5. A new sidewalk on Foxhall Road will allow residents of Hoban Road and 45th Street to safely walk to the intersection of Foxhall and Reservoir.
6. The proposed sign will improve safety.
7. Eliminating this parking along the German Embassy property will allow for easier left turns from Kenmore drive onto Reservoir Road.
8. Analysis of one-year conditions with development traffic on a one-lane roundabout at this location indicates that most approaches would operate at a volume/capacity ratio of more than 1.0. Simply put, this means that the projected volume is greater than the capacity of the roundabout. A two-lane roundabout would be too large for the geometric constraints of this intersection.

Recommendation:

- Implement improvements one through seven, listed above, with Option 2B, as shown in Figure 22. Replace pavement markings, make geometric improvements and construct sidewalk. The lane configuration for the eastbound approach should be the one described in Option 2B with one left turn lane, one through lane and one right turn lane. The increase in capacity that can be achieved at this intersection with two through lanes on eastbound Reservoir Road is not enough to offset the loss of residential parking required to implement the proposed Option 2A improvement. Based on information provided by the District of Columbia Office of Public Space, sufficient right-of-way is available for this improvement.

Issue:

- The striping for the left turn lane on Foxhall Road at Whitehaven Parkway is inadequate.

Preliminary Improvement(s):

1. Ensure that the signalization improvements at this intersection emphasize the exclusive left turn lane. Supplement existing signage and striping related to the left turn lane.

Evaluation:

1. As shown in Figure 23, the preliminary traffic signal design for this intersection addresses adequately signing and striping for the exclusive left turn lane.

Recommendation:

- Install signs and pavement markings.

Issue:

- Poor sight distance for vehicles exiting W Street

Preliminary Improvement(s):

1. Signalize intersection, if warrants are met.

Evaluation:

- This intersection meets the peak hour signalization warrant with existing traffic volumes during the AM peak hour[1]. With the addition of projected traffic from new developments in the area and one-year background growth, this intersection meets the peak hour signal warrant during the PM peak hour.

[1] Appendix H presents the signal warrant analysis worksheets for this intersection.

Board of Zoning Adjustment
District of Columbia
CASE NO.16852
EXHIBIT NO.346A2

Recommendation:

- Once the new developments are completed and operational, a full signal warrant study should be undertaken at this intersection. If it meets signalization warrants based on the full warrant study, the intersection should be signalized.

Issue:

- Speeding on Foxhall Road

Preliminary Improvement(s):

1. Place temporary radar speed monitors on both directions of Foxhall Road near the Field School for a period of two weeks. Repeat the placement of the speed monitoring equipment every three months.
2. Metropolitan Police Department (MPD) automated speed enforcement.

Evaluation:

1. The speed monitors will alert drivers to the posted speed and their actual speed in an effort to slow traffic.
2. The 1500 – 3000 blocks of Foxhall Road is an existing, designated MPD automated speed enforcement zone.

Recommendation:

- Install speed monitors. Repeat the placement of the speed monitoring equipment every three months. Continue MPD automated speed enforcement.

Issue:

- Pedestrian safety along Foxhall Road

Preliminary Improvement(s):

1. Construct sidewalk on the east side of Foxhall Road between Whitehaven Parkway and Garfield Street.

Evaluation:

1. A Sidewalk will allow pedestrians to safely walk along Foxhall Road. The Study Team conducted field evaluations to assess the feasibility of constructing a sidewalk on the east side of Foxhall Road. The field observations indicate that a sidewalk along the east side of Foxhall Road is feasible. Much of this sidewalk could be constructed using existing portions of sidewalk at various locations along the roadway. Few trees would need to be removed, and little utility relocation would be necessary. Retaining walls would need to be constructed at two locations where the ground rises sharply from the edge of the roadway: south of Dexter Street and between Whitehaven Parkway and W Street. Optionally, the sidewalk could be placed above the roadway between Whitehaven Parkway and W Street. The National Park Service owns the land between Edmunds and Fulton Streets. This section is heavily wooded, with a steep drop from the roadway. A narrow sidewalk, located behind the guide rail on the east side is recommended for this location.

Recommendation:

- Construct a sidewalk on the east side of Foxhall Road between Whitehaven Parkway and Garfield Street. Based on information provided by the District of Columbia Office of Public Space, sufficient right-of-way is available for this improvement.

Issue:

- Signage on Foxhall Road

Preliminary Improvement(s):

1. Install parking restriction signs on Foxhall north of Cathedral Avenue.
2. Replace "No Left Turn" sign on southbound Foxhall at Klingle Street.

Evaluation:

1. Parking restriction signs will inform residents of permitted parking hours.
2. This sign is in disrepair, and replacing it will inform motorists of turn restrictions.

Recommendation:

- Install/replace signs.

LOUGHBORO ROAD

Issue:

- Traffic Operations at intersection with Foxhall Road

Preliminary Improvement(s):

1. Short term: The left lane of westbound Nebraska Avenue is an exclusive left turn lane, which is being used as a shared through/left lane. Change lane use sign to indicate shared through/left movements in left lane.
2. Long term: Attain additional right-of way to construct one new lane in each direction of Loughboro Road/Nebraska Avenue, allowing for two exclusive through lanes in each direction, plus an exclusive turning lane.

Evaluation:

1. This lane does not need to operate as an exclusive left-turn lane, as there is no exclusive turning phase. Allowing through traffic to legally use this lane will increase capacity for westbound traffic. During some times of the day, this lane will act as a *de facto* left-turn lane, which is essentially the same as an exclusive lane.
2. This improvement is projected as a five-year improvement. The following table compares projected five- and ten-year delay and level of service at the intersection, both with the additional lanes and without.

Table 15:
Levels of Service on Foxhall and Loughboro Roads with and without Long-Term Improvements

Condition	Delay (s)	LOS	Change in Delay
AM 5-year without lanes	64.4	E	-60.6%
AM 5-year with lanes	25.4	C	
PM 5-year without lanes	28.0	C	-40.4%
PM 5-year with lanes	16.7	B	
AM 10-year without lanes	67.2	E	-36.0%
AM 10-year with lanes	43.0	D	
PM 10-year without lanes	23.5	B	-39.6%
PM 10-year with lanes	14.2	B	

Recommendation:

- Short Term: Convert the exclusive left turn lane to through-left lane.
- Long Term: Add one new lane in each direction to Loughboro Road/Nebraska Avenue.

Issue:

- Traffic Operations on Loughboro Road between Foxhall and Lowell Roads

Preliminary Improvement(s):

1. Stripe Loughboro Road as two lanes in each direction between Chain Bridge Road and Arizona Avenue.
2. Prohibit peak hour parking on the south side of Loughboro Road between Lowell and Chain Bridge Roads.
3. Prohibit peak hour parking on the north side of Loughboro Road between Indian Road and Arizona Avenue.
4. Add no parking signs on both sides of the above area.
5. Stripe the following lane configuration at Arizona Avenue:
   - Eastbound: exclusive through, shared through/right
   - Westbound: exclusive left, exclusive through

Evaluation:

1. Loughboro is unofficially used as two lanes in each direction through much of this area. Officially striping it as two lanes would increase the capacity of this roadway, but would also increase vehicular speeds and make it difficult for residents to access their driveways. It would also eliminate parking and decrease safety.
2. Parking restrictions would be needed for two-lane operation on the south side of Loughboro Road between Lowell and Chain Bridge Roads.
3. Parking restrictions would be needed for two-lane operation on the north side of Loughboro Road between Indian Road and Arizona Avenue.
4. Parking signs will alert motorists and residents to restrictions.
5. Currently, the intersection is unofficially operating with this lane configuration.

Recommendation:

- Based on the reduction in safety, inconvenience to residents and increase in speed, officially striping Loughboro Road as two lanes in each direction is not recommended. Do not eliminate parking. The westbound section of Loughboro Road, from University Terrace to Arizona Avenue, should be striped as an exclusive left and an exclusive through lane. Do not restripe the eastbound approach.

Issue:

- Lack of driver understanding of the operation of the curb lane as a parking lane on Loughboro Road between Lowell and Maud Streets

Preliminary Improvement(s):

1. Install new striping and parking signs indicating that the curb lane is a parking lane.

Evaluation:

1. Residential parking signs may not be added to this section of Loughboro Road

without a petition from residents[1]. Instead, "No Parking Here to Corner" signs could be installed 40 feet from the intersections of Loughboro Road with Lowell Street, Millwood Lane, Glenbrook Road, Macomb Street and Maud Street. Additionally, pavement markings, as shown in Figure 24, could be applied to the roadway. These markings would serve two purposes: they would clearly delineate the parking lane, and they serve to effectively reduce the width of Loughboro Road to one lane in each direction. Figure 24 is a typical sketch of the marking placement. Markings should be placed from Arizona Avenue to Maud Street.

Recommendation:

- Place the pavement markings shown in Figure 24 on Loughboro Road from Arizona Avenue to Maud Street. Install "No Parking Here to Corner" at the intersections in this area of Loughboro Road.

Issue:

- Traffic Operations at Arizona Avenue

Preliminary Improvement(s):

1. Short-Term: Signalize intersection. Until the signal is installed, add "all-way" plate to all existing stop signs at this intersection.

Evaluation:

1. This intersection meets peak hour signalization warrants for both the AM and PM peak hours under existing conditions[2]. A full signal warrant study is recommended. Signalization will improve traffic operations and safety. Adding the "all-way" plate is necessary to communicate adequately to the drivers the operation of the stop-controlled intersection. Additionally, the stop sign for westbound Loughboro Road motorists is partially obscured by trees. A supplemental stop sign should be installed on the left side of westbound Loughboro Road.

Recommendation:

- Perform full warrant study and signalize the intersection. Until such time, add "all-way" plate to all stop signs.

Issue:

- Pedestrian access to Metrobus stops on north side of Loughboro Road

Preliminary Improvement(s):

1. Construct a bus shelter at the bus stop near Palisades Lane.
2. Construct concrete pads for riders to stand on while waiting for the bus at all other bus stops on the north side between Maud Street and Foxhall Road.
3. Place crosswalks on Loughboro Road.

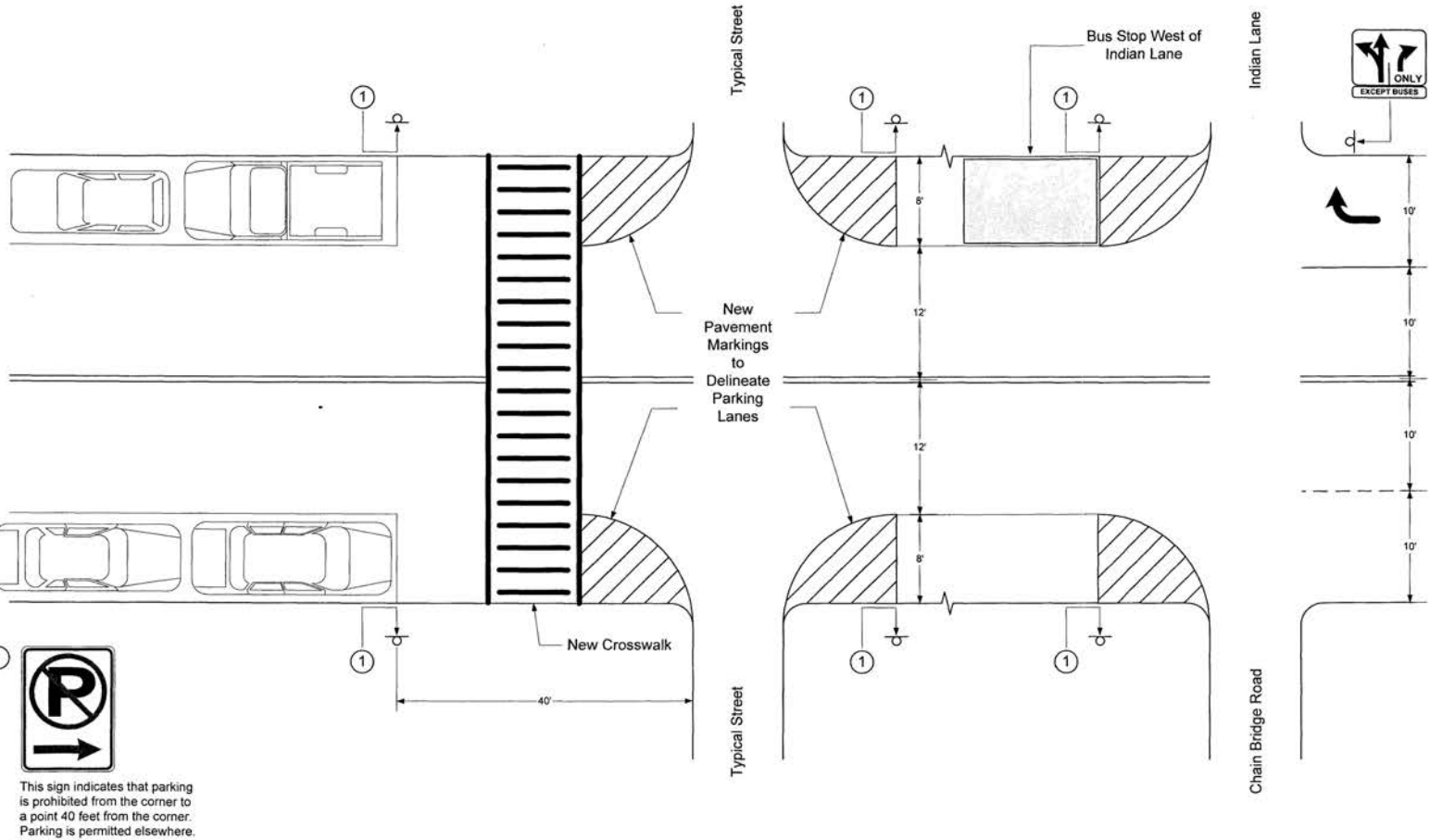
Evaluation:

1. The construction of the new shelter increases pedestrian/commuter safety and comfort. Removes pedestrians from roadway.
2. Bus pads have been constructed.

---

[1] A petition signed by at least 51% of the residents of the block would be required to enact residential parking.

[2] Appendix H presents the signal warrant analysis worksheets for this intersection.



This sign indicates that parking is prohibited from the corner to a point 40 feet from the corner. Parking is permitted elsewhere.

Not to Scale		Palisades Traffic Impact Study	Typical Section - Recommended Pavement Striping - Loughboro Road	FIGURE 24
August, 2002				

3. Crosswalks should be placed at the following locations:
    - Palisades Lane
    - East side of Maud Street intersection
    - East side of Glenbrook Road intersection
    - West side of Millwood Lane intersection
    - East side of Lowell Street intersection
    - East side of University Terrace intersection
    - Restripe crosswalks at the intersection of Loughboro and Foxhall Roads.

Recommendation:

- Construct bus shelters/pads where indicated. Place crosswalks where indicated.

Issue:

- Traffic operations on Loughboro Road between Dalecarlia Parkway and MacArthur Boulevard

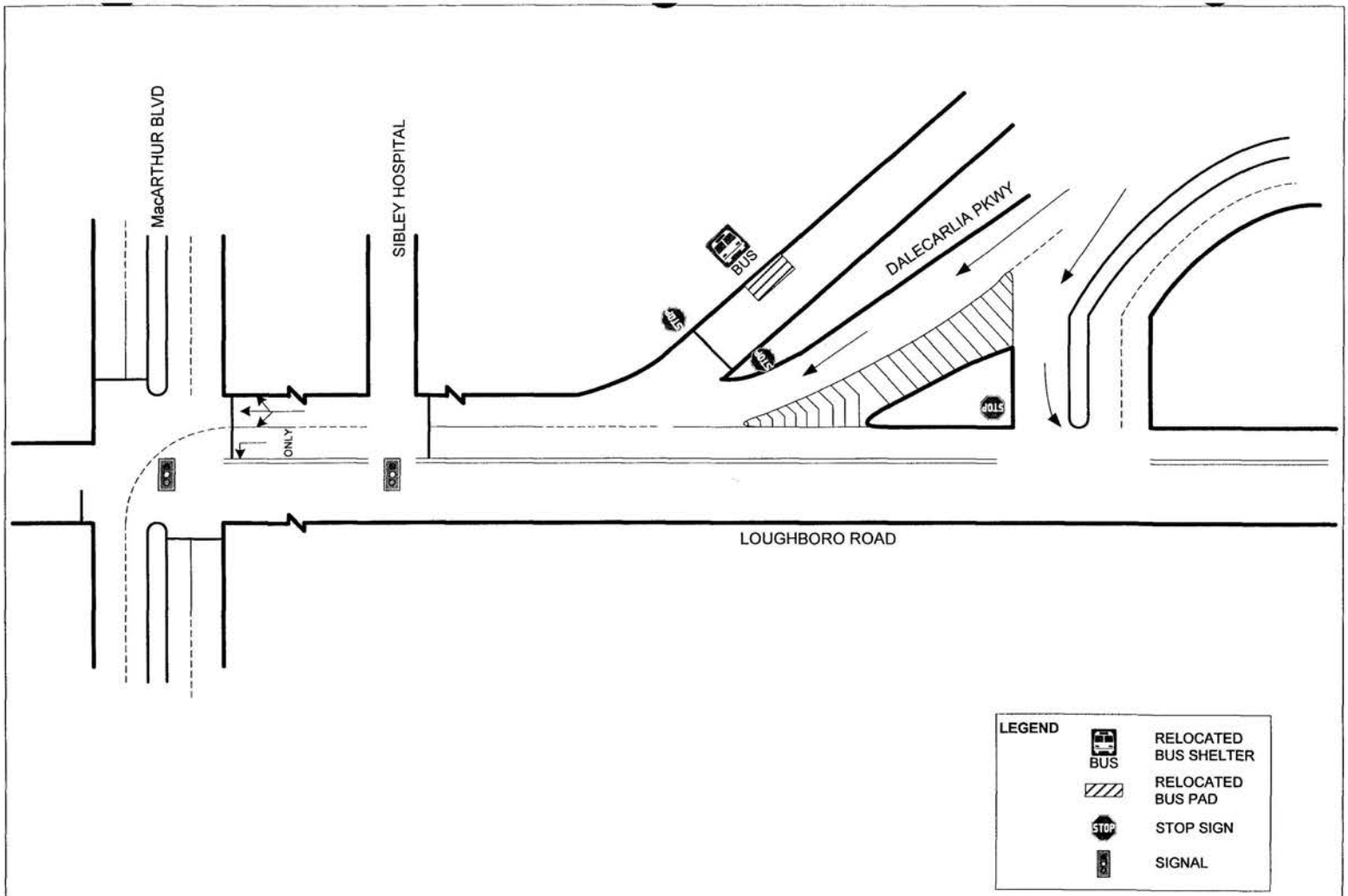
Preliminary Improvement(s):

Figure 25 is a preliminary sketch showing the improvements described below.

1. Reduce the number of through lanes from Dalecarlia Parkway to westbound Loughboro Road from two to one at the approach to Loughboro Road.
2. Stripe Loughboro Road as two westbound lanes from its intersection with Dalecarlia to MacArthur Boulevard.
3. Relocate bus shelter near Sibley Hospital to location on bus access ramp.
4. Install pavement markings on westbound Loughboro at its intersection with MacArthur to indicate an exclusive left turn from the left lane, and a shared left/through/right from the right lane.
5. Carry westbound Loughboro lane line through intersection to delineate turning path for each lane.

Evaluation:

1. The off-ramp from Dalecarlia Parkway to westbound Loughboro Road creates a safety issue. There are two lanes coming off the parkway, merging with through traffic on Loughboro and continuing into one lane on Loughboro Road. Loughboro is wide enough at this point to accommodate two lanes. The two lanes on the off-ramp should be reduced to one lane, which would continue to be controlled by a stop sign before continuing onto the newly created curb lane on Loughboro.
2. Figure 26 shows that Loughboro is wide enough for two lanes from Dalecarlia Parkway to MacArthur Boulevard As seen in Figure 5, there is a lane-control sign indicating two lanes. Pavement markings should be added.



Not to Scale August, 2002	N	Palisades Traffic Impact Study	**Proposed Improvements at MacArthur Boulevard and Loughboro Road**	**FIGURE 25**

Figure 26
Loughboro Road Approaching MacArthur Boulevard



3. With the new configuration of Dalecarlia Parkway, the existing bus shelter near Sibley Hospital should be relocated to the bus ramp to improve both pedestrian and vehicular safety, as well as to prevent bus blockages of the curb lane.
4. Left turns are permitted from the right lane of Loughboro at MacArthur. Adding pavement markings will clarify this for drivers.
5. The turning path should be carried through the intersection to ensure that drivers turn into the proper lane.

Recommendation:

- Implement all of the preliminary improvements noted above.

Issue:

- Sight distance on westbound Loughboro Road approaching MacArthur Boulevard

Preliminary Improvement(s):

1. Prohibit left turns from unsignalized Sibley Hospital driveway, due to poor sight distance caused by the grade of Loughboro Road.

Evaluation:

1. The left turn prohibition will improve safety.

Recommendation:

- Prohibit left turns.

Issue:

- Bus operations in the vicinity of Sibley Hospital

Preliminary Improvement(s):

1. Remove bus stop on eastbound Loughboro Road between Sibley Hospital driveway and Dalecarlia Parkway.
2. Rebuild Little Falls Road to acceptable engineering standards to allow bus loading and unloading.

Evaluation:

1. The elimination of the bus stop will have little effect on bus riders. Passengers can board or depart the bus at the bus stop at the hospital driveway.
2. While the Consultant feels that this is a good solution to the problem of bus traffic in the immediate vicinity of Sibley Hospital, a study of the pavement strength, subgrade and roadway geometrics should be undertaken before further recommendation could be given.

Recommendation:

- Remove the bus stop on Loughboro Road. Perform additional study on Little Falls Road.

Issue:

- Speeding on Loughboro Road

Preliminary Improvement(s):

1. Place temporary radar speed monitors on both directions of Loughboro Road between Arizona Avenue and Dalecarlia Parkway for a period of two weeks. Repeat the placement of the speed monitoring equipment every three months. Conduct three days of speed enforcement every two months.

Evaluation:

1. The speed monitors will alert drivers to the posted speed and their actual speed in an effort to slow traffic. During times of police enforcement, the recommended parking lane on Loughboro Road can safely be used to pull over traffic violators.

Recommendation:

- Install speed monitors. Repeat the placement of the speed monitoring equipment every three months. Conduct three days of speed enforcement every three months.

MACARTHUR BOULEVARD

Issue:

- Traffic Operations on MacArthur Boulevard at Arizona Avenue

Preliminary Improvement(s):

1. Convert approximately 160 feet of median in each direction of MacArthur Boulevard to exclusive left turn lanes, with protected signal phasing.

Evaluation:

1. The negative impacts of this preliminary improvement outweigh the positive. There are not enough left turns from MacArthur Boulevard to Arizona Avenue to justify removing part of the median. The addition of a protected left turn phase also increases delay and degrades LOS for the entire intersection.

Recommendation:

- Do not create exclusive left turn lanes at this intersection.

Issue:

- Traffic operations on MacArthur Boulevard at V Street

Preliminary Improvement(s):

1. Prohibit parking on the south side of V Street from MacArthur Boulevard to the first driveway.

Evaluation:

1. Parking prohibition will allow for easier right turns from MacArthur Boulevard.

Recommendation:

- Prohibit parking at this location.

Issue:

- Pedestrian safety and traffic operations on MacArthur Boulevard at U Street

Figure 27

MacArthur Boulevard and U Street



Preliminary Improvement(s):

1. Construct raised crosswalk across MacArthur Boulevard at the location shown in Figure 27.
2. Signalize the intersection if signalization warrants are met.

Evaluation:

1. The construction of the raised crosswalk will slow traffic through this unsignalized intersection, improving pedestrian safety.

2. A signal warrant analysis was conducted for this intersection for both existing and future traffic[1]. The warrant was not met under any conditions, and therefore, signalization cannot be recommended at this time.

Recommendation:

- Construct raised crosswalk.

Issue:

- Traffic operations on MacArthur Boulevard at Q Street

Preliminary Improvement(s):

1. Move No Parking sign on northbound receiving side of MacArthur by 40 feet.
2. Eliminate parking on northbound MacArthur between legs of Q Street.
3. Move westbound Q Street parking back by 40 feet.

Evaluation:

1. The relocation of the No Parking sign will facilitate traffic operations at this intersection. It will provide room for vehicles not destined to the Georgetown Day School to bypass the congestion at the intersection during the congested AM and PM peak hours.
2. The elimination of parking on northbound MacArthur Boulevard between the two legs of Q Street will help improve traffic operations at the intersection and will provide needed additional width for buses to maneuver through the intersection.
3. The relocation of the No Parking sign on Q Street will help improve traffic operations at the intersection and will provide needed additional width for buses to maneuver through the intersection.

Recommendation:

- Implement all of the preliminary improvements listed above; i.e., the relocation of parking signs and the elimination of parking between the two legs of Q Street.

Issue:

- Pedestrian access to Metrobus stops along MacArthur Boulevard

Preliminary Improvement(s):

1. Construct a bus shelter at the bus stop on southbound MacArthur Boulevard near Dana Place.
2. Bus pads have been constructed.

Evaluation:

1. The construction of the bus shelter increases pedestrian/commuter safety and comfort. It removes pedestrians from roadway.
2. The construction of the concrete pads allows commuters to safely stand off the roadway and without harming the lawns of neighborhood residents.

Recommendation:

- Construct bus shelters/pads where indicated.

WHITEHAVEN PARKWAY

Issue:

- Pedestrian safety and traffic operations in the vicinity of St. Patrick's School.

---

[1] Appendix H presents the signal warrant analysis worksheets for this intersection.

Preliminary Improvement(s):

1. Convert Whitehaven Parkway to one-way westbound operation.
2. Eliminate parking on north side from Foxhall Road to Ginger's Way. Operate two westbound lanes of traffic and one eastbound lane on this section of Whitehaven Parkway.
3. Construct sidewalk the length of south side.
4. Install raised crosswalk between the main school campus and the gymnasium of St. Patrick's School.
5. Install speed humps. One between the proposed St. Patrick's exit driveway and the GWU driveway; and one between the proposed St. Patrick's entrance driveway and MacArthur Boulevard.
6. Use the westernmost driveway to St. Patrick's School as the entrance for student drop-off and the easternmost driveway as the exit.

Evaluation:

1. Conversion to one-way operation would improve the operation and capacity of Whitehaven Parkway, but would also increase vehicle speed, reducing pedestrian safety.
2. The elimination of parking increases capacity and improves operations. Eliminating parking during all hours would reduce the number of daily violations and give school officials time to report any violators well before the start of school. The two facilities that will be most affected by the parking prohibition are St. Patrick's Day School and Mt. Vernon College. Representatives from these two institutions have indicated to the Study Team that they are supportive of the proposed parking elimination.
3. Sidewalk construction increases pedestrian safety.
4. The provision of the raised crosswalk reduces vehicular speed, increasing pedestrian safety.
5. Speed humps reduce vehicular speed, increasing pedestrian safety.
6. Relocating the entrance to the drop-off area for the school would provide needed additional stacking space away from the intersection of Foxhall Road and Whitehaven Parkway.

Recommendation:

- Do not convert Whitehaven Parkway to one-way operation.
- Eliminate parking; construct sidewalk, raised crosswalk and speed humps; relocate the entrance to the drop-off area at the school.

ARIZONA AVENUE

Issue:

- Pedestrian safety and speeding on Arizona Avenue.

Preliminary Improvement(s):

1. Continue centerline striping from the existing terminus to Loughboro Road.
2. Convert intersection with Cathedral Avenue to All-Way stop.
3. Short term: install parking signs on both sides of roadway.
4. Short term: Construct 150 yards of stone sidewalk on east side of Arizona from MacArthur Boulevard to Glade Street.

5. Construct sidewalk on the east side of Arizona Avenue, as shown in Figure 28. This sidewalk would "meander" back and forth across the existing curb line.

Evaluation:

1. The additional striping will create uniformity with the rest of the roadway and improve safety.
2. The conversion to all-way stop will help to reduce vehicular speeds on Arizona Avenue.
3. Parking restriction signs will inform residents of permitted parking hours.
4. The construction of the stone sidewalk is low-cost and environmentally friendly.
5. This "meandering" alignment will serve several purposes:
    - It will provide for sidewalk the entire length of Arizona Avenue.
    - Few, if any, mature trees will need to be removed.
    - A large percentage of existing parking will be retained on the east side.
    - It will reduce the width of the roadway, thereby slowing traffic.

Recommendation:

- Short term: Make pavement marking and signage changes. Implement stone sidewalk as a demonstration project.
- Long term: Construct sidewalk as shown in Figure 28. Based on information provided by the District of Columbia Office of Public Space, sufficient right-of-way is available for this improvement.

Issue:

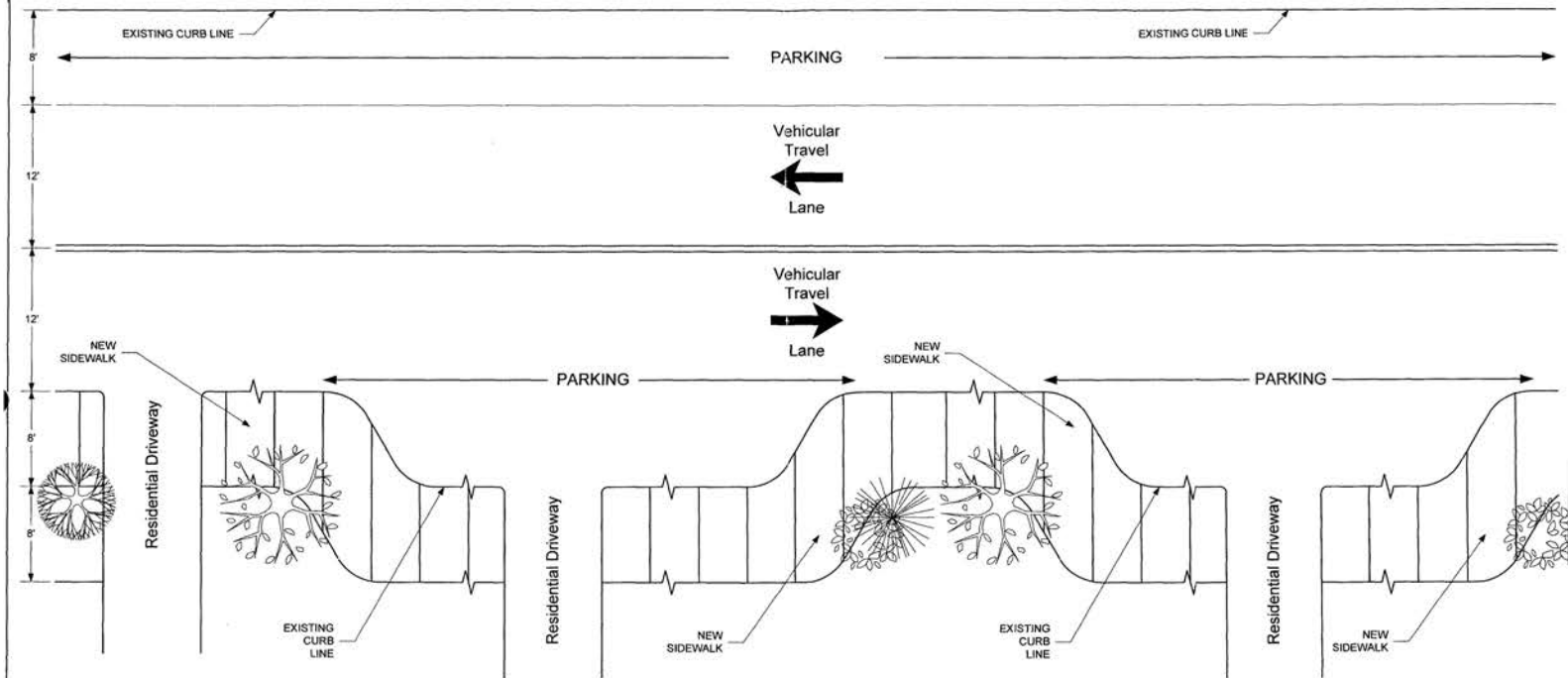
- AM peak hour left turns on Arizona Avenue at Canal Road

Preliminary Improvement(s):

1. Change operation of traffic signal to allow for left turns.

Evaluation:

1. During the AM peak, the intersection of Arizona and Canal operates as an unsignalized intersection, due to the inbound-only operation of Canal Road. No left turns are allowed form westbound Arizona Avenue to southbound Canal Road. This minimizes delays for vehicles traveling on Canal Road. However, this penalizes local residents who wish to travel southbound on Canal Road during the AM peak period. This intersection also had nineteen reportable accidents between January 1997 and December 1999, the highest accident rate of any intersection in the study area. Operation as a signalized intersection during the AM peak hour could reduce the number of accidents at this location.



Not to Scale		Palisades Traffic Impact Study	Typical Section - Arizona Avenue Recommended Sidewalk	FIGURE 28
August, 2002				

To model the proposed changes, the estimated diversions were added as right turns to inbound MacArthur Boulevard at Arizona Avenue. These turns became left turns at the proposed signal and continued down Canal Road to exit the study area via Whitehurst Freeway. The signal was designed as a pretimed signal, with a 130-second cycle length and was coordinated with the signal at Canal Road/Chain Bridge.

Table 16 shows that the conversion to signalized operation at the intersection of Arizona Avenue and Canal Road would have only; a marginal detrimental effect on traffic operations.

Table 16:
Canal Road and Arizona Avenue

Intersection	Unsignalized LOS	Signalized LOS
Canal Road and Arizona Avenue	A	B
MacArthur Blvd and Arizona Avenue	F	F
Foxhall Road and Canal Road	C	D
Canal Road and Whitehurst Freeway	D	D

Recommendation:

- The existing signal should be modified to allow for left turns from Arizona Avenue to Canal Road during the AM peak hour.

Issue:

- Arizona Avenue cut-through traffic on Cathedral Avenue

Preliminary Improvement(s):

1. Install peak hour Do Not Enter (except local traffic) sign at intersection with Arizona Avenue.
2. Add all-way stop signs at Weaver and 51st Streets
3. Add speed humps between Weaver and 51st Streets, and between Weaver Street and Arizona Avenue.

Evaluation:

1. These signs would deter through traffic from using Cathedral as an alternative to Arizona Avenue, yet still provide access for residents.
2. The all-way stops would provide an inconvenience to drivers who choose to violate the do not enter sign, as well as reduce speed and improve pedestrian safety.
3. The speed humps would provide an inconvenience to drivers who choose to violate the do not enter sign, as well as reduce speed and improve pedestrian safety. The installation of speed humps has negative effects on the operation of emergency vehicles.

Recommendation:

- Install Do Not Enter signs and all-way stop signs. If these measures to not deter cut-through traffic, install speed humps.

Issue:

- Pedestrian access to Capital Crescent Trail

Preliminary Improvement(s):

1. Construct sidewalk on east side of Arizona Avenue from Sherrier Place to Canal Road. Add a crosswalk across Arizona Avenue at Canal Road and pave the pedestrian path from this intersection to the Capital Crescent Trail (Figure 29). Install pedestrian signal heads.

Figure 29

Pedestrian Path from Arizona Avenue to Capital Crescent Trail



2. Construct sidewalk/ramp along face of cliff from Potomac Avenue to trail.

Evaluation:

1. The new sidewalk would be relatively low-cost. Part of the necessary improvements already exists on Arizona Avenue. The new pedestrian facility would allow pedestrians/bicyclists to walk down to the intersection of Canal and Arizona and access the Capital Crescent Trail. Pedestrians are currently crossing this intersection with no crosswalk and no pedestrian signal heads. The proposed improvements would increase pedestrian safety at this intersection.
2. The ramp would provide a means for trail users to reach the trail via Potomac Avenue. A more detailed study would be necessary to determine the feasibility and cost-effectiveness of this option.

Recommendation:

- Implement preliminary improvement 1.

RESERVOIR ROAD

Issue:

- Right turns from left lane of Reservoir Road (west) onto MacArthur Boulevard

Preliminary Improvement(s):

1. Add "NO RIGHT TURN ON RED FROM LEFT LANE" sign to Reservoir Road approach.

Evaluation:

1. Right turns on red should not be permitted from the left lane of a two-lane approach. Because there is no sign prohibiting this movement, some drivers turn right on red from the left lane

Recommendation:

- Install Sign

Issue:

- Inadequate wording on the "DO NOT ENTER" sign at top of hill going towards Canal Road (Figure 30).

Figure 30

DO NOT ENTER Sign on Reservoir Road Approaching Canal Road



Preliminary Improvement(s):

1. Remove sign and replace with a new sign with the words "at Canal Road" removed.

2. Relocate sign to the final driveway/cross street before Canal Road.

Evaluation:

1. The current wording of this sign implies that the do not enter is at Canal Road. However, for drivers who misinterpret the sign, there is nowhere for them to turn around before reaching Canal Road. Removing "at Canal Road" from the sign removes ambiguity.
2. Relocating the sign to the last driveway/cross street will give drivers a final location to turn around.

Recommendation:

- Replace and relocate sign.

CANAL ROAD

Issue:

- Speeding and reversible lane violations on Canal Road

Preliminary Improvement(s):

1. Long term: install radar cameras every 2,000 feet.
2. Police enforcement of 7:00 PM ending of reversible lane operations.

Evaluation:

1. Placing radar cameras on Canal Road to photograph speeders will slow traffic. The problem with conventional enforcement is the lack of shoulders or other pull-off spots where police could stop motorists. The cameras should be placed every 2,000 feet so that motorists are aware that their speed is being monitored throughout the entire corridor.
2. Due to the fifteen-minute lag built into the reversible lane operation, the inbound lane of Canal Road should be unused between 7:00-7:15 PM. Police could be stationed along Canal Road to cite violators, increasing vehicular safety.

Recommendation:

- Install radar cameras every 2,000 feet.

Issue:

- Pedestrian safety and traffic operations at Reservoir Road/Fletcher's Boathouse

Preliminary Improvement(s):

1. Prohibit the following movements at all times:
    - Right turns from inbound Canal to boathouse driveway
    - Right turns from outbound Canal to Reservoir
    - Left turns from Reservoir to inbound Canal
    - Left turns from boathouse driveway to outbound Canal
2. Extend dashed line across boathouse driveway to retaining wall along inbound Canal Road.
3. Install reflectorized plate on wall separating inbound Canal road from boathouse driveway.
4. Install custom-designed energy attenuators, mounted on the wall, which fit in with the architectural and historical surroundings.
5. Mid-term: Fully signalize the intersection.
6. Mid-term: Install actuated pedestrian signal across Canal Road. Construct

sidewalk on Reservoir Road from opposite the end of existing sidewalk to location of signal.

7. Long-term: Construct overpass/underpass for pedestrians.

Evaluation:

1. The movements listed above are unsafe and disrupt traffic flow. They should be prohibited. The elimination of these movements is likely to reduce the high number of accidents at this location.
2. The extension of the dashed line would alert drivers, specifically during the PM peak hour, of the abrupt change in alignment of Canal Road and of the wall.
3. The reflectorized plate provides further warning about the presence of the wall.
4. In recent years, there have been several accidents in this location that involved fixed objects. An energy attenuator could lessen the impact of such accidents in the future.
5. Analysis by the Consultant shows that the installation of a signal at this location would provide positive safety and operational benefits, while not negatively impacting intersection or roadway capacity or delay. It would also help to reduce speeds on Canal Road.
6. Full signalization is a more beneficial alternative, but the sidewalk described above should be constructed.
7. This is the best improvement to increase pedestrian safety at this intersection.

Recommendation:

- Short-term: prohibit specified turns and install signs, energy attenuator and pavement markings (1-4).
- Mid-term: fully signalize the intersection (5) and provide new sidewalk (described in 6)
- Long-term: Construct new pedestrian facility (7).

Issue:

- As shown in Figure 31, the signs on Clark Place are in poor condition.

Preliminary Improvement(s):

1. Replace sign assembly at Q Street and Clark Place.
2. Replace ONE WAY and DO NOT ENTER signs on Clark Place near Canal Road.

Evaluation:

1. Signs are in disrepair and hard to read.
2. Signs are in disrepair and hard to read.

Recommendation:

- Replace signs.

Figure 31
Signs on Clark Place



Issue:

1. Traffic Operations and pavement markings at Arizona Avenue. During the PM peak hour, through traffic traveling in the left lane drives in what appears to be an oncoming lane.
2. Poor condition of street signs.

Preliminary Improvement(s):

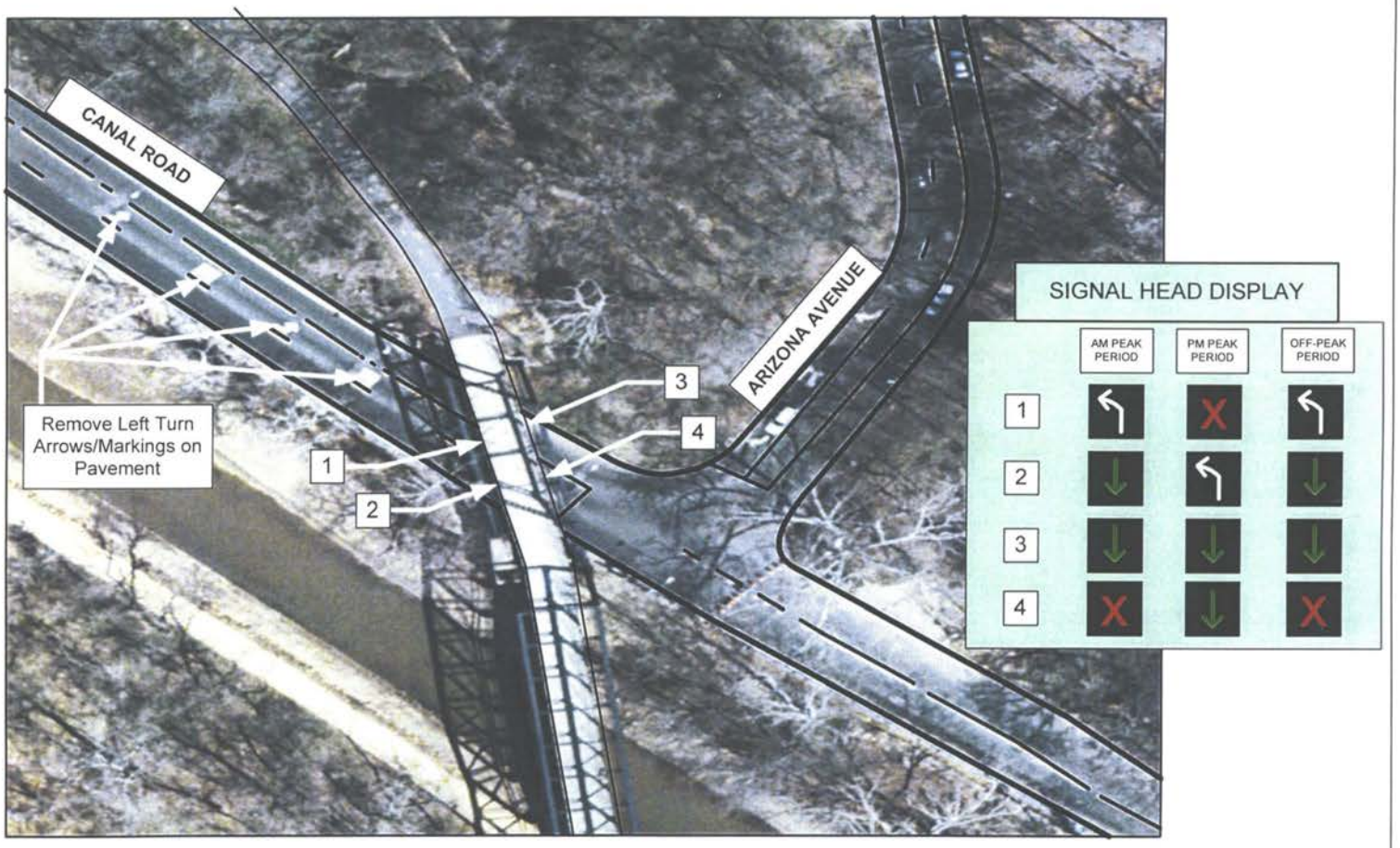
1. Modify pavement markings and install additional lane control signals to clarify operations. Figure 32 is an aerial photograph of the intersection showing proposed lane control signals and their operation at various times of the day.
2. Replace street sign.

Evaluation:

1. As shown in Figure 32, the Arrow/"ONLY" markings on inbound Canal Road could be removed to eliminate any confusion to outbound motorists driving against the markings during the PM peak hour. Lane control signals could be hung from the trail bridge at Arizona Avenue, instructing motorists on which lanes are available to them.

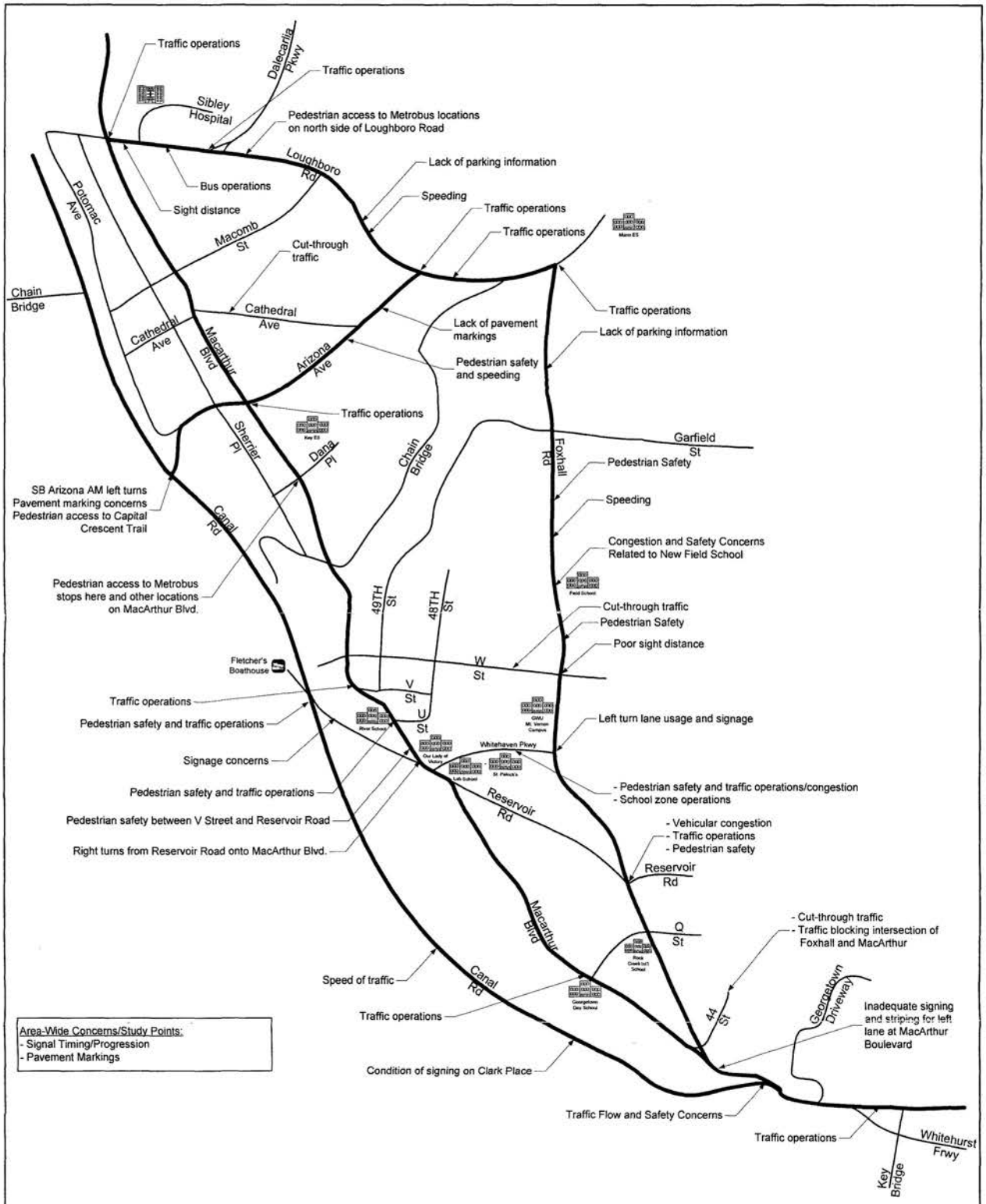
Recommendation:

- Install new signs and lane control signals, and remove pavement markings as shown in Figure 32.

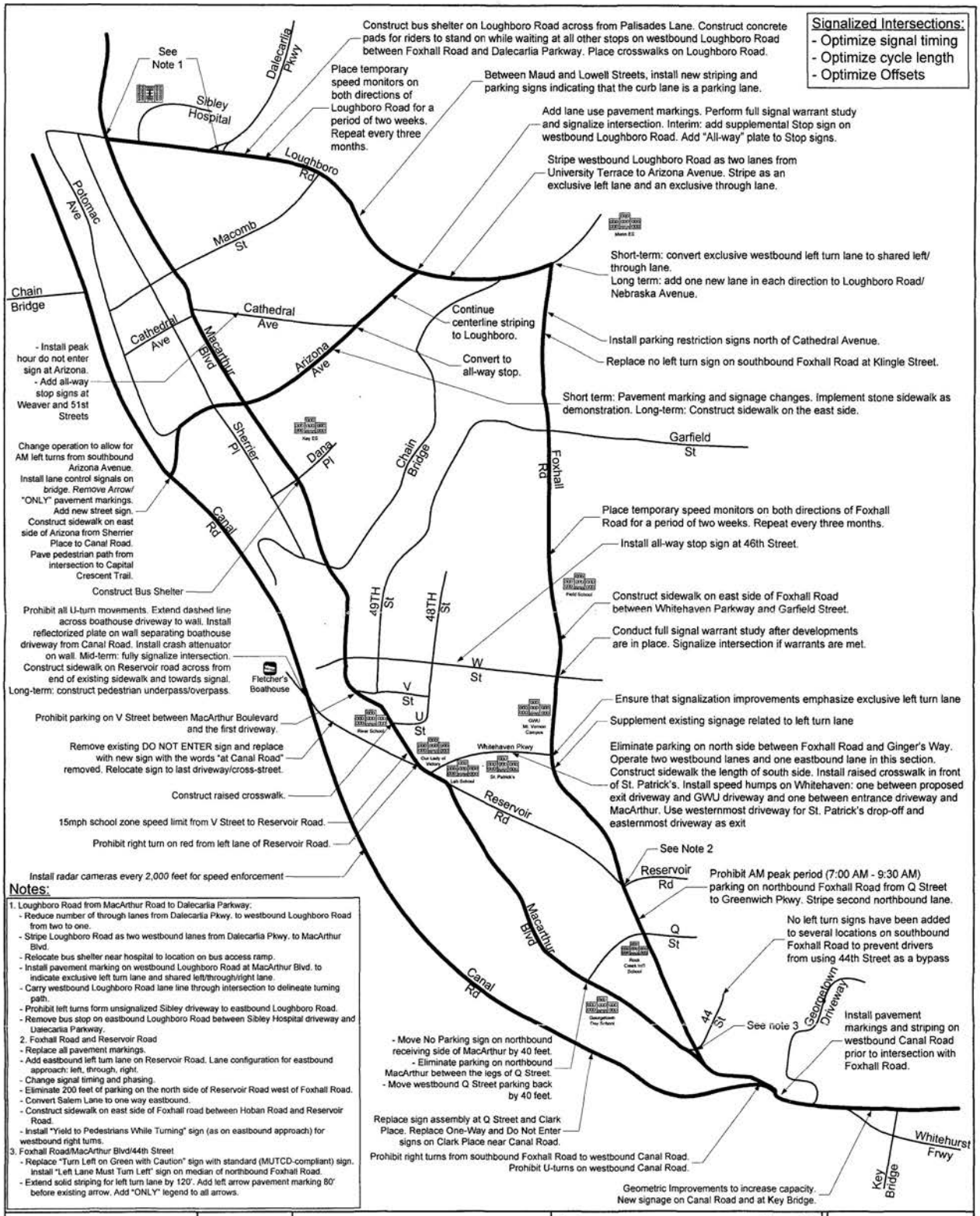


NOTE: Signal Heads to be installed supported from the pedestrian bridge

Not to Scale August, 2002		**Palisades Traffic Impact Study**	**Proposed Lane Control Signals for Arizona Avenue and Canal Road**	**FIGURE 32**



Not to Scale		Palisades Traffic Impact Study	Transportation Issues in the Study Area	FIGURE 33
August, 2002				


Signalized Intersections:
- Optimize signal timing
- Optimize cycle length
- Optimize Offsets
Construct bus shelter on Loughboro Road across from Palisades Lane. Construct concrete pads for riders to stand on while waiting at all other stops on westbound Loughboro Road between Foxhall Road and Dalecarlia Parkway. Place crosswalks on Loughboro Road.
See Note 1
Dalecarlia Pkwy
Sibley Hospital
Place temporary speed monitors on both directions of Loughboro Road for a period of two weeks. Repeat every three months.
Between Maud and Lowell Streets, install new striping and parking signs indicating that the curb lane is a parking lane.
Add lane use pavement markings. Perform full signal warrant study and signalize intersection. Interim: add supplemental Stop sign on westbound Loughboro Road. Add "All-way" plate to Stop signs.
Loughboro Rd
Stripe westbound Loughboro Road as two lanes from University Terrace to Arizona Avenue. Stripe as an exclusive left lane and an exclusive through lane.
Potomac Ave
Macomb St
Short-term: convert exclusive westbound left turn lane to shared left/ through lane.
Long term: add one new lane in each direction to Loughboro Road/ Nebraska Avenue.
Chain Bridge
Cathedral Ave
Macarthur Blvd
Arizona Ave
Continue centerline striping to Loughboro.
Install parking restriction signs north of Cathedral Avenue.
Replace no left turn sign on southbound Foxhall Road at Klingle Street.
- Install peak hour do not enter sign at Arizona.
- Add all-way stop signs at Weaver and 51st Streets
Convert to all-way stop.
Short term: Pavement marking and signage changes. Implement stone sidewalk as demonstration. Long-term: Construct sidewalk on the east side.
Garfield St
Sherrier Pl
Dana Pl
Chain Bridge
Foxhall Rd
Change operation to allow for AM left turns from southbound Arizona Avenue. Install lane control signals on bridge. Remove Arrow/ "ONLY" pavement markings. Add new street sign. Construct sidewalk on east side of Arizona from Sherrier Place to Canal Road. Pave pedestrian path from intersection to Capital Crescent Trail.
Canal Rd
Construct Bus Shelter
Place temporary speed monitors on both directions of Foxhall Road for a period of two weeks. Repeat every three months.
Install all-way stop sign at 46th Street.
49TH St
48TH St
Construct sidewalk on east side of Foxhall Road between Whitehaven Parkway and Garfield Street.
Conduct full signal warrant study after developments are in place. Signalize intersection if warrants are met.
Prohibit all U-turn movements. Extend dashed line across boathouse driveway to wall. Install reflectorized plate on wall separating boathouse driveway from Canal Road. Install crash attenuator on wall. Mid-term: fully signalize intersection. Construct sidewalk on Reservoir road across from end of existing sidewalk and towards signal. Long-term: construct pedestrian underpass/overpass.
W St
Fletcher's Boathouse
V St
U St
Ensure that signalization improvements emphasize exclusive left turn lane
Supplement existing signage related to left turn lane
Prohibit parking on V Street between MacArthur Boulevard and the first driveway.
Remove existing DO NOT ENTER sign and replace with new sign with the words "at Canal Road" removed. Relocate sign to last driveway/cross-street.
Whitehaven Pkwy
Eliminate parking on north side between Foxhall Road and Ginger's Way. Operate two westbound lanes and one eastbound lane in this section. Construct sidewalk the length of south side. Install raised crosswalk in front of St. Patrick's. Install speed humps on Whitehaven: one between proposed exit driveway and GWU driveway and one between entrance driveway and MacArthur. Use westernmost driveway for St. Patrick's drop-off and easternmost driveway as exit
Construct raised crosswalk.
Reservoir Rd
15mph school zone speed limit from V Street to Reservoir Road.
Prohibit right turn on red from left lane of Reservoir Road.
See Note 2
Reservoir Rd
Prohibit AM peak period (7:00 AM - 9:30 AM) parking on northbound Foxhall Road from Q Street to Greenwich Pkwy. Stripe second northbound lane.
Install radar cameras every 2,000 feet for speed enforcement
Macarthur Blvd
Q St
No left turn signs have been added to several locations on southbound Foxhall Road to prevent drivers from using 44th Street as a bypass
Canal Rd
44 St
See note 3
Georgetown Driveway
Install pavement markings and striping on westbound Canal Road prior to intersection with Foxhall Road.
- Move No Parking sign on northbound receiving side of MacArthur by 40 feet.
- Eliminate parking on northbound MacArthur between the legs of Q Street.
- Move westbound Q Street parking back by 40 feet.
Replace sign assembly at Q Street and Clark Place. Replace One-Way and Do Not Enter signs on Clark Place near Canal Road.
Prohibit right turns from southbound Foxhall Road to westbound Canal Road.
Prohibit U-turns on westbound Canal Road.
Whitehurst Frwy
Key Bridge
Geometric Improvements to increase capacity. New signage on Canal Road and at Key Bridge.
Notes:
1. Loughboro Road from MacArthur Road to Dalecarlia Parkway:
- Reduce number of through lanes from Dalecarlia Pkwy. to westbound Loughboro Road from two to one.
- Stripe Loughboro Road as two westbound lanes from Dalecarlia Pkwy. to MacArthur Blvd.
- Relocate bus shelter near hospital to location on bus access ramp.
- Install pavement marking on westbound Loughboro Road at MacArthur Blvd. to indicate exclusive left turn lane and shared left/through/right lane.
- Carry westbound Loughboro Road lane line through intersection to delineate turning path.
- Prohibit left turns form unsignalized Sibley driveway to eastbound Loughboro Road.
- Remove bus stop on eastbound Loughboro Road between Sibley Hospital driveway and Dalecarlia Parkway.
2. Foxhall Road and Reservoir Road
- Replace all pavement markings.
- Add eastbound left turn lane on Reservoir Road. Lane configuration for eastbound approach: left, through, right.
- Change signal timing and phasing.
- Eliminate 200 feet of parking on the north side of Reservoir Road west of Foxhall Road.
- Convert Salem Lane to one way eastbound.
- Construct sidewalk on east side of Foxhall road between Hoban Road and Reservoir Road.
- Install "Yield to Pedestrians While Turning" sign (as on eastbound approach) for westbound right turns.
3. Foxhall Road/MacArthur Blvd/44th Street
- Replace "Turn Left on Green with Caution" sign with standard (MUTCD-compliant) sign. Install "Left Lane Must Turn Left" sign on median of northbound Foxhall Road.
- Extend solid striping for left turn lane by 120'. Add left arrow pavement marking 80' before existing arrow. Add "ONLY" legend to all arrows.
Not to Scale
August, 2002
N
Palisades Traffic Impact Study
Recommended Improvements
FIGURE 34

Issue:

- Traffic operations at Key Bridge and Whitehurst Freeway

Preliminary Improvement(s):

1. Geometric improvements to increase capacity.
2. Add "Downtown" and "Georgetown" signs on eastbound Canal Road, as well as "Whitehurst Freeway" and "Key Bridge" signs.
3. Add additional "No Right Turn on Red" sign for eastbound traffic at the Key Bridge.

Evaluation:

1. The "Georgetown Comprehensive Transportation Improvement Plan," prepared by Gorove/Slade Associates, Inc. and dated August 14, 2001 recommends widening eastbound Canal Road at the Whitehurst Freeway to provide an exclusive through lane, a shared through/right lane and an exclusive right lane. Additionally, it recommends carrying the second eastbound through lane past the Key Bridge and onto M Street. Appendix I shows a graphic displaying the proposed improvements at these intersections. The Consultant evaluated these improvements with the future year model and found them beneficial in reducing delays at these intersections. At this time, these improvements are only in the planning and proposal stages.
2. Existing signs are vague and confusing to out of town motorists. New signage should also reduce the number of vehicles caught in the wrong lane at the intersection of Canal Road and Whitehurst freeway, thereby improving operations on Canal Road.
3. The existing "No Right Turn on Red" sign is only visible from the left turning lane. Drivers in the right lane cannot see the sign. An additional sign should be installed on the signal pole in the southeast corner of the intersection.

Recommendation:

- Construct geometric changes and install new signs.

W STREET

Issue:

- Cut-through traffic

Preliminary Improvement(s):

1. Install all-way stop sign at 46th Street.

Evaluation:

1. This would further inconvenience drivers who use W Street as a cut-through route.

Recommendation:

- Change the operation of the intersection to all-way stop and install signs.

OPTIMIZATION OF SIGNALIZED INTERSECTIONS

All signalized intersections in the study were optimized based on the forecast one-year traffic volumes, which include background traffic growth, as well as all new development traffic. SYNCHRO Version 5 was used to automate the optimization. The Consultant

examined the signal timings and phasing that the computer program recommended and adjusted some of the timings based on established traffic engineering techniques.

Once the cycle lengths (generally 80 seconds during the AM peak and 120 seconds during the PM peak) were established by SYNCHRO, the intersection splits and offsets were optimized using SYNCHRO. SYNCHRO's optimization ensured that the splits at each intersection would provide the least amount of overall delay and greatest amount of capacity.

The following table shows the before and after cycle length, delay and level of service for each of the studied signalized intersections:

Table 17:
Comparison of One-year Optimized Network vs. Non-optimized Network

Intersection	AM Non-optimized			AM optimized			PM Non-optimized			PM optimized		
	Cycle Length (s)	Delay (s)	LOS	Cycle Length (s)	Delay (s)	LOS	Cycle Length (s)	Delay (s)	LOS	Cycle Length (s)	Delay (s)	LOS
MacArthur Blvd and Loughboro Road	80	22.1	C	80	18.9	B	80	17.6	B	120	24.0	C
Loughboro Road and Dalecarlia Pkwy	n/a	52.1	F	n/a	52.0	F	n/a	17.3	C	n/a	13.7	B
Loughboro Road and Arizona Avenue	90	23.6	C	80	24.1	C	90	16.9	B	75	24.6	C
Loughboro Road and Foxhall Road	90	65.0	E	80	66.6	E	90	25.2	C	90	27.8	C
Canal Road and Chain Bridge	130	665.7	F	130	737.1	F	n/a	n/a	n/a	n/a	n/a	n/a
MacArthur Blvd and Macomb Street	n/a	44.6	E	n/a	44.7	E	n/a	12.6	B	n/a	19.6	C
Canal Road and Arizona Avenue	130	13.0	B	130	13.3	B	100	67.5	E	100	68.6	E
MacArthur Blvd and Arizona Avenue	80	49.6	D	80	52.2	D	80	44.3	D	80	53.0	D
Foxhall Road and Garfield Street	70	21.6	C	55	16.0	B	70	16.9	B	60	17.3	B
Canal Road and Reservoir Road	n/a	9.7	A	n/a	9.6	A	n/a	6.5	A	n/a	9.3	A
Foxhall Road and W Street	80	7.8	A	80	7.5	A	90	7.4	A	60	7.6	A
MacArthur Blvd and U Street	n/a	20.7	C	n/a	17.0	C	n/a	14.5	B	n/a	11.6	B
MacArthur Blvd and Reservoir Road (N)	80	67.5	E	40	60.9	E	80	4.2	A	60	6.8	A
MacArthur Blvd and Whitehaven Pkwy	n/a	10.9	B	n/a	13.7	B	n/a	13.1	B	n/a	13.5	B
MacArthur Blvd and Reservoir Road (S)	80	28.1	C	80	25.8	C	80	19.7	B	60	21.7	C
Foxhall Road and Whitehaven Pkwy	80	9.9	A	80	10.1	B	90	14.2	B	60	11.6	B
Foxhall Road and Reservoir Road	80	130.0	F	80	61.0	E	90	226.1	F	120	57.0	E
Foxhall Road/MacArthur Blvd/44th Street	80	41.9	D	80	43.1	D	90	22.5	C	120	4.9	A
Foxhall Road and Canal Road	80	57.0	E	80	61.3	E	90	86.1	F	120	46.7	D
Canal Road and Whitehurst Freeway	120	49.3	D	80	43.9	D	120	225.8	F	120	108.6	F
Canal Road and Key Bridge	80	76.7	E	80	39.7	D	90	22.2	C	120	29.3	C
Overall		**576.0**			**524.9**			**542.3**			**343.8**	

Note: n/a = not applicable. n/a in the "cycle length" column indicates an unsignalized intersection. n/a in the other columns indicates no stop-controlled or signalized movements during these time periods.

As Table 17 indicates, some of the intersections show an increase in delay and/or degradation of LOS. In order to create the best overall optimization of the network, cycle lengths and splits had to be adjusted for nearly every intersection. This primarily resulted

in increasing green times throughout the network. Increased green time allows for a greater traffic volume, which can increase delay when traffic is queued at an intersection. In other cases, making a greater effort to accommodate the major roadway at an intersection created additional delay on the minor street, sometimes increasing the overall delay.

However, the optimization results in a reduction of 9 and 37 percent in overall network delay during the AM and PM peak hours, respectively. The optimization generates reductions in delay for most of the intersections. It can be seen that some intersections experience a reduction in delay of over 50%, greatly improving their operation. In particular, the intersections of Foxhall Road with Whitehaven Parkway and W Street, which will experience the greatest amount of development traffic, are expected to operate at LOS B and LOS A, respectively. With these optimizations, the overall study area can be expected to see an improvement in its operational characteristics. Appendices J and K contain optimized AM and PM peak hour timing worksheets, respectively.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The main goals of this study were to assess existing conditions in the study area and to make recommendations to improve mobility, traffic safety, compliance with speed limit regulations and pedestrian safety. The Study team conducted an extensive data collection and performed multiple field evaluations to assess existing conditions, forecast future conditions and develop recommended improvements.

The Study Team used the data collected for the study, the field evaluations and input from the citizens to develop a comprehensive list of transportation issues in the study area. These issues are summarized in Figure 33. A list of community participants can be found in Appendix L, and their comments can be found in Appendix M[1]. The Study Team developed preliminary improvements to address the issues noted in Figure 34. The Study Team evaluated the preliminary improvements, evaluated these improvements and developed a set of final recommendations.

The recommended improvements summarized in Figure 34 are classified as short-term, mid-term or long-term. Short-Term improvements are those that can be implemented within a one-year time period. Mid-Term and Long Term improvements are those that can be implemented within five and ten year timeframes. A preliminary planning cost estimate of these improvements and a prioritization list are presented in Appendix O.

[1] During the last project meeting, one of the citizens requested that the scope of work for the study be included as an appendix in the final report. Thus, the scope of work for this study is provided in Appendix N.

APPENDIX A
BUS ROUTES AND TIMETABLES

Saturday Westbound

Route Number	Stadium-Armory	C & 8th Sts. NE	Columbus Circle & 1st St.(W) NE (Union Station)	E & 7th Sts. NW	13th & G Sts. NW (Metro Center)	K St. & Connecticut Ave. NW (Farragut N&W)	P & 22nd Sts. NW (DUPONT CIRCLE) ■	Reservoir Rd. & 35th St. NW	MacArthur Blvd. & Q St. NW (Foxhall Village)	SIBLEY HOSPITAL
AM Service										
♿ D6	4:48	4:54	4:57	5:01	5:05	5:10	5:16	5:23	5:28	5:35
♿ D6	5:18	5:24	5:27	5:31	5:35	5:40	5:46	5:53	5:58	6:05
♿ D6	5:48	5:54	5:57	6:01	6:05	6:10	6:16	6:23	6:28	6:35
♿ D6	6:15	6:20	6:24	6:29	6:34	6:40	6:48	6:53	6:59	7:07
♿ D6	6:45	6:50	6:54	6:59	7:04	7:10	7:18	7:23	7:29	7:37
♿ D6	7:15	7:20	7:24	7:29	7:34	7:40	7:48	7:53	7:59	8:07
♿ D6	7:42	7:50	7:54	7:59	8:03	8:10	8:17	8:24	8:29	8:38
♿ D6	8:12	8:20	8:24	8:29	8:33	8:40	8:47	8:54	8:59	9:08
♿ D6	8:42	8:50	8:54	8:59	9:03	9:10	9:17	9:24	9:29	9:38
♿ D6	9:08	9:16	9:20	9:25	9:29	9:36	9:43	9:50	9:55	10:04
♿ D6	9:34	9:41	9:45	9:51	9:56	10:03	10:11	10:19	10:25	10:34
♿ D6	10:04	10:11	10:15	10:21	10:26	10:33	10:41	10:49	10:55	11:04
♿ D6	10:34	10:41	10:45	10:51	10:56	11:03	11:11	11:19	11:25	11:34
♿ D6	11:04	11:11	11:15	11:21	11:26	11:33	11:41	11:49	11:55	12:04
♿ D6	11:34	11:41	11:45	11:51	11:56	12:03	12:11	12:19	12:25	12:34
PM Service										
♿ D6	12:04	12:11	12:15	12:21	12:26	12:33	12:41	12:49	12:55	1:04
♿ D6	12:34	12:41	12:45	12:51	12:56	1:03	1:11	1:19	1:25	1:34
♿ D6	1:04	1:11	1:15	1:21	1:26	1:33	1:41	1:49	1:55	2:04
♿ D6	1:34	1:41	1:45	1:51	1:56	2:03	2:11	2:19	2:25	2:34
♿ D6	2:04	2:11	2:15	2:21	2:26	2:33	2:41	2:49	2:55	3:04
♿ D6	2:34	2:41	2:45	2:51	2:56	3:03	3:11	3:19	3:25	3:34
♿ D6	3:04	3:11	3:15	3:21	3:26	3:33	3:41	3:49	3:55	4:04
♿ D6	3:34	3:41	3:45	3:51	3:56	4:03	4:11	4:19	4:25	4:34
♿ D6	4:04	4:11	4:15	4:21	4:26	4:33	4:41	4:49	4:55	5:04
♿ D6	4:35	4:42	4:46	4:52	4:57	5:04	5:12	5:20	5:26	5:35
♿ D6	5:06	5:13	5:17	5:23	5:28	5:35	5:43	5:51	5:57	6:06
♿ D6	5:37	5:44	5:48	5:54	5:59	6:06	6:14	6:22	6:28	6:37
♿ D6	6:08	6:15	6:19	6:25	6:30	6:37	6:45	6:53	6:59	7:08
♿ D6	6:43	6:50	6:54	6:59	7:03	7:09	7:16	7:24	7:30	7:39
♿ D6	7:14	7:21	7:25	7:30	7:34	7:40	7:47	7:55	8:01	8:10
♿ D6	7:45	7:52	7:56	8:01	8:05	8:11	8:18	8:26	8:32	8:41
♿ D6	8:16	8:23	8:27	8:32	8:36	8:42	8:49	8:57	9:03	9:12
♿ D6	8:47	8:54	8:58	9:03	9:07	9:13	9:20	9:28	9:34	9:43
♿ D6	9:18	9:25	9:29	9:34	9:38	9:44	9:51	9:59	10:05	10:14
♿ D6	9:49	9:56	10:00	10:05	10:09	10:15	10:22	10:30	10:36	10:45
♿ D6	10:20	10:27	10:31	10:36	10:40	10:46	10:53	11:01	11:07	11:16
♿ D6	10:51	10:58	11:02	11:07	11:11	11:17	11:24	11:32	11:38	11:47
♿ D6	11:30	11:36	11:41	11:46	11:49	11:54	12:00	12:07	12:12	12:21
After Midnight Service										
♿ D6/	12:18	12:23	12:27	12:31	12:34	12:39	12:45	-	-	-
♿ D6	1:00	1:05	1:09	1:13	1:16	1:21	1:27	1:32	1:36	1:44
♿ D6/	1:56	2:01	2:05	2:09	2:12	2:17	2:23	-	-	-

♿ — Trip operates with wheelchair-accessible or lift-equipped bus.

■ — Passengers from Dupont Circle station transfer to westbound D6 on 20th St. at O St. or on P st. between 20th and 21st Sts.

D1, 3, 6

Sibley Hospital-Stadium-Armory Line

Between
Sibley Hospital (D3, D6)
Glover Park (D1)
Georgetown
Dupont Circle station
Farragut North station
Farragut West station
Metro Center station
Union Station
Stadium Armory station (D6)
Government Printing Office (D3)
Intercity Bus Terminal (D3)
Trinidad (D3)
Ivy City (D3)

Effective as of September 3, 2000

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

D1,3,6

Sibley Hospital-Stadium-Armory Line

Between
Sibley Hospital (D3,D6)
Glover Park (D1)
Georgetown
Dupont Circle station
Farragut North station
Farragut West station
Metro Center station
Union Station
Stadium Armory station (D6)
Government Printing Office (D3)
Intercity Bus Terminal (D3)
Trinidad (D3)
Ivy City (D3)

Effective as of
September 3, 2000

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Sunday Westbound

	Route Number	Stadium-Armory M	C & 8th Sts. NE	Columbus Circle & 1st St.(W) NE (Union Station) M	E & 7th Sts. NW	13th & G Sts. NW (Metro Center) M	K St. & Connecticut Ave. NW (Farragut N&W) M	P & 22nd Sts. NW (DUPONT CIRCLE) M ■	Reservoir Rd. & 35th St. NW	MacArthur Blvd. & Q St. NW (Foxhall Village)	SIBLEY HOSPITAL
						AM Service					
♿	D6	5:16	5:22	5:27	5:30	5:34	5:38	5:43	5:49	5:53	6:00
♿	D6	5:52	6:00	6:05	6:09	6:13	6:18	6:24	6:30	6:34	6:41
♿	D6	6:32	6:40	6:45	6:49	6:53	6:58	7:04	7:10	7:14	7:21
♿	D6	7:12	7:20	7:25	7:29	7:33	7:38	7:44	7:50	7:54	8:01
♿	D6	7:52	8:00	8:05	8:09	8:13	8:18	8:24	8:30	8:34	8:41
♿	D6	8:32	8:39	8:44	8:48	8:52	8:58	9:05	9:12	9:17	9:25
♿	D6	9:12	9:19	9:24	9:28	9:32	9:38	9:45	9:52	9:57	10:05
♿	D6	9:52	9:59	10:04	10:08	10:12	10:18	10:25	10:32	10:37	10:45
♿	D6	10:25	10:32	10:37	10:42	10:46	10:53	11:01	11:09	11:14	11:23
♿	D6	11:00	11:07	11:12	11:17	11:21	11:28	11:36	11:44	11:49	11:58
♿	D6	11:35	11:42	11:47	11:52	11:56	12:03	12:11	12:19	12:24	12:33
						PM Service					
♿	D6	12:10	12:17	12:22	12:27	12:31	12:38	12:46	12:54	12:59	1:08
♿	D6	12:45	12:52	12:57	1:02	1:06	1:13	1:21	1:29	1:34	1:43
♿	D6	1:20	1:27	1:32	1:37	1:41	1:48	1:56	2:04	2:09	2:18
♿	D6	1:55	2:02	2:07	2:12	2:16	2:23	2:31	2:39	2:44	2:53
♿	D6	2:30	2:37	2:42	2:47	2:51	2:58	3:06	3:14	3:19	3:28
♿	D6	3:05	3:12	3:17	3:22	3:26	3:33	3:41	3:49	3:54	4:03
♿	D6	3:40	3:47	3:52	3:57	4:01	4:08	4:16	4:24	4:29	4:38
♿	D6	4:15	4:22	4:27	4:32	4:36	4:43	4:51	4:59	5:04	5:13
♿	D6	4:50	4:57	5:02	5:07	5:11	5:18	5:26	5:34	5:39	5:48
♿	D6	5:32	5:38	5:43	5:47	5:51	5:58	6:04	6:11	6:16	6:24
♿	D6	6:12	6:18	6:23	6:27	6:31	6:38	6:44	6:51	6:56	7:04
♿	D6	6:52	6:58	7:03	7:07	7:11	7:18	7:24	7:31	7:36	7:44
♿	D6	7:32	7:38	7:43	7:47	7:51	7:58	8:04	8:11	8:16	8:24
♿	D6	8:12	8:18	8:23	8:27	8:31	8:38	8:44	8:51	8:56	9:04
♿	D6	8:52	8:58	9:03	9:07	9:11	9:18	9:24	9:31	9:36	9:44
♿	D6	9:32	9:38	9:43	9:47	9:51	9:58	10:04	10:11	10:16	10:24
♿	D6	10:12	10:18	10:23	10:27	10:31	10:38	10:44	10:51	10:56	11:04
♿	D6	10:52	10:58	11:03	11:07	11:11	11:18	11:24	11:31	11:36	11:44
♿	D6	11:36	11:41	11:45	11:49	11:53	11:58	12:03	12:09	12:13	12:20
						After Midnight Service					
♿	D6/	12:11	12:16	12:20	12:24	12:28	12:33	12:38	-	-	-

♿ — Trip operates with wheelchair-accessible or lift-equipped bus.
■ — Passengers from Dupont Circle station transfer to westbound D6 on 20th St. at O St. or on P st. between 20th and 21st Sts.

Sibley Hospital-Stadium Armory Line
Routes D1,3,6

DURING SNOWSTORMS
CALL 202/637-7000
FOR METROBUS ROUTE INFORMATION

D1,3,6

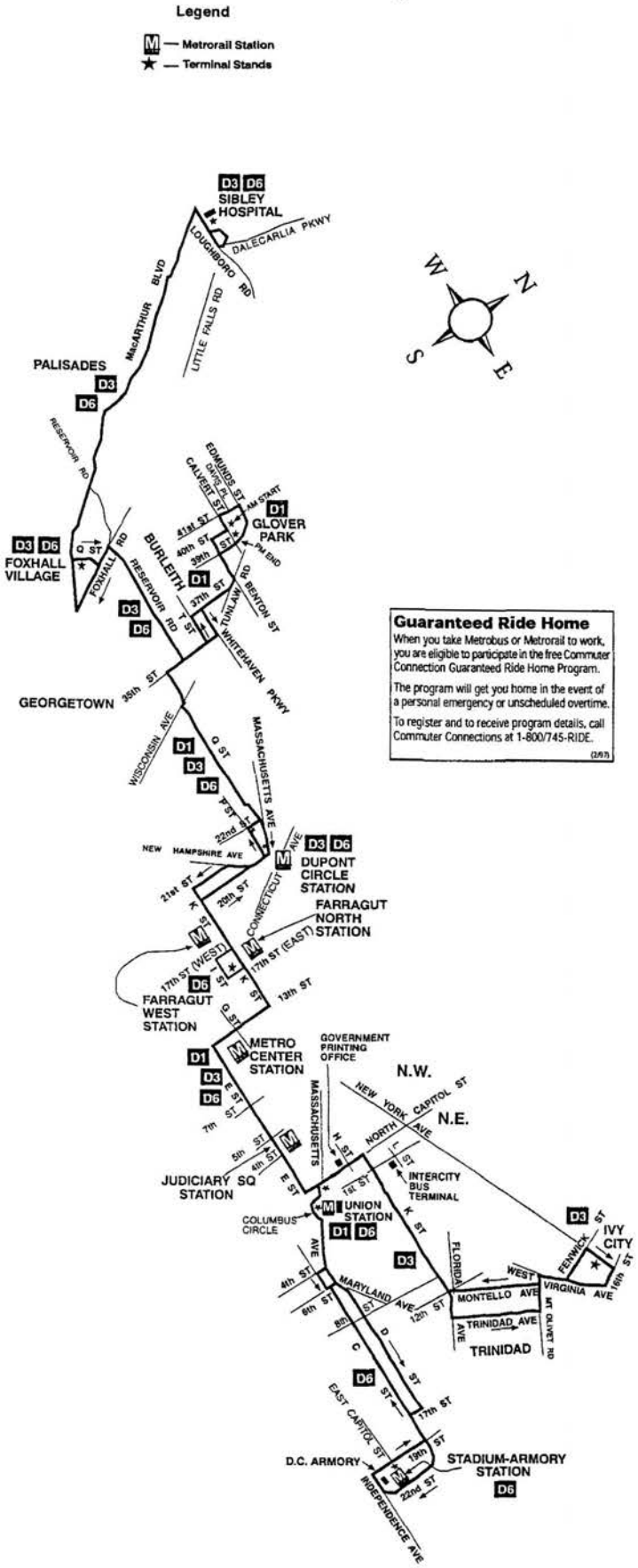
Sibley Hospital-Stadium-Armory Line

Between
Sibley Hospital (D3,D6)
Glover Park (D1)
Georgetown
Dupont Circle station
Farragut North station
Farragut West station
Metro Center station
Union Station
Stadium Armory station (D6)
Government Printing Office (D3)
Intercity Bus Terminal (D3)
Trinidad (D3)
Ivy City (D3)

Effective as of
September 3, 2000

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership



Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connections at 1-800/745-RIDE.

(2/97)

MacArthur Blvd.-Georgetown Line
Route D5

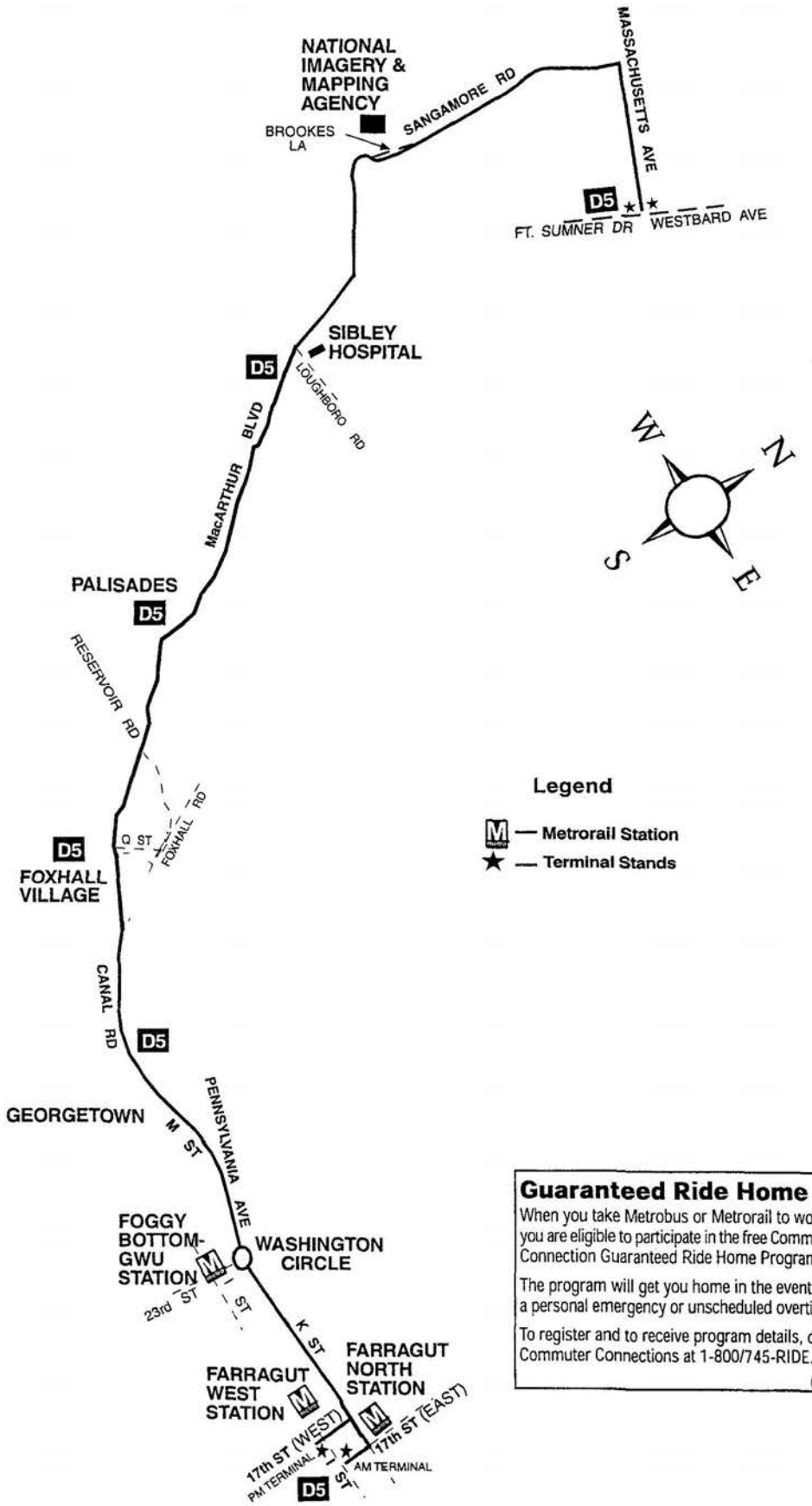
DURING SNOWSTORMS
CALL 202/637-7000
FOR METROBUS ROUTE INFORMATION

D5

MacArthur Blvd.-Georgetown Line

Between
Sangermore Rd.
MacArthur Blvd.
Georgetown
Farragut North station
Farragut West station

Effective as of
June 25, 2000



Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connections at 1-800/745-RIDE.

(2/97)

Weekday Westbound

	Route Number	New York Ave. & 16th St. NE (Ivy City)	K & 8th Sts. NE	Stadium-Armory	C & 8th Sts. NE	Columbus Plaza NE (Union Station)	Columbus Circle & 1st St.(W) NE (Union Station)	North Capitol St. & Massachusetts Ave. NW (Union Station)	E & 7th Sts. NW	13th & G Sts. NW (Metro Center)	K St. & Connecticut Ave. NW (Farragut N&W)	P & 22nd Sts. NW (DUPONT CIRCLE)	Reservoir Rd.& 35th St. NW	39th & Calvert Sts. NW (GLOVER PARK)	MacArthur Blvd. & Q St. NW (FOX-HALL VILLAGE)	SIBLEY HOSPITAL
								AM Service								
♿	D6	-	-	4:13	4:20	-	4:24	-	4:29	4:33	4:40	4:47	4:54	-	5:00	5:08
♿	D6	-	-	4:43	4:50	-	4:54	-	4:59	5:03	5:10	5:17	5:24	-	5:30	5:38
♿	D6	-	-	5:08	5:15	-	5:19	-	5:24	5:28	5:35	5:42	5:49	-	5:55	6:03
♿	D6	-	-	5:28	5:35	-	5:39	-	5:44	5:48	5:55	6:02	6:09	-	6:15	6:23
	D6	-	-	5:48	5:55	-	5:59	-	6:04	6:08	6:15	6:22	6:29	-	6:35	6:43
♿	D6	-	-	6:03	6:10	-	6:14	-	6:19	6:23	6:30	6:37	6:44	-	6:50	6:58
♿	D6/	-	-	6:13	6:20	-	6:24	-	6:29	6:33	6:40	6:47	-	-	-	-
	D3	6:15	6:23	-	-	-	-	6:28	6:33	6:37	6:44	6:51	6:58	-	7:04	7:12
♿	D6	-	-	6:21	6:30	-	6:34	-	6:40	6:44	6:52	7:00	7:09	-	7:15	7:25
	D6/	-	-	6:31	6:40	-	6:44	-	6:50	6:54	7:02	7:10	-	-	-	-
♿	D3	6:32	6:41	-	-	-	-	6:47	6:52	6:56	7:04	7:12	7:21	-	7:27	7:37
	D6	-	-	6:41	6:50	-	6:54	-	7:00	7:04	7:12	7:20	7:29	-	7:35	7:45
	D3/	6:47	6:56	-	-	-	-	7:02	7:07	7:11	7:19	7:27	-	-	-	-
♿	D6	-	-	6:51	7:00	-	7:04	-	7:10	7:14	7:22	7:30	7:39	-	7:45	7:55
	D6	-	-	6:59	7:08	-	7:13	-	7:19	7:23	7:30	7:39	7:48	-	7:57	8:09
	D3/	7:03	7:12	-	-	-	-	7:19	7:24	7:28	7:35	7:44	7:53	-	8:02	-
	D6	-	-	7:09	7:18	-	7:23	-	7:29	7:33	7:40	7:49	7:58	-	8:07	8:19
♿	D6/	-	-	7:16	7:25	-	7:30	-	7:36	7:40	7:47	7:56	-	-	-	-
♿	D3	7:17	7:26	-	-	-	-	7:33	7:38	7:42	7:49	7:58	8:07	-	8:16	8:28
♿	D6/	-	-	7:23	7:32	-	7:37	-	7:43	7:47	7:54	8:03	8:12	-	8:21	-
●	D6	-	-	-	-	-	-	-	-	-	8:02	8:12	8:21	-	8:29	8:38
	D6	-	-	7:30	7:40	-	7:46	-	7:54	7:59	8:07	8:17	8:26	-	8:34	8:43
	D3/	7:32	7:41	-	-	-	-	7:50	7:57	8:02	8:10	8:20	-	-	-	-
♿	D6	-	-	7:37	7:47	-	7:53	-	8:01	8:06	8:14	8:24	8:33	-	8:41	8:50
	D6/	-	-	7:45	7:56	-	8:02	-	8:09	8:14	8:24	8:33	-	-	-	-
	D3	7:47	7:57	-	-	-	-	8:05	8:11	8:16	8:26	8:35	8:45	-	8:53	9:05
♿	D6	-	-	7:55	8:06	-	8:12	-	8:19	8:24	8:34	8:43	8:53	-	9:01	9:13
	D3/	8:03	8:13	-	-	-	-	8:21	8:27	8:32	8:42	8:51	-	-	-	-
	D6	-	-	8:05	8:16	-	8:22	-	8:29	8:34	8:44	8:53	9:03	-	9:11	9:23
	D6/	-	-	8:15	8:26	-	8:32	-	8:39	8:44	8:54	9:03	-	-	-	-
♿	D3	8:18	8:28	-	-	-	-	8:36	8:42	8:47	8:57	9:06	9:16	-	9:24	9:36
♿	D6/	-	-	8:25	8:36	-	8:42	-	8:49	8:54	9:04	9:13	-	-	-	-
	D6	-	-	8:37	8:46	-	8:51	-	8:59	9:05	9:15	9:24	9:33	-	9:40	9:49
	D3/	8:43	8:52	-	-	-	-	9:00	9:07	9:13	9:23	9:32	-	-	-	-
♿	D6	-	-	8:52	9:01	-	9:06	-	9:14	9:20	9:30	9:39	9:48	-	9:55	10:04
♿	D6	-	-	9:08	9:17	-	9:22	-	9:30	9:36	9:46	9:55	10:04	-	10:11	10:20
	D3	9:15	9:24	-	-	-	-	9:32	9:39	9:45	9:55	10:04	10:13	-	10:20	10:29
♿	D6	-	-	9:28	9:37	-	9:42	-	9:50	9:56	10:06	10:15	10:24	-	10:31	10:40
♿	D6	-	-	9:46	9:55	-	10:00	-	10:08	10:14	10:24	10:33	10:42	-	10:49	10:58
♿	D6	-	-	10:06	10:15	-	10:20	-	10:28	10:34	10:44	10:53	11:02	-	11:09	11:18
♿	D6	-	-	10:26	10:35	-	10:40	-	10:48	10:54	11:04	11:13	11:22	-	11:29	11:38
♿	D6	-	-	10:46	10:55	-	11:00	-	11:08	11:14	11:24	11:33	11:42	-	11:49	11:58
♿	D6	-	-	11:06	11:15	-	11:20	-	11:28	11:34	11:44	11:53	12:02	-	12:09	12:18
♿	D6	-	-	11:26	11:35	-	11:40	-	11:48	11:54	12:04	12:13	12:22	-	12:29	12:38
♿	D6	-	-	11:46	11:55	-	12:00	-	12:08	12:14	12:24	12:33	12:42	-	12:49	12:58

♿ — Trip operates with wheelchair-accessible or lift-equipped bus.

■ — Passengers from Dupont Circle station transfer to westbound D1,D3 and D6 on 20th St. at O St. or on P st. between 20th and 21st Sts.

● — Trip begins at 17th (E) and I Sts. NW (Farragut Square) at 7:59 am and operates only when public school is open.

○ — Trip operates Friday only, with wheelchair-accessible or lift-equipped bus.

Using this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

metro

D1,3,6

Sibley Hospital-Stadium-Armory Line

Between
Sibley Hospital (D3,D6)
Glover Park (D1)
Georgetown
Dupont Circle station
Farragut North station
Farragut West station
Metro Center station
Union Station
Stadium Armory station (D6)
Government Printing Office (D3)
Intercity Bus Terminal (D3)
Trinidad (D3)
Ivy City (D3)

Effective as of September 3, 2000

Washington Metropolitan Area Transit Authority

District of Columbia, Maryland and Virginia Transit Partnership

Weekday Eastbound

	Route Number	Sibley Hospital	Q St. & Mac-Arthur Blvd. NW (Foxhall Village)	Calvert & 40th Sts. NW (Glover Park)	35th St. & Winfield La. NW (Reser-voir Rd.)	Massa-chusetts Ave. & 20th St. NW (Dupont Circle) M	K & 17th Sts. NW (Farra-gut N&W) M	13th & G Sts. NW (Metro Center) M	E & 7th Sts. NW	North Capitol St. & Massa-chusetts Ave. NE (UNION STATION) M	Massa-chusetts Ave. & 1st St. (W) NE (Union Station) M	D & 8th Sts. NE	STADIUM-ARMORY M	K & 8th Sts. NE	New York Ave. & 16th St. NE (IVY CITY)
							AM Service								
♿	D6	5:14	5:23	-	5:29	5:36	5:42	5:47	5:52	-	5:57	6:02	6:10	-	-
♿	D6	5:44	5:53	-	5:59	6:06	6:12	6:17	6:22	-	6:27	6:32	6:40	-	-
♿	D6	6:11	6:20	-	6:26	6:33	6:39	6:44	6:49	-	6:54	6:59	7:07	-	-
♿	D6	6:29	6:37	-	6:44	6:52	6:58	7:04	7:10	-	7:15	7:21	7:29	-	-
	D6	6:49	6:58	-	7:05	7:14	7:21	7:28	7:33	-	7:40	7:46	7:55	-	-
♿	D1	-	-	7:12	7:22	7:31	7:38	7:45	7:50	7:56	-	-	-	-	-
♿	D6	7:09	7:18	-	7:25	7:34	7:41	7:48	7:53	-	8:00	8:06	8:15	-	-
	D1	-	-	7:28	7:38	7:47	7:54	8:01	8:06	8:12	-	-	-	-	-
♿	D6	7:31	7:40	-	7:47	7:56	8:03	8:10	8:15	-	8:22	8:28	8:37	-	-
	D1	-	-	7:43	7:53	8:02	8:09	8:16	8:21	8:27	-	-	-	-	-
	D6	-	7:50	-	7:58	8:08	8:18	8:26	8:31	-	8:37	8:43	8:52	-	-
	D1	-	-	7:52	8:03	8:13	8:23	8:31	8:36	8:41	-	-	-	-	-
♿	D6	7:46	8:00	-	8:08	8:18	8:28	8:36	8:41	-	8:47	8:53	9:02	-	-
	D1	-	-	8:01	8:12	8:22	8:32	8:40	8:45	8:50	-	-	-	-	-
	D6/	-	8:10	-	8:18	8:28	8:38	8:46	8:51	8:56	-	-	-	-	-
	D1	-	-	8:09	8:20	8:30	8:40	8:48	8:53	8:58	-	-	-	-	-
♿	D6	8:04	8:18	-	8:26	8:36	8:46	8:54	8:59	-	9:05	9:11	9:20	-	-
	D1	-	-	8:16	8:27	8:37	8:47	8:55	9:00	9:05	-	-	-	-	-
♿	D1	-	-	8:22	8:33	8:43	8:53	9:01	9:06	9:11	-	-	-	-	-
♿	D6	-	8:29	-	8:37	8:47	8:57	9:05	9:10	-	9:16	9:22	9:31	-	-
	D1	-	-	8:29	8:40	8:50	9:00	9:08	9:13	9:18	-	-	-	-	-
	D6/	8:25	8:39	-	8:47	8:57	9:07	9:15	9:20	9:25	-	-	-	-	-
	D1	-	-	8:38	8:49	8:59	9:09	9:17	9:22	9:27	-	-	-	-	-
♿	D6	8:34	8:48	-	8:56	9:06	9:16	9:24	9:29	-	9:35	9:41	9:50	-	-
	D1	-	-	8:53	9:04	9:14	9:24	9:32	9:37	9:42	-	-	-	-	-
♿	D6	8:55	9:09	-	9:17	9:27	9:37	9:45	9:50	-	9:56	10:02	10:11	-	-
	D6	9:10	9:24	-	9:32	9:42	9:52	10:00	10:05	-	10:11	10:17	10:26	-	-
♿	D6	9:25	9:39	-	9:47	9:57	10:07	10:15	10:20	-	10:26	10:32	10:41	-	-
♿	D6	9:50	9:59	-	10:05	10:13	10:21	10:29	10:34	-	10:42	10:47	10:57	-	-
♿	D6	10:10	10:19	-	10:25	10:33	10:41	10:49	10:54	-	11:02	11:07	11:17	-	-
♿	D6	10:30	10:39	-	10:45	10:53	11:01	11:09	11:14	-	11:22	11:27	11:37	-	-
♿	D6	10:50	10:59	-	11:05	11:13	11:21	11:29	11:34	-	11:42	11:47	11:57	-	-
♿	D6	11:06	11:17	-	11:25	11:33	11:43	11:52	11:58	-	12:06	12:13	12:21	-	-
♿	D6	11:26	11:37	-	11:45	11:53	12:03	12:12	12:18	-	12:26	12:33	12:41	-	-
♿	D6	11:46	11:57	-	12:05	12:13	12:23	12:32	12:38	-	12:46	12:53	1:01	-	-

♿ — Trip operates with wheelchair-accessible or lift-equipped bus.

○ — Trip operates Friday only, with wheelchair-accessible or lift-equipped bus.

D1,3,6

Sibley Hospital-Stadium-Armory Line

Between
Sibley Hospital (D3,D6)
Glover Park (D1)
Georgetown
Dupont Circle station
Farragut North station
Farragut West station
Metro Center station
Union Station
Stadium Armory station (D6)
Government Printing Office (D3)
Intercity Bus Terminal (D3)
Trinidad (D3)
Ivy City (D3)

Effective as of September 3, 2000

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

♿	11:24a	11:29a	11:32a	11:39a	11:48a
♿	11:54a	11:59a	12:02p	12:09p	12:19p
♿	12:24p	12:29p	12:32p	12:39p	12:49p
	Sibley Hospital	Ridge-Broad	Sangamore-MacArthur	Mass-Westbard	Friendship Hts Sta
♿	12:54p	12:59p	1:02p	1:09p	1:19p
♿	1:24p	1:29p	1:32p	1:39p	1:49p
♿	1:54p	1:59p	2:02p	2:09p	2:19p
♿	2:24p	2:29p	2:32p	2:39p	2:49p
♿	2:54p	2:59p	3:02p	3:09p	3:19p
♿	3:15p	3:20p	3:23p	3:30p	3:41p
♿	3:36p	3:41p	3:44p	3:52p	4:03p
♿	3:57p	4:02p	4:05p	4:13p	4:24p
♿	4:28p	4:33p	4:36p	4:44p	4:55p
♿	4:59p	5:04p	5:07p	5:16p	5:27p
♿	5:31p	5:36p	5:39p	5:48p	5:59p
♿	5:58p	6:03p	6:06p	6:12p	6:23p
♿	6:26p	6:31p	6:34p	6:40p	6:50p
♿	6:56p	7:01p	7:04p	7:09p	7:17p
♿	7:26p	7:31p	7:34p	7:39p	7:47p
	Sibley Hospital	Ridge-Broad	Sangamore-MacArthur	Mass-Westbard	Friendship Hts Sta
♿	7:56p	8:01p	8:04p	8:09p	8:17p

♿ Trip operated with wheelchair lift equipped bus

Timetables can be obtained by calling 240-777-7433 or E Mail to Division of Transit Services

---

Back to the previous page

Printer friendly format

Contact us at:

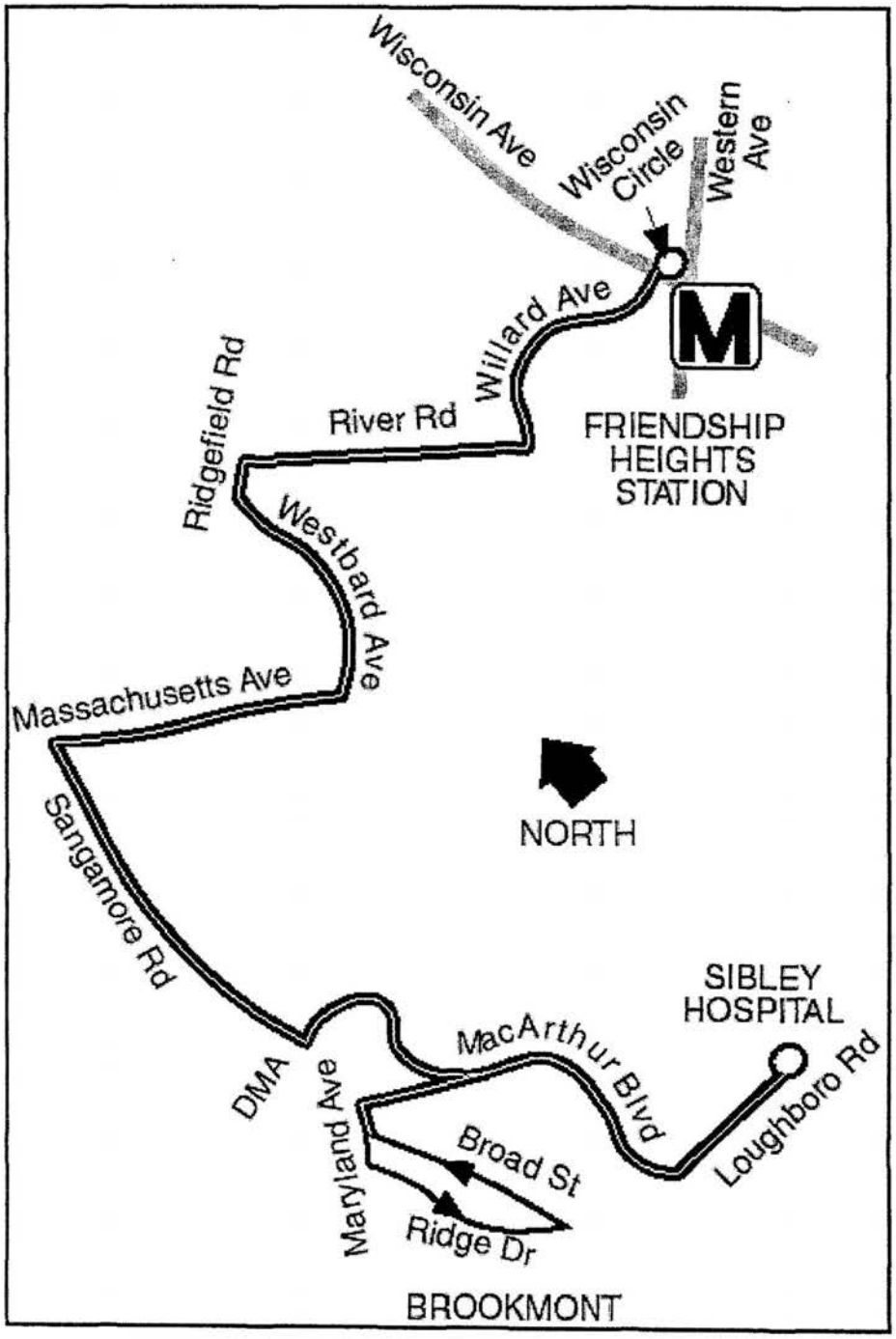
- Phone: 240-777-5800
- Fax: 240-777-5801
- E-mail transit.dpwt@co.mo.md.us
- By regular mail

SYSTEM MAP | BUS ROUTES | FEEDBACK



Route 23 -- *Friendship Heights-Sibley Hospital*

Need Help? Call Transit Information at 240-777-7433



Back

RIDE ON Montgomery County Transit

M4

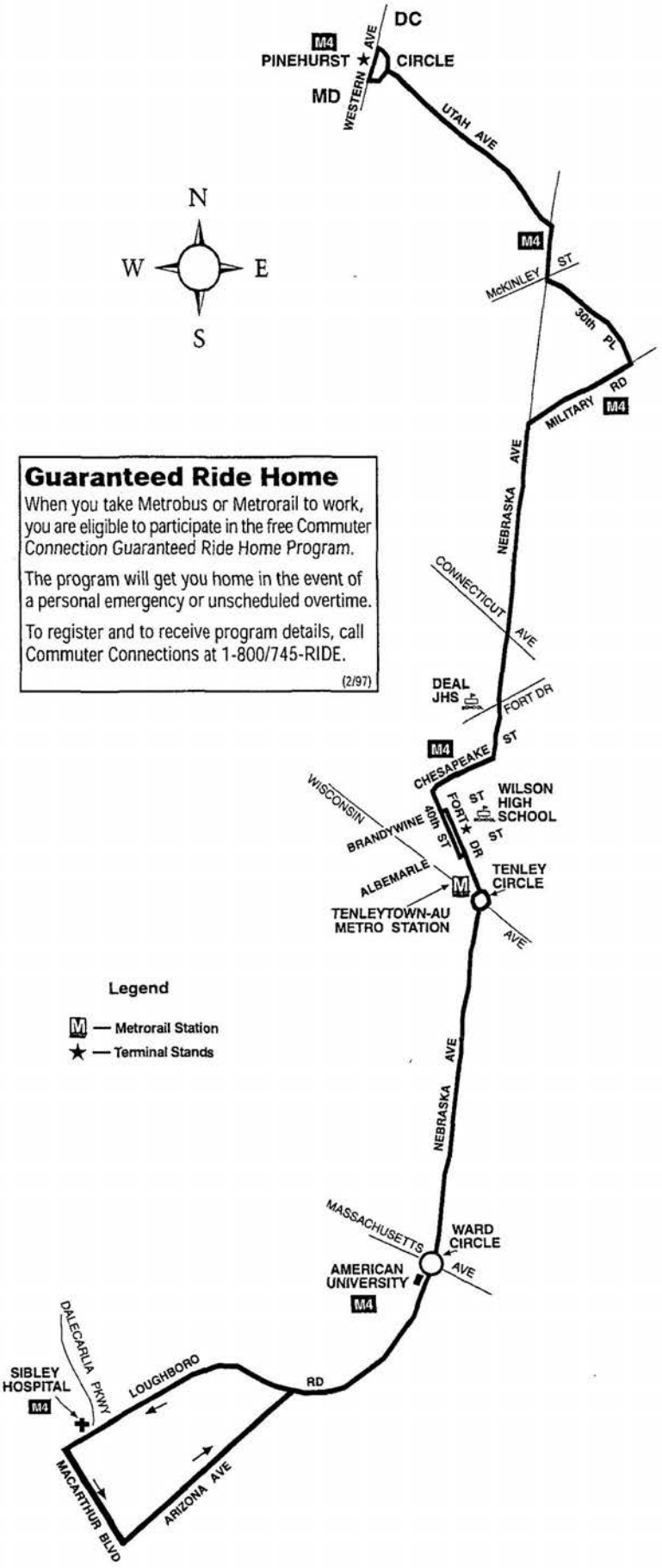
Nebraska Avenue Line

Between
Pinehurst Circle
Nebraska and
Connecticut Aves.
nleytown-AU station
Tenley Circle
Ward Circle
American University
Loughboro Rd. N.W.
Sibley Hospital
Palisades

Effective as of
September 2, 2001

Washington Metropolitan Area Transit Authority

District of Columbia, Maryland and Virginia Transit Partnership



Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connections at 1-800/745-RIDE.

(2/97)

Legend

M — Metrorail Station
★ — Terminal Stands

Route 23 Weekday-January 6, 2002



Printed and online timetables may have different effective dates, however, they contain identical information

Friendship Heights Station to Sibley Hospital

Detours

Click here for Saturday Schedule

No Sunday Service

Need Help? Call Transit Information at 240-777-7433

RIDE ON

RIDE ON Timetables

Fare & Transfer Information

Buying Tickets, Passes

Transit in Montgomery County Maryland

Services

Taxi Users'Guide

Commuter Services

Services to Seniors

Services to People with Disabilities

Accessible Transit

Bike Program

Call N Ride

Medicaid Transport

Paratransit (ADA)

Other Transit Programs

What's New

Publications

Area Transit

MTA Commuter Bus

MARC Train

	Friendship Hts Sta	Mass- Westbard	Sangamore- MacArthur	Sibley Hospital
♿	5:45a	5:52a	5:57a	6:03a
♿	6:20a	6:28a	6:34a	6:40a
♿	6:40a	6:48a	6:54a	7:00a
♿	7:00a	7:09a	7:15a	7:21a
♿	7:19a	7:28a	7:34a	7:41a
♿	7:35a	7:45a	7:52a	7:59a
♿	7:50a	8:00a	8:07a	8:14a
■	8:07a	8:17a	8:24a	8:31a
♿	8:24a	8:34a	8:41a	8:47a
♿	8:41a	8:51a	8:58a	9:04a
♿	9:00a	9:08a	9:14a	9:20a
♿	9:30a	9:38a	9:44a	9:50a
♿	10:00a	10:08a	10:14a	10:20a
♿	10:30a	10:38a	10:44a	10:50a
♿	11:00a	11:08a	11:14a	11:20a
	Friendship Hts Sta	Mass- Westbard	Sangamore- MacArthur	Sibley Hospital
♿	11:30a	11:38a	11:44a	11:50a
♿	**12:00p**	**12:08p**	**12:14p**	**12:20p**
♿	**12:30p**	**12:38p**	**12:44p**	**12:50p**
♿	**1:00p**	**1:08p**	**1:14p**	**1:20p**
♿	**1:30p**	**1:38p**	**1:44p**	**1:50p**
♿	**2:00p**	**2:08p**	**2:14p**	**2:20p**
♿	**2:30p**	**2:38p**	**2:44p**	**2:50p**
♿	**3:00p**	**3:08p**	**3:14p**	**3:20p**
♿	**3:30p**	**3:39p**	**3:45p**	**3:51p**
♿	**4:00p**	**4:09p**	**4:15p**	**4:21p**

APPENDIX B
TRAFFIC COUNT DATA

Macarthur Blvd and Loughboro Rd

Intersection No. 1

Field Counts - 11/8/01
AM Peak (7:30-8:30)

Interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	1	0	65	1	34	36	91	1	1	76	59
2	2	2	0	75	2	41	58	143	0	1	87	62
3	0	0	0	140	1	38	58	189	2	1	105	81
4	0	0	0	110	4	29	45	158	4	1	103	90
5	0	2	0	108	3	38	63	169	4	1	119	127
6	0	1	2	102	4	44	61	160	1	0	108	154
7	2	0	1	75	1	32	47	130	0	0	80	120
8	0	2	0	69	3	52	45	116	0	0	62	127
Peak Hr Total	**0**	**3**	**2**	**460**	**12**	**149**	**227**	**676**	**11**	**3**	**435**	**452**

PM Peak (4:45-5:45)

Interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	1	0	65	1	34	36	91	1	1	76	59
2	2	2	0	75	2	41	58	143	0	1	87	62
3	0	0	0	140	1	38	58	189	2	1	105	81
4	0	0	0	110	4	29	45	158	4	1	103	90
5	0	2	0	108	3	38	63	169	4	1	119	127
6	0	1	2	102	4	44	61	160	1	0	108	154
7	2	0	1	75	1	32	47	130	0	0	80	120
8	0	2	0	69	3	52	45	116	0	0	62	127
Peak Hr Total	**2**	**3**	**3**	**395**	**12**	**143**	**216**	**617**	**9**	**2**	**410**	**491**

Loughboro Rd & Dalecarlia Pkwy

Intersection No. 2

Field Counts - 11/27/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	0			0	0	0		0			
2	74	52			30	30	38		87			
3	108	53			35	34	59		114			
4	117	44			45	37	69		127			
5	134	52			36	43	50		104			
6	152	58			27	42	44		124			
7	150	48			38	36	45		86			
8	132	61			34	35	32		98			
Peak Hr Total	**511**	**207**	**0**	**0**	**143**	**156**	**222**	**0**	**469**	**0**	**0**	**0**

PM Peak (4:30-5:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	64	38			28	28	35		90			
2	79	26			28	27	29		104			
3	87	33			45	40	31		98			
4	80	28			23	26	47		102			
5	96	32			28	34	53		131			
6	75	22			42	37	27		140			
7	85	20			26	24	33		123			
8	80	18			25	27	30		119			
Peak Hr Total	**338**	**115**	**0**	**0**	**138**	**137**	**158**	**0**	**471**	**0**	**0**	**0**

Loughboro Rd & Arizona Ave

Intersection No. 3

Field Counts - 12/12/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	16		116					68	11	70	34	
2	18		118					70	12	71	36	
3	12		123					105	16	82	38	
4	23		147					109	17	68	49	
5	33		117					88	15	58	47	
6	21		142					102	10	72	54	
7	19		116					99	10	71	45	
8	18		115					98	10	70	46	
Peak Hr Total	**89**	**0**	**529**	**0**	**0**	**0**	**0**	**404**	**58**	**280**	**188**	**0**

PM Peak (4-5)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	20		88					41	11	141	43	
2	27		113					35	18	167	54	
3	27		101					40	11	150	52	
4	20		100					36	18	158	45	
5	20		84					33	11	146	46	
6	28		104					30	17	148	59	
7	24		106					32	19	151	64	
8	29		101					31	12	152	68	
Peak Hr Total	**94**	**0**	**402**	**0**	**0**	**0**	**0**	**152**	**58**	**616**	**194**	**0**

Loughboro Rd & Foxhall Rd

Intersection No. 4

Field Counts - 11/28/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	36	111						129	33	83	72	
2	33	135						166	38	103	98	
3	47	122						196	53	132	132	
4	35	118						200	83	160	113	
5	35	114						182	68	140	101	
6	49	131						172	70	138	106	
7	36	112						170	69	132	104	
8	34	111						168	68	128	100	
Peak Hr Total	**166**	**485**	**0**	**0**	**0**	**0**	**0**	**750**	**274**	**570**	**452**	**0**

PM Peak (4:45-5:45)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	45		97					108	32	130	187	
2	45		117					115	32	109	178	
3	35		125					108	33	109	187	
4	43		97					144	34	134	196	
5	60		122					146	36	116	172	
6	64		116					142	32	123	173	
7	73		130					138	26	129	183	
8	57		112					118	26	118	192	
Peak Hr Total	**240**	**0**	**465**	**0**	**0**	**0**	**0**	**570**	**128**	**502**	**724**	**0**

Intersection No. 5

CANAL ROAD, NW & CHAIN BRIDGE

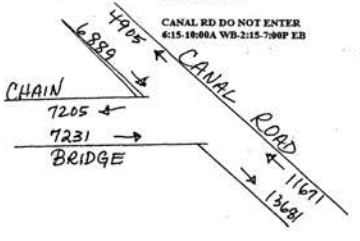
11/29/01

VEHICLE AND PEDESTRIAN COUNT — **NW**
DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC SERVICES
__cc__cc:xls 10/5/9 __cc__c:xls 12/3/01
moving to> leg & LOS:am/pm

CHKD BY _____
DAY - THURSDAY
WEATHER - CLEAR
POSTED BY - STAGGS
INTERSECTION ID 12021570
CONTROLLED BY

SIGNALS
CANAL ROAD 2 REG LANES WB NPAT
1 LANE WB NPAT
CHAIN BRIDGE 2 LANES EB NPAT
1 LANE WB NPAT

CANAL RD DO NOT ENTER
6:15-10:00A WB-2:15-7:00P EB



PEDESTRIANS (10hr)
10-HR FACTORS (default=.6)
X = 0.60
Y = 0.60
Z = 0.60
W = 0.60

PEAK HOURS SUMMARY:

AM PkHr. (starting)	7:15 AM
AM PkHr Vol =	3631
AM PkHr Factor =	.99
AM LOS =	
AM V/C =	
AM PkHr % OF24 =	8.4%
PM PkHr (starting)	4:00 PM
PM PkHr Vol =	3071
PM PkHr Factor =	.94
PM LOS =	
PM V/C =	
PM PkHr % OF 24 =	7.1%

file name DISK # xx
CANCHNBRNW.LNT **10 HOUR TOTAL**
zone(s) A. M. PEAK HOUR
5473 P. M. PEAK HOUR
--- --- 24 Hr (estimate)

LEG I.D. [#] HPMS#

[Z] CHAIN BRIDGE ROAD NW

Moving east [W LEG]
Counted By DOUGLAS-SHOI

	Left	Right	TOTAL	COUNTER-FLOW
	W	SE		W
7:00		325	325	153
7:15		330	330	157
7:30		334	334	157
7:45		316	316	148
Hr Tot		1305	1305	615
8:00		297	297	124
8:15		321	321	147
8:30		294	294	128
8:45		315	315	133
Hr Tot		1227	1227	532
9:00		339	339	149
9:15		286	286	126
9:30		234	234	153
9:45		217	217	138
Hr Tot		1076	1076	566
10:00		196	196	123
10:15		185	185	120
10:30		174	174	108
10:45		115	115	137
Hr Tot		670	670	488
11:00		107	107	94
11:15		96	96	145
11:30		109	109	122
11:45		117	117	117
Hr Tot		429	429	478
12:00		104	104	108
12:15		98	98	136
12:30		111	111	103
12:45		106	106	114
Hr Tot		419	419	463
2:00		119	119	122
2:15		115	115	173
2:30		122	122	187
2:45		131	131	162
Hr Tot		487	487	644
3:00		121	121	203
3:15		116	116	226
3:30		110	110	248
3:45		129	129	321
Hr Tot		476	476	998
4:00		116	116	289
4:15		126	126	303
4:30		146	146	268
4:45		143	143	327
Hr Tot		531	531	1189
5:00		155	155	295
5:15		151	151	326
5:30		148	148	279
5:45		157	157	332
Hr Tot		611	611	1232
		7231	7231	7205
		1277	1277	586
		531	531	1189
		12652	12052	12008

12168561 — 7028

[W] CANAL ROAD NW

Moving northwest [SE LEG]
Counted By SHORTER

	Left	Thru	TOTAL	COUNTER-FLOW
	W	NW		SE 13
7:00		138	138	755
7:15		140	140	736
7:30		140	140	755
7:45		136	136	750
Hr Tot		554	554	3016
8:00		106	106	735
8:15		129	129	713
8:30		107	107	658
8:45		111	111	714
Hr Tot		453	453	2820
9:00		117	117	737
9:15		109	109	599
9:30		121	121	549
9:45		119	119	475
Hr Tot		466	466	2160
10:00		106	106	404
10:15		105	105	368
10:30	78	93	171	331
10:45	63	122	185	247
Hr Tot	141	426	567	1350
11:00	81	90	171	217
11:15	64	131	195	191
11:30	78	99	177	177
11:45	72	111	183	235
Hr Tot	295	431	726	820
12:00	66	87	153	183
12:15	74	123	197	224
12:30	71	96	167	220
12:45	63	103	166	227
Hr Tot	274	409	683	854
2:00	131	109	240	251
2:15	146	162	308	189
2:30	167	179	346	238
2:45	217	158	375	165
Hr Tot	661	608	1269	843
3:00	238	203	441	121
3:15	248	226	474	116
3:30	258	248	506	110
3:45	305	321	626	129
Hr Tot	1049	998	2047	476
4:00	324	289	613	116
4:15	346	305	651	126
4:30	336	268	604	146
4:45	345	327	672	143
Hr Tot	1351	1189	2340	531
5:00	235	295	530	155
5:15	279	326	605	131
5:30	326	279	605	148
5:45	294	332	626	157
Hr Tot	1134	1232	2366	611
	4905	6766	11671	13681
		522	522	2996
	1351	1189	2540	531
	8175	11277	19452	22802

12021571 — 3801

[W] CLARA BARTON PKWY NW

Moving southeast [NW LEG]
Counted By DOUGLAS

	Thru	Right	TOTAL	COUNTER-FLOW
	SE	W		NW 15
7:00	430	15	445	
7:15	426	17	443	
7:30	421	17	438	
7:45	434	12	446	
Hr Tot	1711	61	1772	
8:00	438	18	456	
8:15	392	18	410	
8:30	364	21	385	
8:45	399	22	421	
Hr Tot	1593	79	1672	
9:00	398	32	430	
9:15	313	17	330	
9:30	315	32	347	
9:45	258	19	277	
Hr Tot	1284	100	1384	
10:00	208	17	225	
10:15	183	15	198	
10:30	157	15	172	78
10:45	132	15	147	63
Hr Tot	680	62	742	141
11:00	110	4	114	81
11:15	95	14	109	64
11:30	68	23	91	78
11:45	118	6	124	72
Hr Tot	391	47	438	293
12:00	79	21	100	66
12:15	126	13	139	74
12:30	109	9	118	71
12:45	121	11	132	63
Hr Tot	435	54	489	274
2:00	132	13	145	131
2:15	74	11	85	146
2:30	116	8	124	167
2:45	34	4	38	217
Hr Tot	356	36	392	661
3:00				238
3:15				248
3:30				258
3:45				305
Hr Tot				1049
4:00				324
4:15				346
4:30				336
4:45				345
Hr Tot				1351
5:00				235
5:15				279
5:30				326
5:45				294
Hr Tot				1134
	6450	439	6889	4905
	1719	64	1783	
			1351	
	10750	732	11482	8175

12021569 — PRINCIPAL

[Z]	[W]
325	583
330	583
334	578
316	582
1305	2326
297	562
321	539
294	492
315	532
1227	2125
339	547
286	439
234	468
217	396
1076	1850
196	331
185	303
174	343
115	332
670	1309
107	285
96	304
109	268
117	307
429	1164
104	253
98	336
111	285
106	298
419	1172
119	385
115	393
122	470
131	413
487	1661
121	441
116	474
110	506
129	626
476	2047
116	613
126	651
146	604
143	672
531	2540
155	530
151	605
148	605
157	626
611	2366
7231	18560
1277	2305
531	2540
11032	30933

MacArthur Blvd and Macomb St

Intersection No. 6

Field Counts - 11/13/2001

AM Peak (7:45-8:45)

Interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	1	0	6	1	0	2	153	0	0	125	4
2	0	0	2	0	6	2	2	209	0	1	142	1
3	2	1	0	4	1	2	3	286	0	2	178	4
4	1	1	2	1	1	2	1	297	2	0	218	9
5	0	4	2	3	0	1	1	242	1	3	233	7
6	5	2	3	5	1	3	2	251	1	3	234	7
7	2	0	0	4	1	1	3	260	1	0	221	11
8	3	1	4	7	0	4	2	166	1	1	198	3
Peak Hr Total	**8**	**7**	**7**	**13**	**3**	**7**	**7**	**1050**	**5**	**6**	**906**	**34**

PM Peak (4:30-5:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	1	2	0	7	0	1	2	177	0	2	131	6
2	1	1	3	8	1	2	0	203	1	1	127	5
3	1	1	0	4	2	3	2	238	2	3	134	4
4	1	1	2	9	2	4	3	213	1	0	163	5
5	0	1	1	7	1	1	3	223	0	3	143	3
6	1	0	1	14	2	1	2	201	1	1	153	5
7	1	1	2	4	1	1	0	232	0	0	137	3
8	0	0	0	4	0	0	0	217	0	2	144	10
Peak Hr Total	**3**	**3**	**4**	**34**	**7**	**9**	**10**	**875**	**4**	**7**	**593**	**17**

Canal Rd & Arizona Ave

Intersection No. 7

Field Counts - 11/6/2001
AM Peak (7:15-8:15)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1				193	510							109
2				228	574							149
3				228	573							163
4				243	594							124
5				254	520							118
6				245	515							103
7				256	607							125
8				235	503							102
Peak Hr Total	**0**	**0**	**0**	**953**	**2261**	**0**	**0**	**0**	**0**	**0**	**0**	**554**

PM Peak (4:45-5:45)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1		391	11	167								255
2		421	18	151								267
3		444	17	150								275
4		462	29	150								306
5		505	16	156								337
6		495	23	164								317
7		483	12	161								310
8		450	11	141								294
Peak Hr Total	**0**	**1945**	**80**	**631**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1270**

Date: 1/25/89

Location: MACARTHUR BLVD. N. W. AT ARIZONA AVENUE

Intersection No. 8

VEHICLE AND PEDESTRIAN COUNT
DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC

DAY – WEDNESDAY

WEATHER – CLEAR

POSTED BY – M. WILLIAMS



MACARTHUR BLVD. 4 LANES/2 PK. TWO HR. PKING 7A-6:30P S/E BD. NO STDING 4-6:30P-S/OF ARIZONA TWO HR. PKING 7A-6:30P NW/BD ZONE 3 – BUS ZONE NE CORNER

ARIZONA AVE. 4 LANES NO PARKING ANYTIME ONE EXCLUSIVE LEFT TURN LANE S/W BD.

VOLUME/CAPACITY RATIO:
A. M. Peak Hour =
P. M. Peak Hour =

10/24 HR FACTOR:

CONTROLLED BY? (Y/N)
Signals? Y
Rush hr. officer?
Full time officer?
4-way STOP signs?
STOP signs on–
Other?

PEAK HOURS SUMMARY:
A.M. PEAK HR. "8:00–9:00
A.M. PEAK HR. VOL. 3371
P.M. PEAK HR. "4:45–5:45
P.M. PEAK HR. VOL. 3033
file name

BLVDAZNW
zone(s) 5473

	Traffic on [A] Moving [C] Counted By N/WEST WRIGHT						MACARTHUR BLVD. Moving [D] Counted By S/EAST SHORTER						Traffic on [B] Moving [E] Counted By N/EAST MARTIN						ARIZONA AVENUE Moving [F] Counted By S/EAST						TOTALS		
	Left	Left	Thru	Right	Right	TOTAL	Peds A	Left (ARIZONA AVE.)	Left (U TURNS)	Thru	Right	Right	TOTAL	Peds B	Left	Left	Thru	Right	Right	TOTAL	Peds C	Left	Left	Thru	Right	Right	TOTAL	Peds D	[A]	[B]	Peds
7:00		7	93	4		104		6		131	11		148			37	141	12		190			18	48	4		70	1	252	260	1
7:15		12	101	2		115		2	2	185	15		204			43	156	14		213			15	69	5		89		319	302	
7:30		22	107	5		134		4		224	23		251			61	172	18		251			13	85	1		99		385	350	
7:45		26	128	5		159		2		191	24		217			59	199	16		274			18	87	3		108		376	382	
Hr Tot		67	429	16		512		14	2	731	73		820			200	668	60		928			64	289	13		366	1	1332	1294	1
8:00		20	134			154		8		335	19		362			57	200	28		285			31	85	2		118		516	403	
8:15		18	139	7		164	1	9	1	291	7		308			61	194	24		279	1		12	61	4		77		472	356	2
8:30		21	148	8		177	1	5		295	20		320			54	203	21		278			6	72	2		80		497	358	1
8:45		10	105	4		119		7		283	23		313			63	190	22		275			5	57			62		432	337	
Hr Tot		69	526	19		614	2	29	1	1204	69		1303			235	787	95		1117	1		54	275	8		337		1917	1454	3
9:00		20	113	4		137		6		194	20		220			47	175	18		240			17	63	4		84	1	357	324	1
9:15		15	81	10		106	2	5		158	21		184			35	125	19		179			20	57	2		79		290	258	2
9:30		25	93	7		125		4		137	27		168			34	115	15		164			12	48	5		65		293	229	
9:45		17	76	8		101				137	41		178			29	120	26		175			10	55	2		67		279	242	
Hr Tot		77	363	29		469	2	15		626	109		750			145	535	78		758			59	223	13		295	1	1219	1053	3
10:00		17	65	6		88				143	18		161			25	100	18		143			11	54	3		68		249	211	
10:15		17	59	5		81				146	21		167			23	90	14		127			12	53	3		68		248	195	
10:30		16	53	3		72		3	1	149	24		177			21	79	10		110			12	52	3		67		249	177	
10:45		20	49	5		74		6		64	21		91			24	81	11		116			10	49	2		61		165	177	
Hr Tot		70	226	19		315		9	1	502	84		596			93	350	53		496			45	208	11		264		911	760	
11:00		12	46	4		62		7	1	99	40		147			26	85	12		123			8	52	3		63		209	186	
11:15		28	64	10		102		3	1	120	34		158			41	79	11		131			6	51	1		58		260	189	
11:30		13	56	7		76		3		88	26		117			39	88	10		137			19	69	2		90		193	227	
11:45		15	57	8		80		7		74	29		110			37	86	13		136			18	56			74		190	210	
Hr Tot		68	223	29		320		20	2	381	129		532			143	338	46		527			51	228	6		285		852	812	
12:00		32	61	9		102		3		80	40		123			34	84	12		130			9	64			73		225	203	
12:15		20	71	7		98		8	1	100	52		161			41	79	11		131			14	68	5		87		259	218	
12:30		23	75	4		102		7		86	40		133	2		39	81	12		132			19	54	2		75		235	207	2
12:45		17	82	5		104		3		107	45		155			37	76	11		124			20	64	2		86		259	210	
Hr Tot		92	289	25		406		21	1	373	177		572	2		151	320	46		517			62	250	9		321		978	838	2
2:00		18	68	7		93		7	1	66	37		111	1		36	78	10		124			11	68	5		84		204	208	1
2:15		28	87	4		119		4	1	77	35		117	1		51	79	11		141			5	74	3		82		236	223	1
2:30		16	96	9		121		5		91	35		131			47	71	10		128			11	108	3		122		252	250	
2:45		20	101	6		127	1	1	1	102	48		152			37	66	8		111			10	92	1		103	1	279	214	2
Hr Tot		82	352	26		460	1	17	3	336	155		511	2		171	294	39		504			37	342	12		391	1	971	895	4
3:00		33	110	7		150		3		234	51		288			40	89	8		137			11	99	2		112		438	249	
3:15		40	114	8		162		4		200	52		256			41	101	8		150			12	102	2		116		418	266	
3:30		46	118	8		172		5		166	53		224			42	112	7		161			12	105	2		119		396	280	
3:45		39	126	5		170	1	5	3	188	57		253	2		36	107	5		148			3	135	1		139		423	287	3
Hr Tot		158	468	28		654	1	17	3	788	213		1021	2		159	409	28		596			38	441	7		486		1675	1082	3
4:00		27	119	4		150	2	5		101	49		155			31	97	10		138	1		5	133	1		139		305	277	3
4:15		29	156	7		192		3		129	67		199			29	89	14		132			9	179	2		190		391	322	
4:30		14	119	2		135	1	2		128	60		190	1		39	108	13		160			9	192	5		206	1	325	366	3
4:45		29	142	5		176		3		134	67		204	1		34	99	11		144			13	210	1		224		380	368	1
Hr Tot		99	536	18		653	3	13		492	243		748	2		133	393	48		574	1		36	714	9		759	1	1401	1333	7
5:00		27	131	3		161		7		152	74		233			29	91	15		135			13	182	1		196	1	394	331	1
5:15		29	140	11		180		2		181	73		256			21	101	19		141			10	202	1		213	1	436	354	1
5:30		34	162	7		203		2		155	56		213	1		16	97	17		130			12	210	2		224	2	416	354	3
5:45		36	193	7		236		4		148	47		199			13	82	14		109			8	182	1		191	1	435	300	1
Hr Tot		126	626	28		780		15		636	250		901	1		79	371	65		515			43	776	5		824	5	1681	1339	6
10 HOUR TOTAL		908	4038	237		5183	9	170	13	6069	1502		7754	9		1509	4465	558		6532	2		489	3746	93		4328	9	12937	10860	29
A. M. PEAK HOUR		69	526	19		614	2	29	1	1204	69		1303			235	787	95		1117	1		54	275	8		337		1917	1454	3
P. M. PEAK HOUR		119	575	26		720		14		622	270		909	2		100	388	62		550			48	804	5		857	4	1628	1407	6

Foxhall Rd & Whitehaven Pkwy

Intersection No. 16

Field Counts - 11/6/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	8	147	0	0	84	12	4	0	1	0	0	0
2	9	177	0	0	134	22	7	0	5	0	0	0
3	14	168	0	0	158	39	9	0	19	0	0	0
4	21	163	0	0	193	93	14	0	29	0	0	0
5	18	187	0	0	209	76	20	0	55	0	0	0
6	11	162	0	0	171	16	16	0	42	0	0	0
7	6	164	0	0	160	11	16	0	33	0	0	0
8	7	157	0	0	162	25	13	0	26	0	0	0
Peak Hr Total	**64**	**680**	**0**	**0**	**731**	**224**	**59**	**0**	**145**	**0**	**0**	**0**

PM Peak (5-6)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	4	145			158	19	11		4			
2	4	147			159	9	12		3			
3	13	121			168	7	14		5			
4	10	167			163	10	13		8			
5	7	194			166	9	7		2			
6	19	160			164	22	8		2			
7	15	190			182	17	8		2			
8	10	188			158	8	7		6			
Peak Hr Total	**51**	**732**	**0**	**0**	**670**	**56**	**30**	**0**	**12**	**0**	**0**	**0**

MacArthur Blvd & Reservoir Rd(S)

Intersection No. 15

The traffic counts for this intersection were derived based on the traffic counts at the following intersections:
MacArthur Blvd & Whitehaven Pkwy and Foxhall Rd & Reservoir Rd

MacArthur Blvd & Whitehaven Pkwy

Intersection No. 14

Field Counts - 11/15/2001
AM Peak (7:45-8:45)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1				1		5	13	199			110	2
2				3		1	8	274			110	7
3				1		7	28	369			144	7
4				7		25	25	404			159	13
5				9		49	28	350			190	6
6				12		21	33	356			219	25
7				11		7	33	345			197	14
8				6		18	39	302			188	11
Peak Hr Total	**0**	**0**	**0**	**39**	**0**	**102**	**119**	**1455**	**0**	**0**	**765**	**58**

PM Peak (5:00-6:00)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1				13		36	10	152			196	6
2				4		13	3	166			207	1
3				8		16	6	190			202	4
4				6		20	2	127			210	1
5				7		11	9	174			227	8
6				9		27	4	193			253	5
7				11		23	7	200			232	7
8				5		20	4	204			249	2
Peak Hr Total	**0**	**0**	**0**	**32**	**0**	**81**	**24**	**771**	**0**	**0**	**961**	**22**

MacArthur Blvd & Reservoir Rd(N)

Intersection No. 13

The traffic counts for this intersection were derived based on the traffic counts at the following intersections:
MacArthur Blvd & U St and MacArthur Blvd &Whitehaven Pkwy

MacArthur Blvd & U St

Intersection No. 12

Field Counts - 11/15/2001

AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1		56	1	1	81					1		0
2		75	6	3	107					2		1
3		133	15	12	271					10		3
4		190	25	19	316					11		4
5		213	38	25	304					10		7
6		196	42	11	293					17		11
7		131	17	5	247					21		5
8		146	15	14	203					10		4
Peak Hr Total	**0**	**732**	**120**	**67**	**1184**	**0**	**0**	**0**	**0**	**48**	**0**	**25**

PM Peak (5:00-6:00)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1		156	19	18	154					8		7
2		149	19	19	157					18		1
3		133	19	25	152					9		5
4		161	16	22	137					12		10
5		150	21	10	153					10		5
6		177	23	14	194					14		12
7		173	25	18	179					24		5
8		185	15	8	193					14		8
Peak Hr Total	**0**	**685**	**84**	**50**	**719**	**0**	**0**	**0**	**0**	**62**	**0**	**30**

Foxhall Road and W Street

Intersection No. 11

Field Counts - 11/6/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	4	151	0	1	94	6	1	0	6	0	0	1
2	5	154	1	1	132	9	1	0	15	0	0	1
3	7	186	0	0	177	10	2	0	23	1	0	2
4	3	169	0	0	252	10	6	0	36	0	0	2
5	5	177	0	0	228	14	10	0	46	2	1	0
6	10	169	0	0	158	25	7	1	32	1	0	0
7	10	170	0	0	148	11	3	0	26	1	0	0
8	7	154	0	0	157	9	13	0	29	0	0	2
Peak Hr Total	**25**	**701**	**0**	**0**	**815**	**59**	**25**	**1**	**137**	**4**	**1**	**4**

PM Peak (5-6)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	16	131	1	0	161	17	4	1	14	1	0	0
2	9	156	2	0	160	10	11	0	5	0	0	2
3	12	138	1	1	165	8	7	0	9	0	1	0
4	10	164	1	1	156	0	6	0	7	0	0	0
5	5	189	1	1	158	7	9	0	7	0	0	1
6	15	153	1	0	165	10	4	0	9	1	1	0
7	19	166	2	0	177	7	9	0	11	1	0	1
8	9	185	1	1	151	14	5	0	10	0	0	0
Peak Hr Total	**48**	**693**	**5**	**2**	**651**	**38**	**27**	**0**	**37**	**2**	**1**	**2**

Canal Rd & Reservoir Rd

Intersection No. 10

The traffic counts for this intersection were derived based on the traffic counts at the following intersections:
Canal Rd & Reservoir Rd and Canal Rd & Foxhall Rd

Foxhall Rd & Garfield St

Intersection No. 9

Field Counts - 11/14/2001
AM Peak (7:45-8:45)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	121	10	0	108	3	9	1	0	6	6	0
2	0	148	8	17	128	1	3	8	2	16	4	3
3	1	146	13	14	151	2	11	13	1	21	6	6
4	0	162	14	9	212	6	9	22	1	37	7	1
5	0	154	16	11	194	3	9	22	1	29	13	6
6	0	165	14	10	187	5	8	19	0	17	8	7
7	0	178	23	10	150	5	8	20	1	19	6	3
8	0	154	19	12	137	4	9	11	0	10	2	3
Peak Hr Total	**0**	**659**	**67**	**40**	**743**	**19**	**34**	**83**	**3**	**102**	**34**	**17**

PM Peak (5:00-6:00)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	0	149	10	4	138	5	9	4	0	15	12	10
2	1	138	4	2	133	3	4	9	0	19	3	4
3	0	130	10	4	153	6	9	10	0	14	14	4
4	0	137	10	0	130	2	6	8	0	15	12	7
5	0	147	10	3	122	1	7	9	1	23	8	6
6	0	155	15	4	154	0	5	9	0	17	13	3
7	1	190	12	3	159	3	6	6	0	24	6	1
8	1	167	11	3	172	7	10	6	1	19	9	5
Peak Hr Total	**2**	**659**	**48**	**13**	**607**	**11**	**28**	**30**	**2**	**83**	**36**	**15**

Intersection No. 17

3/16/00 FOXHALL ROAD, NW, RESERVOIR ROAD & SALEM LANE

VEHICLE AND PEDESTRIAN COUNT — NW
DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC SERVICES
analyst.mdc - 10/18/99 _ 05_6.xls 8/5/98
moving to) log & L05.mdyn NHS2

CHKD 1 DAY - THURSDAY 7:00
PBM WEATHER - CLOUDY 7:15
POSTED BY - STAGGS 7:30
INTERSECTION ID 13789165 7:45
CONTROLLED BY Hr Tot 8:00
SIGNALS 8:15
FOXHALL RD 2 REG LANES SEB 8:30
NO PARKING ANYTIME 8:45
RESERVOIR RD 2 REG LANES SEB Hr Tot 9:00
NO PARKING ANYTIME 9:15
3 REG LANES NPAT SWB 9:30
9:45
Hr Tot 10:00
10:15
10:30
10:45
Hr Tot 11:00
11:15
11:30
11:45
Hr Tot 12:00
12:15
12:30
12:45
Hr Tot



PEDESTRIANS (10hr 237 2:00
10-HR FACTORS (default=.6) 2:15
X = 0.60 2:30
Y = 0.60 2:45
Z = 0.60 3:00
W = 0.60 3:15
AM Pkhr. (starting) 8:00 AM 3:30
AM Pkhr Vol = 3305 3:45
AM Pkhr % Of 24 = .85 4:00
AM LOS = 4:15
AM V/C = 4:30
AM Pkhr % Of 24 = 9.6% 4:45
PM Pkhr (starting) 5:00 PM 5:00
PM Pkhr Vol = 2355 Hr Tot 5:15
PM Pkhr Factor = .82 5:30
PM LOS = 5:45
PM V/C = 6:00
PM Pkhr % Of 24 = 6.8% 6:15
file name DISK1.xx Hr Tot 6:30

PEAK HOURS SUMMARY:
AM Pkhr. (starting) 8:00 AM
AM Pkhr Vol = 3305
AM Pkhr Factor = .85
PM Pkhr (starting) 5:00 PM
PM Pkhr Vol = 2355
PM Pkhr Factor = .82
PM LOS =
PM V/C =
PM Pkhr % OF 24 = 6.8%

FOXRESNW.IGG 10 HOUR TOTAL
zone(s) A.M. PEAK HOUR
5372 P. M. PEAK HOUR
24 Hr (estimate)
LEG I.D. [#]

[Y1] SALEM LANE NW — Moving northeast [SW LI Peds Counted By ERIC COUNTER-Right TOTAL FLOW SW]

	W	W	W	
	2	3		5
	3	1		4
				7
	4	4		8
	9	9	22	
	2	2		4
	1	1		3
	6	6		3
	5	5		2
	14	14	22	
				1
				2
	1	1		2
	1	1		3
	3	3		2
	5	5		7
	1	1		1
	2	2		1
	3	3		1
	1	1		2
	7	7	22	
	2	2		1
	2	2		6
	3	3		8
	1	1		1
	8	8	11	
	3	3		3
	1	1		2
	1	1		5
	1	1		4
	1	1	15	

[Y2] RESERVOIR ROAD NW — Moving southeast [NE LEG] Counted By SHORTER

	E	E	E	E		
	21		40	9	70	297
	15	2	24	13	54	228
	28	1	37	15	81	287
	17	1	24	9	51	328
	81	4	125	46	256	1140
	27	2	29	14	72	380
	55	1	70	34	160	482
	23		23	7	53	482
	22	1	25	6	54	432
	127	4	147	61	339	1778
	18	1	26	8	53	288
	25		22	6	53	280
	12		18	9	39	241
	22	2	23	3	52	230
	77	3	89	28	197	949
	27		27	7	61	125
	29		31	9	69	112
	32		36	10	78	100
	9		24	9	50	82
	105		118	35	258	419
	37	3	43	10	93	118
	30	1	37	18	86	116
	24		31	8	63	116
	34		42	17	93	131
	125	4	153	53	335	481
	35		46	19	94	114
	37	3	38	19	97	113
	47	2	47	22	118	120
	23		36	18	77	117
	142	5	161	78	386	464
	35	1	53	14	103	134
	54	1	63	26	134	165
	42	3	63	24	132	127
	33	1	54	24	114	147
	164	6	233	88	481	513
	39	2	50	21	112	145
	41	1	48	19	109	140
	43	3	45	17	108	131
	48	2	77	22	149	157
	171	8	220	79	478	573
	39	1	86	14	140	154
	53	2	67	26	148	104
	41	2	68	20	131	119
	61	1	109	44	215	101
	194	6	330	98	628	478
	53		81	33	167	110
	55	2	102	55	214	91
	104	4	154	89	351	119
	87	1	132	37	257	112
	299	7	469	214	989	432
	1487	47	2045	774	4353	7247
	723	4	1437	611	3109	7758
	764	43	608	163	1244	7758
	98	98	217			
	1478	78	3488	1290	7255	13078

17800441

[Z1] FOXHALL ROAD NW — Moving northeast [NW LEG] Counted By SHORTER

	N	N	N	N		
	10	52		3	65	50
	6	30	78	1	115	32
	2	61	120	5	188	49
	3	82	111	3	199	40
	21	225	309	12	567	171
	1	94	96	1	192	48
		128	96	2	226	92
	1	102	88	2	193	33
	2	70	46		118	36
	4	394	326	5	729	289
	1	58	56		115	37
	2	48	56	1	108	34
		41	69	1	111	32
	5	23	13	1	42	29
	10	170	234	3	417	122
	4	20	61		85	34
	3	19	63	1	86	33
	4	17	68		89	43
		11	59		70	32
	11	67	252	1	332	143
	4	27	55	2	88	50
	1	20	54	1	76	47
	1	14	66	1	80	40
	2	21	59		82	53
	8	82	233	4	326	190
	2	21	66		89	49
	2	20	72	1	95	44
		17	66		83	65
	4	17	69		90	49
	8	75	273	1	357	88
	1	18	64	2	105	72
	1	11	72	1	85	83
		17	83	1	101	79
	1	18	76	3	98	74
	3	64	315	7	389	347
	3	20	81	2	106	68
	1	21	84	1	107	62
	3	22	86	2	113	61
		40	110	2	152	90
	8	105	341	7	461	381
	4	31	96	1	132	101
	4	20	95	2	121	78
	1	16	74	2	93	80
	3	14	115		132	123
	11	81	330	5	427	383
	1	18	102	1	122	95
		19	83	1	103	116
	1	21	108	1	131	100
	1	42	76	1	120	145
	3	130	369	3	505	515
	86	1395	3052	48	4579	2550
	41	864	2268	31	3204	2894
	45	531	784	17	1375	2894
	143	3322	5987	80	7632	4250

13789166

[W1] FOXHALL ROAD NW — Moving northeast [SE LEG] Counted By MCCRAY

	W	W	W	W		
	10	201	83	294	588	55
	6	187	61	254	508	2
	12	155	59	226	460	
	12	176	70	258	544	
	40	719	273	1032	2100	6
	16	182	97	295	1460	10
	18	191	108	317	1700	12
	8	177	109	294	1240	9
	7	174	119	300	770	6
	49	714	433	1306	5170	37
	9	173	67	249	820	6
	6	135	67	208	870	3
	11	157	80	248	840	2
	3	88	34	125	810	
	19	553	248	820	3340	12
	5	73	27	105	920	2
	3	65	23	91	1000	1
	7	57	21	85	1050	1
	5	64	18	87	890	1
	20	259	89	368	3770	5
	6	95	34	135	1030	3
	8	102	45	155	870	2
	6	108	42	156	910	1
	5	95	44	144	1080	1
	25	400	165	590	3920	7
	4	95	41	140	1100	
	3	125	32	160	1180	2
		96	32	134	1240	1
	7	104	34	144	990	
	7	420	139	576	4510	3
	14	110	51	175	1300	3
	14	97	51	162	1360	2
	13	86	43	142	1350	1
	16	104	56	176	1240	3
	57	397	201	655	5150	9
	13	117	49	179	1340	4
	11	123	45	179	1390	3
	9	129	51	189	1450	5
	8	145	36	189	1670	2
	41	514	171	726	5830	14
	8	162	44	214	1450	3
	8	99	32	139	1550	4
	8	129	31	168	1670	2
	11	113	33	157	1830	13
	35	585	159	779	6740	22
	7	130	36	173	1600	4
	13	113	20	146	1470	4
	13	113	22	148	1520	4
	11	114	21	146	1600	6
	44	472	99	615	6870	18
	359	4961	1957	7277	49270	134
	49	724	433	1206	5170	37
	44	472	99	615	6870	18
	598	8268	3241	12128	82212	225

13789164

[W2] RESERVOIR ROAD NW — Moving northeast [NW LEG] Counted By MCCRAY

	W	W	W	W		
	162	10	2		174	220
	137	7	1	2	147	206
	167	12	1		180	172
	176	12	2	4	194	188
	642	41	6	6	695	784
	189	21	1	3	214	197
	249	18	4		271	223
	270	7	1	2	280	185
	243	4	1	4	252	182
	953	50	9	15	1017	788
	173	8		2	183	182
	165	6		6	177	145
	120	2	1	3	126	166
	93	4	1	3	101	98
	551	20	2	14	587	591
	78	3	1	2	84	84
	70	4	1		75	77
	62	3	1	2	68	71
	53	3	1	2	59	79
	263	13	3	7	286	305
	57	9		1	67	109
	51	2	1	2	56	121
	60	4	1	3	68	117
	66	12	2	6	86	114
	234	27	4	12	277	441
	52	7	1	5	65	116
	61	7	2	3	73	146
	71	8	1	12	92	118
	66	6	1	8	81	126
	250	28	5	28	311	506
	65	9		4	78	125
	43	9		6	58	118
	47	10	1	3	61	110
	73	12	1	4	90	120
	248	40	2	17	307	482
	76	14		5	95	141
	72	13	1	3	89	143
	68	14		7	89	149
	81	7	1	5	94	147
	297	58	2	20	377	580
	79	10	2	7	98	180
	52	7	2	3	64	123
	73	12	1	4	90	149
	54	5	1	3	63	160
	258	34	6	17	315	612
	56	5	1	7	69	164
	52	9		1	62	170
	53	7		2	62	203
	49	5	1	2	57	152
	210	26	3	12	251	689
	3897	329	35	146	4407	5821
	2031	268	21	125	2445	6891
	1866	61	14	21	1962	6891
	6495	548	58	143	7245	9702

17533451

[V]	[Z]	[W]	Peds
72	65	468	6
57	115	401	2
81	188	406	1
55	199	452	2
265	567	1727	11
74	192	509	18
161	226	588	18
59	193	574	10
59	118	552	12
393	729	2223	58
53	115	432	8
53	109	385	5
40	111	374	6
54	82	226	4
200	417	1417	23
42	85	189	4
71	88	166	3
80	89	153	3
51	70	146	4
244	332	654	18
95	88	202	5
87	76	211	3
64	80	224	4
96	82	230	3
342	326	947	15
96	89	205	2
99	95	233	5
121	83	226	2
78	90	225	5
394	357	889	14
105	105	253	5
139	85	220	3
132	101	223	2
115	98	206	3
491	389	902	13
112	106	274	7
110	109	268	4
108	113	270	9
151	152	283	5
481	480	1095	25
140	132	312	5
142	121	203	6
131	92	257	6
217	132	220	17
630	477	992	34
167	122	242	6
214	103	210	9
253	160	203	5
258	120	203	8
993	505	858	28
4412	4879	11684	237
3533	7295	22253	58
3533	7295	15712	395

Canal Rd /Whitehurst Fwy/36th St

Intersection No. 20

Field Counts - 11/6/2001
AM Peak (7:30-8:30)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	123	0	53	0		0	0	208	385	0	175	0
2	119	0	53	0		0	0	263	182	0	212	0
3	151	4	61	5		1	3	251	587	0	251	5
4	143	5	75	4		1	4	254	544	0	232	6
5	180	2	76	4		0	0	249	539	0	219	2
6	130	3	94	6		0	0	207	511	0	239	8
7	128	0	110	0		0	0	210	602	0	217	0
8	110	0	87	0		0	0	188	590	0	213	0
Peak Hr Total	**604**	**14**	**306**	**19**	**0**	**2**	**7**	**961**	**2181**	**0**	**941**	**21**

PM Peak (5-6)

interval	nbl	nbt	nbr	sbl	sbt	sbr	ebl	ebt	ebr	wbl	wbt	wbr
1	332	0	101	0		0	0	146	120		207	0
2	332	0	111	0		0	0	149	118		249	0
3	314	0	124	0		0	0	153	156		249	0
4	401	0	167	0		0	0	135	164		256	0
5	387	8	205	9		2	1	106	156		230	11
6	403	4	168	13		2	1	138	152		259	2
7	402	6	125	9		1	0	165	150		274	4
8	387	10	110	9		2	0	170	153		258	7
Peak Hr Total	**1579**	**28**	**608**	**40**	**0**	**7**	**2**	**579**	**611**	**0**	**1021**	**24**

Foxhall/MacArthur/44th Intersection No. 18

Field Counts - 10/19/01 - AM peak (7:30-8:30)

Interval	Foxhall Outbound		Foxhall Inbound		Macarthur	44th		
	Left	Through	Through	Right	Right	Left	Through	Right
1	92	205	75	7	155	2	0	1
2	105	218	79	2	171	6	1	0
3	118	249	97	3	161	13	0	0
4	137	239	112	11	173	9	0	0
5	139	232	103	5	125	6	0	2
6	117	239	92	5	128	27	0	2
7	114	231	90	5	117	9	0	1
8	111	228	89	4	111	8	0	1
Peak Hour Total	**511**	**959**	**404**	**24**	**587**	**55**	**0**	**4**

PM peak (5-6pm)

Interval	Foxhall Outbound		Foxhall Inbound		Macarthur	44th		
	Left	Through	Through	Right	Right	Left	Through	Right
1	77	164	163	7	130	2	0	1
2	77	132	162	9	111	0	0	0
3	87	139	180	2	126	5	0	0
4	74	166	162	7	109	0	1	0
5	71	154	188	7	126	1	2	1
6	91	157	180	7	135	6	0	2
7	78	163	163	9	132	3	1	3
8	98	152	170	5	154	1	2	2
Peak Hour Total	**338**	**626**	**701**	**28**	**547**	**11**	**5**	**8**

Foxhall Road and Canal Road Intersection No. 19

Field Counts - 10/19/01 - AM peak (peak hour = 7:30-8:30)

Interval	Canal Inbound RT	Canal Outbound LT	Canal Outbound Through	Foxhall Inbound Through	
1	469	0	315	291	
2	349	0	263	281	
3	539	0	385	340	
4	292	0	235	155	
5	359	0	327	225	
6	457	0	328	287	
7	385	0	262	302	
8	473	0	326	277	
Peak Hour Total	**1647**	**0**	**1275**	**1007**	**0**

PM peak (peak hour = 5-6pm)

Interval	Canal Inbound RT	Canal Outbound LT	Canal Outbound Through	Foxhall Inbound Through	Foxhall Inbound RT
1	0	332	225	262	4
2	0	373	187	308	2
3	0	394	218	287	3
4	0	420	231	281	4
5	0	422	234	303	5
6	0	430	243	310	2
7	0	407	215	289	4
8	0	406	256	315	5
Peak Hour Total	**0**	**1665**	**948**	**1217**	**16**

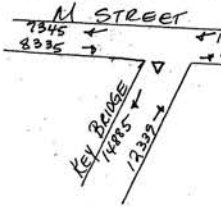
12/3/01

KEY BRIDGE, NW & M STREET

Intersection No. 21

VEHICLE AND PEDESTRIAN COUNT — NW
DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC SERVICES
xruby08x.xls - 10/18/96 _cc___c_.xrb 10/24/01
moving to> leg & LOS:am/pm NHS?

CHKD BY _____
DAY - MONDAY
WEATHER - CLEAR
POSTED BY - STAGGS
INTERSECTION ID 15785645
CONTROLLED BY
SIGNALS



PEDESTRIANS (10hr)
10-HR FACTORS (default=.6)
X = 0.60
Y = 0.60
Z = 0.60
W = 0.60

PEAK HOURS SUMMARY:

AM PkHr. (starting)	8:00 AM
AM PkHr Vol =	4310
AM PkHr Factor =	.85
AM LOS =	
AM V/C =	
AM PkHr % OF24 =	8.4%
PM PkHr (starting)	4:15 PM
PM PkHr Vol =	3396
PM PkHr Factor =	.87
PM LOS =	
PM V/C =	
PM PkHr % OF 24 =	6.6%

file name DISK # xx

KEYBRMSTNW.LD3 — 10 HOUR TOTAL
zone(s) — A. M. PEAK HOUR
5671 — P. M. PEAK HOUR
--- --- — 24 Hr (estimate)

LEG I.D. [#] HPMS#

[Y1] KEY BRIDGE NW
Moving northeast [SW LEG] Peds
Counted By SHORTER

	Left (W)	Right (E)	TOTAL	COUNTER-FLOW SW
7:00	209		209	371
7:15	183	244	427	413
7:30	231	231	462	420
7:45	215	208	423	459
Hr Tot	838	683	1521	1663
8:00	218	234	452	423
8:15	229	229	458	400
8:30	379	223	602	525
8:45	264	198	462	417
Hr Tot	1090	884	1974	1765
9:00	148	173	321	311
9:15	108	161	269	337
9:30	173	174	347	345
9:45	174	220	394	340
Hr Tot	603	728	1331	1333
10:00	144	187	331	279
10:15	129	170	299	248
10:30	113	153	266	216
10:45	88	121	209	235
Hr Tot	474	631	1105	978
11:00	118	137	255	219
11:15	95	135	230	238
11:30	79	127	206	230
11:45	121	152	273	265
Hr Tot	413	551	964	952
12:00	87	134	221	337
12:15	101	111	212	335
12:30	116	123	239	337
12:45	131	134	265	321
Hr Tot	435	502	937	1333
2:00	110	138	248	355
2:15	161	126	287	346
2:30	131	114	245	391
2:45	100	101	201	380
Hr Tot	502	479	981	1472
3:00	127	144	271	392
3:15	140	166	306	391
3:30	153	187	340	392
3:45	132	159	291	413
Hr Tot	552	656	1208	1588
4:00	104	147	251	470
4:15	166	236	402	486
4:30	123	152	275	470
4:45	120	171	291	441
Hr Tot	513	706	1219	1867
5:00	129	127	256	471
5:15	150	111	261	511
5:30	137	154	291	480
5:45	162	129	291	472
Hr Tot	578	521	1099	1934
	5998	6341	12339	14885
	1090	884	1974	1765
	538	686	1224	1868
	9997	10568	20565	24808

13800010

[Z1] M STREET NW
Moving east [W LEG] Peds
Counted By DOUGLAS

	Thru (E)	Right (SW)	TOTAL	COUNTER-FLOW W
7:00	88	192	280	232
7:15	91	186	277	198
7:30	84	197	281	246
7:45	101	189	290	242
Hr Tot	364	764	1128	918
8:00	117	199	316	236
8:15	124	184	308	253
8:30	94	211	305	426
8:45	105	196	301	306
Hr Tot	440	790	1230	1221
9:00	98	183	281	184
9:15	112	197	309	149
9:30	88	164	252	212
9:45	83	171	254	213
Hr Tot	381	715	1096	758
10:00	63	135	198	191
10:15	53	117	170	180
10:30	42	98	140	167
10:45	56	84	140	133
Hr Tot	214	434	648	671
11:00	44	92	136	159
11:15	45	94	139	133
11:30	50	91	141	110
11:45	41	89	130	163
Hr Tot	180	366	546	565
12:00	47	101	148	131
12:15	39	109	148	161
12:30	34	101	135	167
12:45	51	100	151	177
Hr Tot	171	411	582	636
2:00	44	138	182	153
2:15	31	121	152	200
2:30	38	133	171	164
2:45	42	129	171	127
Hr Tot	155	521	676	644
3:00	41	138	179	130
3:15	39	140	179	161
3:30	40	146	186	171
3:45	47	134	181	136
Hr Tot	167	558	725	638
4:00	38	159	197	132
4:15	53	141	194	199
4:30	46	157	203	154
4:45	48	148	196	149
Hr Tot	185	605	790	634
5:00	33	182	215	160
5:15	27	208	235	177
5:30	35	194	229	161
5:45	32	203	235	162
Hr Tot	127	787	914	660
	2384	5951	8335	7345
	440	790	1230	1221
	180	628	808	662
	3973	9918	13892	12242

15785346 — 7111

[Z2] M STREET NW
Moving west [E LEG] Peds
Counted By MARTIN

	Left (SW)	Thru (W)	TOTAL	COUNTER-FLOW E
7:00	179	23	202	88
7:15	227	15	242	333
7:30	223	15	238	315
7:45	270	27	297	309
Hr Tot	899	80	979	1047
8:00	224	18	242	351
8:15	216	24	240	353
8:30	314	47	361	317
8:45	221	42	263	303
Hr Tot	975	131	1106	1324
9:00	128	36	164	271
9:15	140	41	181	273
9:30	181	39	220	262
9:45	169	39	208	303
Hr Tot	618	155	773	1109
10:00	144	47	191	250
10:15	131	51	182	221
10:30	118	54	172	195
10:45	151	45	196	177
Hr Tot	544	197	741	845
11:00	127	41	168	181
11:15	144	38	182	180
11:30	139	31	170	177
11:45	176	42	218	193
Hr Tot	586	152	738	731
12:00	236	44	280	181
12:15	229	60	289	150
12:30	236	51	287	157
12:45	221	46	267	185
Hr Tot	922	201	1123	673
2:00	217	43	260	182
2:15	225	39	264	157
2:30	258	33	291	152
2:45	251	27	278	143
Hr Tot	951	142	1093	634
3:00	254	23	277	185
3:15	251	21	272	205
3:30	246	18	264	227
3:45	279	24	303	206
Hr Tot	1030	86	1115	823
4:00	311	28	339	185
4:15	345	33	378	289
4:30	313	31	344	198
4:45	293	29	322	219
Hr Tot	1262	121	1383	891
5:00	289	31	320	160
5:15	303	27	330	138
5:30	286	24	310	189
5:45	269		269	161
Hr Tot	1147	82	1229	648
	8934	1347	10281	8725
	975	131	1106	1324
	1240	124	1364	866
	14890	2245	17135	14542

15785344 — 7111

	[Y]	[Z]
7:00	209	482
7:15	427	519
7:30	462	519
7:45	423	587
Hr Tot	1521	2107
8:00	452	558
8:15	458	548
8:30	602	666
8:45	462	564
Hr Tot	1974	2336
9:00	321	445
9:15	269	490
9:30	347	472
9:45	394	462
Hr Tot	1331	1869
10:00	331	389
10:15	299	352
10:30	266	312
10:45	209	336
Hr Tot	1105	1389
11:00	255	304
11:15	230	321
11:30	206	311
11:45	273	348
Hr Tot	964	1284
12:00	221	428
12:15	212	437
12:30	239	422
12:45	265	418
Hr Tot	937	1705
2:00	248	442
2:15	287	416
2:30	245	462
2:45	201	449
Hr Tot	981	1769
3:00	271	456
3:15	306	451
3:30	340	450
3:45	291	484
Hr Tot	1208	1841
4:00	251	536
4:15	402	572
4:30	275	547
4:45	291	518
Hr Tot	1219	2173
5:00	256	535
5:15	261	565
5:30	291	539
5:45	291	504
Hr Tot	1099	2143
	12339	18616
	1974	2336
	1224	2172
	20565	31027

*** Basic Count Print (#302) ***

ite ID : 03000075 Data Starts : 00:00 on 11/27/01
Info 1 : LOUGHBORO RD Data Ends : 23:30 on 12/11/01
Info 2 : BETDALEPKY/MARD Adj. Factor : 1.000%

Lane #1 Info : EBD
Lane Mode : Normal Sensor Used : Axle

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
11/27/01	00:00	11	8	19
	01:00	5	4	9
	02:00	5	0	5
	03:00	4	2	6
	04:00	4	2	6
	05:00	10	34	44
	06:00	55	147	202
	07:00	226	306	532
	08:00	364	356	720
	09:00	267	226	493
	10:00	181	194	375
	11:00	171	181	352
	12:00	191	166	357
	13:00	166	170	336
	14:00	141	209	350
	15:00	252	276	528
	16:00	196	206	402
	17:00	202	171	373
	18:00	179	194	373
	19:00	179	132	311
	20:00	92	76	168
	21:00	74	61	135
	22:00	43	37	80
	23:00	26	17	43

aily Total : 6219 Average Period: 126.9
AM Total : 2763 (44.4%) Average Hour : 259.1
PM Total : 3456 (55.6%)
eak AM Hour: 08:00= 720 (11.6%) Peak AM Factor: 0.989
eak PM Hour: 15:00= 528 (8.5%) Peak PM Factor: 0.957

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
11/28/01	00:00	10	9	19
	01:00	10	3	13
	02:00	2	1	3
	03:00	2	5	7
	04:00	2	4	6
	05:00	8	35	43
	06:00	58	154	212
	07:00	247	268	515
	08:00	325	377	702
	09:00	343	326	669
	10:00	221	192	413
	11:00	216	149	365
	12:00	165	179	344
	13:00	184	189	373
	14:00	173	216	389
	15:00	233	230	463
	16:00	241	192	433
	17:00	215	191	406
	18:00	178	190	368
	19:00	172	122	294
	20:00	102	53	155
	21:00	62	67	129
	22:00	62	45	107
	23:00	24	28	52

Daily Total : 6480
AM Total : 2967 (45.8%)
PM Total : 3513 (54.2%)
Peak AM Hour: 08:30= 720 (11.1%)
Peak PM Hour: 15:30= 471 (7.3%)

Average Period: 132.2
Average Hour : 270.0

Peak AM Factor: 0.955
Peak PM Factor: 0.977

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
11/29/01	00:00	9	9	18
	01:00	8	3	11
	02:00	0	1	1
	03:00	3	7	10
	04:00	4	1	5
	05:00	12	34	46
	06:00	56	150	206
	07:00	217	297	514
	08:00	324	352	676
	09:00	323	288	611
	10:00	213	182	395
	11:00	182	170	352
	12:00	198	151	349
	13:00	172	175	347
	14:00	167	182	349
	15:00	250	255	505
	16:00	225	185	410
	17:00	218	208	426
	18:00	175	220	395
	19:00	179	113	292
	20:00	94	76	170
	21:00	74	86	160
	22:00	62	64	126
	23:00	31	24	55

Daily Total : 6429
AM Total : 2845 (44.3%)
PM Total : 3584 (55.7%)
Peak AM Hour: 08:00= 676 (10.5%)
Peak PM Hour: 15:00= 505 (7.9%)

Average Period: 131.2
Average Hour : 267.9

Peak AM Factor: 0.960
Peak PM Factor: 0.990

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
11/30/01	00:00	15	9	24
	01:00	7	3	10
	02:00	2	7	9
	03:00	0	9	9
	04:00	3	1	4
	05:00	7	30	37
	06:00	59	132	191
	07:00	227	280	507
	08:00	360	371	731
	09:00	273	265	538
	10:00	191	259	450
	11:00	228	225	453
	12:00	184	94	278
	13:00	29	30	59
	14:00	52	60	112
	15:00	27	30	57
	16:00	9	14	23
	17:00	6	8	14
	18:00	11	3	14
	19:00	4	2	6
	20:00	3	3	6
	21:00	0	4	4
	22:00	1	1	2
	23:00	1	0	1

Daily Total : 3539
AM Total : 2963 (83.7%)
PM Total : 576 (16.3%)
Peak AM Hour: 08:00= 731 (20.7%)
Peak PM Hour: 12:00= 278 (7.9%)

Average Period: 72.2
Average Hour : 147.5

Peak AM Factor: 0.985
Peak PM Factor: 0.755

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/01/01	00:00	0	0	0
	01:00	2	0	2
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	0	1	1
	07:00	0	1	1
	08:00	0	0	0
	09:00	0	3	3
	10:00	4	1	5
	11:00	7	0	7
	12:00	2	0	2
	13:00	2	3	5
	14:00	0	0	0
	15:00	5	0	5
	16:00	0	2	2
	17:00	3	0	3
	18:00	5	2	7
	19:00	4	2	6
	20:00	2	2	4
	21:00	5	0	5
	22:00	1	0	1
	23:00	0	0	0

[redacted]ily Total : 59
[redacted]M Total : 19 (32.2%)
PM Total : 40 (67.8%)
[redacted]eak AM Hour: 10:30= 8 (13.6%)
[redacted]eak PM Hour: 18:00= 7 (11.9%)

Average Period: 1.2
Average Hour : 2.5

Peak AM Factor: 0.571
Peak PM Factor: 0.700

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/02/01	00:00	3	0	3
	01:00	0	0	0
	02:00	0	0	0
	03:00	1	0	1
	04:00	0	0	0
	05:00	0	0	0
	06:00	0	2	2
	07:00	1	0	1
	08:00	1	1	2
	09:00	0	0	0
	10:00	0	0	0
	11:00	1	0	1
	12:00	0	0	0
	13:00	3	2	5
	14:00	0	0	0
	15:00	1	2	3
	16:00	1	1	2
	17:00	1	1	2
	18:00	1	0	1
	19:00	1	2	3
	20:00	2	1	3
	21:00	2	0	2
	22:00	1	3	4
	23:00	0	1	1

Daily Total : 36
AM Total : 10 (27.8%)
PM Total : 26 (72.2%)
Peak AM Hour: 00:00= 3 (8.3%)
Peak PM Hour: 13:00= 5 (13.9%)

Average Period: 0.7
Average Hour : 1.5

Peak AM Factor: 0.500
Peak PM Factor: 0.833

[redacted]********** Lane 1 Basic Count Print **********

[redacted]Date	Time	:00	:30	Total
12/03/01	00:00	0	0	0
	01:00	0	0	0
	02:00	0	0	0
	03:00	0	0	0
	04:00	0	0	0
	05:00	0	0	0
	06:00	5	4	9
	07:00	1	10	11
	08:00	7	12	19
	09:00	7	238	245
	10:00	148	147	295
	11:00	156	161	317
	12:00	158	167	325
	13:00	152	173	325
	14:00	175	189	364
	15:00	233	226	459
	16:00	218	225	443
	17:00	194	190	384
	18:00	169	204	373
	19:00	164	107	271
	20:00	85	62	147
	21:00	68	45	113
	22:00	53	47	100
	23:00	33	8	41

[redacted]aily Total : 4241
[redacted]M Total : 896 (21.1%)
PM Total : 3345 (78.9%)
[redacted]eak AM Hour: 09:30= 386 (9.1%)
[redacted]eak PM Hour: 15:00= 459 (10.8%)

Average Period: 86.6
Average Hour : 176.7

Peak AM Factor: 0.811
Peak PM Factor: 0.985

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/04/01	00:00	12	3	15
	01:00	1	4	5
	02:00	2	5	7
	03:00	1	3	4
	04:00	3	1	4
	05:00	8	38	46
	06:00	68	135	203
	07:00	205	294	499
	08:00	355	358	713
	09:00	307	259	566
	10:00	183	172	355
	11:00	172	186	358
	12:00	208	205	413
	13:00	148	153	301
	14:00	203	206	409
	15:00	228	251	479
	16:00	214	203	417
	17:00	193	203	396
	18:00	195	207	402
	19:00	168	142	310
	20:00	81	71	152
	21:00	64	65	129
	22:00	56	52	108
	23:00	34	16	50

Daily Total : 6341
AM Total : 2775 (43.8%)
PM Total : 3566 (56.2%)
Peak AM Hour: 08:00= 713 (11.2%)
Peak PM Hour: 15:00= 479 (7.6%)

Average Period: 129.4
Average Hour : 264.2

Peak AM Factor: 0.996
Peak PM Factor: 0.954

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/05/01	00:00	8	7	15
	01:00	6	7	13
	02:00	3	4	7
	03:00	5	4	9
	04:00	6	4	10
	05:00	12	28	40
	06:00	58	124	182
	07:00	230	313	543
	08:00	347	368	715
	09:00	321	226	547
	10:00	201	189	390
	11:00	170	163	333
	12:00	179	173	352
	13:00	167	164	331
	14:00	174	250	424
	15:00	243	218	461
	16:00	204	211	415
	17:00	226	223	449
	18:00	190	204	394
	19:00	170	132	302
	20:00	99	75	174
	21:00	68	54	122
	22:00	56	48	104
	23:00	41	21	62

aily Total : 6394
M Total : 2804 (43.9%)
PM Total : 3590 (56.1%)
Peak AM Hour: 08:00= 715 (11.2%)
eak PM Hour: 14:30= 493 (7.7%)

Average Period: 130.5
Average Hour : 266.4

Peak AM Factor: 0.971
Peak PM Factor: 0.986

<<District Division of Transportation>>
<<Traffic Services Administration>>
<<2000 14th St NW Washington, DC>>
<<202-671-2710>>

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/06/01	00:00	15	12	27
	01:00	5	5	10
	02:00	2	2	4
	03:00	4	3	7
	04:00	3	2	5
	05:00	7	32	39
	06:00	54	129	183
	07:00	206	289	495
	08:00	352	397	749
	09:00	308	273	581
	10:00	210	189	399
	11:00	159	219	378
	12:00	169	196	365
	13:00	188	193	381
	14:00	191	210	401
	15:00	232	266	498
	16:00	193	192	385
	17:00	216	198	414
	18:00	170	185	355
	19:00	179	155	334
	20:00	116	83	199
	21:00	72	76	148
	22:00	67	57	124
	23:00	37	25	62

Daily Total : 6543
AM Total : 2877 (44.0%)
PM Total : 3666 (56.0%)
Peak AM Hour: 08:00= 749 (11.4%)
Peak PM Hour: 15:00= 498 (7.6%)

Average Period: 133.5
Average Hour : 272.6

Peak AM Factor: 0.943
Peak PM Factor: 0.936

[redacted]********** Lane 1 Basic Count Print **********

[redacted]Date	Time	:00	:30	Total
12/07/01	00:00	12	7	19
	01:00	5	1	6
	02:00	1	3	4
	03:00	1	10	11
	04:00	3	2	5
	05:00	10	33	43
	06:00	59	140	199
	07:00	231	272	503
	08:00	349	360	709
	09:00	267	245	512
	10:00	189	161	350
	11:00	174	160	334
	12:00	199	226	425
	13:00	154	229	383
	14:00	221	201	422
	15:00	223	257	480
	16:00	209	209	418
	17:00	202	174	376
	18:00	212	207	419
	19:00	175	137	312
	20:00	109	91	200
	21:00	54	57	111
	22:00	77	56	133
	23:00	61	45	106

[redacted]aily Total : 6480
[redacted]M Total : 2695 (41.6%)
PM Total : 3785 (58.4%)
[redacted]eak AM Hour: 08:00= 709 (10.9%)
[redacted]eak PM Hour: 15:00= 480 (7.4%)

Average Period: 132.2
Average Hour : 270.0

Peak AM Factor: 0.985
Peak PM Factor: 0.934

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/08/01	00:00	18	23	41
	01:00	13	9	22
	02:00	6	7	13
	03:00	6	5	11
	04:00	3	5	8
	05:00	5	14	19
	06:00	16	31	47
	07:00	42	54	96
	08:00	65	113	178
	09:00	117	114	231
	10:00	133	147	280
	11:00	150	147	297
	12:00	157	170	327
	13:00	152	151	303
	14:00	152	168	320
	15:00	170	137	307
	16:00	150	148	298
	17:00	130	121	251
	18:00	132	142	274
	19:00	114	103	217
	20:00	76	57	133
	21:00	44	50	94
	22:00	73	78	151
	23:00	63	65	128

Daily Total : 4046
AM Total : 1243 (30.7%)
PM Total : 2803 (69.3%)
Peak AM Hour: 10:30= 297 (7.3%)
Peak PM Hour: 14:30= 338 (8.4%)

Average Period: 82.6
Average Hour : 168.6

Peak AM Factor: 0.990
Peak PM Factor: 0.994

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/09/01	00:00	40	27	67
	01:00	18	12	30
	02:00	8	7	15
	03:00	4	3	7
	04:00	5	1	6
	05:00	1	3	4
	06:00	6	18	24
	07:00	21	34	55
	08:00	41	73	114
	09:00	72	88	160
	10:00	89	122	211
	11:00	118	133	251
	12:00	146	130	276
	13:00	139	132	271
	14:00	149	137	286
	15:00	154	163	317
	16:00	156	137	293
	17:00	148	136	284
	18:00	119	101	220
	19:00	101	88	189
	20:00	79	64	143
	21:00	63	55	118
	22:00	47	39	86
	23:00	25	16	41

Daily Total : 3468
AM Total : 944 (27.2%)
PM Total : 2524 (72.8%)
Peak AM Hour: 11:00= 251 (7.2%)
Peak PM Hour: 15:30= 319 (9.2%)

Average Period: 70.8
Average Hour : 144.5

Peak AM Factor: 0.944
Peak PM Factor: 0.979

********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/10/01	00:00	7	6	13
	01:00	5	3	8
	02:00	4	1	5
	03:00	2	4	6
	04:00	1	3	4
	05:00	11	35	46
	06:00	63	130	193
	07:00	197	293	490
	08:00	362	447	809
	09:00	374	268	642
	10:00	144	141	285
	11:00	156	164	320
	12:00	148	159	307
	13:00	161	161	322
	14:00	192	191	383
	15:00	243	276	519
	16:00	206	206	412
	17:00	202	202	404
	18:00	167	178	345
	19:00	162	135	297
	20:00	71	74	145
	21:00	67	47	114
	22:00	40	50	90
	23:00	27	14	41

Daily Total : 6200
AM Total : 2821 (45.5%)
PM Total : 3379 (54.5%)
Peak AM Hour: 08:30= 821 (13.2%)
Peak PM Hour: 15:00= 519 (8.4%)

Average Period: 126.5
Average Hour : 258.3

Peak AM Factor: 0.918
Peak PM Factor: 0.940

[redacted]********** Lane 1 Basic Count Print **********

Date	Time	:00	:30	Total
12/11/01	00:00	13	5	18
	01:00	0	2	2
	02:00	7	5	12
	03:00	1	2	3
	04:00	1	0	1
	05:00	10	28	38
	06:00	66	117	183
	07:00	191	295	486
	08:00	348	347	695
	09:00	288	233	521
	10:00	211	175	386
	11:00	166	150	316
	12:00	171	187	358
	13:00	169	151	320
	14:00	165	178	343
	15:00	240	245	485
	16:00	235	221	456
	17:00	224	206	430
	18:00	184	196	380
	19:00	187	98	285
	20:00	96	79	175
	21:00	75	67	142
	22:00	43	49	92
	23:00	44	23	67

[redacted]aily Total : 6194
[redacted]M Total : 2661 (43.0%)
PM Total : 3533 (57.0%)
Peak AM Hour: 08:00= 695 (11.2%)
[redacted]eak PM Hour: 15:00= 485 (7.8%)

Average Period: 126.4
Average Hour : 258.1

Peak AM Factor: 0.999
Peak PM Factor: 0.990

<<District Division of Transportation>>
<<Traffic Services Administration>>
<<2000 14th St NW Washington, DC>>
<<202-671-2710>>

GRAND TOTALS

********** LANE 1 FINAL **********

Grand Total	72669	Average Period:	98.9
# Of Days	15.31	ADT	4746
AM Total	31283 (43.0%)	Average Hour	201.9
PM Total	41386 (57.0%)		
Peak AM Hour:	08:30= 821 (12/10/01)	Peak AM Factor:	0.918
Peak PM Hour:	15:00= 528 (11/27/01)	Peak PM Factor:	0.957