

Wells + Associates, Inc.

McLean, Virginia

Existing Traffic Count

PROJECT: Wisconsin Avenue Giant
W & A JOB NO.: 3992
INTERSECTION: Idaho Ave. & Newark St.
LOCATION: Washington, DC

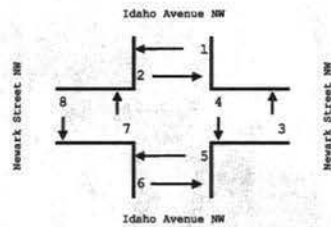
DATE: 9/20/2008
DAY: Saturday
WEATHER: Clear
COUNTED BY: Luz
INPUTED BY: agan

SOUTHBOUND ROAD: Idaho Avenue NW
NORTHBOUND ROAD: Idaho Avenue NW
WESTBOUND ROAD: Newark Street NW
EASTBOUND ROAD: Newark Street NW

Time Period	Turning Movements																		Total	Time Period
	Southbound Idaho Avenue NW				Westbound Newark Street NW				Northbound Idaho Avenue NW				Eastbound Newark Street NW				North & South	East & West		
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total				
8:00-8:15	0	10	5	15	0	3	4	7	1	0	2	3	4	6	0	10	18	17	35	8:00-8:15
8:15-8:30	1	12	9	22	0	3	6	9	8	0	7	15	0	7	0	7	37	16	53	8:15-8:30
8:30-8:45	2	13	8	23	1	9	5	15	13	0	6	19	2	8	0	10	42	25	67	8:30-8:45
8:45-9:00	2	13	6	21	1	4	8	13	33	0	5	38	3	6	0	9	59	22	81	8:45-9:00
9:00-9:15	0	15	9	24	0	8	18	26	13	0	11	24	3	15	0	18	48	44	92	9:00-9:15
9:15-9:30	3	26	11	40	0	23	16	39	20	0	20	40	6	19	0	25	80	64	144	9:15-9:30
9:30-9:45	7	31	14	52	0	7	14	21	39	0	12	51	6	16	0	22	103	43	146	9:30-9:45
9:45-10:00	4	6	10	20	1	11	9	21	25	0	19	44	3	19	1	23	64	44	108	9:45-10:00
10:00-10:15	5	14	4	23	0	10	1	11	9	1	10	20	2	21	0	23	43	34	77	10:00-10:15
10:15-10:30	3	12	5	20	0	10	8	18	23	0	7	30	0	11	0	11	50	29	79	10:15-10:30
10:30-10:45	4	13	15	32	0	7	11	18	14	0	9	23	2	11	0	13	55	31	86	10:30-10:45
10:45-11:00	5	12	9	26	0	12	5	17	25	0	7	32	3	9	0	12	58	29	87	10:45-11:00
11:00-11:15	0	8	12	20	0	10	8	18	11	0	5	16	3	8	0	11	36	29	65	11:00-11:15
11:15-11:30	6	8	11	25	2	8	1	11	13	0	8	21	1	12	0	13	46	24	70	11:15-11:30
11:30-11:45	7	6	13	26	0	10	9	19	13	0	5	18	4	6	0	10	44	29	73	11:30-11:45
11:45-12:00	3	11	7	21	0	9	6	15	22	0	6	28	2	4	0	6	49	21	70	11:45-12:00
12:00-12:15	0	7	11	18	1	4	13	18	21	0	4	25	0	9	0	9	43	27	70	12:00-12:15
12:15-12:30	2	7	2	11	0	4	3	7	9	0	5	14	2	5	0	7	25	14	39	12:15-12:30
12:30-12:45	4	9	3	16	0	14	10	24	6	0	8	14	4	4	0	8	30	32	62	12:30-12:45
12:45-1:00	4	5	6	15	0	7	6	13	8	1	8	17	1	6	0	7	32	20	52	12:45-1:00
1:00-1:15	3	8	12	23	0	4	3	7	12	0	6	18	3	3	0	6	41	13	54	1:00-1:15
1:15-1:30	4	14	4	22	0	6	3	9	9	0	6	15	3	4	0	7	37	16	53	1:15-1:30
1:30-1:45	5	7	6	18	2	7	5	14	12	0	6	18	1	5	0	6	36	20	56	1:30-1:45
1:45-2:00	3	5	9	17	0	7	2	9	9	0	5	14	2	6	0	8	31	17	48	1:45-2:00
2:00-2:15	4	6	15	25	0	9	7	16	14	0	11	25	1	5	0	6	50	22	72	2:00-2:15
2:15-2:30	2	8	11	21	1	14	3	18	8	0	7	15	4	7	0	11	36	29	65	2:15-2:30
2:30-2:45	1	22	8	31	0	13	9	22	15	0	6	21	3	2	0	5	52	27	79	2:30-2:45
2:45-3:00	5	15	6	26	0	7	15	22	14	0	11	25	2	5	0	7	51	29	80	2:45-3:00
3:00-3:15	3	15	8	26	0	17	12	29	9	0	5	14	8	2	0	10	40	39	79	3:00-3:15
3:15-3:30	5	18	3	26	0	13	9	22	17	0	9	26	4	3	0	7	52	29	81	3:15-3:30
3:30-3:45	5	10	9	24	1	7	13	21	14	1	12	27	3	7	0	10	51	31	82	3:30-3:45
3:45-4:00	1	9	6	16	0	8	10	18	17	0	12	29	5	8	0	13	45	31	76	3:45-4:00
4:00-4:15	4	7	9	20	0	9	5	14	11	0	14	25	2	6	0	8	45	22	67	4:00-4:15
4:15-4:30	2	15	6	23	0	9	5	14	10	0	4	14	4	6	0	10	37	24	61	4:15-4:30
4:30-4:45	0	8	10	18	0	7	5	12	12	1	6	19	2	4	0	6	37	18	55	4:30-4:45
4:45-5:00	4	14	10	28	0	10	6	16	24	0	10	34	4	6	0	10	62	26	88	4:45-5:00
5:00-5:15	2	8	11	21	1	8	13	22	21	0	9	30	2	7	0	9	51	31	82	5:00-5:15
5:15-5:30	4	5	5	14	0	13	9	22	20	0	10	30	1	7	0	8	44	30	74	5:15-5:30
5:30-5:45	2	9	10	21	0	10	8	18	9	1	9	19	2	7	0	9	40	27	67	5:30-5:45
5:45-6:00	4	12	6	22	2	13	9	24	19	0	11	30	3	7	0	10	52	34	86	5:45-6:00
6:00-6:15	2	10	14	26	0	15	12	27	19	0	7	26	2	9	0	11	52	38	90	6:00-6:15
6:15-6:30	7	8	15	30	0	15	11	26	22	0	6	28	3	7	0	10	58	36	94	6:15-6:30
6:30-6:45	7	14	14	35	0	8	8	16	22	2	10	34	7	13	3	23	69	39	108	6:30-6:45
6:45-7:00	2	9	5	16	0	15	7	22	20	0	6	26	0	18	0	18	42	40	82	6:45-7:00
7:00-7:15	2	12	11	25	0	21	10	31	24	0	10	34	3	8	0	11	59	42	101	7:00-7:15
7:15-7:30	5	6	13	24	0	26	4	30	22	0	9	31	2	4	0	6	55	36	91	7:15-7:30
7:30-7:45	2	16	8	26	0	10	6	16	19	1	10	30	3	16	0	19	56	35	91	7:30-7:45
7:45-8:00	1	5	10	16	0	14	6	20	19	0	11	30	3	13	0	16	46	36	82	7:45-8:00
8:00-8:15	7	17	6	30	0	12	8	20	13	0	8	21	4	11	1	16	51	36	87	8:00-8:15
8:15-8:30	5	8	10	23	0	16	6	22	14	0	5	19	1	16	0	17	42	39	81	8:15-8:30
8:30-8:45	2	18	11	31	0	15	12	27	18	0	11	29	4	7	1	12	60	39	99	8:30-8:45
8:45-9:00	4	9	8	21	0	12	6	18	14	0	4	18	3	8	0	11	39	29	68	8:45-9:00
13 Hour Totals	171	585	459	1,215	13	543	408	964	828	8	430	1,266	145	439	6	590	2,481	1,554	4,035	
Mid-Day Peak # 2:45-3:45	18	58	26	102	1	44	49	94	54	1	37	92	17	17	0	34	194	128	322	Mid-Day Peak 2:45-3:45

ZONING COMMISSION
District of Columbia
CASE NO.08-15
EXHIBIT NO.20AA2

Project Name: Wisconsin Avenue Giant
 Project Number: 3992
 Location: Washington, DC
 Intersection: Idaho Ave. & Newark St.
 Weather: Clear
 Date: 9/20/2008
 Surveyor: Lux



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8						
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8	
	To:	NE	SE	SE	SW	NW	SW	NE	NW						
AM PEAK															
8:00	9:00	5	16	3	4	6	1	2	3	40	21	7	7	5	
8:15	9:15	5	11	3	4	11	3	5	5	47	16	7	14	10	
8:30	9:30	5	14	4	4	11	6	9	11	64	19	8	17	20	
8:45	9:45	7	21	2	4	10	6	12	14	76	28	6	16	26	
9:00	10:00	11	30	4	4	12	8	16	14	99	41	8	20	30	
9:15	10:15	12	39	5	5	10	10	16	10	107	51	10	20	26	
9:30	10:30	16	41	5	5	11	6	17	7	108	57	10	17	24	
9:45	10:45	19	38	6	4	10	7	18	9	111	57	10	17	27	
10:00	11:00	16	31	5	4	6	8	15	12	97	47	9	14	27	
10:15	11:15	18	23	4	5	10	7	15	12	94	41	9	17	27	
10:30	11:30	17	16	4	7	10	13	18	16	101	33	11	23	34	
10:45	11:45	13	12	5	9	10	16	14	14	93	25	14	26	28	
11:00	12:00	16	14	5	8	11	16	15	13	98	30	13	27	28	
11:15	12:15	14	16	6	8	5	14	13	15	91	30	14	19	28	
11:30	12:30	13	16	8	8	8	10	13	10	86	29	16	18	23	
11:45	12:45	15	17	10	6	12	8	15	9	92	32	16	20	24	
12:00	13:00	13	16	12	17	17	11	20	15	121	29	29	28	35	
12:15	13:15	17	17	15	17	21	13	22	17	139	34	32	34	39	
12:30	13:30	16	15	12	17	17	12	17	20	126	31	29	29	37	
12:45	13:45	17	14	8	22	15	13	16	26	131	31	30	28	42	
13:00	14:00	18	11	5	12	11	9	11	18	95	29	17	20	29	
13:15	14:15	15	9	3	12	9	12	11	16	87	24	15	21	27	
13:30	14:30	17	8	2	9	8	14	9	12	79	25	11	22	21	
13:45	14:45	17	10	4	8	13	21	9	8	90	27	12	34	17	
PM PEAK															
14:00	15:00	15	12	7	11	12	20	7	10	94	27	18	32	17	
14:15	15:15	16	11	8	9	14	14	6	13	91	27	17	28	19	
14:30	15:30	17	22	13	10	31	16	9	19	137	39	23	47	28	
14:45	15:45	18	20	16	10	27	7	9	15	122	38	26	34	24	
15:00	16:00	21	21	15	7	27	6	11	13	121	42	22	33	24	
15:15	16:15	25	22	18	7	25	7	9	8	121	47	25	32	17	
15:30	16:30	22	10	14	8	11	9	8	2	84	32	22	20	10	
15:45	16:45	21	9	9	5	8	8	10	3	73	30	14	16	13	
16:00	17:00	21	9	7	6	9	9	7	3	71	30	13	18	10	
16:15	17:15	17	7	2	9	7	9	8	3	62	24	11	16	11	
16:30	17:30	18	14	1	7	10	5	8	2	65	32	8	15	10	
16:45	17:45	20	17	2	9	9	9	5	3	74	37	11	18	8	
17:00	18:00	18	16	2	7	11	12	6	2	74	34	9	23	8	
17:15	18:15	17	20	1	9	11	15	6	5	84	37	10	26	11	
17:30	18:30	18	16	1	11	7	12	4	7	76	34	12	19	11	
17:45	18:45	17	15	0	9	7	12	5	6	71	32	9	19	11	
18:00	19:00	17	13	0	9	3	13	5	7	67	30	9	16	12	

Wells + Associates, Inc.

McLean, Virginia

Existing Traffic Count

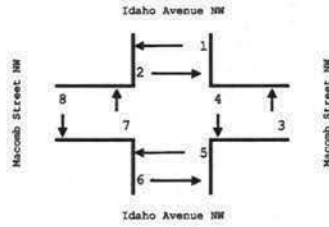
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W & A JOB NO.: 3992
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INPUTED BY: agan

SOUTHBOUND ROAD: Idaho Avenue NW
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Time Period	Turning Movements																		Total	Time Period
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	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total				
8:00-8:15	5	0	1	6	0	4	0	4	2	11	0	13	0	7	8	15	19	19	38	8:00-8:15
8:15-8:30	8	0	3	11	2	5	0	7	3	8	2	13	0	10	2	12	24	19	43	8:15-8:30
8:30-8:45	17	0	1	18	0	10	0	10	1	14	1	16	0	11	4	15	34	25	59	8:30-8:45
8:45-9:00	17	0	4	21	1	13	0	14	2	17	3	22	0	23	2	25	43	39	82	8:45-9:00
9:00-9:15	12	0	2	14	0	13	0	13	2	17	3	22	0	21	1	22	36	35	71	9:00-9:15
9:15-9:30	13	0	4	17	4	13	0	17	6	21	4	31	0	22	4	26	48	43	91	9:15-9:30
9:30-9:45	17	0	1	18	1	13	0	14	2	14	4	20	0	25	7	32	38	46	84	9:30-9:45
9:45-10:00	18	0	3	21	1	18	0	19	5	22	4	31	0	27	10	37	52	56	108	9:45-10:00
10:00-10:15	18	0	2	20	1	17	0	18	6	25	4	35	0	35	8	43	55	61	116	10:00-10:15
10:15-10:30	18	0	2	20	1	27	0	28	11	13	2	26	0	39	4	43	46	71	117	10:15-10:30
10:30-10:45	21	0	2	23	2	25	0	27	7	11	2	20	0	25	4	29	43	56	99	10:30-10:45
10:45-11:00	17	1	3	21	1	14	0	15	4	11	5	20	0	16	3	19	41	34	75	10:45-11:00
11:00-11:15	21	0	4	25	1	19	0	20	9	13	3	25	0	26	4	30	50	50	100	11:00-11:15
11:15-11:30	18	0	4	22	2	21	0	23	6	15	10	31	0	26	10	36	53	59	112	11:15-11:30
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11:45-12:00	24	0	5	29	1	26	0	27	8	14	8	30	0	28	3	31	59	58	117	11:45-12:00
12:00-12:15	16	5	3	24	0	28	1	29	6	18	4	28	4	38	9	51	52	80	132	12:00-12:15
12:15-12:30	15	13	6	34	4	22	4	30	11	20	4	35	3	17	6	26	69	56	125	12:15-12:30
12:30-12:45	28	0	12	40	3	19	0	22	6	13	7	26	0	26	7	33	66	55	121	12:30-12:45
12:45-1:00	9	0	7	16	5	14	0	19	7	11	8	26	0	24	3	27	42	46	88	12:45-1:00
1:00-1:15	26	0	4	30	4	30	0	34	10	21	6	37	0	36	10	46	67	80	147	1:00-1:15
1:15-1:30	25	1	7	33	2	27	0	29	7	19	14	40	0	26	11	37	73	66	139	1:15-1:30
1:30-1:45	22	0	6	28	3	14	0	17	7	19	4	30	0	32	7	39	58	56	114	1:30-1:45
1:45-2:00	24	0	2	26	6	18	0	24	5	19	9	33	0	25	6	31	59	55	114	1:45-2:00
2:00-2:15	23	0	8	31	2	27	0	29	5	16	8	29	0	22	6	28	60	57	117	2:00-2:15
2:15-2:30	20	0	5	25	2	22	0	24	7	13	6	26	0	29	6	35	51	59	110	2:15-2:30
2:30-2:45	9	0	7	16	3	32	0	35	7	15	7	29	0	24	5	29	45	64	109	2:30-2:45
2:45-3:00	17	0	1	18	2	18	0	20	6	24	11	41	0	24	7	31	59	51	110	2:45-3:00
3:00-3:15	19	0	3	22	1	25	0	26	4	13	6	23	0	40	7	47	45	73	118	3:00-3:15
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4:15-4:30	22	0	6	28	1	24	0	25	5	13	3	21	0	20	7	27	49	52	101	4:15-4:30
4:30-4:45	19	0	3	22	3	17	0	20	6	10	5	21	0	19	9	28	43	48	91	4:30-4:45
4:45-5:00	22	0	7	29	0	24	0	24	6	9	7	22	0	24	7	31	51	55	106	4:45-5:00
5:00-5:15	18	0	3	21	3	16	0	19	7	12	13	32	0	15	6	21	53	40	93	5:00-5:15
5:15-5:30	25	0	7	32	6	24	0	30	8	16	4	28	0	28	6	34	60	64	124	5:15-5:30
5:30-5:45	17	0	3	20	0	28	0	28	8	18	4	30	0	33	5	38	50	66	116	5:30-5:45
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6:00-6:15	25	0	6	31	0	25	0	25	5	15	13	33	0	27	8	35	64	60	124	6:00-6:15
6:15-6:30	15	0	1	16	5	23	0	28	10	17	8	35	0	30	12	42	51	70	121	6:15-6:30
6:30-6:45	18	0	3	21	3	21	0	24	4	25	4	33	0	20	1	21	54	45	99	6:30-6:45
6:45-7:00	20	0	2	22	3	24	0	27	3	9	5	17	0	32	2	34	39	61	100	6:45-7:00
7:00-7:15	18	0	4	22	2	21	0	23	4	12	3	19	0	24	7	31	41	54	95	7:00-7:15
7:15-7:30	16	1	7	24	4	19	0	23	7	17	6	30	1	25	3	29	54	52	106	7:15-7:30
7:30-7:45	8	0	2	10	3	13	0	16	4	5	10	19	0	13	3	16	29	32	61	7:30-7:45
7:45-8:00	16	0	2	18	7	17	0	24	8	14	6	28	0	24	2	26	46	50	96	7:45-8:00
8:00-8:15	13	1	2	16	4	21	0	25	3	11	3	17	0	26	5	31	33	56	89	8:00-8:15
8:15-8:30	11	1	2	14	4	12	0	16	3	14	4	21	0	24	3	27	35	43	78	8:15-8:30
8:30-8:45	9	0	3	12	1	18	0	19	8	4	2	14	0	21	3	24	26	43	69	8:30-8:45
8:45-9:00	10	0	4	14	4	17	0	21	2	8	3	13	0	14	4	18	27	39	66	8:45-9:00
13 Hour Totals	949	24	202	1,175	123	1,021	5	1,149	312	765	290	1,367	9	1,257	300	1,566	2,542	2,715	5,257	
Mid-Day Peak # 1:00-2:00	97	1	19	117	15	89	0	104	29	78	33	140	0	119	34	153	257	257	514	Mid-Day Peak 1:00-2:00

Project Name: Wisconsin Avenue Giant
 Project Number: 3992
 Location: Washington, DC
 Intersection: Idaho Ave. & Macomb St.
 Weather: Clear
 Date: 9/20/2008
 Surveyor: Hani



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
8:00	9:00	5	1	6	3	4	3	1	3	26	6	9	7	4
8:15	9:15	6	1	8	2	4	3	2	3	29	7	10	7	5
8:30	9:30	8	4	9	2	5	3	4	4	39	12	11	8	8
8:45	9:45	9	4	9	2	4	3	5	4	40	13	11	7	9
9:00	10:00	9	5	12	2	2	4	6	6	46	14	14	6	12
9:15	10:15	10	6	11	2	2	5	8	9	53	16	13	7	17
9:30	10:30	10	4	14	5	4	9	6	8	60	14	19	13	14
9:45	10:45	7	5	11	4	7	9	6	8	57	12	15	16	14
10:00	11:00	7	6	13	3	10	9	5	8	61	13	16	19	13
10:15	11:15	11	7	17	7	10	7	2	8	69	18	24	17	10
10:30	11:30	12	7	13	5	7	5	3	8	60	19	18	12	11
10:45	11:45	15	9	15	5	8	7	3	7	69	24	20	15	10
11:00	12:00	14	8	9	7	8	7	3	7	63	22	16	15	10
11:15	12:15	7	16	5	3	7	8	3	5	54	23	8	15	8
11:30	12:30	4	17	6	2	7	7	2	4	49	21	8	14	6
11:45	12:45	2	14	5	4	3	5	1	5	39	16	9	8	6
12:00	13:00	9	18	5	3	0	4	2	5	46	27	8	4	7
12:15	13:15	11	8	5	3	1	7	4	5	44	19	8	8	9
12:30	13:30	13	7	3	5	1	11	5	7	52	20	8	12	12
12:45	13:45	14	7	2	8	1	13	5	8	58	21	10	14	13
13:00	14:00	9	2	3	7	2	14	3	7	47	11	10	16	10
13:15	14:15	9	3	2	7	1	9	1	6	38	12	9	10	7
13:30	14:30	10	6	2	5	2	7	1	6	39	16	7	9	7
13:45	14:45	10	11	3	0	4	5	1	3	37	21	3	9	4
PM PEAK														
14:00	15:00	9	13	3	3	6	4	1	3	42	22	6	10	4
14:15	15:15	9	12	4	5	6	7	1	7	51	21	9	13	8
14:30	15:30	7	8	9	8	6	4	0	5	47	15	17	10	5
14:45	15:45	7	5	9	8	6	8	1	5	49	12	17	14	6
15:00	16:00	6	7	9	5	5	9	1	5	47	13	14	14	6
15:15	16:15	6	8	7	4	9	10	4	3	51	14	11	19	7
15:30	16:30	7	8	3	1	10	12	4	3	48	15	4	22	7
15:45	16:45	7	6	5	2	8	9	3	3	43	13	7	17	6
16:00	17:00	7	9	5	5	7	8	3	2	46	16	10	15	5
16:15	17:15	15	10	13	14	3	6	0	2	63	25	27	9	2
16:30	17:30	13	13	14	17	3	6	0	5	71	26	31	9	5
16:45	17:45	15	14	13	17	4	5	0	8	76	29	30	9	8
17:00	18:00	20	11	14	14	9	10	0	10	88	31	28	19	10
17:15	18:15	11	11	7	5	11	23	1	10	79	22	12	34	11
17:30	18:30	13	12	8	2	13	25	1	7	81	25	10	38	8
17:45	18:45	12	17	7	4	20	25	1	5	91	29	11	45	6
18:00	19:00	8	21	10	7	16	35	1	7	105	29	17	51	8

Wells + Associates, Inc.

McLean, Virginia

Existing Traffic Count

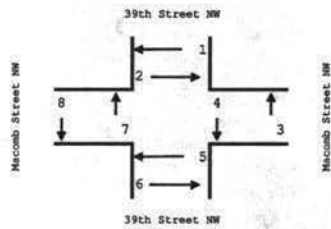
PROJECT: Wisconsin Avenue Giant
W & A JOB NO.: 3992
INTERSECTION: 39th Street & Macomb St.
LOCATION: Washington, DC

DATE: 9/20/2008
DAY: Saturday
WEATHER: Clear
COUNTED BY: Nerma
INPUTED BY: agan

SOUTHBOUND ROAD: 39th Street NW
NORTHBOUND ROAD: 39th Street NW
WESTBOUND ROAD: Macomb Street NW
EASTBOUND ROAD: Macomb Street NW

Time Period	Turning Movements																		Total	Time Period
	Southbound 39th Street NW				Westbound Macomb Street NW				Northbound 39th Street NW				Eastbound Macomb Street NW				North & South	East & West		
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total				
8:00-8:15	4	3	3	10	2	5	3	10	0	0	0	0	0	11	1	12	10	22	32	8:00-8:15
8:15-8:30	4	7	0	11	0	10	4	14	0	0	0	0	0	9	5	14	11	28	39	8:15-8:30
8:30-8:45	6	2	2	10	3	13	12	28	0	0	0	0	0	15	6	21	10	49	59	8:30-8:45
8:45-9:00	3	6	1	10	2	22	10	34	0	0	0	0	0	24	5	29	10	63	73	8:45-9:00
9:00-9:15	9	5	1	15	5	15	8	28	0	0	0	0	3	19	3	25	15	53	68	9:00-9:15
9:15-9:30	3	8	0	11	2	15	12	29	0	0	0	0	0	25	7	32	11	61	72	9:15-9:30
9:30-9:45	6	4	4	14	3	19	8	30	0	0	0	0	1	28	1	30	14	60	74	9:30-9:45
9:45-10:00	4	5	1	10	2	27	10	39	0	0	0	0	0	39	8	47	10	86	96	9:45-10:00
10:00-10:15	5	8	1	14	8	18	9	35	0	0	0	0	1	43	11	55	14	90	104	10:00-10:15
10:15-10:30	9	3	2	14	10	24	8	42	0	0	0	0	5	40	10	55	14	97	111	10:15-10:30
10:30-10:45	8	9	1	18	12	19	7	38	0	0	0	0	1	25	18	44	18	82	100	10:30-10:45
10:45-11:00	10	5	2	17	4	22	14	40	0	0	0	0	1	17	9	27	17	67	84	10:45-11:00
11:00-11:15	4	2	1	7	1	33	11	45	0	0	0	0	1	29	7	37	7	82	89	11:00-11:15
11:15-11:30	6	5	2	13	2	37	7	46	0	0	0	0	2	36	4	42	13	88	101	11:15-11:30
11:30-11:45	8	16	3	27	5	34	15	54	0	0	0	0	0	30	6	36	27	90	117	11:30-11:45
11:45-12:00	9	5	1	15	5	27	15	47	0	0	0	0	0	29	10	39	15	86	101	11:45-12:00
12:00-12:15	8	9	1	18	7	28	12	47	0	0	0	0	4	27	7	38	18	85	103	12:00-12:15
12:15-12:30	1	15	2	18	7	26	11	44	0	0	0	0	6	25	9	40	18	84	102	12:15-12:30
12:30-12:45	9	7	1	17	5	25	11	41	0	0	0	0	1	31	10	42	17	83	100	12:30-12:45
12:45-1:00	7	7	1	15	2	24	4	30	0	0	0	0	0	26	8	34	15	64	79	12:45-1:00
1:00-1:15	8	6	2	16	1	31	12	44	0	0	0	0	0	44	6	50	16	94	110	1:00-1:15
1:15-1:30	10	6	1	17	5	32	18	55	0	0	0	0	0	40	3	43	17	98	115	1:15-1:30
1:30-1:45	7	14	0	21	0	29	11	40	0	0	0	0	1	41	6	48	21	88	109	1:30-1:45
1:45-2:00	12	7	0	19	7	25	15	47	0	0	0	0	0	31	10	41	19	88	107	1:45-2:00
2:00-2:15	4	8	1	13	4	35	17	56	0	0	0	0	1	27	8	36	13	92	105	2:00-2:15
2:15-2:30	11	9	0	20	5	26	16	47	0	0	0	0	0	41	10	51	20	98	118	2:15-2:30
2:30-2:45	10	1	0	11	2	32	9	43	0	0	0	0	1	37	2	40	11	83	94	2:30-2:45
2:45-3:00	5	3	0	8	4	25	10	39	0	0	0	0	0	30	12	42	8	81	89	2:45-3:00
3:00-3:15	5	8	0	13	4	27	13	44	0	0	0	0	1	50	4	55	13	99	112	3:00-3:15
3:15-3:30	7	5	1	13	1	34	7	42	0	0	0	0	0	21	11	32	13	74	87	3:15-3:30
3:30-3:45	3	6	0	9	5	31	12	48	0	0	0	0	1	28	7	36	9	84	93	3:30-3:45
3:45-4:00	8	2	0	10	2	26	14	42	0	0	0	0	0	27	4	31	10	73	83	3:45-4:00
4:00-4:15	2	5	0	7	3	25	14	42	0	0	0	0	1	23	12	36	7	78	85	4:00-4:15
4:15-4:30	7	7	1	15	2	28	14	44	0	0	0	0	2	27	11	40	15	84	99	4:15-4:30
4:30-4:45	12	5	2	19	2	21	15	38	0	0	0	0	0	25	7	32	19	70	89	4:30-4:45
4:45-5:00	7	14	1	22	1	19	19	39	0	0	0	0	1	30	11	42	22	81	103	4:45-5:00
5:00-5:15	12	10	0	22	3	23	20	46	0	0	0	0	0	22	7	29	22	75	97	5:00-5:15
5:15-5:30	5	14	0	19	5	32	18	55	0	0	0	0	0	33	5	38	19	93	112	5:15-5:30
5:30-5:45	17	8	0	25	4	29	12	45	0	0	0	0	2	38	8	48	25	93	118	5:30-5:45
5:45-6:00	5	4	3	12	6	23	10	39	0	0	0	0	4	42	9	55	12	94	106	5:45-6:00
6:00-6:15	2	4	2	8	8	21	12	41	0	0	0	0	3	36	8	47	8	88	96	6:00-6:15
6:15-6:30	1	5	3	9	7	25	11	43	0	0	0	0	2	41	7	50	9	93	102	6:15-6:30
6:30-6:45	10	6	0	16	3	17	11	31	0	0	0	0	1	42	9	52	16	83	99	6:30-6:45
6:45-7:00	4	4	1	9	5	17	11	33	0	0	0	0	2	40	8	50	9	83	92	6:45-7:00
7:00-7:15	10	7	1	18	6	28	9	43	0	0	0	0	2	32	8	42	18	85	103	7:00-7:15
7:15-7:30	8	6	1	15	3	23	10	36	0	0	0	0	0	33	14	47	15	83	98	7:15-7:30
7:30-7:45	2	6	0	8	4	23	3	30	0	0	0	0	2	22	16	40	8	70	78	7:30-7:45
7:45-8:00	6	3	1	10	2	24	11	37	0	0	0	0	3	27	11	41	10	78	88	7:45-8:00
8:00-8:15	5	4	1	10	3	26	12	41	0	0	0	0	1	28	6	35	10	76	86	8:00-8:15
8:15-8:30	2	3	0	5	0	15	5	20	0	0	0	0	0	25	6	31	5	51	56	8:15-8:30
8:30-8:45	5	5	1	11	1	21	10	32	0	0	0	0	1	23	1	25	11	57	68	8:30-8:45
8:45-9:00	0	3	0	3	3	16	8	27	0	0	0	0	2	19	5	26	3	53	56	8:45-9:00
13 Hour Totals	335	329	53	717	198	1,252	580	2,030	0	0	0	0	60	1,553	397	2,010	717	4,040	4,757	
Mid-Day Peak # 1:00-2:00	37	33	3	73	13	117	56	186	0	0	0	0	1	156	25	182	73	368	441	Mid-Day Peak 1:00-2:00

Project Name: Wisconsin Avenue Giant
 Project Number: 3992
 Location: Washington, DC
 Intersection: 39th Street & Macomb St.
 Weather: Clear
 Date: 9/20/2008
 Surveyor: Norma



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
8:00	9:00	4	1	5	1	4	0	10	7	32	5	6	4	17
8:15	9:15	6	0	4	2	4	3	6	4	29	6	6	7	10
8:30	9:30	10	2	1	1	4	4	4	4	30	12	2	8	8
8:45	9:45	12	2	0	1	2	5	4	7	33	14	1	7	11
9:00	10:00	12	4	0	2	1	6	7	10	42	16	2	7	17
9:15	10:15	20	9	0	1	1	3	14	10	58	29	1	4	24
9:30	10:30	17	8	2	2	5	5	23	10	72	25	4	10	33
9:45	10:45	18	8	3	2	6	4	25	10	76	26	5	10	35
10:00	11:00	17	7	8	3	6	3	21	7	72	24	11	9	28
10:15	11:15	9	5	8	3	7	5	13	6	56	14	11	12	19
10:30	11:30	10	5	6	3	3	4	6	7	44	15	9	7	13
10:45	11:45	8	8	5	3	5	5	3	3	40	16	8	10	6
11:00	12:00	6	18	0	1	12	5	2	4	48	24	1	17	6
11:15	12:15	6	18	0	1	10	5	2	7	49	24	1	15	9
11:30	12:30	4	18	0	0	10	4	0	7	43	22	0	14	7
11:45	12:45	4	18	0	0	7	3	0	9	41	22	0	10	9
12:00	13:00	6	10	0	0	0	4	0	9	29	16	0	4	9
12:15	13:15	6	7	0	0	2	4	0	6	25	13	0	6	6
12:30	13:30	7	6	0	1	2	8	0	4	28	13	1	10	4
12:45	13:45	6	3	0	3	2	11	0	2	27	9	3	13	2
13:00	14:00	4	0	0	3	2	10	0	2	21	4	3	12	2
13:15	14:15	2	2	0	3	0	8	1	3	19	4	3	8	4
13:30	14:30	4	4	0	2	1	3	4	5	23	8	2	4	9
13:45	14:45	6	8	0	0	3	1	4	5	27	14	0	4	9
PM PEAK														
14:00	15:00	12	9	2	1	5	1	6	5	41	21	3	6	11
14:15	15:15	14	7	4	1	5	4	5	5	45	21	5	9	10
14:30	15:30	11	5	5	1	4	7	2	3	38	16	6	11	5
14:45	15:45	9	1	5	1	5	6	2	3	32	10	6	11	5
15:00	16:00	4	3	4	0	3	8	2	1	25	7	4	11	3
15:15	16:15	3	3	2	0	7	7	2	0	24	6	2	14	2
15:30	16:30	4	3	1	0	11	5	4	0	28	7	1	16	4
15:45	16:45	4	3	1	0	10	7	5	0	30	7	1	17	5
16:00	17:00	7	2	0	1	10	5	4	0	29	9	1	15	4
16:15	17:15	7	5	0	1	6	5	5	3	32	12	1	11	8
16:30	17:30	6	5	0	1	4	4	7	6	33	11	1	8	13
16:45	17:45	8	6	0	1	3	3	6	9	36	14	1	6	15
17:00	18:00	4	4	0	0	3	11	9	12	43	8	0	14	21
17:15	18:15	5	6	0	0	6	13	13	12	55	11	0	19	25
17:30	18:30	7	9	0	0	7	14	12	9	58	16	0	21	21
17:45	18:45	8	10	0	0	14	15	20	7	74	18	0	29	27
18:00	19:00	10	12	0	4	16	18	18	7	85	22	4	34	25

Appendix B
Intersection Level of Services

Wisconsin Avenue Giant
1: Porter Street & 34th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	213	19	55	273	43	9	361	45	27	573	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99			1.00	0.95	1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00	0.99	1.00		0.98	1.00	
Frt		0.99			1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected		0.99			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637			1653	1355	1580	1638		1565	1663	
Flt Permitted		0.93			0.91	1.00	0.19	1.00		0.38	1.00	
Satd. Flow (perm)		1539			1514	1355	317	1638		620	1663	
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)	35	232	21	60	297	47	10	392	49	29	623	26
RTOR Reduction (vph)	0	6	0	0	0	27	0	9	0	0	3	0
Lane Group Flow (vph)	0	282	0	0	357	20	10	432	0	29	646	0
Confl. Peds. (#/hr)	19		39	39		19	21		25	25		21
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Effective Green, g (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42	0.42	0.42	0.42		0.42	0.42	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		646			636	569	133	688		260	698	
v/s Ratio Prot								0.26			0.39	
v/s Ratio Perm		0.18			0.24	0.01	0.03			0.05		
v/c Ratio		0.44			0.56	0.03	0.08	0.63		0.11	0.93	
Uniform Delay, d1		10.3			11.0	8.5	8.7	11.4		8.8	13.8	
Progression Factor		0.78			1.00	1.00	1.76	1.62		1.00	1.00	
Incremental Delay, d2		2.1			3.6	0.1	1.0	3.9		0.9	20.1	
Delay (s)		10.1			14.6	8.6	16.2	22.3		9.7	33.8	
Level of Service		B			B	A	B	C		A	C	
Approach Delay (s)		10.1			13.9			22.2			32.8	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay		22.4			HCM Level of Service					C		
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)					8.0		
Intersection Capacity Utilization		80.5%			ICU Level of Service					D		
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
2: Ordway Street & 34th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	19	22	6	19	4	6	390	32	18	631	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	21	24	7	21	4	7	424	35	20	686	2
Pedestrians		10			17			4			12	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1037			389	
pX, platoon unblocked	0.66	0.66	0.66	0.66	0.66		0.66					
vC, conflicting volume	1200	1225	701	1235	1209	470	698			476		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1043	1082	285	1096	1057	470	281			476		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	85	95	93	85	99	99			98		
cM capacity (veh/h)	114	136	490	100	141	579	836			1071		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	51	32	7	459	20	688						
Volume Left	7	7	7	0	20	0						
Volume Right	24	4	0	35	0	2						
cSH	198	144	836	1700	1071	1700						
Volume to Capacity	0.26	0.22	0.01	0.27	0.02	0.40						
Queue Length 95th (ft)	25	20	1	0	1	0						
Control Delay (s)	29.4	36.9	9.3	0.0	8.4	0.0						
Lane LOS	D	E	A		A							
Approach Delay (s)	29.4	36.9	0.1		0.2							
Approach LOS	D	E										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			46.6%		ICU Level of Service					A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
3: Newark Street & 34th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	28	43	8	35	13	12	403	8	16	549	88
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	30	47	9	38	14	13	438	9	17	597	96
Pedestrians		21			21			10			7	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								428			998	
pX, platoon unblocked	0.84	0.84	0.78	0.84	0.84	0.88	0.78			0.88		
vC, conflicting volume	1205	1194	676	1193	1238	470	713			468		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823	811	447	810	863	327	495			324		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	88	90	95	84	98	98			98		
cM capacity (veh/h)	196	247	467	190	231	612	822			1066		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	97	61	13	447	17	692						
Volume Left	20	9	13	0	17	0						
Volume Right	47	14	0	9	0	96						
cSH	299	261	822	1700	1066	1700						
Volume to Capacity	0.32	0.23	0.02	0.26	0.02	0.41						
Queue Length 95th (ft)	34	22	1	0	1	0						
Control Delay (s)	22.7	23.0	9.5	0.0	8.4	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	22.7	23.0	0.3		0.2							
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.9									
Intersection Capacity Utilization			55.3%		ICU Level of Service					B		
Analysis Period (min)			15									

Wisconsin Avenue Giant
4: Macomb Street & 34th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	211	35	16	81	18	18	366	36	88	475	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00	1.00	
Frbp, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		0.99	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1618			1611		1572	1647		1569	1663	
Flt Permitted		0.96			0.94		0.31	1.00		0.41	1.00	
Satd. Flow (perm)		1556			1527		518	1647		670	1663	
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)	37	229	38	17	88	20	20	398	39	96	516	21
RTOR Reduction (vph)	0	11	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	293	0	0	125	0	20	430	0	96	537	0
Confl. Peds. (#/hr)	14		41	41		14	23		20	20		23
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		19.0			19.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio		0.38			0.38		0.46	0.46		0.46	0.46	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		591			580		238	758		308	765	
v/s Ratio Prot								0.26			c0.32	
v/s Ratio Perm		c0.19			0.08		0.04			0.14		
v/c Ratio		0.50			0.22		0.08	0.57		0.31	0.70	
Uniform Delay, d1		11.8			10.5		7.6	9.9		8.5	10.8	
Progression Factor		0.89			1.00		1.60	1.55		0.86	0.71	
Incremental Delay, d2		2.0			0.9		0.6	2.8		1.6	3.4	
Delay (s)		12.5			11.3		12.8	18.1		9.0	11.0	
Level of Service		B			B		B	B		A	B	
Approach Delay (s)		12.5			11.3			17.9			10.7	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			13.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			64.5%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

Wisconsin Avenue Giant
5: Woodley Road & 34th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	133	314	23	149	123	93	278	2	37	524	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		0.97	1.00	
Frt		0.91			0.94		1.00	1.00		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1625			1709		1757	1860		1721	1845	
Flt Permitted		0.97			0.95		0.26	1.00		0.56	1.00	
Satd. Flow (perm)		1574			1631		480	1860		1009	1845	
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)	30	145	341	25	162	134	101	302	2	40	570	29
RTOR Reduction (vph)	0	116	0	0	52	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	400	0	0	269	0	101	303	0	40	595	0
Confl. Peds. (#/hr)	26		28	28		26	16		31	31		16
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio		0.36			0.36		0.44	0.44		0.44	0.44	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		567			587		211	818		444	812	
v/s Ratio Prot								0.16			0.32	
v/s Ratio Perm		0.25			0.17		0.21			0.04		
v/c Ratio		0.71			0.46		0.48	0.37		0.09	0.73	
Uniform Delay, d1		13.7			12.3		9.9	9.4		8.2	11.6	
Progression Factor		1.00			1.00		1.00	1.00		1.60	1.42	
Incremental Delay, d2		7.2			2.6		7.6	1.3		0.3	4.7	
Delay (s)		20.9			14.8		17.5	10.7		13.4	21.1	
Level of Service		C			B		B	B		B	C	
Approach Delay (s)		20.9			14.8			12.4			20.6	
Approach LOS		C			B			B			C	
Intersection Summary												
HCM Average Control Delay			18.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			50.0			Sum of lost time (s)			10.0			
Intersection Capacity Utilization			82.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Wisconsin Avenue Giant
6: Newark Street & 36th Street NW

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	92	35	15	70	25	11	36	7	51	156	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	100	38	16	76	27	12	39	8	55	170	45
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	154	120	59	270								
Volume Left (vph)	16	16	12	55								
Volume Right (vph)	38	27	8	45								
Hadj (s)	-0.09	-0.08	0.00	-0.02								
Departure Headway (s)	4.8	4.8	4.9	4.6								
Degree Utilization, x	0.20	0.16	0.08	0.35								
Capacity (veh/h)	698	684	670	734								
Control Delay (s)	9.0	8.8	8.4	10.1								
Approach Delay (s)	9.0	8.8	8.4	10.1								
Approach LOS	A	A	A	B								
Intersection Summary												
Delay			9.4									
HCM Level of Service			A									
Intersection Capacity Utilization			36.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Wisconsin Avenue Giant
7: Newark Street & 38th Street NW

Existing AM
Sept '08 Counts



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (veh/h)	12	48	39	90	44	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	52	42	98	48	30
Pedestrians		1	8		28	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	1		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	168				206	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	168				206	120
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	97
cM capacity (veh/h)	1377				752	909
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	65	140	78			
Volume Left	13	0	48			
Volume Right	0	98	30			
cSH	1377	1700	806			
Volume to Capacity	0.01	0.08	0.10			
Queue Length 95th (ft)	1	0	8			
Control Delay (s)	1.6	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	1.6	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization		24.0%		ICU Level of Service		A
Analysis Period (min)		15				

Wisconsin Avenue Giant
8: Woodley Road & 38th Street NW

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	102	5	23	38	20	2	26	31	70	25	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	111	5	25	41	22	2	28	34	76	27	3
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	122	88	64	107								
Volume Left (vph)	5	25	2	76								
Volume Right (vph)	5	22	34	3								
Hadj (s)	0.02	-0.06	-0.27	0.16								
Departure Headway (s)	4.4	4.4	4.2	4.6								
Degree Utilization, x	0.15	0.11	0.08	0.14								
Capacity (veh/h)	780	775	797	735								
Control Delay (s)	8.2	7.9	7.6	8.3								
Approach Delay (s)	8.2	7.9	7.6	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.1								
HCM Level of Service				A								
Intersection Capacity Utilization				31.0%	ICU Level of Service	A						
Analysis Period (min)				15								

Wisconsin Avenue Giant
9: Newark Street & Idaho Avenue

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	69	18	57	49	0	62	0	97	44	78	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	75	20	62	53	0	67	0	105	48	85	15
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	95	115	173	148								
Volume Left (vph)	0	62	67	48								
Volume Right (vph)	20	0	105	15								
Hadj (s)	-0.09	0.14	-0.25	0.04								
Departure Headway (s)	4.7	4.9	4.4	4.7								
Degree Utilization, x	0.12	0.16	0.21	0.19								
Capacity (veh/h)	701	678	781	725								
Control Delay (s)	8.4	8.8	8.5	8.8								
Approach Delay (s)	8.4	8.8	8.5	8.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.6								
HCM Level of Service				A								
Intersection Capacity Utilization				35.3%	ICU Level of Service	A						
Analysis Period (min)				15								

Wisconsin Avenue Giant
10: Macomb Street & Idaho Avenue

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	23	278	0	0	154	7	59	134	67	23	0	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	302	0	0	167	8	64	146	73	25	0	148
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	327	175	283	173								
Volume Left (vph)	25	0	64	25								
Volume Right (vph)	0	8	73	148								
Hadj (s)	0.05	0.01	-0.08	-0.45								
Departure Headway (s)	5.6	5.8	5.6	5.4								
Degree Utilization, x	0.51	0.28	0.44	0.26								
Capacity (veh/h)	605	555	592	583								
Control Delay (s)	14.1	11.1	12.9	10.3								
Approach Delay (s)	14.1	11.1	12.9	10.3								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			12.5									
HCM Level of Service			B									
Intersection Capacity Utilization			64.7%		ICU Level of Service					C		
Analysis Period (min)			15									

Wisconsin Avenue Giant
11: Macomb Street & 39th Street

Existing AM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	64	272	7	6	72	57	0	0	0	6	72	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	70	296	8	7	78	62	0	0	0	7	78	62
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	373	147	147									
Volume Left (vph)	70	7	7									
Volume Right (vph)	8	62	62									
Hadj (s)	0.06	-0.21	-0.21									
Departure Headway (s)	4.5	4.5	4.9									
Degree Utilization, x	0.47	0.18	0.20									
Capacity (veh/h)	769	756	676									
Control Delay (s)	11.4	8.5	9.1									
Approach Delay (s)	11.4	8.5	9.1									
Approach LOS	B	A	A									
Intersection Summary												
Delay			10.3									
HCM Level of Service			B									
Intersection Capacity Utilization			49.2%			ICU Level of Service				A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
1: Porter Street & 34th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	241	24	47	155	40	14	582	49	67	544	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.99			1.00	0.95	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00	1.00	1.00		1.00	1.00	
Frt		0.99			1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		1.00			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1638			1647	1355	1587	1654		1590	1663	
Flt Permitted		0.96			0.88	1.00	0.20	1.00		0.19	1.00	
Satd. Flow (perm)		1586			1465	1355	337	1654		319	1663	
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)	29	262	26	51	168	43	15	633	53	73	591	27
RTOR Reduction (vph)	0	6	0	0	0	25	0	6	0	0	3	0
Lane Group Flow (vph)	0	311	0	0	219	18	15	680	0	73	615	0
Confl. Peds. (#/hr)	19		30	30		19	8		4	4		8
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Effective Green, g (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42	0.42	0.42	0.42		0.42	0.42	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		666			615	569	142	695		134	698	
v/s Ratio Prot								c0.41			0.37	
v/s Ratio Perm		c0.20			0.15	0.01	0.04			0.23		
v/c Ratio		0.47			0.36	0.03	0.11	0.98		0.54	0.88	
Uniform Delay, d1		10.5			9.9	8.5	8.8	14.3		10.9	13.3	
Progression Factor		1.08			0.49	0.24	0.45	0.70		1.00	1.00	
Incremental Delay, d2		2.3			1.2	0.1	0.9	21.7		15.0	14.9	
Delay (s)		13.6			6.0	2.1	4.8	31.8		25.9	28.2	
Level of Service		B			A	A	A	C		C	C	
Approach Delay (s)		13.6			5.4			31.2			28.0	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM Average Control Delay		23.8			HCM Level of Service					C		
HCM Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)					8.0		
Intersection Capacity Utilization		85.8%			ICU Level of Service					E		
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
2: Ordway Street & 34th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	13	18	17	26	2	7	621	29	31	579	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	14	20	18	28	2	8	675	32	34	629	12
Pedestrians		3			1			1			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1037			389	
pX, platoon unblocked	0.80	0.80	0.69	0.80	0.80	0.78	0.69			0.78		
vC, conflicting volume	1416	1428	639	1431	1419	696	644			708		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	764	779	245	783	767	464	252			479		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	94	96	92	89	100	99			96		
cM capacity (veh/h)	222	247	543	220	251	462	898			840		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	39	49	8	707	34	641						
Volume Left	5	18	8	0	34	0						
Volume Right	20	2	0	32	0	12						
cSH	333	243	898	1700	840	1700						
Volume to Capacity	0.12	0.20	0.01	0.42	0.04	0.38						
Queue Length 95th (ft)	10	18	1	0	3	0						
Control Delay (s)	17.3	23.5	9.0	0.0	9.5	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	17.3	23.5	0.1		0.5							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.5									
Intersection Capacity Utilization			47.4%		ICU Level of Service					A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
3: Newark Street & 34th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Volume (veh/h)	18	12	20	12	19	20	18	621	11	8	580	31
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	13	22	13	21	22	20	675	12	9	630	34
Pedestrians		18			9			4			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								428			998	
pX, platoon unblocked	0.73	0.73	0.82	0.73	0.73	0.64	0.82			0.64		
vC, conflicting volume	1433	1418	669	1409	1429	694	682			696		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	850	830	486	818	844	238	502			241		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	94	95	93	90	96	98			99		
cM capacity (veh/h)	170	211	468	185	207	506	858			840		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	54	55	20	687	9	664						
Volume Left	20	13	20	0	9	0						
Volume Right	22	22	0	12	0	34						
cSH	243	260	858	1700	840	1700						
Volume to Capacity	0.22	0.21	0.02	0.40	0.01	0.39						
Queue Length 95th (ft)	21	20	2	0	1	0						
Control Delay (s)	24.0	22.6	9.3	0.0	9.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	24.0	22.6	0.3		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			50.0%		ICU Level of Service					A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
4: Macomb Street & 34th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	135	18	12	70	15	23	598	44	45	520	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00	1.00	
Frpb, ped/bikes		0.99			0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		0.98	1.00		0.99	1.00	
Frt		0.99			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1618			1612		1563	1650		1569	1655	
Flt Permitted		0.93			0.96		0.26	1.00		0.17	1.00	
Satd. Flow (perm)		1521			1556		424	1650		287	1655	
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)	43	147	20	13	76	16	25	650	48	49	565	34
RTOR Reduction (vph)	0	7	0	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	203	0	0	105	0	25	693	0	49	599	0
Confl. Peds. (#/hr)	25		23	23		25	39		42	42		39
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		19.0			19.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio		0.38			0.38		0.46	0.46		0.46	0.46	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		578			591		195	759		132	761	
v/s Ratio Prot								c0.42			0.36	
v/s Ratio Perm		c0.13			0.07		0.06			0.17		
v/c Ratio		0.35			0.18		0.13	0.91		0.37	0.79	
Uniform Delay, d1		11.1			10.3		7.7	12.6		8.8	11.4	
Progression Factor		0.97			0.97		1.62	1.46		0.86	0.97	
Incremental Delay, d2		1.6			0.6		1.2	15.9		5.3	5.6	
Delay (s)		12.3			10.6		13.7	34.2		12.9	16.6	
Level of Service		B			B		B	C		B	B	
Approach Delay (s)		12.3			10.6			33.5			16.4	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM Average Control Delay		22.9										
HCM Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		50.0								8.0		
Intersection Capacity Utilization		66.7%								C		
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
5: Woodley Road & 34th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	73	88	9	89	112	152	442	5	40	486	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.98			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		0.99	1.00	
Frt		0.94			0.93		1.00	1.00		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1700			1683		1766	1859		1747	1847	
Flt Permitted		0.92			0.98		0.30	1.00		0.37	1.00	
Satd. Flow (perm)		1581			1661		562	1859		679	1847	
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)	35	79	96	10	97	122	165	480	5	43	528	26
RTOR Reduction (vph)	0	61	0	0	78	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	149	0	0	151	0	165	484	0	43	551	0
Confl. Peds. (#/hr)	18		12	12		18	4		21	21		4
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio		0.36			0.36		0.44	0.44		0.44	0.44	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		569			598		247	818		299	813	
v/s Ratio Prot								0.26			c0.30	
v/s Ratio Perm		c0.09			0.09		0.29			0.06		
v/c Ratio		0.26			0.25		0.67	0.59		0.14	0.68	
Uniform Delay, d1		11.3			11.3		11.1	10.6		8.4	11.2	
Progression Factor		1.00			1.00		1.00	1.00		1.99	1.89	
Incremental Delay, d2		1.1			1.0		13.5	3.1		0.6	2.9	
Delay (s)		12.4			12.3		24.6	13.7		17.3	24.0	
Level of Service		B			B		C	B		B	C	
Approach Delay (s)		12.4			12.3			16.5			23.5	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay		17.9					HCM Level of Service			B		
HCM Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		50.0					Sum of lost time (s)			10.0		
Intersection Capacity Utilization		71.6%					ICU Level of Service			C		
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
6: Newark Street & 36th Street NW

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	40	13	7	60	19	11	55	5	12	49	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	43	14	8	65	21	12	60	5	13	53	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	64	93	77	86								
Volume Left (vph)	7	8	12	13								
Volume Right (vph)	14	21	5	20								
Hadj (s)	-0.08	-0.08	0.02	-0.07								
Departure Headway (s)	4.3	4.3	4.4	4.3								
Degree Utilization, x	0.08	0.11	0.09	0.10								
Capacity (veh/h)	800	810	785	808								
Control Delay (s)	7.7	7.8	7.8	7.8								
Approach Delay (s)	7.7	7.8	7.8	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.8									
HCM Level of Service			A									
Intersection Capacity Utilization			22.6%	ICU Level of Service		A						
Analysis Period (min)			15									

Wisconsin Avenue Giant
7: Newark Street & 38th Street NW

Existing PM
Sept '08 Counts



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Volume (veh/h)	11	19	57	105	25	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	21	62	114	27	24
Pedestrians		1			20	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196				184	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				184	140
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	97
cM capacity (veh/h)	1354				785	892
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	33	176	51			
Volume Left	12	0	27			
Volume Right	0	114	24			
cSH	1354	1700	832			
Volume to Capacity	0.01	0.10	0.06			
Queue Length 95th (ft)	1	0	5			
Control Delay (s)	2.9	0.0	9.6			
Lane LOS	A		A			
Approach Delay (s)	2.9	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		22.3%		ICU Level of Service	A	
Analysis Period (min)		15				

Wisconsin Avenue Giant
8: Woodley Road & 38th Street NW

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	17	2	33	51	24	1	32	25	23	13	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	18	2	36	55	26	1	35	27	25	14	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	24	117	63	47								
Volume Left (vph)	3	36	1	25								
Volume Right (vph)	2	26	27	8								
Hadj (s)	0.01	-0.04	-0.22	0.04								
Departure Headway (s)	4.3	4.1	4.0	4.3								
Degree Utilization, x	0.03	0.13	0.07	0.06								
Capacity (veh/h)	812	848	851	801								
Control Delay (s)	7.4	7.8	7.3	7.6								
Approach Delay (s)	7.4	7.8	7.3	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.6								
HCM Level of Service				A								
Intersection Capacity Utilization				29.8%	ICU Level of Service			A				
Analysis Period (min)				15								

Wisconsin Avenue Giant
9: Newark Street & Idaho Avenue

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	46	13	36	59	0	32	0	88	45	43	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	50	14	39	64	0	35	0	96	49	47	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	64	103	130	115								
Volume Left (vph)	0	39	35	49								
Volume Right (vph)	14	0	96	20								
Hadj (s)	-0.10	0.11	-0.35	0.02								
Departure Headway (s)	4.5	4.6	4.1	4.5								
Degree Utilization, x	0.08	0.13	0.15	0.14								
Capacity (veh/h)	745	727	838	764								
Control Delay (s)	7.9	8.3	7.8	8.2								
Approach Delay (s)	7.9	8.3	7.8	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.1								
HCM Level of Service				A								
Intersection Capacity Utilization				31.3%	ICU Level of Service	A						
Analysis Period (min)				15								

Wisconsin Avenue Giant
10: Macomb Street & Idaho Avenue

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	27	173	0	0	133	12	66	84	43	16	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	188	0	0	145	13	72	91	47	17	0	82
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	217	158	210	99								
Volume Left (vph)	29	0	72	17								
Volume Right (vph)	0	13	47	82								
Hadj (s)	0.06	-0.02	-0.03	-0.43								
Departure Headway (s)	5.0	5.0	5.0	4.7								
Degree Utilization, x	0.30	0.22	0.29	0.13								
Capacity (veh/h)	676	668	675	681								
Control Delay (s)	10.1	9.3	10.0	8.4								
Approach Delay (s)	10.1	9.3	10.0	8.4								
Approach LOS	B	A	A	A								
Intersection Summary												
Delay				9.6								
HCM Level of Service				A								
Intersection Capacity Utilization				53.5%	ICU Level of Service	A						
Analysis Period (min)				15								

Wisconsin Avenue Giant
11: Macomb Street & 39th Street

Existing PM
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	61	180	15	56	154	21	0	0	0	10	75	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	196	16	61	167	23	0	0	0	11	82	45
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	278	251	137									
Volume Left (vph)	66	61	11									
Volume Right (vph)	16	23	45									
Hadj (s)	0.05	0.03	-0.15									
Departure Headway (s)	4.6	4.6	5.0									
Degree Utilization, x	0.36	0.32	0.19									
Capacity (veh/h)	746	746	662									
Control Delay (s)	10.1	9.8	9.1									
Approach Delay (s)	10.1	9.8	9.1									
Approach LOS	B	A	A									
Intersection Summary												
Delay			9.8									
HCM Level of Service			A									
Intersection Capacity Utilization			39.4%			ICU Level of Service				A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
1: Porter Street & 34th Street

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	146	20	34	120	26	12	423	37	62	479	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		0.99	1.00	
Frt		0.99			1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1630			1651	1372	1588	1651		1582	1665	
Flt Permitted		0.95			0.91	1.00	0.28	1.00		0.32	1.00	
Satd. Flow (perm)		1565			1527	1372	460	1651		527	1665	
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)	29	159	22	37	130	28	13	460	40	67	521	21
RTOR Reduction (vph)	0	9	0	0	0	16	0	6	0	0	3	0
Lane Group Flow (vph)	0	201	0	0	167	12	13	494	0	67	539	0
Confl. Peds. (#/hr)	11		18	18		11	5		11	11		5
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Effective Green, g (s)		21.0			21.0	21.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio		0.42			0.42	0.42	0.42	0.42		0.42	0.42	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)		657			641	576	193	693		221	699	
v/s Ratio Prot								0.30			c0.32	
v/s Ratio Perm		c0.13			0.11	0.01	0.03			0.13		
v/c Ratio		0.31			0.26	0.02	0.07	0.71		0.30	0.77	
Uniform Delay, d1		9.7			9.4	8.5	8.7	12.0		9.6	12.4	
Progression Factor		1.06			1.00	1.00	1.75	1.63		1.00	1.00	
Incremental Delay, d2		1.2			1.0	0.1	0.6	5.6		3.5	8.1	
Delay (s)		11.5			10.4	8.5	15.8	25.1		13.1	20.5	
Level of Service		B			B	A	B	C		B	C	
Approach Delay (s)		11.5			10.2			24.8			19.7	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM Average Control Delay		19.1										
HCM Volume to Capacity ratio		0.54										
Actuated Cycle Length (s)		50.0										
Intersection Capacity Utilization		64.0%										
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
2: Ordway Street & 34th Street

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	9	16	13	18	28	9	429	17	19	509	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	10	17	14	20	30	10	466	18	21	553	8
Pedestrians		2			9			1			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1037			389	
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	1130	1114	560	1122	1108	489	563			494		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1008	986	248	997	978	489	252			494		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	95	97	91	89	95	99			98		
cM capacity (veh/h)	138	179	592	150	181	573	985			1062		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	64	10	485	21	561						
Volume Left	4	14	10	0	21	0						
Volume Right	17	30	0	18	0	8						
cSH	273	251	985	1700	1062	1700						
Volume to Capacity	0.12	0.26	0.01	0.29	0.02	0.33						
Queue Length 95th (ft)	10	25	1	0	1	0						
Control Delay (s)	19.9	24.2	8.7	0.0	8.5	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	19.9	24.2	0.2		0.3							
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			40.4%		ICU Level of Service					A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
3: Newark Street & 34th Street

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	17	28	10	15	14	14	447	12	10	500	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	18	30	11	16	15	15	486	13	11	543	12
Pedestrians		5			14			9			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								428			998	
pX, platoon unblocked	0.88	0.88	0.93	0.88	0.88	0.84	0.93			0.84		
vC, conflicting volume	1126	1120	563	1151	1119	516	560			513		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	893	886	493	921	885	330	490			326		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	92	94	94	93	97	98			99		
cM capacity (veh/h)	203	238	529	185	238	586	994			1025		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	63	42	15	499	11	555						
Volume Left	14	11	15	0	11	0						
Volume Right	30	15	0	13	0	12						
cSH	308	277	994	1700	1025	1700						
Volume to Capacity	0.20	0.15	0.02	0.29	0.01	0.33						
Queue Length 95th (ft)	19	13	1	0	1	0						
Control Delay (s)	19.7	20.3	8.7	0.0	8.5	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	19.7	20.3	0.3		0.2							
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			43.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Wisconsin Avenue Giant
4: Macomb Street & 34th Street

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	84	14	5	80	18	17	408	16	42	479	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00	1.00	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.99			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1617			1619		1589	1665		1583	1665	
Flt Permitted		0.92			0.99		0.31	1.00		0.38	1.00	
Satd. Flow (perm)		1501			1605		516	1665		640	1665	
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)	37	91	15	5	87	20	18	443	17	46	521	21
RTOR Reduction (vph)	0	9	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	134	0	0	112	0	18	457	0	46	542	0
Confl. Peds. (#/hr)	16		10	10		16	4		9	9		4
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		19.0			19.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio		0.38			0.38		0.46	0.46		0.46	0.46	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		570			610		237	766		294	766	
v/s Ratio Prot								0.27			c0.33	
v/s Ratio Perm		c0.09			0.07		0.03			0.07		
v/c Ratio		0.24			0.18		0.08	0.60		0.16	0.71	
Uniform Delay, d1		10.6			10.3		7.6	10.0		7.9	10.8	
Progression Factor		0.81			1.00		2.03	1.92		0.85	0.63	
Incremental Delay, d2		1.0			0.7		0.6	3.1		0.9	4.3	
Delay (s)		9.5			11.0		15.9	22.4		7.6	11.1	
Level of Service		A			B		B	C		A	B	
Approach Delay (s)		9.5			11.0			22.2			10.8	
Approach LOS		A			B			C			B	
Intersection Summary												
HCM Average Control Delay		14.8										
HCM Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		50.0								8.0		
Intersection Capacity Utilization		57.4%								B		
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
5: Woodley Road & 34th Street

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	46	55	3	51	71	39	372	5	45	442	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		0.96			0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		0.99	1.00	
Frt		0.93			0.92		1.00	1.00		1.00	1.00	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1666			1681		1756	1858		1746	1852	
Flt Permitted		0.97			1.00		0.36	1.00		0.45	1.00	
Satd. Flow (perm)		1627			1675		664	1858		818	1852	
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)	12	50	60	3	55	77	42	404	5	49	480	15
RTOR Reduction (vph)	0	38	0	0	49	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	84	0	0	86	0	42	408	0	49	493	0
Confl. Peds. (#/hr)	11		39	39		11	13		19	19		13
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Effective Green, g (s)		18.0			18.0		22.0	22.0		22.0	22.0	
Actuated g/C Ratio		0.36			0.36		0.44	0.44		0.44	0.44	
Clearance Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		586			603		292	818		360	815	
v/s Ratio Prot								0.22			c0.27	
v/s Ratio Perm		c0.05			0.05		0.06			0.06		
v/c Ratio		0.14			0.14		0.14	0.50		0.14	0.60	
Uniform Delay, d1		10.8			10.8		8.4	10.0		8.3	10.7	
Progression Factor		1.00			1.00		1.00	1.00		1.74	1.60	
Incremental Delay, d2		0.5			0.5		1.0	2.2		0.6	2.4	
Delay (s)		11.3			11.3		9.4	12.2		15.1	19.5	
Level of Service		B			B		A	B		B	B	
Approach Delay (s)		11.3			11.3			11.9			19.1	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		14.9				HCM Level of Service		B				
HCM Volume to Capacity ratio		0.40										
Actuated Cycle Length (s)		50.0				Sum of lost time (s)		10.0				
Intersection Capacity Utilization		55.0%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

Wisconsin Avenue Giant
6: Newark Street & 36th Street NW

Existing Saturday (Mid-Day)
Sept '08 Counts

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	52	10	3	42	6	7	17	5	11	31	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	57	11	3	46	7	8	18	5	12	34	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	78	55	32	53								
Volume Left (vph)	11	3	8	12								
Volume Right (vph)	11	7	5	8								
Hadj (s)	-0.02	-0.02	-0.02	-0.01								
Departure Headway (s)	4.1	4.1	4.2	4.2								
Degree Utilization, x	0.09	0.06	0.04	0.06								
Capacity (veh/h)	849	845	815	824								
Control Delay (s)	7.5	7.4	7.4	7.5								
Approach Delay (s)	7.5	7.4	7.4	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
HCM Level of Service			A									
Intersection Capacity Utilization			21.5%		ICU Level of Service				A			
Analysis Period (min)			15									