

ZONING COMMISSION
CASE No. 05-22
EXHIBIT No. 6

WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

ZONING COMMISSION
District of Columbia
CASE NO.05-22
EXHIBIT NO.6A1

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VIEW 14
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.

Prepared for:
Level 2 Development

Prepared by:
Wells & Associates, LLC

July 8, 2005

VIEW 14
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.

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VIEW 14
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.

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VIEW 14
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.

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Section 1
INTRODUCTION

This report presents the results of a transportation impact study of Level 2 Development's proposed development of View 14, which is located on Lot 119 and partially on Lot 122, on the east side of 14th Street, between Florida Avenue and Belmont Street, in the northeast section of Washington, D.C., as shown on Figure 1-1.

The subject site is zoned C-2-B. It is currently occupied by an automobile body repair shop, a used sales car lot, storage warehouses, and a vending cart storage and replenishing facility, which generates a small number of vehicle-trips. The majority of these trips occur in the mornings and evening, with relatively few trips during the mid-day.

Level 2 Development proposes to redevelop the site with a nine-storey building that would contain 171 residential condominiums, 13,699 square feet (S.F.) of ground-floor retail space, and a 13,185 S.F. health club, as shown on Figure 1-2. All vehicular access to the parking garage is proposed via an existing north-south alley located between Florida Avenue and Belmont Street, where approximately 132 parking spaces are proposed to be provided for the residents and 18 parking spaces for the retail patrons. The loading area also will be located in the existing alley and will be accessed via Belmont Street from the north.

View 14 is anticipated to be completed by July 2008, but for purposes of this traffic analysis, this development was assumed to be completely built and occupied by 2009.

Tasks undertaken in this study included the following:

1. Review Level 2 Development's proposed development programs, plans prepared by SK&I Architectural Design Group, LLC, and other background data.

2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.

3. Counts of existing vehicular and pedestrian traffic at seven (7) key intersections.

4. Analysis of existing levels of service at these intersections.

5. Background future traffic volumes were forecasted for project buildout (2009).

6. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

7. The net numbers of AM and PM peak hour vehicle-trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the U Street/African-American/Civil War Memorial/Cardozo Metro Station, (3) experience with other comparable projects in Washington, D.C., and (4) existing driveway traffic counts.

8. Total future traffic volumes were forecasted for 2009.

9. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.

10. The adequacy of the proposed numbers of parking and loading spaces was evaluated.

11. Operational improvements required to adequately accommodate site traffic were identified.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, ITE, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia, and the U.S. Census Bureau.

The conclusions of this study are as follows:

1. ***All key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours, however it is important to note that the eastbound movements at the intersections of 13th and 14th Streets with Florida Avenue currently operate near capacity at LOS "E" during the PM peak hour. The slight modification of the existing traffic signal timings would improve the operation of the eastbound movements at both intersections.***

2. ***The approved but unbuilt projects in the study area will generate a total of 156 AM peak hour trips and 346 PM peak hour trips.***

3. ***These additional trips can be adequately accommodated at the key intersections in the study area, if existing traffic signal timings at the intersections of 13th and 14th Streets with Florida Avenue are slightly modified.***

4. ***The proposed development of the subject site will generate only two (2) net additional AM peak hour trip and 37 net additional PM peak hour trips.***

5. ***These additional site-generated trips can be adequately accommodated at the key intersections in the study area with slight traffic signal timing modifications.***

6. ***The proposed residential parking supply will adequately meet anticipated residential parking demands. The proposed retail parking supply will adequately accommodate anticipated retail parking demands, if the proposed retail tenants serve local neighborhood residents, not patrons who might otherwise drive from more distant neighborhoods in the District of Columbia or the suburbs.***

7. ***The proposed loading and service facilities will adequately serve the proposed project.***

8. ***A total of 64 residential (at 2.0 FAR) and 48,024 S.F. (at 1.5 FAR) could be built by-right on the subject site. The uses would generate 19-percent additional AM peak hour trips and 56-percent additional PM peak hour trips. The proposed development, therefore, would have less traffic impact than the by-right development.***

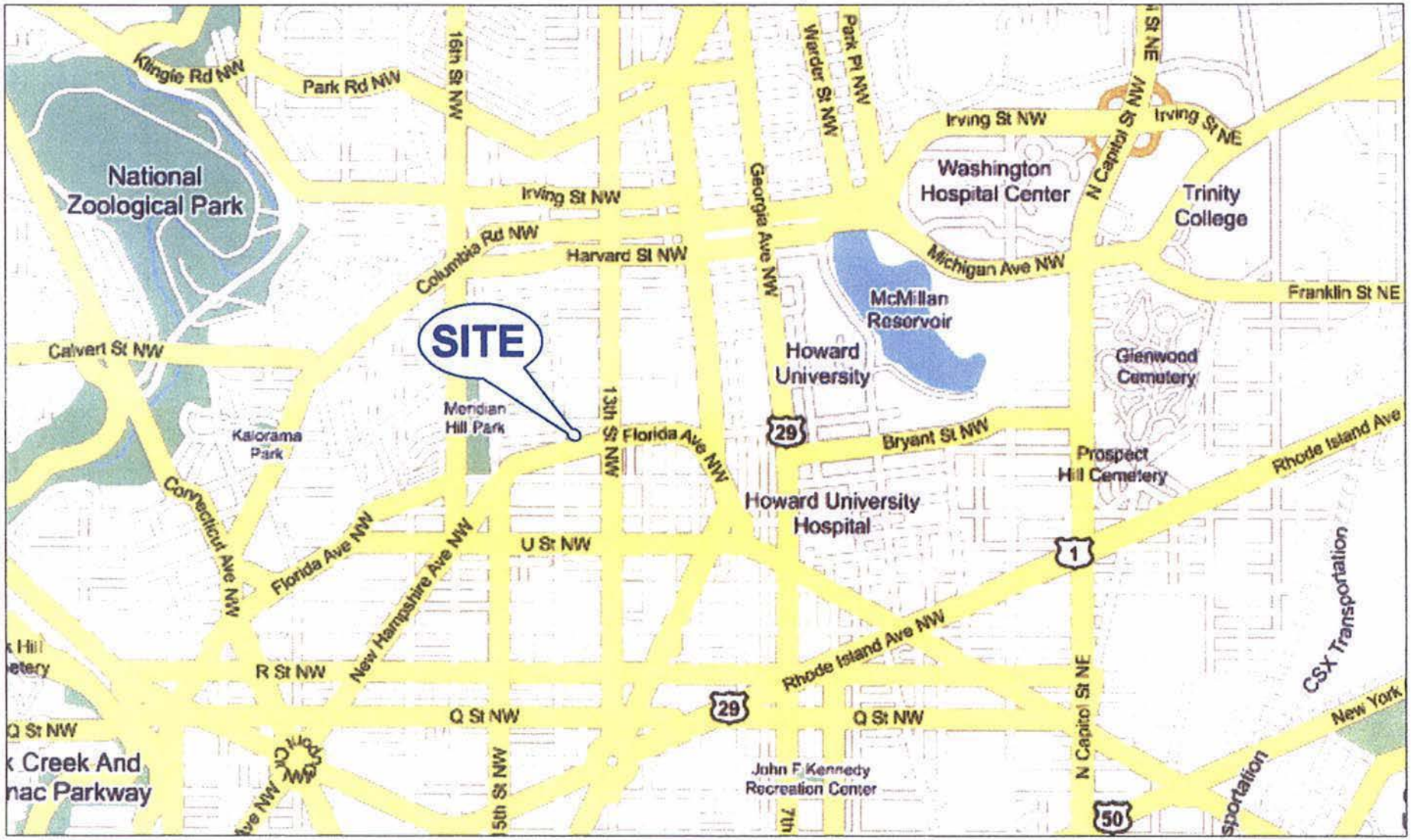


Figure 1–1
Site Location

North
Schematic

View 14
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

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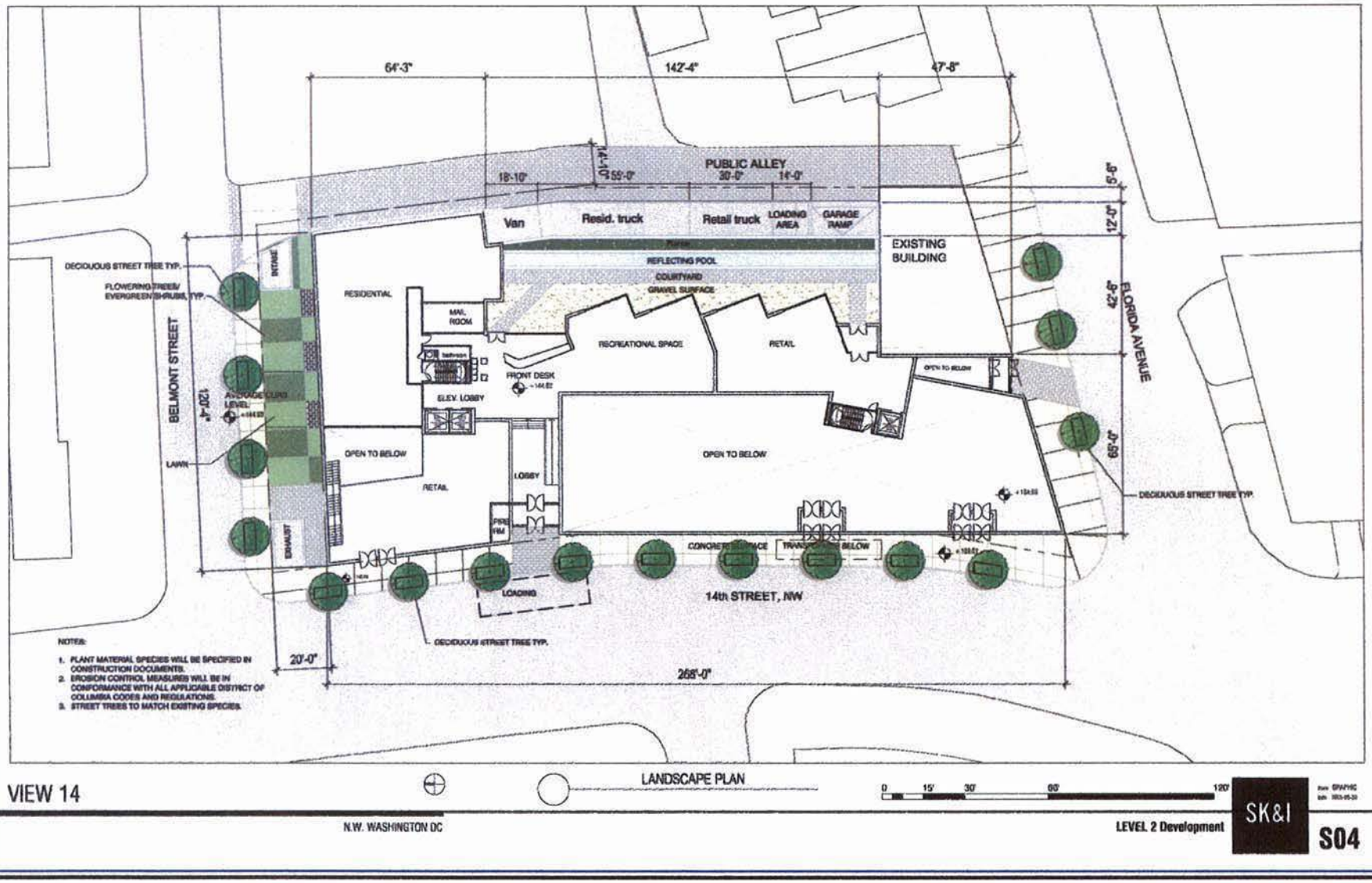


Figure 1–2
Site Plan

North
Schematic

Section 2
BACKGROUND DATA

Study Scope

This study includes the following intersections:

1. 14th Street/Florida Avenue,
2. 14th Street/Belmont Street (west),
3. 14th Street/Belmont Street (east),
4. 13th Street/Florida Avenue,
5. 13th Street/Belmont Street (east),
6. Belmont Street/Alley, and
7. Florida Avenue/Alley.

This study also includes the following approved but incomplete development projects:

1. ***The Flats at Union Row***. This 280-condominium residential project includes 24,000 S.F. of ground-level retail space. It is located on the northeast corner of 14th and V Streets, between 13th and 14th Streets.

2. ***The Belmont***. This 28-unit townhouse development is located just east of the north-south alley between 13th and 14th Streets. The site will be served by 14 off-street parking spaces accessible via the existing system.

3. ***Gateway 34***. This 48-unit residential project includes 4,000 S.F. of ground-level retail space. It is located on the northwest corner of 14th Street and Florida Avenue.

4. ***Langston Lots***. This completed and occupied condominium residential building includes 7,500 S.F. of ground-level retail space which is still unoccupied. It is located on the southeast corner of 14th and V Streets.

The impacts of these approved projects and the subject project were evaluated at project buildout, which is anticipated to occur in 2009.

Level of service (LOS) "D" is considered the minimum acceptable level of service in urban areas such as Washington, D.C.

Public Road Network

Vehicular access/egress to/from View 14 is provided by 13th and 14th Street, Florida Avenue, and Belmont Street. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

13th Street is a north-south, two-lane, street with a posted speed limit of 25 miles per hour (mph). The intersection of 13th Street and Belmont Avenue is controlled by a stop sign and the intersection of 13th Street and Florida Avenue is controlled by a traffic signal.

14th Street is a north-south, four-lane, street with a posted speed limit of 25 mph. A bus stop is located on the east side of 14th Street, just south of Belmont Street (east). The intersections of 14th Street with Belmont Street (west and east) are controlled by a stop sign, and the intersection of 14th Street with Florida Avenue is controlled by a traffic signal.

Three unrestricted curb parking spaces are located adjacent to the subject site on the east side of 14th Street, just north of Florida Avenue. Unrestricted curb parking is permitted on the west side of 14th Street, north of Belmont Street, adjacent to the Nehemiah Center. No curb parking is permitted on the west side of 14th Street, between Florida Avenue and Belmont Street.

Florida Avenue is an east-west, two-lane, street with a posted speed limit of 25 mph. Two-hour parking is permitted on the north side of Florida Avenue, adjacent to the Comcast site, between 14th Street and the existing north-south alley. One-hour parking is permitted on the south side of Florida Avenue, east of 14th Street. Zone 1 Residential Permit Parking is allowed on both sides of the eastern portion of Florida Avenue, adjacent to existing residences. Non-residents are allowed to park in these spaces for up to two hours between 7:00AM and 8:30PM, Monday through Friday.

Belmont Street is an off-set east-west, two-lane, street with a posted speed limit of 25 mph. Belmont Street (east) connects 13th and 14th Streets. Belmont Street (west) is located south of Belmont Street (east) and connects 14th and 15th Streets. Belmont Street is mostly posted as Zone 1 Residential Permit.

Existing Traffic Counts

Vehicle Traffic Counts. Existing AM and PM peak period traffic counts were conducted on Tuesday, April 19, 2005, by Wells & Associates at the following intersections:

1. 14th Street/Florida Avenue,
2. 14th Street/Belmont Street (west),
3. 14th Street/Belmont Street (east),
4. 13th Street/Florida Avenue,
5. 13th Street/Belmont Street (east),
6. Belmont Street/Alley, and
7. Florida Avenue/Alley.

Vehicular traffic counts are presented in Appendix A and summarized on Figure 2-2. Pedestrian traffic counts also are presented in Appendix A and summarized on Figure 2-3.

The AM peak hour generally occurred at 8:00 to 9:00 AM; the PM peak hour generally occurred at 5:00 to 6:00 PM.

14th Street carried 11,100 vehicles per day (vpd) south of Florida Avenue and 13,800 vpd south of Euclid Street in 2002, according to DDOT. Florida Avenue carried 3,000 vpd between 13th and 14th Streets.

Figure 2-2 indicates that 14th Street, south of Florida Avenue presently carries 1,276 AM peak hour vehicle trips and 1,469 PM peak hour vehicle trips. Approximately 68 percent of all AM peak hour trips travel in the southbound direction; 32 percent travel in the northbound direction. Approximately 45 percent of all PM peak hour trips travel in the southbound direction; 55 percent travel in the northbound direction.

Florida Avenue, between 13th and 14th Streets, presently carries 628 AM peak hour trips and 680 PM peak hour trips. Approximately 53 percent of all AM peak hour trips travel in the westbound direction; 47 percent travel in the eastbound direction. Approximately 44 percent of all PM peak hour trips travel in the westbound direction; 56 percent travel in the eastbound direction.

Existing Site Traffic. The existing automobile body repair shop, the used sales car lot, storage warehouses, and the vending cart storage and replenishing facility located at the subject site currently generate 56 AM peak hour trips (25 in and 31 out) and 58 PM peak hour trips (21 in and 37 out), based on driveway and alley counts conducted by Wells & Associates.

Public Transportation Facilities and Services

The subject site is directly served by one direct Metrobus line. The 52-53-54 Metrobus line (14th Street line) operates on 14th Street. The U Street/African-American/Civil War Memorial/Cardozo Metro Station is located five (5) blocks (or approximately 1,600 feet) south of View 14.

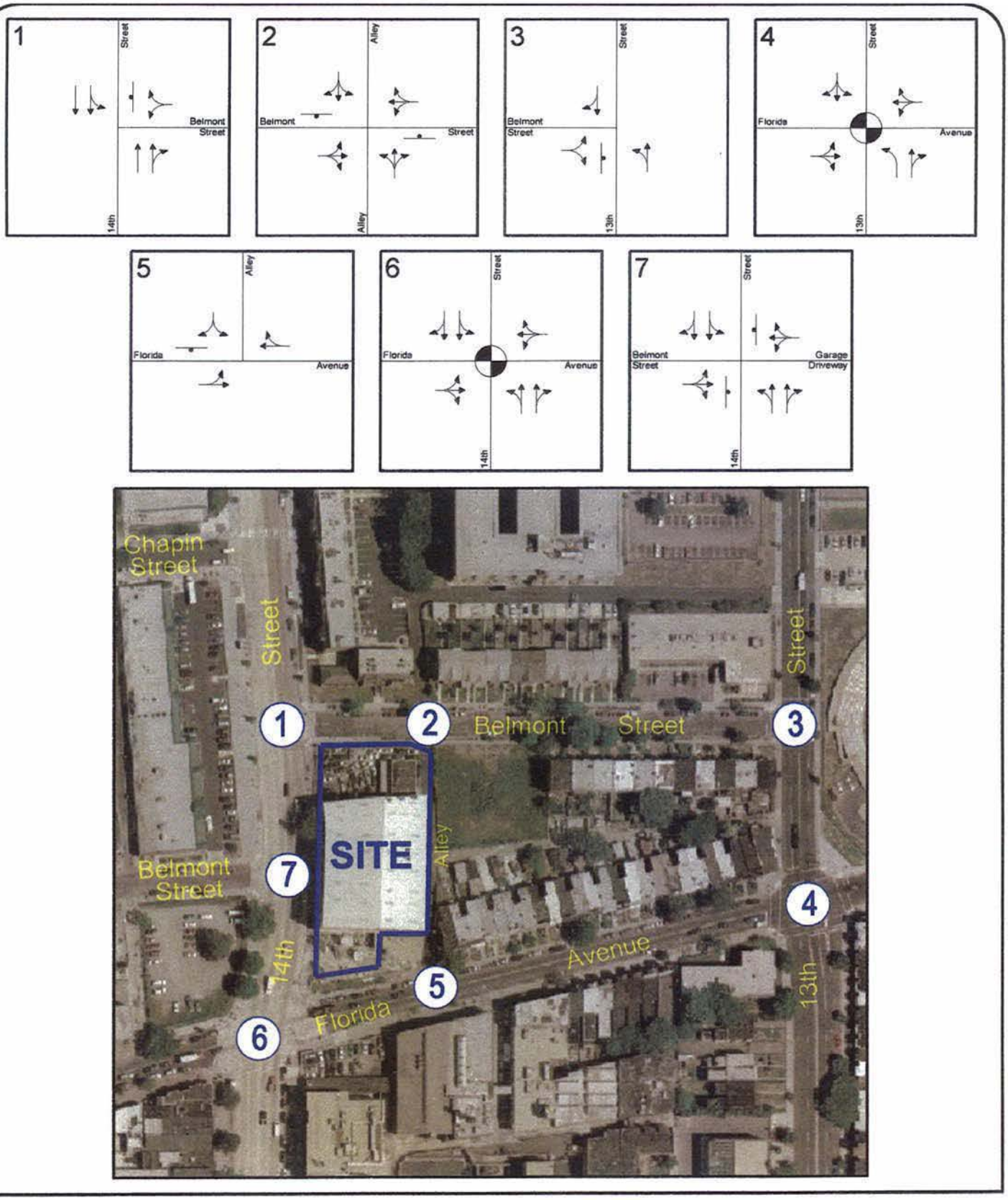


Figure 2–1
Existing Lane Use And Traffic Control

Represents One Travel Lane
Signalized Intersection
Stop Sign

North
Schematic

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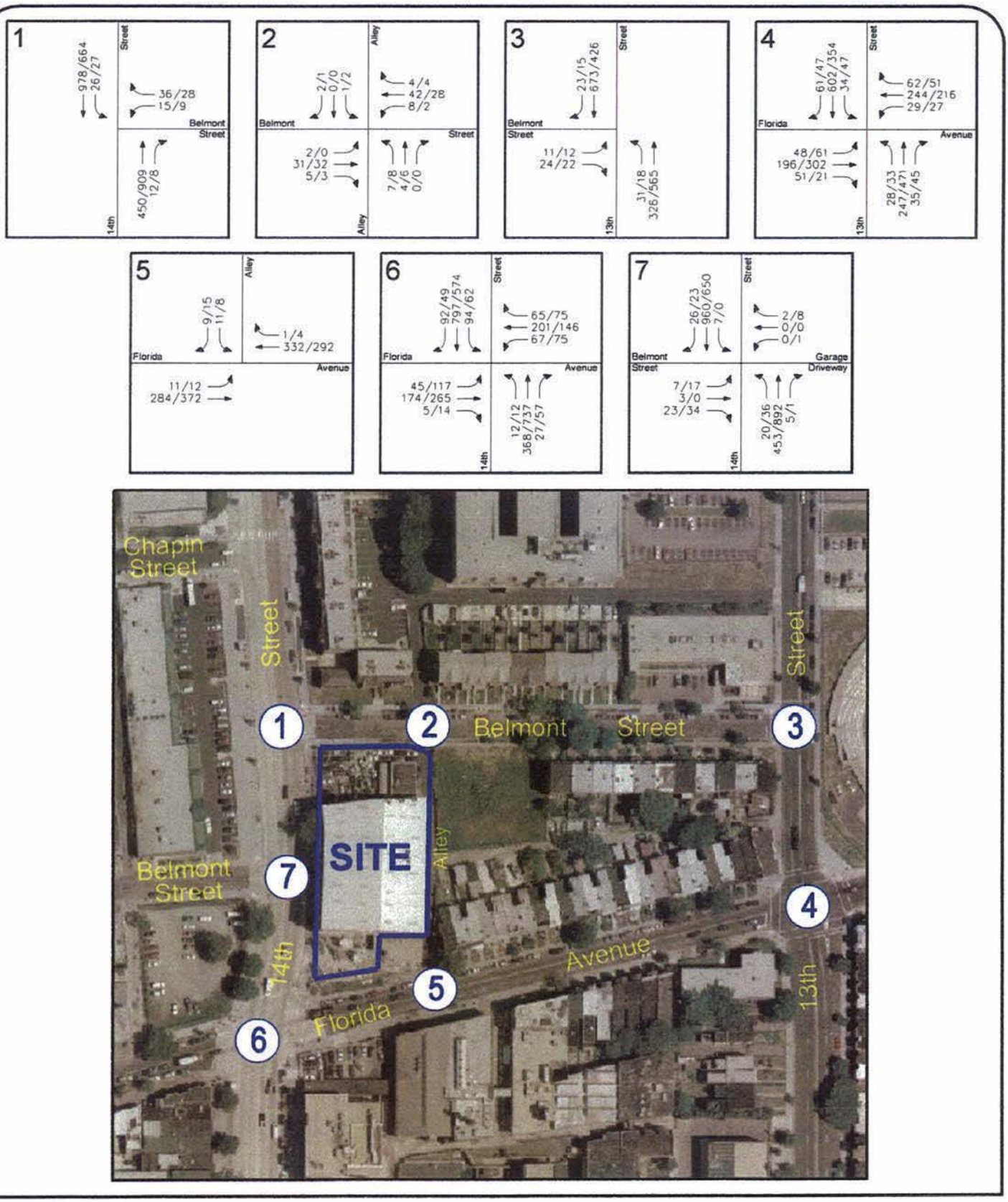
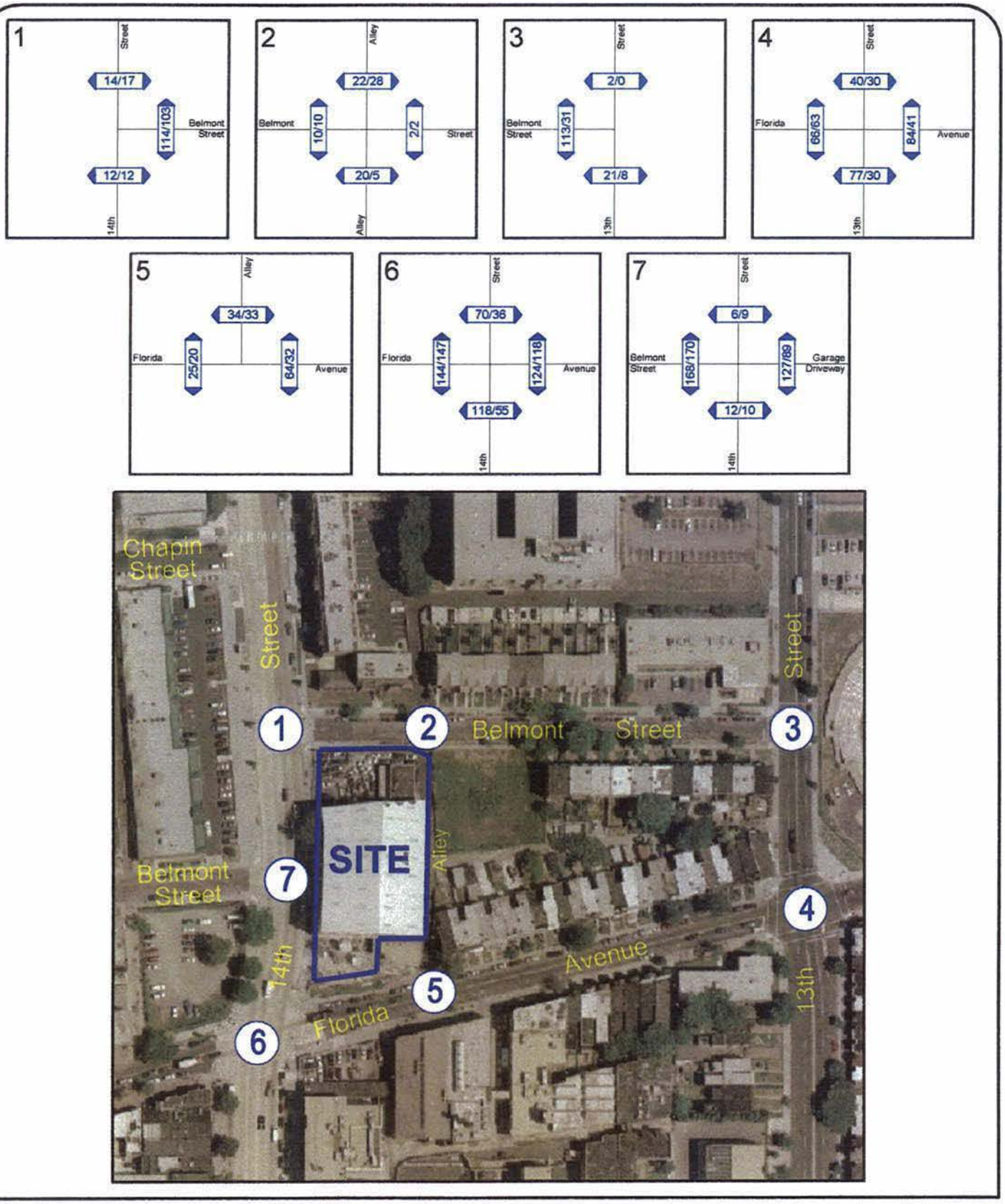


Figure 2–2
Exisiting Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic



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Figure 2-3
Exisiting Pedestrian Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North Schematic

Section 3
ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated at the seven (7) key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2-1, the existing traffic volumes shown on Figure 2-2, and the Highway Capacity Manual. The results are presented in Appendix B and summarized in Table 3-1.

Table 3-1 indicates that all key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and PM peak hours, however it is important to note that the eastbound movements at the intersections of 13th and 14th Streets with Florida Avenue currently operate near capacity at LOS "E" during the PM peak hour. The slight modification of the existing traffic signal timings would improve the operation of the eastbound movements at both intersections.

The eastbound movement at the 14th Street/Belmont Street intersection theoretically operates near capacity at LOS "E" during both the AM and PM peak hours. In practice, this motorists turning onto 14th Street rely on gaps in the northbound and southbound 14th Street traffic created by nearby upstream and downtown traffic signals.

Other Development Trip Generation

The number of peak hour trips that will be generated by the four other approved but incomplete development projects were estimated based on their respective development programs, peak hour equations included in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, transit mode split estimates, and/or approved transportation impact studies.

As shown in Table 3-2, it is estimated that these projects will generate a total of 156 AM peak hour trips (56 in and 100 out), and 346 PM peak hour trips (185 in and 160 out), upon completion.

Table 3-1
View 14
Peak Hour Intersection Levels of Service [1]

Intersection	Type of Control	Existing Conditions AM	Existing Conditions PM	Background Conditions AM	Background Conditions PM	Total Future Conditions AM	Total Future Conditions PM
1 14th Street/Belmont Street	Stop Sign						
Westbound LR		C[18.7]	C[23.9]	C[22.3]	E[42.3]	C[22.2]	E[43.4]
Southbound LT		A[0.4]	A[0.7]	A[0.3]	A[0.7]	A[0.4]	A[1.0]
2 Alley/Belmont Street	Stop Sign						
Eastbound LTR		A[0.4]	A[0.0]	A[0.4]	A[0.0]	A[0.4]	A[0.0]
Westbound LTR		A[1.1]	A[0.4]	A[0.0]	A[0.2]	A[0.3]	A[1.3]
Northbound LTR		A[9.8]	A[9.5]	A[9.2]	A[9.2]	A[9.3]	A[9.2]
Southbound LTR		A[9.0]	A[9.2]	A[9.0]	A[9.2]	A[9.1]	A[9.3]
3 13th Street/Belmont Street	Stop Sign						
Eastbound LR		C[24.1]	C[18.6]	D[29.6]	C[24.5]	D[32.1]	D[27.5]
Northbound LT		A[1.5]	A[0.5]	A[1.4]	A[0.5]	A[1.4]	A[0.5]
4 13th Street/Florida Street	Signal						
Eastbound		D(44.5)	E(56.1)	D[49.8]	F(81.0)	D(53.4)	F(87.5)
Westbound		D(39.3)	D(36.4)	D[43.2]	D(39.8)	D(43.9)	D(40.7)
Northbound		A(9.1)	B(11.7)	A[9.4]	B(12.4)	A(9.4)	B(12.3)
Southbound		B(16.0)	B(11.8)	B[18.1]	B(12.1)	B(18.1)	B(12.1)
Overall		**C(24.6)**	**C(26.2)**	**C[27.2]**	**C(33.0)**	**C(28.1)**	**C(34.7)**
Modify the signal timings	Signal						
Eastbound		C(34.1)	D(38.7)	D(35.3)	D(40.9)	D(35.9)	D(41.4)
Westbound		C(29.9)	C(28.1)	C(31.5)	C(29.6)	C(31.6)	C(30.0)
Northbound		B(12.2)	B(15.7)	B(12.5)	B(16.7)	B(12.6)	B(16.6)
Southbound		C(22.3)	B(16.1)	C(26.0)	B(17.8)	C(26.0)	B(17.8)
Overall		**C(24.1)**	**C(23.3)**	**C(26.2)**	**C(24.9)**	**C(26.4)**	**C(25.0)**
5 Alley/Florida Avenue	Stop Sign						
Eastbound LT		A[0.4]	A[0.4]	A[0.5]	A[0.5]	A[0.9]	A[1.0]
Southbound LR		B[13.6]	B[12.4]	B[13.6]	B[12.6]	C[16.0]	B[14.4]
6 14th Street/Florida Avenue	Signal						
Eastbound		C(28.6)	E(62.9)	C(29.5)	F(87.0)	C(29.6)	F(93.0)
Westbound		C(28.7)	C(30.3)	C(31.4)	D(32.5)	D(36.7)	D(37.8)
Northbound		B(10.5)	B(12.8)	B(10.8)	B(13.6)	B(10.8)	B(13.8)
Southbound		B(15.8)	B(13.1)	B(17.8)	B(15.3)	B(17.8)	B(15.3)
Overall		**B(18.4)**	**C(24.4)**	**B(19.9)**	**C(29.3)**	**C(20.9)**	**C(31.3)**
Modify the signal timings	Signal						
Eastbound		C(22.8)	D(35.8)	C(23.3)	D(42.1)	C(23.4)	D(44.0)
Westbound		C(20.5)	C(20.9)	C(25.7)	C(25.6)	C(27.9)	C(27.5)
Northbound		B(13.7)	B(16.8)	B(14.1)	B(17.9)	B(14.1)	B(18.1)
Southbound		C(21.1)	B(17.5)	C(25.1)	C(21.0)	C(25.2)	C(21.2)
Overall		**B(19.6)**	**C(21.0)**	**C(22.6)**	**C(24.1)**	**C(23.1)**	**C(24.9)**
7 14th Street/Belmont Street/ Garage Driveway	Stop Sign						
Eastbound LTR		E[46.2]	E[47.3]	F[63.3]	F[163.3]	D[32.8]	F[52.4]
Westbound LTR		B[11.1]	C[19.6]	N/A	N/A	N/A	N/A
Northbound LTR		A[0.9]	A[0.9]	A[1.5]	A[1.7]	A[1.2]	A[1.3]
Southbound LTR		A[0.1]	A[0.0]	A[0.0]	A[0.0]	N/A	N/A

Notes: [1] Analysis performed using Synchro/Simtraffic Version 6.0

Table 3-2
View 14
Trips Generated by Other Approved Developments [1]

Background Project	Trip Type/ Land Use	Development Program [4]	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
The Flats at Union Row	Retail	24,000	S.F.	40	26	66	117	127	244
	Transit Reduction [2]	*35%*		*14*	*9*	*23*	*41*	*44*	*85*
	Net New Retail Trips			26	17	43	76	82	159
	Condominiums	280	D.U.	20	98	118	94	46	140
	Transit Reduction [2]	*50%*		*10*	*49*	*59*	*47*	*23*	*70*
	Net New Residential Trips			10	49	59	47	23	70
	Total Site Trips			36	66	102	123	105	229
The Belmont	Townhouses	28	D.U.	3	16	19	14	7	21
	Transit Reduction [2]	*40%*		*1*	*6*	*8*	*6*	*3*	*8*
	Net New Residential Trips			2	10	11	8	4	13
	Total Site Trips			2	10	11	8	4	13
Gateway 34	Condominiums	48	D.U.	5	24	29	22	11	33
	Transit Reduction [2]	*40%*		*2*	*10*	*12*	*9*	*4*	*13*
	Net New Residential Trips			3	14	17	13	7	20
	Retail	4,000	S.F.	14	9	23	36	39	75
	Transit Reduction [2]	*85%*		*12*	*8*	*20*	*31*	*33*	*64*
	Net New Retail Trips			2	1	3	5	6	11
	Total Site Trips			5	16	21	19	12	31
Langston Lots	Retail	7,500	S.F.	20	13	33	54	59	113
	Transit Reduction [2]	*35%*		*7*	*5*	*12*	*19*	*21*	*40*
	Net New Retail Trips			13	8	21	35	38	73
	Total Site Trips			13	8	21	35	38	73
Total Other Approved Developments Trips				56	100	156	185	160	346

Notes:
[1] Based on ITE, Trip Generation, 7th Edition.
[2] The transit usage percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority.

Trip Distribution Analysis

The retail space trips distributions of the Langston Lots were determined based on previously-approved traffic studies. The distribution of The Belmont, Gateway 34, and View 14 was based on existing traffic patterns as follows:

To/From:	Residential	Retail
North along 13th Street	10%	15%
South along 13th Street	23%	15%
North along 14th Street	15%	20%
South along 14th Street	30%	25%
West along Belmont Street	2%	5%
West along Florida Avenue	10%	5%
East along Florida Avenue	10%	15%
Total	100%	100%

Other Development Project Traffic Assignments

The trips shown in Table 3-2 were assigned to the public road network based on this trip distribution. The results are shown on Figure 3-1.

Background Traffic Growth

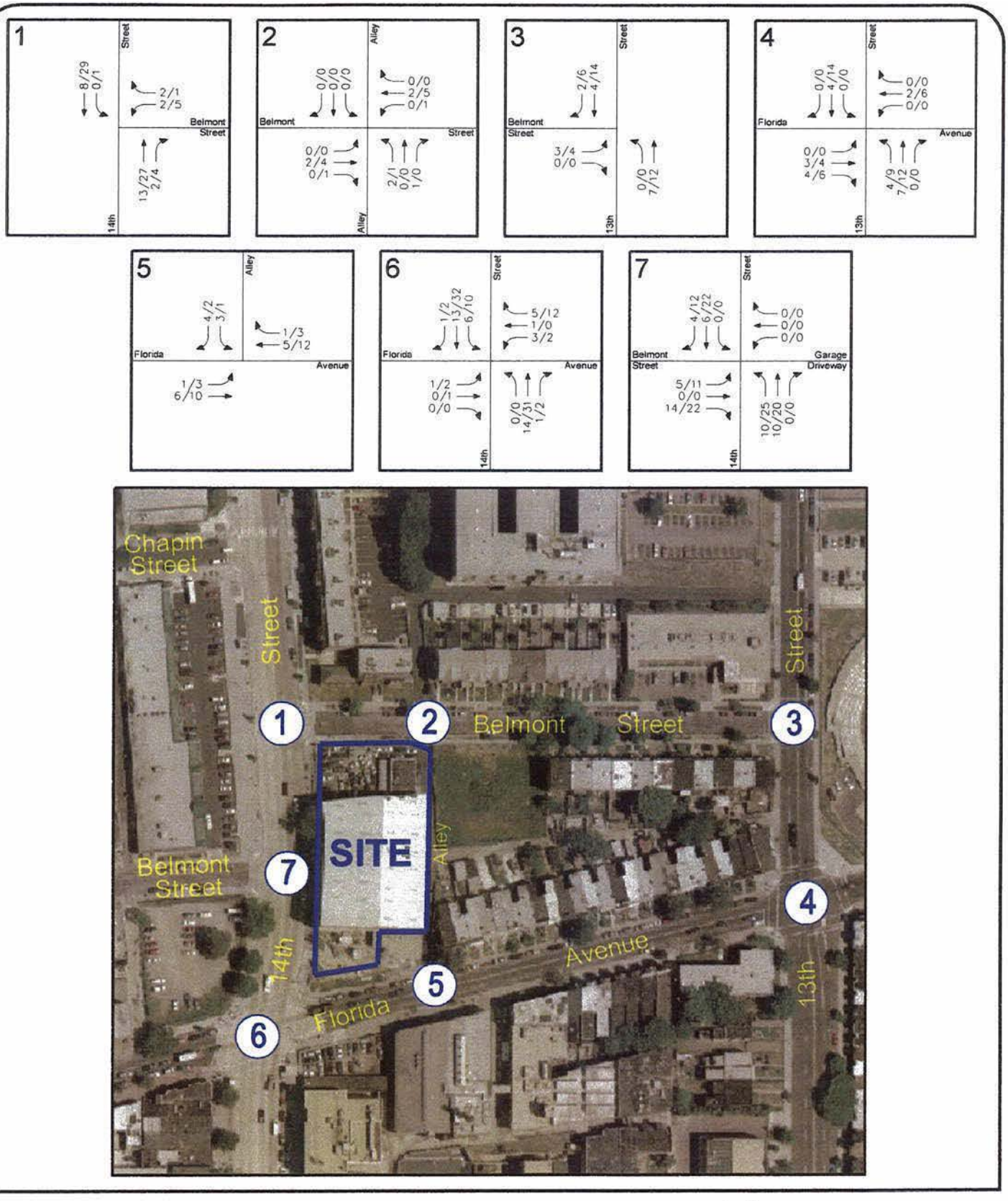
Annual background traffic growth was estimated at 2.0 percent per year compounded for four (4) years for project buildout (2009). This growth rate was applied to all movements on 13th and 14th Streets, Florida Avenue, and Belmont Street.

Background Traffic Forecasts

Background peak hour traffic forecasts, without development of View 14, were estimated based on existing traffic counts, traffic generated by approved but incomplete development, and background traffic growth. The background traffic forecasts for the year of project buildout (2009) are shown on Figure 3-2.

Background Future Levels of Service

Future peak hour levels of service, without redevelopment of View 14, were estimated at the seven (7) key intersections in the study area for the year of project buildout (2009) based on the intersection lane usage and traffic control shown on Figure 2-1; the background traffic forecasts shown on Figure 3-2; and the Highway Capacity Manual. The results are presented in Appendix C, and are summarized in Table 3-1.



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Figure 3–1
Other Approved Developments

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

View 14
Washington, D.C.

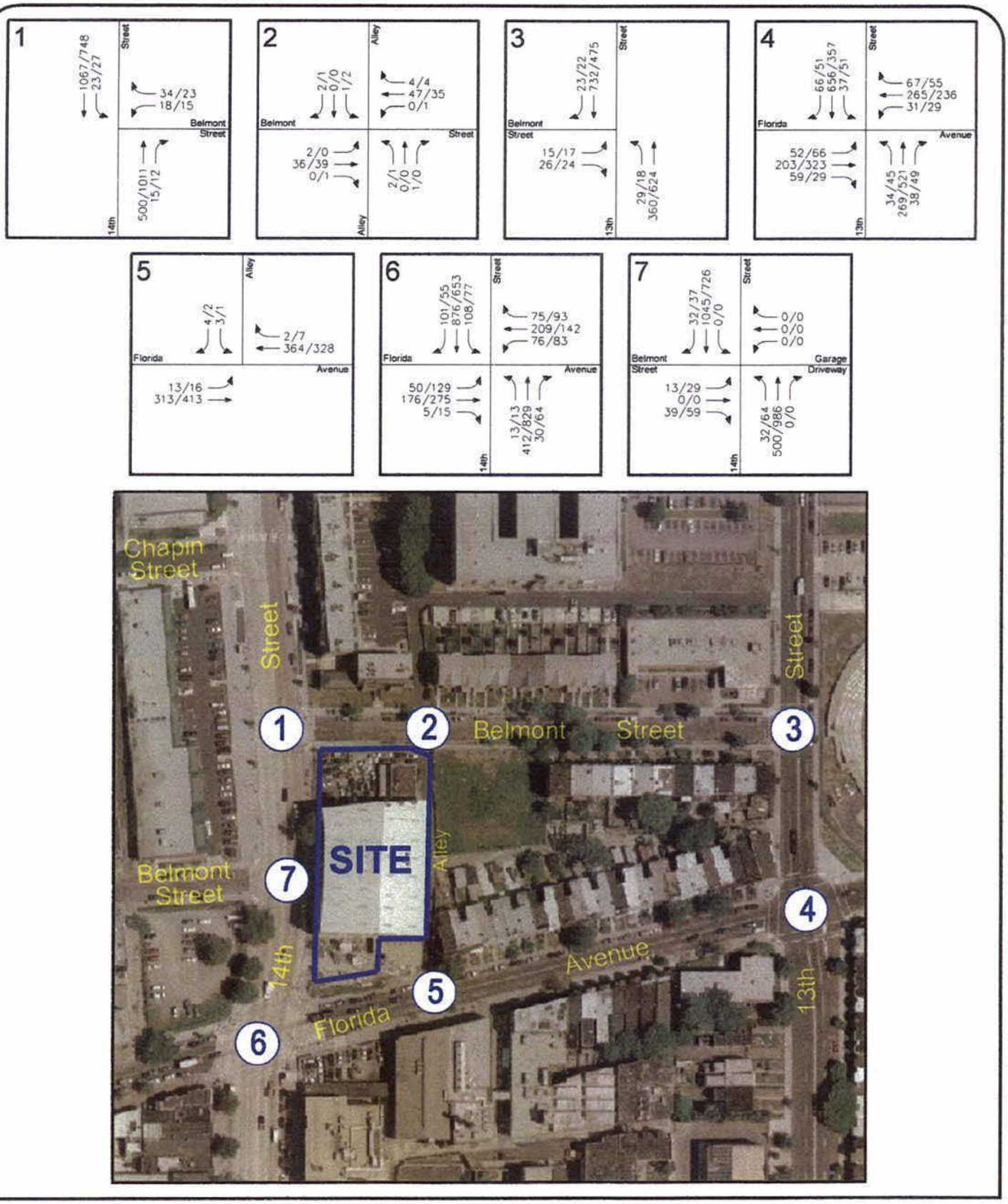


Figure 3-2
Background Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

View 14
Washington, D.C.

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Table 3-1 indicates that the key intersections will continue to operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours, except the eastbound movements at the intersections of 13th and 14th Streets with Florida Avenue, which would continue to operate near capacity at LOS "E" during the PM peak hour. As previously discussed, the slight modification of the existing traffic signal timings would improve the operation of the eastbound movements at both intersections.

Site Trip Generation Analysis

The net numbers of trips that will be generated by the development of View 14 were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the U Street/African-American/Civil War Memorial/Cardozo Metro Station, (3) experience with other comparable projects in Washington, D.C., and (4) existing driveway traffic counts.

The proposed uses are anticipated to generate 58 AM peak hour trips (15 in and 43 out), and 95 PM peak hour trips (56 in and 39 out), at project buildout, as shown in Table 3-3. This estimate assumes that 40 percent of all site-generated residential trips and 85 percent of all site-generated retail trips would be made by Metro or some other non-auto mode or on foot by project residents and neighbors. The prevailing mode splits for work trips in this neighborhood is approximately 54 percent, according to the 2000 U.S. Census.

The existing automobile body repair shop, the used sales car lot, storage warehouses, and the vending cart storage and replenishing facility warehouses presently generate 56 AM peak hour trips (25 in and 31 out) and 58 PM peak hour trips (21 in and 37 out). The development of View 14, therefore, would generate only two (2) net additional AM peak hour trip and 37 net additional PM peak hour trips.

Site Traffic Assignments

These additional trips were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 3-3.

Total Future Traffic Forecasts

These site traffic assignments were added to the future background traffic volumes shown on Figure 3-2 to yield the total future traffic forecasts shown on Figure 3-4.

Total Future Levels of Service

Future peak hour levels of service with the development of View 14, were estimated at the key intersections in the study area based on the lane usage and traffic controls shown on Figure 2-1; the total future traffic forecasts shown on Figure 3-4; and the Highway Capacity Manual. The results are presented in Appendix D and summarized in Table 3-1.

Table 3-1 indicates that the key intersections will continue to operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours with the development of View 14 and the recommended slight traffic signal timing modifications.

Parking Analysis

The subject site is zoned C-2-B. The District of Columbia zoning regulations minimum parking requirement in this zone for apartment houses or multiple dwellings is one (1) space for every three (3) units and one (1) space per 750 S.F. over 3,000 S.F. for retail space. Accordingly, the subject site would require 57 residential parking spaces and 29 retail parking spaces.

The subject site will be served by two (2) levels of underground parking with approximately 132 residential parking spaces (or 0.77 spaces per unit) and 18 retail parking spaces. This is 75 more residential spaces and 11 fewer retail spaces than the minimum number of spaces required by the zoning ordinance and 68 fewer residential spaces than prevailing auto ownership rates in the immediate neighborhood. However, curb parking is available in the immediate vicinity of the subject site, and the majority of the retail patrons are expected to use non-auto transit modes.

Auto availability for owner-occupied residential units in Census Tract 36, in which the subject site is located, is 1.17 vehicles per unit, according to the 2000 U.S. Census. Approximately 25 percent of all owner-occupied households owned no vehicle; 40 percent owned one (1) vehicle; 27 percent owned two (2) or more vehicles. Recent experience with other comparable residential condominium projects indicates that the proposed 132 residential parking spaces (or 0.77 spaces per unit) will adequately meet anticipated residential parking demands.

The limited retail parking supply will adequately accommodate anticipated retail parking demands, if the proposed retail tenants serve local neighborhood residents, not patrons who might otherwise drive from more distant neighborhoods in the District of Columbia or the suburbs.

Loading Analysis

For the residential development, the District of Columbia zoning regulations requires one (1) 55-foot-deep loading berth, one (1) 200-square-foot loading platform, and one (1) 20-foot-deep service/delivery loading space for the subject site. For the retail development, the District of Columbia zoning ordinance requires one (1) 30-foot-deep loading berth and one (1) 100-square-foot loading platform for the subject site.

The residential and retail delivery trucks would approach the loading area eastbound along Belmont Street and turn right into the existing north-south alley. The trucks would back into the appropriate loading area and depart via Florida Avenue, as shown on Figures 3-5 and 3-6. The residential and retail loading areas would not be hindered by dividing walls, as to allow a 55-foot residential truck more maneuverability.

These loading/delivery/service facilities would adequately meet the project and D.C. minimum zoning requirements.

Table 3-3

View 14

Site Trip Generation Analysis [1]

				AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Amount	Unit	In	Out	Total	In	Out	Total
Existing Development									
Storage, Automobile Repair Body Shop, Used Car Sales, etc.				25	31	56	21	37	58
Proposed Development									
Residential	220	171	D.U.	13	66	79	62	31	93
Transit Usage [2]		*40%*		*5*	*26*	*32*	*25*	*12*	*37*
Net Net Residential Trips				8	39	47	37	18	56
Retail	820	26,884	S.F.	43	28	71	126	137	263
Transit Usage [2]		*85%*		*37*	*24*	*60*	*107*	*116*	*224*
New Net Retail Trips				6	4	11	19	21	39
Total New Site Generated Trips				15	43	58	56	39	95
Total Net New Site Generated Trips				**(10)**	**12**	**2**	**35**	**2**	**37**

Notes:

[1] Traffic estimates based on Trip Generation, Seventh Edition, The Institute of Transportation Engineers.

[2] The transit usage percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority.

Wells & Associates, LLC
McLean, Virginia

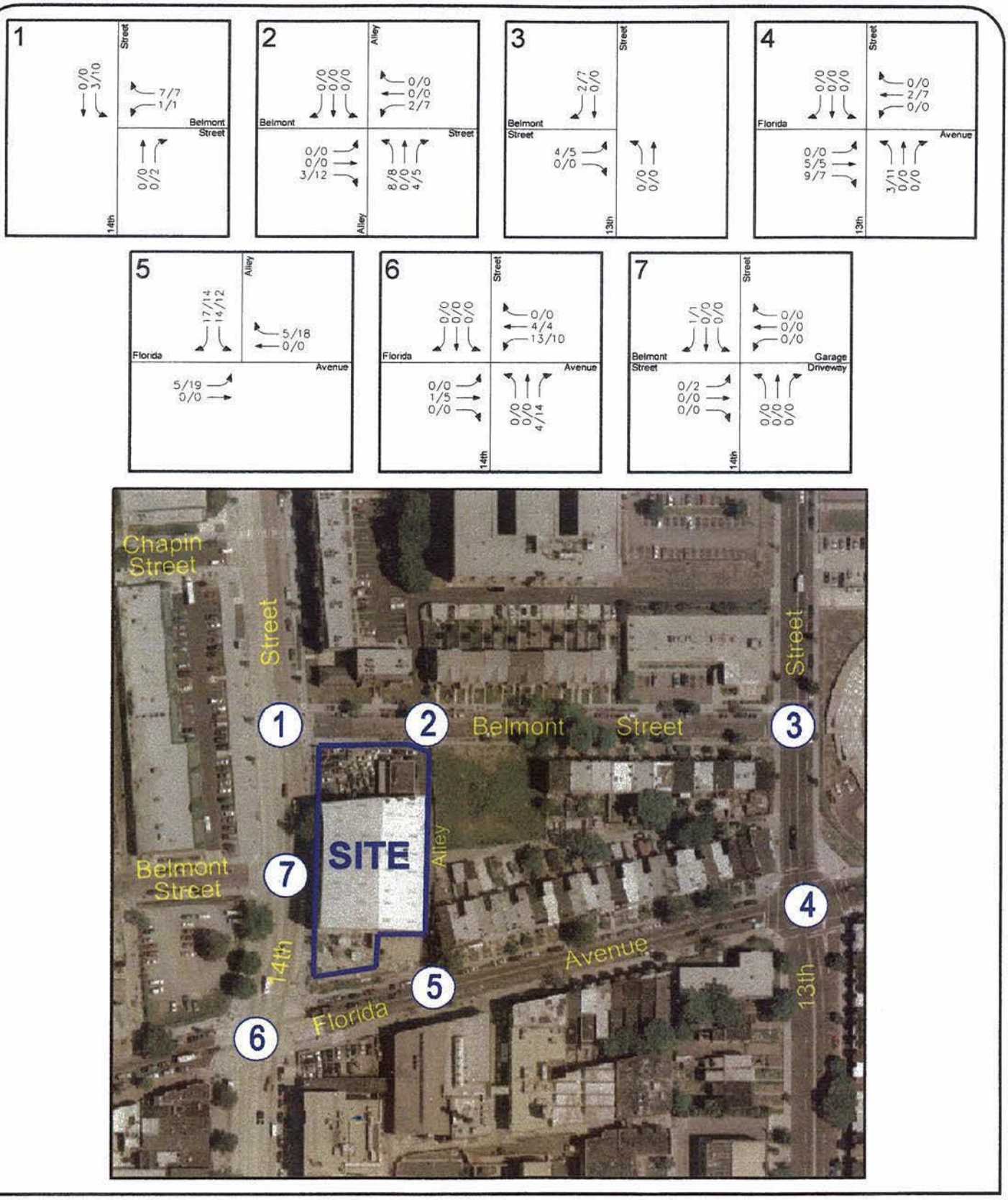


Figure 3-3
Site Generated Trips And Directional Distributions

AM PEAK HOUR
PM PEAK HOUR
000/000

XXX/XXX Residential/Retail

North
Schematic

View 14
Washington, D.C

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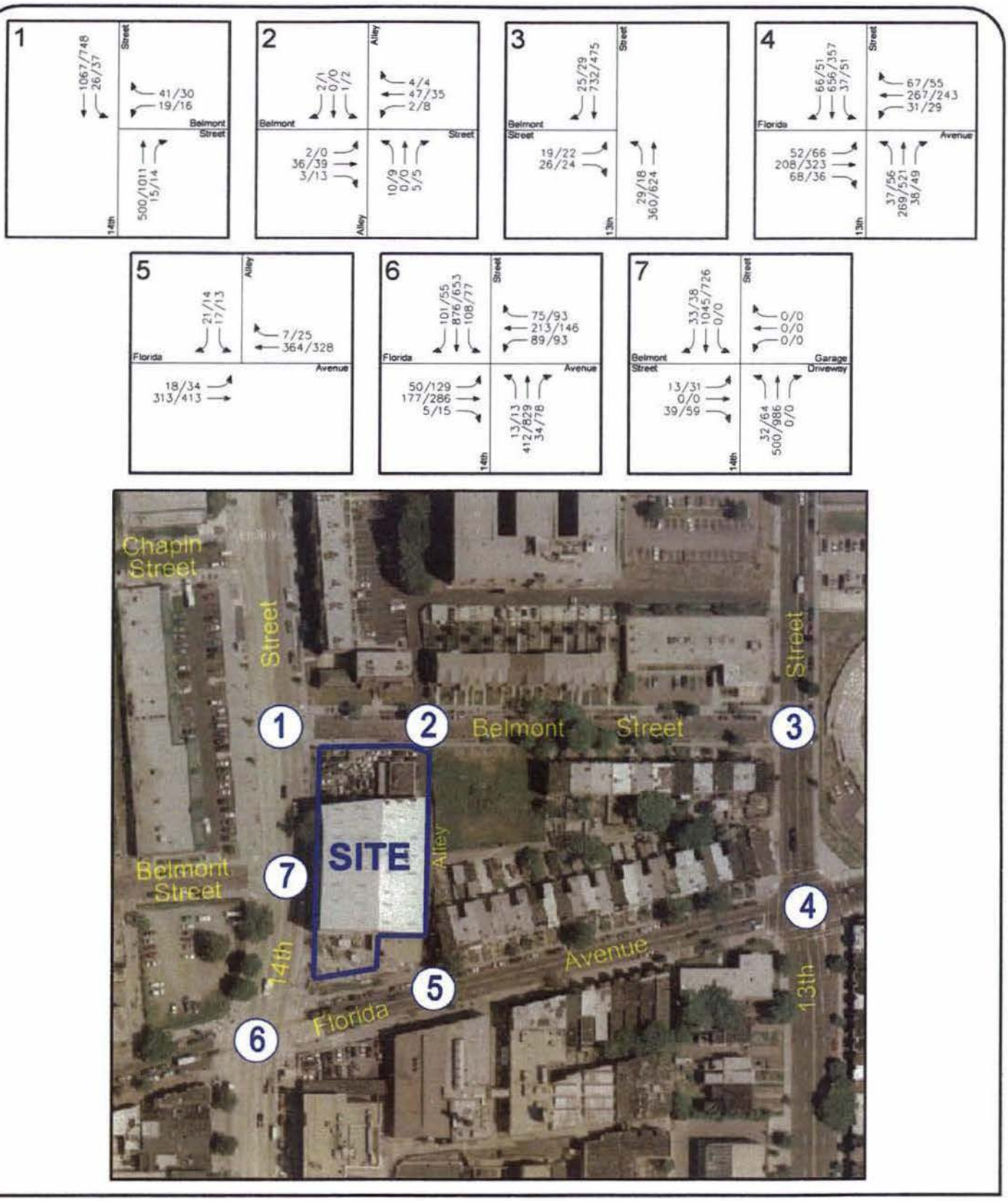


Figure 3–4
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

G:\Projects\2501-3000\2812 Square 2868 Lot 807\Graphics\2812 Rpt Graphics.dwg\ALM

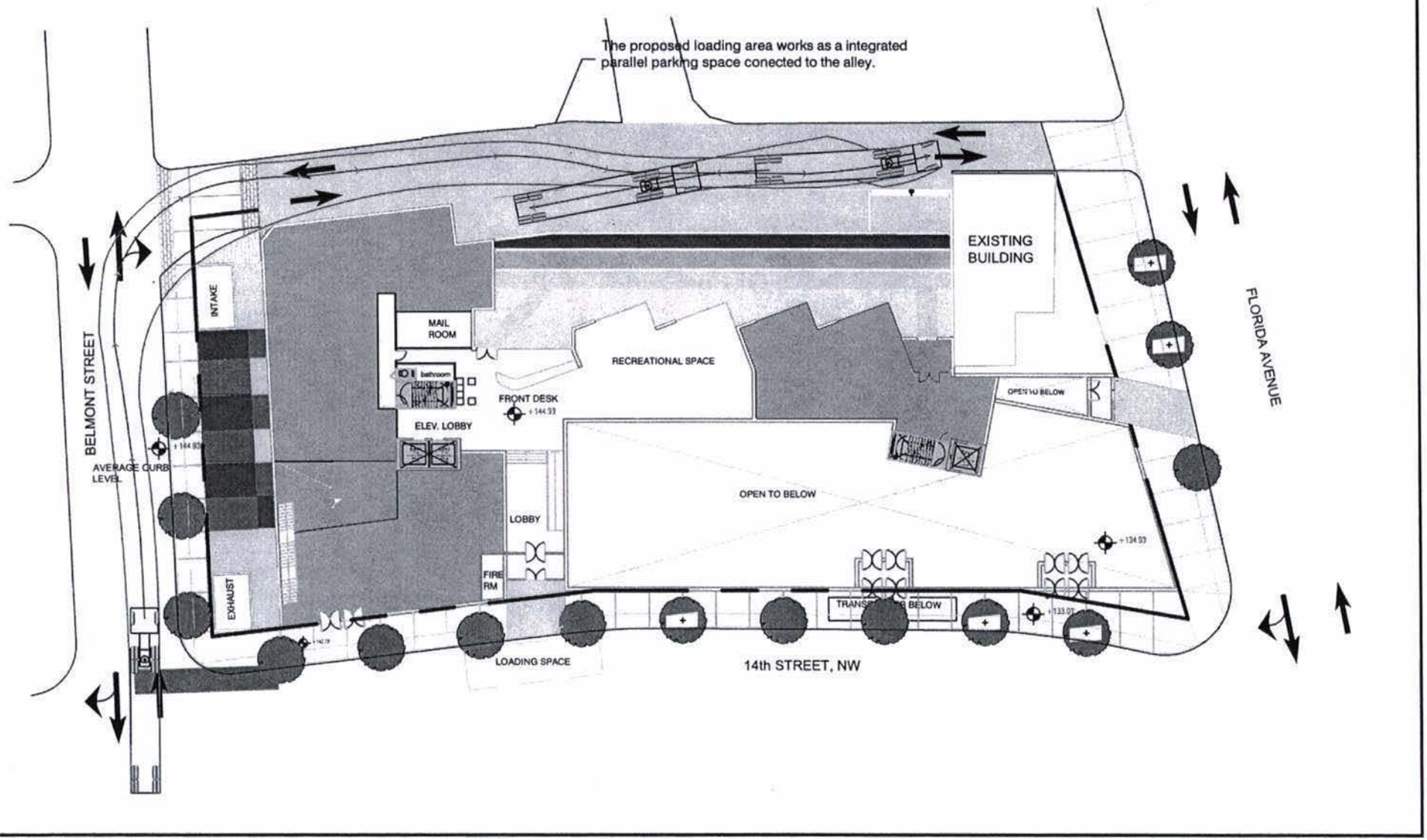


Figure 3–5
WB–50 Truck Turning Maneuvers (Inbound)

North

View 14
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

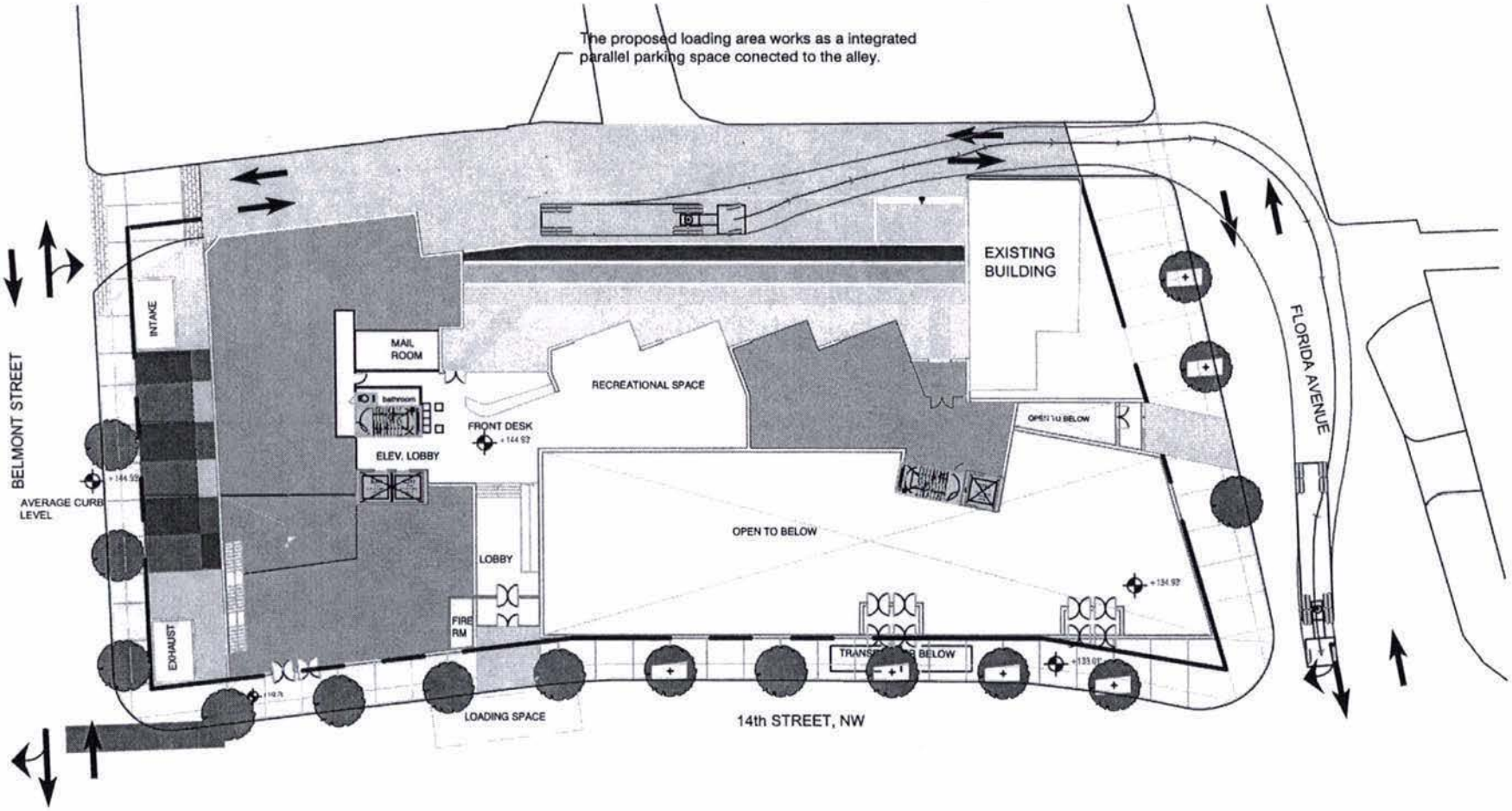


Figure 3–6
WB–50 Truck Turning Maneuvers (Outbound)

North

View 14
Washington, D.C.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

Section 4
CONCLUSIONS

The conclusions of this study are as follows:

1. All key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours, however it is important to note that the eastbound movements at the intersections of 13th and 14th Streets with Florida Avenue currently operate near capacity at LOS "E" during the PM peak hour. The slight modification of the existing traffic signal timings would improve the operation of the eastbound movements at both intersections.

2. The approved but unbuilt projects in the study area will generate a total of 156 AM peak hour trips and 346 PM peak hour trips.

3. These additional trips can be adequately accommodated at the key intersections in the study area, if existing traffic signal timings at the intersections of 13th and 14th Streets with Florida Avenue are slightly modified.

4. The proposed development of the subject site will generate only two (2) net additional AM peak hour trip and 37 net additional PM peak hour trips.

5. These additional site-generated trips can be adequately accommodated at the key intersections in the study area with slight traffic signal timing modifications.

6. The proposed residential parking supply will adequately meet anticipated residential parking demands. The proposed retail parking supply will adequately accommodate anticipated retail parking demands, if the proposed retail tenants serve local neighborhood residents, not patrons who might otherwise drive from more distant neighborhoods in the District of Columbia or the suburbs.

7. The proposed loading and service facilities will adequately serve the proposed project.

8. A total of 64 residential (at 2.0 FAR) and 48,024 S.F. (at 1.5 FAR) could be built by-right on the subject site. The uses would generate 19-percent additional AM peak hour trips and 56-percent additional PM peak hour trips. The proposed development, therefore, would have less traffic impact than the by-right development.

Appendix A

Existing Traffic Counts

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McLean, Virginia

Existing Traffic Count

PROJECT:	Square 2868,Lot 807	DATE:	4/19/2005	SOUTHBOUND ROAD.	13th Street	
W & A JOB NO.:	2812	DAY:	Tuesday	NORTHBOUND ROAD.	13th Street	
INTERSECTION:	13th Street & Belmont St	WEATHER:	Clear	WESTBOUND ROAD	0	
LOCATION	Washington,DC	COUNTED BY	Nada	EASTBOUND ROAD:	Belmont Street	
		INPUTED BY:	agan			

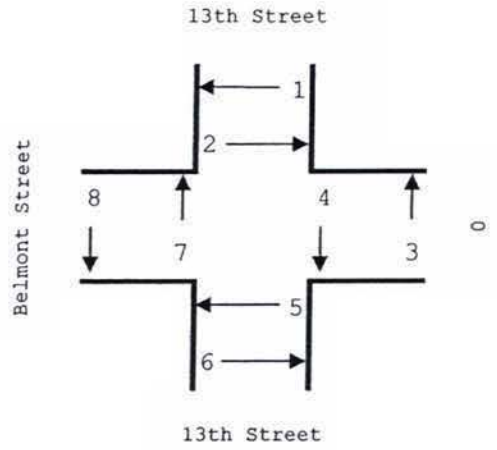
Time Period	Turning Movements																				Total	PHF	Time Period
	Southbound 13th Street				Westbound 0				Northbound 13th Street				Eastbound Belmont Street				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:00-6:15	0	79	0	79	0	0	0	0	0	23	4	27	2	0	0	2	106	2	108				6:00-6:15
6:15-6.30	1	102	0	103	0	0	0	0	0	32	0	32	1	0	2	3	135	3	138				6:15-6:30
6:30-6:45	3	104	0	107	0	0	0	0	0	30	0	30	1	0	1	2	137	2	139				6.30-6:45
6:45-7:00	1	117	0	118	0	0	0	0	0	31	1	32	1	0	0	1	150	1	151				6:45-7:00
7:00-7:15	2	127	0	129	0	0	0	0	0	54	5	59	1	0	0	1	188	1	189				7:00-7:15
7:15-7:30	3	141	0	144	0	0	0	0	0	62	5	67	3	0	3	6	211	6	217				7:15-7:30
7:30-7:45	1	162	0	163	0	0	0	0	0	60	6	66	7	0	1	8	229	8	237				7:30-7:45
7:45-8:00	9	168	0	177	0	0	0	0	0	69	8	77	3	0	3	6	254	6	260				7:45-8:00
8:00-8:15	9	164	0	173	0	0	0	0	0	82	14	96	6	0	3	9	269	9	278				8:00-8:15
8.15-8:30	4	176	0	180	0	0	0	0	0	90	6	96	5	0	3	8	276	8	284				8.15-8:30
8:30-8:45	1	165	0	166	0	0	0	0	0	85	3	88	10	0	2	12	254	12	266				8:30-8:45
8:45-9:00	6	162	0	168	0	0	0	0	0	53	2	55	6	0	0	6	223	6	229				8:45-9:00
3 Hour Totals	**40**	**1,667**	**0**	**1,707**	**0**	**0**	**0**	**0**	**0**	**671**	**54**	**725**	**46**	**0**	**18**	**64**	**2,432**	**64**	**2,496**				
1 Hour Totals																							
6:00-7:00	5	402	0	407	0	0	0	0	0	116	5	121	5	0	3	8	528	8	536	0.89	6:00-7:00		
6:15-7:15	7	450	0	457	0	0	0	0	0	147	6	153	4	0	3	7	610	7	617	0.82	6:15-7:15		
6:30-7:30	9	489	0	498	0	0	0	0	0	177	11	188	6	0	4	10	686	10	696	0.80	6:30-7:30		
6:45-7:45	7	547	0	554	0	0	0	0	0	207	17	224	12	0	4	16	778	16	794	0.84	6:45-7:45		
7.00-8.00	15	598	0	613	0	0	0	0	0	245	24	269	14	0	7	21	882	21	903	0.87	7:00-8:00		
7:15-8:15	22	635	0	657	0	0	0	0	0	273	33	306	19	0	10	29	963	29	992	0.89	7 15-8:15		
7:30-8:30	23	670	0	693	0	0	0	0	0	301	34	335	21	0	10	31	1,028	31	1,059	0.93	7:30-8:30		
7:45-8:45	23	673	0	696	0	0	0	0	0	326	31	357	24	0	11	35	1,053	35	1,088	0.96	7:45-8:45		
8:00-9:00	20	667	0	687	0	0	0	0	0	310	25	335	27	0	8	35	1,022	35	1,057	0.93	8:00-9.00		
AM Peak 7:45-8:45	**23**	**673**	**0**	**696**	**0**	**0**	**0**	**0**	**0**	**326**	**31**	**357**	**24**	**0**	**11**	**35**	**1,053**	**35**	**1,088**	**0.96**	**AM Peak 7:45-8:45**		
PM																							
4:00-4:15	1	100	0	101	0	0	0	0	0	148	7	155	4	0	3	7	256	7	263		4:00-4:15		
4:15-4:30	3	99	0	102	0	0	0	0	0	149	7	156	2	0	1	3	258	3	261		4:15-4:30		
4:30-4:45	4	101	0	105	0	0	0	0	0	133	3	136	4	0	0	4	241	4	245		4:30-4:45		
4:45-5:00	1	120	0	121	0	0	0	0	0	137	1	138	5	0	1	6	259	6	265		4:45-5:00		
5.00-5:15	4	110	0	114	0	0	0	0	0	128	3	131	8	0	5	13	245	13	258		5:00-5:15		
5.15-5:30	3	96	0	99	0	0	0	0	0	156	2	158	9	0	0	9	257	9	266		5:15-5:30		
5:30-5:45	4	100	0	104	0	0	0	0	0	151	9	160	10	0	6	16	264	16	280		5:30-5:45		
5:45-6:00	6	105	0	111	0	0	0	0	0	134	5	139	2	0	4	6	250	6	256		5:45-6:00		
6:00-6:15	1	87	0	88	0	0	0	0	0	138	7	145	5	0	2	7	233	7	240		6:00-6:15		
6:15-6:30	2	93	0	95	0	0	0	0	0	141	5	146	3	0	3	6	241	6	247		6:15-6.30		
6.30-6:45	3	91	0	94	0	0	0	0	0	139	7	146	4	0	4	8	240	8	248		6.30-6:45		
6:45-7:00	1	79	0	80	0	0	0	0	0	125	2	127	3	0	1	4	207	4	211		6:45-7:00		
3 Hour Totals	**33**	**1,181**	**0**	**1,214**	**0**	**0**	**0**	**0**	**0**	**1,679**	**58**	**1,737**	**59**	**0**	**30**	**89**	**2,951**	**89**	**3,040**				
1 Hour Totals																							
4:00-5:00	9	420	0	429	0	0	0	0	0	567	18	585	15	0	5	20	1,014	20	1,034	0.98	4.00-5:00		
4:15-5:15	12	430	0	442	0	0	0	0	0	547	14	561	19	0	7	26	1,003	26	1,029	0.97	4:15-5:15		
4:30-5:30	12	427	0	439	0	0	0	0	0	554	9	563	26	0	6	32	1,002	32	1,034	0.97	4:30-5:30		
4.45-5:45	12	426	0	438	0	0	0	0	0	572	15	587	32	0	12	44	1,025	44	1,069	0.95	4:45-5:45		
5:00-6:00	17	411	0	428	0	0	0	0	0	569	19	588	29	0	15	44	1,016	44	1,060	0.95	5:00-6:00		
5:15-6.15	14	388	0	402	0	0	0	0	0	579	23	602	26	0	12	38	1,004	38	1,042	0.93	5:15-6.15		
5:30-6:30	13	385	0	398	0	0	0	0	0	564	26	590	20	0	15	35	988	35	1,023	0.91	5:30-6:30		
5:45-6:45	12	376	0	388	0	0	0	0	0	552	24	576	14	0	13	27	964	27	991	0.97	5:45-6:45		
6:00-7:00	7	350	0	357	0	0	0	0	0	543	21	564	15	0	10	25	921	25	946	0.95	6:00-7:00		
PM Peak 4:45-5:45	**12**	**426**	**0**	**438**	**0**	**0**	**0**	**0**	**0**	**572**	**15**	**587**	**32**	**0**	**12**	**44**	**1,025**	**44**	**1,069**	**0.95**	**PM Peak 4:45-5:45**		

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	13th Street & Belmont St.
Weather:	Clear
Date:	4/19/2005
Surveyor:	Nada



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15							1	
6:15-6:30		1					2	2
6:30-6:45							1	6
6:45-7:00					1		1	2
7:00-7:15		2						7
7:15-7:30		1					4	9
7:30-7:45	2	1					3	12
7:45-8:00						4	5	22
8:00-8:15						5	2	15
8:15-8:30		2				8	10	31
8:30-8:45						4	5	23
8:45-9:00						6	8	10
PM								
4:00-4:15					1		9	5
4:15-4:30						2	3	7
4:30-4:45						2	2	8
4:45-5:00					2		7	3
5:00-5:15					2	3	4	3
5:15-5:30							7	3
5:30-5:45						1	2	2
5:45-6:00					2		6	4
6:00-6:15			1			3	6	
6:15-6:30						1	9	4
6:30-6:45						3	10	11
6:45-7:00							20	12

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Square 2868,Lot 807	DATE:	4/19/2005	SOUTHBOUND ROAD:	13th Street	
W & A JOB NO..	2812	DAY:	Tuesday	NORTHBOUND ROAD:	13th Street	
INTERSECTION.	13th Street & Florida Ave	WEATHER	Clear	WESTBOUND ROAD:	Florida Avenue	
LOCATION:	Washington,DC	COUNTED BY	Gina & Roy	EASTBOUND ROAD:	Florida Avenue	
		INPUTED BY:	agan			

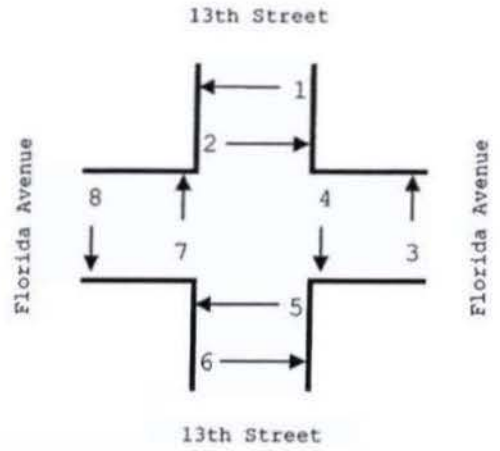
Time Period	Turning Movements: Southbound 13th Street				Westbound Florida Avenue				Northbound 13th Street				Eastbound Florida Avenue				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	2	52	5	59	0	10	1	11	0	18	0	18	2	23	4	29	77	40	117		6:00-6:15
6:15-6:30	3	73	5	81	3	15	2	20	0	23	4	27	2	9	2	13	108	33	141		6:15-6:30
6:30-6:45	5	86	3	94	4	12	1	17	1	19	2	22	3	22	4	29	116	46	162		6:30-6:45
6:45-7:00	8	87	2	97	3	22	4	29	0	25	1	26	2	11	3	16	123	45	168		6:45-7:00
7:00-7:15	8	109	5	122	4	22	6	32	2	43	2	47	0	45	8	53	169	85	254		7:00-7:15
7:15-7:30	7	99	2	108	7	32	4	43	4	43	3	50	7	35	10	52	158	95	253		7:15-7:30
7:30-7:45	18	111	4	133	8	36	3	47	2	44	8	54	6	34	9	49	187	96	283		7:30-7:45
7:45-8:00	14	135	7	156	9	61	9	79	6	53	8	67	7	31	10	48	223	127	350		7:45-8:00
8:00-8:15	17	135	3	155	11	55	8	74	10	59	9	78	9	39	15	63	233	137	370		8:00-8:15
8:15-8:30	10	135	9	154	15	61	9	85	6	70	8	84	12	58	14	84	238	169	407		8:15-8:30
8:30-8:45	17	146	8	171	14	64	5	83	12	54	5	71	13	57	8	78	242	161	403		8:30-8:45
8:45-9:00	17	124	10	151	14	64	7	85	7	34	6	47	17	42	11	70	198	155	353		8:45-9:00
3 Hour Totals	**126**	**1,292**	**63**	**1,481**	**92**	**454**	**59**	**605**	**50**	**485**	**56**	**591**	**80**	**406**	**98**	**584**	**2,072**	**1,189**	**3,261**		
1 Hour Totals																					
6:00-7:00	18	298	15	331	10	59	8	77	1	85	7	93	9	65	13	87	424	164	588	0.88	6:00-7:00
6:15-7:15	24	355	15	394	14	71	13	98	3	110	9	122	7	87	17	111	516	209	725	0.71	6:15-7:15
6:30-7:30	28	381	12	421	18	88	15	121	7	130	8	145	12	113	25	150	566	271	837	0.82	6:30-7:30
6:45-7:45	41	406	13	460	22	112	17	151	8	155	14	177	15	125	30	170	637	321	958	0.85	6:45-7:45
7:00-8:00	47	454	18	519	28	151	22	201	14	183	21	218	20	145	37	202	737	403	1,140	0.81	7:00-8:00
7:15-8:15	56	480	16	552	35	184	24	243	22	199	28	249	29	139	44	212	801	455	1,256	0.85	7:15-8:15
7:30-8:30	59	516	23	598	43	213	29	285	24	226	33	283	34	162	48	244	881	529	1,410	0.87	7:30-8:30
7:45-8:45	58	551	27	636	49	241	31	321	34	236	30	300	41	185	47	273	936	594	1,530	0.94	7:45-8:45
8:00-9:00	61	540	30	631	54	244	29	327	35	217	28	280	51	196	48	295	911	622	1,533	0.94	8:00-9:00
AM Peak 8:00-9:00	**61**	**540**	**30**	**631**	**54**	**244**	**29**	**327**	**35**	**217**	**28**	**280**	**51**	**196**	**48**	**295**	**911**	**622**	**1,533**	**0.94**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	6	126	6	138	6	56	5	67	138	67	205		4:00-4:15
4:15-4:30	9	72	8	89	16	45	6	67	10	110	7	127	7	49	13	69	216	136	352		4:15-4:30
4:30-4:45	8	75	11	94	18	52	4	74	8	106	8	122	5	62	10	77	216	151	367		4:30-4.45
4:45-5:00	14	78	7	99	10	35	5	50	4	106	5	115	8	82	12	102	214	152	366		4:45-5:00
5:00-5:15	18	86	9	113	11	43	3	57	9	114	6	129	6	76	13	95	242	152	394		5:00-5:15
5:15-5:30	13	90	12	115	8	43	2	53	17	121	4	142	10	73	16	99	257	152	409		5:15-5:30
5:30-5:45	11	71	9	91	16	69	8	93	12	119	10	141	2	75	18	95	232	188	420		5:30-5:45
5:45-6:00	10	86	9	105	16	49	8	73	10	105	12	127	3	71	15	89	232	162	394		5.45-6:00
6:00-6:15	13	75	13	101	11	55	9	75	6	126	7	139	6	83	12	101	240	176	416		6:00-6:15
6:15-6:30	6	72	11	89	13	43	6	62	6	106	5	117	5	85	20	110	206	172	378		6:15-6:30
6:30-6:45	8	64	12	84	12	52	9	73	7	106	6	119	4	70	8	82	203	155	358		6.30-6.45
6:45-7:00	10	72	8	90	14	37	5	56	2	94	6	102	4	50	13	67	192	123	315		6:45-7:00
3 Hour Totals	**120**	**841**	**109**	**1,070**	**145**	**523**	**65**	**733**	**97**	**1,339**	**82**	**1,518**	**66**	**832**	**155**	**1,053**	**2,588**	**1,786**	**4,374**		
1 Hour Totals																					
4:00-5.00	31	225	26	282	44	132	15	191	28	448	26	502	26	249	40	315	784	506	1,290	0.88	4:00-5:00
4:15-5:15	49	311	35	395	55	175	18	248	31	436	26	493	26	269	48	343	888	591	1,479	0.94	4:15-5:15
4:30-5:30	53	329	39	421	47	173	14	234	38	447	23	508	29	293	51	373	929	607	1,536	0.94	4.30-5:30
4:45-5:45	56	325	37	418	45	190	18	253	42	460	25	527	26	306	59	391	945	644	1,589	0.95	4:45-5:45
5:00-6:00	52	333	39	424	51	204	21	276	48	459	32	539	21	295	62	378	963	654	1,617	0.96	5:00-6.00
5:15-6:15	47	322	43	412	51	216	27	294	45	471	33	549	21	302	61	384	961	678	1,639	0.98	5:15-6:15
5:30-6:30	40	304	42	386	56	216	31	303	34	456	34	524	16	314	65	395	910	698	1,608	0.96	5:30-6:30
5:45-6:45	37	297	45	379	52	199	32	283	29	443	30	502	18	309	55	382	881	665	1,546	0.93	5:45-6:45
6:00-7.00	37	283	44	364	50	187	29	266	21	432	24	477	19	288	53	360	841	626	1,467	0.88	6:00-7:00
PM Peak 5:15-6:15	**47**	**322**	**43**	**412**	**51**	**216**	**27**	**294**	**45**	**471**	**33**	**549**	**21**	**302**	**61**	**384**	**961**	**678**	**1,639**	**0.98**	**PM Peak 5:15-6:15**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	13th Street & Florida Ave.
Weather:	Clear
Date:	4/19/2005
Surveyor:	Gina & Roy



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15			1	3			1	1
6:15-6:30				2	1	1		2
6:30-6:45	2	2	2	4		2	1	8
6:45-7:00	1	1		4		1	1	8
7:00-7:15		1	3	4	8			4
7:15-7:30		2	1	8	6			16
7:30-7:45	4	2	4	8	10	4	3	11
7:45-8:00	3	3	4	9	12	2	3	13
8:00-8:15	1	6	2	6	14	8	2	15
8:15-8:30	6	6	4	14	16	2	2	16
8:30-8:45	3	2	14	13	15	5	2	15
8:45-9:00	8	8	16	15	13	4	3	11
PM								
4:00-4:15	1	9	9		6	9	14	12
4:15-4:30				3	1	2	3	3
4:30-4:45	4	8	2	4	2	5	8	6
4:45-5:00	3	2	5	4		3	3	3
5:00-5:15	6	1	1	2	1	5	8	8
5:15-5:30	14	5	3	3	4	3	16	9
5:30-5:45	1	3	8	1	10	3	12	2
5:45-6:00		2	6	8	1	4	8	3
6:00-6:15	2	3	9	3	1	4	11	2
6:15-6:30	6	3	4	4	3	1	9	4
6:30-6:45	3	1	7	2	4	5	5	4
6:45-7:00	3	3	2		5	2	15	3

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Square 2868,Lot 807
W & A JOB NO.: 2812
INTERSECTION: 14th Street & Florida Ave.
LOCATION: Washington DC

DATE: 4/19/2005
DAY: Tuesday
WEATHER: Clear
COUNTED BY Paco & Lilian
INPUTED BY: agan

SOUTHBOUND ROAD. 14th Street
NORTHBOUND ROAD: 14th Street
WESTBOUND ROAD: Florida Avenue
EASTBOUND ROAD: Florida Avenue

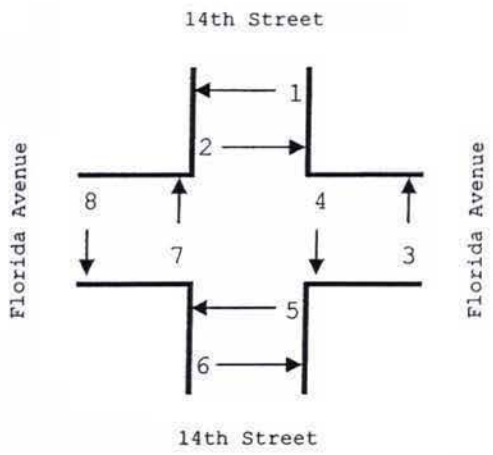
Time Period	Turning Movements: Southbound 14th Street 1 Right	2 Thru	3 Left	Total	Westbound Florida Avenue 4 Right	5 Thru	6 Left	Total	Northbound 14th Street 7 Right	8 Thru	9 Left	Total	Eastbound Florida Avenue 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	2	59	10	71	7	10	7	24	5	60	2	67	2	15	1	18	138	42	180		6:00-6:15
6:15-6:30	5	129	5	139	4	12	6	22	2	70	5	77	0	4	7	11	216	33	249		6:15-6:30
6:30-6:45	0	127	8	135	4	16	2	22	4	75	1	80	0	18	4	22	215	44	259		6:30-6:45
6:45-7:00	6	151	5	162	4	20	8	32	4	85	1	90	1	12	11	24	252	56	308		6:45-7:00
7:00-7:15	5	136	15	156	11	17	7	35	4	90	3	97	1	30	11	42	253	77	330		7:00-7:15
7:15-7:30	11	110	26	147	6	27	27	60	5	67	2	74	1	22	11	34	221	94	315		7:15-7:30
7:30-7:45	11	133	11	155	18	25	15	58	7	97	4	108	1	25	16	42	263	100	363		7:30-7:45
7:45-8:00	13	178	14	205	14	38	20	72	9	82	0	91	2	20	20	42	296	114	410		7:45-8:00
8:00-8:15	16	184	25	225	19	35	17	71	4	91	0	95	2	25	11	38	320	109	429		8:00-8:15
8:15-8:30	24	191	19	234	16	45	18	79	3	103	0	106	2	24	9	35	340	114	454		8:15-8:30
8:30-8:45	16	182	16	214	10	53	13	76	8	76	6	90	0	34	15	49	304	125	429		8:30-8:45
8:45-9:00	31	191	28	250	18	50	13	81	6	86	6	98	1	29	8	38	348	119	467		8:45-9:00
3 Hour Totals	140	1,771	182	2,093	131	348	153	632	61	982	30	1,073	13	258	124	395	3,166	1,027	4,193		
1 Hour Totals																					
6:00-7:00	13	466	28	507	19	58	23	100	15	290	9	314	3	49	23	75	821	175	996	0.81	6:00-7:00
6:15-7:15	16	543	33	592	23	65	23	111	14	320	10	344	2	64	33	99	936	210	1,146	0.87	6:15-7:15
6:30-7:30	22	524	54	600	25	80	44	149	17	317	7	341	3	82	37	122	941	271	1,212	0.92	6:30-7:30
6:45-7:45	33	530	57	620	39	89	57	185	20	339	10	369	4	89	49	142	989	327	1,316	0.91	6:45-7:45
7:00-8:00	40	557	66	663	49	107	69	225	25	336	9	370	5	97	58	160	1,033	385	1,418	0.86	7:00-8:00
7:15-8:15	51	605	76	732	57	125	79	261	25	337	6	368	6	92	58	156	1,100	417	1,517	0.88	7:15-8:15
7:30-8:30	64	686	69	819	67	143	70	280	23	373	4	400	7	94	56	157	1,219	437	1,656	0.91	7:30-8:30
7:45-8:45	69	735	74	878	59	171	68	298	24	352	6	382	6	103	55	164	1,260	462	1,722	0.95	7:45-8:45
8:00-9:00	87	748	88	923	63	183	61	307	21	356	12	389	5	112	43	160	1,312	467	1,779	0.95	8:00-9:00
AM Peak 8:00-9:00	**87**	**748**	**88**	**923**	**63**	**183**	**61**	**307**	**21**	**356**	**12**	**389**	**5**	**112**	**43**	**160**	**1,312**	**467**	**1,779**	**0.95**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	13	117	13	143	18	26	9	53	6	124	1	131	2	49	31	82	274	135	409		4:00-4:15
4:15-4:30	3	124	7	134	14	22	21	57	0	140	1	141	1	51	24	76	275	133	408		4:15-4:30
4:30-4:45	12	126	13	151	16	26	14	56	7	127	4	138	0	43	27	70	289	126	415		4:30-4.45
4:45-5:00	20	106	11	137	14	25	13	52	7	138	5	150	13	60	35	108	287	160	447		4.45-5:00
5:00-5:15	14	124	11	149	18	26	8	52	15	131	3	149	5	67	20	92	298	144	442		5:00-5:15
5:15-5:30	13	120	14	147	18	39	23	80	5	187	2	194	3	55	24	82	341	162	503		5:15-5:30
5:30-5:45	10	130	21	161	15	30	9	54	12	157	5	174	4	61	25	90	335	144	479		5:30-5:45
5:45-6:00	6	135	9	150	14	29	24	67	19	164	2	185	2	54	32	88	335	155	490		5:45-6.00
6:00-6:15	9	112	10	131	20	17	16	53	13	139	6	158	3	63	33	99	289	152	441		6 00-6.15
6:15-6:30	15	116	20	151	17	28	8	53	16	118	5	139	2	72	23	97	290	150	440		6:15-6:30
6:30-6:45	8	109	13	130	15	20	15	50	8	119	6	133	1	52	23	76	263	126	389		6:30-6:45
6.45-7:00	4	102	12	118	7	21	13	41	8	106	9	123	0	48	17	65	241	106	347		6:45-7:00
3 Hour Totals	127	1,421	154	1,702	186	309	173	668	116	1,650	49	1,815	36	675	314	1,025	3,517	1,693	5,210		
1 Hour Totals																					
4:00-5:00	48	473	44	565	62	99	57	218	20	529	11	560	16	203	117	336	1,125	554	1,679	0.94	4:00-5:00
4.15-5:15	49	480	42	571	62	99	56	217	29	536	13	578	19	221	106	346	1,149	563	1,712	0.96	4:15-5:15
4:30-5:30	59	476	49	584	66	116	58	240	34	583	14	631	21	225	106	352	1,215	592	1,807	0.90	4:30-5:30
4:45-5:45	57	480	57	594	65	120	53	238	39	613	15	667	25	243	104	372	1,261	610	1,871	0.93	4:45-5:45
5:00-6:00	43	509	55	607	65	124	64	253	51	639	12	702	14	237	101	352	1,309	605	1,914	0.95	5:00-6:00
5:15-6:15	38	497	54	589	67	115	72	254	49	647	15	711	12	233	114	359	1,300	613	1,913	0.95	5:15-6.15
5:30-6:30	40	493	60	593	66	104	57	227	60	578	18	656	11	250	113	374	1,249	601	1,850	0.94	5:30-6:30
5:45-6:45	38	472	52	562	66	94	63	223	56	540	19	615	8	241	111	360	1,177	583	1,760	0.90	5:45-6:45
6:00-7:00	36	439	55	530	59	86	52	197	45	482	26	553	6	235	96	337	1,083	534	1,617	0.92	6:00-7:00
PM Peak 5:00-6:00	**43**	**509**	**55**	**607**	**65**	**124**	**64**	**253**	**51**	**639**	**12**	**702**	**14**	**237**	**101**	**352**	**1,309**	**605**	**1,914**	**0.95**	**PM Peak 5:00-6:00**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	14th Street & Florida Ave.
Weather:	Clear
Date:	4/19/2005
Surveyor:	Paco & Lilian



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15		1		1		1		3
6:15-6:30	1	2		1	1		2	2
6:30-6:45	1		2	4	1			6
6:45-7:00	1	2	1		1			12
7:00-7:15	3	3	1	11	8	8	2	13
7:15-7:30		8		15	1	12	1	14
7:30-7:45	1	13	3	22	1	12	1	4
7:45-8:00	9	19	14	30	7	32	8	43
8:00-8:15	6	19	11	34	7	30	1	35
8:15-8:30	7	9	10	15		35	4	28
8:30-8:45	11	5	6	18	2	23	7	48
8:45-9:00	8	5	4	26	5	16	5	16
PM								
4:00-4:15	5	3	49	5	4	3	13	12
4:15-4:30	1		17	13	9	8	18	10
4:30-4:45		8	11	5	4	5	30	14
4:45-5:00	10	9	3	5	6	3	14	8
5:00-5:15	8	4	20	11	3	10	18	11
5:15-5:30	6	5	11	7	8	11	23	9
5:30-5:45	2	3	18	18	5	7	29	13
5:45-6:00	2	6	24	9	2	9	33	11
6:00-6:15	8	4	18	11	5	12	19	17
6:15-6:30	8	3	16	6	5	8	25	19
6:30-6:45	5		5	1	6	5	18	5
6:45-7:00	6		12	5	1	6	13	9

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Square 2868,Lot 807	DATE:	4/19/2005	SOUTHBOUND ROAD:	14th Street
W & A JOB NO.:	2812	DAY:	Tuesday	NORTHBOUND ROAD:	14th Street
INTERSECTION:	14th Street & Belmont St - East	WEATHER:	Clear	WESTBOUND ROAD:	Belmont Street
LOCATION:	Washington,DC	COUNTED BY	Alba	EASTBOUND ROAD:	0
		INPUTED BY:	agan		

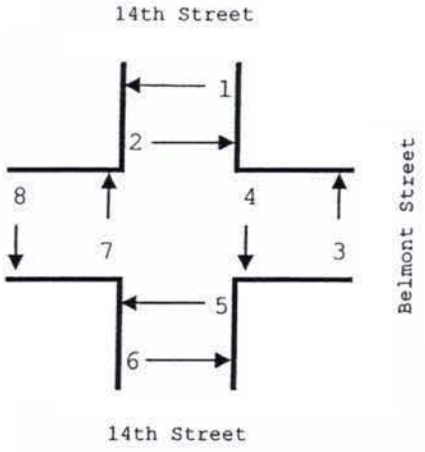
Time Period	Turning Movements: Southbound 14th Street 1 Right	2 Thru	3 Left	Total	Westbound Belmont Street 4 Right	5 Thru	6 Left	Total	Northbound 14th Street 7 Right	8 Thru	9 Left	Total	Eastbound 0 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	0	86	2	88	2	0	0	2	0	67	0	67	0	0	0	0	155	2	157		6:00-6:15
6:15-6:30	0	150	2	152	2	0	1	3	1	75	0	76	0	0	0	0	228	3	231		6:15-6:30
6:30-6:45	0	150	1	151	1	0	2	3	2	87	0	89	0	0	0	0	240	3	243		6:30-6:45
6:45-7:00	0	156	0	156	2	0	2	4	1	98	0	99	0	0	0	0	255	4	259		6:45-7:00
7:00-7:15	0	155	3	158	6	0	1	7	0	110	0	110	0	0	0	0	268	7	275		7:00-7:15
7:15-7:30	0	176	3	179	7	0	0	7	1	96	0	97	0	0	0	0	276	7	283		7:15-7:30
7:30-7:45	0	157	4	161	5	0	1	6	0	118	0	118	0	0	0	0	279	6	285		7:30-7:45
7:45-8:00	0	193	1	194	6	0	6	12	5	106	0	111	0	0	0	0	305	12	317		7:45-8:00
8:00-8:15	0	229	5	234	12	0	4	16	1	133	0	134	0	0	0	0	368	16	384		8:00-8:15
8:15-8:30	0	243	4	247	8	0	2	10	3	124	0	127	0	0	0	0	374	10	384		8:15-8:30
8:30-8:45	0	232	9	241	5	0	3	8	5	98	0	103	0	0	0	0	344	8	352		8:30-8:45
8:45-9:00	0	274	4	278	6	0	6	12	3	95	0	98	0	0	0	0	376	12	388		8:45-9:00
3 Hour Totals	0	2,201	38	2,239	62	0	28	90	22	1,207	0	1,229	0	0	0	0	3,468	90	3,558		
1 Hour Totals																					
6:00-7:00	0	542	5	547	7	0	5	12	4	327	0	331	0	0	0	0	878	12	890	0.86	6:00-7:00
6:15-7:15	0	611	6	617	11	0	6	17	4	370	0	374	0	0	0	0	991	17	1,008	0.92	6:15-7:15
6:30-7:30	0	637	7	644	16	0	5	21	4	391	0	395	0	0	0	0	1,039	21	1,060	0.94	6:30-7:30
6:45-7:45	0	644	10	654	20	0	4	24	2	422	0	424	0	0	0	0	1,078	24	1,102	0.97	6:45-7:45
7:00-8:00	0	681	11	692	24	0	8	32	6	430	0	436	0	0	0	0	1,128	32	1,160	0.91	7:00-8:00
7:15-8:15	0	755	13	768	30	0	11	41	7	453	0	460	0	0	0	0	1,228	41	1,269	0.83	7:15-8:15
7:30-8:30	0	822	14	836	31	0	13	44	9	481	0	490	0	0	0	0	1,326	44	1,370	0.89	7:30-8:30
7:45-8:45	0	897	19	916	31	0	15	46	14	461	0	475	0	0	0	0	1,391	46	1,437	0.94	7:45-8:45
8:00-9:00	0	978	22	1,000	31	0	15	46	12	450	0	462	0	0	0	0	1,462	46	1,508	0.97	8:00-9:00
AM Peak 8:00-9:00	**0**	**978**	**22**	**1,000**	**31**	**0**	**15**	**46**	**12**	**450**	**0**	**462**	**0**	**0**	**0**	**0**	**1,462**	**46**	**1,508**	**0.97**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	157	3	160	2	0	1	3	3	159	0	162	0	0	0	0	322	3	325		4:00-4:15
4:15-4:30	0	159	2	161	4	0	3	7	3	173	0	176	0	0	0	0	337	7	344		4:15-4:30
4:30-4:45	0	149	16	165	5	0	5	10	2	188	0	190	0	0	0	0	355	10	365		4:30-4:45
4:45-5:00	0	154	5	159	4	0	1	5	3	178	0	181	0	0	0	0	340	5	345		4:45-5:00
5:00-5:15	0	179	8	187	7	0	0	7	3	183	0	186	0	0	0	0	373	7	380		5:00-5:15
5:15-5:30	0	168	6	174	9	0	2	11	1	234	0	235	0	0	0	0	409	11	420		5:15-5:30
5:30-5:45	0	173	7	180	7	0	7	14	4	208	0	212	0	0	0	0	392	14	406		5:30-5:45
5:45-6:00	0	144	5	149	5	0	0	5	0	246	0	246	0	0	0	0	395	5	400		5:45-6:00
6:00-6:15	0	135	3	138	5	0	3	8	3	213	0	216	0	0	0	0	354	8	362		6:00-6:15
6:15-6:30	0	141	3	144	4	0	3	7	2	170	0	172	0	0	0	0	316	7	323		6:15-6:30
6:30-6:45	0	136	3	139	5	0	1	6	2	162	0	164	0	0	0	0	303	6	309		6:30-6:45
6:45-7:00	0	99	6	105	1	0	3	4	0	127	0	127	0	0	0	0	232	4	236		6:45-7:00
3 Hour Totals	0	1,794	67	1,861	58	0	29	87	26	2,241	0	2,267	0	0	0	0	4,128	87	4,215		
1 Hour Totals																					
4:00-5:00	0	619	26	645	15	0	10	25	11	698	0	709	0	0	0	0	1,354	25	1,379	0.94	4:00-5:00
4:15-5:15	0	641	31	672	20	0	9	29	11	722	0	733	0	0	0	0	1,405	29	1,434	0.94	4:15-5:15
4:30-5:30	0	650	35	685	25	0	8	33	9	783	0	792	0	0	0	0	1,477	33	1,510	0.90	4:30-5:30
4:45-5:45	0	674	26	700	27	0	10	37	11	803	0	814	0	0	0	0	1,514	37	1,551	0.92	4:45-5:45
5:00-6:00	0	664	26	690	28	0	9	37	8	871	0	879	0	0	0	0	1,569	37	1,606	0.96	5:00-6:00
5:15-6:15	0	620	21	641	26	0	12	38	8	901	0	909	0	0	0	0	1,550	38	1,588	0.95	5:15-6:15
5:30-6:30	0	593	18	611	21	0	13	34	9	837	0	846	0	0	0	0	1,457	34	1,491	0.92	5:30-6:30
5:45-6:45	0	556	14	570	19	0	7	26	7	791	0	798	0	0	0	0	1,368	26	1,394	0.87	5:45-6:45
6:00-7:00	0	511	15	526	15	0	10	25	7	672	0	679	0	0	0	0	1,205	25	1,230	0.85	6:00-7:00
PM Peak 5:00-6:00	**0**	**664**	**26**	**690**	**28**	**0**	**9**	**37**	**8**	**871**	**0**	**879**	**0**	**0**	**0**	**0**	**1,569**	**37**	**1,606**	**0.96**	**PM Peak 5:00-6:00**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	14th Street & Belmont St.- E
Weather:	Clear
Date:	4/19/2005
Surveyor:	Alba



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15				3				1
6:15-6:30		1		2		1		5
6:30-6:45	2		2	3			1	6
6:45-7:00			1				1	13
7:00-7:15			1	7	3		2	11
7:15-7:30	3		4	14		3	5	18
7:30-7:45			3	11	4	3	5	28
7:45-8:00	1	3	1	14	2		2	30
8:00-8:15				40		2	2	24
8:15-8:30	2	2	5	18	1	6	2	40
8:30-8:45	3	1	7	19	1	1	11	43
8:45-9:00	2	4	4	21		1	3	34
PM								
4:00-4:15	3		30	8	10	1	12	18
4:15-4:30	3	12	21	8	2		14	15
4:30-4:45		3	14	6		2		36
4:45-5:00	1	4	7	9			8	7
5:00-5:15	2	3	13	11	1	1	11	11
5:15-5:30	5	1	18	6	3	1	31	9
5:30-5:45	3	2	19	13	3	3	16	12
5:45-6:00	1		18	5			23	8
6:00-6:15	1	7	11	9		1	6	3
6:15-6:30	3	2	12	7	1		5	11
6:30-6:45		2	12					20
6:45-7:00		1	15	4	1	1	13	4

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Square 2868,Lot 807	**DATE**	4/19/2005	**SOUTHBOUND ROAD:**	14th Street
W & A JOB NO.:	2812	**DAY:**	Tuesday	**NORTHBOUND ROAD:**	14th Street
INTERSECTION:	14th Street & Belmont St - West	**WEATHER.**	Clear	**WESTBOUND ROAD:**	Garage Entrance
LOCATION:	Washington,DC	**COUNTED BY**	Al & Gem	**EASTBOUND ROAD:**	Belmont Street
		INPUTED BY:	agan		

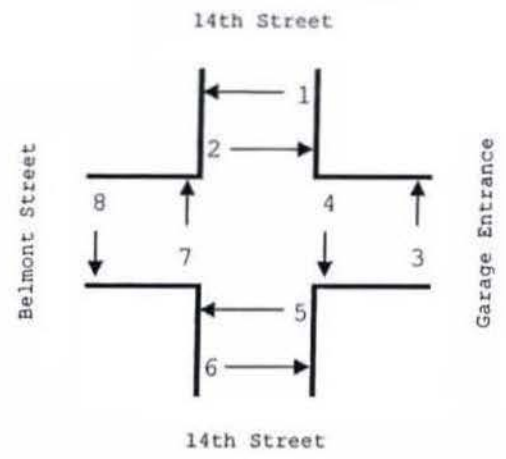
Time Period	Turning Movements: Southbound 14th Street 1 Right	2 Thru	3 Left	Total	Westbound Garage Entrance 4 Right	5 Thru	6 Left	Total	Northbound 14th Street 7 Right	8 Thru	9 Left	Total	Eastbound Belmont Street 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	0	81	0	81	0	0	0	0	0	66	7	73	1	0	0	1	154	1	155		6:00-6:15
6:15-6:30	8	136	0	144	0	0	0	0	0	73	9	82	1	0	2	3	226	3	229		6:15-6:30
6:30-6:45	6	133	0	139	0	0	0	0	0	84	7	91	6	0	2	8	230	8	238		6:30-6:45
6:45-7:00	2	169	0	171	0	0	0	0	1	102	6	109	2	0	1	3	280	3	283		6:45-7:00
7:00-7:15	2	146	0	148	0	0	0	0	0	111	8	119	5	0	1	6	267	6	273		7:00-7:15
7:15-7:30	5	163	0	168	0	0	0	0	0	89	1	90	7	0	2	9	258	9	267		7:15-7:30
7:30-7:45	3	149	2	154	0	0	0	0	1	129	4	134	6	0	2	8	288	8	296		7:30-7:45
7:45-8:00	5	127	0	132	0	0	0	0	2	108	5	115	3	0	0	3	247	3	250		7:45-8:00
8:00-8:15	5	177	2	184	2	0	0	2	1	130	5	136	4	2	3	9	320	11	331		8:00-8:15
8:15-8:30	4	235	4	243	0	0	0	0	1	125	6	132	13	1	2	16	375	16	391		8:15-8:30
8:30-8:45	8	211	0	219	0	0	0	0	2	93	3	98	4	0	2	6	317	6	323		8:30-8:45
8:45-9:00	7	270	1	278	0	0	0	0	1	105	6	112	2	0	0	2	390	2	392		8:45-9.00
3 Hour Totals	**55**	**1,997**	**9**	**2,061**	**2**	**0**	**0**	**2**	**9**	**1,215**	**67**	**1,291**	**54**	**3**	**17**	**74**	**3,352**	**76**	**3,428**		
1 Hour Totals																					
6:00-7:00	16	519	0	535	0	0	0	0	1	325	29	355	10	0	5	15	890	15	905	0.80	6:00-7:00
6:15-7:15	18	584	0	602	0	0	0	0	1	370	30	401	14	0	6	20	1,003	20	1,023	0 90	6:15-7:15
6:30-7:30	15	611	0	626	0	0	0	0	1	386	22	409	20	0	6	26	1,035	26	1,061	0.94	6:30-7:30
6:45-7:45	12	627	2	641	0	0	0	0	2	431	19	452	20	0	6	26	1,093	26	1,119	0.95	6:45-7:45
7:00-8:00	15	585	2	602	0	0	0	0	3	437	18	458	21	0	5	26	1,060	26	1,086	0.92	7:00-8.00
7:15-8:15	18	616	4	638	2	0	0	2	4	456	15	475	20	2	7	29	1,113	31	1,144	0 86	7:15-8:15
7:30-8:30	17	688	8	713	2	0	0	2	5	492	20	517	26	3	7	36	1,230	38	1,268	0.81	7:30-8:30
7:45-8:45	22	750	6	778	2	0	0	2	6	456	19	481	24	3	7	34	1,259	36	1,295	0.83	7:45-8:45
8:00-9:00	24	893	7	924	2	0	0	2	5	453	20	478	23	3	7	33	1,402	35	1,437	0.92	8:00-9:00
AM Peak 8:00-9:00	**24**	**893**	**7**	**924**	**2**	**0**	**0**	**2**	**5**	**453**	**20**	**478**	**23**	**3**	**7**	**33**	**1,402**	**35**	**1,437**	**0.92**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	8	157	1	166	0	1	0	1	2	150	9	161	10	0	2	12	327	13	340		4:00-4:15
4:15-4:30	4	146	2	152	2	0	1	3	1	152	14	167	7	0	6	13	319	16	335		4:15-4:30
4:30-4.45	11	149	1	161	2	0	0	2	0	190	4	194	2	1	3	6	355	8	363		4:30-4:45
4:45-5:00	8	136	0	144	3	0	0	3	1	165	3	169	8	0	5	13	313	16	329		4:45-5:00
5:00-5:15	5	159	1	165	8	0	0	8	0	173	6	179	13	0	4	17	344	25	369		5:00-5:15
5:15-5:30	4	165	0	169	2	0	0	2	1	217	8	226	12	0	5	17	395	19	414		5:15-5:30
5:30-5:45	8	168	0	176	4	0	1	5	0	214	7	221	10	0	5	15	397	20	417		5.30-5:45
5:45-6:00	1	143	0	144	2	0	0	2	0	231	11	242	5	0	2	7	386	9	395		5:45-6.00
6:00-6:15	8	114	0	122	0	0	0	0	0	230	10	240	7	0	5	12	362	12	374		6:00-6:15
6:15-6:30	5	151	0	156	0	0	0	0	0	188	5	193	8	1	3	12	349	12	361		6:15-6:30
6.30-6:45	6	121	0	127	0	0	0	0	0	159	9	168	9	0	4	13	295	13	308		6:30-6:45
6.45-7:00	4	114	0	118	0	0	0	0	0	152	4	156	3	0	2	5	274	5	279		6:45-7:00
3 Hour Totals	**72**	**1,723**	**5**	**1,800**	**23**	**1**	**2**	**26**	**5**	**2,221**	**98**	**2,316**	**94**	**2**	**46**	**142**	**4,116**	**168**	**4,284**		
1 Hour Totals																					
4:00-5:00	31	588	4	623	7	1	1	9	4	657	30	691	27	1	16	44	1,314	53	1,367	0.94	4:00-5:00
4:15-5:15	28	590	4	622	15	0	1	16	2	680	27	709	30	1	18	49	1,331	65	1,396	0.95	4:15-5:15
4:30-5:30	28	609	2	639	15	0	0	15	2	745	21	768	35	1	17	53	1,407	68	1,475	0.89	4.30-5:30
4:45-5:45	25	628	1	654	17	0	1	18	2	769	24	795	43	0	19	62	1,449	80	1,529	0.92	4:45-5:45
5:00-6:00	18	635	1	654	16	0	1	17	1	835	32	868	40	0	16	56	1,522	73	1,595	0.96	5:00-6:00
5:15-6:15	21	590	0	611	8	0	1	9	1	892	36	929	34	0	17	51	1,540	60	1,600	0.96	5:15-6:15
5:30-6:30	22	576	0	598	6	0	1	7	0	863	33	896	30	1	15	46	1,494	53	1,547	0.93	5:30-6:30
5:45-6.45	20	529	0	549	2	0	0	2	0	808	35	843	29	1	14	44	1,392	46	1,438	0.91	5:45-6:45
6:00-7:00	23	500	0	523	0	0	0	0	0	729	28	757	27	1	14	42	1,280	42	1,322	0 88	6:00-7:00
PM Peak 5:15-6:15	**21**	**590**	**0**	**611**	**8**	**0**	**1**	**9**	**1**	**892**	**36**	**929**	**34**	**0**	**17**	**51**	**1,540**	**60**	**1,600**	**0.96**	**PM Peak 5:15-6:15**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	14th Street & Belmont St.- W
Weather:	Clear
Date:	4/19/2005
Surveyor:	Al & Gerri



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15		1		2		1	1	1
6:15-6:30		2		2				1
6:30-6:45			3	5				4
6:45-7:00					1		1	12
7:00-7:15			3	5			2	8
7:15-7:30	1	3	2	18			6	28
7:30-7:45			8	21		6	5	33
7:45-8:00			4	8	1	3	3	24
8:00-8:15			9	30	1	3	4	51
8:15-8:30		2	15	20	2	1	5	40
8:30-8:45		1	6	20	1	4	10	34
8:45-9:00		3	2	25			3	21
PM								
4:00-4:15			28	9			12	9
4:15-4:30		1	20	19	1		13	17
4:30-4:45	7		10	8			22	20
4:45-5:00	3		18	10	1	2	37	16
5:00-5:15	1		11	7			16	11
5:15-5:30		1	5	1		1	32	14
5:30-5:45		2	22	16	1	1	24	16
5:45-6:00		2	17	9	1	2	19	15
6:00-6:15	4		9	10	4		38	12
6:15-6:30	4	1	10	9		1	17	7
6:30-6:45	1	1	14	3			28	15
6:45-7:00	2		9	2		2	8	9

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Square 2868,Lot 807	DATE:	4/19/2005	SOUTHBOUND ROAD:	Alley	
W & A JOB NO :	2812	DAY:	Tuesday	NORTHBOUND ROAD:	Alley	
INTERSECTION:	Belmont St.& Alley	WEATHER:	Clear	WESTBOUND ROAD.	Belmont Street	
LOCATION:	Washington,DC	COUNTED BY	Matt	EASTBOUND ROAD:	Belmont Street	
		INPUTED BY:	agan			

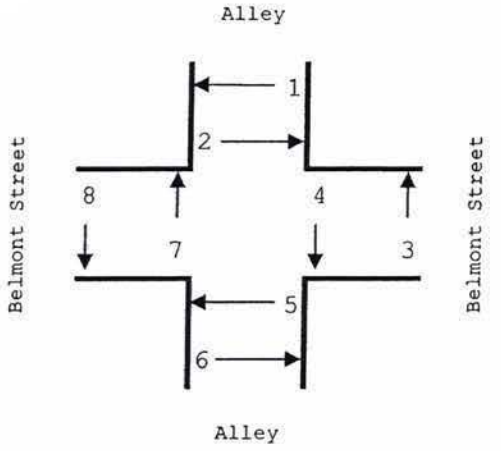
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Alley				Westbound Belmont Street				Northbound Alley				Eastbound Belmont Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	0	5	5		6:00-6:15
6:15-6:30	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	1	4	5		6:15-6:30
6:30-6:45	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2		6:30-6:45
6:45-7:00	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	3	3		6:45-7:00
7:00-7:15	0	0	0	0	0	5	1	6	0	0	0	0	0	2	0	2	0	8	8		7:00-7:15
7:15-7:30	3	0	0	3	2	5	1	8	0	0	0	0	0	4	1	5	3	13	16		7:15-7:30
7:30-7:45	2	0	2	4	0	5	0	5	1	0	0	1	0	3	1	4	5	9	14		7:30-7:45
7:45-8:00	1	0	2	3	1	10	1	12	0	0	0	0	0	2	0	2	3	14	17		7:45-8:00
8:00-8:15	0	0	0	0	3	13	3	19	0	0	0	0	1	6	0	7	0	26	26		8:00-8:15
8:15-8:30	1	0	0	1	0	12	1	13	3	0	2	5	1	8	1	10	6	23	29		8:15-8:30
8:30-8:45	0	0	1	1	0	5	2	7	0	0	0	0	2	10	0	12	1	19	20		8:30-8:45
8:45-9:00	1	0	0	1	1	12	1	14	0	0	2	2	1	7	1	9	3	23	26		8:45-9:00
3 Hour Totals	8	0	5	13	7	75	10	92	4	0	5	9	5	48	4	57	22	149	171		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	8	0	8	0	0	1	1	0	6	0	6	1	14	15	0.75	6:00-7:00
6:15-7:15	0	0	0	0	0	10	1	11	0	0	1	1	0	6	0	6	1	17	18	0.56	6:15-7:15
6:30-7:30	3	0	0	3	2	14	2	18	0	0	0	0	0	7	1	8	3	26	29	0.45	6:30-7:30
6:45-7:45	5	0	2	7	2	17	2	21	1	0	0	1	0	10	2	12	8	33	41	0.64	6:45-7:45
7:00-8:00	6	0	4	10	3	25	3	31	1	0	0	1	0	11	2	13	11	44	55	0.81	7:00-8:00
7:15-8:15	6	0	4	10	6	33	5	44	1	0	0	1	1	15	2	18	11	62	73	0.70	7:15-8:15
7:30-8:30	4	0	4	8	4	40	5	49	4	0	2	6	2	19	2	23	14	72	86	0.74	7:30-8:30
7:45-8:45	2	0	3	5	4	40	7	51	3	0	2	5	4	26	1	31	10	82	92	0.79	7:45-8:45
8.00-9:00	2	0	1	3	4	42	7	53	3	0	4	7	5	31	2	38	10	91	101	0.87	8:00-9:00
AM Peak 8:00-9:00	**2**	**0**	**1**	**3**	**4**	**42**	**7**	**53**	**3**	**0**	**4**	**7**	**5**	**31**	**2**	**38**	**10**	**91**	**101**	**0.87**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	1	0	0	1	0	3	1	4	0	0	3	3	3	4	0	7	4	11	15		4:00-4:15
4:15-4:30	0	0	0	0	2	7	0	9	0	0	2	2	2	3	0	5	2	14	16		4:15-4:30
4:30-4:45	0	0	0	0	0	10	0	10	1	0	1	2	1	1	0	2	2	12	14		4:30-4:45
4:45-5:00	0	0	1	1	1	4	0	5	0	0	0	0	1	8	0	9	1	14	15		4:45-5:00
5:00-5:15	0	0	0	0	2	5	0	7	0	0	0	0	0	6	0	6	0	13	13		5:00-5:15
5:15-5:30	0	0	0	0	0	5	0	5	1	0	2	3	1	5	0	6	3	11	14		5:15-5:30
5:30-5:45	0	0	1	1	1	13	2	16	0	0	4	4	1	13	0	14	5	30	35		5:30-5:45
5:45-6:00	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	0	9	9		5:45-6:00
6.00-6:15	0	0	0	0	1	7	0	8	0	0	2	2	0	7	0	7	2	15	17		6:00-6:15
6:15-6:30	1	0	0	1	1	5	0	6	0	0	1	1	0	5	0	5	2	11	13		6:15-6:30
6:30-6:45	0	0	0	0	0	5	1	6	0	0	0	0	0	4	0	4	0	10	10		6:30-6:45
6:45-7:00	1	0	0	1	0	3	0	3	0	0	0	0	0	7	2	9	1	12	13		6:45-7:00
3 Hour Totals	3	0	2	5	8	72	4	84	2	0	15	17	9	67	2	78	22	162	184		
1 Hour Totals																					
4:00-5:00	1	0	1	2	3	24	1	28	1	0	6	7	7	16	0	23	9	51	60	0.94	4:00-5:00
4:15-5:15	0	0	1	1	5	26	0	31	1	0	3	4	4	18	0	22	5	53	58	0.91	4:15-5:15
4:30-5:30	0	0	1	1	3	24	0	27	2	0	3	5	3	20	0	23	6	50	56	0.93	4:30-5:30
4:45-5:45	0	0	2	2	4	27	2	33	1	0	6	7	3	32	0	35	9	68	77	0.55	4:45-5:45
5:00-6:00	0	0	1	1	3	28	2	33	1	0	6	7	2	28	0	30	8	63	71	0.51	5:00-6:00
5:15-6:15	0	0	1	1	2	30	2	34	1	0	8	9	2	29	0	31	10	65	75	0.54	5:15-6:15
5:30-6:30	1	0	1	2	3	30	2	35	0	0	7	7	1	29	0	30	9	65	74	0.53	5:30-6:30
5:45-6:45	1	0	0	1	2	22	1	25	0	0	3	3	0	20	0	20	4	45	49	0.72	5:45-6:45
6:00-7:00	2	0	0	2	2	20	1	23	0	0	3	3	0	23	2	25	5	48	53	0.78	6:00-7:00
PM Peak 4:45-5:45	**0**	**0**	**2**	**2**	**4**	**27**	**2**	**33**	**1**	**0**	**6**	**7**	**3**	**32**	**0**	**35**	**9**	**68**	**77**	**0.55**	**PM Peak 4:45-5:45**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	Belmont St.& Alley
Weather:	Clear
Date:	4/19/2005
Surveyor:	Matt



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15	2							1
6:15-6:30	1		1		2	1		1
6:30-6:45						1		
6:45-7:00	1	1						
7:00-7:15	1			1				
7:15-7:30	4	4			1	5	1	1
7:30-7:45						4		1
7:45-8:00	1	2		2	2	1		
8:00-8:15		3			1	1		3
8:15-8:30	1	6		1	3	5		4
8:30-8:45	4	4		1	2	2		1
8:45-9:00	2	2			5	1	1	1
PM								
4:00-4:15						2		1
4:15-4:30		3	2	2		1		1
4:30-4:45	1	2	1	1	1	4		
4:45-5:00		2						1
5:00-5:15	1					1		
5:15-5:30	5	1		1		1		1
5:30-5:45	7	12	1			3	3	5
5:45-6:00	1	6			3	2	6	1
6:00-6:15	1	1		1	3	6	1	
6:15-6:30	2	3		1	3	3		
6:30-6:45		3	2		1	1		
6:45-7:00	1	1			1	2		

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Square 2868,Lot 807
W & A JOB NO: 2612
INTERSECTION: Florida Ave & Alley
LOCATION: Washington DC

DATE. 4/19/2005
DAY. Tuesday
WEATHER: Clear
COUNTED BY Rus
INPUTED BY: agan

SOUTHBOUND ROAD: Alley
NORTHBOUND ROAD: 0
WESTBOUND ROAD Florida Avenue
EASTBOUND ROAD: Florida Avenue

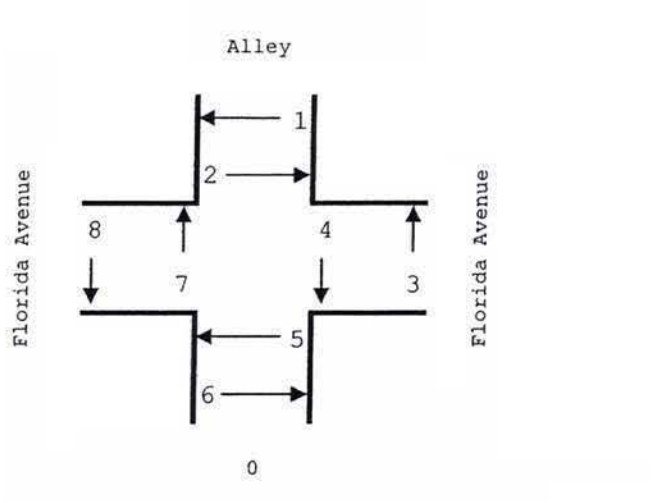
Time Period	Turning Movements: Southbound Alley 1 Right	2 Thru	3 Left	Total	Westbound Florida Avenue 4 Right	5 Thru	6 Left	Total	Northbound 0 7 Right	8 Thru	9 Left	Total	Eastbound Florida Avenue 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	4	0	0	4	1	16	0	17	0	0	0	0	0	23	0	23	4	40	44		6:00-6:15
6:15-6:30	1	0	1	2	0	17	0	17	0	0	0	0	0	22	4	26	2	43	45		6:15-6:30
6:30-6:45	1	0	1	2	0	27	0	27	0	0	0	0	0	19	6	25	2	52	54		6:30-6:45
6:45-7:00	1	0	3	4	1	26	0	27	0	0	0	0	0	22	3	25	4	52	56		6:45-7:00
7:00-7:15	1	0	0	1	3	34	0	37	0	0	0	0	0	39	2	41	1	78	79		7:00-7:15
7:15-7:30	6	0	1	7	3	49	0	52	0	0	0	0	0	48	0	48	7	100	107		7:15-7:30
7:30-7:45	0	0	2	2	2	71	0	73	0	0	0	0	0	42	3	45	2	118	120		7:30-7:45
7:45-8:00	1	0	0	1	0	86	0	86	0	0	0	0	0	55	2	57	1	143	144		7:45-8:00
8:00-8:15	3	0	3	6	1	86	0	87	0	0	0	0	0	59	3	62	6	149	155		8:00-8:15
8:15-8:30	3	0	2	5	0	89	0	89	0	0	0	0	0	67	3	70	5	159	164		8:15-8:30
8:30-8:45	2	0	4	6	0	101	0	101	0	0	0	0	0	62	4	66	6	167	173		8:30-8:45
8:45-9:00	1	0	2	3	0	82	0	82	0	0	0	0	0	72	1	73	3	155	158		8:45-9:00
3 Hour Totals	**24**	**0**	**19**	**43**	**11**	**684**	**0**	**695**	**0**	**0**	**0**	**0**	**0**	**530**	**31**	**561**	**43**	**1,256**	**1,299**		
1 Hour Totals																					
6:00-7:00	7	0	5	12	2	86	0	88	0	0	0	0	0	86	13	99	12	187	199	0.89	6:00-7:00
6:15-7:15	4	0	5	9	4	104	0	108	0	0	0	0	0	102	15	117	9	225	234	0.74	6:15-7:15
6:30-7:30	9	0	5	14	7	136	0	143	0	0	0	0	0	128	11	139	14	282	296	0.69	6:30-7:30
6:45-7:45	8	0	6	14	9	180	0	189	0	0	0	0	0	151	8	159	14	348	362	0.75	6:45-7:45
7:00-8:00	8	0	3	11	8	240	0	248	0	0	0	0	0	184	7	191	11	439	450	0.78	7:00-8:00
7:15-8:15	10	0	6	16	6	292	0	298	0	0	0	0	0	204	8	212	16	510	526	0.85	7:15-8:15
7:30-8:30	7	0	7	14	3	332	0	335	0	0	0	0	0	223	11	234	14	569	583	0.89	7:30-8:30
7:45-8:45	9	0	9	18	1	362	0	363	0	0	0	0	0	243	12	255	18	618	636	0.92	7:45-8:45
8:00-9:00	9	0	11	20	1	358	0	359	0	0	0	0	0	260	11	271	20	630	650	0.94	8:00-9:00
AM Peak 8:00-9:00	**9**	**0**	**11**	**20**	**1**	**358**	**0**	**359**	**0**	**0**	**0**	**0**	**0**	**260**	**11**	**271**	**20**	**630**	**650**	**0.94**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	4	0	0	4	1	59	0	60	0	0	0	0	0	67	3	70	4	130	134		4:00-4:15
4:15-4:30	1	0	3	4	1	67	0	68	0	0	0	0	0	65	1	66	4	134	138		4:15-4:30
4:30-4:45	1	0	3	4	2	55	0	57	0	0	0	0	0	67	1	68	4	125	129		4:30-4:45
4:45-5:00	2	0	1	3	4	59	0	63	0	0	0	0	0	95	1	96	3	159	162		4:45-5:00
5:00-5:15	7	0	2	9	0	54	0	54	0	0	0	0	0	96	5	101	9	155	164		5:00-5:15
5:15-5:30	5	0	3	8	1	92	0	93	0	0	0	0	0	89	3	92	8	185	193		5:15-5:30
5:30-5:45	2	0	0	2	1	61	0	62	0	0	0	0	0	92	4	96	2	158	160		5:30-5:45
5:45-6:00	1	0	3	4	2	79	0	81	0	0	0	0	0	83	0	83	4	164	168		5:45-6:00
6:00-6:15	1	0	1	2	0	58	0	58	0	0	0	0	0	86	1	87	2	145	147		6:00-6:15
6:15-6:30	1	0	1	2	1	57	0	58	0	0	0	0	0	102	3	105	2	163	165		6:15-6:30
6:30-6:45	3	0	3	6	0	52	0	52	0	0	0	0	0	76	1	77	6	129	135		6:30-6:45
6:45-7:00	1	0	2	3	0	44	0	44	0	0	0	0	0	62	4	66	3	110	113		6:45-7:00
3 Hour Totals	**29**	**0**	**22**	**51**	**13**	**737**	**0**	**750**	**0**	**0**	**0**	**0**	**0**	**980**	**27**	**1,007**	**51**	**1,757**	**1,808**		
1 Hour Totals																					
4:00-5:00	8	0	7	15	8	240	0	248	0	0	0	0	0	294	6	300	15	548	563	0.87	4:00-5:00
4:15-5:15	11	0	9	20	7	235	0	242	0	0	0	0	0	323	8	331	20	573	593	0.90	4:15-5:15
4:30-5:30	15	0	9	24	7	260	0	267	0	0	0	0	0	347	10	357	24	624	648	0.84	4:30-5:30
4:45-5:45	16	0	6	22	6	266	0	272	0	0	0	0	0	372	13	385	22	657	679	0.88	4:45-5:45
5:00-6:00	15	0	8	23	4	286	0	290	0	0	0	0	0	360	12	372	23	662	685	0.89	5:00-6:00
5:15-6:15	9	0	7	16	4	290	0	294	0	0	0	0	0	350	8	358	16	652	668	0.87	5:15-6:15
5:30-6:30	5	0	5	10	4	255	0	259	0	0	0	0	0	363	8	371	10	630	640	0.95	5:30-6:30
5:45-6:45	6	0	8	14	3	246	0	249	0	0	0	0	0	347	5	352	14	601	615	0.92	5:45-6:45
6:00-7:00	6	0	7	13	1	211	0	212	0	0	0	0	0	326	9	335	13	547	560	0.85	6:00-7:00
PM Peak 5:00-6:00	**15**	**0**	**8**	**23**	**4**	**286**	**0**	**290**	**0**	**0**	**0**	**0**	**0**	**360**	**12**	**372**	**23**	**662**	**685**	**0.89**	**PM Peak 5:00-6:00**

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Square 2868,Lot 807
Project Number:	2812
Location:	Washington,DC
Intersection:	Florida Ave.& Alley
Weather:	Clear
Date:	4/19/2005
Surveyor:	Rus



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15	1	2						
6:15-6:30	1		1			2	1	
6:30-6:45	1	2			1		1	
6:45-7:00	1	2	1		2			
7:00-7:15	1		1	2	3	2		2
7:15-7:30	3	2	1	5	5	7		
7:30-7:45	3	2	2	10	15	93		3
7:45-8:00	5	3	2	9	19	68	7	2
8:00-8:15	3	12	2	18	20	83	3	9
8:15-8:30	3	10	1	19	8	53	1	4
8:30-8:45		2	2	11	3	46	2	1
8:45-9:00	1	3	3	8	5	41	3	2
PM								
4:00-4:15	4	1	11	1	31	12	2	1
4:15-4:30	1	1	3	1	11	9	4	
4:30-4:45	4	8	2		6	12	1	1
4:45-5:00	3	1	1	8	14	8	1	2
5:00-5:15	3	1	5	2	15	14	1	2
5:15-5:30	5	2	4	1	12	7	9	2
5:30-5:45	8	3	5	3	13	5	2	
5:45-6:00	2	9	8	4	12	12	1	3
6:00-6:15	3	1	5	3	5	7	2	2
6:15-6:30	8	3	5	1	7	4		1
6:30-6:45	6	6	1		7	4		
6:45-7:00	3	4	1	1	4	6		

Appendix B

Existing Levels of Service



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	15	36	450	12	26	978
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	39	489	13	28	1063
Pedestrians	114		12			14
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		1			1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			371			
pX, platoon unblocked	0.97	0.97			0.97	
vC, conflicting volume	1210	379			616	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1182	323			568	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	93			97	
cM capacity (veh/h)	153	582			875	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	55	326	176	383	709
Volume Left	16	0	0	28	0
Volume Right	39	0	13	0	0
cSH	319	1700	1700	875	1700
Volume to Capacity	0.17	0.19	0.10	0.03	0.42
Queue Length 95th (ft)	15	0	0	3	0
Control Delay (s)	18.7	0.0	0.0	1.0	0.0
Lane LOS	C			A	
Approach Delay (s)	18.7	0.0		0.4	
Approach LOS	C				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	9	28	909	8	27	664
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	30	988	9	29	722
Pedestrians	103		12			17
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	9		1			1
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			371			
pX, platoon unblocked	0.87	0.87			0.87	
vC, conflicting volume	1527	618			1100	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1458	418			969	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	93			95	
cM capacity (veh/h)	90	459			564	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	40	659	338	270	481
Volume Left	10	0	0	29	0
Volume Right	30	0	9	0	0
cSH	230	1700	1700	564	1700
Volume to Capacity	0.17	0.39	0.20	0.05	0.28
Queue Length 95th (ft)	15	0	0	4	0
Control Delay (s)	23.9	0.0	0.0	1.9	0.0
Lane LOS	C			A	
Approach Delay (s)	23.9	0.0		0.7	
Approach LOS	C				

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	31	5	8	42	4	7	4	0	1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	34	5	9	46	4	8	4	0	1	0	2
Pedestrians		10			2			20			22	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			2			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	72			59			138	150	58	132	151	80
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	72			59			138	150	58	132	151	80
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	99	100	100	100	100
cM capacity (veh/h)	1500			1519			784	711	989	793	710	954

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	41	59	12	3
Volume Left	2	9	8	1
Volume Right	5	4	0	2
cSH	1500	1519	756	894
Volume to Capacity	0.00	0.01	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.4	1.1	9.8	9.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.4	1.1	9.8	9.0
Approach LOS			A	A

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	32	3	2	28	4	8	6	0	2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	35	3	2	30	4	9	7	0	2	0	1
Pedestrians		10			2			5			28	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	63			43			89	109	43	107	108	71
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	63			43			89	109	43	107	108	71
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	100	100	100	100
cM capacity (veh/h)	1504			1559			864	759	1021	827	760	961

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	38	37	15	3
Volume Left	0	2	9	2
Volume Right	3	4	0	1
cSH	1504	1559	816	867
Volume to Capacity	0.00	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	0.0	0.4	9.5	9.2
Lane LOS		A	A	A
Approach Delay (s)	0.0	0.4	9.5	9.2
Approach LOS			A	A

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	22.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	11	24	31	326	673	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	26	34	354	732	25
Pedestrians	113			21	2	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	9			2	0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				213		
pX, platoon unblocked	0.93					
vC, conflicting volume	1281	878	870			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1301	878	870			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	92	95			
cM capacity (veh/h)	143	309	702			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	38	388	757
Volume Left	12	34	0
Volume Right	26	0	25
cSH	226	702	1700
Volume to Capacity	0.17	0.05	0.45
Queue Length 95th (ft)	15	4	0
Control Delay (s)	24.1	1.5	0.0
Lane LOS	C	A	
Approach Delay (s)	24.1	1.5	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	12	22	18	565	426	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	24	20	614	463	16
Pedestrians	31			8		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	3			1		
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				213		
pX, platoon unblocked	0.83					
vC, conflicting volume	1155	510	510			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1187	510	510			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	96	98			
cM capacity (veh/h)	166	545	1028			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	37	634	479
Volume Left	13	20	0
Volume Right	24	0	16
cSH	302	1028	1700
Volume to Capacity	0.12	0.02	0.28
Queue Length 95th (ft)	10	1	0
Control Delay (s)	18.6	0.5	0.0
Lane LOS	C	A	
Approach Delay (s)	18.6	0.5	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑			↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		0.97			0.98		1.00	0.99			0.99	
Flpb, ped/bikes		1.00			0.99		0.98	1.00			1.00	
Frt		0.98			0.98		1.00	0.98			0.99	
Flt Protected		0.99			1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1751			1770		1740	1808			1821	
Flt Permitted		0.81			0.94		0.33	1.00			0.97	
Satd. Flow (perm)		1437			1674		605	1808			1775	
Volume (vph)	48	196	51	29	244	62	28	247	35	34	602	61
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	213	55	32	265	67	30	268	38	37	654	66
RTOR Reduction (vph)	0	8	0	0	8	0	0	5	0	0	3	0
Lane Group Flow (vph)	0	312	0	0	356	0	30	301	0	0	754	0
Confl. Peds. (#/hr)	40		77	77		40	66		84	84		66
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		28.0			28.0		61.0	61.0			61.0	
Effective Green, g (s)		30.0			30.0		62.0	62.0			62.0	
Actuated g/C Ratio		0.30			0.30		0.62	0.62			0.62	
Clearance Time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Grp Cap (vph)		431			502		375	1121			1101	
v/s Ratio Prot								0.17				
v/s Ratio Perm		c0.22			0.21		0.05				c0.42	
v/c Ratio		0.72			0.71		0.08	0.27			0.68	
Uniform Delay, d1		31.3			31.1		7.6	8.7			12.5	
Progression Factor		1.13			1.00		1.00	1.00			1.00	
Incremental Delay, d2		9.2			8.2		0.4	0.6			3.5	
Delay (s)		44.5			39.3		8.0	9.3			16.0	
Level of Service		D			D		A	A			B	
Approach Delay (s)		44.5			39.3			9.1			16.0	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		0.98			0.99		1.00	0.99			0.99	
Flpb, ped/bikes		1.00			0.99		0.98	1.00			1.00	
Frt		0.98			0.98		1.00	0.98			0.99	
Flt Protected		0.99			1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1758			1775		1739	1807			1820	
Flt Permitted		0.87			0.95		0.31	1.00			0.97	
Satd. Flow (perm)		1544			1697		560	1807			1774	
Volume (vph)	48	196	51	29	244	62	28	247	35	34	602	61
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	213	55	32	265	67	30	268	38	37	654	66
RTOR Reduction (vph)	0	8	0	0	8	0	0	5	0	0	4	0
Lane Group Flow (vph)	0	312	0	0	356	0	30	301	0	0	753	0
Confl. Peds. (#/hr)	40		77	77		40	66		84	84		66
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		34.0			34.0		55.0	55.0			55.0	
Effective Green, g (s)		36.0			36.0		56.0	56.0			56.0	
Actuated g/C Ratio		0.36			0.36		0.56	0.56			0.56	
Clearance Time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Grp Cap (vph)		556			611		314	1012			993	
v/s Ratio Prot								0.17				
v/s Ratio Perm		0.20			c0.21		0.05				c0.42	
v/c Ratio		0.56			0.58		0.10	0.30			0.76	
Uniform Delay, d1		25.7			25.9		10.2	11.6			16.8	
Progression Factor		1.18			1.00		1.00	1.00			1.00	
Incremental Delay, d2		3.7			4.0		0.6	0.8			5.4	
Delay (s)		34.1			29.9		10.8	12.4			22.3	
Level of Service		C			C		B	B			C	
Approach Delay (s)		34.1			29.9			12.2			22.3	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		1.00			0.99		1.00	1.00			0.99	
Flpb, ped/bikes		1.00			1.00		0.98	1.00			1.00	
Frt		0.99			0.98		1.00	0.99			0.99	
Flt Protected		0.99			1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1820			1786		1727	1830			1811	
Flt Permitted		0.82			0.91		0.45	1.00			0.90	
Satd. Flow (perm)		1508			1637		827	1830			1647	
Volume (vph)	61	302	21	27	216	51	33	471	45	47	354	47
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	328	23	29	235	55	36	512	49	51	385	51
RTOR Reduction (vph)	0	2	0	0	8	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	415	0	0	311	0	36	558	0	0	483	0
Confl. Peds. (#/hr)	30		30	30		30	63		41	41		63
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		28.0			28.0		61.0	61.0			61.0	
Effective Green, g (s)		30.0			30.0		62.0	62.0			62.0	
Actuated g/C Ratio		0.30			0.30		0.62	0.62			0.62	
Clearance Time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Grp Cap (vph)		452			491		513	1135			1021	
v/s Ratio Prot								c0.30				
v/s Ratio Perm		c0.28			0.19		0.04				0.29	
v/c Ratio		0.92			0.63		0.07	0.49			0.47	
Uniform Delay, d1		33.8			30.3		7.5	10.4			10.2	
Progression Factor		1.12			1.00		1.00	1.00			1.00	
Incremental Delay, d2		18.2			6.1		0.3	1.5			1.6	
Delay (s)		56.1			36.4		7.8	11.9			11.8	
Level of Service		E			D		A	B			B	
Approach Delay (s)		56.1			36.4			11.7			11.8	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00			1.00	
Frpb, ped/bikes		1.00			0.99		1.00	1.00			0.99	
Flpb, ped/bikes		1.00			1.00		0.97	1.00			1.00	
Frt		0.99			0.98		1.00	0.99			0.99	
Flt Protected		0.99			1.00		0.95	1.00			0.99	
Satd. Flow (prot)		1822			1789		1724	1829			1810	
Flt Permitted		0.87			0.94		0.44	1.00			0.89	
Satd. Flow (perm)		1603			1692		790	1829			1614	
Volume (vph)	61	302	21	27	216	51	33	471	45	47	354	47
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	328	23	29	235	55	36	512	49	51	385	51
RTOR Reduction (vph)	0	2	0	0	8	0	0	4	0	0	4	0
Lane Group Flow (vph)	0	415	0	0	311	0	36	557	0	0	483	0
Confl. Peds. (#/hr)	30		30	30		30	63		41	41		63
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		34.0			34.0		55.0	55.0			55.0	
Effective Green, g (s)		36.0			36.0		56.0	56.0			56.0	
Actuated g/C Ratio		0.36			0.36		0.56	0.56			0.56	
Clearance Time (s)		6.0			6.0		5.0	5.0			5.0	
Lane Grp Cap (vph)		577			609		442	1024			904	
v/s Ratio Prot								c0.30				
v/s Ratio Perm		c0.26			0.18		0.05				0.30	
v/c Ratio		0.72			0.51		0.08	0.54			0.53	
Uniform Delay, d1		27.6			25.1		10.1	13.9			13.8	
Progression Factor		1.20			1.00		1.00	1.00			1.00	
Incremental Delay, d2		5.6			3.0		0.4	2.1			2.3	
Delay (s)		38.7			28.1		10.5	16.0			16.1	
Level of Service		D			C		B	B			B	
Approach Delay (s)		38.7			28.1			15.7			16.1	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	11	284	332	1	11	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	309	361	1	12	10
Pedestrians		25	64		34	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	5		3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		196	451			
pX, platoon unblocked	0.87				0.91	0.87
vC, conflicting volume	396				792	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304				632	332
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	98
cM capacity (veh/h)	1060				368	586

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	321	362	22
Volume Left	12	0	12
Volume Right	0	1	10
cSH	1060	1700	442
Volume to Capacity	0.01	0.21	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.4	0.0	13.6
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	13.6
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		39.5%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	12	372	292	4	8	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	404	317	4	9	16
Pedestrians		20	32		33	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	3		3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		196	451			
pX, platoon unblocked	0.89				0.88	0.89
vC, conflicting volume	355				815	373
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279				609	298
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1117				377	634

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	417	322	25
Volume Left	13	0	9
Volume Right	0	4	16
cSH	1117	1700	512
Volume to Capacity	0.01	0.19	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.4	0.0	12.4
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	12.4
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		44.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑↔			↑↑↔	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1823			1745			3468			3407	
Flt Permitted		0.85			0.87			0.92			0.84	
Satd. Flow (perm)		1562			1538			3183			2888	
Volume (vph)	45	174	5	67	201	65	12	368	27	94	797	92
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	189	5	73	218	71	13	400	29	102	866	100
RTOR Reduction (vph)	0	1	0	0	9	0	0	5	0	0	8	0
Lane Group Flow (vph)	0	242	0	0	353	0	0	437	0	0	1060	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.0			32.0			57.0			57.0	
Effective Green, g (s)		34.0			34.0			58.0			58.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		531			523			1846			1675	
v/s Ratio Prot												
v/s Ratio Perm		0.16			c0.23			0.14			c0.37	
v/c Ratio		0.46			0.68			0.24			0.63	
Uniform Delay, d1		25.8			28.3			10.2			13.9	
Progression Factor		1.00			0.83			1.00			1.00	
Incremental Delay, d2		2.8			5.3			0.3			1.8	
Delay (s)		28.6			28.7			10.5			15.8	
Level of Service		C			C			B			B	
Approach Delay (s)		28.6			28.7			10.5			15.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

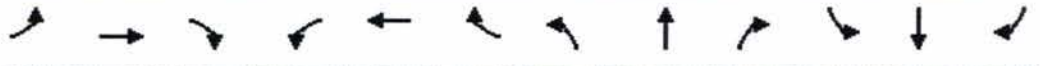


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1825			1751			3465			3401	
Flt Permitted		0.88			0.89			0.92			0.84	
Satd. Flow (perm)		1616			1576			3177			2880	
Volume (vph)	45	174	5	67	201	65	12	368	27	94	797	92
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	189	5	73	218	71	13	400	29	102	866	100
RTOR Reduction (vph)	0	1	0	0	9	0	0	5	0	0	8	0
Lane Group Flow (vph)	0	242	0	0	353	0	0	437	0	0	1060	0
Confl. Peds. (#/hr)	70		118	118		70	144		124	124		144
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		38.0			38.0			51.0			51.0	
Effective Green, g (s)		40.0			40.0			52.0			52.0	
Actuated g/C Ratio		0.40			0.40			0.52			0.52	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		646			630			1652			1498	
v/s Ratio Prot												
v/s Ratio Perm		0.15			c0.22			0.14			c0.37	
v/c Ratio		0.38			0.56			0.26			0.71	
Uniform Delay, d1		21.2			23.2			13.4			18.2	
Progression Factor		1.00			0.76			1.00			1.00	
Incremental Delay, d2		1.7			2.8			0.4			2.8	
Delay (s)		22.8			20.5			13.7			21.1	
Level of Service		C			C			B			C	
Approach Delay (s)		22.8			20.5			13.7			21.1	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	126.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1814			1747			3467			3441	
Flt Permitted		0.72			0.75			0.94			0.79	
Satd. Flow (perm)		1331			1329			3266			2727	
Volume (vph)	117	265	14	75	146	75	12	737	57	62	574	49
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	288	15	82	159	82	13	801	62	67	624	53
RTOR Reduction (vph)	0	1	0	0	13	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	429	0	0	310	0	0	871	0	0	739	0
Confl. Peds. (#/hr)	36		55	55		36	147		118	118		147
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.0			32.0			57.0			57.0	
Effective Green, g (s)		34.0			34.0			58.0			58.0	
Actuated g/C Ratio		0.34			0.34			0.58			0.58	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		453			452			1894			1582	
v/s Ratio Prot												
v/s Ratio Perm		c0.32			0.23			0.27			c0.27	
v/c Ratio		0.95			0.69			0.46			0.47	
Uniform Delay, d1		32.1			28.4			12.0			12.1	
Progression Factor		1.00			0.81			1.00			1.00	
Incremental Delay, d2		30.8			7.2			0.8			1.0	
Delay (s)		62.9			30.3			12.8			13.1	
Level of Service		E			C			B			B	
Approach Delay (s)		62.9			30.3			12.8			13.1	
Approach LOS		E			C			B			B	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.97			0.99			0.99	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1815			1750			3464			3436	
Flt Permitted		0.76			0.78			0.94			0.76	
Satd. Flow (perm)		1395			1383			3262			2639	
Volume (vph)	117	265	14	75	146	75	12	737	57	62	574	49
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	288	15	82	159	82	13	801	62	67	624	53
RTOR Reduction (vph)	0	1	0	0	12	0	0	6	0	0	6	0
Lane Group Flow (vph)	0	429	0	0	311	0	0	870	0	0	738	0
Confl. Peds. (#/hr)	36		55	55		36	147		118	118		147
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		38.0			38.0			51.0			51.0	
Effective Green, g (s)		40.0			40.0			52.0			52.0	
Actuated g/C Ratio		0.40			0.40			0.52			0.52	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Lane Grp Cap (vph)		558			553			1696			1372	
v/s Ratio Prot												
v/s Ratio Perm		c0.31			0.22			0.27			c0.28	
v/c Ratio		0.77			0.56			0.51			0.54	
Uniform Delay, d1		26.0			23.2			15.7			16.0	
Progression Factor		1.00			0.75			1.00			1.00	
Incremental Delay, d2		9.8			3.5			1.1			1.5	
Delay (s)		35.8			20.9			16.8			17.5	
Level of Service		D			C			B			B	
Approach Delay (s)		35.8			20.9			16.8			17.5	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	3	23	0	0	2	20	453	5	7	960	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	3	25	0	0	2	22	492	5	8	1043	28
Pedestrians		168			127			12			6	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		14			11			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								191				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	1539	1909	716	1241	1921	382	1240			625		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1514	1904	716	1200	1916	294	1240			550		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	93	92	100	100	100	95			99		
cM capacity (veh/h)	53	47	317	82	46	593	479			861		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	36	2	268	252	529	550
Volume Left	8	0	22	0	8	0
Volume Right	25	2	0	5	0	28
cSH	122	593	479	1700	861	1700
Volume to Capacity	0.29	0.00	0.05	0.15	0.01	0.32
Queue Length 95th (ft)	28	0	4	0	1	0
Control Delay (s)	46.2	11.1	1.7	0.0	0.2	0.0
Lane LOS	E	B	A		A	
Approach Delay (s)	46.2	11.1	0.9		0.1	
Approach LOS	E	B				

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	49.7%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	17	0	34	1	0	8	36	892	1	0	650	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	0	37	1	0	9	39	970	1	0	707	25
Pedestrians		170			89			10			9	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		14			7			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)								191				
pX, platoon unblocked	0.86	0.86		0.86	0.86	0.86				0.86		
vC, conflicting volume	1470	2027	546	1538	2039	583	902			1060		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1386	2031	546	1465	2045	360	902			912		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	69	100	91	98	100	98	94			100		
cM capacity (veh/h)	60	36	410	52	36	505	643			594		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	55	10	524	486	353	378
Volume Left	18	1	39	0	0	0
Volume Right	37	9	0	1	0	25
cSH	139	257	643	1700	594	1700
Volume to Capacity	0.40	0.04	0.06	0.29	0.00	0.22
Queue Length 95th (ft)	43	3	5	0	0	0
Control Delay (s)	47.3	19.6	1.7	0.0	0.0	0.0
Lane LOS	E	C	A			
Approach Delay (s)	47.3	19.6	0.9		0.0	
Approach LOS	E	C				

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		