

d.

DISTRICT DEPARTMENT OF TRANSPORTATION



Metropolitan Branch Trail Phase II Traffic Study

Signal Warrant and Analysis Study:

New Hampshire Avenue NE at
South Dakota Avenue NE/McDonald
Place NE

Riggs Road NE at First Street NE



RK&K

6/20/2016

Table of Contents

I.	Introduction and Study Purpose.....	1
II.	Traffic Volumes	1
III.	Traffic Operations Analysis Methodology.....	3
IV.	Signal Warrant Evaluation	4
V.	Traffic Analysis Results.....	5
VI.	Summary and Recommendations.....	8

Index of Figures

Figure 1 - Map of the Study Area with Intersection Locations	2
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Index of Tables

Table 1 - Riggs Rd at Blair Rd NE/Fort Totten Dr NE Intersection Levels of Service and Delay (sec/veh).....	5
Table 2 - Riggs Rd at First St NE Intersection Levels of Service and Delay (sec/veh).....	5
Table 3 - Riggs Rd at First Pl NE Intersection Levels of Service and Delay (sec/veh).....	6
Table 4 - New Hampshire Ave at South Dakota Ave/McDonald Pl NE (Pre-timed) Intersection LOS and Delay (sec/veh).....	6
Table 5 - New Hampshire Ave at South Dakota Ave/McDonald Pl NE (Actuated) Intersection LOS and Delay (sec/veh)	6

I. Introduction and Study Purpose

The Metropolitan Branch Trail (MBT) Phase II Preliminary Design from John McCormack Drive to the Maryland border. MBT Phase II will provide off-street and on-street (sidewalk) shared-use trail sections along the portion of the corridor from John McCormack Avenue/Bates Road (near the Fort Totten Transfer Station) to the Maryland border (at the intersection of Eastern Avenue and Baltimore Street). The total length of the trail project is approximately 2-½ miles.

The purpose of this traffic study is to perform signal warrant and traffic analyses to assess the impact of the installation of **two new full signals that will accommodate pedestrians and bicyclists using the proposed shared-use trail** at the intersection of New Hampshire Avenue NE/McDonald Place at South Dakota Ave NE and the intersection of Riggs Road NE at First Street NE, and to evaluate the operational impacts of traffic that may divert from Blair Road to First Street due to the improved neighborhood ingress/egress provided by the proposed new signals. The limits of the traffic study are from the intersection of Riggs Road NE at Blair Road/Fort Totten Drive at the western end to the intersection of Riggs Road NE at First Place at the eastern end. The intersection of New Hampshire Avenue/McDonald Place and South Dakota Ave is analyzed separately. The length of the corridor being analyzed along Riggs Road NE is approximately 800 feet. **Figure 1** shows the study area and the affected intersections with their current and proposed traffic control.

II. Traffic Volumes

RK&K performed 13-hour turning movement traffic counts from 6:00 AM to 7:00 PM on March 17th, March 22nd, and March 24th, 2016 using Miovision Scout Video Collection Units. Counts were performed at the following intersections on the indicated dates:

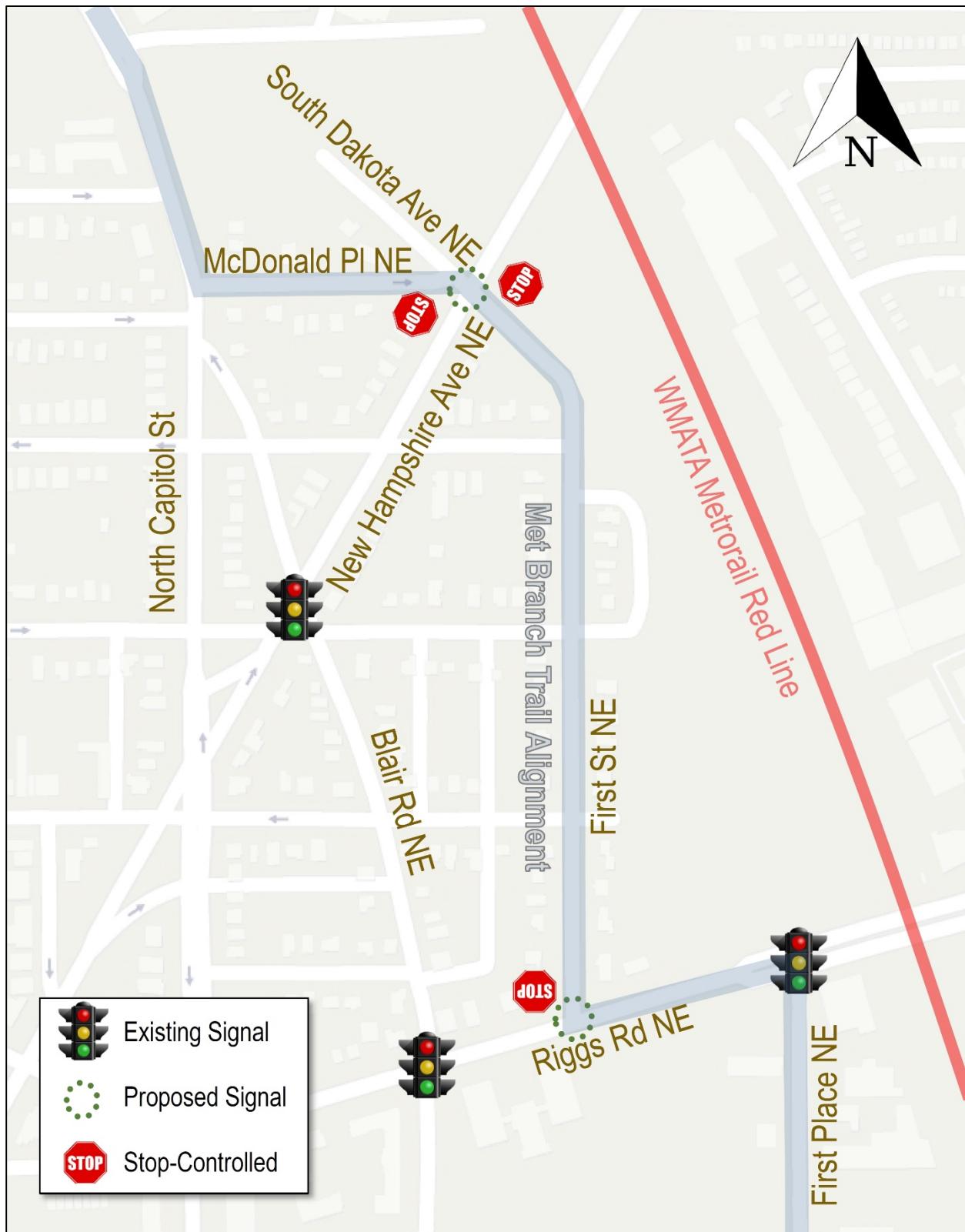
- Riggs Road NE at Blair Road NE/Fort Totten Drive NE – Signalized – March 17th 2016
- Riggs Road NE at First Street NE – March 22nd 2016
- Riggs Road NE at First Place NE – Signalized – March 24th 2016
- New Hampshire Avenue NE/McDonald Place NE at South Dakota Ave NE – March 22nd 2016

At each intersection count location, pedestrians and cyclists were also counted. Pedestrians were counted based on which leg of the intersection they crossed. Cyclists were counted based on their direction of travel through the intersection, like vehicles. The full data set from each traffic count is provided in the Appendix.

The count data shows a relatively high volume of pedestrians were observed crossing at the three intersections along Riggs Road NE in the study area. The data also shows a higher number of cyclists crossing using the crosswalks than riding on the road, suggesting that most cyclists in the study area ride on the sidewalks instead of in the street. The high pedestrian volumes crossing at the unsignalized intersection of Riggs Road NE at First Street NE are likely associated with the school located adjacent to this intersection and the presence of a school crossing guard to control traffic on Riggs Road during school arrival and dismissal periods.

The count data shows a relatively low volume of pedestrians and cyclists crossing at the intersection of New Hampshire Avenue at South Dakota Avenue/McDonald Place NE. Possible reasons for these low volumes include the lack of nearby pedestrian traffic generators (i.e., school, transit stop, etc.) and the lack of traffic control at this intersection, which makes crossing New Hampshire Avenue difficult.

Figure 1 - Map of the Study Area with Intersection Locations



III. Traffic Operations Analysis Methodology

Software Used

Synchro was used to evaluate traffic operations along Riggs Road NE for existing conditions and proposed Build conditions. Synchro was used to measure delay (seconds per vehicle) and levels of service (LOS) at signalized intersections. Synchro was also used to generate HCM 2010 delay (seconds per vehicle) and LOS for unsignalized intersections under existing conditions.

Intersection Geometry and Traffic Control Types

In order to simplify the analysis, the intersection of New Hampshire Avenue NE at South Dakota Avenue and McDonald Place was analyzed as a four-leg, two-way stop-controlled intersection under existing conditions. The intersection of Riggs Road NE and First Street was also analyzed as a four-leg, two-way stop-controlled intersection, given the existence of vehicular traffic exiting the offset school entrance/exit on the south side of Riggs Road.

Volume Balancing

Traffic volumes along Riggs Road NE were balanced because the traffic counts were conducted on different days. The intersection of Riggs Road NE at First Place was used as a reference to balance the rest of the volumes throughout the study area.

Signal Timing, Driver Behavior, and Trip Diversions

The existing signal timing plans supplied by DDOT (including cycle lengths and splits) were held constant for the analyses of the existing and proposed Build conditions. However, all offsets were optimized for the Build condition due to the installation of a new signal at Riggs Road NE at First Street. Therefore, a comparison of the analysis results shown in the following section will reflect the effects of the installation of the new signal, and the potential effects of minor diversions of traffic associated with the signal installation. Synchro was not used to optimize or otherwise adjust the original cycle lengths and splits for the Build conditions traffic analysis.

Due to the lack of a gap study within the study area, the critical gap and headway values at the minor approaches of the two unsignalized intersections were subject to a sensitivity analysis to replicate possible realistic values. The final adjusted values were determined based on a comparison between HCM 2010 delay results and between SimTraffic generated delay results, which appeared to be more reasonable than the initial HCM 2010 results that were obtained using the default critical gap and headway values.

Given the current surrounding land uses, the layout of the street grid, and the limited amount of turning movement count data available within the study area, RK&K assumed 50% of the southbound left turning vehicles counted at the intersection of Riggs Road NE at Blair Road/Rock Creek Church Road originates from points to the northeast along New Hampshire Avenue. This assumption was made in lieu of using the travel demand model to estimate trip origins and destinations due to the localized nature of the study area. These southbound New Hampshire Ave to southbound Blair Road left-turning vehicles currently bypass South Dakota Avenue and Madison Street during the morning peak period, and use Blair Road instead to travel southward, due to restrictions that prohibit left turns from New Hampshire Avenue onto those two streets from 7:00 AM to 9:30 AM Monday through Friday.

With the proposed installation of the new signals at New Hampshire Ave/South Dakota Ave NE and at Riggs Road/First Street NE, some of the traffic volume that currently makes a left turn from southbound New Hampshire Avenue onto Blair Road NE outside of the AM peak period may find it easier to turn left onto South Dakota Ave NE instead and proceed south through the neighborhood, culminating in a left turn from First Street NE onto Riggs Road. As stated in the previous paragraph, for this study, the maximum volume of traffic that would likely use this route through the neighborhood is estimated to be 50% of the total southbound left turning vehicles counted at the intersection of Riggs Road NE at Blair Road/Rock Creek Church Road. Since the total southbound left turning vehicles counted at the intersection of Riggs Road NE at Blair Road/Rock Creek Church Road is relatively low, a shift of half of this traffic into the neighborhood would have a negligible impact on the quality of life for local residents. Furthermore, given this low volume of southbound left turning vehicles, this estimated traffic diversion would be overshadowed by the typical day-to-day traffic volume fluctuations in the neighborhood. The operational analyses summarized in the following section assume this trip diversion would occur during the AM and PM peak hours, to show what the traffic impacts might be if the existing left-turn prohibitions along southbound New Hampshire Avenue were removed. DDOT has no current plans to remove these restrictions; therefore, the actual traffic operations during the AM peak hour would be slightly better than the results shown, due to the lower traffic volumes.

Research shows that few vehicle or pedestrian-actuated intersections exist within the District of Columbia; most signals in the city are pre-timed. However, given the relatively high northbound and southbound traffic volumes and low eastbound and westbound traffic volumes at the intersection of New Hampshire Avenue NE at South Dakota Avenue/McDonald Place, and the relatively isolated location of this intersection (especially for drivers approaching from the north), the intersection was analyzed with an actuated-coordinated signal and with a pre-timed signal. This allows for the evaluation of the difference in delays between the actuated-coordinated and the pre-timed scenarios.

IV. Signal Warrant Evaluation

RK&K prepared a traffic signal warrant analysis to investigate the need for the placement of a traffic signal at the intersection of Riggs Road NE and First Street and at the intersection of New Hampshire Avenue NE and South Dakota Avenue/McDonald Place.

The traffic signal warrants were performed in accordance with the 2009 Manual on Uniform Traffic Control Devices (MUTCD). A traffic signal may be justified if one or more of the traffic signal warrants in the 2009 MUTCD is met, or based on engineering judgment. The signal warrants are listed below:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing

The results of the warrants analysis show that, based on existing pedestrian, cyclist and vehicular traffic demand, none of the signal warrants were met for either the intersection of Riggs Road NE and First Street or the intersection of New Hampshire Avenue NE and South Dakota Avenue/McDonald Place. However, the completion of this segment of the Metropolitan Branch Trail is expected to increase the pedestrian and cyclist demand at these intersections, and installing traffic signals is one potential option that may improve safety for trail users crossing Riggs Road and New Hampshire Avenue. Therefore, the effects of the potential installation of traffic signals at these two locations on traffic operations is examined below.

V. Traffic Analysis Results

The results of the traffic analyses described in the previous section are summarized in the following tables. **Table 1** through **Table 5** summarize the traffic operations at each of four intersections in the study area.

Table 1 - Riggs Rd at Blair Rd NE/Fort Totten Dr NE
Intersection Levels of Service and Delay (sec/veh)

Riggs Road at Blair Road and Fort Totten Drive - Peak Hour LOS and Delay (Synchro)						
	Existing Signalized		With New Adjacent Signal		With New Adjacent Signal and Traffic Shift	
	AM	PM	AM	PM	AM	PM
Northbound Fort Totten Drive	C (30.7)	D (53.7)	C (30.7)	D (54.6)	C (30.5)	D (54.9)
Southbound Blair Road	F (99.0)	E (60.2)	F (99.0)	E (60.2)	D (50.6)	D (42.9)
Eastbound Riggs Road	C (31.4)	B (16.4)	C (31.4)	B (16.6)	C (31.4)	B (16.5)
Westbound Riggs Road	C (21.5)	B (17.3)	C (22.2)	C (20.5)	C (22.4)	C (20.7)
Overall	C (32.7)	C (25.5)	C (33.0)	C (27.0)	C (28.7)	C (26.4)

Table 2 - Riggs Rd at First St NE
Intersection Levels of Service and Delay (sec/veh)

Riggs Road at First Street - Peak Hour LOS and Delay						
	Existing Unsignalized (HCM 2010)		Proposed Signalized (Synchro)		Proposed Signalized with Traffic Shift (Synchro)	
	AM	PM	AM	PM	AM	PM
Northbound First Street	B (14.8)	D (34.3)	D (37.6)	C (34.5)	D (37.6)	C (34.5)
Southbound First Street	E (39.3)	F (91.0)	D (51.8)	E (60.3)	D (50.3)	E (79.5)
Eastbound Riggs Road	A (0.3)	A (2.4)	A (9.9)	B (17.2)	B (10.4)	B (15.6)
Westbound Riggs Road	A (0.9)	A (0.8)	B (14.3)	B (12.6)	B (15.9)	B (13.2)
Overall	A (2.5)	A (3.3)	B (14.7)	B (16.0)	B (16.1)	B (16.1)

**Table 3 - Riggs Rd at First Pl NE
Intersection Levels of Service and Delay (sec/veh)**

Riggs Road at First Place - Peak Hour LOS and Delay (Synchro)						
	Existing Signalized		With New Adjacent Signal		With New Adjacent Signal and Traffic Shift	
	AM	PM	AM	PM	AM	PM
Northbound First Place	D (43.2)	E (72.1)	D (43.2)	E (72.1)	D (43.2)	E (72.1)
Eastbound Riggs Road	A (9.5)	B (12.9)	A (5.9)	A (4.0)	A (7.1)	A (5.6)
Westbound Riggs Road	B (13.7)	B (18.5)	B (13.7)	B (18.6)	B (13.7)	B (18.6)
Overall	B (15.1)	C (21.3)	B (13.5)	C (16.8)	B (14.0)	B (17.6)

**Table 4 - New Hampshire Ave at South Dakota Ave/McDonald Pl NE (Pre-timed)
Intersection LOS and Delay (sec/veh)**

New Hampshire Avenue at South Dakota Avenue and McDonald Place (Pre-timed) Peak Hour Levels of Service (LOS) and Delay						
	Existing Unsignalized (HCM 2010)		Proposed Signalized (Synchro)		Proposed Signalized with Traffic Shift (Synchro)	
	AM	PM	AM	PM	AM	PM
Northbound New Hampshire Ave	A (0.0)	A (0.0)	C (21.3)	E (75.6)	C (21.3)	E (75.6)
Southbound New Hampshire Ave	A (1.4)	A (0.6)	F (98.7)	C (33.2)	F (139)	E (52.9)
Eastbound McDonald Place*	-	-	D (35.7)	D (39.7)	D (35.7)	D (39.7)
Westbound South Dakota Ave	B (12.4)	B (14.5)	C (33.1)	C (34.6)	C (33.1)	C (34.6)
Eastbound South Dakota Ave	F (91.2)	F (84.8)	C (32.0)	C (32.4)	C (32.0)	C (32.4)
Overall	A (4.1)	A (4.1)	E (75.1)	E (58.8)	F (103)	E (65.5)

*Eastbound McDonald Place volumes were combined with Eastbound South Dakota Avenue volumes under existing conditions, due to the position of the stop sign on the eastbound approach.

**Table 5 - New Hampshire Ave at South Dakota Ave/McDonald Pl NE (Actuated)
Intersection LOS and Delay (sec/veh)**

New Hampshire Avenue at South Dakota Avenue and McDonald Place (Actuated) Peak Hour Levels of Service (LOS) and Delay						
	Existing Unsignalized (HCM 2010)		Proposed Signalized (Synchro)		Proposed Signalized with Traffic Shift (Synchro)	
	AM	PM	AM	PM	AM	PM
Northbound New Hampshire Ave	A (0.0)	A (0.0)	A (4.4)	A (9.5)	A (4.4)	A (9.5)
Southbound New Hampshire Ave	A (1.4)	A (0.6)	A (7.8)	A (6.6)	A (8.3)	A (7.1)
Eastbound McDonald Place*	-	-	D (52.0)	D (54.2)	D (52.0)	D (54.2)
Westbound South Dakota Ave	B (12.4)	B (14.5)	D (40.9)	D (39.9)	D (40.9)	D (39.9)
Eastbound South Dakota Ave	F (91.2)	F (84.8)	D (45.0)	D (45.2)	D (45.0)	D (45.2)
Overall	A (4.1)	A (4.1)	A (8.5)	B (11.0)	A (8.9)	B (11.1)

*Eastbound McDonald Place volumes were combined with Eastbound South Dakota Avenue volumes under existing conditions, due to the position of the stop sign on the eastbound approach.

The results of the intersection capacity analysis are summarized in the tables above, and the following trends were observed:

- **Riggs Road at Blair Road/Fort Totten Drive NE:** This signalized intersection currently operates at LOS C during both the AM and PM peak hours. Delay would slightly increase if the adjacent Riggs Road NE at First Street NE intersection becomes signalized due to offset optimizations along the corridor. However, the intersection would continue to operate at LOS C during both the AM and PM peak hours. The southbound approach currently operates at LOS F and LOS E during the AM peak hour and PM peak hour, respectively. The southbound approach would continue to have the same delay and operate at the same LOS when a signal is installed at Riggs Road NE at First Street NE. However, when a 50% traffic shift is applied, the southbound approach would have reduced delays and would operate at LOS D during both the AM and PM peak hours.
- **Riggs Road at First Street NE:** The intersection operates at LOS A during the AM and PM peak hours under current unsignalized conditions. It would operate at LOS B during the AM peak hour and PM peak hour if it becomes signalized and the additional 50% traffic shift is applied. The Southbound approach currently operates at LOS E during the AM peak hour and LOS F during the PM peak hour. If a signal is installed, delays would decrease and the approach would operate at LOS D during the AM peak hour and LOS E during the PM peak hour when it becomes signalized and the additional 50% traffic shift is applied.
- **Riggs Road at First Place NE:** This signalized intersection currently operates at LOS B during the AM peak hour and LOS C during the PM peak hour. It would operate at LOS B during the AM and LOS C during the PM peak hour if a signal is installed at the adjacent intersection of Riggs Road at First Street NE. The intersection would operate at LOS B during the AM and PM peak hours when the 50% traffic shift is applied.
- **New Hampshire Avenue at South Dakota Avenue/McDonald Place NE:** This unsignalized intersection currently operates at LOS A during the AM and PM peak hours. It would operate at LOS E during the AM and PM peak hours after the installation of a pre-timed traffic signal. After the application of an assumed 50% minor street traffic shift, delays with the pre-timed signal would increase and the intersection would operate at LOS F during the AM peak hour and LOS E during the PM peak hour. The northbound and southbound approaches of the intersection along New Hampshire would experience the most significant delay increase with a pre-timed signal, because these approaches are free-flowing under the existing two-way stop-controlled conditions. The installation of an actuated traffic signal at the intersection shows that the intersection would operate at a LOS B during the AM and PM peak hours before and after applying the 50% traffic shift. With the 50% traffic shift at the actuated signal, the delay along southbound New Hampshire Avenue would be slightly higher than without the traffic shift, and there would be no change in delay for the remaining approaches.

VI. Summary and Recommendations

The results of the Synchro analysis results indicate that the installation of a new **pre-timed** signal at the intersection of Riggs Road and First Street NE would cause minor, yet acceptable, increases in the overall delay at the series of signalized intersections along Riggs Road within the study limits.

The installation of a **pre-timed** traffic signal at the intersection of New Hampshire Avenue at South Dakota Avenue/McDonald Place NE would result in significant increases in the overall delay, primarily due to the interruption of southbound and northbound volumes along New Hampshire Avenue, which are currently free-flowing without a traffic signal. However, due to limited traffic count data, the analysis performed for this study examined this location as an isolated intersection, which assumes there is no metering of traffic along New Hampshire Avenue from adjacent upstream signals. The nearest signal to the south is approximately 700 feet away, and the nearest signal to the north is about $\frac{1}{2}$ mile away. Therefore, it is likely that northbound traffic on New Hampshire Avenue will be metered such that platoons will arrive at the proposed signal during green, resulting in delays that are slightly lower than those being reported in this study. The signal to the north of the South Dakota Ave/McDonald Place intersection is relatively far away and is not likely to cause any significant metering of southbound traffic.

The installation of an **actuated** traffic signal at the intersection of New Hampshire Avenue NE at South Dakota Avenue/McDonald Place NE would result in a slight increase in delay compared to the existing conditions, but the overall intersection would operate at LOS B. Due to the low side street traffic volumes here, an actuated signal could result in some driver expectancy issues if drivers along northbound and southbound New Hampshire Avenue become accustomed to consistently arriving on green at the intersection. However, these issues can be mitigated using standard advance warning signs and high-visibility pavement markings for the proposed pedestrian/cyclist crossing. Green paint could also be used to emphasize the bicycle crossing location.

Based on the results of this study, RK&K recommends the installation of a **pre-timed signal** at the intersection of Riggs Rd NE and First St NE, and the installation of an **actuated signal** at the intersection of New Hampshire Avenue NE at South Dakota Avenue/McDonald Place NE. Both of these traffic signals would be beneficial for pedestrians and cyclists by making it safer to cross these major streets (Riggs Road and New Hampshire Avenue) at the crossing locations for the planned Metropolitan Branch Trail.

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Appendix

New Hampshire Avenue NE at South Dakota Avenue NE
Intersection Turning Movement Count Data

RK&K, LLP

300 M Street SE, Suite 880

Washington, DC 20003

Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE
 Site Code :
 Start Date : 3/22/2016
 Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	New Hampshire Ave North Leg				South Dakota Ave East Leg				New Hampshire Ave South Leg				McDonald PI NE Southwest Leg					South Dakota Ave West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	254	1	256	0	0	0	0	0	40	0	40	0	0	0	0	0	0	1	1	2	298
06:15 AM	8	333	0	341	0	0	2	2	0	58	0	58	0	6	0	0	6	0	0	0	0	407
06:30 AM	23	355	1	379	0	0	2	2	0	60	0	60	0	0	1	0	1	0	0	0	0	442
06:45 AM	13	358	0	371	0	0	1	1	0	73	0	73	0	2	2	0	4	0	0	0	0	449
Total	45	1300	2	1347	0	0	5	5	0	231	0	231	0	8	3	0	11	0	1	1	2	1596
07:00 AM	8	364	0	372	0	0	1	1	0	91	0	91	0	5	1	0	6	0	0	0	0	470
07:15 AM	8	394	1	403	0	0	3	3	0	126	1	127	0	5	2	1	8	0	0	1	1	542
07:30 AM	18	297	1	316	0	0	4	4	0	135	0	135	0	5	3	3	11	0	0	0	0	466
07:45 AM	9	354	0	363	0	0	4	4	0	145	1	146	0	9	5	2	16	0	0	0	0	529
Total	43	1409	2	1454	0	0	12	12	0	497	2	499	0	24	11	6	41	0	0	1	1	2007
08:00 AM	10	309	0	319	0	0	4	4	0	148	0	148	0	11	11	6	28	1	0	0	1	500
08:15 AM	10	288	0	298	0	0	4	4	0	166	0	166	0	9	11	5	25	0	0	0	0	493
08:30 AM	16	296	0	312	0	0	3	3	0	157	0	157	0	7	21	12	40	0	0	0	0	512
08:45 AM	5	273	0	278	0	0	1	1	0	135	0	135	0	10	11	10	31	0	0	0	0	445
Total	41	1166	0	1207	0	0	12	12	0	606	0	606	0	37	54	33	124	1	0	0	1	1950
09:00 AM	11	309	1	321	0	0	1	1	0	102	0	102	0	10	7	5	22	1	0	0	1	447
09:15 AM	5	296	1	302	0	0	3	3	0	106	0	106	0	8	5	1	14	0	0	0	0	425
09:30 AM	6	257	0	263	0	0	3	3	0	93	0	93	0	12	2	3	17	0	0	0	0	376
09:45 AM	10	242	0	252	0	0	2	2	1	109	0	110	0	6	3	1	10	0	0	0	0	374
Total	32	1104	2	1138	0	0	9	9	1	410	0	411	0	36	17	10	63	1	0	0	1	1622
10:00 AM	9	235	0	244	0	0	5	5	0	128	0	128	1	3	2	0	6	0	0	0	0	383
10:15 AM	5	223	0	228	0	0	3	3	0	114	0	114	0	4	3	1	8	0	0	0	0	353
10:30 AM	4	192	0	196	0	0	5	5	0	139	0	139	0	5	0	0	5	0	0	0	0	345
10:45 AM	14	202	0	216	0	0	3	3	0	103	0	103	0	6	2	1	9	0	0	0	0	331
Total	32	852	0	884	0	0	16	16	0	484	0	484	1	18	7	2	28	0	0	0	0	1412
11:00 AM	6	156	0	162	0	0	2	2	1	138	0	139	0	4	0	2	6	0	0	0	0	309
11:15 AM	1	178	0	179	1	0	2	3	0	142	0	142	0	10	1	1	12	0	0	1	1	337
11:30 AM	4	171	0	175	0	0	1	1	0	151	0	151	0	6	0	0	6	0	0	1	1	334
11:45 AM	2	179	0	181	0	1	4	5	0	137	0	137	0	4	0	0	4	1	0	0	1	328
Total	13	684	0	697	1	1	9	11	1	568	0	569	0	24	1	3	28	1	0	2	3	1308
12:00 PM	2	148	1	151	0	0	3	3	2	149	0	151	0	8	0	0	8	0	1	0	1	314
12:15 PM	4	175	0	179	0	1	5	6	0	143	0	143	0	8	0	1	9	2	0	0	2	339
12:30 PM	5	154	0	159	0	0	5	5	0	148	0	148	0	8	1	1	10	0	0	0	0	322

RK&K, LLP

300 M Street SE, Suite 880

Washington, DC 20003

Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	New Hampshire Ave North Leg				South Dakota Ave East Leg				New Hampshire Ave South Leg				McDonald PI NE Southwest Leg					South Dakota Ave West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	App. Total	
12:45 PM	2	172	1	175	0	0	1	1	0	154	1	155	0	8	1	2	11	0	0	1	1	343
Total	13	649	2	664	0	1	14	15	2	594	1	597	0	32	2	4	38	2	1	1	4	1318
01:00 PM	6	140	1	147	1	0	3	4	1	167	3	171	0	4	0	0	4	1	0	0	1	327
01:15 PM	3	186	1	190	1	0	4	5	0	161	0	161	0	5	0	0	5	0	0	0	0	361
01:30 PM	1	171	0	172	0	0	2	2	0	180	0	180	0	4	0	1	5	0	0	0	0	359
01:45 PM	5	167	0	172	0	0	5	5	3	158	0	161	1	4	0	0	5	2	0	0	2	345
Total	15	664	2	681	2	0	14	16	4	666	3	673	1	17	0	1	19	3	0	0	3	1392
02:00 PM	6	149	0	155	0	0	4	4	0	194	2	196	0	5	0	0	5	2	0	0	2	362
02:15 PM	1	194	0	195	1	0	1	2	1	212	0	213	0	8	1	1	10	0	0	0	0	420
02:30 PM	2	189	0	191	1	0	3	4	0	233	0	233	0	7	2	2	11	0	0	0	0	439
02:45 PM	4	163	0	167	0	0	11	11	0	234	0	234	0	6	1	2	9	1	0	1	2	423
Total	13	695	0	708	2	0	19	21	1	873	2	876	0	26	4	5	35	3	0	1	4	1644
03:00 PM	3	153	0	156	0	1	7	8	0	264	0	264	0	6	3	2	11	0	0	1	1	440
03:15 PM	2	205	1	208	0	0	5	5	0	290	1	291	0	10	1	2	13	0	0	1	1	518
03:30 PM	4	207	0	211	0	0	3	3	0	294	0	294	0	18	3	1	22	0	0	0	0	530
03:45 PM	2	183	0	185	0	0	8	8	0	326	0	326	0	16	6	1	23	1	0	0	1	543
Total	11	748	1	760	0	1	23	24	0	1174	1	1175	0	50	13	6	69	1	0	2	3	2031
04:00 PM	5	183	1	189	0	0	6	6	0	340	0	340	0	15	0	2	17	0	0	0	0	552
04:15 PM	3	183	2	188	1	0	9	10	0	333	1	334	0	33	1	1	35	0	0	0	1	568
04:30 PM	2	182	1	185	0	0	9	9	0	349	1	350	0	20	2	1	23	0	0	0	1	568
04:45 PM	4	213	0	217	1	0	8	9	1	335	0	336	0	15	2	3	20	0	0	0	0	582
Total	14	761	4	779	2	0	32	34	1	1357	2	1360	0	83	5	7	95	0	0	2	2	2270
05:00 PM	1	199	1	201	0	0	11	11	0	353	0	353	0	22	1	2	25	2	0	1	3	593
05:15 PM	6	188	2	196	0	0	15	15	0	362	0	362	0	22	3	1	26	0	0	1	1	600
05:30 PM	1	174	0	175	0	0	9	9	0	350	0	350	0	20	2	1	23	0	0	0	0	557
05:45 PM	2	197	0	199	0	0	15	15	0	304	0	304	0	18	1	3	22	0	0	0	0	540
Total	10	758	3	771	0	0	50	50	0	1369	0	1369	0	82	7	7	96	2	0	2	4	2290
06:00 PM	8	176	0	184	1	0	13	14	0	326	0	326	1	13	4	1	19	0	1	1	2	545
06:15 PM	6	187	2	195	0	1	16	17	1	322	0	323	1	20	1	2	24	1	0	2	3	562
06:30 PM	2	213	1	216	0	0	7	7	0	332	0	332	0	13	1	2	16	0	0	1	1	572
06:45 PM	3	168	1	172	0	0	9	9	0	303	0	303	0	19	0	2	21	0	0	0	0	505
Total	19	744	4	767	1	1	45	47	1	1283	0	1284	2	65	6	7	80	1	1	4	6	2184
Grand Total	301	11534	22	11857	8	4	260	272	11	10112	11	10134	4	502	130	91	727	15	3	16	34	23024
Approch %	2.5	97.3	0.2		2.9	1.5	95.6		0.1	99.8	0.1		0.6	69.1	17.9	12.5		44.1	8.8	47.1		
Total %	1.3	50.1	0.1	51.5	0	0	1.1	1.2	0	43.9	0	44	0	2.2	0.6	0.4	3.2	0.1	0	0.1	0.1	

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 3

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 4

	New Hampshire Ave North Leg				South Dakota Ave East Leg				New Hampshire Ave South Leg				McDonald PI NE Southwest Leg				South Dakota Ave West Leg					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	8	394	1	403	0	0	3	3	0	126	1	127	0	5	2	1	8	0	0	1	1	542
07:30 AM	18	297	1	316	0	0	4	4	0	135	0	135	0	5	3	3	11	0	0	0	0	466
07:45 AM	9	354	0	363	0	0	4	4	0	145	1	146	0	9	5	2	16	0	0	0	0	529
08:00 AM	10	309	0	319	0	0	4	4	0	148	0	148	0	11	11	6	28	1	0	0	1	500
Total Volume	45	1354	2	1401	0	0	15	15	0	554	2	556	0	30	21	12	63	1	0	1	2	2037
% App. Total	3.2	96.6	0.1		0	0	100		0	99.6	0.4		0	47.6	33.3	19		50	0	50		
PHF	.625	.859	.500	.869	.000	.000	.938	.938	.000	.936	.500	.939	.000	.682	.477	.500	.563	.250	.000	.250	.500	.940
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	2	182	1	185	0	0	9	9	0	349	1	350	0	20	2	1	23	0	0	1	1	568
04:45 PM	4	213	0	217	1	0	8	9	1	335	0	336	0	15	2	3	20	0	0	0	0	582
05:00 PM	1	199	1	201	0	0	11	11	0	353	0	353	0	22	1	2	25	2	0	1	3	593
05:15 PM	6	188	2	196	0	0	15	15	0	362	0	362	0	22	3	1	26	0	0	1	1	600
Total Volume	13	782	4	799	1	0	43	44	1	1399	1	1401	0	79	8	7	94	2	0	3	5	2343
% App. Total	1.6	97.9	0.5		2.3	0	97.7		0.1	99.9	0.1		0	84	8.5	7.4		40	0	60		
PHF	.542	.918	.500	.921	.250	.000	.717	.733	.250	.966	.250	.968	.000	.898	.667	.583	.904	.250	.000	.750	.417	.976

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE
Site Code :
Start Date : 3/22/2016
Page No : 1

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 2

Groups Printed- Bicycles on Road

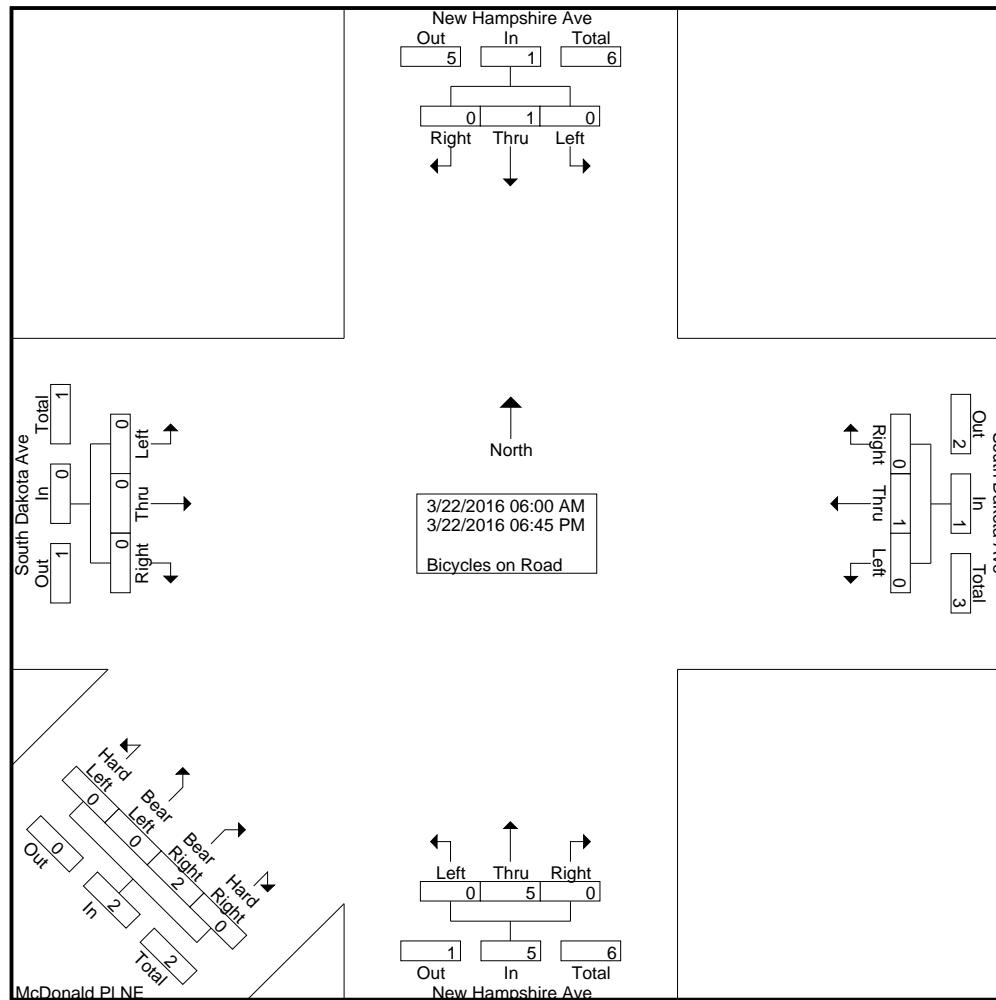
Start Time	New Hampshire Ave North Leg				South Dakota Ave East Leg				New Hampshire Ave South Leg				McDonald PI NE Southwest Leg				South Dakota Ave West Leg				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	App. Total	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	1	0	1	0	5	0	5	0	0	2	0	2	0	0	0	0	9
Approch %	0	100	0	100	0	100	0	100	0	100	0	100	0	0	100	0	0	100	0	0	0	0
Total %	0	11.1	0	11.1	0	11.1	0	11.1	0	55.6	0	55.6	0	0	22.2	0	22.2	0	0	0	0	0

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 1

Groups Printed- Bicycles on Crosswalk

	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
06:00 AM	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	1
06:45 AM	0	0	0	0	1	1
Total	0	1	0	0	1	2
07:00 AM	0	2	0	0	0	2
07:15 AM	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	1
Total	0	2	1	0	0	3
08:00 AM	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	1
08:45 AM	0	0	0	0	0	0
Total	0	0	1	0	0	1
09:00 AM	0	0	0	0	0	0
09:15 AM	0	0	0	1	0	1
09:30 AM	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0
Total	0	0	0	1	0	1
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0
Total	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0
11:15 AM	0	1	0	0	1	2
11:30 AM	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0
Total	0	1	0	0	1	2
12:00 PM	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	1

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Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 2

Groups Printed- Bicycles on Crosswalk

	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
Total	0	1	0	0	0	1
01:00 PM	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	1
01:45 PM	0	0	0	0	0	0
Total	0	1	0	0	0	1
02:00 PM	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0
Total	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0
Total	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1
04:45 PM	0	1	0	0	0	1
Total	0	2	0	0	0	2
05:00 PM	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0
Total	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0
Total	0	0	0	0	0	0

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 3

Groups Printed- Bicycles on Crosswalk

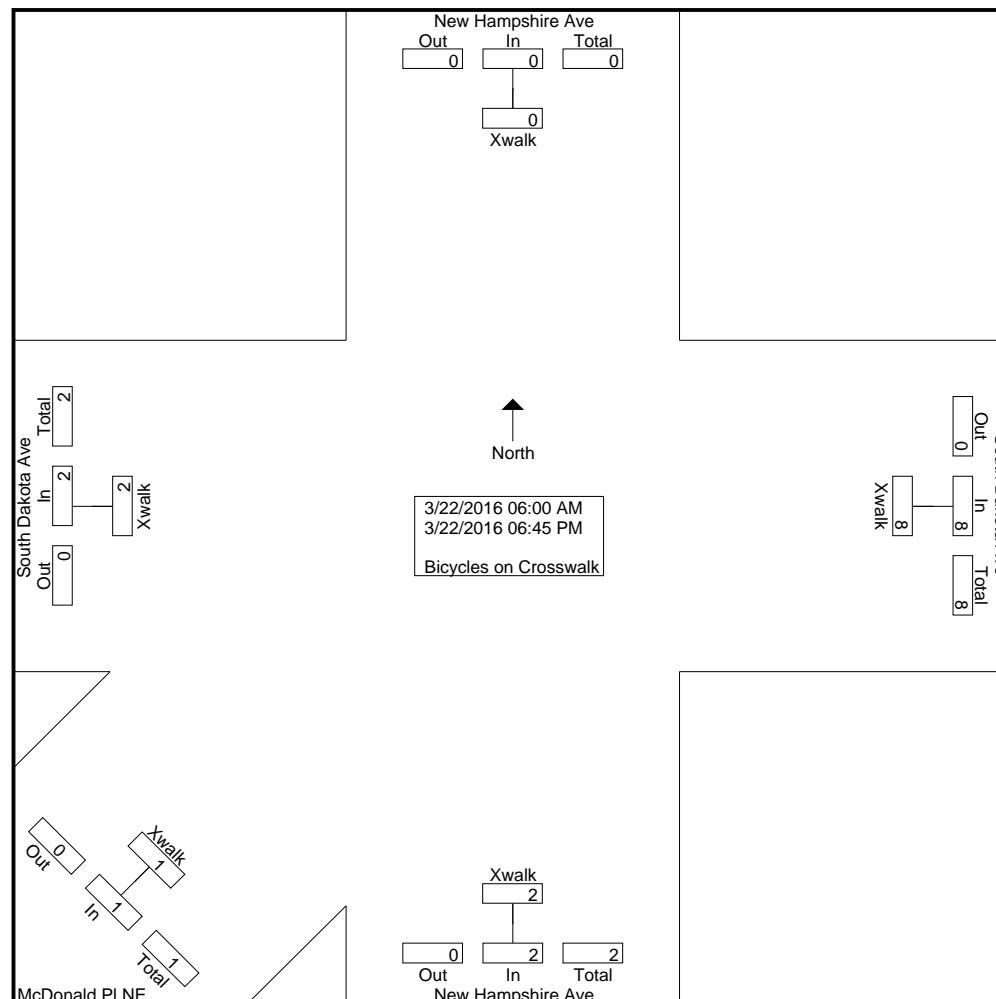
	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg		Int. Total
	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	
Grand Total	0	8	2	1	2		13
Apprch %	0	100	100	100	100		
Total %	0	61.5	15.4	7.7	15.4		

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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE
Site Code :
Start Date : 3/22/2016
Page No : 4



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File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 1

Groups Printed- Pedestrians

	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
06:00 AM	0	1	0	0	0	1
06:15 AM	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	1
06:45 AM	0	1	0	0	0	1
Total	0	3	0	0	0	3
07:00 AM	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0
07:30 AM	0	3	0	0	0	3
07:45 AM	0	4	1	0	0	5
Total	0	7	1	0	0	8
08:00 AM	2	0	0	0	1	3
08:15 AM	0	0	0	0	1	1
08:30 AM	2	1	0	0	0	3
08:45 AM	0	0	3	0	0	3
Total	4	1	3	0	2	10
09:00 AM	0	1	0	0	0	1
09:15 AM	0	0	1	0	0	1
09:30 AM	0	2	0	0	0	2
09:45 AM	0	1	0	0	2	3
Total	0	4	1	0	2	7
10:00 AM	0	2	0	0	0	2
10:15 AM	0	0	1	0	1	2
10:30 AM	1	1	0	0	1	3
10:45 AM	0	2	0	0	1	3
Total	1	5	1	0	3	10
11:00 AM	0	0	0	0	0	0
11:15 AM	0	1	0	0	3	4
11:30 AM	0	1	0	0	2	3
11:45 AM	0	0	0	0	1	1
Total	0	2	0	0	6	8
12:00 PM	0	0	0	0	0	0
12:15 PM	1	1	0	0	0	2

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Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 2

Groups Printed- Pedestrians

	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
12:30 PM	0	3	0	0	0	3
12:45 PM	0	0	1	0	1	2
Total	1	4	1	0	1	7
01:00 PM	0	1	1	0	0	2
01:15 PM	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	1
01:45 PM	0	0	0	0	0	0
Total	0	2	1	0	0	3
02:00 PM	1	0	0	0	0	1
02:15 PM	0	0	0	0	1	1
02:30 PM	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0
Total	1	0	0	0	1	2
03:00 PM	0	1	0	0	0	1
03:15 PM	0	2	2	0	1	5
03:30 PM	6	2	0	0	0	8
03:45 PM	0	1	0	0	1	2
Total	6	6	2	0	2	16
04:00 PM	1	1	0	0	1	3
04:15 PM	0	1	0	0	1	2
04:30 PM	0	0	0	0	1	1
04:45 PM	1	0	0	0	0	1
Total	2	2	0	0	3	7
05:00 PM	1	0	1	0	2	4
05:15 PM	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0
Total	1	0	1	0	3	5
06:00 PM	0	2	0	0	3	5
06:15 PM	2	2	0	0	0	4
06:30 PM	0	0	1	0	2	3
06:45 PM	0	0	2	0	1	3
Total	2	4	3	0	6	15

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Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE

Site Code :

Start Date : 3/22/2016

Page No : 3

Groups Printed- Pedestrians

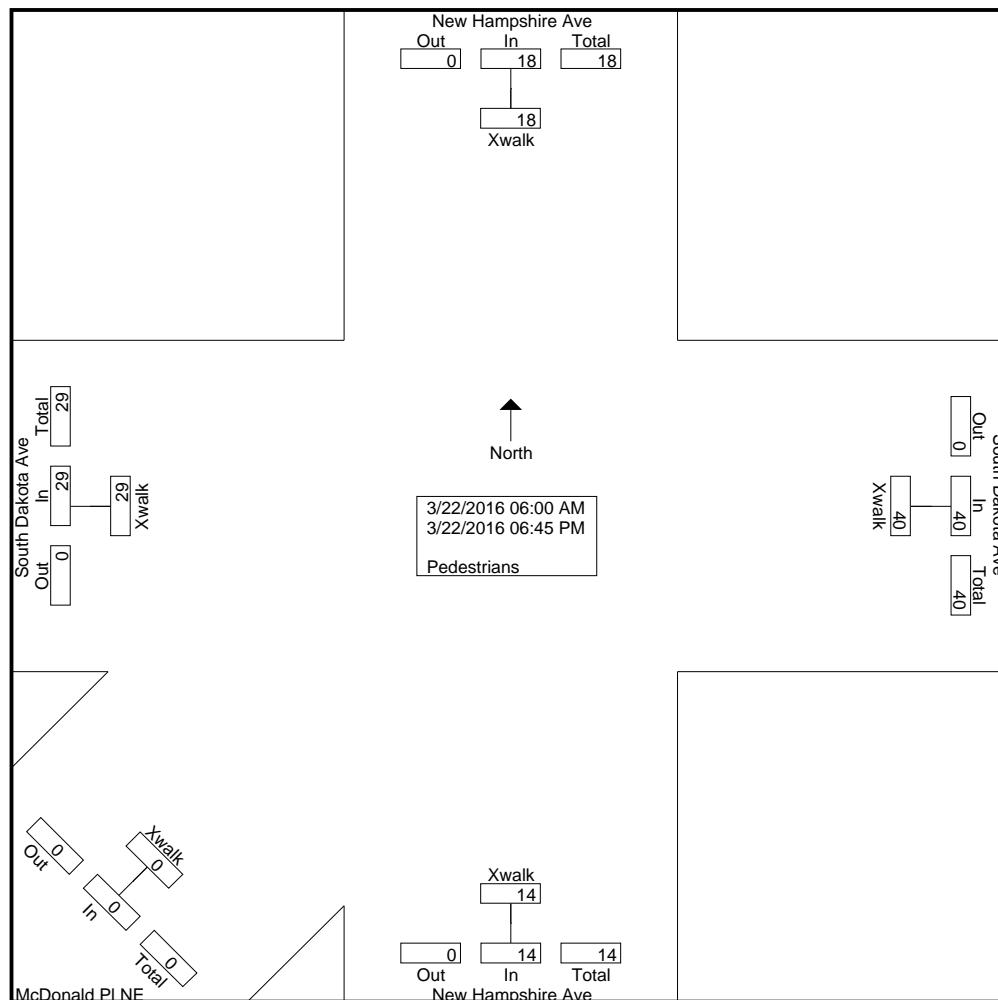
	New Hampshire Ave North Leg	South Dakota Ave East Leg	New Hampshire Ave South Leg	McDonald PI NE Southwest Leg	South Dakota Ave West Leg		Int. Total
	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	
Grand Total	18	40	14	0	29		
Apprch %	100	100	100	0	100		
Total %	17.8	39.6	13.9	0	28.7		
							101

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Washington, DC 20003

Responsive People - Creative Solutions

File Name : New Hampshire Ave NE @ South Dakota Ave_McDonald PI NE
Site Code :
Start Date : 3/22/2016
Page No : 4



Riggs Road NE at First Street NE

Intersection Turning Movement Count Data

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Washington, DC 20003

Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	4	0	1	5	0	217	3	220	0	0	0	0	0	95	1	96	321
06:15 AM	1	0	4	5	0	264	10	274	0	0	1	1	0	120	0	120	400
06:30 AM	6	0	11	17	2	289	14	305	0	0	1	1	0	139	2	141	464
06:45 AM	6	0	3	9	2	295	28	325	1	0	2	3	0	137	3	140	477
Total	17	0	19	36	4	1065	55	1124	1	0	4	5	0	491	6	497	1662
07:00 AM	4	0	2	6	7	334	32	373	2	0	2	4	0	148	4	152	535
07:15 AM	4	0	3	7	4	291	33	328	1	0	8	9	2	200	9	211	555
07:30 AM	5	1	10	16	5	243	41	289	0	1	13	14	1	188	22	211	530
07:45 AM	6	0	6	12	13	265	29	307	0	0	22	22	1	212	31	244	585
Total	19	1	21	41	29	1133	135	1297	3	1	45	49	4	748	66	818	2205
08:00 AM	6	1	7	14	16	264	46	326	0	0	40	40	5	205	32	242	622
08:15 AM	12	1	12	25	4	279	33	316	0	0	36	36	2	200	9	211	588
08:30 AM	4	0	20	24	3	255	27	285	2	0	6	8	0	255	4	259	576
08:45 AM	11	0	6	17	1	262	37	300	1	0	6	7	0	237	3	240	564
Total	33	2	45	80	24	1060	143	1227	3	0	88	91	7	897	48	952	2350
09:00 AM	7	0	9	16	1	287	30	318	0	1	0	1	3	229	3	235	570
09:15 AM	5	1	4	10	0	251	17	268	1	0	1	2	0	204	0	204	484
09:30 AM	4	0	7	11	0	244	15	259	0	0	2	2	2	210	3	215	487
09:45 AM	4	0	6	10	0	228	13	241	0	0	1	1	1	206	0	207	459
Total	20	1	26	47	1	1010	75	1086	1	1	4	6	6	849	6	861	2000
10:00 AM	5	0	9	14	1	193	11	205	0	0	0	0	2	221	1	224	443
10:15 AM	2	0	6	8	0	239	15	254	0	0	0	0	3	198	1	202	464
10:30 AM	1	0	3	4	0	222	13	235	0	0	0	0	1	174	0	175	414
10:45 AM	4	0	6	10	1	191	7	199	1	0	0	1	0	187	0	187	397
Total	12	0	24	36	2	845	46	893	1	0	0	1	6	780	2	788	1718
11:00 AM	5	0	3	8	2	213	12	227	0	0	2	2	1	186	1	188	425
11:15 AM	2	0	1	3	1	170	7	178	0	0	2	2	1	228	0	229	412
11:30 AM	2	0	1	3	1	188	11	200	0	0	0	0	1	206	0	207	410
11:45 AM	4	0	0	4	0	198	19	217	0	0	2	2	1	222	0	223	446
Total	13	0	5	18	4	769	49	822	0	0	6	6	4	842	1	847	1693

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	3	0	1	4	0	204	16	220	0	0	1	1	1	194	0	195	420
12:15 PM	2	0	2	4	0	193	20	213	0	0	0	0	1	211	0	212	429
12:30 PM	3	1	4	8	3	195	10	208	0	1	1	2	1	243	0	244	462
12:45 PM	0	0	0	0	0	200	11	211	1	0	3	4	2	224	1	227	442
Total	8	1	7	16	3	792	57	852	1	1	5	7	5	872	1	878	1753
01:00 PM	3	0	2	5	1	158	11	170	1	0	1	2	0	252	0	252	429
01:15 PM	2	0	2	4	0	206	6	212	0	0	1	1	1	258	0	259	476
01:30 PM	2	0	0	2	0	197	17	214	0	0	2	2	1	241	1	243	461
01:45 PM	4	0	2	6	1	202	16	219	1	0	1	2	2	212	2	216	443
Total	11	0	6	17	2	763	50	815	2	0	5	7	4	963	3	970	1809
02:00 PM	6	0	2	8	2	188	10	200	0	1	1	2	3	246	0	249	459
02:15 PM	2	0	0	2	0	216	13	229	0	0	0	0	0	284	0	284	515
02:30 PM	4	0	0	4	0	253	19	272	0	0	0	0	3	321	1	325	601
02:45 PM	6	0	3	9	1	232	28	261	1	0	1	2	4	289	0	293	565
Total	18	0	5	23	3	889	70	962	1	1	2	4	10	1140	1	1151	2140
03:00 PM	7	0	3	10	1	257	18	276	0	0	3	3	2	307	3	312	601
03:15 PM	7	0	3	10	5	243	29	277	1	0	1	2	1	323	3	327	616
03:30 PM	9	0	2	11	8	248	25	281	0	0	1	1	1	331	15	347	640
03:45 PM	5	2	1	8	14	237	26	277	0	0	9	9	5	350	28	383	677
Total	28	2	9	39	28	985	98	1111	1	0	14	15	9	1311	49	1369	2534
04:00 PM	7	0	6	13	9	237	39	285	1	0	76	77	4	293	7	304	679
04:15 PM	5	0	0	5	1	265	34	300	0	1	19	20	3	381	5	389	714
04:30 PM	12	1	2	15	1	262	32	295	0	1	11	12	9	372	4	385	707
04:45 PM	2	0	1	3	5	239	23	267	0	0	7	7	3	369	4	376	653
Total	26	1	9	36	16	1003	128	1147	1	2	113	116	19	1415	20	1454	2753
05:00 PM	4	0	2	6	4	252	31	287	2	1	12	15	7	377	6	390	698
05:15 PM	9	0	3	12	3	236	38	277	2	0	12	14	6	393	5	404	707
05:30 PM	6	0	1	7	2	274	26	302	1	1	8	10	7	375	7	389	708
05:45 PM	5	0	1	6	3	233	28	264	2	0	4	6	11	371	7	389	665
Total	24	0	7	31	12	995	123	1130	7	2	36	45	31	1516	25	1572	2778

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 3

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	11	0	2	13	1	213	28	242	2	0	12	14	9	396	2	407	676
06:15 PM	8	0	4	12	0	244	21	265	1	0	3	4	11	371	1	383	664
06:30 PM	2	0	1	3	1	227	30	258	0	0	0	0	1	356	0	357	618
06:45 PM	1	0	3	4	0	235	25	260	0	0	1	1	7	344	0	351	616
Total	22	0	10	32	2	919	104	1025	3	0	16	19	28	1467	3	1498	2574
Grand Total	251	8	193	452	130	12228	1133	13491	25	8	338	371	133	13291	231	13655	27969
Apprch %	55.5	1.8	42.7		1	90.6	8.4		6.7	2.2	91.1		1	97.3	1.7		
Total %	0.9	0	0.7	1.6	0.5	43.7	4.1	48.2	0.1	0	1.2	1.3	0.5	47.5	0.8	48.8	
Motorcycles	0	0	0	0	0	17	2	19	0	0	0	0	0	16	0	16	35
% Motorcycles	0	0	0	0	0	0.1	0.2	0.1	0	0	0	0	0	0.1	0	0.1	0.1
Cars	223	8	179	410	123	10438	1034	11595	21	6	323	350	126	11233	213	11572	23927
% Cars	88.8	100	92.7	90.7	94.6	85.4	91.3	85.9	84	75	95.6	94.3	94.7	84.5	92.2	84.7	85.5
Light Goods Vehicles	20	0	12	32	6	1086	70	1162	4	1	11	16	5	1237	15	1257	2467
% Light Goods Vehicles	8	0	6.2	7.1	4.6	8.9	6.2	8.6	16	12.5	3.3	4.3	3.8	9.3	6.5	9.2	8.8
Buses	1	0	0	1	1	320	14	335	0	1	2	3	1	339	1	341	680
% Buses	0.4	0	0	0.2	0.8	2.6	1.2	2.5	0	12.5	0.6	0.8	0.8	2.6	0.4	2.5	2.4
Single-Unit Trucks	7	0	2	9	0	352	13	365	0	0	2	2	1	447	2	450	826
% Single-Unit Trucks	2.8	0	1	2	0	2.9	1.1	2.7	0	0	0.6	0.5	0.8	3.4	0.9	3.3	3
Articulated Trucks	0	0	0	0	0	15	0	15	0	0	0	0	0	19	0	19	34
% Articulated Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 4

Start Time	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	6	0	6	12	13	265	29	307	0	0	22	22	1	212	31	244	585	
08:00 AM	6	1	7	14	16	264	46	326	0	0	40	40	5	205	32	242	622	
08:15 AM	12	1	12	25	4	279	33	316	0	0	36	36	2	200	9	211	588	
08:30 AM	4	0	20	24	3	255	27	285	2	0	6	8	0	255	4	259	576	
Total Volume	28	2	45	75	36	1063	135	1234	2	0	104	106	8	872	76	956	2371	
% App. Total	37.3	2.7	60		2.9	86.1	10.9		1.9	0	98.1		0.8	91.2	7.9			
PHF	.583	.500	.563	.750	.563	.953	.734	.946	.250	.000	.650	.663	.400	.855	.594	.923	.953	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	4	0	2	6	4	252	31	287	2	1	12	15	7	377	6	390	698
05:15 PM	9	0	3	12	3	236	38	277	2	0	12	14	6	393	5	404	707
05:30 PM	6	0	1	7	2	274	26	302	1	1	8	10	7	375	7	389	708
05:45 PM	5	0	1	6	3	233	28	264	2	0	4	6	11	371	7	389	665
Total Volume	24	0	7	31	12	995	123	1130	7	2	36	45	31	1516	25	1572	2778
% App. Total	77.4	0	22.6		1.1	88.1	10.9		15.6	4.4	80		2	96.4	1.6		
PHF	.667	.000	.583	.646	.750	.908	.809	.935	.875	.500	.750	.750	.705	.964	.893	.973	.981

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 1

Groups Printed- Bicycles on Road

Start Time	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 2

Groups Printed- Bicycles on Roads

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 3

Groups Printed- Bicycles on Road

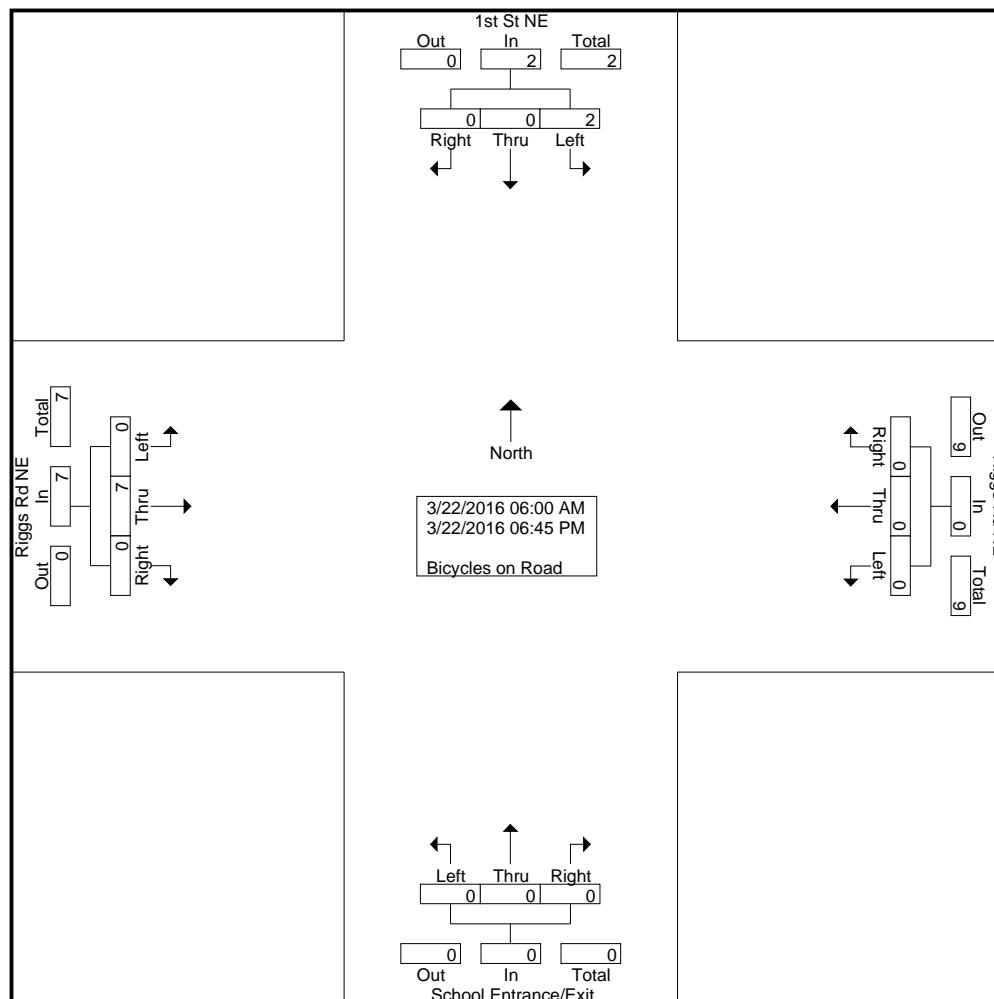
	1st St NE North Leg				Riggs Rd NE East Leg				School Entrance/Exit South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Start Time																	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	0	7	0	7	9
Apprch %	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
Total %	22.2	0	0	22.2	0	0	0	0	0	0	0	0	0	77.8	0	77.8	77.8

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 4



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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 1

Groups Printed- Bicycles on Crosswalk

	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk	Xwalk		
06:00 AM	0	0	0	0		0
06:15 AM	0	0	0	0		0
06:30 AM	1	0	0	0		1
06:45 AM	0	0	0	0		0
Total	1	0	0	0		1
07:00 AM	0	0	0	0		0
07:15 AM	0	0	0	0		0
07:30 AM	0	0	0	0		0
07:45 AM	0	0	0	0		0
Total	0	0	0	0		0
08:00 AM	0	0	0	0		0
08:15 AM	0	0	0	0		0
08:30 AM	0	1	1	0		2
08:45 AM	1	0	0	0		1
Total	1	1	1	0		3
09:00 AM	1	0	1	0		2
09:15 AM	0	0	0	0		0
09:30 AM	0	0	1	0		1
09:45 AM	0	1	1	0		2
Total	1	1	3	0		5
10:00 AM	0	0	1	0		1
10:15 AM	0	0	0	0		0
10:30 AM	0	0	0	0		0
10:45 AM	0	0	0	0		0
Total	0	0	1	0		1
11:00 AM	0	0	0	0		0
11:15 AM	0	0	0	0		0
11:30 AM	0	1	0	0		1
11:45 AM	0	0	0	0		0
Total	0	1	0	0		1

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 2

Groups Printed- Bicycles on Crosswalk

	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	
12:00 PM	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0
Total	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	1
01:45 PM	0	0	1	0	0	1
Total	0	1	1	0	0	2
02:00 PM	0	0	0	0	0	0
02:15 PM	1	0	0	0	0	1
02:30 PM	0	0	1	0	0	1
02:45 PM	0	0	0	0	0	0
Total	1	0	1	0	0	2
03:00 PM	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	1
Total	1	1	0	0	0	2
04:00 PM	1	0	1	0	0	2
04:15 PM	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	1
Total	1	0	2	0	0	3
05:00 PM	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0
05:30 PM	0	0	2	0	0	2
05:45 PM	1	0	2	0	0	3
Total	1	0	4	0	0	5

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 3

Groups Printed- Bicycles on Crosswalk

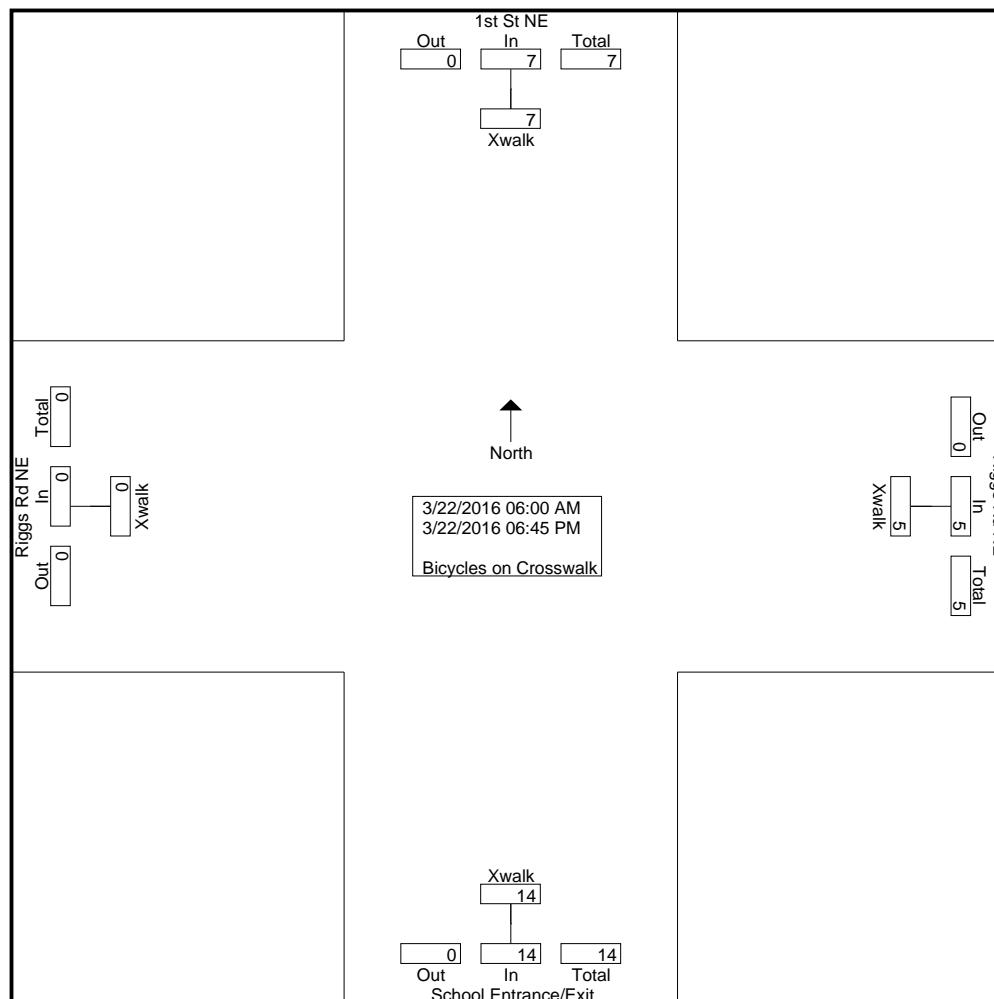
	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	
06:00 PM	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	1
06:45 PM	0	0	0	0	0	0
Total	0	0	1	0	0	1
Grand Total	7	5	14	0		26
Apprch %	100	100	100	0		
Total %	26.9	19.2	53.8	0		

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 4



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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 1

Groups Printed- Pedestrians

	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk		Int. Total
06:00 AM	0	0	0	0		0
06:15 AM	4	0	0	0		4
06:30 AM	0	1	0	0		1
06:45 AM	0	1	0	0		1
Total	4	2	0	0		6
07:00 AM	0	0	5	0		5
07:15 AM	1	1	8	0		10
07:30 AM	2	8	10	0		20
07:45 AM	0	2	10	0		12
Total	3	11	33	0		47
08:00 AM	7	12	34	0		53
08:15 AM	0	3	13	0		16
08:30 AM	1	0	7	0		8
08:45 AM	5	5	8	0		18
Total	13	20	62	0		95
09:00 AM	6	1	5	0		12
09:15 AM	1	2	22	0		25
09:30 AM	2	3	7	0		12
09:45 AM	2	0	2	0		4
Total	11	6	36	0		53
10:00 AM	0	0	1	0		1
10:15 AM	1	1	0	0		2
10:30 AM	3	2	5	0		10
10:45 AM	1	0	1	0		2
Total	5	3	7	0		15
11:00 AM	0	0	20	0		20
11:15 AM	4	1	2	0		7
11:30 AM	3	0	2	1		6
11:45 AM	0	0	1	0		1
Total	7	1	25	1		34

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 2

Groups Printed- Pedestrians

	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
12:00 PM	1	0	5	0	0	6
12:15 PM	2	1	3	0	0	6
12:30 PM	2	1	6	0	0	9
12:45 PM	2	2	2	0	0	6
Total	7	4	16	0		27
01:00 PM	0	1	5	0	0	6
01:15 PM	2	0	2	0	0	4
01:30 PM	2	1	5	0	0	8
01:45 PM	2	2	4	0	0	8
Total	6	4	16	0		26
02:00 PM	0	0	2	0	0	2
02:15 PM	0	1	5	0	0	6
02:30 PM	3	0	3	0	0	6
02:45 PM	2	3	4	0	0	9
Total	5	4	14	0		23
03:00 PM	6	1	7	0	0	14
03:15 PM	1	1	8	0	0	10
03:30 PM	5	3	14	0	0	22
03:45 PM	2	19	16	0	0	37
Total	14	24	45	0		83
04:00 PM	3	8	44	0	0	55
04:15 PM	4	5	15	0	0	24
04:30 PM	5	5	9	0	0	19
04:45 PM	5	0	10	0	0	15
Total	17	18	78	0		113
05:00 PM	10	1	7	0	0	18
05:15 PM	1	2	8	0	0	11
05:30 PM	1	0	4	0	0	5
05:45 PM	6	0	11	0	0	17
Total	18	3	30	0		51

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 3

Groups Printed- Pedestrians

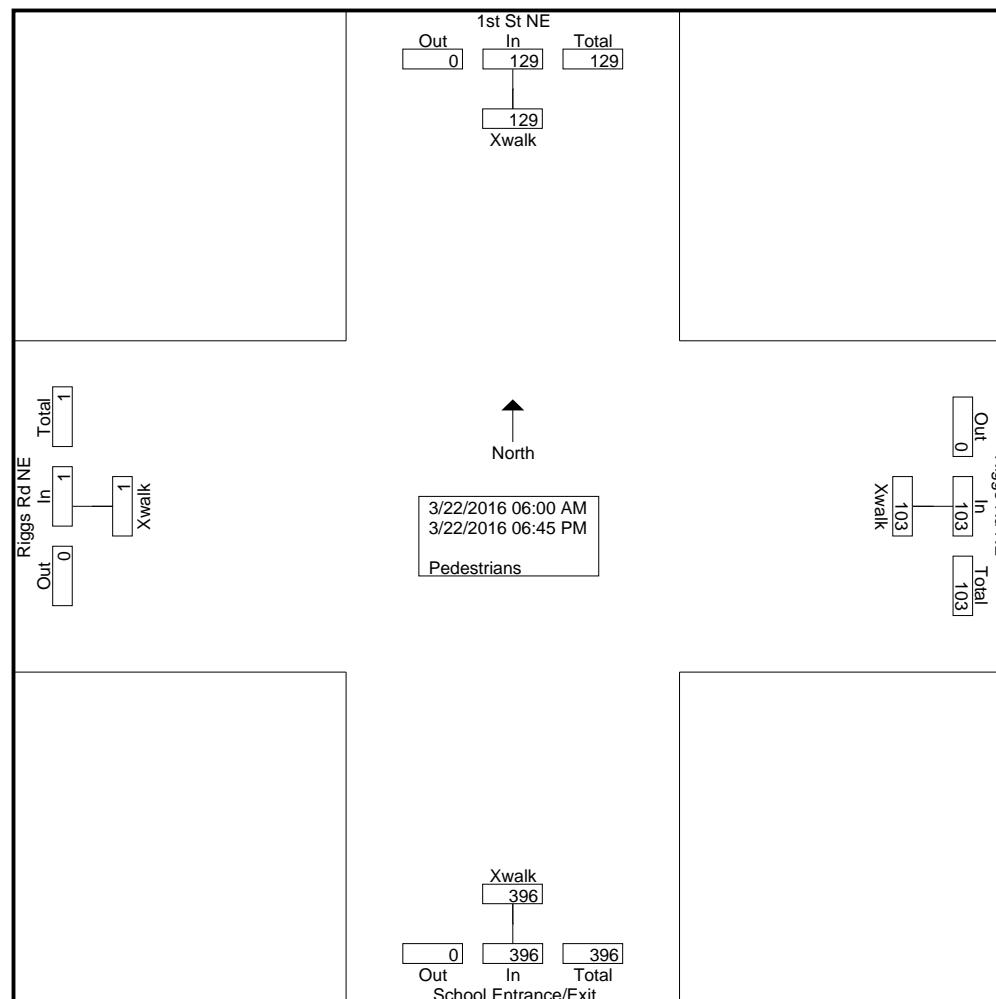
	1st St NE North Leg	Riggs Rd NE East Leg	School Entrance/Exit South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	
06:00 PM	0	2	9	0	0	11
06:15 PM	5	0	1	0	0	6
06:30 PM	9	1	8	0	0	18
06:45 PM	5	0	16	0	0	21
Total	19	3	34	0		56
Grand Total	129	103	396	1		629
Apprch %	100	100	100	100		
Total %	20.5	16.4	63	0.2		

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st St NE
Site Code :
Start Date : 3/22/2016
Page No : 4



Riggs Road NE at First Place NE
Intersection Turning Movement Count Data

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:00 AM	22	200	222	16	6	22	71	25	96	340
06:15 AM	45	238	283	31	10	41	87	34	121	445
06:30 AM	41	262	303	25	9	34	78	34	112	449
06:45 AM	29	282	311	35	6	41	84	44	128	480
Total	137	982	1119	107	31	138	320	137	457	1714
07:00 AM	43	261	304	31	9	40	95	42	137	481
07:15 AM	29	292	321	42	14	56	169	51	220	597
07:30 AM	29	270	299	55	16	71	157	26	183	553
07:45 AM	26	258	284	64	10	74	184	29	213	571
Total	127	1081	1208	192	49	241	605	148	753	2202
08:00 AM	10	251	261	79	9	88	193	59	252	601
08:15 AM	18	229	247	64	11	75	216	50	266	588
08:30 AM	21	226	247	35	8	43	203	42	245	535
08:45 AM	24	241	265	44	10	54	225	40	265	584
Total	73	947	1020	222	38	260	837	191	1028	2308
09:00 AM	18	229	247	32	6	38	202	29	231	516
09:15 AM	14	225	239	39	16	55	199	33	232	526
09:30 AM	12	233	245	23	7	30	175	30	205	480
09:45 AM	11	212	223	33	11	44	148	27	175	442
Total	55	899	954	127	40	167	724	119	843	1964
10:00 AM	16	194	210	27	7	34	178	25	203	447
10:15 AM	9	208	217	22	8	30	169	24	193	440
10:30 AM	13	225	238	19	7	26	171	23	194	458
10:45 AM	8	209	217	23	2	25	184	16	200	442
Total	46	836	882	91	24	115	702	88	790	1787
11:00 AM	10	176	186	22	5	27	173	15	188	401
11:15 AM	9	224	233	26	5	31	217	26	243	507
11:30 AM	10	200	210	29	10	39	207	18	225	474
11:45 AM	6	194	200	21	10	31	231	17	248	479
Total	35	794	829	98	30	128	828	76	904	1861

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
12:00 PM	16	207	223	20	6	26	194	22	216	465
12:15 PM	4	211	215	19	6	25	209	23	232	472
12:30 PM	7	197	204	12	8	20	211	19	230	454
12:45 PM	13	195	208	24	10	34	234	18	252	494
Total	40	810	850	75	30	105	848	82	930	1885
01:00 PM	18	176	194	21	8	29	244	37	281	504
01:15 PM	12	213	225	20	4	24	201	24	225	474
01:30 PM	13	216	229	28	11	39	238	24	262	530
01:45 PM	21	197	218	30	13	43	227	34	261	522
Total	64	802	866	99	36	135	910	119	1029	2030
02:00 PM	14	237	251	34	9	43	228	27	255	549
02:15 PM	15	222	237	26	8	34	283	29	312	583
02:30 PM	8	228	236	31	19	50	254	31	285	571
02:45 PM	9	203	212	36	9	45	282	33	315	572
Total	46	890	936	127	45	172	1047	120	1167	2275
03:00 PM	13	249	262	39	15	54	281	39	320	636
03:15 PM	14	230	244	36	18	54	298	33	331	629
03:30 PM	16	231	247	48	21	69	298	42	340	656
03:45 PM	11	254	265	43	36	79	308	26	334	678
Total	54	964	1018	166	90	256	1185	140	1325	2599
04:00 PM	13	230	243	50	21	71	300	47	347	661
04:15 PM	19	224	243	58	23	81	342	61	403	727
04:30 PM	20	214	234	31	22	53	353	35	388	675
04:45 PM	19	215	234	37	27	64	359	31	390	688
Total	71	883	954	176	93	269	1354	174	1528	2751
05:00 PM	20	268	288	48	24	72	348	48	396	756
05:15 PM	34	229	263	45	28	73	353	45	398	734
05:30 PM	25	222	247	53	27	80	290	41	331	658
05:45 PM	22	244	266	43	22	65	246	40	286	617
Total	101	963	1064	189	101	290	1237	174	1411	2765

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 3

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 PM	21	231	252	49	13	62	239	54	293	607
06:15 PM	19	213	232	40	13	53	272	47	319	604
06:30 PM	16	231	247	33	18	51	260	34	294	592
06:45 PM	12	206	218	32	11	43	307	34	341	602
Total	68	881	949	154	55	209	1078	169	1247	2405
Grand Total	917	11732	12649	1823	662	2485	11675	1737	13412	28546
Apprch %	7.2	92.8		73.4	26.6		87	13		
Total %	3.2	41.1	44.3	6.4	2.3	8.7	40.9	6.1	47	
Motorcycles	1	21	22	4	0	4	16	4	20	46
% Motorcycles	0.1	0.2	0.2	0.2	0	0.2	0.1	0.2	0.1	0.2
Cars	780	10217	10997	1502	543	2045	10032	1427	11459	24501
% Cars	85.1	87.1	86.9	82.4	82	82.3	85.9	82.2	85.4	85.8
Light Goods Vehicles	33	1019	1052	93	44	137	1089	69	1158	2347
% Light Goods Vehicles	3.6	8.7	8.3	5.1	6.6	5.5	9.3	4	8.6	8.2
Buses	98	93	191	215	66	281	128	228	356	828
% Buses	10.7	0.8	1.5	11.8	10	11.3	1.1	13.1	2.7	2.9
Single-Unit Trucks	5	354	359	9	9	18	381	9	390	767
% Single-Unit Trucks	0.5	3	2.8	0.5	1.4	0.7	3.3	0.5	2.9	2.7
Articulated Trucks	0	28	28	0	0	0	29	0	29	57
% Articulated Trucks	0	0.2	0.2	0	0	0	0.2	0	0.2	0.2

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 4

Start Time	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			App. Total	Int. Total		
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total				
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	29	292	321	42	14	56	169	51	220	597			
07:30 AM	29	270	299	55	16	71	157	26	183	553			
07:45 AM	26	258	284	64	10	74	184	29	213	571			
08:00 AM	10	251	261	79	9	88	193	59	252	601			
Total Volume	94	1071	1165	240	49	289	703	165	868	2322			
% App. Total	8.1	91.9		83	17		81	19					
PHF	.810	.917	.907	.759	.766	.821	.911	.699	.861	.966			

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	20	214	234	31	22	53	353	35	388	675
04:45 PM	19	215	234	37	27	64	359	31	390	688
05:00 PM	20	268	288	48	24	72	348	48	396	756
05:15 PM	34	229	263	45	28	73	353	45	398	734
Total Volume	93	926	1019	161	101	262	1413	159	1572	2853
% App. Total	9.1	90.9		61.5	38.5		89.9	10.1		
PHF	.684	.864	.885	.839	.902	.897	.984	.828	.987	.943

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st PI NE
Site Code :
Start Date : 3/24/2016
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Riggs Rd NE East Leg			1st PI NE South Leg			Riggs Rd NE West Leg			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
09:00 AM	0	0	0	0	1	1	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	1	1	3	0	3	4
Total	0	0	0	0	2	2	3	0	3	5
10:00 AM	0	0	0	0	0	0	1	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	2	0	2	2
11:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	2	2

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 2

Groups Printed- Bicycles on Road

	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			Int. Total	
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
12:00 PM		0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	1	1	1
Total		0	0	0	0	0	0	0	1	1	1
01:00 PM		0	0	0	0	0	0	1	1	2	2
01:15 PM		0	0	0	0	1	1	0	1	1	2
01:30 PM		0	0	0	0	0	0	0	0	0	0
01:45 PM		0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	1	1	1	2	3	4
02:00 PM		0	0	0	0	0	0	0	0	0	0
02:15 PM		0	0	0	0	0	0	0	0	0	0
02:30 PM		0	0	0	0	0	0	0	0	0	0
02:45 PM		0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0
03:00 PM		0	0	0	0	0	0	0	0	0	0
03:15 PM		0	0	0	0	0	0	0	0	0	0
03:30 PM		0	0	0	0	0	0	1	0	1	1
03:45 PM		0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	1	0	1	1
04:00 PM		0	0	0	0	0	0	0	0	0	0
04:15 PM		0	0	0	0	0	0	0	0	0	0
04:30 PM		0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0
05:00 PM		0	0	0	0	0	0	0	0	0	0
05:15 PM		0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	1	0	1	0	1	1	2
Total		0	0	0	1	0	1	0	1	1	2

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 3

Groups Printed- Bicycles on Road

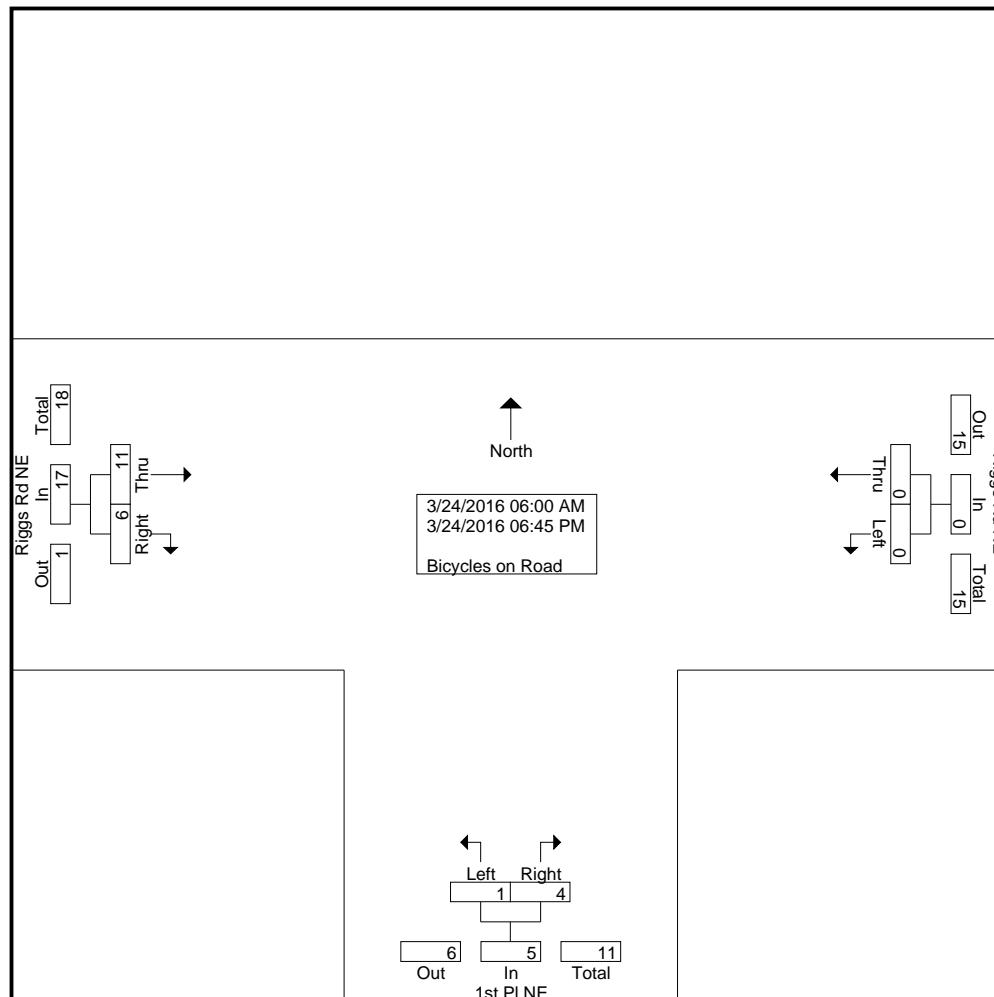
	Riggs Rd NE East Leg			1st Pl NE South Leg			Riggs Rd NE West Leg			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Start Time										
06:00 PM	0	0	0	0	1	1	0	1	1	2
06:15 PM	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	2	0	2	2
06:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	2	1	3	4
Grand Total	0	0	0	1	4	5	11	6	17	22
Apprch %	0	0		20	80		64.7	35.3		
Total %	0	0	0	4.5	18.2	22.7	50	27.3	77.3	

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 4



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Washington, DC 20003

Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Riggs Rd NE East Leg	1st Pl NE South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk		Int. Total
06:00 AM	0	1	0		1
06:15 AM	0	0	0		0
06:30 AM	0	0	0		0
06:45 AM	0	0	0		0
Total	0	1	0		1
07:00 AM	0	0	0		0
07:15 AM	0	0	0		0
07:30 AM	0	1	0		1
07:45 AM	0	1	0		1
Total	0	2	0		2
08:00 AM	0	3	0		3
08:15 AM	0	0	0		0
08:30 AM	1	0	0		1
08:45 AM	0	1	0		1
Total	1	4	0		5
09:00 AM	0	0	0		0
09:15 AM	0	0	0		0
09:30 AM	0	0	0		0
09:45 AM	0	0	1		1
Total	0	0	1		1
10:00 AM	0	0	0		0
10:15 AM	0	2	0		2
10:30 AM	0	0	0		0
10:45 AM	0	0	0		0
Total	0	2	0		2
11:00 AM	0	0	1		1
11:15 AM	1	1	0		2
11:30 AM	0	0	0		0
11:45 AM	0	3	0		3
Total	1	4	1		6

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 2

Groups Printed- Bicycles on Crosswalk

	Riggs Rd NE East Leg	1st Pl NE South Leg	Riggs Rd NE West Leg	Int. Total
Start Time	Xwalk	Xwalk	Xwalk	
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
Total	0	0	0	0
01:00 PM	0	0	0	0
01:15 PM	0	0	0	0
01:30 PM	0	0	0	0
01:45 PM	0	0	0	0
Total	0	0	0	0
02:00 PM	0	0	0	0
02:15 PM	0	0	0	0
02:30 PM	0	0	0	0
02:45 PM	0	0	0	0
Total	0	0	0	0
03:00 PM	0	0	0	0
03:15 PM	0	0	0	0
03:30 PM	0	0	0	0
03:45 PM	0	0	0	0
Total	0	0	0	0
04:00 PM	0	1	0	1
04:15 PM	0	0	0	0
04:30 PM	0	2	0	2
04:45 PM	2	0	0	2
Total	2	3	0	5
05:00 PM	0	0	0	0
05:15 PM	0	0	0	0
05:30 PM	0	0	1	1
05:45 PM	0	0	0	0
Total	0	0	1	1

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 3

Groups Printed- Bicycles on Crosswalk

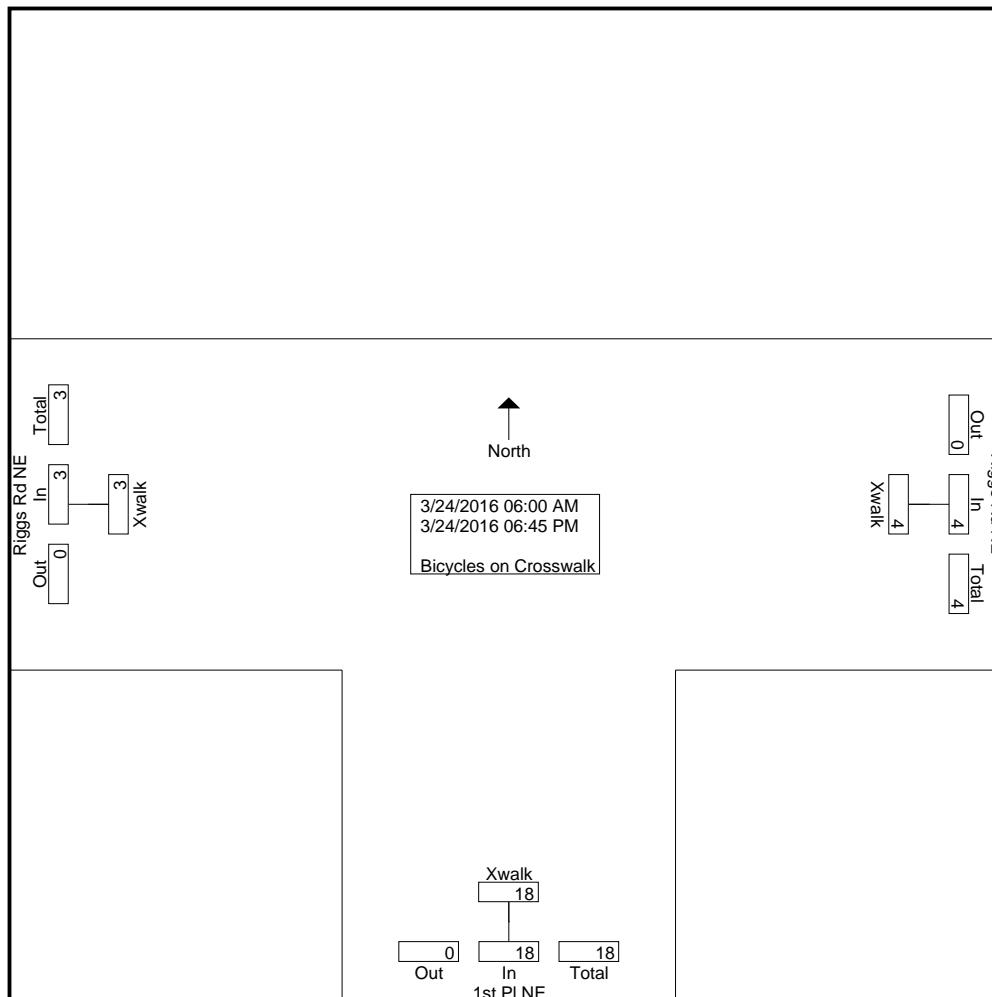
	Riggs Rd NE East Leg	1st Pl NE South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk		
06:00 PM	0	1	0		1
06:15 PM	0	1	0		1
06:30 PM	0	0	0		0
06:45 PM	0	0	0		0
Total	0	2	0		2
Grand Total	4	18	3		25
Apprch %	100	100	100		
Total %	16	72	12		

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 4



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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 1

Groups Printed- Pedestrians

	Riggs Rd NE East Leg	Riggs Rd NE South Leg	Riggs Rd NE West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Int. Total
06:00 AM	2	2	0	4
06:15 AM	2	0	1	3
06:30 AM	5	0	0	5
06:45 AM	8	1	4	13
Total	17	3	5	25
07:00 AM	4	1	2	7
07:15 AM	7	5	5	17
07:30 AM	8	6	5	19
07:45 AM	9	3	4	16
Total	28	15	16	59
08:00 AM	2	11	3	16
08:15 AM	20	4	6	30
08:30 AM	5	6	7	18
08:45 AM	4	10	1	15
Total	31	31	17	79
09:00 AM	2	4	7	13
09:15 AM	5	3	4	12
09:30 AM	10	1	1	12
09:45 AM	8	3	0	11
Total	25	11	12	48
10:00 AM	4	4	4	12
10:15 AM	5	6	3	14
10:30 AM	3	1	3	7
10:45 AM	6	1	2	9
Total	18	12	12	42
11:00 AM	3	2	0	5
11:15 AM	6	4	2	12
11:30 AM	8	0	2	10
11:45 AM	5	2	0	7
Total	22	8	4	34

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 2

Groups Printed- Pedestrians

	Riggs Rd NE East Leg	1st Pl NE South Leg	Riggs Rd NE West Leg	Int. Total
Start Time	Xwalk	Xwalk	Xwalk	
12:00 PM	5	1	1	7
12:15 PM	4	2	2	8
12:30 PM	4	1	4	9
12:45 PM	4	1	1	6
Total	17	5	8	30
01:00 PM	6	3	0	9
01:15 PM	4	3	3	10
01:30 PM	6	1	1	8
01:45 PM	3	2	2	7
Total	19	9	6	34
02:00 PM	6	0	3	9
02:15 PM	3	1	3	7
02:30 PM	9	5	0	14
02:45 PM	5	2	3	10
Total	23	8	9	40
03:00 PM	3	1	2	6
03:15 PM	2	1	2	5
03:30 PM	4	6	3	13
03:45 PM	1	13	6	20
Total	10	21	13	44
04:00 PM	8	14	0	22
04:15 PM	12	2	0	14
04:30 PM	9	8	10	27
04:45 PM	5	1	2	8
Total	34	25	12	71
05:00 PM	20	1	10	31
05:15 PM	8	8	5	21
05:30 PM	11	10	8	29
05:45 PM	18	14	10	42
Total	57	33	33	123

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 3

Groups Printed- Pedestrians

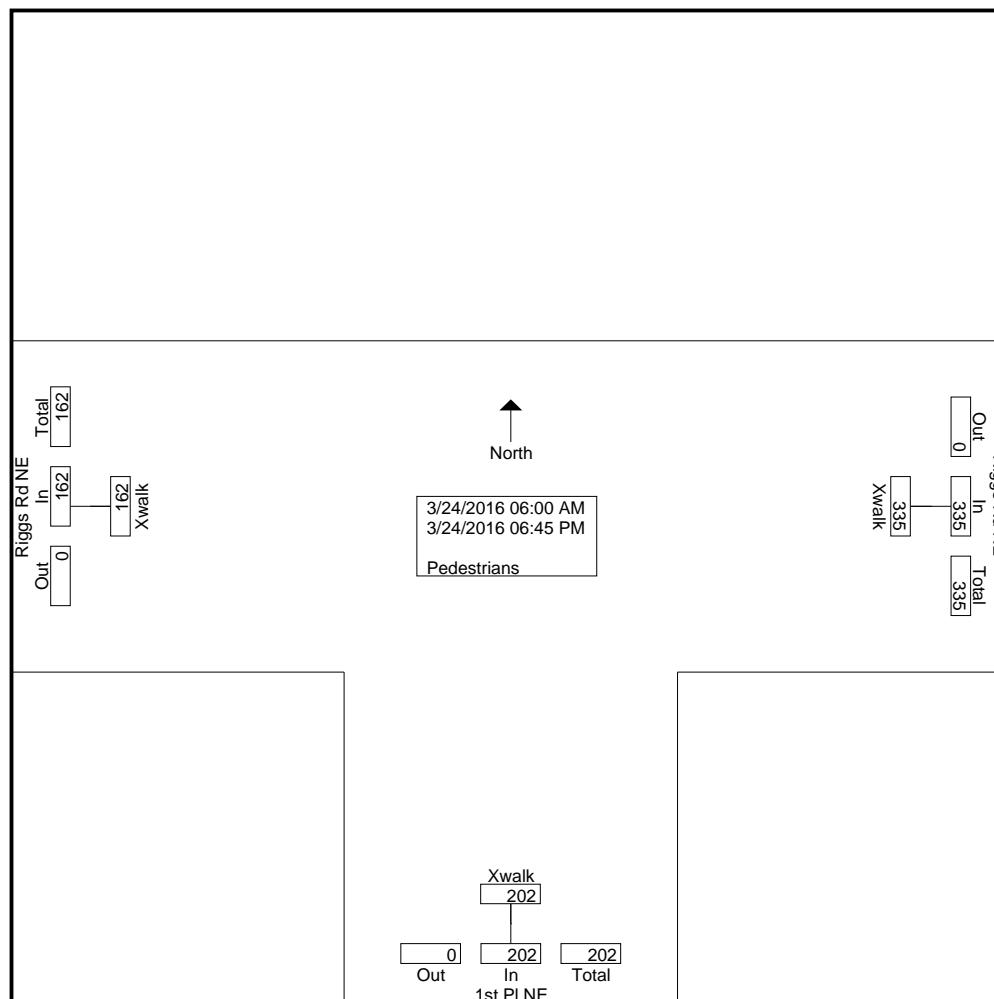
	Riggs Rd NE East Leg	1st Pl NE South Leg	Riggs Rd NE West Leg		Int. Total
Start Time	Xwalk	Xwalk	Xwalk		
06:00 PM	9	9	4		22
06:15 PM	9	8	5		22
06:30 PM	8	4	5		17
06:45 PM	8	0	1		9
Total	34	21	15		70
Grand Total	335	202	162		699
Apprch %	100	100	100		
Total %	47.9	28.9	23.2		

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Responsive People - Creative Solutions

File Name : Riggs Rd NE @ 1st Pl NE
Site Code :
Start Date : 3/24/2016
Page No : 4



Riggs Road NE at Blair Road NE

Intersection Turning Movement Count Data

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 1

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

Start Time	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	14	12	1	27	66	147	6	219	2	4	16	22	0	76	8	84	352
06:15 AM	13	18	0	31	82	177	8	267	7	8	18	33	0	75	5	80	411
06:30 AM	13	21	0	34	72	216	10	298	4	12	25	41	0	100	5	105	478
06:45 AM	25	40	0	65	87	201	7	295	9	5	15	29	0	99	11	110	499
Total	65	91	1	157	307	741	31	1079	22	29	74	125	0	350	29	379	1740
07:00 AM	17	32	0	49	80	209	9	298	10	13	21	44	1	112	11	124	515
07:15 AM	20	25	0	45	72	210	6	288	10	21	20	51	0	150	11	161	545
07:30 AM	17	32	1	50	79	199	7	285	11	44	36	91	0	152	19	171	597
07:45 AM	10	44	0	54	65	185	2	252	12	27	38	77	1	163	20	184	567
Total	64	133	1	198	296	803	24	1123	43	105	115	263	2	577	61	640	2224
08:00 AM	13	22	0	35	56	186	6	248	8	31	51	90	2	195	17	214	587
08:15 AM	9	44	1	54	68	189	7	264	13	37	37	87	0	181	24	205	610
08:30 AM	11	35	0	46	52	202	8	262	10	23	56	89	1	160	19	180	577
08:45 AM	19	39	0	58	59	202	11	272	4	21	45	70	1	163	33	197	597
Total	52	140	1	193	235	779	32	1046	35	112	189	336	4	699	93	796	2371
09:00 AM	19	24	0	43	81	167	10	258	4	25	34	63	0	172	19	191	555
09:15 AM	13	32	0	45	66	156	10	232	10	23	27	60	3	173	13	189	526
09:30 AM	17	21	0	38	57	178	10	245	7	23	44	74	1	147	22	170	527
09:45 AM	11	24	0	35	44	178	10	232	9	30	27	66	0	141	12	153	486
Total	60	101	0	161	248	679	40	967	30	101	132	263	4	633	66	703	2094
10:00 AM	8	21	0	29	47	138	10	195	2	13	35	50	2	131	24	157	431
10:15 AM	4	19	0	23	44	147	11	202	9	16	38	63	2	149	13	164	452
10:30 AM	9	26	0	35	42	146	10	198	5	16	39	60	2	174	7	183	476
10:45 AM	5	19	1	25	48	152	13	213	3	10	37	50	2	174	19	195	483
Total	26	85	1	112	181	583	44	808	19	55	149	223	8	628	63	699	1842
11:00 AM	9	13	0	22	44	152	7	203	6	13	39	58	0	165	14	179	462
11:15 AM	6	11	0	17	39	147	17	203	6	11	41	58	1	165	13	179	457
11:30 AM	10	13	1	24	41	154	18	213	4	13	33	50	2	178	13	193	480
11:45 AM	12	8	0	20	47	155	12	214	7	11	48	66	0	175	14	189	489
Total	37	45	1	83	171	608	54	833	23	48	161	232	3	683	54	740	1888

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 2

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
12:00 PM	10	8	1	19	47	146	8	201	3	19	45	67	0	166	12	178	465
12:15 PM	9	16	1	26	61	149	11	221	5	19	42	66	0	182	14	196	509
12:30 PM	12	21	1	34	49	164	14	227	7	12	38	57	2	179	13	194	512
12:45 PM	11	12	0	23	29	140	16	185	8	13	55	76	0	191	15	206	490
Total	42	57	3	102	186	599	49	834	23	63	180	266	2	718	54	774	1976
01:00 PM	18	10	1	29	38	152	14	204	7	25	49	81	0	198	6	204	518
01:15 PM	13	13	0	26	39	163	16	218	6	22	54	82	1	205	11	217	543
01:30 PM	16	6	0	22	46	164	16	226	4	25	45	74	0	204	13	217	539
01:45 PM	13	14	0	27	40	151	15	206	5	26	37	68	1	198	14	213	514
Total	60	43	1	104	163	630	61	854	22	98	185	305	2	805	44	851	2114
02:00 PM	18	9	2	29	31	157	11	199	6	25	38	69	0	209	15	224	521
02:15 PM	16	12	0	28	37	169	16	222	9	27	64	100	2	210	14	226	576
02:30 PM	8	12	0	20	48	173	13	234	5	31	71	107	0	219	14	233	594
02:45 PM	11	21	0	32	44	167	8	219	5	24	58	87	0	263	14	277	615
Total	53	54	2	109	160	666	48	874	25	107	231	363	2	901	57	960	2306
03:00 PM	13	17	0	30	54	157	19	230	7	30	56	93	2	240	14	256	609
03:15 PM	13	11	1	25	56	176	14	246	7	40	64	111	2	242	15	259	641
03:30 PM	12	19	1	32	47	165	18	230	4	42	71	117	2	275	20	297	676
03:45 PM	13	19	0	32	39	180	18	237	4	36	75	115	0	266	14	280	664
Total	51	66	2	119	196	678	69	943	22	148	266	436	6	1023	63	1092	2590
04:00 PM	7	10	1	18	53	184	13	250	1	29	69	99	1	214	8	223	590
04:15 PM	12	15	0	27	49	182	10	241	5	50	102	157	2	276	13	291	716
04:30 PM	19	9	0	28	55	202	10	267	7	47	90	144	0	293	17	310	749
04:45 PM	8	11	1	20	53	196	21	270	4	57	93	154	0	284	14	298	742
Total	46	45	2	93	210	764	54	1028	17	183	354	554	3	1067	52	1122	2797
05:00 PM	9	16	0	25	51	164	12	227	7	51	83	141	0	267	17	284	677
05:15 PM	10	8	0	18	49	179	14	242	5	57	84	146	0	298	12	310	716
05:30 PM	12	11	0	23	48	175	27	250	6	46	95	147	0	301	9	310	730
05:45 PM	8	16	0	24	42	191	22	255	4	52	89	145	2	291	21	314	738
Total	39	51	0	90	190	709	75	974	22	206	351	579	2	1157	59	1218	2861

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 3

Groups Printed- Motorcycles - Cars - Light Goods Vehicles - Buses - Unit Trucks - Articulated Trucks

	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	6	21	1	28	46	172	16	234	5	49	91	145	0	279	16	295	702
06:15 PM	9	18	0	27	40	177	17	234	5	55	79	139	1	274	13	288	688
06:30 PM	8	10	0	18	44	178	15	237	4	38	79	121	1	273	17	291	667
06:45 PM	21	7	0	28	48	151	9	208	2	24	64	90	0	241	11	252	578
Total	44	56	1	101	178	678	57	913	16	166	313	495	2	1067	57	1126	2635
Grand Total	639	967	16	1622	2721	8917	638	12276	319	1421	2700	4440	40	10308	752	11100	29438
Apprch %	39.4	59.6	1		22.2	72.6	5.2		7.2	32	60.8		0.4	92.9	6.8		
Total %	2.2	3.3	0.1	5.5	9.2	30.3	2.2	41.7	1.1	4.8	9.2	15.1	0.1	35	2.6	37.7	
Motorcycles	0	1	0	1	3	9	3	15	0	5	6	11	0	8	0	8	35
% Motorcycles	0	0.1	0	0.1	0.1	0.1	0.5	0.1	0	0.4	0.2	0.2	0	0.1	0	0.1	0.1
Cars	580	892	12	1484	2336	7539	579	10454	173	1284	2253	3710	30	8601	544	9175	24823
% Cars	90.8	92.2	75	91.5	85.9	84.5	90.8	85.2	54.2	90.4	83.4	83.6	75	83.4	72.3	82.7	84.3
Light Goods Vehicles	40	50	4	94	195	823	43	1061	18	84	240	342	6	1021	45	1072	2569
% Light Goods Vehicles	6.3	5.2	25	5.8	7.2	9.2	6.7	8.6	5.6	5.9	8.9	7.7	15	9.9	6	9.7	8.7
Buses	13	7	0	20	35	287	5	327	9	25	14	48	0	343	16	359	754
% Buses	2	0.7	0	1.2	1.3	3.2	0.8	2.7	2.8	1.8	0.5	1.1	0	3.3	2.1	3.2	2.6
Single-Unit Trucks	6	16	0	22	145	236	8	389	114	21	179	314	4	308	144	456	1181
% Single-Unit Trucks	0.9	1.7	0	1.4	5.3	2.6	1.3	3.2	35.7	1.5	6.6	7.1	10	3	19.1	4.1	4
Articulated Trucks	0	1	0	1	7	23	0	30	5	2	8	15	0	27	3	30	76
% Articulated Trucks	0	0.1	0	0.1	0.3	0.3	0	0.2	1.6	0.1	0.3	0.3	0	0.3	0.4	0.3	0.3

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Washington, DC 20003

Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 4

Start Time	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	13	22	0	35	56	186	6	248	8	31	51	90	2	195	17	214	587	
08:15 AM	9	44	1	54	68	189	7	264	13	37	37	87	0	181	24	205	610	
08:30 AM	11	35	0	46	52	202	8	262	10	23	56	89	1	160	19	180	577	
08:45 AM	19	39	0	58	59	202	11	272	4	21	45	70	1	163	33	197	597	
Total Volume	52	140	1	193	235	779	32	1046	35	112	189	336	4	699	93	796	2371	
% App. Total	26.9	72.5	0.5		22.5	74.5	3.1		10.4	33.3	56.2		0.5	87.8	11.7			
PHF	.684	.795	.250	.832	.864	.964	.727	.961	.673	.757	.844	.933	.500	.896	.705	.930	.972	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	10	8	0	18	49	179	14	242	5	57	84	146	0	298	12	310	716
05:30 PM	12	11	0	23	48	175	27	250	6	46	95	147	0	301	9	310	730
05:45 PM	8	16	0	24	42	191	22	255	4	52	89	145	2	291	21	314	738
06:00 PM	6	21	1	28	46	172	16	234	5	49	91	145	0	279	16	295	702
Total Volume	36	56	1	93	185	717	79	981	20	204	359	583	2	1169	58	1229	2886
% App. Total	38.7	60.2	1.1		18.9	73.1	8.1		3.4	35	61.6		0.2	95.1	4.7		
PHF	.750	.667	.250	.830	.944	.938	.731	.962	.833	.895	.945	.991	.250	.971	.690	.979	.978

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
06:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
08:30 AM	0	5	0	5	0	0	0	0	0	1	1	2	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	9	0	9	0	0	0	0	0	2	2	4	0	1	0	1	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	0	1	0	0	0	0	0	0	1	0	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 2

Groups Printed- Bicycles on Road

Start Time	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 3

Groups Printed- Bicycles on Road

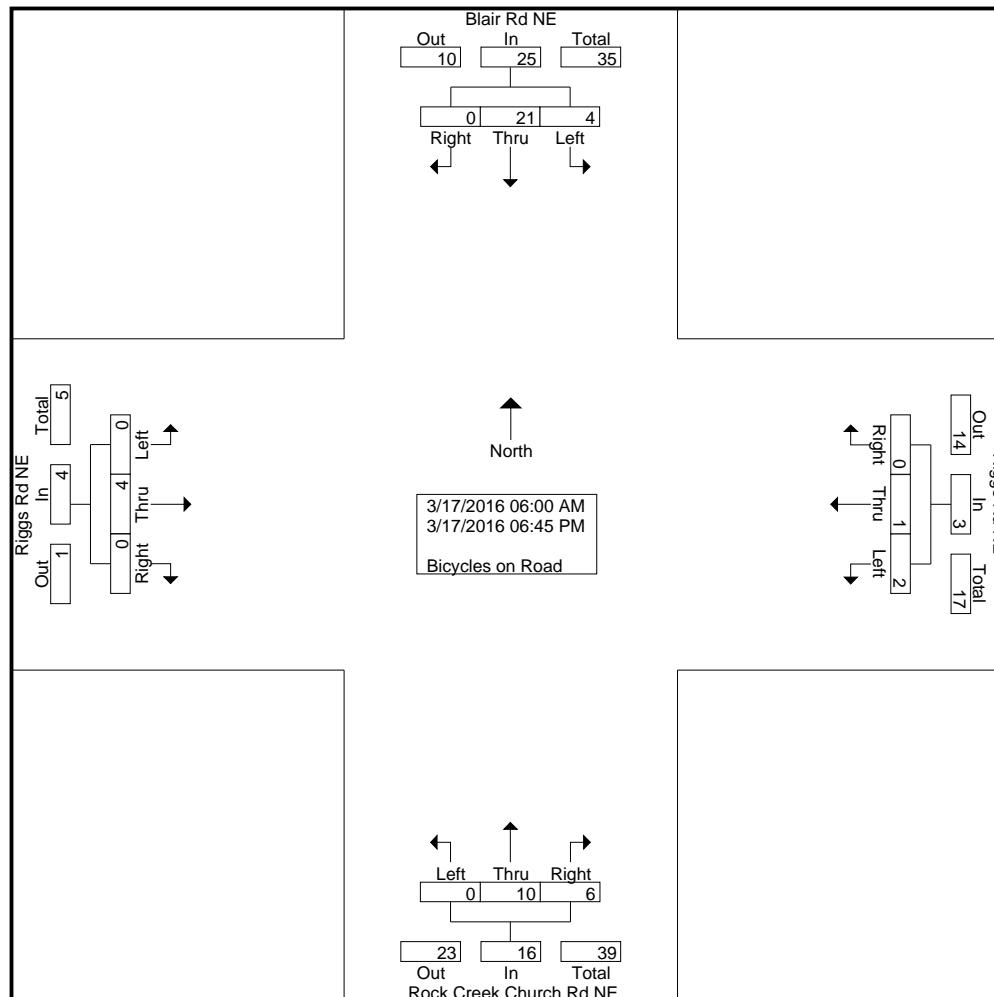
	Blair Rd NE North Leg				Riggs Rd NE East Leg				Rock Creek Church Rd NE South Leg				Riggs Rd NE West Leg				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Start Time																	
06:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
06:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	1	0	0	1	0	1	1	2	0	0	0	0	5
Grand Total	4	21	0	25	2	1	0	3	0	10	6	16	0	4	0	4	48
Apprch %	16	84	0		66.7	33.3	0		0	62.5	37.5		0	100	0		
Total %	8.3	43.8	0	52.1	4.2	2.1	0	6.2	0	20.8	12.5	33.3	0	8.3	0	8.3	

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 4



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Washington, DC 20003

Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
06:00 AM	1	0	0	0	0	1
06:15 AM	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0
Total	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	1
07:45 AM	0	0	0	0	0	0
Total	0	0	1	0	0	1
08:00 AM	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0
Total	0	0	0	0	0	0
09:00 AM	0	1	0	0	0	1
09:15 AM	0	0	0	0	0	0
09:30 AM	0	0	1	0	0	1
09:45 AM	0	0	0	0	0	0
Total	0	1	1	0	0	2
10:00 AM	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	1
10:30 AM	0	1	0	0	0	1
10:45 AM	0	0	0	0	0	0
Total	0	1	1	0	0	2
11:00 AM	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 2

Groups Printed- Bicycles on Crosswalk

	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
11:45 AM	0	0	0	0	0
Total	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	0	1
12:30 PM	1	0	1	1	3
12:45 PM	0	1	0	0	1
Total	1	1	2	1	5
01:00 PM	0	0	0	0	0
01:15 PM	0	0	0	0	0
01:30 PM	0	0	0	0	0
01:45 PM	0	0	0	0	0
Total	0	0	0	0	0
02:00 PM	0	0	0	0	0
02:15 PM	0	0	1	0	1
02:30 PM	0	0	0	0	0
02:45 PM	0	0	0	0	0
Total	0	0	1	0	1
03:00 PM	0	0	0	0	0
03:15 PM	1	0	0	0	1
03:30 PM	0	0	0	0	0
03:45 PM	0	0	1	0	1
Total	1	0	1	0	2
04:00 PM	0	0	0	0	0
04:15 PM	0	0	1	0	1
04:30 PM	0	0	0	0	0
04:45 PM	0	1	0	0	1
Total	0	1	1	0	2
05:00 PM	0	2	0	0	2
05:15 PM	0	0	1	0	1

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 3

Groups Printed- Bicycles on Crosswalk

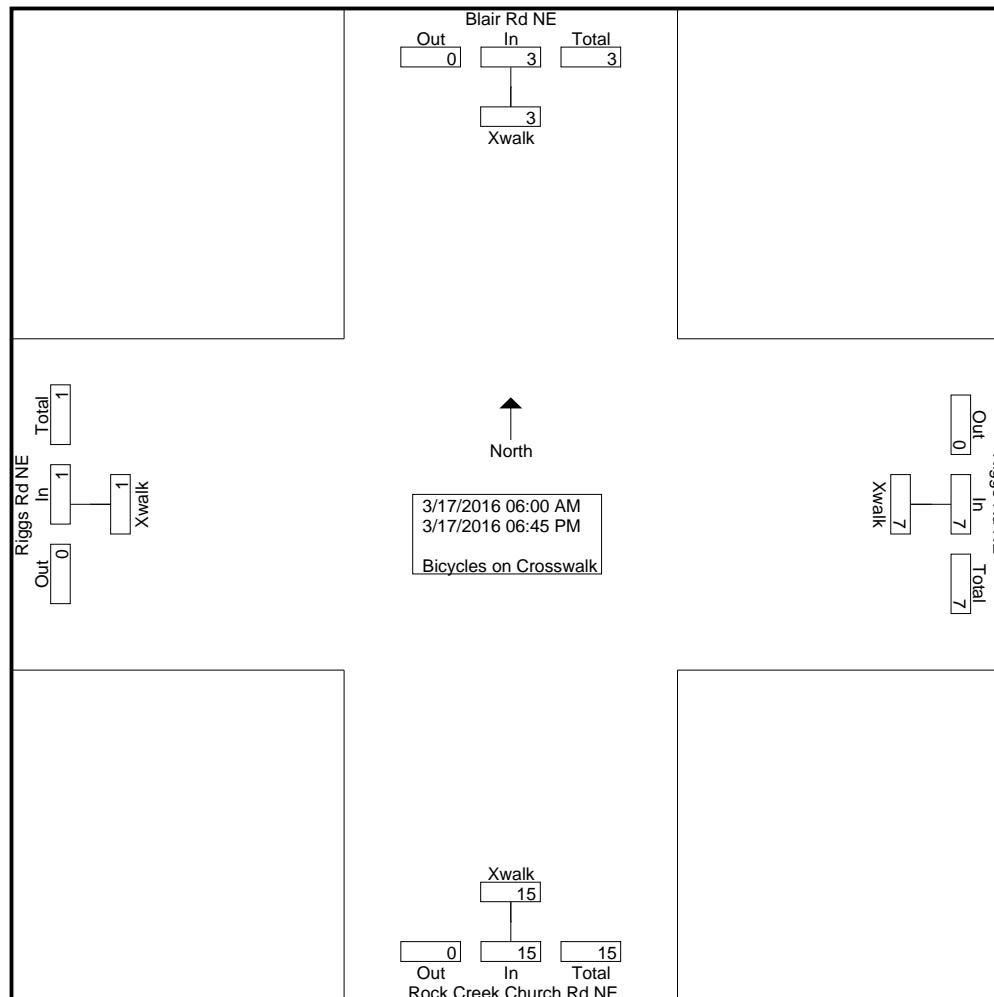
	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
05:30 PM	0	0	1	0		1
05:45 PM	0	1	2	0		3
Total	0	3	4	0		7
06:00 PM	0	0	1	0		1
06:15 PM	0	0	0	0		0
06:30 PM	0	0	2	0		2
06:45 PM	0	0	0	0		0
Total	0	0	3	0		3
Grand Total	3	7	15	1		26
Apprch %	100	100	100	100		
Total %	11.5	26.9	57.7	3.8		

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File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 4



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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 1

Groups Printed- Pedestrians

	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
06:00 AM	1	0	2	0	0	3
06:15 AM	0	0	1	0	0	1
06:30 AM	0	2	0	1	0	3
06:45 AM	0	1	7	0	0	8
Total	1	3	10	1		15
07:00 AM	3	5	2	0		10
07:15 AM	1	5	4	1		11
07:30 AM	2	8	9	0		19
07:45 AM	8	18	4	0		30
Total	14	36	19	1		70
08:00 AM	2	35	16	0		53
08:15 AM	1	27	8	2		38
08:30 AM	1	4	4	0		9
08:45 AM	1	8	6	0		15
Total	5	74	34	2		115
09:00 AM	0	3	5	0		8
09:15 AM	0	1	4	0		5
09:30 AM	1	3	4	0		8
09:45 AM	0	2	3	0		5
Total	1	9	16	0		26
10:00 AM	3	1	2	3		9
10:15 AM	0	1	3	0		4
10:30 AM	1	0	1	1		3
10:45 AM	0	0	4	0		4
Total	4	2	10	4		20
11:00 AM	2	1	2	0		5
11:15 AM	3	0	0	0		3
11:30 AM	0	1	5	0		6

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 2

Groups Printed- Pedestrians

	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg	
Start Time	Xwalk	Xwalk	Xwalk	Xwalk	Int. Total
11:45 AM	0	1	1	0	2
Total	5	3	8	0	16
12:00 PM	1	4	2	1	8
12:15 PM	4	1	2	1	8
12:30 PM	0	0	0	0	0
12:45 PM	0	3	4	0	7
Total	5	8	8	2	23
01:00 PM	1	0	0	0	1
01:15 PM	1	0	4	0	5
01:30 PM	3	1	3	0	7
01:45 PM	2	5	2	0	9
Total	7	6	9	0	22
02:00 PM	2	5	2	0	9
02:15 PM	2	1	2	0	5
02:30 PM	8	4	5	1	18
02:45 PM	1	3	2	0	6
Total	13	13	11	1	38
03:00 PM	4	3	3	0	10
03:15 PM	3	7	7	0	17
03:30 PM	1	13	1	0	15
03:45 PM	2	18	11	0	31
Total	10	41	22	0	73
04:00 PM	2	36	16	0	54
04:15 PM	3	12	9	0	24
04:30 PM	2	6	7	0	15
04:45 PM	4	4	7	0	15
Total	11	58	39	0	108
05:00 PM	2	5	5	2	14
05:15 PM	3	9	8	1	21

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 3

Groups Printed- Pedestrians

	Blair Rd NE North Leg	Riggs Rd NE East Leg	Rock Creek Church Rd NE South Leg	Riggs Rd NE West Leg		
Start Time	Xwalk	Xwalk	Xwalk	Xwalk		Int. Total
05:30 PM	3	3	2	0		8
05:45 PM	1	2	11	1		15
Total	9	19	26	4		58
06:00 PM	8	0	9	3		20
06:15 PM	2	0	2	0		4
06:30 PM	5	4	6	2		17
06:45 PM	0	0	3	0		3
Total	15	4	20	5		44
Grand Total	100	276	232	20		628
Apprch %	100	100	100	100		
Total %	15.9	43.9	36.9	3.2		

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Responsive People - Creative Solutions

File Name : Blair Rd NE @ Riggs Rd NE
Site Code :
Start Date : 3/17/2016
Page No : 4

