

**CAPITOL PLACE  
TRANSPORTATION IMPACT STUDY  
WASHINGTON, D.C.**

Prepared for:  
Louis Dreyfus Property Group

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## **Section I INTRODUCTION**

This report presents the results of a transportation impact study, which was prepared in support of Louis Dreyfus Property Group's planned unit development (PUD) application for Capitol Place.

The subject site is bounded by H Street on the north, G Street on the south, 3<sup>rd</sup> Street on the east, and 2<sup>nd</sup> Street on the west, in the northeast section of Washington, D.C., as shown on Figure I-1. The subject site includes the entire frontage along H Street, most of the frontage along 2<sup>nd</sup> Street, and most of the western half of the frontage along G Street. The site currently is improved with a daily/monthly commercial parking lot, which generates a small number of trips during the AM and PM peak hours, as well several unoccupied buildings. Directly to the east of the site, several townhouses exist and are not proposed to be modified.

Square 752 is partially bisected by a north/south alley that intersects G Street, which would be widened to 20 feet and straightened through easement as part of this project. The Union Station Metro station is located approximately 900 feet walking distance from the site. The northern portion of the site has been rezoned to C-2-B as part of the H Street Overlay District case; the southern portion is zoned C-2-A. With the PUD, the project would contain zones C-2-A, C-2-B, and C-3-C.

As shown on Figure I-2, Louis Dreyfus Property Group proposes to re-develop the site with 315 residential condominiums, approximately 21,405 square feet (S.F.) of retail space, and 2,343 S.F. off office space. A shared commercial/residential underground parking garage is proposed with approximately 323 parking spaces on three levels, with an additional 60 tandem spaces. All vehicular access to the parking garage and the loading berths would be provided from 2<sup>nd</sup> Street.

For purposes of this traffic analysis, this development was assumed to be completely built and occupied by 2008.

Tasks undertaken in this study included the following:

1. Review Louis Dreyfus Property Group's development program, plans prepared by Cook + Fox, 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 eight (8) key intersections, and at the existing north/south alley on G Street.

4. Analysis of existing levels of service at these intersections.
5. Background future traffic volumes were forecasted for project buildout (2008).
6. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.
7. The number 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 Union Station Metro station, and (3) experience with other comparable projects in Washington, D.C.
8. Total future traffic volumes were forecasted for 2008.
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. 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, U. S. Census Bureau, and previous transportation impact studies prepared for other area developments by Wells & Associates.

***The conclusions of this traffic impact study are as follows:***

1. ***The key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. The overall LOS at the intersection of 3<sup>rd</sup> Street and H Street is a "B" during both the AM and PM peak hour; however, the southbound movement operates at capacity at LOS "F" during the PM peak hour. Modifying the traffic signal timings at this intersection (within the existing cycle length) would allow the southbound movement to operate at an acceptable level of service "D" or better.***
2. ***The approved but unbuilt projects in the study area will generate a total of 727 AM peak hour trips and 983 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 2<sup>nd</sup> Street/Massachusetts Avenue, 2<sup>nd</sup> Street/K Street, and 3<sup>rd</sup> Street/H Street intersections are modified.***
4. ***The proposed development of Capitol Place will generate 67 additional AM peak hour trips and 110 additional PM peak hour trips.***
5. ***These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications. The site driveway off 2<sup>nd</sup> Street is anticipated to operate at a LOS "B" during both the AM and PM peak hours.***
6. ***The proposed on-site parking supply would meet the overall zoning parking requirements. The loading/delivery/service facilities provided for this development would adequately meet the project and D.C. minimum zoning requirements, provided a delivery schedule is upheld by both residents and commercial owners.***

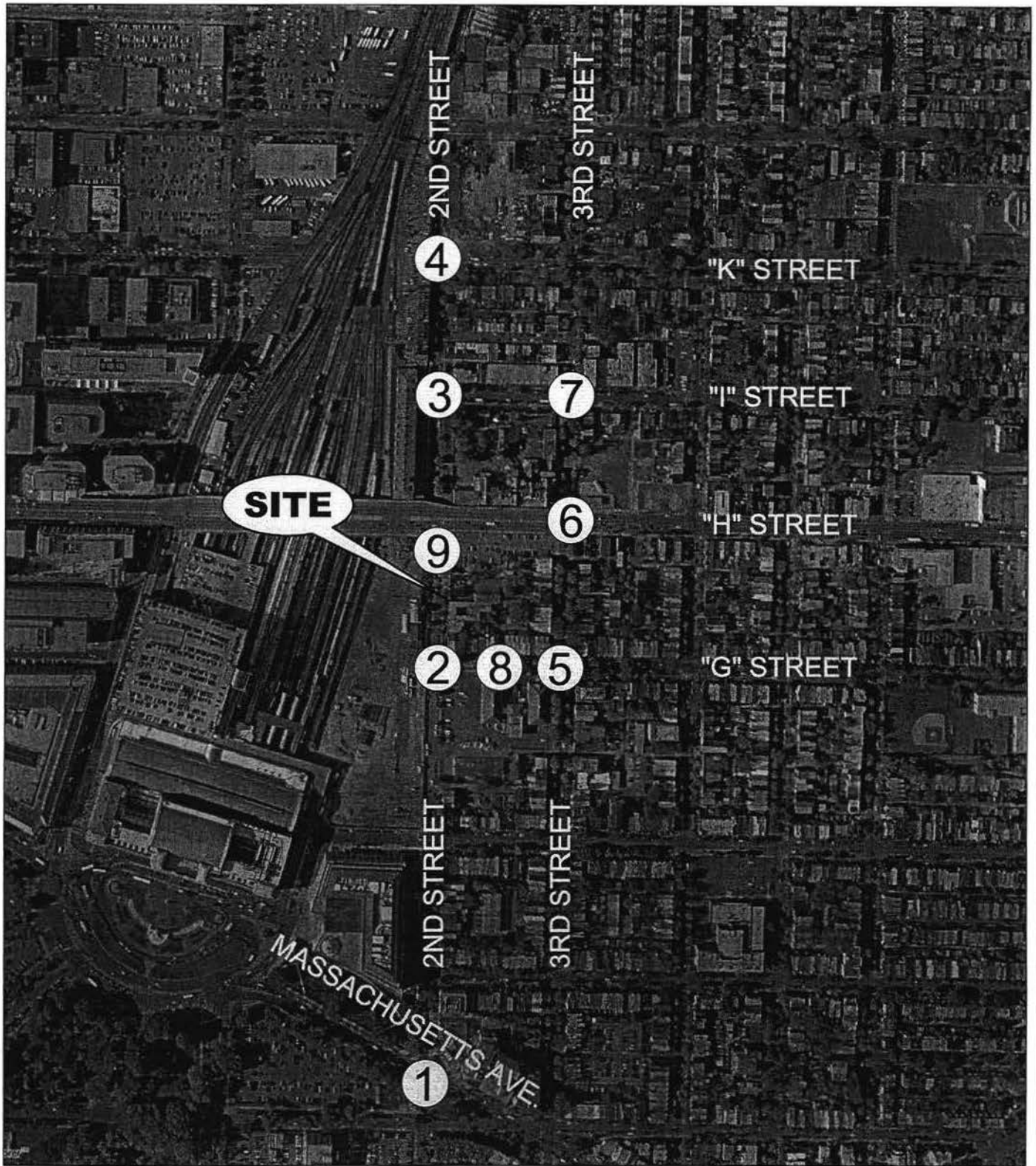


Figure 1-1  
Site Location



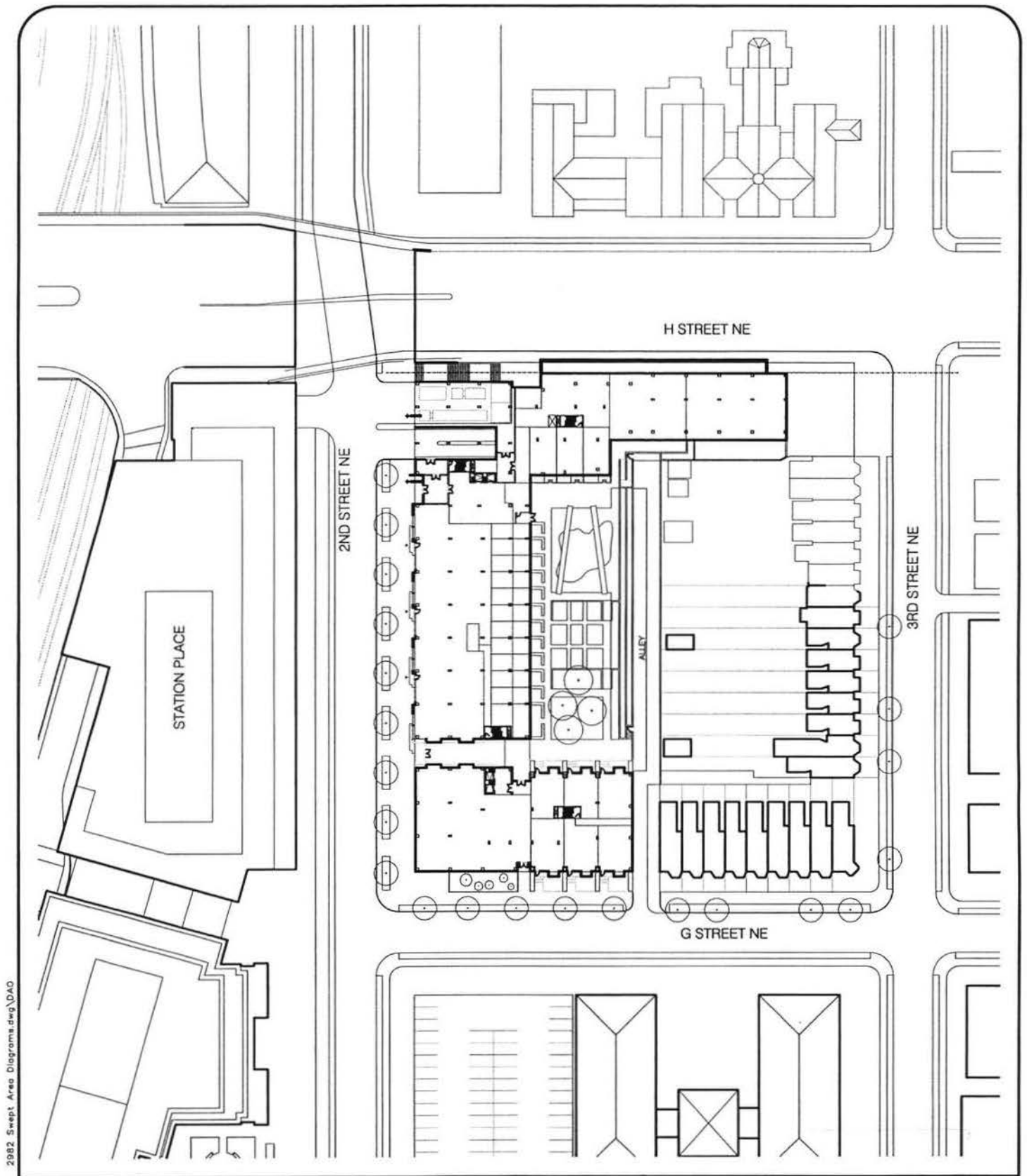


Figure 1-2  
Proposed Site Plan





## Section 2 BACKGROUND DATA

### Study Scope

This traffic study includes the following intersections:

1. 2<sup>nd</sup> Street/Massachusetts Avenue,
2. 2<sup>nd</sup> Street/G Street,
3. 2<sup>nd</sup> Street/Parking Lot Entrances,
4. 2<sup>nd</sup> Street/Eye Street,
5. 2<sup>nd</sup> Street/K Street,
6. 3<sup>rd</sup> Street/G Street,
7. 3<sup>rd</sup> Street/H Street,
8. 3<sup>rd</sup> Street/Eye Street, and
9. G Street/Alley.

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

1. **Station Place.** This 1,396,00 S.F. office project is located on the west side of 2<sup>nd</sup> Street, between F and H Streets, adjacent to Union Station. Station Place is the new headquarters for the Securities and Exchange Commission (SEC). Phase I is currently open and occupied and consists of approximately 650,000 S.F. of office space.
2. **The New Yorker.** This 45-condominium, residential project is located at 300 L Street.
3. **Landmark Lofts at Senate Square and Lexington & Concord Condominiums.** These residential condominium projects are located on the north side of H Street between 2<sup>nd</sup> and 3<sup>rd</sup> Streets. Landmark Lofts at Senate Square project consists of 44 residential units and the Lexington & Concord Condominiums consists of 430 residential units.
4. **Square 776.** This mixed-use project, consisting of 232 residential units, a 53,300 S.F. grocery store, and 2,607 S.F. of retail, is located on the north side of H Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets.
5. **Square 859.** This mixed-use project, consisting of 240 residential units, 22,097 S.F. of office, and 13,476 S.F. of retail, is located on the south side of H Street between 6<sup>th</sup> and 7<sup>th</sup> Streets.

The impacts of these approved projects and the subject project were evaluated at project buildout, which is anticipated to occur by 2008.

## **Public Road Network**

Vehicular access/egress to/from Capitol Place is provided by 2<sup>nd</sup>, 3<sup>rd</sup>, G, and H Streets. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

**2<sup>nd</sup> Street** is a north/south two-lane street with a posted speed limit of 25 miles per hour (mph). Curb parking is primarily available on both sides of the street for Zone 6 residential parking permit holders (with a few restricted areas such as No Parking southbound between Eye and K Street). The intersections of 2<sup>nd</sup> Street with Massachusetts Avenue and K Street are controlled by traffic signals, and the intersections of 2<sup>nd</sup> Street with G Street, the Parking Lot Entrances, and Eye Street are controlled by stop signs.

**3<sup>rd</sup> Street** is a north/south two-lane street with a posted speed limit of 25 mph. Curb parking for Zone 6 residential parking permit holders is provided on both sides of the street. The intersections of 3<sup>rd</sup> Street with G and Eye Streets are controlled by stop signs and the intersection of 3<sup>rd</sup> Street and H Street is controlled by a traffic signal.

**G Street** is a one-travel-lane, one-way westbound street with a posted speed limit of 25 mph. Curb parking is available on the south side of G Street for Zone 6 residential parking permit holders.

**H Street** is an east/west six-lane road with a posted speed limit of 25 mph. It is an overpass section in the vicinity of the site and therefore, provides no direct access to the site. Parking is prohibited on either sides of the road in the vicinity of the subject site.

## **Existing Traffic Counts**

**Vehicle Traffic Counts.** Existing AM and PM peak period vehicular and pedestrian traffic counts were conducted on Wednesday, October 5, 2005, by Wells & Associates at the following intersections:

1. 2<sup>nd</sup> Street/Massachusetts Avenue,
2. 2<sup>nd</sup> Street/G Street,
3. 2<sup>nd</sup> Street/Parking Lot Entrances,
4. 2<sup>nd</sup> Street/Eye Street,
5. 2<sup>nd</sup> Street/K Street,
6. 3<sup>rd</sup> Street/G Street,
7. 3<sup>rd</sup> Street/H Street,
8. 3<sup>rd</sup> Street/Eye Street, and
9. G Street/Alley.

Vehicular traffic counts are presented in Appendix A and summarized on Figure 2-2. Pedestrian traffic counts are also 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 4:45 to 5:45 PM.

Figure 2-2 indicates that H Street, east of 3<sup>rd</sup> Street, presently carries 1,708 AM peak hour vehicle trips and 1,470 PM peak hour vehicle trips. Approximately 81 percent of all AM peak hour trips travel in the westbound direction towards the central business district; 19 percent travel in the eastbound direction. Approximately 25 percent of all PM peak hour trips travel in the westbound direction; 75 percent travel in the eastbound direction away from the central business district.

G Street, south of the subject site presently carries only 223 AM peak hour trips and 82 PM peak hour trips. 2<sup>nd</sup> Street, west of the subject site carries 456 AM peak hour trips and 440 PM peak hour trips. 3<sup>rd</sup> Street, east of the subject site carries 365 AM peak hour trips and 355 PM peak hour trips.

**Existing Site Traffic.** The existing daily/monthly surface parking lot currently generates 14 AM peak hour trips (11 in and 3 out) and 21 PM peak hour trips (0 in and 21 out).

## **Public Transportation Facilities and Services**

The subject site is served by three Metrobus line. The D8, X1, and X2 Metrobus lines operate on H Street, just north of the subject site. The Union Station Metro station is located three (3) blocks (or approximately 900 feet) southwest of the subject site. The Union Station Metro station, commuter rail service, and various bus lines operate at Union Station.

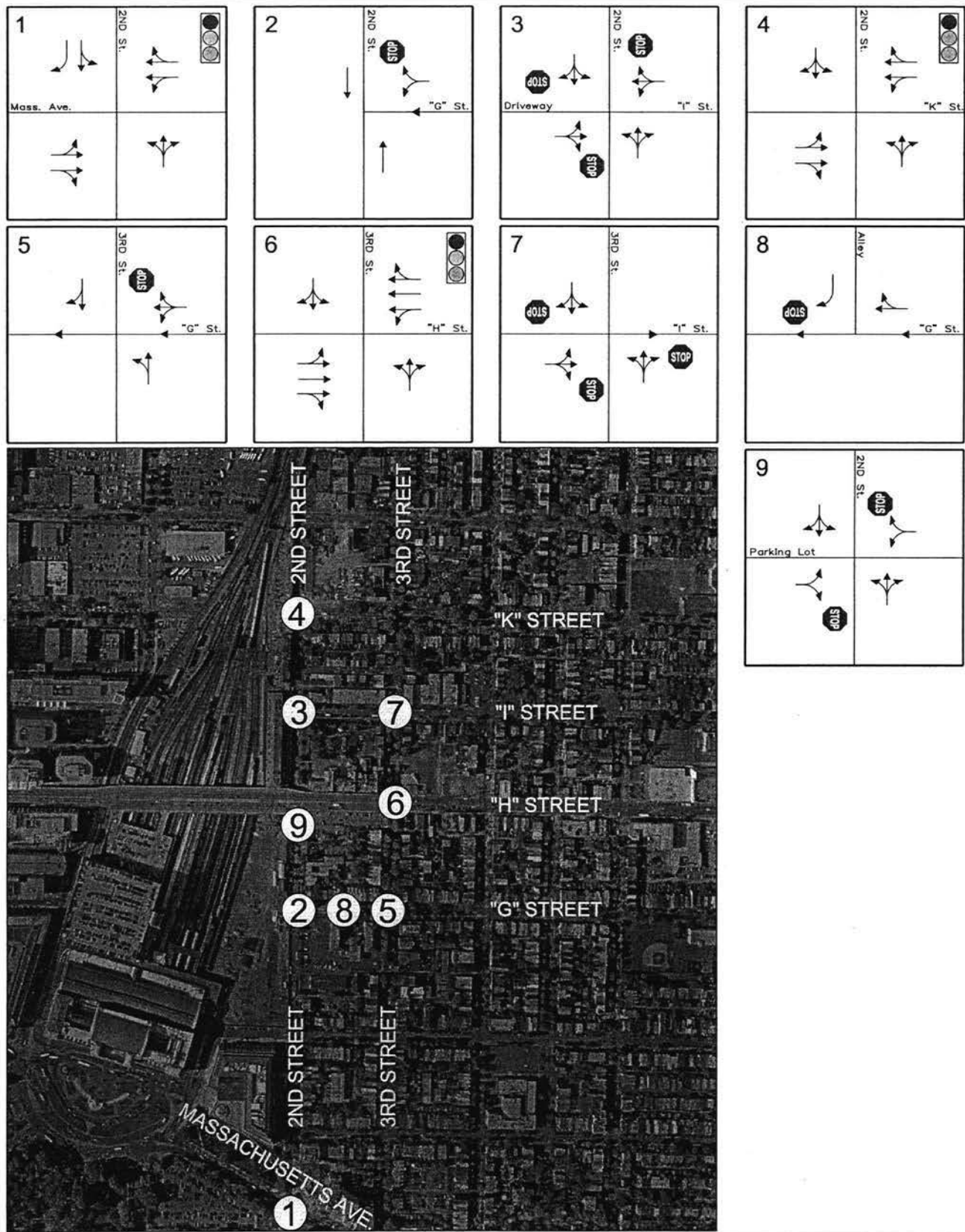


Figure 2-1  
Intersection Lane Use and Traffic Control

← Represents One Travel Lane

North  
Schematic

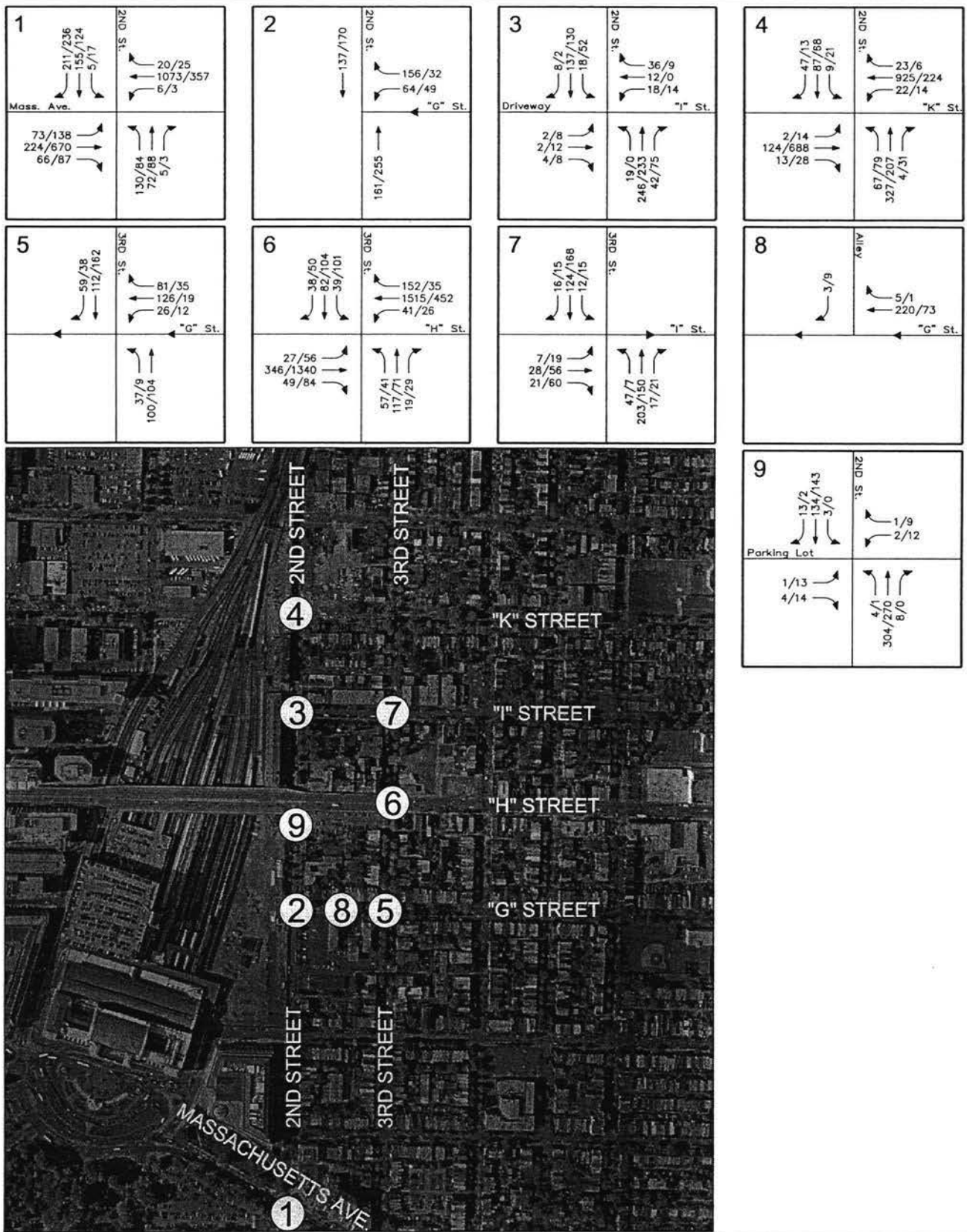


Figure 2-2  
Existing Peak Hour Vehicular Traffic Counts

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North  
Schematic

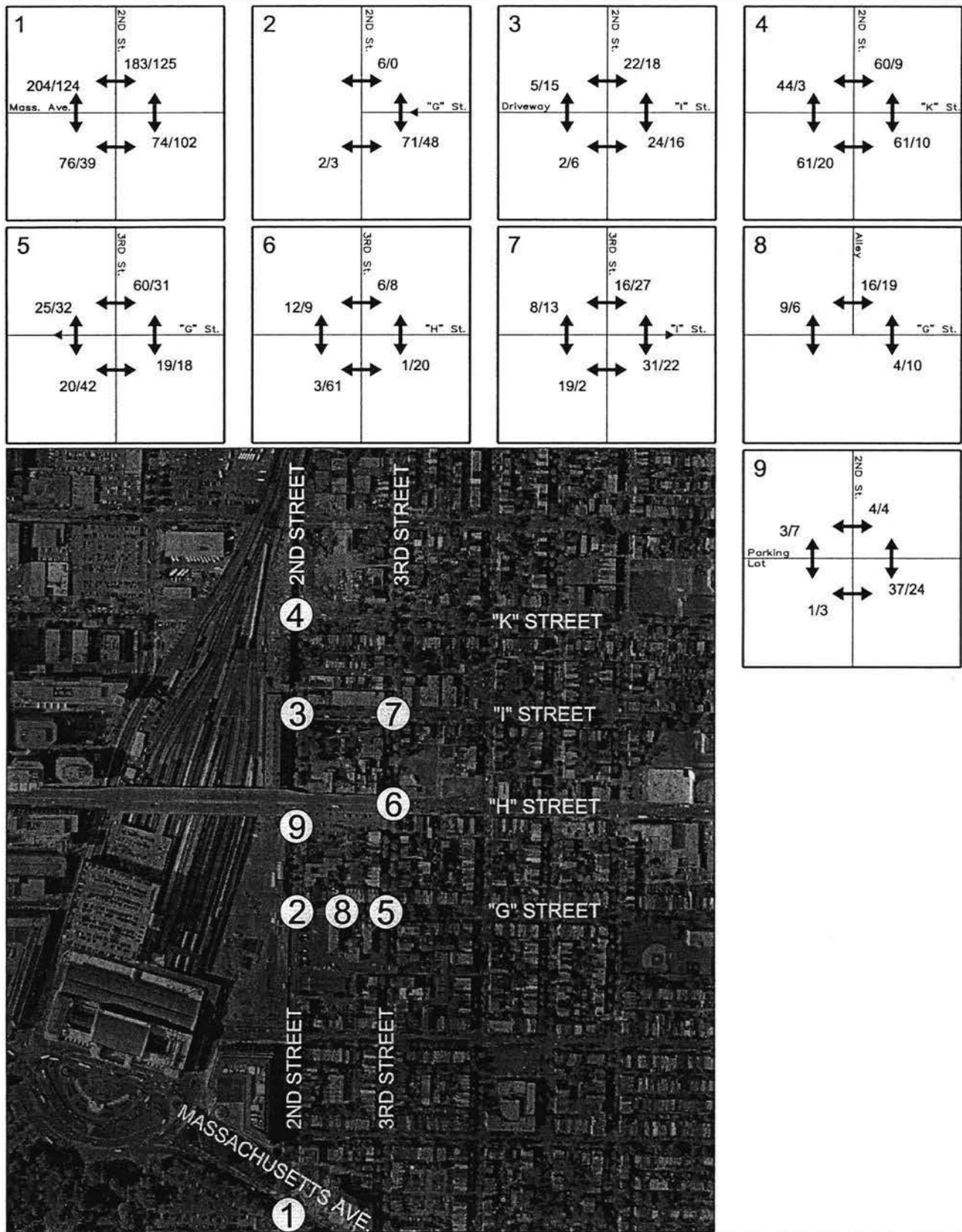


Figure 2-3  
Existing Peak Hour Pedestrian Traffic Counts

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 nine (9) 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 the key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. The overall LOS at the intersection of 3<sup>rd</sup> Street and H Street is a "B" during both the AM and PM peak hour; however, the southbound movement operates at capacity at LOS "F" during the PM peak hour. Modifying the traffic signal timings at this intersection (within the existing cycle length) would allow the southbound movement to operate at an acceptable level of service "D" or better.

### Other Development Trip Generation

The number of peak hour trips that will be generated by the three 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, and/or approved traffic impact studies. As shown in Table 3-2, it is estimated that these projects will generate a total of 727 AM peak hour trips, and 983 PM peak hour trips, upon completion.

### Trip Distribution Analysis

The distributions of the other approved projects were determined based on existing traffic patterns and previously-approved traffic studies. The distribution of Capitol Place was based on the previously-approved distribution for Senate Square and existing travel patterns. The following distribution was applied:

| <u>To/From</u>                         | <u>Residential</u> | <u>Retail</u> |
|----------------------------------------|--------------------|---------------|
| North along 2 <sup>nd</sup> Street     | 8%                 | 5%            |
| South along 2 <sup>nd</sup> Street     | 7%                 | 10%           |
| South along 3 <sup>rd</sup> Street     | 5%                 | 5%            |
| West along K Street                    | 30%                | 25%           |
| East along H Street                    | 15%                | 20%           |
| <u>West along Massachusetts Avenue</u> | <u>35%</u>         | <u>35%</u>    |
| Total                                  | 100%               | 100%          |



Table 3-1  
Capitol Place  
Peak Hour Intersection Levels of Service <sup>1</sup>

| Intersection                                       |                | Type of Control | 2005 Existing Conditions |                 | 2008 Background Conditions |                  | 2008 Total Future Conditions |                 |
|----------------------------------------------------|----------------|-----------------|--------------------------|-----------------|----------------------------|------------------|------------------------------|-----------------|
|                                                    |                |                 | AM                       | PM              | AM                         | PM               | AM                           | PM              |
| 1. 2nd Street/Massachusetts Avenue                 |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | B (14.6)                 | C (21.0)        | B (15.5)                   | C (23.7)         | N/A                          | N/A             |
|                                                    | Westbound      |                 | D (54.7)                 | C (23.7)        | E (69.9)                   | C (24.0)         | N/A                          | N/A             |
|                                                    | Northbound     |                 | C (24.0)                 | C (21.1)        | C (25.8)                   | C (21.8)         | N/A                          | N/A             |
|                                                    | Southbound     |                 | <u>B (19.2)</u>          | <u>B (19.3)</u> | <u>B (19.7)</u>            | <u>C (20.2)</u>  | <u>N/A</u>                   | <u>N/A</u>      |
|                                                    | Overall        |                 | <u>D (38.0)</u>          | <u>C (21.2)</u> | <u>D (45.8)</u>            | <u>C (22.8)</u>  | <u>N/A</u>                   | <u>N/A</u>      |
| Improvement: Optimize signal timings               |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | N/A                      | N/A             | B (12.0)                   | B (15.8)         | B (12.0)                     | B (16.1)        |
|                                                    | Westbound      |                 | N/A                      | N/A             | C (29.5)                   | B (16.2)         | C (29.5)                     | B (16.2)        |
|                                                    | Northbound     |                 | N/A                      | N/A             | D (35.1)                   | C (29.6)         | D (35.3)                     | C (29.9)        |
|                                                    | Southbound     |                 | <u>N/A</u>               | <u>N/A</u>      | <u>C (25.2)</u>            | <u>C (26.9)</u>  | <u>C (25.2)</u>              | <u>C (27.2)</u> |
|                                                    | Overall        |                 | N/A                      | N/A             | C (26.1)                   | B (19.6)         | C (26.2)                     | C (20.0)        |
| 2. 2nd Street/G Street                             |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Westbound LTR  |                 | B [14.4]                 | B [14.4]        | C [16.3]                   | C [16.0]         | C [16.7]                     | C [16.4]        |
| 3. 2nd Street/Eye Street                           |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound LTR  |                 | A [8.0]                  | A [8.3]         | A [8.3]                    | A [8.7]          | A [8.3]                      | A [8.5]         |
|                                                    | Westbound LTR  |                 | A [8.4]                  | A [8.2]         | A [9.1]                    | A [8.7]          | A [8.1]                      | A [8.0]         |
|                                                    | Northbound LTR |                 | B [10.1]                 | A [9.8]         | B [11.2]                   | B [11.3]         | A [8.5]                      | A [8.5]         |
|                                                    | Southbound LTR |                 | A [8.8]                  | A [9.0]         | A [9.7]                    | A [10.0]         | A [8.2]                      | A [8.3]         |
| 4. 2nd Street/K Street                             |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | A (6.9)                  | A (9.1)         | A (7.0)                    | A (9.7)          | N/A                          | N/A             |
|                                                    | Westbound      |                 | B (10.5)                 | A (7.2)         | B [11.1]                   | A (7.3)          | N/A                          | N/A             |
|                                                    | Northbound     |                 | D (50.2)                 | D (39.2)        | F [83.6]                   | D (51.1)         | N/A                          | N/A             |
|                                                    | Southbound     |                 | <u>C (28.0)</u>          | <u>C (27.2)</u> | <u>C (28.3)</u>            | <u>C (27.6)</u>  | <u>N/A</u>                   | <u>N/A</u>      |
|                                                    | Overall        |                 | <u>C (21.2)</u>          | <u>B (16.9)</u> | <u>C (29.8)</u>            | <u>C (20.3)</u>  | <u>N/A</u>                   | <u>N/A</u>      |
| Improvement: Optimize signal timings               |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | N/A                      | N/A             | A (10.0)                   | B (13.9)         | A (10.0)                     | B (14.1)        |
|                                                    | Westbound      |                 | N/A                      | N/A             | B (15.8)                   | B (10.4)         | B (15.9)                     | B (10.4)        |
|                                                    | Northbound     |                 | N/A                      | N/A             | D (39.1)                   | C (32.9)         | D (45.1)                     | D (35.8)        |
|                                                    | Southbound     |                 | <u>N/A</u>               | <u>N/A</u>      | <u>C (22.6)</u>            | <u>C (22.1)</u>  | <u>C (22.6)</u>              | <u>C (22.2)</u> |
|                                                    | Overall        |                 | N/A                      | N/A             | C (21.5)                   | B (18.3)         | C (23.2)                     | B (19.2)        |
| 5. 3rd Street/G Street                             |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Westbound LTR  |                 | A [9.8]                  | A [7.8]         | B [10.2]                   | A [8.1]          | A [8.4]                      | A [7.3]         |
|                                                    | Northbound LT  |                 | A [9.1]                  | A [8.1]         | A [9.5]                    | A [8.5]          | A [8.3]                      | A [7.6]         |
|                                                    | Southbound TR  |                 | A [9.0]                  | A [8.5]         | A [9.4]                    | A [8.9]          | A [8.0]                      | A [7.6]         |
| 6. 3rd Street/H Street                             |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | A (4.5)                  | A (6.7)         | A (4.8)                    | A (8.9)          | N/A                          | N/A             |
|                                                    | Westbound      |                 | B (13.7)                 | A (8.6)         | B (15.4)                   | A (9.0)          | N/A                          | N/A             |
|                                                    | Northbound     |                 | D (45.4)                 | D (39.1)        | E (61.4)                   | D (43.2)         | N/A                          | N/A             |
|                                                    | Southbound     |                 | <u>D (39.7)</u>          | <u>F (83.2)</u> | <u>E (79.6)</u>            | <u>F (363.9)</u> | <u>N/A</u>                   | <u>N/A</u>      |
|                                                    | Overall        |                 | <u>B (16.2)</u>          | <u>B (17.2)</u> | <u>C (22.9)</u>            | <u>E (60.1)</u>  | <u>N/A</u>                   | <u>N/A</u>      |
| Improvement: Optimize signal timings               |                | Signal          |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound      |                 | A (7.0)                  | B (16.4)        | A (7.5)                    | C (24.5)         | A (7.5)                      | C (25.1)        |
|                                                    | Westbound      |                 | B (17.7)                 | B (17.3)        | C (20.3)                   | B (18.3)         | C (20.4)                     | B (18.7)        |
|                                                    | Northbound     |                 | C (32.5)                 | C (22.3)        | D (35.8)                   | C (23.4)         | D (35.9)                     | C (23.4)        |
|                                                    | Southbound     |                 | <u>C (30.3)</u>          | <u>C (26.9)</u> | <u>D (39.5)</u>            | <u>D (47.4)</u>  | <u>D (40.0)</u>              | <u>D (49.1)</u> |
|                                                    | Overall        |                 | <u>B (17.8)</u>          | <u>B (18.1)</u> | <u>C (21.0)</u>            | <u>C (26.3)</u>  | <u>C (21.2)</u>              | <u>C (27.0)</u> |
| 7. 3rd Street/Eye Street                           |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound LTR  |                 | A [8.2]                  | A [8.8]         | A [9.1]                    | B [10.0]         | A [9.3]                      | B [10.5]        |
|                                                    | Northbound LTR |                 | A [9.6]                  | A [9.0]         | B [11.2]                   | B [11.4]         | B [11.4]                     | B [11.6]        |
|                                                    | Southbound LTR |                 | A [8.5]                  | A [9.2]         | A [9.4]                    | B [11.0]         | A [9.5]                      | B [11.2]        |
| 8. G Street/Alley                                  |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Southbound R   |                 | A [9.6]                  | A [8.7]         | A [9.6]                    | A [8.7]          | A [9.7]                      | A [8.9]         |
| 9. 2nd Street/Parking Lot Entrance (Future Access) |                | Stop Sign       |                          |                 |                            |                  |                              |                 |
|                                                    | Eastbound LTR  |                 | A [9.8]                  | B [10.9]        | B [11.4]                   | B [12.1]         | B [12.0]                     | B [13.6]        |
|                                                    | Westbound LTR  |                 | B [11.9]                 | B [11.4]        | B [13.7]                   | B [12.7]         | B [12.7]                     | B [12.6]        |
|                                                    | Northbound LTR |                 | A [0.1]                  | A [0.0]         | A [1.3]                    | A [0.3]          | A [1.3]                      | A [0.3]         |
|                                                    | Southbound LTR |                 | A [0.2]                  | A [0.0]         | A [0.1]                    | A [0.0]          | A [0.4]                      | A [1.1]         |

Notes: <sup>1</sup> Analysis performed using Synchro Version 6.0

Table 3-2  
Capitol Place  
Pipeline Project Trip Generation (1)

| Background Development                 | Land Use      | Size    | Units | AM Peak Hour |            |            | PM Peak Hour |            |            |
|----------------------------------------|---------------|---------|-------|--------------|------------|------------|--------------|------------|------------|
|                                        |               |         |       | In           | Out        | Total      | In           | Out        | Total      |
| <b>Station Place</b>                   |               |         |       |              |            |            |              |            |            |
|                                        | Office        | 746,000 | S.F.  | 279          | 38         | 317        | 53           | 257        | 309        |
| <b>The New Yorker</b>                  |               |         |       |              |            |            |              |            |            |
|                                        | Residential   | 45      | D.U.  | 4            | 16         | 19         | 15           | 7          | 22         |
| <b>Landmark Lofts at Senate Square</b> |               |         |       |              |            |            |              |            |            |
|                                        | Residential   | 44      | D.U.  | 4            | 16         | 19         | 15           | 7          | 22         |
| <b>Lexington &amp; Concord Condos</b>  |               |         |       |              |            |            |              |            |            |
|                                        | Residential   | 430     | D.U.  | 20           | 95         | 115        | 92           | 46         | 137        |
| <b>Square 776</b>                      |               |         |       |              |            |            |              |            |            |
|                                        | Retail        | 2,607   | S.F.  | 10           | 1          | 11         | 6            | 29         | 35         |
|                                        | Grocery Store | 53,300  | S.F.  | 64           | 41         | 105        | 127          | 122        | 249        |
|                                        | Residential   | 232     | D.U.  | 8            | 42         | 50         | 40           | 20         | 60         |
|                                        |               |         |       | 82           | 83         | 166        | 173          | 171        | 344        |
| <b>Square 859</b>                      |               |         |       |              |            |            |              |            |            |
|                                        | Residential   | 240     | D.U.  | 13           | 51         | 64         | 52           | 28         | 80         |
|                                        | Office        | 22,097  | S.F.  | 10           | 1          | 11         | 2            | 9          | 11         |
|                                        | Retail        | 13,476  | S.F.  | 10           | 6          | 16         | 28           | 30         | 58         |
|                                        |               |         |       | 33           | 58         | 91         | 82           | 67         | 149        |
| <b>Total Background Development</b>    |               |         |       | <b>422</b>   | <b>306</b> | <b>727</b> | <b>430</b>   | <b>555</b> | <b>983</b> |

Notes:

(1) Based on Trip Generation, 7th Edition, Institute of Transportation Engineers.

(2) Assumptions:

|                           |               |                 |             |               |               |               |
|---------------------------|---------------|-----------------|-------------|---------------|---------------|---------------|
| Non-auto mode split:      | Station Place | All Residential | Sq 776 G.C. | Sq 776 Retail | Sq 859 Office | Sq 859 Retail |
| Average vehicle occupancy | 0%            | 0%              | 0%          | 0%            | 0%            | 0%            |
| (persons per vehicle)     | 1.10          | 1.15            | 1.60        | 1.60          | 1.10          | 1.60          |

(3) Assumptions:

|                           |               |                 |             |        |               |               |
|---------------------------|---------------|-----------------|-------------|--------|---------------|---------------|
| Non-auto mode split:      | Station Place | All Residential | Sq 776 G.C. | Retail | Sq 859 Office | Sq 859 Retail |
| Average vehicle occupancy | 60%           | 30%             | 55%         | 65%    | 60%           | 65%           |
| (persons per vehicle)     | 1.30          | 1.30            | 1.60        | 1.60   | 1.30          | 1.60          |

## **Other Development Project Traffic Assignments**

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

## **Background Traffic Growth**

Annual background traffic growth was estimated at 1.5 percent per year compounded for three (3) years for project buildout (2008). This growth rate was applied to all movements at the key intersections.

## **Background Traffic Forecasts**

Background peak hour traffic forecasts, without the development of Capitol Place, 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 (2008) are shown on Figure 3-2.

## **Background Future Levels of Service**

Future peak hour levels of service, without the development of Capitol Square, were estimated at the nine (9) key intersections in the study area for the year of project buildout (2008) 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.

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. The southbound movement on 3<sup>rd</sup> Street at H Street will continue to operate at capacity at LOS "F" during the PM peak hour, without traffic signal timing changes. Modifying the traffic signal timings at this intersection (within the existing cycle length) would allow the southbound movement to operate at an acceptable level of service "D" or better.

In addition, the westbound movement at the intersection of 2<sup>nd</sup> Street and Massachusetts Avenue (during the AM peak hour) and the northbound movement at the intersection of 2<sup>nd</sup> Street and K Street (during the AM peak hour) are forecasted to operate near or at capacity, LOS "E" or LOS "F", without traffic signal timing changes. Modifying the traffic signal timings at these intersections (within the existing cycle lengths) would allow all movements to operate at an acceptable level of service "D" or better.

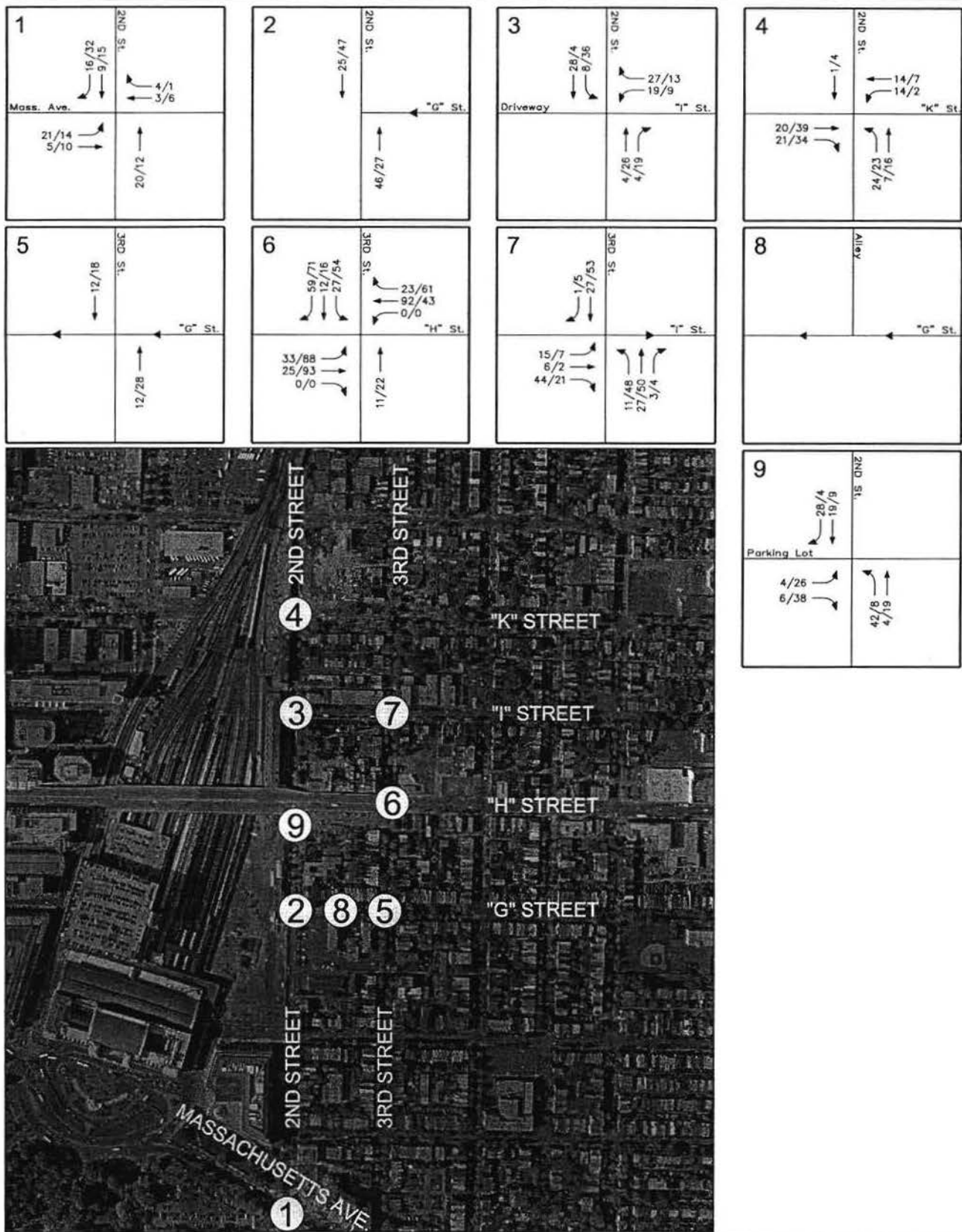


Figure 3-1  
Other Developments Traffic Assignments

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North  
Schematic

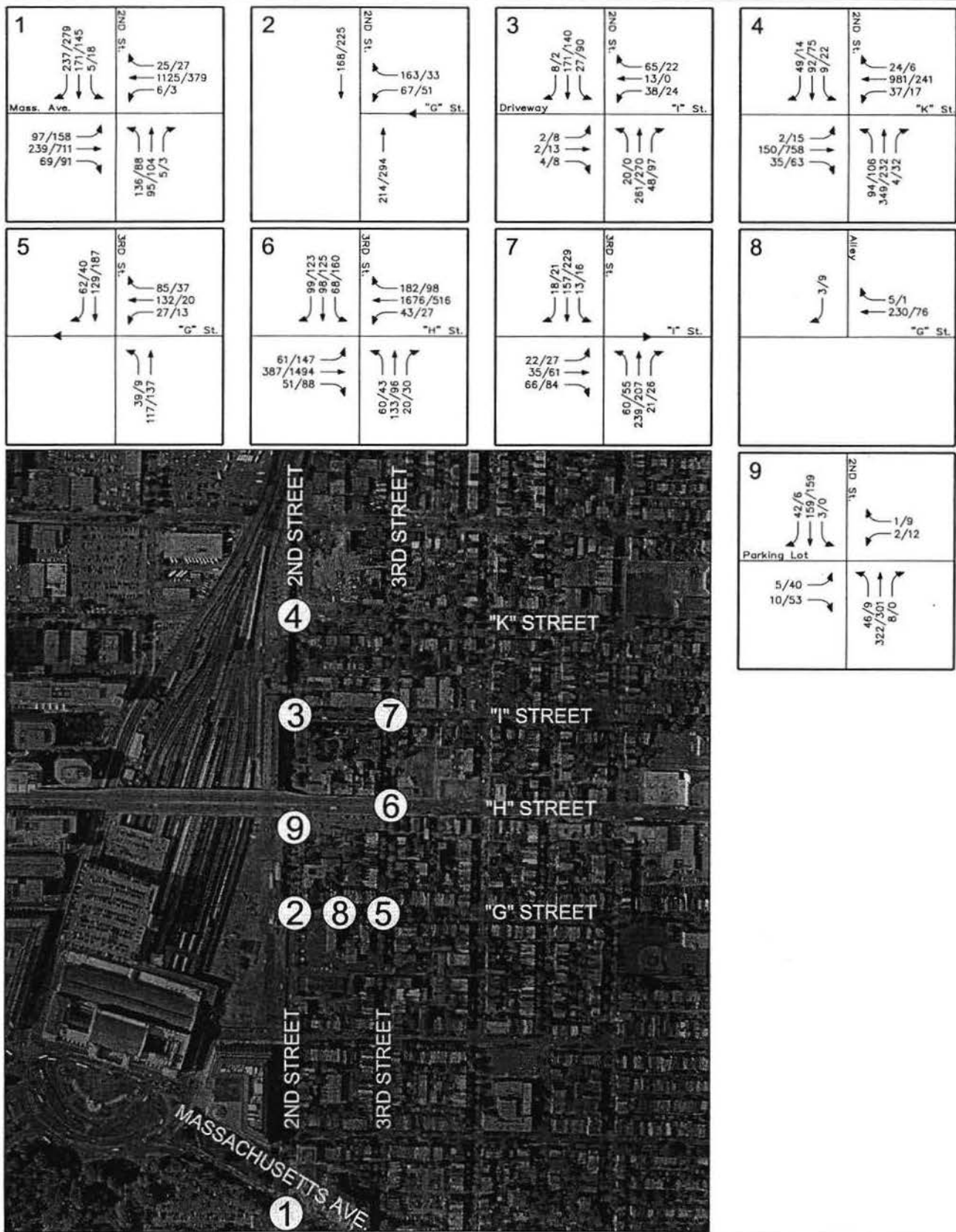


Figure 3-2  
Background Future Peak Hour Traffic Forecasts

AM PEAK HOUR  
PM PEAK HOUR  
000/000



### **Site Trip Generation Analysis**

The number of trips that will be generated by the development of Capitol Place were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Union Station Metro station, and (3) experience with other comparable projects in Washington, D.C.

This development is anticipated to generate 81 AM peak hour trips (23 in and 58 out), and 131 PM peak hour trips (60 in and 71 out), at project buildout, as shown in Table 3-3. This estimate assumes that 50 percent of all residential site-generated person-trips and 40 percent of all commercial site-generated person-trips would be made by Metro or some other non-auto mode. The prevailing mode split in this neighborhood is 50 percent, according to the 2000 U.S. Census.

The surface parking lot presently generates 14 AM peak hour trips (11 in and 3 out) and 21 PM peak hour trips (0 in and 21 out). The development of Capitol Place, therefore, would generate 67 net additional AM peak hour trips and 110 net additional PM peak hour trips.

### **Site Traffic Assignments**

The site-generated traffic volumes were assigned to the public road network according to the directional distribution described previously. 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 development of Capitol Place 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 level of service (LOS) "D" or better during both the AM and the PM peak hours with development of Capitol Place and the recommended traffic signal timing modifications.

The site driveway off 2<sup>nd</sup> Street is anticipated to operate at a LOS "B" during both the AM and PM peak hours.

## **Parking Analysis**

The subject site is proposed to be zoned to C-2-A, C-2-B, and C-3-C. The District of Columbia zoning ordinance minimum parking requirement for the apartment houses or multiple dwellings in zone C-2-A is one (1) space for every two (2) dwelling units, one (1) space for every three (3) units in zone C-2-B, and one (1) space for every four (4) units in zone C-3-C. For retail establishments in the C-2-A zone, the parking requirement is one (1) space for each 300 S.F. in excess of 3,000 S.F. of gross floor area, in the C-2-B and C-3-C zones the parking requirement is one (1) space for each 750 S.F. in excess of 3,000 S.F. of gross floor area. For office, the parking requirement for uses in zone C-2-A is one (1) space for each additional 600 S.F. in excess of 2,000 S.F. of gross floor area, in zones C-2-B and C-3-C, the requirement is one (1) space for each 1,800 S.F. in excess of 2,000 S.F. of gross floor area.

Auto availability for owner-occupied residential units in Census Tract 83.01, in which the subject site is located, is 1.35 vehicles per unit, according to the 2000 U.S. Census. Approximately 5 percent of all owner-occupied households owned no vehicle; 61 percent owned one (1) vehicle; and 29 percent owned two (2) or more vehicles.

Per the District of Columbia zoning ordinance minimum parking requirements, the subject site would require 48 retail parking spaces, one (1) parking space for the professional office and 117 residential parking spaces, for a total of 166 parking spaces.

The subject site will be served by three (3) levels of underground parking with approximately 40 commercial parking spaces and 283 residential parking spaces (or approximately 0.90 spaces per unit), totaling 323 parking spaces. This is 157 more residential spaces than the minimum number of spaces required by the zoning ordinance ( $323 - 166 = 157$ ). Further, an additional 60 tandem spaces will be provided for the residential uses. Including the tandem spaces the residential units will be parked at a ratio of approximately 1.09 spaces per unit ( $283 + 60 = 343$ ,  $343 / 315 = 1.09$ ). Curb parking is also available in the immediate vicinity of the subject site.

In summary, the proposed on-site parking supply would meet the overall zoning parking requirements.

## **Loading Analysis**

The District of Columbia zoning ordinance 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 residential component of the subject site, and two (2) 30-foot deep loading berths, two (2) 100-square-foot loading platforms, and one (1) 20-foot-deep service/delivery loading space for the retail component of the subject site, in the C-2-A, C-2-B, and C-3-C zones. Office uses under 20,000 S.F. do not require loading berths.

The site will provide one (1) 55-foot-deep loading berth, one (1) 30-foot-deep loading berth, two (2) 100-square-foot loading platforms, and one (1) 20-foot-deep service/delivery loading space, which will be accessible via 2<sup>nd</sup> Street. It is recommended that the residents and the commercial stores use a delivery schedule to avoid any conflicts in loading berth usage.

The delivery truck maneuvers are shown on Figures 3-5, 3-6, and 3-7, and indicate that all three trucks can successfully enter (and exit) the loading area.

The access for Station Place III, located off-set to the garage ramp and loading area for Capitol Place, will not be hindered by the maneuvering of the delivery trucks. The trucks remain in the right lane, except when positioning themselves to back into the loading area.

The loading/delivery/service facilities provided for this development would adequately meet the project and D.C. minimum zoning requirements, provided a delivery schedule is upheld by both residents and commercial owners.



Table 3-3  
Capitol Place  
Site Trip Generation Summary

| Trip Type/<br>Land Use                             | Land<br>Use | Development<br>Program | Units | AM Peak Hour |           |           | PM Peak Hour |           |            |
|----------------------------------------------------|-------------|------------------------|-------|--------------|-----------|-----------|--------------|-----------|------------|
|                                                    |             |                        |       | In           | Out       | Total     | In           | Out       | Total      |
| Existing Surface Parking Lot                       |             |                        |       | 11           | 3         | 14        | -            | 21        | 21         |
| <b><u>ITE Vehicle-Trips <sup>1</sup></u></b>       |             |                        |       |              |           |           |              |           |            |
| Retail                                             | 820         | 21,405                 | S.F.  | 13           | 9         | 22        | 14           | 66        | 80         |
| Office                                             | 710         | 2,343                  | S.F.  | 4            | -         | 4         | 1            | 2         | 3          |
| Residential                                        | 230         | 315                    | D.U.  | 22           | 107       | 129       | 103          | 51        | 154        |
| Subtotal                                           |             |                        |       | 39           | 116       | 155       | 118          | 119       | 237        |
| <b><u>ITE Person-Trips <sup>2</sup></u></b>        |             |                        |       |              |           |           |              |           |            |
| Retail                                             | 820         | 21,405                 | S.F.  | 24           | 15        | 39        | 24           | 118       | 142        |
| Office                                             | 710         | 2,343                  | S.F.  | 6            | 1         | 7         | 1            | 4         | 5          |
| Residential                                        | 230         | 315                    | D.U.  | 28           | 137       | 165       | 132          | 65        | 197        |
| Subtotal                                           |             |                        |       | 58           | 153       | 211       | 157          | 187       | 344        |
| <b><u>Projected Vehicle Trips <sup>3</sup></u></b> |             |                        |       |              |           |           |              |           |            |
| Retail                                             | 820         | 21,405                 | S.F.  | 9            | 6         | 15        | 9            | 44        | 53         |
| Office                                             | 710         | 2,343                  | S.F.  | 3            | -         | 3         | -            | 2         | 2          |
| Residential                                        | 230         | 315                    | D.U.  | 11           | 52        | 63        | 51           | 25        | 76         |
| <b>Total Site-Generated Trips</b>                  |             |                        |       | <b>23</b>    | <b>58</b> | <b>81</b> | <b>60</b>    | <b>71</b> | <b>131</b> |
| <b>Total Net Site-Generated Trips</b>              |             |                        |       | <b>12</b>    | <b>55</b> | <b>67</b> | <b>60</b>    | <b>50</b> | <b>110</b> |

Notes: <sup>1</sup> Based on ITE, Trip Generation, 7th Edition.

<sup>2</sup> Assumptions:

Non-auto mode split:

Average vehicle occupancy  
(persons per vehicle)

Commercial

10%

1.6

Residential

10%

1.15

<sup>3</sup> Assumptions:

Non-auto mode split:

Average vehicle occupancy  
(persons per vehicle)

Commercial

40%

1.6

Residential

50%

1.3

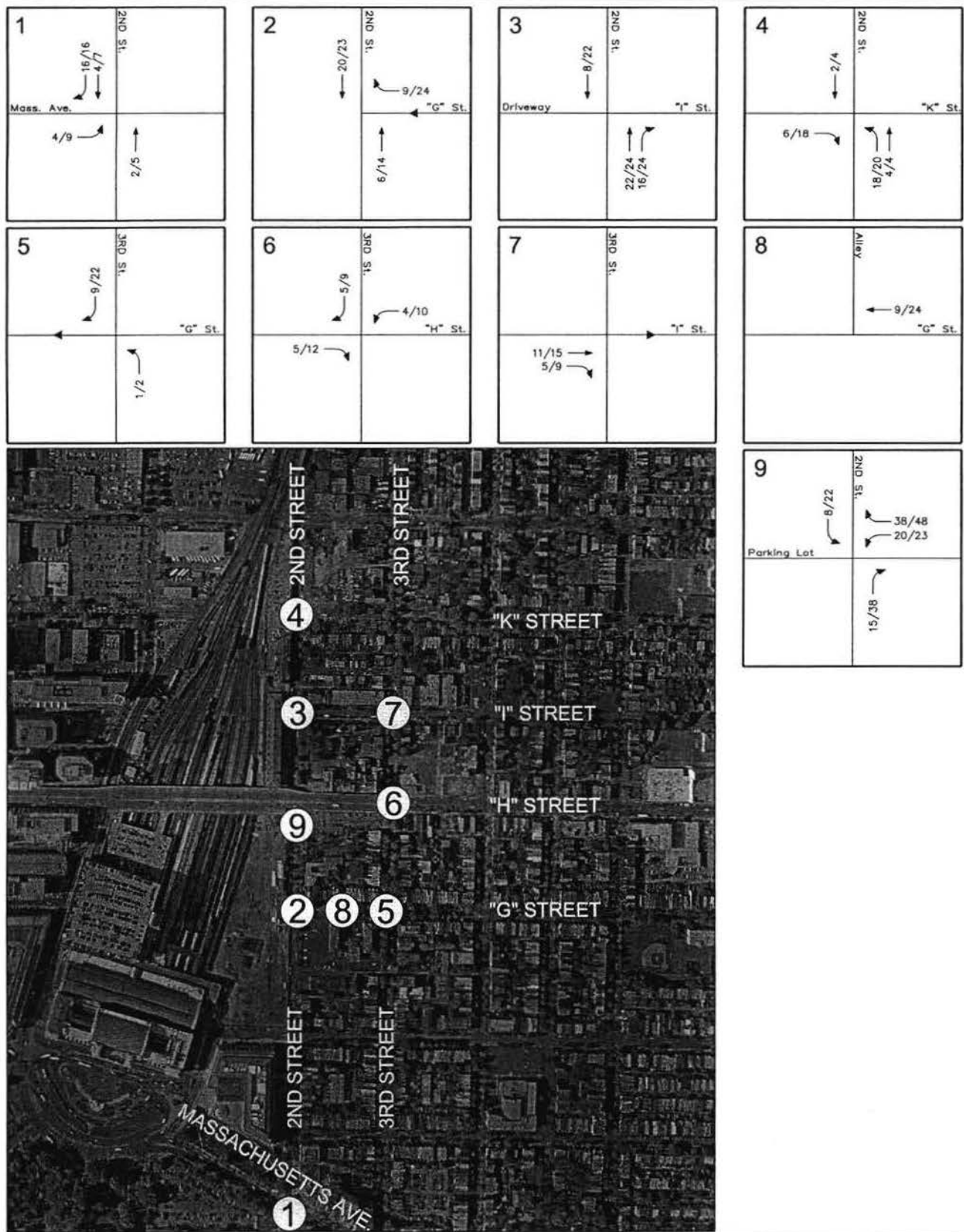


Figure 3-3  
Site-Generated Traffic Assignments

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North  
Schematic

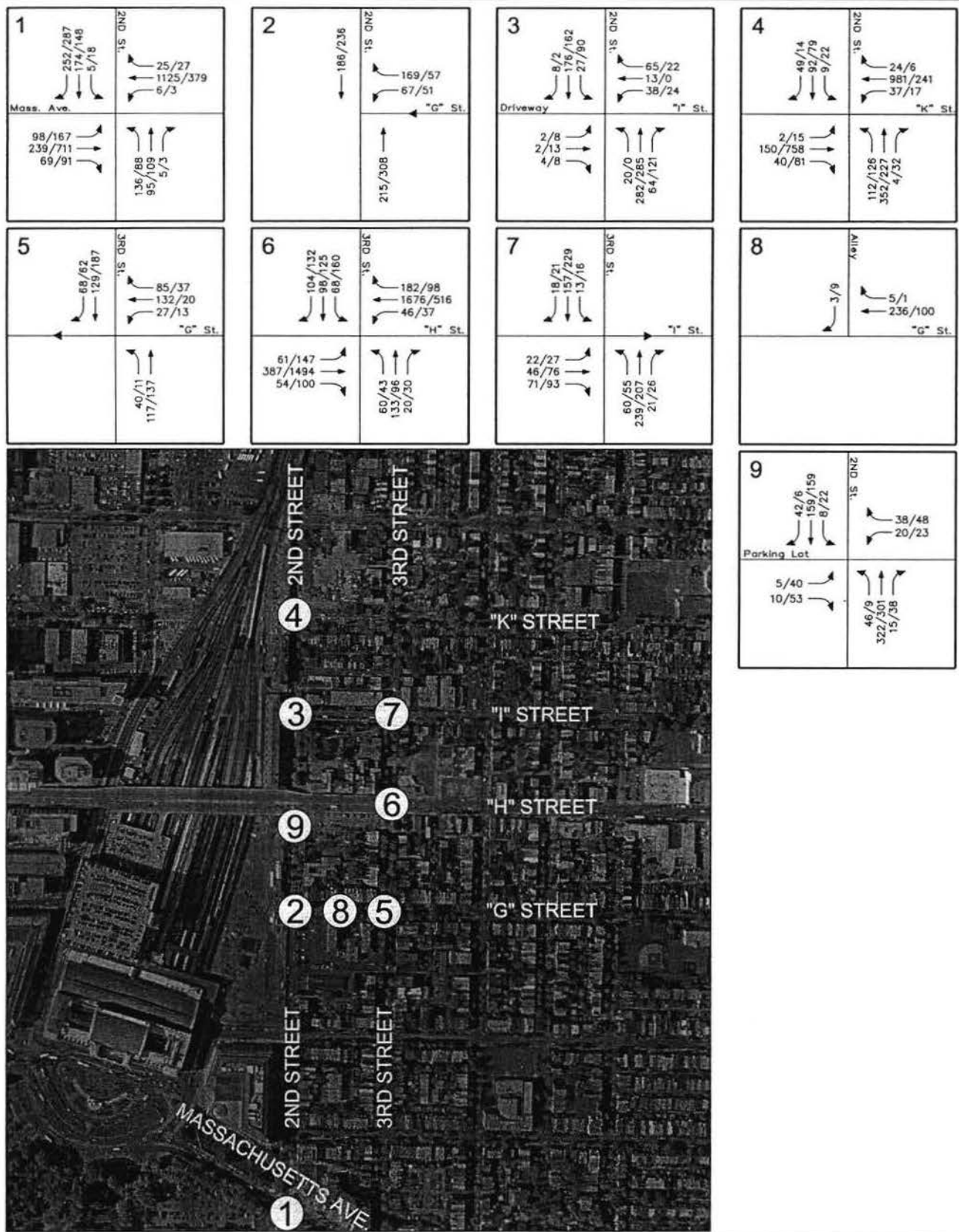


Figure 3-4  
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR  
PM PEAK HOUR  
000/000

North  
Schematic

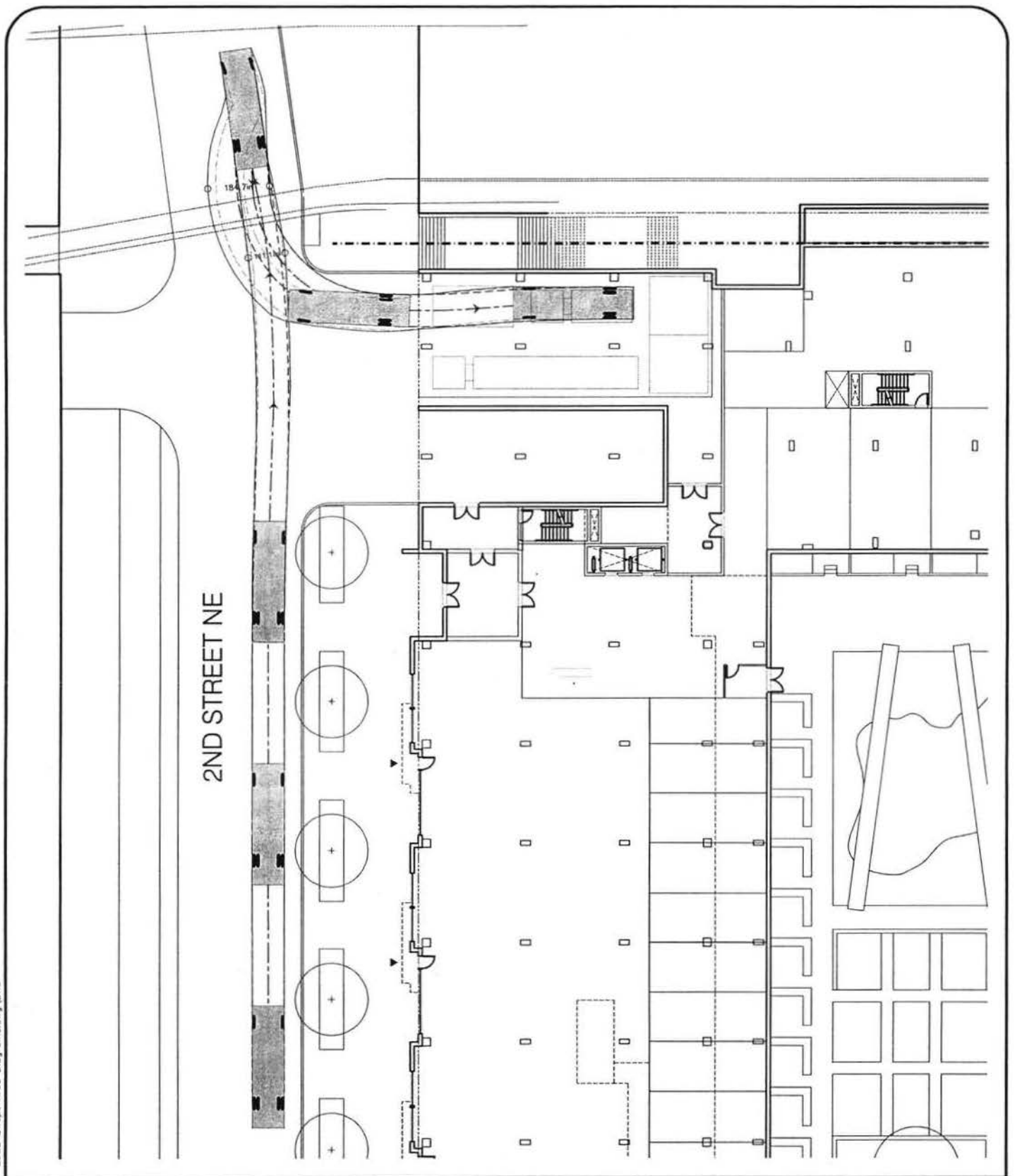


Figure 3-5  
30' Single Unit Truck (SU30) Swept Area Diagrams

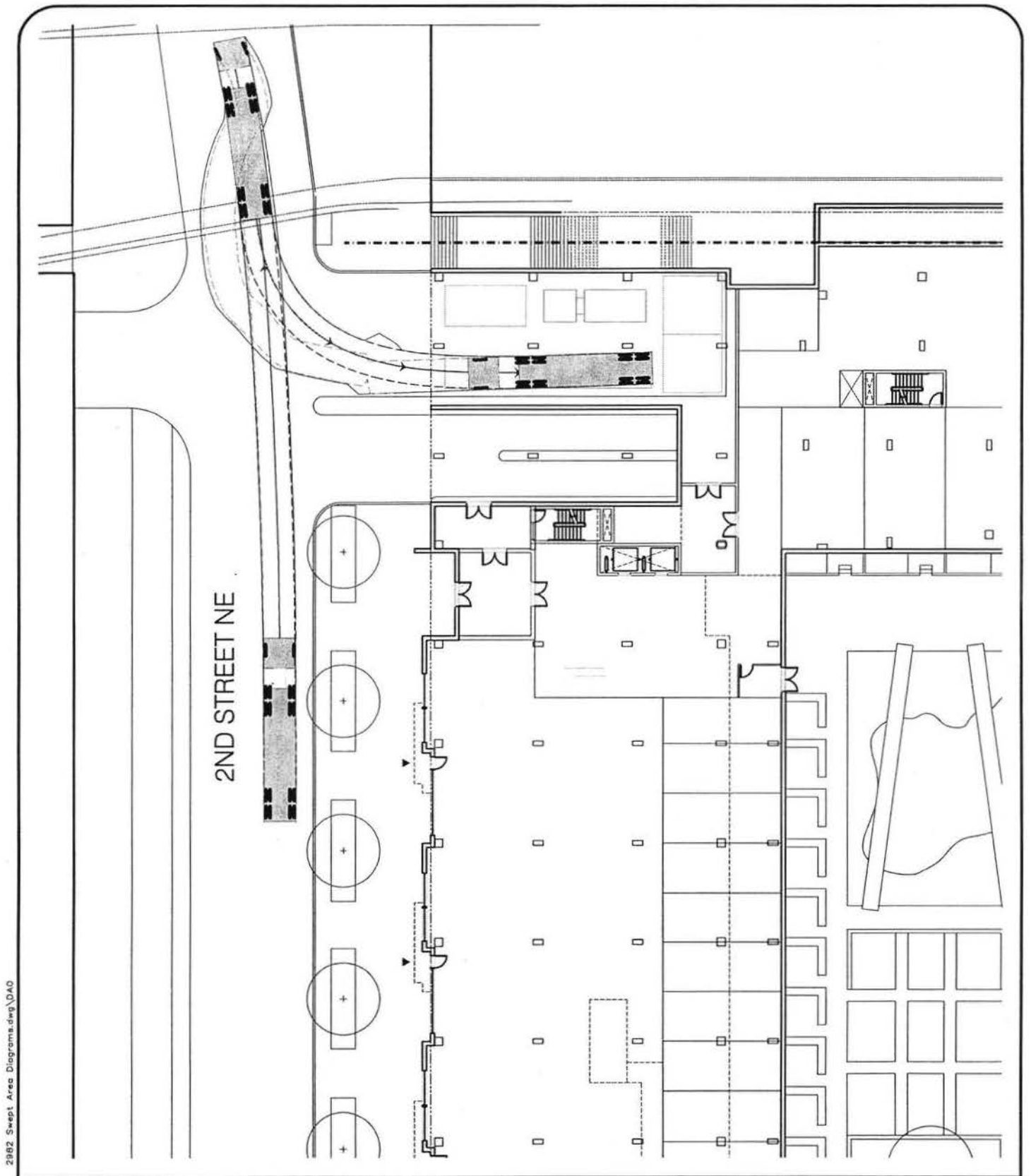


Figure 3-6  
45.5' Semitrailer Truck (WB40) Swept Area Diagram

— Vehicle Body  
- - - Front Tire Tread  
... Rear Tire Tread  
→ Directional Path



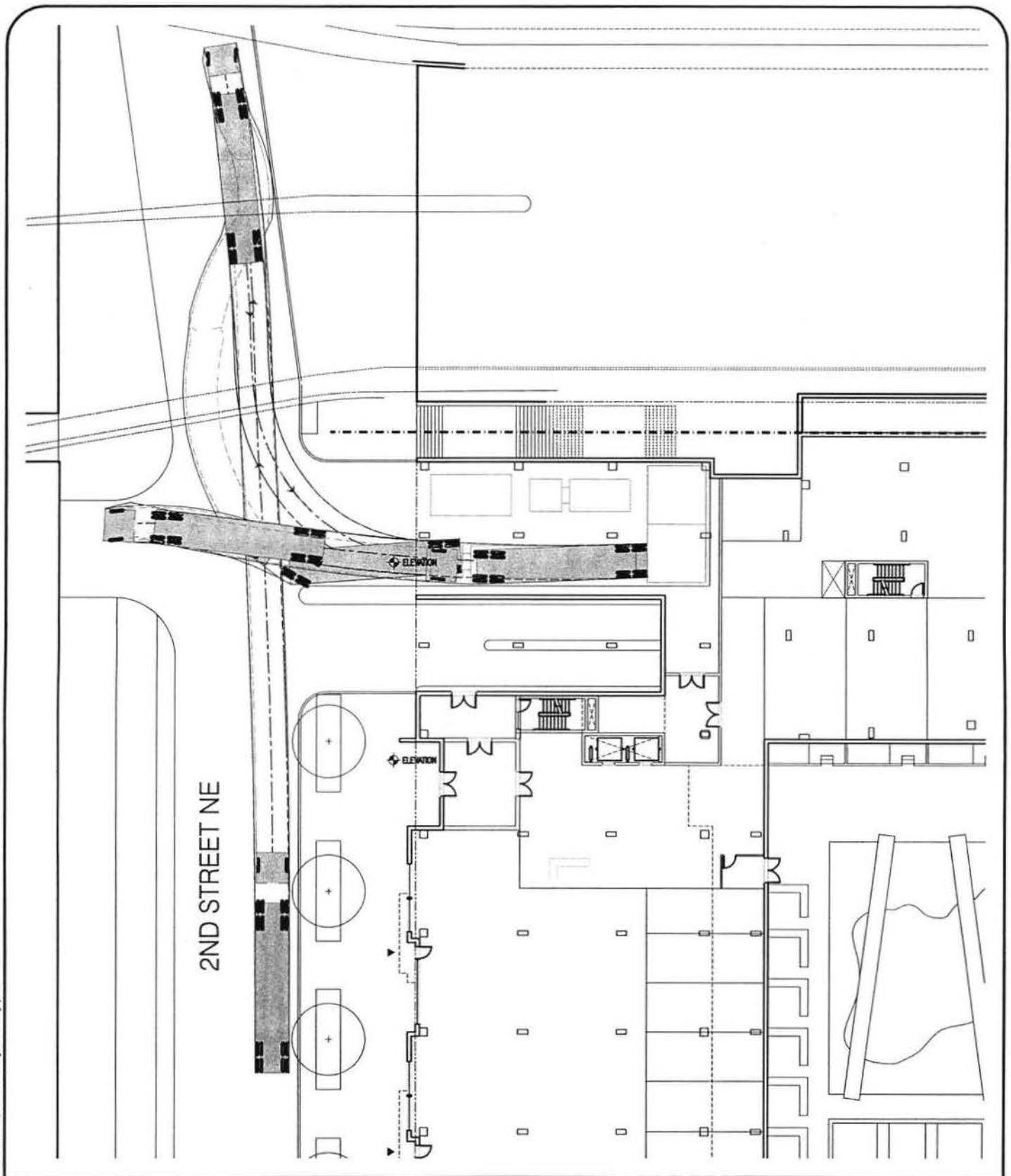


Figure 3-7  
55' Semitrailer Truck (WB50) Swept Area Diagram

— Vehicle Body  
— Front Tire Tread  
— Rear Tire Tread  
→ Directional Path



## **Section 4**

### **CONCLUSIONS**

The conclusions of this traffic impact study are as follows:

1. The key intersections currently operate at an overall acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. The overall LOS at the intersection of 3<sup>rd</sup> Street and H Street is a "B" during both the AM and PM peak hour; however, the southbound movement operates at capacity at LOS "F" during the PM peak hour. Modifying the traffic signal timings at this intersection (within the existing cycle length) would allow the southbound movement to operate at an acceptable level of service "D" or better.
2. The approved but unbuilt projects in the study area will generate a total of 727 AM peak hour trips and 983 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 2<sup>nd</sup> Street/Massachusetts Avenue, 2<sup>nd</sup> Street/K Street, and 3<sup>rd</sup> Street/H Street intersections are modified.
4. The proposed development of Capitol Place will generate 67 additional AM peak hour trips and 110 additional PM peak hour trips.
5. These additional site-generated trips can be adequately accommodated at the key intersections in the study area with these traffic signal timing modifications. The site driveway off 2<sup>nd</sup> Street is anticipated to operate at a LOS "B" during both the AM and PM peak hours.
6. The proposed on-site parking supply would meet the overall zoning parking requirements. The loading/delivery/service facilities provided for this development would adequately meet the project and D.C. minimum zoning requirements, provided a delivery schedule is upheld by both residents and commercial owners.

**Appendix A**  
**Existing Vehicular Traffic Counts**



# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752                   |                       | DATE: 10/5/2005              |        | SOUTHBOUND ROAD: 2nd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
|---------------------------------------|-----------------------|------------------------------|--------|-----------------------------|--------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-------|-------------|---------------|-------------------|
| W & A JOB NO.: 2982                   |                       | DAY: Wednesday               |        | NORTHBOUND ROAD: 2nd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| INTERSECTION: K Street and 2nd Street |                       | WEATHER: Clear               |        | WESTBOUND ROAD: K Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| LOCATION: Washington, DC              |                       | COUNTED BY: Oliver and Ebony |        | EASTBOUND ROAD: K Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
|                                       |                       | INPUTED BY: CFP              |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| Time Period                           | Turning Movements     |                              |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       | Total | PHF   | Time Period |               |                   |
|                                       | Southbound 2nd Street |                              |        |                             | Westbound K Street |        |        |       | Northbound 2nd Street |        |        |       | Eastbound K 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                             | 3                     | 3                            | 0      | 6                           | 1                  | 52     | 1      | 54    | 1                     | 11     | 3      | 15    | 3                  | 13      | 0       | 16    | 21    | 70    | 91          |               | 6:00-6:15         |
| 6:15-6:30                             | 3                     | 7                            | 0      | 10                          | 1                  | 53     | 5      | 59    | 1                     | 7      | 2      | 10    | 2                  | 21      | 1       | 24    | 20    | 83    | 103         |               | 6:15-6:30         |
| 6:30-6:45                             | 3                     | 4                            | 0      | 7                           | 5                  | 85     | 6      | 96    | 4                     | 9      | 3      | 16    | 2                  | 22      | 0       | 24    | 23    | 120   | 143         |               | 6:30-6:45         |
| 6:45-7:00                             | 3                     | 4                            | 0      | 7                           | 3                  | 119    | 4      | 126   | 0                     | 22     | 5      | 27    | 2                  | 11      | 1       | 14    | 34    | 140   | 174         |               | 6:45-7:00         |
| 7:00-7:15                             | 2                     | 5                            | 0      | 7                           | 5                  | 154    | 2      | 161   | 1                     | 30     | 10     | 41    | 0                  | 28      | 1       | 29    | 48    | 190   | 238         |               | 7:00-7:15         |
| 7:15-7:30                             | 2                     | 6                            | 0      | 8                           | 6                  | 176    | 3      | 185   | 0                     | 22     | 9      | 31    | 4                  | 22      | 0       | 26    | 39    | 211   | 250         |               | 7:15-7:30         |
| 7:30-7:45                             | 7                     | 10                           | 3      | 20                          | 5                  | 229    | 3      | 237   | 2                     | 38     | 10     | 50    | 5                  | 26      | 1       | 32    | 70    | 269   | 339         |               | 7:30-7:45         |
| 7:45-8:00                             | 8                     | 10                           | 3      | 21                          | 6                  | 217    | 2      | 225   | 0                     | 81     | 22     | 103   | 9                  | 29      | 1       | 39    | 124   | 264   | 388         |               | 7:45-8:00         |
| 8:00-8:15                             | 5                     | 22                           | 2      | 29                          | 7                  | 237    | 5      | 249   | 3                     | 85     | 15     | 103   | 4                  | 36      | 0       | 40    | 132   | 289   | 421         |               | 8:00-8:15         |
| 8:15-8:30                             | 17                    | 27                           | 1      | 45                          | 5                  | 242    | 6      | 253   | 1                     | 97     | 13     | 111   | 0                  | 29      | 0       | 29    | 156   | 282   | 438         |               | 8:15-8:30         |
| 8:30-8:45                             | 17                    | 28                           | 3      | 48                          | 5                  | 229    | 9      | 243   | 0                     | 64     | 17     | 81    | 0                  | 30      | 1       | 31    | 129   | 274   | 403         |               | 8:30-8:45         |
| 8:45-9:00                             | 11                    | 16                           | 1      | 28                          | 2                  | 220    | 11     | 233   | 2                     | 70     | 16     | 88    | 2                  | 10      | 0       | 12    | 116   | 245   | 361         |               | 8:45-9:00         |
| 3 Hour Totals                         | 81                    | 142                          | 13     | 236                         | 51                 | 2,013  | 57     | 2,121 | 15                    | 536    | 125    | 676   | 33                 | 277     | 6       | 316   | 912   | 2,437 | 3,349       |               |                   |
| 1 Hour Totals                         |                       |                              |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| 6:00-7:00                             | 12                    | 18                           | 0      | 30                          | 10                 | 309    | 16     | 335   | 6                     | 49     | 13     | 68    | 9                  | 67      | 2       | 78    | 98    | 413   | 511         | 0.73          | 6:00-7:00         |
| 6:15-7:15                             | 11                    | 20                           | 0      | 31                          | 14                 | 411    | 17     | 442   | 8                     | 68     | 20     | 94    | 6                  | 82      | 3       | 91    | 125   | 533   | 658         | 0.69          | 6:15-7:15         |
| 6:30-7:30                             | 10                    | 19                           | 0      | 29                          | 19                 | 534    | 15     | 568   | 5                     | 83     | 27     | 115   | 8                  | 83      | 2       | 93    | 144   | 661   | 805         | 0.81          | 6:30-7:30         |
| 6:45-7:45                             | 14                    | 25                           | 3      | 42                          | 19                 | 678    | 12     | 709   | 3                     | 112    | 34     | 149   | 11                 | 87      | 3       | 101   | 191   | 810   | 1,001       | 0.74          | 6:45-7:45         |
| 7:00-8:00                             | 19                    | 31                           | 6      | 56                          | 22                 | 776    | 10     | 808   | 3                     | 171    | 51     | 225   | 18                 | 105     | 3       | 126   | 281   | 934   | 1,215       | 0.78          | 7:00-8:00         |
| 7:15-8:15                             | 22                    | 48                           | 8      | 78                          | 24                 | 859    | 13     | 896   | 5                     | 226    | 56     | 287   | 22                 | 113     | 2       | 137   | 365   | 1,033 | 1,398       | 0.83          | 7:15-8:15         |
| 7:30-8:30                             | 37                    | 69                           | 9      | 115                         | 23                 | 925    | 16     | 964   | 6                     | 301    | 60     | 367   | 18                 | 120     | 2       | 140   | 482   | 1,104 | 1,586       | 0.91          | 7:30-8:30         |
| 7:45-8:45                             | 47                    | 87                           | 9      | 143                         | 23                 | 925    | 22     | 970   | 4                     | 327    | 67     | 398   | 13                 | 124     | 2       | 139   | 541   | 1,109 | 1,650       | 0.94          | 7:45-8:45         |
| 8:00-9:00                             | 50                    | 93                           | 7      | 150                         | 19                 | 928    | 31     | 978   | 6                     | 316    | 61     | 383   | 6                  | 105     | 1       | 112   | 533   | 1,090 | 1,623       | 0.93          | 8:00-9:00         |
| AM Peak 7:45-8:45                     | 47                    | 87                           | 9      | 143                         | 23                 | 925    | 22     | 970   | 4                     | 327    | 67     | 398   | 13                 | 124     | 2       | 139   | 541   | 1,109 | 1,650       | 0.94          | AM Peak 7:45-8:45 |
| PM                                    |                       |                              |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| 4:00-4:15                             | 1                     | 14                           | 9      | 24                          | 2                  | 62     | 5      | 69    | 5                     | 15     | 17     | 37    | 11                 | 90      | 3       | 104   | 61    | 173   | 234         |               | 4:00-4:15         |
| 4:15-4:30                             | 2                     | 21                           | 23     | 46                          | 1                  | 52     | 0      | 53    | 9                     | 51     | 14     | 74    | 16                 | 107     | 3       | 126   | 120   | 179   | 299         |               | 4:15-4:30         |
| 4:30-4:45                             | 5                     | 15                           | 4      | 24                          | 4                  | 49     | 1      | 54    | 7                     | 59     | 14     | 80    | 11                 | 126     | 2       | 139   | 104   | 193   | 297         |               | 4:30-4:45         |
| 4:45-5:00                             | 4                     | 23                           | 9      | 36                          | 1                  | 53     | 0      | 54    | 3                     | 72     | 15     | 90    | 2                  | 142     | 1       | 145   | 126   | 199   | 325         |               | 4:45-5:00         |
| 5:00-5:15                             | 8                     | 17                           | 6      | 31                          | 1                  | 53     | 3      | 57    | 7                     | 84     | 16     | 107   | 4                  | 206     | 3       | 213   | 138   | 270   | 408         |               | 5:00-5:15         |
| 5:15-5:30                             | 1                     | 19                           | 1      | 21                          | 0                  | 66     | 7      | 73    | 12                    | 35     | 25     | 72    | 8                  | 181     | 2       | 191   | 93    | 264   | 357         |               | 5:15-5:30         |
| 5:30-5:45                             | 0                     | 9                            | 5      | 14                          | 4                  | 52     | 4      | 60    | 9                     | 16     | 23     | 48    | 14                 | 159     | 8       | 181   | 62    | 241   | 303         |               | 5:30-5:45         |
| 5:45-6:00                             | 4                     | 24                           | 4      | 32                          | 4                  | 74     | 4      | 82    | 3                     | 35     | 16     | 54    | 5                  | 140     | 1       | 146   | 86    | 228   | 314         |               | 5:45-6:00         |
| 6:00-6:15                             | 5                     | 12                           | 2      | 19                          | 1                  | 57     | 4      | 62    | 2                     | 28     | 14     | 44    | 7                  | 122     | 0       | 129   | 63    | 191   | 254         |               | 6:00-6:15         |
| 6:15-6:30                             | 3                     | 18                           | 3      | 24                          | 0                  | 62     | 4      | 66    | 4                     | 16     | 27     | 47    | 9                  | 181     | 1       | 191   | 71    | 257   | 328         |               | 6:15-6:30         |
| 6:30-6:45                             | 6                     | 14                           | 0      | 20                          | 8                  | 95     | 5      | 108   | 4                     | 26     | 16     | 46    | 5                  | 102     | 1       | 108   | 66    | 216   | 282         |               | 6:30-6:45         |
| 6:45-7:00                             | 2                     | 18                           | 1      | 21                          | 2                  | 73     | 4      | 79    | 4                     | 34     | 27     | 65    | 4                  | 135     | 0       | 139   | 86    | 218   | 304         |               | 6:45-7:00         |
| 3 Hour Totals                         | 41                    | 204                          | 67     | 312                         | 28                 | 748    | 41     | 817   | 69                    | 471    | 224    | 764   | 96                 | 1,691   | 25      | 1,812 | 1,076 | 2,629 | 3,705       |               |                   |
| 1 Hour Totals                         |                       |                              |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |               |                   |
| 4:00-5:00                             | 12                    | 73                           | 45     | 130                         | 8                  | 216    | 6      | 230   | 24                    | 197    | 60     | 281   | 40                 | 465     | 9       | 514   | 411   | 744   | 1,155       | 0.89          | 4:00-5:00         |
| 4:15-5:15                             | 19                    | 76                           | 42     | 137                         | 7                  | 207    | 4      | 218   | 26                    | 266    | 59     | 351   | 33                 | 581     | 9       | 623   | 488   | 841   | 1,329       | 0.81          | 4:15-5:15         |
| 4:30-5:30                             | 18                    | 74                           | 20     | 112                         | 6                  | 221    | 11     | 238   | 29                    | 250    | 70     | 349   | 25                 | 655     | 8       | 688   | 481   | 926   | 1,387       | 0.85          | 4:30-5:30         |
| 4:45-5:45                             | 13                    | 68                           | 21     | 102                         | 6                  | 224    | 14     | 244   | 31                    | 207    | 79     | 317   | 28                 | 688     | 14      | 730   | 419   | 974   | 1,393       | 0.85          | 4:45-5:45         |
| 5:00-6:00                             | 13                    | 69                           | 16     | 98                          | 9                  | 245    | 18     | 272   | 31                    | 170    | 80     | 281   | 31                 | 686     | 14      | 731   | 379   | 1,003 | 1,382       | 0.85          | 5:00-6:00         |
| 5:15-6:15                             | 10                    | 64                           | 12     | 86                          | 9                  | 249    | 19     | 277   | 26                    | 114    | 78     | 218   | 34                 | 602     | 11      | 647   | 304   | 924   | 1,228       | 0.86          | 5:15-6:15         |
| 5:30-6:30                             | 12                    | 63                           | 14     | 89                          | 9                  | 245    | 16     | 270   | 18                    | 95     | 80     | 193   | 35                 | 602     | 10      | 647   | 282   | 917   | 1,199       | 0.91          | 5:30-6:30         |
| 5:45-6:45                             | 18                    | 68                           | 9      | 95                          | 13                 | 288    | 17     | 318   | 13                    | 105    | 73     | 191   | 26                 | 545     | 3       | 574   | 286   | 892   | 1,178       | 0.90          | 5:45-6:45         |
| 6:00-7:00                             | 16                    | 62                           | 6      | 84                          | 11                 | 287    | 17     | 315   | 14                    | 104    | 84     | 202   | 25                 | 540     | 2       | 567   | 286   | 882   | 1,168       | 0.89          | 6:00-7:00         |
| PM Peak 4:45-5:45                     | 13                    | 68                           | 21     | 102                         | 6                  | 224    | 14     | 244   | 31                    | 207    | 79     | 317   | 28                 | 688     | 14      | 730   | 419   | 974   | 1,393       | 0.85          | PM Peak 4:45-5:45 |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752                               |                       | DATE: 10/5/2005          |        | SOUTHBOUND ROAD: 2nd Street          |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
|---------------------------------------------------|-----------------------|--------------------------|--------|--------------------------------------|--------------------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------------------|---------|---------|-------|---------------|-------------|-------|------|-------------------|
| W & A JOB NO.: 2982                               |                       | DAY: Wednesday           |        | NORTHBOUND ROAD: 2nd Street          |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| INTERSECTION: Massachusetts Avenue and 2nd Street |                       | WEATHER: Clear           |        | WESTBOUND ROAD: Massachusetts Avenue |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| LOCATION: Washington, DC                          |                       | COUNTED BY: Al and Gerri |        | EASTBOUND ROAD: Massachusetts Avenue |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
|                                                   |                       | INPUTED BY: CFP          |        |                                      |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| Time Period                                       | Turning Movements     |                          |        |                                      |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             | Total | PHF  | Time Period       |
|                                                   | Southbound 2nd Street |                          |        |                                      | Westbound Massachusetts Avenue |        |        |       | Northbound 2nd Street |        |        |       | Eastbound Massachusetts Avenue |         |         |       | 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                                         | 11                    | 17                       | 0      | 28                                   | 1                              | 72     | 5      | 78    | 1                     | 5      | 9      | 15    | 7                              | 13      | 5       | 25    | 43            | 103         | 146   |      | 6:00-6:15         |
| 6:15-6:30                                         | 7                     | 4                        | 2      | 13                                   | 7                              | 100    | 0      | 107   | 0                     | 5      | 5      | 10    | 4                              | 10      | 5       | 19    | 23            | 126         | 149   |      | 6:15-6:30         |
| 6:30-6:45                                         | 19                    | 7                        | 0      | 26                                   | 0                              | 117    | 1      | 118   | 0                     | 11     | 34     | 45    | 4                              | 25      | 6       | 35    | 71            | 153         | 224   |      | 6:30-6:45         |
| 6:45-7:00                                         | 11                    | 12                       | 0      | 23                                   | 8                              | 170    | 0      | 178   | 0                     | 14     | 17     | 31    | 8                              | 32      | 11      | 51    | 54            | 229         | 283   |      | 6:45-7:00         |
| 7:00-7:15                                         | 18                    | 24                       | 0      | 42                                   | 7                              | 195    | 0      | 202   | 0                     | 14     | 26     | 40    | 7                              | 40      | 8       | 55    | 82            | 257         | 339   |      | 7:00-7:15         |
| 7:15-7:30                                         | 28                    | 23                       | 1      | 52                                   | 11                             | 243    | 1      | 255   | 0                     | 25     | 36     | 61    | 5                              | 54      | 11      | 70    | 113           | 325         | 438   |      | 7:15-7:30         |
| 7:30-7:45                                         | 37                    | 27                       | 3      | 67                                   | 5                              | 251    | 1      | 257   | 0                     | 25     | 47     | 72    | 19                             | 46      | 13      | 78    | 139           | 335         | 474   |      | 7:30-7:45         |
| 7:45-8:00                                         | 35                    | 21                       | 2      | 58                                   | 14                             | 282    | 3      | 299   | 2                     | 24     | 33     | 59    | 6                              | 46      | 10      | 62    | 117           | 361         | 478   |      | 7:45-8:00         |
| 8:00-8:15                                         | 51                    | 38                       | 2      | 91                                   | 5                              | 269    | 2      | 276   | 1                     | 9      | 23     | 33    | 22                             | 54      | 22      | 98    | 124           | 374         | 498   |      | 8:00-8:15         |
| 8:15-8:30                                         | 52                    | 40                       | 2      | 94                                   | 8                              | 281    | 1      | 290   | 1                     | 16     | 43     | 60    | 12                             | 51      | 17      | 80    | 154           | 370         | 524   |      | 8:15-8:30         |
| 8:30-8:45                                         | 52                    | 39                       | 0      | 91                                   | 3                              | 275    | 1      | 279   | 3                     | 18     | 32     | 53    | 17                             | 53      | 11      | 81    | 144           | 360         | 504   |      | 8:30-8:45         |
| 8:45-9:00                                         | 56                    | 38                       | 1      | 95                                   | 4                              | 248    | 2      | 254   | 0                     | 29     | 32     | 61    | 15                             | 66      | 23      | 104   | 156           | 358         | 514   |      | 8:45-9:00         |
| 3 Hour Totals                                     | 377                   | 290                      | 13     | 680                                  | 73                             | 2,503  | 17     | 2,593 | 8                     | 195    | 337    | 540   | 126                            | 490     | 142     | 758   | 1,220         | 3,351       | 4,571 |      |                   |
| 1 Hour Totals                                     |                       |                          |        |                                      |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| 6:00-7:00                                         | 48                    | 40                       | 2      | 90                                   | 16                             | 459    | 6      | 481   | 1                     | 35     | 65     | 101   | 23                             | 80      | 27      | 130   | 191           | 611         | 802   | 0.71 | 6:00-7:00         |
| 6:15-7:15                                         | 55                    | 47                       | 2      | 104                                  | 22                             | 582    | 1      | 605   | 0                     | 44     | 82     | 126   | 23                             | 107     | 30      | 160   | 230           | 765         | 995   | 0.73 | 6:15-7:15         |
| 6:30-7:30                                         | 76                    | 66                       | 1      | 143                                  | 26                             | 725    | 2      | 753   | 0                     | 64     | 113    | 177   | 24                             | 151     | 36      | 211   | 320           | 964         | 1,284 | 0.73 | 6:30-7:30         |
| 6:45-7:45                                         | 94                    | 86                       | 4      | 184                                  | 31                             | 859    | 2      | 892   | 0                     | 78     | 126    | 204   | 39                             | 172     | 43      | 254   | 388           | 1,146       | 1,534 | 0.81 | 6:45-7:45         |
| 7:00-8:00                                         | 118                   | 95                       | 6      | 219                                  | 37                             | 971    | 5      | 1,013 | 2                     | 88     | 142    | 232   | 37                             | 186     | 42      | 265   | 451           | 1,278       | 1,729 | 0.90 | 7:00-8:00         |
| 7:15-8:15                                         | 151                   | 109                      | 8      | 268                                  | 35                             | 1,045  | 7      | 1,087 | 3                     | 83     | 139    | 225   | 52                             | 200     | 56      | 308   | 493           | 1,395       | 1,888 | 0.95 | 7:15-8:15         |
| 7:30-8:30                                         | 175                   | 126                      | 9      | 310                                  | 32                             | 1,083  | 7      | 1,122 | 4                     | 74     | 146    | 224   | 59                             | 197     | 62      | 318   | 534           | 1,440       | 1,974 | 0.94 | 7:30-8:30         |
| 7:45-8:45                                         | 190                   | 138                      | 6      | 334                                  | 30                             | 1,107  | 7      | 1,144 | 7                     | 67     | 131    | 205   | 57                             | 204     | 60      | 321   | 539           | 1,465       | 2,004 | 0.96 | 7:45-8:45         |
| 8:00-9:00                                         | 211                   | 155                      | 5      | 371                                  | 20                             | 1,073  | 6      | 1,099 | 5                     | 72     | 130    | 207   | 66                             | 224     | 73      | 363   | 578           | 1,462       | 2,040 | 0.97 | 8:00-9:00         |
| AM Peak 8:00-9:00                                 | 211                   | 155                      | 5      | 371                                  | 20                             | 1,073  | 6      | 1,099 | 5                     | 72     | 130    | 207   | 66                             | 224     | 73      | 363   | 578           | 1,462       | 2,040 | 0.97 | AM Peak 8:00-9:00 |
| PM                                                |                       |                          |        |                                      |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| 4:00-4:15                                         | 37                    | 33                       | 1      | 71                                   | 7                              | 84     | 2      | 93    | 3                     | 19     | 17     | 39    | 24                             | 120     | 24      | 168   | 110           | 261         | 371   |      | 4:00-4:15         |
| 4:15-4:30                                         | 34                    | 31                       | 4      | 69                                   | 3                              | 71     | 0      | 74    | 0                     | 20     | 17     | 37    | 25                             | 144     | 21      | 190   | 106           | 264         | 370   |      | 4:15-4:30         |
| 4:30-4:45                                         | 35                    | 29                       | 3      | 67                                   | 4                              | 67     | 1      | 72    | 2                     | 18     | 12     | 32    | 27                             | 144     | 41      | 212   | 99            | 284         | 383   |      | 4:30-4:45         |
| 4:45-5:00                                         | 40                    | 41                       | 5      | 86                                   | 7                              | 97     | 0      | 104   | 2                     | 5      | 13     | 20    | 23                             | 142     | 20      | 185   | 106           | 289         | 395   |      | 4:45-5:00         |
| 5:00-5:15                                         | 60                    | 33                       | 5      | 98                                   | 7                              | 96     | 1      | 104   | 2                     | 19     | 25     | 46    | 20                             | 158     | 39      | 217   | 144           | 321         | 465   |      | 5:00-5:15         |
| 5:15-5:30                                         | 60                    | 32                       | 4      | 96                                   | 4                              | 82     | 0      | 88    | 0                     | 25     | 18     | 43    | 26                             | 199     | 38      | 263   | 139           | 349         | 488   |      | 5:15-5:30         |
| 5:30-5:45                                         | 42                    | 28                       | 4      | 74                                   | 4                              | 97     | 1      | 102   | 1                     | 22     | 18     | 41    | 18                             | 166     | 33      | 217   | 115           | 319         | 434   |      | 5:30-5:45         |
| 5:45-6:00                                         | 74                    | 31                       | 4      | 109                                  | 10                             | 82     | 1      | 93    | 0                     | 22     | 23     | 45    | 23                             | 147     | 28      | 198   | 154           | 291         | 445   |      | 5:45-6:00         |
| 6:00-6:15                                         | 64                    | 25                       | 2      | 91                                   | 5                              | 102    | 4      | 111   | 0                     | 27     | 17     | 44    | 17                             | 149     | 26      | 192   | 135           | 303         | 438   |      | 6:00-6:15         |
| 6:15-6:30                                         | 67                    | 26                       | 3      | 96                                   | 5                              | 120    | 3      | 128   | 1                     | 31     | 19     | 51    | 25                             | 154     | 28      | 207   | 147           | 335         | 482   |      | 6:15-6:30         |
| 6:30-6:45                                         | 62                    | 26                       | 3      | 91                                   | 5                              | 104    | 1      | 110   | 0                     | 25     | 22     | 47    | 17                             | 127     | 35      | 179   | 138           | 289         | 427   |      | 6:30-6:45         |
| 6:45-7:00                                         | 56                    | 21                       | 3      | 80                                   | 0                              | 105    | 2      | 107   | 1                     | 20     | 16     | 37    | 20                             | 116     | 26      | 162   | 117           | 269         | 386   |      | 6:45-7:00         |
| 3 Hour Totals                                     | 631                   | 356                      | 41     | 1,028                                | 61                             | 1,107  | 16     | 1,184 | 12                    | 253    | 217    | 462   | 265                            | 1,766   | 359     | 2,390 | 1,610         | 3,574       | 5,084 |      |                   |
| 1 Hour Totals                                     |                       |                          |        |                                      |                                |        |        |       |                       |        |        |       |                                |         |         |       |               |             |       |      |                   |
| 4:00-5:00                                         | 146                   | 134                      | 13     | 293                                  | 21                             | 319    | 3      | 343   | 7                     | 62     | 59     | 128   | 99                             | 550     | 106     | 755   | 421           | 1,098       | 1,519 | 0.96 | 4:00-5:00         |
| 4:15-5:15                                         | 169                   | 134                      | 17     | 320                                  | 21                             | 331    | 2      | 354   | 6                     | 62     | 67     | 135   | 95                             | 588     | 121     | 804   | 455           | 1,158       | 1,613 | 0.87 | 4:15-5:15         |
| 4:30-5:30                                         | 195                   | 135                      | 17     | 347                                  | 22                             | 342    | 2      | 366   | 6                     | 67     | 68     | 141   | 96                             | 643     | 138     | 877   | 488           | 1,243       | 1,731 | 0.89 | 4:30-5:30         |
| 4:45-5:45                                         | 202                   | 134                      | 18     | 354                                  | 22                             | 372    | 2      | 396   | 5                     | 71     | 74     | 150   | 87                             | 665     | 130     | 882   | 504           | 1,278       | 1,782 | 0.91 | 4:45-5:45         |
| 5:00-6:00                                         | 236                   | 124                      | 17     | 377                                  | 25                             | 357    | 3      | 385   | 3                     | 88     | 84     | 175   | 87                             | 670     | 138     | 895   | 552           | 1,280       | 1,832 | 0.94 | 5:00-6:00         |
| 5:15-6:15                                         | 240                   | 116                      | 14     | 370                                  | 23                             | 363    | 6      | 392   | 1                     | 96     | 76     | 173   | 84                             | 661     | 125     | 870   | 543           | 1,262       | 1,805 | 0.92 | 5:15-6:15         |
| 5:30-6:30                                         | 247                   | 110                      | 13     | 370                                  | 24                             | 401    | 9      | 434   | 2                     | 102    | 77     | 181   | 83                             | 616     | 115     | 814   | 551           | 1,248       | 1,799 | 0.93 | 5:30-6:30         |
| 5:45-6:45                                         | 267                   | 108                      | 12     | 387                                  | 25                             | 408    | 9      | 442   | 1                     | 105    | 81     | 187   | 82                             | 577     | 117     | 776   | 574           | 1,218       | 1,792 | 0.93 | 5:45-6:45         |
| 6:00-7:00                                         | 249                   | 98                       | 11     | 358                                  | 15                             | 431    | 10     | 456   | 2                     | 103    | 74     | 179   | 79                             | 546     | 115     | 740   | 537           | 1,196       | 1,733 | 0.90 | 6:00-7:00         |
| PM Peak 5:00-6:00                                 | 236                   | 124                      | 17     | 377                                  | 25                             | 357    | 3      | 385   | 3                     | 88     | 84     | 175   | 87                             | 670     | 138     | 895   | 552           | 1,280       | 1,832 | 0.94 | PM Peak 5:00-6:00 |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

|                |                         |             |                    |                  |            |
|----------------|-------------------------|-------------|--------------------|------------------|------------|
| PROJECT:       | Square 752              | DATE:       | 10/5/2005          | SOUTHBOUND ROAD: | 3rd Street |
| W & A JOB NO.: | 2982                    | DAY:        | Wednesday          | NORTHBOUND ROAD: | 3rd Street |
| INTERSECTION:  | I Street and 3rd Street | WEATHER:    | Clear              | WESTBOUND ROAD:  | I Street   |
| LOCATION:      | Washington, DC          | COUNTED BY: | Jonathan and Darya | EASTBOUND ROAD:  | I Street   |
|                |                         | INPUTED BY: | CFP                |                  |            |

| Time Period       | Turning Movements     |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       | Total | PHF | Time Period |                        |             |
|-------------------|-----------------------|--------|--------|-------|--------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-----|-------------|------------------------|-------------|
|                   | Southbound 3rd Street |        |        |       | Westbound I Street |        |        |       | Northbound 3rd Street |        |        |       | Eastbound I 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         | 1                     | 6      | 0      | 7     | 0                  | 0      | 0      | 0     | 2                     | 8      | 4      | 14    | 3                  | 0       | 0       | 3     | 21    | 3   | 24          | 6:00-6:15              |             |
| 6:15-6:30         | 2                     | 5      | 2      | 9     | 0                  | 0      | 0      | 0     | 0                     | 9      | 1      | 10    | 2                  | 3       | 0       | 5     | 19    | 5   | 24          | 6:15-6:30              |             |
| 6:30-6:45         | 1                     | 7      | 0      | 8     | 0                  | 0      | 0      | 0     | 1                     | 19     | 0      | 20    | 0                  | 2       | 0       | 2     | 28    | 2   | 30          | 6:30-6:45              |             |
| 6:45-7:00         | 1                     | 8      | 2      | 11    | 0                  | 0      | 0      | 0     | 3                     | 18     | 1      | 22    | 2                  | 0       | 1       | 3     | 33    | 3   | 36          | 6:45-7:00              |             |
| 7:00-7:15         | 0                     | 12     | 1      | 13    | 0                  | 0      | 0      | 0     | 3                     | 20     | 5      | 28    | 2                  | 1       | 1       | 4     | 41    | 4   | 45          | 7:00-7:15              |             |
| 7:15-7:30         | 2                     | 12     | 0      | 14    | 0                  | 0      | 0      | 0     | 2                     | 38     | 2      | 42    | 0                  | 4       | 1       | 5     | 56    | 5   | 61          | 7:15-7:30              |             |
| 7:30-7:45         | 4                     | 11     | 1      | 16    | 0                  | 0      | 0      | 0     | 5                     | 47     | 11     | 63    | 2                  | 7       | 2       | 11    | 79    | 11  | 90          | 7:30-7:45              |             |
| 7:45-8:00         | 3                     | 23     | 0      | 26    | 0                  | 0      | 0      | 0     | 1                     | 49     | 7      | 57    | 2                  | 4       | 0       | 6     | 83    | 6   | 89          | 7:45-8:00              |             |
| 8:00-8:15         | 3                     | 36     | 3      | 42    | 0                  | 0      | 0      | 0     | 4                     | 52     | 11     | 67    | 7                  | 5       | 0       | 12    | 109   | 12  | 121         | 8:00-8:15              |             |
| 8:15-8:30         | 4                     | 25     | 3      | 32    | 0                  | 0      | 0      | 0     | 2                     | 46     | 13     | 61    | 3                  | 8       | 2       | 13    | 93    | 13  | 106         | 8:15-8:30              |             |
| 8:30-8:45         | 4                     | 32     | 3      | 39    | 0                  | 0      | 0      | 0     | 6                     | 60     | 13     | 79    | 3                  | 8       | 1       | 12    | 118   | 12  | 130         | 8:30-8:45              |             |
| 8:45-9:00         | 5                     | 31     | 3      | 39    | 0                  | 0      | 0      | 0     | 5                     | 45     | 10     | 60    | 8                  | 7       | 4       | 19    | 99    | 19  | 118         | 8:45-9:00              |             |
| 3 Hour Totals     | 30                    | 208    | 18     | 256   | 0                  | 0      | 0      | 0     | 34                    | 411    | 78     | 523   | 34                 | 49      | 12      | 95    | 779   | 95  | 874         |                        |             |
| 1 Hour Totals     |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 6:00-7:00         | 5                     | 26     | 4      | 35    | 0                  | 0      | 0      | 0     | 6                     | 54     | 6      | 66    | 7                  | 5       | 1       | 13    | 101   | 13  | 114         | 0.79 6:00-7:00         |             |
| 6:15-7:15         | 4                     | 32     | 5      | 41    | 0                  | 0      | 0      | 0     | 7                     | 66     | 7      | 80    | 6                  | 6       | 2       | 14    | 121   | 14  | 135         | 0.75 6:15-7:15         |             |
| 6:30-7:30         | 4                     | 39     | 3      | 46    | 0                  | 0      | 0      | 0     | 9                     | 95     | 8      | 112   | 4                  | 7       | 3       | 14    | 158   | 14  | 172         | 0.70 6:30-7:30         |             |
| 6:45-7:45         | 7                     | 43     | 4      | 54    | 0                  | 0      | 0      | 0     | 13                    | 123    | 19     | 155   | 6                  | 12      | 5       | 23    | 209   | 23  | 232         | 0.64 6:45-7:45         |             |
| 7:00-8:00         | 9                     | 58     | 2      | 69    | 0                  | 0      | 0      | 0     | 11                    | 154    | 25     | 190   | 6                  | 16      | 4       | 26    | 259   | 26  | 285         | 0.79 7:00-8:00         |             |
| 7:15-8:15         | 12                    | 82     | 4      | 98    | 0                  | 0      | 0      | 0     | 12                    | 186    | 31     | 229   | 11                 | 20      | 3       | 34    | 327   | 34  | 361         | 0.75 7:15-8:15         |             |
| 7:30-8:30         | 14                    | 95     | 7      | 116   | 0                  | 0      | 0      | 0     | 12                    | 194    | 42     | 248   | 14                 | 24      | 4       | 42    | 364   | 42  | 406         | 0.84 7:30-8:30         |             |
| 7:45-8:45         | 14                    | 116    | 9      | 139   | 0                  | 0      | 0      | 0     | 13                    | 207    | 44     | 264   | 15                 | 25      | 3       | 43    | 403   | 43  | 446         | 0.86 7:45-8:45         |             |
| 8:00-9:00         | 16                    | 124    | 12     | 152   | 0                  | 0      | 0      | 0     | 17                    | 203    | 47     | 267   | 21                 | 28      | 7       | 56    | 419   | 56  | 475         | 0.91 8:00-9:00         |             |
| AM Peak 8:00-9:00 | 16                    | 124    | 12     | 152   | 0                  | 0      | 0      | 0     | 17                    | 203    | 47     | 267   | 21                 | 28      | 7       | 56    | 419   | 56  | 475         | 0.91 AM Peak 8:00-9:00 |             |
| PM                |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 4:00-4:15         | 4                     | 41     | 6      | 51    | 0                  | 0      | 0      | 0     | 4                     | 32     | 3      | 39    | 10                 | 8       | 2       | 20    | 90    | 20  | 110         | 4:00-4:15              |             |
| 4:15-4:30         | 3                     | 28     | 2      | 33    | 0                  | 0      | 0      | 0     | 2                     | 34     | 3      | 39    | 9                  | 9       | 0       | 18    | 72    | 18  | 90          | 4:15-4:30              |             |
| 4:30-4:45         | 4                     | 40     | 3      | 47    | 0                  | 0      | 0      | 0     | 2                     | 28     | 0      | 28    | 11                 | 8       | 1       | 20    | 75    | 20  | 95          | 4:30-4:45              |             |
| 4:45-5:00         | 1                     | 36     | 4      | 41    | 0                  | 0      | 0      | 0     | 3                     | 30     | 1      | 34    | 9                  | 14      | 3       | 26    | 75    | 26  | 101         | 4:45-5:00              |             |
| 5:00-5:15         | 4                     | 50     | 1      | 55    | 0                  | 0      | 0      | 0     | 2                     | 33     | 2      | 37    | 19                 | 14      | 6       | 39    | 92    | 39  | 131         | 5:00-5:15              |             |
| 5:15-5:30         | 3                     | 47     | 5      | 55    | 0                  | 0      | 0      | 0     | 5                     | 34     | 2      | 41    | 18                 | 16      | 7       | 39    | 96    | 39  | 135         | 5:15-5:30              |             |
| 5:30-5:45         | 4                     | 41     | 3      | 48    | 0                  | 0      | 0      | 0     | 6                     | 35     | 2      | 43    | 19                 | 15      | 2       | 36    | 91    | 36  | 127         | 5:30-5:45              |             |
| 5:45-6:00         | 4                     | 30     | 6      | 40    | 0                  | 0      | 0      | 0     | 8                     | 48     | 1      | 57    | 6                  | 11      | 4       | 21    | 97    | 21  | 118         | 5:45-6:00              |             |
| 6:00-6:15         | 1                     | 24     | 1      | 26    | 0                  | 0      | 0      | 0     | 4                     | 42     | 1      | 47    | 10                 | 5       | 1       | 16    | 73    | 16  | 89          | 6:00-6:15              |             |
| 6:15-6:30         | 0                     | 18     | 3      | 21    | 0                  | 0      | 0      | 0     | 2                     | 32     | 1      | 35    | 8                  | 7       | 0       | 15    | 56    | 15  | 71          | 6:15-6:30              |             |
| 6:30-6:45         | 2                     | 12     | 2      | 16    | 0                  | 0      | 0      | 0     | 1                     | 30     | 3      | 34    | 7                  | 0       | 0       | 7     | 50    | 7   | 57          | 6:30-6:45              |             |
| 6:45-7:00         | 1                     | 15     | 1      | 17    | 0                  | 0      | 0      | 0     | 1                     | 18     | 3      | 22    | 2                  | 5       | 1       | 8     | 39    | 8   | 47          | 6:45-7:00              |             |
| 3 Hour Totals     | 31                    | 382    | 37     | 450   | 0                  | 0      | 0      | 0     | 40                    | 394    | 22     | 456   | 126                | 112     | 27      | 265   | 906   | 265 | 1,171       |                        |             |
| 1 Hour Totals     |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 4:00-5:00         | 12                    | 145    | 15     | 172   | 0                  | 0      | 0      | 0     | 11                    | 122    | 7      | 140   | 39                 | 39      | 6       | 84    | 312   | 84  | 396         | 0.90 4:00-5:00         |             |
| 4:15-5:15         | 12                    | 154    | 10     | 176   | 0                  | 0      | 0      | 0     | 9                     | 123    | 8      | 138   | 48                 | 45      | 10      | 103   | 314   | 103 | 417         | 0.80 4:15-5:15         |             |
| 4:30-5:30         | 12                    | 173    | 13     | 198   | 0                  | 0      | 0      | 0     | 12                    | 123    | 5      | 140   | 55                 | 52      | 17      | 124   | 338   | 124 | 462         | 0.86 4:30-5:30         |             |
| 4:45-5:45         | 12                    | 174    | 13     | 199   | 0                  | 0      | 0      | 0     | 16                    | 132    | 7      | 155   | 63                 | 59      | 18      | 140   | 354   | 140 | 494         | 0.91 4:45-5:45         |             |
| 5:00-6:00         | 15                    | 168    | 15     | 198   | 0                  | 0      | 0      | 0     | 21                    | 150    | 7      | 178   | 60                 | 56      | 19      | 135   | 376   | 135 | 511         | 0.95 5:00-6:00         |             |
| 5:15-6:15         | 12                    | 142    | 15     | 169   | 0                  | 0      | 0      | 0     | 23                    | 159    | 6      | 188   | 51                 | 47      | 14      | 112   | 357   | 112 | 469         | 0.87 5:15-6:15         |             |
| 5:30-6:30         | 9                     | 113    | 13     | 135   | 0                  | 0      | 0      | 0     | 20                    | 157    | 5      | 182   | 43                 | 38      | 7       | 88    | 317   | 88  | 405         | 0.80 5:30-6:30         |             |
| 5:45-6:45         | 7                     | 84     | 12     | 103   | 0                  | 0      | 0      | 0     | 15                    | 152    | 6      | 173   | 31                 | 23      | 5       | 59    | 276   | 59  | 335         | 0.71 5:45-6:45         |             |
| 6:00-7:00         | 4                     | 69     | 7      | 80    | 0                  | 0      | 0      | 0     | 8                     | 122    | 8      | 138   | 27                 | 17      | 2       | 46    | 218   | 46  | 264         | 0.74 6:00-7:00         |             |
| PM Peak 5:00-6:00 | 15                    | 168    | 15     | 198   | 0                  | 0      | 0      | 0     | 21                    | 150    | 7      | 178   | 60                 | 56      | 19      | 135   | 376   | 135 | 511         | 0.95 PM Peak 5:00-6:00 |             |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

|                                       |  |                  |  |                             |  |
|---------------------------------------|--|------------------|--|-----------------------------|--|
| PROJECT: Square 752                   |  | DATE: 10/5/2005  |  | SOUTHBOUND ROAD: 2nd Street |  |
| W & A JOB NO.: 2982                   |  | DAY: Wednesday   |  | NORTHBOUND ROAD: 2nd Street |  |
| INTERSECTION: I Street and 2nd Street |  | WEATHER: Clear   |  | WESTBOUND ROAD: I Street    |  |
| LOCATION: Washington, DC              |  | COUNTED BY: Matt |  | EASTBOUND ROAD: I Street    |  |
|                                       |  | INPUTED BY: CFP  |  |                             |  |

| Time Period       | Turning Movements     |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       | Total | PHF | Time Period |               |             |                   |  |
|-------------------|-----------------------|--------|--------|-------|--------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-----|-------------|---------------|-------------|-------------------|--|
|                   | Southbound 2nd Street |        |        |       | Westbound I Street |        |        |       | Northbound 2nd Street |        |        |       | Eastbound I 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         | 1                     | 7      | 1      | 9     | 3                  | 2      | 2      | 7     | 3                     | 5      | 1      | 9     | 0                  | 1       | 0       | 1     | 18    | 8   | 26          |               |             | 6:00-6:15         |  |
| 6:15-6:30         | 0                     | 16     | 1      | 17    | 1                  | 0      | 1      | 2     | 4                     | 9      | 2      | 15    | 1                  | 0       | 0       | 1     | 32    | 3   | 35          |               |             | 6:15-6:30         |  |
| 6:30-6:45         | 0                     | 11     | 2      | 13    | 1                  | 0      | 0      | 1     | 0                     | 11     | 1      | 12    | 0                  | 0       | 0       | 0     | 25    | 1   | 26          |               |             | 6:30-6:45         |  |
| 6:45-7:00         | 0                     | 9      | 1      | 10    | 2                  | 0      | 1      | 3     | 2                     | 23     | 1      | 26    | 1                  | 1       | 0       | 2     | 36    | 5   | 41          |               |             | 6:45-7:00         |  |
| 7:00-7:15         | 2                     | 12     | 3      | 17    | 5                  | 0      | 1      | 6     | 0                     | 27     | 3      | 30    | 0                  | 0       | 0       | 0     | 47    | 6   | 53          |               |             | 7:00-7:15         |  |
| 7:15-7:30         | 0                     | 13     | 3      | 16    | 3                  | 1      | 1      | 5     | 2                     | 23     | 1      | 26    | 0                  | 0       | 1       | 1     | 42    | 6   | 48          |               |             | 7:15-7:30         |  |
| 7:30-7:45         | 1                     | 18     | 1      | 20    | 8                  | 0      | 3      | 11    | 10                    | 28     | 3      | 41    | 0                  | 0       | 0       | 0     | 61    | 11  | 72          |               |             | 7:30-7:45         |  |
| 7:45-8:00         | 4                     | 24     | 3      | 31    | 6                  | 0      | 1      | 7     | 3                     | 58     | 1      | 62    | 1                  | 1       | 0       | 2     | 93    | 9   | 102         |               |             | 7:45-8:00         |  |
| 8:00-8:15         | 0                     | 26     | 3      | 29    | 7                  | 2      | 3      | 12    | 8                     | 57     | 4      | 69    | 3                  | 0       | 2       | 5     | 98    | 17  | 115         |               |             | 8:00-8:15         |  |
| 8:15-8:30         | 2                     | 35     | 3      | 40    | 13                 | 4      | 4      | 21    | 11                    | 64     | 5      | 80    | 0                  | 1       | 0       | 1     | 120   | 22  | 142         |               |             | 8:15-8:30         |  |
| 8:30-8:45         | 1                     | 38     | 6      | 45    | 8                  | 4      | 4      | 16    | 9                     | 59     | 3      | 71    | 1                  | 1       | 0       | 2     | 116   | 18  | 134         |               |             | 8:30-8:45         |  |
| 8:45-9:00         | 5                     | 38     | 6      | 49    | 8                  | 2      | 7      | 17    | 14                    | 66     | 7      | 87    | 0                  | 0       | 0       | 0     | 136   | 17  | 153         |               |             | 8:45-9:00         |  |
| 3 Hour Totals     | 16                    | 247    | 33     | 296   | 65                 | 15     | 28     | 108   | 66                    | 430    | 32     | 528   | 7                  | 5       | 3       | 15    | 824   | 123 | 947         |               |             |                   |  |
| 1 Hour Totals     |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |               |             |                   |  |
| 6:00-7:00         | 1                     | 43     | 5      | 49    | 7                  | 2      | 4      | 13    | 9                     | 48     | 5      | 62    | 2                  | 2       | 0       | 4     | 111   | 17  | 128         | 0.78          |             | 6:00-7:00         |  |
| 6:15-7:15         | 2                     | 48     | 7      | 57    | 9                  | 0      | 3      | 12    | 6                     | 70     | 7      | 83    | 2                  | 1       | 0       | 3     | 140   | 15  | 155         | 0.73          |             | 6:15-7:15         |  |
| 6:30-7:30         | 2                     | 45     | 9      | 56    | 11                 | 1      | 3      | 15    | 4                     | 84     | 8      | 94    | 1                  | 1       | 1       | 3     | 150   | 18  | 168         | 0.79          |             | 6:30-7:30         |  |
| 6:45-7:45         | 3                     | 52     | 8      | 63    | 18                 | 1      | 6      | 25    | 14                    | 101    | 8      | 123   | 1                  | 1       | 1       | 3     | 186   | 28  | 214         | 0.74          |             | 6:45-7:45         |  |
| 7:00-8:00         | 7                     | 67     | 10     | 84    | 22                 | 1      | 6      | 29    | 15                    | 136    | 8      | 159   | 1                  | 1       | 1       | 3     | 243   | 32  | 275         | 0.67          |             | 7:00-8:00         |  |
| 7:15-8:15         | 5                     | 81     | 10     | 96    | 24                 | 3      | 8      | 35    | 23                    | 166    | 9      | 198   | 4                  | 1       | 3       | 8     | 294   | 43  | 337         | 0.73          |             | 7:15-8:15         |  |
| 7:30-8:30         | 7                     | 103    | 10     | 120   | 34                 | 6      | 11     | 51    | 32                    | 207    | 13     | 252   | 4                  | 2       | 2       | 8     | 372   | 59  | 431         | 0.76          |             | 7:30-8:30         |  |
| 7:45-8:45         | 7                     | 123    | 15     | 145   | 34                 | 10     | 12     | 56    | 31                    | 238    | 13     | 282   | 5                  | 3       | 2       | 10    | 427   | 66  | 493         | 0.87          |             | 7:45-8:45         |  |
| 8:00-9:00         | 8                     | 137    | 18     | 163   | 36                 | 12     | 18     | 66    | 42                    | 246    | 19     | 307   | 4                  | 2       | 2       | 8     | 470   | 74  | 544         | 0.89          |             | 8:00-9:00         |  |
| AM Peak 8:00-9:00 | 8                     | 137    | 18     | 163   | 36                 | 12     | 18     | 66    | 42                    | 246    | 19     | 307   | 4                  | 2       | 2       | 8     | 470   | 74  | 544         | 0.89          |             | AM Peak 8:00-9:00 |  |
| PM                |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |               |             |                   |  |
| 4:00-4:15         | 0                     | 16     | 8      | 24    | 3                  | 0      | 1      | 4     | 10                    | 42     | 0      | 52    | 6                  | 1       | 1       | 8     | 76    | 12  | 88          |               |             | 4:00-4:15         |  |
| 4:15-4:30         | 0                     | 34     | 4      | 38    | 1                  | 2      | 1      | 4     | 4                     | 31     | 0      | 35    | 0                  | 0       | 0       | 0     | 73    | 4   | 77          |               |             | 4:15-4:30         |  |
| 4:30-4:45         | 1                     | 38     | 7      | 46    | 0                  | 0      | 5      | 5     | 8                     | 43     | 0      | 51    | 2                  | 2       | 1       | 5     | 97    | 10  | 107         |               |             | 4:30-4:45         |  |
| 4:45-5:00         | 0                     | 41     | 11     | 52    | 2                  | 0      | 1      | 3     | 14                    | 55     | 0      | 69    | 2                  | 1       | 1       | 4     | 121   | 7   | 128         |               |             | 4:45-5:00         |  |
| 5:00-5:15         | 1                     | 32     | 14     | 47    | 3                  | 0      | 5      | 8     | 23                    | 56     | 0      | 79    | 0                  | 3       | 2       | 5     | 128   | 13  | 139         |               |             | 5:00-5:15         |  |
| 5:15-5:30         | 0                     | 36     | 13     | 49    | 1                  | 0      | 4      | 5     | 20                    | 66     | 0      | 86    | 3                  | 5       | 2       | 10    | 135   | 15  | 150         |               |             | 5:15-5:30         |  |
| 5:30-5:45         | 1                     | 21     | 14     | 36    | 3                  | 0      | 4      | 7     | 18                    | 56     | 0      | 74    | 3                  | 3       | 3       | 9     | 110   | 16  | 126         |               |             | 5:30-5:45         |  |
| 5:45-6:00         | 0                     | 36     | 4      | 40    | 5                  | 1      | 1      | 7     | 15                    | 50     | 0      | 65    | 3                  | 1       | 1       | 5     | 105   | 12  | 117         |               |             | 5:45-6:00         |  |
| 6:00-6:15         | 0                     | 22     | 5      | 27    | 2                  | 1      | 3      | 6     | 13                    | 46     | 1      | 60    | 2                  | 0       | 1       | 3     | 87    | 9   | 96          |               |             | 6:00-6:15         |  |
| 6:15-6:30         | 0                     | 22     | 4      | 26    | 2                  | 0      | 0      | 2     | 9                     | 35     | 0      | 44    | 2                  | 3       | 1       | 6     | 70    | 8   | 78          |               |             | 6:15-6:30         |  |
| 6:30-6:45         | 0                     | 23     | 2      | 25    | 6                  | 1      | 0      | 7     | 6                     | 41     | 0      | 47    | 2                  | 2       | 2       | 6     | 72    | 13  | 85          |               |             | 6:30-6:45         |  |
| 6:45-7:00         | 2                     | 12     | 2      | 16    | 4                  | 0      | 2      | 6     | 7                     | 40     | 1      | 48    | 1                  | 2       | 3       | 6     | 64    | 12  | 76          |               |             | 6:45-7:00         |  |
| 3 Hour Totals     | 6                     | 333    | 88     | 426   | 32                 | 5      | 27     | 64    | 147                   | 581    | 2      | 710   | 26                 | 23      | 18      | 67    | 1,138 | 131 | 1,267       |               |             |                   |  |
| 1 Hour Totals     |                       |        |        |       |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |     |             |               |             |                   |  |
| 4:00-5:00         | 1                     | 129    | 30     | 160   | 6                  | 2      | 8      | 16    | 36                    | 171    | 0      | 207   | 10                 | 4       | 3       | 17    | 367   | 33  | 400         | 0.78          |             | 4:00-5:00         |  |
| 4:15-5:15         | 2                     | 145    | 36     | 183   | 6                  | 2      | 12     | 20    | 49                    | 185    | 0      | 234   | 4                  | 6       | 4       | 14    | 417   | 34  | 451         | 0.81          |             | 4:15-5:15         |  |
| 4:30-5:30         | 2                     | 147    | 45     | 194   | 6                  | 0      | 15     | 21    | 65                    | 220    | 0      | 285   | 7                  | 11      | 6       | 24    | 479   | 45  | 524         | 0.87          |             | 4:30-5:30         |  |
| 4:45-5:45         | 2                     | 130    | 52     | 184   | 9                  | 0      | 14     | 23    | 75                    | 233    | 0      | 308   | 8                  | 12      | 8       | 28    | 492   | 51  | 543         | 0.91          |             | 4:45-5:45         |  |
| 5:00-6:00         | 2                     | 125    | 45     | 172   | 12                 | 1      | 14     | 27    | 76                    | 228    | 0      | 304   | 9                  | 12      | 8       | 29    | 476   | 56  | 532         | 0.89          |             | 5:00-6:00         |  |
| 5:15-6:15         | 1                     | 115    | 36     | 152   | 11                 | 2      | 12     | 25    | 66                    | 218    | 1      | 285   | 11                 | 9       | 7       | 27    | 437   | 52  | 489         | 0.82          |             | 5:15-6:15         |  |
| 5:30-6:30         | 1                     | 101    | 27     | 129   | 12                 | 2      | 8      | 22    | 55                    | 187    | 1      | 243   | 10                 | 7       | 6       | 23    | 372   | 45  | 417         | 0.83          |             | 5:30-6:30         |  |
| 5:45-6:45         | 0                     | 103    | 15     | 118   | 15                 | 3      | 4      | 22    | 43                    | 172    | 1      | 216   | 9                  | 6       | 5       | 20    | 334   | 42  | 376         | 0.80          |             | 5:45-6:45         |  |
| 6:00-7:00         | 2                     | 79     | 13     | 94    | 14                 | 2      | 5      | 21    | 35                    | 162    | 2      | 199   | 7                  | 7       | 7       | 21    | 293   | 42  | 335         | 0.87          |             | 6:00-7:00         |  |
| PM Peak 4:45-5:45 | 2                     | 130    | 52     | 184   | 9                  | 0      | 14     | 23    | 75                    | 233    | 0      | 308   | 8                  | 12      | 8       | 28    | 492   | 51  | 543         | 0.91          |             | PM Peak 4:45-5:45 |  |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752                   |                       | DATE: 10/5/2005            |        | SOUTHBOUND ROAD: 3rd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
|---------------------------------------|-----------------------|----------------------------|--------|-----------------------------|--------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-------|-------------|----------------|-------------|
| W & A JOB NO.: 2982                   |                       | DAY: Wednesday             |        | NORTHBOUND ROAD: 3rd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| INTERSECTION: H Street and 3rd Street |                       | WEATHER: Clear             |        | WESTBOUND ROAD: H Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| LOCATION: Washington DC               |                       | COUNTED BY: Leyla and Jose |        | EASTBOUND ROAD: H Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
|                                       |                       | INPUTED BY: CFP            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| Time Period                           | Turning Movements     |                            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       | Total | PHF   | Time Period |                |             |
|                                       | Southbound 3rd Street |                            |        |                             | Westbound H Street |        |        |       | Northbound 3rd Street |        |        |       | Eastbound H 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                             | 4                     | 2                          | 1      | 7                           | 5                  | 177    | 3      | 185   | 0                     | 4      | 1      | 5     | 3                  | 32      | 9       | 44    | 12    | 229   | 241         | 6:00-6:15      |             |
| 6:15-6:30                             | 6                     | 1                          | 0      | 7                           | 7                  | 226    | 2      | 235   | 2                     | 9      | 3      | 14    | 6                  | 30      | 2       | 38    | 21    | 273   | 294         | 6:15-6:30      |             |
| 6:30-6:45                             | 3                     | 0                          | 2      | 5                           | 13                 | 248    | 3      | 264   | 3                     | 14     | 3      | 20    | 10                 | 44      | 7       | 61    | 25    | 325   | 350         | 6:30-6:45      |             |
| 6:45-7:00                             | 9                     | 2                          | 7      | 18                          | 18                 | 343    | 5      | 366   | 3                     | 6      | 2      | 11    | 3                  | 55      | 3       | 61    | 29    | 427   | 456         | 6:45-7:00      |             |
| 7:00-7:15                             | 4                     | 4                          | 9      | 17                          | 23                 | 355    | 9      | 387   | 4                     | 12     | 5      | 21    | 5                  | 67      | 3       | 75    | 38    | 462   | 500         | 7:00-7:15      |             |
| 7:15-7:30                             | 5                     | 8                          | 5      | 18                          | 27                 | 395    | 10     | 432   | 7                     | 18     | 10     | 35    | 8                  | 65      | 7       | 80    | 53    | 512   | 565         | 7:15-7:30      |             |
| 7:30-7:45                             | 6                     | 5                          | 5      | 16                          | 33                 | 376    | 7      | 416   | 1                     | 23     | 12     | 36    | 10                 | 76      | 6       | 92    | 52    | 508   | 560         | 7:30-7:45      |             |
| 7:45-8:00                             | 7                     | 6                          | 4      | 17                          | 32                 | 368    | 17     | 417   | 6                     | 21     | 10     | 37    | 6                  | 57      | 8       | 71    | 54    | 488   | 542         | 7:45-8:00      |             |
| 8:00-8:15                             | 12                    | 22                         | 9      | 43                          | 40                 | 381    | 11     | 432   | 4                     | 23     | 17     | 44    | 8                  | 94      | 9       | 111   | 87    | 543   | 630         | 8:00-8:15      |             |
| 8:15-8:30                             | 5                     | 18                         | 7      | 30                          | 31                 | 385    | 12     | 428   | 4                     | 34     | 19     | 57    | 14                 | 88      | 3       | 105   | 87    | 533   | 620         | 8:15-8:30      |             |
| 8:30-8:45                             | 9                     | 20                         | 4      | 33                          | 46                 | 392    | 13     | 451   | 9                     | 36     | 11     | 56    | 13                 | 88      | 10      | 111   | 89    | 562   | 651         | 8:30-8:45      |             |
| 8:45-9:00                             | 12                    | 22                         | 19     | 53                          | 35                 | 357    | 5      | 397   | 2                     | 24     | 10     | 36    | 14                 | 76      | 5       | 95    | 89    | 492   | 581         | 8:45-9:00      |             |
| 3 Hour Totals                         | 82                    | 110                        | 72     | 264                         | 310                | 4,003  | 97     | 4,410 | 45                    | 224    | 103    | 372   | 100                | 772     | 72      | 944   | 636   | 5,354 | 5,990       |                |             |
| 1 Hour Totals                         |                       |                            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| 6:00-7:00                             | 22                    | 5                          | 10     | 37                          | 43                 | 994    | 13     | 1,050 | 8                     | 33     | 9      | 50    | 22                 | 161     | 21      | 204   | 87    | 1,254 | 1,341       | 0.74 6:00-7:00 |             |
| 6:15-7:15                             | 22                    | 7                          | 18     | 47                          | 61                 | 1,172  | 19     | 1,252 | 12                    | 41     | 13     | 66    | 24                 | 196     | 15      | 235   | 113   | 1,487 | 1,600       | 0.80 6:15-7:15 |             |
| 6:30-7:30                             | 21                    | 14                         | 23     | 58                          | 81                 | 1,341  | 27     | 1,449 | 17                    | 50     | 20     | 87    | 26                 | 231     | 20      | 277   | 145   | 1,728 | 1,871       | 0.83 6:30-7:30 |             |
| 6:45-7:45                             | 24                    | 19                         | 26     | 69                          | 101                | 1,469  | 31     | 1,601 | 15                    | 59     | 29     | 103   | 26                 | 263     | 19      | 308   | 172   | 1,909 | 2,081       | 0.92 6:45-7:45 |             |
| 7:00-8:00                             | 22                    | 23                         | 23     | 68                          | 115                | 1,494  | 43     | 1,652 | 18                    | 74     | 37     | 129   | 29                 | 265     | 24      | 318   | 197   | 1,970 | 2,167       | 0.96 7:00-8:00 |             |
| 7:15-8:15                             | 30                    | 41                         | 23     | 94                          | 132                | 1,520  | 45     | 1,697 | 18                    | 85     | 49     | 152   | 32                 | 292     | 30      | 354   | 246   | 2,051 | 2,297       | 0.91 7:15-8:15 |             |
| 7:30-8:30                             | 30                    | 51                         | 25     | 106                         | 136                | 1,510  | 47     | 1,693 | 15                    | 101    | 58     | 174   | 38                 | 315     | 26      | 379   | 280   | 2,072 | 2,352       | 0.93 7:30-8:30 |             |
| 7:45-8:45                             | 33                    | 66                         | 24     | 123                         | 149                | 1,526  | 53     | 1,728 | 23                    | 114    | 57     | 194   | 41                 | 327     | 30      | 398   | 317   | 2,126 | 2,443       | 0.94 7:45-8:45 |             |
| 8:00-9:00                             | 38                    | 82                         | 39     | 159                         | 152                | 1,515  | 41     | 1,708 | 19                    | 117    | 57     | 193   | 49                 | 346     | 27      | 422   | 352   | 2,130 | 2,482       | 0.95 8:00-9:00 |             |
| AM Peak                               | 38                    | 82                         | 39     | 159                         | 152                | 1,515  | 41     | 1,708 | 19                    | 117    | 57     | 193   | 49                 | 346     | 27      | 422   | 352   | 2,130 | 2,482       | 0.95 AM Peak   |             |
| PM                                    |                       |                            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| 4:00-4:15                             | 13                    | 20                         | 18     | 51                          | 6                  | 130    | 7      | 143   | 3                     | 17     | 6      | 26    | 13                 | 233     | 7       | 253   | 77    | 396   | 473         | 4:00-4:15      |             |
| 4:15-4:30                             | 12                    | 12                         | 10     | 34                          | 12                 | 132    | 4      | 148   | 6                     | 19     | 10     | 35    | 18                 | 274     | 8       | 300   | 69    | 448   | 517         | 4:15-4:30      |             |
| 4:30-4:45                             | 8                     | 20                         | 21     | 49                          | 5                  | 96     | 3      | 104   | 11                    | 9      | 6      | 26    | 12                 | 296     | 14      | 322   | 75    | 426   | 501         | 4:30-4:45      |             |
| 4:45-5:00                             | 5                     | 24                         | 27     | 56                          | 8                  | 116    | 8      | 132   | 5                     | 15     | 9      | 29    | 14                 | 362     | 14      | 390   | 85    | 522   | 607         | 4:45-5:00      |             |
| 5:00-5:15                             | 14                    | 30                         | 21     | 65                          | 11                 | 117    | 6      | 134   | 4                     | 15     | 14     | 33    | 30                 | 315     | 10      | 355   | 98    | 489   | 587         | 5:00-5:15      |             |
| 5:15-5:30                             | 15                    | 21                         | 33     | 69                          | 8                  | 109    | 7      | 124   | 12                    | 19     | 9      | 40    | 24                 | 320     | 18      | 362   | 109   | 486   | 595         | 5:15-5:30      |             |
| 5:30-5:45                             | 16                    | 29                         | 20     | 65                          | 8                  | 110    | 5      | 123   | 8                     | 22     | 9      | 39    | 16                 | 343     | 14      | 373   | 104   | 496   | 600         | 5:30-5:45      |             |
| 5:45-6:00                             | 12                    | 17                         | 8      | 37                          | 5                  | 123    | 3      | 131   | 5                     | 23     | 13     | 41    | 31                 | 331     | 29      | 391   | 78    | 522   | 600         | 5:45-6:00      |             |
| 6:00-6:15                             | 5                     | 12                         | 18     | 35                          | 7                  | 104    | 2      | 113   | 5                     | 18     | 3      | 26    | 19                 | 291     | 19      | 329   | 61    | 442   | 503         | 6:00-6:15      |             |
| 6:15-6:30                             | 14                    | 3                          | 13     | 30                          | 10                 | 110    | 1      | 121   | 1                     | 16     | 6      | 23    | 21                 | 328     | 13      | 362   | 53    | 483   | 536         | 6:15-6:30      |             |
| 6:30-6:45                             | 2                     | 2                          | 5      | 9                           | 9                  | 115    | 4      | 128   | 7                     | 18     | 8      | 33    | 33                 | 279     | 18      | 330   | 42    | 458   | 500         | 6:30-6:45      |             |
| 6:45-7:00                             | 9                     | 9                          | 7      | 25                          | 4                  | 124    | 8      | 136   | 8                     | 17     | 10     | 35    | 31                 | 287     | 19      | 337   | 60    | 473   | 533         | 6:45-7:00      |             |
| 3 Hour Totals                         | 125                   | 199                        | 201    | 525                         | 93                 | 1,386  | 58     | 1,537 | 75                    | 208    | 103    | 386   | 262                | 3,659   | 183     | 4,104 | 911   | 5,641 | 6,552       |                |             |
| 1 Hour Totals                         |                       |                            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |
| 4:00-5:00                             | 38                    | 76                         | 76     | 190                         | 31                 | 474    | 22     | 527   | 25                    | 60     | 31     | 116   | 57                 | 1,165   | 43      | 1,265 | 306   | 1,792 | 2,098       | 0.86 4:00-5:00 |             |
| 4:15-5:15                             | 39                    | 86                         | 79     | 204                         | 36                 | 461    | 21     | 518   | 26                    | 58     | 39     | 123   | 74                 | 1,247   | 46      | 1,367 | 327   | 1,885 | 2,212       | 0.91 4:15-5:15 |             |
| 4:30-5:30                             | 42                    | 95                         | 102    | 239                         | 32                 | 438    | 24     | 494   | 32                    | 58     | 38     | 128   | 80                 | 1,293   | 56      | 1,429 | 367   | 1,923 | 2,290       | 0.94 4:30-5:30 |             |
| 4:45-5:45                             | 50                    | 104                        | 101    | 255                         | 35                 | 452    | 26     | 513   | 29                    | 71     | 41     | 141   | 84                 | 1,340   | 56      | 1,480 | 396   | 1,993 | 2,389       | 0.98 4:45-5:45 |             |
| 5:00-6:00                             | 57                    | 97                         | 82     | 236                         | 32                 | 459    | 21     | 512   | 29                    | 79     | 45     | 153   | 101                | 1,309   | 71      | 1,481 | 389   | 1,993 | 2,382       | 0.99 5:00-6:00 |             |
| 5:15-6:15                             | 48                    | 79                         | 79     | 206                         | 28                 | 446    | 17     | 491   | 30                    | 82     | 34     | 146   | 90                 | 1,285   | 80      | 1,455 | 352   | 1,948 | 2,298       | 0.96 5:15-6:15 |             |
| 5:30-6:30                             | 47                    | 61                         | 59     | 167                         | 30                 | 447    | 11     | 488   | 19                    | 79     | 31     | 129   | 87                 | 1,293   | 75      | 1,455 | 296   | 1,943 | 2,239       | 0.93 5:30-6:30 |             |
| 5:45-6:45                             | 33                    | 34                         | 44     | 111                         | 31                 | 452    | 10     | 493   | 18                    | 75     | 30     | 123   | 104                | 1,229   | 79      | 1,412 | 234   | 1,905 | 2,139       | 0.89 5:45-6:45 |             |
| 6:00-7:00                             | 30                    | 28                         | 43     | 99                          | 30                 | 453    | 15     | 498   | 21                    | 69     | 27     | 117   | 104                | 1,185   | 69      | 1,358 | 216   | 1,856 | 2,072       | 0.97 6:00-7:00 |             |
| PM Peak                               | 50                    | 104                        | 101    | 255                         | 35                 | 452    | 26     | 513   | 29                    | 71     | 41     | 141   | 84                 | 1,340   | 56      | 1,480 | 396   | 1,993 | 2,389       | 0.98 PM Peak   |             |
| 4:45-5:45                             |                       |                            |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |       |       |             |                |             |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752              |                   |        |        | DATE: 10/5/2005   |                    |        |        | SOUTHBOUND ROAD: Alley   |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
|----------------------------------|-------------------|--------|--------|-------------------|--------------------|--------|--------|--------------------------|----------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-----|-------------|---------------|------------------------|
| W & A JOB NO.: 2982              |                   |        |        | DAY: Wednesday    |                    |        |        | NORTHBOUND ROAD: N/A     |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| INTERSECTION: G Street and Alley |                   |        |        | WEATHER: Clear    |                    |        |        | WESTBOUND ROAD: G Street |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| LOCATION: Washington, DC         |                   |        |        | COUNTED BY: Majda |                    |        |        | EASTBOUND ROAD: G Street |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
|                                  |                   |        |        | INPUTED BY: CFP   |                    |        |        |                          |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| Time Period                      | Turning Movements |        |        |                   |                    |        |        |                          |                |        |        |       |                    |         |         |       | Total | PHF | Time Period |               |                        |
|                                  | Southbound Alley  |        |        |                   | Westbound G Street |        |        |                          | Northbound N/A |        |        |       | Eastbound G 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                 | 1                  | 8      | 0      | 9                        | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 9           | 9             | 6:00-6:15              |
| 6:15-6:30                        | 0                 | 0      | 0      | 0                 | 1                  | 9      | 0      | 10                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 10          | 10            | 6:15-6:30              |
| 6:30-6:45                        | 0                 | 0      | 0      | 0                 | 2                  | 6      | 0      | 8                        | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 8           | 8             | 6:30-6:45              |
| 6:45-7:00                        | 2                 | 0      | 0      | 2                 | 1                  | 9      | 0      | 10                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 10          | 12            | 6:45-7:00              |
| 7:00-7:15                        | 0                 | 0      | 0      | 0                 | 4                  | 14     | 0      | 18                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 18          | 18            | 7:00-7:15              |
| 7:15-7:30                        | 1                 | 0      | 0      | 1                 | 1                  | 16     | 0      | 17                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 17          | 18            | 7:15-7:30              |
| 7:30-7:45                        | 0                 | 0      | 0      | 0                 | 2                  | 20     | 0      | 22                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 22          | 22            | 7:30-7:45              |
| 7:45-8:00                        | 0                 | 0      | 0      | 0                 | 1                  | 27     | 0      | 28                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 28          | 28            | 7:45-8:00              |
| 8:00-8:15                        | 1                 | 0      | 0      | 1                 | 0                  | 45     | 0      | 45                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 45          | 46            | 8:00-8:15              |
| 8:15-8:30                        | 1                 | 0      | 0      | 1                 | 2                  | 58     | 0      | 60                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 60          | 61            | 8:15-8:30              |
| 8:30-8:45                        | 1                 | 0      | 0      | 1                 | 1                  | 55     | 0      | 56                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 56          | 57            | 8:30-8:45              |
| 8:45-9:00                        | 0                 | 0      | 0      | 0                 | 2                  | 62     | 0      | 64                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 64          | 64            | 8:45-9:00              |
| 3 Hour Totals                    | 6                 | 0      | 0      | 6                 | 18                 | 329    | 0      | 347                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 6   | 347         | 353           |                        |
| 1 Hour Totals                    |                   |        |        |                   |                    |        |        |                          |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| 6:00-7:00                        | 2                 | 0      | 0      | 2                 | 5                  | 32     | 0      | 37                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 37          | 39            | 0.81 6:00-7:00         |
| 6:15-7:15                        | 2                 | 0      | 0      | 2                 | 8                  | 38     | 0      | 46                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 46          | 48            | 0.67 6:15-7:15         |
| 6:30-7:30                        | 3                 | 0      | 0      | 3                 | 8                  | 45     | 0      | 53                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 53          | 56            | 0.78 6:30-7:30         |
| 6:45-7:45                        | 3                 | 0      | 0      | 3                 | 8                  | 59     | 0      | 67                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 67          | 70            | 0.80 6:45-7:45         |
| 7:00-8:00                        | 1                 | 0      | 0      | 1                 | 8                  | 77     | 0      | 85                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 85          | 86            | 0.77 7:00-8:00         |
| 7:15-8:15                        | 2                 | 0      | 0      | 2                 | 4                  | 108    | 0      | 112                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 112         | 114           | 0.62 7:15-8:15         |
| 7:30-8:30                        | 2                 | 0      | 0      | 2                 | 5                  | 150    | 0      | 155                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 155         | 157           | 0.64 7:30-8:30         |
| 7:45-8:45                        | 3                 | 0      | 0      | 3                 | 4                  | 185    | 0      | 189                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 189         | 192           | 0.79 7:45-8:45         |
| 8:00-9:00                        | 3                 | 0      | 0      | 3                 | 5                  | 220    | 0      | 225                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 225         | 228           | 0.89 8:00-9:00         |
| AM Peak 8:00-9:00                | 3                 | 0      | 0      | 3                 | 5                  | 220    | 0      | 225                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 225         | 228           | 0.89 AM Peak 8:00-9:00 |
| PM                               |                   |        |        |                   |                    |        |        |                          |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| 4:00-4:15                        | 3                 | 0      | 0      | 3                 | 0                  | 13     | 0      | 13                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 13          | 16            | 4:00-4:15              |
| 4:15-4:30                        | 0                 | 0      | 0      | 0                 | 0                  | 13     | 0      | 13                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 13          | 13            | 4:15-4:30              |
| 4:30-4:45                        | 2                 | 0      | 0      | 2                 | 0                  | 11     | 0      | 11                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 11          | 13            | 4:30-4:45              |
| 4:45-5:00                        | 1                 | 0      | 0      | 1                 | 0                  | 18     | 0      | 18                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 18          | 19            | 4:45-5:00              |
| 5:00-5:15                        | 1                 | 0      | 0      | 1                 | 1                  | 19     | 0      | 20                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 20          | 21            | 5:00-5:15              |
| 5:15-5:30                        | 5                 | 0      | 0      | 5                 | 0                  | 17     | 0      | 17                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 5   | 17          | 22            | 5:15-5:30              |
| 5:30-5:45                        | 2                 | 0      | 0      | 2                 | 0                  | 19     | 0      | 19                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 19          | 21            | 5:30-5:45              |
| 5:45-6:00                        | 3                 | 0      | 0      | 3                 | 0                  | 14     | 0      | 14                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 3   | 14          | 17            | 5:45-6:00              |
| 6:00-6:15                        | 1                 | 0      | 0      | 1                 | 2                  | 13     | 0      | 15                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 1   | 15          | 16            | 6:00-6:15              |
| 6:15-6:30                        | 2                 | 0      | 0      | 2                 | 0                  | 22     | 0      | 22                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 22          | 24            | 6:15-6:30              |
| 6:30-6:45                        | 2                 | 0      | 0      | 2                 | 0                  | 9      | 0      | 9                        | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 2   | 9           | 11            | 6:30-6:45              |
| 6:45-7:00                        | 0                 | 0      | 0      | 0                 | 3                  | 8      | 0      | 11                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 0   | 11          | 11            | 6:45-7:00              |
| 3 Hour Totals                    | 22                | 0      | 0      | 22                | 6                  | 176    | 0      | 182                      | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 22  | 182         | 204           |                        |
| 1 Hour Totals                    |                   |        |        |                   |                    |        |        |                          |                |        |        |       |                    |         |         |       |       |     |             |               |                        |
| 4:00-5:00                        | 6                 | 0      | 0      | 6                 | 0                  | 55     | 0      | 55                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 6   | 55          | 61            | 0.80 4:00-5:00         |
| 4:15-5:15                        | 4                 | 0      | 0      | 4                 | 1                  | 61     | 0      | 62                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 4   | 62          | 66            | 0.79 4:15-5:15         |
| 4:30-5:30                        | 9                 | 0      | 0      | 9                 | 1                  | 65     | 0      | 66                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 9   | 66          | 75            | 0.85 4:30-5:30         |
| 4:45-5:45                        | 9                 | 0      | 0      | 9                 | 1                  | 73     | 0      | 74                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 9   | 74          | 83            | 0.94 4:45-5:45         |
| 5:00-6:00                        | 11                | 0      | 0      | 11                | 1                  | 69     | 0      | 70                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 11  | 70          | 81            | 0.92 5:00-6:00         |
| 5:15-6:15                        | 11                | 0      | 0      | 11                | 2                  | 63     | 0      | 65                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 11  | 65          | 78            | 0.86 5:15-6:15         |
| 5:30-6:30                        | 8                 | 0      | 0      | 8                 | 2                  | 68     | 0      | 70                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 8   | 70          | 78            | 0.81 5:30-6:30         |
| 5:45-6:45                        | 8                 | 0      | 0      | 8                 | 2                  | 58     | 0      | 60                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 8   | 60          | 68            | 0.71 5:45-6:45         |
| 6:00-7:00                        | 5                 | 0      | 0      | 5                 | 5                  | 52     | 0      | 57                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 5   | 57          | 62            | 0.85 6:00-7:00         |
| PM Peak 4:45-5:45                | 9                 | 0      | 0      | 9                 | 1                  | 73     | 0      | 74                       | 0              | 0      | 0      | 0     | 0                  | 0       | 0       | 0     | 0     | 9   | 74          | 83            | 0.94 PM Peak 4:45-5:45 |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752                   |                       |        |        | DATE: 10/5/2005             |                    |        |        | SOUTHBOUND ROAD: 3rd Street |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
|---------------------------------------|-----------------------|--------|--------|-----------------------------|--------------------|--------|--------|-----------------------------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|-------|-----|-------------|------------------------|-------------|
| W & A JOB NO.: 2982                   |                       |        |        | DAY: Wednesday              |                    |        |        | NORTHBOUND ROAD: 3rd Street |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| INTERSECTION: G Street and 3rd Street |                       |        |        | WEATHER: Clear              |                    |        |        | WESTBOUND ROAD: G Street    |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| LOCATION: Washington, DC              |                       |        |        | COUNTED BY: Berta and Belen |                    |        |        | EASTBOUND ROAD: G Street    |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
|                                       |                       |        |        | INPUTED BY: CFP             |                    |        |        |                             |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| Time Period                           | Turning Movements     |        |        |                             |                    |        |        |                             |                       |        |        |       |                    |         |         |       | Total | PHF | Time Period |                        |             |
|                                       | Southbound 3rd Street |        |        |                             | Westbound G Street |        |        |                             | Northbound 3rd Street |        |        |       | Eastbound G 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                             | 6                     | 3      | 0      | 9                           | 2                  | 0      | 0      | 2                           | 0                     | 6      | 1      | 7     | 0                  | 0       | 0       | 0     | 16    | 2   | 18          | 6:00-6:15              |             |
| 6:15-6:30                             | 4                     | 7      | 0      | 11                          | 1                  | 4      | 2      | 7                           | 0                     | 12     | 1      | 13    | 0                  | 0       | 0       | 0     | 24    | 7   | 31          | 6:15-6:30              |             |
| 6:30-6:45                             | 7                     | 12     | 0      | 19                          | 3                  | 1      | 2      | 6                           | 0                     | 13     | 0      | 13    | 0                  | 0       | 0       | 0     | 32    | 6   | 38          | 6:30-6:45              |             |
| 6:45-7:00                             | 3                     | 5      | 0      | 8                           | 3                  | 5      | 3      | 11                          | 0                     | 11     | 3      | 14    | 0                  | 0       | 0       | 0     | 22    | 11  | 33          | 6:45-7:00              |             |
| 7:00-7:15                             | 6                     | 10     | 0      | 16                          | 7                  | 6      | 3      | 16                          | 0                     | 10     | 5      | 15    | 0                  | 0       | 0       | 0     | 31    | 16  | 47          | 7:00-7:15              |             |
| 7:15-7:30                             | 7                     | 19     | 0      | 26                          | 8                  | 7      | 2      | 17                          | 0                     | 21     | 3      | 24    | 0                  | 0       | 0       | 0     | 50    | 17  | 67          | 7:15-7:30              |             |
| 7:30-7:45                             | 7                     | 8      | 0      | 15                          | 12                 | 10     | 5      | 27                          | 0                     | 18     | 6      | 24    | 0                  | 0       | 0       | 0     | 39    | 27  | 66          | 7:30-7:45              |             |
| 7:45-8:00                             | 5                     | 22     | 0      | 27                          | 9                  | 18     | 11     | 38                          | 0                     | 26     | 3      | 29    | 0                  | 0       | 0       | 0     | 56    | 38  | 94          | 7:45-8:00              |             |
| 8:00-8:15                             | 8                     | 36     | 0      | 44                          | 23                 | 27     | 3      | 53                          | 0                     | 22     | 10     | 32    | 0                  | 0       | 0       | 0     | 76    | 53  | 129         | 8:00-8:15              |             |
| 8:15-8:30                             | 24                    | 23     | 0      | 47                          | 24                 | 33     | 5      | 62                          | 0                     | 21     | 7      | 28    | 0                  | 0       | 0       | 0     | 75    | 62  | 137         | 8:15-8:30              |             |
| 8:30-8:45                             | 8                     | 29     | 0      | 37                          | 27                 | 35     | 10     | 72                          | 0                     | 31     | 11     | 42    | 0                  | 0       | 0       | 0     | 79    | 72  | 151         | 8:30-8:45              |             |
| 8:45-9:00                             | 19                    | 24     | 0      | 43                          | 7                  | 31     | 8      | 46                          | 0                     | 26     | 9      | 35    | 0                  | 0       | 0       | 0     | 78    | 46  | 124         | 8:45-9:00              |             |
| 3 Hour Totals                         | 104                   | 198    | 0      | 302                         | 126                | 177    | 54     | 357                         | 0                     | 217    | 59     | 276   | 0                  | 0       | 0       | 0     | 578   | 357 | 935         |                        |             |
| 1 Hour Totals                         |                       |        |        |                             |                    |        |        |                             |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 6:00-7:00                             | 20                    | 27     | 0      | 47                          | 9                  | 10     | 7      | 26                          | 0                     | 42     | 5      | 47    | 0                  | 0       | 0       | 0     | 94    | 26  | 120         | 0.79 6:00-7:00         |             |
| 6:15-7:15                             | 20                    | 34     | 0      | 54                          | 14                 | 16     | 10     | 40                          | 0                     | 46     | 9      | 55    | 0                  | 0       | 0       | 0     | 109   | 40  | 149         | 0.79 6:15-7:15         |             |
| 6:30-7:30                             | 23                    | 46     | 0      | 69                          | 21                 | 19     | 10     | 50                          | 0                     | 55     | 11     | 66    | 0                  | 0       | 0       | 0     | 135   | 50  | 185         | 0.69 6:30-7:30         |             |
| 6:45-7:45                             | 23                    | 42     | 0      | 65                          | 30                 | 28     | 13     | 71                          | 0                     | 60     | 17     | 77    | 0                  | 0       | 0       | 0     | 142   | 71  | 213         | 0.79 6:45-7:45         |             |
| 7:00-8:00                             | 25                    | 59     | 0      | 84                          | 36                 | 41     | 21     | 98                          | 0                     | 75     | 17     | 92    | 0                  | 0       | 0       | 0     | 176   | 98  | 274         | 0.73 7:00-8:00         |             |
| 7:15-8:15                             | 27                    | 85     | 0      | 112                         | 52                 | 62     | 21     | 135                         | 0                     | 87     | 22     | 109   | 0                  | 0       | 0       | 0     | 221   | 135 | 356         | 0.69 7:15-8:15         |             |
| 7:30-8:30                             | 44                    | 89     | 0      | 133                         | 68                 | 88     | 24     | 180                         | 0                     | 87     | 26     | 113   | 0                  | 0       | 0       | 0     | 246   | 180 | 426         | 0.78 7:30-8:30         |             |
| 7:45-8:45                             | 45                    | 110    | 0      | 155                         | 83                 | 113    | 29     | 225                         | 0                     | 100    | 31     | 131   | 0                  | 0       | 0       | 0     | 286   | 225 | 511         | 0.85 7:45-8:45         |             |
| 8:00-9:00                             | 59                    | 112    | 0      | 171                         | 81                 | 126    | 26     | 233                         | 0                     | 100    | 37     | 137   | 0                  | 0       | 0       | 0     | 308   | 233 | 541         | 0.90 8:00-9:00         |             |
| AM Peak 8:00-9:00                     | 59                    | 112    | 0      | 171                         | 81                 | 126    | 26     | 233                         | 0                     | 100    | 37     | 137   | 0                  | 0       | 0       | 0     | 308   | 233 | 541         | 0.90 AM Peak 8:00-9:00 |             |
| PM                                    |                       |        |        |                             |                    |        |        |                             |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 4:00-4:15                             | 5                     | 27     | 0      | 32                          | 7                  | 4      | 2      | 13                          | 0                     | 21     | 1      | 22    | 0                  | 0       | 0       | 0     | 54    | 13  | 67          | 4:00-4:15              |             |
| 4:15-4:30                             | 3                     | 23     | 0      | 26                          | 8                  | 7      | 6      | 21                          | 0                     | 25     | 2      | 27    | 0                  | 0       | 0       | 0     | 53    | 21  | 74          | 4:15-4:30              |             |
| 4:30-4:45                             | 6                     | 19     | 0      | 25                          | 9                  | 7      | 2      | 18                          | 0                     | 13     | 1      | 14    | 0                  | 0       | 0       | 0     | 39    | 18  | 57          | 4:30-4:45              |             |
| 4:45-5:00                             | 3                     | 40     | 0      | 43                          | 10                 | 9      | 1      | 20                          | 0                     | 22     | 4      | 26    | 0                  | 0       | 0       | 0     | 69    | 20  | 89          | 4:45-5:00              |             |
| 5:00-5:15                             | 13                    | 43     | 0      | 56                          | 11                 | 5      | 3      | 19                          | 0                     | 16     | 0      | 16    | 0                  | 0       | 0       | 0     | 72    | 19  | 91          | 5:00-5:15              |             |
| 5:15-5:30                             | 10                    | 46     | 0      | 56                          | 8                  | 8      | 3      | 19                          | 0                     | 30     | 1      | 31    | 0                  | 0       | 0       | 0     | 87    | 19  | 106         | 5:15-5:30              |             |
| 5:30-5:45                             | 11                    | 30     | 0      | 41                          | 10                 | 3      | 4      | 17                          | 0                     | 29     | 3      | 32    | 0                  | 0       | 0       | 0     | 73    | 17  | 90          | 5:30-5:45              |             |
| 5:45-6:00                             | 4                     | 43     | 0      | 47                          | 6                  | 3      | 2      | 11                          | 0                     | 29     | 5      | 34    | 0                  | 0       | 0       | 0     | 81    | 11  | 92          | 5:45-6:00              |             |
| 6:00-6:15                             | 5                     | 39     | 0      | 44                          | 7                  | 5      | 2      | 14                          | 0                     | 17     | 1      | 18    | 0                  | 0       | 0       | 0     | 62    | 14  | 76          | 6:00-6:15              |             |
| 6:15-6:30                             | 9                     | 22     | 0      | 31                          | 4                  | 5      | 1      | 10                          | 0                     | 18     | 3      | 19    | 0                  | 0       | 0       | 0     | 50    | 10  | 60          | 6:15-6:30              |             |
| 6:30-6:45                             | 5                     | 26     | 0      | 31                          | 2                  | 3      | 2      | 7                           | 0                     | 27     | 2      | 29    | 0                  | 0       | 0       | 0     | 60    | 7   | 67          | 6:30-6:45              |             |
| 6:45-7:00                             | 8                     | 55     | 0      | 63                          | 10                 | 7      | 1      | 18                          | 0                     | 20     | 0      | 20    | 0                  | 0       | 0       | 0     | 83    | 18  | 101         | 6:45-7:00              |             |
| 3 Hour Totals                         | 82                    | 413    | 0      | 495                         | 62                 | 66     | 29     | 187                         | 0                     | 265    | 23     | 288   | 0                  | 0       | 0       | 0     | 783   | 187 | 970         |                        |             |
| 1 Hour Totals                         |                       |        |        |                             |                    |        |        |                             |                       |        |        |       |                    |         |         |       |       |     |             |                        |             |
| 4:00-5:00                             | 17                    | 109    | 0      | 126                         | 34                 | 27     | 11     | 72                          | 0                     | 81     | 8      | 89    | 0                  | 0       | 0       | 0     | 215   | 72  | 287         | 0.81 4:00-5:00         |             |
| 4:15-5:15                             | 25                    | 125    | 0      | 150                         | 38                 | 28     | 12     | 78                          | 0                     | 76     | 7      | 83    | 0                  | 0       | 0       | 0     | 233   | 78  | 311         | 0.85 4:15-5:15         |             |
| 4:30-5:30                             | 32                    | 148    | 0      | 180                         | 38                 | 29     | 9      | 76                          | 0                     | 81     | 6      | 87    | 0                  | 0       | 0       | 0     | 267   | 76  | 343         | 0.81 4:30-5:30         |             |
| 4:45-5:45                             | 37                    | 159    | 0      | 196                         | 39                 | 25     | 11     | 75                          | 0                     | 97     | 8      | 105   | 0                  | 0       | 0       | 0     | 301   | 75  | 376         | 0.89 4:45-5:45         |             |
| 5:00-6:00                             | 38                    | 162    | 0      | 200                         | 35                 | 19     | 12     | 66                          | 0                     | 104    | 9      | 113   | 0                  | 0       | 0       | 0     | 313   | 66  | 379         | 0.89 5:00-6:00         |             |
| 5:15-6:15                             | 30                    | 158    | 0      | 188                         | 31                 | 19     | 11     | 61                          | 0                     | 105    | 10     | 115   | 0                  | 0       | 0       | 0     | 303   | 61  | 364         | 0.86 5:15-6:15         |             |
| 5:30-6:30                             | 29                    | 134    | 0      | 163                         | 27                 | 16     | 9      | 52                          | 0                     | 91     | 12     | 103   | 0                  | 0       | 0       | 0     | 266   | 52  | 318         | 0.86 5:30-6:30         |             |
| 5:45-6:45                             | 23                    | 130    | 0      | 153                         | 19                 | 16     | 7      | 42                          | 0                     | 89     | 11     | 100   | 0                  | 0       | 0       | 0     | 253   | 42  | 295         | 0.80 5:45-6:45         |             |
| 6:00-7:00                             | 27                    | 142    | 0      | 169                         | 23                 | 20     | 6      | 49                          | 0                     | 80     | 6      | 86    | 0                  | 0       | 0       | 0     | 255   | 49  | 304         | 0.75 6:00-7:00         |             |
| PM Peak 5:00-6:00                     | 38                    | 162    | 0      | 200                         | 35                 | 19     | 12     | 66                          | 0                     | 104    | 9      | 113   | 0                  | 0       | 0       | 0     | 313   | 66  | 379         | 0.89 PM Peak 5:00-6:00 |             |

# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

| PROJECT: Square 752                   |                       | DATE: 10/5/2005    |        | SOUTHBOUND ROAD: 2nd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
|---------------------------------------|-----------------------|--------------------|--------|-----------------------------|--------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------|---------|---------|-------|---------------|-------------|-------|------|-------------|
| W & A JOB NO.: 2982                   |                       | DAY: Wednesday     |        | NORTHBOUND ROAD: 2nd Street |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| INTERSECTION: G Street and 2nd Street |                       | WEATHER: Clear     |        | WESTBOUND ROAD: G Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| LOCATION: Washington, DC              |                       | COUNTED BY: Angela |        | EASTBOUND ROAD: G Street    |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
|                                       |                       | INPUTED BY: CFP    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| Time Period                           | Turning Movements     |                    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             | Total | PHF  | Time Period |
|                                       | Southbound 2nd Street |                    |        |                             | Westbound G Street |        |        |       | Northbound 2nd Street |        |        |       | Eastbound G 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                     | 5                  | 0      | 5                           | 6                  | 0      | 0      | 6     | 0                     | 17     | 0      | 17    | 0                  | 0       | 0       | 0     | 22            | 6           | 28    |      | 6:00-6:15   |
| 6:15-6:30                             | 0                     | 14                 | 0      | 14                          | 3                  | 0      | 6      | 9     | 0                     | 15     | 0      | 15    | 0                  | 0       | 0       | 0     | 29            | 9           | 38    |      | 6:15-6:30   |
| 6:30-6:45                             | 0                     | 11                 | 0      | 11                          | 6                  | 0      | 0      | 6     | 0                     | 15     | 0      | 15    | 0                  | 0       | 0       | 0     | 26            | 6           | 32    |      | 6:30-6:45   |
| 6:45-7:00                             | 0                     | 9                  | 0      | 9                           | 7                  | 0      | 3      | 10    | 0                     | 28     | 0      | 28    | 0                  | 0       | 0       | 0     | 37            | 10          | 47    |      | 6:45-7:00   |
| 7:00-7:15                             | 0                     | 13                 | 0      | 13                          | 9                  | 0      | 7      | 16    | 0                     | 32     | 0      | 32    | 0                  | 0       | 0       | 0     | 45            | 16          | 61    |      | 7:00-7:15   |
| 7:15-7:30                             | 0                     | 12                 | 0      | 12                          | 13                 | 0      | 4      | 17    | 0                     | 32     | 0      | 32    | 0                  | 0       | 0       | 0     | 44            | 17          | 61    |      | 7:15-7:30   |
| 7:30-7:45                             | 0                     | 21                 | 0      | 21                          | 21                 | 0      | 10     | 31    | 0                     | 34     | 0      | 34    | 0                  | 0       | 0       | 0     | 55            | 31          | 86    |      | 7:30-7:45   |
| 7:45-8:00                             | 0                     | 24                 | 0      | 24                          | 15                 | 0      | 8      | 23    | 0                     | 49     | 0      | 49    | 0                  | 0       | 0       | 0     | 73            | 23          | 96    |      | 7:45-8:00   |
| 8:00-8:15                             | 0                     | 29                 | 0      | 29                          | 39                 | 0      | 11     | 50    | 0                     | 42     | 0      | 42    | 0                  | 0       | 0       | 0     | 71            | 50          | 121   |      | 8:00-8:15   |
| 8:15-8:30                             | 0                     | 35                 | 0      | 35                          | 36                 | 0      | 19     | 55    | 0                     | 43     | 0      | 43    | 0                  | 0       | 0       | 0     | 78            | 55          | 133   |      | 8:15-8:30   |
| 8:30-8:45                             | 0                     | 39                 | 0      | 39                          | 49                 | 0      | 15     | 64    | 0                     | 36     | 0      | 36    | 0                  | 0       | 0       | 0     | 75            | 64          | 139   |      | 8:30-8:45   |
| 8:45-9:00                             | 0                     | 34                 | 0      | 34                          | 32                 | 0      | 19     | 51    | 0                     | 40     | 0      | 40    | 0                  | 0       | 0       | 0     | 74            | 51          | 125   |      | 8:45-9:00   |
| 3 Hour Totals                         | 0                     | 246                | 0      | 246                         | 236                | 0      | 102    | 338   | 0                     | 383    | 0      | 383   | 0                  | 0       | 0       | 0     | 629           | 338         | 967   |      |             |
| 1 Hour Totals                         |                       |                    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| 6:00-7:00                             | 0                     | 39                 | 0      | 39                          | 22                 | 0      | 9      | 31    | 0                     | 75     | 0      | 75    | 0                  | 0       | 0       | 0     | 114           | 31          | 145   | 0.77 | 6:00-7:00   |
| 6:15-7:15                             | 0                     | 47                 | 0      | 47                          | 25                 | 0      | 16     | 41    | 0                     | 90     | 0      | 90    | 0                  | 0       | 0       | 0     | 137           | 41          | 178   | 0.73 | 6:15-7:15   |
| 6:30-7:30                             | 0                     | 45                 | 0      | 45                          | 35                 | 0      | 14     | 49    | 0                     | 107    | 0      | 107   | 0                  | 0       | 0       | 0     | 152           | 49          | 201   | 0.82 | 6:30-7:30   |
| 6:45-7:45                             | 0                     | 55                 | 0      | 55                          | 50                 | 0      | 24     | 74    | 0                     | 126    | 0      | 126   | 0                  | 0       | 0       | 0     | 181           | 74          | 255   | 0.74 | 6:45-7:45   |
| 7:00-8:00                             | 0                     | 70                 | 0      | 70                          | 58                 | 0      | 29     | 87    | 0                     | 147    | 0      | 147   | 0                  | 0       | 0       | 0     | 217           | 87          | 304   | 0.79 | 7:00-8:00   |
| 7:15-8:15                             | 0                     | 86                 | 0      | 86                          | 88                 | 0      | 33     | 121   | 0                     | 157    | 0      | 157   | 0                  | 0       | 0       | 0     | 243           | 121         | 364   | 0.75 | 7:15-8:15   |
| 7:30-8:30                             | 0                     | 109                | 0      | 109                         | 111                | 0      | 48     | 159   | 0                     | 168    | 0      | 168   | 0                  | 0       | 0       | 0     | 277           | 159         | 436   | 0.82 | 7:30-8:30   |
| 7:45-8:45                             | 0                     | 127                | 0      | 127                         | 139                | 0      | 53     | 192   | 0                     | 170    | 0      | 170   | 0                  | 0       | 0       | 0     | 297           | 192         | 489   | 0.88 | 7:45-8:45   |
| 8:00-9:00                             | 0                     | 137                | 0      | 137                         | 156                | 0      | 64     | 220   | 0                     | 161    | 0      | 161   | 0                  | 0       | 0       | 0     | 298           | 220         | 518   | 0.93 | 8:00-9:00   |
| AM Peak                               | 0                     | 137                | 0      | 137                         | 156                | 0      | 64     | 220   | 0                     | 161    | 0      | 161   | 0                  | 0       | 0       | 0     | 298           | 220         | 518   | 0.93 | AM Peak     |
| PM                                    |                       |                    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| 4:00-4:15                             | 0                     | 30                 | 0      | 30                          | 10                 | 0      | 6      | 16    | 0                     | 42     | 0      | 42    | 0                  | 0       | 0       | 0     | 72            | 16          | 88    |      | 4:00-4:15   |
| 4:15-4:30                             | 0                     | 48                 | 0      | 48                          | 7                  | 0      | 6      | 13    | 0                     | 50     | 0      | 50    | 0                  | 0       | 0       | 0     | 98            | 13          | 111   |      | 4:15-4:30   |
| 4:30-4:45                             | 0                     | 38                 | 0      | 38                          | 5                  | 0      | 11     | 16    | 0                     | 41     | 0      | 41    | 0                  | 0       | 0       | 0     | 79            | 16          | 95    |      | 4:30-4:45   |
| 4:45-5:00                             | 0                     | 44                 | 0      | 44                          | 4                  | 0      | 19     | 23    | 0                     | 58     | 0      | 58    | 0                  | 0       | 0       | 0     | 102           | 23          | 125   |      | 4:45-5:00   |
| 5:00-5:15                             | 0                     | 43                 | 0      | 43                          | 8                  | 0      | 10     | 18    | 0                     | 67     | 0      | 67    | 0                  | 0       | 0       | 0     | 110           | 18          | 128   |      | 5:00-5:15   |
| 5:15-5:30                             | 0                     | 47                 | 0      | 47                          | 13                 | 0      | 12     | 25    | 0                     | 69     | 0      | 69    | 0                  | 0       | 0       | 0     | 116           | 25          | 141   |      | 5:15-5:30   |
| 5:30-5:45                             | 0                     | 36                 | 0      | 36                          | 7                  | 0      | 8      | 15    | 0                     | 61     | 0      | 61    | 0                  | 0       | 0       | 0     | 97            | 15          | 112   |      | 5:30-5:45   |
| 5:45-6:00                             | 0                     | 40                 | 0      | 40                          | 8                  | 0      | 11     | 19    | 0                     | 45     | 0      | 45    | 0                  | 0       | 0       | 0     | 85            | 19          | 104   |      | 5:45-6:00   |
| 6:00-6:15                             | 0                     | 31                 | 0      | 31                          | 5                  | 0      | 12     | 17    | 0                     | 54     | 0      | 54    | 0                  | 0       | 0       | 0     | 85            | 17          | 102   |      | 6:00-6:15   |
| 6:15-6:30                             | 0                     | 27                 | 0      | 27                          | 10                 | 0      | 9      | 19    | 0                     | 33     | 0      | 33    | 0                  | 0       | 0       | 0     | 60            | 19          | 79    |      | 6:15-6:30   |
| 6:30-6:45                             | 0                     | 28                 | 0      | 28                          | 3                  | 0      | 9      | 12    | 0                     | 36     | 0      | 36    | 0                  | 0       | 0       | 0     | 64            | 12          | 76    |      | 6:30-6:45   |
| 6:45-7:00                             | 0                     | 18                 | 0      | 18                          | 3                  | 0      | 5      | 8     | 0                     | 41     | 0      | 41    | 0                  | 0       | 0       | 0     | 59            | 8           | 67    |      | 6:45-7:00   |
| 3 Hour Totals                         | 0                     | 430                | 0      | 430                         | 83                 | 0      | 118    | 201   | 0                     | 597    | 0      | 597   | 0                  | 0       | 0       | 0     | 1,027         | 201         | 1,228 |      |             |
| 1 Hour Totals                         |                       |                    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |
| 4:00-5:00                             | 0                     | 160                | 0      | 160                         | 26                 | 0      | 42     | 68    | 0                     | 191    | 0      | 191   | 0                  | 0       | 0       | 0     | 351           | 68          | 419   | 0.84 | 4:00-5:00   |
| 4:15-5:15                             | 0                     | 173                | 0      | 173                         | 24                 | 0      | 46     | 70    | 0                     | 216    | 0      | 216   | 0                  | 0       | 0       | 0     | 389           | 70          | 459   | 0.90 | 4:15-5:15   |
| 4:30-5:30                             | 0                     | 172                | 0      | 172                         | 30                 | 0      | 52     | 82    | 0                     | 235    | 0      | 235   | 0                  | 0       | 0       | 0     | 407           | 82          | 489   | 0.87 | 4:30-5:30   |
| 4:45-5:45                             | 0                     | 170                | 0      | 170                         | 32                 | 0      | 49     | 81    | 0                     | 255    | 0      | 255   | 0                  | 0       | 0       | 0     | 425           | 81          | 506   | 0.90 | 4:45-5:45   |
| 5:00-6:00                             | 0                     | 166                | 0      | 166                         | 36                 | 0      | 41     | 77    | 0                     | 242    | 0      | 242   | 0                  | 0       | 0       | 0     | 408           | 77          | 485   | 0.86 | 5:00-6:00   |
| 5:15-6:15                             | 0                     | 154                | 0      | 154                         | 33                 | 0      | 43     | 78    | 0                     | 229    | 0      | 229   | 0                  | 0       | 0       | 0     | 383           | 76          | 459   | 0.81 | 5:15-6:15   |
| 5:30-6:30                             | 0                     | 134                | 0      | 134                         | 30                 | 0      | 40     | 70    | 0                     | 193    | 0      | 193   | 0                  | 0       | 0       | 0     | 327           | 70          | 397   | 0.89 | 5:30-6:30   |
| 5:45-6:45                             | 0                     | 126                | 0      | 126                         | 26                 | 0      | 41     | 67    | 0                     | 168    | 0      | 168   | 0                  | 0       | 0       | 0     | 294           | 67          | 361   | 0.87 | 5:45-6:45   |
| 6:00-7:00                             | 0                     | 104                | 0      | 104                         | 21                 | 0      | 35     | 56    | 0                     | 164    | 0      | 164   | 0                  | 0       | 0       | 0     | 268           | 56          | 324   | 0.79 | 6:00-7:00   |
| PM Peak                               | 0                     | 170                | 0      | 170                         | 32                 | 0      | 49     | 81    | 0                     | 255    | 0      | 255   | 0                  | 0       | 0       | 0     | 425           | 81          | 506   | 0.90 | PM Peak     |
| 4:45-5:45                             |                       |                    |        |                             |                    |        |        |       |                       |        |        |       |                    |         |         |       |               |             |       |      |             |



# Wells & Associates, LLC

McLean, Virginia

## Existing Traffic Count

|                                                   |  |                  |  |                                      |  |
|---------------------------------------------------|--|------------------|--|--------------------------------------|--|
| PROJECT: Square 752                               |  | DATE: 10/5/2005  |  | SOUTHBOUND ROAD: 2nd Street          |  |
| W & A JOB NO.: 2982                               |  | DAY: Wednesday   |  | NORTHBOUND ROAD: 2nd Street          |  |
| INTERSECTION: 2nd Street and Parking Lot Entrance |  | WEATHER: Clear   |  | WESTBOUND ROAD: Parking Lot Entrance |  |
| LOCATION: Washington, DC                          |  | COUNTED BY: Alba |  | EASTBOUND ROAD: Parking Lot Entrance |  |
|                                                   |  | INPUTED BY: CFP  |  |                                      |  |

| Time Period       | Turning Movements     |        |        |       |                                |        |        |       |                       |        |        |       |                                |         |         |       | Total | PHF | Time Period |               |                   |
|-------------------|-----------------------|--------|--------|-------|--------------------------------|--------|--------|-------|-----------------------|--------|--------|-------|--------------------------------|---------|---------|-------|-------|-----|-------------|---------------|-------------------|
|                   | Southbound 2nd Street |        |        |       | Westbound Parking Lot Entrance |        |        |       | Northbound 2nd Street |        |        |       | Eastbound Parking Lot Entrance |         |         |       |       |     |             | 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         | 3                     | 5      | 1      | 9     | 0                              | 0      | 0      | 0     | 11                    | 12     | 2      | 25    | 2                              | 0       | 2       | 4     | 34    | 4   | 38          |               | 6:00-6:15         |
| 6:15-6:30         | 4                     | 14     | 1      | 19    | 0                              | 0      | 0      | 0     | 3                     | 12     | 3      | 18    | 0                              | 0       | 0       | 0     | 37    | 0   | 37          |               | 6:15-6:30         |
| 6:30-6:45         | 1                     | 10     | 0      | 11    | 0                              | 0      | 0      | 0     | 3                     | 13     | 3      | 19    | 0                              | 0       | 0       | 0     | 30    | 0   | 30          |               | 6:30-6:45         |
| 6:45-7:00         | 2                     | 9      | 0      | 11    | 0                              | 0      | 0      | 0     | 8                     | 24     | 2      | 34    | 0                              | 0       | 0       | 0     | 45    | 0   | 45          |               | 6:45-7:00         |
| 7:00-7:15         | 1                     | 12     | 0      | 13    | 0                              | 0      | 0      | 0     | 8                     | 31     | 4      | 43    | 3                              | 0       | 0       | 3     | 56    | 3   | 59          |               | 7:00-7:15         |
| 7:15-7:30         | 0                     | 11     | 1      | 12    | 0                              | 0      | 0      | 0     | 13                    | 27     | 7      | 47    | 0                              | 0       | 0       | 0     | 59    | 0   | 59          |               | 7:15-7:30         |
| 7:30-7:45         | 1                     | 18     | 0      | 19    | 0                              | 0      | 0      | 0     | 6                     | 43     | 4      | 53    | 1                              | 0       | 0       | 1     | 72    | 1   | 73          |               | 7:30-7:45         |
| 7:45-8:00         | 4                     | 22     | 1      | 27    | 0                              | 0      | 0      | 0     | 7                     | 56     | 0      | 63    | 1                              | 0       | 1       | 2     | 90    | 2   | 92          |               | 7:45-8:00         |
| 8:00-8:15         | 4                     | 25     | 2      | 31    | 0                              | 0      | 0      | 0     | 3                     | 75     | 0      | 78    | 2                              | 0       | 1       | 3     | 109   | 3   | 112         |               | 8:00-8:15         |
| 8:15-8:30         | 2                     | 33     | 1      | 36    | 1                              | 0      | 2      | 3     | 3                     | 77     | 0      | 80    | 1                              | 0       | 0       | 1     | 116   | 4   | 120         |               | 8:15-8:30         |
| 8:30-8:45         | 4                     | 39     | 0      | 43    | 0                              | 0      | 0      | 0     | 1                     | 78     | 3      | 82    | 0                              | 0       | 0       | 0     | 125   | 0   | 125         |               | 8:30-8:45         |
| 8:45-9:00         | 3                     | 37     | 0      | 40    | 0                              | 0      | 0      | 0     | 1                     | 74     | 1      | 76    | 1                              | 0       | 0       | 1     | 116   | 1   | 117         |               | 8:45-9:00         |
| 3 Hour Totals     | 29                    | 235    | 7      | 271   | 1                              | 0      | 2      | 3     | 67                    | 522    | 29     | 618   | 11                             | 0       | 4       | 15    | 889   | 18  | 907         |               |                   |
| 1 Hour Totals     |                       |        |        |       |                                |        |        |       |                       |        |        |       |                                |         |         |       |       |     |             |               |                   |
| 6:00-7:00         | 10                    | 38     | 2      | 50    | 0                              | 0      | 0      | 0     | 25                    | 61     | 10     | 96    | 2                              | 0       | 2       | 4     | 146   | 4   | 150         | 0.83          | 6:00-7:00         |
| 6:15-7:15         | 8                     | 45     | 1      | 54    | 0                              | 0      | 0      | 0     | 22                    | 80     | 12     | 114   | 3                              | 0       | 0       | 3     | 168   | 3   | 171         | 0.72          | 6:15-7:15         |
| 6:30-7:30         | 4                     | 42     | 1      | 47    | 0                              | 0      | 0      | 0     | 32                    | 95     | 16     | 143   | 3                              | 0       | 0       | 3     | 190   | 3   | 193         | 0.82          | 6:30-7:30         |
| 6:45-7:45         | 4                     | 50     | 1      | 55    | 0                              | 0      | 0      | 0     | 35                    | 125    | 17     | 177   | 4                              | 0       | 0       | 4     | 232   | 4   | 236         | 0.81          | 6:45-7:45         |
| 7:00-8:00         | 6                     | 63     | 2      | 71    | 0                              | 0      | 0      | 0     | 34                    | 157    | 15     | 206   | 5                              | 0       | 1       | 6     | 277   | 6   | 283         | 0.77          | 7:00-8:00         |
| 7:15-8:15         | 9                     | 76     | 4      | 89    | 0                              | 0      | 0      | 0     | 29                    | 201    | 11     | 241   | 4                              | 0       | 2       | 6     | 330   | 6   | 336         | 0.75          | 7:15-8:15         |
| 7:30-8:30         | 11                    | 98     | 4      | 113   | 1                              | 0      | 2      | 3     | 19                    | 251    | 4      | 274   | 5                              | 0       | 2       | 7     | 387   | 10  | 397         | 0.83          | 7:30-8:30         |
| 7:45-8:45         | 14                    | 119    | 4      | 137   | 1                              | 0      | 2      | 3     | 14                    | 286    | 3      | 303   | 4                              | 0       | 2       | 6     | 440   | 9   | 449         | 0.90          | 7:45-8:45         |
| 8:00-9:00         | 13                    | 134    | 3      | 150   | 1                              | 0      | 2      | 3     | 8                     | 304    | 4      | 316   | 4                              | 0       | 1       | 5     | 466   | 8   | 474         | 0.95          | 8:00-9:00         |
| AM Peak 8:00-9:00 | 13                    | 134    | 3      | 150   | 1                              | 0      | 2      | 3     | 8                     | 304    | 4      | 316   | 4                              | 0       | 1       | 5     | 466   | 8   | 474         | 0.95          | AM Peak 8:00-9:00 |
| PM                |                       |        |        |       |                                |        |        |       |                       |        |        |       |                                |         |         |       |       |     |             |               |                   |
| 4:00-4:15         | 0                     | 27     | 0      | 27    | 4                              | 0      | 4      | 8     | 1                     | 42     | 2      | 45    | 1                              | 0       | 2       | 3     | 72    | 11  | 83          |               | 4:00-4:15         |
| 4:15-4:30         | 0                     | 40     | 3      | 43    | 4                              | 0      | 8      | 12    | 1                     | 51     | 0      | 52    | 0                              | 0       | 0       | 0     | 95    | 12  | 107         |               | 4:15-4:30         |
| 4:30-4:45         | 1                     | 34     | 0      | 35    | 2                              | 0      | 4      | 6     | 1                     | 47     | 0      | 48    | 0                              | 0       | 2       | 2     | 83    | 8   | 91          |               | 4:30-4:45         |
| 4:45-5:00         | 1                     | 42     | 0      | 43    | 3                              | 0      | 0      | 3     | 0                     | 54     | 0      | 54    | 2                              | 0       | 1       | 3     | 97    | 6   | 103         |               | 4:45-5:00         |
| 5:00-5:15         | 1                     | 35     | 0      | 36    | 3                              | 0      | 4      | 7     | 0                     | 75     | 0      | 75    | 3                              | 0       | 2       | 5     | 111   | 12  | 123         |               | 5:00-5:15         |
| 5:15-5:30         | 1                     | 43     | 0      | 44    | 1                              | 0      | 2      | 3     | 0                     | 75     | 1      | 76    | 2                              | 0       | 5       | 7     | 120   | 10  | 130         |               | 5:15-5:30         |
| 5:30-5:45         | 0                     | 27     | 0      | 27    | 4                              | 0      | 5      | 9     | 0                     | 65     | 0      | 65    | 3                              | 0       | 1       | 4     | 92    | 13  | 105         |               | 5:30-5:45         |
| 5:45-6:00         | 0                     | 38     | 0      | 38    | 1                              | 0      | 1      | 2     | 0                     | 55     | 0      | 55    | 6                              | 0       | 5       | 11    | 93    | 13  | 106         |               | 5:45-6:00         |
| 6:00-6:15         | 0                     | 25     | 0      | 25    | 2                              | 0      | 3      | 5     | 1                     | 57     | 1      | 59    | 1                              | 0       | 0       | 1     | 84    | 6   | 90          |               | 6:00-6:15         |
| 6:15-6:30         | 0                     | 23     | 0      | 23    | 2                              | 0      | 3      | 5     | 1                     | 43     | 0      | 44    | 2                              | 0       | 3       | 5     | 67    | 10  | 77          |               | 6:15-6:30         |
| 6:30-6:45         | 1                     | 24     | 0      | 25    | 1                              | 0      | 1      | 2     | 0                     | 38     | 0      | 38    | 3                              | 0       | 2       | 5     | 63    | 7   | 70          |               | 6:30-6:45         |
| 6:45-7:00         | 0                     | 15     | 0      | 15    | 0                              | 0      | 0      | 0     | 0                     | 44     | 1      | 45    | 2                              | 0       | 1       | 3     | 60    | 3   | 63          |               | 6:45-7:00         |
| 3 Hour Totals     | 5                     | 373    | 3      | 381   | 27                             | 0      | 35     | 62    | 5                     | 646    | 5      | 656   | 25                             | 0       | 24      | 49    | 1,037 | 111 | 1,148       |               |                   |
| 1 Hour Totals     |                       |        |        |       |                                |        |        |       |                       |        |        |       |                                |         |         |       |       |     |             |               |                   |
| 4:00-5:00         | 2                     | 143    | 3      | 148   | 13                             | 0      | 16     | 29    | 3                     | 194    | 2      | 199   | 3                              | 0       | 5       | 8     | 347   | 37  | 384         | 0.90          | 4:00-5:00         |
| 4:15-5:15         | 3                     | 151    | 3      | 157   | 12                             | 0      | 16     | 28    | 2                     | 227    | 0      | 229   | 5                              | 0       | 5       | 10    | 386   | 38  | 424         | 0.86          | 4:15-5:15         |
| 4:30-5:30         | 4                     | 154    | 0      | 158   | 9                              | 0      | 10     | 19    | 1                     | 251    | 1      | 253   | 7                              | 0       | 10      | 17    | 411   | 36  | 447         | 0.88          | 4:30-5:30         |
| 4:45-5:45         | 3                     | 147    | 0      | 150   | 11                             | 0      | 11     | 22    | 0                     | 269    | 1      | 270   | 10                             | 0       | 9       | 19    | 420   | 41  | 461         | 0.89          | 4:45-5:45         |
| 5:00-6:00         | 2                     | 143    | 0      | 145   | 9                              | 0      | 12     | 21    | 0                     | 270    | 1      | 271   | 14                             | 0       | 13      | 27    | 416   | 48  | 464         | 0.89          | 5:00-6:00         |
| 5:15-6:15         | 1                     | 133    | 0      | 134   | 8                              | 0      | 11     | 19    | 1                     | 252    | 2      | 255   | 12                             | 0       | 11      | 23    | 389   | 42  | 431         | 0.83          | 5:15-6:15         |
| 5:30-6:30         | 0                     | 113    | 0      | 113   | 9                              | 0      | 12     | 21    | 2                     | 220    | 1      | 223   | 12                             | 0       | 9       | 21    | 336   | 42  | 378         | 0.89          | 5:30-6:30         |
| 5:45-6:45         | 1                     | 110    | 0      | 111   | 6                              | 0      | 8      | 14    | 2                     | 193    | 1      | 196   | 12                             | 0       | 10      | 22    | 307   | 36  | 343         | 0.81          | 5:45-6:45         |
| 6:00-7:00         | 1                     | 87     | 0      | 88    | 5                              | 0      | 7      | 12    | 2                     | 182    | 2      | 186   | 8                              | 0       | 6       | 14    | 274   | 26  | 300         | 0.83          | 6:00-7:00         |
| PM Peak 5:00-6:00 | 2                     | 143    | 0      | 145   | 9                              | 0      | 12     | 21    | 0                     | 270    | 1      | 271   | 14                             | 0       | 13      | 27    | 416   | 48  | 464         | 0.89          | PM Peak 5:00-6:00 |

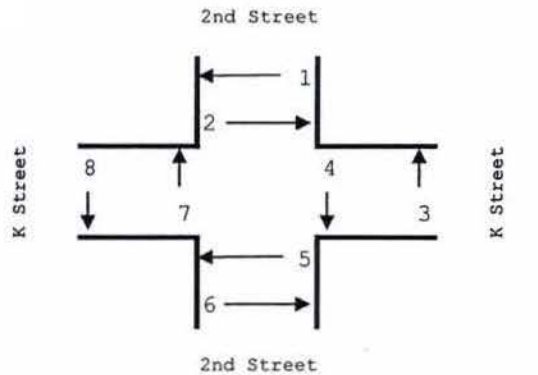
## Appendix B

### Existing Pedestrian Traffic Counts

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey

Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: K Street and 2nd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Oliver and Ebony  
Hours: Mileage: 75



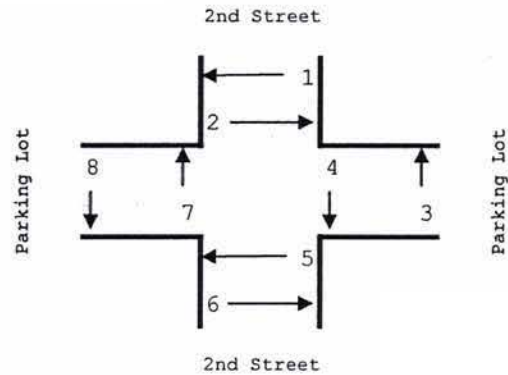
| TIME      | Movement |    |   |    |    |   |   |   |
|-----------|----------|----|---|----|----|---|---|---|
|           | 1        | 2  | 3 | 4  | 5  | 6 | 7 | 8 |
| <b>AM</b> |          |    |   |    |    |   |   |   |
| 6:00-6:15 | 0        | 1  | 0 | 0  | 0  | 0 | 0 | 0 |
| 6:15-6:30 | 1        | 3  | 0 | 2  | 5  | 1 | 1 | 0 |
| 6:30-6:45 | 2        | 5  | 1 | 4  | 1  | 2 | 2 | 1 |
| 6:45-7:00 | 5        | 3  | 2 | 5  | 2  | 3 | 3 | 2 |
| 7:00-7:15 | 5        | 4  | 3 | 6  | 3  | 4 | 1 | 1 |
| 7:15-7:30 | 3        | 5  | 2 | 7  | 5  | 5 | 2 | 2 |
| 7:30-7:45 | 4        | 6  | 0 | 8  | 6  | 4 | 4 | 3 |
| 7:45-8:00 | 5        | 7  | 3 | 9  | 14 | 3 | 5 | 4 |
| 8:00-8:15 | 6        | 9  | 2 | 15 | 12 | 2 | 6 | 5 |
| 8:15-8:30 | 6        | 10 | 1 | 16 | 11 | 1 | 7 | 6 |
| 8:30-8:45 | 7        | 10 | 2 | 13 | 13 | 5 | 8 | 3 |
| 8:45-9:00 | 6        | 15 | 3 | 14 | 10 | 4 | 9 | 2 |
| <b>PM</b> |          |    |   |    |    |   |   |   |
| 4:00-4:15 | 0        | 0  | 1 | 0  | 0  | 0 | 0 | 0 |
| 4:15-4:30 | 2        | 1  | 1 | 0  | 0  | 1 | 0 | 0 |
| 4:30-4:45 | 0        | 1  | 2 | 0  | 2  | 2 | 1 | 1 |
| 4:45-5:00 | 2        | 2  | 1 | 1  | 1  | 1 | 0 | 1 |
| 5:00-5:15 | 0        | 1  | 3 | 0  | 3  | 5 | 1 | 0 |
| 5:15-5:30 | 3        | 0  | 2 | 2  | 0  | 3 | 0 | 0 |
| 5:30-5:45 | 0        | 1  | 1 | 0  | 5  | 2 | 1 | 0 |
| 5:45-6:00 | 3        | 2  | 2 | 0  | 1  | 5 | 0 | 0 |
| 6:00-6:15 | 1        | 3  | 3 | 0  | 2  | 4 | 1 | 0 |
| 6:15-6:30 | 1        | 1  | 1 | 0  | 1  | 3 | 0 | 0 |
| 6:30-6:45 | 2        | 2  | 2 | 0  | 3  | 2 | 0 | 0 |
| 6:45-7:00 | 3        | 2  | 1 | 0  | 1  | 2 | 0 | 0 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey



Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: 2nd Street and Parking Lot  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Alba  
Hours: Mileage:



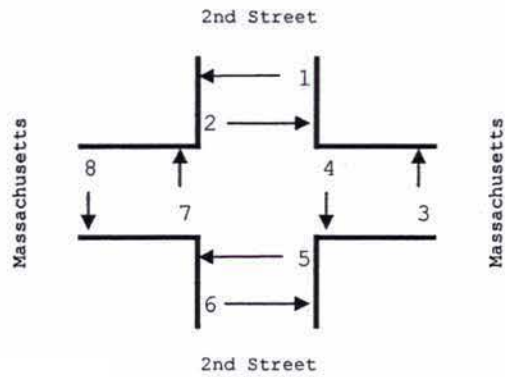
| TIME      | Movement |   |   |   |   |   |   |   |
|-----------|----------|---|---|---|---|---|---|---|
|           | 1        | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| <b>AM</b> |          |   |   |   |   |   |   |   |
| 6:00-6:15 | 0        | 0 | 3 | 5 | 3 | 0 | 0 | 0 |
| 6:15-6:30 | 0        | 0 | 3 | 3 | 2 | 0 | 0 | 0 |
| 6:30-6:45 | 0        | 0 | 0 | 4 | 4 | 0 | 0 | 0 |
| 6:45-7:00 | 0        | 0 | 2 | 2 | 3 | 0 | 0 | 0 |
| 7:00-7:15 | 0        | 0 | 1 | 2 | 3 | 0 | 0 | 0 |
| 7:15-7:30 | 2        | 2 | 1 | 2 | 3 | 1 | 0 | 0 |
| 7:30-7:45 | 2        | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:45-8:00 | 0        | 0 | 6 | 3 | 0 | 0 | 0 | 2 |
| 8:00-8:15 | 0        | 0 | 5 | 2 | 0 | 0 | 0 | 0 |
| 8:15-8:30 | 1        | 1 | 4 | 1 | 0 | 0 | 0 | 1 |
| 8:30-8:45 | 0        | 0 | 5 | 3 | 1 | 0 | 1 | 1 |
| 8:45-9:00 | 2        | 0 | 8 | 9 | 0 | 0 | 0 | 0 |
| <b>PM</b> |          |   |   |   |   |   |   |   |
| 4:00-4:15 | 0        | 0 | 2 | 1 | 2 | 3 | 0 | 0 |
| 4:15-4:30 | 1        | 0 | 2 | 5 | 3 | 0 | 0 | 0 |
| 4:30-4:45 | 0        | 0 | 4 | 3 | 1 | 2 | 0 | 0 |
| 4:45-5:00 | 0        | 0 | 6 | 5 | 3 | 1 | 0 | 2 |
| 5:00-5:15 | 0        | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| 5:15-5:30 | 1        | 1 | 2 | 3 | 0 | 1 | 0 | 1 |
| 5:30-5:45 | 2        | 0 | 2 | 5 | 0 | 0 | 0 | 3 |
| 5:45-6:00 | 0        | 0 | 2 | 6 | 0 | 2 | 0 | 3 |
| 6:00-6:15 | 1        | 1 | 2 | 4 | 0 | 0 | 0 | 3 |
| 6:15-6:30 | 0        | 0 | 4 | 8 | 0 | 1 | 0 | 0 |
| 6:30-6:45 | 0        | 0 | 5 | 4 | 0 | 0 | 0 | 1 |
| 6:45-7:00 | 1        | 0 | 3 | 6 | 0 | 0 | 0 | 0 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey



Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: Massachusetts Avenue and 2nd S  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Al  
Hours: Mileage:



| TIME      | Movement |    |    |    |    |    |    |    |
|-----------|----------|----|----|----|----|----|----|----|
|           | 1        | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| <b>AM</b> |          |    |    |    |    |    |    |    |
| 6:00-6:15 | 3        | 2  |    |    |    | 1  | 1  | 6  |
| 6:15-6:30 |          | 1  |    |    | 4  |    | 2  | 3  |
| 6:30-6:45 | 2        | 1  | 1  | 1  | 1  |    | 1  | 2  |
| 6:45-7:00 | 7        |    |    | 1  |    | 6  | 6  | 5  |
| 7:00-7:15 | 4        | 5  | 6  | 1  | 1  |    |    | 10 |
| 7:15-7:30 | 12       | 5  |    | 2  |    | 1  | 7  | 4  |
| 7:30-7:45 | 15       | 12 | 1  | 5  | 2  | 1  | 9  | 8  |
| 7:45-8:00 | 22       | 12 | 5  | 9  | 2  | 3  | 7  | 14 |
| 8:00-8:15 | 14       | 12 | 7  | 8  | 4  | 1  | 13 | 13 |
| 8:15-8:30 | 32       | 26 | 8  | 9  | 4  | 6  | 26 | 17 |
| 8:30-8:45 | 43       | 15 | 9  | 14 | 28 | 9  | 30 | 30 |
| 8:45-9:00 | 21       | 20 | 4  | 15 | 20 | 4  | 39 | 36 |
| <b>PM</b> |          |    |    |    |    |    |    |    |
| 4:00-4:15 | 6        | 7  | 9  | 7  | 4  | 3  | 12 | 4  |
| 4:15-4:30 | 3        | 8  | 9  | 11 | 4  | 5  | 21 | 6  |
| 4:30-4:45 | 8        | 5  | 16 | 11 | 4  | 5  | 15 | 6  |
| 4:45-5:00 | 7        | 2  |    |    | 1  | 6  | 5  | 3  |
| 5:00-5:15 | 6        | 12 | 2  | 8  | 3  | 8  | 21 | 4  |
| 5:15-5:30 | 17       | 24 | 8  | 19 | 2  | 11 | 15 | 9  |
| 5:30-5:45 | 14       | 4  | 14 | 4  | 4  | 4  | 26 | 9  |
| 5:45-6:00 | 22       | 26 | 29 | 18 | 6  | 1  | 22 | 18 |
| 6:00-6:15 | 9        | 33 | 16 | 9  | 7  | 15 | 18 | 8  |
| 6:15-6:30 | 17       | 29 | 6  | 21 | 6  | 24 | 27 | 5  |
| 6:30-6:45 | 25       | 24 | 12 | 18 | 12 | 8  | 12 | 9  |
| 6:45-7:00 | 6        | 21 | 9  | 16 | 5  | 11 | 20 | 12 |

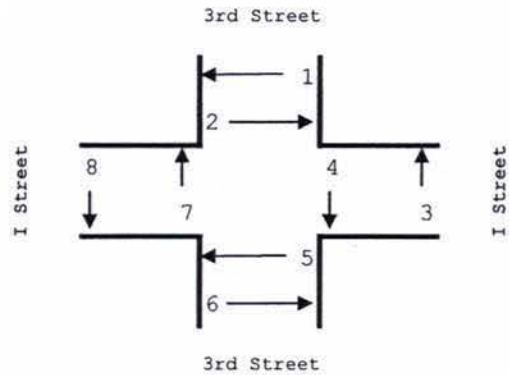


Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey



Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: I Street and 3rd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Jonathan  
Hours: Mileage: 56



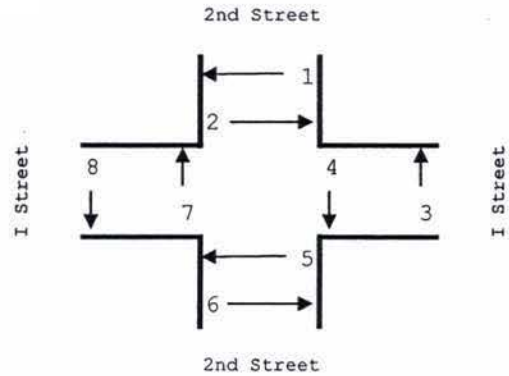
| TIME      | Movement |   |   |    |   |   |   |   |
|-----------|----------|---|---|----|---|---|---|---|
|           | 1        | 2 | 3 | 4  | 5 | 6 | 7 | 8 |
| <b>AM</b> |          |   |   |    |   |   |   |   |
| 6:00-6:15 |          |   |   | 2  |   | 2 | 1 | 1 |
| 6:15-6:30 |          |   |   | 2  | 3 |   |   | 2 |
| 6:30-6:45 |          |   |   | 14 |   |   |   | 5 |
| 6:45-7:00 |          |   |   | 1  |   |   |   |   |
| 7:00-7:15 | 1        |   | 4 | 4  | 2 | 2 |   |   |
| 7:15-7:30 |          | 2 | 1 | 6  | 1 |   |   | 2 |
| 7:30-7:45 |          | 1 | 1 | 4  | 3 |   | 3 | 2 |
| 7:45-8:00 |          | 1 | 1 | 4  |   | 2 |   | 1 |
| 8:00-8:15 |          | 6 | 6 | 3  | 5 | 2 |   |   |
| 8:15-8:30 | 3        | 1 | 6 |    |   |   | 3 |   |
| 8:30-8:45 | 1        | 2 | 5 | 1  | 3 | 1 | 2 |   |
| 8:45-9:00 | 2        | 1 | 6 | 4  | 5 | 3 | 1 | 2 |
| <b>PM</b> |          |   |   |    |   |   |   |   |
| 4:00-4:15 | 2        | 3 | 2 | 5  |   | 1 | 1 | 3 |
| 4:15-4:30 |          | 2 | 4 | 1  |   |   |   | 1 |
| 4:30-4:45 |          | 3 | 2 | 2  |   |   | 3 | 1 |
| 4:45-5:00 | 6        |   | 2 | 1  |   | 1 |   | 1 |
| 5:00-5:15 | 5        | 3 | 2 | 3  | 1 |   |   |   |
| 5:15-5:30 |          | 1 | 2 | 5  |   |   | 2 | 1 |
| 5:30-5:45 | 4        | 1 | 1 | 6  |   |   |   |   |
| 5:45-6:00 | 8        | 5 | 1 | 2  |   | 1 | 4 | 6 |
| 6:00-6:15 | 3        | 2 |   | 2  |   |   | 2 | 2 |
| 6:15-6:30 | 2        | 2 |   | 3  | 1 | 2 | 2 | 2 |
| 6:30-6:45 |          | 4 | 4 | 8  | 1 |   |   |   |
| 6:45-7:00 |          |   | 5 |    | 1 |   |   | 1 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey



Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: I Street and 2nd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Matt  
Hours: Mileage: 52

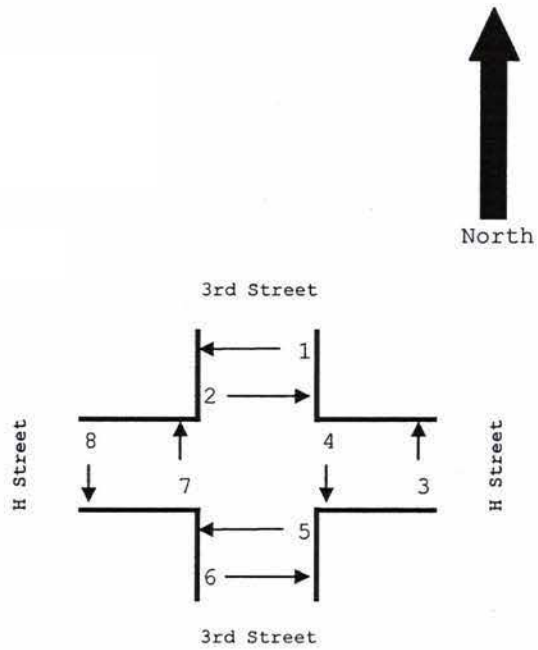


| TIME      | Movement |   |   |   |   |   |   |   |
|-----------|----------|---|---|---|---|---|---|---|
|           | 1        | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| <b>AM</b> |          |   |   |   |   |   |   |   |
| 6:00-6:15 | 0        | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 6:15-6:30 | 1        | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30-6:45 | 0        | 0 | 4 | 2 | 0 | 0 | 1 | 0 |
| 6:45-7:00 | 0        | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:00-7:15 | 0        | 2 | 0 | 1 | 0 | 1 | 1 | 0 |
| 7:15-7:30 | 0        | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:30-7:45 | 0        | 1 | 1 | 1 | 1 | 0 | 1 | 1 |
| 7:45-8:00 | 0        | 2 | 3 | 1 | 0 | 0 | 0 | 1 |
| 8:00-8:15 | 2        | 0 | 2 | 5 | 1 | 0 | 0 | 1 |
| 8:15-8:30 | 3        | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| 8:30-8:45 | 0        | 4 | 4 | 2 | 1 | 0 | 2 | 0 |
| 8:45-9:00 | 6        | 5 | 3 | 4 | 0 | 0 | 0 | 2 |
| <b>PM</b> |          |   |   |   |   |   |   |   |
| 4:00-4:15 | 3        | 1 | 1 | 3 | 2 | 0 | 0 | 2 |
| 4:15-4:30 | 5        | 3 | 0 | 3 | 0 | 0 | 0 | 0 |
| 4:30-4:45 | 1        | 5 | 2 | 1 | 2 | 1 | 2 | 2 |
| 4:45-5:00 | 2        | 0 | 2 | 3 | 0 | 1 | 1 | 1 |
| 5:00-5:15 | 4        | 1 | 1 | 3 | 0 | 2 | 3 | 0 |
| 5:15-5:30 | 5        | 1 | 1 | 1 | 0 | 0 | 3 | 3 |
| 5:30-5:45 | 4        | 1 | 1 | 4 | 1 | 2 | 3 | 1 |
| 5:45-6:00 | 2        | 3 | 1 | 4 | 0 | 0 | 1 | 2 |
| 6:00-6:15 | 3        | 4 | 4 | 2 | 0 | 1 | 1 | 1 |
| 6:15-6:30 | 3        | 5 | 1 | 5 | 0 | 0 | 5 | 0 |
| 6:30-6:45 | 3        | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| 6:45-7:00 | 2        | 1 | 2 | 0 | 0 | 0 | 1 | 0 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey

Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: H Street and 3rd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Roberto  
Hours: Mileage:



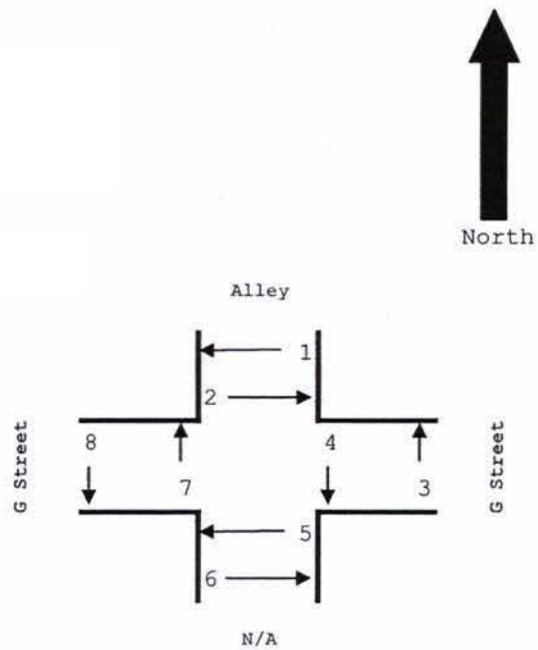
| TIME      | Movement |   |    |   |    |    |   |   |
|-----------|----------|---|----|---|----|----|---|---|
|           | 1        | 2 | 3  | 4 | 5  | 6  | 7 | 8 |
| <b>AM</b> |          |   |    |   |    |    |   |   |
| 6:00-6:15 | 2        | 1 |    | 2 |    |    |   | 1 |
| 6:15-6:30 |       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



Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey

Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: G Street and Alley  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Maida  
Hours: Mileage:

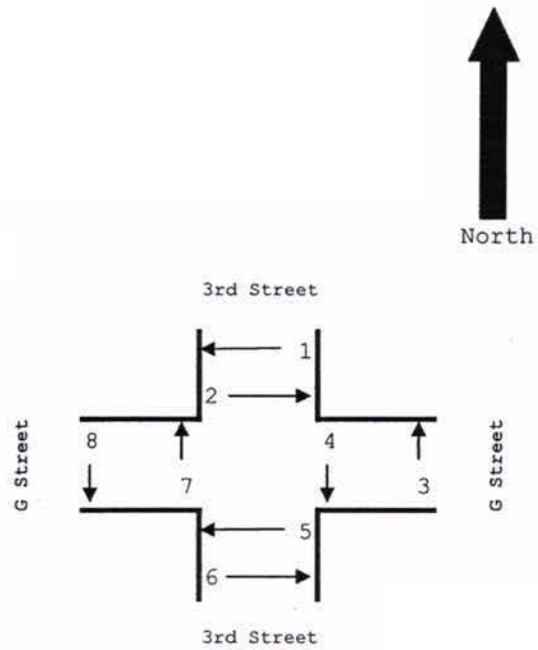


| TIME      | Movement |   |   |   |   |   |   |   |
|-----------|----------|---|---|---|---|---|---|---|
|           | 1        | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| <b>AM</b> |          |   |   |   |   |   |   |   |
| 6:00-6:15 | 2        | 0 | 1 | 3 |   |   | 0 | 0 |
| 6:15-6:30 | 0        | 0 | 1 | 1 |   |   | 0 | 0 |
| 6:30-6:45 | 0        | 0 | 0 | 0 |   |   | 0 | 0 |
| 6:45-7:00 | 1        | 1 | 0 | 1 |   |   | 0 | 1 |
| 7:00-7:15 | 0        | 1 | 1 | 0 |   |   | 0 | 0 |
| 7:15-7:30 | 0        | 0 | 0 | 4 |   |   | 0 | 2 |
| 7:30-7:45 | 3        | 1 | 1 | 1 |   |   | 0 | 2 |
| 7:45-8:00 | 1        | 1 | 0 | 0 |   |   | 0 | 4 |
| 8:00-8:15 | 1        | 1 | 0 | 0 |   |   | 0 | 1 |
| 8:15-8:30 | 3        | 1 | 0 | 0 |   |   | 0 | 1 |
| 8:30-8:45 | 3        | 2 | 2 | 2 |   |   | 0 | 2 |
| 8:45-9:00 | 5        | 0 | 0 | 0 |   |   | 0 | 5 |
| <b>PM</b> |          |   |   |   |   |   |   |   |
| 4:00-4:15 | 3        | 1 | 2 | 0 |   |   | 1 | 1 |
| 4:15-4:30 | 2        | 2 | 0 | 0 |   |   | 1 | 2 |
| 4:30-4:45 | 3        | 4 | 1 | 0 |   |   | 4 | 2 |
| 4:45-5:00 | 6        | 2 | 0 | 1 |   |   | 0 | 0 |
| 5:00-5:15 | 1        | 2 | 0 | 0 |   |   | 2 | 0 |
| 5:15-5:30 | 1        | 2 | 1 | 1 |   |   | 0 | 1 |
| 5:30-5:45 | 3        | 2 | 0 | 0 |   |   | 1 | 1 |
| 5:45-6:00 | 5        | 7 | 5 | 1 |   |   | 0 | 3 |
| 6:00-6:15 | 0        | 1 | 1 | 2 |   |   | 0 | 1 |
| 6:15-6:30 | 0        | 1 | 1 | 0 |   |   | 0 | 0 |
| 6:30-6:45 | 0        | 3 | 2 | 0 |   |   | 1 | 0 |
| 6:45-7:00 | 0        | 0 | 0 | 0 |   |   | 2 | 0 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey

Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: G Street and 3rd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Belen  
Hours: Mileage: 27



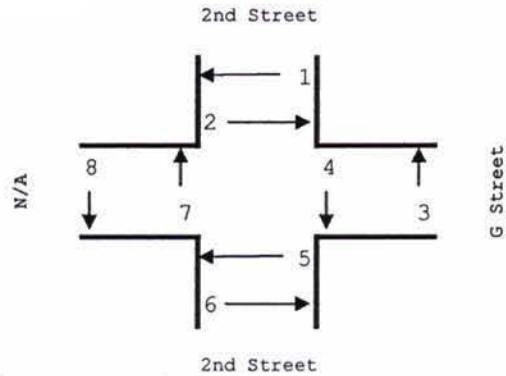
| TIME      | Movement |   |   |   |   |    |   |   |
|-----------|----------|---|---|---|---|----|---|---|
|           | 1        | 2 | 3 | 4 | 5 | 6  | 7 | 8 |
| AM        |          |   |   |   |   |    |   |   |
| 6:00-6:15 | 3        | 2 | 2 | 0 | 1 | 1  | 7 | 0 |
| 6:15-6:30 | 1        | 0 | 2 | 1 | 2 | 1  | 0 | 1 |
| 6:30-6:45 | 3        | 3 | 0 | 0 | 2 | 0  | 2 | 0 |
| 6:45-7:00 | 2        | 1 | 3 | 0 | 4 | 0  | 1 | 1 |
| 7:00-7:15 | 7        | 2 | 2 | 2 | 3 | 0  | 4 | 1 |
| 7:15-7:30 | 4        | 1 | 3 | 0 | 5 | 0  | 3 | 3 |
| 7:30-7:45 | 1        | 5 | 0 | 3 | 3 | 3  | 1 | 7 |
| 7:45-8:00 | 2        | 4 | 3 | 0 | 1 | 4  | 0 | 0 |
| 8:00-8:15 | 11       | 7 | 4 | 5 | 6 | 3  | 1 | 7 |
| 8:15-8:30 | 6        | 3 | 2 | 1 | 4 | 1  | 0 | 3 |
| 8:30-8:45 | 10       | 2 | 1 | 3 | 3 | 1  | 1 | 7 |
| 8:45-9:00 | 15       | 6 | 1 | 2 | 2 | 0  | 0 | 6 |
| PM        |          |   |   |   |   |    |   |   |
| 4:00-4:15 | 0        | 0 | 0 | 0 | 0 | 1  | 0 | 2 |
| 4:15-4:30 | 1        | 0 | 0 | 0 | 0 | 2  | 0 | 7 |
| 4:30-4:45 | 2        | 0 | 2 | 5 | 0 | 0  | 2 | 5 |
| 4:45-5:00 | 2        | 7 | 1 | 1 | 0 | 5  | 0 | 3 |
| 5:00-5:15 | 1        | 3 | 2 | 0 | 0 | 7  | 6 | 4 |
| 5:15-5:30 | 5        | 9 | 1 | 3 | 6 | 13 | 1 | 3 |
| 5:30-5:45 | 1        | 6 | 2 | 2 | 1 | 8  | 3 | 4 |
| 5:45-6:00 | 3        | 3 | 1 | 7 | 1 | 6  | 6 | 5 |
| 6:00-6:15 | 2        | 4 | 2 | 2 | 4 | 3  | 1 | 3 |
| 6:15-6:30 | 0        | 1 | 3 | 1 | 2 | 5  | 3 | 2 |
| 6:30-6:45 | 0        | 0 | 5 | 8 | 3 | 3  | 1 | 2 |
| 6:45-7:00 | 0        | 0 | 4 | 3 | 1 | 2  | 5 | 3 |

Wells & Associates, LLC  
McLean, Virginia

# Pedestrian Volume Survey



Project Name: Square 752  
Project Number: 2982  
Location: Washington DC  
Intersection: G Street and 2nd Street  
Weather: Clear  
Date: 10/5/2005  
Surveyor: Angela  
Hours: Mileage:



| TIME      | Movement |   |    |    |    |   |   |   |
|-----------|----------|---|----|----|----|---|---|---|
|           | 1        | 2 | 3  | 4  | 5  | 6 | 7 | 8 |
| <b>AM</b> |          |   |    |    |    |   |   |   |
| 6:00-6:15 | 3        | 1 | 1  | 10 | 9  | 0 |   |   |
| 6:15-6:30 | 11       | 0 | 1  | 2  | 0  | 0 |   |   |
| 6:30-6:45 | 2        | 0 | 6  | 6  | 0  | 0 |   |   |
| 6:45-7:00 | 2        | 1 | 3  | 10 | 3  | 1 |   |   |
| 7:00-7:15 | 2        | 0 | 1  | 11 | 0  | 1 |   |   |
| 7:15-7:30 | 7        | 0 | 2  | 10 | 1  | 1 |   |   |
| 7:30-7:45 | 0        | 0 | 8  | 9  | 0  | 3 |   |   |
| 7:45-8:00 | 0        | 0 | 5  | 8  | 0  | 0 |   |   |
| 8:00-8:15 | 2        | 1 | 2  | 10 | 0  | 0 |   |   |
| 8:15-8:30 | 0        | 0 | 5  | 6  | 0  | 0 |   |   |
| 8:30-8:45 | 1        | 1 | 14 | 5  | 1  | 1 |   |   |
| 8:45-9:00 | 1        | 0 | 15 | 14 | 0  | 0 |   |   |
| <b>PM</b> |          |   |    |    |    |   |   |   |
| 4:00-4:15 | 0        | 0 | 7  | 5  | 0  | 0 |   |   |
| 4:15-4:30 | 0        | 0 | 12 | 1  | 0  | 0 |   |   |
| 4:30-4:45 | 0        | 0 | 8  | 4  | 0  | 0 |   |   |
| 4:45-5:00 | 0        | 0 | 9  | 6  | 0  | 0 |   |   |
| 5:00-5:15 | 0        | 0 | 4  | 10 | 0  | 0 |   |   |
| 5:15-5:30 | 0        | 0 | 10 | 2  | 11 | 0 |   |   |
| 5:30-5:45 | 0        | 0 | 5  | 1  | 1  | 0 |   |   |
| 5:45-6:00 | 0        | 0 | 8  | 7  | 1  | 0 |   |   |
| 6:00-6:15 | 0        | 0 | 8  | 9  | 1  | 0 |   |   |
| 6:15-6:30 | 0        | 0 | 4  | 6  | 0  | 0 |   |   |
| 6:30-6:45 | 0        | 0 | 6  | 1  | 0  | 0 |   |   |
| 6:45-7:00 | 0        | 0 | 4  | 4  | 1  | 0 |   |   |

## Appendix C

### Existing Levels of Service



Capitol Place  
1: Massachusetts Ave. & 2nd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |
| Lane Util. Factor                 |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.78                                                                                |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.91                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frft                              |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.97                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 |                                                                                   | 3362                                                                              |                                                                                   |                                                                                   | 3493                                                                              |                                                                                   |                                                                                   | 1633                                                                                |                                                                                     |                                                                                     | 1858                                                                                | 1241                                                                                |
| Flt Permitted                     |                                                                                   | 0.57                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.70                                                                                |                                                                                     |                                                                                     | 0.99                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 |                                                                                   | 1948                                                                              |                                                                                   |                                                                                   | 3329                                                                              |                                                                                   |                                                                                   | 1176                                                                                |                                                                                     |                                                                                     | 1844                                                                                | 1241                                                                                |
| Volume (vph)                      | 73                                                                                | 224                                                                               | 66                                                                                | 6                                                                                 | 1073                                                                              | 20                                                                                | 130                                                                               | 72                                                                                  | 5                                                                                   | 5                                                                                   | 155                                                                                 | 211                                                                                 |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 81                                                                                | 249                                                                               | 73                                                                                | 7                                                                                 | 1192                                                                              | 22                                                                                | 144                                                                               | 80                                                                                  | 6                                                                                   | 6                                                                                   | 172                                                                                 | 234                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 19                                                                                | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 136                                                                                 |
| Lane Group Flow (vph)             | 0                                                                                 | 384                                                                               | 0                                                                                 | 0                                                                                 | 1220                                                                              | 0                                                                                 | 0                                                                                 | 229                                                                                 | 0                                                                                   | 0                                                                                   | 178                                                                                 | 98                                                                                  |
| Confl. Peds. (#/hr)               | 225                                                                               |                                                                                   | 18                                                                                | 18                                                                                |                                                                                   | 225                                                                               | 111                                                                               |                                                                                     | 29                                                                                  | 29                                                                                  |                                                                                     | 111                                                                                 |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     | 6                                                                                   |
| Actuated Green, G (s)             |                                                                                   | 51.0                                                                              |                                                                                   |                                                                                   | 36.0                                                                              |                                                                                   |                                                                                   | 39.0                                                                                |                                                                                     |                                                                                     | 39.0                                                                                | 39.0                                                                                |
| Effective Green, g (s)            |                                                                                   | 52.0                                                                              |                                                                                   |                                                                                   | 37.0                                                                              |                                                                                   |                                                                                   | 42.0                                                                                |                                                                                     |                                                                                     | 42.0                                                                                | 42.0                                                                                |
| Actuated g/C Ratio                |                                                                                   | 0.52                                                                              |                                                                                   |                                                                                   | 0.37                                                                              |                                                                                   |                                                                                   | 0.42                                                                                |                                                                                     |                                                                                     | 0.42                                                                                | 0.42                                                                                |
| Clearance Time (s)                |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Lane Grp Cap (vph)                |                                                                                   | 1183                                                                              |                                                                                   |                                                                                   | 1232                                                                              |                                                                                   |                                                                                   | 494                                                                                 |                                                                                     |                                                                                     | 774                                                                                 | 521                                                                                 |
| v/s Ratio Prot                    |                                                                                   | c0.04                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | 0.13                                                                              |                                                                                   |                                                                                   | c0.37                                                                             |                                                                                   |                                                                                   | c0.19                                                                               |                                                                                     |                                                                                     | 0.10                                                                                | 0.08                                                                                |
| v/c Ratio                         |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.46                                                                                |                                                                                     |                                                                                     | 0.23                                                                                | 0.19                                                                                |
| Uniform Delay, d1                 |                                                                                   | 13.9                                                                              |                                                                                   |                                                                                   | 31.3                                                                              |                                                                                   |                                                                                   | 20.9                                                                                |                                                                                     |                                                                                     | 18.6                                                                                | 18.3                                                                                |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             |                                                                                   | 0.7                                                                               |                                                                                   |                                                                                   | 23.4                                                                              |                                                                                   |                                                                                   | 3.1                                                                                 |                                                                                     |                                                                                     | 0.7                                                                                 | 0.8                                                                                 |
| Delay (s)                         |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                   | 24.0                                                                                |                                                                                     |                                                                                     | 19.3                                                                                | 19.1                                                                                |
| Level of Service                  |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   |
| Approach Delay (s)                |                                                                                   | 14.6                                                                              |                                                                                   |                                                                                   | 54.7                                                                              |                                                                                   |                                                                                   | 24.0                                                                                |                                                                                     |                                                                                     | 19.2                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   | 38.0                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 84.0%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | E                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
2: G Street & 2nd Street

Existing  
AM Peak Hour

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               | YT                                                                                |                                                                                   | ↑                                                                                 |                                                                                   |                                                                                   | ↑                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Volume (veh/h)                    | 64                                                                                | 156                                                                               | 161                                                                               | 0                                                                                 | 0                                                                                 | 137                                                                               |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Hourly flow rate (vph)            | 71                                                                                | 173                                                                               | 179                                                                               | 0                                                                                 | 0                                                                                 | 152                                                                               |
| Pedestrians                       | 90                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 5                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 7                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   | 1316                                                                              |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 466                                                                               | 274                                                                               |                                                                                   |                                                                                   | 269                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 466                                                                               | 274                                                                               |                                                                                   |                                                                                   | 269                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 86                                                                                | 75                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 494                                                                               | 705                                                                               |                                                                                   |                                                                                   | 1198                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 244                                                                               | 179                                                                               | 152                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 71                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 173                                                                               | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 627                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.39                                                                              | 0.11                                                                              | 0.09                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 46                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 6.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 33.3%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |                                                                                   |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Capitol Place  
3: I Street & 2nd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               | ↕                                                                                 |                                                                                   |                                                                                   | ↕                                                                                 |                                                                                   |                                                                                   | ↕                                                                                 |                                                                                     |                                                                                     | ↕                                                                                   |                                                                                     |                                                                                     |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 2                                                                                 | 2                                                                                 | 4                                                                                 | 18                                                                                | 12                                                                                | 36                                                                                | 19                                                                                | 246                                                                                 | 42                                                                                  | 18                                                                                  | 137                                                                                 | 8                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 2                                                                                 | 2                                                                                 | 4                                                                                 | 20                                                                                | 13                                                                                | 40                                                                                | 21                                                                                | 273                                                                                 | 47                                                                                  | 20                                                                                  | 152                                                                                 | 9                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 9                                                                                 | 73                                                                                | 341                                                                               | 181                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 2                                                                                 | 20                                                                                | 21                                                                                | 20                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 4                                                                                 | 40                                                                                | 47                                                                                | 9                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.22                                                                             | -0.24                                                                             | -0.04                                                                             | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 5.0                                                                               | 4.8                                                                               | 4.3                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.01                                                                              | 0.10                                                                              | 0.40                                                                              | 0.23                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 639                                                                               | 668                                                                               | 822                                                                               | 769                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 8.0                                                                               | 8.4                                                                               | 10.1                                                                              | 8.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 8.0                                                                               | 8.4                                                                               | 10.1                                                                              | 8.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             |                                                                                   |                                                                                   |                                                                                   | 9.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 36.0%                                                                             | ICU Level of Service                                                              | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
4: K Street & 2nd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 0.96                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 3416                                                                              |                                                                                   |                                                                                   | 3501                                                                              |                                                                                   |                                                                                   | 1844                                                                                |                                                                                     |                                                                                     | 1765                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.92                                                                                |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 3240                                                                              |                                                                                   |                                                                                   | 3319                                                                              |                                                                                   |                                                                                   | 1708                                                                                |                                                                                     |                                                                                     | 1719                                                                                |                                                                                     |
| Volume (vph)                      | 2                                                                                 | 124                                                                               | 13                                                                                | 22                                                                                | 925                                                                               | 23                                                                                | 67                                                                                | 327                                                                                 | 4                                                                                   | 9                                                                                   | 87                                                                                  | 47                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 2                                                                                 | 138                                                                               | 14                                                                                | 24                                                                                | 1028                                                                              | 26                                                                                | 74                                                                                | 363                                                                                 | 4                                                                                   | 10                                                                                  | 97                                                                                  | 52                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 18                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 149                                                                               | 0                                                                                 | 0                                                                                 | 1076                                                                              | 0                                                                                 | 0                                                                                 | 441                                                                                 | 0                                                                                   | 0                                                                                   | 142                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 68                                                                                | 68                                                                                |                                                                                   | 25                                                                                | 3                                                                                 |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     | 3                                                                                   |
| Turn Type                         | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |
| Protected Phases                  |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 62.0                                                                              |                                                                                   |                                                                                   | 62.0                                                                              |                                                                                   |                                                                                   | 28.0                                                                                |                                                                                     |                                                                                     | 28.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 64.0                                                                              |                                                                                   |                                                                                   | 64.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                                |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   | 0.30                                                                                |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                 |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 2074                                                                              |                                                                                   |                                                                                   | 2124                                                                              |                                                                                   |                                                                                   | 512                                                                                 |                                                                                     |                                                                                     | 516                                                                                 |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | 0.05                                                                              |                                                                                   |                                                                                   | 0.32                                                                              |                                                                                   |                                                                                   | 0.26                                                                                |                                                                                     |                                                                                     | 0.08                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.07                                                                              |                                                                                   |                                                                                   | 0.51                                                                              |                                                                                   |                                                                                   | 0.86                                                                                |                                                                                     |                                                                                     | 0.27                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 6.8                                                                               |                                                                                   |                                                                                   | 9.6                                                                               |                                                                                   |                                                                                   | 33.0                                                                                |                                                                                     |                                                                                     | 26.7                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   | 17.1                                                                                |                                                                                     |                                                                                     | 1.3                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 6.9                                                                               |                                                                                   |                                                                                   | 10.5                                                                              |                                                                                   |                                                                                   | 50.2                                                                                |                                                                                     |                                                                                     | 28.0                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 6.9                                                                               |                                                                                   |                                                                                   | 10.5                                                                              |                                                                                   |                                                                                   | 50.2                                                                                |                                                                                     |                                                                                     | 28.0                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   | 0.62                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 100.0                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 86.7%                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
5: G Street & 3rd Street

Existing  
AM Peak Hour

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |                                                                                     |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Volume (vph)                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 26                                                                                | 126                                                                               | 81                                                                                | 37                                                                                | 100                                                                                 | 0                                                                                   | 0                                                                                   | 112                                                                                 | 59                                                                                  |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 29                                                                                | 140                                                                               | 90                                                                                | 41                                                                                | 111                                                                                 | 0                                                                                   | 0                                                                                   | 124                                                                                 | 66                                                                                  |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 259                                                                               | 152                                                                               | 190                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 29                                                                                | 41                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 90                                                                                | 0                                                                                 | 66                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.15                                                                             | 0.09                                                                              | -0.17                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 4.6                                                                               | 4.9                                                                               | 4.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.33                                                                              | 0.21                                                                              | 0.24                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 740                                                                               | 697                                                                               | 740                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 9.8                                                                               | 9.1                                                                               | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 9.8                                                                               | 9.1                                                                               | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 53.5%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Capitol Place  
6: H Street & 3rd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |    |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                     | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.98                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 4952                                                                              |                                                                                   |                                                                                   | 4966                                                                              |                                                                                   |                                                                                     | 1789                                                                                |                                                                                     |                                                                                     | 1749                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.80                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                     | 0.81                                                                                |                                                                                     |                                                                                     | 0.84                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 3993                                                                              |                                                                                   |                                                                                   | 4537                                                                              |                                                                                   |                                                                                     | 1464                                                                                |                                                                                     |                                                                                     | 1486                                                                                |                                                                                     |
| Volume (vph)                      | 27                                                                                | 346                                                                               | 49                                                                                | 41                                                                                | 1515                                                                              | 152                                                                               | 57                                                                                  | 117                                                                                 | 19                                                                                  | 39                                                                                  | 82                                                                                  | 38                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 30                                                                                | 384                                                                               | 54                                                                                | 46                                                                                | 1683                                                                              | 169                                                                               | 63                                                                                  | 130                                                                                 | 21                                                                                  | 43                                                                                  | 91                                                                                  | 42                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                 | 11                                                                                | 0                                                                                 | 0                                                                                   | 4                                                                                   | 0                                                                                   | 0                                                                                   | 11                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 453                                                                               | 0                                                                                 | 0                                                                                 | 1887                                                                              | 0                                                                                 | 0                                                                                   | 210                                                                                 | 0                                                                                   | 0                                                                                   | 165                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   | 25                                                                                | 23                                                                                  |                                                                                     | 24                                                                                  | 24                                                                                  |                                                                                     | 23                                                                                  |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                                |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 69.0                                                                              |                                                                                   |                                                                                   | 59.0                                                                              |                                                                                   |                                                                                     | 19.0                                                                                |                                                                                     |                                                                                     | 19.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 72.0                                                                              |                                                                                   |                                                                                   | 62.0                                                                              |                                                                                   |                                                                                     | 22.0                                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.72                                                                              |                                                                                   |                                                                                   | 0.62                                                                              |                                                                                   |                                                                                     | 0.22                                                                                |                                                                                     |                                                                                     | 0.22                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 2942                                                                              |                                                                                   |                                                                                   | 2813                                                                              |                                                                                   |                                                                                     | 322                                                                                 |                                                                                     |                                                                                     | 327                                                                                 |                                                                                     |
| v/s Ratio Prot                    |                                                                                   | c0.01                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | 0.10                                                                              |                                                                                   |                                                                                   | c0.42                                                                             |                                                                                   |                                                                                     | c0.14                                                                               |                                                                                     |                                                                                     | 0.11                                                                                |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.15                                                                              |                                                                                   |                                                                                   | 0.67                                                                              |                                                                                   |                                                                                     | 0.65                                                                                |                                                                                     |                                                                                     | 0.50                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 4.4                                                                               |                                                                                   |                                                                                   | 12.4                                                                              |                                                                                   |                                                                                     | 35.5                                                                                |                                                                                     |                                                                                     | 34.2                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 1.3                                                                               |                                                                                   |                                                                                     | 9.9                                                                                 |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                     | 45.4                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 4.5                                                                               |                                                                                   |                                                                                   | 13.7                                                                              |                                                                                   |                                                                                     | 45.4                                                                                |                                                                                     |                                                                                     | 39.7                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   | 16.2                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   | 0.63                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 72.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
6: H Street & 3rd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.91                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |
| Frpb, ped/bikes                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |
| Frt                               | 0.98                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |                                                                                     |
| Flt Protected                     | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 4952                                                                              |                                                                                   |                                                                                   | 4966                                                                              |                                                                                   |                                                                                   | 1788                                                                              |                                                                                     |                                                                                     | 1748                                                                                |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.80                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 0.86                                                                              |                                                                                     |                                                                                     | 0.89                                                                                |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 3959                                                                              |                                                                                   |                                                                                   | 4537                                                                              |                                                                                   |                                                                                   | 1565                                                                              |                                                                                     |                                                                                     | 1575                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 27                                                                                | 346                                                                               | 49                                                                                | 41                                                                                | 1515                                                                              | 152                                                                               | 57                                                                                | 117                                                                                 | 19                                                                                  | 39                                                                                  | 82                                                                                  | 38                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 30                                                                                | 384                                                                               | 54                                                                                | 46                                                                                | 1683                                                                              | 169                                                                               | 63                                                                                | 130                                                                                 | 21                                                                                  | 43                                                                                  | 91                                                                                  | 42                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                 | 12                                                                                | 0                                                                                 | 0                                                                                 | 4                                                                                   | 0                                                                                   | 0                                                                                   | 11                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 452                                                                               | 0                                                                                 | 0                                                                                 | 1886                                                                              | 0                                                                                 | 0                                                                                 | 210                                                                                 | 0                                                                                   | 0                                                                                   | 165                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   | 25                                                                                | 23                                                                                |                                                                                     | 24                                                                                  | 24                                                                                  |                                                                                     | 23                                                                                  |
| Turn Type                         | pm+pt                                                                             |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 62.0                                                                              |                                                                                   | 54.0                                                                              |                                                                                   |                                                                                   | 26.0                                                                              |                                                                                   |                                                                                     | 26.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 65.0                                                                              |                                                                                   | 57.0                                                                              |                                                                                   |                                                                                   | 29.0                                                                              |                                                                                   |                                                                                     | 29.0                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.65                                                                              |                                                                                   | 0.57                                                                              |                                                                                   |                                                                                   | 0.29                                                                              |                                                                                   |                                                                                     | 0.29                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 2623                                                                              |                                                                                   | 2586                                                                              |                                                                                   |                                                                                   | 454                                                                               |                                                                                   |                                                                                     | 457                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.01                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    | 0.10                                                                              |                                                                                   | c0.42                                                                             |                                                                                   |                                                                                   | c0.13                                                                             |                                                                                   |                                                                                     | 0.10                                                                                |                                                                                     |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.17                                                                              |                                                                                   | 0.73                                                                              |                                                                                   |                                                                                   | 0.46                                                                              |                                                                                   |                                                                                     | 0.36                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 6.9                                                                               |                                                                                   | 15.8                                                                              |                                                                                   |                                                                                   | 29.1                                                                              |                                                                                   |                                                                                     | 28.1                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 0.1                                                                               |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   | 3.4                                                                               |                                                                                   |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Delay (s)                         | 7.0                                                                               |                                                                                   | 17.7                                                                              |                                                                                   |                                                                                   | 32.5                                                                              |                                                                                   |                                                                                     | 30.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Level of Service                  | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 7.0                                                                               |                                                                                   | 17.7                                                                              |                                                                                   |                                                                                   | 32.5                                                                              |                                                                                   |                                                                                     | 30.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   |                                                                                   | 17.8                                                                              |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   |                                                                                   | 0.61                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 100.0                                                                             |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   |                                                                                     | 9.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 72.2%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Capitol Place  
7: I Street & 3rd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |    |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |                                                                                     |                                                                                     |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 7                                                                                 | 28                                                                                | 21                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 47                                                                                  | 203                                                                                 | 17                                                                                  | 12                                                                                  | 124                                                                                 | 16                                                                                  |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 8                                                                                 | 31                                                                                | 23                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 52                                                                                  | 226                                                                                 | 19                                                                                  | 13                                                                                  | 138                                                                                 | 18                                                                                  |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 62                                                                                | 297                                                                               | 169                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 8                                                                                 | 52                                                                                | 13                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 23                                                                                | 19                                                                                | 18                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.17                                                                             | 0.03                                                                              | -0.01                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 4.8                                                                               | 4.3                                                                               | 4.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.08                                                                              | 0.35                                                                              | 0.20                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 686                                                                               | 825                                                                               | 798                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 8.2                                                                               | 9.6                                                                               | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 8.2                                                                               | 9.6                                                                               | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             |                                                                                   |                                                                                   | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 42.7%                                                                             | 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)                    | 0    | 0     | 220  | 5                    | 0    | 3    |
| Peak Hour Factor                  | 0.90 | 0.90  | 0.90 | 0.90                 | 0.90 | 0.90 |
| Hourly flow rate (vph)            | 0    | 0     | 244  | 6                    | 0    | 3    |
| Pedestrians                       |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      |       |      |                      | None |      |
| Median storage (veh)              |      |       |      |                      |      |      |
| Upstream signal (ft)              |      |       |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            | 250  |       |      |                      | 247  | 247  |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                | 250  |       |      |                      | 247  | 247  |
| tC, single (s)                    | 4.1  |       |      |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            | 2.2  |       |      |                      | 3.5  | 3.3  |
| p0 queue free %                   | 100  |       |      |                      | 100  | 100  |
| cM capacity (veh/h)               | 1316 |       |      |                      | 741  | 792  |
| Direction, Lane #                 | WB 1 | SB 1  |      |                      |      |      |
| Volume Total                      | 250  | 3     |      |                      |      |      |
| Volume Left                       | 0    | 0     |      |                      |      |      |
| Volume Right                      | 6    | 3     |      |                      |      |      |
| cSH                               | 1700 | 792   |      |                      |      |      |
| Volume to Capacity                | 0.15 | 0.00  |      |                      |      |      |
| Queue Length 95th (ft)            | 0    | 0     |      |                      |      |      |
| Control Delay (s)                 | 0.0  | 9.6   |      |                      |      |      |
| Lane LOS                          |      | A     |      |                      |      |      |
| Approach Delay (s)                | 0.0  | 9.6   |      |                      |      |      |
| Approach LOS                      |      | A     |      |                      |      |      |
| Intersection Summary              |      |       |      |                      |      |      |
| Average Delay                     |      | 0.1   |      |                      |      |      |
| Intersection Capacity Utilization |      | 21.9% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      | 15    |      |                      |      |      |



Capitol Place  
9: Driveway & 2nd Street

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)                    | 1                                                                                 | 0                                                                                 | 4                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 4                                                                                 | 304                                                                                 | 8                                                                                   | 3                                                                                   | 134                                                                                 | 13                                                                                  |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 1                                                                                 | 0                                                                                 | 4                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 4                                                                                 | 338                                                                                 | 9                                                                                   | 3                                                                                   | 149                                                                                 | 14                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 515                                                                               | 518                                                                               | 156                                                                               | 518                                                                               | 521                                                                               | 342                                                                               | 163                                                                               |                                                                                     |                                                                                     |                                                                                     | 347                                                                                 |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 515                                                                               | 518                                                                               | 156                                                                               | 518                                                                               | 521                                                                               | 342                                                                               | 163                                                                               |                                                                                     |                                                                                     |                                                                                     | 347                                                                                 |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 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 %                   | 100                                                                               | 100                                                                               | 100                                                                               | 100                                                                               | 100                                                                               | 100                                                                               | 100                                                                               |                                                                                     |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |
| cM capacity (veh/h)               | 467                                                                               | 459                                                                               | 890                                                                               | 463                                                                               | 457                                                                               | 700                                                                               | 1415                                                                              |                                                                                     |                                                                                     |                                                                                     | 1212                                                                                |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 6                                                                                 | 1                                                                                 | 2                                                                                 | 351                                                                               | 167                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 1                                                                                 | 1                                                                                 | 1                                                                                 | 4                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 4                                                                                 | 0                                                                                 | 1                                                                                 | 9                                                                                 | 14                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 753                                                                               | 463                                                                               | 581                                                                               | 1415                                                                              | 1212                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.00                                                                              | 0.00                                                                              | 0.00                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 9.8                                                                               | 12.8                                                                              | 11.2                                                                              | 0.1                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 9.8                                                                               | 11.9                                                                              |                                                                                   | 0.1                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 28.5%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
1: Massachusetts Ave. & 2nd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |
| Lane Util. Factor                 |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Frpb, ped/bikes                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.96                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.78                                                                                |
| Flpb, ped/bikes                   |                                                                                   | 0.97                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.93                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Fr <sub>t</sub>                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 0.85                                                                                |
| Flt Protected                     |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.98                                                                                |                                                                                     |                                                                                     | 0.99                                                                                | 1.00                                                                                |
| Satd. Flow (prot)                 |                                                                                   | 3341                                                                              |                                                                                   |                                                                                   | 3377                                                                              |                                                                                   |                                                                                   | 1680                                                                                |                                                                                     |                                                                                     | 1844                                                                                | 1241                                                                                |
| Flt Permitted                     |                                                                                   | 0.75                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.80                                                                                |                                                                                     |                                                                                     | 0.96                                                                                | 1.00                                                                                |
| Satd. Flow (perm)                 |                                                                                   | 2518                                                                              |                                                                                   |                                                                                   | 3210                                                                              |                                                                                   |                                                                                   | 1373                                                                                |                                                                                     |                                                                                     | 1777                                                                                | 1241                                                                                |
| Volume (vph)                      | 138                                                                               | 670                                                                               | 87                                                                                | 3                                                                                 | 357                                                                               | 25                                                                                | 84                                                                                | 88                                                                                  | 3                                                                                   | 17                                                                                  | 124                                                                                 | 236                                                                                 |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 153                                                                               | 744                                                                               | 97                                                                                | 3                                                                                 | 397                                                                               | 28                                                                                | 93                                                                                | 98                                                                                  | 3                                                                                   | 19                                                                                  | 138                                                                                 | 262                                                                                 |
| RTOR Reduction (vph)              | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 152                                                                                 |
| Lane Group Flow (vph)             | 0                                                                                 | 986                                                                               | 0                                                                                 | 0                                                                                 | 423                                                                               | 0                                                                                 | 0                                                                                 | 193                                                                                 | 0                                                                                   | 0                                                                                   | 157                                                                                 | 110                                                                                 |
| Confl. Peds. (#/hr)               | 225                                                                               |                                                                                   | 18                                                                                | 18                                                                                |                                                                                   | 225                                                                               | 111                                                                               |                                                                                     | 29                                                                                  | 29                                                                                  |                                                                                     | 111                                                                                 |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     | Perm                                                                                |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     | 6                                                                                   |
| Actuated Green, G (s)             |                                                                                   | 51.0                                                                              |                                                                                   |                                                                                   | 36.0                                                                              |                                                                                   |                                                                                   | 39.0                                                                                |                                                                                     |                                                                                     | 39.0                                                                                | 39.0                                                                                |
| Effective Green, g (s)            |                                                                                   | 52.0                                                                              |                                                                                   |                                                                                   | 37.0                                                                              |                                                                                   |                                                                                   | 42.0                                                                                |                                                                                     |                                                                                     | 42.0                                                                                | 42.0                                                                                |
| Actuated g/C Ratio                |                                                                                   | 0.52                                                                              |                                                                                   |                                                                                   | 0.37                                                                              |                                                                                   |                                                                                   | 0.42                                                                                |                                                                                     |                                                                                     | 0.42                                                                                | 0.42                                                                                |
| Clearance Time (s)                |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 | 6.0                                                                                 |
| Lane Grp Cap (vph)                |                                                                                   | 1408                                                                              |                                                                                   |                                                                                   | 1188                                                                              |                                                                                   |                                                                                   | 577                                                                                 |                                                                                     |                                                                                     | 746                                                                                 | 521                                                                                 |
| v/s Ratio Prot                    |                                                                                   | c0.08                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.28                                                                             |                                                                                   |                                                                                   | 0.13                                                                              |                                                                                   |                                                                                   | c0.14                                                                               |                                                                                     |                                                                                     | 0.09                                                                                | 0.09                                                                                |
| v/c Ratio                         |                                                                                   | 0.70                                                                              |                                                                                   |                                                                                   | 0.36                                                                              |                                                                                   |                                                                                   | 0.34                                                                                |                                                                                     |                                                                                     | 0.21                                                                                | 0.21                                                                                |
| Uniform Delay, d1                 |                                                                                   | 18.1                                                                              |                                                                                   |                                                                                   | 22.9                                                                              |                                                                                   |                                                                                   | 19.6                                                                                |                                                                                     |                                                                                     | 18.5                                                                                | 18.5                                                                                |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                | 1.00                                                                                |
| Incremental Delay, d2             |                                                                                   | 2.9                                                                               |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   | 1.6                                                                                 |                                                                                     |                                                                                     | 0.6                                                                                 | 0.9                                                                                 |
| Delay (s)                         |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 23.7                                                                              |                                                                                   |                                                                                   | 21.1                                                                                |                                                                                     |                                                                                     | 19.1                                                                                | 19.4                                                                                |
| Level of Service                  |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   | B                                                                                   |
| Approach Delay (s)                |                                                                                   | 21.0                                                                              |                                                                                   |                                                                                   | 23.7                                                                              |                                                                                   |                                                                                   | 21.1                                                                                |                                                                                     |                                                                                     | 19.3                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   | 0.53                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 78.8%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
2: G Street & 2nd Street

Existing  
PM Peak Hour

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |
| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               | W                                                                                 |                                                                                   | ↑                                                                                 |                                                                                   |                                                                                   | ↑                                                                                 |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Volume (veh/h)                    | 49                                                                                | 32                                                                                | 255                                                                               | 0                                                                                 | 0                                                                                 | 170                                                                               |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Hourly flow rate (vph)            | 54                                                                                | 36                                                                                | 283                                                                               | 0                                                                                 | 0                                                                                 | 189                                                                               |
| Pedestrians                       | 90                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 5                                                                                 |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |
| Percent Blockage                  | 7                                                                                 |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 0                                                                                 |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       | None                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              | 1316                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 607                                                                               | 378                                                                               |                                                                                   |                                                                                   | 373                                                                               |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 607                                                                               | 378                                                                               |                                                                                   |                                                                                   | 373                                                                               |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 87                                                                                | 94                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 409                                                                               | 616                                                                               |                                                                                   |                                                                                   | 1096                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 90                                                                                | 283                                                                               | 189                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 54                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 36                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 472                                                                               | 1700                                                                              | 1700                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.19                                                                              | 0.17                                                                              | 0.11                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 17                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 2.3                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization | 26.3%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |                                                                                   |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Capitol Place  
3: I Street & 2nd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |                                                                                     |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Volume (vph)                      | 8                                                                                 | 12                                                                                | 8                                                                                 | 14                                                                                | 0                                                                                 | 9                                                                                 | 0                                                                                 | 233                                                                                 | 75                                                                                  | 52                                                                                  | 130                                                                                 | 2                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 9                                                                                 | 13                                                                                | 9                                                                                 | 16                                                                                | 0                                                                                 | 10                                                                                | 0                                                                                 | 259                                                                                 | 83                                                                                  | 58                                                                                  | 144                                                                                 | 2                                                                                   |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 31                                                                                | 26                                                                                | 342                                                                               | 204                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 9                                                                                 | 16                                                                                | 0                                                                                 | 58                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 9                                                                                 | 10                                                                                | 83                                                                                | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.08                                                                             | -0.08                                                                             | -0.11                                                                             | 0.08                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 5.0                                                                               | 5.1                                                                               | 4.2                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.04                                                                              | 0.04                                                                              | 0.40                                                                              | 0.25                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 634                                                                               | 630                                                                               | 847                                                                               | 776                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 8.3                                                                               | 8.2                                                                               | 9.8                                                                               | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 8.3                                                                               | 8.2                                                                               | 9.8                                                                               | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             |                                                                                   |                                                                                   | 9.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 46.7%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
4: K Street & 2nd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                    | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                    | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 3481                                                                              |                                                                                   |                                                                                   | 3496                                                                              |                                                                                   |                                                                                    | 1810                                                                                |                                                                                     |                                                                                     | 1809                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.95                                                                              |                                                                                   |                                                                                   | 0.90                                                                              |                                                                                   |                                                                                    | 0.90                                                                                |                                                                                     |                                                                                     | 0.90                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 3300                                                                              |                                                                                   |                                                                                   | 3161                                                                              |                                                                                   |                                                                                    | 1650                                                                                |                                                                                     |                                                                                     | 1643                                                                                |                                                                                     |
| Volume (vph)                      | 14                                                                                | 688                                                                               | 28                                                                                | 14                                                                                | 224                                                                               | 6                                                                                 | 79                                                                                 | 207                                                                                 | 31                                                                                  | 21                                                                                  | 68                                                                                  | 13                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 16                                                                                | 764                                                                               | 31                                                                                | 16                                                                                | 249                                                                               | 7                                                                                 | 88                                                                                 | 230                                                                                 | 34                                                                                  | 23                                                                                  | 76                                                                                  | 14                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 3                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                  | 4                                                                                   | 0                                                                                   | 0                                                                                   | 5                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 808                                                                               | 0                                                                                 | 0                                                                                 | 270                                                                               | 0                                                                                 | 0                                                                                  | 349                                                                                 | 0                                                                                   | 0                                                                                   | 108                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 68                                                                                | 68                                                                                |                                                                                   | 25                                                                                | 3                                                                                  |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     | 3                                                                                   |
| Turn Type                         | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                               |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |
| Protected Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 62.0                                                                              |                                                                                   |                                                                                   | 62.0                                                                              |                                                                                   |                                                                                   | 28.0                                                                               |                                                                                     |                                                                                     | 28.0                                                                                |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 64.0                                                                              |                                                                                   |                                                                                   | 64.0                                                                              |                                                                                   |                                                                                   | 30.0                                                                               |                                                                                     |                                                                                     | 30.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.64                                                                              |                                                                                   |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   | 0.30                                                                               |                                                                                     |                                                                                     | 0.30                                                                                |                                                                                     |                                                                                     |
| Clearance Time (s)                | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                                |                                                                                     |                                                                                     | 5.0                                                                                 |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 2112                                                                              |                                                                                   |                                                                                   | 2023                                                                              |                                                                                   |                                                                                   | 495                                                                                |                                                                                     |                                                                                     | 493                                                                                 |                                                                                     |                                                                                     |
| v/s Ratio Prot                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    | c0.24                                                                             |                                                                                   |                                                                                   | 0.09                                                                              |                                                                                   |                                                                                   | c0.21                                                                              |                                                                                     |                                                                                     | 0.07                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.38                                                                              |                                                                                   |                                                                                   | 0.13                                                                              |                                                                                   |                                                                                   | 0.70                                                                               |                                                                                     |                                                                                     | 0.22                                                                                |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 8.6                                                                               |                                                                                   |                                                                                   | 7.1                                                                               |                                                                                   |                                                                                   | 31.1                                                                               |                                                                                     |                                                                                     | 26.2                                                                                |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                               |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 0.5                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 8.2                                                                                |                                                                                     |                                                                                     | 1.0                                                                                 |                                                                                     |                                                                                     |
| Delay (s)                         | 9.1                                                                               |                                                                                   |                                                                                   | 7.2                                                                               |                                                                                   |                                                                                   | 39.2                                                                               |                                                                                     |                                                                                     | 27.2                                                                                |                                                                                     |                                                                                     |
| Level of Service                  | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s)                | 9.1                                                                               |                                                                                   |                                                                                   | 7.2                                                                               |                                                                                   |                                                                                   | 39.2                                                                               |                                                                                     |                                                                                     | 27.2                                                                                |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         | 16.9                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      | 0.49                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 6.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 60.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Capitol Place  
5: G Street & 3rd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |    |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |                                                                                   |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                     |                                                                                     |  |                                                                                     |                                                                                     |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 12                                                                                | 19                                                                                | 35                                                                                | 9                                                                                   | 104                                                                                 | 0                                                                                   | 0                                                                                   | 162                                                                                 | 38                                                                                  |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 0                                                                                 | 0                                                                                 | 0                                                                                 | 13                                                                                | 21                                                                                | 39                                                                                | 10                                                                                  | 116                                                                                 | 0                                                                                   | 0                                                                                   | 180                                                                                 | 42                                                                                  |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 73                                                                                | 126                                                                               | 222                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 13                                                                                | 10                                                                                | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 39                                                                                | 0                                                                                 | 42                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.25                                                                             | 0.05                                                                              | -0.08                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 4.4                                                                               | 4.3                                                                               | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.09                                                                              | 0.15                                                                              | 0.25                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 751                                                                               | 801                                                                               | 854                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 7.8                                                                               | 8.1                                                                               | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 7.8                                                                               | 8.1                                                                               | 8.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             | 8.3                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 32.3%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
6: H Street & 3rd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                                 |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |
| Frt                               |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.97                                                                                |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                                |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 5013                                                                              |                                                                                   |                                                                                   | 4986                                                                              |                                                                                   |                                                                                   | 1757                                                                                |                                                                                     |                                                                                     | 1741                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 0.89                                                                              |                                                                                   |                                                                                   | 0.81                                                                              |                                                                                   |                                                                                   | 0.79                                                                                |                                                                                     |                                                                                     | 0.73                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 4458                                                                              |                                                                                   |                                                                                   | 4072                                                                              |                                                                                   |                                                                                   | 1409                                                                                |                                                                                     |                                                                                     | 1299                                                                                |                                                                                     |
| Volume (vph)                      | 56                                                                                | 1340                                                                              | 84                                                                                | 26                                                                                | 452                                                                               | 35                                                                                | 41                                                                                | 71                                                                                  | 29                                                                                  | 101                                                                                 | 104                                                                                 | 50                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 1489                                                                              | 93                                                                                | 29                                                                                | 502                                                                               | 39                                                                                | 46                                                                                | 79                                                                                  | 32                                                                                  | 112                                                                                 | 116                                                                                 | 56                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 6                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                 | 9                                                                                   | 0                                                                                   | 0                                                                                   | 9                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 1638                                                                              | 0                                                                                 | 0                                                                                 | 562                                                                               | 0                                                                                 | 0                                                                                 | 148                                                                                 | 0                                                                                   | 0                                                                                   | 275                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   | 25                                                                                | 23                                                                                |                                                                                     | 24                                                                                  | 24                                                                                  |                                                                                     | 23                                                                                  |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 69.0                                                                              |                                                                                   |                                                                                   | 59.0                                                                              |                                                                                   |                                                                                   | 19.0                                                                                |                                                                                     |                                                                                     | 19.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 72.0                                                                              |                                                                                   |                                                                                   | 62.0                                                                              |                                                                                   |                                                                                   | 22.0                                                                                |                                                                                     |                                                                                     | 22.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.72                                                                              |                                                                                   |                                                                                   | 0.62                                                                              |                                                                                   |                                                                                   | 0.22                                                                                |                                                                                     |                                                                                     | 0.22                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 3249                                                                              |                                                                                   |                                                                                   | 2525                                                                              |                                                                                   |                                                                                   | 310                                                                                 |                                                                                     |                                                                                     | 286                                                                                 |                                                                                     |
| v/s Ratio Prot                    |                                                                                   | c0.04                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    |                                                                                   | c0.33                                                                             |                                                                                   |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                   | 0.10                                                                                |                                                                                     |                                                                                     | c0.21                                                                               |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.50                                                                              |                                                                                   |                                                                                   | 0.22                                                                              |                                                                                   |                                                                                   | 0.48                                                                                |                                                                                     |                                                                                     | 0.96                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 6.2                                                                               |                                                                                   |                                                                                   | 8.4                                                                               |                                                                                   |                                                                                   | 34.0                                                                                |                                                                                     |                                                                                     | 38.6                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                                |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                   | 5.2                                                                                 |                                                                                     |                                                                                     | 44.6                                                                                |                                                                                     |
| Delay (s)                         |                                                                                   | 6.7                                                                               |                                                                                   |                                                                                   | 8.6                                                                               |                                                                                   |                                                                                   | 39.1                                                                                |                                                                                     |                                                                                     | 83.2                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 6.7                                                                               |                                                                                   |                                                                                   | 8.6                                                                               |                                                                                   |                                                                                   | 39.1                                                                                |                                                                                     |                                                                                     | 83.2                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         |                                                                                   | 17.2                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      |                                                                                   | 0.61                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 73.5%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
6: H Street & 3rd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)               | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                   |                                                                                   | 3.0                                                                               |                                                                                     |                                                                                     | 3.0                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor                 | 0.91                                                                              |                                                                                   |                                                                                   | 0.91                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.99                                                                                |                                                                                     |                                                                                     |
| Frt                               | 0.99                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                   |                                                                                   | 0.97                                                                              |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |                                                                                     |
| Flt Protected                     | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 0.99                                                                              |                                                                                     |                                                                                     | 0.98                                                                                |                                                                                     |                                                                                     |
| Satd. Flow (prot)                 | 5014                                                                              |                                                                                   |                                                                                   | 4987                                                                              |                                                                                   |                                                                                   | 1755                                                                              |                                                                                     |                                                                                     | 1739                                                                                |                                                                                     |                                                                                     |
| Flt Permitted                     | 0.89                                                                              |                                                                                   |                                                                                   | 0.81                                                                              |                                                                                   |                                                                                   | 0.86                                                                              |                                                                                     |                                                                                     | 0.82                                                                                |                                                                                     |                                                                                     |
| Satd. Flow (perm)                 | 4459                                                                              |                                                                                   |                                                                                   | 4047                                                                              |                                                                                   |                                                                                   | 1536                                                                              |                                                                                     |                                                                                     | 1459                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 56                                                                                | 1340                                                                              | 84                                                                                | 26                                                                                | 452                                                                               | 35                                                                                | 41                                                                                | 71                                                                                  | 29                                                                                  | 101                                                                                 | 104                                                                                 | 50                                                                                  |
| Peak-hour factor, PHF             | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)                   | 62                                                                                | 1489                                                                              | 93                                                                                | 29                                                                                | 502                                                                               | 39                                                                                | 46                                                                                | 79                                                                                  | 32                                                                                  | 112                                                                                 | 116                                                                                 | 56                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                 | 9                                                                                   | 0                                                                                   | 0                                                                                   | 9                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 1637                                                                              | 0                                                                                 | 0                                                                                 | 562                                                                               | 0                                                                                 | 0                                                                                 | 148                                                                                 | 0                                                                                   | 0                                                                                   | 275                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 25                                                                                |                                                                                   | 10                                                                                | 10                                                                                |                                                                                   | 25                                                                                | 23                                                                                |                                                                                     | 24                                                                                  | 24                                                                                  |                                                                                     | 23                                                                                  |
| Turn Type                         | pm+pt                                                                             |                                                                                   |                                                                                   | Perm                                                                              |                                                                                   |                                                                                   | Perm                                                                              |                                                                                     |                                                                                     | Perm                                                                                |                                                                                     |                                                                                     |
| Protected Phases                  | 7                                                                                 | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |
| Permitted Phases                  | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 53.0                                                                              |                                                                                   |                                                                                   | 43.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                              |                                                                                     |                                                                                     | 35.0                                                                                |                                                                                     |                                                                                     |
| Effective Green, g (s)            | 56.0                                                                              |                                                                                   |                                                                                   | 46.0                                                                              |                                                                                   |                                                                                   | 38.0                                                                              |                                                                                     |                                                                                     | 38.0                                                                                |                                                                                     |                                                                                     |
| Actuated g/C Ratio                | 0.56                                                                              |                                                                                   |                                                                                   | 0.46                                                                              |                                                                                   |                                                                                   | 0.38                                                                              |                                                                                     |                                                                                     | 0.38                                                                                |                                                                                     |                                                                                     |
| Clearance Time (s)                | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     | 6.0                                                                                 |                                                                                     |                                                                                     |
| Lane Grp Cap (vph)                | 2536                                                                              |                                                                                   |                                                                                   | 1862                                                                              |                                                                                   |                                                                                   | 584                                                                               |                                                                                     |                                                                                     | 554                                                                                 |                                                                                     |                                                                                     |
| v/s Ratio Prot                    | c0.05                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| v/s Ratio Perm                    | c0.32                                                                             |                                                                                   |                                                                                   | 0.14                                                                              |                                                                                   |                                                                                   | 0.10                                                                              |                                                                                     |                                                                                     | c0.19                                                                               |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.65                                                                              |                                                                                   |                                                                                   | 0.30                                                                              |                                                                                   |                                                                                   | 0.25                                                                              |                                                                                     |                                                                                     | 0.50                                                                                |                                                                                     |                                                                                     |
| Uniform Delay, d1                 | 15.2                                                                              |                                                                                   |                                                                                   | 16.9                                                                              |                                                                                   |                                                                                   | 21.3                                                                              |                                                                                     |                                                                                     | 23.7                                                                                |                                                                                     |                                                                                     |
| Progression Factor                | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              |                                                                                     |                                                                                     | 1.00                                                                                |                                                                                     |                                                                                     |
| Incremental Delay, d2             | 1.3                                                                               |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                     |                                                                                     | 3.2                                                                                 |                                                                                     |                                                                                     |
| Delay (s)                         | 16.4                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                   | 22.3                                                                              |                                                                                     |                                                                                     | 26.9                                                                                |                                                                                     |                                                                                     |
| Level of Service                  | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s)                | 16.4                                                                              |                                                                                   |                                                                                   | 17.3                                                                              |                                                                                   |                                                                                   | 22.3                                                                              |                                                                                     |                                                                                     | 26.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Average Control Delay         | 18.1                                                                              |                                                                                   |                                                                                   | HCM Level of Service                                                              |                                                                                   |                                                                                   | B                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Volume to Capacity ratio      | 0.59                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         | 100.0                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                   |                                                                                   | 6.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 73.5%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | D                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Capitol Place  
7: I Street & 3rd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               | ↕                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | ↕                                                                                 |                                                                                     |                                                                                     | ↕                                                                                   |                                                                                     |                                                                                     |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Volume (vph)                      | 19                                                                                | 56                                                                                | 60                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 7                                                                                 | 150                                                                                 | 21                                                                                  | 15                                                                                  | 168                                                                                 | 15                                                                                  |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 21                                                                                | 62                                                                                | 67                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 | 167                                                                                 | 23                                                                                  | 17                                                                                  | 187                                                                                 | 17                                                                                  |
| Direction, Lane #                 | EB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total (vph)                | 150                                                                               | 198                                                                               | 220                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left (vph)                 | 21                                                                                | 8                                                                                 | 17                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right (vph)                | 67                                                                                | 23                                                                                | 17                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Hadj (s)                          | -0.20                                                                             | -0.03                                                                             | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Departure Headway (s)             | 4.6                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Degree Utilization, x             | 0.19                                                                              | 0.25                                                                              | 0.28                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)                  | 712                                                                               | 766                                                                               | 763                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 8.8                                                                               | 9.0                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 8.8                                                                               | 9.0                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Delay                             | 9.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM Level of Service              | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 37.4%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



Capitol Place  
8: G Street & Alley

Existing  
PM Peak Hour



| Movement                          | EBL  | EBT   | WBT  | WBR                  | SBL  | SBR  |
|-----------------------------------|------|-------|------|----------------------|------|------|
| Lane Configurations               |      |       | ↔    |                      |      | ↔    |
| Sign Control                      |      | Free  | Free |                      | Stop |      |
| Grade                             |      | 0%    | 0%   |                      | 0%   |      |
| Volume (veh/h)                    | 0    | 0     | 73   | 1                    | 0    | 9    |
| Peak Hour Factor                  | 0.90 | 0.90  | 0.90 | 0.90                 | 0.90 | 0.90 |
| Hourly flow rate (vph)            | 0    | 0     | 81   | 1                    | 0    | 10   |
| <b>Pedestrians</b>                |      |       |      |                      |      |      |
| Lane Width (ft)                   |      |       |      |                      |      |      |
| Walking Speed (ft/s)              |      |       |      |                      |      |      |
| Percent Blockage                  |      |       |      |                      |      |      |
| Right turn flare (veh)            |      |       |      |                      |      |      |
| Median type                       |      |       |      |                      | None |      |
| Median storage veh                |      |       |      |                      |      |      |
| Upstream signal (ft)              |      |       |      |                      |      |      |
| pX, platoon unblocked             |      |       |      |                      |      |      |
| vC, conflicting volume            | 82   |       |      |                      | 82   | 82   |
| vC1, stage 1 conf vol             |      |       |      |                      |      |      |
| vC2, stage 2 conf vol             |      |       |      |                      |      |      |
| vCu, unblocked vol                | 82   |       |      |                      | 82   | 82   |
| tC, single (s)                    | 4.1  |       |      |                      | 6.4  | 6.2  |
| tC, 2 stage (s)                   |      |       |      |                      |      |      |
| tF (s)                            | 2.2  |       |      |                      | 3.5  | 3.3  |
| p0 queue free %                   | 100  |       |      |                      | 100  | 99   |
| cM capacity (veh/h)               | 1515 |       |      |                      | 920  | 978  |
| <b>Direction, Lane #</b>          |      |       |      |                      |      |      |
|                                   | WB 1 | SB 1  |      |                      |      |      |
| Volume Total                      | 82   | 10    |      |                      |      |      |
| Volume Left                       | 0    | 0     |      |                      |      |      |
| Volume Right                      | 1    | 10    |      |                      |      |      |
| cSH                               | 1700 | 978   |      |                      |      |      |
| Volume to Capacity                | 0.05 | 0.01  |      |                      |      |      |
| Queue Length 95th (ft)            | 0    | 1     |      |                      |      |      |
| Control Delay (s)                 | 0.0  | 8.7   |      |                      |      |      |
| Lane LOS                          |      | A     |      |                      |      |      |
| Approach Delay (s)                | 0.0  | 8.7   |      |                      |      |      |
| Approach LOS                      |      | A     |      |                      |      |      |
| <b>Intersection Summary</b>       |      |       |      |                      |      |      |
| Average Delay                     |      | 0.9   |      |                      |      |      |
| Intersection Capacity Utilization |      | 13.9% |      | ICU Level of Service |      | A    |
| Analysis Period (min)             |      | 15    |      |                      |      |      |



Capitol Place  
9: Driveway & 2nd Street

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| 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)                    | 13                                                                                | 0                                                                                 | 14                                                                                | 12                                                                                | 0                                                                                 | 9                                                                                 | 1                                                                                 | 270                                                                                 | 0                                                                                   | 0                                                                                   | 143                                                                                 | 2                                                                                   |
| Peak Hour Factor                  | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Hourly flow rate (vph)            | 14                                                                                | 0                                                                                 | 16                                                                                | 13                                                                                | 0                                                                                 | 10                                                                                | 1                                                                                 | 300                                                                                 | 0                                                                                   | 0                                                                                   | 159                                                                                 | 2                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 472                                                                               | 462                                                                               | 160                                                                               | 478                                                                               | 463                                                                               | 300                                                                               | 161                                                                               |                                                                                     |                                                                                     | 300                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 472                                                                               | 462                                                                               | 160                                                                               | 478                                                                               | 463                                                                               | 300                                                                               | 161                                                                               |                                                                                     |                                                                                     | 300                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 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 %                   | 97                                                                                | 100                                                                               | 98                                                                                | 97                                                                                | 100                                                                               | 99                                                                                | 100                                                                               |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 495                                                                               | 496                                                                               | 885                                                                               | 489                                                                               | 495                                                                               | 740                                                                               | 1418                                                                              |                                                                                     |                                                                                     | 1261                                                                                |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | WB 2                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 30                                                                                | 9                                                                                 | 14                                                                                | 301                                                                               | 161                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 14                                                                                | 9                                                                                 | 4                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 16                                                                                | 0                                                                                 | 10                                                                                | 0                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 642                                                                               | 489                                                                               | 639                                                                               | 1418                                                                              | 1261                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.05                                                                              | 0.02                                                                              | 0.02                                                                              | 0.00                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 4                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 10.9                                                                              | 12.5                                                                              | 10.8                                                                              | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 | B                                                                                 | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 10.9                                                                              | 11.4                                                                              |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 29.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |