Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
02/07/01	00:00	134	108	242
	01:00	56	59	115
	02:00	52	52	104
	03:00	48	34	82
	04:00	36	54	90
	05:00	115	372	487
	06:00	575	939	1514
	07:00	1169	1282	2451
	08:00	1371	1196	2567
	09:00	909	920	1829
	10:00	701	741	1442
	11:00	742	743	1485
	12:00	763	776	1539
	13:00	793	879	1672
	14:00	940	1120	2060
	15:00	1152	1300	2452
	16:00	1342	1337	2679
	17:00	1418	1466	2884
	18:00	1352	1175	2527
	19:00	1053	859	1912
	20:00	621	545	1166
	21:00	489	495	984
	22:00	560	553	1113
	23:00	535	437	972

Daily Total : 34368
PM Total : 12408 (36.1%)
AM Total : 21960 (63.9%)
Peak AM Hour: 07:30= 2653 (7.7%)
Peak PM Hour: 17:00= 2884 (8.4%)

Average Period: 701.4
Average Hour : 1432.0

Peak AM Factor: 0.968
Peak PM Factor: 0.984

Board of Zoning Adjustment
District of Columbia
CASE NO.16852
EXHIBIT NO.346A4

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/08/01	00:00	274	209	483
	01:00	142	103	245
	02:00	97	101	198
	03:00	95	97	192
	04:00	54	59	113
	05:00	68	98	166
	06:00	99	181	280
	07:00	235	379	614
	08:00	434	593	1027
	09:00	644	789	1433
	10:00	712	824	1536
	11:00	813	830	1643
	12:00	890	922	1812
	13:00	882	900	1782
	14:00	931	905	1836
	15:00	908	918	1826
	16:00	907	908	1815
	17:00	889	892	1781
	18:00	918	902	1820
	19:00	869	753	1622
	20:00	552	447	999
	21:00	470	535	1005
	22:00	547	571	1118
	23:00	606	570	1176

Daily Total : 26522
AM Total : 7930 (29.9%)
PM Total : 18592 (70.1%)
Peak AM Hour: 11:00= 1643 (6.2%)
Peak PM Hour: 14:00= 1836 (6.9%)

Average Period: 541.3
Average Hour : 1105.1

Peak AM Factor: 0.990
Peak PM Factor: 0.986

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/09/01	00:00	388	269	657
	01:00	173	159	332
	02:00	129	91	220
	03:00	126	111	237
	04:00	60	51	111
	05:00	50	60	110
	06:00	72	121	193
	07:00	120	159	279
	08:00	254	458	712
	09:00	342	456	798
	10:00	599	743	1342
	11:00	674	758	1432
	12:00	797	884	1681
	13:00	859	808	1667
	14:00	827	829	1656
	15:00	934	970	1904
	16:00	915	891	1806
	17:00	839	799	1638
	18:00	721	574	1295
	19:00	587	526	1113
	20:00	485	481	966
	21:00	466	425	891
	22:00	309	231	540
	23:00	173	181	354

Daily Total : 21934
AM Total : 6423 (29.3%)
PM Total : 15511 (70.7%)
Peak AM Hour: 11:00= 1432 (6.5%)
Peak PM Hour: 15:00= 1904 (8.7%)

Average Period: 447.6
Average Hour : 913.9

Peak AM Factor: 0.945
Peak PM Factor: 0.981

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/10/01	00:00	104	72	176
	01:00	38	39	77
	02:00	32	15	47
	03:00	20	25	45
	04:00	32	83	115
	05:00	190	490	680
	06:00	677	1083	1760
	07:00	1284	1448	2732
	08:00	1469	1419	2888
	09:00	1149	912	2061
	10:00	783	768	1551
	11:00	708	783	1491
	12:00	717	762	1479
	13:00	724	738	1462
	14:00	884	957	1841
	15:00	1008	1237	2245
	16:00	1252	1432	2684
	17:00	1511	1545	3056
	18:00	1473	1330	2803
	19:00	1054	938	1992
	20:00	653	566	1219
	21:00	506	511	1017
	22:00	377	270	647
	23:00	205	147	352

Daily Total : 34420
AM Total : 13623 (39.6%)
PM Total : 20797 (60.4%)
Peak AM Hour: 07:30= 2917 (8.5%)
Peak PM Hour: 17:00= 3056 (8.9%)

Average Period: 702.4
Average Hour : 1434.2

Peak AM Factor: 0.993
Peak PM Factor: 0.989

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
2/11/01	00:00	146	78	224
	01:00	42	35	77
	02:00	31	23	54
	03:00	12	27	39
	04:00	34	82	116
	05:00	196	460	656
	06:00	650	1044	1694
	07:00	1350	1421	2771
	08:00	1396	1344	2740
	09:00	1242	990	2232
	10:00	877	806	1683
	11:00	737	739	1476
	12:00	815	771	1586
	13:00	728	775	1503
	14:00	925	1017	1942
	15:00	1092	1198	2290
	16:00	1371	1451	2822
	17:00	1569	1529	3098
	18:00	1556	1295	2851
	19:00	1059	941	2000
	20:00	800	627	1427
	21:00	615	514	1129
	22:00	502	357	859
	23:00	352	229	581

Daily Total : 35850
AM Total : 13762 (38.4%)
PM Total : 22088 (61.6%)
Peak AM Hour: 07:30= 2817 (7.9%)
Peak PM Hour: 17:00= 3098 (8.6%)

Average Period: 731.6
Average Hour : 1493.8

Peak AM Factor: 0.991
Peak PM Factor: 0.987

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/12/01	00:00	113	90	203
	01:00	39	46	85
	02:00	37	32	69
	03:00	22	27	49
	04:00	28	68	96
	05:00	198	466	664
	06:00	664	1068	1732
	07:00	1339	1523	2862
	08:00	1449	1397	2846
	09:00	1070	904	1974
	10:00	863	795	1658
	11:00	757	825	1582
	12:00	808	759	1567
	13:00	833	846	1679
	14:00	913	1009	1922
	15:00	1135	1211	2346
	16:00	1412	1473	2885
	17:00	1594	1519	3113
	18:00	1508	1355	2863
	19:00	1118	977	2095
	20:00	752	683	1435
	21:00	642	603	1245
	22:00	539	423	962
	23:00	349	225	574

Daily Total : 36506
AM Total : 13820 (37.9%)
PM Total : 22686 (62.1%)
Peak AM Hour: 07:30= 2972 (8.1%)
Peak PM Hour: 17:00= 3113 (8.5%)

Average Period: 745.0
Average Hour : 1521.1

Peak AM Factor: 0.976
Peak PM Factor: 0.976

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/13/01	00:00	140	84	224
	01:00	57	38	95
	02:00	47	35	82
	03:00	25	42	67
	04:00	49	73	122
	05:00	185	439	624
	06:00	652	1012	1664
	07:00	1246	1363	2609
	08:00	1357	1256	2613
	09:00	1077	905	1982
	10:00	796	814	1610
	11:00	717	810	1527
	12:00	781	824	1605
	13:00	736	788	1524
	14:00	915	1084	1999
	15:00	1132	1224	2356
	16:00	1369	1461	2830
	17:00	1535	1520	3055
	18:00	1441	1243	2684
	19:00	1091	946	2037
	20:00	765	652	1417
	21:00	676	595	1271
	22:00	574	571	1145
	23:00	333	267	600

Daily Total : 35742
AM Total : 13219 (37.0%)
PM Total : 22523 (63.0%)
Peak AM Hour: 07:30= 2720 (7.6%)
Peak PM Hour: 17:00= 3055 (8.5%)

Average Period: 729.4
Average Hour : 1489.3

Peak AM Factor: 0.998
Peak PM Factor: 0.995

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/14/01	00:00	198	110	308
	01:00	78	70	148
	02:00	51	56	107
	03:00	42	35	77
	04:00	49	63	112
	05:00	187	448	635
	06:00	620	1045	1665
	07:00	1287	1446	2733
	08:00	1356	1284	2640
	09:00	1128	1121	2249
	10:00	756	894	1650
	11:00	814	880	1694
	12:00	862	895	1757
	13:00	873	935	1808
	14:00	1028	1174	2202
	15:00	1252	1338	2590
	16:00	1323	1362	2685
	17:00	1467	1448	2915
	18:00	1392	1202	2594
	19:00	1053	998	2051
	20:00	719	584	1303
	21:00	589	627	1216
	22:00	696	617	1313
	23:00	524	442	966

Daily Total : 37418
AM Total : 14018 (37.5%)
PM Total : 23400 (62.5%)
Peak AM Hour: 07:30= 2802 (7.5%)
Peak PM Hour: 17:00= 2915 (7.8%)

Average Period: 763.6
Average Hour : 1559.1

Peak AM Factor: 0.969
Peak PM Factor: 0.994

Traffic Counter Shop
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Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
2/15/01	00:00	360	235	595
	01:00	159	129	288
	02:00	98	101	199
	03:00	85	84	169
	04:00	52	64	116
	05:00	78	87	165
	06:00	141	209	350
	07:00	216	347	563
	08:00	435	618	1053
	09:00	600	756	1356
	10:00	718	794	1512
	11:00	837	890	1727
	12:00	926	936	1862
	13:00	946	902	1848
	14:00	894	948	1842
	15:00	953	997	1950
	16:00	1013	1024	2037
	17:00	943	1010	1953
	18:00	1037	1068	2105
	19:00	1007	902	1909
	20:00	690	588	1278
	21:00	585	640	1225
	22:00	738	675	1413
	23:00	749	612	1361

Daily Total : 28876
AM Total : 8093 (28.0%)
PM Total : 20783 (72.0%)
Peak AM Hour: 11:00= 1727 (6.0%)
Peak PM Hour: 18:00= 2105 (7.3%)

Average Period: 589.3
Average Hour : 1203.2

Peak AM Factor: 0.970
Peak PM Factor: 0.985

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/16/01	00:00	441	343	784
	01:00	230	199	429
	02:00	146	136	282
	03:00	123	112	235
	04:00	76	53	129
	05:00	46	51	97
	06:00	76	112	188
	07:00	133	202	335
	08:00	253	471	724
	09:00	392	507	899
	10:00	605	754	1359
	11:00	688	796	1484
	12:00	847	889	1736
	13:00	889	889	1778
	14:00	892	961	1853
	15:00	920	934	1854
	16:00	956	958	1914
	17:00	865	856	1721
	18:00	858	783	1641
	19:00	653	595	1248
	20:00	534	483	1017
	21:00	491	520	1011
	22:00	397	327	724
	23:00	220	164	384

Daily Total : 23824
AM Total : 6945 (29.1%)
PM Total : 16881 (70.9%)
Peak AM Hour: 11:00 1484 (6.2%)
Peak PM Hour: 16:00 1914 (8.0%)

Average Period: 486.2
Average Hour : 992.8

Peak AM Factor: 0.932
Peak PM Factor: 0.999

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

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

Date	Time	:00	:30	Total
12/17/01	00:00	105	81	186
	01:00	57	56	113
	02:00	33	30	63
	03:00	29	30	59
	04:00	36	84	120
	05:00	198	472	670
	06:00	675	1069	1744
	07:00	1330	1450	2780
	08:00	1463		1463

Daily Total : 7198
AM Total : 7198 (100.0%)
PM Total : 0 (0.0%)
Peak AM Hour: 07:30= 2913 (40.5%)
Peak PM Hour:

Average Period: 423.4
Average Hour : 799.8
Peak AM Factor: 0.996
Peak PM Factor:

01/15/02
12:31:31

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

Page:

Canal

Lane #2 Info : NBD/OUTBOUND
Lane Mode : Normal Sensor Used : Axle

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/03/01	12:00		408	408
	13:00	378	465	843
	14:00	577	694	1271
	15:00	646	683	1329
	16:00	763	818	1581
	17:00	873	867	1740
	18:00	851	798	1649
	19:00	791	696	1487
	20:00	541	420	961
	21:00	377	367	744
	22:00	329	270	599
	23:00	172	127	299

Daily Total : 12911
AM Total : 0 (0.0%)
PM Total : 12911 (100.0%)
Peak AM Hour:
Peak PM Hour: 17:00= 1740 (13.5%)

Average Period: 538.0
Average Hour : 1075.9

Peak AM Factor:
Peak PM Factor: 0.997

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
2/04/01	00:00	87	69	156
	01:00	31	18	49
	02:00	13	15	28
	03:00	17	14	31
	04:00	9	12	21
	05:00	27	39	66
	06:00	61	124	185
	07:00	225	301	526
	08:00	226	222	448
	09:00	239	219	458
	10:00	308	355	663
	11:00	358	412	770
	12:00	447	456	903
	13:00	488	493	981
	14:00	603	732	1335
	15:00	698	753	1451
	16:00	784	843	1627
	17:00	853	790	1643
	18:00	829	787	1616
	19:00	794	795	1589
	20:00	658	458	1116
	21:00	429	400	829
	22:00	344	312	656
	23:00	230	151	381

aily Total : 17528
M Total : 3401 (19.4%)
M Total : 14127 (80.6%)
eak AM Hour: 11:00= 770 (4.4%)
eak PM Hour: 16:30= 1696 (9.7%)

Average Period: 357.7
Average Hour : 730.3

Peak AM Factor: 0.934
Peak PM Factor: 0.994

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/05/01	00:00	90	75	165
	01:00	42	24	66
	02:00	33	26	59
	03:00	19	16	35
	04:00	14	10	24
	05:00	26	60	86
	06:00	48	114	162
	07:00	236	301	537
	08:00	230	247	477
	09:00	208	227	435
	10:00	265	352	617
	11:00	397	439	836
	12:00	493	423	916
	13:00	453	516	969
	14:00	651	788	1439
	15:00	668	700	1368
	16:00	758	793	1551
	17:00	882	822	1704
	18:00	844	671	1515
	19:00	712	807	1519
	20:00	661	536	1197
	21:00	489	440	929
	22:00	392	276	668
	23:00	214	163	377

Daily Total : 17651
AM Total : 3499 (19.8%)
PM Total : 14152 (80.2%)
Peak AM Hour : 11:00= 836 (4.7%)
Peak PM Hour: 17:00= 1704 (9.7%)

Average Period: 360.2
Average Hour : 735.5

Peak AM Factor: 0.952
Peak PM Factor: 0.966

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
02/06/01	00:00	96	61	157
	01:00	54	35	89
	02:00	30	30	60
	03:00	19	16	35
	04:00	11	18	29
	05:00	23	50	73
	06:00	55	115	170
	07:00	228	299	527
	08:00	244	263	507
	09:00	235	248	483
	10:00	285	330	615
	11:00	417	436	853
	12:00	504	472	976
	13:00	464	521	985
	14:00	642	745	1387
	15:00	684	728	1412
	16:00	806	795	1601
	17:00	799	839	1638
	18:00	754	719	1473
	19:00	756	776	1532
	20:00	646	518	1164
	21:00	473	450	923
	22:00	409	319	728
	23:00	220	145	365

Daily Total : 17782
AM Total : 3598 (20.2%)
PM Total : 14184 (79.8%)
Peak AM Hour: 11:00= 853 (4.8%)
Peak PM Hour: 17:00= 1638 (9.2%)

Average Period: 362.9
Average Hour : 740.9

Peak AM Factor: 0.978
Peak PM Factor: 0.976

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/07/01	00:00	109	90	199
	01:00	44	49	93
	02:00	49	43	92
	03:00	43	19	62
	04:00	16	15	31
	05:00	29	55	84
	06:00	45	100	145
	07:00	208	307	515
	08:00	259	247	506
	09:00	199	248	447
	10:00	296	392	688
	11:00	427	465	892
	12:00	506	526	1032
	13:00	569	611	1180
	14:00	685	807	1492
	15:00	705	759	1464
	16:00	776	749	1525
	17:00	816	837	1653
	18:00	764	679	1443
	19:00	726	604	1330
	20:00	415	375	790
	21:00	382	335	717
	22:00	427	390	817
	23:00	434	324	758

Daily Total : 17955
AM Total : 3754 (20.9%)
PM Total : 14201 (79.1%)
Peak AM Hour: 11:00= 892 (5.0%)
Peak PM Hour: 17:00= 1653 (9.2%)

Average Period: 366.4
Average Hour : 748.1

Peak AM Factor: 0.959
Peak PM Factor: 0.987

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
2/08/01	00:00	216	147	363
	01:00	111	83	194
	02:00	82	91	173
	03:00	85	86	171
	04:00	49	36	85
	05:00	38	34	72
	06:00	22	47	69
	07:00	74	130	204
	08:00	148	217	365
	09:00	266	307	573
	10:00	322	419	741
	11:00	458	425	883
	12:00	500	501	1001
	13:00	464	476	940
	14:00	503	485	988
	15:00	506	501	1007
	16:00	525	506	1031
	17:00	491	502	993
	18:00	485	399	884
	19:00	378	351	729
	20:00	254	209	463
	21:00	247	340	587
	22:00	384	363	747
	23:00	406	369	775

aily Total : 14038
M Total : 3893 (27.7%)
M Total : 10145 (72.3%)
eak AM Hour: 11:00= 883 (6.3%)
eak PM Hour: 16:00= 1031 (7.3%)

Average Period: 286.5
Average Hour : 584.9

Peak AM Factor: 0.964
Peak PM Factor: 0.982

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/09/01	00:00	255	190	445
	01:00	126	123	249
	02:00	104	74	178
	03:00	108	96	204
	04:00	55	39	94
	05:00	26	28	54
	06:00	22	31	53
	07:00	65	64	129
	08:00	100	116	216
	09:00	137	220	357
	10:00	309	345	654
	11:00	382	428	810
	12:00	504	544	1048
	13:00	520	497	1017
	14:00	507	513	1020
	15:00	545	585	1130
	16:00	585	531	1116
	17:00	494	458	952
	18:00	395	325	720
	19:00	354	326	680
	20:00	259	275	534
	21:00	301	251	552
	22:00	188	157	345
	23:00	117	108	225

Daily Total : 12782
AM Total : 3443 (26.9%)
PM Total : 9339 (73.1%)
Peak AM Hour: 11:00= 810 (6.3%)
Peak PM Hour: 15:30= 1170 (9.2%)

Average Period: 260.9
Average Hour : 532.6

Peak AM Factor: 0.946
Peak PM Factor: 1.000

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/10/01	00:00	75	49	124
	01:00	28	31	59
	02:00	24	12	36
	03:00	14	8	22
	04:00	6	14	20
	05:00	29	53	82
	06:00	49	118	167
	07:00	236	305	541
	08:00	250	251	501
	09:00	206	231	437
	10:00	276	345	621
	11:00	347	390	737
	12:00	434	447	881
	13:00	444	448	892
	14:00	587	662	1249
	15:00	631	717	1348
	16:00	740	815	1555
	17:00	846	850	1696
	18:00	807	786	1593
	19:00	781	756	1537
	20:00	518	435	953
	21:00	366	357	723
	22:00	260	191	451
	23:00	158	102	260

Daily Total : 16485
AM Total : 3347 (20.3%)
PM Total : 13138 (79.7%)
Peak AM Hour: 11:00= 737 (4.5%)
Peak PM Hour: 17:00= 1696 (10.3%)

Average Period: 336.4
Average Hour : 686.9

Peak AM Factor: 0.945
Peak PM Factor: 0.998

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1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/11/01	00:00	118	57	175
	01:00	31	27	58
	02:00	22	15	37
	03:00	7	14	21
	04:00	8	13	21
	05:00	21	53	74
	06:00	49	139	188
	07:00	211	303	514
	08:00	255	256	511
	09:00	256	254	510
	10:00	264	296	560
	11:00	379	400	779
	12:00	473	460	933
	13:00	426	486	912
	14:00	633	719	1352
	15:00	667	702	1369
	16:00	784	795	1579
	17:00	869	841	1710
	18:00	853	757	1610
	19:00	787	756	1543
	20:00	631	485	1116
	21:00	460	380	840
	22:00	367	263	630
	23:00	292	168	460

Daily Total : 17502
AM Total : 3448 (19.7%)
PM Total : 14054 (80.3%)
Peak AM Hour: 11:00= 779 (4.5%)
Peak PM Hour: 17:00= 1710 (9.8%)

Average Period: 357.2
Average Hour : 729.3

Peak AM Factor: 0.974
Peak PM Factor: 0.984

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/12/01	00:00	93	71	164
	01:00	32	38	70
	02:00	31	24	55
	03:00	16	13	29
	04:00	7	10	17
	05:00	26	45	71
	06:00	51	100	151
	07:00	222	318	540
	08:00	236	251	487
	09:00	177	228	405
	10:00	308	339	647
	11:00	393	427	820
	12:00	465	456	921
	13:00	503	520	1023
	14:00	617	688	1305
	15:00	683	722	1405
	16:00	800	829	1629
	17:00	874	849	1723
	18:00	822	764	1586
	19:00	799	737	1536
	20:00	592	513	1105
	21:00	482	456	938
	22:00	371	316	687
	23:00	260	165	425

Daily Total : 17739
AM Total : 3456 (19.5%)
PM Total : 14283 (80.5%)
Peak AM Hour: 11:00= 820 (4.6%)
Peak PM Hour: 17:00= 1723 (9.7%)

Average Period: 362.0
Average Hour : 739.1

Peak AM Factor: 0.960
Peak PM Factor: 0.986

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/13/01	00:00	112	65	177
	01:00	42	29	71
	02:00	39	26	65
	03:00	19	19	38
	04:00	17	12	29
	05:00	20	49	69
	06:00	60	113	173
	07:00	197	307	504
	08:00	238	243	481
	09:00	199	204	403
	10:00	266	369	635
	11:00	383	450	833
	12:00	460	513	973
	13:00	465	518	983
	14:00	622	768	1390
	15:00	699	722	1421
	16:00	766	812	1578
	17:00	872	842	1714
	18:00	811	732	1543
	19:00	791	734	1525
	20:00	592	495	1087
	21:00	525	460	985
	22:00	443	465	908
	23:00	250	210	460

Daily Total : 18045
AM Total : 3478 (19.3%)
PM Total : 14567 (80.7%)
Peak AM Hour: 11:00= 833 (4.6%)
Peak PM Hour: 17:00= 1714 (9.5%)

Average Period: 368.3
Average Hour : 751.9

Peak AM Factor: 0.926
Peak PM Factor: 0.983

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
[redacted]2/14/01	00:00	152	84	236
	01:00	68	61	129
	02:00	45	50	95
	03:00	31	22	53
	04:00	27	5	32
	05:00	23	35	58
	06:00	51	108	159
	07:00	200	291	491
	08:00	231	252	483
	09:00	224	200	424
	10:00	346	377	723
	11:00	410	411	821
	12:00	524	538	1062
	13:00	542	592	1134
	14:00	696	781	1477
	15:00	741	749	1490
	16:00	764	762	1526
	17:00	812	784	1596
	18:00	750	702	1452
	19:00	707	628	1335
	20:00	509	416	925
	21:00	402	454	856
	22:00	500	424	924
	23:00	376	323	699

[redacted]aily Total : 18180
AM Total : 3704 (20.4%)
PM Total : 14476 (79.6%)
[redacted]eak AM Hour: 11:00= 821 (4.5%)
[redacted]eak PM Hour: 17:00= 1596 (8.8%)

Average Period: 371.0
Average Hour : 757.5

Peak AM Factor: 0.999
Peak PM Factor: 0.983

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/15/01	00:00	251	164	415
	01:00	115	95	210
	02:00	74	81	155
	03:00	77	77	154
	04:00	47	43	90
	05:00	30	31	61
	06:00	24	60	84
	07:00	95	136	231
	08:00	162	244	406
	09:00	255	341	596
	10:00	351	406	757
	11:00	455	463	918
	12:00	534	524	1058
	13:00	523	501	1024
	14:00	523	533	1056
	15:00	543	582	1125
	16:00	598	630	1228
	17:00	518	574	1092
	18:00	516	485	1001
	19:00	456	387	843
	20:00	316	287	603
	21:00	322	391	713
	22:00	442	397	839
	23:00	510	417	927

Daily Total : 15586
AM Total : 4077 (26.2%)
PM Total : 11509 (73.8%)
Peak AM Hour: 11:00= 918 (5.9%)
Peak PM Hour: 16:00= 1228 (7.9%)

Average Period: 318.1
Average Hour : 649.4

Peak AM Factor: 0.991
Peak PM Factor: 0.975

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/16/01	00:00	287	217	504
	01:00	166	153	319
	02:00	111	115	226
	03:00	105	91	196
	04:00	58	32	90
	05:00	22	9	31
	06:00	32	33	65
	07:00	42	65	107
	08:00	67	114	181
	09:00	117	190	307
	10:00	249	309	558
	11:00	401	443	844
	12:00	523	543	1066
	13:00	501	533	1034
	14:00	510	514	1024
	15:00	517	576	1093
	16:00	508	558	1066
	17:00	460	473	933
	18:00	525	442	967
	19:00	362	306	668
	20:00	298	259	557
	21:00	278	304	582
	22:00	241	197	438
	23:00	141	113	254

Daily Total : 13110
AM Total : 3428 (26.1%)
PM Total : 9682 (73.9%)
Peak AM Hour: 11:00= 844 (6.4%)
Peak PM Hour: 15:00= 1093 (8.3%)

Average Period: 267.6
Average Hour : 546.3

Peak AM Factor: 0.953
Peak PM Factor: 0.949

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

********** Lane 2 Basic Count Print **********

Date	Time	:00	:30	Total
12/17/01	00:00	66	51	117
	01:00	39	35	74
	02:00	27	21	48
	03:00	18	13	31
	04:00	12	17	29
	05:00	23	47	70
	06:00	43	113	156
	07:00	240	310	550
	08:00	227		227

Daily Total : 1302
AM Total : 1302 (100.0%)
PM Total : 0 (0.0%)
Peak AM Hour: 07:00= 550 (42.2%)
Peak PM Hour:

Average Period: 76.6
Average Hour : 144.7

Peak AM Factor: 0.887
Peak PM Factor:

Traffic Counter Shop
1338 G Street SE
Washington, DC 20003
202 698-3625

GRAND TOTALS

********** LANES #1, & #2 FINAL **********

Total Lane 1	447933		Avg Period Lane 1	660.7
Lane 2	228596		Lane 2	337.2
TOTAL	676529		AVERAGE	498.9
Days Lane 1	14.12		ADT Lane 1	31712
Lane 2	14.12		Lane 2	16184
HIGHEST	14.12		ADT	47896
AM Total Lane 1	157841 (35.2%)		Avg Hour Lane 1	1345.1
Lane 2	47828 (20.9%)		Lane 2	686.5
TOTAL	205669 (30.4%)		AVERAGE	2031.6
PM Total Lane 1	290092 (64.8%)			
Lane 2	180768 (79.1%)			
TOTAL	470860 (69.6%)			
Peak AM Lane 1	07:30= 2972 (12/12/01)		AM Factor Lane 1	0.976
Lane 2	11:00= 918 (12/15/01)		Lane 2	0.991
FINAL	07:30= 2972 (12/12/01)		FINAL	0.976
Peak PM Lane 1	17:00= 3113 (12/12/01)		PM Factor Lane 1	0.976
Lane 2	17:00= 1740 (12/03/01)		Lane 2	0.997
FINAL	17:00= 3113 (12/12/01)		FINAL	0.976

APPENDIX C
RECORDED SPEEDS FOR STUDIED SEGMENTS IN THE STUDY AREA

AVERAGE SPEED (Miles Per Hour)

	Road	Section	AM Peak	PM Peak
FOXHALL ROAD	Foxhall Road Northbound	Canal Road - 44 Street/MacArthur Boulevard	14.3	22.9
	Foxhall Road Northbound	44 Street/MacArthur Boulevard - Q Street	7.6	21.2
	Foxhall Road Northbound	Q Street - Reservoir Road	7.2	8.7
	Foxhall Road Northbound	Reservoir Road - Whitehaven Parkway	24.2	24.6
	Foxhall Road Northbound	Whitehaven Parkway - W Street	30.1	21.4
	Foxhall Road Northbound	W Street - Garfield Street	25.0	28.1
	Foxhall Road Northbound	Garfield Street - Loughboro Road	14.8	18.5
	Foxhall Road Southbound	Loughboro Road - Garfield Street	25.0	33.1
	Foxhall Road Southbound	Garfield Street - W Street	30.9	30.2
	Foxhall Road Southbound	W Street - Whitehaven Parkway	36.0	35.1
	Foxhall Road Southbound	Whitehaven Parkway - Reservoir Road	21.3	10.9
	Foxhall Road Southbound	Reservoir Road - Q Street	18.8	18.9
	Foxhall Road Southbound	Q Street - 44 Street/MacArthur Boulevard	20.0	21.9
	Foxhall Road Southbound	44 Street/MacArthur Boulevard - Canal Road	8.9	8.4
LOUGHBORO RD	Loughboro Road Eastbound	MacArthur Boulevard - Sibley Hospital	12.0	6.7
	Loughboro Road Eastbound	Sibley Hospital - Dalecarlia Parkway	22.5	19.8
	Loughboro Road Eastbound	Dalecarlia Parkway - Arizona Avenue	25.8	26.8
	Loughboro Road Eastbound	Arizona Avenue - Foxhall Road	6.9	11.6
	Loughboro Road Westbound	Foxhall Road - Arizona Avenue	20.4	21.0
	Loughboro Road Westbound	Arizona Avenue - Dalecarlia Parkway	25.9	27.7
	Loughboro Road Westbound	Dalecarlia Parkway - Sibley Hospital	14.3	11.6
	Loughboro Road Westbound	Sibley Hospital - MacArthur Boulevard	10.8	10.9
ARIZONA AV	Arizona Avenue Eastbound	Chain Bridge(VA) - Chain Bridge & Canal Road	4.7	27.7
	Arizona Avenue Eastbound	Chain Bridge& Canal Road - Arizona Avenue	17.8	16.7
	Arizona Avenue Eastbound	Canal Road - MacArthur Boulevard	5.6	11.1
	Arizona Avenue Eastbound	MacArthur Boulevard - Loughboro Road	18.0	23.4
	Arizona Avenue Westbound	Loughboro Road - MacArthur Boulevard	17.8	14.0
	Arizona Avenue Westbound	MacArthur Boulevard - Canal Road	14.7	14.1
	Arizona Avenue Westbound	Arizona Avenue - Chain Bridge& Canal Road	3.7	41.9

AVERAGE SPEED (Miles Per Hour)

Road		Section	AM Peak	PM Peak
CANAL ROAD	Canal Road Northbound	Key Bridge - Whitehurst Freeway	N/A	5.7
	Canal Road Northbound	Whitehurst Freeway - Foxhall Road	N/A	21.4
	Canal Road Northbound	Foxhall Road - Reservoir Road	N/A	44.5
	Canal Road Northbound	Reservoir Road - Arizona Avenue	N/A	29.0
	Canal Road Northbound	Arizona Ave - Chain Bridge	N/A	29.6
	Canal Road Southbound	Chain Bridge - Arizona Ave	28.9	N/A
	Canal Road Southbound	Arizona Avenue - Reservoir Road	40.2	N/A
	Canal Road Southbound	Reservoir Road - Foxhall Road	37.6	N/A
	Canal Road Southbound	Foxhall Road - Whitehurst Freeway	15.2	N/A
	Canal Road Southbound	Whitehurst Freeway - Key Bridge	9.0	N/A
MacARTHUR BOULEVARD	MacArthur Boulevard Northbound	Canal Road - 44 Street/Foxhall Road	28.8	11.6
	MacArthur Boulevard Northbound	44 Street/Foxhall Road - Q Street	16.2	23.1
	MacArthur Boulevard Northbound	Q Street - Reservoir Road(S)	13.2	26.2
	MacArthur Boulevard Northbound	Reservoir Road(S) - Whitehaven Parkway	22.9	19.0
	MacArthur Boulevard Northbound	Whitehaven Parkway - Reservoir Road(N)	0.0	0.0
	MacArthur Boulevard Northbound	Reservoir Road(N) - U Street	19.7	35.0
	MacArthur Boulevard Northbound	U Street - V Street	10.8	19.1
	MacArthur Boulevard Northbound	V Street - Dana Place	27.7	22.9
	MacArthur Boulevard Northbound	Dana Place - Arizona Avenue	24.2	19.8
	MacArthur Boulevard Northbound	Arizona Avenue - Cathedral Avenue	24.5	30.4
	MacArthur Boulevard Northbound	Cathedral Avenue - Macomb Street	19.6	21.8
	MacArthur Boulevard Northbound	Macomb Street - Loughboro Road	18.8	28.4
	MacArthur Boulevard Southbound	Loughboro Road - Macomb Street	26.0	24.9
	MacArthur Boulevard Southbound	Macomb Street - Cathedral Avenue	20.8	26.8
	MacArthur Boulevard Southbound	Cathedral Avenue - Arizona Avenue	27.3	25.6
	MacArthur Boulevard Southbound	Arizona Avenue - Dana Place	16.2	17.7
	MacArthur Boulevard Southbound	Dana Place - V Street	27.7	23.7
	MacArthur Boulevard Southbound	V Street - U Street	21.8	20.3
	MacArthur Boulevard Southbound	U Street - Reservoir Road(N)	30.0	13.6
	MacArthur Boulevard Southbound	Reservoir Road(N) - Whitehaven Parkway	0.0	0.0
	MacArthur Boulevard Southbound	Whitehaven Parkway - Reservoir Road(S)	31.4	29.0
	MacArthur Boulevard Southbound	Reservoir Road(S) - Q Street	17.8	22.2
	MacArthur Boulevard Southbound	Q Street - 44 Street/Foxhall Road	12.2	20.1
	MacArthur Boulevard Southbound	44 Street/Foxhall Road - Canal Road	17.8	22.9

APPENDIX D
UNADJUSTED ORIGIN-DESTINATION MATRICES FROM THE ORIGIN-DESTINATION STUDY

Table D-1
Unadjusted Origin-Destination Trips During the AM Peak Hours (7:00 AM - 9:00 AM)

		DESTINATIONS								
	LOCATION	M Street Eastbound	Key Bridge Outbound	Whitehurst Freeway Eastbound	Reservoir Rd Eastbound	Nebraska Av Eastbound	Dalecarlia Pkwy Northbound	MacArthur Blvd Northbound	Northbound Clara Barton Pkwy	Chain Bridge Outbound
ORIGINS	M Street Westbound at Key Bridge	**0**	2	16	4	5	2	7	0	9
	Key Bridge Inbound Left Turns	29	**0**	72	12	153	36	46	0	25
	Westbound Whitehurst Freeway	51	67	**0**	41	120	61	64	0	65
	Westbound Reservoir Road	4	8	25	**0**	10	11	19	0	27
	Westbound Nebraska Avenue	13	37	120	18	**0**	27	52	0	138
	Southbound Dalecarlia Pkwy	19	27	176	28	23	**0**	49	0	96
	Southbound MacArthur Blvd	32	31	212	54	24	24	**0**	0	43
	Southbound Clara Barton Pkwy	88	105	773	94	59	57	71	**0**	107
	Inbound Chain Bridge	77	43	188	77	122	94	77	0	**0**

Note: The Volumes shown on the table are for a two hour period.

Table D-2
Unadjusted Origin-Destination Trips During the AM Peak Hours (7:00 AM - 9:00 AM)
As Percentage of Exit Volumes

		DESTINATIONS								
	LOCATION	M Street Eastbound	Key Bridge Outbound	Whitehurst Freeway Eastbound	Reservoir Rd Eastbound	Nebraska Av Eastbound	Dalecarlia Pkwy Northbound	MacArthur Blvd Northbound	Northbound Clara Barton Pkwy	Chain Bridge Outbound
ORIGINS	M Street Westbound at Key Bridge	**0.0%**	0.6%	1.0%	1.2%	1.0%	0.6%	1.8%	0.0%	1.8%
	Key Bridge Inbound Left Turns	9.3%	**0.0%**	4.6%	3.7%	29.7%	11.5%	11.9%	0.0%	4.9%
	Westbound Whitehurst Freeway	16.3%	20.9%	**0.0%**	12.5%	23.3%	19.6%	16.6%	0.0%	12.7%
	Westbound Reservoir Road	1.3%	2.5%	1.6%	**0.0%**	1.9%	3.5%	4.9%	0.0%	5.3%
	Westbound Nebraska Avenue	4.2%	11.6%	7.6%	5.5%	**0.0%**	8.7%	13.5%	0.0%	27.1%
	Southbound Dalecarlia Pkwy	6.1%	8.4%	11.1%	8.5%	4.5%	**0.0%**	12.7%	0.0%	18.8%
	Southbound MacArthur Blvd	10.2%	9.7%	13.4%	16.5%	4.7%	7.7%	**0.0%**	0.0%	8.4%
	Southbound Clara Barton Pkwy	28.1%	32.8%	48.9%	28.7%	11.4%	18.3%	18.4%	**0.0%**	21.0%
	Inbound Chain Bridge	24.6%	13.4%	11.9%	23.5%	23.6%	30.1%	20.0%	0.0%	**0.0%**
	TOTAL EXIT VOLUME	**313**	**320**	**1582**	**328**	**516**	**312**	**385**	**0**	**510**

Note: The Volumes shown on the table are for a two hour period.

Table D-3

Unadjusted Origin-Destination Trips During the PM Peak Hours (4:00 PM - 6:00 PM)

		DESTINATIONS								
	LOCATION	M Street Eastbound	Key Bridge Outbound	Whitehurst Freeway Eastbound	Reservoir Rd Eastbound	Nebraska Av Eastbound	Dalecarlia Pkwy Northbound	MacArthur Blvd Northbound	Northbound Clara Barton Pkwy	Chain Bridge Outbound
ORIGINS	M Street Westbound at Key Bridge	**0**	15	9	5	21	21	10	75	39
	Key Bridge Inbound Left Turns	12	**0**	27	4	173	40	28	119	61
	Westbound Whitehurst Freeway	40	141	**0**	16	125	95	71	619	119
	Westbound Reservoir Road	5	29	40	**0**	16	30	42	85	107
	Westbound Nebraska Avenue	12	70	74	9	**0**	42	59	63	333
	Southbound Dalecarlia Pkwy	4	36	51	15	59	**0**	53	41	234
	Southbound MacArthur Blvd	11	56	124	31	45	41	**0**	33	153
	Southbound Clara Barton Pkwy	0	0	0	0	0	0	0	**0**	0
	Inbound Chain Bridge	8	50	36	36	238	147	57	0	**0**

Note: The Volumes shown on the table are for a two hour period.

Table D-4
Unadjusted Origin-Destination Trips During the PM Peak Hours (4:00 PM - 6:00 PM)
As Percentage of Exit Volumes

		DESTINATIONS								
	LOCATION	M Street Eastbound	Key Bridge Outbound	Whitehurst Freeway Eastbound	Reservoir Rd Eastbound	Nebraska Av Eastbound	Dalecarlia Pkwy Northbound	MacArthur Blvd Northbound	Northbound Clara Barton Pkwy	Chain Bridge Outbound
ORIGINS	M Street Westbound at Key Bridge	**0.0%**	3.8%	2.5%	4.3%	3.1%	5.1%	3.1%	7.2%	3.7%
	Key Bridge Inbound Left Turns	13.1%	**0.0%**	7.5%	3.4%	25.6%	9.6%	8.8%	11.5%	5.8%
	Westbound Whitehurst Freeway	43.6%	35.5%	**0.0%**	13.8%	18.5%	22.8%	22.2%	59.8%	11.4%
	Westbound Reservoir Road	5.5%	7.3%	11.1%	**0.0%**	2.4%	7.2%	13.1%	8.2%	10.2%
	Westbound Nebraska Avenue	13.1%	17.6%	20.5%	7.7%	**0.0%**	10.1%	18.4%	6.1%	31.8%
	Southbound Dalecarlia Pkwy	4.4%	9.1%	14.1%	12.9%	8.7%	**0.0%**	16.6%	4.0%	22.4%
	Southbound MacArthur Blvd	12.0%	14.1%	34.3%	26.7%	6.6%	9.9%	**0.0%**	3.2%	14.6%
	Southbound Clara Barton Pkwy	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%
	Inbound Chain Bridge	8.4%	12.7%	10.0%	31.1%	35.1%	35.3%	17.8%	0.0%	**0.0%**
	TOTAL EXIT VOLUME	**92**	**397**	**361**	**116**	**677**	**416**	**320**	**1035**	**1046**

Note: The Volumes shown on the table are for a two hour period.

APPENDIX E
ACCIDENT DATA

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

FOXHALL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **9**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	33.33%	1	11.11%	1	11.11%	3	33.33%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	3	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
3	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	11.11%
11:30-13:30	0	0.00%
13:30-16:00	3	33.33%
16:00-18:30	3	33.33%
18:30-07:30	2	22.22%
Weekday:	7	77.78%
Weekend:	2	22.22%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **4**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	1	25.00%	0	0.00%	2	50.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	25.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	50.00%
18:30-07:30	1	25.00%
Weekday:	3	75.00%
Weekend:	1	25.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **1**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **4**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	1	25.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	2	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	3	75.00%
16:00-18:30	1	25.00%
18:30-07:30	0	0.00%
Weekday:	3	75.00%
Weekend:	1	25.00%

DCDPW: Accident Summary Report (R-4

Date: 11/6/01
Prepared By: ya

Location: Quadrant:

MACARTHUR BLVD And **LOUGHBORO RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **5**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	2	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	40.00%
09:30-11:30	1	20.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	5	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

MACARTHUR BLVD And **LOUGHBORO RD** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	100.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

MACARTHUR BLVD And **LOUGHBORO RD** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **4**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	2	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	50.00%
09:30-11:30	1	25.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	25.00%
18:30-07:30	0	0.00%
Weekday:	4	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

FOXHALL RD And **CANAL RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **12**

Total Number of Injuries **8**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	41.67%	0	0.00%	0	0.00%	6	50.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	4	3	2	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
2	0	0	0	1	0

Accident Times:

Time	Number	Percent
07:30-09:30	3	25.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	8.33%
16:00-18:30	4	33.33%
18:30-07:30	4	33.33%
Weekday:	9	75.00%
Weekend:	3	25.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **CANAL RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **5**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	20.00%	0	0.00%	0	0.00%	4	80.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	2	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
2	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	20.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	20.00%
16:00-18:30	1	20.00%
18:30-07:30	2	40.00%
Weekday:	3	60.00%
Weekend:	2	40.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **CANAL RD** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **4**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	50.00%	0	0.00%	0	0.00%	2	50.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	2	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	1	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	25.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	50.00%
18:30-07:30	1	25.00%
Weekday:	4	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **CANAL RD** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **3**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	66.67%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	33.33%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	33.33%
18:30-07:30	1	33.33%
Weekday:	2	66.67%
Weekend:	1	33.33%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

CANAL RD And **ARIZONA AVE** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **19**

Total Number of Injuries **13**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
9	47.37%	0	0.00%	0	0.00%	8	42.11%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	3	2	8	6	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	5.26%
09:30-11:30	3	15.79%
11:30-13:30	1	5.26%
13:30-16:00	5	26.32%
16:00-18:30	3	15.79%
18:30-07:30	6	31.58%
Weekday:	16	84.21%
Weekend:	3	15.79%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **ARIZONA AVE** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **7**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	42.86%	0	0.00%	0	0.00%	4	57.14%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	2	2	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	14.29%
11:30-13:30	0	0.00%
13:30-16:00	2	28.57%
16:00-18:30	2	28.57%
18:30-07:30	2	28.57%
Weekday:	6	85.71%
Weekend:	1	14.29%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **ARIZONA AVE** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **4**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	0	0.00%	1	25.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	4	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	2	50.00%
16:00-18:30	1	25.00%
18:30-07:30	1	25.00%
Weekday:	3	75.00%
Weekend:	1	25.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **ARIZONA AVE** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **8**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	37.50%	0	0.00%	0	0.00%	3	37.50%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	0	2	4	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	12.50%
09:30-11:30	2	25.00%
11:30-13:30	1	12.50%
13:30-16:00	1	12.50%
16:00-18:30	0	0.00%
18:30-07:30	3	37.50%
Weekday:	7	87.50%
Weekend:	1	12.50%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

CANAL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **10**

Total Number of Injuries **7**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	60.00%	0	0.00%	1	10.00%	2	20.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	2	1	5	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
2	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	10.00%
16:00-18:30	4	40.00%
18:30-07:30	5	50.00%
Weekday:	7	70.00%
Weekend:	3	30.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **5**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	60.00%	0	0.00%	1	20.00%	1	20.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	1	2	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	20.00%
16:00-18:30	0	0.00%
18:30-07:30	4	80.00%
Weekday:	4	80.00%
Weekend:	1	20.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **3**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	3	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	3	100.00%
18:30-07:30	0	0.00%
Weekday:	2	66.67%
Weekend:	1	33.33%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

CANAL RD And **RESERVOIR RD** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **2**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	50.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	50.00%
18:30-07:30	1	50.00%
Weekday:	1	50.00%
Weekend:	1	50.00%

DCDPW: Accident Summary Report (R-4

Date: 11/6/01
Prepared By: ya

Location: Quadrant:

MACARTHUR BLVD And **FOXHALL RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **8**

Total Number of Injuries **5**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
6	75.00%	1	12.50%	0	0.00%	1	12.50%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	4	0	1	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	12.50%
11:30-13:30	3	37.50%
13:30-16:00	2	25.00%
16:00-18:30	0	0.00%
18:30-07:30	2	25.00%
Weekday:	7	87.50%
Weekend:	1	12.50%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

[redacted]ACARTHUR BLVD And **FOXHALL RD** **NW**

Summary for the time period of: **1/1/98** To: **12/31/98**

Total Number of Accident **3**

Total Number of Injuries **1**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	1	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

[redacted]ime	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	2	66.67%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	33.33%
Weekday:	2	66.67%
Weekend:	1	33.33%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

MACARTHUR BLVD And **FOXHALL RD** **NW**

Summary for the time period of: **1/1/99** To: **12/31/99**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	1	100.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

MACARTHUR BLVD And **FOXHALL RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **4**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	0	0.00%	1	25.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	2	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	25.00%
11:30-13:30	1	25.00%
13:30-16:00	2	50.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	4	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date:

Prepared By:

Location: Quadrant:

FOXHALL RD And **W ST** **NW**

Summary for the time period of: **1/1/97** To: **12/31/97**

Total Number of Accident **4**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	50.00%	0	0.00%	0	0.00%	2	50.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	1	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	2	50.00%
16:00-18:30	2	50.00%
18:30-07:30	0	0.00%
Weekday:	4	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By:
ya

Location: Quadrant:

CANAL RD And **M ST** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **5**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	20.00%	0	0.00%	0	0.00%	3	60.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	1	1	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	1	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	20.00%
16:00-18:30	1	20.00%
18:30-07:30	3	60.00%
Weekday:	3	60.00%
Weekend:	2	40.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

CANAL RD And **CHAIN BRIDGE RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **6**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
4	66.67%	0	0.00%	0	0.00%	2	33.33%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	4	0	2	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	2	33.33%
11:30-13:30	0	0.00%
13:30-16:00	2	33.33%
16:00-18:30	0	0.00%
18:30-07:30	2	33.33%
Weekday:	6	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

LOUGHBORO RD And **MACARTHUR BLVD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **5**

Total Number of Injuries **4**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
5	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	2	2	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	2	40.00%
09:30-11:30	1	20.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	40.00%
18:30-07:30	0	0.00%
Weekday:	5	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

LOUGHBORO RD And **DALECARLIA PKWY** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **4**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	4	100.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	0	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	1

Accident Times:

Time	Number	Percent
07:30-09:30	1	25.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	1	25.00%
16:00-18:30	0	0.00%
18:30-07:30	2	50.00%
Weekday:	4	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

LOUGHBORO RD And **GLENBROOK RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **3**

Total Number of Injuries **2**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	66.67%	0	0.00%	0	0.00%	1	33.33%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
3	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	33.33%
09:30-11:30	1	33.33%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	33.33%
Weekday:	3	100.00%
Weekend:	0	0.00%

DCDPW: Accident Summary Report (R-4

Date: 11/15/01
Prepared By: ya

Location: Quadrant:

LOUGHBORO RD And **CHAIN BRIDGE RD** **NW**

Summary for the time period of: **1/1/97** To: **12/31/99**

Total Number of Accident **2**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	1	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	50.00%
11:30-13:30	0	0.00%
13:30-16:00	1	50.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	2	100.00%
Weekend:	0	0.00%

APPENDIX F
DESCRIPTION OF LEVEL OF SERVICE FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE
UNSIGNALIZED INTERSECTIONS

At unsignalized intersections, the criteria used to evaluate the quality of flow is the measure of the adequacy of the number of acceptable gaps in the thru traffic stream for drivers facing a STOP or YIELD condition. Variables affecting the gaps fare the distribution or arrival of vehicles in the thru traffic stream, the width of the highway, trucks, grades and the amount of time it requires to enter the traffic stream from a stop position (critical gap size).

As a result, the following criteria has been established:

Level of Service	Average Control Delay	Status
A	0 – 10	Little or no Delay
B	> 10 – 15	Short Traffic Delays
C	> 15 – 25	Average Delays
D	> 25 – 35	Long Delays
E	> 35 – 50	Very Long Delays
F	> 50	Extremely Long Delays with significant queuing and traffic congestion

APPENDIX G
FUTURE VOLUMES

Palisades Traffic Impact Study

Five-year Volumes

1. MacArthur and loughboro	background		field school traffic		GWU traffic		mayor's house		st. patrick's traffic		1. MacArthur and loughboro	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
nb-l	3	1									3	1
nb-t	435	376							10	9	456	394
nb-r	452	290									463	297
sb-l	227	126	5		5						243	129
sb-t	676	538							3		695	552
sb-r	11	5									11	5
eb-l	0	7									0	7
eb-t	3	11									3	11
eb-r	2	0									2	0
wb-l	460	587									472	602
wb-t	12	22									12	23
wb-r	168	170		2		8					172	184
2. Loughboro and dalecarlia												
	AM	PM										
sb-l	222	158	228	162	5	6					239	162
sb-r	469	471	481	483							481	483
eb-l	511	338	524	347							524	347
eb-t	207	115	212	118	5	5					222	118
wb-t	143	138	147	141		8					147	150
wb-r	156	137	160	140	1 3	8					161	151
3. Loughboro and arizona												
	AM	PM										
nb-l	89	134	91	137							91	137
nb-r	529	418	542	429	20 3				11 1		573	433
eb-t	404	234	414	240	15 2	11			2 1		442	243
eb-r	58	58	59	59							59	59
wb-l	430	798	441	818	6 7						447	825
wb-t	188	140	193	144	1 5	16					194	165
4. Loughboro and foxhall												
	AM	PM										
nb-l	166	240	170	246	7 12	16					177	274
nb-r	544	537	558	551	7 12	2 37			3 1		570	601
eb-t	830	570	851	584							851	584
eb-r	274	128	281	131	35 5	11			13 2		340	139
wb-l	570	502	584	515	34 3	22 2			3 2		643	522
wb-t	452	798	463	818							463	818
5. Chain bridge and canal												
	AM	PM										
nb-l	522	1483	535	1520	2 2				3		537	1525
nb-t	0	1688	0	1731							0	1731
sb-t	1844	0	1891	0	7	5					1903	0
sb-r	64	0	66	0							66	0
eb-r	1370	631	1405	647	5	3					1413	647
6. MacArthur and macomb												
	AM	PM										
nb-l	6	7	6	7							6	7
nb-t	906	668	929	685					10 9		939	694
nb-r	34	17	35	17							35	17
sb-l	7	10	7	10							7	10
sb-t	1138	1100	1167	1128					3		1170	1128
sb-r	5	4	5	4							5	4
eb-l	8	3	8	3							8	3
eb-t	7	3	7	3							7	3
eb-r	7	4	7	4							7	4
wb-l	13	34	13	35							13	35
wb-t	3	7	3	7							3	7
wb-r	7	9	7	9							7	9
7. Canal and arizona												
	AM	PM										
nb-l	0	1901	0	1949							0	1949
nb-r	0	80	0	82							0	82
sb-l	953	631	977	647	12	8					997	647
sb-t	2261	0	2318	0							2318	0
wb-r	554	1270	568	1302	2 2				3		573	1304
8. MacArthur and arizona												
	AM	PM										
nb-l	74	142	76	146					3 9		79	155
nb-t	645	586	661	601					10 6		671	606
nb-r	73	53	75	54					9		84	54
sb-l	52	16	53	16							53	16
sb-t	1076	716	1103	734					3		1106	734
sb-r	114	436	117	447							117	447
eb-l	230	161	236	165							236	165
eb-t	650	446	666	457	12						678	457
eb-r	78	75	80	77		8					88	77
wb-l	130	55	133	56					2		135	56
wb-t	326	676	334	693	2 2						336	695
wb-r	32	25	33	26							33	26
9. Foxhall and garfield												
	AM	PM										
nb-l	0	2	0	2							0	2
nb-t	659	734	676	753	14 14	2 53			3 1		695	821
nb-r	67	48	69	49	13 15				1 1		83	65
sb-l	40	13	41	13							41	13
sb-t	743	607	762	622	69 10	33 2			16 4		880	638
sb-r	19	11	19	11							19	11
eb-l	34	28	35	29							35	29
eb-t	83	30	85	31							85	31
eb-r	3	2	3	2					3 1		6	3
wb-l	102	83	105	85	5 1				3 4		113	87
wb-t	34	36	35	37							35	37
wb-r	17	15	17	15							17	15
10. Canal and reservoir												
	AM	PM										
nb-t	0	1681	0	1723							0	1723
sb-l	342	0	351	0							351	0
sb-t	1919	0	1967	0							1967	0
wb-r	0	300	0	308							0	308
11. Foxhall and w												
	AM	PM										
nb-l	25	48	26	49		12 0			1 6		39	55
nb-t	701	709	719	727	32 3	2 0			4 2		757	732
nb-r	0	5	0	5							0	5
sb-l	0	2	0	2							0	2
sb-t	815	651	836	667	41 43	30 2			22 6		929	718
sb-r	59	38	60	39		3 0					63	39
eb-l	25	27	26	28		0 7					26	35

nb-l	30	30	31	31													nb-l	31	31
nb-t	900	742	923	761											10	9	nb-t	933	770
nb-r	30	30	31	31													nb-r	31	31
sb-l	30	30	31	31													sb-l	31	31
sb-t	1128	1108	1156	1136											3		sb-t	1159	1136
sb-r	30	30	31	31													sb-r	31	31
eb-l	30	30	31	31													eb-l	31	31
eb-t	0	0	0	0													eb-t	0	0
eb-r	30	30	31	31													eb-r	31	31
wb-l	30	60	31	62													wb-l	31	62
wb-t	0	0	0	0													wb-t	0	0
wb-r	30	30	31	31													wb-r	31	31
loughboro and sibley																	**loughboro and sibley**		
	AM	PM																		
sb-l	64	53	66	54													sb-l	66	54
sb-r	40	190	41	195													sb-r	41	195
eb-l	28	27	29	28													eb-l	29	28
eb-t	654	400	671	410	5			5									eb-t	681	410
wb-t	600	589	615	604					8								wb-t	615	612
wb-r	25	20	26	21													wb-r	26	21
MacArthur and dana																	**MacArthur and dana**		
	AM	PM																		
nb-l	15	20	15	21													nb-l	15	21
nb-t	687	730	704	748											22	14	nb-t	726	762
nb-r	15	50	15	51													nb-r	15	51
sb-l	50	40	51	41													sb-l	51	41
sb-t	1234	786	1265	806				8							5		sb-t	1278	806
sb-r	0	20	0	21													sb-r	0	21
eb-l	40	35	41	36													eb-l	41	36
eb-t	30	20	31	21													eb-t	31	21
eb-r	40	15	41	15													eb-r	41	15
wb-l	40	15	41	15													wb-l	41	15
wb-t	15	20	15	21													wb-t	15	21
wb-r	40	35	41	36													wb-r	41	36
MacArthur and v																	**MacArthur and v**		
	AM	PM																		
nb-t	657	685	674	702											19		nb-t	693	702
nb-r	100	30	103	31													nb-r	103	31
sb-l	40	50	41	51													sb-l	41	51
sb-t	1200	766	1230	785												5	sb-t	1230	790
wb-l	51	20	52	21													wb-l	52	21
wb-r	30	70	31	72													wb-r	31	72
MacArthur and q																	**MacArthur and q**		
	AM	PM																		
nb-l	60	10	62	10													nb-l	62	10
nb-t	515	303	528	311													nb-t	528	311
nb-r	28	30	29	31													nb-r	29	31
sb-l	100	10	103	10													sb-l	103	10
sb-t	616	467	632	479													sb-t	632	479
sb-r	120	5	123	5													sb-r	123	5
eb-l	50	50	51	51													eb-l	51	51
eb-t	30	50	31	51													eb-t	31	51
eb-r	110	50	113	51													eb-r	113	51
wb-l	10	30	10	31													wb-l	10	31
wb-t	80	10	82	10													wb-t	82	10
wb-r	30	60	31	62													wb-r	31	62
foxhall and q																	**foxhall and q**		
	AM	PM																		
nb-l	30	15	31	15													nb-l	31	15
nb-t	963	571	987	585	28	3		60	2		1	3					nb-t	1078	593
nb-r	10	40	10	41													nb-r	10	41
sb-l	20	80	21	82												1	sb-l	21	83
sb-t	550	700	564	718	34	22		1	74		4	2			8		sb-t	611	816
sb-r	30	34	31	35												1	sb-r	31	36
eb-l	73	50	75	51											1		eb-l	76	51
eb-t	30	40	31	41													eb-t	31	41
eb-r	50	15	51	15													eb-r	51	15
wb-l	15	15	15	15													wb-l	15	15
wb-t	60	30	62	31													wb-t	62	31
wb-r	15	100	15	103											2		wb-r	17	103
canal and georgetown driveway																	**canal and georgetown driveway**		
	AM	PM																		
sb-r	10	33	10	34													sb-t	10	34
eb-t	3136	1217	3215	1248	34	22		1	74		4	2			8		eb-l	3262	1346
wb-t	1460	2580	1497	2645	28	3		60	2		1	3					wb-t	1586	2653
wb-r	50	20	51	21													wb-r	51	21

eb-t	1	0	1	0													sb-t	1	0
eb-r	137	73	144	77			8	7					10	3			eb-r	162	87
wb-l	4	2	4	2													wb-l	4	2
wb-t	1	1	1	1													wb-t	1	1
wb-r	4	2	4	2													wb-r	4	2
12. MacArthur and u																	**12. MacArthur and u**		
	AM	PM																	
[redacted]	732	685	769	720									22				nb-t	781	720
	120	84	126	88													nb-r	126	88
sb-l	67	50	70	53										1			sb-l	70	54
sb-t	1184	719	1245	756										2			sb-t	1245	758
wb-l	48	62	50	65													wb-l	50	65
wb-r	25	30	26	32									1				wb-r	27	32
13. MacArthur and reservoir (n)																	**13. MacArthur and reservoir (n)**		
	AM	PM																	
nb-l	3	278	3	292													nb-l	3	292
nb-t	864	764	908	803									22	9			nb-t	930	812
sb-t	1232	781	1295	821													sb-t	1295	821
sb-r	2	2	2	2													sb-r	2	2
eb-l	36	5	38	5													eb-l	38	5
eb-r	342	16	359	17													eb-r	359	17
14. MacArthur and whitehaven																	**14. MacArthur and whitehaven**		
	AM	PM																	
nb-t	765	961	804	1010													nb-t	804	1010
nb-r	58	22	61	23													nb-r	61	23
sb-l	119	24	125	25													sb-l	125	25
sb-t	1455	771	1529	810													sb-t	1529	810
wb-l	9	32	9	34													wb-l	9	34
wb-r	102	81	107	85									22	9			wb-r	129	94
15. MacArthur and reservoir (s)																	**15. MacArthur and reservoir (s)**		
	AM	PM																	
nb-l	523	400	550	420													nb-l	550	420
nb-t	12	10	13	11													nb-t	13	11
nb-r	5	10	5	11													nb-r	5	11
sb-l	10	26	11	27													sb-l	11	27
sb-t	10	30	11	32													sb-t	11	32
sb-r	10	40	11	42													sb-r	11	42
eb-l	30	10	32	11													eb-l	32	11
eb-t	648	373	681	392													eb-t	681	392
eb-r	816	430	858	452													eb-r	858	452
wb-l	10	20	11	21													wb-l	11	21
wb-t	300	530	315	557													wb-t	315	557
wb-r	10	30	11	32													wb-r	11	32
16. Foxhall and whitehaven																	**16. Foxhall and whitehaven**		
	AM	PM																	
nb-l	64	51	67	54			98	2					7	12			nb-l	172	68
nb-t	680	732	715	769	32	3	12	0									nb-t	759	772
sb-l	731	670	768	704	41	43	0	7									sb-l	800	754
sb-r	224	56	235	59			38	2					32	9			sb-r	305	70
eb-l	59	30	62	32			2	46					5	8			eb-l	69	86
eb-r	145	12	152	13			2	83					12	4			eb-r	166	100
17. Foxhall and reservoir																	**17. Foxhall and reservoir**		
[redacted]	AM	PM																	
	79	66	83	69													eb-t	83	69
	641	524	674	551	28	3	60	2	1	3			3				nb-t	786	559
nb-r	316	183	332	192													nb-r	332	192
sb-l	404	111	425	117	7	21	1	16					4	2			sb-l	437	156
sb-t	420	498	441	523	34	22	1	74	4	2			8	2			sb-t	488	623
sb-r	51	21	54	22													sb-r	54	22
eb-l	27	26	28	27													eb-l	28	27
eb-t	563	317	592	333													eb-t	592	333
eb-r	73	56	77	59													eb-r	77	59
wb-l	111	260	117	273													wb-l	117	273
wb-t	164	449	172	472													wb-t	172	472
wb-r	85	233	89	245	4	0	50						4				wb-r	147	245
18. Foxhall and MacArthur																	**18. Foxhall and MacArthur**		
	AM	PM																	
nb-l	511	338	537	355													nb-l	537	355
nb-t	959	626	1008	658	28	3	60	2	1	3							nb-t	1097	666
nb-r			0	0													nb-r	0	0
sb-l			0	0													sb-l	0	0
sb-t	575	701	604	737	34	22	1	74	4	2			8				sb-t	651	835
sb-r	24	28	25	29													sb-r	25	29
eb-l			0	0													eb-l	0	0
eb-t			0	0													eb-t	0	0
eb-r	587	547	617	575													eb-r	617	575
wb-l	55	11	58	12													wb-l	58	12
wb-t		5	0	5													wb-t	0	5
wb-r	4	8	4	8													wb-r	4	8
19. Foxhall and canal																	**19. Foxhall and canal**		
	AM	PM																	
sb-l	1217	1217	1279	1279	34	22	1	74	4	2			8				sb-l	1326	1377
sb-r	0	16	0	17													sb-r	0	17
eb-t	0	1665	0	1750													eb-t	0	1750
eb-r	1470	948	1545	996	28	3	60	2	1	3							eb-r	1634	1004
wb-t	1919	0	2017	0													wb-t	2017	0
20. Canal and whitehurst																	**20. Canal and whitehurst**		
	AM	PM																	
nb-l	569	1579	598	1660	11	3	23	2	1	3							nb-l	633	1668
nb-t	14	28	15	29													nb-t	15	29
nb-r	306	608	322	639													nb-r	322	639
sb-l	19	40	20	42													sb-l	20	42
sb-r	2	7	2	7													sb-r	2	7
eb-l	7	2	7	2													eb-l	7	2
eb-t	961	579	1010	609	10	6		36									eb-t	1020	651
eb-r	2181	611	2293	642	24	15	1	38	4	2			8				eb-r	2330	697
wb-t	941	1021	989	1073	17	1	37	2									wb-t	1043	1076
wb-r	21	24	22	25													wb-r	22	25
21. M street and key bridge																	**21. M street and key bridge**		
[redacted]	AM	PM																	
	831	538	873	566	15	1	32										nb-l	920	567
	884	686	929	721													nb-t	929	721
eb-t	440	180	463	189	4	3		8									eb-t	467	200
eb-r	790	628	830	660	6	3		28									eb-r	836	681
wb-l	975	1240	1025	1303													wb-l	1025	1303
wb-t	131	124	138	130	2	0	5										wb-t	145	130
MacArthur and cathedral																	**MacArthur and cathedral**		
	AM	PM																	

APPENDIX H
SIGNAL WARRANT ANALYSIS WORKSHEETS

The table below shows the VPH on the major street and corresponding VPH on the minor street for each combination of approach lanes.

	PEAK HOUR WARRANT										FOUR HOUR WARRANT				
			PEAK HOUR VOLUMES		CRITERION B	CRITERION A							VOLUMES		
	Scenario No.	Scenarios	Loughboro Rd (Major St)	Arizona Ave (Minor St)	Meets Criterion 4c(b)?	(1) Stopped Delay (veh-hour)	(2) Volume on Minor Street >100/150 vph	(3) Entering Service Volume >650/800 vph	Meets Criterion 4c(a)?		Scenario No.		Loughboro Rd (Major St)	Arizona Ave (Minor St)	Meets Four-Hour Warrant?
AM PEAK	1	Existing	1080	618	Yes	1.370	Greater	Greater	No	AM PEAK	1	Existing	856	573	Yes
	2	Background + Area Development –1 yr	1120	652	Yes	1.815	Greater	Greater	No		2	Background + Area Development –1 yr	895	607	Yes
	3	Background + Area Development –5 yrs	1142	665	Yes	2.007	Greater	Greater	No		3	Background + Area Development –5 yrs	913	618	Yes
	4	Background + Area Development –10 yrs	1170	681	Yes	2.303	Greater	Greater	No		4	Background + Area Development –10 yrs	935	633	Yes
PM PEAK	5	Existing	1230	552	Yes	0.804	Greater	Greater	No		5	Existing	895	581	Yes
	6	Background + Area Development –1 yr	1267	559	Yes	0.866	Greater	Greater	No		6	Background + Area Development –1 yr	934	615	Yes
	7	Background + Area Development –5 yrs	1292	570	Yes	0.925	Greater	Greater	No		7	Background + Area Development –5 yrs	953	627	Yes
	8	Background + Area Development –10 yrs	1324	584	Yes	1.014	Greater	Greater	No		8	Background + Area Development –10 yrs	976	642	Yes
										PM PEAK	9	Existing	1020	496	Yes
											10	Background + Area Development –1 yr	1056	502	Yes
											11	Background + Area Development –5 yrs	1077	513	Yes
											12	Background + Area Development –10 yrs	1103	525	Yes
											13	Existing	1019	496	Yes
											14	Background + Area Development –1 yr	1055	502	Yes
											15	Background + Area Development –5 yrs	1076	513	Yes
											16	Background + Area Development –10 yrs	1102	525	Yes

Notes:

1) All the warrants mentioned above are taken from MUTCD 2000 – Millennium Edition.

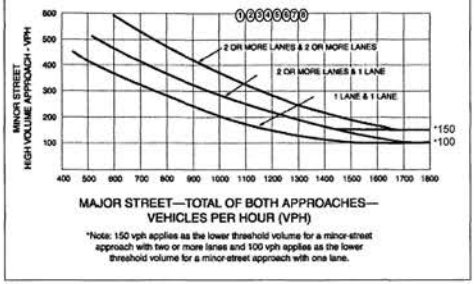
RESULTS:

Peak Hour Warrant satisfied? **YES**

Four Hour Warrant satisfied? **YES**

PEAK HOUR WARRANT

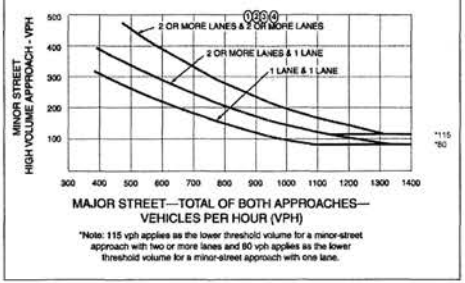
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 1 – 4

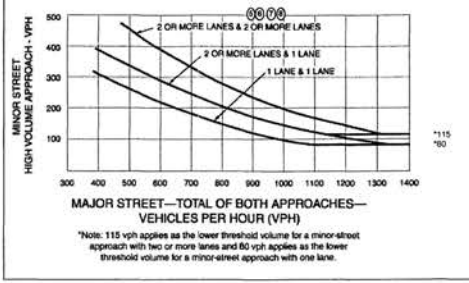
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 5 – 8

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



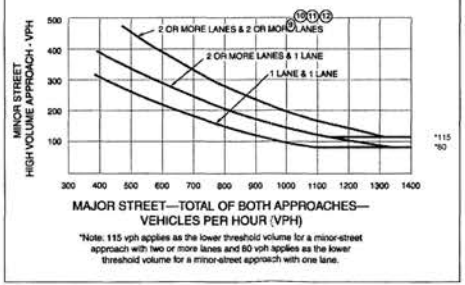
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

LOUGHBORO ROAD
AND
ARIZONA AVENUE

Peak Hour and Four-Hour Warrants

FOUR-HOUR WARRANT SCENARIOS 9 – 12

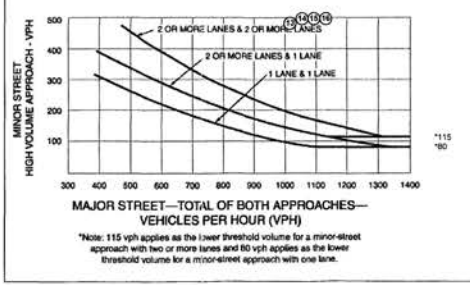
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 13 - 16

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

The table below shows the VPH on the major street and corresponding VPH on the minor street for each combination of approach lanes.

	PEAK HOUR WARRANT										FOUR HOUR WARRANT				
			PEAK HOUR VOLUMES		CRITERION B	CRITERION A							VOLUMES		
	Scenario No.	Scenarios	Foxhall Rd (Major St)	W Street (Minor St)	Meets Criterion 4c(b)?	(1) Stopped Delay (veh-hour)	(2) Volume on Minor Street >100/150 vph	(3) Entering Service Volume >650/800 vph	Meets Criterion 4c(a)?		Scenario No.		Foxhall Rd (Major St)	W Street (Minor St)	Meets Four-Hour Warrant?
AM PEAK	1	Existing	1600	163	Yes	2.210	Greater	Greater	Yes		1	Existing	1372	90	Yes
	2	Background + Area Development –1 yr	1791	176	Yes	5.554	Greater	Greater	Yes		2	Background + Area Development –1 yr	1562	102	Yes
	3	Background + Area Development –5 yrs	1823	179	Yes	6.474	Greater	Greater	Yes		3	Background + Area Development –5 yrs	1590	104	Yes
	4	Background + Area Development –10 yr	1865	183	Yes	8.113	Greater	Greater	Yes		4	Background + Area Development –10 yr	1625	107	Yes
PM PEAK	5	Existing	1453	100	No	0.900	Lesser	Lesser	No	AM PEAK	5	Existing	1452	167	Yes
	6	Background + Area Development –1 yr	1522	187	Yes	9.595	Greater	Greater	Yes		6	Background + Area Development –1 yr	1642	180	Yes
	7	Background + Area Development –5 yrs	1552	189	Yes	11.193	Greater	Greater	Yes		7	Background + Area Development –5 yrs	1672	183	Yes
	8	Background + Area Development –10 yr	1589	191	Yes	12.993	Greater	Greater	Yes		8	Background + Area Development –10 yr	1709	188	Yes
											9	Existing	1320	64	No
											10	Background + Area Development –1 yr	1389	150	Yes
										PM PEAK	11	Background + Area Development –5 yrs	1415	152	Yes
											12	Background + Area Development –10 yr	1450	153	Yes
											13	Existing	1437	64	No
											14	Background + Area Development –1 yr	1506	150	Yes
											15	Background + Area Development –5 yrs	1535	152	Yes
											16	Background + Area Development –10 yr	1572	153	Yes

Notes:

1) All the warrants mentioned above are taken from MUTCD 2000 – Millennium Edition.

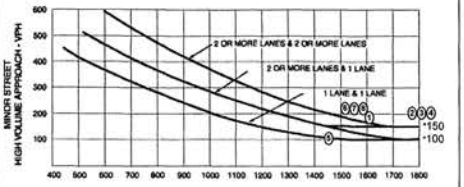
RESULTS:

Peak Hour Warrant satisfied? **YES**

Four Hour Warrant satisfied? **YES**

PEAK HOUR WARRANT

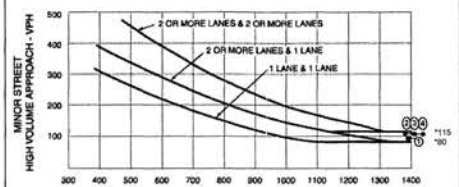
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 1 – 4

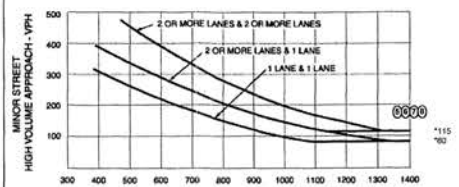
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 5 – 8

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



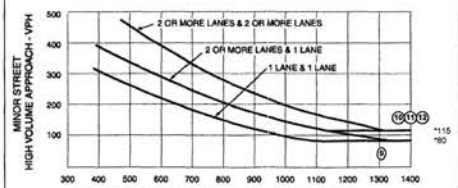
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOXHALL ROAD
AND
W STREET

Peak Hour and Four-Hour Warrants

FOUR-HOUR WARRANT SCENARIOS 9 – 12

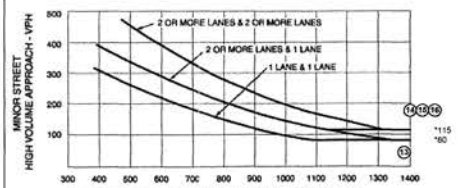
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

FOUR-HOUR WARRANT SCENARIOS 13 - 16

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

The table below shows the VPH on the major street and corresponding VPH on the minor street for each combination of approach lanes.

	PEAK HOUR WARRANT										FOUR HOUR WARRANT				
			PEAK HOUR VOLUMES		CRITERION B	CRITERION A							VOLUMES		
	Scenario No.	Scenarios	MacArthur Blvd (Major St)	U Street (Minor St)	Meets Criterion 4c(b)?	(1) Stopped Delay (veh-hour)	(2) Volume on Minor Street >100/150 vph	(3) Entering Service Volume >650/800 vph	Meets Criterion 4c(a)?		Scenario No.		MacArthur Blvd (Major St)	U Street (Minor St)	Meets Four-Hour Warrant?
AM PEAK	1	Existing	2103	73	No	1.134	Lesser	Lesser	No	AM PEAK	1	Existing	1311	32	No
	2	Background + Area Development –1 yr	2136	74	No	1.231	Lesser	Lesser	No		2	Background + Area Development –1 yr	1340	33	No
	3	Background + Area Development –5 yrs	2178	76	No	1.402	Lesser	Lesser	No		3	Background + Area Development –5 yrs	1366	34	No
	4	Background + Area Development –10 yrs	2233	77	No	1.621	Lesser	Lesser	No		4	Background + Area Development –10 yrs	1400	34	No
PM PEAK	5	Existing	1538	92	No	0.818	Lesser	Lesser	No		5	Existing	1900	85	Yes
	6	Background + Area Development –1 yr	1549	92	No	0.833	Lesser	Lesser	No		6	Background + Area Development –1 yr	1932	86	Yes
	7	Background + Area Development –5 yrs	1580	94	No	0.921	Lesser	Lesser	No		7	Background + Area Development –5 yrs	1970	84	Yes
	8	Background + Area Development –10 yrs	1620	97	No	1.019	Lesser	Lesser	No		8	Background + Area Development –10 yrs	2019	90	Yes
										PM PEAK	9	Existing	1356	70	No
											10	Background + Area Development –1 yr	1366	70	No
											11	Background + Area Development –5 yrs	1393	72	No
											12	Background + Area Development –10 yrs	1428	73	No
											13	Existing	1538	92	Yes
											14	Background + Area Development –1 yr	1549	92	Yes
											15	Background + Area Development –5 yrs	1580	95	Yes
											16	Background + Area Development –10 yrs	1620	97	Yes

Notes:

1) All the warrants mentioned above are taken from MUTCD 2000 – Millennium Edition.

RESULTS:

Peak Hour Warrant satisfied? **NO**

Four Hour Warrant satisfied? **NO**

APPENDIX I
GEORGETOWN IMPROVEMENTS

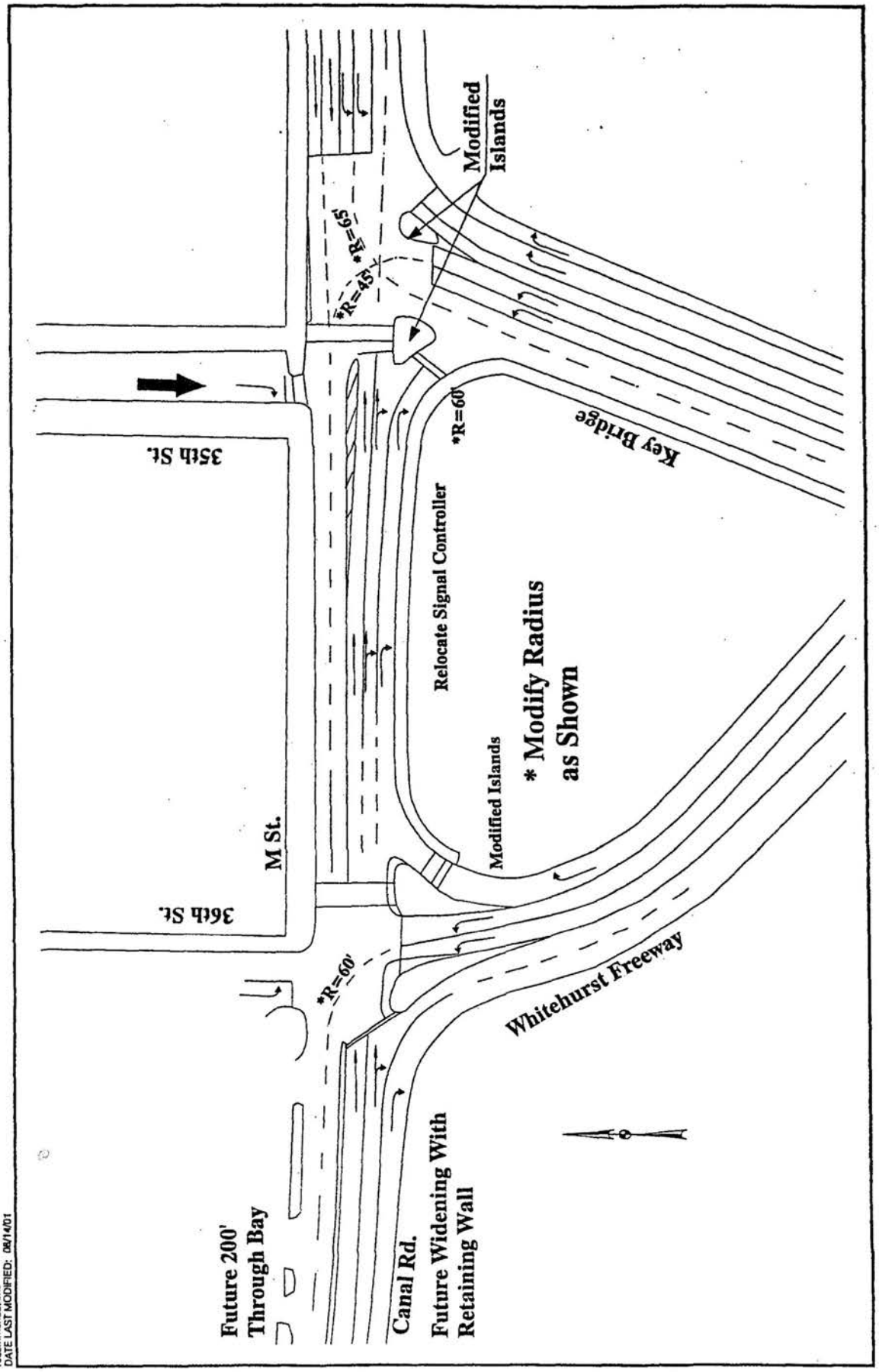


Figure 3
Geometric Impovements to M Street at the Whitehurst Freeway and Key Bridge

recommendations
DATE LAST MODIFIED: 08/14/01

View Number: 4

MacArthur Boulevard and U Street Signal Warrant Study

RECOMMENDATION: The warrants for signalization of this intersection are not met at this time, because none of the Manual on Uniform Traffic Control Devices (MUTCD) traffic signal warrants are satisfied.

DISCUSSION:

Vehicular turning movement counts were conducted between the hours of 7:00am and 1:00pm and between the hours of 2:00-6:00pm on July 18, 2002. The results of the warrant analysis are as follows:

MACARTHUR BOULEVARD AND U STREET, N.W.:

WARRANT 1:

MINIMUM VEHICULAR VOLUME, Condition A: Met "0" hours.
INTERRUPTION OF CONTINUOUS TRAFFIC, Condition B: Met "0" hours.

WARRANT 2: **FOUR-HOUR VEHICULAR VOLUME:** Met "1" hours.

WARRANT 3: **PEAK HOUR:** Not met during either the AM or PM peak hours.

WARRANT 4: **PEDESTRIAN VOLUME:** Met "0" hours.

WARRANT 5: **SCHOOL CROSSING:** Is not met. The crosswalk at this intersection is not an established school crossing.

WARRANT 6: **COORDINATED SIGNAL SYSTEM:** Is not met.

WARRANT 7: **CRASH EXPERIENCE:** Is not met.

WARRANT 8: **ROADWAY NETWORK:** Is not met. U Street is not a major roadway.

The signal warrant analysis suggests that the intersection of MacArthur Boulevard and U Street NW. should *not* be signalized. None of the eight signal warrants have been met. Specifically, traffic on U Street is too light to meet warrant criteria.

LOCATION: MacArthur Boulevard & U Street, NW

MAJOR STREET: MacArthur Boulevard

MINOR STREET: U Street

DATE OF COUNT: July 19, 2002

TIME	MAJOR STREET TWO-WAY VOLUME	MINOR STREET HIGHEST VOLUME APPROACH	PEDESTRIAN CROSSING MAJOR STREET	ADEQUATE GAPS TO ALLOW PEDESTRIAN CROSSING	VOLUME WARRANTS [a]						80 %VOLUME WARRANTS [b]						70 %VOLUME WARRANTS [c]					
					MINIMUM VEHICULAR VOLUME		INTERRUPTION OF CONTINUOUS TRAFFIC		MINIMUM PEDESTRIAN VOLUME		MINIMUM VEHICULAR VOLUME		INTERRUPTION OF CONTINUOUS TRAFFIC		MINIMUM PEDESTRIAN VOLUME		MINIMUM VEHICULAR VOLUME		INTERRUPTION OF CONTINUOUS TRAFFIC		MINIMUM PEDESTRIAN VOLUME	
					MAJOR	MINOR	MAJOR	MINOR	GAPS	PEDS	MAJOR	MINOR	MAJOR	MINOR	GAPS	PEDS	MAJOR	MINOR	MAJOR	MINOR	GAPS	PEDS
					500 600	150 200	750 900	75 100	< 60	100	400 480	120 160	600 720	60 80	< 60	100	350 420	105 140	525 630	53 70	< 60	100
7 AM - 8 AM	1197	46	33		X		X				X		X				X		X			
8 AM - 9 AM	1733	42	28		X		X				X		X				X		X			
9 AM - 10 AM	1318	46	45		X		X				X		X				X		X			
10 AM - 11 AM	849	48	56		X						X		X				X		X			
11 AM - 12 PM	854	66	64		X						X		X	X			X		X	X		
12 PM - 1 PM	853	72	51		X						X		X	X			X		X	X		
1 PM - 2 PM																						
2 PM - 3 PM	1124	54	57		X		X				X		X				X		X	X		
3 PM - 4 PM	1276	62	22		X		X				X		X	X			X		X	X		
4 PM - 5 PM	1269	82	44		X		X				X		X	X			X		X	X		
5 PM - 6 PM	1313	94	66		X		X				X		X	X			X		X	X		
6 PM - 7 PM																						
NUMBER OF HOURS WARRANT IS MET					0		0		0		0		5		0		0		6		0	

NOTES:

[a] Basic Minumum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures.

[c] May be used when the major street speed exceeds 70 km/h (40mph) or in an isolated community with a population of less than 10,000.

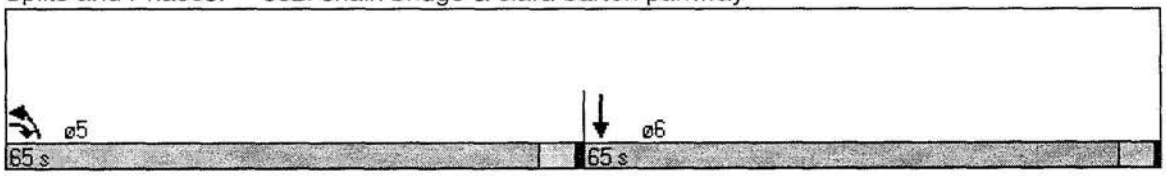
APPENDIX J
AM PEAK OPTIMIZED TIMINGS

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	0	1385	527	0	1865
Turn Type		custom	custom		
Protected Phases		5	5		6
Permitted Phases		5	5		
Detector Phases		5	5		6
Minimum Initial (s)		4.0	4.0		4.0
Minimum Split (s)		21.0	21.0		21.0
Total Split (s)	0.0	65.0	65.0	0.0	65.0
Total Split (%)	0%	50%	50%	0%	50%
Yellow Time (s)		4.0	4.0		4.0
All-Red Time (s)		1.0	1.0		1.0
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode		None	None		Coord
Act Effct Green (s)		62.0	62.0		62.0
Actuated g/C Ratio		0.48	0.48		0.48
v/c Ratio		1.04	0.62		1.15
Uniform Delay, d1		33.8	25.3		33.9
Delay		62.2	25.9		97.2
LOS		E	C		F
Approach Delay	62.2			25.9	97.2
Approach LOS	E			C	F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 61 (47%), Referenced to phase 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 74.8 Intersection LOS: E
Intersection Capacity Utilization 108.7% ICU Level of Service F

Splits and Phases: 882: chain bridge & clara barton parkway

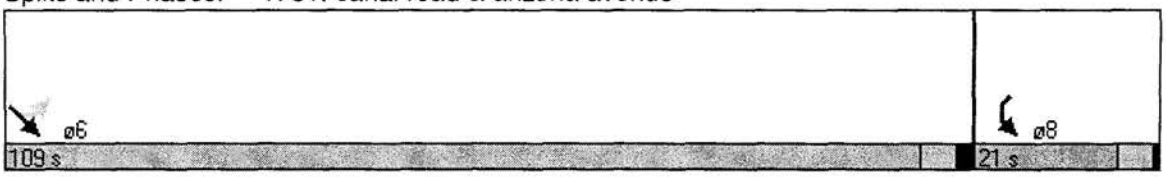


Lane Group	SET	NWT	SWL	SWR
Lane Configurations				
Volume (vph)	2272	0	100	562
Turn Type				Free
Protected Phases	6		8	
Permitted Phases				Free
Detector Phases	6		8	
Minimum Initial (s)	4.0		4.0	
Minimum Split (s)	22.0		21.0	
Total Split (s)	109.0	0.0	21.0	0.0
Total Split (%)	84%	0%	16%	0%
Yellow Time (s)	4.0		4.0	
All-Red Time (s)	2.0		1.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max		Max	
Act Effct Green (s)	106.0		17.9	130.0
Actuated g/C Ratio	0.82		0.14	1.00
v/c Ratio	1.14		0.41	0.36
Uniform Delay, d1	12.0		51.1	0.0
Delay	57.3		51.8	0.0
LOS	E		D	A
Approach Delay	57.3		7.8	
Approach LOS	E		A	

Intersection Summary

Cycle Length: 130
Offset: 54 (42%), Referenced to phase 6:SETL, Start of Green
Natural Cycle: 150
Control Type: Pretimed
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 48.9 Intersection LOS: D
Intersection Capacity Utilization 103.4% ICU Level of Service F

Splits and Phases: 1781: canal road & arizona avenue

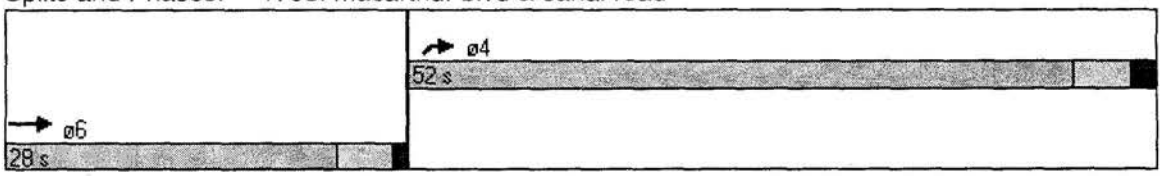


Lane Group	EBT	WBT	NEL	NER
Lane Configurations	↑↑	↑↑		↱↱
Volume (vph)	1270	1566	0	2029
Turn Type		Free		
Protected Phases	6			4
Permitted Phases		Free		4
Detector Phases	6			4
Minimum Initial (s)	10.0			10.0
Minimum Split (s)	16.0			16.0
Total Split (s)	28.0	0.0	0.0	52.0
Total Split (%)	35%	0%	0%	65%
Yellow Time (s)	4.0			4.0
All-Red Time (s)	1.0			2.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max			Max
Act Effct Green (s)	25.0	80.0		49.0
Actuated g/C Ratio	0.31	1.00		0.61
v/c Ratio	1.15	0.44		1.19
Uniform Delay, d1	27.5	0.0		15.5
Delay	89.8	0.2		101.8
LOS	F	A		F
Approach Delay	89.8	0.2	101.8	
Approach LOS	F	A	F	

Intersection Summary

Cycle Length: 80
Offset: 75 (94%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 65.9 Intersection LOS: E
Intersection Capacity Utilization 112.8% ICU Level of Service G

Splits and Phases: 1793: macarthur blvd & canal road

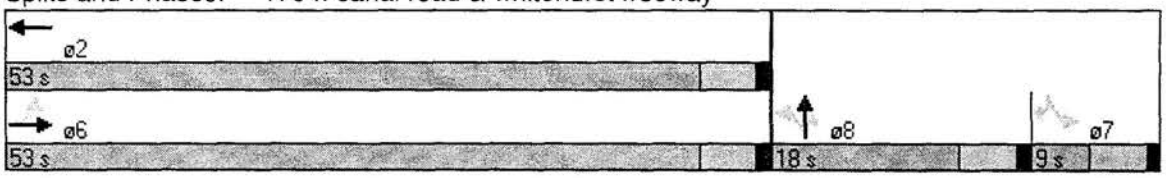


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Volume (vph)	7	976	2329	1000	607	14	308	19	0	2
Turn Type	Perm		Free		Perm		Perm	custom		custom
Protected Phases		6		2		8				
Permitted Phases	6		Free		8		8	7		7
Detector Phases	6	6		2	8	8	8	7		7
Minimum Initial (s)	6.0	6.0		6.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	13.0	13.0		13.0	18.0	18.0	18.0	9.0		9.0
Total Split (s)	53.0	53.0	0.0	53.0	18.0	18.0	18.0	9.0	0.0	9.0
Total Split (%)	66%	66%	0%	66%	23%	23%	23%	11%	0%	11%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0
Lead/Lag					Lead	Lead	Lead	Lag		Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes		Yes
Recall Mode	Coord	Coord		Coord	None	None	None	None		None
Act Effct Green (s)		55.4	80.0	55.4	15.0	15.0	15.0	6.0		6.0
Actuated g/C Ratio		0.69	1.00	0.69	0.19	0.19	0.19	0.08		0.08
v/c Ratio		1.20	1.26	0.42	0.97	1.00	0.68	0.20		0.02
Uniform Delay, d1		13.1	0.0	6.6	32.2	32.5	11.1	37.0		0.0
Delay		87.3	105.8	0.4	67.3	75.4	13.3	35.4		25.5
LOS		F	F	A	E	E	B	D		C
Approach Delay		97.9		0.4		52.2			34.4	
Approach LOS		F		A		D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 70.8 Intersection LOS: E
Intersection Capacity Utilization 142.4% ICU Level of Service H

Splits and Phases: 1794: canal road & whitehurst freeway

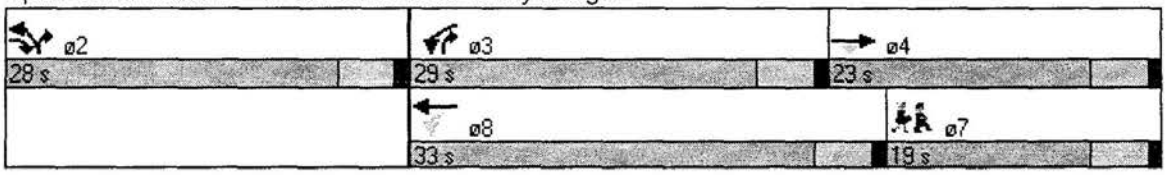


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø7
Lane Configurations							
Volume (vph)	446	800	980	139	882	888	
Turn Type		pm+ov	pm+pt			pt+ov	
Protected Phases	4	2	3	8	2	2 3	7
Permitted Phases		4	8				
Detector Phases	4	2	3	8	2	2 3	
Minimum Initial (s)	5.0	6.0	5.0	5.0	6.0		5.0
Minimum Split (s)	10.0	11.0	29.0	20.0	11.0		19.0
Total Split (s)	23.0	28.0	29.0	33.0	28.0	57.0	19.0
Total Split (%)	29%	35%	36%	41%	35%	71%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0
Lead/Lag	Lag		Lead	Lead			Lag
Lead-Lag Optimize?	Yes		Yes	Yes			Yes
Recall Mode	Max	Max	Max	Max	Max		Max
Act Effct Green (s)	20.0	48.0	30.0	30.0	25.0	54.0	
Actuated g/C Ratio	0.25	0.60	0.38	0.38	0.31	0.68	
v/c Ratio	0.76	0.73	0.72	0.10	0.82	0.46	
Uniform Delay, d1	27.8	11.4	21.4	16.3	25.4	4.6	
Delay	25.3	16.8	1.6	0.1	27.7	4.8	
LOS	C	B	A	A	C	A	
Approach Delay	21.0			1.4	16.2		
Approach LOS	C			A	B		

Intersection Summary

Cycle Length: 80
Offset: 65 (81%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 13.6 Intersection LOS: B
Intersection Capacity Utilization 84.0% ICU Level of Service D

Splits and Phases: 1795: canal road & key bridge



Lane Group	EBL	EBT	WBL	WBT	SEL	SET	NWL	NWT
Lane Configurations								
Volume (vph)	231	665	133	330	52	1084	77	658
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phases	4	4	8	8	6	6	2	2
Minimum Initial (s)	6.0	6.0	6.0	6.0	10.0	10.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	27.0	27.0	27.0	27.0
Total Split (s)	38.0	38.0	38.0	38.0	42.0	42.0	42.0	42.0
Total Split (%)	48%	48%	48%	48%	53%	53%	53%	53%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	35.0	35.0	35.0	35.0		39.0		39.0
Actuated g/C Ratio	0.44	0.44	0.44	0.44		0.49		0.49
v/c Ratio	0.68	0.93	1.43	0.45		0.89		0.77
Uniform Delay, d1	18.0	21.0	22.5	15.3		18.0		16.3
Delay	22.2	34.4	186.9	4.3		12.4		16.7
LOS	C	C	F	A		B		B
Approach Delay		31.5		53.4		12.4		16.7
Approach LOS		C		D		B		B

Intersection Summary

Cycle Length: 80
Offset: 4 (5%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 122.3% ICU Level of Service H

Splits and Phases: 1802: arizona avenue & macarthur blvd

