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MEMORANDUM

TO: Abdoulaye Bah DDOT
Lewis Booker DDOT

FROM: Kelvin Robinson
Nicole White, P.E., PTOE

DATE: February 6, 2006

SUBJECT: 4100 Georgia Avenue – Traffic Study Addendum

INTRODUCTION

This memorandum summarizes the results of an updated traffic analysis for the 4100 Georgia Avenue project. The original November 8, 2005 study development program included 72 apartment units, 11,020 square feet of ground floor retail space, and 36 parking spaces. Vehicular access to the property was provided from Taylor Street and egress was provided via Kansas Avenue.

The development program has recently changed to provide additional parking spaces (57 total parking spaces). A Space Saver system will be used to help accommodate the additional parking spaces. In addition, the curb cut on Taylor Street was eliminated in order to help accommodate more parking spaces. The revised plan allows for ingress and egress to the site to be provided via Kansas Avenue. The number of apartment units and retail space has not changed from the November 8, 2005 study.

This traffic addendum highlights the traffic related changes associated with the revised access plan. The primary change is related to a small adjustment in traffic distribution. The total number of vehicular trips generated by the project has not changed from the November 8, 2005 plan.

ANALYSIS

Tables 1 and 2 below summarize the Level of Service results from the original November 8, 2005 study and with the revised access plan.

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EXHIBIT NO. 27

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Table 1
Future Conditions Level of Service (Original)

	AM Peak			PM Peak		
	LOS	Delay (sec/veh)	Max v/c ratio	LOS	Delay (sec/veh)	Max v/c ratio
Kansas Avenue/Upshur Street	C	22.0	0.60	D	35.4	0.87
Georgia Avenue/Taylor Street	A	2.5	0.44	A	3.7	0.56
Kansas Avenue/Taylor Street	A	4.7	0.30	A	4.2	0.24
Kansas Avenue/ Site Exit	A	0.3	0.25	A	0.8	0.22
Taylor Street/Site Entrance	A	0.3	0.05	A	0.5	0.04

Table 2
Future Conditions Level of Service (Revised Access System)

	AM Peak			PM Peak		
	LOS	Delay (sec/veh)	Max v/c ratio	LOS	Delay (sec/veh)	Max v/c ratio
Kansas Avenue/Upshur Street	C	22.0	0.60	C	35.2	0.87
Georgia Avenue/Taylor Street	A	2.5	0.44	A	3.7	0.56
Kansas Avenue/Taylor Street	A	4.9	0.31	A	4.4	0.24
Kansas Avenue/ Site Exit	A	0.5	0.25	A	1.1	0.22

All of the study area intersections will perform at Level of Service C or better during both AM and PM peak periods. The changes associated with the new ingress/egress configuration produce minimal differences in delay and volume/capacity ratios for the study area intersections.

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CONCLUSIONS

The revised 4100 Georgia Avenue site plan eliminates a driveway/curb cut on Taylor Street and provides two-way access via the Kansas Avenue driveway. Eliminating the curb cut on Taylor Street offers the benefit of allowing for additional parking spaces (in conjunction with the Space Saver system) for residential and retail users. Eliminating the Taylor Street driveway will also eliminate a potential point of pedestrian/vehicular conflict adjacent to the site. All of the study area intersections are projected to continue operating at acceptable Levels of Service with the proposed site plan changes.

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