI F
GI AGADI	G	I GK	FI	F	I	F	G	G	G	G	G	G	G	GI	GI F
GK AGADI	F	I I G	G	G	G	F	G	G	G	G	G	G	G	IG	I GI
GI AGADI	G	FGF	K	G	I	G	G	G	G	G	G	G	G	FK	FKK
GK AGADI	G	FGF	I	F	G	G	G	G	G	G	G	G	G	G	FGI
FG AGADI	G	J J	G	G	G	G	G	F	G	G	G	G	G	I	KK
FF AGADI	G	GI	F	F	F	G	G	G	G	G	G	G	G	G	GI
CC A AAC	I G	GGI	GGI	GI	FJI	FG	G	GG	I	FF	G	F	G	I GI	GKI I
GAACAA	FIFL	KGUL	KL	GI L	GFL	GUL	GL	GUL	GFL	GUL	GFL	GL	GFL	FGLK	GKI I
DG GKI I															
DI AGACEA EAACA	KAGADI A	I AGADI A	KAGADI A	J AGADI A	KAGADI A	KAGADI A	FI AGADI A	KAGADI A	KAGADI A	J AGADI A	I AGADI A	I AGADI A	J AGADI A	J AGADI A	KAGADI A
GI AGACEA EAACA	GAGADI A	FI AGADI A	FAGADI A	GAGADI A	FI AGADI A	I AGADI A	FI AGADI A	FI AGADI A	GAGADI A	FI AGADI A	GAGADI A	FI AGADI A	FI AGADI A	FI AGADI A	FI AGADI A

	AAAAC CAC	ACAA CCAA	IADIA DAJ	EACAC	IADIA CA	GDI CA EAI CA	GDI CA EAI CA	I GDI CA CAAAA	GDI CA CAAAA	I I ADI CA CAAAA	I I ADI CA T ACC	I ADI CA T ACC	I I ADI CA T ACC	EAA ACCCAA	AACC
NAAJ A AAC GAACAA	FKG GKL	FGL GG KGL	FI FK JIKL	FFI GJL	GGG IJKL	GG GLL	G GL	FI G GKL	FG GFL	IG GLL	IK GJL	G GL	FG GFL	FJ KG FJGL	FJ FJ
DC IGI															

AAE E AACA



AAA AAA AAAA AB CAA CC CCA CAA C

DDAD DE A DC AE CA VA E AE AE AE AB AE E CA AE CCA CA A DE A EGHADADAD DE A ADIE D HAE CBAJ AAJA A															F A D E A G G G E E E E C D H A D E A E C D H A C A E A E I I
EA CA E A	T AAA C CAC	ACCA ACCA	ADIA DAJ	EAAC	ADIA CA	JADIA EJA CA	EADIA EJA CA	UGADIA CAAAA	GADIA CAAAA	JADIA CAAAA	UJADIA T AOC	ADIA T AOC	JADIA T AOC	EAA ACCAAE	AAC
GA EAD	E	I	G	E	I	E	E	E	E	E	E	E	E	E	I
GE EAD	E	G	G	E	E	E	E	E	E	E	E	E	E	E	I
EI EAD	E	E	I	E	E	E	E	E	E	E	E	E	E	E	I
EJ EAD	E	G	G	E	E	E	E	E	E	E	E	E	E	E	I
EE EAD	E	I	E	E	G	E	E	G	E	E	E	E	E	E	K
EG EAD	E	IG	E	G	G	E	E	E	E	E	E	E	E	E	J
EI EAD	G	II	J	I	G	E	E	E	E	E	E	E	E	E	EI
EJ EAD	E	IJ	GG	G	J	E	E	E	E	E	E	E	E	E	GEI
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GG EAD	I	KK	GE	G	I	G	E	E	E	E	E	E	E	E	GI K
GI EAD	G	GG	K	I	G	E	E	E	E	E	E	E	E	E	GI K
GE EAD	G	JJ	GE	E	I	G	E	E	E	E	E	E	E	E	GI E
EI EAD	I	IG	GI	G	E	E	E	G	E	E	E	E	E	E	GE
EJ EAD	G	IJ	IJ	J	I	E	E	E	E	E	E	E	E	E	GI K
EE EAD	I	Ji	GI	I	E	E	E	G	E	E	E	E	E	E	GI i
EG EAD	G	KK	GE	G	I	E	E	E	E	E	E	E	E	E	GE
EI EAD	J	JG	GE	I	E	E	E	E	E	E	E	E	E	E	GI E
EJ EAD	I	EJ	II	E	J	E	E	G	E	E	E	E	E	E	KJ
EK EAD	E	Ji	K	E	J	E	E	E	E	E	E	E	E	E	KE
EK EAD	E	EE	GI	E	I	E	E	E	E	E	E	E	E	E	GK
GE EAD	E	GK	E	E	E	E	E	E	E	E	E	E	E	E	IJ
GG EAD	E	GI	J	E	E	E	E	E	E	E	E	E	E	E	IE
CC A AAC	IG	GI K	IEI	IE	II	I	E	J	E	E	G	G	E	E	J K
GA CAA	GL	i GI L	GI KL	GL	I JL	EL	EL	EEL	EL	EL	EL	EL	EL	EL	GLK
DG GKJ															
DI AACL AAC A	K EAD A E	K EAD A KG	GE EAD A GI	K EAD A J	J EAD A J	K EAD A G	GI EAD A E	K EAD A I	GI EAD A E	GI EAD A E	GI EAD A E	GI EAD A E	GI EAD A E	K EAD A I J	K EAD A GE G
GI AACL AAC A	I EAD A J	GE EAD A KK	J EAD A II	I EAD A J	GE EAD A I	GE EAD A G	GI EAD A E	I EAD A G	GI EAD A E	GE EAD A G	I EAD A G	GI EAD A E	GI EAD A E	GI EAD A GI	GE EAD A GI E

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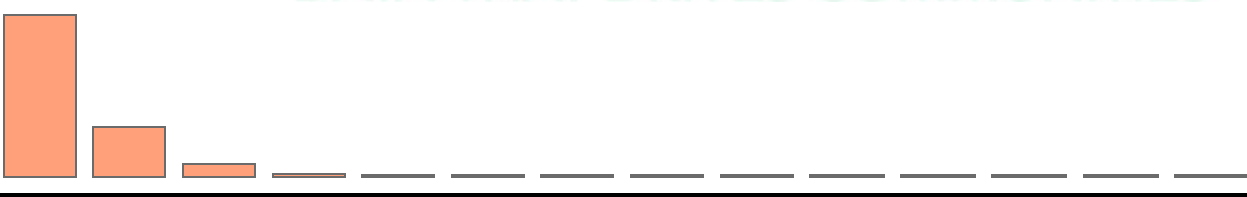
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 EGAGAACAC CDA
 ACIIAC GAD CEEEA AAAAC

EAAEAGGGEEEE
 CFIGA CDAEAD E
 CC GA CAIT A ETT

ACAAA ID A	G GG	G TE	TG TG	TI TE	TG TG	TI EE	EG EG	EI GE	GG GG	G TE	TG TG	TI TE	IG IG	TI iii	AACD	GCEAME AAB	DAD AAA EAGCEA
GAEACT	i	Y	E	G	E	E	E	E	E	E	E	E	E	E	TG	GAEG	GG
EGEACT	G	E	I	I	E	E	E	E	E	E	E	E	E	E	GE	GAEG	I
EI EACT	J	E	E	G	E	E	E	E	E	E	E	E	E	E	G	GGAE	I
EI EACT	G	I	I	E	E	E	E	E	E	E	E	E	E	E	GE	GAEG	i
EAEACT	T	G	J	G	E	E	E	E	E	E	E	E	E	E	G	GAEG	G
EGEACT	i	G	GE	E	G	E	E	E	E	E	E	E	E	E	TI	GAEG	TI
EI EACT	TG	TE	GG	I	E	E	E	E	E	E	E	E	E	E	TI	GAEG	TG
EI EACT	GI	GI	GG	I	E	E	E	E	E	E	E	E	E	E	TEI	GGAE	GET
EJ EACT	GI	TJ	GG	G	E	E	E	E	E	E	E	E	E	E	TTI	GAEG	GG
EI EACT	GEI	TJ	G	E	E	E	E	E	E	E	E	E	E	E	TTI	GGAE	GG
GE EACT	GGE	TG	GE	G	E	E	E	E	E	E	E	E	E	E	TTI	GGAE	GG
GG EACT	GT	TI	I	E	E	E	E	E	E	E	E	E	E	E	TTG	GAEG	GI G
GI EAGI	GI	GE	I	G	E	E	E	E	E	E	E	E	E	E	TEJ	GAEG	GI E
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CC AAAAD GAEAAA	TGI YGEJ	JEG TIGU	GI GI	TI GI	T EIGU	G EJ	E EJ	E EJ	E EJ	E EJ	E EJ	E EJ	E EJ	E EJ	TTTJ	GAEG	GI T
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CI AGAIA KADA	GGEACT A GT	I EACT A IJ	I EACT A GI	I EACT A I	G EACT A G	G EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	I EACT A TTI		
GI AGAIA KADA	E EAGI A TG	G EAGI A TI	G EAGI A GG	I EAGI A E	G EAGI A G	G EAGI A G	GI EAGI A E	GI EAGI A E	GI EAGI A E	GI EAGI A E	GI EAGI A E	GI EAGI A E	GI EAGI A E	GI EAGI A E	E EAGI A TIG		

AAAD DAAEA

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GI AEAD	E	GG	E	E	E	E	E	E	E	E	E	E	E	I	IG
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DÇ IJJ															
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AAE E AAACA

AAAA AAAA AAAA AAAA ABC CAA CCCC CAAA CAC

ELI T DHI MA AAAA AAAA ABC CAA CCCC CAAA CAC

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DÇ JGK															

AAE EAACA

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EDL HAHF ACCA MA AAAA CDA ABAA AIE EE IL ACCA CAAA CIAAM



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 ACHEC GAD CEEEA AAJACA

EAAEAGGGEEEE
 CQGA CDADE
 CC GA CAAT A ETT

AECAE DA	G GG	G TE	TG TG	TI TE	TG TG	TI EE	EG EG	EI GE	GG GG	G TE	TG TG	TI TE	IG IG	TI iii	AACD	GCEAME AAB	DAEAAA EAGCEA
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CC A AACD GAEEAA	IEE GJ U	EIJ TEJU U	GGE IJI U	G GJ U	G EJU	E EU	E EU	E EU	E EU	E EU	E EU	E EU	E EU	E EU	GGGG	GGEE	TIJ
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CI AGCIA KADA	GE EACT A TI	T EACT A TG	T EACT A G	GE EACT A T	T EACT A G	T EACT A E	GE EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	J EACT A GEG		
G AGCIA KADA	T EACT A TG	T EACT A TI	E EACT A G	T EACT A T	T EACT A E	T EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	AG EACT A E	E EACT A GEJ		

AAAD DAEEA

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ÉL T DH MA AAAA AAAA ABC CAA CCCC CAAA CAC

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NAAEA AAC GAACAA	J EU L	I GG I GU L	EI G KIGL	OK EIEL	OKJ JU L	K EIGL	E EL	IE EIEL	E EL	G EL	E EL	E EL	E EL	KKJ TEIGL	EJ J
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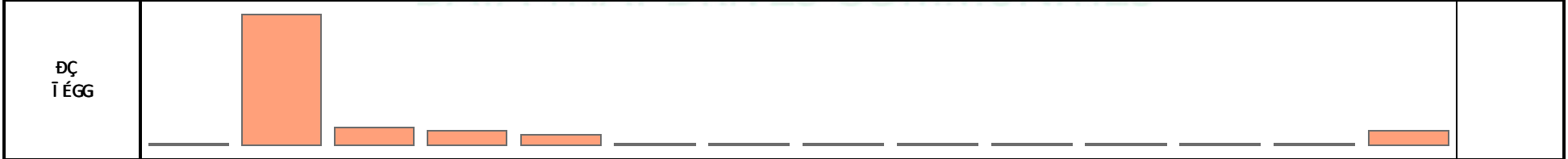


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EAEE A	IAACAC	ACCA ACCA	IAIA DAH	EACAC	IAIA CA	IAIA ECHA	EADIA ECHA	IGADIA CAAAA	GADIA CAAAA	IIADIA CAAAA	IIADIA IAAC	IAIA IAAC	IIADIA IAAC	EAA ACCA	AAC
FI AED	E	FU	F	T	F	E	E	E	E	E	E	E	E	E	II
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AAE E AACA

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CA A AAC	GI	EIJ	IJ	IG	I	G	F	E	G	G	G	G	E	EIJ	IJ
GA A AA	EIK	EGIK	IJK	IJK	IJK	GIK	GK	GK	GK	GK	GK	GK	GK	GK	IJK
DC IJGI															
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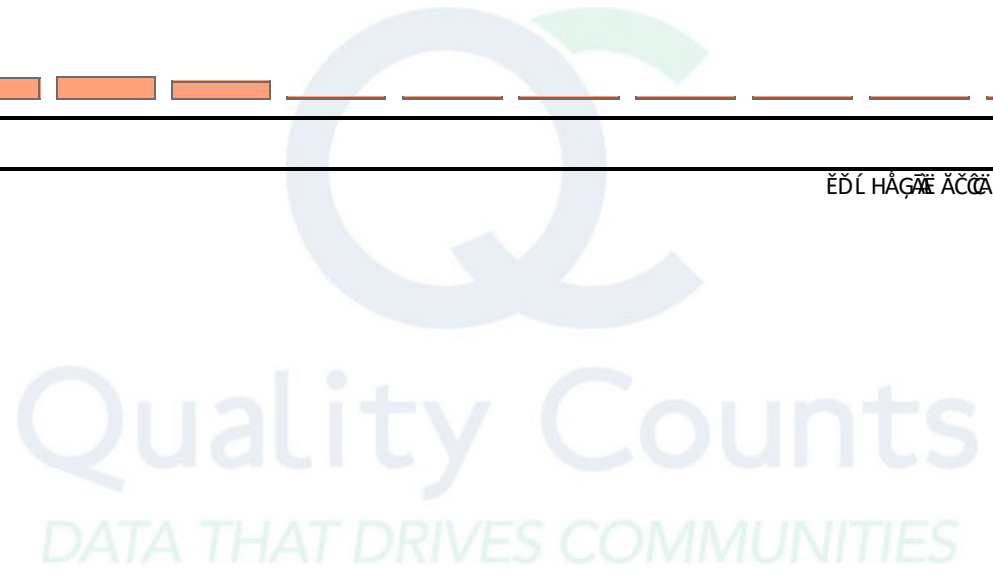
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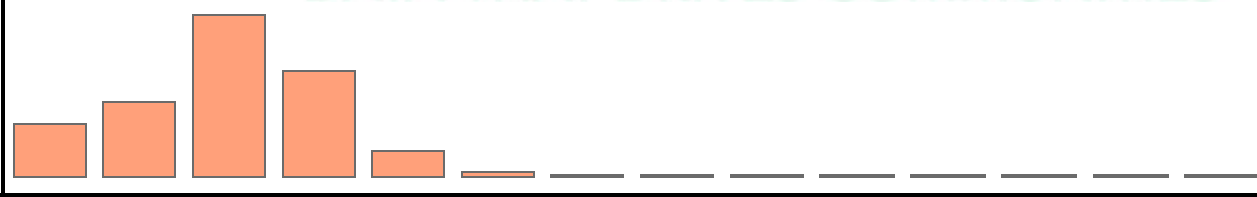


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EG AGACI	FG	GI	IG	EI	TI	I	G	G	G	G	G	G	G	G	GI	TEAG	TI
EE AGACI	FI	EI	TE	EI	TE	T	T	G	G	G	G	G	G	G	FGE	TEAG	TI
EI AGACI	EI	II	TI	EI	TI	T	G	G	G	G	G	G	G	G	FI	TEAG	TI
GE AGACI	IG	EI	TI	GG	TE	T	G	G	G	G	G	G	G	G	TI	TEÆF	GI
GI AGACI	GI	EI	IF	EI	TI	G	G	G	G	G	G	G	E	G	TI	TEAG	GG
GI AGACI	IF	EI	TI	EI	EI	G	G	G	G	G	G	G	G	G	IG	EIÆF	GI
GG AGACI	GI	EI	EI	EI	TI	E	G	G	G	G	G	G	G	G	TE	TEAG	GI
GF AGACI	EI	EFF	TI	IG	EG	G	T	G	G	G	G	G	G	G	TI	EIÆF	GG
GI AGACI	EI	IG	TI	IF	EE	T	G	G	G	G	G	G	G	G	IG	EIÆF	FG
GI AGACI	FI	EI	IF	GE	EE	T	G	G	G	G	G	G	G	G	FI	EIÆF	TI
GG AGACI	FG	II	EI	EI	EI	T	T	G	G	G	G	G	G	G	GI	TEAG	TI
GI AGACI	EI	IG	EI	EI	TI	F	G	G	G	G	G	G	G	G	TI	TEAG	TI
EG AGACI	I	IF	GI	EG	TI	F	G	G	G	G	G	G	G	G	TI	TEAG	EI
EE AGACI	G	G	IG	TI	EG	E	G	G	G	G	G	G	G	G	EI	TEAG	II

CC AACE GAFAA	EEGI EIJU	EITTI EIJU	TIIGI TIJU	TIGIF TIFU	FGG TIU	IG EIJU	EG GEIJU	T GU	G GU	G GU	G GU	G GU	E GU	G GU	IIG	TEAG	TEGI
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CI AGACI A JAE A	EEAGACI A FI	EEAGACI A EIG	EEAGACI A TIE	TAGACI A TEI	TAGACI A FI	TAGACI A EI	TAGACI A T	FAGACI A E	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A G	GAGACI A ITT		
GI AGACI A JAE A	FAGACI A EIG	TAGACI A IGG	GAGACI A TEI	TAGACI A EIG	TAGACI A TI	TAGACI A F	FAGACI A T	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A G	EIAGACI A E	EIAGACI A G	TAGACI A IGG		

AAE E AAAD

DDAD DEAE CCACCA DEAE AAABADCAE CAEAEE E
 EGADADAD DEEA
 ADHE D GAE CCBQ) AAAIAA

E AAD EAE FF GG GG
 C DGA DEAE E
 CD GA CA I A GI I

EAACA EA	I AAAAC CAC	ACACA ACCA	T ADI CA DAAI	EACAC	T ADI CA CA	I ADI CA EAI CA	GADI CA EAI CA	J FADI CA CAAAA	FADI CA CAAAA	LI ADI CA CAAAA	I ADI CA I AAC	I ADI CA I AAC	LI ADI CA I AAC	E AA ACCAAI	AAC
EI AGADI	T	IG	EE	G	T	G	G	G	G	G	G	G	G	G	J E
GE AGADI	G	IJ	G	T	E	G	G	E	E	G	G	G	G	G	GG
GI AGADI	G	TG	I	T	G	G	G	G	G	G	G	G	G	G	T G
GI AGADI	G	IF	I	G	E	G	G	E	E	G	G	G	G	G	GG
GG AGADI	G	GI	I	T	T	G	G	G	G	G	G	G	G	G	FI
GF AGADI	G	GI	EI	I	G	E	G	G	G	G	G	G	G	G	E GI
GI AGADI	T	EJK	TK	G	F	E	G	F	G	G	G	G	G	F	T GI
GK AGADI	G	IG	IT	EG	K	E	T	K	T	E	T	G	G	E G	GI G
GG AGADI	K	GI	IE	EG	G	F	E	F	T	G	T	G	G	I G	ITJ
GI AGADI	G	GK	FJ	EI	G	I	T	I	E	G	G	G	G	T E	FI G
EG AGADI	F	GI	FJ	TG	TG	T	E	EG	T	G	G	G	G	T G	FI I
EJ AGADI	EF	GK	KF	EG	TI	G	T	EG	I	G	G	G	G	I	FJ G
EI AGADI	EG	GI	IJ	K	EK	I	E	K	F	E	G	G	G	GK	FKG
GE AGADI	EI	GFG	GI	EI	EF	I	T	K	E	I	T	G	E	TI	FGI
GI AGADI	J	FIK	IG	F	EJ	I	E	EG	G	T	T	G	G	EI	I GE
GI AGADI	EI	GI	KG	J	EI	G	E	EG	E	T	T	G	E	GI	I KE
GG AGADI	EJ	FIJ	KG	EI	I	I	G	J	E	I	T	E	E	I J	KGG
GF AGADI	EI	GKJ	II	EI	G	T	E	J	G	I	E	E	G	KE	I KG
GI AGADI	G	FKI	IJ	EK	G	G	T	I	T	E	G	G	E	GG	KGG
GK AGADI	J	GIJ	TF	EG	K	I	G	I	G	E	E	G	E	TE	FE G
GG AGADI	I	III	TG	EI	I	G	G	T	G	G	G	G	G	EK	GI F
GI AGADI	I	IEE	EG	I	T	E	G	T	E	G	G	G	G	EE	I FI
EG AGADI	T	TEG	EG	T	T	G	G	G	G	G	G	G	G	K	T GF
EJ AGADI	G	EIT	G	K	E	G	G	E	E	G	G	G	G	I	E FI
CC A AAC	EGI	KGGI	GI	TI	EKF	FJ	EI	EGK	TI	IG	EG	I	G	GI	J FKF
GAACAA	EJL	KKL	GI L	T H L	EKL	GI L	GI L	EKL	GI L	IGL	GI L	GL	GI L	GI L	
DC J FKF															
DI AGACLA EAACA A	EEAGADI A	GAGADI A	EEAGADI A	EGAGADI A	EEAGADI A	JAGADI A	KAGADI A	EGAGADI A	EEAGADI A	GAGADI A	KAGADI A	EIAGADI A	EEAGADI A	GAGADI A	GAGADI A
	EF	GI	KF	TG	TI	I	T	EG	I	G	T	G	I	IG	
GI AGACLA EAACA A	GAGADI A	IAGADI A	IAGADI A	IAGADI A	EIAGADI A	EIAGADI A	EAGADI A	IAGADI A	EIAGADI A	EAGADI A	EAGADI A	EIAGADI A	EAGADI A	FAGADI A	GAGADI A
	EJ	FKI	KG	EK	EK	I	T	EG	F	I	T	E	E	KE	

AAE EAACA

DDAD DEAE CCACCA DEAE AAABAD CAE CAEAE E EAADEAE FFGGGG
 EGADADAD DEE
 ADHE D GAE CCBQ) AAIAA

EAACA E A	I AAAAC CAC	ACCA ACCA	TAD CA DAA)	EACAC	TAD CA CA	IAD CA EQA) CA	GAD CA EQA) CA	JFAD CA CAAAA	FAD CA CAAAA	IAD CA CAAAA	JAD CA I AAC	IAD CA I AAC	IAD CA I AAC	EAA ACCA	AAC
EI AGAD	G	I G	I	I	G	G	G	G	G	G	G	G	G	T	GI
GE AGAD	G	I G	I	I	E	G	G	G	E	G	G	G	G	G	GG
GI AGAD	G	I G	E	I	T	G	G	G	E	G	G	G	G	G	IF
GG AGAD	G	I G	E G	E	I	G	G	E	G	G	G	G	G	G	IK
GF AGAD	E	GK	EK	I	I	E	G	G	E	G	E	G	G	T	EJ
GI AGAD	E	EK	I E	G	J	I	G	I	T	G	G	G	G	I	TE
GK AGAD	I	I GE	I G	EI	J	G	E	I	E	I	I	T	G	G	GF
GG AGAD	EI	GI G	I G	I G	G	G	E	EE	E	G	I	G	E	T	IG
GI AGAD	I	I GK	F I	EK	EE	G	G	EI	G	I	I	G	G	T	FK
EG AGAD	EG	GGG	F J	EF	EI	F	E	G	I	E	E	E	T	T	FG
EE AGAD	G	I J G	I E	EG	EG	K	E	EG	F	G	I	G	G	K	FGK
EI AGAD	G	GI K	I G	EG	EE	I	I	G	G	T	G	G	G	I	IT
GE AGAD	EG	GKF	F G	EG	T G	G	G	K	I	I	G	G	G	G	IK
GI AGAD	EI	I FE	FE	G	EI	I	G	EG	E	I	E	G	G	F	FEI
GI AGAD	EE	FE G	GI	EG	TI	F	E	J	T	E	I	G	I	GI	IKG
GG AGAD	EG	F GI	F G	EI	EI	T	G	EG	T	E	I	G	G	F	KIG
GF AGAD	TI	I FE	FI	EK	EE	K	G	K	E	I	I	G	G	GG	GE
GI AGAD	EI	FF G	GI	J	I	I	G	E	G	I	F	E	G	I	IG
GK AGAD	G	GI E	I G	EF	F	K	G	T	E	E	E	G	G	I	FFG
GG AGAD	G	I FI	E G	EE	I	G	G	T	G	T	E	E	G	E	GEI
GI AGAD	G	I GI	EG	I	T	E	G	T	G	G	G	G	E	G	IJ
EG AGAD	I	T GI	EI	I	E	E	G	E	G	G	G	G	G	T	III
EE AGAD	I	EI F	EI	I	E	E	G	T	G	G	E	G	G	T	EFK
CC AAAAC	EFF	KFG	KJK	TI	EI	KG	EE	EET	TJ	TG	TJ	F	EE	FE	JG
GAACAA	EHL	KKL	GL	IGL	TL	GL	GL	EHL	GL	GL	GL	GL	GL	FHL	JG
DC JIG															
DI AGAD EAAC A	GAGAD A Ei	GAGAD A GI G	GAGAD A I G	GAGAD A I G	EEAGAD A EG	GAGAD A G	KAGAD A E	JAGAD A Ei	EEAGAD A F	JAGAD A I	GAGAD A I	KAGAD A I	JAGAD A G	EEAGAD A KG	GAGAD A IG
GI AGAD EAAC A	FAGAD A TI	FAGAD A I FE	EIAGAD A I G	FAGAD A EK	TI	K	G	EG	I	I	F	E	I	F	FAGAD A GE

AAE E AAAC

CCAC CDAE BEAABAC EAAXAAE MAC PAE CAE AAD D
 EAGACACAC CDA
 ACIIAC GAD CEEDA AABAC A

E AAC EAE FFGGGG
 CAGAC CDAE EAE
 CC GAD CAI T A GI

AECAAE A	E EF	EI IG	IE IF	II IG	IE IF	II GG	GE GF	GI FG	FE FF	FI IG	IE IF	II IG	IE IF	II iii	AACE	GCEAME AAB	DAE AAA EACEA
EI AGACI	E	I	II	II	GI	I	E	G	G	G	G	G	G	G	EII	IIAEF	EII
GE AGACI	E	I	EF	GI	IE	F	E	G	G	G	G	G	G	G	GI	IIAEF	IG
GI AGACI	E	I	G	IG	EI	G	E	G	G	G	G	G	G	G	FI	IIAEF	II
GI AGACI	G	I	EE	II	EI	EG	G	G	G	G	G	G	G	G	GG	IIAEF	FI
GG AGACI	I	G	EI	FE	II	IG	G	G	G	G	G	G	G	G	EII	IIAEF	GI
GF AGACI	EG	I	II	EEI	EGI	II	G	E	G	G	G	G	G	G	III	IIAEF	III
GI AGACI	II	EI	II	IIIG	EII	II	E	E	G	G	G	G	G	G	IGG	IIAEF	GGG
GI AGACI	GG	FI	II	GGG	EIG	EG	E	G	G	G	G	G	G	G	IGI	IEAG	III
GG AGACI	EFE	IEG	IEG	III	IG	I	E	G	G	G	G	G	G	G	EGG	IEAG	EIEG
GI AGACI	II	EI	FI	IGG	GF	F	G	G	G	G	G	G	G	G	EII	IEAG	III
EAGAGACI	GI	EI	GI	IEI	IF	I	G	G	G	G	G	G	G	G	EIII	IEAG	IGG
EAGAGACI	EII	IG	GI	II	FF	EG	G	E	G	G	G	G	G	G	EII	IEAG	IGE
EI AGAGI	EII	IG	GI	EII	IE	I	G	G	G	G	G	G	G	G	EII	IEAG	III
GE AGAGI	EI	II	GI	II	GI	I	G	G	G	G	G	G	G	G	EII	IEAG	III
GI AGAGI	I	EI	FG	IG	II	GI	G	G	G	G	G	G	G	G	EII	IEAG	III
GI AGAGI	EII	III	FI	IG	GI	G	G	G	G	G	G	G	G	G	EII	IEAG	IGG
GG AGAGI	EI	II	FI	III	IG	G	G	G	G	G	G	G	G	G	EGG	IEAG	IGG
GF AGAGI	III	III	GI	II	IF	I	G	G	G	G	G	G	G	G	EIE	IEAG	GGG
GI AGAGI	EI	IG	FI	IGG	II	I	I	G	G	G	G	G	G	G	EII	IEAG	GGG
GI AGAGI	EI	III	GI	IG	IG	I	I	E	G	G	G	G	G	G	EII	IEAG	IEE
GG AGAGI	II	EI	IEI	III	FI	G	I	G	G	G	G	G	G	G	EGG	IEAG	FGG
GI AGAGI	II	GG	IGG	IEI	II	I	E	G	G	G	G	G	G	G	IFE	IEAG	GI
EAGAGACI	II	GI	EII	EIG	II	EE	E	E	G	G	G	G	G	G	GG	IEAG	III
EAGAGACI	EG	II	II	EEI	GG	EI	I	G	G	G	G	G	G	G	IGG	IEAG	EIG

CC AACE GAFAA	IGFI EIGU	IIFI EIIU	IIIG IIIEU	FIIE FIIEU	EIIG EIEU	IIII EIEU	IE IEU	F GU	G GU	G GU	G GU	G GU	G GU	G GU	EII	IEAG	EIII
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CI AGACI A JABE A	GGGACI A EFE	EEAGGACI A IG	GAGGACI A IEG	IAGGACI A GGG	IAGGACI A EII	FAGGACI A II	FAGGACI A G	FAGGACI A E	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	GAGGACI A EGG		
GI AGACI A JABE A	FAGGACI A III	FAGGACI A III	IAGGACI A FIG	IAGGACI A IG	IAGGACI A II	EAGGACI A EII	EAGGACI A I	IAGGACI A E	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	GAGGACI A EGG		

AAE E AADA

CCAC CDAE BEAABAC EAAXAAE MAC PAE CAEAAAD
 AEGAC AACAC CDA
 ACIIAC GAD CEEDA AAAC A

E AAC EAE FF GG GG
 CAGAC CDAE ME
 CC GAM CA GA GI

AECAAE A	E EF	EI IG	IE IF	II IG	IE IF	II GG	GE GF	GI FG	FE FF	FI IG	IE IF	II IG	IE IF	II iii	AACE	GCEAME AAB	DAE AAA EACEA
EI AEGACI	G	EI	GI	FI	IG	G	E	G	G	G	G	G	G	G	EFG	IEAG	EGE
GE AEGACI	G	I	II	IG	EI	G	G	G	G	G	G	G	G	G	GG	IEAG	II
GI AEGACI	G	I	IG	GE	EI	G	G	E	G	G	G	G	G	G	GG	IEAG	IE
GI AEGACI	G	F	EI	IG	IG	I	E	G	G	G	G	G	G	G	GE	IIAF	FI
EG AEGACI	EG	I	EG	GI	GI	I	I	G	G	G	G	G	G	G	EI F	IIAF	GG
GF AEGACI	I	G	GG	E EI	IG	IG	F	G	G	G	G	G	G	G	II I	IIAF	EI I
GI AEGACI	IE	EI	E EF	II F	EI I	IG	E	I	G	G	G	G	G	G	IEE	IIAF	GI E
GI AEGACI	GI	IF	EI F	GI I	E EI	EI	G	G	G	G	G	G	G	G	E GF	IEAG	II I
GG AEGACI	EI E	IGE	IGG	IFI	FI	I	E	G	G	G	G	G	G	G	E GI	IEAG	II I
GI AEGACI	IE	EGG	G GI	II E	GI	G	G	G	G	G	G	G	G	G	EI G	IEAG	GGG
EG AEGACI	IG	E FI	GI I	II G	GF	EG	G	G	G	G	G	G	G	G	E EI	IEAG	II G
E E AEGACI	EI G	EI G	GE G	IGG	IF	I	G	G	G	G	G	G	G	G	E EG	IEAG	IE G
EI AEGACI	EGG	IG	FE G	II I	GI	G	G	G	G	G	G	G	G	G	EI GI	IEAG	GE G
GE AEGACI	E EI	II F	GI I	II FG	GI	I	I	G	G	G	G	G	G	G	E EI	IEAF	II E
GI AEGACI	II I	IGF	GGE	II G	GE	I	G	G	G	G	G	G	G	G	E EFG	IEAG	II I
GI AEGACI	EI G	II I	FFI	IEI	FI	I	G	G	G	G	G	G	G	G	E I I	IEAG	GI F
GG AEGACI	E GG	II I	FI I	II F	FG	F	G	G	G	G	G	G	G	G	E I GI	IEAG	GI G
GF AEGACI	IG	II G	IGI	II G	GF	F	G	G	G	G	G	G	G	G	E FF I	IEAG	E GE G
GI AEGACI	E FI	II I	FI I	II I	IF	I	E	G	G	G	G	G	G	G	E I I G	IEAG	GF G
GI AEGACI	GGG	E GI	IGF	E I I	IG	I	E	G	G	G	G	G	G	G	E GI I	IEAF	GGI
GG AEGACI	II G	IG	EI E	E EG	II	E	I	G	G	G	G	G	G	G	I GF	IEAG	GI
GI AEGACI	II	II	IFI	II G	IG	G	E	G	G	G	G	G	G	G	II F	IEAG	FEI
EG AEGACI	EI	IG	E GG	IGI	IG	I	E	G	G	G	G	G	G	G	GI I	IEAG	IGI
E E AEGACI	I	I	II	E GI	FF	EG	I	G	G	G	G	G	G	G	II F	IEAG	IEI

CC AACE GAFAAA	IIII EIJU	IGGG E I I U	IGGI I I I U	FI FI I I I U	EI GG I I I U	E GI GI I U	IE GI I U	I GU	G GU	G GU	G GU	G GU	G GU	G GU	EI GI	IEAG	E I I I
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CI ACIA JABEA	E E AEGACI A E I G	G G GACI A IGE	G G GACI A IGG	I G GACI A GI	I G GACI A E I I	F A G GACI A IG	F A G GACI A F	I A G GACI A I	E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G
GI ACIA JABEA	I A G GACI A GGG	E A G GACI A I I F	F A G GACI A IGI	F A G GACI A I I G	E A G GACI A IG	A E A G GACI A EG	A E A G GACI A I	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G	A E I A G GACI A G

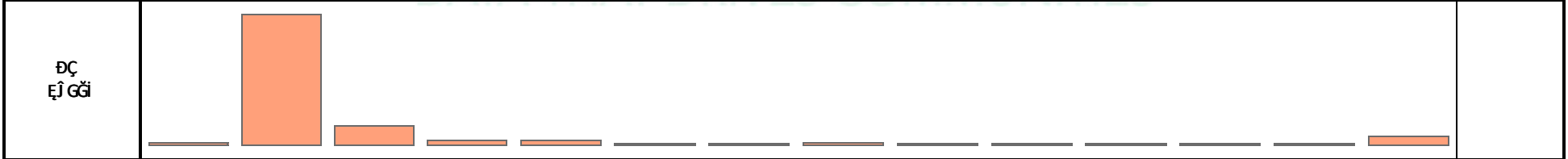
AAE E AAAD

DDAD DDEAE CCAACA DDEAAABAAADCAE CAEAEE E
 EGADDAADAD DDEA
 ADIE D GAE CCBQI AAAHA

E AAD EAE FF GGGG
 CDIGA DDEAE EHEE
 CD GAM CAAT A GIT

EAACA E A	I AAAAC CAC	ACACA ACCA	T ADI CA DAAI	EACAC	T ADI CA CA	I ADI CA EAI CA	GADI CA EAI CA	J FADI CA CAAAA	FADI CA CAAAA	I I ADI CA CAAAA	J I ADI CA I AAC	I ADI CA I AAC	I I ADI CA I AAC	E AA ACCAAI	AAC
EI AGADI	G	EGG	EG	J	G	G	G	E	G	G	G	G	G	G	EGG
GE AGADI	G	FI	i	G	G	G	G	G	G	G	G	G	G	E	IG
GI AGADI	G	IJ	K	F	T	G	G	G	G	G	E	G	G	T	FI
GI AGADI	G	FE	G	i	T	G	G	E	G	G	G	G	G	T	IK
GG AGADI	G	KF	EG	EG	EE	G	G	G	G	G	G	G	G	i	EI
GF AGADI	T	TGG	GI	TG	EJ	G	G	i	G	G	E	G	G	T	IG
GI AGADI	i	IJJ	GK	iG	IY	T	E	G	i	G	T	G	E	EI	FJI
GK AGADI	G	KFI	EIG	GG	IJ	I	I	TI	E	T	I	G	T	GI	EGGK
GG AGADI	TE	JEJ	EIT	iE	GG	EE	i	TI	K	F	i	G	T	Ji	EITJi
GI AGADI	T	GIK	EIG	GF	ii	T	G	EK	T	F	Y	G	E	KE	EIGF
EG AGADI	G	KGK	EIG	TJ	FI	i	E	EG	E	i	i	T	G	iF	EGIT
EJ AGADI	EK	GGI	EGI	IT	YG	J	G	TI	E	G	F	G	T	IE	EJIG
EI AGADI	EJ	KKG	EIT	TI	GI	F	T	EF	T	G	F	G	G	JT	EJIG
GE AGADI	EI	GF	EIT	TJ	GK	EE	E	EI	i	i	E	G	G	KG	EJGF
GI AGADI	EI	GGG	EGG	TF	iK	F	T	EI	G	K	E	G	G	FG	EITG
GI AGADI	EI	GI E	TEG	TJ	GI	E	E	TG	G	G	F	E	T	IG	EIGI
GG AGADI	EG	JGE	TI	IF	TK	i	G	TJ	T	F	T	G	E	IG	EIGI
GF AGADI	EI	EJGI	GG	TG	TE	E	G	EG	E	E	G	G	E	EJGE	EJGF
GI AGADI	TE	EJEG	JG	EG	EG	T	G	EI	G	i	G	G	G	GG	EITJ
GK AGADI	EE	GI	KI	TF	TE	T	G	EE	G	E	i	G	G	FE	EIGG
GG AGADI	EI	KFF	FG	TE	F	T	G	Y	T	E	G	G	G	TI	GGI
GI AGADI	EE	FKG	GI	EI	G	E	G	T	G	G	G	G	G	EJ	YIT
EG AGADI	T	GGI	TI	EI	i	E	G	E	G	G	G	G	G	i	GGI
EJ AGADI	E	TEE	TI	EI	G	G	G	i	G	G	G	G	G	G	TI

CC A AAC	TGI	EJFEI	TEFK	FI	FKI	IK	EG	TKG	IG	GG	GG	i	EI	JJK
GAACAA	EK	KLFX	EJEX	IKK	IK	GIK	LEK	EIK	GIK	GIK	GIK	GK	LEK	FLEK



DI AGACLA EAACAE A	GAGADI A TE	GAGADI A JEJ	EJAGADI A EJI	JAGADI A GF	EJAGADI A IG	GAGADI A EE	KAGADI A i	KAGADI A TI	GAGADI A K	GAGADI A F	KAGADI A I	EJAGADI A T	KAGADI A T	GAGADI A Ji	GAGADI A EITJi
GI AGACLA EAACAE A	IAGADI A TE	FAGADI A EJGI	GAGADI A TI	GAGADI A IF	EAGADI A GK	EAGADI A EE	FAGADI A G	GAGADI A TJ	IAGADI A G	IAGADI A G	EIAGADI A G	IAGADI A F	IAGADI A E	IAGADI A T	FAGADI A EJGE

AAE EAACA

DDAD DEAE CCAACA DEAAEAAA BAAADCAE CAEAEE E
 EGADDAADAD DEEA
 ADIE D GAE CCBQI AAAHA

E AAD EAE FF GGGG
 CDIGA DEAE EHEE
 CD GAM CAI A GIT

EAACA EA	I AAAAC CAC	ACACA ACAA	T ADI CA DAAI	EACAC	T ADI CA CA	I ADI CA EAI CA	GADI CA EAI CA	J FADI CA CAAAA	FADI CA CAAAA	I I ADI CA CAAAA	J I ADI CA I AAC	I ADI CA I AAC	I I ADI CA I AAC	E AA ACCAAI	AAC
EI AGADI	T	EI E	TJ	EE	I	G	G	G	G	G	G	G	G	E	EI K
GE AGADI	G	KI	G	G	I	G	G	E	E	G	G	G	G	G	GI
GI AGADI	G	GK	F	T	I	G	G	G	G	G	G	G	G	G	FK
GI AGADI	G	FJ	J	K	T	G	G	E	E	G	G	G	G	T	GG
GG AGADI	G	GG	TT	EG	G	G	G	E	G	E	G	G	G	G	EIT
GF AGADI	G	EJ G	GI	EK	TT	E	G	G	G	E	G	G	G	K	TJT
GI AGADI	I	I GG	JG	IE	GG	E	G	EE	G	I	T	G	E	TT	I GG
GK AGADI	K	TI F	EI I	GG	GG	T	T	IT	I	G	G	G	T	GE	JGI
GG AGADI	EI	JT F	TGI	GE	FI	EI	E	GI	F	I	J	E	E	JT	EGGI
GI AGADI	EI	GI	EI G	GI	GI	EG	T	TG	E	K	G	G	E	FG	EI E
EG AGADI	F	KI J	EJ F	GE	FI	G	E	EI	T	G	G	G	G	GG	EGGG
EJ AGADI	EK	KI	EJ G	IF	FJ	G	T	EG	G	F	G	G	G	I	FI
EI AGADI	EI	KI G	EJ G	TT	TI	J	E	TI	F	I	G	E	G	I K	EJKI
GE AGADI	EI	KI K	EKI	TF	GI	I	T	EJ	E	F	T	G	E	GI	EJIG
GI AGADI	EI	JGF	EJ E	TE	TJ	I	E	TE	G	F	I	G	G	I E	EITF
GI AGADI	EI	JEI	EJI	TI	IK	K	T	TG	E	F	T	G	E	KI	EIGI
GG AGADI	TG	EGGI	EKG	IG	TE	J	G	TG	E	G	G	E	E	IG	EGGI
GF AGADI	TT	EGI	EJ F	GG	EG	G	E	EG	G	G	T	E	G	EJ	EJEG
GI AGADI	EI	EGI J	EI E	TI	J	I	T	TG	T	T	I	G	E	I J	EJGG
GK AGADI	EI	GI	EI G	TG	TE	G	G	EK	G	G	I	G	E	GI	EKG
GG AGADI	G	FI	EI F	TG	EF	F	G	G	I	E	G	E	G	I I	EGG
GI AGADI	G	FI	KG	EG	K	E	G	K	E	I	G	G	G	EI	IFE
EG AGADI	I	IKG	GI	J	G	G	G	E	G	G	G	G	G	EJ	GGK
EJ AGADI	G	TI J	IK	EI	I	G	G	E	E	G	G	G	G	K	TJG
CC A AAC	EI	EJ E	TI FJ	FI E	TE G	J E	EK	I I K	IT	T K	I G	F	EI	GK	EIT E
GAACAA	EK	KI EK	EI LF	T LG	I EK	GI FK	GLEK	EIKK	GI K	GI K	GI K	GK	GLEK	GI FK	
DÇ EITJE															
DI AGACLA EAÇA A	EJ AGADI A	GG AGADI A	GG AGADI A	K AGADI A	EJ AGADI A	GG AGADI A	K AGADI A	GG AGADI A	GG AGADI A	J AGADI A	GG AGADI A	GG AGADI A	EJ AGADI A	GG AGADI A	GG AGADI A
GI AGACLA EAÇA A	F AGADI A	T AGADI A	I AGADI A	F AGADI A	EI AGADI A	EI AGADI A	E AGADI A	I AGADI A	EI AGADI A	E AGADI A	GG AGADI A	EI AGADI A	E AGADI A	F AGADI A	GG AGADI A

AAE EAACA

	AAAAC CAC	ACAA CCAA	TADTA DAJ	EACAC	TADTA CA	IADTA EAT CA	GADTA EAT CA	IADTA CAAAA	FADTA CAAAA	IADTA CAAAA	IADTA I ACC	IADTA I ACC	IADTA I ACC	EAA ACCAAA	AACC
NAAJ A AACC GAACAA	I GI EK	GI EGI KI K	I GGI EELFK	EIT T LGK	EKI G T U K	TTE GLK	GG GLEK	GGE ELFK	EGI GU K	EJ G GU K	EI K GU K	EI GK	GG GLEK	I FEJ I K	FJ GFK
DC EIT GF															

AAE E AACA



QAD DDAD EEAAEEDEAAEA EAADCAAC CAEADE **EAEDEAE** GG GG G
CHHE DDAD DEIAE
DDIE D HAE CEEBA AAACA

EACA EA A	I AE	AA A CA	E AI i A CA	EA A CA	HE	DEACI AE AAI CA I AAAA CAE	EA	EAE	DEACI AE AAI A I AAAA CAE	DEACI AE AAI CA AAAA
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G AGAG		G G	G	GI i		G G			G G	<div style="width: 80px; height: 10px; background-color: orange;"></div>
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CAAA ACC		GI GI	GI I J G	GI GG		GI I G			GI I G	
I AE AAI CA DEACI A		I I I	GGG	GGG						
I AE AAI A DEACI A		I I I	GGG	GGG		GGG				
DI AGACI A CAAC A		GAGAD	GAGAD	GAGAD		GAGAD			GAGAD	
GI AGACI A CAAC A		G G I	G i	G GU		GI J G			GI J G	
GI AGACI A CAAC A		GAGAG	AGAG	GAGAG		GAGAG			GAGAG	
		G GG	G	GGGU		G IU			G IU	

AAAC AAEA

CCAC CDAE BEAABAC EAAXAAE MAC PAE CAEAAAD
 AEGAC AACAC CDA
 ACHEC GAD CEEDA AAJACA

E AEC EAEE FFGGGG
 C HGA CDME
 CC GA CAI A GI

AECAAE A	E EF	EI IG	IE IF	II IG	IE IF	II GG	GE GF	GI FG	FE FF	FI IG	IE IF	II IG	IE IF	II iii	AAE	GCEAME AAB	DAE AAA EAGEA
EI AEGACI	E	E	EI	IG	IF	E	E	G	G	G	G	G	G	G	II	IIAEF	FI
GE AEGACI	E	G	F	II	EE	G	E	G	G	G	G	G	G	G	GF	IIAEF	IG
GI AEGACI	G	E	F	EG	F	I	E	G	G	G	G	G	G	G	II	IEAG	EF
GI AEGACI	I	G	F	EG	G	I	G	G	G	G	G	G	G	G	GG	IIAEF	II
GG AEGACI	I	G	E	IF	II	EI	G	G	G	G	G	G	G	G	IG	IIAEF	GG
GF AEGACI	I	G	I	II	GI	EG	I	G	G	G	G	G	G	G	EGI	IIAEF	EFI
GI AEGACI	EG	G	GF	EIG	II	EF	E	G	G	G	G	G	G	G	IFG	IIAEF	III
GI AEGACI	IF	IG	EII	IFG	II	G	G	G	G	G	G	G	G	G	FI	IEAG	GEI
GG AEGACI	GI	EII	III	IEI	EI	E	G	G	G	G	G	G	G	G	EEG	IEAG	FGF
GI AEGACI	GG	IG	III	IG	IE	I	G	G	G	G	G	G	G	G	III	IEAG	FII
EAG AEGACI	IE	II	IIIG	EAG	II	F	G	G	G	G	G	G	G	G	FGG	IEAG	GEI
EAG AEGACI	GI	II	IEF	EFI	IG	G	G	E	G	G	G	G	G	G	FGF	IEAG	IEE
EI AEGACI	II	EII	III	EAG	IG	E	G	G	G	G	G	G	G	G	IGE	IEAG	GI
GE AEGACI	II	IG	IEE	EII	IF	I	G	G	G	G	G	G	G	G	FGG	IEAG	GGI
GI AEGACI	II	FG	IGE	IGE	GF	EE	G	G	G	G	G	G	G	G	ITG	IEAG	GGI
GI AEGACI	II	GG	III	EIG	II	I	G	G	G	G	G	G	G	G	ITG	IEAG	GGI
GG AEGACI	GG	EII	IGG	IFI	IF	I	G	G	G	G	G	G	G	G	ITG	IEAG	FFI
GF AEGACI	EII	EII	IGI	EII	II	I	G	G	G	G	G	G	G	G	IGE	IEAG	GGI
GI AEGACI	GI	EII	III	IGI	IE	I	E	G	G	G	G	G	G	G	III	IEAG	FGI
GI AEGACI	IE	FI	IGE	IGE	II	I	E	G	G	G	G	G	G	G	FI	IEAG	GGI
GG AEGACI	IF	II	EAG	EII	GI	G	I	G	G	G	G	G	G	G	III	IEAG	IGI
GI AEGACI	I	IG	GI	EII	GI	I	E	G	G	G	G	G	G	G	III	IEAG	IGG
EAG AEGACI	I	EF	FI	II	II	F	E	G	G	G	G	G	G	G	IGI	IEAG	EAG
EAG AEGACI	G	G	IF	IG	IF	G	I	G	G	G	G	G	G	G	EIG	IEAG	IF

CC AAEE GAFAA	ITG I I U	EIII E I U	IGGI I I U	IIII I I U	GGI G U	EAG E I U	EI G I U	I G U	G G U	G G U	G G U	G G U	G G U	G G U	E E E I	IEAG	IEGG
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CI AGACI A J AEE A	GGGACI A GI	GGGACI A EII	GGGACI A III	TAGGACI A IFG	TAGGACI A II	GGGACI A EI	FAGGACI A I	EAGGACI A E	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	GGGACI A EEG		
GI AGACI A J AEE A	FAGGACI A EII	FAGGACI A EII	GGGACI A IGG	GGGACI A IFI	TAGGACI A GI	TAGGACI A EE	TAGGACI A I	TAGGACI A E	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	EATAGGACI A G	FAGGACI A IGE		

AAE E AAAD

AA AAA AAAA AAAA AAAA AABAC CAC

CCAC CDAE BEAABAC EAAD MAAE MAE ACAB E DAADA
 AEGAC CAC CDA
 ACHEC GAD CE DA AA)AC A

E AEC EAEE EFGFG
 CAG A CDAE
 CC GA CA GA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AAI	GCEAME AAB	DAI AAA DAACEA
EI AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GE AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GI AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GI AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GF AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
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GG AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
E G AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
E E AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
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GE AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GI AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GI AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GF AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
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GJ AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GG AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
E G AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
E E AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
CC A AAI GA EAA A	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G	E AEG	G
CI AAI A KAI A I A	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G		
GI AAI A KAI A I A	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G	EI AEGACI A G		

AAI I AA A

HA AAA AAAA CAB MA A F H G I A E E I A I

AC K HAGAE ACI BA MA A A DA CCA A E AA A H E E I I ACI BA E A A A DA A A A

AA AAA AAAA AAAA AAAA AABAC CAC

CCAC CDAE BEAABAC EAAD MAAE MAE ACAB E DA MAAD
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 ACHEC GAD CE DA AA)AC A

E AEC EAEE EFGFG
 CAG A CDAE
 CC GA CA EA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AAI	GCEAME AAB	DAI AAA DAACEA
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GJ AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
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E E AEGACI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
CC A AAI	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	E AEG	G
GA EAA A	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	GJ	G	E AEG	G
CI AAI A	EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI
KAI AI A	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G
GI AAI A	EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI	A EI AEGACI
KAI AI A	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G

AAI T AA A

AC K HAGAE ACIA MA AADACCAE AA AHE E E I I ACIA EAAA DA AA

AAAA AAAA AAAA AAAA ABC CAA CCCC AAAA CAC

ELI T DHI MA AAAA AAAA ABC CAA CCCC AAAA CAC

	AAAA CAC	ACAA ACAA	IADI DAJ	EACAC	IADI CA	IADI EAI CA	GDI EAI CA	JGDI CAAAA	GDI CAAAA	JADI CAAAA	JADI T ACC	JADI T ACC	JADI T ACC	EAA ACCAAE	AACC
NAAEA AAC GAACAA	G GLL	JGG KFIL	GG KIJL	IJ IJL	FI FIL	J GKL	G GL	K GLL	J GLL	G GL	F GLL	G GL	G GL	IJG GIJL	KGL
DC IJG															

AAI T AAAA

























HA AAAA AAAA AAAA GI GI T FFAKDI

EDL HAAE ACCA AAAA AAAA AIE E IL ACCA CA AAAA AAAM



QAD DDAD EEAAEEDEEAAE EAAEAAEAEAE EAAAE
EHHDDAD DDAD
ADIE D HAE CEEAE AAACAE

FAD EAGG GG H
CD HEDDAD E
CD HAA CAA HA G AA CAA GA G

EACA EC A	I AE	AA HA CAA	E AE I GA CAA	EAA I GA CAA	I AE	DEACT AE AAI ECAA I AAAA ACARE	ECA	EAE	DEACT AE AAI A I AAAA ACARE	DEACT AE AAI AAAA
Ĝ ĀĜĀĬ		IUG	JĴ	HĜ		IJ			IJ	
ĜĜĀĜĀĬ		J	Ĵ	ĜĜ		IJ			IJ	
Ĝ ĀĜĀĬ		Ĵ	Ĵ	IJ		H			H	
ĜĀ ĀĜĀĬ		Ĵ	J	ĜĜ		Ĵ			Ĵ	
Ĝ ĀĜĀĬ		ĴIJ	ĜĜ	ĜI		IJ			IJ	
ĜĜĀĜĀĬ		ĜĜĴ	ĜĴ	ĜĜH		ĜĜH			ĜĜH	
ĜĀ ĀĜĀĬ		ĴĜ	Ĝ	ĴĜĜ		J			J	
ĜI ĀĜĀĬ		ĜIJ	ĴĜĴ	ĜHĴ		ĜHĴ			ĜHĴ	
ĜIJĀĜĀĬ		HĜĜ	J IUG	IJI		IJĴ			IJĴ	
ĜHĀĜĀĬ		ĴIJ	ĴHĴ	ĴJ		ĴIJ			ĴIJ	
ĜĜĀĜĀĬ		ĴĴĴ	ĜHĴ	ĴĜĜ		Ĵ J			Ĵ J	
ĜĜĀĜĀĬ		ĴĴĴ	Ĵ Ĝ	ĴĴĴ		Ĵ H			Ĵ H	
Ĝ ĀĜĀĬ		JĜĜ	JĜĜ	J Ĝ		JĜĜ			JĜĜ	
ĜĜĀĜĀĬ		JĴĴ	JĜĜ	JĜH		JĴĴ			JĴĴ	
Ĝ ĀĜĀĬ		IJ H	J IJH	IJĜĜ		IJĴ			IJĴ	
ĜĀ ĀĜĀĬ		IJHĜ	H IJĜ	HĴ		HĴ J			HĴ J	
Ĝ ĀĜĀĬ		H	ĜĜHĜ	H IJI		ĜĜI			ĜĜI	
ĜĜĀĜĀĬ		HĴ	ĜĜHĜ	ĜĜĜ		ĜĜ Ĵ			ĜĜ Ĵ	
ĜĀ ĀĜĀĬ		IJHĜ	IJHĜ	H		HĜ			HĜ	
ĜI ĀĜĀĬ		Ĵ Ĝ	Ĵ J	ĴĜĜ		Ĵ Ĵ			Ĵ Ĵ	
ĜIJĀĜĀĬ		ĴJ	ĜĜI	ĜĜĜ		H			H	
ĜHĀĜĀĬ		ĴĴĴ	ĴIJ	Ĝ		IJ			IJ	
ĜĜĀĜĀĬ		IJ	HĴ	IJ		ĴIJ			ĴIJ	
ĜĜĀĜĀĬ		ĜĴ Ĝ	ĜĴ Ĝ	ĜĴ Ĝ		ĜĴ Ĝ			ĜĴ Ĝ	
ĈCAA ĀĀCC		ĜĜHĴ	Ĝ ĜI	Ĝ Ĵ Ĵ		Ĝ ĜĴ			Ĝ ĜĴ	
K AE AAI ECA DEACT A		H IJĜK	ĜĜĜI K	ĜĜĜK K						
K AE AAI A DEACT A		H IJĜK	ĜĜĜI K	ĜĜĜK K		ĜĜĜK				
DĬ ĀIACĬ Ā CĀĀC Ā		IJĀĜĀĬ HĜĜ	IJĀĜĀĬ J IUG	IJĀĜĀĬ IJI		IJĀĜĀĬ IJĴ			IJĀĜĀĬ IJĴ	
HĬ ĀIACĬ Ā CĀĀC Ā		ĜĀĜĀĬ HĴ	ĀĜĀĬ ĜĜHĜ	ĜĀĜĀĬ ĜĜĜ		ĜĀĜĀĬ ĜĜ Ĵ			ĜĀĜĀĬ ĜĜ Ĵ	

AAAC AAEEA

CCAC CDAE BEAABAC EAAD DZAAA EAACAB E DAAD
 AGGACAC CDA
 ACHEC GAD CEEDA AARCA

EACCEAE EFGFG
 CHGA CDAE
 CC GA CA GA GI

ACAAA A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AACI	GCEAME AAB	DAI AAA DAACEA
EI AGGACI	II	IG	FE	EI	E	E	G	G	G	G	G	G	G	G	E EI	EI AE	IE
GE AGGACI	IG	EI	EJ	E	I	G	G	G	G	G	G	G	G	G	II	EI AE	IE
GI AGGACI	G	EG	EI	EG	I	G	G	G	G	G	G	G	G	G	FF	EI AE	II
GI AGGACI	G	EI	II	EG	I	E	G	G	G	G	G	G	G	G	IE	EI AE	FG
GF AGGACI	EI	IG	II	IF	EE	F	G	G	G	G	G	G	G	G	EEI	EI AE	GI
GE AGGACI	FE	EI	EEJ	IG	II	F	E	G	G	G	G	G	G	G	IEI	IE EG	IEJ
GI AGGACI	GI	EI	II	EEI	II	EE	E	G	G	G	G	G	G	G	IEE	EI AE	FFG
GI AGGACI	IF	IF	EI	EE	EG	G	G	G	G	G	G	G	G	G	IEG	EI AE	EI
GJ AGGACI	EI G	EGF	EI F	II	I	E	G	G	G	G	G	G	G	G	EI	EI AE	IEJ
GG AGGACI	IG	EI	EEI	J	I	G	G	G	G	G	G	G	G	G	IEI	EI AE	II
EG AGGACI	IJ	EI F	EI	EE	E	G	G	G	G	G	G	G	G	G	IJI	EI AE	IGI
EE AGGACI	II	EFE	EI	EE	G	G	G	G	G	G	G	G	G	G	III	EI AE	IJF
EI AGGACI	EE	EEJ	EEI	EF	G	G	G	G	G	G	G	G	G	G	IIF	EI AE	IEE
GE AGGACI	GE	EEE	EEI	EE	G	G	G	G	G	G	G	G	G	G	III	EI AE	IEI
GI AGGACI	EI	EI G	EEG	EG	G	G	G	G	G	G	G	G	G	G	EI	EI AE	IEG
GI AGGACI	II	IF	EI G	EG	I	G	G	G	G	G	G	G	G	G	EI	EI AE	IEG
GF AGGACI	GI	IG	EEF	G	E	G	G	G	G	G	G	G	G	G	EI	EI AE	IEI
GE AGGACI	FI	EI	EEE	EI	G	G	G	G	G	G	G	G	G	G	EI	EI AE	EI
GI AGGACI	IG	EEG	EEG	EG	G	G	G	G	G	G	G	G	G	G	III	EI AE	III
GI AGGACI	II	GF	EI J	EI	E	G	G	G	G	G	G	G	G	G	III	EI AE	III
GJ AGGACI	EE	JG	GG	EG	E	G	G	G	G	G	G	G	G	G	IEE	EI AE	IEG
GG AGGACI	IE	FI	IF	EE	E	G	G	G	G	G	G	G	G	G	EI	EI AE	EEG
EG AGGACI	EG	IE	FG	I	G	G	G	G	G	G	G	G	G	G	IJ	EI AE	IE
EE AGGACI	I	EI	II	E	G	G	G	G	G	G	G	G	G	G	EI	EI AE	EI
CC AAA GAFAA	EI II EIEJ	IGG II II	III I II	EGG IEJ	EI EIJ	II GI	I GI	G GI	G GI	G GI	G GI	G GI	G GI	G GI	IEE	EI AE	EEI E
CI AGGACI KAI A	I AGGACI IF	I AGGACI II	I AGGACI IE	I AGGACI E	I AGGACI II	I AGGACI EE	E AGGACI E	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	I AGGACI IG		
GI AGGACI KAI A	I AGGACI E	I AGGACI II	EI AGGACI EE	I AGGACI E	I AGGACI II	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	EI AGGACI G	I AGGACI FI		

AAI T AAAD

CCAC CDAE BEAABAC EAAD D MAAE MAE ACAB E DA AEA D
 AGGACI ACCAC CDA
 ACHEC GAD CEEDA AAAC A

E AAC EAE EFGFG
 CHGA CDAE ME
 CC GA CA GA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AACI	GCEAME AAB	DAI AAA DAACEA
EI AGGACI	I	E	EI	F	E	E	G	G	G	G	G	G	G	G	IE	EI AE	II
GE AGGACI	G	I	G	E	E	G	G	G	G	G	G	G	G	G	EI	I AE	EF
GI AGGACI	I	I	EI	I	I	G	G	G	G	G	G	G	G	G	II	I AE	EE
GI AGGACI	E	I	IE	EF	I	E	G	G	G	G	G	G	G	G	IE	I AE	FE
GF AGGACI	EI	I	EI	FI	EE	E	G	G	G	G	G	G	G	G	EI E	I AE	GE
GE AGGACI	IG	II	EGG	FI	I	I	G	G	G	G	G	G	G	G	I EI	I AE	EFI
GI AGGACI	J E	EE E	EI I	FE	I	G	G	G	G	G	G	G	G	G	FI F	EI AE	I GI
GI AGGACI	EEI	II F	EGG	EI	I	G	G	G	G	G	G	G	G	G	E EI	EI AE	I I
GJ AGGACI	EE E	II E	EI E	I F	I	G	G	G	G	G	G	G	G	G	F I	EI AE	I FI
GG AGGACI	EI	EI I	EI J	EE	G	G	G	G	G	G	G	G	G	G	I I	EI AE	I EE
EG AGGACI	EI	EI J	EI J	EG	E	G	G	G	G	G	G	G	G	G	I J G	EI AE	I EI
EE AGGACI	EFF	EEI	GF	I	E	G	G	G	G	G	G	G	G	G	I G	EI AE	I FI
EI AGGACI	II	EE E	EI I	EJ	E	G	G	G	G	G	G	G	G	G	II I	EI AE	I J F
GE AGGACI	IE	EI G	EE G	EE	E	G	G	G	G	G	G	G	G	G	FEI	EI AE	I I G
GI AGGACI	EI G	EI I	EI G	IE	I	G	G	G	G	G	G	G	G	G	E EI	EI AE	I I E
GI AGGACI	EI F	I G	G	EI	I	E	G	G	G	G	G	G	G	G	FFF	EI AE	I GG
GF AGGACI	EI I	II G	EI I	I E	I	G	G	G	G	G	G	G	G	G	EI E	EI AE	I I I
GE AGGACI	G	EI I	EI F	II	E	G	G	G	G	G	G	G	G	G	F I	EI AE	I I I
GI AGGACI	EE	EI J	EI I	EI	E	G	G	G	G	G	G	G	G	G	I I G	EI AE	I GE
GI AGGACI	II	G	EI G	II	E	G	G	G	G	G	G	G	G	G	I G	EI AE	I I I
GJ AGGACI	EJ	J E	EJ	EI	I	E	G	G	G	G	G	G	G	G	II I	EI AE	I I G
GG AGGACI	EF	II	J	I G	I	G	G	G	G	G	G	G	G	G	EE E	I AE	EEI
EG AGGACI	EG	EJ	FE	EE	E	G	G	G	G	G	G	G	G	G	J E	EI AE	E G
EE AGGACI	J	EI	I G	EG	G	G	G	G	G	G	G	G	G	G	E G	EI AE	FE

CC AAAI GAFAA	EFEI I GEJ	IIII I I E J	IIIF I F I J	FIJ I I J	EE G I J	J G I E J	G G I	G G I	G G I	G G I	G G I	G G I	G G I	G G I	I GEG	EI AE	EGI
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CI ACIA KAI A	EEAGGACI A EFF	I AGGACI A II F	E AGGACI A E I J	I AGGACI A F E	F AGGACI A E E	E AGGACI A I	EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	I AGGACI A E I		
GI ACIA KAI A	I AGGACI A E I G	F AGGACI A II G	E AGGACI A E J F	I AGGACI A I E	I AGGACI A E	I AGGACI A E	EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	F AGGACI A E I E		

AAI T AAAD

CCAC CDAE BEAABAC EAAD DZAAA EAACAB E DAAD
 AGGACAGCAC CDA
 ACHEC GAD CEEDA AAACA

EACCEAE EFGFG
 CHGA CDAE
 CC GA CA EA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AAI	GCEAME AAB	DAI AAA DAACEA
EI AGGACI	I	F	EG	I	G	G	G	G	G	G	G	G	G	G	II	IEAE	II
GE AGGACI	I	E	EI	G	G	G	G	G	G	G	G	G	G	G	IJ	IEAE	IE
GI AGGACI	I	F	J	J	E	G	E	G	G	G	G	G	G	G	IF	IEAE	EI
GI AGGACI	I	I	II	EI	F	G	G	G	G	G	G	G	G	G	II	IEAE	FG
GF AGGACI	EE	EE	EE	IF	E	F	G	G	G	G	G	G	G	G	E EI	IEAE	JE
GE AGGACI	II	FI	E EI	FE	J	I	G	G	G	G	G	G	G	G	II I	E IAE	E EG
GI AGGACI	EFF	E FI	E II	I J	J	E	G	G	G	G	G	G	G	G	F II	E IAE	II I
GI AGGACI	E I J	II J	E FI	II	F	E	G	G	G	G	G	G	G	G	E I G	E IAE	II G
GJ AGGACI	E I G	I GG	E GI	EG	I	G	G	G	G	G	G	G	G	G	FEF	E IAE	I GI
GG AGGACI	II	E FG	E EG	EG	E	G	G	G	G	G	G	G	G	G	I FI	E IAE	I EG
EG AGGACI	I E	E EG	I GI	II	E	G	G	G	G	G	G	G	G	G	I J E	E IAE	II I
EE AGGACI	E EI	E FI	E I E	I E	I	G	G	G	G	G	G	G	G	G	FEI	E IAE	I J E
EI AGGACI	II	E I E	E GI	EE	G	G	G	G	G	G	G	G	G	G	II E	E IAE	II I
GE AGGACI	E EI	E FG	E FE	F J	G	G	G	G	G	G	G	G	G	G	FFE	E IAE	I J E
GI AGGACI	E I E	E I I	II	I E	I	G	G	G	G	G	G	G	G	G	FQI	E IAE	I EI
GI AGGACI	G J	I GE	E I J	EE	E	G	G	G	G	G	G	G	G	G	FFI	E IAE	I I G
GF AGGACI	GF	II I	E FF	I F	F	E	G	G	G	G	G	G	G	G	E GG	E IAE	II I
GE AGGACI	E J	E J G	E GI	FI	E	E	G	G	G	G	G	G	G	G	FI G	E IAE	II I
GI AGGACI	E E	E I I	E EG	II	F	I	G	G	G	G	G	G	G	G	I E I	E IAE	II I
GI AGGACI	II	I J	E FI	I G	I	G	G	G	G	G	G	G	G	G	I GE	E IAE	II J
GJ AGGACI	I E	E I	E EI	II	I	G	G	G	G	G	G	G	G	G	II G	E IAE	E I G
GG AGGACI	EG	II	E GI	II	E	G	G	G	G	G	G	G	G	G	E I I	E IAE	E I G
EG AGGACI	J	I G	F J	I G	E	G	G	G	G	G	G	G	G	G	GI	E IAE	I J
EE AGGACI	I	EG	I F	J	G	G	G	G	G	G	G	G	G	G	I J	E IAE	E I

CC AAAI GAFAA	E FI I GI J	I FI I E I J	I FI I E I J	E I E I I J	E I G I J	E I G I J	E G I	G G I	G G I	G G I	G G I	G G I	G G I	G G I	I G I	E IAE	F G F
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CI AGGACI A KAIAT A	IAGGACI A E I J	IAGGACI A II J	EGAGGACI A I GI	EAGGACI A FE	EAGGACI A J	FAGGACI A F	IAGGACI A E	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	IAGGACI A E I G		
GI AGGACI A KAIAT A	IAGGACI A E I E	FAGGACI A II I	EAGGACI A E GI	EAGGACI A F J	EAGGACI A E	IAGGACI A I	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	FAGGACI A E G G		

AAI T AAAD

AAAA AAAA AAAA AAAA ABC CAA CCCC AAAA CAC

ELI T DHI MA AAAA AAAA ABC CAA CCCC AAAA CAC

	AAAA CAC	ACAA ACAA	IADI DAI	EACAC	IADI CA	IADI EAI CA	GDI EAI CA	JGDI CAAAA	GDI CAAAA	JADI CAAAA	JADI I ACC	JADI I ACC	JADI I ACC	EAA ACCAAE	AACC
NAAEA AAC GAACAA	FKG GLL	FGKG KIJL	FKIJ KIGL	GKG GLL	GGG I IJL	FFG GLL	I GL	I IJ FLGL	IJ GIL	KI GIJL	GF GLL	I GL	GF GIL	FI GI KIJL	I FKGG
DC KI IJ															

AAI T AAAA

HA AAAA AAAA AAAA GI GI T FFKDI

EDL HAAE ACCA AAAA AAAA AAAA AIE E IL ACCA CA AAAA AAAA



QAD DDAD EEAAEEDEE EAAEAAEAE EAAE
EHDQAD DDAD FAD EAGG GG H
ADITE D HAE CEE EAE AAACAE **CD HAE** CAA HA G AA CAA GA G

EACA E A	I AE	AA HA CA	E AE I GA CA	E A I GA CA	I AE	DEACI AE AAI ECA I AAAA CAE	ECA	EAE	DEACI AE AAI A I AAAA CAE	DEACI AE AAI AAAAA
G AGAD		GI	GIJ	GI		GIJ			GIJ	
GGAGAD		J	J	IJ		J			J	
G AGAD			JG	G		G			G	
GI AGAD		IJG	GIJ	IJJ		IJJ			IJJ	
G AGAD		GG	GIJG	GIH		GI G			GI G	
GGAGAD		I JJ	I G	I G		I J			I J	
GI AGAD		IJGG	IJJ	IJ		IJ G			IJ G	
GIJAGAD		GGHG	GG	GGIJ		GGI			GGI	
GI AGAD		G JJ	G JJ	GIJ		GI			GI	
GHAGAD		GG J	GGIJH	GGGH		GG G			GG G	
GGAGAD		GG I	HI G	GGI G		GGG			GGG	
GGAGAD		GGI H	GGGH	GGI G		GG J			GG J	
G AGAH		GGI H	GGIJG	GGI G		GGI			GGI	
GGAGAH		GGGI	GGGIJ	G G		GG G			GG G	
G AGAH		G IJG	GIJ	G GH		G IJ			G IJ	
GI AGAH		GI IJJ	G H	GI IJG		GI H			GI H	
G AGAH		G GH	GI GG	G JJ		GGGI			GGGI	
GGAGAH		G JH	GGIJJ	GGI		GG J			GG J	
GI AGAH		G GIJ	G J	G IJ		G J G			G J G	
GIJAGAH		HG	H H	HGG		HG			HG	
GI AGAH		IJJ	IJJ	IJ G		IJGH			IJGH	
GHAGAH		GGH	J I	JGI		GI			GI	
GGAGAH		IJI	IJJ	IJJH		I G			I G	
GGAGAH		GI	G	I		G			G	
CAA ACC		GI J	GH JJ	GH HH		GGI J			GGI J	
K AE AAI ECA DEACI A		HI K	GGKJK	GGKHK						
K AE AAI A DEACI A		HI K	GGKJK	GGKHK		GGK				
DI AIACI A CAAC A		J AGAD G JJ	J AGAD G JJ	J AGAD GIJ		J AGAD GI			J AGAD GI	
HI AIACI A CAAC A		G AGAH G JH	G AGAH GI GG	G AGAH GGI		G AGAH GG J			G AGAH GG J	

AAACAAE

CCAC CDAE BEAABAC EAAAD MAAE MAE ACAB E DA AEA D
 AEGAC AACCAC CDA
 ACHEC GAD CEEDA AAAC A

E AAC EAE EFGFG
 CAGAC CDAE
 CC GA CA GA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AACI	GCEAME AAB	DAT AAA DAACEA
EI AAGACI	I	G	EG	I	G	G	G	G	G	G	G	G	G	G	II	EI AEE	IJ
GE AAGACI	G	E	G	I	G	G	G	G	G	G	G	G	G	G	EI	EI AEE	EF
GI AAGACI	I	I	I	F	G	G	G	G	G	G	G	G	G	G	EJ	EI AEE	EI
GI AAGACI	G	I	IE	F	G	G	G	G	G	G	G	G	G	G	FE	EI AEE	TI
GF AAGACI	I	II	II	EJ	E	G	G	G	G	G	G	G	G	G	EEF	EI AEE	JE
GE AAGACI	IE	FE	EIJ	II	G	E	G	G	G	G	G	G	G	G	IFE	EI AEE	EIJ
GI AAGACI	IE	EIJ	EIJ	II	I	G	G	G	G	G	G	G	G	G	FGG	EI AEE	IJG
GI AAGACI	EIJ	IF	EIE	G	F	G	G	G	G	G	G	G	G	G	IEF	EI AEE	FGF
GJ AAGACI	EIG	EIG	EIF	II	I	E	G	G	G	G	G	G	G	G	EII	EI AEE	TEJ
GG AAGACI	IG	EI	EII	J	I	G	G	G	G	G	G	G	G	G	IFI	EI AEE	III
EG AAGACI	IJ	EIF	EIT	EE	E	G	G	G	G	G	G	G	G	G	IJI	EI AEE	IGI
EE AAGACI	II	EFE	EFI	EE	G	G	G	G	G	G	G	G	G	G	III	EI AEE	IJF
EI AAGACI	EE	EEJ	EEI	EF	G	G	G	G	G	G	G	G	G	G	IJF	EI AEE	IEE
GE AAGACI	GE	EEE	EIG	EE	G	G	G	G	G	G	G	G	G	G	III	EI AEE	IJI
GI AAGACI	EIT	EIG	EEG	EG	G	G	G	G	G	G	G	G	G	G	FI	EI AEE	IIG
GI AAGACI	II	IIF	EIG	EG	I	G	G	G	G	G	G	G	G	G	FI	EI AEE	TGF
GF AAGACI	GJ	IG	EEF	G	E	G	G	G	G	G	G	G	G	G	FI	EI AEE	TEI
GE AAGACI	FI	EIJ	EIE	EI	G	G	G	G	G	G	G	G	G	G	FI	EI AEE	FEI
GI AAGACI	IG	EIG	EEG	EG	G	G	G	G	G	G	G	G	G	G	III	EI AEE	III
GI AAGACI	II	GF	EIJ	EI	E	G	G	G	G	G	G	G	G	G	III	EI AEE	III
GJ AAGACI	EE	JG	GG	EG	E	G	G	G	G	G	G	G	G	G	IGE	EI AEE	EIG
GG AAGACI	IE	FI	IF	EE	E	G	G	G	G	G	G	G	G	G	EFI	EI AEE	EEG
EG AAGACI	EG	IE	FG	I	G	G	G	G	G	G	G	G	G	G	IJ	EI AEE	IE
EE AAGACI	I	EI	II	E	G	G	G	G	G	G	G	G	G	G	EI	EI AEE	FI

CC AAAA GAEAAA	EIII EIJJ	IIII FGFJ	IFIJ TEIJ	IGF FIJ	II GIJ	I GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	G GJ	I GI	EI AEE	EI EE
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CI AAGACI KAIAT A	I AAGACI A EIJ	I AAGACI A IF	I AAGACI A EIJ	I AAGACI A II	F AAGACI A E	E AAGACI A E	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	I AAGACI A IEF		
GI AAGACI KAIAT A	I AAGACI A EII	I AAGACI A IIF	E AAGACI A EIJ	I AAGACI A EG	I AAGACI A I	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	E AAGACI A G	I AAGACI A FI		

AAI T AAAD

CCAC CDAE BEAABAC EAAD DZAAA EAACAB E DAAD
 EAGGACAC CDA
 ACHEC GAD CEBA AAAC A
 E AAC EAE EFGFG
 CHGA CDME
 CC GA CA GA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AACI	GCEAME AAB	DAI AAA DAACEA
EI AGGACI	I	E	EI	F	E	E	G	G	G	G	G	G	G	G	IE	EI AE	II
GE AGGACI	G	I	G	E	E	G	G	G	G	G	G	G	G	G	EI	I AE	EF
GI AGGACI	I	I	EI	I	I	G	G	G	G	G	G	G	G	G	II	I AE	EE
GI AGGACI	E	I	IE	EF	I	E	G	G	G	G	G	G	G	G	IE	I AE	FE
GF AGGACI	EI	I	EI	FI	EE	E	G	G	G	G	G	G	G	G	EI E	I AE	GE
GE AGGACI	IG	II	EGG	FI	I	I	G	G	G	G	G	G	G	G	I EI	I AE	EFI
GI AGGACI	J E	EE E	EI I	FE	I	G	G	G	G	G	G	G	G	G	FI F	EI AE	I GI
GI AGGACI	EEI	II F	EGG	EI	I	G	G	G	G	G	G	G	G	G	EI I	EI AE	I I
GJ AGGACI	EE E	II E	EI E	I F	I	G	G	G	G	G	G	G	G	G	F I I	EI AE	I F I
GG AGGACI	EI	EI I	EI J	EE	G	G	G	G	G	G	G	G	G	G	I I I	EI AE	I EE
EG AGGACI	EI	EI J	EI J	EG	E	G	G	G	G	G	G	G	G	G	I J G	EI AE	I EI
EE AGGACI	EFF	EEI	GF	I	E	G	G	G	G	G	G	G	G	G	I G	EI AE	I FI
EI AGGACI	II	EE E	EI I	EJ	E	G	G	G	G	G	G	G	G	G	II I	EI AE	I J F
GE AGGACI	IE	EI G	EE G	EE	E	G	G	G	G	G	G	G	G	G	FEI	EI AE	I I G
GI AGGACI	EI G	EI I	EI G	IE	I	G	G	G	G	G	G	G	G	G	E E I	EI AE	I I E
GI AGGACI	EI F	I G	G	EI	I	E	G	G	G	G	G	G	G	G	FFF	EI AE	I GG
GF AGGACI	EI I	II G	EI I	I E	I	G	G	G	G	G	G	G	G	G	E I E	EI AE	I I I
GE AGGACI	G	EI I	EI F	II	E	G	G	G	G	G	G	G	G	G	F I I	EI AE	I I I
GI AGGACI	EE	EI J	EI I	EI	E	G	G	G	G	G	G	G	G	G	I I G	EI AE	I GE
GI AGGACI	II	G	EI G	II	E	G	G	G	G	G	G	G	G	G	I G	EI AE	I I I
GJ AGGACI	EJ	J E	EJ	EI	I	E	G	G	G	G	G	G	G	G	II I	EI AE	I I G
GG AGGACI	EF	II	J I	I G	I	G	G	G	G	G	G	G	G	G	EE E	I AE	EEI
EG AGGACI	EG	EJ	FE	EE	E	G	G	G	G	G	G	G	G	G	J E	EI AE	E G
EE AGGACI	J	EI	I G	EG	G	G	G	G	G	G	G	G	G	G	E G	EI AE	FE

CC AACI GAFAA	EFEI I GEJ	IIII I I E J	IIIF I F I J	FIJ I I J	EE G I J	J G I E J	G G I	G G I	G G I	G G I	G G I	G G I	G G I	G G I	I GEG	EI AE	E G I
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CI AACI A KAIAT A	EEAGGACI A EFF	I AGGACI A II F	E AGGACI A E I J	I AGGACI A FE	F AGGACI A EE	E AGGACI A I	EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	I AGGACI A E I		
GI AACI A KAIAT A	I AGGACI A E I G	F AGGACI A II G	E AGGACI A E I F	I AGGACI A IE	I AGGACI A E	I AGGACI A E	EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	A EI AGGACI A G	F AGGACI A E I E		

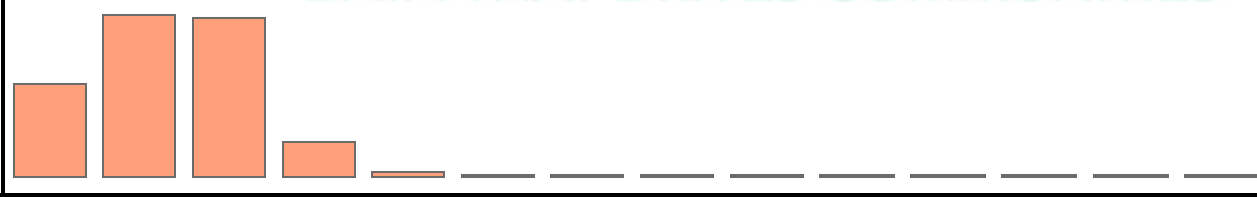
AAI T AAAD

CCAC CDAE BEAABAC EAAD MEAAEAAE ACAB E DAAMAD
 AEGGACAC CDA
 ACHEC GAD CEEDA AAAC A

E AAC EAE EFGFG
 CAGAC CDAE
 CC GA CA EA GI

ACAAA D A	E EE	EI IG	IE IE	II IG	IE IE	II FG	FE FE	FI EG	EE EE	EI IG	IE IE	II IG	IE IE	II GG	AACI	GCEAME AAB	DAI AAA DAACEA
EI AAGACI	I	F	EG	I	G	G	G	G	G	G	G	G	G	G	II	IEAE	II
GE AAGACI	I	E	EI	G	G	G	G	G	G	G	G	G	G	G	IJ	IEAE	IE
GI AAGACI	I	F	J	J	E	G	E	G	G	G	G	G	G	G	IF	IEAE	EI
GI AAGACI	I	I	II	EI	F	G	G	G	G	G	G	G	G	G	II	IEAE	FG
GF AAGACI	EE	EE	EE	IF	E	F	G	G	G	G	G	G	G	G	E EI	IEAE	JE
GE AAGACI	II	FI	E EI	FE	J	I	G	G	G	G	G	G	G	G	II II	E IAE	E EG
GI AAGACI	EFF	E FI	E II	I J	J	E	G	G	G	G	G	G	G	G	F II	E IAE	II I
GI AAGACI	E I J	II J	E FI	II	F	E	G	G	G	G	G	G	G	G	E I G	E IAE	II G
GJ AAGACI	E I G	I GG	E GI	EG	I	G	G	G	G	G	G	G	G	G	FEF	E IAE	I GI
GG AAGACI	II	E FG	E EG	EG	E	G	G	G	G	G	G	G	G	G	I FI	E IAE	I EG
EG AAGACI	I E	E EG	I GI	II	E	G	G	G	G	G	G	G	G	G	I J E	E IAE	II I
EE AAGACI	E EI	E FI	E I E	I E	I	G	G	G	G	G	G	G	G	G	FEI	E IAE	I J E
EI AAGACI	II	E I E	E GI	EE	G	G	G	G	G	G	G	G	G	G	II E	E IAE	II I
GE AAGACI	E EI	E FG	E FE	F J	G	G	G	G	G	G	G	G	G	G	FFE	E IAE	I J E
GI AAGACI	E I E	E I I	II	I E	I	G	G	G	G	G	G	G	G	G	FEQ	E IAE	I EI
GI AAGACI	G J	I GE	E I J	EE	E	G	G	G	G	G	G	G	G	G	FFI	E IAE	I I G
GF AAGACI	GF	II I	E FF	I F	F	E	G	G	G	G	G	G	G	G	E GG	E IAE	II I
GE AAGACI	E J	E J G	E GI	FI	E	E	G	G	G	G	G	G	G	G	FI G	E IAE	II I
GI AAGACI	E E	E I I	E EG	II	F	I	G	G	G	G	G	G	G	G	I E I	E IAE	II I
GI AAGACI	II	I J	E FI	I G	I	G	G	G	G	G	G	G	G	G	I GE	E IAE	II J
GJ AAGACI	I E	E I	E EI	II	I	G	G	G	G	G	G	G	G	G	II G	E IAE	E I G
GG AAGACI	E G	II	E GI	II	E	G	G	G	G	G	G	G	G	G	E I I	E IAE	E I G
EG AAGACI	J	I G	F J	I G	E	G	G	G	G	G	G	G	G	G	GI	E IAE	I J
EE AAGACI	I	E G	I F	J	G	G	G	G	G	G	G	G	G	G	I J	E IAE	E I

CC AAAI GAFAA	E FI I GI J	I FI I E I J	I FI I E I J	E I E I I J	E I G I J	E I G I J	E G I	G G I	G G I	G G I	G G I	G G I	G G I	G G I	I G I	E IAE	FGF
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CI AAGACI A KAIAT A	IAGGACI A E I J	IAGGACI A II J	EGAGGACI A I GI	EAGGACI A FE	EAGGACI A J	FAGGACI A F	IAGGACI A E	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	IAGGACI A E I G		
GI AAGACI A KAIAT A	IAGGACI A E I E	FAGGACI A II I	EAGGACI A E GI	EAGGACI A F J	EAGGACI A E	IAGGACI A I	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	EIAGGACI A G	FAGGACI A E G G		

AAI T AAADA

AAAA AAAA AAAA AAAA ABC CAA CCCC AAAA CAC

ELI T DHI MA AAAA AAAA ABC CAA CCCC AAAA CAC

	AAAA CAC	ACAA CCAA	IADI DAJ	EACAC	IADI CA	IADI EAI CA	GDI EAI CA	JGDI CAAAA	GDI CAAAA	JADI CAAAA	JADI T ACC	JADI T ACC	JADI T ACC	EAA ACCCAAE	AACC
NAAEA AAC GAACAA	FKG GLL	FGGG KIKL	FKKJ KIGL	GGG GUL	GGJ LGL	FGG GLL	I GL	IIG FLL	IJ GUL	KI GUL	GG GLL	J GL	GF GUL	FJ GK KIKL	I GK
DC LGG															

AAI T AAAA

HA AAAA AAAA AAAA GI GI T FFKDI

EDL HAAE ACCA AAAA AAAA AIE E IL ACCA CA AAAA AM



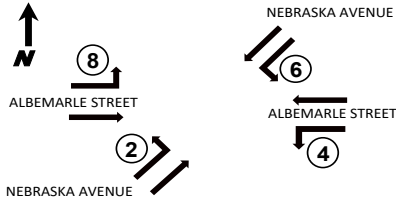
QAD DDAD EEAAEEGDEAAE EAAEAAEAEAE EAAAE
EHHDDAD DDAD
ADIE D HAE CEE EAAAE

FAD EAGG GG H
CD HE DDAD
CD HAE CAA HA G AA CAA GA G

ECAA EC A	I AE	AA HA CAA	E AE I GA CAA	EAA I GA CAA	I AE	DEACT AE AAI ECAA I AAAA AAE	ECA	EAE	DEACT AE AAI A I AAAA AAE	DEACT AE AAI AAAAA
G AGAD		II	IG	IU		I			I	<div style="width: 10px; height: 10px; background-color: #f4a460;"></div>
GGAGAD		GI	GU	J		G			G	<div style="width: 10px; height: 10px; background-color: #f4a460;"></div>
G AGAD		GI	J			I			I	<div style="width: 10px; height: 10px; background-color: #f4a460;"></div>
GI AGAD		G	JG	J		GG			GG	<div style="width: 15px; height: 10px; background-color: #f4a460;"></div>
G AGAD		GG	G G	GG		GGU			GGU	<div style="width: 25px; height: 10px; background-color: #f4a460;"></div>
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GI AGAD		J G	GU	GI G		GUJ			GUJ	<div style="width: 75px; height: 10px; background-color: #f4a460;"></div>
GI AGAD		G J	J I	G		J J			J J	<div style="width: 65px; height: 10px; background-color: #f4a460;"></div>
GHAGAD		I	J I	I U		I GU			I GU	<div style="width: 50px; height: 10px; background-color: #f4a460;"></div>
GGAGAD		I J U	I J H	I J G		I J U			I J U	<div style="width: 45px; height: 10px; background-color: #f4a460;"></div>
GGAGAD		I U	I H	GI		I H U			I H U	<div style="width: 45px; height: 10px; background-color: #f4a460;"></div>
G AGAI		I J	I J J	I J G		I U			I U	<div style="width: 40px; height: 10px; background-color: #f4a460;"></div>
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G AGAI		J	GU	GI		GG			GG	<div style="width: 50px; height: 10px; background-color: #f4a460;"></div>
GI AGAI		J		I		GI			GI	<div style="width: 50px; height: 10px; background-color: #f4a460;"></div>
G AGAI		J G	G G	GGG		HG			HG	<div style="width: 65px; height: 10px; background-color: #f4a460;"></div>
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GI AGAI		I J U	I J H	I G		I J I			I J I	<div style="width: 55px; height: 10px; background-color: #f4a460;"></div>
GI AGAI		J	I G	HG		J J			J J	<div style="width: 45px; height: 10px; background-color: #f4a460;"></div>
GI AGAI		GG	J	G		GI			GI	<div style="width: 35px; height: 10px; background-color: #f4a460;"></div>
GHAGAI		G I	GGG	GI		GGI			GGI	<div style="width: 25px; height: 10px; background-color: #f4a460;"></div>
GGAGAI		I U	J G	H U		J U			J U	<div style="width: 15px; height: 10px; background-color: #f4a460;"></div>
GGAGAI		GI	GH	J J		J G			J G	<div style="width: 10px; height: 10px; background-color: #f4a460;"></div>
CAA ACC		J H G	I J G G	J H U		J H G			J H G	
K AE AAI ECA DEACT A		H H K	GGG K	GGG K						
K AE AAI A DEACT A		H H K	GGG K	GGG K		GGG K				
DI AIACI A CAAC A		I AGAD J G	I AGAD GU	I AGAD GI G		I AGAD GUJ			I AGAD GUJ	
HI AIACI A CAAC A		I AGAI J	AGAI G G	AGAI GGG		AGAI HG			AGAI HG	

AAE C AAE

Signal Timings



DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC ENGINEERING & SIGNALS DIVISION

ACISA ID	6037	TS-	390-F
ISNUM	1158	S-	251-B

C + 0 + E = 29	OVERLAP CONFIG			
FUNCTION	OL A	OL B	OL C	OL D
SET 1 (Overlapped Phases)				

NEG V				
NEG P				
GREEN EXTENSION				
YELLOW EXTENSION				
RED EXTENSION				

C + 0 + E = 125 E + E + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
OVERLAP FL YEL	9							
EM VEH A	A							
EM VEH B	B							
EM VEH C	C							
EM VEH D	D							

C + 0 + E = 125 E + F + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
PED 2P	5	X						
PED 6P	6							
PED 4P	7			X				
PED 8P	8							
PED #P (C1 REDIRECT)								
PED #P (C1 REDIRECT)								

FLASH YELLOW	9							
LOW PRIORITY A	A							
LOW PRIORITY B	B							
RESTRICT	E							
EXTRA 2 BITS	F			X				

C + 0 + F = 1 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X	X	X
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3							
PED RECALL	4	X	X	X	X	X	X	X
REST IN WALK	6							
RED REST	7							
DOUBLE ENTRY	8							
MAX RECALL	9	X	X	X	X	X	X	X

C + 0 + F = 2 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
GREEN FLASH								
FLASH WALK								
ADVANCED WALK		X	X	X	X	X	X	X
DELAYED WALK								

PREPARED BY:	HNTB / Mead & Hunt
WORK/SHOP ORDER NO:	S-10-20-01
RECOMMENDED BY:	
APPROVED BY:	
DATE INSTALLED:	
INSTALLED BY:	

C + 0 + F = 1 <F + PHASE + INTVL>	PHASE TIMING BANK								PREEMPT TIMING		
INTERVAL	1	2	3	4	5	6	7	8	< F/1 + E + row >		
WALK	0	7		7		7		7	EVA DELAY	2	
FLASH D/W	1	10		12		10		12	EVA CLEAR	3	
MIN. GREEN	2	10		7		10		7	EVB DELAY	4	
TYPE 3 LIMIT	3								EVB CLEAR	5	
ADD/ VEH	4								EVC DELAY	6	
VEH EXTENSION	5	1		1		1		1	EVC CLEAR	7	
MAX GAP	6	1		1		1		1	EVD DELAY	8	
MIN GAP	7	1		1		1		1	EVD CLEAR	9	
MAXIMUM	8	165		60		165		60	BUS PRIORITY PARAMETERS		
MAXIMUM 2	9								< F/1 + A + row >		
ADVANCE / DELAY WALK	A	3		3		3		3	BUS HEADWAY	C	
PREEMPT PED. CLEARANCE	B								BUS DELAY	D	
CONDITIONAL SERVICE MINIMUM	C								MAX EARLY GREEN	E	
REDUCE EVERY	D								MAX GREEN EXTN	F	
YELLOW	E	4		4		4		4	Min Grn Bef PE Forceoff		
RED CLEAR	F	2		2		2		2	MAX PREEMPT TIME		
COORDINATION FUNCTIONS		PHASE								Min Time Btwn Same PE	
FUNCTION		1	2	3	4	5	6	7	8	NOTES:	
LAG PHASES (Check by phases)			X		X		X		X		
SYNC PHASES (Check by phases)			X				X				

C+0+C=1; C + <PLAN> + <FEATURE>	COORDINATION TIMING PLAN								
FEATURE	1	2	3	4	5	6	7	8	9
CYCLE TIME	0	80	100	90	100	120	120	150	150
FORCE OFF 1	1								
FORCE OFF 2	2	0	0	0	0	0	0	0	0
FORCE OFF 3	3								
FORCE OFF 4	4	30	35	27	35	38	32	46	37
FORCE OFF 5	5								
FORCE OFF 6	6	0	0	0	0	0	0	0	0
FORCE OFF 7	7								
FORCE OFF 8	8	30	35	27	35	38	32	46	37
OFFSET A	A	8	30	20	35	75	72	92	32
OFFSET B	B				90				
OFFSET C	C				35				
END PERMISSIVE 1	D	7	7	7	7	7	7	7	7
PRETIMED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 VEH (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 PED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

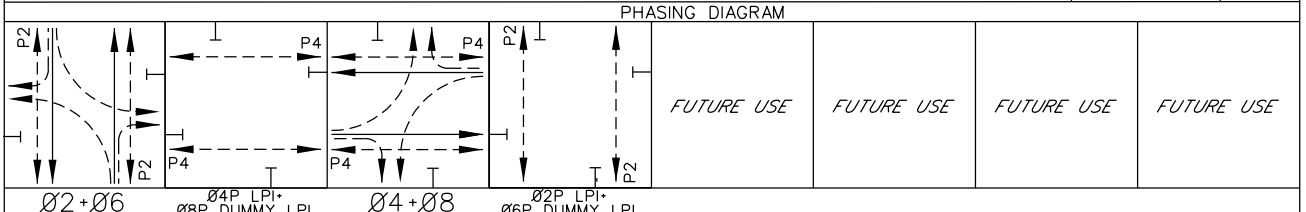
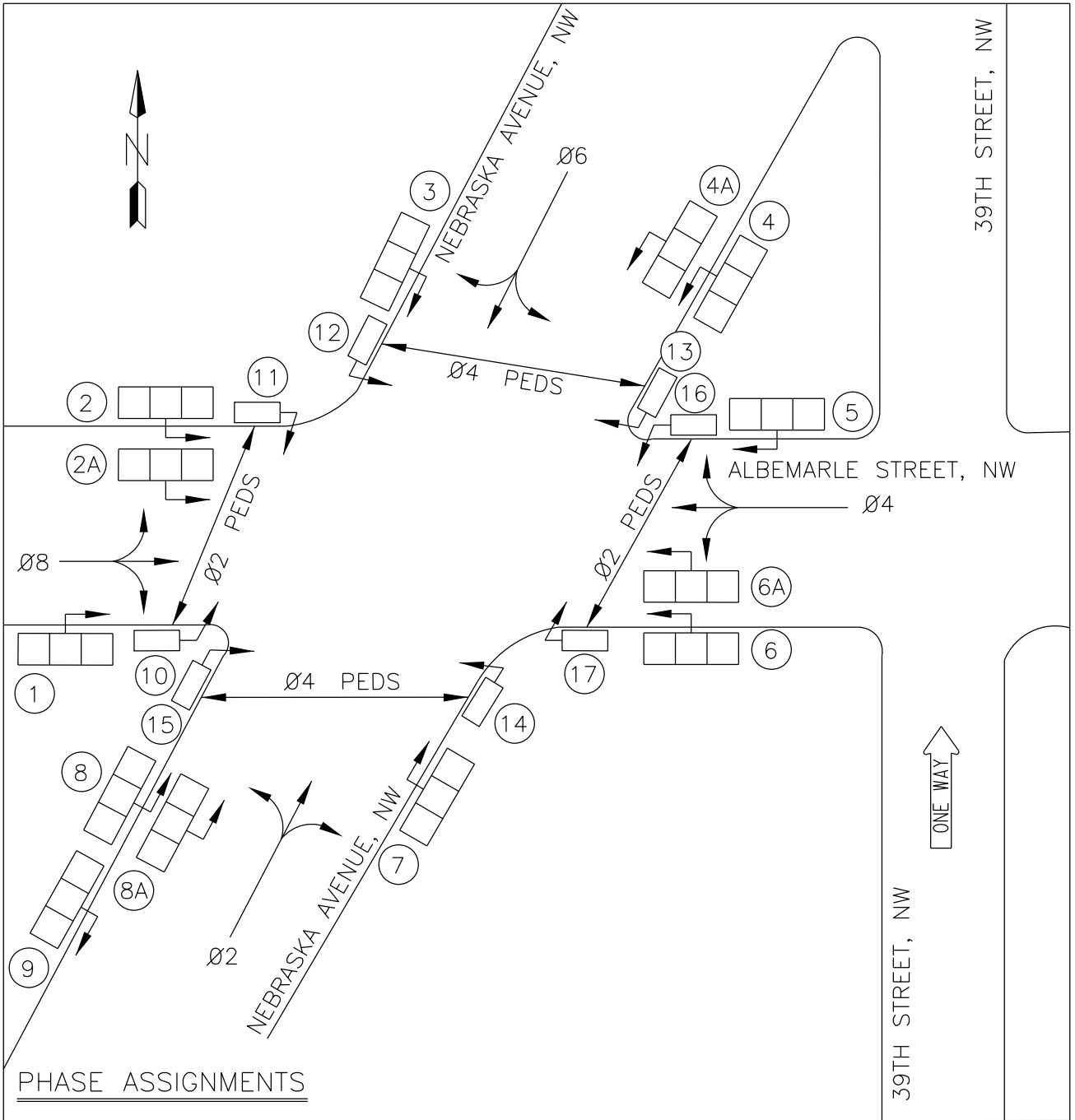
EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	NOTES:
EVENT 0	0:00	1	A	1234567	
EVENT 1	5:00	5	A	23456	
EVENT 2	10:00	4	A	23456	
EVENT 3	14:00	6	A	23456	
EVENT 4	20:00	4	A	23456	
EVENT 5	22:00	1	A	23456	
EVENT 6	8:00	2	A	1 7	
EVENT 7	21:00	1	A	7	
EVENT 8	18:00	1	A	1	

NOTES:

*LPI ON PHASES 2 AND 4. PHASE 6 AND 8 DUMMY PED/LPI.

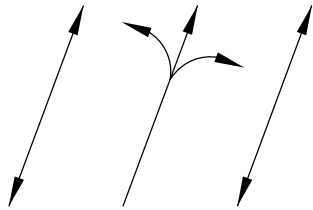
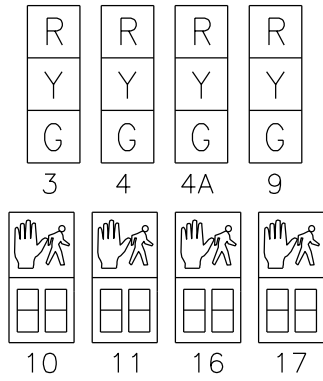
*SET COUNTDOWN SIGNALS TO BEGIN WITH WALK INTERVALS FOR ALL PHASES.

NOTE: SIGNAL HEADS NO. 2A, 4A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.

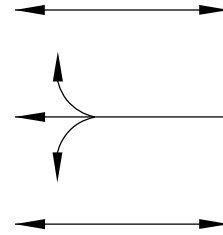
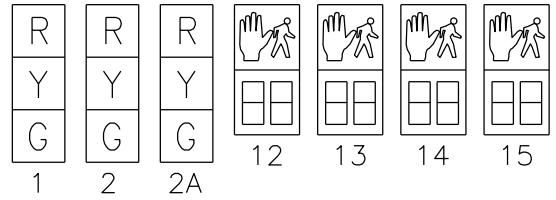


<p>TRAFFIC SIGNAL OPERATION NEBRASKA AVENUE, ALBEMARLE STREET AND 39TH STREET, NW</p>		<p>ACISA 6037</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 390-F</p>
<p>CHECK BY: S.C./R.F. DATE: 11/2020</p>	<p>DESIGNED BY: Mead & Hunt / HNTB TRAFFIC SIGNAL DESIGNER</p>	<p>SHEET 1 OF 4</p>
<p>DRAWN BY: A.A./HNTB DATE: 11/2020</p>	<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>	
<p>IN SERVICE: _____ SCALE: NONE</p>	<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>	

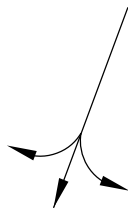
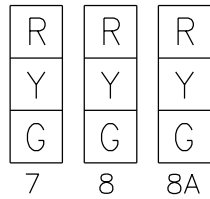
NOTE: SIGNAL HEADS NO. 2A, 4A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.



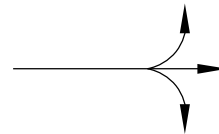
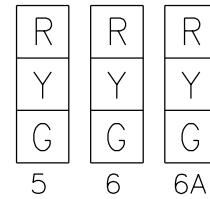
Ø2



Ø4



Ø6

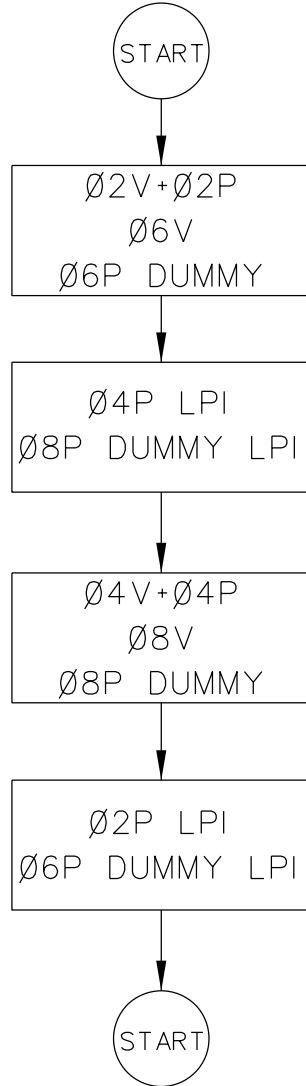


Ø8

<p>TRAFFIC SIGNAL OPERATION NEBRASKA AVENUE, ALBEMARLE STREET AND 39TH STREET, NW</p>		<p>ACISA 6037</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 390-F</p>
CHECK BY: S.C./R.F.	DATE: 11/2020	<p>SHEET 2 OF 4</p>
DRAWN BY: A.A./HNTB	DATE: 11/2020	
IN SERVICE:	SCALE: NONE	
<p>DESIGNED BY: Mead & Hunt / HNTB TRAFFIC SIGNAL DESIGNER</p>		
<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>		
<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>		

NOTE: SIGNAL HEADS NO. 2A, 4A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.

PHASE SEQUENCE



ON RECALL

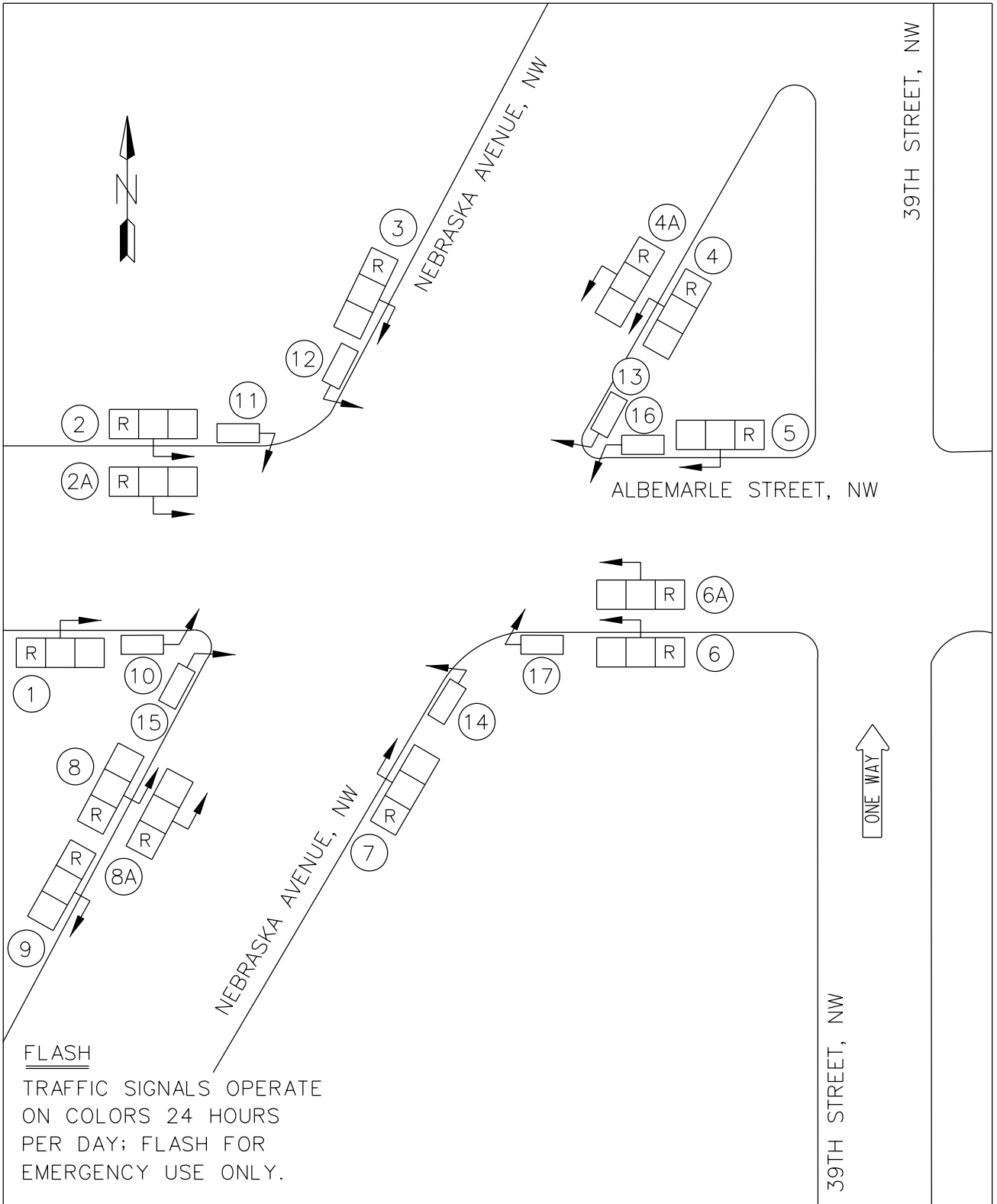
Ø2V+Ø2P
Ø4V+Ø4P
Ø6V
Ø6P DUMMY
Ø8V
Ø8P DUMMY

BY DEMAND ONLY

NONE

TRAFFIC SIGNAL OPERATION NEBRASKA AVENUE, ALBEMARLE STREET AND 39TH STREET, NW		ACISA 6037
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 390-F
CHECK BY: S.C./R.F.	DATE: 11/2020	SHEET 3 OF 4
DRAWN BY: A.A./HNTB	DATE: 11/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>Mead & Hunt / HNTB</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

NOTE: SIGNAL HEADS NO. 2A, 4A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.



<p>TRAFFIC SIGNAL OPERATION NEBRASKA AVENUE, ALBEMARLE STREET AND 39TH STREET, NW</p>		<p>ACISA 6037</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 390-F</p>
<p>CHECK BY: S.C./R.F. DATE: 11/2020</p>	<p>DESIGNED BY: <u>Mead & Hunt / HNTB</u> TRAFFIC SIGNAL DESIGNER</p>	<p>SHEET 4 OF 4</p>
<p>DRAWN BY: A.A./HNTB DATE: 11/2020</p>	<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>	
<p>IN SERVICE: _____ SCALE: NONE</p>	<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>	



DEPARTMENT OF TRANSPORTATION
 WASHINGTON, D.C.
 TRAFFIC ENGINEERING & SIGNALS DIVISION

ACISA ID	6130	TS-	393-S
ISNUM	1255	S-	256-D

C + 0 + F = 1 <F + PHASE + INTVL>		PHASE TIMING BANK								PREEMPT TIMING	
		PHASE								< F/1 + E + row >	
INTERVAL		1	2	3	4	5	6	7	8		
WALK	0		7		7		7		7	EVA DELAY	2
FLASH D/W	1		10		17		4		20	EVA CLEAR	3
MIN. GREEN	2		10	5	7		10		7	EVB DELAY	4
TYPE 3 LIMIT	3									EVB CLEAR	5
ADD/ VEH	4									EVC DELAY	6
VEH EXTENSION	5		1	1	1		1		1	EVC CLEAR	7
MAX GAP	6		1	1	1		1		1	EVD DELAY	8
MIN GAP	7		1	1	1		1		1	EVD CLEAR	9
MAXIMUM	8		125	20	70		125		90	BUS PRIORITY PARAMETERS	
MAXIMUM 2	9		240	25	75		240		100	< F/1 + A + row >	
ADVANCE / DELAY WALK	A		3		3		3		3	BUS HEADWAY	C
PREEMPT PED. CLEARANCE	B									BUS DELAY	D
CONDITIONAL SERVICE MINIMUM	C									MAX EARLY GREEN	E 10
REDUCE EVERY	D									MAX GREEN EXTN	F 10
YELLOW	E		4	4	4		4		4	Min Grn Bef PE Forceoff	
RED CLEAR	F		2	1	2		2		2	MAX PREEMPT TIME	

C + 0 + E = 29		OVERLAP CONFIG			
FUNCTION		OL A	OL B	OL C	OL D
SET 1 (Overlapped Phases)		2,3	6,3		4
NEG V		4	4		2,3
NEG P		4	4		6
GREEN EXTENSION		0	0		0
YELLOW EXTENSION		4	4		4
RED EXTENSION		1	1		2

C + 0 + E = 125 E + E + FEATURE		CONFIG DATA PHASE							
FEATURE		1	2	3	4	5	6	7	8
OVERLAP FL YEL		9							
EM VEH A		A							
EM VEH B		B							
EM VEH C		C							
EM VEH D		D							
EXTRA I		E	X		X		X		
IC SELECT		F		X					

COORDINATION FUNCTIONS		PHASE								NOTES:		
FUNCTION		1	2	3	4	5	6	7	8			
LAG PHASES (Check by phases)			X		X		X		X			
SYNC PHASES (Check by phases)			X				X					
C+0+C=1; C + <PLAN> + <FEATURE>		COORDINATION TIMING PLAN										
FEATURE			1	2	3	4	5	6	7	8	9	
CYCLE TIME		0	80	100	100	100	120	120	150	150	240	
FORCE OFF 1			1									
FORCE OFF 2			2	0	0	0	0	0	0	0	0	
FORCE OFF 3			3	13	13	11	14	16	16	17	17	22
FORCE OFF 4			4	42	47	47	45	53	53	66	63	75
FORCE OFF 5			5									
FORCE OFF 6			6	0	0	0	0	0	0	0	0	0
FORCE OFF 7			7									
FORCE OFF 8			8	42	47	47	45	53	53	66	63	75
OFFSET A		A	22	80	79	80	6	0	17	98	137	
OFFSET B		B				43						
OFFSET C		C				87						
END PERMISSIVE 1		D	7	7	7	7	7	7	7	7	7	7
PRETIMED (Phases)			ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 VEH (Phases)			ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 PED (Phases)			ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

C + 0 + E = 125 E + F + FEATURE		CONFIG DATA PHASE							
FEATURE		1	2	3	4	5	6	7	8
PED 2P		5	X						
PED 6P		6					X		
PED 4P		7			X				
PED 8P		8							X
PED #P (C1 REDIRECT)									
FLASH YELLOW		9							
LOW PRIORITY A		A		X					
LOW PRIORITY B		B							
RESTRICT		E							
EXTRA 2 BITS		F			X				

C + 0 + F = 1 F + F + FEATURE		PHASE FUNCTIONS							
FEATURE		1	2	3	4	5	6	7	8
PERMIT		0	X	X	X		X		X
RED LOCK		1							
YELLOW LOCK		2							
VEH RECALL		3							
PED RECALL		4	X		X		X		X
REST IN WALK		6							
RED REST		7							
DOUBLE ENTRY		8							
MAX RECALL		9	X	X	X		X		X

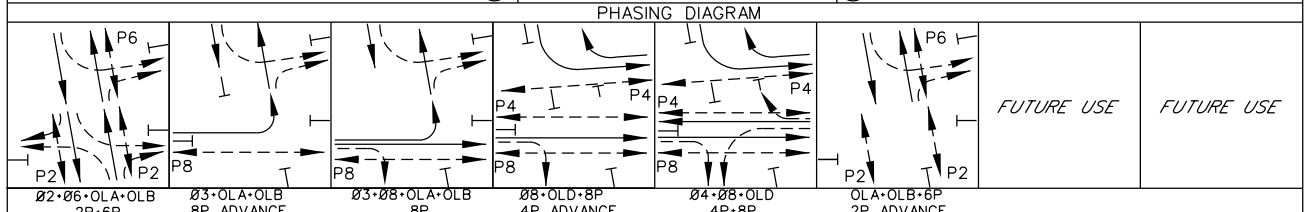
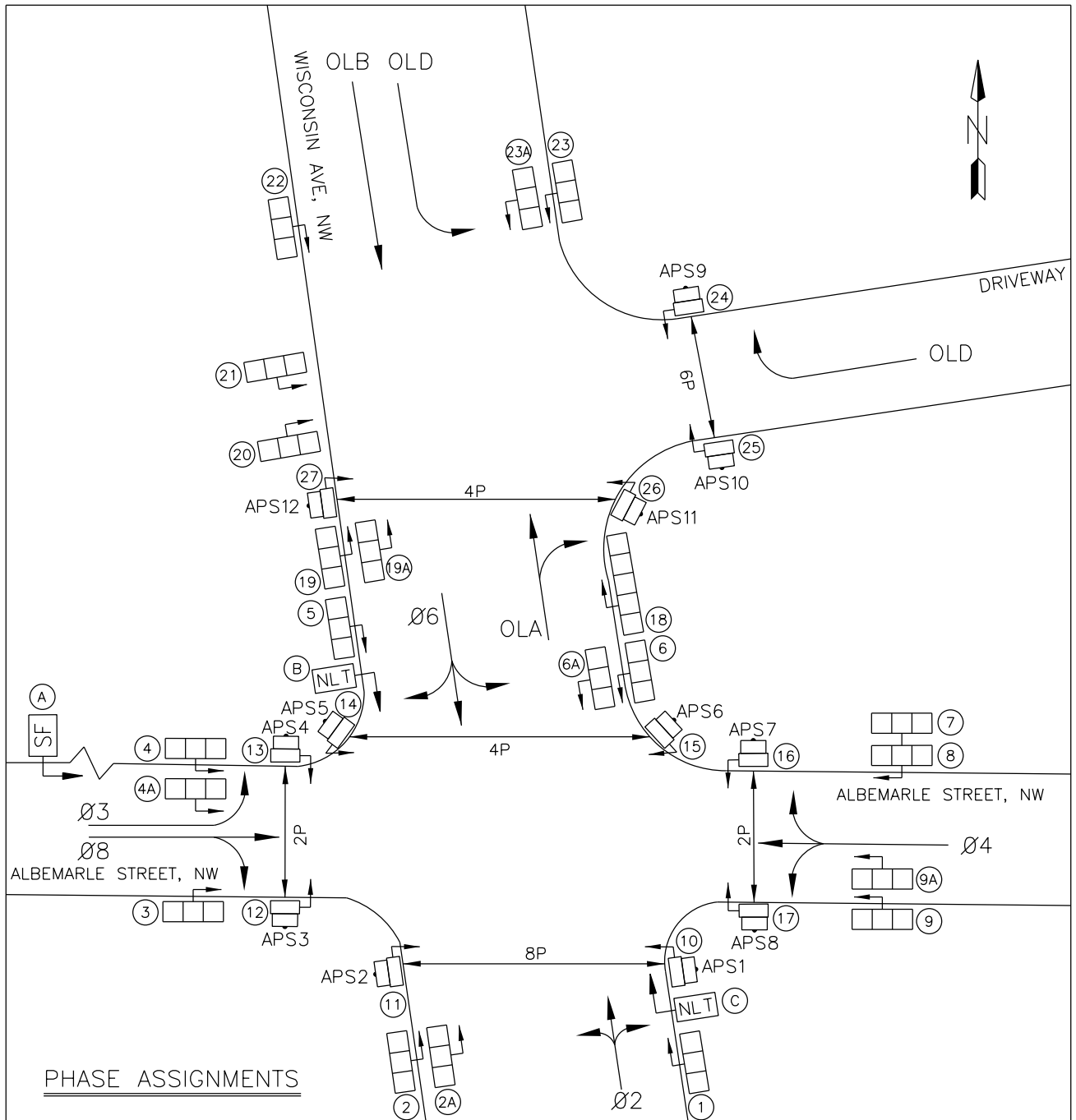
EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	NOTES:
EVENT 0	0:00	1	A	1234567	
EVENT 1	5:00	5	A	23456	
EVENT 2	10:00	4	A	23456	
EVENT 3	14:00	6	A	23456	
EVENT 4	20:00	4	A	23456	
EVENT 5	22:00	1	A	23456	
EVENT 6	8:00	2	A	1 7	
EVENT 7	21:00	1	A	7	
EVENT 8	18:00	1	A	1	

C + 0 + F = 2 F + F + FEATURE		PHASE FUNCTIONS							
FEATURE		1	2	3	4	5	6	7	8
GREEN FLASH									
FLASH WALK									
ADVANCED WALK			X		X		X		X
DELAYED WALK									

NOTES:
 *LPI ON PHASES 2, 4, 6 & 8.
 *SET COUNTDOWN SIGNALS TO BEGIN WITH FDW FOR ALL PHASES (TSP LOCATION).
 *ENABLE "COORDINATION EXTRA BIT 2" IN THE COORDINATION FUNCTIONS WINDOW (TSP LOCATION).
 *ASSIGN MAX 2 (COLUMN "B" OF ASSIGNABLE INPUT) TO PLAN 9.
 *TSP ENABLED FOR NB PHASE 2 (PLAN 6 ONLY) ON CHANNEL A.
 *TSP CALLS ARE LOW PRIORITY CALLS WITH ASSIGNABLE INPUTS FROM EVA-EVD (C/126 + F + [FEATURE]) AS PINS 47-50, RESPECTIVELY.
 *SCHOOL FLASHER & NLT BLANK-OUT SIGNS.

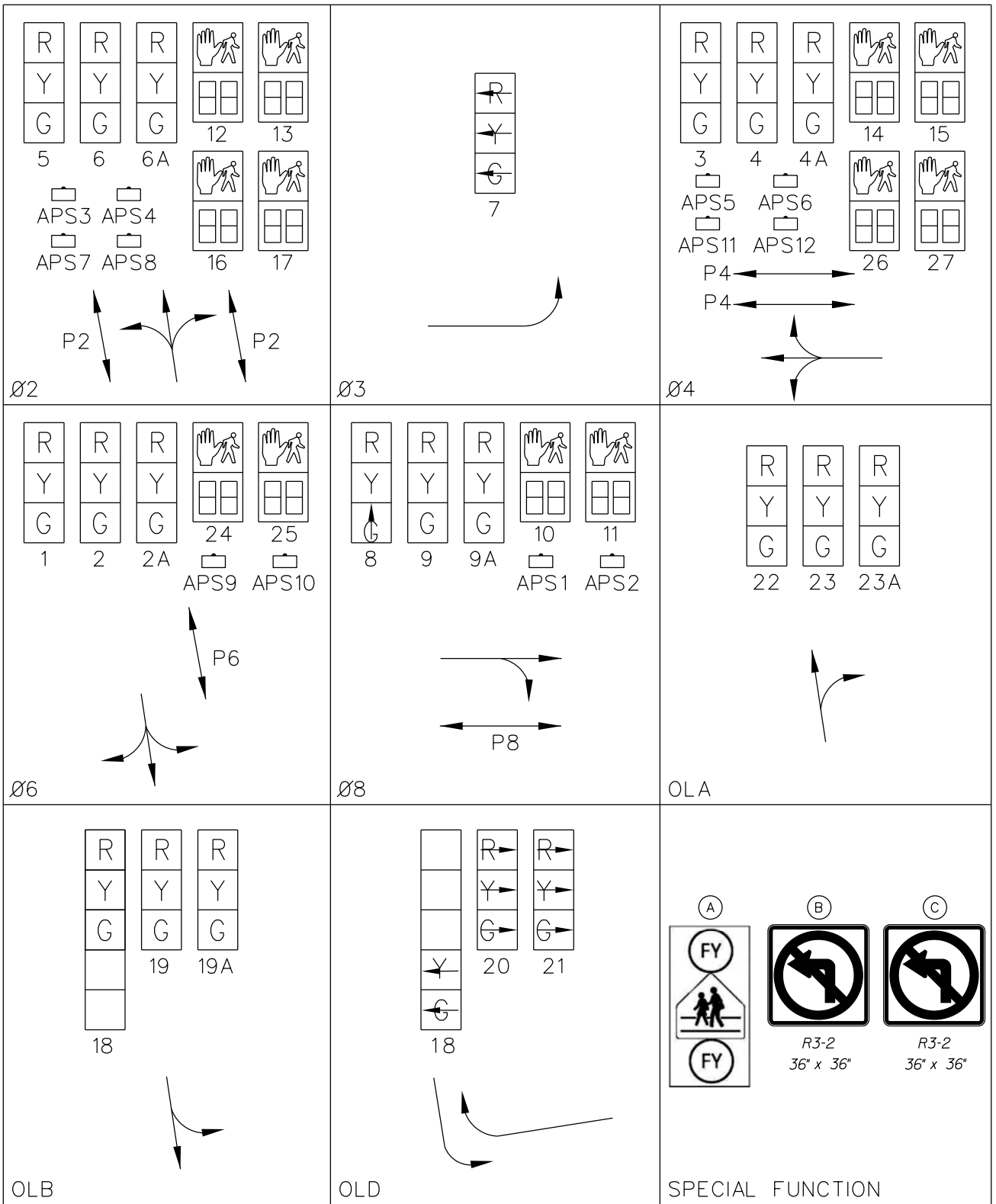
PREPARED BY: HNTB / Mead & Hunt
 WORK/SHOP ORDER NO: S-05-21-01
 RECOMMENDED BY:
 APPROVED BY:
 DATE INSTALLED:
 INSTALLED BY:

NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.



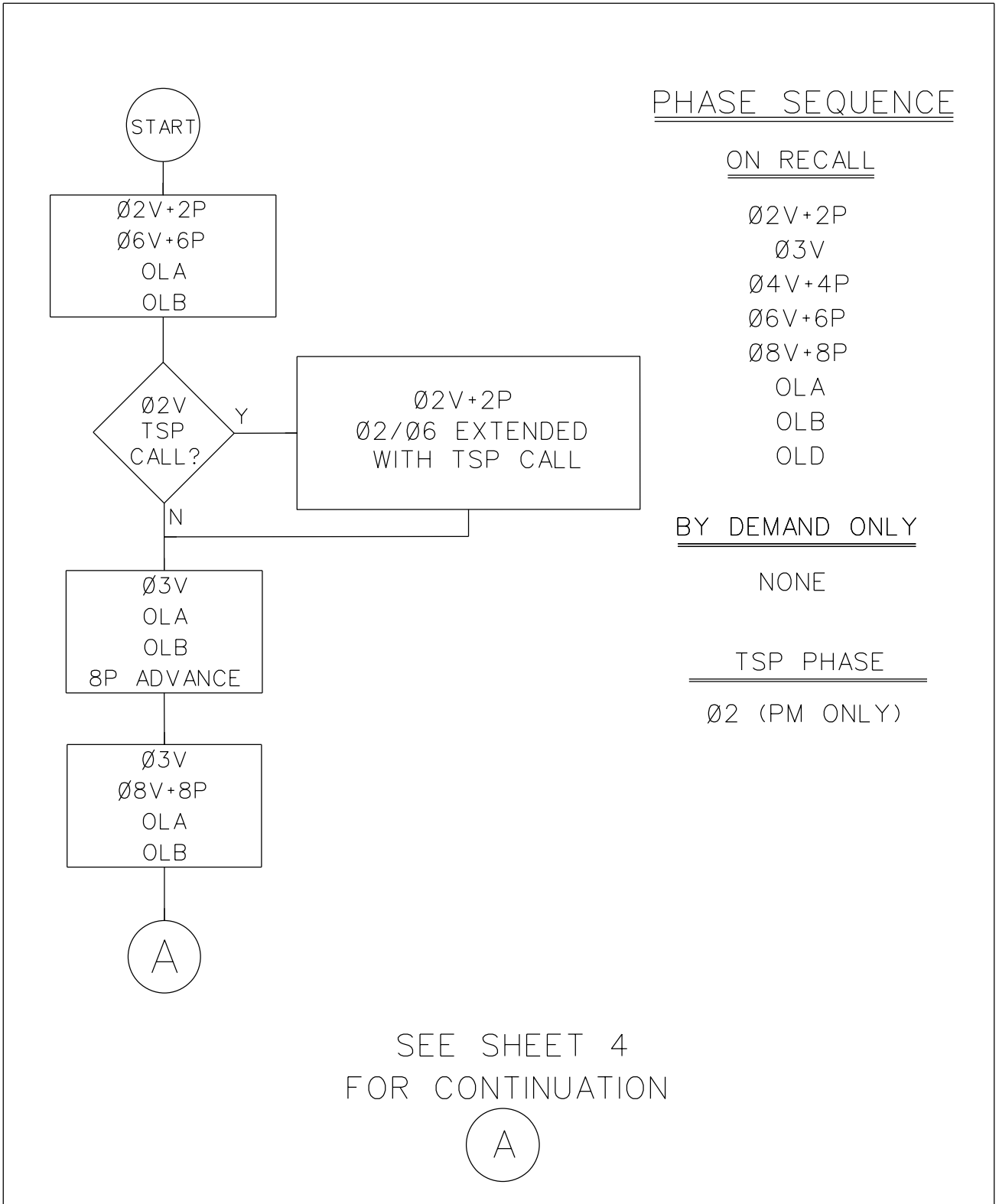
TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.		ACISA 6130
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		T.S. 393-S
CHECK BY: AYY	DATE: 02/20	SHEET 1 OF 6
DRAWN BY: JS/SH	DATE: 02/20	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: _____ PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER		
SUBMITTED BY: _____ TRAFFIC SIGNAL PROJECT ENGINEER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.



TRAFFIC SIGNAL OPERATION		ACISA
WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.6130		
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		T.S.
CHECK BY: AYY	DATE: 02/20	DESIGNED BY: PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER
DRAWN BY: JS/SH	DATE: 02/20	SUBMITTED BY: _____ TRAFFIC SIGNAL PROJECT ENGINEER
IN SERVICE:	SCALE: NONE	RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER
		APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER
		393-S
		SHEET
		2 OF 6

NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.

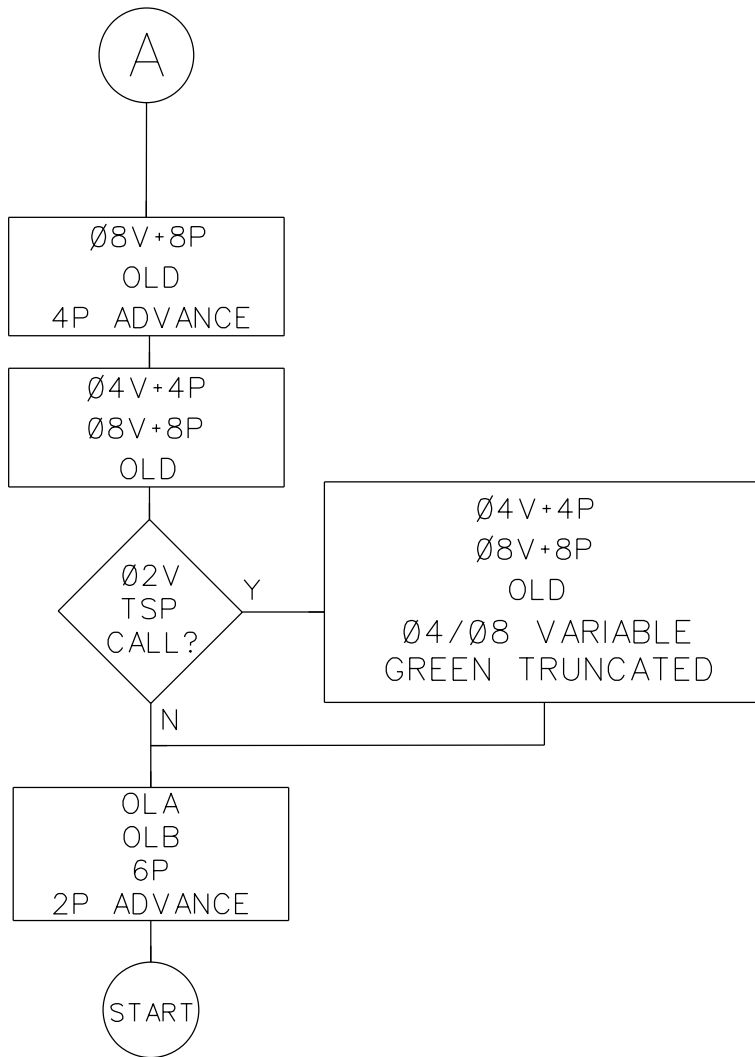


SEE SHEET 4
FOR CONTINUATION

(A)

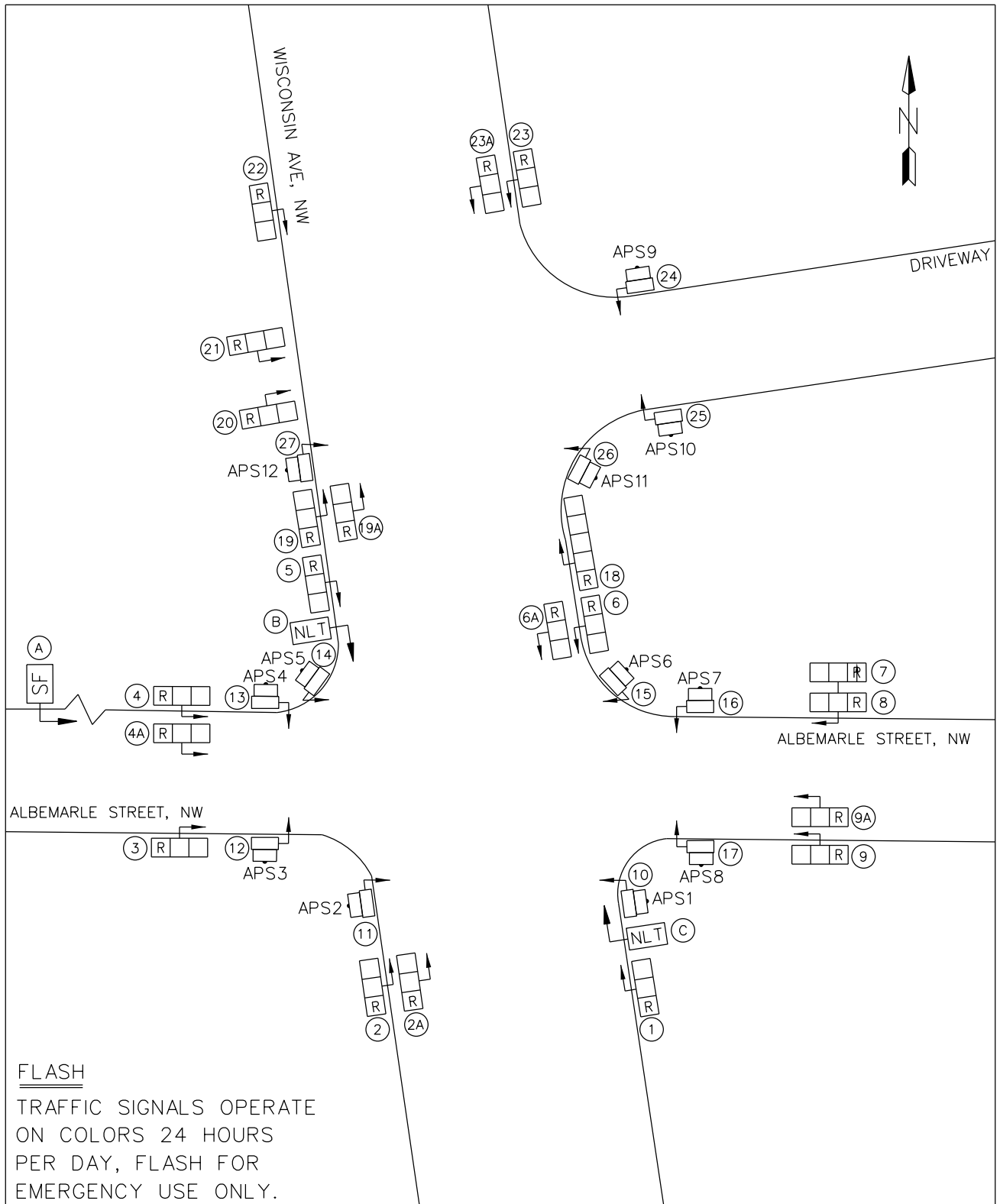
TRAFFIC SIGNAL OPERATION		ACISA
WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.		.6130
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		T.S.
CHECK BY: AYY	DATE: 02/20	393-S
DRAWN BY: JS/SH	DATE: 02/20	SHEET
IN SERVICE:	SCALE: NONE	3 OF 6
DESIGNED BY: _____	PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER	
SUBMITTED BY: _____	TRAFFIC SIGNAL PROJECT ENGINEER	
RECOMMENDED BY: _____	TRAFFIC SIGNAL DESIGN PROJECT MANAGER	
APPROVED BY: _____	TRAFFIC SIGNAL PROGRAM MANAGER	

NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.



TRAFFIC SIGNAL OPERATION		ACISA
WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.		6130
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		T.S.
CHECK BY: AYY	DATE: 02/20	393-S
DRAWN BY: JS/SH	DATE: 02/20	SHEET
IN SERVICE:	SCALE: NONE	4 OF 6
DESIGNED BY: _____	PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER	
SUBMITTED BY: _____	TRAFFIC SIGNAL PROJECT ENGINEER	
RECOMMENDED BY: _____	TRAFFIC SIGNAL DESIGN PROJECT MANAGER	
APPROVED BY: _____	TRAFFIC SIGNAL PROGRAM MANAGER	

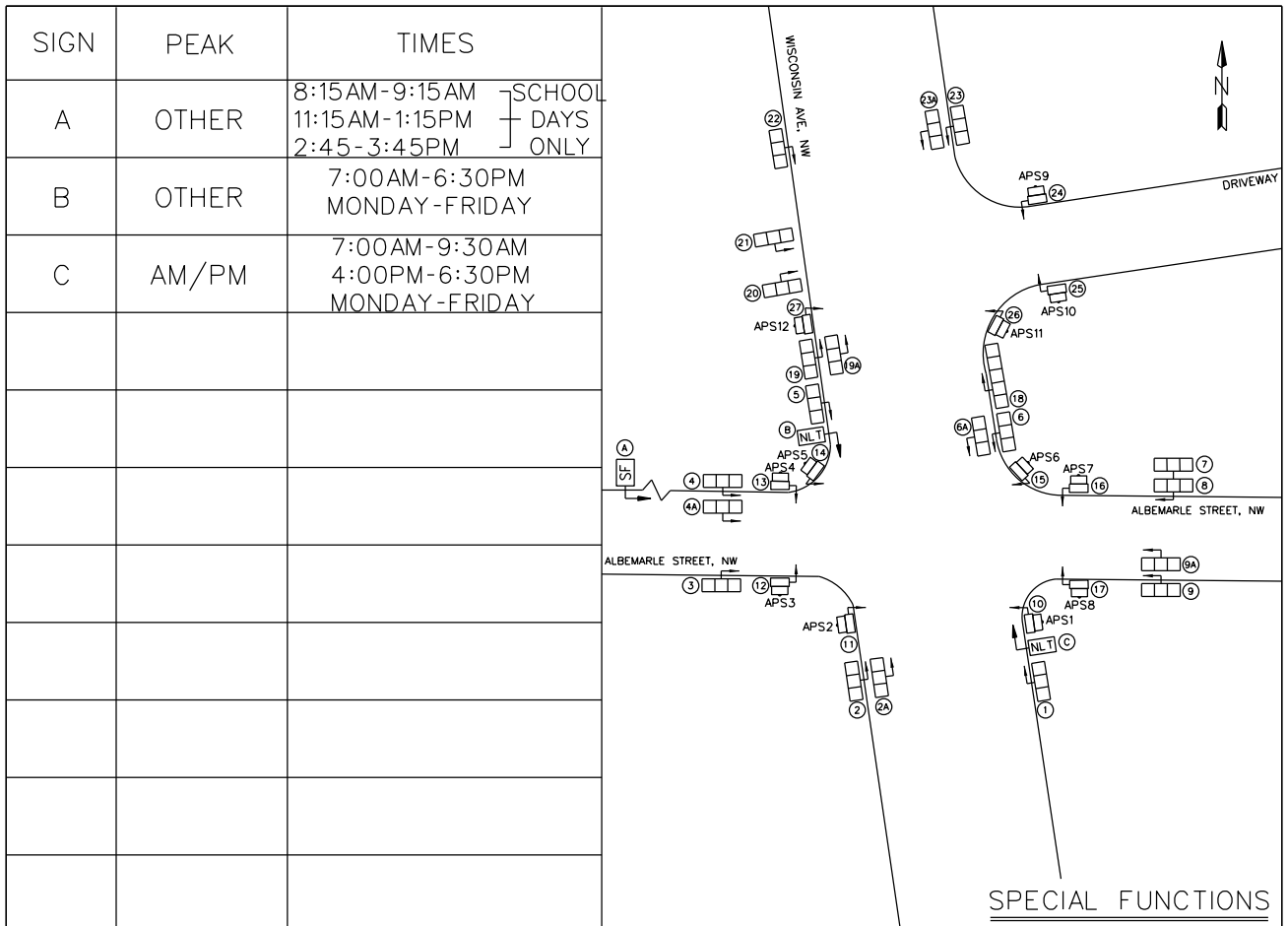
NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.



FLASH
 TRAFFIC SIGNALS OPERATE
 ON COLORS 24 HOURS
 PER DAY, FLASH FOR
 EMERGENCY USE ONLY.

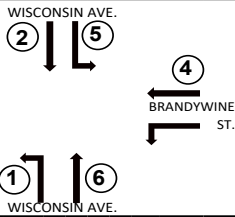
TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.6130		ACISA T.S. 393-S SHEET 5 OF 6
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		DESIGNED BY: _____ PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER SUBMITTED BY: _____ TRAFFIC SIGNAL PROJECT ENGINEER RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER
CHECK BY: AYY	DATE: 02/20	
DRAWN BY: JS/SH	DATE: 02/20	
IN SERVICE:	SCALE: NONE	

NOTE: TRAFFIC SIGNAL HEADS NO. 2A, 4A, 6A, 9A, 19A AND 23A ARE MOUNTED ON 8-FOOT MAST ARMS.



SIGN	PEAK	TYPE	MESSAGE DISPLAY	C1 PIN	SPECIAL FUNCTION	LOAD SWITCH
A	OTHER	LED	SCHOOL FLASHER	UPPER-91 LOWER-93	SPF1	LS15 RED LS15 GREEN
B	OTHER	LED	NO LEFT TURN	C1-33	SPF2	LS7 YELLOW
C	AM/PM	LED	NO LEFT TURN	C1-36	SPF3	LS9 YELLOW

TRAFFIC SIGNAL OPERATION		ACISA
WISCONSIN AVENUE, ALBEMARLE STREET AND COMMERCIAL DRIVEWAY, N.W.6130		
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING AND SIGNALS DIVISION		T.S.
		393-S
CHECK BY: AYY	DATE: 02/20	SHEET SPECIAL FUNCTION 6 OF 6
DRAWN BY: JS/SH	DATE: 02/20	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: PRECISION SYSTEMS, INC. TRAFFIC SIGNAL DESIGNER		
SUBMITTED BY: _____ TRAFFIC SIGNAL PROJECT ENGINEER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		



DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC ENGINEERING & SIGNALS DIVISION

ACISA ID	6131	TS-	568-J
ISNUM	1256	S-	668

C + 0 + E = 29	OVERLAP CONFIG			
FUNCTION	OL A	OL B	OL C	OL D
SET 1 (Overlapped Phases)				

NEG V				
NEG P				
GREEN EXTENSION				
YELLOW EXTENSION				
RED EXTENSION				

C + 0 + E = 125 E + E + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
OVERLAP FL YEL	9							
EM VEH A	A							
EM VEH B	B							
EM VEH C	C							
EM VEH D	D							

C + 0 + E = 125 E + F + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
PED 2P	5	X						
PED 6P	6						X	
PED 4P	7			X				
PED 8P	8							
PED #P (C1 REDIRECT)								
PED #P (C1 REDIRECT)								

FLASH YELLOW	9	X						X
LOW PRIORITY A	A	X						
LOW PRIORITY B	B						X	
RESTRICT	E							
EXTRA 2 BITS	F			X				

C + 0 + F = 1 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
PERMIT	0	X	X	X	X	X		
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3							
PED RECALL	4	X		X		X		
REST IN WALK	6						X	
RED REST	7							
DOUBLE ENTRY	8							
MAX RECALL	9	X	X	X	X	X		

C + 0 + F = 2 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
GREEN FLASH								
FLASH WALK								
ADVANCED WALK		X		X		X		
DELAYED WALK								

PREPARED BY: HNTB / Mead & Hunt	
WORK/SHOP ORDER NO: S-10-20-01	
RECOMMENDED BY:	
APPROVED BY:	
DATE INSTALLED:	
INSTALLED BY:	

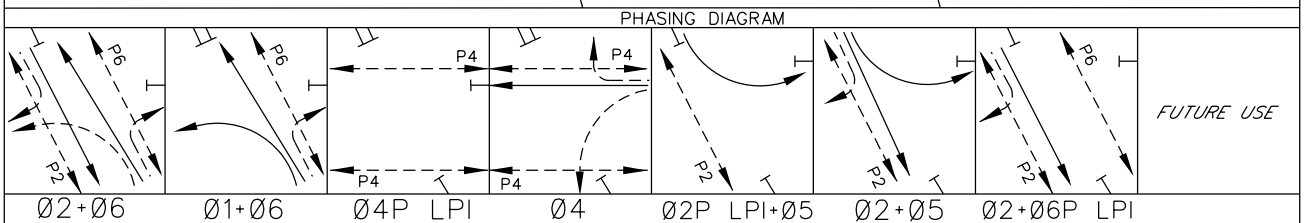
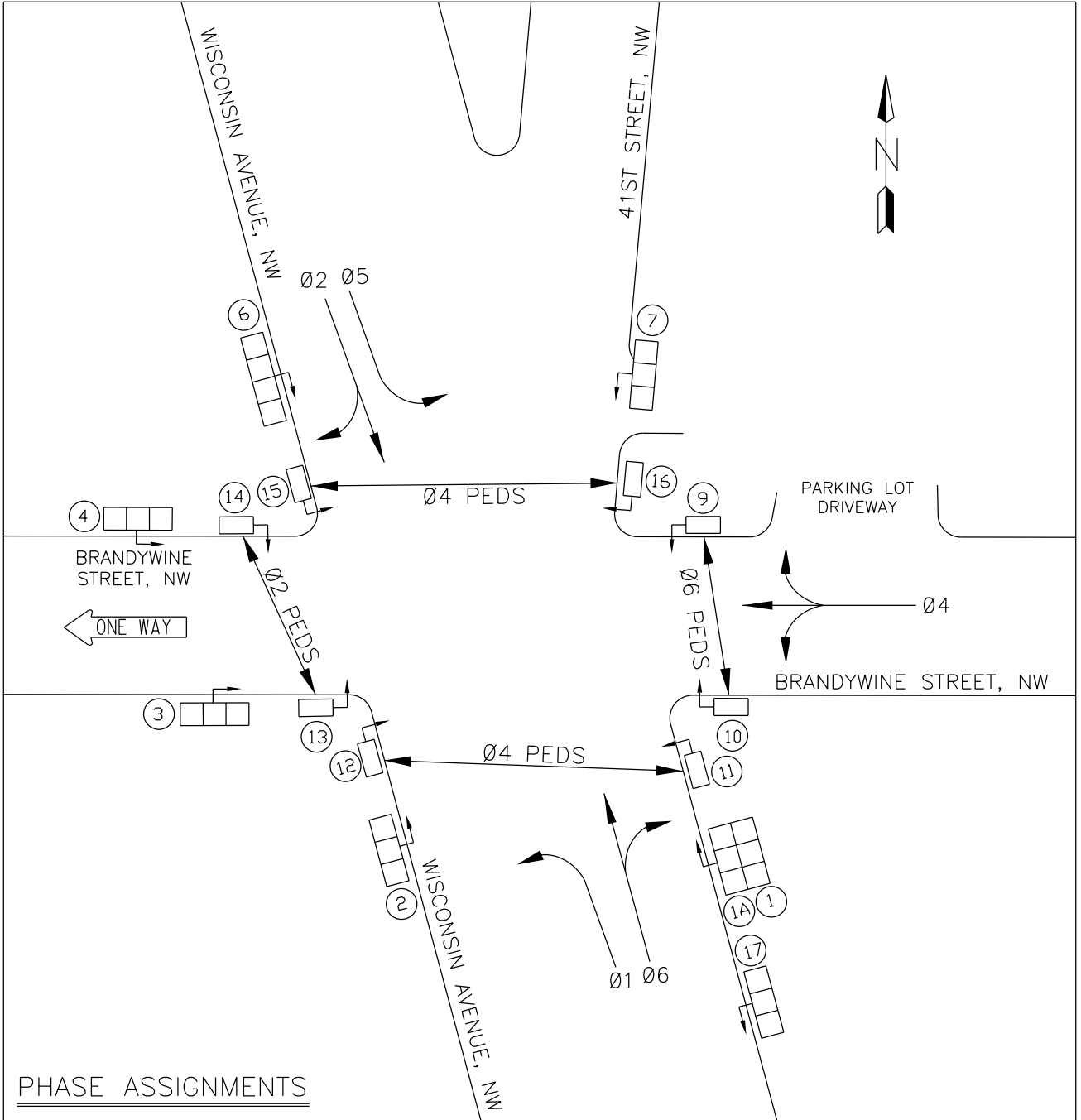
C + 0 + F = 1 <F + PHASE + INTVL>	PHASE TIMING BANK								PREEMPT TIMING	
INTERVAL	1	2	3	4	5	6	7	8	< F/1 + E + row >	
WALK	0	7		7		7			EVA DELAY	2
FLASH D/W	1	9		22		11			EVA CLEAR	3
MIN. GREEN	2	5	10		7	5	10		EVB DELAY	4
TYPE 3 LIMIT	3								EVB CLEAR	5
ADD/VEH	4								EVC DELAY	6
VEH EXTENSION	5	1	1		1	1	1		EVC CLEAR	7
MAX GAP	6	1	1		1	1	1		EVD DELAY	8
MIN GAP	7	1	1		1	1	1		EVD CLEAR	9
MAXIMUM	8	50	130		50	30	150		BUS PRIORITY PARAMETERS	
MAXIMUM 2	9	100	195		45	45	240		< F/1 + A + row >	
ADVANCE / DELAY WALK	A		3		5		3		BUS HEADWAY	C
PREEMPT PED. CLEARANCE	B								BUS DELAY	D
CONDITIONAL SERVICE MINIMUM	C								MAX EARLY GREEN	E 10
REDUCE EVERY	D								MAX GREEN EXTN	F 10
YELLOW	E	4	4		4	4	4		Min Grn Bef PE Forceoff	
RED CLEAR	F	2	2		2	1	2		MAX PREEMPT TIME	
COORDINATION FUNCTIONS	PHASE								NOTES:	
FUNCTION	1	2	3	4	5	6	7	8		
LAG PHASES (Check by phases)	X			X		X				
SYNC PHASES (Check by phases)		X				X				

C+0+C=1; C + <PLAN> + <FEATURE>	COORDINATION TIMING PLAN									
FEATURE	1	2	3	4	5	6	7	8	9	
CYCLE TIME	0	80	100	100	100	120	120	150	150	240
FORCE OFF 1	1	11	24	24	24	18	30	20	37	70
FORCE OFF 2	2	0	0	0	0	0	0	0	0	0
FORCE OFF 3	3									
FORCE OFF 4	4	46	59	59	59	53	65	55	76	105
FORCE OFF 5	5	57	74	74	77	78	83	80	96	138
FORCE OFF 6	6	0	13	13	13	7	19	9	26	59
FORCE OFF 7	7									
FORCE OFF 8	8									
OFFSET A	A	11	63	85	63	116	102	20	76	76
OFFSET B	B				22					
OFFSET C	C				67					
END PERMISSIVE 1	D	11	24	24	24	18	30	20	37	70
PRETIMED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 VEH (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 PED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	NOTES:
EVENT 0	0:00	1	A	1234567	
EVENT 1	5:00	5	A	23456	
EVENT 2	10:00	4	A	23456	
EVENT 3	14:00	6	A	23456	
EVENT 4	20:00	4	A	23456	
EVENT 5	22:00	1	A	23456	
EVENT 6	8:00	2	A	1 7	
EVENT 7	21:00	1	A	7	
EVENT 8	18:00	1	A	1	

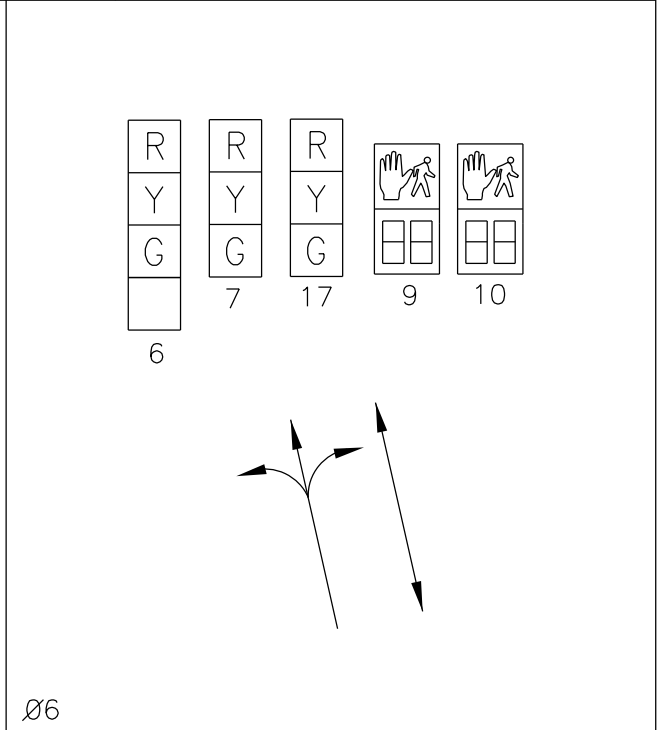
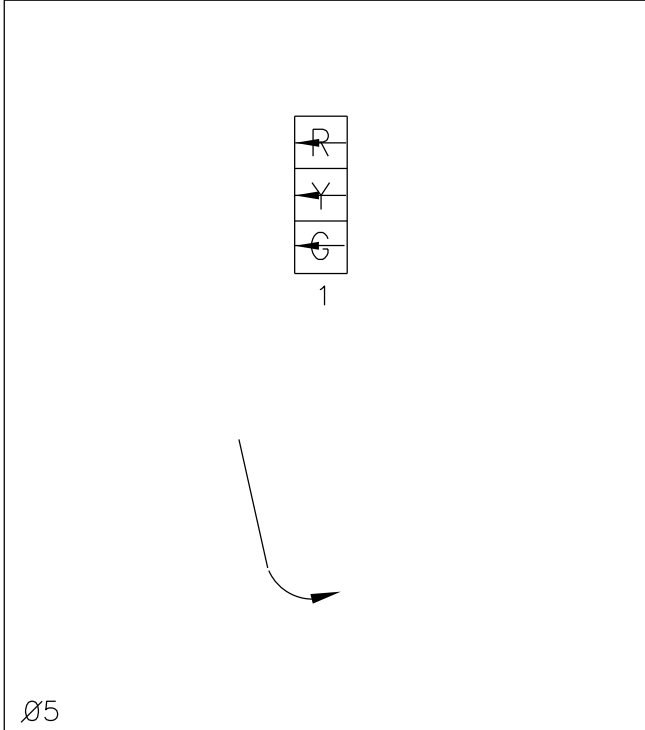
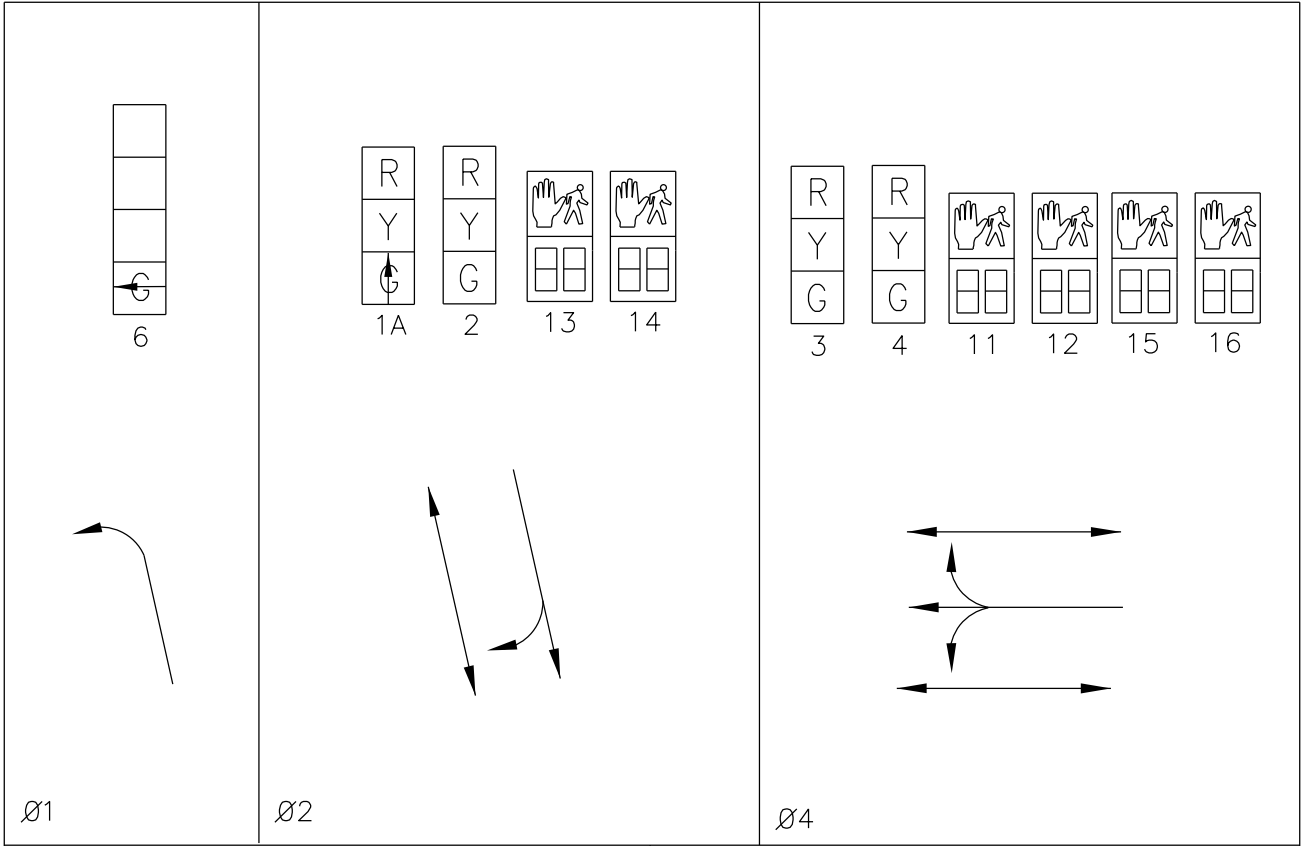
NOTES:
 *PHASES 2, 4, & 6 LPI.
 *ASSIGN MAX 2 (COLUMN "B" OF ASSIGNABLE INPUT) TO PLAN #9.
 *SET COUNTDOWN SIGNALS TO BEGIN WITH FDW INTERVALS FOR ALL PHASES (TSP LOCATION).
 *TSP ENABLED FOR NB PHASE 6 (PLAN 6 ONLY) ON CHANNEL B.
 *TSP ENABLED FOR SB PHASE 2 (PLAN 5 ONLY) ON CHANNEL A.
 *TSP CALLS ARE LOW PRIORITY CALLS WITH ASSIGNABLE INPUTS FROM EVA-EVD (C/126 + F + [FEATURE]) AS PINS 47-50, RESPECTIVELY.
 *ENABLE COORD EXTRA BIT 2 (C/1 + E + E = 2) (TSP LOCATION).

NOTE: SIGNAL HEADS NO. 2A, 5 AND 8 ARE NOT INSTALLED.



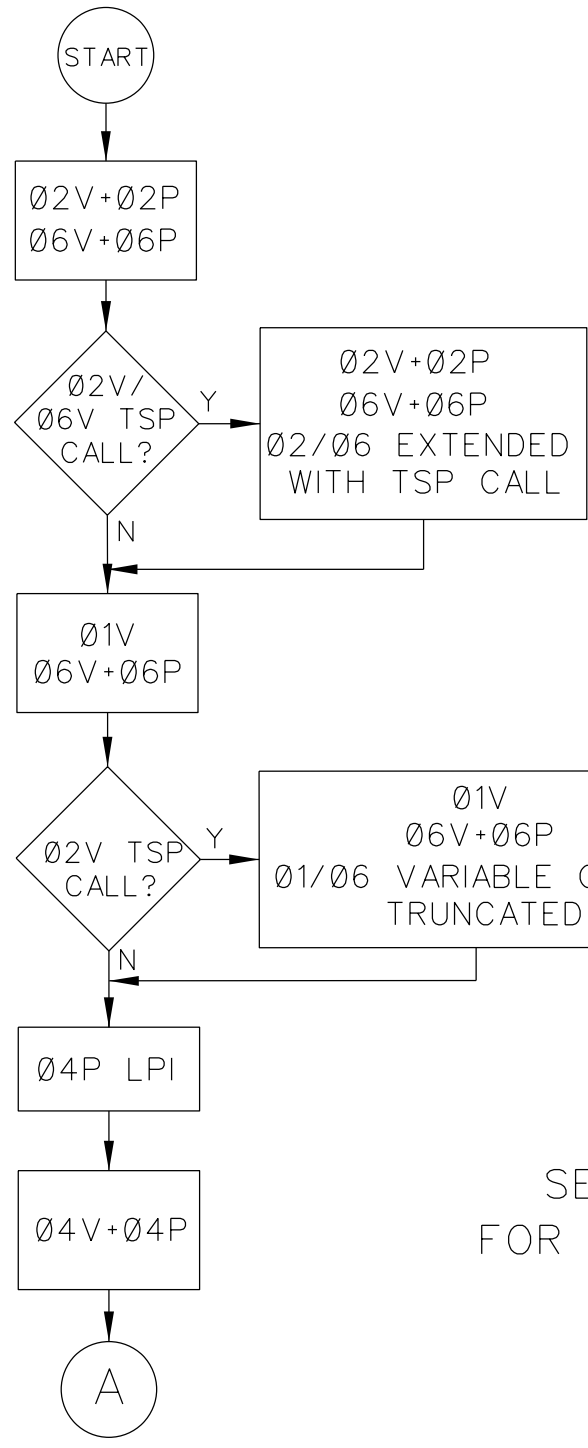
<p>TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND BRANDYWINE STREET, N.W.</p>		<p>ACISA 6131</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 568-J</p>
<p>CHECK BY: R.F. DATE: 06/2020</p>	<p>DESIGNED BY: SABRA & ASSOCIATES, INC. TRAFFIC SIGNAL DESIGNER</p>	<p>SHEET 1 OF 5</p>
<p>DRAWN BY: Y.W./SABRA DATE: 06/2020</p>	<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>	
<p>IN SERVICE: _____ SCALE: NONE</p>	<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>	

NOTE: SIGNAL HEADS NO. 2A, 5 AND 8 ARE NOT INSTALLED.



<p>TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND BRANDYWINE STREET, N.W.</p>		<p>ACISA 6131</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 568-J</p>
<p>CHECK BY: R.F. DATE: 06/2020</p>	<p>DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> TRAFFIC SIGNAL DESIGNER</p>	<p>SHEET 2 OF 5</p>
<p>DRAWN BY: Y.W./SABRA DATE: 06/2020</p>	<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>	
<p>IN SERVICE: SCALE: NONE</p>	<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>	

NOTE: SIGNAL HEADS NO. 2A, 5 AND 8 ARE NOT INSTALLED.



PHASE SEQUENCE

ON RECALL

- 01V
- 02V + 02P
- 04V + 04P
- 05V
- 06V + 06P

BY DEMAND ONLY

NONE

TSP PHASE

- 02V (AM ONLY)
- 06V (PM ONLY)

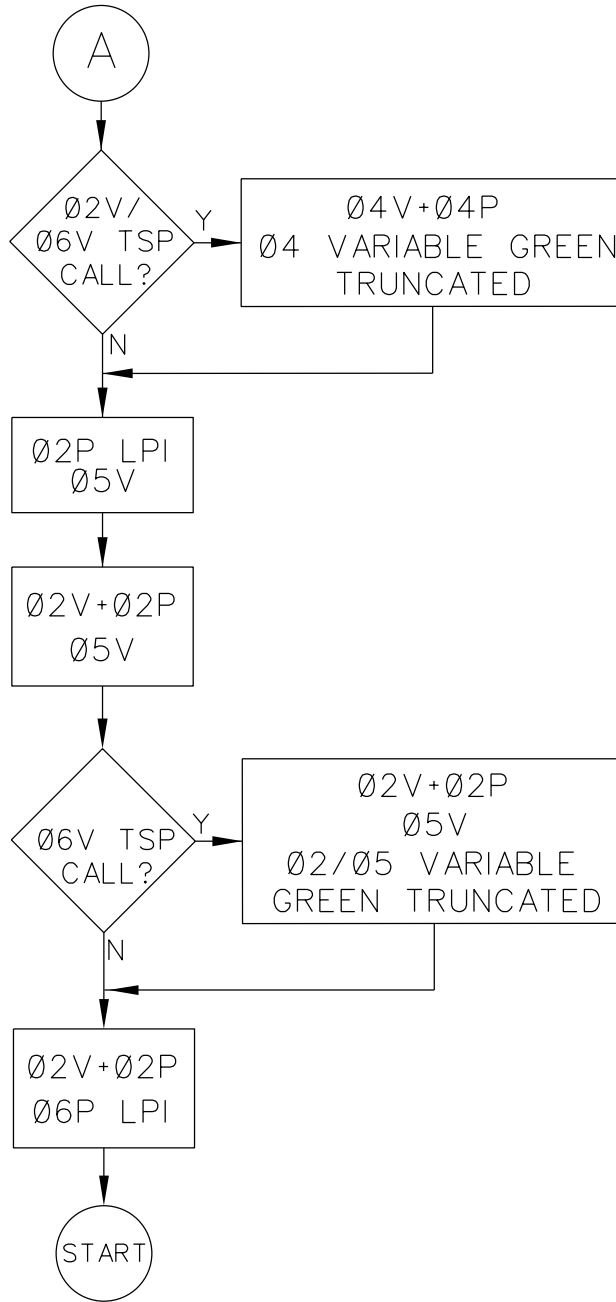
SEE SHEET 4
FOR CONTINUATION

(A)

TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND BRANDYWINE STREET, N.W.		ACISA 6131
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 568-J
CHECK BY: R.F.	DATE: 06/2020	SHEET 3 OF 5
DRAWN BY: Y.W./SABRA	DATE: 06/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

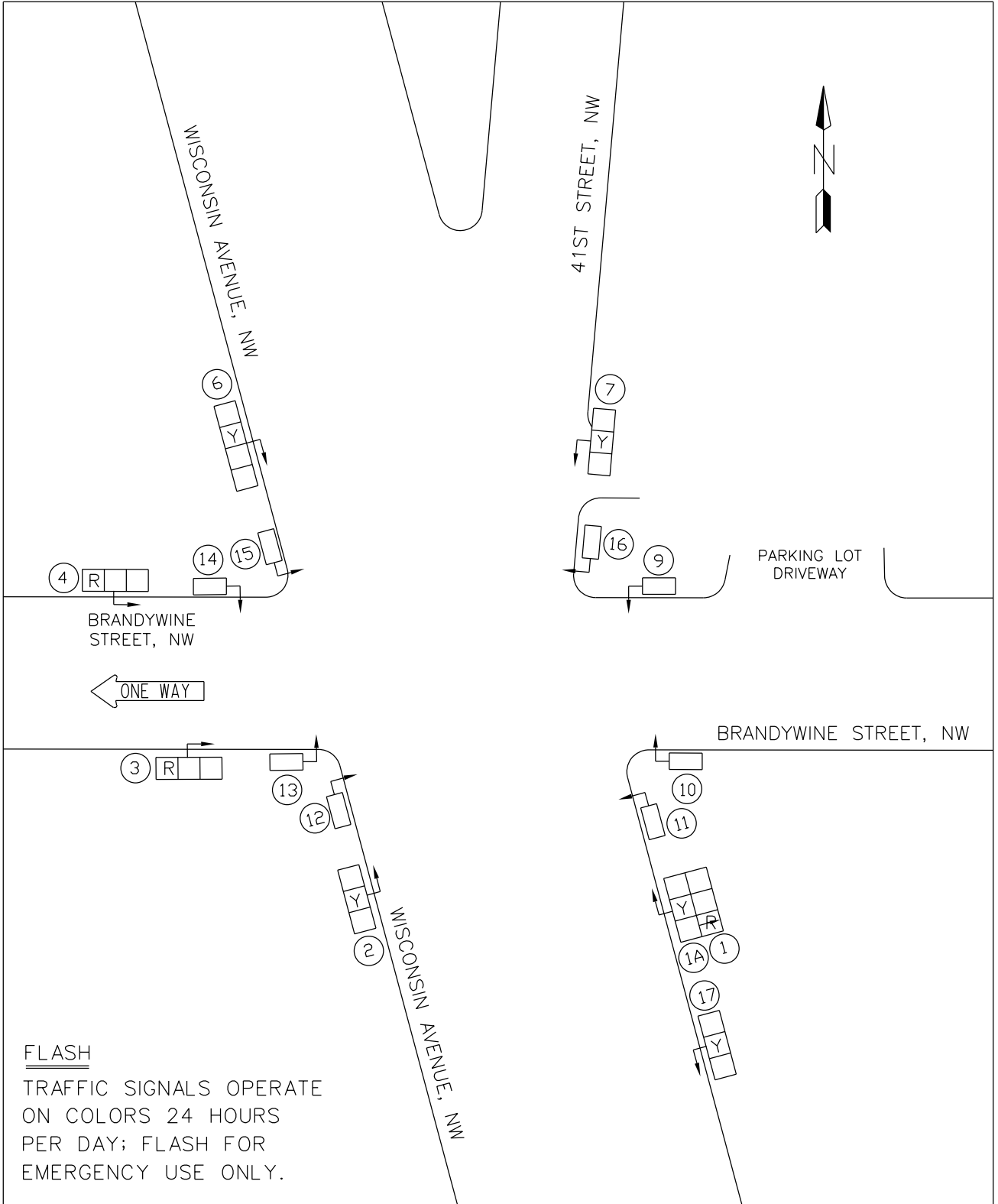
PHASE SEQUENCE

NOTE: SIGNAL HEADS NO. 2A, 5 AND 8 ARE NOT INSTALLED.



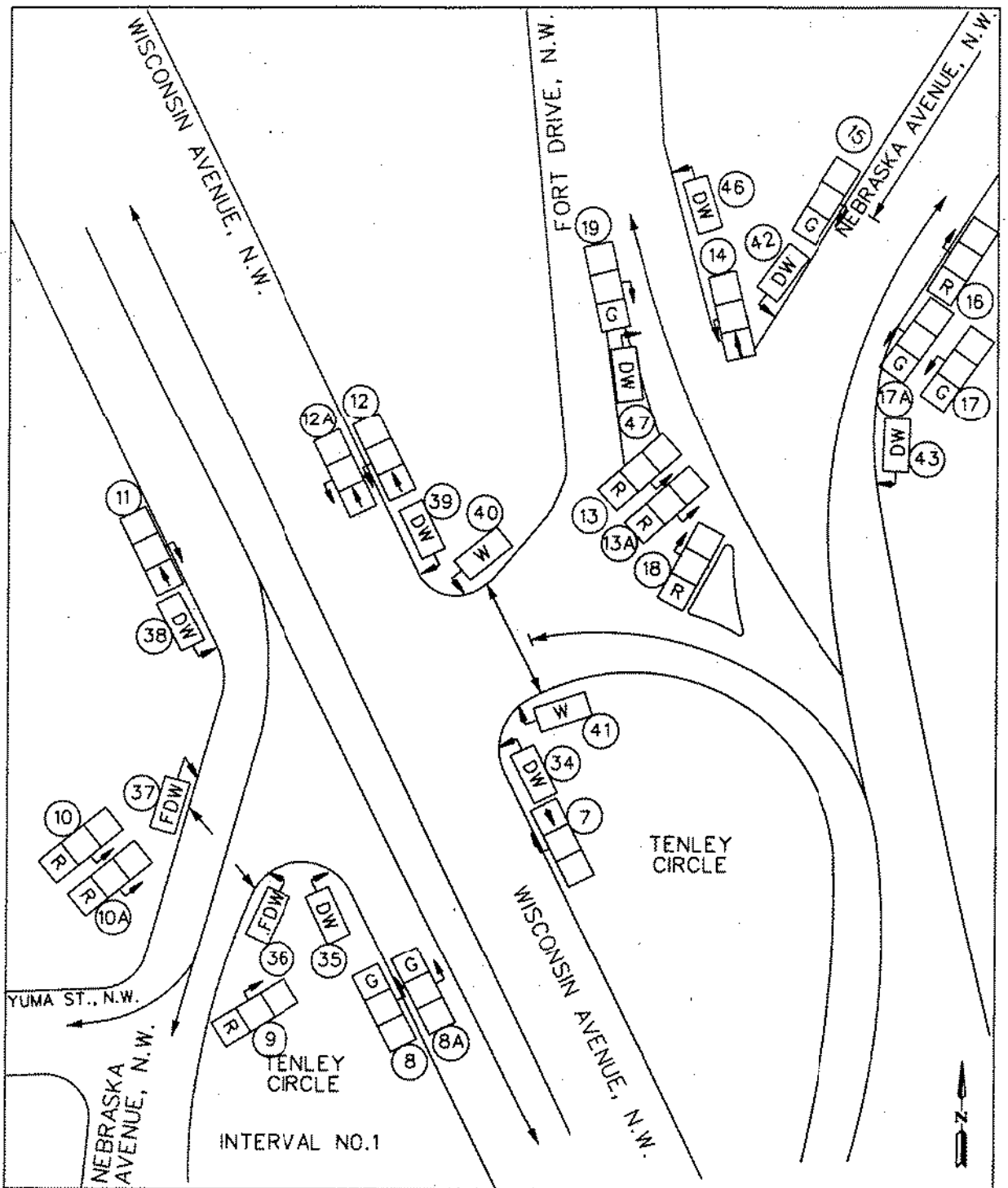
TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND BRANDYWINE STREET, N.W.		ACISA 6131
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 568-J
CHECK BY: R.F.	DATE: 06/2020	SHEET 4 OF 5
DRAWN BY: Y.W./SABRA	DATE: 06/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

NOTE: SIGNAL HEADS NO. 2A, 5 AND 8 ARE NOT INSTALLED.



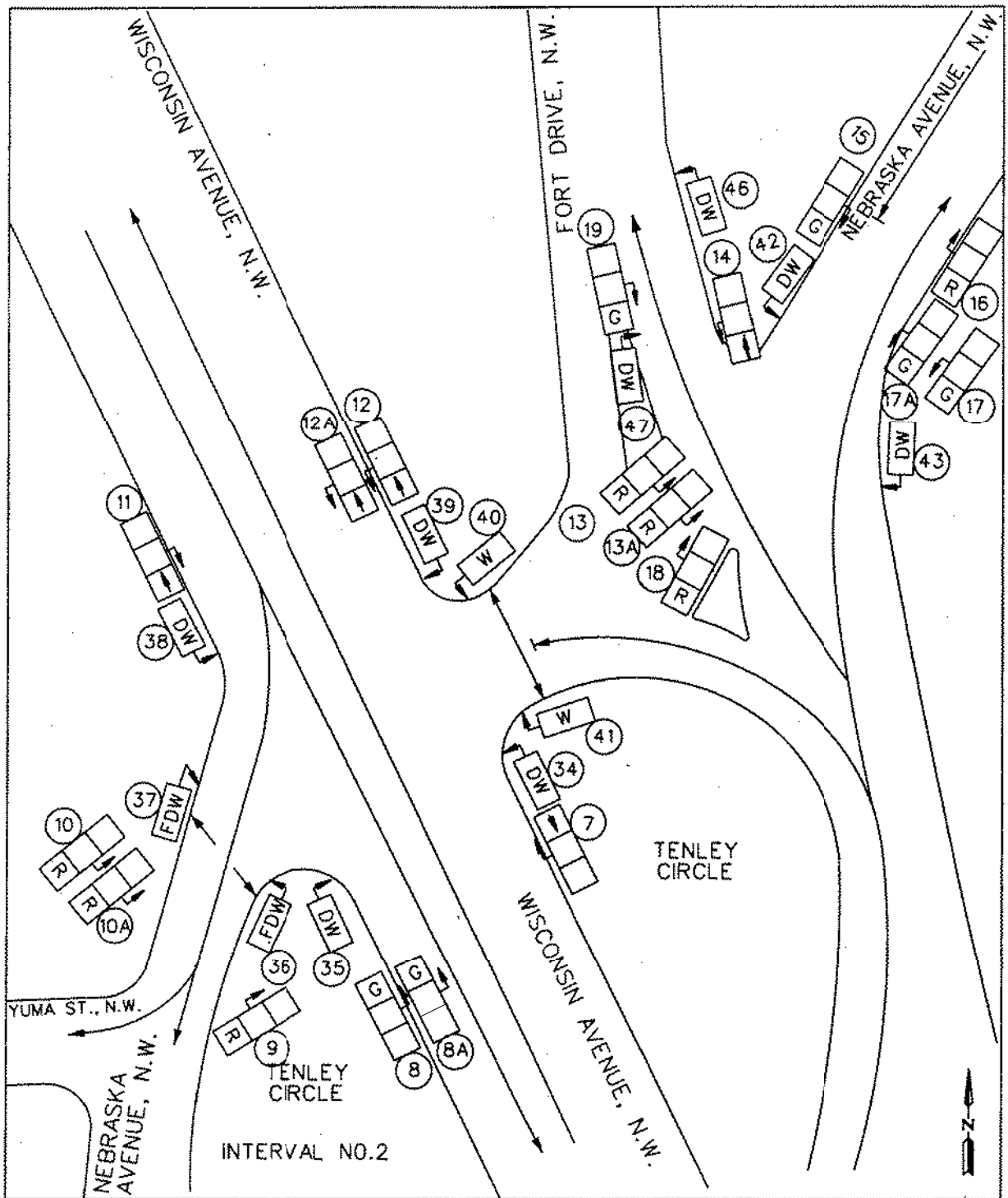
FLASH
 TRAFFIC SIGNALS OPERATE
 ON COLORS 24 HOURS
 PER DAY; FLASH FOR
 EMERGENCY USE ONLY.

TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND BRANDYWINE STREET, N.W.		ACISA 6131
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 568-J
CHECK BY: R.F. DATE: 06/2020	DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> <small>TRAFFIC SIGNAL DESIGNER</small>	SHEET
DRAWN BY: Y.W./SABRA DATE: 06/2020	RECOMMENDED BY: _____ <small>TRAFFIC SIGNAL DESIGN PROJECT MANAGER</small>	5 OF 5
IN SERVICE: SCALE: NONE	APPROVED BY: _____ <small>TRAFFIC SIGNAL PROGRAM MANAGER</small>	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

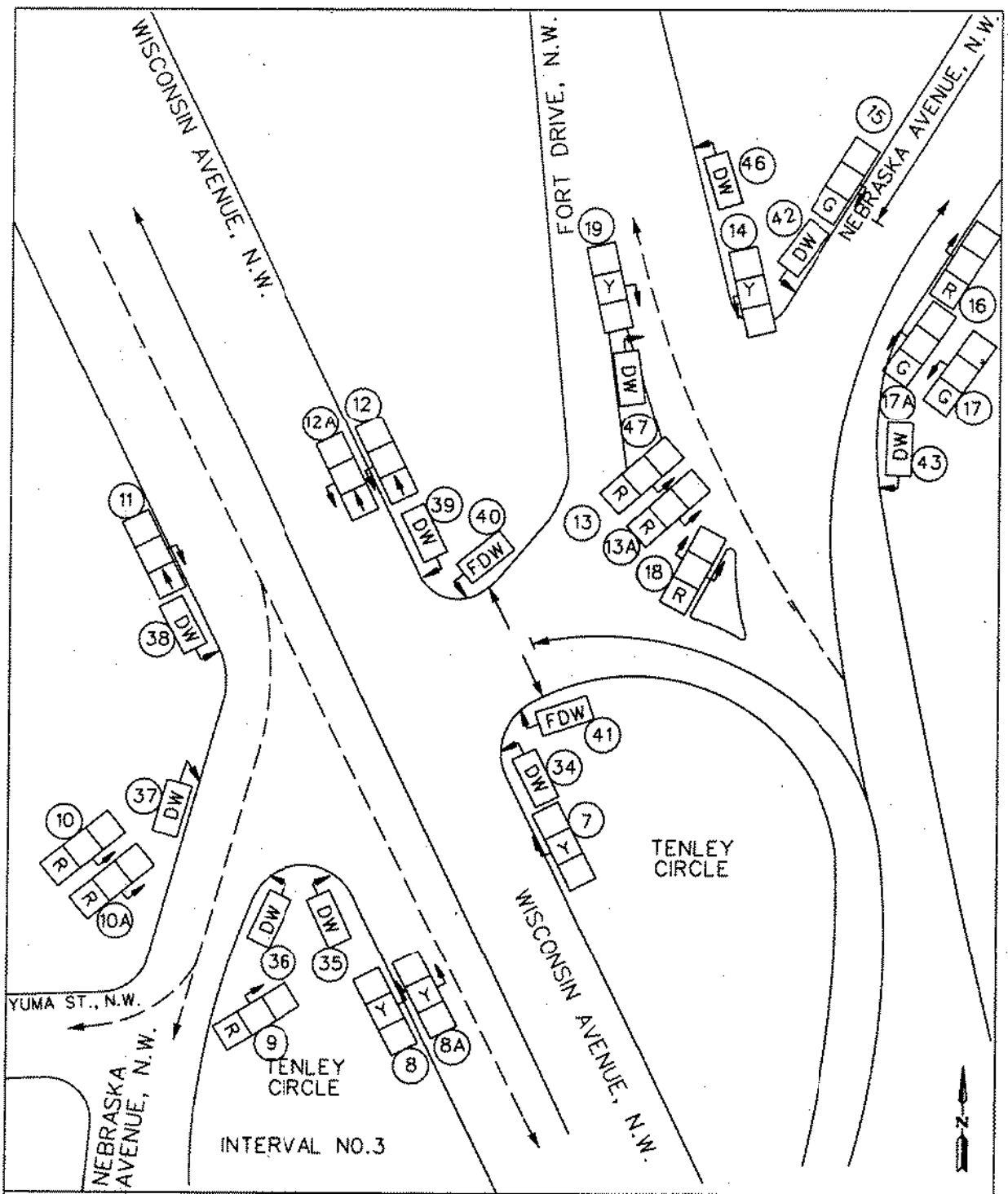
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	1 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____ SUBMITTED BY: _____ APPROVED BY: _____	T.S. 749-1 1 SHEET 2 OF 22
CHECKED BY: SR/RF DRAWN BY: SC/HNTB IN SERVICE:	DATE: 09/2019 DATE: 09/2019 SCALE: NONE	CHIEF, SIGNAL DESIGN BRANCH DIVISION CHIEF	

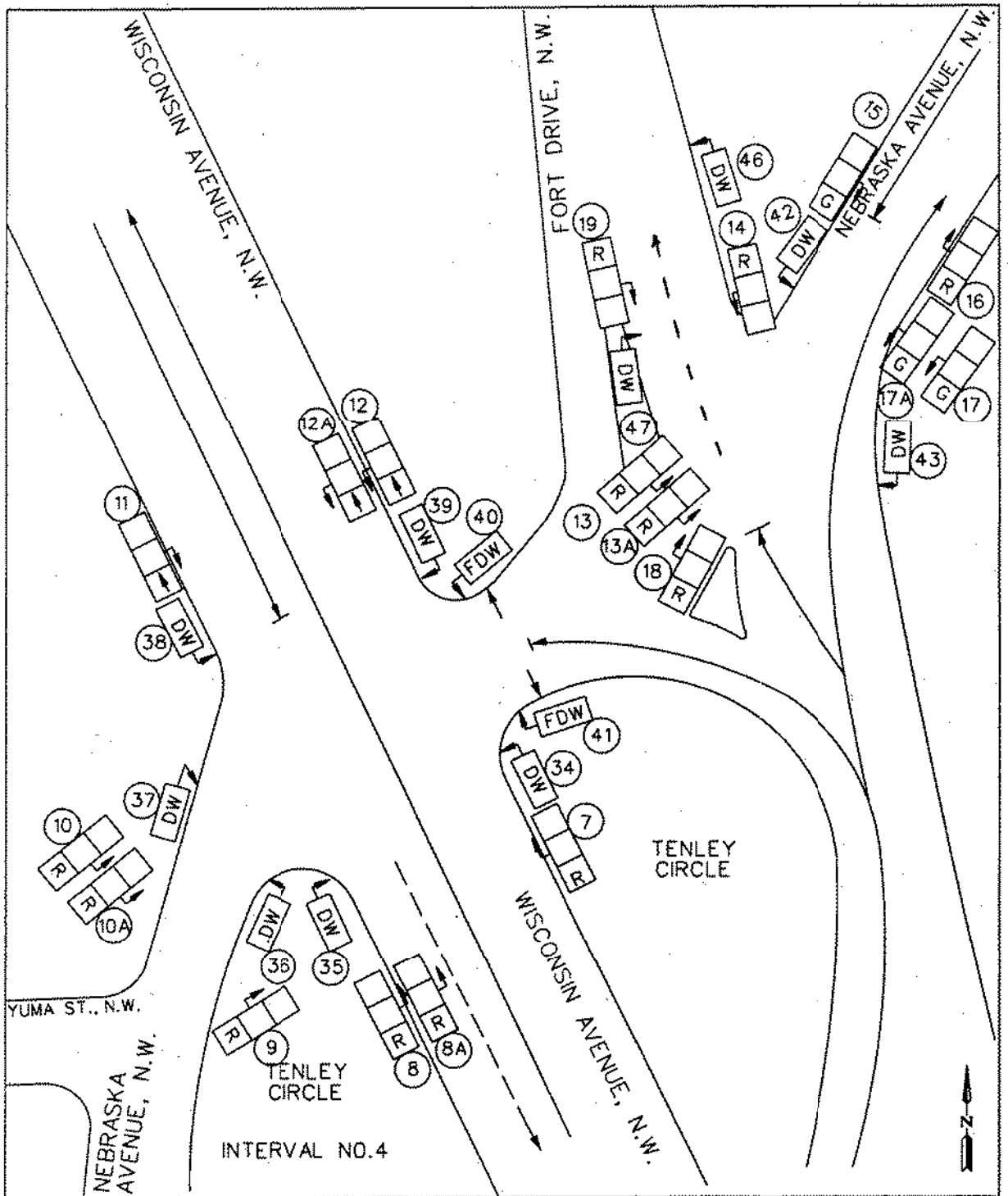
BDGNS



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	3 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____ DIVISION CHIEF	

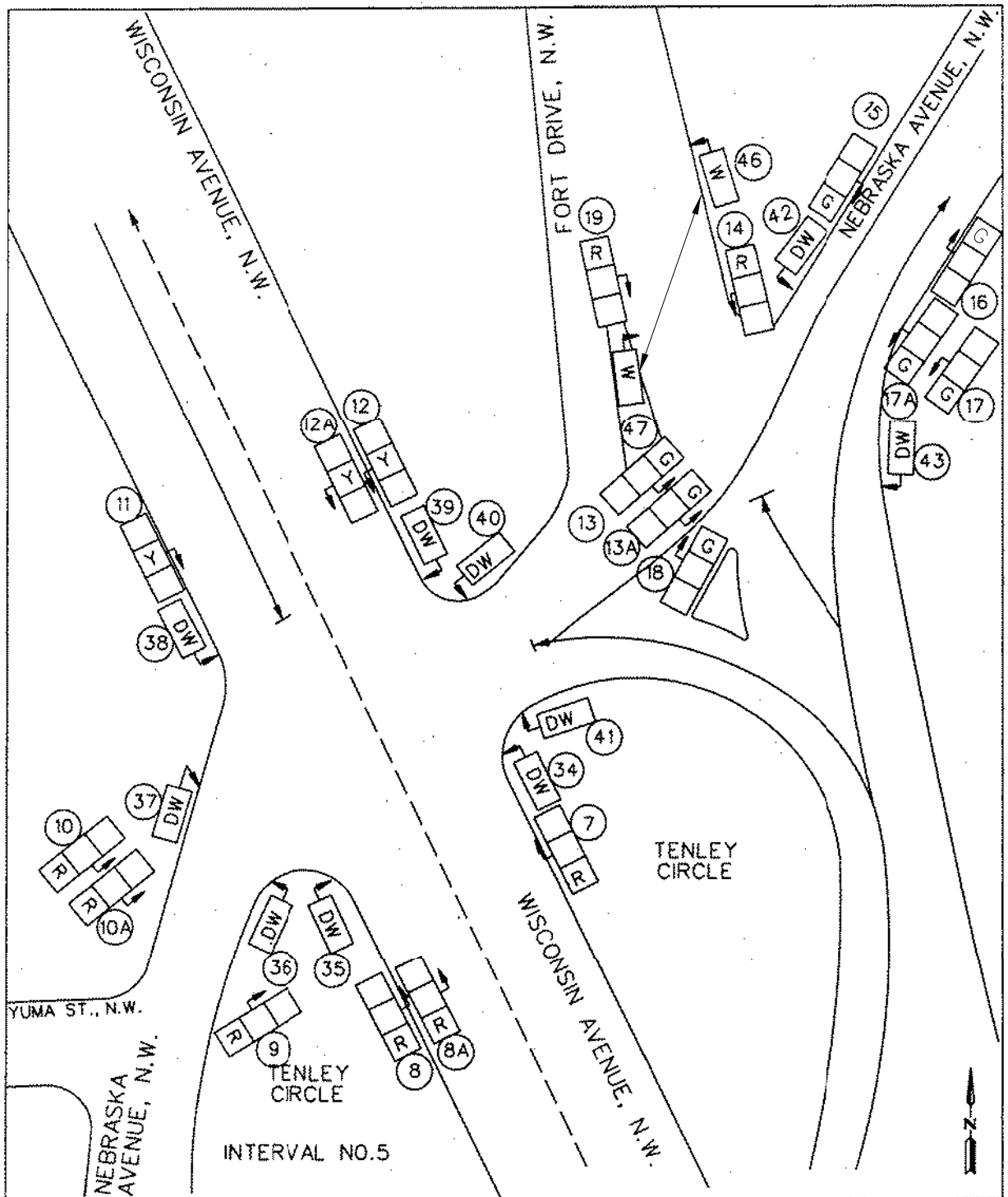
80088



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

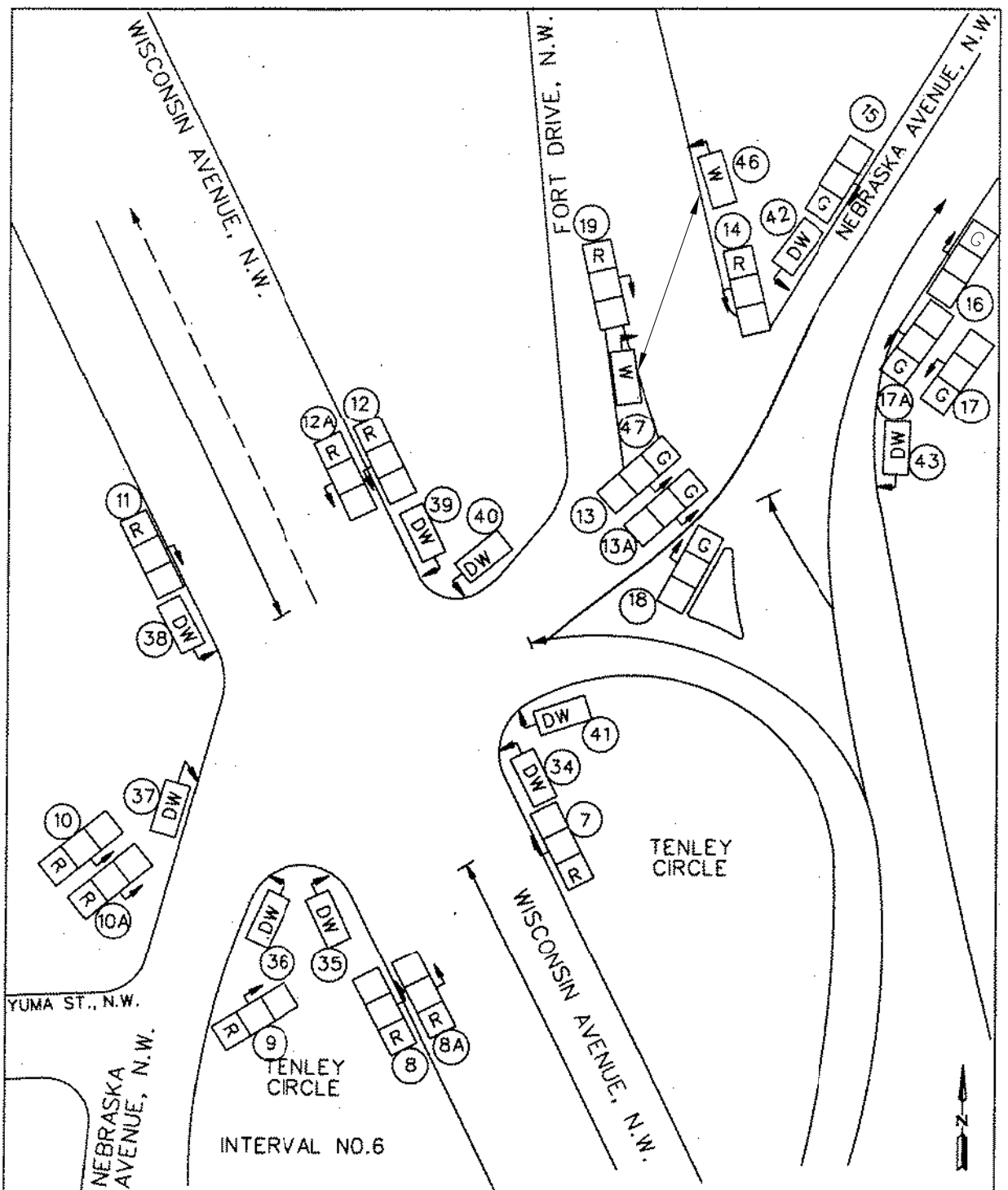
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____ SUBMITTED BY: _____ APPROVED BY: _____	T.S. 749-1 1 SHEET 4 OF 22
CHECKED BY: SR/RF DRAWN BY: SC/HNTB IN SERVICE:	DATE: 09/2019 DATE: 09/2019 SCALE: NONE	CHIEF, SIGNAL DESIGN BRANCH DIVISION CHIEF	

8/20/18



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

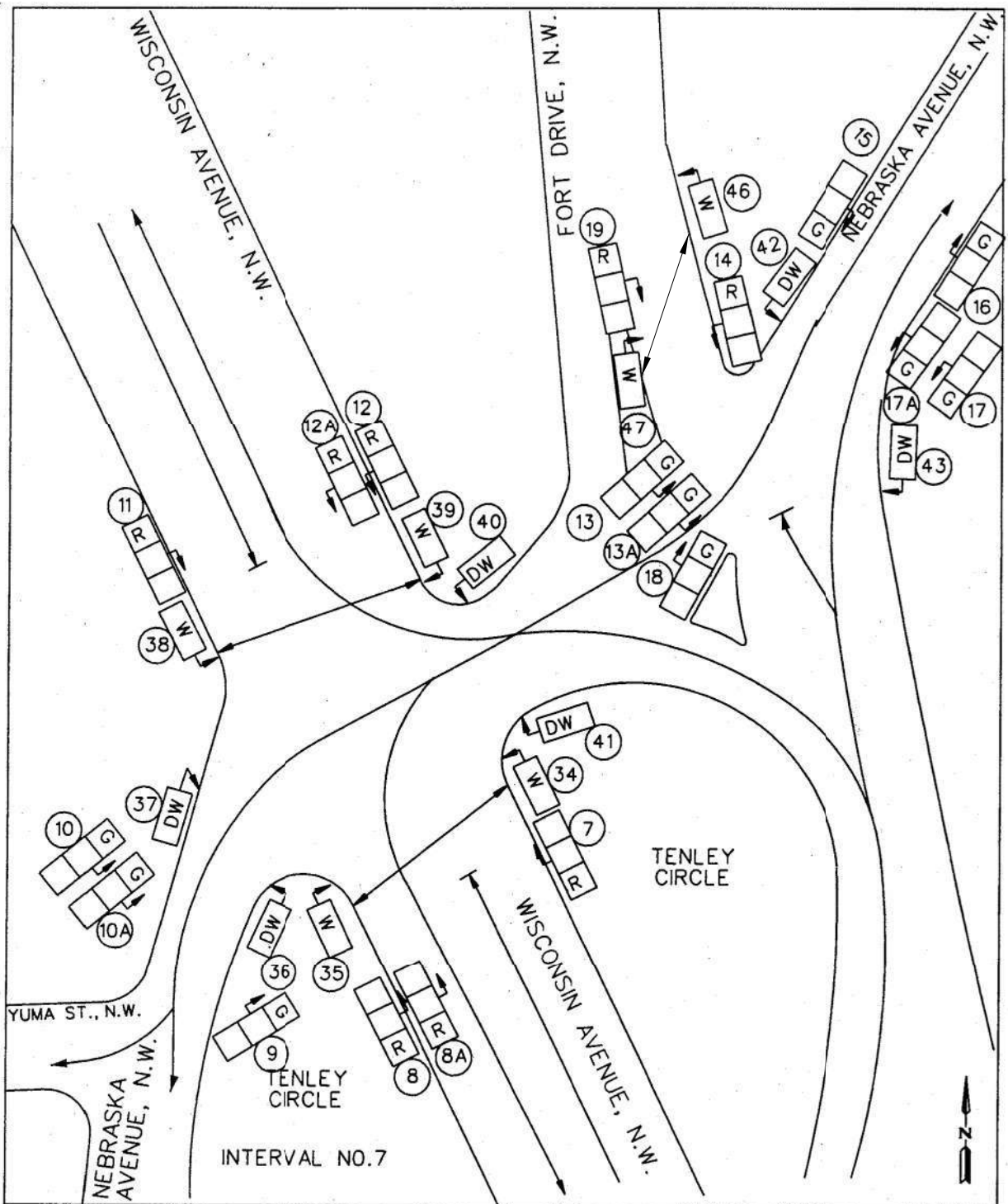
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____ SUBMITTED BY: _____ APPROVED BY: _____	T.S. 749-1 1 SHEET 5 OF 22
CHECKED BY: SR/RF	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
DRAWN BY: SC/HNTB	DATE: 09/2019	DIVISION CHIEF	
IN SERVICE:	SCALE: NONE		



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	6 OF 22
		DIVISION CHIEF	

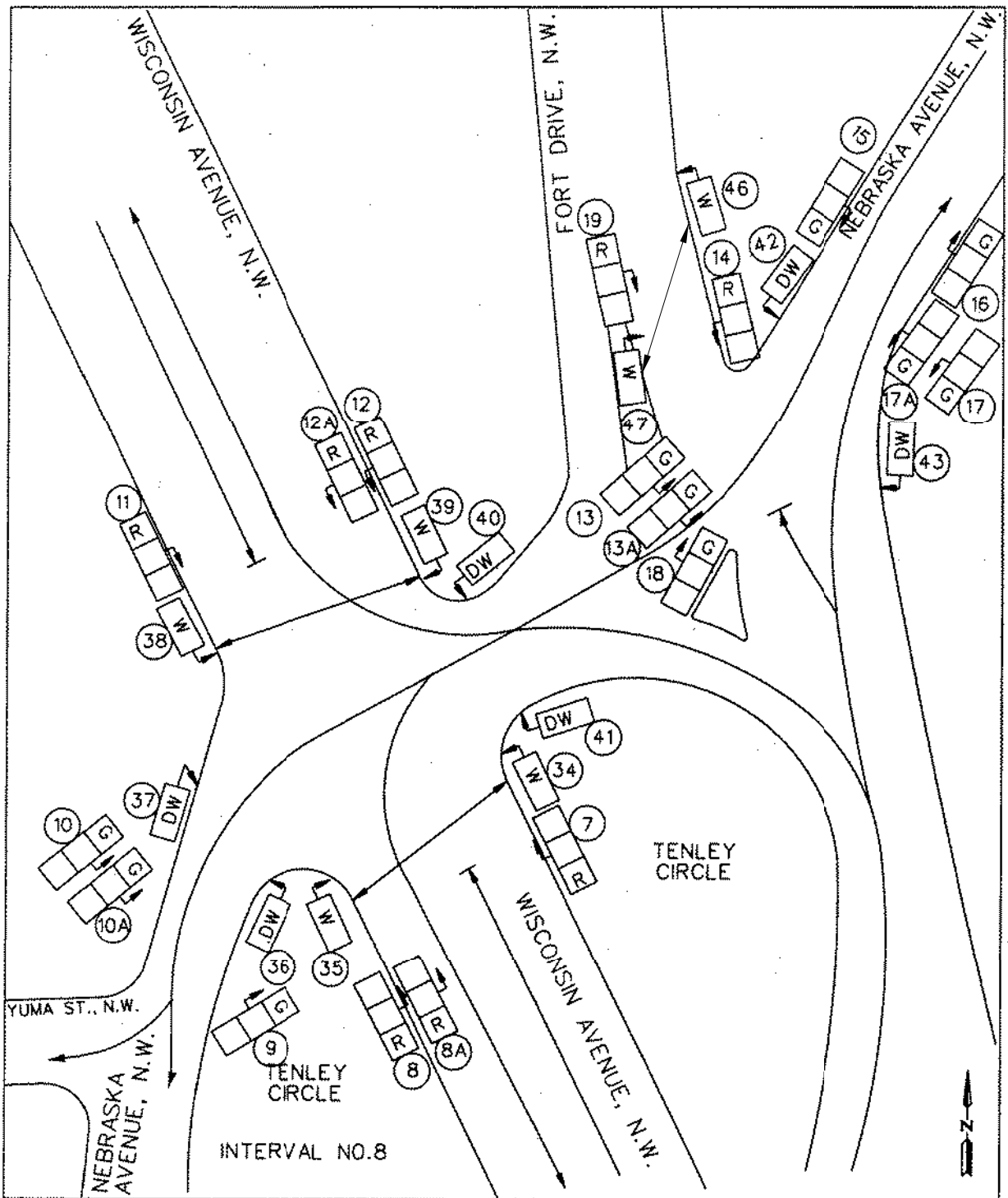
SDGMS



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

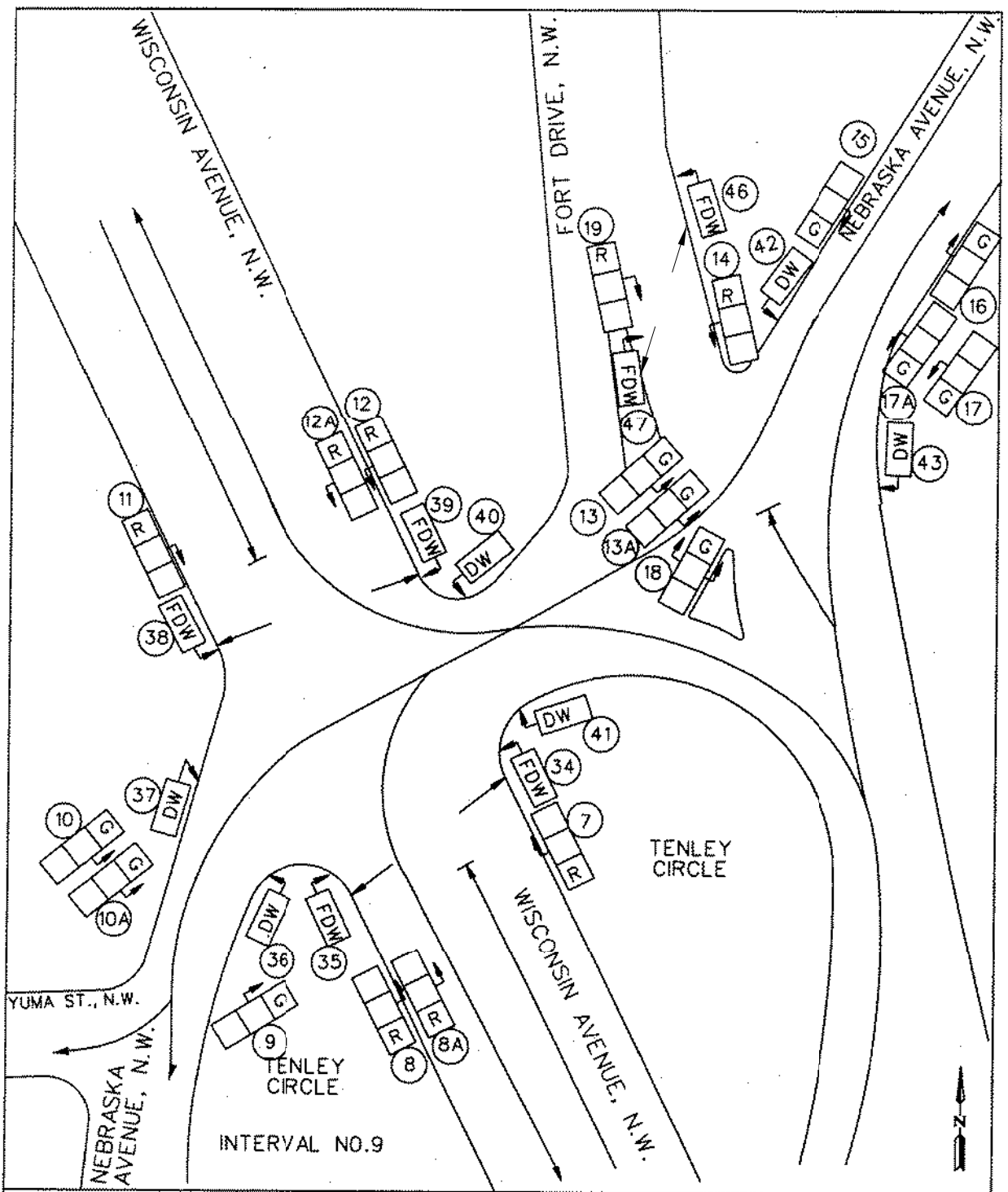
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	7 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	

SDGNS



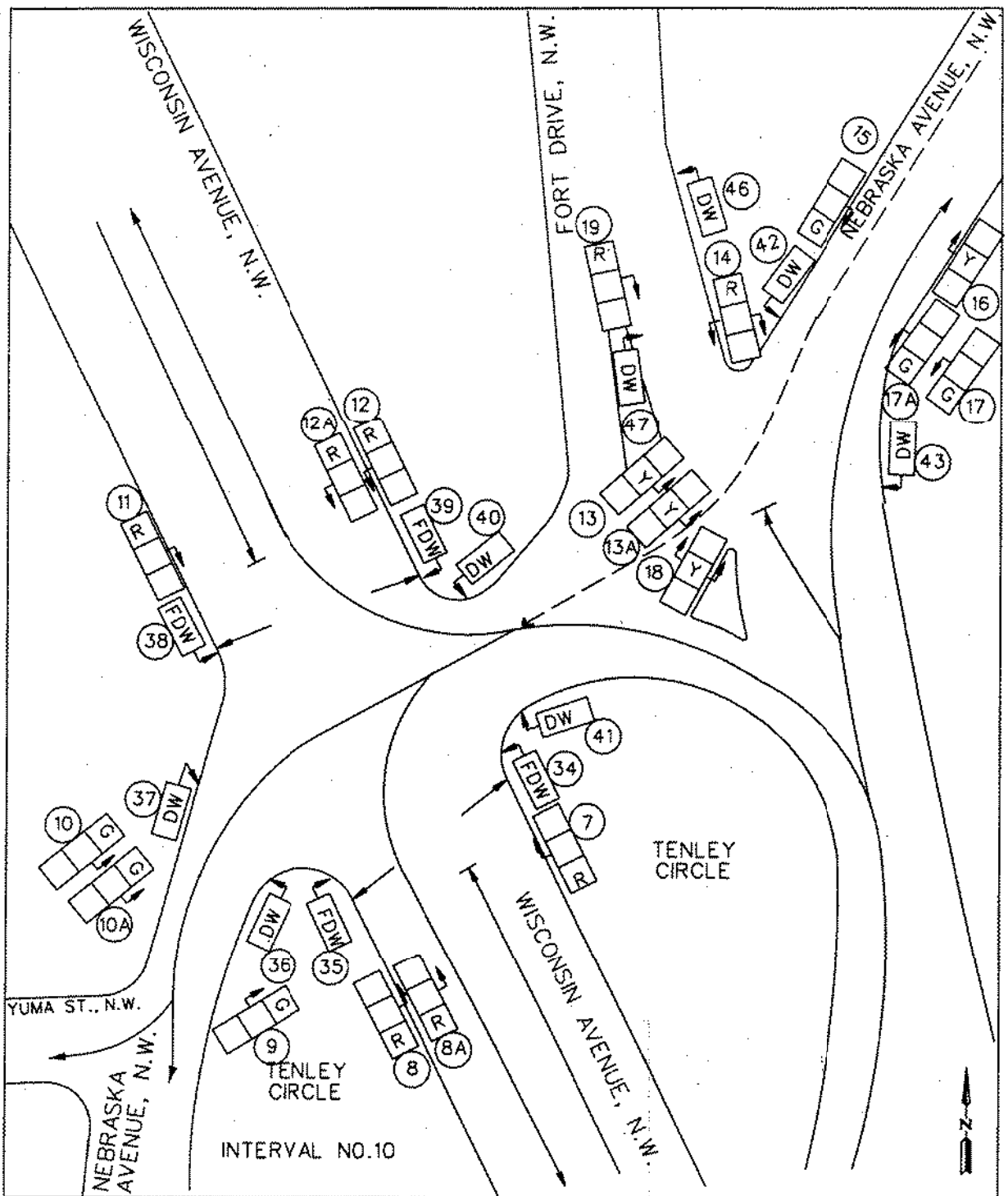
TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	8 of 22
		DIVISION CHIEF	



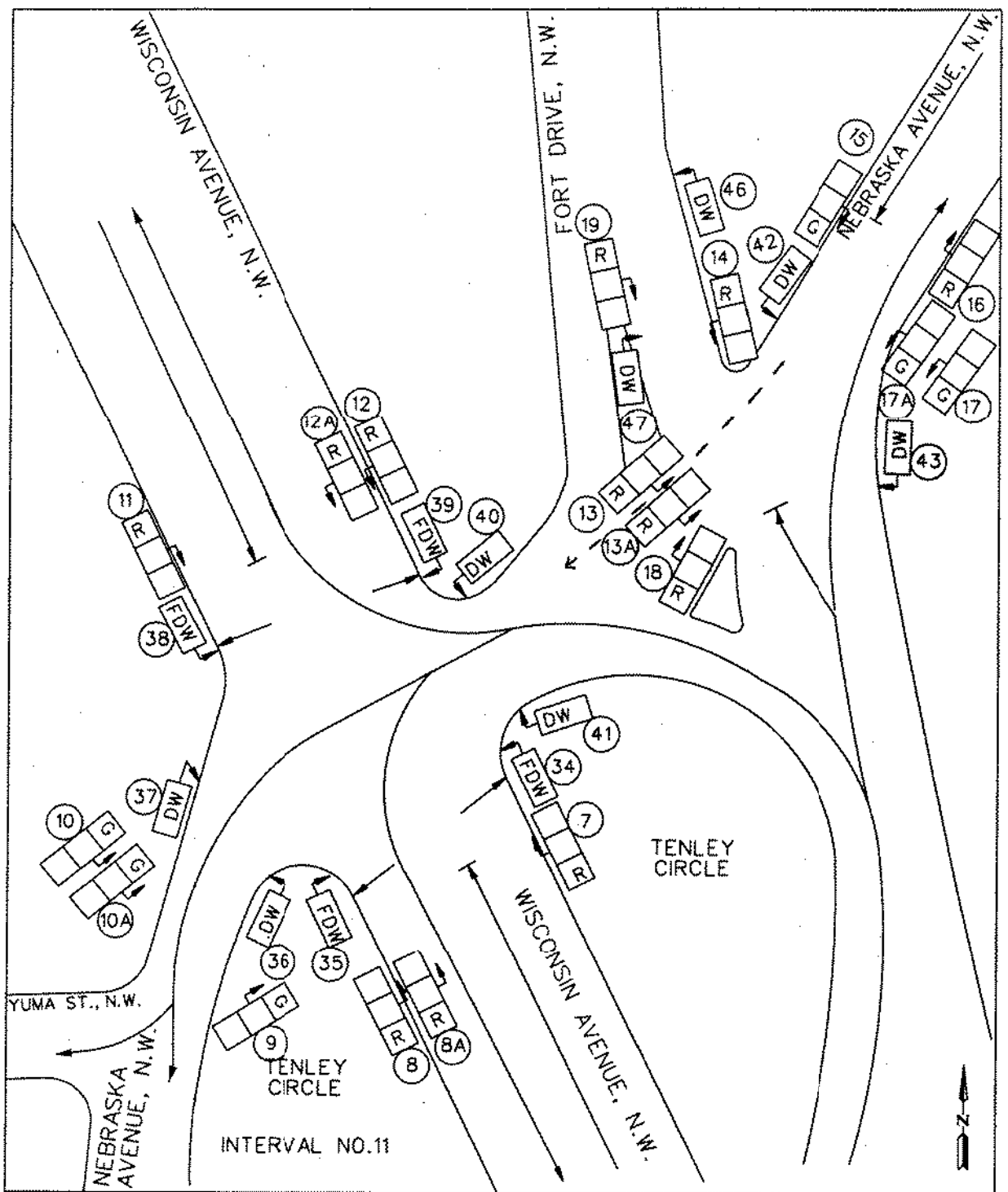
TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	9 of 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____ DIVISION CHIEF	



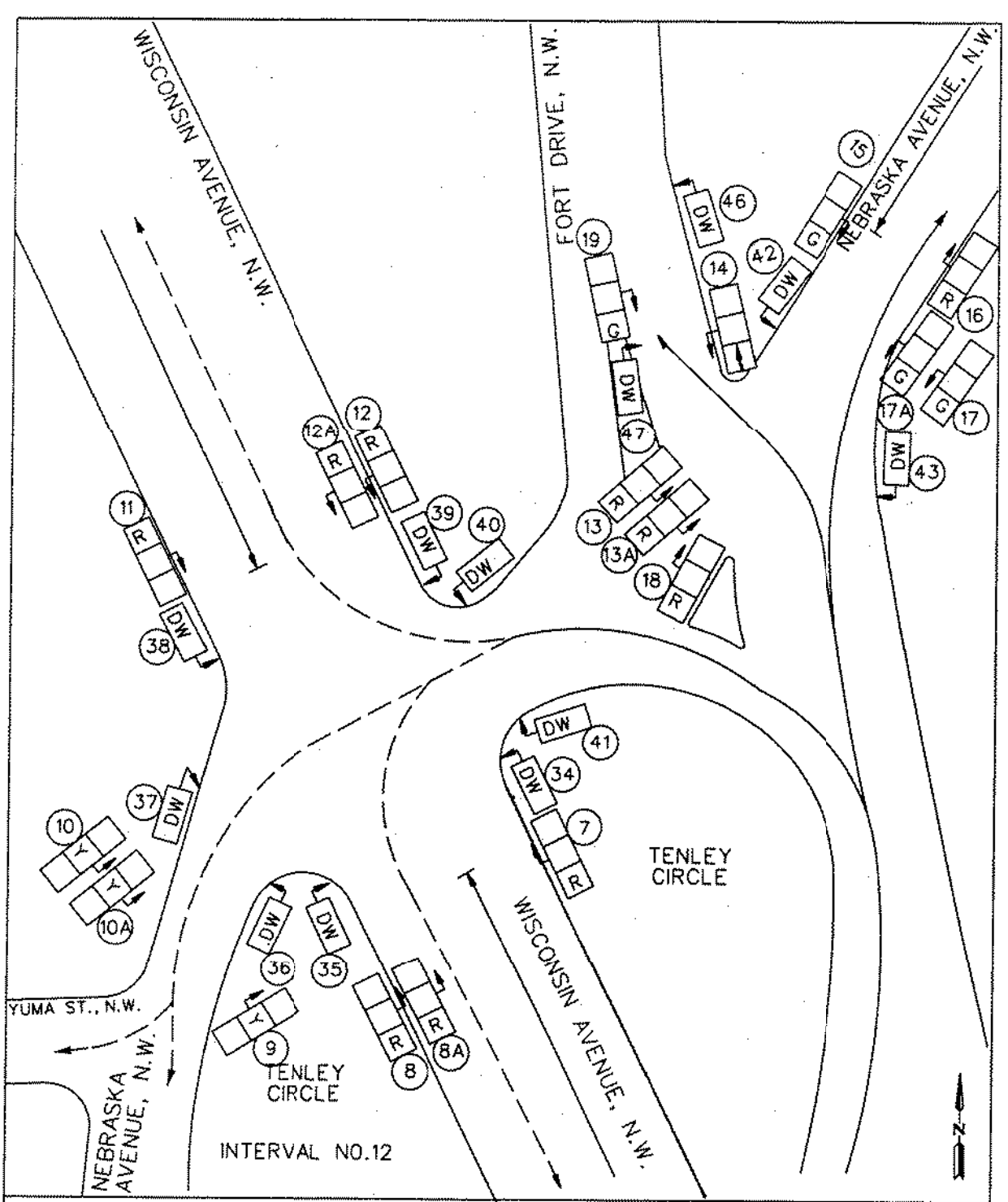
TRAFFIC SIGNAL OPERATION		
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE		
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH
IN SERVICE:	SCALE: NONE	APPROVED BY: _____
		DIVISION CHIEF
		T.S. 749-1 1 SHEET 10 of 22

EDONE



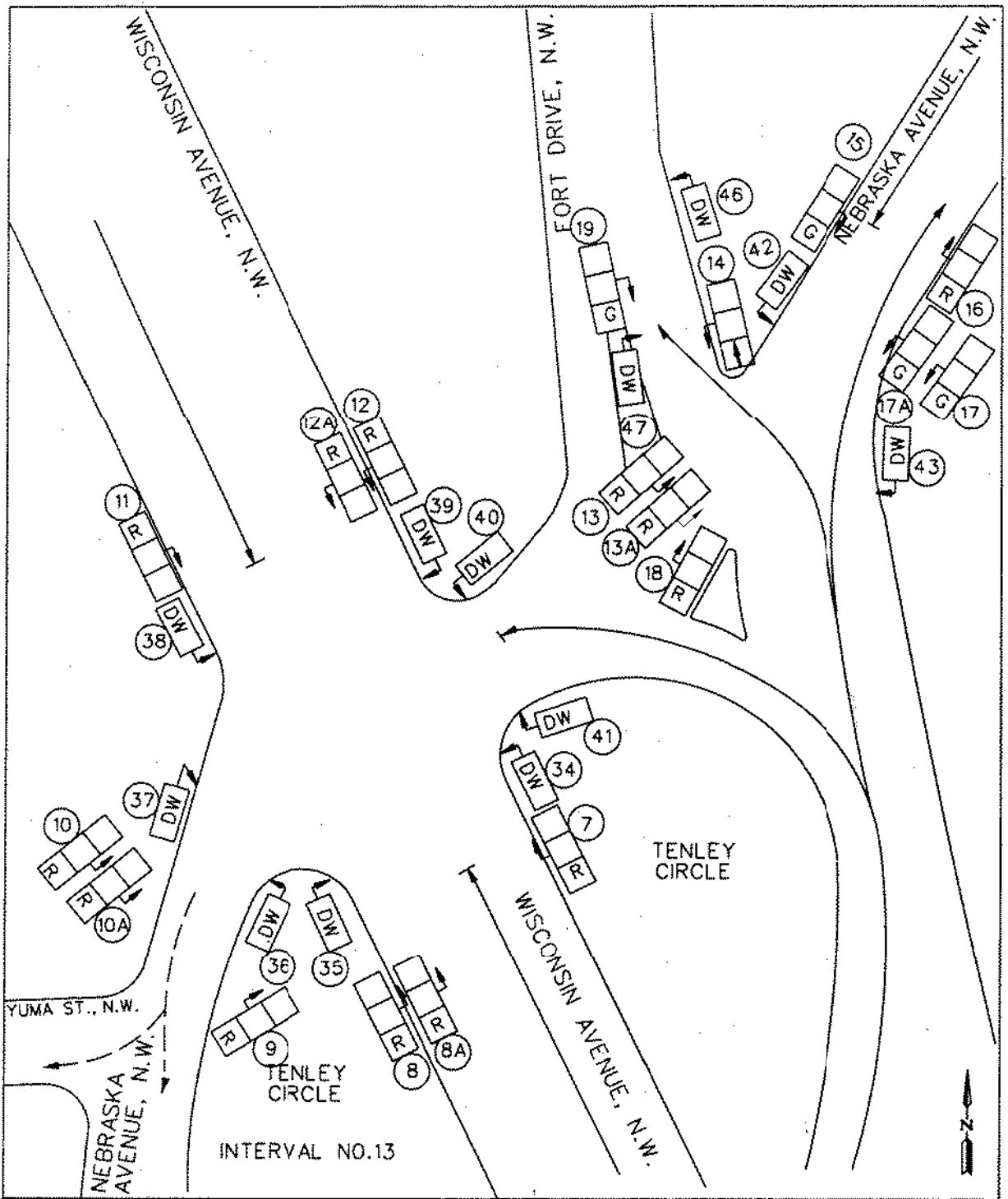
TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1 SHEET
CHECKED BY: SR/RF DATE: 09/2019		SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	
DRAWN BY: SC/HNTB DATE: 09/2019		APPROVED BY: _____ DIVISION CHIEF	11 OF 22
IN SERVICE: SCALE: NONE			



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

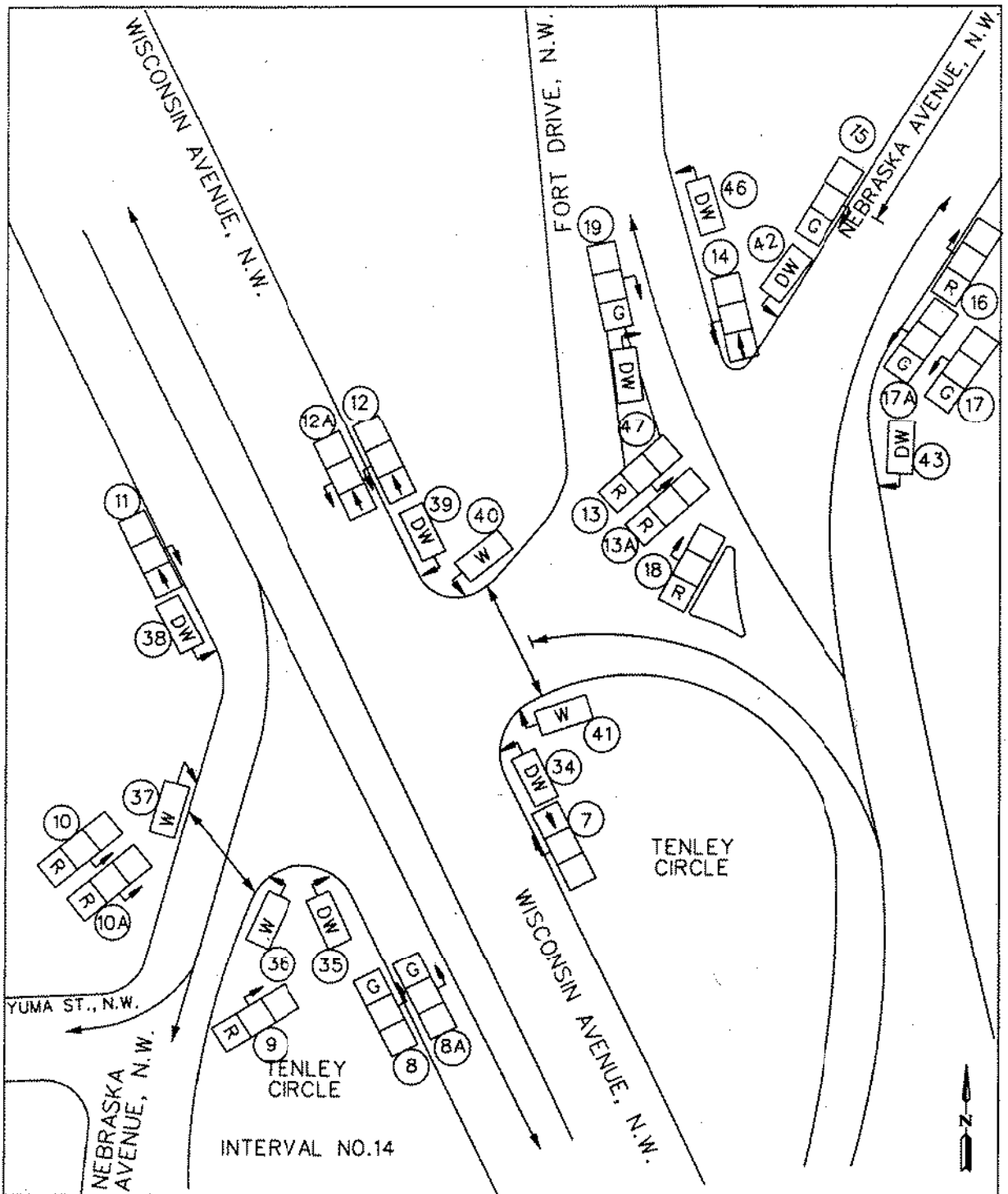
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	12 of 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____ DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

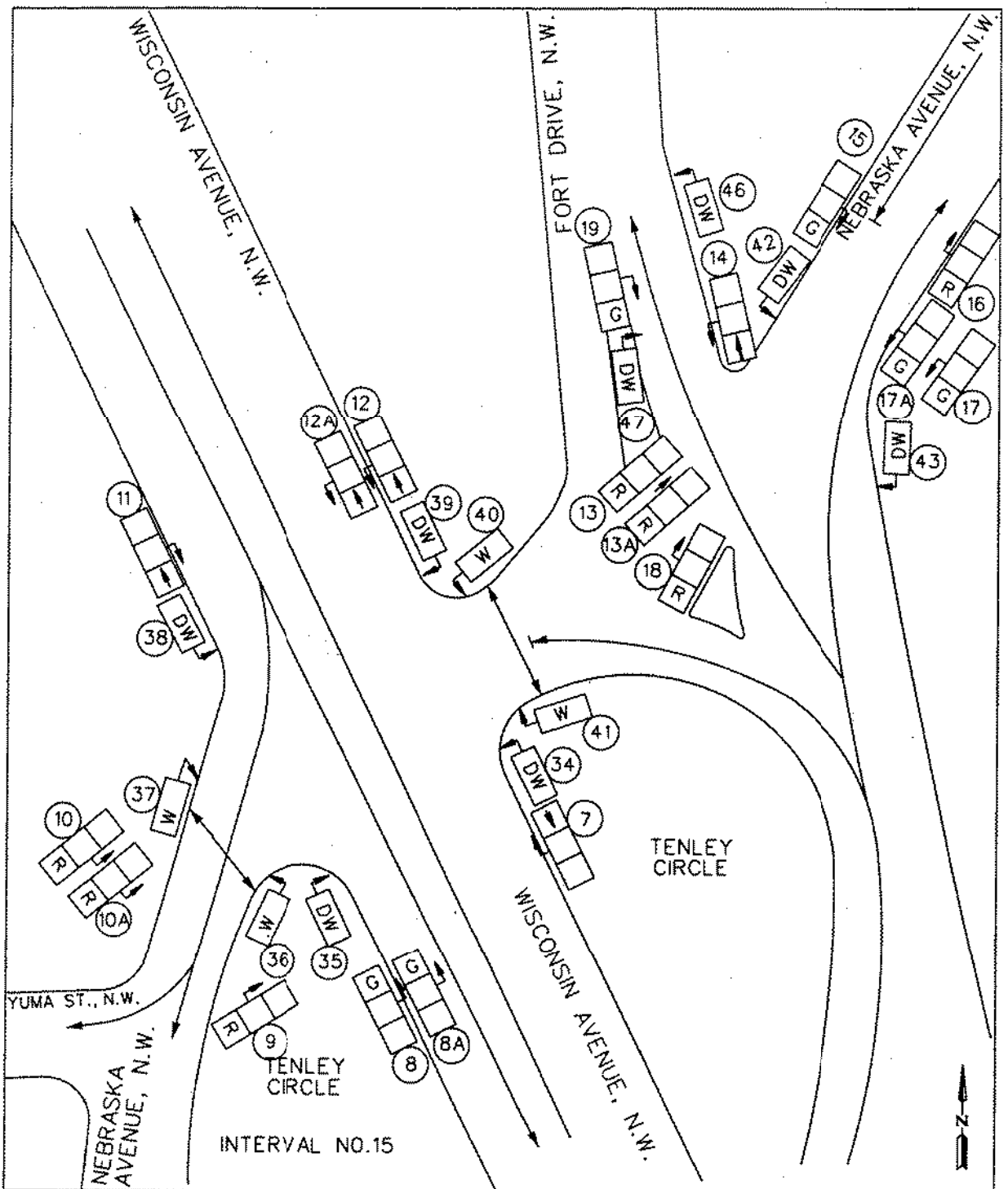
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	13 of 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	

83086



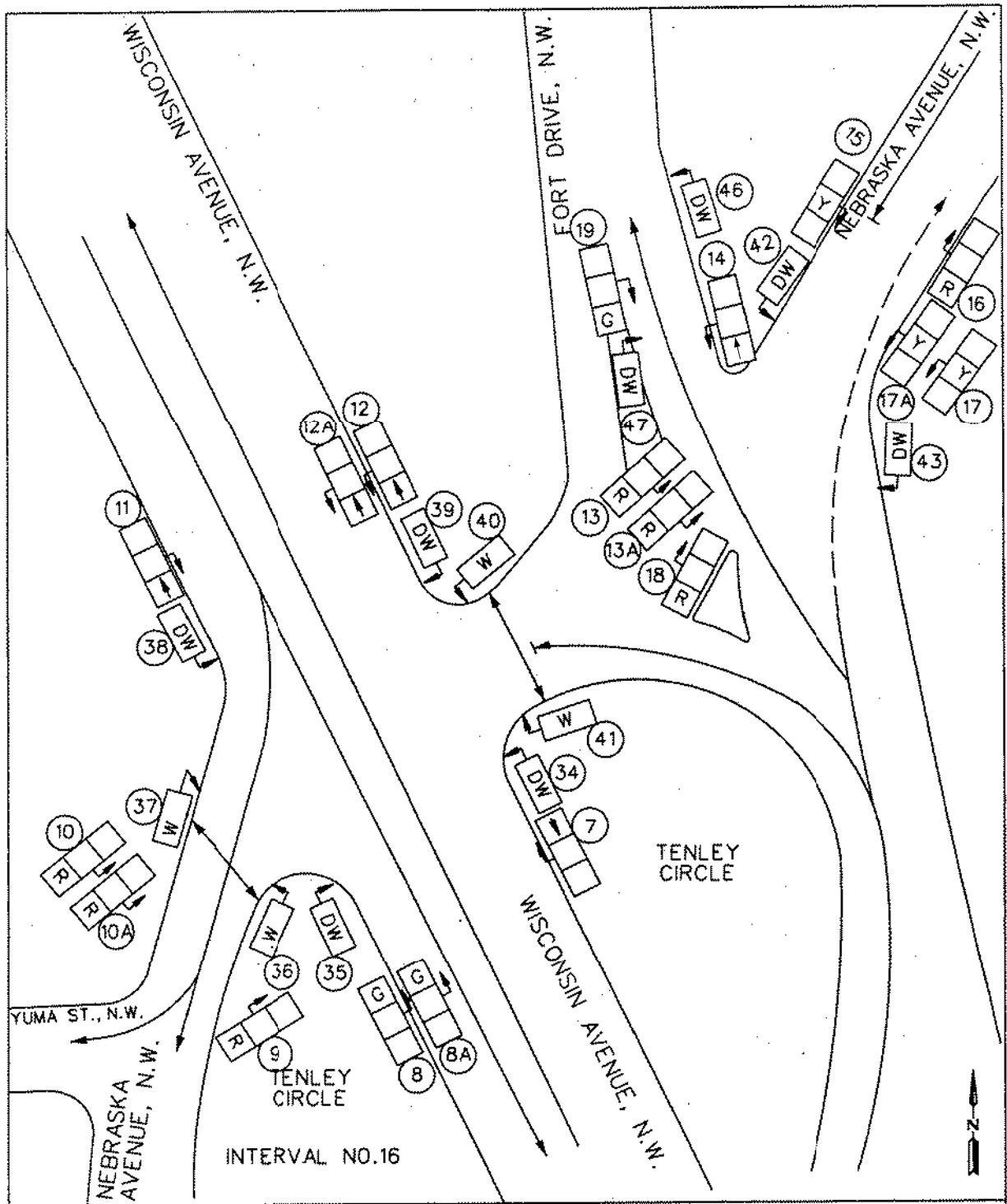
TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	14 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	15 of 22
		DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

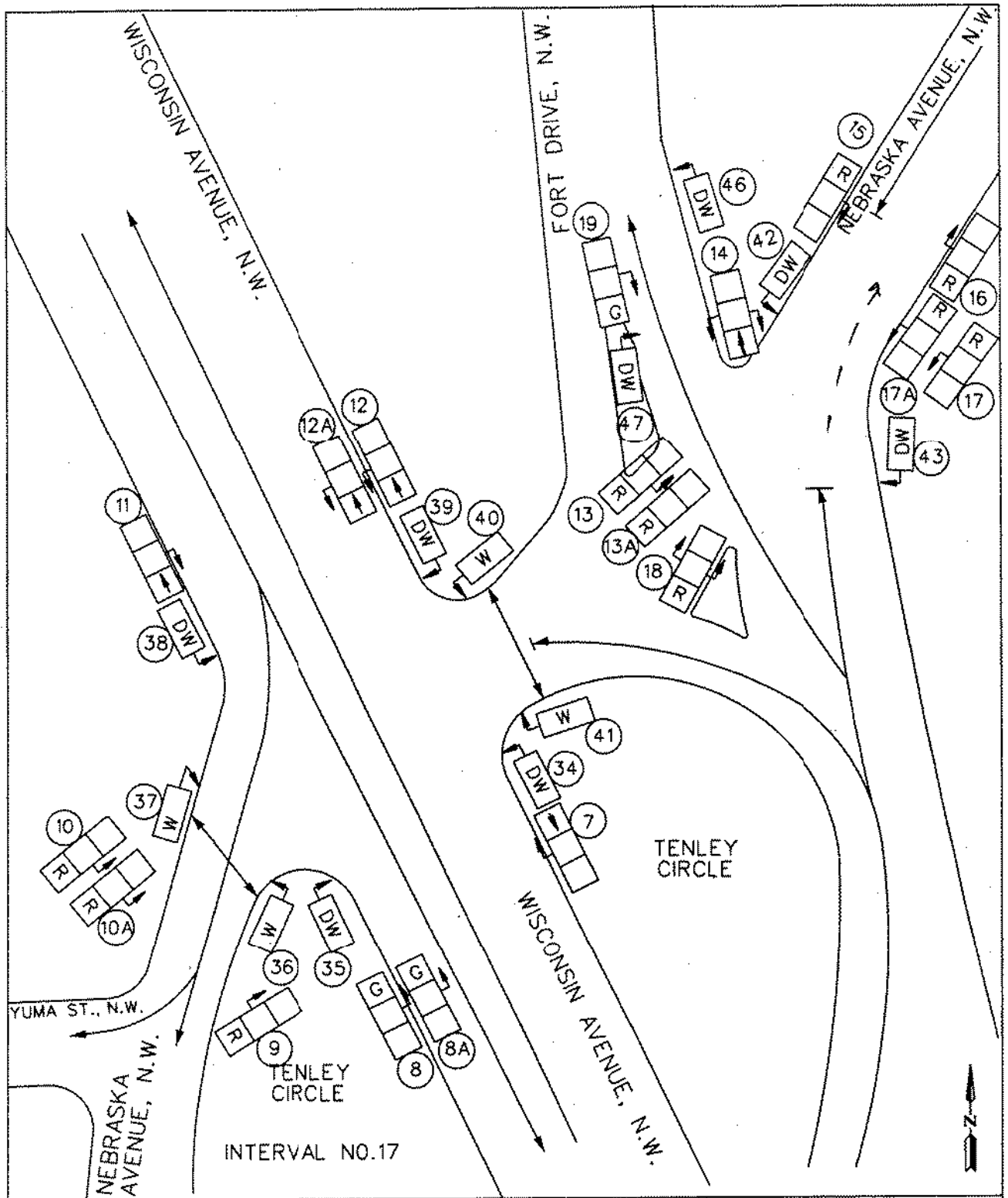
D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH

APPROVED BY: _____
 DIVISION CHIEF

T.S.
 749-1
 1
 SHEET
 16 of 22



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

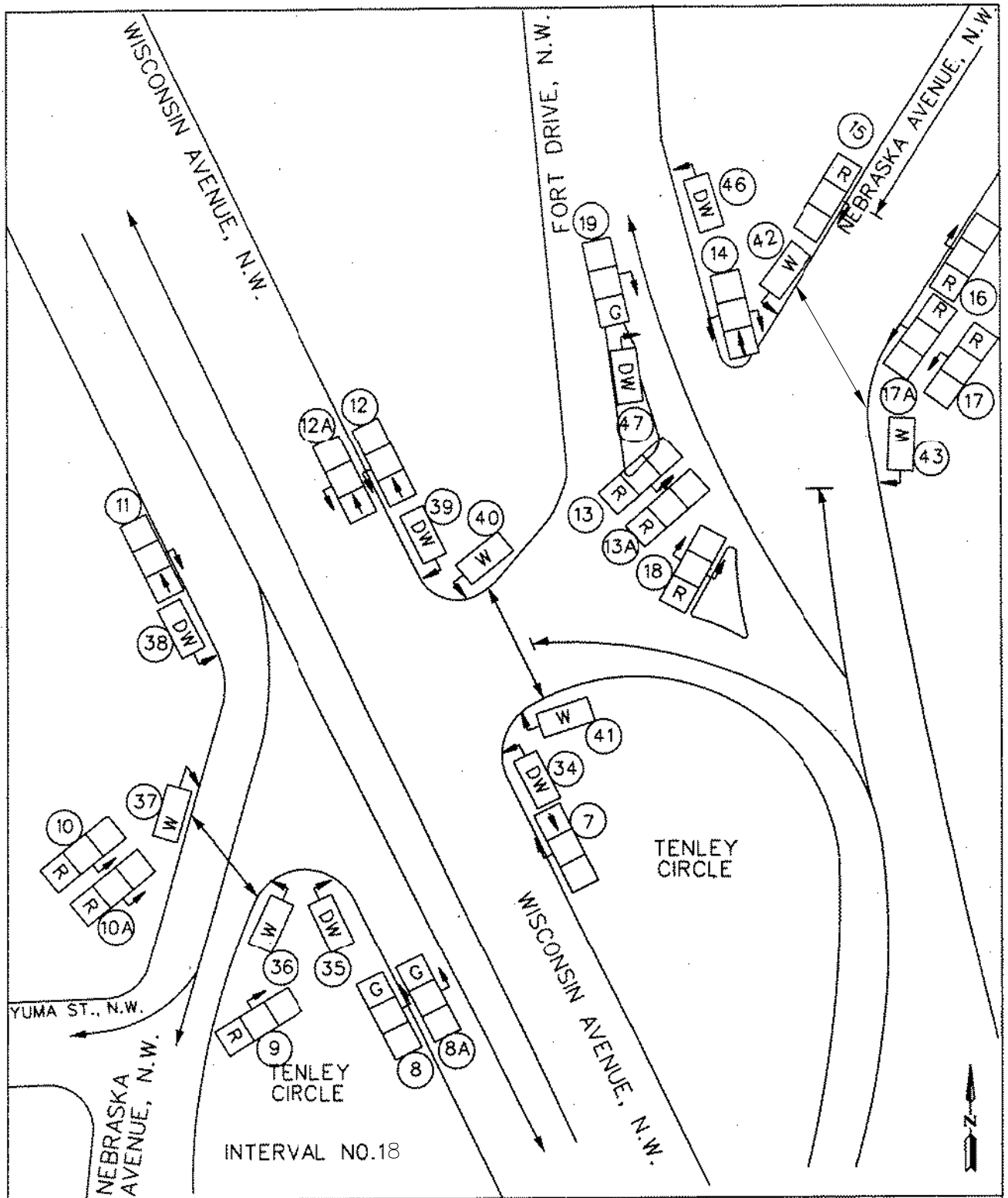
DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH

APPROVED BY: _____
 DIVISION CHIEF

T.S.
 749-1
 1

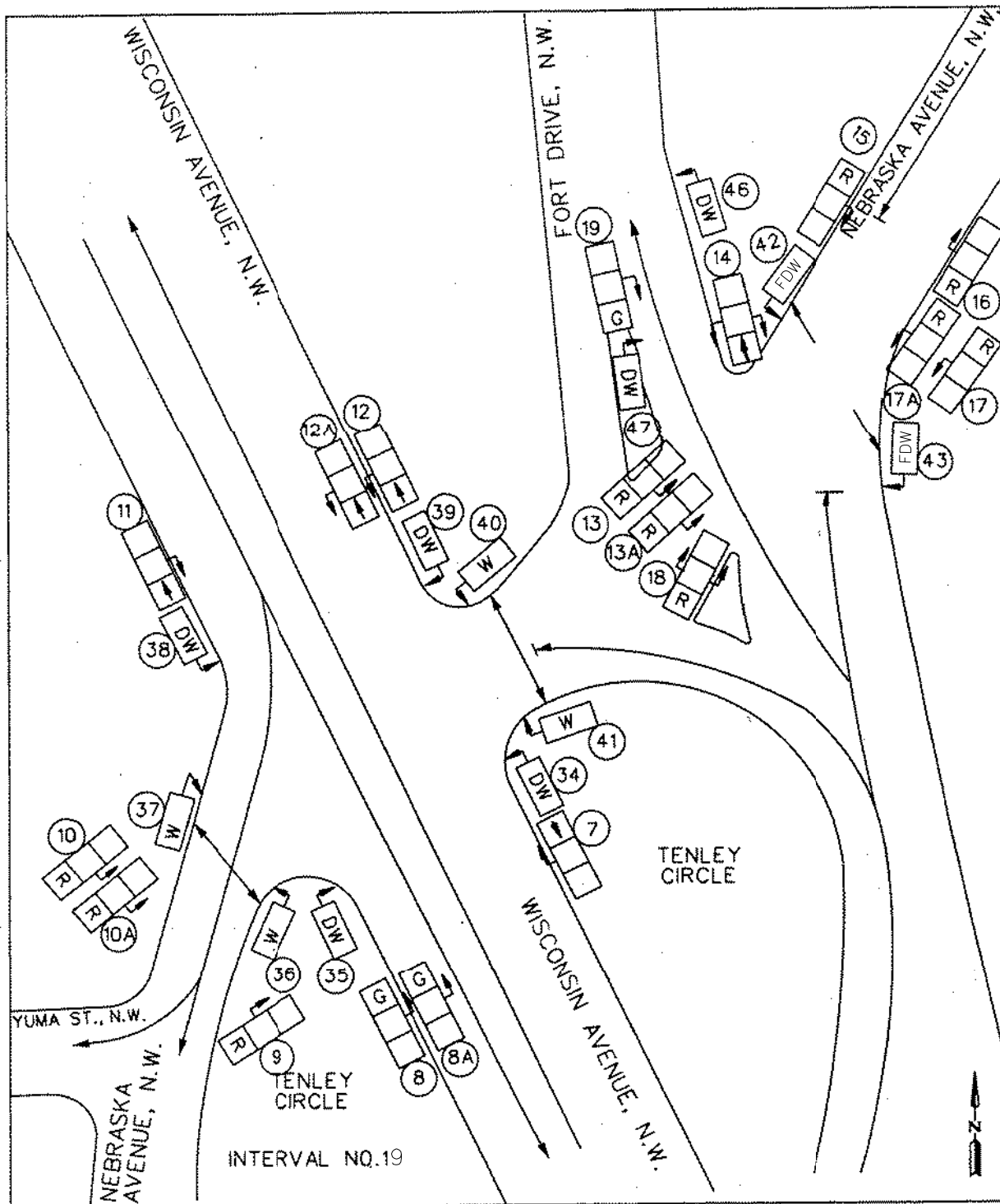
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17 of 22



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

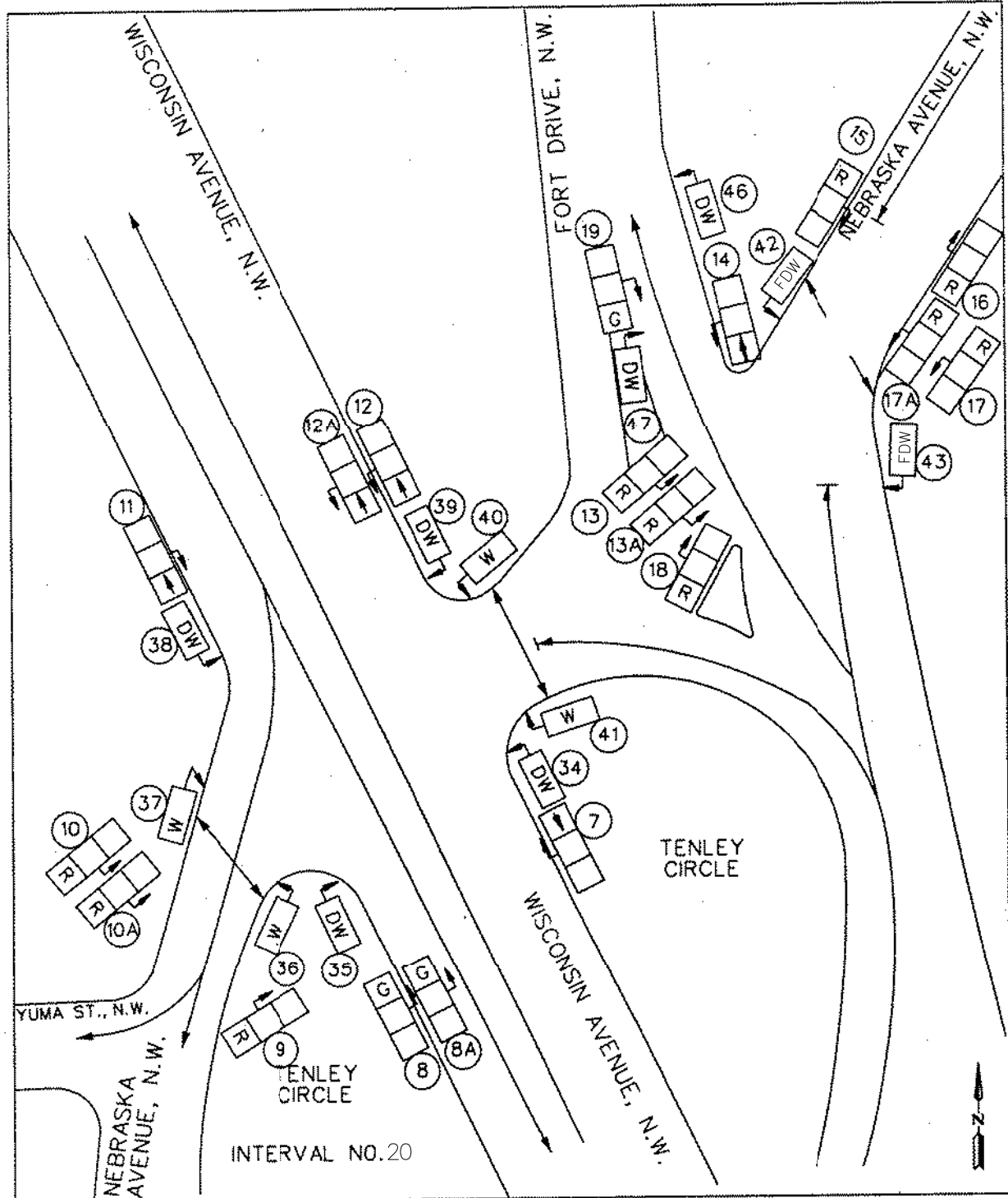
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____ SUBMITTED BY: _____ APPROVED BY: _____	T.S. 749-1 1 SHEET 18 of 22
CHECKED BY: SR/RF DRAWN BY: SC/HNTB IN SERVICE:	DATE: 09/2019 DATE: 09/2019 SCALE: NONE	CHIEF, SIGNAL DESIGN BRANCH DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1
		SUBMITTED BY: _____	1
CHECKED BY: SR/RF	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	APPROVED BY: _____	19 of 22
IN SERVICE:	SCALE: NONE	DIVISION CHIEF	

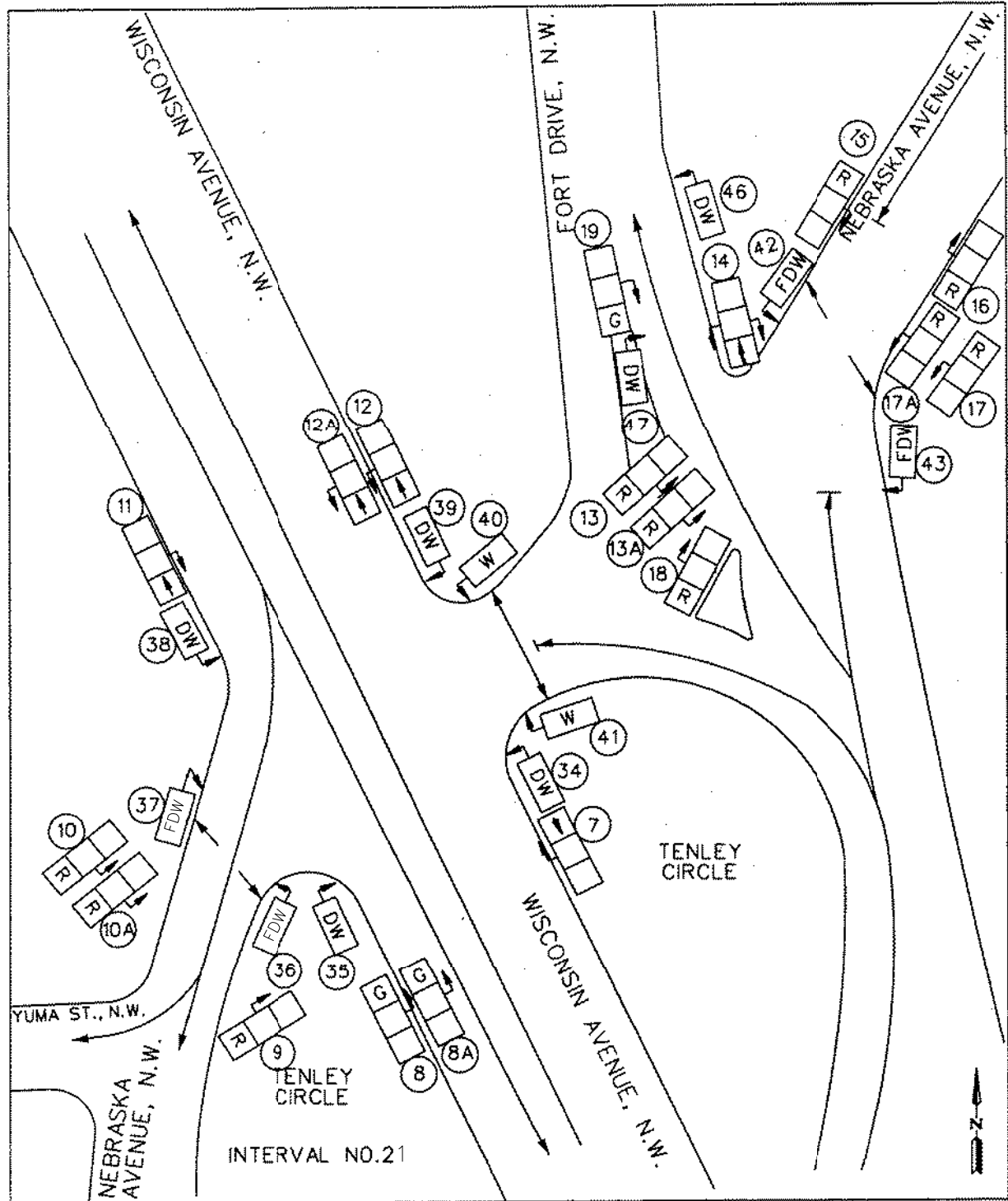
EDG:MS



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF DATE: 09/2019		SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB DATE: 09/2019		CHIEF, SIGNAL DESIGN BRANCH	20 OF 22
IN SERVICE: SCALE: NONE		APPROVED BY: _____ DIVISION CHIEF	

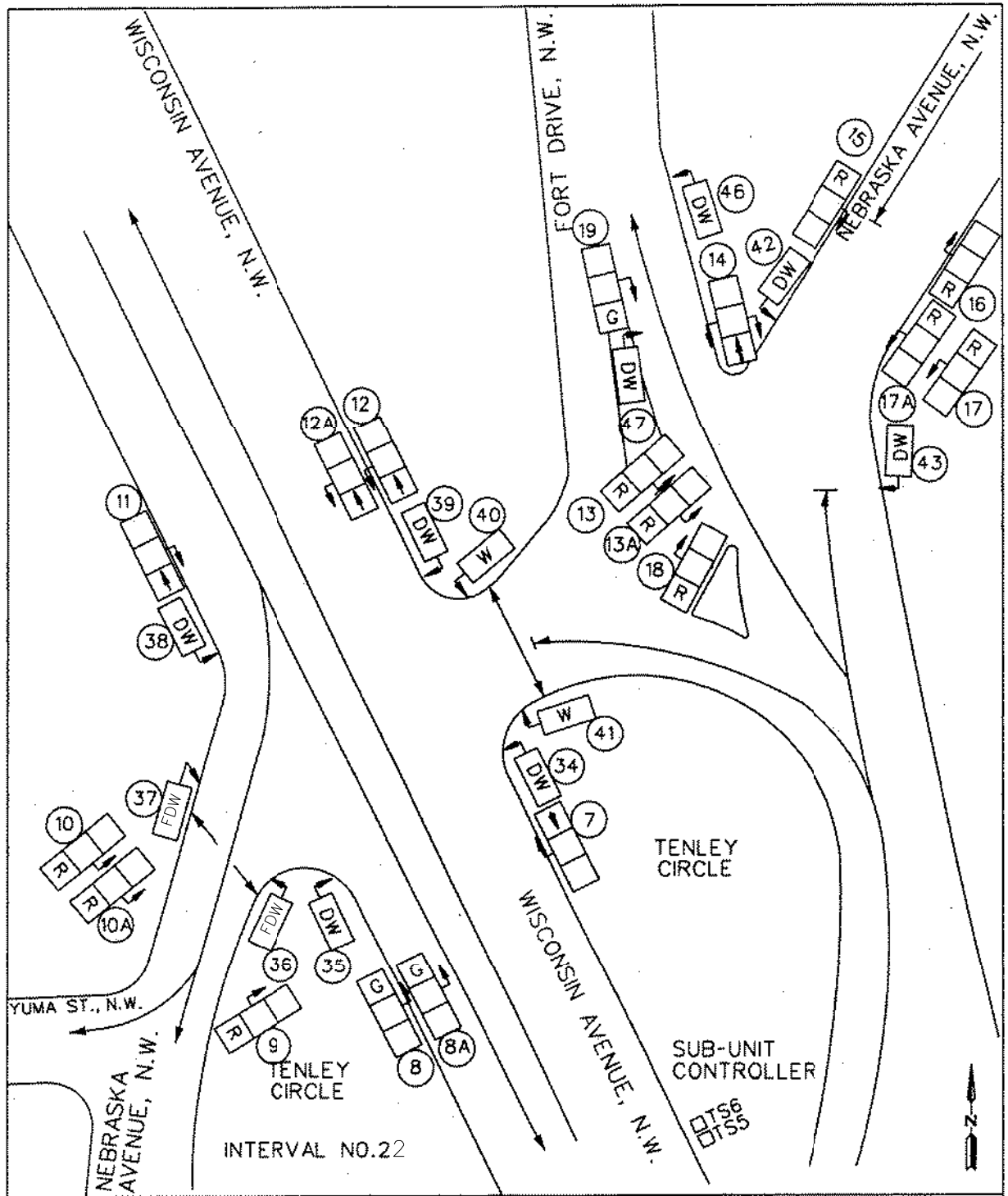
8/20/19



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 1
CHECKED BY: SR/RF DATE: 09/2019		SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB DATE: 09/2019		CHIEF, SIGNAL DESIGN BRANCH	21 OF 22
IN SERVICE: SCALE: NONE		APPROVED BY: _____ DIVISION CHIEF	

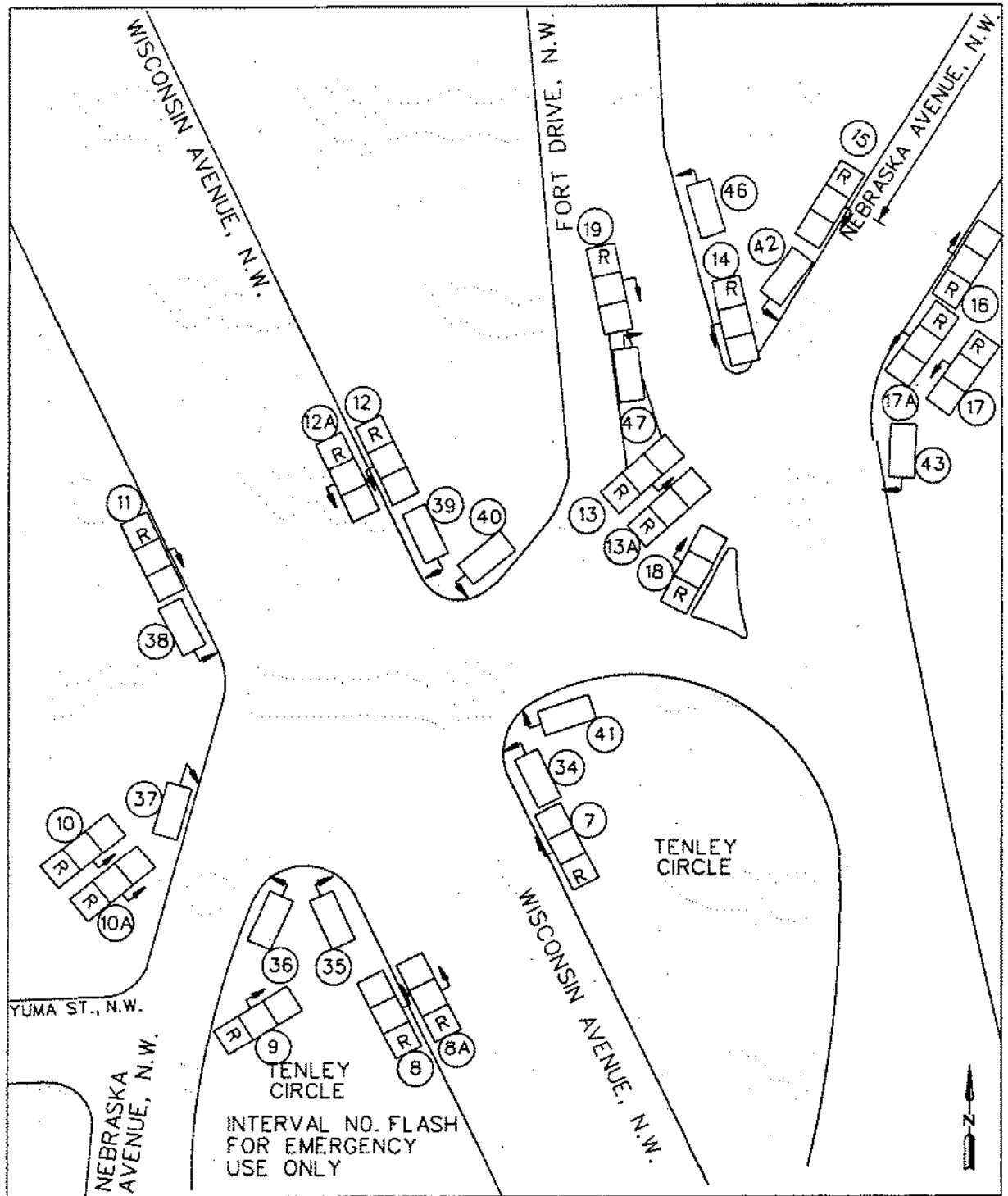
SDONS



TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

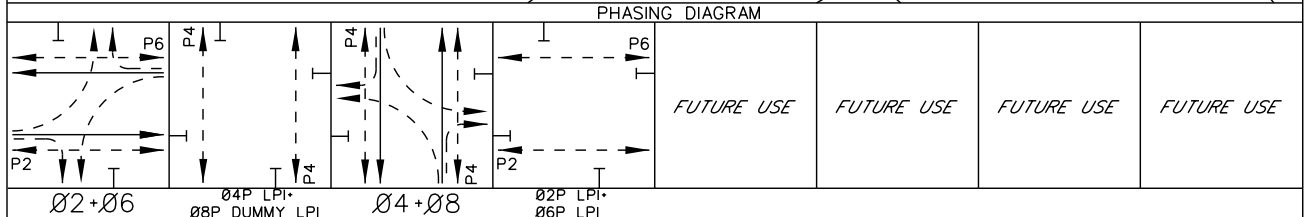
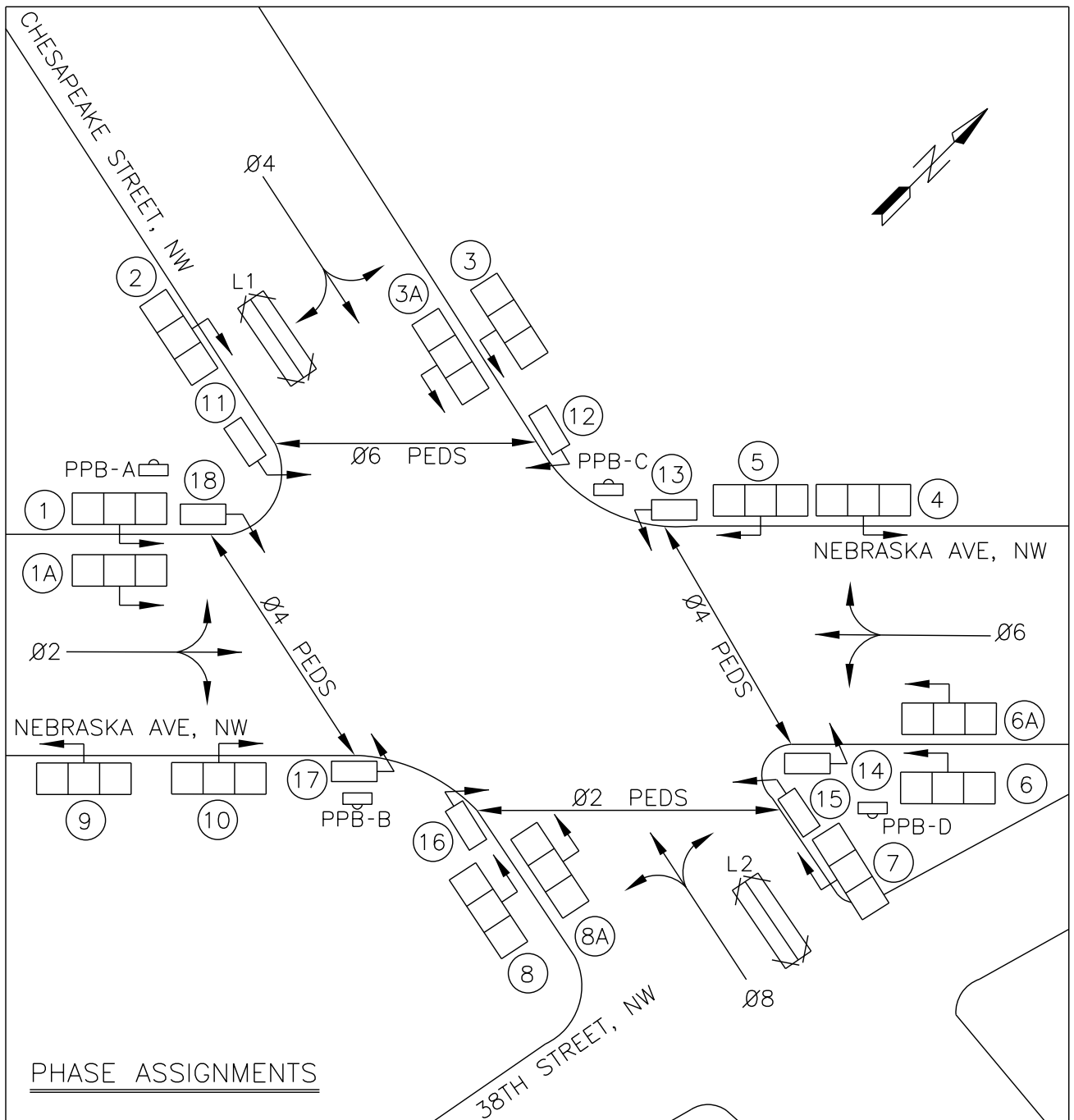
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____ SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	T.S. 749-1 1 SHEET
CHECKED BY: SR/RF DATE: 09/2019	DRAWN BY: SC/HNTB DATE: 09/2019	APPROVED BY: _____ DIVISION CHIEF	22 of 22
IN SERVICE: _____ SCALE: NONE			

80081



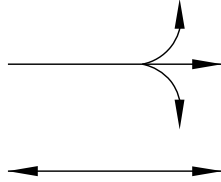
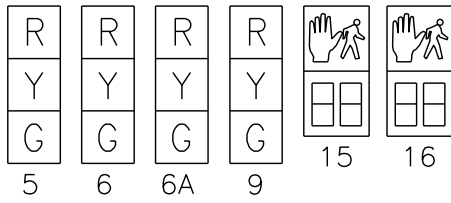
TRAFFIC SIGNAL OPERATION		
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE		
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____
CHECKED BY: SR/RF DATE: 09/2019		T.S. 749-1 1
DRAWN BY: SC/HNTB DATE: 09/2019		SUBMITTED BY: _____
IN SERVICE: _____ SCALE: NONE		CHIEF, SIGNAL DESIGN BRANCH
		APPROVED BY: _____
		DIVISION CHIEF
		SHEET FLASH

NOTE: SIGNAL HEADS NO. 1A, 3A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.

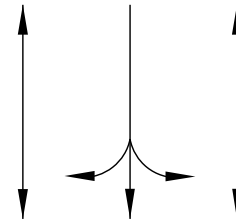
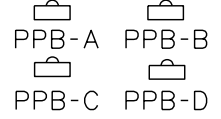
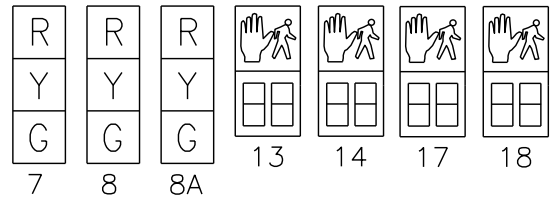


<p>TRAFFIC SIGNAL OPERATION CHESAPEAKE STREET AND NEBRASKA AVE, NW</p>		<p>ACISA 6206</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 1674-C</p>
CHECK BY: S.C./R.F.	DATE: 04/2020	<p>SHEET 1 OF 4</p>
DRAWN BY: S.T./HNTB	DATE: 04/2020	
IN SERVICE:	SCALE: NONE	
<p>DESIGNED BY: <u>SAI/HNTB</u> TRAFFIC SIGNAL DESIGNER</p>		
<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>		
<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>		

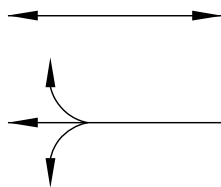
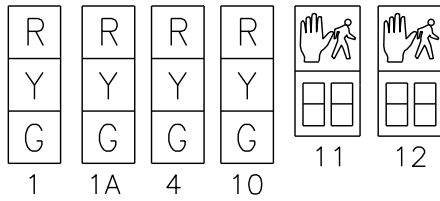
NOTE: SIGNAL HEADS NO. 1A, 3A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.



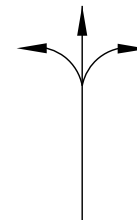
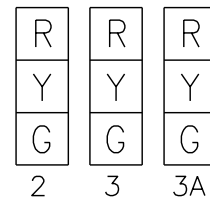
Ø2



Ø4



Ø6



Ø8

TRAFFIC SIGNAL OPERATION
CHESAPEAKE STREET AND NEBRASKA AVE, NW

ACISA
6206

D.C. DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SIGNALS DIVISION

DESIGNED BY: SAI/HNTB
TRAFFIC SIGNAL DESIGNER

T.S.
1674-C

RECOMMENDED BY: _____
TRAFFIC SIGNAL DESIGN PROJECT MANAGER

CHECK BY: S.C./R.F. DATE: 04/2020

DRAWN BY: S.T./HNTB DATE: 04/2020

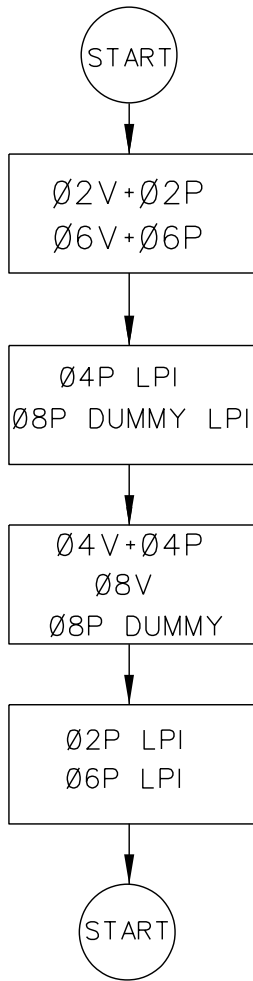
APPROVED BY: _____
TRAFFIC SIGNAL PROGRAM MANAGER

IN SERVICE: SCALE: NONE

SHEET

2 OF 4

NOTE: SIGNAL HEADS NO. 1A, 3A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.



PHASE SEQUENCE

ON RECALL

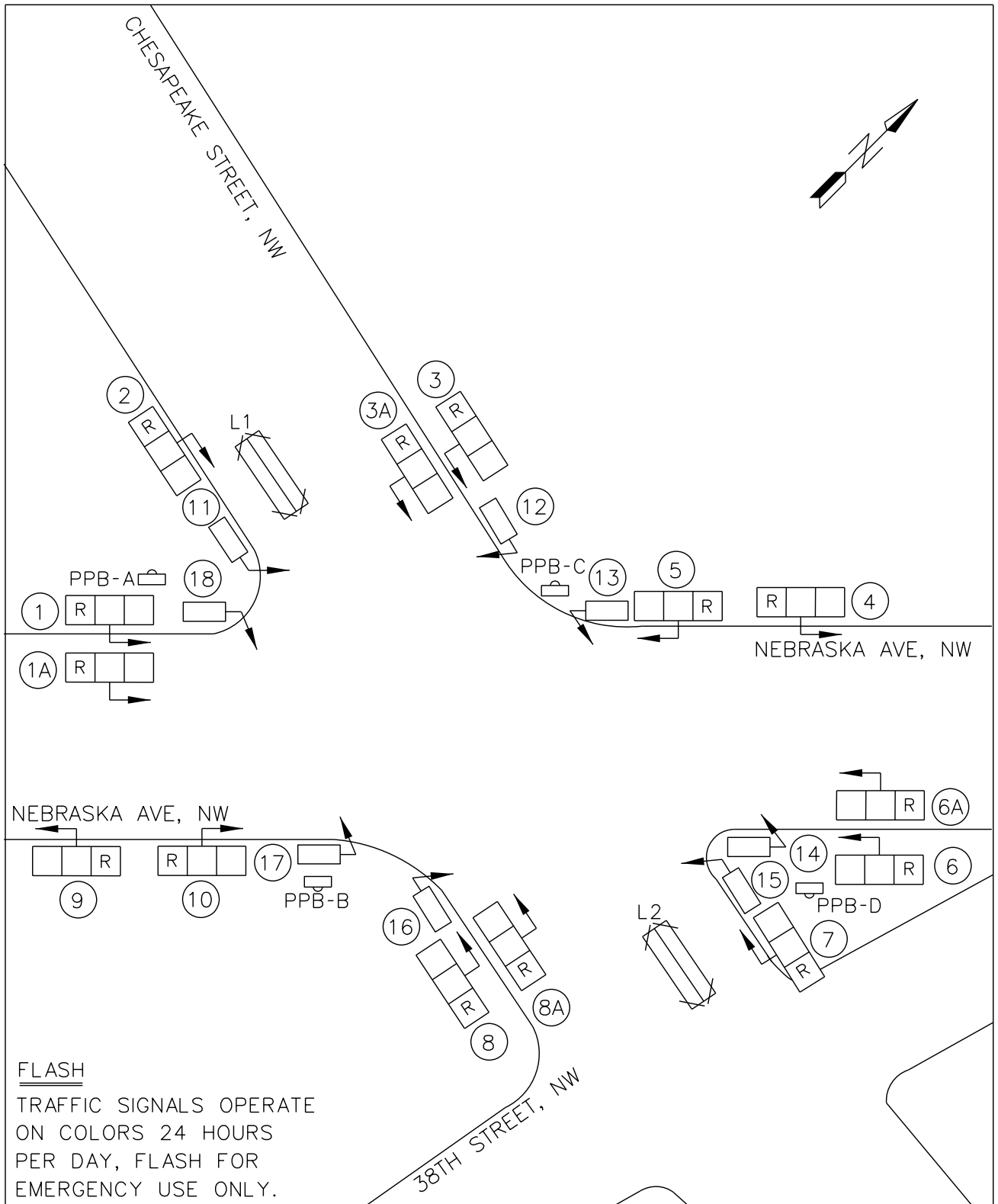
Ø2V+Ø2P
 Ø6V+Ø6P
 Ø4V+Ø4P
 Ø8V
 Ø8P DUMMY

BY DEMAND ONLY

NONE

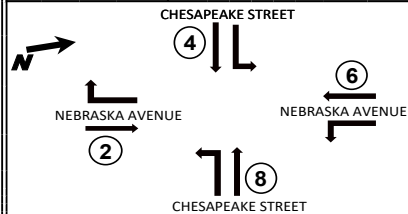
TRAFFIC SIGNAL OPERATION CHESAPEAKE STREET AND NEBRASKA AVE, NW		ACISA 6206
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 1674-C
CHECK BY: S.C./R.F.	DATE: 04/2020	SHEET 3 OF 4
DRAWN BY: S.T./HNTB	DATE: 04/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>SAI/HNTB</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

NOTE: SIGNAL HEADS NO. 1A, 3A, 6A, AND 8A ARE MOUNTED ON 8-FOOT MAST ARMS.



FLASH
 TRAFFIC SIGNALS OPERATE
 ON COLORS 24 HOURS
 PER DAY, FLASH FOR
 EMERGENCY USE ONLY.

TRAFFIC SIGNAL OPERATION CHESAPEAKE STREET AND NEBRASKA AVE, NW		ACISA 6206
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 1674-C
CHECK BY: S.C./R.F.	DATE: 04/2020	SHEET 4 OF 4
DRAWN BY: S.T./HNTB	DATE: 04/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>SAI/HNTB</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		



DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC ENGINEERING & SIGNALS DIVISION

ACISA ID	6206	TS-	1674-C
ISNUM	1422	S-	1917-B

C + 0 + E = 29	OVERLAP CONFIG			
FUNCTION	OL A	OL B	OL C	OL D
SET 1 (Overlapped Phases)				
NEG V				
NEG P				
GREEN EXTENSION				
YELLOW EXTENSION				
RED EXTENSION				

C + 0 + E = 125 E + E + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
OVERLAP FL YEL	9							
EM VEH A	A							
EM VEH B	B							
EM VEH C	C							
EM VEH D	D							
EXTRA I	E	X		X		X		
IC SELECT	F		X					

C + 0 + E = 125 E + F + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
PED 2P	5	X						
PED 6P	6						X	
PED 4P	7			X				
PED 8P	8							
PED #P (C1 REDIRECT)								
PED #P (C1 REDIRECT)								
FLASH YELLOW	9							
LOW PRIORITY A	A							
LOW PRIORITY B	B							
RESTRICT	E							
EXTRA 2 BITS	F			X				

C + 0 + F = 1 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
PERMIT	0	X		X		X		X
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3							
PED RECALL	4	X		X		X		X
REST IN WALK	6							
RED REST	7							
DOUBLE ENTRY	8							
MAX RECALL	9	X		X		X		X

C + 0 + F = 1 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
PERMIT	0	X		X		X		X
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3							
PED RECALL	4	X		X		X		X
REST IN WALK	6							
RED REST	7							
DOUBLE ENTRY	8							
MAX RECALL	9	X		X		X		X

C + 0 + F = 2 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
GREEN FLASH								
FLASH WALK								
ADVANCED WALK		X		X		X		X
DELAYED WALK								
PREPARED BY: HNTB / Mead & Hunt								
WORKSHOP ORDER NO: S-10-20-01								
RECOMMENDED BY:								
APPROVED BY:								
DATE INSTALLED:								
INSTALLED BY:								

C + 0 + F = 1 <F + PHASE + INTVL>	PHASE TIMING BANK								PREEMPT TIMING		
INTERVAL		1	2	3	4	5	6	7	8	< F/1 + E + row >	
WALK	0		7		7		7		7	EVA DELAY	2
FLASH D/W	1		7		11		10		11	EVA CLEAR	3
MIN. GREEN	2		10		7		10		7	EVB DELAY	4
TYPE 3 LIMIT	3									EVB CLEAR	5
ADD/ VEH	4									EVC DELAY	6
VEH EXTENSION	5		1		1		1		1	EVC CLEAR	7
MAX GAP	6		1		1		1		1	EVD DELAY	8
MIN GAP	7		1		1		1		1	EVD CLEAR	9
MAXIMUM	8		170		65		170		65	BUS PRIORITY PARAMETERS	
MAXIMUM 2	9									< F/1 + A + row >	
ADVANCE / DELAY WALK	A		3		3		3		3	BUS HEADWAY	C
PREEMPT PED. CLEARANCE	B									BUS DELAY	D
CONDITIONAL SERVICE MINIMUM	C									MAX EARLY GREEN	E
REDUCE EVERY	D									MAX GREEN EXTN	F
YELLOW	E		4		4		4		4	Min Grn Bef PE Forceoff	
RED CLEAR	F		2		2		2		2	MAX PREEMPT TIME	
COORDINATION FUNCTIONS		PHASE								Min Time Btwn Same PE	
FUNCTION		1	2	3	4	5	6	7	8	NOTES:	
LAG PHASES (Check by phases)			X		X		X		X		
SYNC PHASES (Check by phases)			X				X				

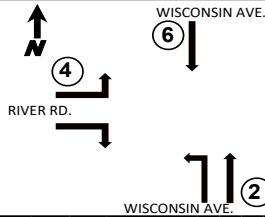
C+0+C=1; C + <PLAN> + <FEATURE>	COORDINATION TIMING PLAN									
FEATURE		1	2	3	4	5	6	7	8	9
CYCLE TIME	0	80	100	90	100	120	120	150	150	
FORCE OFF 1	1									
FORCE OFF 2	2	0	0	0	0	0	0	0	0	
FORCE OFF 3	3									
FORCE OFF 4	4	24	25	34	27	32	30	47	33	
FORCE OFF 5	5									
FORCE OFF 6	6	0	0	0	0	0	0	0	0	
FORCE OFF 7	7									
FORCE OFF 8	8	24	25	34	27	32	30	47	33	
OFFSET A	A	52	3	74	93	46	84	60	98	
OFFSET B	B				52					
OFFSET C	C				93					
END PERMISSIVE 1	D	7	7	7	7	7	7	7	7	
PRETIMED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	
PERM 1 VEH (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	
PERM 1 PED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	NOTES:
EVENT 0	0:00	1	A	1234567	
EVENT 1	5:00	5	A	23456	
EVENT 2	10:00	4	A	23456	
EVENT 3	14:00	6	A	23456	
EVENT 4	20:00	4	A	23456	
EVENT 5	22:00	1	A	23456	
EVENT 6	8:00	2	A	1 7	
EVENT 7	21:00	1	A	7	
EVENT 8	18:00	1	A	1	

NOTES:

*LPI ON PHASES 2, 4 AND 6. PHASE 8 DUMMY PED/LPI.

*SET COUNTDOWN SIGNALS TO BEGIN WITH WALK INTERVALS FOR ALL PHASES.



DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC ENGINEERING & SIGNALS DIVISION

ACISA ID	6259	TS-	1707-C
ISNUM	1489	S-	2242

C + 0 + E = 29	OVERLAP CONFIG			
FUNCTION	OL A	OL B	OL C	OL D
SET 1 (Overlapped Phases)				

NEG V				
NEG P				
GREEN EXTENSION				
YELLOW EXTENSION				
RED EXTENSION				

C + 0 + E = 125 E + E + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
OVERLAP FL YEL	9							
EM VEH A	A							
EM VEH B	B							
EM VEH C	C							
EM VEH D	D							

C + 0 + E = 125 E + F + FEATURE	CONFIG DATA PHASE							
FEATURE	1	2	3	4	5	6	7	8
PED 2P	5							
PED 6P	6						X	
PED 4P	7			X				
PED 8P	8							
PED #P (C1 REDIRECT)								
PED #P (C1 REDIRECT)								

FLASH YELLOW	9	X						X
LOW PRIORITY A	A	X						
LOW PRIORITY B	B						X	
RESTRICT	E							
EXTRA 2 BITS	F			X				

C + 0 + F = 1 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
PERMIT	0	X	X	X				
RED LOCK	1							
YELLOW LOCK	2							
VEH RECALL	3							
PED RECALL	4	X	X	X				
REST IN WALK	6							
RED REST	7							
DOUBLE ENTRY	8							
MAX RECALL	9	X	X	X				

C + 0 + F = 2 F + F + FEATURE	PHASE FUNCTIONS PHASE							
FEATURE	1	2	3	4	5	6	7	8
GREEN FLASH								
FLASH WALK								
ADVANCED WALK		X	X	X				
DELAYED WALK								

PREPARED BY: HNTB / Mead & Hunt	
WORK/SHOP ORDER NO: S-10-20-01	
RECOMMENDED BY:	
APPROVED BY:	
DATE INSTALLED:	
INSTALLED BY:	

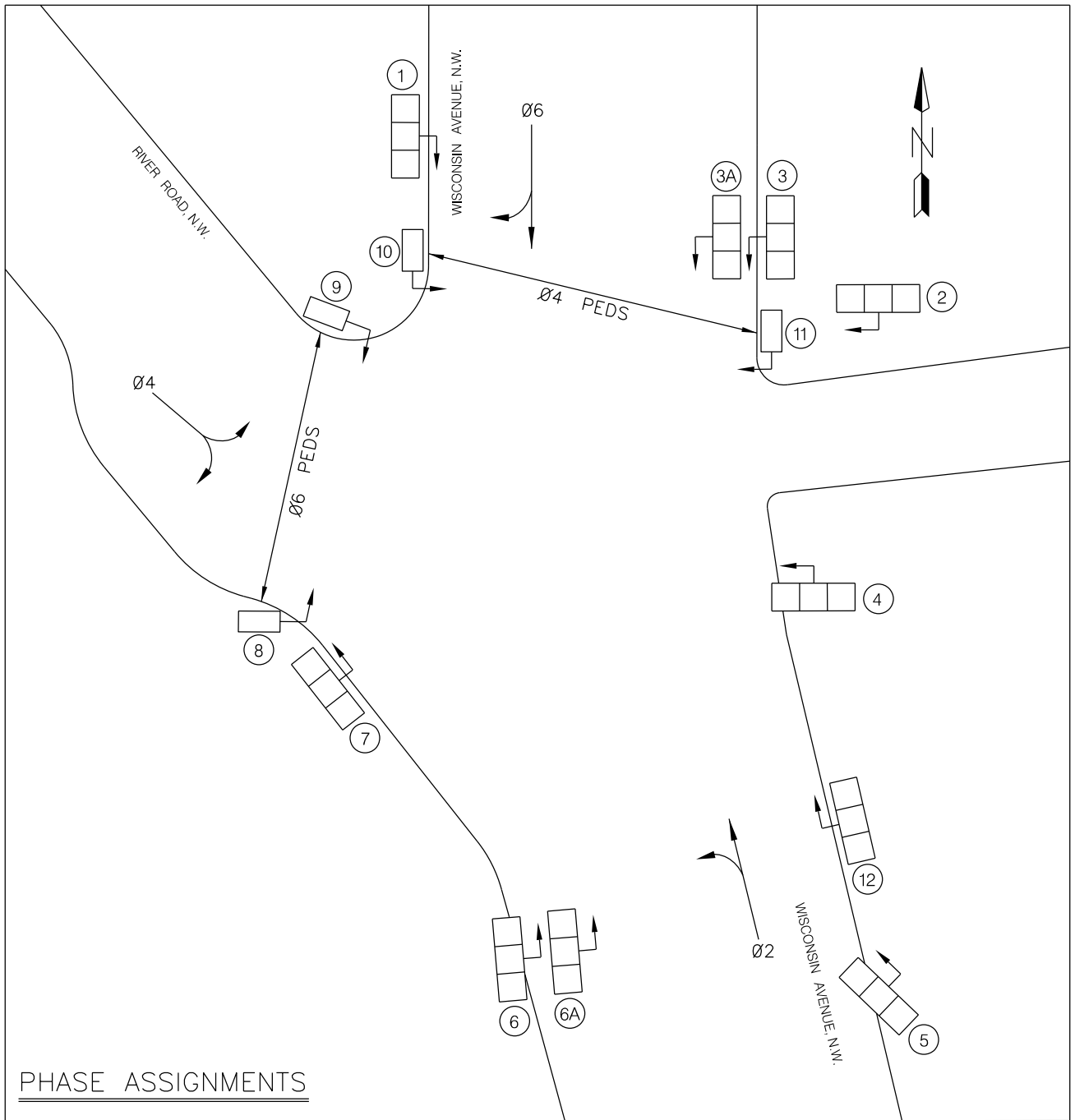
C + 0 + F = 1 <F + PHASE + INTVL>	PHASE TIMING BANK								PREEMPT TIMING		
	PHASE								< F/1 + E + row >		
INTERVAL	1	2	3	4	5	6	7	8			
WALK	0	7		7		7			EVA DELAY	2	
FLASH D/W	1	20		20		20			EVA CLEAR	3	
MIN. GREEN	2	10		7		10			EVB DELAY	4	
TYPE 3 LIMIT	3								EVB CLEAR	5	
ADD/ VEH	4								EVC DELAY	6	
VEH EXTENSION	5	1		1		1			EVC CLEAR	7	
MAX GAP	6	1		1		1			EVD DELAY	8	
MIN GAP	7	1		1		1			EVD CLEAR	9	
MAXIMUM	8	140		75		140			BUS PRIORITY PARAMETERS		
MAXIMUM 2	9	240		105		240			< F/1 + A + row >		
ADVANCE / DELAY WALK	A	3		3		3			BUS HEADWAY	C	
PREEMPT PED. CLEARANCE	B								BUS DELAY	D	
CONDITIONAL SERVICE MINIMUM	C								MAX EARLY GREEN	E 10	
REDUCE EVERY	D								MAX GREEN EXTN	F 10	
YELLOW	E	4		4		4			Min Grn Bef PE Forceoff		
RED CLEAR	F	3		1		3			MAX PREEMPT TIME		
COORDINATION FUNCTIONS		PHASE								Min Time Btwn Same PE	
FUNCTION		1	2	3	4	5	6	7	8	NOTES:	
LAG PHASES (Check by phases)		X		X		X					
SYNC PHASES (Check by phases)		X				X					

C+0+C=1; C + <PLAN> + <FEATURE>	COORDINATION TIMING PLAN									
FEATURE	1	2	3	4	5	6	7	8	9	
CYCLE TIME	0	80	100	100	100	120	120	150	150	240
FORCE OFF 1	1									
FORCE OFF 2	2	0	0	0	0	0	0	0	0	0
FORCE OFF 3	3									
FORCE OFF 4	4	34	42	35	42	46	39	56	52	76
FORCE OFF 5	5									
FORCE OFF 6	6	0	0	0	0	0	0	0	0	0
FORCE OFF 7	7									
FORCE OFF 8	8									
OFFSET A	A	31	87	10	87	11	15	27	109	135
OFFSET B	B						47			
OFFSET C	C						91			
END PERMISSIVE 1	D	7	7	7	7	7	7	7	7	7
PRETIMED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 VEH (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
PERM 1 PED (Phases)		ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK	NOTES:
EVENT 0	0:00	1	A	1234567	
EVENT 1	5:00	5	A	23456	
EVENT 2	10:00	4	A	23456	
EVENT 3	14:00	6	A	23456	
EVENT 4	20:00	4	A	23456	
EVENT 5	22:00	1	A	23456	
EVENT 6	8:00	2	A	1 7	
EVENT 7	21:00	1	A	7	
EVENT 8	18:00	1	A	1	

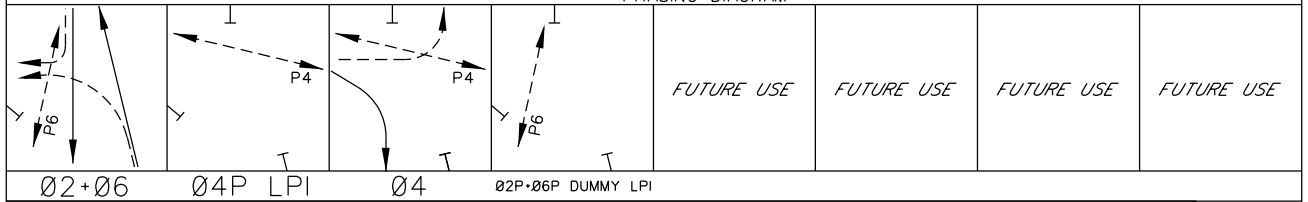
NOTES:
 *PHASES 4, & 6 LPI. PHASE 2 DUMMY PED/LPI.
 *ASSIGN MAX 2 (COLUMN "B" OF ASSIGNABLE INPUT) TO PLAN #9.
 *SET COUNTDOWN SIGNALS TO BEGIN WITH FDW INTERVALS FOR ALL PHASES (TSP LOCATION).
 *TSP ENABLED FOR NB PHASE 2 (PLAN 6 ONLY) ON CHANNEL A.
 *TSP ENABLED FOR SB PHASE 6 (PLAN 5 ONLY) ON CHANNEL B.
 *TSP CALLS ARE LOW PRIORITY CALLS WITH ASSIGNABLE INPUTS FROM EVA-EVD (C/126 + F + [FEATURE]) AS PINS 47-50, RESPECTIVELY.
 *ENABLE "COORDINATION EXTRA BIT 2" IN THE COORDINATION FUNCTIONS WINDOW (TSP LOCATION).

NOTE: SIGNAL HEADS NO. 3A AND 6A ARE MOUNTED ON 8-FOOT MAST ARMS.



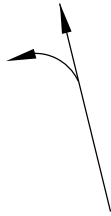
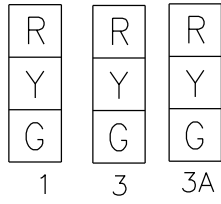
PHASE ASSIGNMENTS

PHASING DIAGRAM

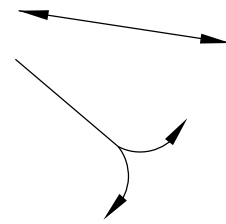
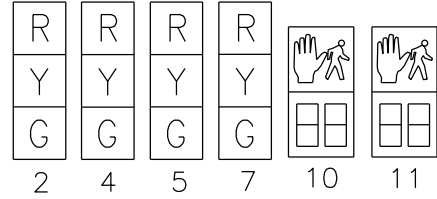


<p>TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND RIVER ROAD, N.W.</p>		<p>ACISA 6259</p>
<p>D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION</p>		<p>T.S. 1707-C</p>
CHECK BY: R.F.	DATE: 06/2020	<p>SHEET 1 OF 4</p>
DRAWN BY: Y.W./SABRA	DATE: 06/2020	
IN SERVICE:	SCALE: NONE	
<p>DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> TRAFFIC SIGNAL DESIGNER</p>		<p>SHEET 1 OF 4</p>
<p>RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER</p>		
<p>APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER</p>		

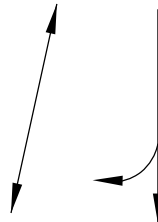
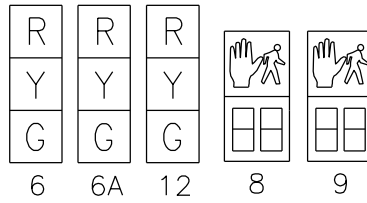
NOTE: SIGNAL HEADS NO. 3A AND 6A ARE MOUNTED ON 8-FOOT MAST ARMS.



Ø2



Ø4



Ø6

TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND RIVER ROAD, N.W.

ACISA
6259

D.C. DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SIGNALS DIVISION

DESIGNED BY: SABRA & ASSOCIATES, INC.
TRAFFIC SIGNAL DESIGNER

T.S.
1707-C

CHECK BY: R.F. DATE: 06/2020

RECOMMENDED BY: _____
TRAFFIC SIGNAL DESIGN PROJECT MANAGER

SHEET

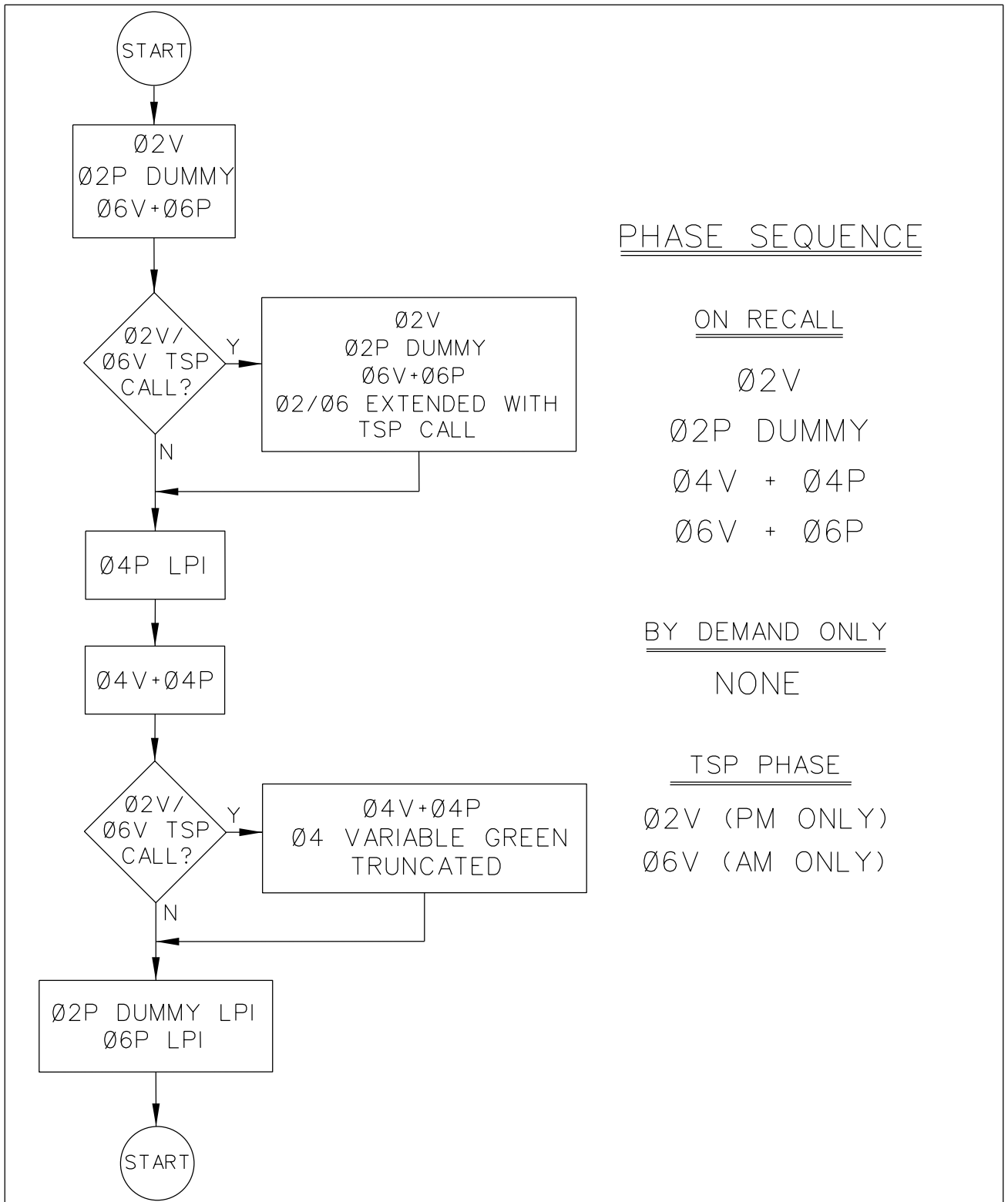
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APPROVED BY: _____
TRAFFIC SIGNAL PROGRAM MANAGER

IN SERVICE: SCALE: NONE

2 OF 4

NOTE: SIGNAL HEADS NO. 3A AND 6A ARE MOUNTED ON 8-FOOT MAST ARMS.



PHASE SEQUENCE

ON RECALL

Ø2V
Ø2P DUMMY
Ø4V + Ø4P
Ø6V + Ø6P

BY DEMAND ONLY

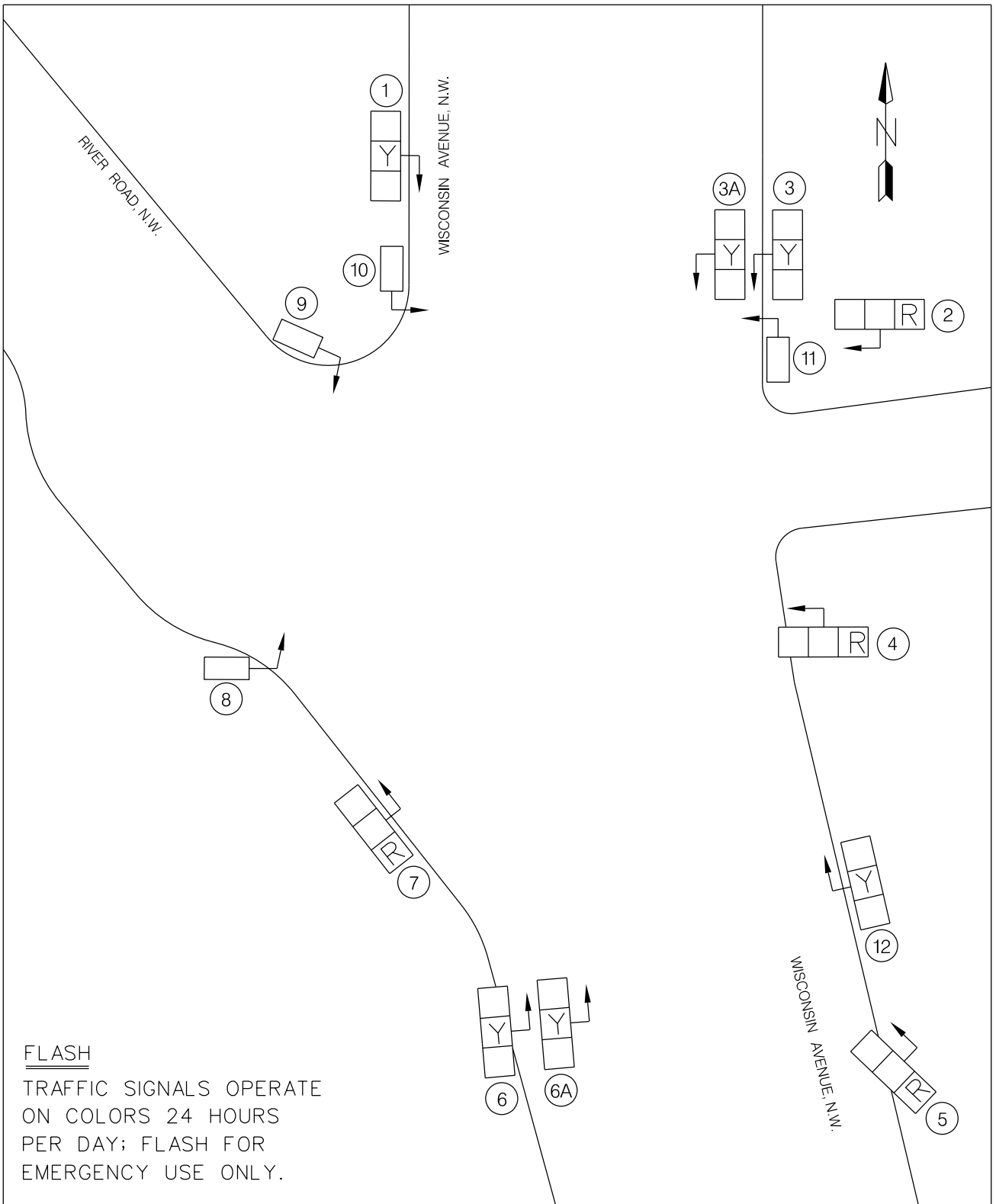
NONE

TSP PHASE

Ø2V (PM ONLY)
Ø6V (AM ONLY)

TRAFFIC SIGNAL OPERATION WISCONSIN AVENUE AND RIVER ROAD, N.W.		ACISA 6259
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING & SIGNALS DIVISION		T.S. 1707-C
CHECK BY: R.F.	DATE: 06/2020	SHEET 3 OF 4
DRAWN BY: Y.W./SABRA	DATE: 06/2020	
IN SERVICE:	SCALE: NONE	
DESIGNED BY: <u>SABRA & ASSOCIATES, INC.</u> TRAFFIC SIGNAL DESIGNER		
RECOMMENDED BY: _____ TRAFFIC SIGNAL DESIGN PROJECT MANAGER		
APPROVED BY: _____ TRAFFIC SIGNAL PROGRAM MANAGER		

NOTE: SIGNAL HEADS NO. 3A AND 6A ARE MOUNTED ON 8-FOOT MAST ARMS.



FLASH
 TRAFFIC SIGNALS OPERATE
 ON COLORS 24 HOURS
 PER DAY; FLASH FOR
 EMERGENCY USE ONLY.

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND RIVER ROAD, N.W.

ACISA
 6259

D.C. DEPARTMENT OF TRANSPORTATION	
TRAFFIC ENGINEERING & SIGNALS DIVISION	
CHECK BY: R.F.	DATE: 06/2020
DRAWN BY: Y.W./SABRA	DATE: 06/2020
IN SERVICE:	SCALE: NONE

DESIGNED BY: SABRA & ASSOCIATES, INC.	TRAFFIC SIGNAL DESIGNER
RECOMMENDED BY: _____	TRAFFIC SIGNAL DESIGN PROJECT MANAGER
APPROVED BY: _____	TRAFFIC SIGNAL PROGRAM MANAGER

T.S.
 1707-C
 SHEET
 4 OF 4

EVENT	TIME	PLAN	OFFSET	DAY OF WEEK
EVENT0	0:00	1	A	1234567
EVENT1	5:00	5	A	23456
EVENT2	10:00	4	A	23456
EVENT3	14:00	6	A	23456
EVENT4	20:00	4	A	23456
EVENT5	22:00	1	A	23456
EVENT6	8:00	2	A	1 7
EVENT7	21:00	1	A	7
EVENT8	18:00	1	A	1

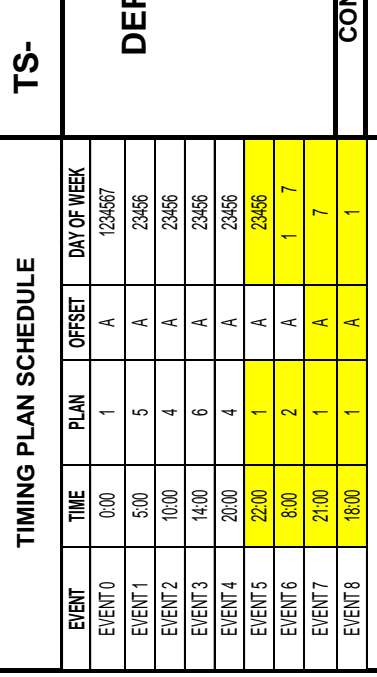
DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC ENGINEERING & SIGNALS DIVISION

CONTROLLER
170

ISNUM
1281

ACISA
6156

S-DRAWING NO: S-1071-E **SHEET:** 4 **OF** 4



DESCRIPTION (INTERSECTION / STREET / DIRECTION)

INTERVAL NUMBER	1		2		3		4		5		6		7		8		9		
	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	
TYPE F	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
TYPE V	1	6	5	10	7	12	5	10	22	27	15	20	42	47	33	38	53	58	
TYPE F	4	10	4	14	4	16	4	14	4	31	4	24	4	51	4	42	4	62	
TYPE F	4	3	13	3	17	3	19	3	17	3	34	3	27	3	54	3	45	3	65
TYPE F	4	4	17	4	21	4	23	4	21	4	38	4	31	4	58	4	49	4	69
TYPE F	6	1	18	1	22	1	24	1	22	1	39	1	32	1	59	1	50	1	70
TYPE F	7	10	28	10	32	10	34	10	32	10	49	10	42	10	69	10	60	10	80
TYPE V	8	1	29	17	49	12	46	17	49	20	69	24	66	30	99	33	93	39	119
TYPE F	9	4	33	4	53	4	50	4	53	4	73	4	70	4	103	4	97	4	123
TYPE F	10	4	37	4	57	4	54	4	57	4	77	4	74	4	107	4	101	4	127
TYPE F	11	5	42	5	62	5	59	5	62	5	82	5	79	5	112	5	106	5	132
TYPE F	12	4	46	4	66	4	63	4	66	4	86	4	83	4	116	4	110	4	136
TYPE F	13	1	47	1	67	1	64	1	67	1	87	1	84	1	117	1	111	1	137
TYPE F	14	5	52	5	72	5	69	5	72	5	92	5	89	5	122	5	116	5	142
TYPE V	15	5	57	5	77	8	77	5	77	5	97	8	97	5	127	11	127	75	217
TYPE F	16	4	61	4	81	4	81	4	81	4	101	4	101	4	131	4	131	4	221
TYPE F	17	6	67	6	87	6	87	6	87	6	107	6	107	6	137	6	137	6	227
TYPE F	18	6	73	6	93	6	93	6	93	6	113	6	113	6	143	6	143	6	233
TYPE V	19	1	74	1	94	1	94	1	94	1	114	1	114	1	144	1	144	1	234
TYPE F	20	5	79	5	99	5	99	5	99	5	119	5	119	5	149	5	149	5	239
TYPE F	21	1	80	1	100	1	100	1	100	1	120	1	120	1	150	1	150	1	240
CYCLE LENGTH		80	100	100	100	100	100	100	100	120	120	120	120	150	150	150	240		
OFFSET A		22	63	60	60	60	60	60	60	109	99	124	40	83					
OFFSET B																			
OFFSET C																			

PREPARED BY:

DATE TO SHOP:

WORK OR SHOP ORDER NO.:

APPROVED BY:

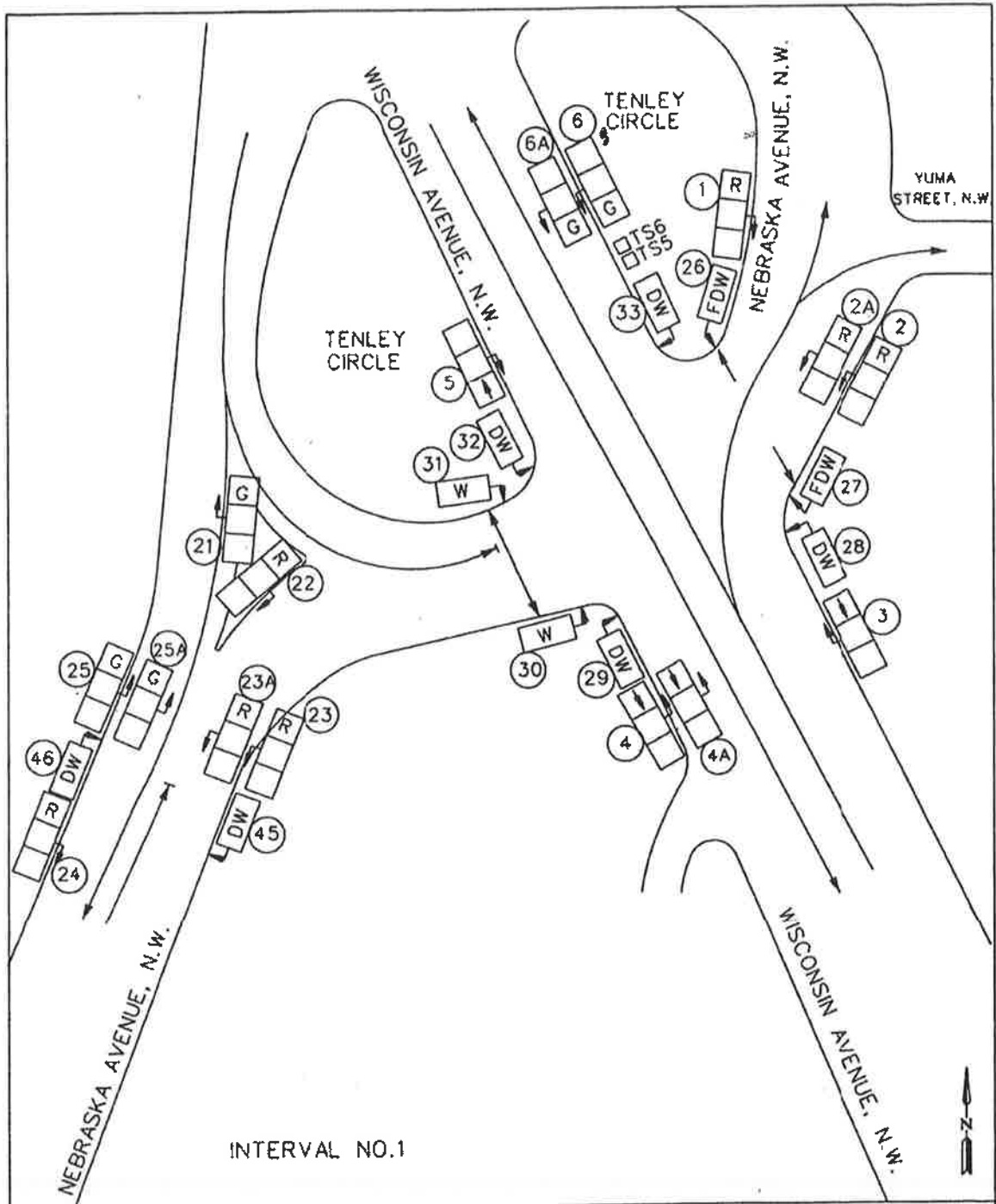
INSTALLED BY:

S-Seconds **C=Cumulative secs** **F=Fixed interval** **V=Variable interval** **= Force Off (circle the interval)**

Network 3 Retiming
11/06/2020

HNTB / Mead & Hunt

S-10-20-01



INTERVAL NO.1

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

DESIGNED BY: _____

T.S.
 749-1
 2

SUBMITTED BY: _____

SHEET

CHECKED BY: SR/RF DATE: 09/2019

CHIEF, SIGNAL DESIGN BRANCH
 10/06/2020

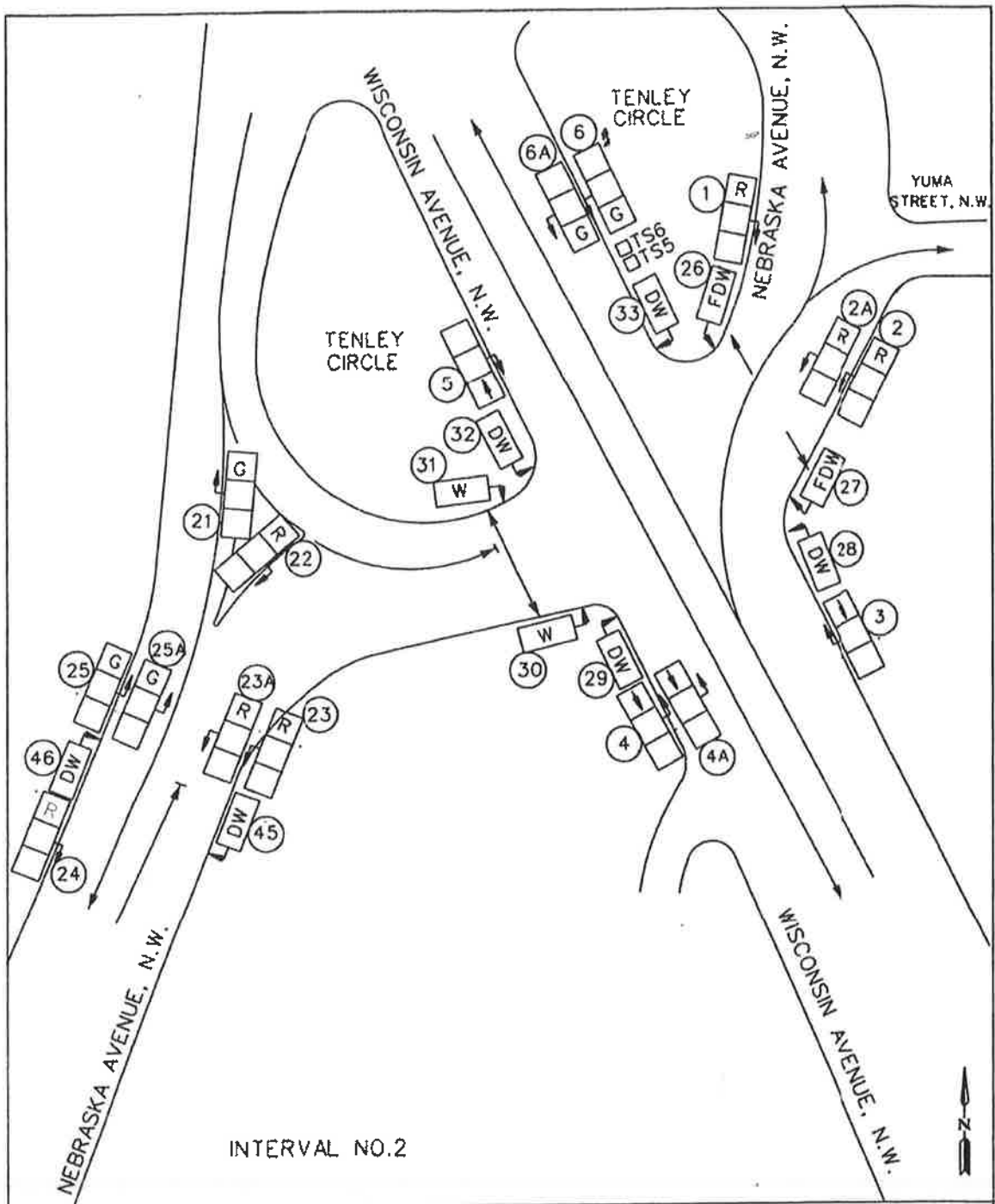
DRAWN BY: SC/HNTB DATE: 09/2019

APPROVED BY: *Wm. Rife*

IN SERVICE: _____ SCALE: NONE

DIVISION CHIEF

1 OF 2

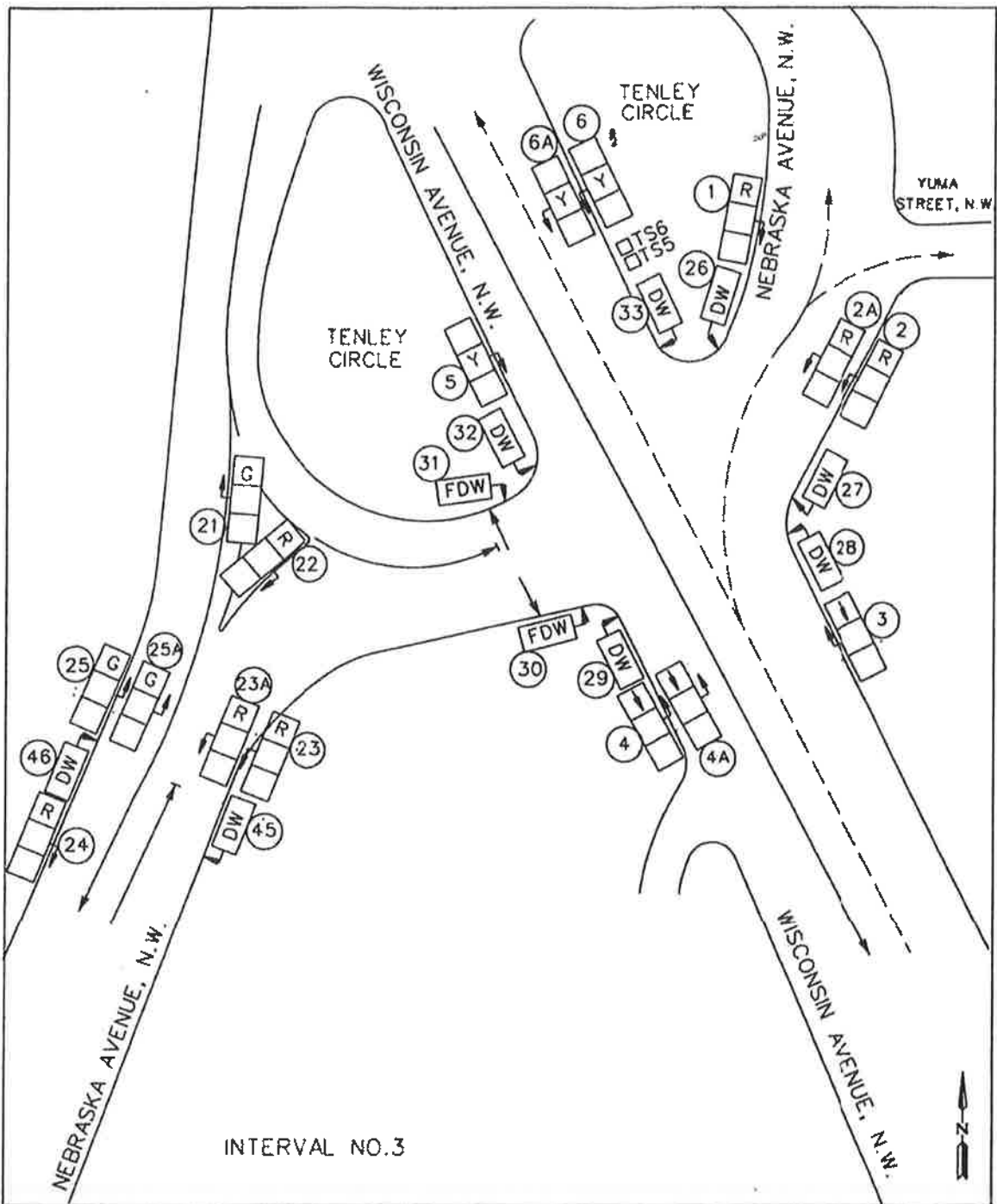


INTERVAL NO.2

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	APPROVED BY: _____	2 OF 22
IN SERVICE:	SCALE: NONE	CHIEF, SIGNAL DESIGN BRANCH	
		DIVISION CHIEF	

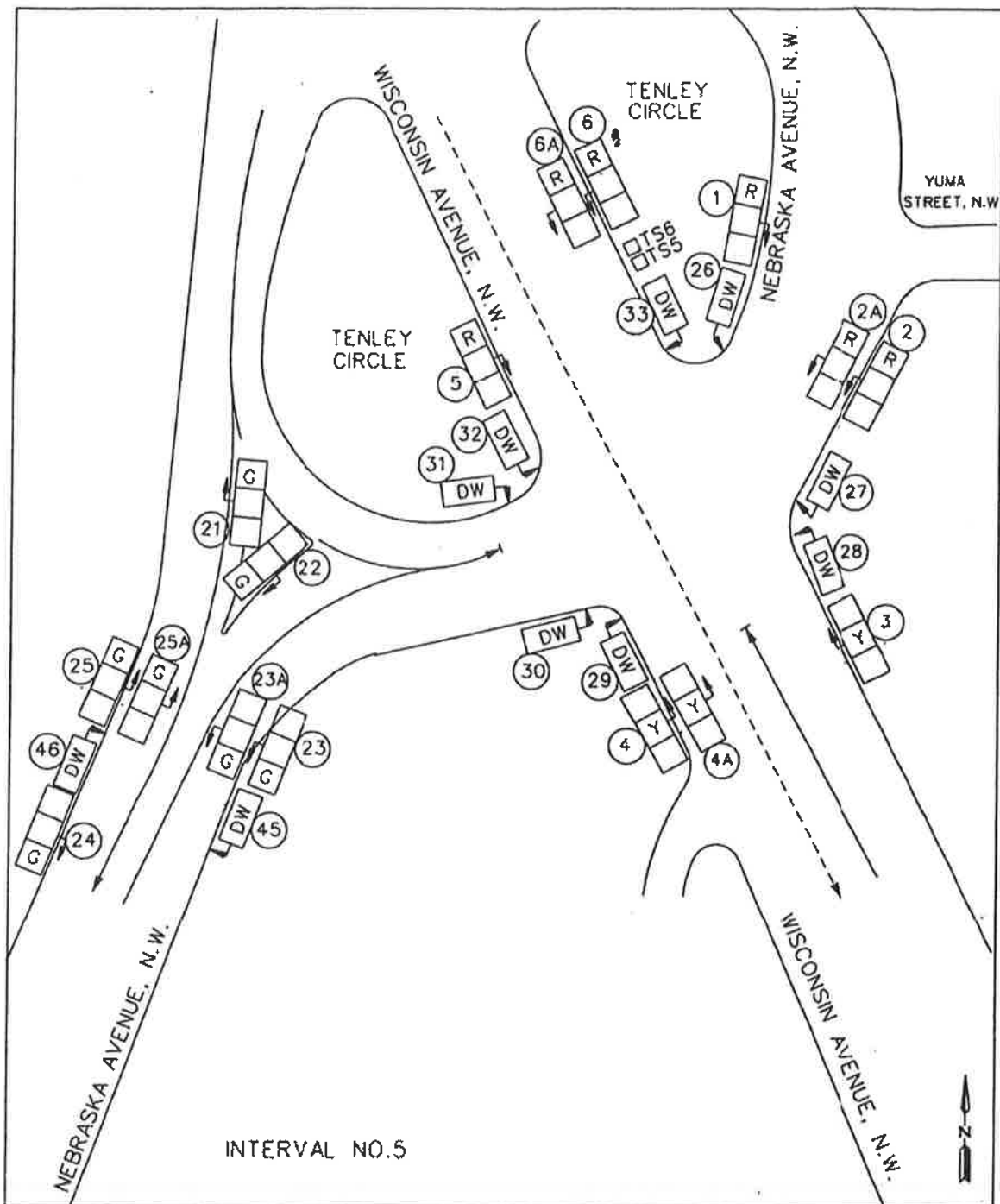
8008



INTERVAL NO.3

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

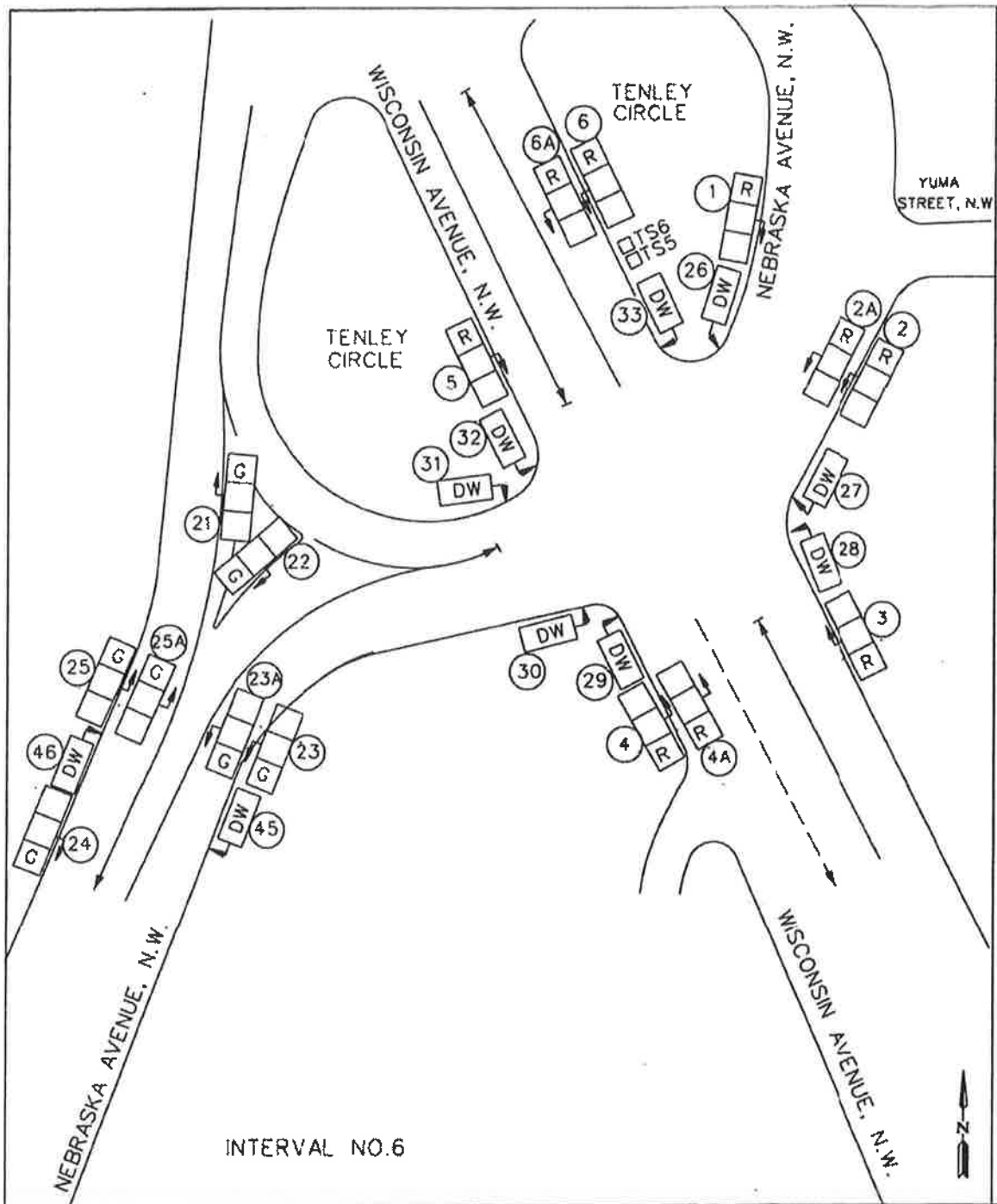
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T. S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	3 of 2?
		DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	5 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____ DIVISION CHIEF	

50308

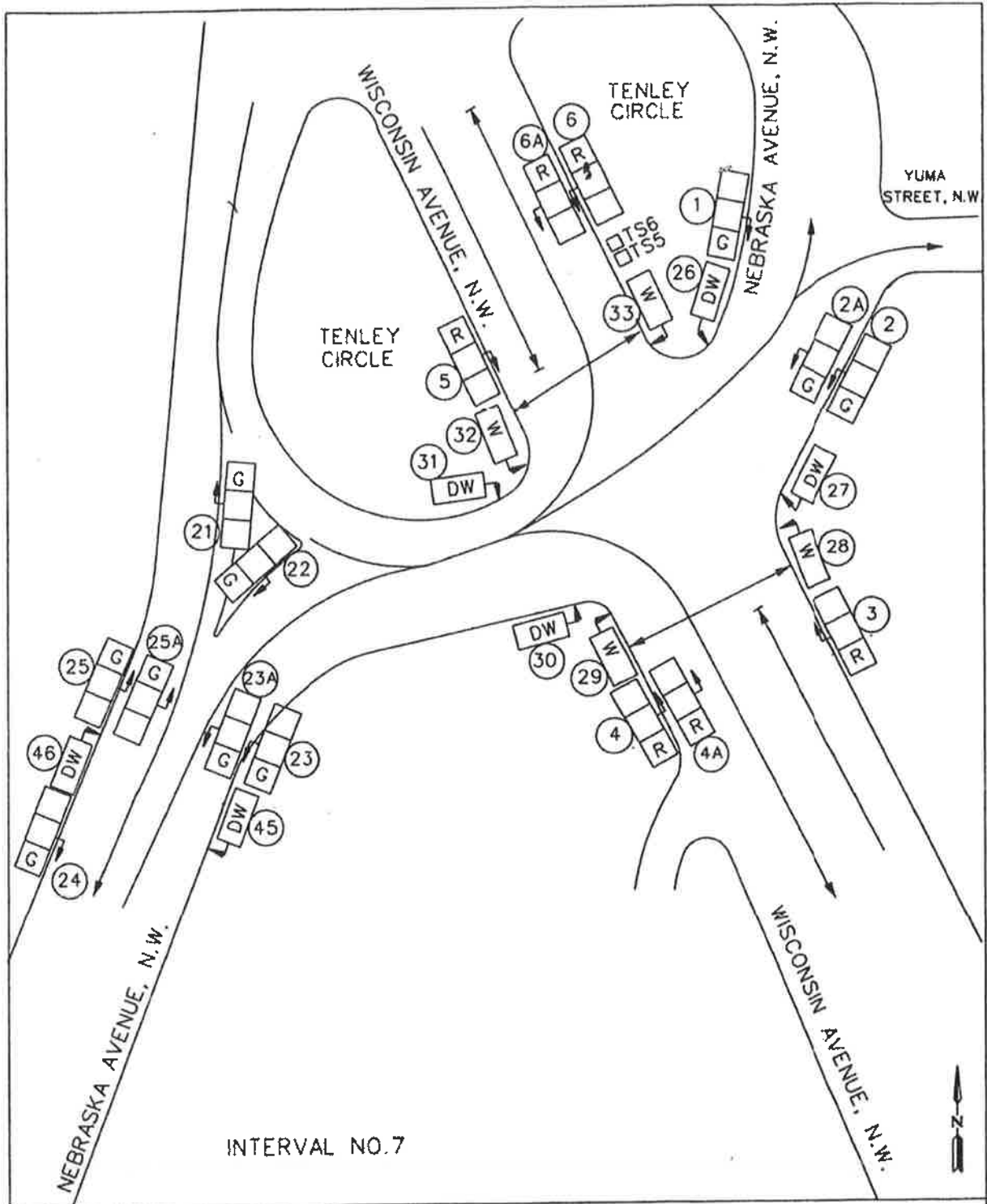


INTERVAL NO.6

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	6 of 27
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	

50078

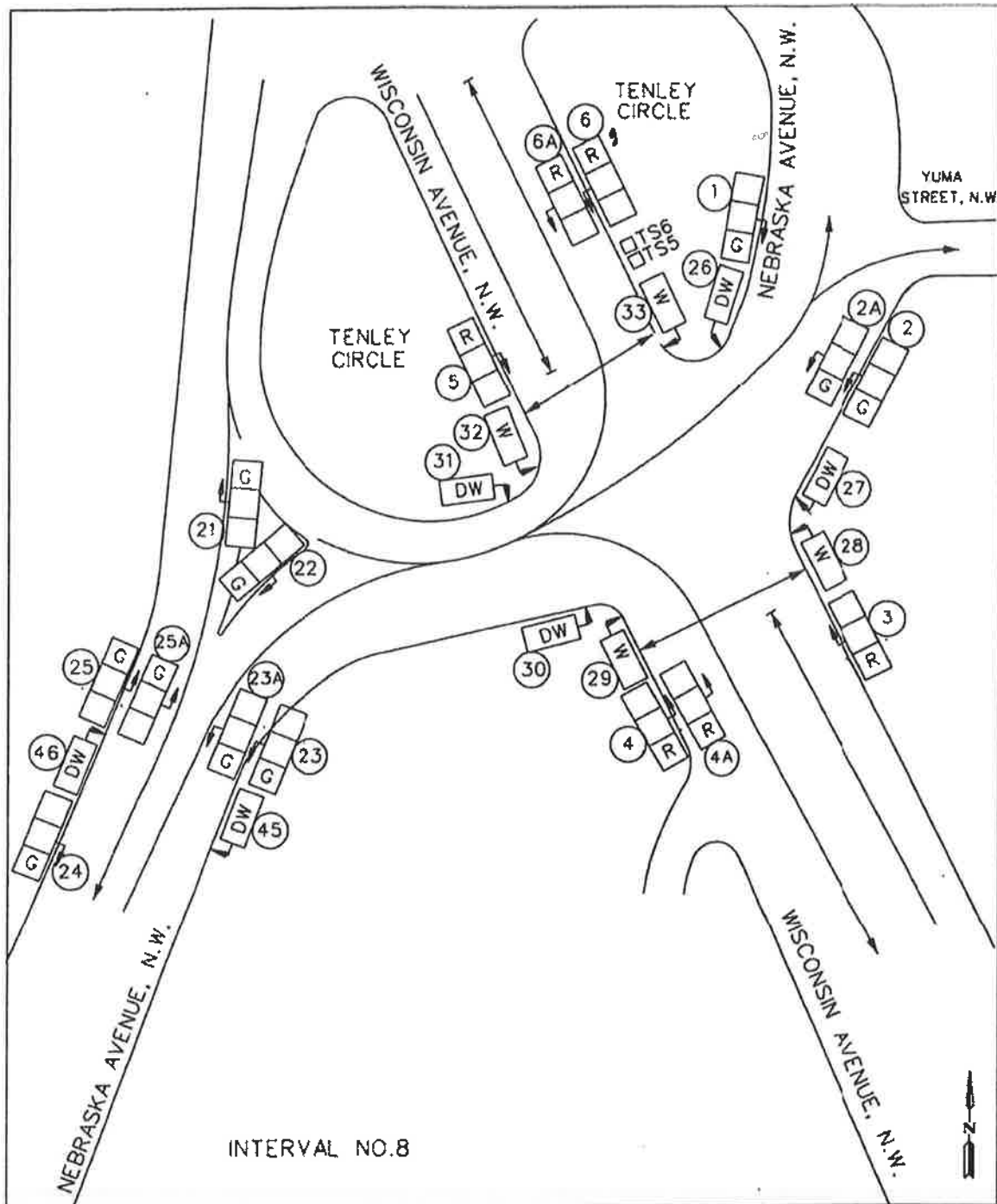


INTERVAL NO.7

TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	APPROVED BY: _____	7 of 22
IN SERVICE:	SCALE: NONE	DIVISION CHIEF	

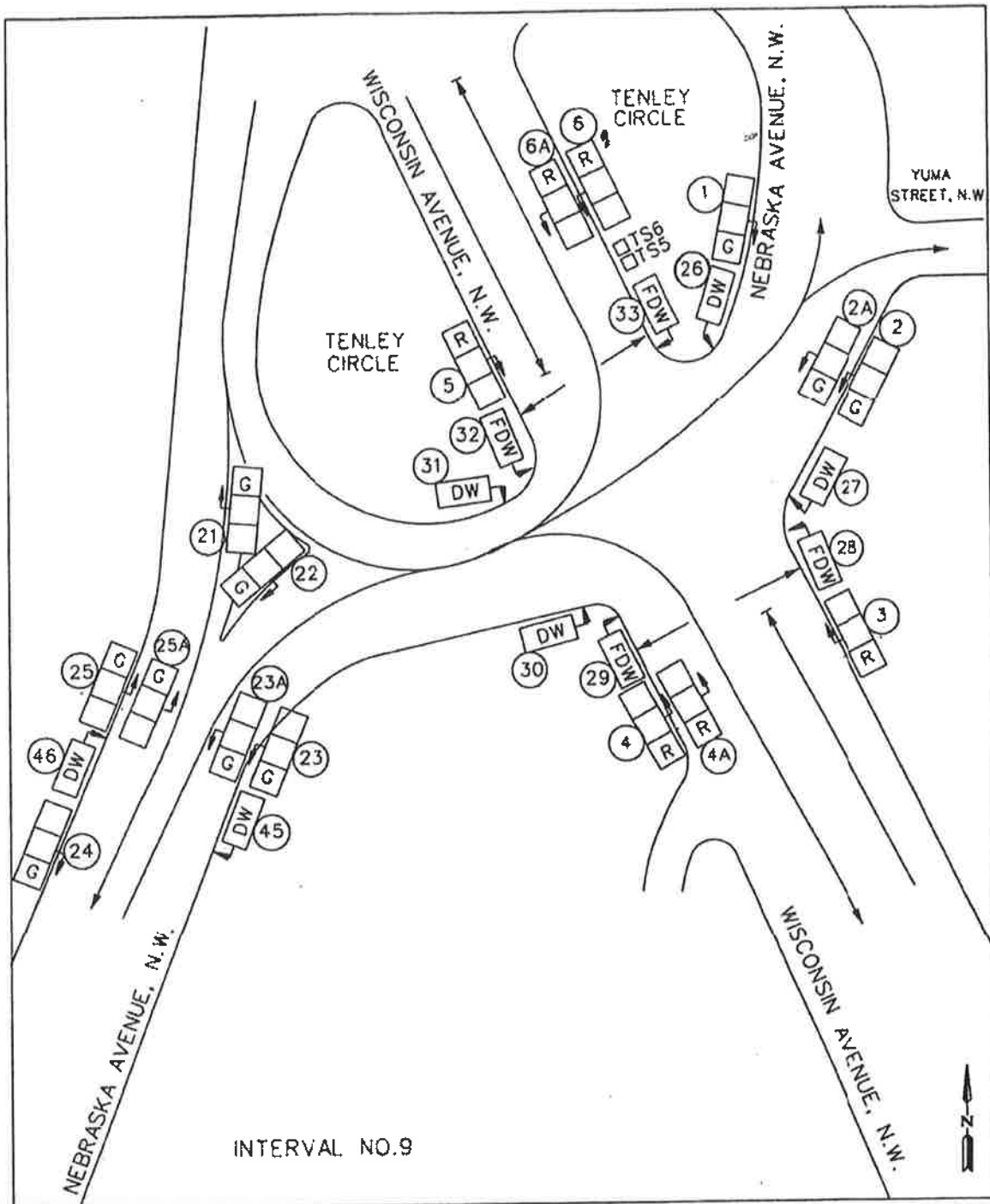


INTERVAL NO.8

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	
DRAWN BY: SC/HNTB	DATE: 09/2019	APPROVED BY: _____	8 of 27
IN SERVICE:	SCALE: NONE	DIVISION CHIEF	

BOOK

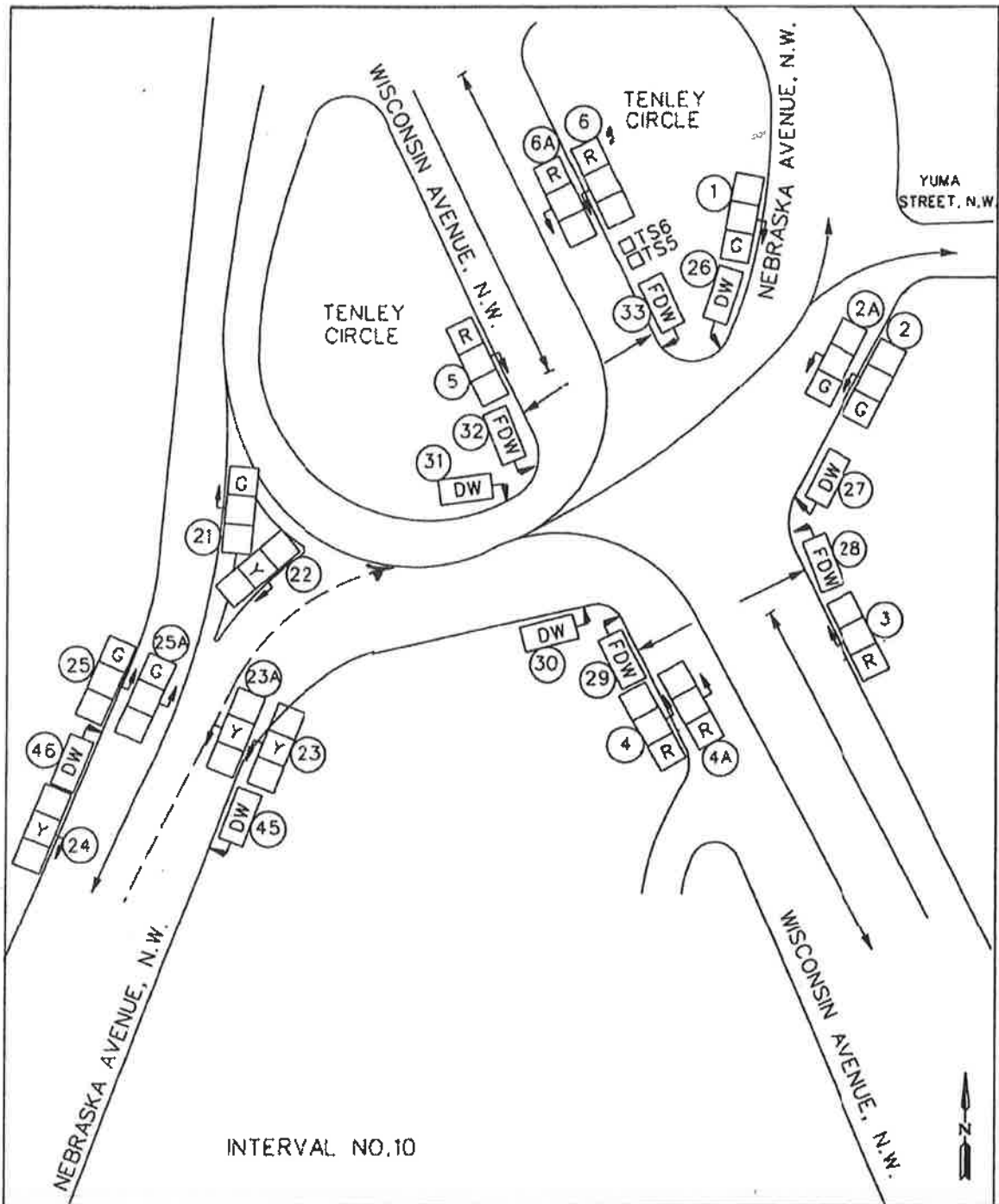


INTERVAL NO.9

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2 SHEET 9 OF 27
		SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	
CHECKED BY: SR/RF	DATE: 09/2019	APPROVED BY: _____	
DRAWN BY: SC/HNTB	DATE: 09/2019	DIVISION CHIEF	
IN SERVICE:	SCALE: NONE		

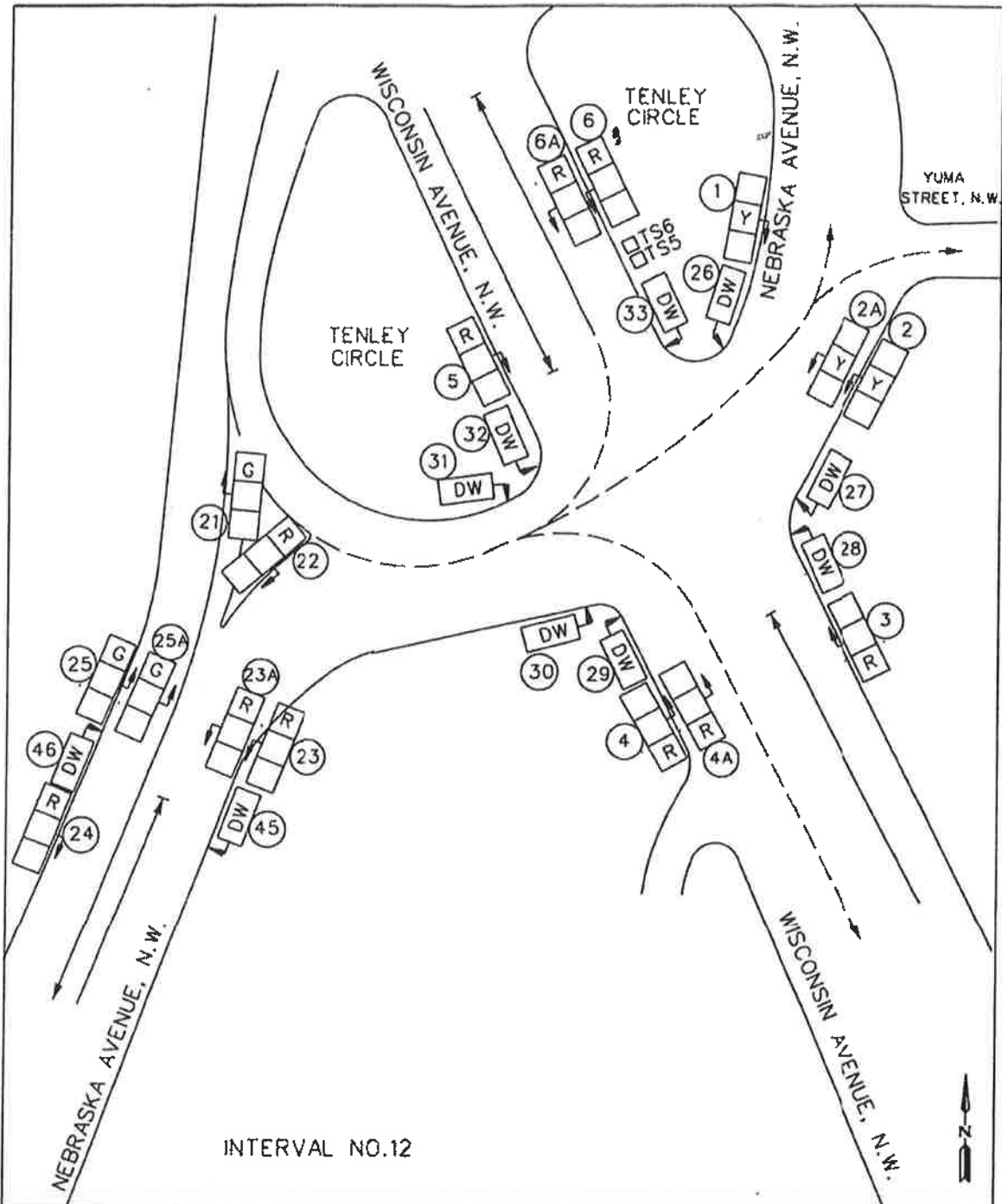
83048



INTERVAL NO.10

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

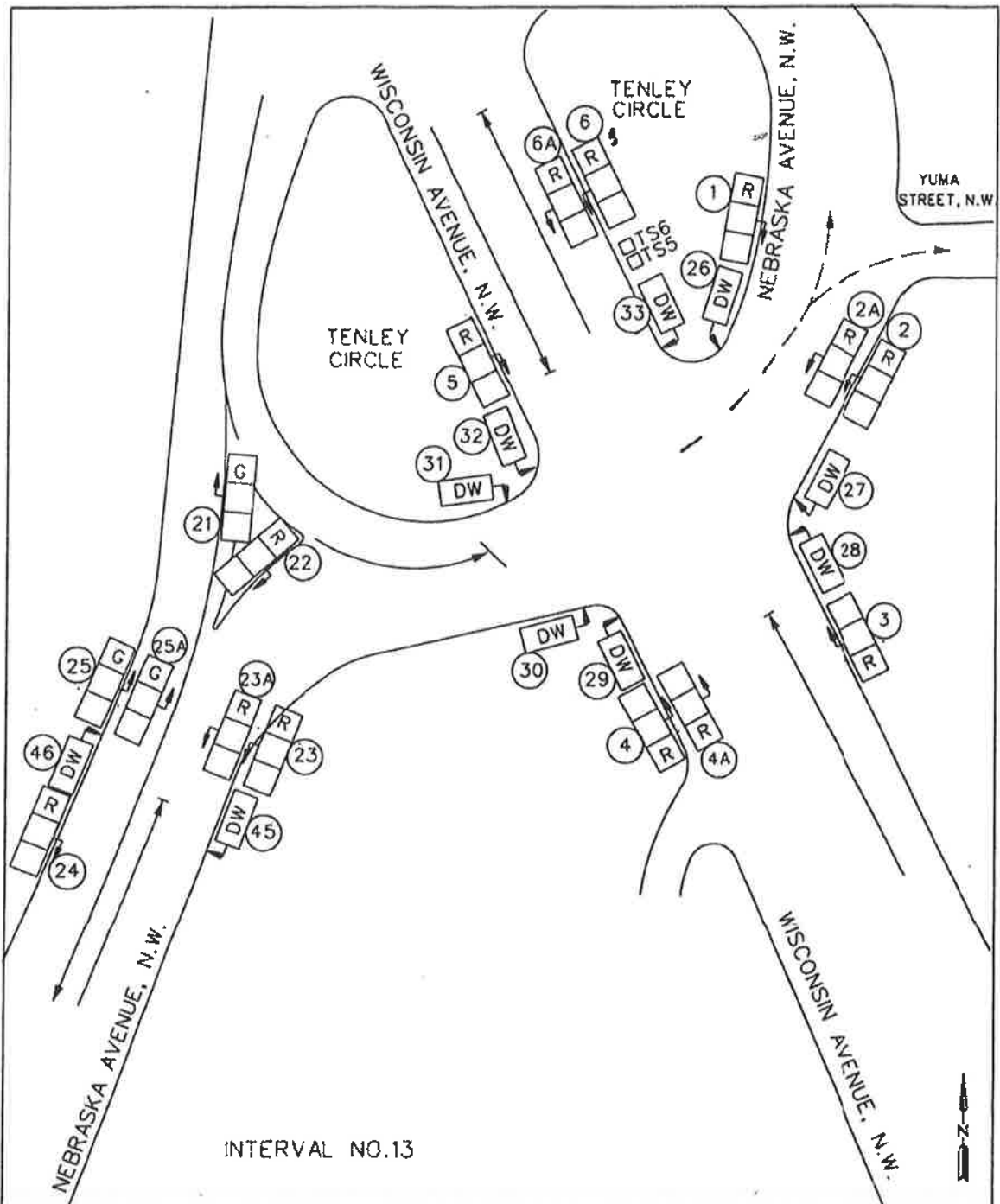
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	10 of 27
		DIVISION CHIEF	



INTERVAL NO.12

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

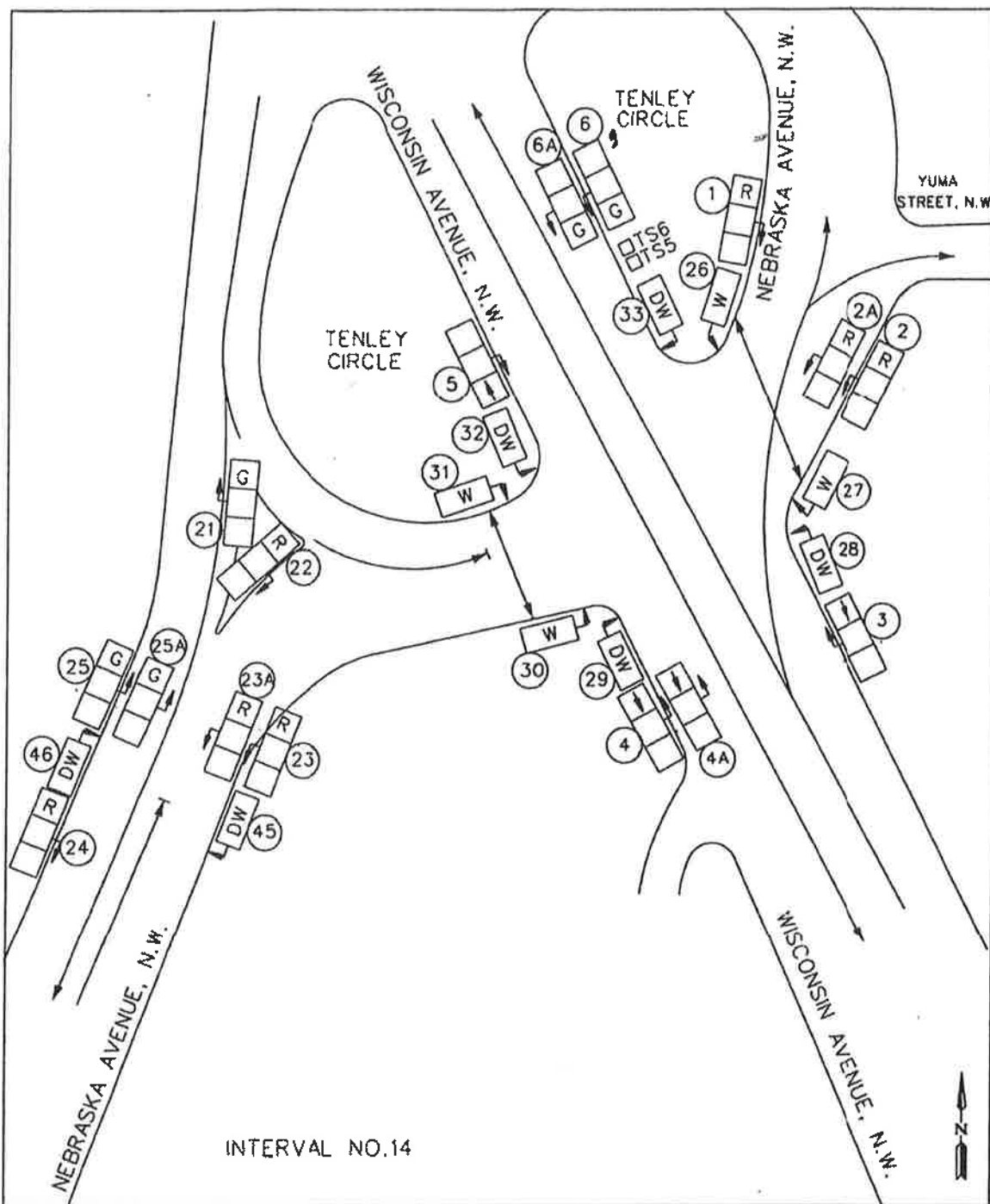
D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	12 OF 22
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	



TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	13 of 22
		DIVISION CHIEF	

80296



TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

DESIGNED BY: _____

T.S.
 749-1
 2

SUBMITTED BY: _____

CHIEF, SIGNAL DESIGN BRANCH

SHEET

CHECKED BY: SR/RF DATE: 09/2019

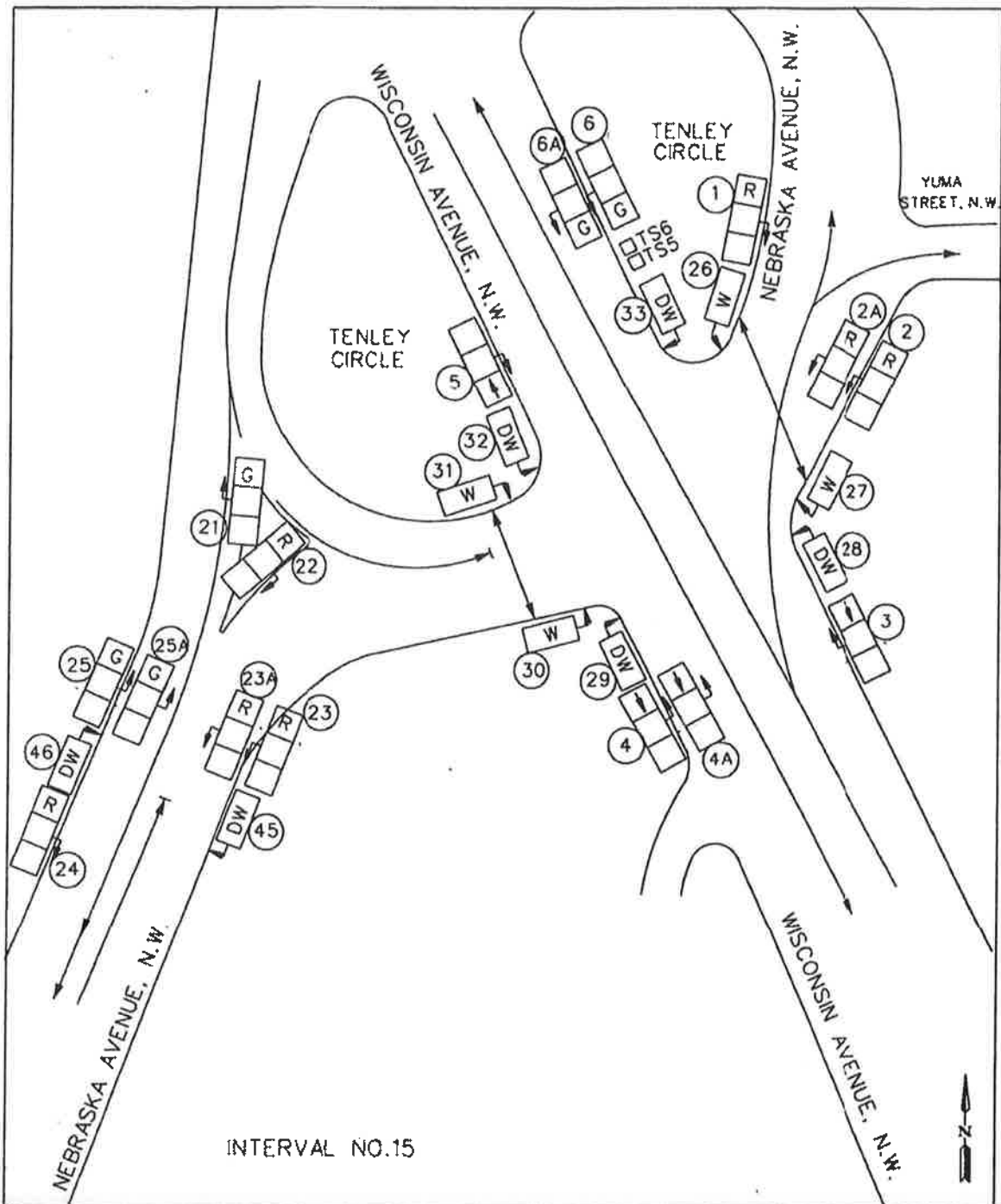
DRAWN BY: SC/HNTB DATE: 09/2019

APPROVED BY: _____

DIVISION CHIEF

14 OF 22

IN SERVICE: SCALE: NONE



INTERVAL NO.15

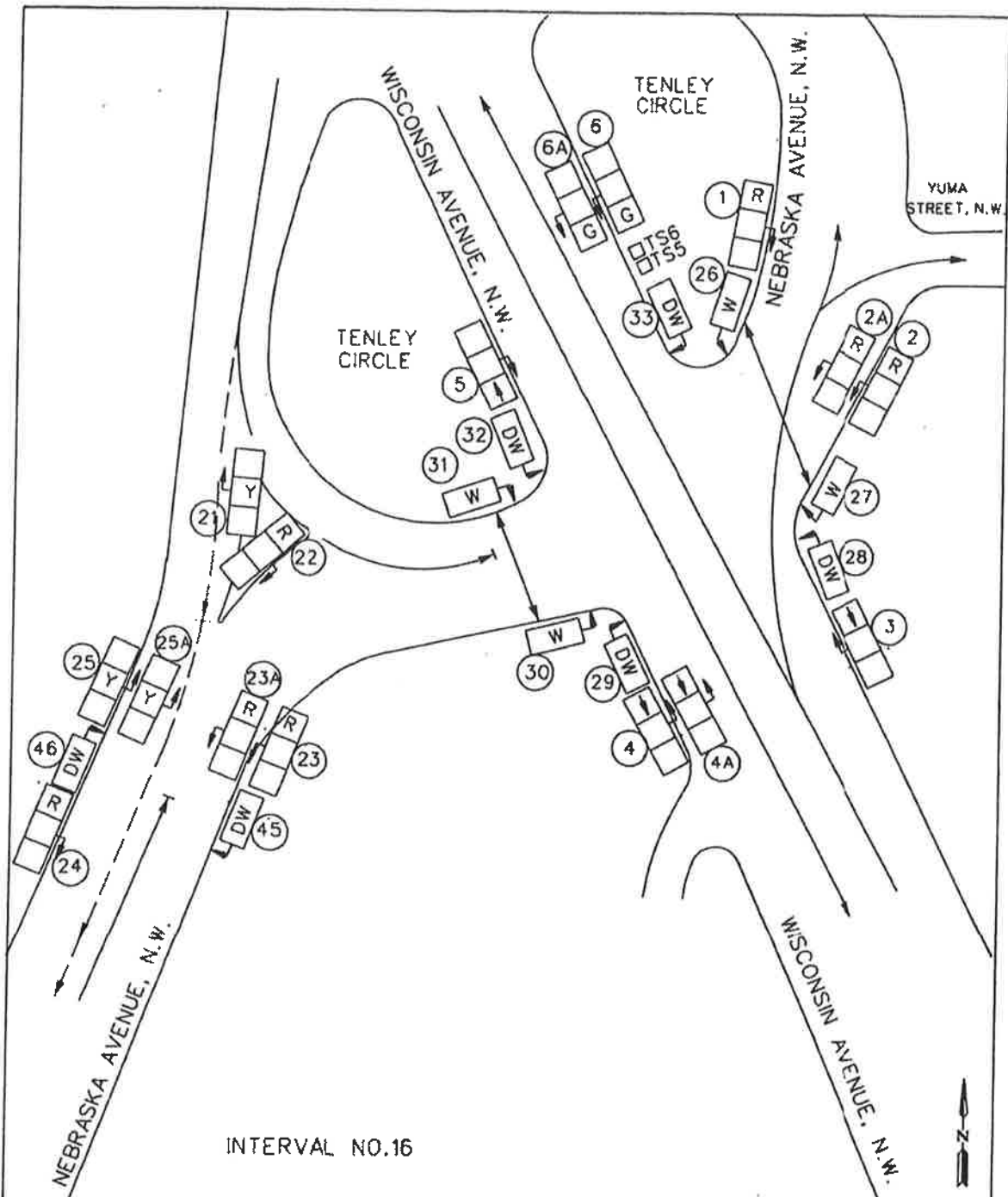
TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
 DRANN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH
 APPROVED BY: _____
 DIVISION CHIEF

T.S.
 749-1
 2
 SHEET
 15 of 27

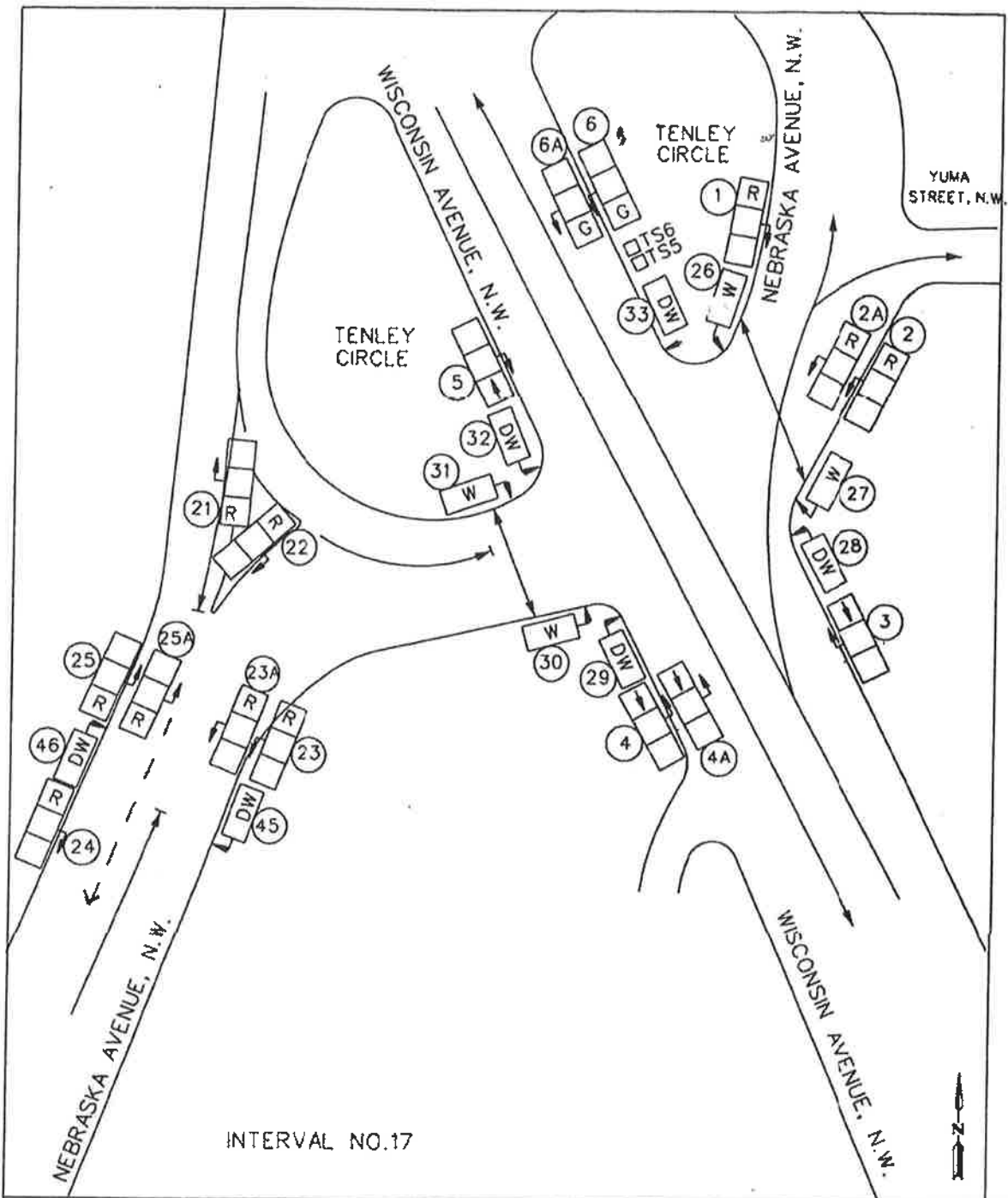


INTERVAL NO.16

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749- 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	16 of 27
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	
		DIVISION CHIEF	

2008



TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019

DRAWN BY: SC/HNTB DATE: 09/2019

IN SERVICE: SCALE: NONE

DESIGNED BY: _____

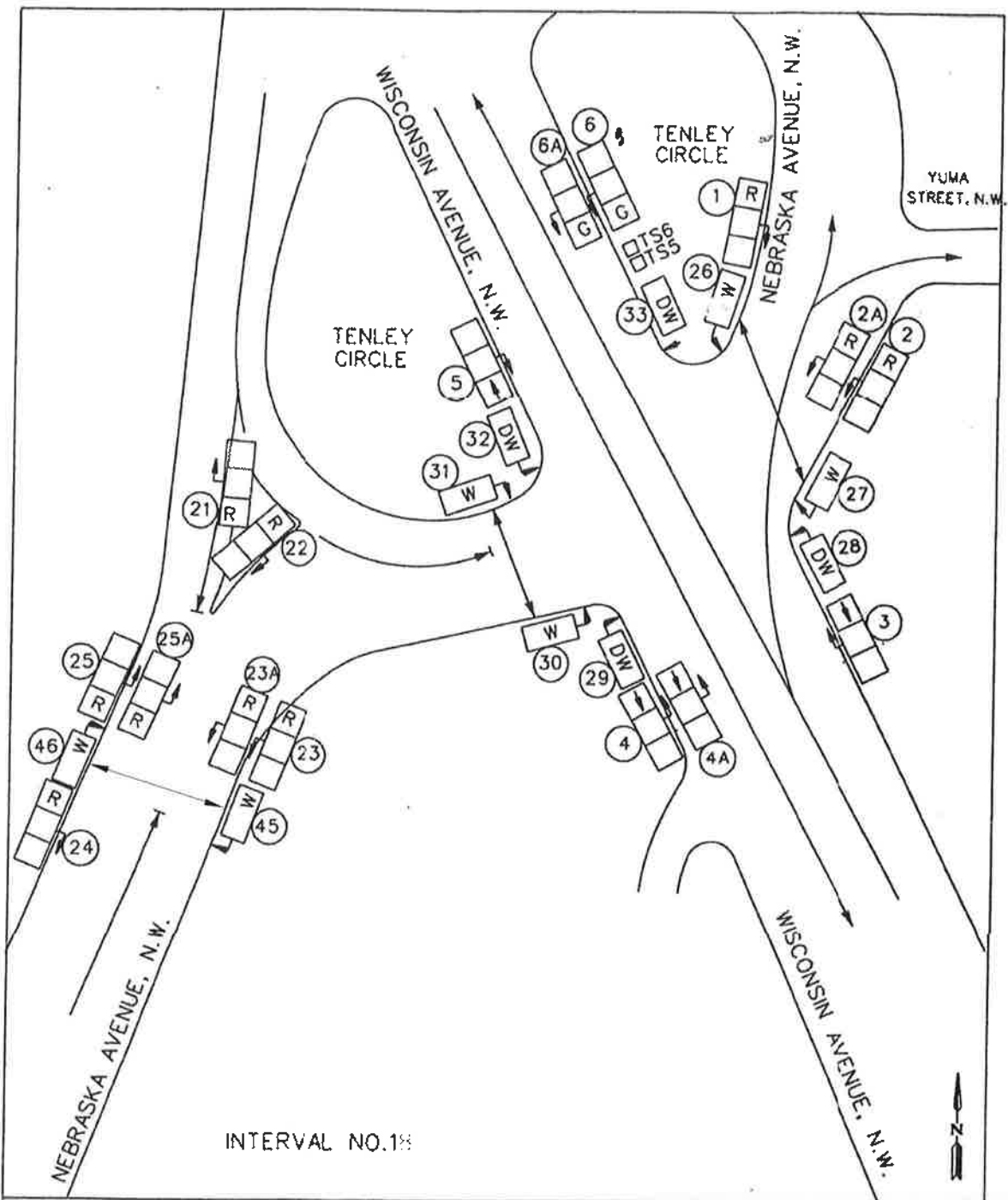
SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH

APPROVED BY: _____
 DIVISION CHIEF

T.S.
 749-1
 2

SHEET

17 of 22



INTERVAL NO.18

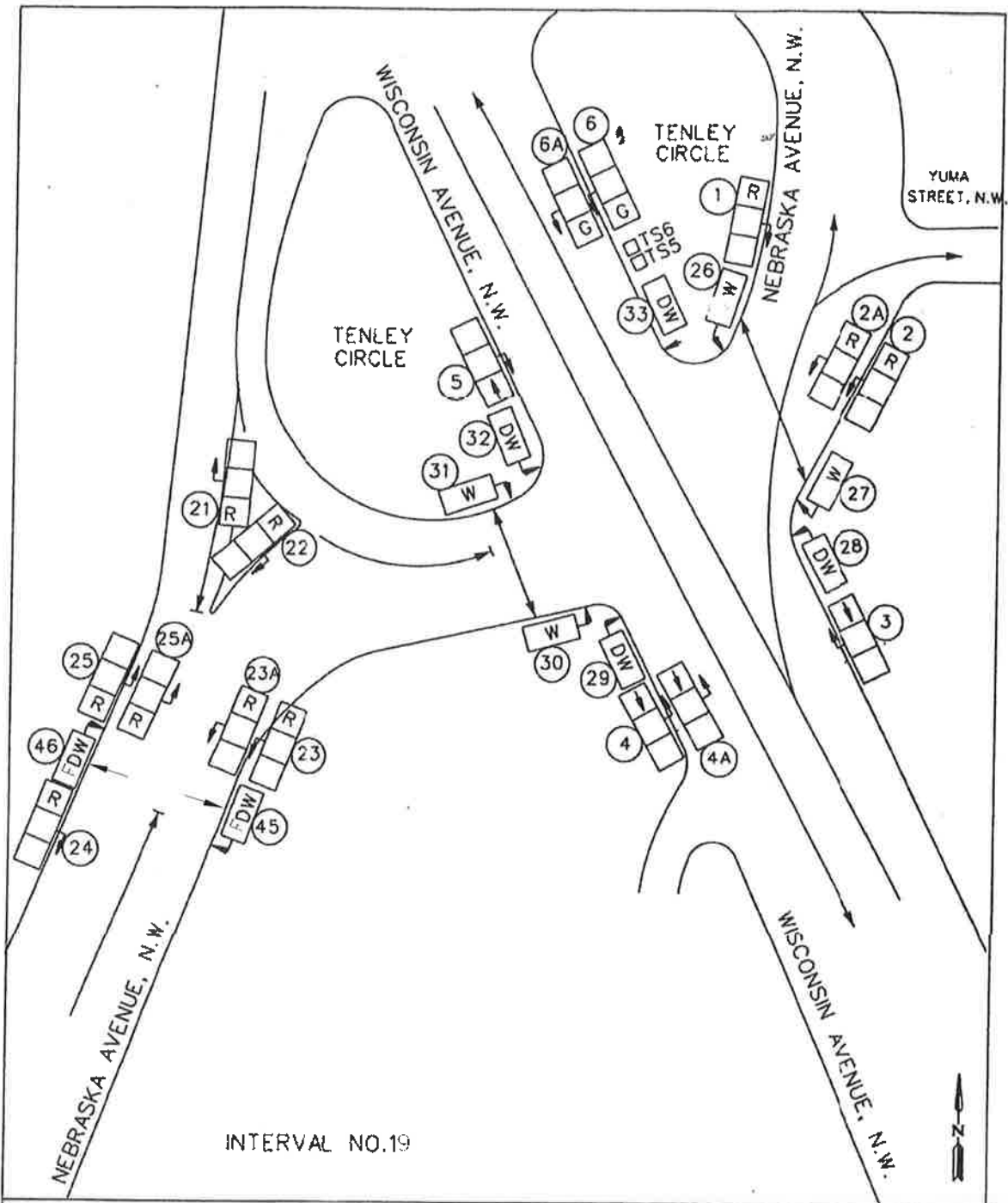
TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH
 APPROVED BY: _____
 DIVISION CHIEF

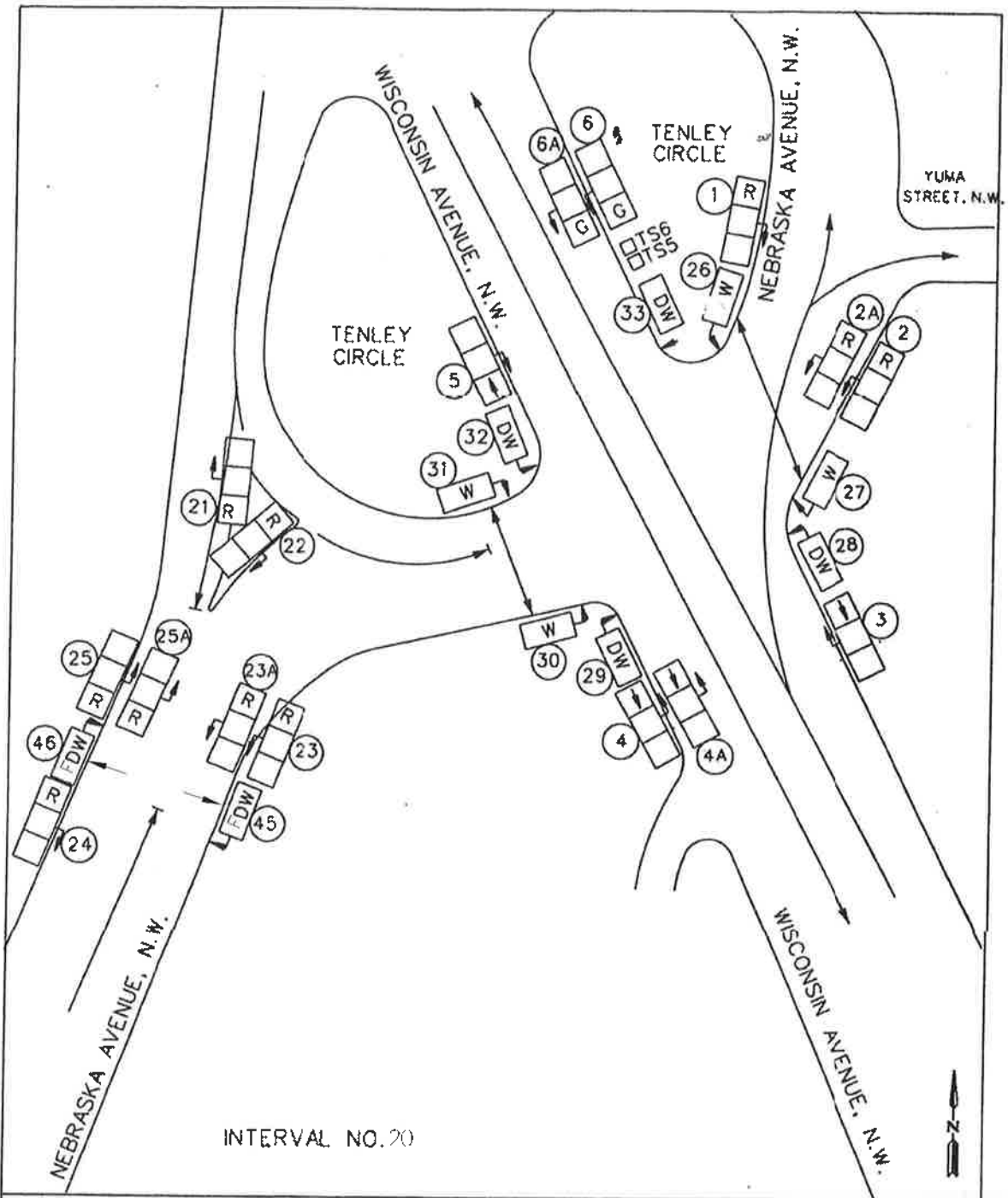
T.S.
 749-1
 2
 SHEET
 18 of 22



INTERVAL NO.19

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: _____	T.S. 749-1 2
CHECKED BY: SR/RF	DATE: 09/2019	SUBMITTED BY: _____	SHEET
DRAWN BY: SC/HNTB	DATE: 09/2019	CHIEF, SIGNAL DESIGN BRANCH	
IN SERVICE:	SCALE: NONE	APPROVED BY: _____	19 of 22
		DIVISION CHIEF	



INTERVAL NO. 20

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

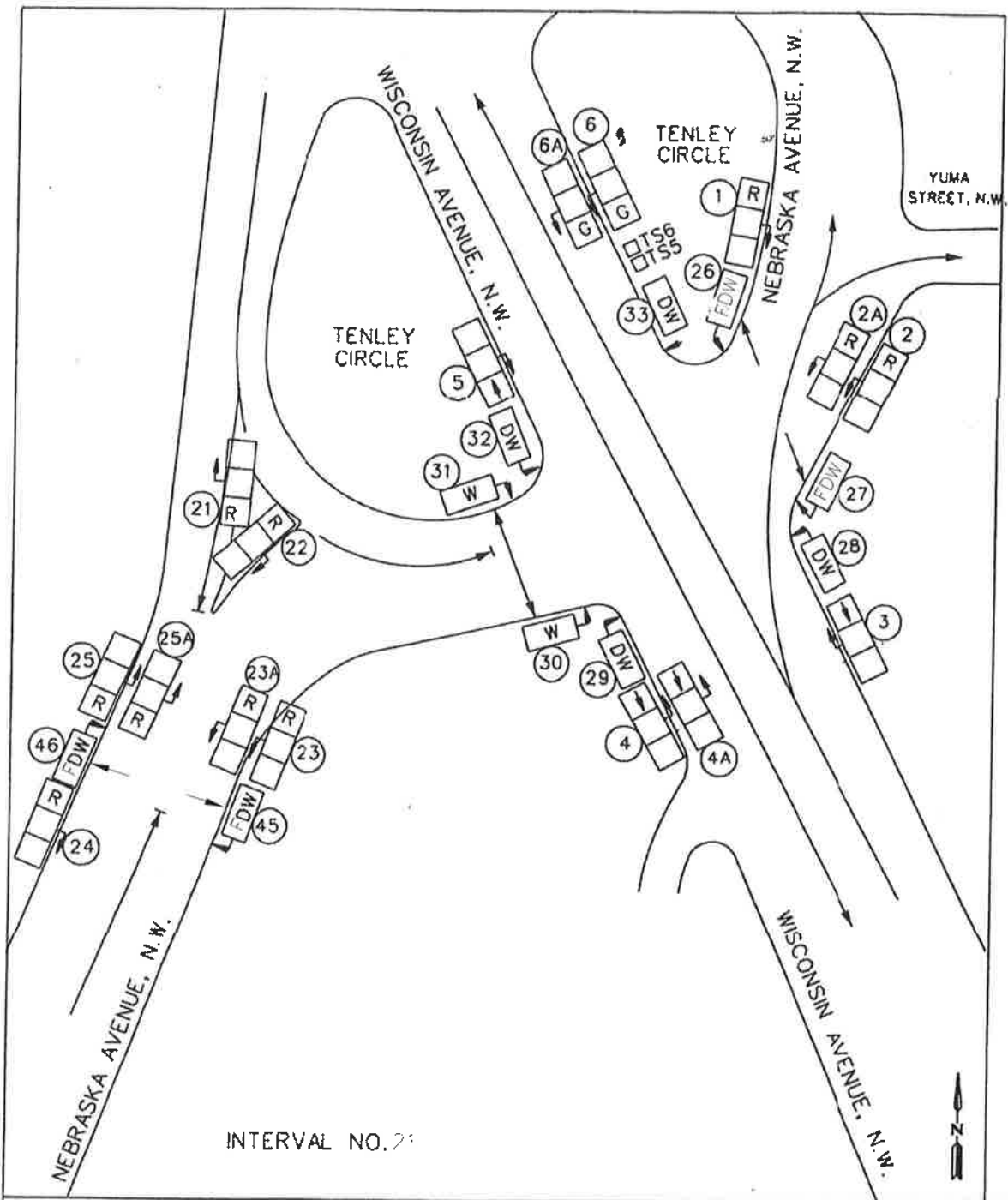
CHECKED BY: SR/RF DATE: 09/2019
 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH
 APPROVED BY: _____
 DIVISION CHIEF

T.S.
 749-1
 2

SHEET

20 OF 22



INTERVAL NO. 21

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

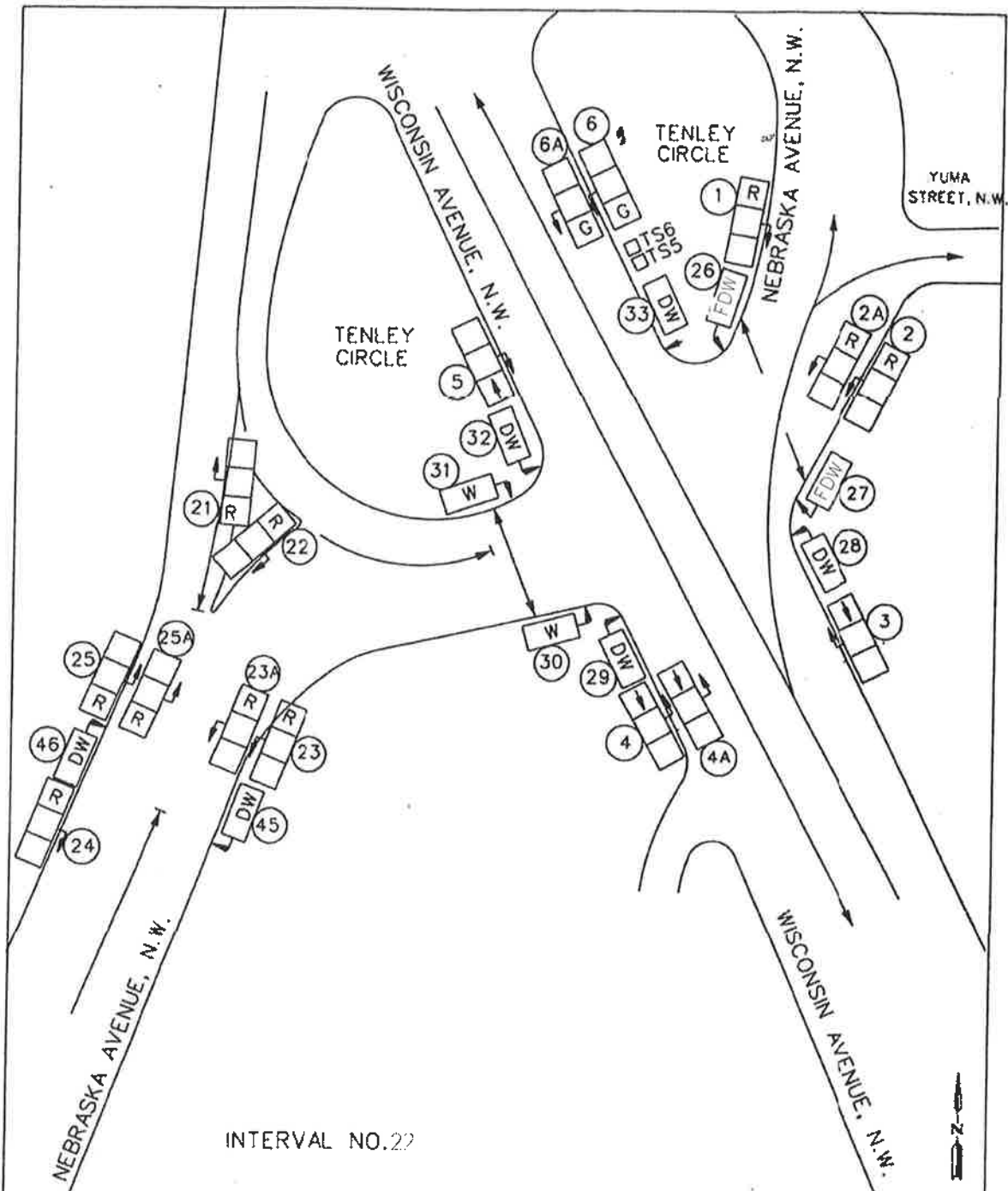
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 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

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 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH
 APPROVED BY: _____
 DIVISION CHIEF

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SHEET

21 of 22



INTERVAL NO. 22

TRAFFIC SIGNAL OPERATION
 WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
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 IN SERVICE: SCALE: NONE

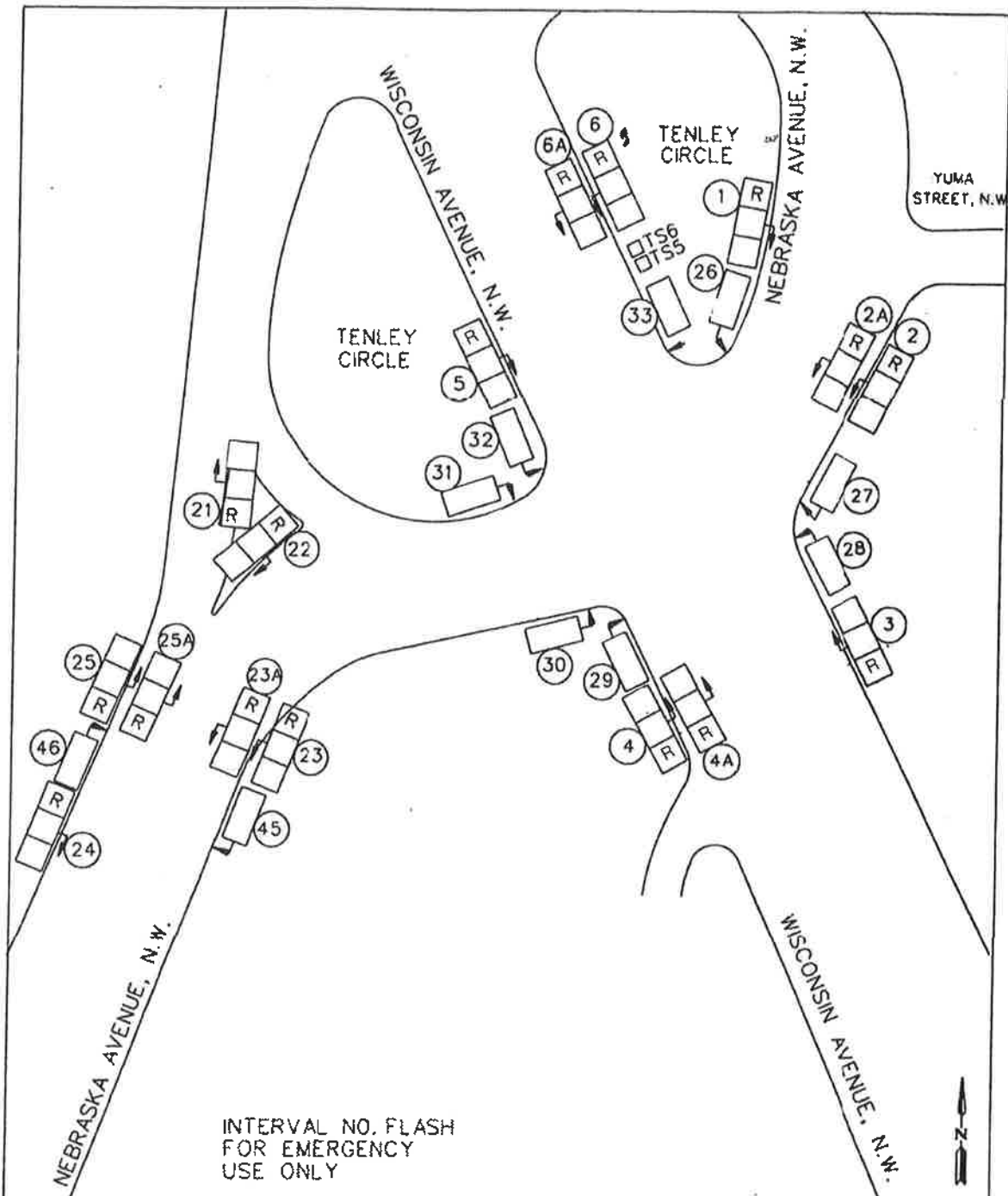
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22 of 22

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TRAFFIC SIGNAL OPERATION
WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. WEST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
 TRAFFIC SERVICES ADMINISTRATION
 TRAFFIC SIGNAL SYSTEM DIVISION

CHECKED BY: SR/RF DATE: 09/2019
 DRAWN BY: SC/HNTB DATE: 09/2019
 IN SERVICE: SCALE: NONE

DESIGNED BY: _____
 SUBMITTED BY: _____
 CHIEF, SIGNAL DESIGN BRANCH

APPROVED BY: _____
 DIVISION CHIEF

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ATTACHMENT B

SYNCHRO Report Files

HCM Unsignalized Intersection Capacity Analysis

1: Albermarle St NW/Albermarle St & 40th St NW

05/12/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Traffic Volume (veh/h)	0	130	126	0	179	56
Future Volume (Veh/h)	0	130	126	0	179	56
Sign Control		Free	Free		Stop	
Grade		-4%	4%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	144	140	0	199	62
Pedestrians		171	131		171	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		12	9		12	
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		298	356			
pX, platoon unblocked						
vC, conflicting volume	311				586	482
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	311				586	482
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				47	86
cM capacity (veh/h)	1111				376	451
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	144	140	261			
Volume Left	0	0	199			
Volume Right	0	0	62			
cSH	1700	1700	493			
Volume to Capacity	0.08	0.08	0.53			
Queue Length 95th (ft)	0	0	76			
Control Delay (s)	0.0	0.0	22.3			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	22.3			
Approach LOS			C			
Intersection Summary						
Average Delay			10.7			
Intersection Capacity Utilization			33.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Albermarle St NW/Albermarle St & Fort Dr NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (veh/h)	39	182	97	12	114	108	23	89	10	0	0	0
Future Volume (Veh/h)	39	182	97	12	114	108	23	89	10	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		-4%			4%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	43	202	108	13	127	120	26	99	11	0	0	0
Pedestrians		37			77			77			187	
Lane Width (ft)		10.0			10.0			10.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			5			5			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		358			296							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	434			387			669	879	410	880	873	411
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361			387			612	836	410	837	830	336
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			92	61	98	100	100	100
cM capacity (veh/h)	1131			1119			315	256	575	161	257	644
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	353	260	136									
Volume Left	43	13	26									
Volume Right	108	120	11									
cSH	1131	1119	279									
Volume to Capacity	0.04	0.01	0.49									
Queue Length 95th (ft)	3	1	63									
Control Delay (s)	1.4	0.5	29.6									
Lane LOS	A	A	D									
Approach Delay (s)	1.4	0.5	29.6									
Approach LOS			D									
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			50.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: 39th St NW & Albermarle St NW

















05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	3	176	0	0	188	7	13	54	5	11	0	1
Future Volume (Veh/h)	3	176	0	0	188	7	13	54	5	11	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			5%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	196	0	0	209	8	14	60	6	12	0	1
Pedestrians		76			88			45			88	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			6			3			6	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		127										
pX, platoon unblocked				0.93			0.93	0.93	0.93	0.93	0.93	
vC, conflicting volume	305			241			537	552	329	627	548	377
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	305			139			459	475	234	556	471	377
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	85	99	96	100	100
cM capacity (veh/h)	1190			1306			406	410	681	297	415	599
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	199	217	80	13								
Volume Left	3	0	14	12								
Volume Right	0	8	6	1								
cSH	1190	1306	422	309								
Volume to Capacity	0.00	0.00	0.19	0.04								
Queue Length 95th (ft)	0	0	17	3								
Control Delay (s)	0.1	0.0	15.5	17.2								
Lane LOS	A		C	C								
Approach Delay (s)	0.1	0.0	15.5	17.2								
Approach LOS			C	C								
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			32.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: 40th St NW & Brandywine St

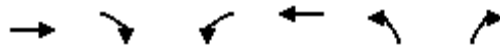
05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Traffic Volume (vph)	29	0	40	105	66	64	0	0	0	0	110	49
Future Volume (vph)	29	0	40	105	66	64	0	0	0	0	110	49
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	0	44	117	73	71	0	0	0	0	122	54
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total (vph)	32	44	261	176								
Volume Left (vph)	32	0	117	0								
Volume Right (vph)	0	44	71	54								
Hadj (s)	0.50	-0.61	0.01	-0.18								
Departure Headway (s)	5.7	4.5	4.5	4.5								
Degree Utilization, x	0.05	0.06	0.33	0.22								
Capacity (veh/h)	600	748	762	751								
Control Delay (s)	7.8	6.6	9.7	8.8								
Approach Delay (s)	7.1		9.7	8.8								
Approach LOS	A		A	A								
Intersection Summary												
Delay			9.0									
Level of Service			A									
Intersection Capacity Utilization			35.3%	ICU Level of Service								A
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: 40th St NW & Chesapeake St NW

05/12/2022

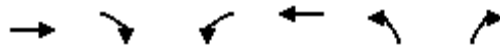


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↗
Traffic Volume (veh/h)	72	62	121	99	27	70
Future Volume (Veh/h)	72	62	121	99	27	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	80	69	134	110	30	78
Pedestrians	94			42	94	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	7			3	7	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	260					
pX, platoon unblocked					0.97	
vC, conflicting volume	243			680		250
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	243			654		250
tC, single (s)	4.1			6.4		6.2
tC, 2 stage (s)						
tF (s)	2.2			3.5		3.3
p0 queue free %	89			91		89
cM capacity (veh/h)	1248			328		720
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	149	244	108			
Volume Left	0	134	30			
Volume Right	69	0	78			
cSH	1700	1248	541			
Volume to Capacity	0.09	0.11	0.20			
Queue Length 95th (ft)	0	9	18			
Control Delay (s)	0.0	4.9	13.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	4.9	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay	5.3					
Intersection Capacity Utilization	47.2%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: Fort Dr NW & Chesapeake St NW

05/12/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	134	9	58	201	17	21
Future Volume (Veh/h)	134	9	58	201	17	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	149	10	64	223	19	23
Pedestrians	40			42	42	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			3	3	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	197					
pX, platoon unblocked					0.92	
vC, conflicting volume	201			587	238	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	201			506	238	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	95			96	97	
cM capacity (veh/h)	1325			437	760	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	159	287	42			
Volume Left	0	64	19			
Volume Right	10	0	23			
cSH	1700	1325	569			
Volume to Capacity	0.09	0.05	0.07			
Queue Length 95th (ft)	0	4	6			
Control Delay (s)	0.0	2.1	11.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.1	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay	2.2					
Intersection Capacity Utilization	46.7%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 7: 41st St/Belt Rd NW & 41st St NW/Chesapeake St NW

05/12/2022



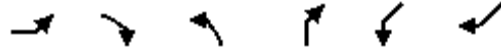
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕		↖		↗
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	97	30	31	16	32	114	0	11
Future Volume (vph)	0	0	0	0	97	30	31	16	32	114	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	108	33	34	18	36	127	0	12

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total (vph)	141	88	127	12
Volume Left (vph)	0	34	127	0
Volume Right (vph)	33	36	0	12
Hadj (s)	-0.13	-0.17	0.52	-0.70
Departure Headway (s)	4.3	4.3	5.4	4.2
Degree Utilization, x	0.17	0.11	0.19	0.01
Capacity (veh/h)	782	792	639	822
Control Delay (s)	8.2	7.9	8.5	6.1
Approach Delay (s)	8.2	7.9	8.3	
Approach LOS	A	A	A	

Intersection Summary			
Delay		8.2	
Level of Service		A	
Intersection Capacity Utilization	26.6%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 817: Tenley Cir & Yuma St.

05/12/2022



Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations		↑			↑↑↑	
Traffic Volume (veh/h)	0	148	0	0	781	149
Future Volume (Veh/h)	0	148	0	0	781	149
Sign Control	Stop		Free		Free	
Grade	-4%		0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	163	0	0	858	164
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)			218	110		
pX, platoon unblocked	0.72	0.72	0.72			
vC, conflicting volume	940	511	1022			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	0	236			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	79	100			
cM capacity (veh/h)	621	781	961			
Direction, Lane #	EB 1	SW 1	SW 2			
Volume Total	163	572	450			
Volume Left	0	0	0			
Volume Right	163	0	164			
cSH	781	1700	1700			
Volume to Capacity	0.21	0.34	0.26			
Queue Length 95th (ft)	20	0	0			
Control Delay (s)	10.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.8	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
854: WISCONSIN AVE & 41St ST

05/12/2022

	↑	↗	↖	↓	↙	↘
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗		↑↑↑		
Traffic Volume (veh/h)	630	75	6	845	0	0
Future Volume (Veh/h)	630	75	6	845	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	670	80	6	899	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	160					
pX, platoon unblocked			0.82	0.82	0.82	
vC, conflicting volume			750	982	335	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240	525	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			99	100	100	
cM capacity (veh/h)			1091	395	889	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	335	335	80	186	360	360
Volume Left	0	0	0	6	0	0
Volume Right	0	0	80	0	0	0
cSH	1700	1700	1700	1091	1700	1700
Volume to Capacity	0.20	0.20	0.05	0.01	0.21	0.21
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.3	0.0	0.0
Lane LOS				A		
Approach Delay (s)	0.0		0.1			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			30.1%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 864: Tenley Cir & Yuma St

05/12/2022



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations		↑			↑↑↑	
Traffic Volume (veh/h)	0	153	0	0	494	66
Future Volume (Veh/h)	0	153	0	0	494	66
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	165	0	0	531	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			187		111	
pX, platoon unblocked						
vC, conflicting volume	566	301	602			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	566	301	602			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	76	100			
cM capacity (veh/h)	459	701	985			
Direction, Lane #	WB 1	NE 1	NE 2			
Volume Total	165	354	248			
Volume Left	0	0	0			
Volume Right	165	0	71			
cSH	701	1700	1700			
Volume to Capacity	0.24	0.21	0.15			
Queue Length 95th (ft)	23	0	0			
Control Delay (s)	11.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.7	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			21.3%		ICU Level of Service	A
Analysis Period (min)			15			

Queues

6037: Nebraska Ave NW & Albermarle St NW

05/12/2022



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	41	156	66	145	412	761
v/c Ratio	0.20	0.38	0.31	0.41	0.24	0.45
Control Delay	40.8	42.5	40.8	41.0	7.8	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	42.5	40.8	41.0	7.8	4.3
Queue Length 50th (ft)	27	110	41	93	44	70
Queue Length 95th (ft)	m63	177	85	157	90	70
Internal Link Dist (ft)		216		47	419	104
Turn Bay Length (ft)			250			
Base Capacity (vph)	207	411	213	357	1741	1695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.38	0.31	0.41	0.24	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6037: Nebraska Ave NW & Albermarle St NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (vph)	39	149	1	63	138	1	6	363	27	2	662	66
Future Volume (vph)	39	149	1	63	138	1	6	363	27	2	662	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			5%			-5%			1%	
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.87	1.00		0.95	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1312	1594		1395	1383			2947			2843	
Flt Permitted	0.58	1.00		0.56	1.00			0.95			0.95	
Satd. Flow (perm)	806	1594		828	1383			2787			2714	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	155	1	66	144	1	6	378	28	2	690	69
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	156	0	66	145	0	0	412	0	0	761	0
Confl. Peds. (#/hr)	83		30	30		83	111		34	34		11
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	29.0	29.0		29.0	29.0			73.0			73.0	
Effective Green, g (s)	31.0	31.0		31.0	31.0			75.0			75.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.62			0.62	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)	208	411		213	357			1741			1696	
v/s Ratio Prot		0.10			c0.10							
v/s Ratio Perm	0.05			0.08				0.15			c0.28	
v/c Ratio	0.20	0.38		0.31	0.41			0.24			0.45	
Uniform Delay, d1	34.8	36.6		35.9	36.9			9.9			11.7	
Progression Factor	1.08	1.07		1.00	1.00			0.75			0.30	
Incremental Delay, d2	2.1	2.6		3.7	3.4			0.3			0.7	
Delay (s)	39.6	41.8		39.6	40.3			7.7			4.2	
Level of Service	D	D		D	D			A			A	
Approach Delay (s)		41.3			40.1			7.7			4.2	
Approach LOS		D			D			A			A	

Intersection Summary		
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.43	B
Actuated Cycle Length (s)	120.0	Sum of lost time (s)
Intersection Capacity Utilization	53.5%	12.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

Queues

6130: WISCONSIN AVE & Albermarle St

05/12/2022



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	53	254	153	57	820	35	1237
v/c Ratio	0.34	0.47	0.50	0.26	0.58	0.19	0.59
Control Delay	57.1	31.6	46.1	40.3	9.6	9.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Total Delay	57.1	31.6	46.1	40.3	9.6	9.8	14.4
Queue Length 50th (ft)	39	147	111	38	70	6	106
Queue Length 95th (ft)	81	224	179	78	m81	m11	199
Internal Link Dist (ft)		590	218		474		116
Turn Bay Length (ft)	120			150		110	
Base Capacity (vph)	154	535	303	220	1413	182	2092
Starvation Cap Reductn	0	0	0	0	20	0	594
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.47	0.50	0.26	0.59	0.19	0.83

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6130: WISCONSIN AVE & Albermarle St

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↖	↗			↖	↗		↑↑	↗		↑↑↑		
Traffic Volume (vph)	47	131	95	44	93	51	0	730	31	0	1066	35	
Future Volume (vph)	47	131	95	44	93	51	0	730	31	0	1066	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	9	9	9	11	11	11	11	11	11	
Grade (%)		-4%			4%			3%				-3%	
Total Lost time (s)	3.0	4.0			4.0	4.0		4.0	4.0		4.0		
Lane Util. Factor	1.00	1.00			1.00	1.00		0.95	1.00		0.91		
Frpb, ped/bikes	1.00	0.92			1.00	0.68		1.00	0.31		0.97		
Flpb, ped/bikes	1.00	1.00			0.96	1.00		1.00	1.00		1.00		
Frt	1.00	0.94			1.00	0.85		1.00	0.85		1.00		
Flt Protected	0.95	1.00			0.98	1.00		1.00	1.00		1.00		
Satd. Flow (prot)	1547	1396			1392	853		2826	365		4185		
Flt Permitted	0.95	1.00			0.83	1.00		1.00	1.00		1.00		
Satd. Flow (perm)	1547	1396			1174	853		2826	365		4185		
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Adj. Flow (vph)	53	147	107	49	104	57	0	820	35	0	1198	39	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	53	254	0	0	153	57	0	820	35	0	1237	0	
Confl. Peds. (#/hr)	221		128	128		221	359		326	326		359	
Confl. Bikes (#/hr)									2			5	
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	4%	4%	4%	3%	3%	3%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	7	0	20	20	
Parking (#/hr)								0	0				
Turn Type	Prot	NA		Perm	NA	Perm		NA	Perm		NA		
Protected Phases	3	8			4			2				6	
Permitted Phases				4		4				2			
Actuated Green, G (s)	10.0	44.0			29.0	29.0		58.0	58.0		58.0		
Effective Green, g (s)	12.0	46.0			31.0	31.0		60.0	60.0		60.0		
Actuated g/C Ratio	0.10	0.38			0.26	0.26		0.50	0.50		0.50		
Clearance Time (s)	5.0	6.0			6.0	6.0		6.0	6.0		6.0		
Lane Grp Cap (vph)	154	535			303	220		1413	182		2092		
v/s Ratio Prot	c0.03	c0.18						0.29			c0.30		
v/s Ratio Perm					0.13	0.07			0.10				
v/c Ratio	0.34	0.47			0.50	0.26		0.58	0.19		0.59		
Uniform Delay, d1	50.3	27.9			38.0	35.4		21.1	16.6		21.3		
Progression Factor	1.00	1.00			1.03	1.03		0.37	0.43		0.55		
Incremental Delay, d2	6.0	3.0			5.8	2.8		1.5	2.1		1.2		
Delay (s)	56.3	30.9			45.1	39.2		9.4	9.2		13.0		
Level of Service	E	C			D	D		A	A		B		
Approach Delay (s)		35.3			43.5			9.4			13.0		
Approach LOS		D			D			A			B		
Intersection Summary													
HCM 2000 Control Delay			16.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	15.0
Intersection Capacity Utilization			71.5%									ICU Level of Service	C
Analysis Period (min)			15										

Queues

6131: WISCONSIN AVE & Brandywine St

05/12/2022






















Lane Group	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	138	715	31	38	861
v/c Ratio	0.38	0.47	0.60	0.10	0.16	0.44
Control Delay	45.5	12.3	7.3	0.6	44.1	20.1
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	45.5	12.3	7.5	0.6	44.1	20.1
Queue Length 50th (ft)	61	15	63	0	25	151
Queue Length 95th (ft)	114	m33	84	m0	59	187
Internal Link Dist (ft)	94		262			80
Turn Bay Length (ft)		110		100	75	
Base Capacity (vph)	243	296	1191	321	239	1935
Starvation Cap Reductn	0	0	82	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.64	0.10	0.16	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6131: WISCONSIN AVE & Brandywine St

05/12/2022

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	19	33	33	130	672	29	36	785	24	
Future Volume (vph)	0	0	0	19	33	33	130	672	29	36	785	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	9	9	9	9	9	9	9	9	9	
Grade (%)		8%			-2%			-2%				5%	
Total Lost time (s)					4.0		4.0	4.0	4.0	3.0	4.0		
Lane Util. Factor					1.00		1.00	0.95	1.00	1.00	0.91		
Frbp, ped/bikes					0.94		1.00	1.00	0.51	1.00	0.99		
Flpb, ped/bikes					0.97		0.96	1.00	1.00	1.00	1.00		
Frt					0.95		1.00	1.00	0.85	1.00	1.00		
Flt Protected					0.99		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)					1126		1341	2647	559	1371	3867		
Flt Permitted					0.99		0.32	1.00	1.00	0.95	1.00		
Satd. Flow (perm)					1126		447	2647	559	1371	3867		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.90	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	0	0	0	20	35	37	138	715	31	38	835	26	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	17	0	3	0	
Lane Group Flow (vph)	0	0	0	0	92	0	138	715	14	38	859	0	
Confl. Peds. (#/hr)	92		95	95		92	96		119	119		96	
Confl. Bikes (#/hr)									2				
Heavy Vehicles (%)	0%	0%	0%	6%	6%	6%	6%	6%	6%	4%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	7	0	0	0	
Parking (#/hr)				0	0	0		0	0				
Turn Type				Perm	NA		pm+pt	NA	Perm	Prot	NA		
Protected Phases					4		1	6		5	2		
Permitted Phases				4			6		6				
Actuated Green, G (s)					24.0		52.0	52.0	52.0	19.0	58.0		
Effective Green, g (s)					26.0		54.0	54.0	54.0	21.0	60.0		
Actuated g/C Ratio					0.22		0.45	0.45	0.45	0.18	0.50		
Clearance Time (s)					6.0		6.0	6.0	6.0	5.0	6.0		
Lane Grp Cap (vph)					243		305	1191	251	239	1933		
v/s Ratio Prot							0.05	c0.27		c0.03	c0.22		
v/s Ratio Perm					0.08		0.15		0.02				
v/c Ratio					0.38		0.45	0.60	0.06	0.16	0.44		
Uniform Delay, d1					40.1		26.3	24.9	18.6	42.0	19.3		
Progression Factor					1.00		0.26	0.22	1.00	1.00	1.00		
Incremental Delay, d2					4.4		4.0	1.9	0.4	1.4	0.7		
Delay (s)					44.5		11.0	7.2	19.0	43.4	20.0		
Level of Service					D		B	A	B	D	C		
Approach Delay (s)		0.0			44.5			8.2			21.0		
Approach LOS		A			D			A			C		
Intersection Summary													
HCM 2000 Control Delay			16.1		HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio			0.50										
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					16.0			
Intersection Capacity Utilization			55.6%		ICU Level of Service					B			
Analysis Period (min)			15										

Queues

6156: Nebraska Ave & Tenley Cir

05/12/2022



Lane Group	NER	SWT
Lane Group Flow (vph)	662	851
v/c Ratio	0.81	0.45
Control Delay	42.2	6.1
Queue Delay	13.4	0.0
Total Delay	55.6	6.1
Queue Length 50th (ft)	257	83
Queue Length 95th (ft)	346	m72
Internal Link Dist (ft)		28
Turn Bay Length (ft)	70	
Base Capacity (vph)	820	1896
Starvation Cap Reductn	0	0
Spillback Cap Reductn	149	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 6156: Nebraska Ave & Tenley Cir

05/12/2022

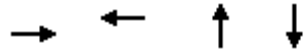


Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations				↑↑		↑↑
Traffic Volume (vph)	0	0	0	629	0	808
Future Volume (vph)	0	0	0	629	0	808
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-2%			0%
Total Lost time (s)				3.0		7.0
Lane Util. Factor				0.88		0.95
Fr _t				0.85		1.00
Fl _t Protected				1.00		1.00
Satd. Flow (prot)				2140		2881
Fl _t Permitted				1.00		1.00
Satd. Flow (perm)				2140		2881
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	662	0	851
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	662	0	851
Heavy Vehicles (%)	0%	0%	6%	6%	4%	4%
Bus Blockages (#/hr)	0	0	0	5	0	6
Parking (#/hr)				0		
Turn Type				custom		NA
Protected Phases				2 3		11 4 15
Permitted Phases						
Actuated Green, G (s)				40.0		94.0
Effective Green, g (s)				42.0		93.0
Actuated g/C Ratio				0.35		0.78
Clearance Time (s)						
Lane Grp Cap (vph)				749		2232
v/s Ratio Prot				c0.31		c0.30
v/s Ratio Perm						
v/c Ratio				0.88		0.38
Uniform Delay, d ₁				36.7		4.3
Progression Factor				1.00		0.88
Incremental Delay, d ₂				14.3		0.3
Delay (s)				51.1		4.1
Level of Service				D		A
Approach Delay (s)	0.0		51.1			4.1
Approach LOS	A		D			A
Intersection Summary						
HCM 2000 Control Delay			24.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	28.0
Intersection Capacity Utilization			32.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6206: Nebraska Ave NW & Chesapeake St NW

05/12/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	159	93	530	973
v/c Ratio	0.73	0.26	0.32	0.55
Control Delay	64.2	41.6	7.2	11.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	64.2	41.6	7.2	11.1
Queue Length 50th (ft)	114	60	90	180
Queue Length 95th (ft)	#220	110	103	233
Internal Link Dist (ft)	235	564	966	227
Turn Bay Length (ft)				
Base Capacity (vph)	218	360	1633	1759
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	0.26	0.32	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
6206: Nebraska Ave NW & Chesapeake St NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕			↕			
Traffic Volume (vph)	66	72	8	10	74	2	26	447	15	2	767	126		
Future Volume (vph)	66	72	8	10	74	2	26	447	15	2	767	126		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	10	10	10	15	15	15	9	9	9	9	9	9		
Grade (%)		-7%			1%			-2%			-4%			
Total Lost time (s)		4.0			4.0			4.0			4.0			
Lane Util. Factor		1.00			1.00			0.95			0.95			
Frbp, ped/bikes		0.99			1.00			1.00			0.98			
Flpb, ped/bikes		0.98			0.99			1.00			1.00			
Frt		0.99			1.00			1.00			0.98			
Flt Protected		0.98			0.99			1.00			1.00			
Satd. Flow (prot)		1269			1787			2788			2715			
Flt Permitted		0.80			0.96			0.86			0.95			
Satd. Flow (perm)		1044			1726			2418			2591			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	72	78	9	11	80	2	28	486	16	2	834	137		
RTOR Reduction (vph)	0	2	0	0	1	0	0	2	0	0	11	0		
Lane Group Flow (vph)	0	157	0	0	92	0	0	528	0	0	962	0		
Confl. Peds. (#/hr)	22		42	42		22	24		21	21		24		
Heavy Vehicles (%)	11%	11%	11%	3%	3%	3%	3%	3%	3%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0	0	8	0	0	8	8		
Parking (#/hr)	0	0	0											
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		4			8			2			6			
Permitted Phases	4			8			2			6				
Actuated Green, G (s)		23.0			23.0			79.0			79.0			
Effective Green, g (s)		25.0			25.0			81.0			81.0			
Actuated g/C Ratio		0.21			0.21			0.68			0.68			
Clearance Time (s)		6.0			6.0			6.0			6.0			
Lane Grp Cap (vph)		217			359			1632			1748			
v/s Ratio Prot														
v/s Ratio Perm		c0.15			0.05			0.22			c0.37			
v/c Ratio		0.73			0.26			0.32			0.55			
Uniform Delay, d1		44.3			39.7			8.1			10.1			
Progression Factor		1.00			1.00			0.82			1.00			
Incremental Delay, d2		19.0			1.7			0.5			1.3			
Delay (s)		63.3			41.5			7.2			11.3			
Level of Service		E			D			A			B			
Approach Delay (s)		63.3			41.5			7.2			11.3			
Approach LOS		E			D			A			B			
Intersection Summary														
HCM 2000 Control Delay			16.4									HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio			0.58											
Actuated Cycle Length (s)			120.0								12.0			
Intersection Capacity Utilization			58.3%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Queues

6259: WISCONSIN AVE & River Rd

05/12/2022



Lane Group	NBT	SBT	SEL
Lane Group Flow (vph)	865	864	367
v/c Ratio	0.54	0.36	0.83
Control Delay	4.2	1.1	44.4
Queue Delay	0.2	0.1	0.0
Total Delay	4.4	1.3	44.4
Queue Length 50th (ft)	24	7	195
Queue Length 95th (ft)	25	8	#369
Internal Link Dist (ft)	58	262	260
Turn Bay Length (ft)			
Base Capacity (vph)	1601	2371	441
Starvation Cap Reductn	167	494	0
Spillback Cap Reductn	12	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.46	0.83

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
6259: WISCONSIN AVE & River Rd

05/12/2022



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑↑↓		↑↓	
Traffic Volume (vph)	0	804	788	16	27	314
Future Volume (vph)	0	804	788	16	27	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	10	10
Grade (%)		3%	1%		5%	
Total Lost time (s)		5.0	5.0		3.0	
Lane Util. Factor		0.95	0.91		1.00	
Frbp, ped/bikes		1.00	0.99		1.00	
Flpb, ped/bikes		1.00	1.00		0.99	
Frt		1.00	1.00		0.88	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		2826	4183		1167	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		2826	4183		1167	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	865	847	17	29	338
RTOR Reduction (vph)	0	0	2	0	72	0
Lane Group Flow (vph)	0	865	862	0	295	0
Confl. Peds. (#/hr)	141			141	53	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	16	16	0	0
Parking (#/hr)		0			0	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					4	
Actuated Green, G (s)		66.0	66.0		36.0	
Effective Green, g (s)		68.0	68.0		38.0	
Actuated g/C Ratio		0.57	0.57		0.32	
Clearance Time (s)		7.0	7.0		5.0	
Lane Grp Cap (vph)		1601	2370		369	
v/s Ratio Prot		c0.31	0.21			
v/s Ratio Perm					c0.25	
v/c Ratio		0.54	0.36		0.80	
Uniform Delay, d1		16.2	14.2		37.5	
Progression Factor		0.19	0.05		1.00	
Incremental Delay, d2		1.1	0.4		16.5	
Delay (s)		4.2	1.1		54.0	
Level of Service		A	A		D	
Approach Delay (s)		4.2	1.1		54.0	
Approach LOS		A	A		D	
Intersection Summary						
HCM 2000 Control Delay			11.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			55.4%		ICU Level of Service	B
Analysis Period (min)			15			

Queues

7130: WISCONSIN AVE

05/12/2022



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	20	930	1238
v/c Ratio	0.03	0.55	0.34
Control Delay	15.4	3.4	0.5
Queue Delay	0.0	0.2	0.2
Total Delay	15.4	3.6	0.7
Queue Length 50th (ft)	8	26	1
Queue Length 95th (ft)	21	34	2
Internal Link Dist (ft)	85	116	58
Turn Bay Length (ft)			
Base Capacity (vph)	736	1704	3665
Starvation Cap Reductn	0	188	1434
Spillback Cap Reductn	0	0	269
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.61	0.55
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

7130: WISCONSIN AVE

05/12/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	17	787	41	2	1100
Future Volume (vph)	1	17	787	41	2	1100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	2%		3%			-3%
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		0.95			0.91
Frpb, ped/bikes	1.00		0.96			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.87		0.99			1.00
Flt Protected	1.00		1.00			1.00
Satd. Flow (prot)	1472		2726			4333
Flt Permitted	1.00		1.00			0.94
Satd. Flow (perm)	1472		2726			4074
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	19	884	46	2	1236
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	20	0	930	0	0	1238
Confl. Peds. (#/hr)	103			409	409	
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	0%	0%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	19
Parking (#/hr)			0	0		
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	6!		2 3!		4	6 3!
Permitted Phases					6 3!	
Actuated Green, G (s)	58.0		74.0			103.0
Effective Green, g (s)	60.0		76.0			107.0
Actuated g/C Ratio	0.50		0.63			0.89
Clearance Time (s)	6.0					
Lane Grp Cap (vph)	736		1726			3699
v/s Ratio Prot	0.01		c0.34			c0.09
v/s Ratio Perm						0.21
v/c Ratio	0.03		0.54			0.33
Uniform Delay, d1	15.2		12.2			1.0
Progression Factor	1.00		0.18			0.46
Incremental Delay, d2	0.1		1.0			0.2
Delay (s)	15.3		3.2			0.7
Level of Service	B		A			A
Approach Delay (s)	15.3		3.2			0.7
Approach LOS	B		A			A
Intersection Summary						
HCM 2000 Control Delay			1.9		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			41.1%		ICU Level of Service	A
Analysis Period (min)			15			

Queues

7156: Tenley Cir & WISCONSIN AVE

05/12/2022



Lane Group	NBT	SBT	NET
Lane Group Flow (vph)	627	1280	816
v/c Ratio	0.47	0.55	0.91
Control Delay	19.9	8.1	29.6
Queue Delay	0.1	0.4	40.7
Total Delay	20.0	8.5	70.4
Queue Length 50th (ft)	156	85	132
Queue Length 95th (ft)	206	m91	#420
Internal Link Dist (ft)	297	110	29
Turn Bay Length (ft)			
Base Capacity (vph)	1346	2336	900
Starvation Cap Reductn	0	511	148
Spillback Cap Reductn	123	0	112
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.51	0.70	1.09

Intersection Summary













95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7156: Tenley Cir & WISCONSIN AVE

05/12/2022

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑↑			↑↑				
Traffic Volume (vph)	0	461	116	0	1178	0	259	444	47	0	0	0
Future Volume (vph)	0	461	116	0	1178	0	259	444	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		1%			-2%			0%			0%	
Total Lost time (s)		3.0			3.0			7.0				
Lane Util. Factor		0.95			0.91			0.95				
Frbp, ped/bikes		0.98			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		0.97			1.00			0.99				
Flt Protected		1.00			1.00			0.98				
Satd. Flow (prot)		2606			4124			3002				
Flt Permitted		1.00			1.00			0.98				
Satd. Flow (perm)		2606			4124			3002				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	501	126	0	1280	0	282	483	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	627	0	0	1280	0	0	816	0	0	0	0
Confl. Peds. (#/hr)	66		104	104		66	7		22			
Confl. Bikes (#/hr)			4			4			2			
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	5%	5%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	19	0	0	0	0	0	0	0
Parking (#/hr)		0	0									
Turn Type		NA			NA		Perm	NA				
Protected Phases		15 6 1			15 6 1 2			3 4				
Permitted Phases							3 4					
Actuated Green, G (s)		59.0			66.0			44.0				
Effective Green, g (s)		57.0			60.0			46.0				
Actuated g/C Ratio		0.48			0.50			0.38				
Clearance Time (s)												
Lane Grp Cap (vph)		1237			2062			1150				
v/s Ratio Prot		0.24			0.31							
v/s Ratio Perm								0.27				
v/c Ratio		0.51			0.62			0.71				
Uniform Delay, d1		21.8			21.8			31.3				
Progression Factor		1.00			0.45			0.42				
Incremental Delay, d2		1.5			1.0			2.9				
Delay (s)		23.3			10.8			15.9				
Level of Service		C			B			B				
Approach Delay (s)		23.3			10.8			15.9			0.0	
Approach LOS		C			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			15.2				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			111.8%				ICU Level of Service		H			
Analysis Period (min)			15									

Queues

7157: Tenley Cir & Fort Dr & NEBRASKA AVE.

05/12/2022




















Lane Group	NBT	NBR	SBR	SWT
Lane Group Flow (vph)	107	467	106	785
v/c Ratio	0.13	0.49	0.10	0.70
Control Delay	17.9	2.9	0.2	25.9
Queue Delay	0.0	0.0	0.0	3.1
Total Delay	17.9	2.9	0.2	29.0
Queue Length 50th (ft)	66	0	0	277
Queue Length 95th (ft)	m90	m25	0	351
Internal Link Dist (ft)	1			419
Turn Bay Length (ft)				
Base Capacity (vph)	795	944	1073	1122
Starvation Cap Reductn	0	0	0	39
Spillback Cap Reductn	0	0	251	231
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.49	0.13	0.88

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7157: Tenley Cir & Fort Dr & NEBRASKA AVE.

05/12/2022

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	101	439	0	0	100	0	0	0	0	737	1
Future Volume (vph)	0	101	439	0	0	100	0	0	0	0	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				1%
Total Lost time (s)		3.0	7.0			2.0					3.0	
Lane Util. Factor		0.95	0.95			1.00					0.95	
Frbp, ped/bikes		1.00	1.00			1.00					1.00	
Flpb, ped/bikes		1.00	1.00			1.00					1.00	
Frt		1.00	0.85			0.86					1.00	
Flt Protected		1.00	1.00			1.00					1.00	
Satd. Flow (prot)		1404	1193			1073					2929	
Flt Permitted		1.00	1.00			1.00					1.00	
Satd. Flow (perm)		1404	1193			1073					2929	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	107	467	0	0	106	0	0	0	0	784	1
RTOR Reduction (vph)	0	0	105	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	107	362	0	0	106	0	0	0	0	785	0
Confl. Peds. (#/hr)			21	21			33					33
Heavy Vehicles (%)	8%	8%	8%	24%	24%	24%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	9	0	0	0	0	0	0
Turn Type		NA	custom			Free					NA	
Protected Phases		4 15 6 1	11 4 15								2 3	
Permitted Phases						Free						
Actuated Green, G (s)		65.0	94.0			120.0					40.0	
Effective Green, g (s)		63.0	93.0			120.0					42.0	
Actuated g/C Ratio		0.52	0.78			1.00					0.35	
Clearance Time (s)												
Lane Grp Cap (vph)		737	924			1073					1025	
v/s Ratio Prot		c0.08	c0.30								c0.27	
v/s Ratio Perm						0.10						
v/c Ratio		0.15	0.39			0.10					0.77	
Uniform Delay, d1		14.7	4.4			0.0					34.6	
Progression Factor		1.42	3.17			1.00					0.71	
Incremental Delay, d2		0.3	1.0			0.2					5.1	
Delay (s)		21.2	14.8			0.2					29.8	
Level of Service		C	B			A					C	
Approach Delay (s)		16.0			0.2			0.0			29.8	
Approach LOS		B			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			22.2									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			120.0							24.0		
Intersection Capacity Utilization			46.4%									ICU Level of Service A
Analysis Period (min)			15									
c	Critical Lane Group											

Queues

7158: Tenley Cir & WISCONSIN AVE

05/12/2022















Lane Group	NBT	SBT	SWT
Lane Group Flow (vph)	774	1295	1015
v/c Ratio	0.47	0.61	1.15
Control Delay	15.2	6.0	99.0
Queue Delay	0.7	0.1	0.0
Total Delay	15.9	6.1	99.0
Queue Length 50th (ft)	157	51	~490
Queue Length 95th (ft)	m203	57	#601
Internal Link Dist (ft)	110	474	17
Turn Bay Length (ft)			
Base Capacity (vph)	1635	2113	883
Starvation Cap Reductn	502	26	0
Spillback Cap Reductn	0	132	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.65	1.15

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7158: Tenley Cir & WISCONSIN AVE

05/12/2022

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑↑						↑↑	
Traffic Volume (vph)	0	720	0	0	923	282	0	0	0	255	648	41
Future Volume (vph)	0	720	0	0	923	282	0	0	0	255	648	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	11	11	11
Grade (%)		2%			-2%			0%			0%	
Total Lost time (s)		3.0			3.0						7.0	
Lane Util. Factor		0.95			0.91						0.95	
Frbp, ped/bikes		1.00			0.99						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		1.00			0.96						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		2887			4091						2946	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		2887			4091						2946	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	774	0	0	992	303	0	0	0	274	697	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	774	0	0	1295	0	0	0	0	0	1015	0
Confl. Peds. (#/hr)	32		17	17		32	126					126
Confl. Bikes (#/hr)			3			3						
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	0%	0%	0%	4%	4%	4%
Turn Type		NA			NA					Perm	NA	
Protected Phases		15 6 1 2			15 6 1						3 4	
Permitted Phases										3 4		
Actuated Green, G (s)		66.0			59.0						44.0	
Effective Green, g (s)		60.0			57.0						46.0	
Actuated g/C Ratio		0.50			0.48						0.38	
Clearance Time (s)												
Lane Grp Cap (vph)		1443			1943						1129	
v/s Ratio Prot		c0.27			c0.32							
v/s Ratio Perm											0.34	
v/c Ratio		0.54			0.67						0.90	
Uniform Delay, d1		20.5			24.2						34.8	
Progression Factor		0.92			0.24						0.41	
Incremental Delay, d2		1.1			1.5						10.0	
Delay (s)		20.0			7.2						24.1	
Level of Service		C			A						C	
Approach Delay (s)		20.0			7.2			0.0			24.1	
Approach LOS		C			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			16.0		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				24.0			
Intersection Capacity Utilization			111.8%		ICU Level of Service				H			
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Albermarle St NW/Albermarle St & 40th St NW

05/12/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (veh/h)	0	113	131	0	199	73
Future Volume (Veh/h)	0	113	131	0	199	73
Sign Control		Free	Free		Stop	
Grade		-4%	4%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	126	146	0	221	81
Pedestrians		194	132		194	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		13	9		13	
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		278	376			
pX, platoon unblocked						
vC, conflicting volume	340				598	534
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	340				598	534
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				40	80
cM capacity (veh/h)	1055				366	406
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	126	146	302			
Volume Left	0	0	221			
Volume Right	0	0	81			
cSH	1700	1700	500			
Volume to Capacity	0.07	0.09	0.60			
Queue Length 95th (ft)	0	0	99			
Control Delay (s)	0.0	0.0	25.4			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	25.4			
Approach LOS			D			
Intersection Summary						
Average Delay			13.4			
Intersection Capacity Utilization			33.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: Albermarle St NW/Albermarle St & Fort Dr NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Volume (veh/h)	20	198	99	13	120	97	14	63	22	0	0	0
Future Volume (Veh/h)	20	198	99	13	120	97	14	63	22	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		-4%			4%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	22	220	110	14	133	108	16	70	24	0	0	0
Pedestrians		150			193			109			193	
Lane Width (ft)		10.0			10.0			10.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		10			13			8			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		348			306							
pX, platoon unblocked	0.91						0.91	0.91		0.91	0.91	0.91
vC, conflicting volume	434			439			793	890	577	979	891	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	331			439			724	831	577	928	832	436
tC, single (s)	4.1			4.1			7.1	6.6	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.1	3.3	3.5	4.0	3.3
p0 queue free %	98			99			93	71	94	100	100	100
cM capacity (veh/h)	1120			1036			236	242	413	132	248	507
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	352	255	110									
Volume Left	22	14	16									
Volume Right	110	108	24									
cSH	1120	1036	265									
Volume to Capacity	0.02	0.01	0.42									
Queue Length 95th (ft)	2	1	48									
Control Delay (s)	0.7	0.6	27.9									
Lane LOS	A	A	D									
Approach Delay (s)	0.7	0.6	27.9									
Approach LOS			D									
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			44.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 39th St NW & Albermarle St NW

















05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	182	0	0	182	3	8	93	15	2	0	1
Future Volume (Veh/h)	4	182	0	0	182	3	8	93	15	2	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			5%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	202	0	0	202	3	9	103	17	2	0	1
Pedestrians		111			97			55			111	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		8			7			4			8	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		104										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	316			257			580	581	354	690	580	426
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	316			151			502	503	257	621	501	426
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	73	97	99	100	100
cM capacity (veh/h)	1148			1267			357	384	647	224	385	536
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	206	205	129	3								
Volume Left	4	0	9	2								
Volume Right	0	3	17	1								
cSH	1148	1267	403	278								
Volume to Capacity	0.00	0.00	0.32	0.01								
Queue Length 95th (ft)	0	0	34	1								
Control Delay (s)	0.2	0.0	18.1	18.1								
Lane LOS	A		C	C								
Approach Delay (s)	0.2	0.0	18.1	18.1								
Approach LOS			C	C								
Intersection Summary												
Average Delay			4.5									
Intersection Capacity Utilization			33.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 4: 40th St NW & Brandywine St

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Traffic Volume (vph)	14	0	63	73	49	73	0	0	0	0	9	32
Future Volume (vph)	14	0	63	73	49	73	0	0	0	0	9	32
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	0	70	81	54	81	0	0	0	0	10	36
Direction, Lane #	EB 1	EB 2	WB 1	SB 1								
Volume Total (vph)	16	70	216	46								
Volume Left (vph)	16	0	81	0								
Volume Right (vph)	0	70	81	36								
Hadj (s)	0.53	-0.67	-0.12	-0.44								
Departure Headway (s)	5.3	4.1	4.1	4.1								
Degree Utilization, x	0.02	0.08	0.24	0.05								
Capacity (veh/h)	669	858	871	815								
Control Delay (s)	7.2	6.2	8.4	7.3								
Approach Delay (s)	6.4		8.4	7.3								
Approach LOS	A		A	A								
Intersection Summary												
Delay			7.8									
Level of Service			A									
Intersection Capacity Utilization			50.4%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: 40th St NW & Chesapeake St NW

05/12/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	55	54	84	62	33	54
Future Volume (Veh/h)	55	54	84	62	33	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	61	60	93	69	37	60
Pedestrians	46				65	
Lane Width (ft)	10.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	3				5	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1054					
pX, platoon unblocked						
vC, conflicting volume			186	457		156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			186	457		156
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			93	92		93
cM capacity (veh/h)			1326	483		849
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	121	162	97			
Volume Left	0	93	37			
Volume Right	60	0	60			
cSH	1700	1326	659			
Volume to Capacity	0.07	0.07	0.15			
Queue Length 95th (ft)	0	6	13			
Control Delay (s)	0.0	4.8	11.4			
Lane LOS	A		B			
Approach Delay (s)	0.0	4.8	11.4			
Approach LOS	B					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			26.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Fort Dr NW & Chesapeake St NW

05/12/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	107	4	20	138	9	12
Future Volume (Veh/h)	107	4	20	138	9	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	119	4	22	153	10	13
Pedestrians	46				10	
Lane Width (ft)	10.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	3				1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	994					
pX, platoon unblocked						
vC, conflicting volume			133			374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			133			374
tC, single (s)			4.1			6.4
tC, 2 stage (s)						
tF (s)			2.2			3.5
p0 queue free %			98			98
cM capacity (veh/h)			1442			594
						912
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	123	175	23			
Volume Left	0	22	10			
Volume Right	4	0	13			
cSH	1700	1442	740			
Volume to Capacity	0.07	0.02	0.03			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	1.1	10.0			
Lane LOS	A		B			
Approach Delay (s)	0.0	1.1	10.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			25.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 7: 41st St/Belt Rd NW & 41st St NW/Chesapeake St NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕		↖		↗
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	0	74	20	61	22	29	69	0	6
Future Volume (vph)	0	0	0	0	74	20	61	22	29	69	0	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	0	82	22	68	24	32	77	0	7
Direction, Lane #	WB 1	NB 1	SB 1	SB 2								
Volume Total (vph)	104	124	77	7								
Volume Left (vph)	0	68	77	0								
Volume Right (vph)	22	32	0	7								
Hadj (s)	-0.09	-0.01	0.53	-0.67								
Departure Headway (s)	4.3	4.3	5.4	4.2								
Degree Utilization, x	0.12	0.15	0.11	0.01								
Capacity (veh/h)	799	803	646	830								
Control Delay (s)	7.9	8.1	7.9	6.0								
Approach Delay (s)	7.9	8.1	7.7									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7.9									
Level of Service			A									
Intersection Capacity Utilization			24.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 817: Tenley Cir & Yuma St.

05/12/2022



Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations		↗			↘↘↘	
Traffic Volume (veh/h)	0	116	0	0	645	155
Future Volume (Veh/h)	0	116	0	0	645	155
Sign Control	Stop		Free		Free	
Grade	-4%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	126	0	0	701	168
Pedestrians	269				141	
Lane Width (ft)	10.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	19				10	
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			218		110	
pX, platoon unblocked						
vC, conflicting volume	1195	704	1138			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1195	704	1138			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	60	100			
cM capacity (veh/h)	134	313	505			
Direction, Lane #	EB 1	SW 1	SW 2			
Volume Total	126	467	402			
Volume Left	0	0	0			
Volume Right	126	0	168			
cSH	313	1700	1700			
Volume to Capacity	0.40	0.27	0.24			
Queue Length 95th (ft)	47	0	0			
Control Delay (s)	24.1	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	24.1	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			30.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 854: WISCONSIN AVE & 41St ST

05/12/2022

	↑	↗	↘	↓	↙	↖
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑			↖↖		
Traffic Volume (veh/h)	783	116	1	653	0	0
Future Volume (Veh/h)	783	116	1	653	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	870	129	1	726	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	160					
pX, platoon unblocked			0.85	0.85	0.85	
vC, conflicting volume			999	1300	354	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			402	754	0	
tC, single (s)			4.1	6.8	6.9	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	100	100	
cM capacity (veh/h)			997	298	932	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	
Volume Total	348	348	303	243	484	
Volume Left	0	0	0	1	0	
Volume Right	0	0	129	0	0	
cSH	1700	1700	1700	997	1700	
Volume to Capacity	0.20	0.20	0.18	0.00	0.28	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS				A		
Approach Delay (s)	0.0			0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			24.2%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 864: Tenley Cir & Yuma St

05/12/2022



Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations		↑			↑↑↑	
Traffic Volume (veh/h)	0	151	0	0	869	61
Future Volume (Veh/h)	0	151	0	0	869	61
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	156	0	0	896	63
Pedestrians			9		9	
Lane Width (ft)			0.0		12.0	
Walking Speed (ft/s)			4.0		4.0	
Percent Blockage			0		1	
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			187		111	
pX, platoon unblocked	0.74	0.74	0.74			
vC, conflicting volume	936	488	959			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	0	241			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	81	100			
cM capacity (veh/h)	559	805	989			
Direction, Lane #	WB 1	NE 1	NE 2			
Volume Total	156	597	362			
Volume Left	0	0	0			
Volume Right	156	0	63			
cSH	805	1700	1700			
Volume to Capacity	0.19	0.35	0.21			
Queue Length 95th (ft)	18	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			42.3%		ICU Level of Service	A
Analysis Period (min)			15			

Queues

6037: Nebraska Ave NW & Albermarle St NW

05/12/2022



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	80	154	37	169	834	625
v/c Ratio	0.56	0.46	0.24	0.59	0.44	0.32
Control Delay	60.4	48.1	44.4	52.2	9.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	60.4	48.1	44.4	52.2	10.2	8.2
Queue Length 50th (ft)	57	107	24	119	149	90
Queue Length 95th (ft)	#113	175	58	195	176	111
Internal Link Dist (ft)		226		24	419	104
Turn Bay Length (ft)			250			
Base Capacity (vph)	144	336	155	288	1902	1948
Starvation Cap Reductn	0	0	0	0	573	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.46	0.24	0.59	0.63	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

6037: Nebraska Ave NW & Albermarle St NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (vph)	74	139	5	34	157	0	14	714	47	0	526	55
Future Volume (vph)	74	139	5	34	157	0	14	714	47	0	526	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Grade (%)		-4%			5%			-5%				1%
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.86	1.00		0.91	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1326	1613		1337	1387			2999			2886	
Flt Permitted	0.50	1.00		0.53	1.00			0.94			1.00	
Satd. Flow (perm)	696	1613		747	1387			2819			2886	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	80	149	5	37	169	0	15	768	51	0	566	59
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	80	154	0	37	169	0	0	834	0	0	625	0
Confl. Peds. (#/hr)	98		56	56		98	21		16	16		21
Confl. Bikes (#/hr)			2			1						
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Parking (#/hr)					0	0						
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	23.0	23.0		23.0	23.0			79.0			79.0	
Effective Green, g (s)	25.0	25.0		25.0	25.0			81.0			81.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21			0.68			0.68	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)	145	336		155	288			1902			1948	
v/s Ratio Prot		0.10			c0.12						0.22	
v/s Ratio Perm	0.12			0.05				c0.30				
v/c Ratio	0.55	0.46		0.24	0.59			0.44			0.32	
Uniform Delay, d1	42.5	41.6		39.6	42.8			9.0			8.1	
Progression Factor	1.03	1.03		1.00	1.00			1.02			0.95	
Incremental Delay, d2	14.2	4.4		3.6	8.5			0.5			0.4	
Delay (s)	58.2	47.4		43.2	51.3			9.6			8.1	
Level of Service	E	D		D	D			A			A	
Approach Delay (s)		51.1			49.9			9.6			8.1	
Approach LOS		D			D			A			A	

Intersection Summary

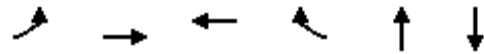
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

6130: WISCONSIN AVE & Albermarle St

05/12/2022



Lane Group	EBL	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	46	136	134	83	1093	887
v/c Ratio	0.30	0.24	0.43	0.38	0.55	0.43
Control Delay	56.0	26.5	44.8	45.5	8.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.3
Total Delay	56.0	26.5	44.8	45.5	8.4	8.1
Queue Length 50th (ft)	34	71	98	60	56	64
Queue Length 95th (ft)	73	120	161	m110	m64	75
Internal Link Dist (ft)		590	198		474	116
Turn Bay Length (ft)	120			150		
Base Capacity (vph)	151	574	314	217	1981	2087
Starvation Cap Reductn	0	0	0	0	0	934
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.24	0.43	0.38	0.55	0.77

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6130: WISCONSIN AVE & Albermarle St

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↖	↗			↖	↗		↑↑↑			↑↑↑		
Traffic Volume (vph)	43	92	36	37	89	78	0	985	42	0	790	44	
Future Volume (vph)	43	92	36	37	89	78	0	985	42	0	790	44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	9	9	9	11	11	11	11	11	11	
Grade (%)		-4%			4%			3%			-3%		
Total Lost time (s)	3.0	4.0			4.0	4.0		4.0			4.0		
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91			0.91		
Frpb, ped/bikes	1.00	0.98			1.00	0.68		0.97			0.95		
Flpb, ped/bikes	1.00	1.00			0.94	1.00		1.00			1.00		
Frt	1.00	0.96			1.00	0.85		0.99			0.99		
Flt Protected	0.95	1.00			0.99	1.00		1.00			1.00		
Satd. Flow (prot)	1516	1499			1356	841		3962			4174		
Flt Permitted	0.95	1.00			0.88	1.00		1.00			1.00		
Satd. Flow (perm)	1516	1499			1216	841		3962			4174		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	46	98	38	39	95	83	0	1048	45	0	840	47	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	46	136	0	0	134	83	0	1093	0	0	887	0	
Confl. Peds. (#/hr)	121		39	168		228	426		465	465		426	
Confl. Bikes (#/hr)			1			1			6			4	
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	16	16	0	12	12	
Parking (#/hr)								0	0				
Turn Type	Prot	NA		Perm	NA	Perm		NA			NA		
Protected Phases	3	8			4			2				6	
Permitted Phases				4		4							
Actuated Green, G (s)	10.0	44.0			29.0	29.0		58.0				58.0	
Effective Green, g (s)	12.0	46.0			31.0	31.0		60.0				60.0	
Actuated g/C Ratio	0.10	0.38			0.26	0.26		0.50				0.50	
Clearance Time (s)	5.0	6.0			6.0	6.0		6.0				6.0	
Lane Grp Cap (vph)	151	574			314	217		1981				2087	
v/s Ratio Prot	c0.03	c0.09						c0.28				0.21	
v/s Ratio Perm					c0.11	0.10							
v/c Ratio	0.30	0.24			0.43	0.38		0.55				0.43	
Uniform Delay, d1	50.1	25.1			37.1	36.6		20.7				19.0	
Progression Factor	1.00	1.00			1.07	1.07		0.35				0.32	
Incremental Delay, d2	5.1	1.0			4.1	4.9		1.0				0.6	
Delay (s)	55.3	26.1			43.8	44.2		8.3				6.7	
Level of Service	E	C			D	D		A				A	
Approach Delay (s)		33.4			44.0			8.3				6.7	
Approach LOS		C			D			A				A	
Intersection Summary													
HCM 2000 Control Delay			12.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.48										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	15.0
Intersection Capacity Utilization			70.1%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group

Queues

6131: WISCONSIN AVE & Brandywine St

05/12/2022






















Lane Group	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	87	214	968	44	643
v/c Ratio	0.34	0.46	0.49	0.30	0.62
Control Delay	44.1	11.0	4.5	54.6	31.7
Queue Delay	0.0	0.0	0.1	0.0	0.0
Total Delay	44.1	11.0	4.6	54.6	31.7
Queue Length 50th (ft)	57	18	24	32	204
Queue Length 95th (ft)	108	m70	23	71	269
Internal Link Dist (ft)	188		262		80
Turn Bay Length (ft)		110		75	
Base Capacity (vph)	258	461	1990	146	1035
Starvation Cap Reductn	0	0	249	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.46	0.56	0.30	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6131: WISCONSIN AVE & Brandywine St

05/12/2022

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	16	30	36	203	863	57	42	583	28	
Future Volume (vph)	0	0	0	16	30	36	203	863	57	42	583	28	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	9	9	9	9	9	9	9	9	9	
Grade (%)		8%			-2%			-2%			5%		
Total Lost time (s)					4.0		4.0	4.0		3.0	4.0		
Lane Util. Factor					1.00		1.00	0.91		1.00	0.95		
Frbp, ped/bikes					0.97		1.00	0.97		1.00	0.98		
Flpb, ped/bikes					0.99		0.93	1.00		1.00	1.00		
Frt					0.94		1.00	0.99		1.00	0.99		
Flt Protected					0.99		0.95	1.00		0.95	1.00		
Satd. Flow (prot)					1195		1347	3904		1258	2582		
Flt Permitted					0.99		0.41	1.00		0.95	1.00		
Satd. Flow (perm)					1195		578	3904		1258	2582		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	0	0	17	32	38	214	908	60	44	614	29	
RTOR Reduction (vph)	0	0	0	0	0	0	0	6	0	0	3	0	
Lane Group Flow (vph)	0	0	0	0	87	0	214	962	0	44	640	0	
Confl. Peds. (#/hr)	42		51	51		42	98		189	189		98	
Confl. Bikes (#/hr)						1			3			2	
Heavy Vehicles (%)	0%	0%	0%	4%	4%	4%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	14	14	0	0	0	
Parking (#/hr)				0	0	0				0	0		
Turn Type				Perm	NA		pm+pt	NA		Prot	NA		
Protected Phases					4		1	6		5	2		
Permitted Phases				4			6						
Actuated Green, G (s)					24.0		59.0	59.0		12.0	46.0		
Effective Green, g (s)					26.0		61.0	61.0		14.0	48.0		
Actuated g/C Ratio					0.22		0.51	0.51		0.12	0.40		
Clearance Time (s)					6.0		6.0	6.0		5.0	6.0		
Lane Grp Cap (vph)					258		460	1984		146	1032		
v/s Ratio Prot							0.10	c0.25		c0.03	c0.25		
v/s Ratio Perm					0.07		0.14						
v/c Ratio					0.34		0.47	0.48		0.30	0.62		
Uniform Delay, d1					39.7		23.0	19.2		48.5	28.7		
Progression Factor					1.00		0.30	0.19		1.00	1.00		
Incremental Delay, d2					3.5		3.1	0.8		5.2	2.8		
Delay (s)					43.2		10.1	4.5		53.8	31.5		
Level of Service					D		B	A		D	C		
Approach Delay (s)		0.0			43.2			5.5			33.0		
Approach LOS		A			D			A			C		
Intersection Summary													
HCM 2000 Control Delay			16.8		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.50										
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					16.0			
Intersection Capacity Utilization			61.7%		ICU Level of Service					B			
Analysis Period (min)			15										

Queues

6156: Nebraska Ave & Tenley Cir

05/12/2022



Lane Group	NER	SWT
Lane Group Flow (vph)	877	700
v/c Ratio	0.94	0.37
Control Delay	52.1	5.0
Queue Delay	45.0	0.0
Total Delay	97.1	5.0
Queue Length 50th (ft)	363	73
Queue Length 95th (ft)	#514	m80
Internal Link Dist (ft)		28
Turn Bay Length (ft)		
Base Capacity (vph)	937	1900
Starvation Cap Reductn	0	0
Spillback Cap Reductn	176	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.15	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

6156: Nebraska Ave & Tenley Cir

05/12/2022

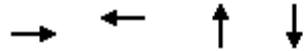


Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations				↑↑		↑↑
Traffic Volume (vph)	0	0	0	789	0	630
Future Volume (vph)	0	0	0	789	0	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-2%			0%
Total Lost time (s)				3.0		7.0
Lane Util. Factor				0.88		0.95
Frbp, ped/bikes				1.00		1.00
Flpb, ped/bikes				1.00		1.00
Fr t				0.85		1.00
Fl t Protected				1.00		1.00
Satd. Flow (prot)				2296		2887
Fl t Permitted				1.00		1.00
Satd. Flow (perm)				2296		2887
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	877	0	700
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	877	0	700
Confl. Peds. (#/hr)	62					
Confl. Bikes (#/hr)				2		
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	5	0	5
Turn Type				custom		NA
Protected Phases				2 3		11 4 15
Permitted Phases						
Actuated Green, G (s)				43.0		94.0
Effective Green, g (s)				45.0		93.0
Actuated g/C Ratio				0.38		0.78
Clearance Time (s)						
Lane Grp Cap (vph)				861		2237
v/s Ratio Prot				c0.38		c0.24
v/s Ratio Perm						
v/c Ratio				1.02		0.31
Uniform Delay, d1				37.5		4.0
Progression Factor				1.00		0.86
Incremental Delay, d2				35.4		0.3
Delay (s)				72.9		3.8
Level of Service				E		A
Approach Delay (s)	0.0		72.9			3.8
Approach LOS	A		E			A
Intersection Summary						
HCM 2000 Control Delay			42.2		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.64			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	28.0
Intersection Capacity Utilization			34.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

6206: Nebraska Ave NW & Chesapeake St NW

05/12/2022



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	125	63	916	671
v/c Ratio	0.54	0.18	0.48	0.36
Control Delay	52.5	31.3	6.6	7.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	52.5	31.3	6.6	7.8
Queue Length 50th (ft)	86	29	94	96
Queue Length 95th (ft)	152	69	90	126
Internal Link Dist (ft)	335	564	966	227
Turn Bay Length (ft)				
Base Capacity (vph)	231	348	1909	1870
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.54	0.18	0.48	0.36

Intersection Summary

HCM Signalized Intersection Capacity Analysis
6206: Nebraska Ave NW & Chesapeake St NW

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Volume (vph)	56	55	10	2	39	20	7	860	21	1	573	77	
Future Volume (vph)	56	55	10	2	39	20	7	860	21	1	573	77	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	10	10	10	15	15	15	9	9	9	9	9	9	
Grade (%)		-7%			1%			-2%			-4%		
Total Lost time (s)		4.0			4.0			4.0			4.0		
Lane Util. Factor		1.00			1.00			0.95			0.95		
Frpb, ped/bikes		1.00			0.98			1.00			0.99		
Flpb, ped/bikes		0.98			1.00			1.00			1.00		
Frt		0.99			0.95			1.00			0.98		
Flt Protected		0.98			1.00			1.00			1.00		
Satd. Flow (prot)		1365			1749			2904			2823		
Flt Permitted		0.86			0.99			0.95			0.95		
Satd. Flow (perm)		1194			1740			2760			2694		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	58	57	10	2	40	21	7	887	22	1	591	79	
RTOR Reduction (vph)	0	2	0	0	15	0	0	2	0	0	9	0	
Lane Group Flow (vph)	0	123	0	0	48	0	0	914	0	0	662	0	
Confl. Peds. (#/hr)	19		20	20		19	18		18	18		18	
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	1%	1%	1%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	3	
Parking (#/hr)	0	0	0										
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)		21.0			21.0			81.0			81.0		
Effective Green, g (s)		23.0			23.0			83.0			83.0		
Actuated g/C Ratio		0.19			0.19			0.69			0.69		
Clearance Time (s)		6.0			6.0			6.0			6.0		
Lane Grp Cap (vph)		228			333			1909			1863		
v/s Ratio Prot													
v/s Ratio Perm		c0.10			0.03			c0.33			0.25		
v/c Ratio		0.54			0.14			0.48			0.36		
Uniform Delay, d1		43.7			40.3			8.5			7.6		
Progression Factor		1.00			1.00			0.67			1.00		
Incremental Delay, d2		8.8			0.9			0.8			0.5		
Delay (s)		52.5			41.2			6.5			8.1		
Level of Service		D			D			A			A		
Approach Delay (s)		52.5			41.2			6.5			8.1		
Approach LOS		D			D			A			A		
Intersection Summary													
HCM 2000 Control Delay			11.6									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.48										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			53.5%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

Queues

6259: WISCONSIN AVE & River Rd

05/12/2022



Lane Group	NBT	SBT	SBR	SEL
Lane Group Flow (vph)	1158	631	13	336
v/c Ratio	0.43	0.35	0.03	0.79
Control Delay	1.1	1.3	0.1	35.9
Queue Delay	0.1	0.5	0.0	0.0
Total Delay	1.2	1.8	0.1	35.9
Queue Length 50th (ft)	4	10	0	132
Queue Length 95th (ft)	10	12	m0	#285
Internal Link Dist (ft)	58	262		260
Turn Bay Length (ft)			100	
Base Capacity (vph)	2723	1819	408	426
Starvation Cap Reductn	433	708	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.57	0.03	0.79

Intersection Summary







95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6259: WISCONSIN AVE & River Rd

05/12/2022

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑↑	↑↑	↗	↘	
Traffic Volume (vph)	0	1077	587	12	46	267
Future Volume (vph)	0	1077	587	12	46	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	10	10
Grade (%)		3%	1%		5%	
Total Lost time (s)		5.0	5.0	5.0	3.0	
Lane Util. Factor		0.91	0.95	1.00	1.00	
Frbp, ped/bikes		1.00	1.00	0.55	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	0.99	
Frt		1.00	1.00	0.85	0.88	
Flt Protected		1.00	1.00	1.00	0.99	
Satd. Flow (prot)		4358	2911	646	1190	
Flt Permitted		1.00	1.00	1.00	0.99	
Satd. Flow (perm)		4358	2911	646	1190	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1158	631	13	49	287
RTOR Reduction (vph)	0	0	0	5	119	0
Lane Group Flow (vph)	0	1158	631	8	217	0
Confl. Peds. (#/hr)	175			175	52	1
Confl. Bikes (#/hr)				4		
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	12	0	0
Parking (#/hr)			0	0	0	0
Turn Type		NA	NA	Perm	Perm	
Protected Phases		2	6			
Permitted Phases				6	4	
Actuated Green, G (s)		73.0	73.0	73.0	29.0	
Effective Green, g (s)		75.0	75.0	75.0	31.0	
Actuated g/C Ratio		0.62	0.62	0.62	0.26	
Clearance Time (s)		7.0	7.0	7.0	5.0	
Lane Grp Cap (vph)		2723	1819	403	307	
v/s Ratio Prot		c0.27	0.22			
v/s Ratio Perm				0.01	c0.18	
v/c Ratio		0.43	0.35	0.02	0.71	
Uniform Delay, d1		11.5	10.8	8.5	40.4	
Progression Factor		0.05	0.08	0.00	1.00	
Incremental Delay, d2		0.5	0.4	0.1	12.9	
Delay (s)		1.1	1.3	0.1	53.3	
Level of Service		A	A	A	D	
Approach Delay (s)		1.1	1.3		53.3	
Approach LOS		A	A		D	
Intersection Summary						
HCM 2000 Control Delay			9.3		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.51			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	14.0
Intersection Capacity Utilization			51.9%		ICU Level of Service	A
Analysis Period (min)			15			

Queues

7130: WISCONSIN AVE

05/12/2022



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	39	1152	890
v/c Ratio	0.05	0.45	0.25
Control Delay	15.8	2.6	0.3
Queue Delay	0.0	0.2	0.3
Total Delay	15.8	2.7	0.5
Queue Length 50th (ft)	15	25	0
Queue Length 95th (ft)	34	30	3
Internal Link Dist (ft)	85	116	58
Turn Bay Length (ft)			
Base Capacity (vph)	740	2571	3500
Starvation Cap Reductn	0	498	1742
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.05	0.56	0.51
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
7130: WISCONSIN AVE

05/12/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑↑			↔↑↑
Traffic Volume (vph)	4	34	1043	63	24	830
Future Volume (vph)	4	34	1043	63	24	830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	11	11	11
Grade (%)	2%		3%			-3%
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		0.91			0.91
Frpb, ped/bikes	1.00		0.95			1.00
Flpb, ped/bikes	1.00		1.00			1.00
Frt	0.88		0.99			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	1480		4116			4261
Flt Permitted	0.99		1.00			0.90
Satd. Flow (perm)	1480		4116			3836
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	35	1086	66	25	865
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	39	0	1152	0	0	890
Confl. Peds. (#/hr)	149			494	494	
Confl. Bikes (#/hr)				6		
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	18
Parking (#/hr)					0	0
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	6!		2 3!		4	6 3!
Permitted Phases					6 3!	
Actuated Green, G (s)	58.0		74.0			103.0
Effective Green, g (s)	60.0		76.0			107.0
Actuated g/C Ratio	0.50		0.63			0.89
Clearance Time (s)	6.0					
Lane Grp Cap (vph)	740		2606			3530
v/s Ratio Prot	0.03		c0.28			c0.07
v/s Ratio Perm						0.16
v/c Ratio	0.05		0.44			0.25
Uniform Delay, d1	15.4		11.2			0.9
Progression Factor	1.00		0.18			0.23
Incremental Delay, d2	0.1		0.5			0.2
Delay (s)	15.5		2.4			0.4
Level of Service	B		A			A
Approach Delay (s)	15.5		2.4			0.4
Approach LOS	B		A			A
Intersection Summary						
HCM 2000 Control Delay			1.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			120.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			

Queues

7156: Tenley Cir & WISCONSIN AVE

05/12/2022



Lane Group	NBT	SBT	NET
Lane Group Flow (vph)	1085	886	978
v/c Ratio	0.55	0.54	0.98
Control Delay	22.6	12.1	36.5
Queue Delay	0.0	0.4	39.3
Total Delay	22.6	12.4	75.9
Queue Length 50th (ft)	208	158	190
Queue Length 95th (ft)	252	m184	m#458
Internal Link Dist (ft)	297	110	29
Turn Bay Length (ft)			
Base Capacity (vph)	1968	1626	996
Starvation Cap Reductn	0	270	165
Spillback Cap Reductn	5	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.55	0.65	1.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

7156: Tenley Cir & WISCONSIN AVE

05/12/2022

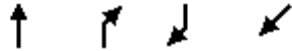
												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑			↑↑				
Traffic Volume (vph)	0	800	220	0	833	0	175	710	35	0	0	0
Future Volume (vph)	0	800	220	0	833	0	175	710	35	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Grade (%)		1%			-2%			0%			0%	
Total Lost time (s)		3.0			3.0			7.0				
Lane Util. Factor		0.91			0.95			0.95				
Frbp, ped/bikes		0.97			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		0.97			1.00			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4002			3003			3064				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4002			3003			3064				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	851	234	0	886	0	186	755	37	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1085	0	0	886	0	0	978	0	0	0	0
Confl. Peds. (#/hr)	147		171	171		147	12		70			
Confl. Bikes (#/hr)			4			2			3			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	0%	0%	0%
Turn Type		NA			NA		Perm	NA				
Protected Phases		15 6 1			15 6 1 2			3 4				
Permitted Phases							3 4					
Actuated Green, G (s)		56.0			63.0			47.0				
Effective Green, g (s)		54.0			57.0			49.0				
Actuated g/C Ratio		0.45			0.48			0.41				
Clearance Time (s)												
Lane Grp Cap (vph)		1800			1426			1251				
v/s Ratio Prot		0.27			0.30							
v/s Ratio Perm								0.32				
v/c Ratio		0.60			0.62			0.78				
Uniform Delay, d1		24.9			23.5			30.9				
Progression Factor		1.00			0.60			0.42				
Incremental Delay, d2		1.5			1.8			2.9				
Delay (s)		26.4			15.9			15.8				
Level of Service		C			B			B				
Approach Delay (s)		26.4			15.9			15.8			0.0	
Approach LOS		C			B			B			A	
Intersection Summary												
HCM 2000 Control Delay			19.7				HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			111.3%				ICU Level of Service		H			
Analysis Period (min)			15									

c Critical Lane Group

Queues

7157: Tenley Cir & Fort Dr & NEBRASKA AVE.

05/12/2022



Lane Group	NBT	NBR	SBR	SWT
Lane Group Flow (vph)	118	824	103	601
v/c Ratio	0.15	0.76	0.10	0.49
Control Delay	18.9	14.1	0.2	23.5
Queue Delay	0.0	0.0	0.3	0.4
Total Delay	18.9	14.1	0.5	23.9
Queue Length 50th (ft)	73	175	0	171
Queue Length 95th (ft)	m93	m271	0	235
Internal Link Dist (ft)	1			419
Turn Bay Length (ft)				
Base Capacity (vph)	782	1089	1039	1231
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	569	238
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.15	0.76	0.22	0.61

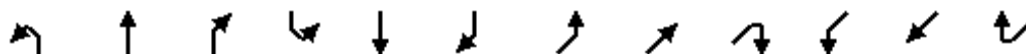
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

7157: Tenley Cir & Fort Dr & NEBRASKA AVE.

05/12/2022



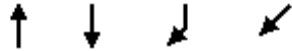
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔			↔					↕↔	
Traffic Volume (vph)	0	111	775	0	0	97	0	0	0	0	563	2
Future Volume (vph)	0	111	775	0	0	97	0	0	0	0	563	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%				1%
Total Lost time (s)		3.0	7.0			2.0					3.0	
Lane Util. Factor		0.95	0.95			1.00					0.95	
Frbp, ped/bikes		1.00	1.00			1.00					1.00	
Flpb, ped/bikes		1.00	1.00			1.00					1.00	
Frt		1.00	0.85			0.86					1.00	
Flt Protected		1.00	1.00			1.00					1.00	
Satd. Flow (prot)		1444	1227			1039					3015	
Flt Permitted		1.00	1.00			1.00					1.00	
Satd. Flow (perm)		1444	1227			1039					3015	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	118	824	0	0	103	0	0	0	0	599	2
RTOR Reduction (vph)	0	0	185	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	118	639	0	0	103	0	0	0	0	601	0
Confl. Peds. (#/hr)			30	30								31
Confl. Bikes (#/hr)			1									1
Heavy Vehicles (%)	5%	5%	5%	27%	27%	27%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	11	0	0	0	0	0	0
Turn Type		NA	custom			Free					NA	
Protected Phases		4 15 6 1	11 4 15									2 3
Permitted Phases						Free						
Actuated Green, G (s)		62.0	94.0			120.0					43.0	
Effective Green, g (s)		60.0	93.0			120.0					45.0	
Actuated g/C Ratio		0.50	0.78			1.00					0.38	
Clearance Time (s)												
Lane Grp Cap (vph)		722	950			1039					1130	
v/s Ratio Prot		c0.08	c0.52								0.20	
v/s Ratio Perm						0.10						
v/c Ratio		0.16	0.67			0.10					0.53	
Uniform Delay, d1		16.3	6.3			0.0					29.3	
Progression Factor		1.33	18.07			1.00					0.84	
Incremental Delay, d2		0.3	2.7			0.2					1.7	
Delay (s)		22.1	117.2			0.2					26.2	
Level of Service		C	F			A					C	
Approach Delay (s)		105.3			0.2			0.0			26.2	
Approach LOS		F			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			69.8									E
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0							24.0		
Intersection Capacity Utilization			50.1%								A	
Analysis Period (min)			15									

c Critical Lane Group

Queues

7158: Tenley Cir & WISCONSIN AVE

05/12/2022



Lane Group	NBT	SBT	SBR	SWT
Lane Group Flow (vph)	995	611	269	839
v/c Ratio	0.44	0.41	0.42	0.88
Control Delay	6.3	7.1	8.2	40.8
Queue Delay	0.3	0.1	0.0	6.3
Total Delay	6.5	7.2	8.2	47.2
Queue Length 50th (ft)	54	41	34	327
Queue Length 95th (ft)	m61	49	47	#425
Internal Link Dist (ft)	110	474		17
Turn Bay Length (ft)				
Base Capacity (vph)	2247	1476	639	957
Starvation Cap Reductn	557	0	0	0
Spillback Cap Reductn	0	132	0	86
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.59	0.45	0.42	0.96

Intersection Summary













95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7158: Tenley Cir & WISCONSIN AVE

05/12/2022

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑	↗					↖	
Traffic Volume (vph)	0	975	0	0	599	264	0	0	0	234	536	52
Future Volume (vph)	0	975	0	0	599	264	0	0	0	234	536	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	11	11	11
Grade (%)		2%			-2%			0%			0%	
Total Lost time (s)		3.0			3.0	3.0					7.0	
Lane Util. Factor		0.91			0.95	1.00					0.95	
Frbp, ped/bikes		1.00			1.00	0.97					0.99	
Flpb, ped/bikes		1.00			1.00	1.00					1.00	
Frt		1.00			1.00	0.85					0.99	
Flt Protected		1.00			1.00	1.00					0.99	
Satd. Flow (prot)		4150			3003	1300					2945	
Flt Permitted		1.00			1.00	1.00					0.99	
Satd. Flow (perm)		4150			3003	1300					2945	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	995	0	0	611	269	0	0	0	239	547	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	995	0	0	611	269	0	0	0	0	839	0
Confl. Peds. (#/hr)	29		79	79		29	128		22	22		128
Confl. Bikes (#/hr)			8			3						1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	3%	3%	3%
Bus Blockages (#/hr)	0	14	0	0	0	0	0	0	0	0	0	0
Turn Type		NA			NA	Perm				Perm	NA	
Protected Phases		15 6 1 2			15 6 1						3 4	
Permitted Phases						15 6 1				3 4		
Actuated Green, G (s)		63.0			56.0	56.0					47.0	
Effective Green, g (s)		57.0			54.0	54.0					49.0	
Actuated g/C Ratio		0.48			0.45	0.45					0.41	
Clearance Time (s)												
Lane Grp Cap (vph)		1971			1351	585					1202	
v/s Ratio Prot		c0.24			0.20							
v/s Ratio Perm						0.21					0.28	
v/c Ratio		0.50			0.45	0.46					0.70	
Uniform Delay, d1		21.8			22.8	22.9					29.4	
Progression Factor		0.35			0.32	0.31					0.77	
Incremental Delay, d2		0.7			1.0	2.4					3.2	
Delay (s)		8.2			8.3	9.6					25.8	
Level of Service		A			A	A					C	
Approach Delay (s)		8.2			8.7			0.0			25.8	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			111.3%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												