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TECHNICAL MEMORANDUM

To: Tom Wheeler — Cox Graae + Spack Architects

From: Zane Pulver
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Date: July 6, 2018

Subject: Traffic Impact Analysis for Hearst Park and Pool EISF

INTRODUCTION

This memorandum presents the results of a traffic impact analysis prepared for the expansion of Hearst Recreation Center located at 3950 37th Street NW, Washington, DC. The scope of this effort is to determine the potential impacts of the recreation center expansion as it relates to completing the District of Columbia Environmental Impact Screening Form (EISF).

PROJECT DESCRIPTION

Figure 1 shows the site location. The site is bounded by 37th Street NW to the west, Quebec Street NW to the south, Idaho Avenue NW to the east, and Hearst Elementary School to the north, as shown in Figure 2. This project consists of expanding the existing recreation center, which currently has three (3) tennis courts and one (1) soccer field, to contain a six (6) lane 25-meter pool, a high school regulation soccer field, and a pool house. The number of tennis courts will be reduced to two (2) tennis courts. Vehicular access to the recreation center will be limited to on-street parking on 37th Street, Quebec Street, and Idaho Avenue. Figure 3 shows the site plan for the proposed redevelopment.

TRAFFIC IMPACT ANALYSIS

Scope of Analysis

This traffic impact study was conducted in general accordance with the typical parameters set by DDOT for preparing such studies, tailored to focus on answering the questions contained in the EISF, most notably questions 14 and 15 which revolve around vehicular capacity thresholds. The following intersections (shown in Figure 1) are included in this study:

1. Upton Street and 37th Street NW
2. Tilden Street/Driveway and 37th Street NW
3. Quebec Street and 37th Street NW
4. Quebec Street and Idaho Avenue NW

The analysis contained herein compares three traffic volume scenarios: (1) existing conditions within the study area; (2) background conditions, representing future traffic levels with ambient traffic growth and other planned developments within proximity to the proposed development; and (3) total future conditions, representing background conditions with the addition of the proposed development. The following section outlines the components of each scenario.

Existing Conditions

Field surveys were performed to record lane designations and traffic controls. Figure 5 shows the lane designations for both peak hours for the study intersections. The turning movement count data was collected on Tuesday, June 5, 2018 from 6:30 to 9:30 AM and from 2:30 to 7:00 PM, in accordance with DDOT and national standards. Afternoon data collection was extended an additional one (1) and a half hour before the standard collection time of 4:00 to 7:00 PM to ensure the Hearst Elementary School release time was captured. This count date represents "typical" weekdays when local public schools were in session and represents the traffic generated by the elementary school students. These "typical" weekday counts also represent time periods that include normal operations for other major traffic generators in the study area. The traffic volumes for the 2018 Existing conditions are shown in Figure 6.

2019 Background Conditions

The traffic projections for the 2019 Background conditions consist of the existing volumes with two additions:

- Traffic generated by developments expected to be completed prior to the project (known as background developments); and
- Inherent growth on the roadway (representing regional traffic growth).

Following industry, national, and DDOT methodologies, a background development must meet the following criteria to be incorporated into the analysis:

- Be located in the study area, defined as having an origin or destination point within the cluster of study area intersections;
- Have entitlements; and
- Have a construction completion date prior or close to the proposed development.

Based on these criteria, no developments were included in the 2019 Background scenario.

Regional traffic growth is typically accounted for using percentage growth rates. The growth rates used in this analysis are derived using the Annual Average Daily Travel rates provided by DDOT and Version 2.3.70 of the Travel Model from MWCOG by comparing volumes at different time periods within the model. The growth rates observed in this model served as a basis for analysis assumptions, and where zero or negative growth was observed, a conservative 0.10 percent annual growth rate was applied to the roadway. The applied growth rates are shown in Table 1. The traffic volumes generated by the inherent growth along the network were added to the existing traffic volumes in order to establish the 2019 Background traffic volumes. The traffic volumes for the 2019 Background conditions are shown on Figure 7.

Table 1: Annual Average Daily Travel (AADT) Volumes and Growth Rates

Road & Direction	Annual Growth Rate		Total Growth between 2018 and 2019	
	AM Peak	PM Peak	AM Peak	PM Peak
Upton Street NW – Eastbound	2.00%	1.50%	2.00%	1.50%
Upton Street NW – Westbound	2.30%	0.50%	2.30%	0.50%
All Other	0.10%	0.10%	0.10%	0.10%

2019 Future Conditions

The 2019 Total Future traffic volumes consist of the 2019 Background volumes with the addition of the anticipated additional traffic volumes generated by the proposed development (site-generated trips). Thus, the 2019 Total Future traffic volumes include traffic generated by: the existing volumes, the inherent growth on the study area roadways, and the proposed project. The traffic volumes for the 2019 Future conditions are shown on Figure 9.

The trip distribution for site-generated trips was assembled based on a review of existing traffic patterns leading to the recreation center. The site-generated trips were distributed through the study area intersections based on the distribution of recreation center patrons living within the recreation center's service area. The origin of outbound and destination of inbound vehicular trips was the area outside of the recreation center on 37th Street NW where the majority of patrons will likely park. A summary of trip distribution assumptions is provided on Figure 4.

Site-Generated Trips

Traditionally, weekday peak hour trip generation is calculated based on the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Given the unique nature of the recreation center expansion, a typical peak hour trip generation rate using ITE Trip Generation Manual was not applied. The pool occupancy assumes that one person on average occupies 15 square feet and the pool is 3,880 square feet. This equates to approximately 260 patrons with two (2) lifeguards, one (1) manager, and one (1) staff for the front desk. It was assumed that one-third of the maximum number of visitors will utilize the pool during the AM and PM peak hours. Further, it was assumed that approximately 50% of the patrons will drive with two (2) people per vehicle. This methodology was supplemented by the *Trip Generation Manual* to determine the inbound and outbound percentages. These percentages were based on Land Use 495, Recreational Community Center. A summary of the net new site-generated trips is provided on Figure 8.

A summary of the multimodal trip generation for the development is provided in Table 2 for the morning and afternoon peak hours. Detailed calculations are included in the Technical Appendix.

Table 2: Multi-Modal Trip Generation Summary (Net New Trips)

Mode	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	**Total**	Inbound	Outbound	**Total**
Auto	15 veh/hr	7 veh/hr	**22 veh/hr**	10 veh/hr	12 veh/hr	**22 veh/hr**
Non-Auto	29 ppl/hr	15 ppl/hr	**44 ppl/hr**	21 ppl/hr	23 ppl/hr	**44 ppl/hr**

Analysis Results

Intersection capacity analyses were performed for the three scenarios outlined above at the intersections contained within the study area during the morning and afternoon peak hours. *Synchro, Version 9.1* was used to analyze the study intersections based on the Highway Capacity Manual (HCM) 2000 methodology. The results of the capacity analyses are expressed in level of service (LOS) and delay (seconds per vehicle) for each approach. A LOS grade is a letter grade based on the average delay (in seconds) experienced by motorists traveling through an intersection. LOS results range from "A" being the best to "F" being the worst. LOS E is typically used as the acceptable LOS threshold in the District; although LOS F is sometimes accepted in urbanized areas.

The LOS capacity analyses were based on: (1) the peak hour traffic volumes outlined previously; (2) the lane use and traffic controls outlined previously; and (3) the Highway Capacity Manual (HCM) 2000 methodologies (using *Synchro 9.1* software). The average delay of each approach and LOS is shown for the signalized intersections in addition to the overall average delay and intersection LOS grade. Detailed LOS descriptions and the analysis worksheets are included in the attached Appendix.

Table 3 shows the results of the capacity analyses, including LOS and average delay per vehicle (in seconds) for the existing, background, and future scenarios. As shown in the capacity analysis results, all of the intersections are expected to operate at an acceptable level of service in the existing, background, and total future conditions with a LOS B or better. As a result, the expansion of Hearst Recreation Center is anticipated to have minimal impact on the overall roadway network surrounding the site.

EISF TRANSPORTATION ITEMS

The Environmental Impact Screening Form (EISF), Part III Project Description responses can be provided based on the results of the traffic study as follows:

EISF Form questions (Gorove/Slade Findings)

6 Provide the modal split of residents, employees and daily customers/visitors (i.e., how many would be expected to arrive by automobile/mass transit/walking/bicycle):

Mode split for all users of the recreation center is anticipated to be 50% driving, 3% transit, 40% walking, and 7% biking.

7a Provide the estimated number of peak hour morning (6:30 AM – 9:30 AM) and evening (4:30 PM – 6:30 PM) vehicular trips into and out of the property:

During the morning peak hour, the pool is expected to generate 22 net new vehicular trips (15 inbound, 7 outbound).

During the afternoon peak hour, the pool is expected to generate 22 net new vehicular trips (10 inbound, 12 outbound).

7b Provide the location of parking entry; drop off areas and pedestrian entry:

As shown in Figure 2, parking and drop-off will be accommodated on 37th Street, Quebec Street, and Idaho Avenue. The main entrance is located on the corner of 37th Street and Quebec Street NW on the west side of the proposed pool house. A secondary access is located on Idaho Avenue NW on the east side of the proposed pool house (shown in Figure 2).

8 Cite the number of daily deliveries by truck, if any, and location of loading area, if any:

The recreation center expansion is not expected to generate daily truck deliveries to the site.

10 Will the proposed project provide 50 or more new parking spaces? Yes ____ No __X__

Table 3: Intersection Delay and Levels of Service

Intersection	Approach	Existing (2018)				Background (2025)				Total Future (2025)			
		AM Peak Hour		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*		*AM Peak Hour*		*PM Peak Hour*	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. 37th St & Upton St		9.1	A	8.0	A	8.8	A	7.9	A	8.8	A	7.9	A
		9.7	A	8.0	A	9.4	A	7.9	A	9.4	A	7.9	A
		9.8	A	9.0	A	9.4	A	8.8	A	9.4	A	8.9	A
		10.4	B	8.1	A	9.9	A	8.0	A	10.0	B	8.0	A
2. 37th St & Tilden St/Driveway		7.7	A	7.4	A	7.6	A	7.4	A	7.6	A	7.4	A
		8.0	A	7.6	A	7.9	A	7.5	A	7.9	A	7.5	A
		8.7	A	8.7	A	8.5	A	8.5	A	8.6	A	8.5	A
		9.5	A	7.9	A	9.2	A	7.8	A	9.3	A	7.8	A
3. 37th St & Quebec St		8.7	A	8.5	A	8.6	A	8.3	A	8.6	A	8.3	A
		8.5	A	7.9	A	8.3	A	7.8	A	8.4	A	7.8	A
		8.9	A	8.8	A	8.9	A	8.6	A	8.9	A	8.7	A
		9.8	A	8.2	A	9.5	A	8.1	A	9.6	A	8.1	A
4. Idaho Ave & Quebec St		7.8	A	7.9	A	7.7	A	7.8	A	7.7	A	7.8	A
		7.6	A	7.4	A	7.5	A	7.4	A	7.5	A	7.4	A
		7.5	A	7.7	A	7.4	A	7.7	A	7.4	A	7.7	A
		7.0	A	7.1	A	7.0	A	7.0	A	7.0	A	7.0	A

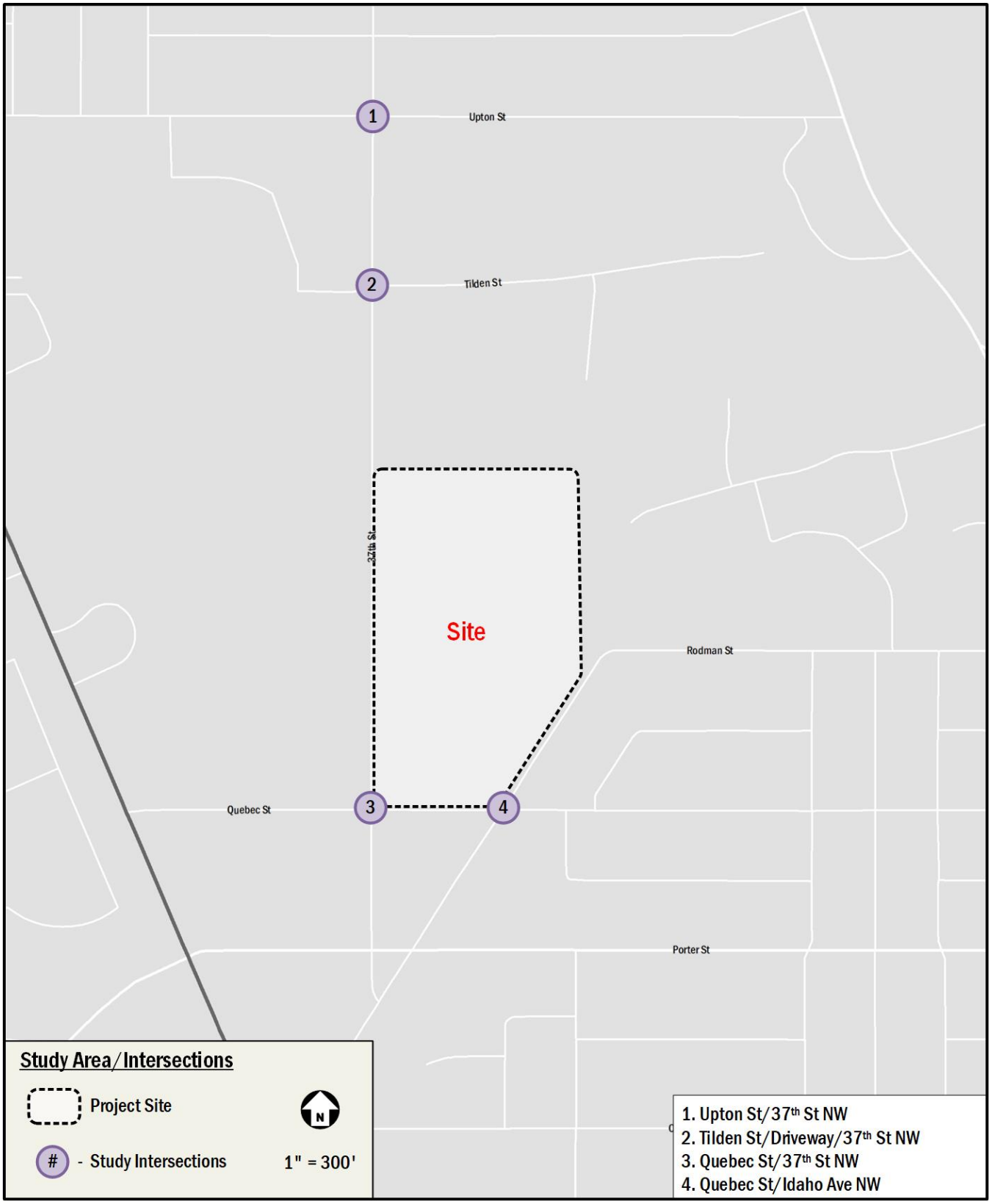


Figure 1: Site Location and Study Intersections

Figure 2: Aerial View of Site

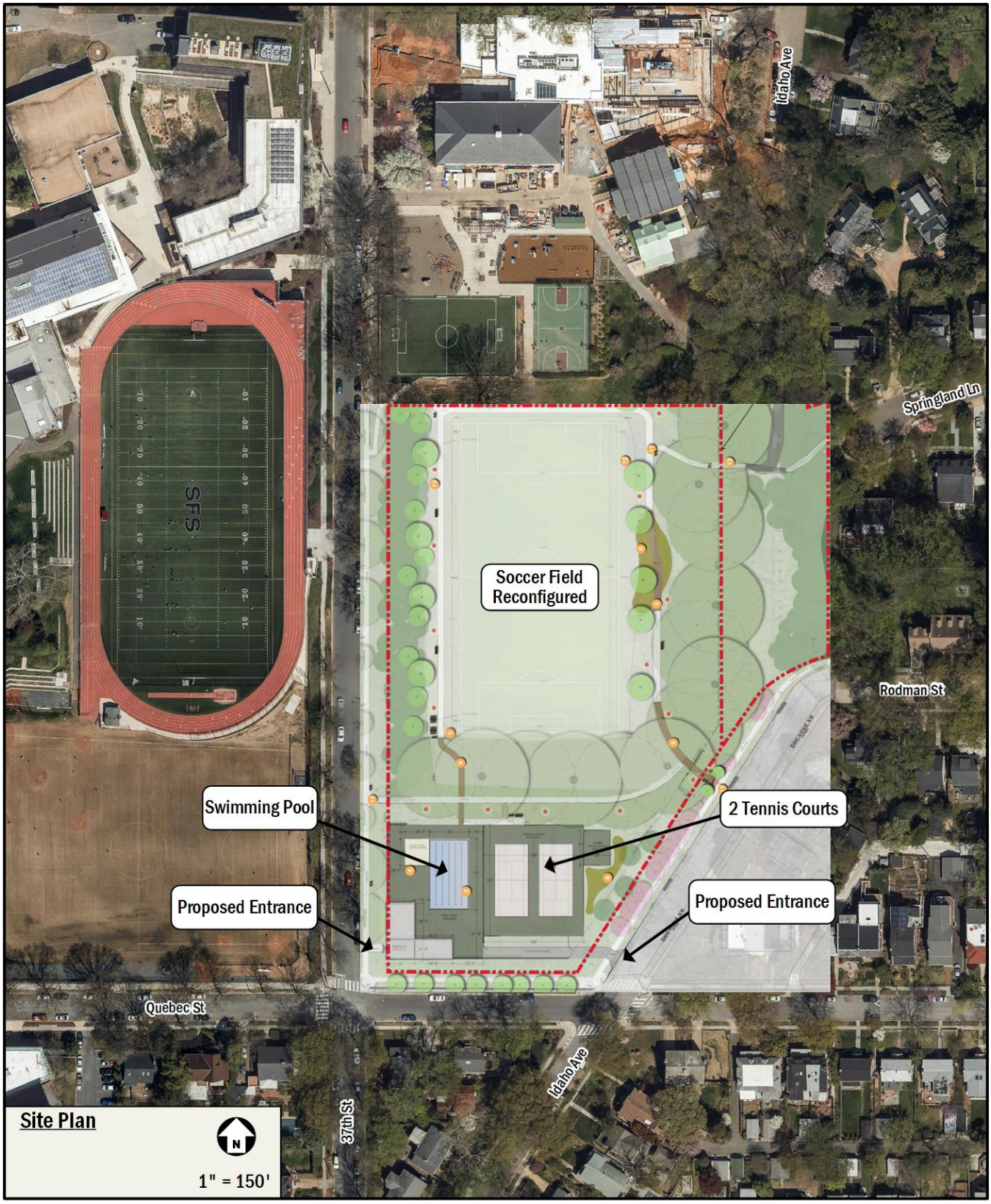


Figure 3: Site Plan

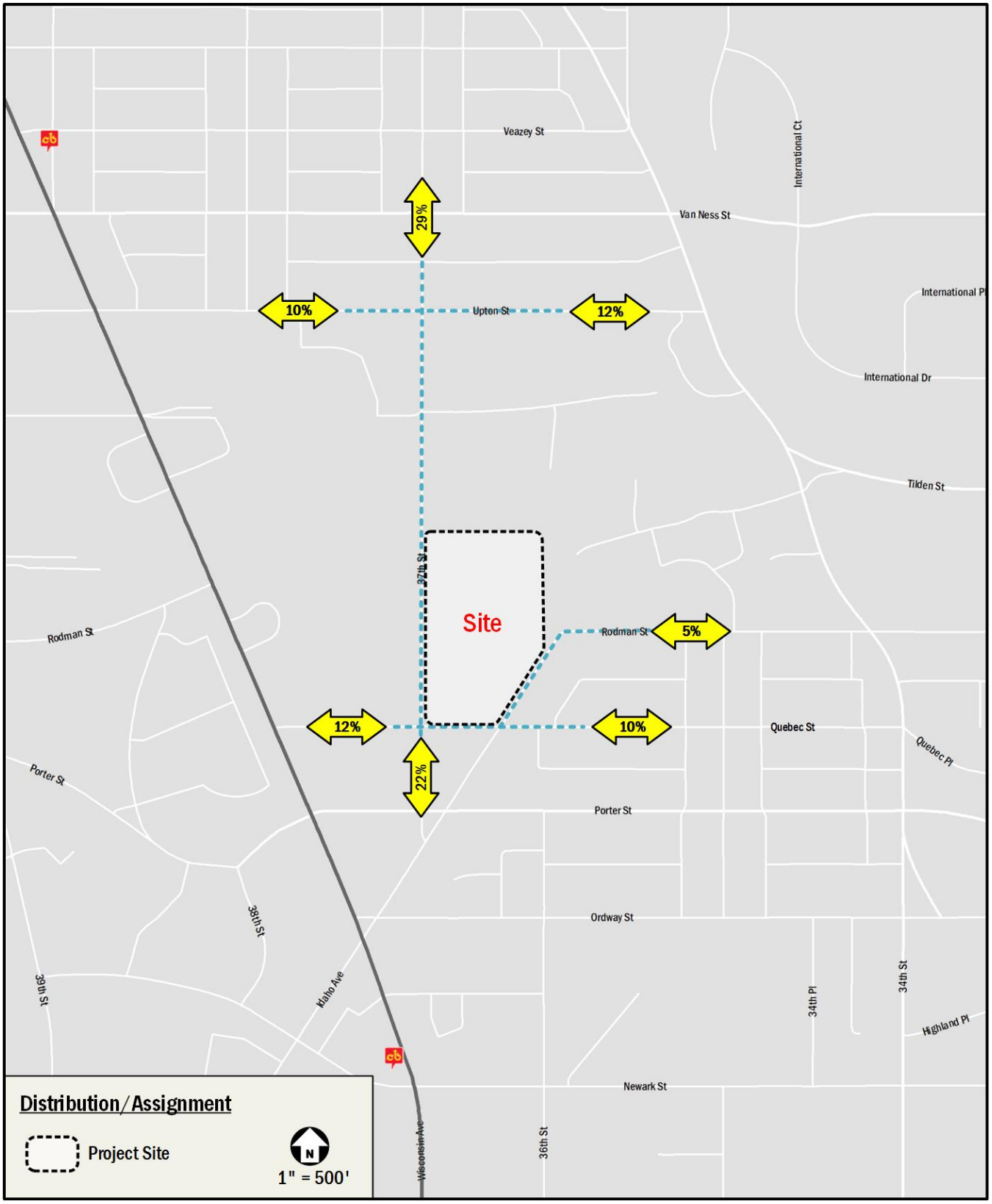


Figure 4: Distribution and Routing

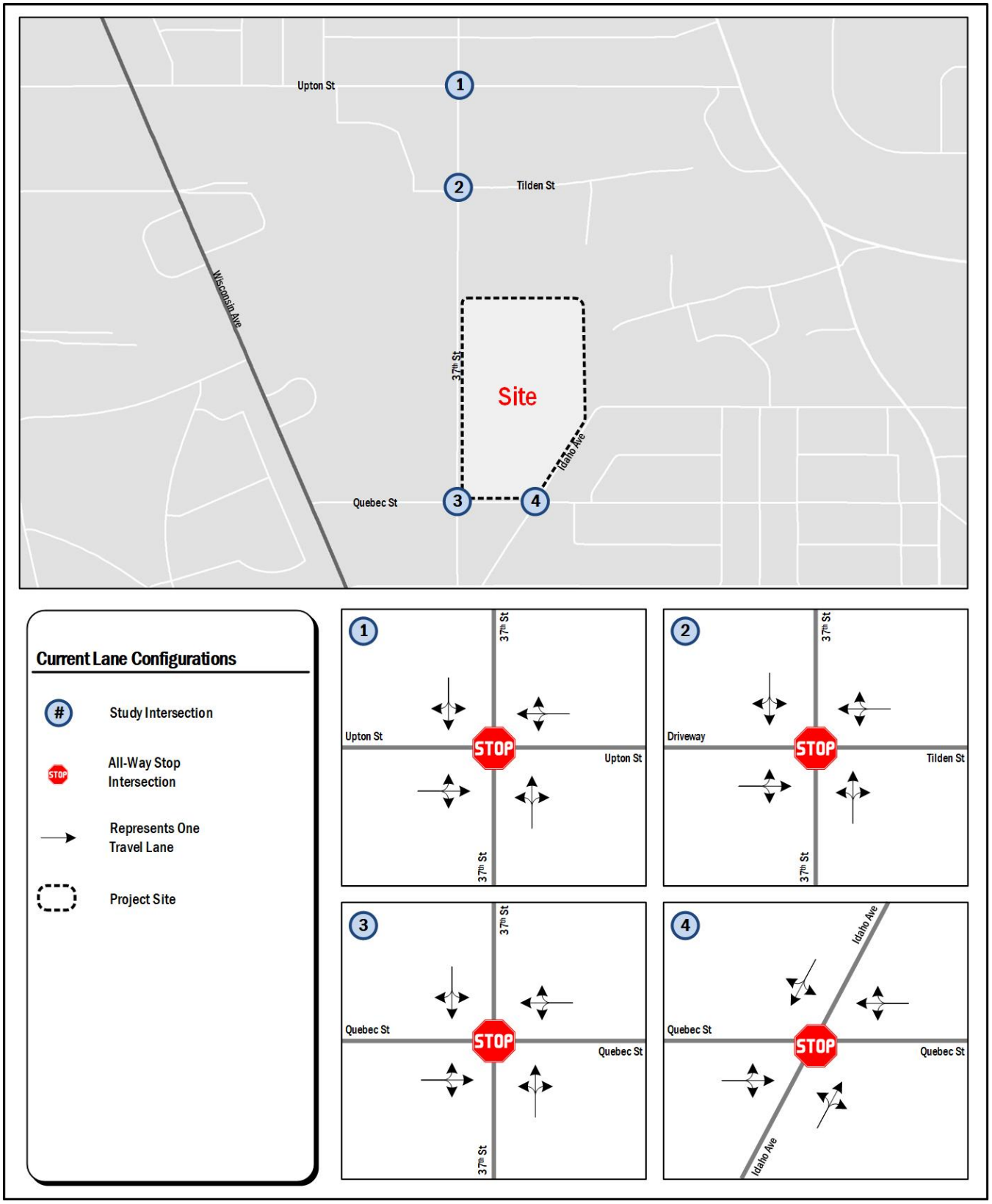


Figure 5: Lane Configuration

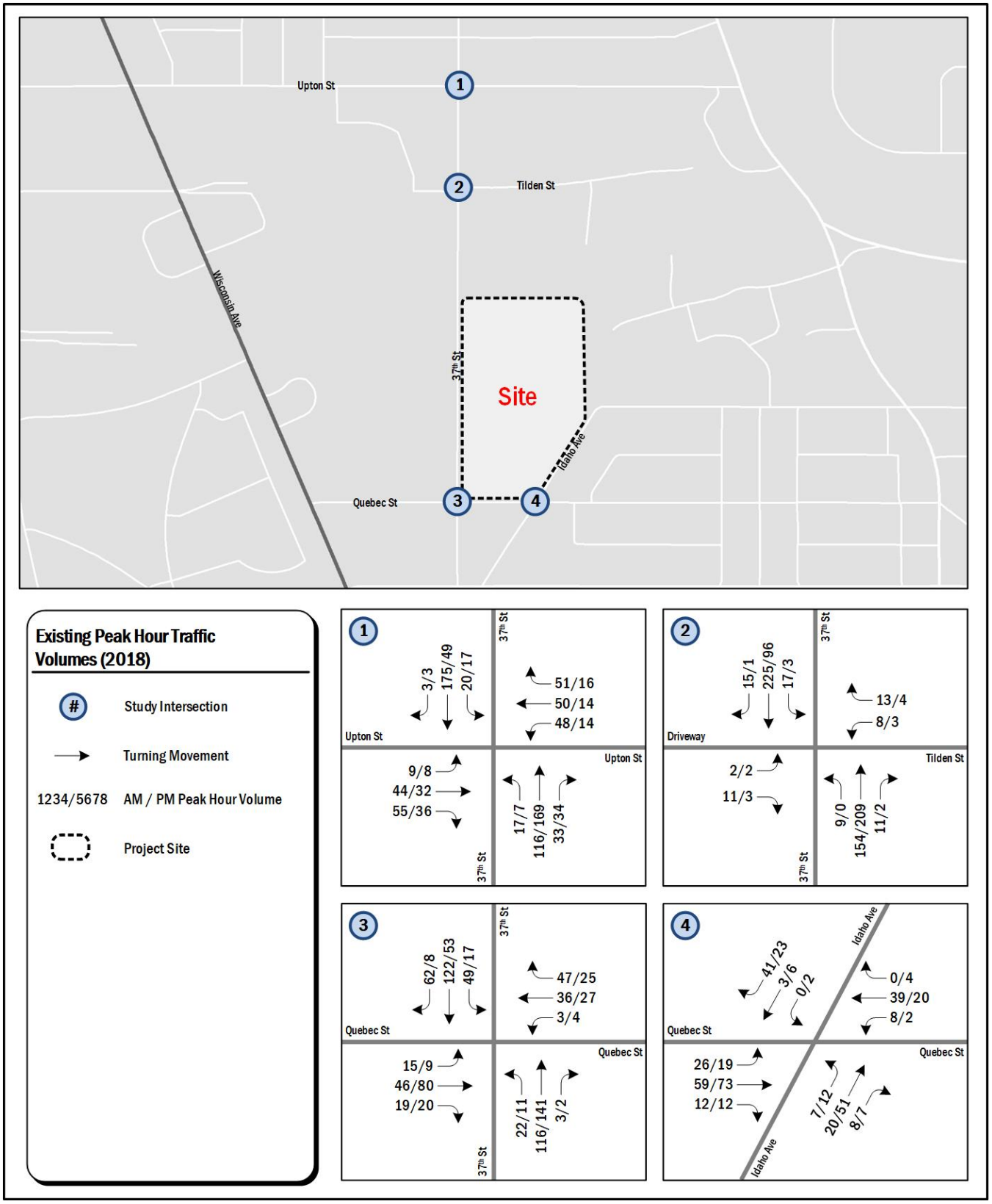


Figure 6: Existing Traffic Volumes

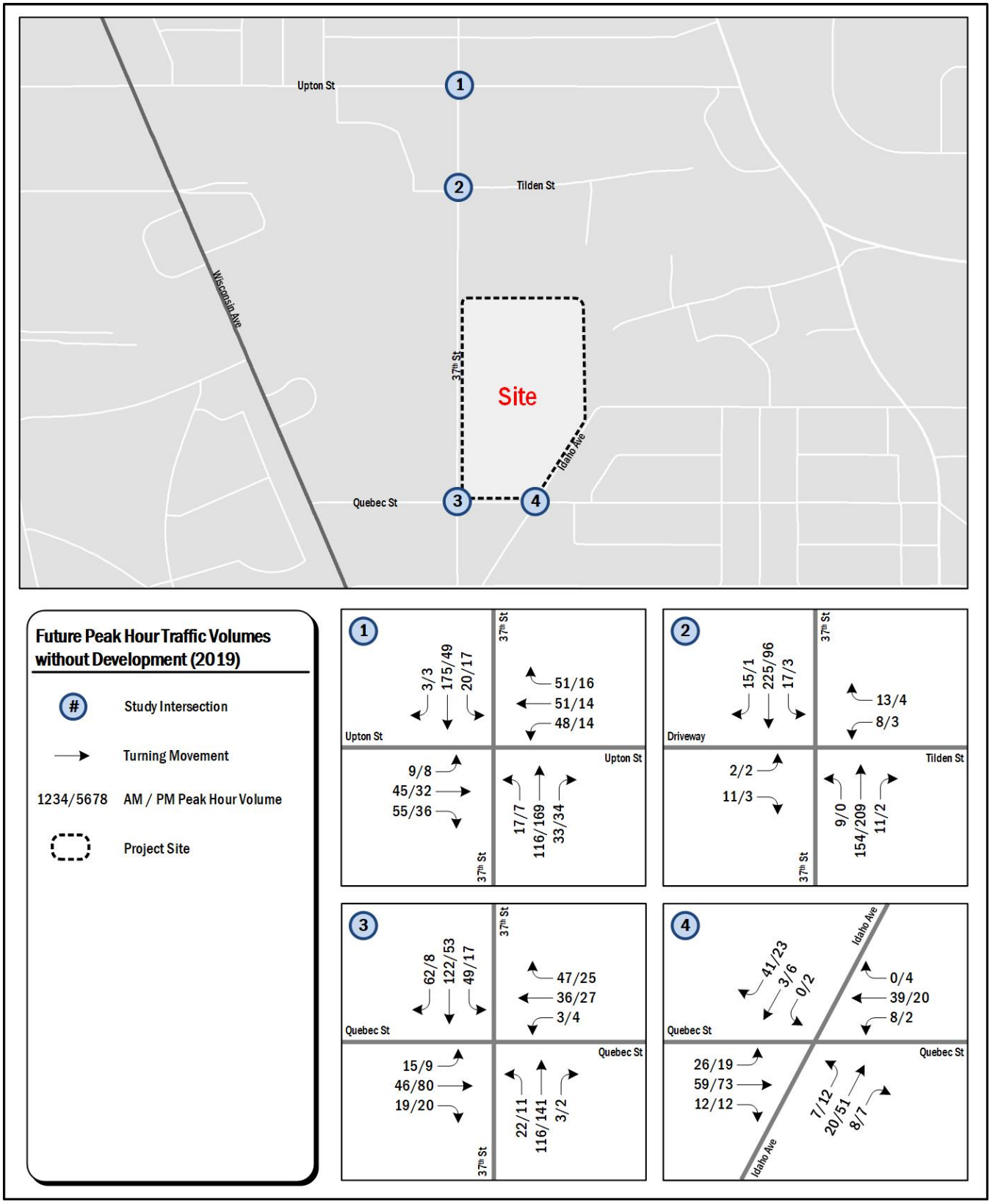


Figure 7: Background Traffic Volumes

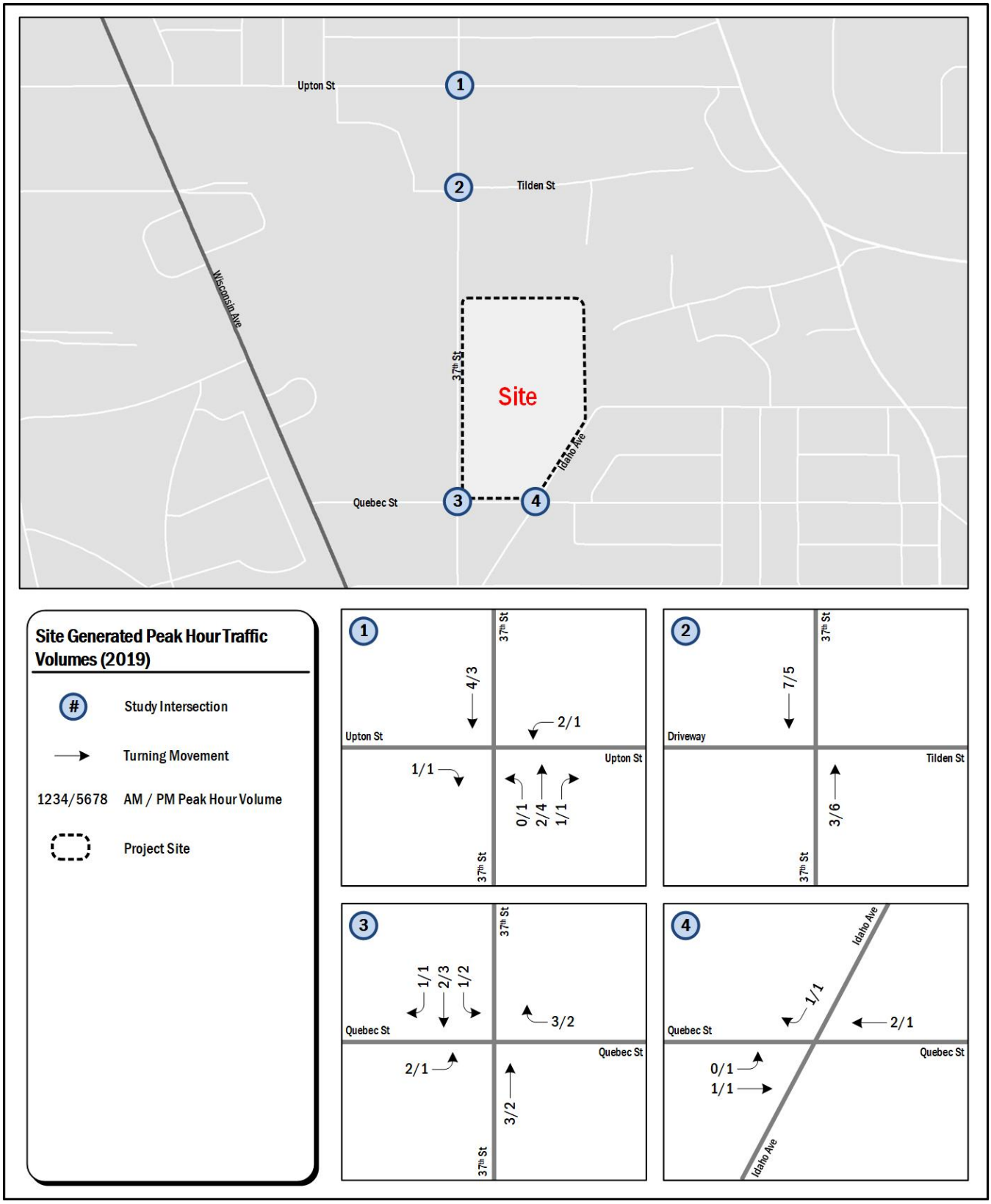


Figure 8: Site-Generated Traffic Volumes

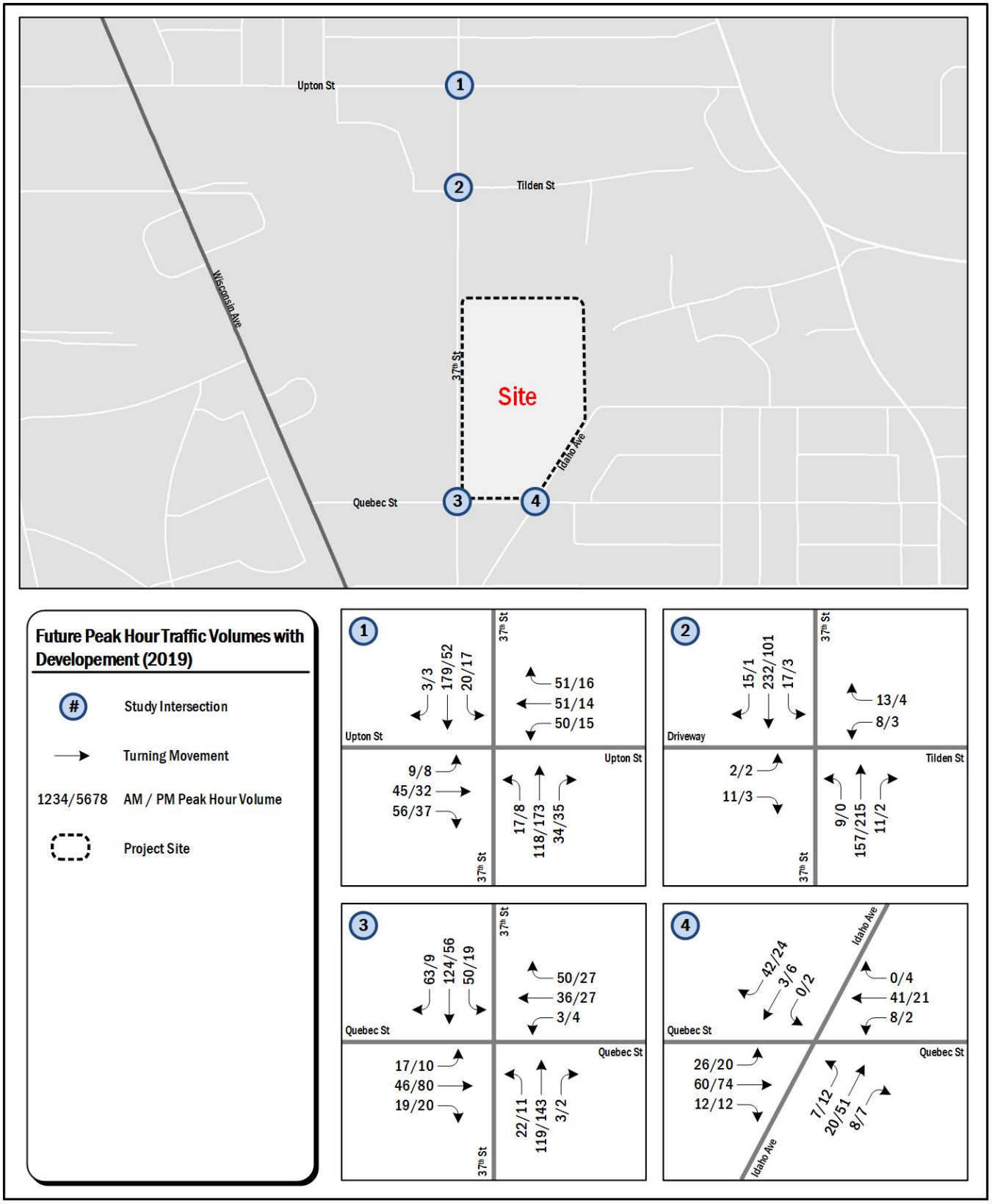


Figure 9: Total Future Traffic Volumes

Appendix A

Raw Traffic Count Data

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 06:30 AM to 09:30 AM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM
System Peak Hour (all vehicles): 07:45 AM to 08:45 AM
User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. 37th Street & Quebec Street

ALL VEHICLES

	Direction:	Southbound					Westbound					Northbound					Eastbound				
	Roadway:	37th Street					Quebec Street					37th Street					Quebec Street				
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM	to 06:45 AM	0	0	2	0	0	0	0	1	2	1	0	2	2	0	0	0	0	3	0	0
06:45 AM	to 07:00 AM	0	0	5	1	1	0	1	6	0	4	0	2	7	0	1	0	0	1	0	2
07:00 AM	to 07:15 AM	0	1	6	1	0	0	0	3	0	1	0	2	5	0	0	0	2	3	2	1
07:15 AM	to 07:30 AM	0	2	15	9	0	0	1	7	0	1	0	1	14	0	3	0	2	4	4	2
07:30 AM	to 07:45 AM	0	4	32	29	2	0	0	5	3	1	0	2	20	0	0	0	2	5	2	3
07:45 AM	to 08:00 AM	0	27	46	45	3	0	1	17	16	1	0	2	33	0	1	0	5	11	4	1
08:00 AM	to 08:15 AM	1	7	24	5	3	0	0	4	10	2	0	7	31	0	0	0	1	16	5	4
08:15 AM	to 08:30 AM	0	5	19	5	9	0	1	8	12	4	0	4	24	3	1	0	2	12	5	2
08:30 AM	to 08:45 AM	1	8	33	7	6	0	1	7	9	12	0	9	28	0	0	0	7	7	5	2
08:45 AM	to 09:00 AM	0	6	21	9	3	0	1	8	4	6	0	4	16	1	0	0	1	13	3	1
09:00 AM	to 09:15 AM	1	1	16	3	0	0	0	13	1	1	0	4	21	0	0	0	3	5	3	1
09:15 AM	to 09:30 AM	0	1	10	7	4	0	0	6	1	2	0	6	19	0	1	0	2	11	4	0
09:30 AM	to 09:45 AM																				
09:45 AM	to 10:00 AM																				
10:00 AM	to 10:15 AM																				
10:15 AM	to 10:30 AM																				
10:30 AM	to 10:45 AM																				
10:45 AM	to 11:00 AM																				
11:00 AM	to 11:15 AM																				
11:15 AM	to 11:30 AM																				
SYSTEM PEAK HR (VEH.)		233				21	86				19	141				2	80				9
07:45 AM	to 08:45 AM	2	47	122	62		0	3	36	47		0	22	116	3		0	15	46	19	
Peak Hour Factor (PHF)	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
	0.65	0.50	0.44	0.66	0.34	0.49	n/a	0.75	0.53	0.73	0.63	n/a	0.61	0.88	0.25	0.93	n/a	0.54	0.72	0.95	0.91

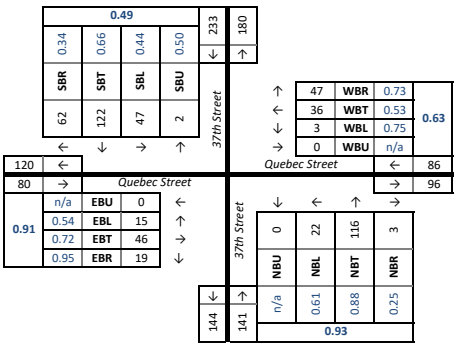
HEAVY VEHICLES (FHWA 4+)

	Direction:	Southbound				Westbound				Northbound				Eastbound			
	Roadway:	37th Street				Quebec Street				37th Street				Quebec Street			
	Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM	to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	to 07:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	to 07:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	to 08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	to 08:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 AM	to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	to 09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:00 AM	to 09:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:15 AM	to 09:30 AM	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0
09:30 AM	to 09:45 AM																
09:45 AM	to 10:00 AM																
10:00 AM	to 10:15 AM																
10:15 AM	to 10:30 AM																
10:30 AM	to 10:45 AM																
10:45 AM	to 11:00 AM																
11:00 AM	to 11:15 AM																
11:15 AM	to 11:30 AM																
SYSTEM PEAK HR (VEH.)		0				2				1				0			
07:45 AM	to 08:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0
Heavy Vehicle % (PHV):		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	2.3%	0.0%	0.0%	0.9%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY)		2				1				3				2			
08:30 AM	to 09:30 AM	0	1	0	1	0	0	1	0	0	0	3	0	0	2	0	0
Heavy Vehicle % (PHV):		0.0%	6.3%	0.0%	3.8%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	15.4%	0.0%	0.0%	1.6%	2.0%	2.8%	3.1%

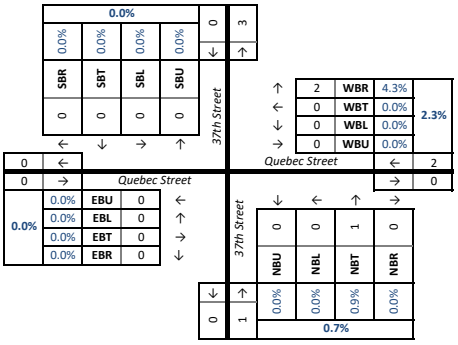
BICYCLES

	Direction:	Southbound				Westbound				Northbound				Eastbound			
	Roadway:	37th Street				Quebec Street				37th Street				Quebec Street			
	Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM	to 06:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 AM	to 07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	to 07:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	to 07:30 AM	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
07:30 AM	to 07:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0
07:45 AM	to 08:00 AM	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0
08:00 AM	to 08:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	to 08:30 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	3	0
08:30 AM	to 08:45 AM	0	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0
08:45 AM	to 09:00 AM	0	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0
09:00 AM	to 09:15 AM	0	0	2	0	0	0	1	0	0	1	2	0	0	0	0	0
09:15 AM	to 09:30 AM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	1	0
09:30 AM	to 09:45 AM																
09:45 AM	to 10:00 AM																
10:00 AM	to 10:15 AM																
10:15 AM	to 10:30 AM																
10:30 AM	to 10:45 AM																
10:45 AM	to 11:00 AM																
11:00 AM	to 11:15 AM																
11:15 AM	to 11:30 AM																
SYSTEM PEAK HR (VEH.)		12				1				5				3			
07:45 AM	to 08:45 AM	0	1	10	1	0	0	1	0	0	0	5	0	0	0	3	0
INT. PEAK HR (BIKES)		12				4				9				2			
08:30 AM	to 09:30 AM	0	1	11	0	0	0	4	0	0	1	8	0	0	0	2	0

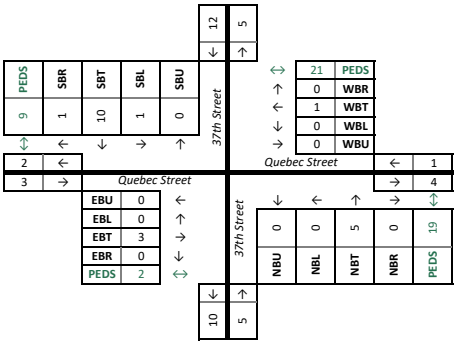
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 06:30 AM to 09:30 AM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM
System Peak Hour (all vehicles): 07:45 AM to 08:45 AM
User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. Idahow Ave & Quebec Street

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Idahow Ave					Quebec Street					Idahow Ave					Quebec Street				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	0	1	0	3	0	0	1	0	1	0	1	0	1	0	0	1	1	1	3
06:45 AM to 07:00 AM	0	1	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	1
07:00 AM to 07:15 AM	0	0	1	1	0	0	2	1	0	1	0	1	0	0	1	0	0	4	0	0
07:15 AM to 07:30 AM	0	1	0	3	0	0	0	3	1	2	0	0	0	1	0	0	0	3	1	0
07:30 AM to 07:45 AM	0	0	0	5	4	0	1	4	1	1	0	1	1	0	0	0	1	8	1	0
07:45 AM to 08:00 AM	0	0	0	14	3	0	2	15	0	4	0	4	2	1	0	1	10	19	3	0
08:00 AM to 08:15 AM	0	0	1	8	2	0	2	4	0	0	0	0	4	3	1	0	3	18	2	0
08:15 AM to 08:30 AM	0	0	1	11	0	0	3	10	0	1	0	3	6	4	1	0	6	12	5	1
08:30 AM to 08:45 AM	0	0	1	8	0	0	1	10	0	2	0	0	8	0	1	0	6	10	2	1
08:45 AM to 09:00 AM	0	0	1	6	2	0	0	5	0	0	0	0	1	0	0	0	1	13	5	0
09:00 AM to 09:15 AM	0	0	5	6	0	0	3	6	0	1	0	2	2	1	0	0	1	4	0	0
09:15 AM to 09:30 AM	0	0	1	2	4	0	2	6	1	2	0	0	2	3	0	0	4	7	2	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	44				5	47				7	35				3	97				2
07:45 AM to 08:45 AM	0	0	3	41		0	8	39	0		0	7	20	8		1	25	59	12	
Peak Hour Factor (PHF) Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
0.79	n/a	n/a	0.75	0.73	**0.79**	n/a	0.67	0.65	n/a	**0.69**	n/a	0.44	0.63	0.50	**0.67**	0.25	0.63	0.78	0.60	**0.73**

HEAVY VEHICLES (FHWA 4+)

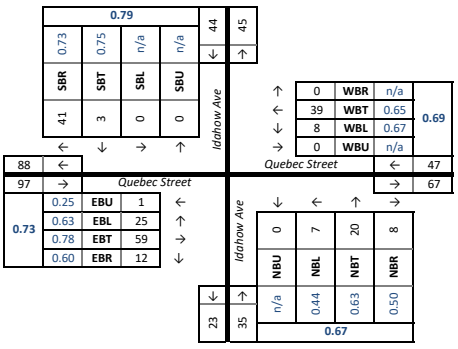
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Idahow Ave				Quebec Street				Idahow Ave				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	1				1				0				0			
07:45 AM to 08:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY)	1				1				0				0			
07:30 AM to 08:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

BICYCLES

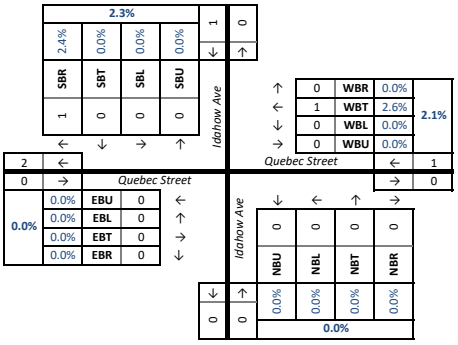
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Idahow Ave				Quebec Street				Idahow Ave				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM to 09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	0				1				1				2			
07:45 AM to 08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
INT. PEAK HR (BIKES)	0				4				1				2			
08:30 AM to 09:30 AM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	1	1

DATA COLLECTION NOTES :

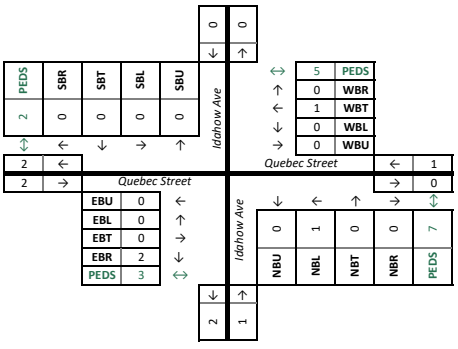
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 06:30 AM to 09:30 AM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM
System Peak Hour (all vehicles): 07:45 AM to 08:45 AM
User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. 37th Street & Upton Street

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	37th Street					Upton Street					37th Street					Upton Street				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	2	2	0	1	0	0	2	1	1	0	0	1	0	1	0	0	0	0	4
06:45 AM to 07:00 AM	0	1	4	0	0	0	1	2	1	2	0	3	2	0	0	0	0	3	1	2
07:00 AM to 07:15 AM	0	1	6	1	3	0	4	3	5	3	0	0	4	1	0	0	0	3	1	0
07:15 AM to 07:30 AM	0	3	16	0	1	0	6	3	3	0	0	1	9	2	1	0	2	1	2	0
07:30 AM to 07:45 AM	0	4	54	0	2	0	7	5	3	9	0	0	11	0	2	0	1	8	16	3
07:45 AM to 08:00 AM	1	3	81	0	1	0	12	13	14	7	0	3	29	8	0	0	0	13	25	0
08:00 AM to 08:15 AM	0	4	30	0	1	0	5	11	10	4	0	3	30	11	1	0	1	7	11	1
08:15 AM to 08:30 AM	0	5	27	1	1	0	9	12	10	11	0	3	25	3	3	0	2	12	10	2
08:30 AM to 08:45 AM	0	7	37	2	1	0	22	14	17	51	0	8	32	11	2	0	6	12	9	6
08:45 AM to 09:00 AM	0	3	19	3	1	0	4	15	11	10	0	5	26	8	3	0	1	21	9	5
09:00 AM to 09:15 AM	0	5	18	0	1	0	4	16	8	2	0	4	21	1	1	0	5	9	4	0
09:15 AM to 09:30 AM	0	5	9	2	1	0	3	15	5	4	0	1	20	6	1	0	0	5	5	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	198				4	149				73	166				6	108				9
07:45 AM to 08:45 AM	1	19	175	3		0	48	50	51		0	17	116	33		0	9	44	55	
Peak Hour Factor (PHF) Overall **0.77**	U	Left	Thru	Right	**SB 0.58**	U	Left	Thru	Right	**WB 0.70**	U	Left	Thru	Right	**NB 0.81**	U	Left	Thru	Right	**EB 0.71**
	0.25	0.68	0.54	0.38		n/a	0.55	0.89	0.75		n/a	0.53	0.91	0.75		n/a	0.38	0.85	0.55	

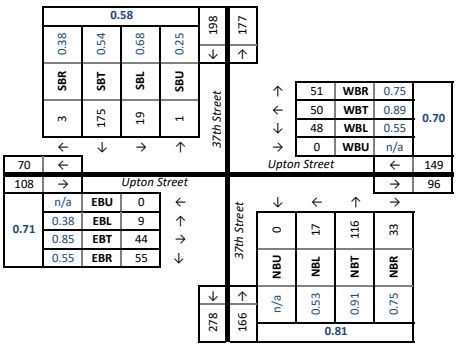
HEAVY VEHICLES (FHWA 4+)

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Upton Street				37th Street				Upton Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:15 AM to 07:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM to 08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
09:00 AM to 09:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	1				0				4				0			
07:45 AM to 08:45 AM	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
Heavy Vehicle % (PHV):	100.0%	0.0%	0.0%	0.0%	**0.5%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	1.7%	6.1%	**2.4%**	0.0%	0.0%	0.0%	0.0%	**0.0%**
INT. PEAK HR (HV ONLY)	1				0				7				1			
08:30 AM to 09:30 AM	0	0	1	0	0	0	0	0	0	0	3	4	0	0	1	0
Heavy Vehicle % (PHV):	0.0%	0.0%	1.2%	0.0%	**0.9%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	3.0%	15.4%	**4.9%**	0.0%	0.0%	2.1%	0.0%	**1.2%**

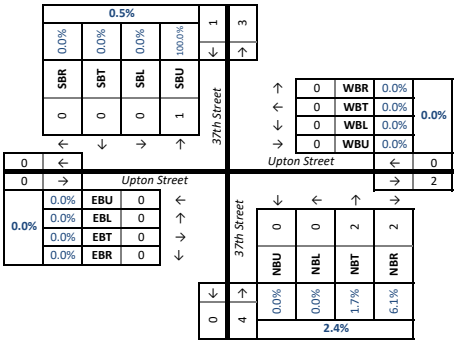
BICYCLES

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Upton Street				37th Street				Upton Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM to 08:45 AM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0
08:45 AM to 09:00 AM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	2	0	0	0	0	0	0	1	1	1	0	0	1	0
09:15 AM to 09:30 AM	0	1	1	0	0	1	0	0	0	0	2	0	0	0	0	1
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	4				1				2				2			
07:45 AM to 08:45 AM	0	1	3	0	0	0	0	1	0	0	2	0	0	0	1	1
INT. PEAK HR (BIKES)	8				1				8				3			
08:30 AM to 09:30 AM	0	2	6	0	0	1	0	0	0	1	6	1	0	0	2	1

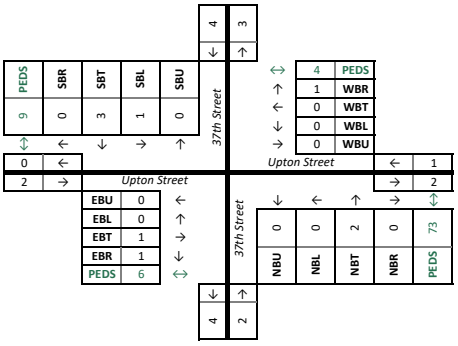
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 06:30 AM to 09:30 AM
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Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 07:45 AM to 08:45 AM
System Peak Hour (all vehicles): 07:45 AM to 08:45 AM
User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. 37th Street /37th Street & Tilden Street/Hospice Entrance

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	37th Street					Tilden Street					37th Street					Hospice Entrance				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	0	3	0		0	0	0	0		0	1	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	5	0		0	0	0	0		0	0	5	0		0	0	0	0	
07:00 AM to 07:15 AM	0	1	9	1		0	1	0	0		0	0	5	0		0	0	0	0	
07:15 AM to 07:30 AM	0	4	26	0		0	1	0	2		0	1	12	4		0	0	0	0	
07:30 AM to 07:45 AM	0	2	80	1		0	3	0	1		0	1	15	7		0	0	0	2	
07:45 AM to 08:00 AM	0	2	106	4		0	5	0	2		0	5	39	7		0	1	0	8	
08:00 AM to 08:15 AM	0	5	36	2		0	1	0	4		0	0	37	2		0	0	0	0	
08:15 AM to 08:30 AM	0	5	35	3		0	0	0	4		0	2	34	0		0	0	0	2	
08:30 AM to 08:45 AM	0	5	48	6		0	2	0	3		0	2	44	2		0	1	0	1	
08:45 AM to 09:00 AM	0	2	28	0		0	0	0	3		0	0	24	0		0	2	0	4	
09:00 AM to 09:15 AM	0	2	22	2		0	0	0	1		0	2	25	3		0	0	0	0	
09:15 AM to 09:30 AM	0	1	15	2		0	1	0	4		0	0	22	0		0	0	0	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	257				0	21				0	174				0	13				0
07:45 AM to 08:45 AM	0	17	225	15		0	8	0	13		0	9	154	11		0	2	0	11	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) **0.65**	n/a	0.85	0.53	0.63	**0.57**	n/a	0.40	n/a	0.81	**0.75**	n/a	0.45	0.88	0.39	**0.85**	n/a	0.50	n/a	0.34	**0.36**

HEAVY VEHICLES (FHWA 4+)

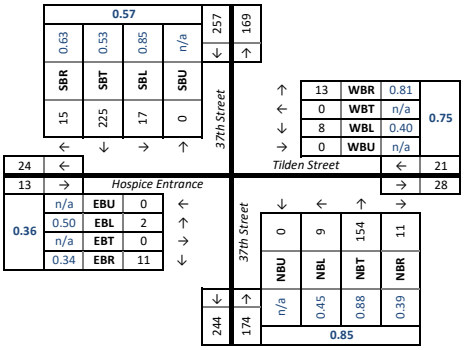
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Tilden Street				37th Street				Hospice Entrance			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	0				1				3				0			
07:45 AM to 08:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY)	1				4				6				0			
08:30 AM to 09:30 AM	0	0	1	0	0	1	0	3	0	0	4	2	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.9%	0.0%	0.0%	33.3%	0.0%	27.3%	0.0%	0.0%	3.5%	40.0%	0.0%	0.0%	0.0%	0.0%

BICYCLES

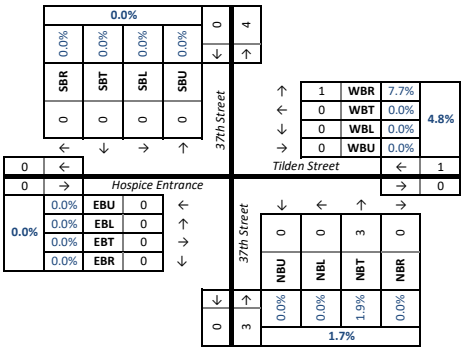
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Tilden Street				37th Street				Hospice Entrance			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM to 08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	4				0				2				3			
07:45 AM to 08:45 AM	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	3
INT. PEAK HR (BIKES)	11				1				6				0			
08:30 AM to 09:30 AM	0	0	11	0	0	0	0	1	0	0	6	0	0	0	0	0

DATA COLLECTION NOTES :

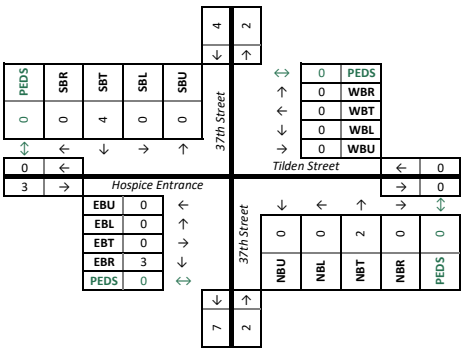
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 02:30 PM to 07:00 PM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 05:00 PM to 06:00 PM
System Peak Hour (all vehicles): 05:15 PM to 06:15 PM
User-Defined Peak Hour: 03:30 PM to 04:30 PM

Intersection: 1. 37th Street & Quebec Street

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	37th Street					Quebec Street					37th Street					Quebec Street				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	3	11	21	4	0	1	3	3	2	0	2	14	0	2	0	3	6	1	4
02:45 PM to 03:00 PM	0	2	10	6	0	0	0	7	3	0	0	3	18	0	0	0	3	4	1	1
03:00 PM to 03:15 PM	2	1	8	1	5	0	1	6	6	1	0	1	23	0	0	0	2	11	2	2
03:15 PM to 03:30 PM	0	3	19	1	0	0	1	3	9	2	0	1	25	0	0	0	3	7	1	2
03:30 PM to 03:45 PM	1	1	19	4	2	0	0	7	3	0	0	6	34	1	0	0	1	7	2	4
03:45 PM to 04:00 PM	0	4	7	4	2	0	0	11	4	3	0	6	28	0	2	0	3	11	0	4
04:00 PM to 04:15 PM	0	0	12	4	0	0	0	5	5	10	0	5	25	0	3	0	3	10	2	1
04:15 PM to 04:30 PM	0	3	5	3	1	0	0	3	4	1	0	1	16	0	0	0	5	11	6	2
04:30 PM to 04:45 PM	0	3	20	4	1	0	0	8	5	1	0	4	25	1	0	1	1	12	5	3
04:45 PM to 05:00 PM	0	4	16	6	2	0	1	10	4	0	0	2	24	0	2	0	4	11	3	2
05:00 PM to 05:15 PM	0	1	9	6	4	0	1	5	4	4	0	4	30	0	1	0	4	21	8	4
05:15 PM to 05:30 PM	0	4	11	3	1	0	1	8	9	2	0	4	36	0	1	0	0	20	4	0
05:30 PM to 05:45 PM	0	5	17	2	2	0	0	2	4	0	0	2	35	1	1	0	1	25	10	1
05:45 PM to 06:00 PM	0	3	13	1	0	0	3	10	5	2	0	2	44	0	0	0	4	17	2	0
06:00 PM to 06:15 PM	0	5	12	2	0	0	0	7	7	6	0	3	26	1	1	0	4	18	4	0
06:15 PM to 06:30 PM	1	5	9	3	0	0	0	4	3	2	0	2	26	2	1	0	2	11	4	2
06:30 PM to 06:45 PM	0	3	6	3	4	0	0	4	1	2	1	2	17	0	2	0	4	20	0	3
06:45 PM to 07:00 PM	0	0	8	2	3	0	1	3	2	7	0	1	13	0	1	0	2	8	7	2
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
SYSTEM PEAK HR (VEH.)	78				3	56				10	154				3	109				1
05:15 PM to 06:15 PM	0	17	53	8		0	4	27	25		0	11	141	2		0	9	80	20	
Peak Hour Factor (PHF) Overall **0.95**	U n/a	Left 0.85	Thru 0.78	Right 0.67	**SB 0.81**	U n/a	Left 0.33	Thru 0.68	Right 0.69	**WB 0.78**	U n/a	Left 0.69	Thru 0.80	Right 0.50	**NB 0.84**	U n/a	Left 0.56	Thru 0.80	Right 0.50	**EB 0.76**

HEAVY VEHICLES (FHWA 4+)

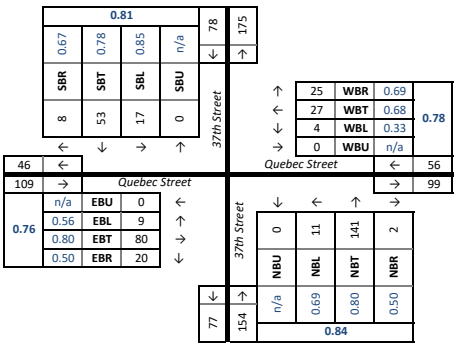
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Quebec Street				37th Street				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
04:45 PM to 05:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM to 06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				0				1				2			
05:15 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	9.1%	0.0%	0.0% **0.6%**	0.0%	0.0%	2.5%	0.0% **1.8%**
INT. PEAK HR (HV ONLY)	1				3				2				3			
04:00 PM to 05:00 PM	0	0	1	0	0	0	3	0	0	0	1	1	0	2	1	0
Heavy Vehicle % (PHV):	0.0%	0.0%	1.9%	0.0% **1.3%**	0.0%	0.0%	11.5%	0.0% **6.7%**	0.0%	0.0%	1.1%	100.0% **1.9%**	0.0%	15.4%	2.3%	0.0% **4.1%**

BICYCLES

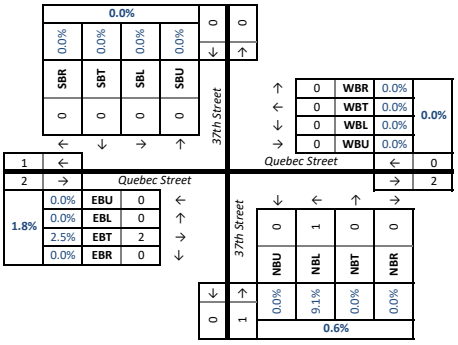
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Quebec Street				37th Street				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
04:15 PM to 04:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM to 05:30 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0
05:30 PM to 05:45 PM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	1	0
05:45 PM to 06:00 PM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
06:15 PM to 06:30 PM	1	0	1	0	0	0	4	1	0	0	2	0	0	0	0	0
06:30 PM to 06:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	10				0				14				2			
05:15 PM to 06:15 PM	0	0	10	0	0	0	0	0	0	0	14	0	0	0	2	0
INT. PEAK HR (BIKES)	10				5				14				1			
05:30 PM to 06:30 PM	1	0	9	0	0	0	4	1	0	0	14	0	0	0	1	0

DATA COLLECTION NOTES :

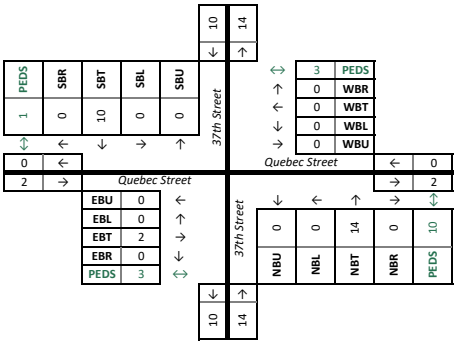
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 02:30 PM to 07:00 PM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 05:15 PM to 06:15 PM
System Peak Hour (all vehicles): 05:15 PM to 06:15 PM
User-Defined Peak Hour: 03:30 PM to 04:30 PM

Intersection: 1. Idahow Ave & Quebec Street

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Idahow Ave					Quebec Street					Idahow Ave					Quebec Street				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	0	2	6	2	0	3	4	0	1	0	0	3	2	0	0	1	6	2	0
02:45 PM to 03:00 PM	0	0	3	4	2	0	1	4	1	2	0	0	3	1	1	0	2	3	0	2
03:00 PM to 03:15 PM	0	0	2	7	2	0	0	5	0	1	0	1	5	1	2	0	2	8	2	1
03:15 PM to 03:30 PM	0	0	1	6	1	0	1	2	0	0	0	4	9	0	1	1	1	8	0	1
03:30 PM to 03:45 PM	0	0	1	3	0	0	0	3	1	2	0	2	6	0	0	0	1	7	2	1
03:45 PM to 04:00 PM	0	0	3	5	1	0	0	8	1	2	0	3	5	2	0	0	1	8	3	3
04:00 PM to 04:15 PM	0	0	1	3	1	0	0	8	0	2	0	1	3	1	0	0	0	12	1	0
04:15 PM to 04:30 PM	0	0	1	2	2	0	1	6	1	1	0	0	3	0	0	0	1	10	3	2
04:30 PM to 04:45 PM	0	1	2	4	3	0	2	4	0	3	0	2	3	2	2	0	2	11	2	0
04:45 PM to 05:00 PM	0	0	5	5	0	0	2	11	0	1	0	2	5	0	0	0	3	10	2	0
05:00 PM to 05:15 PM	0	0	1	5	2	0	2	3	0	1	0	3	5	1	0	0	3	12	2	0
05:15 PM to 05:30 PM	0	0	0	7	1	0	0	9	0	2	1	1	12	2	3	0	5	19	7	0
05:30 PM to 05:45 PM	0	1	3	3	2	0	0	2	0	0	0	1	8	0	1	0	2	23	2	1
05:45 PM to 06:00 PM	0	1	2	7	6	0	0	5	4	5	0	6	18	2	0	0	4	16	3	1
06:00 PM to 06:15 PM	0	0	1	6	0	0	2	4	0	0	0	3	13	3	1	0	8	15	0	0
06:15 PM to 06:30 PM	0	1	1	2	1	0	3	3	1	2	0	2	8	0	4	0	4	12	1	4
06:30 PM to 06:45 PM	0	0	5	4	6	0	1	2	0	3	0	0	1	2	1	0	5	15	4	3
06:45 PM to 07:00 PM	0	0	3	1	1	0	0	3	0	1	0	0	6	1	1	0	3	7	1	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
SYSTEM PEAK HR (VEH.)	31				9	26				7	70				5	104				2
05:15 PM to 06:15 PM	0	2	6	23		0	2	20	4		1	11	51	7		0	19	73	12	
Peak Hour Factor (PHF) Overall **0.85**	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
	n/a	0.50	0.50	0.82	**0.78**	n/a	0.25	0.56	0.25	**0.72**	0.25	0.46	0.71	0.58	**0.67**	n/a	0.59	0.79	0.43	**0.84**

HEAVY VEHICLES (FHWA 4+)

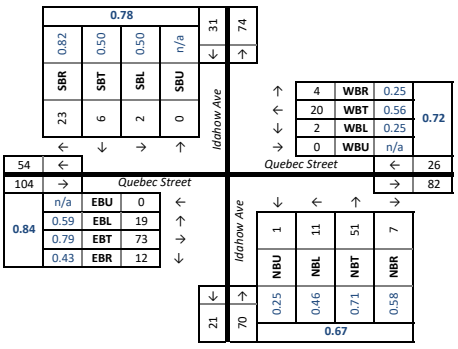
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Idahow Ave				Quebec Street				Idahow Ave				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45 PM to 04:00 PM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
04:15 PM to 04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM to 05:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				0				0				2			
05:15 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	16.7% **1.9%**
INT. PEAK HR (HV ONLY)	3				2				1				2			
03:30 PM to 04:30 PM	0	0	0	3	0	0	1	1	0	0	1	0	0	0	1	1
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	23.1% **15.8%**	0.0%	0.0%	4.0%	33.3% **6.9%**	0.0%	0.0%	5.9%	0.0% **3.8%**	0.0%	0.0%	2.7%	11.1% **4.1%**

BICYCLES

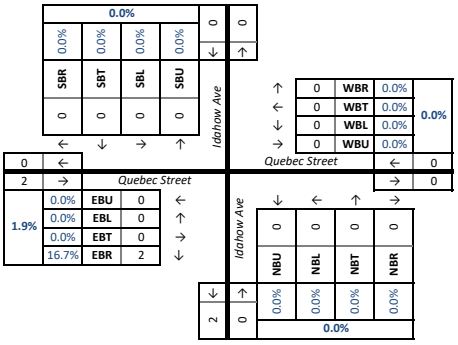
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Idahow Ave				Quebec Street				Idahow Ave				Quebec Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM to 05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				1				2				2			
05:15 PM to 06:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1
INT. PEAK HR (BIKES)	0				0				4				2			
03:15 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1

DATA COLLECTION NOTES :

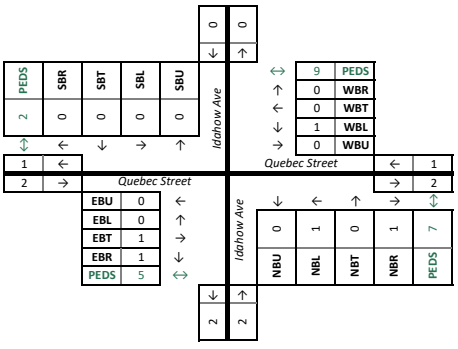
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 02:30 PM to 07:00 PM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 05:15 PM to 06:15 PM
System Peak Hour (all vehicles): 05:15 PM to 06:15 PM
User-Defined Peak Hour: 03:30 PM to 04:30 PM

Intersection: 1. 37th Street & Upton Street

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	37th Street					Upton Street					37th Street					Upton Street				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	4	16	2	3	0	4	4	7	5	0	2	25	3	4	0	2	18	7	3
02:45 PM to 03:00 PM	0	7	8	1	1	0	4	5	9	6	0	1	16	5	1	0	4	12	7	2
03:00 PM to 03:15 PM	0	2	19	2	0	0	8	6	12	12	0	2	22	1	3	0	3	9	4	2
03:15 PM to 03:30 PM	0	4	9	1	0	0	10	1	5	42	0	3	35	12	1	0	2	9	6	2
03:30 PM to 03:45 PM	0	8	10	0	0	0	0	6	13	11	0	1	41	11	0	0	4	11	10	0
03:45 PM to 04:00 PM	0	5	5	1	0	0	6	2	5	7	0	3	31	4	0	0	3	19	6	2
04:00 PM to 04:15 PM	0	3	9	0	0	0	4	5	3	5	0	5	38	4	1	0	5	6	2	2
04:15 PM to 04:30 PM	0	3	6	0	10	0	0	2	2	10	0	2	21	1	1	0	0	8	2	2
04:30 PM to 04:45 PM	0	2	16	2	0	0	4	4	1	9	0	1	22	9	1	0	2	6	9	1
04:45 PM to 05:00 PM	0	3	14	3	3	0	2	0	5	1	0	2	31	7	0	0	1	8	12	3
05:00 PM to 05:15 PM	0	2	11	0	1	0	3	3	2	5	0	3	36	5	1	0	2	14	11	1
05:15 PM to 05:30 PM	0	5	9	2	3	0	4	3	5	4	0	2	35	5	1	0	3	6	10	1
05:30 PM to 05:45 PM	0	2	9	0	3	0	4	4	5	12	0	1	46	4	3	0	0	7	9	1
05:45 PM to 06:00 PM	0	5	17	1	2	0	4	4	2	10	0	1	40	10	1	0	2	4	12	1
06:00 PM to 06:15 PM	0	5	14	0	3	0	2	3	4	8	0	3	48	15	3	0	3	15	5	3
06:15 PM to 06:30 PM	0	4	12	0	0	0	3	3	5	1	0	5	37	2	1	0	2	6	5	1
06:30 PM to 06:45 PM	0	7	7	1	0	0	0	2	7	5	0	3	24	0	2	0	0	2	6	5
06:45 PM to 07:00 PM	0	2	7	0	2	0	1	6	5	9	0	1	19	0	2	0	2	6	2	6
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
SYSTEM PEAK HR (VEH.)	69				11	44				34	210				8	76				6
05:15 PM to 06:15 PM	0	17	49	3		0	14	14	16		0	7	169	34		0	8	32	36	
Peak Hour Factor (PHF) Overall **0.85**	U n/a	Left 0.85	Thru 0.72	Right 0.38	**SB 0.75**	U n/a	Left 0.88	Thru 0.88	Right 0.80	**WB 0.85**	U n/a	Left 0.58	Thru 0.88	Right 0.57	**NB 0.80**	U n/a	Left 0.67	Thru 0.53	Right 0.75	**EB 0.83**

HEAVY VEHICLES (FHWA 4+)

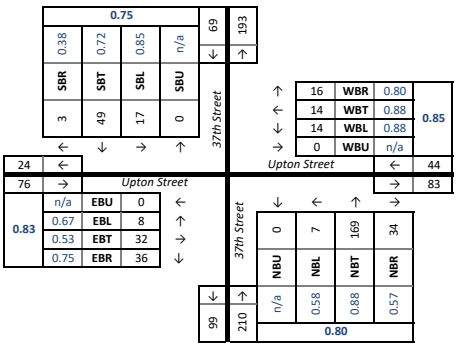
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Upton Street				37th Street				Upton Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
02:45 PM to 03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				0				0				0			
05:15 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	0.0%	0.0% **0.0%**
INT. PEAK HR (HV ONLY)	1				0				5				1			
02:45 PM to 03:45 PM	0	1	0	0	0	0	0	0	0	1	2	2	0	0	1	0
Heavy Vehicle % (PHV):	0.0%	4.8%	0.0%	0.0% **1.4%**	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	14.3%	1.8%	6.9% **3.3%**	0.0%	0.0%	2.4%	0.0% **1.2%**

BICYCLES

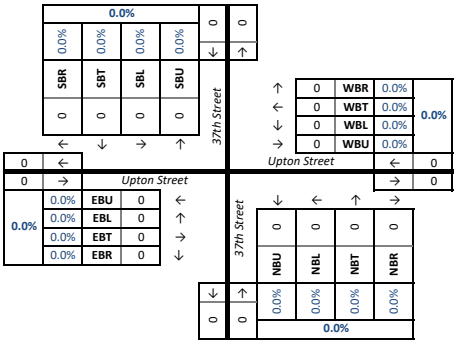
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Upton Street				37th Street				Upton Street			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0	1
05:00 PM to 05:15 PM	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1
05:15 PM to 05:30 PM	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0
05:45 PM to 06:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
06:45 PM to 07:00 PM	0	0	3	0	0	0	0	0	0	1	2	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	9				1				6				1			
05:15 PM to 06:15 PM	0	0	9	0	0	0	1	0	0	0	6	0	0	0	1	0
INT. PEAK HR (BIKES)	8				2				8				3			
04:45 PM to 05:45 PM	0	0	8	0	0	1	1	0	0	0	5	3	0	0	1	2

DATA COLLECTION NOTES :

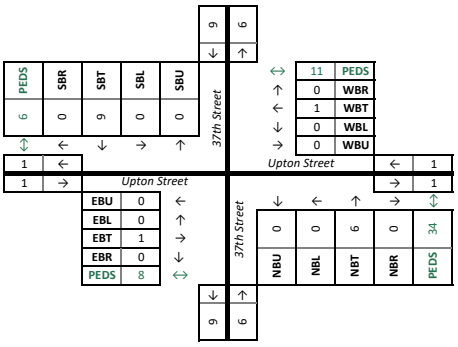
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Hearst Elementary
Project # : 2247-003
Location NW, Washington DC
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY_PERIOD 02:30 PM to 07:00 PM
Date of Counts: Tuesday, June 5, 2018
Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)
Intersection Peak Hour (all vehicles): 05:15 PM to 06:15 PM
System Peak Hour (all vehicles): 05:15 PM to 06:15 PM
User-Defined Peak Hour: 03:30 PM to 04:30 PM

Intersection: 1. 37th Street /37th Street & Tilden Street/Hospice Entrance

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	37th Street					Tilden Street					37th Street					Hospice Entrance				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	4	27	0	1	0	3	0	4	4	0	0	28	3	0	0	0	0	1	18
02:45 PM to 03:00 PM	0	2	16	1	1	0	0	0	4	6	1	1	18	1	1	0	0	0	1	5
03:00 PM to 03:15 PM	0	4	21	4	17	0	2	0	4	23	0	3	22	1	5	0	2	0	0	7
03:15 PM to 03:30 PM	0	6	17	4	20	0	4	0	11	52	0	1	39	1	8	0	1	0	2	8
03:30 PM to 03:45 PM	0	0	20	0	2	0	2	0	3	11	0	0	45	1	0	0	0	0	2	0
03:45 PM to 04:00 PM	0	5	14	0	15	0	3	0	4	22	0	0	33	0	0	0	4	1	0	3
04:00 PM to 04:15 PM	0	0	12	0	0	0	1	0	2	20	0	1	35	3	1	0	1	0	1	5
04:15 PM to 04:30 PM	0	1	11	0	3	0	2	0	4	3	0	0	21	1	2	0	0	0	0	6
04:30 PM to 04:45 PM	0	4	23	0	4	0	2	0	1	11	0	1	30	0	1	0	0	0	4	1
04:45 PM to 05:00 PM	0	0	25	0	7	0	0	0	2	9	0	0	43	2	3	0	0	0	1	5
05:00 PM to 05:15 PM	0	0	25	0	0	0	0	0	2	12	0	1	39	0	1	0	0	0	3	5
05:15 PM to 05:30 PM	0	0	22	1	5	0	1	0	1	7	0	0	42	2	0	0	0	0	3	2
05:30 PM to 05:45 PM	0	0	30	0	1	0	0	0	1	18	0	0	50	0	2	0	1	0	0	1
05:45 PM to 06:00 PM	0	3	23	0	8	0	1	0	2	7	0	0	50	0	0	0	0	0	0	1
06:00 PM to 06:15 PM	0	0	21	0	15	0	1	0	0	15	0	0	67	0	3	0	1	0	0	2
06:15 PM to 06:30 PM	0	2	19	0	2	0	0	0	1	4	0	1	36	1	1	0	1	0	2	2
06:30 PM to 06:45 PM	0	1	11	0	2	0	0	0	0	4	0	0	28	0	1	0	0	0	0	7
06:45 PM to 07:00 PM	0	1	10	0	0	0	0	0	2	9	0	0	16	1	0	0	0	0	0	3
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
SYSTEM PEAK HR (VEH.)	100				29	7				47	211				5	5				6
05:15 PM to 06:15 PM	0	3	96	1		0	3	0	4		0	0	209	2		0	2	0	3	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) **0.90**	n/a	0.25	0.80	0.25	**0.83**	n/a	0.75	n/a	0.50	**0.58**	n/a	n/a	0.78	0.25	**0.79**	n/a	0.50	n/a	0.25	**0.42**

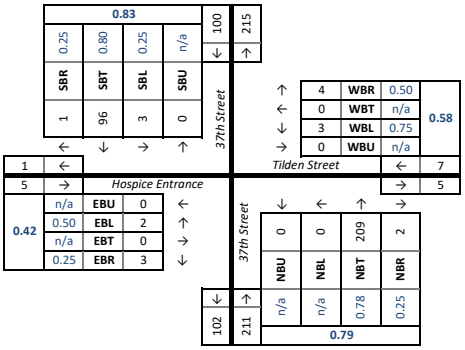
HEAVY VEHICLES (FHWA 4+)

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Tilden Street				37th Street				Hospice Entrance			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				0				0				0			
05:15 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
INT. PEAK HR (HV ONLY)	0				2				3				0			
02:30 PM to 03:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.7%	6.3%	0.0%	0.0%	2.8%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

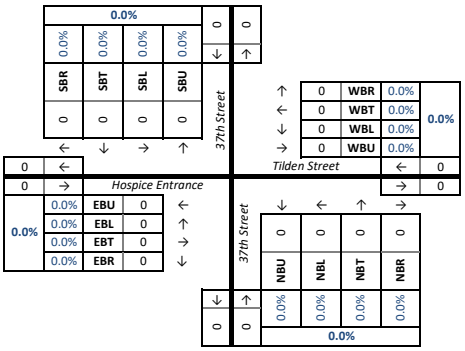
BICYCLES

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	37th Street				Tilden Street				37th Street				Hospice Entrance			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1
04:30 PM to 04:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	3	0	0	0	0	0	0	2	3	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	3	0	0	0	0	0	0	1	4	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1
06:45 PM to 07:00 PM	0	0	3	0	0	0	0	0	0	2	4	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	9				0				12				0			
05:15 PM to 06:15 PM	0	0	9	0	0	0	0	0	0	3	9	0	0	0	0	0
INT. PEAK HR (BIKES)	9				0				16				1			
06:00 PM to 07:00 PM	0	0	9	0	0	0	0	0	0	3	13	0	0	0	0	1

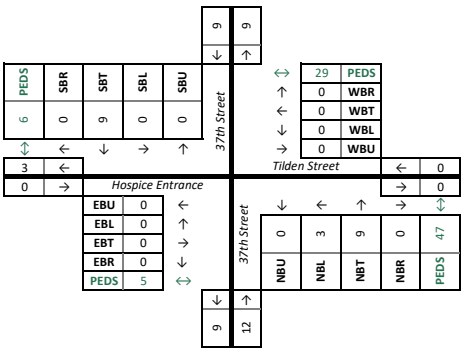
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

Appendix B

Trip Generation

Visitors and Staff	Peak Hour Visitors	Visitors who came in a vehicle	Vehicles
264	88 veh/hr	44 veh/hr	22 veh/hr

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	15 veh/hr	7 veh/hr	22 veh/hr	10 veh/hr	12 veh/hr	22 veh/hr
Other	29 ppl/hr	15 ppl/hr	44 ppl/hr	21 ppl/hr	23 ppl/hr	44 ppl/hr

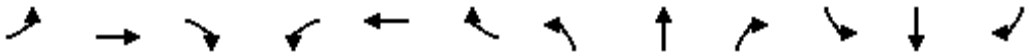
**In and out percentages based on ITE Land Use Code 495, Recreational Community Center*

Appendix C

Synchro Reports

HCM Unsignalized Intersection Capacity Analysis
1: 37th St & Quebec St

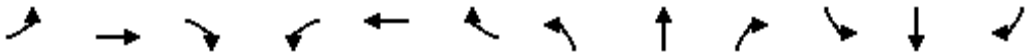
07/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	46	19	3	36	47	22	116	3	49	122	62
Future Volume (vph)	15	46	19	3	36	47	22	116	3	49	122	62
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.93	0.93	0.93	0.85	0.85	0.85
Hourly flow rate (vph)	16	51	21	4	42	55	24	125	3	58	144	73

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	88	101	152	275
Volume Left (vph)	16	4	24	58
Volume Right (vph)	21	55	3	73
Hadj (s)	-0.07	-0.28	0.05	-0.08
Departure Headway (s)	5.0	4.7	4.8	4.5
Degree Utilization, x	0.12	0.13	0.20	0.34
Capacity (veh/h)	653	684	715	764
Control Delay (s)	8.7	8.5	8.9	9.8
Approach Delay (s)	8.7	8.5	8.9	9.8
Approach LOS	A	A	A	A

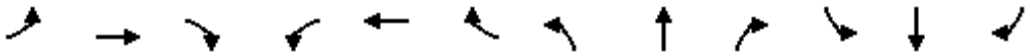
Intersection Summary				
Delay	9.2			
Level of Service	A			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	59	12	8	39	0	7	20	8	0	3	41
Future Volume (vph)	26	59	12	8	39	0	7	20	8	0	3	41
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	31	69	14	9	46	0	8	24	9	0	4	48

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	114	55	41	52
Volume Left (vph)	31	9	8	0
Volume Right (vph)	14	0	9	48
Hadj (s)	0.01	0.07	-0.06	-0.52
Departure Headway (s)	4.2	4.3	4.3	3.8
Degree Utilization, x	0.13	0.07	0.05	0.05
Capacity (veh/h)	840	816	801	902
Control Delay (s)	7.8	7.6	7.5	7.0
Approach Delay (s)	7.8	7.6	7.5	7.0
Approach LOS	A	A	A	A

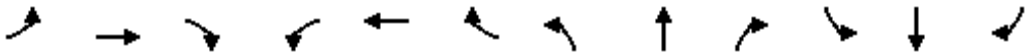
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	11	8	0	13	9	154	11	17	225	15
Future Volume (vph)	2	0	11	8	0	13	9	154	11	17	225	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	0	13	9	0	15	11	181	13	20	265	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	15	24	205	303
Volume Left (vph)	2	9	11	20
Volume Right (vph)	13	15	13	18
Hadj (s)	-0.46	-0.21	0.01	0.01
Departure Headway (s)	4.6	4.8	4.3	4.2
Degree Utilization, x	0.02	0.03	0.25	0.35
Capacity (veh/h)	697	667	814	831
Control Delay (s)	7.7	8.0	8.7	9.5
Approach Delay (s)	7.7	8.0	8.7	9.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.1			
Level of Service	A			
Intersection Capacity Utilization	28.5%	ICU Level of Service	A	
Analysis Period (min)	15			



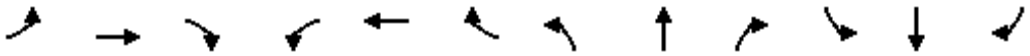
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	44	55	48	50	51	17	116	33	20	175	3
Future Volume (vph)	9	44	55	48	50	51	17	116	33	20	175	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	52	65	56	59	60	20	136	39	24	206	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	128	175	195	234
Volume Left (vph)	11	56	20	24
Volume Right (vph)	65	60	39	4
Hadj (s)	-0.25	-0.11	-0.07	0.04
Departure Headway (s)	5.0	5.1	5.0	5.0
Degree Utilization, x	0.18	0.25	0.27	0.33
Capacity (veh/h)	645	646	675	671
Control Delay (s)	9.1	9.7	9.8	10.4
Approach Delay (s)	9.1	9.7	9.8	10.4
Approach LOS	A	A	A	B

Intersection Summary				
Delay	9.8			
Level of Service	A			
Intersection Capacity Utilization	35.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1: 37th St & Quebec St

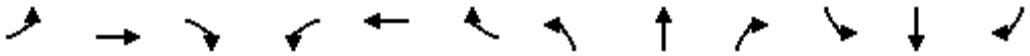
07/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	80	20	4	27	25	11	141	2	17	53	8
Future Volume (vph)	9	80	20	4	27	25	11	141	2	17	53	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	11	94	24	5	32	29	13	166	2	20	62	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	129	66	181	91
Volume Left (vph)	11	5	13	20
Volume Right (vph)	24	29	2	9
Hadj (s)	-0.06	-0.21	0.04	0.02
Departure Headway (s)	4.6	4.5	4.5	4.6
Degree Utilization, x	0.16	0.08	0.23	0.12
Capacity (veh/h)	734	739	760	734
Control Delay (s)	8.5	7.9	8.8	8.2
Approach Delay (s)	8.5	7.9	8.8	8.2
Approach LOS	A	A	A	A

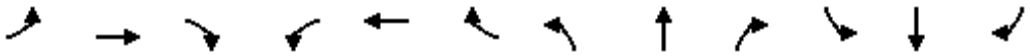
Intersection Summary				
Delay	8.5			
Level of Service	A			
Intersection Capacity Utilization	25.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	73	12	2	20	4	12	51	7	2	6	23
Future Volume (vph)	19	73	12	2	20	4	12	51	7	2	6	23
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	22	86	14	2	24	5	14	60	8	2	7	27

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	122	31	82	36
Volume Left (vph)	22	2	14	2
Volume Right (vph)	14	5	8	27
Hadj (s)	0.00	-0.05	0.01	-0.40
Departure Headway (s)	4.2	4.2	4.3	3.9
Degree Utilization, x	0.14	0.04	0.10	0.04
Capacity (veh/h)	832	817	803	875
Control Delay (s)	7.9	7.4	7.7	7.1
Approach Delay (s)	7.9	7.4	7.7	7.1
Approach LOS	A	A	A	A

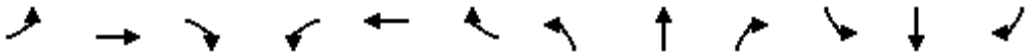
Intersection Summary			
Delay	7.7		
Level of Service	A		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	3	3	0	4	0	209	2	3	96	1
Future Volume (vph)	2	0	3	3	0	4	0	209	2	3	96	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	0	4	4	0	5	0	246	2	4	113	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	6	9	248	118
Volume Left (vph)	2	4	0	4
Volume Right (vph)	4	5	2	1
Hadj (s)	-0.30	-0.16	0.03	0.04
Departure Headway (s)	4.4	4.5	4.1	4.2
Degree Utilization, x	0.01	0.01	0.28	0.14
Capacity (veh/h)	744	723	867	842
Control Delay (s)	7.4	7.6	8.7	7.9
Approach Delay (s)	7.4	7.6	8.7	7.9
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.4		
Level of Service	A		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		



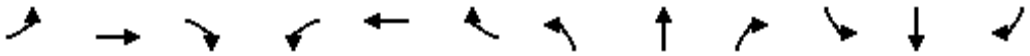
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	32	36	14	14	16	7	169	34	17	49	3
Future Volume (vph)	8	32	36	14	14	16	7	169	34	17	49	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	38	42	16	16	19	8	199	40	20	58	4

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	89	51	247	82
Volume Left (vph)	9	16	8	20
Volume Right (vph)	42	19	40	4
Hadj (s)	-0.23	-0.13	-0.06	0.05
Departure Headway (s)	4.5	4.6	4.3	4.6
Degree Utilization, x	0.11	0.07	0.29	0.10
Capacity (veh/h)	738	712	813	747
Control Delay (s)	8.0	8.0	9.0	8.1
Approach Delay (s)	8.0	8.0	9.0	8.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.6			
Level of Service	A			
Intersection Capacity Utilization	27.8%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1: 37th St & Quebec St

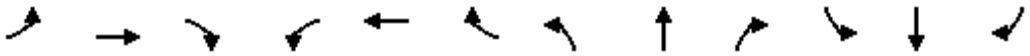
07/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	46	19	3	36	47	22	116	3	49	122	62
Future Volume (vph)	15	46	19	3	36	47	22	116	3	49	122	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	16	50	21	3	39	51	24	125	3	53	133	67

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	87	93	152	253
Volume Left (vph)	16	3	24	53
Volume Right (vph)	21	51	3	67
Hadj (s)	-0.07	-0.29	0.05	-0.08
Departure Headway (s)	4.9	4.7	4.7	4.5
Degree Utilization, x	0.12	0.12	0.20	0.31
Capacity (veh/h)	666	695	726	769
Control Delay (s)	8.6	8.3	8.9	9.5
Approach Delay (s)	8.6	8.3	8.9	9.5
Approach LOS	A	A	A	A

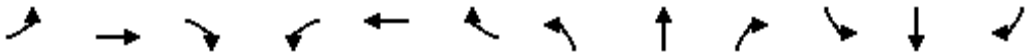
Intersection Summary				
Delay	9.0			
Level of Service	A			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	59	12	8	39	0	7	20	8	0	3	41
Future Volume (vph)	26	59	12	8	39	0	7	20	8	0	3	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	64	13	9	42	0	8	22	9	0	3	45

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	105	51	39	48
Volume Left (vph)	28	9	8	0
Volume Right (vph)	13	0	9	45
Hadj (s)	0.01	0.07	-0.06	-0.53
Departure Headway (s)	4.1	4.3	4.2	3.8
Degree Utilization, x	0.12	0.06	0.05	0.05
Capacity (veh/h)	845	822	811	914
Control Delay (s)	7.7	7.5	7.4	7.0
Approach Delay (s)	7.7	7.5	7.4	7.0
Approach LOS	A	A	A	A

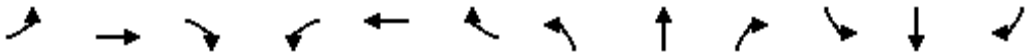
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	11	8	0	13	9	154	11	17	225	15
Future Volume (vph)	2	0	11	8	0	13	9	154	11	17	225	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	12	9	0	14	10	167	12	18	245	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	14	23	189	279
Volume Left (vph)	2	9	10	18
Volume Right (vph)	12	14	12	16
Hadj (s)	-0.45	-0.20	0.01	0.01
Departure Headway (s)	4.5	4.7	4.3	4.2
Degree Utilization, x	0.02	0.03	0.22	0.32
Capacity (veh/h)	714	682	820	836
Control Delay (s)	7.6	7.9	8.5	9.2
Approach Delay (s)	7.6	7.9	8.5	9.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.8		
Level of Service	A		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		



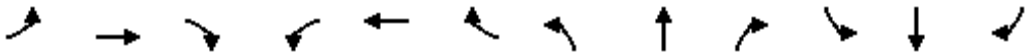
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	45	55	48	51	51	17	116	33	20	175	3
Future Volume (vph)	9	45	55	48	51	51	17	116	33	20	175	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	49	60	52	55	55	18	126	36	22	190	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	119	162	180	215
Volume Left (vph)	10	52	18	22
Volume Right (vph)	60	55	36	3
Hadj (s)	-0.25	-0.11	-0.07	0.05
Departure Headway (s)	4.9	4.9	4.8	4.9
Degree Utilization, x	0.16	0.22	0.24	0.29
Capacity (veh/h)	666	664	693	687
Control Delay (s)	8.8	9.4	9.4	9.9
Approach Delay (s)	8.8	9.4	9.4	9.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.4			
Level of Service	A			
Intersection Capacity Utilization	35.8%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1: 37th St & Quebec St

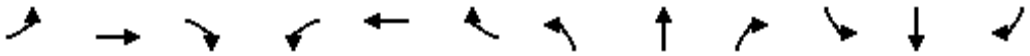
07/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	80	20	4	27	25	11	141	2	17	53	8
Future Volume (vph)	9	80	20	4	27	25	11	141	2	17	53	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	87	22	4	29	27	12	153	2	18	58	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	119	60	167	85
Volume Left (vph)	10	4	12	18
Volume Right (vph)	22	27	2	9
Hadj (s)	-0.06	-0.22	0.04	0.01
Departure Headway (s)	4.5	4.4	4.5	4.5
Degree Utilization, x	0.15	0.07	0.21	0.11
Capacity (veh/h)	746	755	771	748
Control Delay (s)	8.3	7.8	8.6	8.1
Approach Delay (s)	8.3	7.8	8.6	8.1
Approach LOS	A	A	A	A

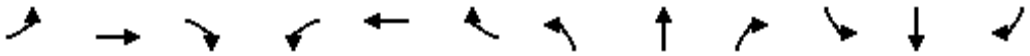
Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	25.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	73	12	2	20	4	12	51	7	2	6	23
Future Volume (vph)	19	73	12	2	20	4	12	51	7	2	6	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	79	13	2	22	4	13	55	8	2	7	25

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	113	28	76	34
Volume Left (vph)	21	2	13	2
Volume Right (vph)	13	4	8	25
Hadj (s)	0.00	-0.04	0.01	-0.40
Departure Headway (s)	4.2	4.2	4.2	3.9
Degree Utilization, x	0.13	0.03	0.09	0.04
Capacity (veh/h)	838	822	812	883
Control Delay (s)	7.8	7.4	7.7	7.0
Approach Delay (s)	7.8	7.4	7.7	7.0
Approach LOS	A	A	A	A

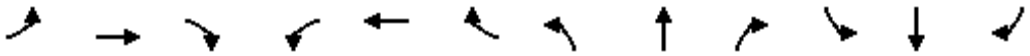
Intersection Summary			
Delay	7.6		
Level of Service	A		
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	3	3	0	4	0	209	2	3	96	1
Future Volume (vph)	2	0	3	3	0	4	0	209	2	3	96	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	3	3	0	4	0	227	2	3	104	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	5	7	229	108
Volume Left (vph)	2	3	0	3
Volume Right (vph)	3	4	2	1
Hadj (s)	-0.25	-0.17	0.03	0.03
Departure Headway (s)	4.4	4.5	4.1	4.2
Degree Utilization, x	0.01	0.01	0.26	0.13
Capacity (veh/h)	750	739	872	848
Control Delay (s)	7.4	7.5	8.5	7.8
Approach Delay (s)	7.4	7.5	8.5	7.8
Approach LOS	A	A	A	A

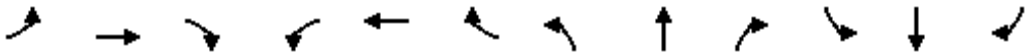
Intersection Summary			
Delay	8.2		
Level of Service	A		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	32	36	14	14	16	7	169	34	17	49	3
Future Volume (vph)	8	32	36	14	14	16	7	169	34	17	49	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	35	39	15	15	17	8	184	37	18	53	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	83	47	229	74
Volume Left (vph)	9	15	8	18
Volume Right (vph)	39	17	37	3
Hadj (s)	-0.23	-0.12	-0.06	0.06
Departure Headway (s)	4.4	4.6	4.2	4.5
Degree Utilization, x	0.10	0.06	0.27	0.09
Capacity (veh/h)	752	725	821	756
Control Delay (s)	7.9	7.9	8.8	8.0
Approach Delay (s)	7.9	7.9	8.8	8.0
Approach LOS	A	A	A	A

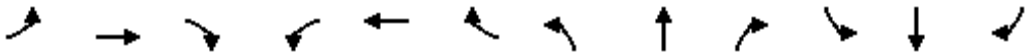
Intersection Summary				
Delay	8.4			
Level of Service	A			
Intersection Capacity Utilization	27.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	46	19	3	36	50	22	119	3	50	124	63
Future Volume (vph)	17	46	19	3	36	50	22	119	3	50	124	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	18	50	21	3	39	54	24	128	3	54	135	68

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	89	96	155	257
Volume Left (vph)	18	3	24	54
Volume Right (vph)	21	54	3	68
Hadj (s)	-0.07	-0.30	0.05	-0.08
Departure Headway (s)	4.9	4.7	4.7	4.5
Degree Utilization, x	0.12	0.13	0.20	0.32
Capacity (veh/h)	661	692	722	766
Control Delay (s)	8.6	8.4	8.9	9.6
Approach Delay (s)	8.6	8.4	8.9	9.6
Approach LOS	A	A	A	A

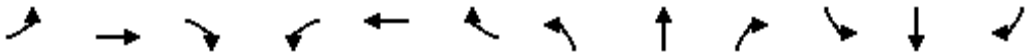
Intersection Summary				
Delay	9.1			
Level of Service	A			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	26	60	12	8	41	0	7	20	8	0	3	42
Future Volume (vph)	26	60	12	8	41	0	7	20	8	0	3	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	65	13	9	45	0	8	22	9	0	3	46

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	106	54	39	49
Volume Left (vph)	28	9	8	0
Volume Right (vph)	13	0	9	46
Hadj (s)	0.01	0.07	-0.06	-0.53
Departure Headway (s)	4.2	4.3	4.2	3.8
Degree Utilization, x	0.12	0.06	0.05	0.05
Capacity (veh/h)	844	821	808	911
Control Delay (s)	7.7	7.5	7.4	7.0
Approach Delay (s)	7.7	7.5	7.4	7.0
Approach LOS	A	A	A	A

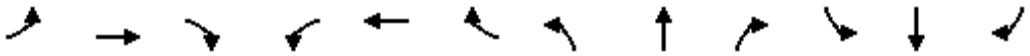
Intersection Summary			
Delay	7.5		
Level of Service	A		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	11	8	0	13	9	157	11	17	232	15
Future Volume (vph)	2	0	11	8	0	13	9	157	11	17	232	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	12	9	0	14	10	171	12	18	252	16

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	14	23	193	286
Volume Left (vph)	2	9	10	18
Volume Right (vph)	12	14	12	16
Hadj (s)	-0.45	-0.20	0.01	0.01
Departure Headway (s)	4.5	4.8	4.3	4.2
Degree Utilization, x	0.02	0.03	0.23	0.33
Capacity (veh/h)	709	677	819	835
Control Delay (s)	7.6	7.9	8.6	9.3
Approach Delay (s)	7.6	7.9	8.6	9.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
Level of Service	A			
Intersection Capacity Utilization	28.9%	ICU Level of Service	A	
Analysis Period (min)	15			



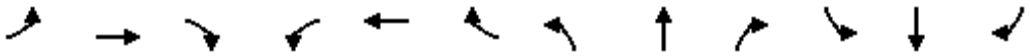
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	45	56	50	51	51	17	118	34	20	179	3
Future Volume (vph)	9	45	56	50	51	51	17	118	34	20	179	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	49	61	54	55	55	18	128	37	22	195	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	120	164	183	220
Volume Left (vph)	10	54	18	22
Volume Right (vph)	61	55	37	3
Hadj (s)	-0.25	-0.10	-0.07	0.05
Departure Headway (s)	4.9	5.0	4.9	4.9
Degree Utilization, x	0.16	0.23	0.25	0.30
Capacity (veh/h)	662	660	690	685
Control Delay (s)	8.8	9.4	9.4	10.0
Approach Delay (s)	8.8	9.4	9.4	10.0
Approach LOS	A	A	A	B

Intersection Summary				
Delay	9.5			
Level of Service	A			
Intersection Capacity Utilization	36.2%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
1: 37th St & Quebec St

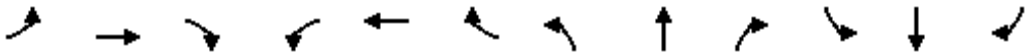
07/03/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	80	20	4	27	27	11	143	2	19	56	9
Future Volume (vph)	10	80	20	4	27	27	11	143	2	19	56	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	87	22	4	29	29	12	155	2	21	61	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	120	62	169	92
Volume Left (vph)	11	4	12	21
Volume Right (vph)	22	29	2	10
Hadj (s)	-0.06	-0.23	0.04	0.01
Departure Headway (s)	4.5	4.4	4.5	4.5
Degree Utilization, x	0.15	0.08	0.21	0.12
Capacity (veh/h)	741	751	767	745
Control Delay (s)	8.3	7.8	8.7	8.1
Approach Delay (s)	8.3	7.8	8.7	8.1
Approach LOS	A	A	A	A

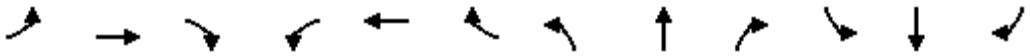
Intersection Summary				
Delay	8.3			
Level of Service	A			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	20	74	12	2	21	4	12	51	7	2	6	24
Future Volume (vph)	20	74	12	2	21	4	12	51	7	2	6	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	80	13	2	23	4	13	55	8	2	7	26

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	115	29	76	35
Volume Left (vph)	22	2	13	2
Volume Right (vph)	13	4	8	26
Hadj (s)	0.00	-0.03	0.01	-0.40
Departure Headway (s)	4.2	4.2	4.3	3.9
Degree Utilization, x	0.13	0.03	0.09	0.04
Capacity (veh/h)	836	821	809	882
Control Delay (s)	7.8	7.4	7.7	7.0
Approach Delay (s)	7.8	7.4	7.7	7.0
Approach LOS	A	A	A	A

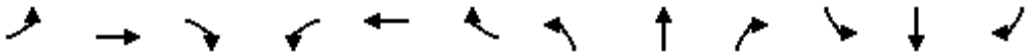
Intersection Summary			
Delay	7.6		
Level of Service	A		
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	3	3	0	4	0	215	2	3	101	1
Future Volume (vph)	2	0	3	3	0	4	0	215	2	3	101	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	3	3	0	4	0	234	2	3	110	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	5	7	236	114
Volume Left (vph)	2	3	0	3
Volume Right (vph)	3	4	2	1
Hadj (s)	-0.25	-0.17	0.03	0.03
Departure Headway (s)	4.4	4.5	4.1	4.2
Degree Utilization, x	0.01	0.01	0.27	0.13
Capacity (veh/h)	744	733	870	847
Control Delay (s)	7.4	7.5	8.5	7.8
Approach Delay (s)	7.4	7.5	8.5	7.8
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.3		
Level of Service	A		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	32	37	15	14	16	8	173	35	17	52	3
Future Volume (vph)	8	32	37	15	14	16	8	173	35	17	52	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	35	40	16	15	17	9	188	38	18	57	3

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	84	48	235	78
Volume Left (vph)	9	16	9	18
Volume Right (vph)	40	17	38	3
Hadj (s)	-0.23	-0.11	-0.06	0.06
Departure Headway (s)	4.4	4.6	4.2	4.5
Degree Utilization, x	0.10	0.06	0.28	0.10
Capacity (veh/h)	747	719	819	754
Control Delay (s)	7.9	7.9	8.9	8.0
Approach Delay (s)	7.9	7.9	8.9	8.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.4			
Level of Service	A			
Intersection Capacity Utilization	28.2%	ICU Level of Service	A	
Analysis Period (min)	15			