TRAFFIC IMPACT ANALYSIS – SAINT MARTIN'S APARTMENTS PLANNED UNIT DEVELOPMENT AND MAP AMENDMENT APPLICATION, NORTHEAST, WASHINGTON, D.C.

(Case No. _____)

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ZONING COMMISSION
District of Columbia
CASE NO.05-39
EXHIBIT NO.3E1

TABLE OF CONTENTS

LIST OF EXHIBITS

Page

LIST OF TABLES

Page

APPENDICES

A. Correspondence with DDOT Policy and Planning Administration Staff

B. Traffic Turning Movement Count Summaries – Existing Traffic Situation

C. Capacity Analysis Worksheets - Existing Traffic Conditions

D. Accident Data Records – Study Area Roadway Network

E. Year 2008 Base Traffic Situation

F. Capacity Analysis Worksheets – Year 2008 Background Traffic Situation

G. Capacity Analysis Worksheets – Year 2008 Total Traffic Situation (Including the Subject Development)

1.0 INTRODUCTION

1.1 Project Background

Catholic Community Services ("The Applicant") plans to redevelop a 1.5± acre site situated west of Summit Place between T Street and Todd Place, in the Eckington area of Northeast Washington, D.C. The property is zoned R-4 (Row Dwellings and Flats). The Applicant plans to rezone the property to R-5-B (Moderate Density Apartment Houses), and develop approximately one hundred eighty-four (184) apartment units on the site, in accordance with that zoning category. The proposed development would also be in accordance with the requirements of the City's Planned Unit Development (PUD) process. The proposed development would be served by 120 – 140 parking spaces in an underground garage. Vehicular access would be provided via a single entrance off T Street. Exhibit 1 shows the location of the site.

A number of factors make the proposed development attractive from the perspective of traffic generation and parking demands as well as considering transportation access within the immediate area. These are as follows:

a) The subject site is within easy reach of major regional arterials, including North Capitol Street, Rhode Island Avenue, New York Avenue and Florida Avenue;

b) The site is situated within relatively easy walking distance to Metrobus routes along Rhode Island Avenue, Lincoln Road and T Street, which provide connections to the adjacent Rhode Island Avenue and New York Avenue Metrorail Stations; and

c) Approximately 30% of the units will be reserved for occupants of very low income, i.e., with annual income in the range of twenty thousand dollars. The remaining units will be reserved for those with annual income in the range of $43,000 - $50,000.

As will be discussed later in the report, the above factors would have significant impact in lowering the trip generation, parking demands and related impacts of the proposed development, particularly during the morning and afternoon peak periods. These factors are further considered in the relevant sections of this report.

1.2 Study Purpose and Scope

This study was prepared as supporting documentation to the current PUD and Zoning Map Amendment Application. The purpose and key elements of the study are to evaluate and document the following:

(a) Existing roadway and traffic conditions within the immediate area of the subject site;

(b) Future "background" traffic conditions, based on a generalized examination of planned developments within the study area, and potential annual growth in through traffic along the key study area roadways;

(c) The traffic impact of the development proposal, considering existing and planned transportation facilities, site trip generation, access and on-site circulation; and

(d) Any capacity, safety or operational constraints to the proposed development, as well as potential measures to mitigate such constraints, where appropriate.

The methodology used in this analysis is in accordance with the current guidelines stipulated by the District of Columbia Department of Transportation (DDOT) for the assessment of the transportation impacts and access requirements associated with the PUD process. The study area and other key parameters considered were also discussed with the responsible DDOT staff, and correspondence outlining the scope of the study is presented in Appendix A.

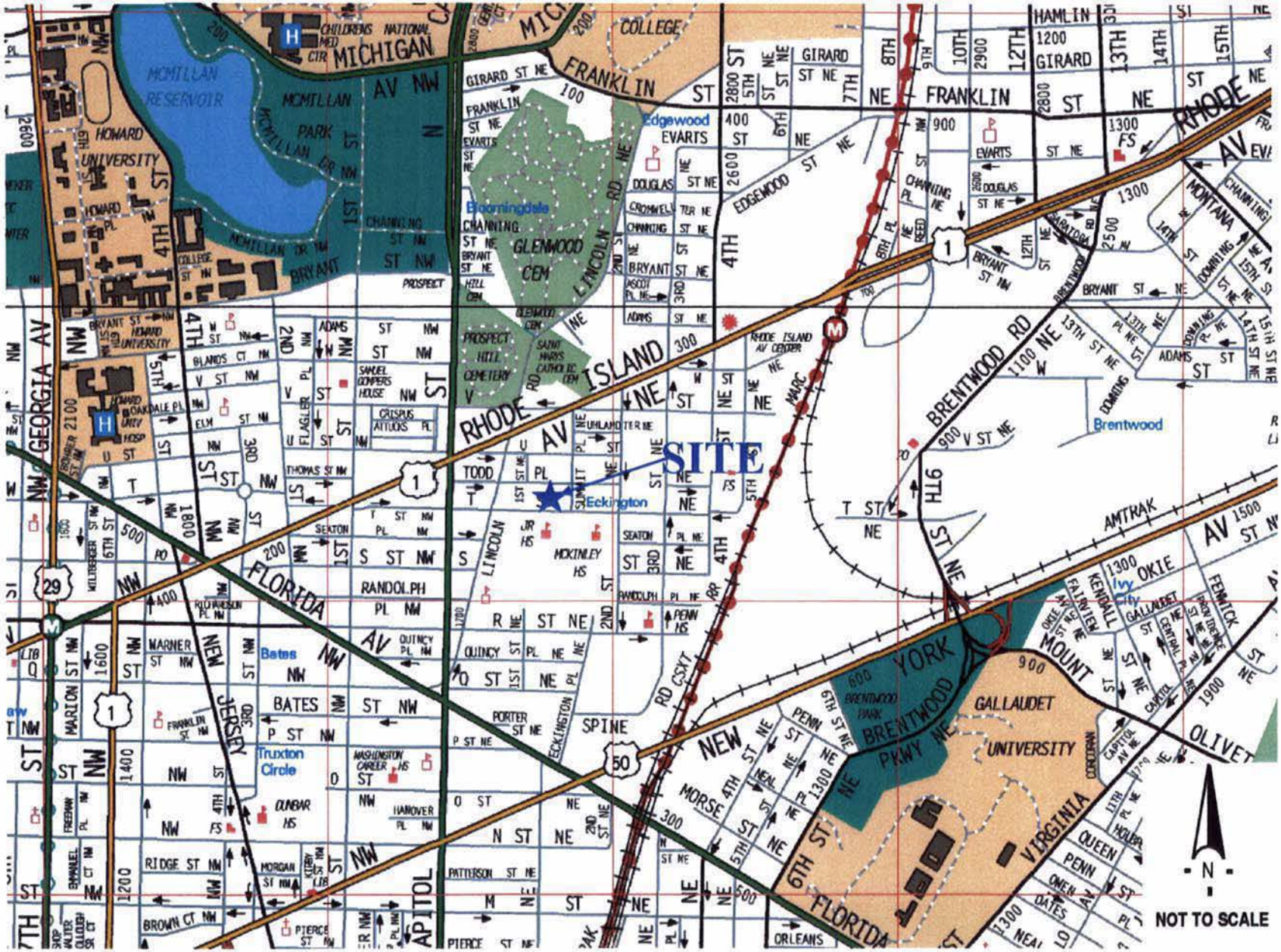

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EXHIBIT 1

SITE LOCATION MAP

Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

1.3 Report Organization and Summary

This report is organized into five (5) sections. The current Section presents the background, purpose and scope for the study, and summarizes the findings. Section 2 evaluates existing roadway, traffic and parking conditions. Section 3 addresses projected growth in traffic due to the impact of approved and potential developments within the general study area, as well as potential growth in through traffic along the key study area roadways. Section 4 analyzes the traffic impact of the Applicant's proposal, and assesses related site access, circulation and parking provisions. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate any potential transportation impacts identified.

The Applicant projects that the development would be built-out by the year 2008. The future traffic conditions included the application of a 2.0% growth factor to through traffic along Lincoln Road, as well as the projected traffic assignment for approved/pending planned developments and the subject PUD. The study has concluded that the existing study area road network can accommodate the Applicant's development proposal, based on the following principal considerations:

a) The subject development would generate an average of fifty-one (51) peak hour trips. This trip generation is quite low and would be well distributed, resulting in quite minimal traffic impacts on the local area.

b) The projected site trip distribution would have minimal impacts on the student drop-off and pick-up activities associated with the adjacent Hyde Leadership Charter School, and McKinley High School. This would be due primarily to the location of the garage entrance, and the orientation of trips primarily to the west and south.

c) The morning peak hour trip generation for the proposed development would only partially coincide with that for student drop-off at the noted schools, and the afternoon peak hour for the subject site would not coincide with that for the student pick-up activities.

d) The dominant trip orientation, for the proposed development, would be to the west along T Street and southwest toward the City's Downtown Area.

e) The projected year 2008 total traffic situation, including the proposed development, would be accommodated by the existing roadway network, with acceptable Levels of Service at all study area intersections.

f) The subject PUD would be provided with adequate off-street parking spaces, well in excess of the City's requirements, and should not result in any adverse impacts on the neighborhood. The income restrictions cited in the introduction would strongly support the assessment.

g) The subject PUD would provide loading/delivery facilities in keeping with the Zoning Regulations.

Based on those considerations, the proposed development would satisfy the City's transportation adequacy requirements; and would not be "objectionable" either to the adjacent properties or the general public from the perspective of traffic and parking.

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Land Use and Zoning

The subject property is located in Square 3521; and is zoned R-4 (Row Dwellings and Flats). The site is currently improved with two (2) buildings, including the Catholics Charities - St. Martin House, and a surface parking lot. The surrounding area is also zoned R-4, and are primarily developed with row dwellings and flats, as well as supporting community and institutional uses. The area situated immediately across T Street (to the south of the site), is developed with the Hyde Leadership Public Charter and McKinley High Schools. The Rhode Island Avenue Metrorail Station is within a walking distance of 4,300 feet to the northeast of the subject site.

2.2 Study Area Road Network

Regional access to the subject site is well served by Rhode Island Avenue (to the north), from North Capitol Street (to the west), as well as New York Avenue and Florida Avenue to the south. These are all principal arterials on the City's transportation system. Immediate local access to the site is provided primarily by T Street, Todd Place and Summit Place. Based on discussions with the DDOT Transportation Policy and Planning Administration staff, a study area roadway network consisting of five (5) intersections was identified for evaluation. These intersections are as follows:

1) T Street @ North Capitol Street Service Road, N.E. (Stop-Sign Controlled);
2) T Street @ Lincoln Road, N.E. (Signalized);
3) T Street @ Summit Place, N.E. (Stop-Sign Controlled);
4) Todd Place @ Lincoln Road, N.E. (Stop-Sign Controlled); and
5) Todd Place @ Summit Place, N.E. (Stop-Sign Controlled).

The general physical characteristics and service functions of the key study area roadways are summarized below:

- **T Street, N.E.**: This is classified as a Collector on the City's roadway network. It runs east-west along the subject site, with a single travel lane in each direction. Parking is allowed on both sides, except along the north side between Summit Place and Lincoln Road, and along the south side in front of the Hyde Leadership Public Charter and McKinley High Schools. Parking is prohibited in the latter areas between 7:00 AM and 6:30 PM (north side) and 8:00 AM and 4:00 PM (south side) on school days only. This roadway serves approximately 2,450 vehicles per average weekday. The posted speed is 25 MPH.

- **Todd Place, N.E.**: This is classified as a Local Street on the City's roadway system. The roadway is situated along the north side of the subject property. It is 24 feet wide and provides for one-way travel eastbound, within a single travel lane, and with parking allowed on both sides under the City's RPP Program. Todd Place serves approximately 500 vehicles per average weekday. The posted speed is 25 MPH.

- **Summit Place, N.E.**: This is designated as a Local Street on the City's roadway system. The roadway serves two-way traffic movements, with a single lane in each direction. This facility carries approximately 1,200 vehicles per average weekday, with a posted speed of 25 MPH.

The Hyde Leadership Public Charter School implements traffic control measures on school days, from 7:00 – 8:00 AM and 3:00 – 4:00 PM, to restrict T Street to one-way eastbound traffic flow between Lincoln Road and Summit Place. These temporary measures are intended to reduce the traffic volumes along the schools, and facilitate safe student drop-off and pick-up operations. In addition, it is noted that the parking within the general area is designated as Resident Permit Parking (RPP) which restricts parking to 2-hour limits between 7:00 AM and 8:00 PM except for permit holders (i.e., residents of Ward 5).

The layout of the study area roadway network, as well as the lane configuration and traffic control devices provided at the key study area intersections, are illustrated in Exhibit 2.

2.3 Existing Traffic Situation

In order to assess current traffic operating conditions, field observations were made of the weekday traffic flow conditions, within the defined study area, during the morning and afternoon peak periods. In addition, peak period turning movement counts were undertaken at the study area intersections. Exhibit 3 shows the morning and afternoon peak hour volumes. The count summaries are included as Appendix B.

The peak hour traffic volumes were analyzed using the Highway Capacity Manual (HCM) capacity analysis procedures, in accordance with the DDOT requirements. The results show that the study area intersections currently operate at acceptable Levels of Service[1], during the morning and afternoon peak hours. The Level-of-Service results are based on the average control delay computed by the HCM procedures for all vehicles utilizing the intersections during the peak hours. Table 1 presents the summary of the capacity analysis results for the existing traffic situation. Detailed capacity analysis worksheets are presented in Appendix C.

1 "Level of Service" is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, and freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F), with "A" representing best operating conditions, and Level of Service "F" representing the worst conditions. Level-of-Service D is generally considered by the District of Columbia as the minimum acceptable conditions for planning and design purposes.

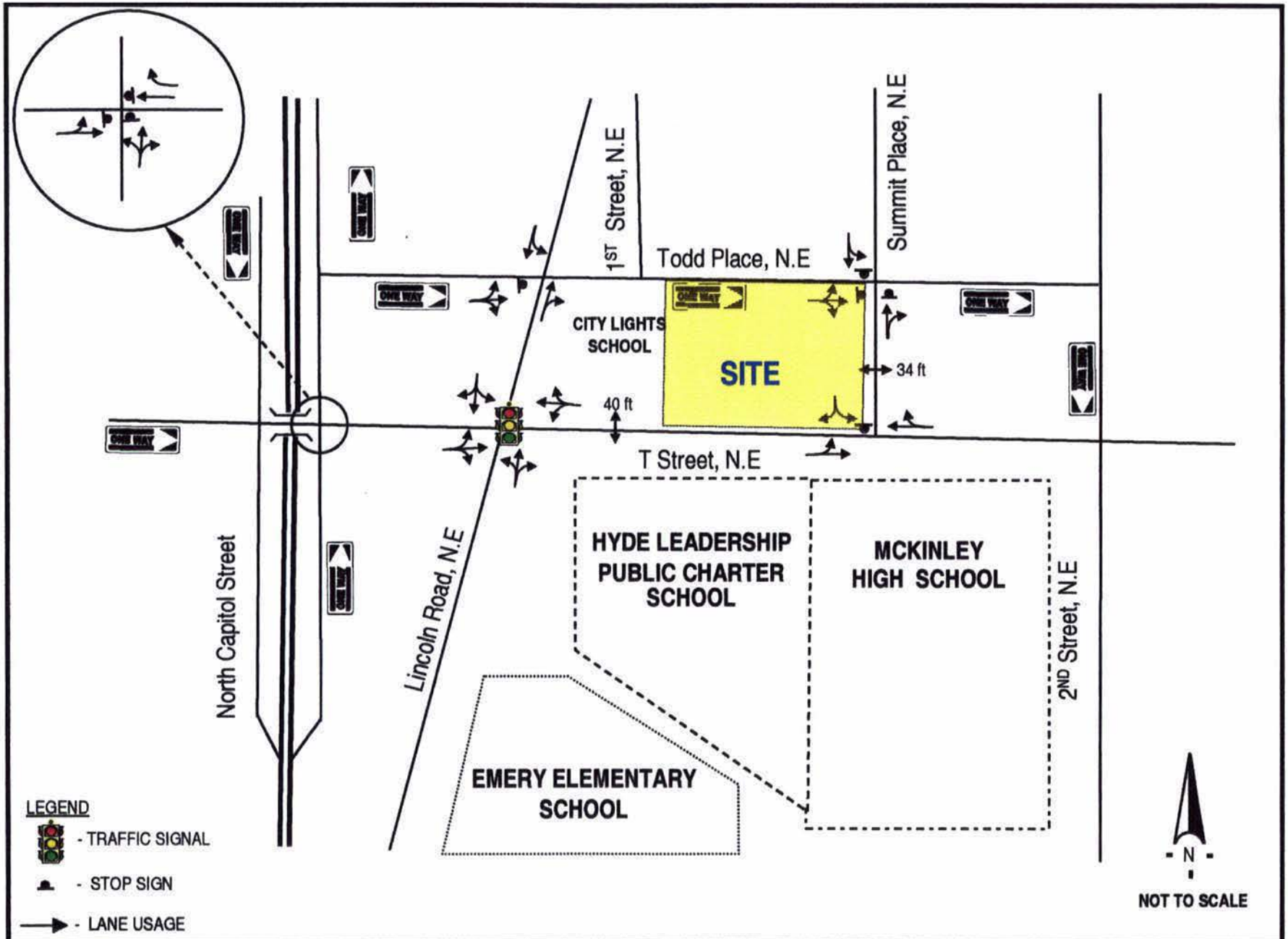

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EXHIBIT 2

EXISTING ROADWAY LANE CONFIGURATION – STUDY AREA ROAD NETWORK

Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

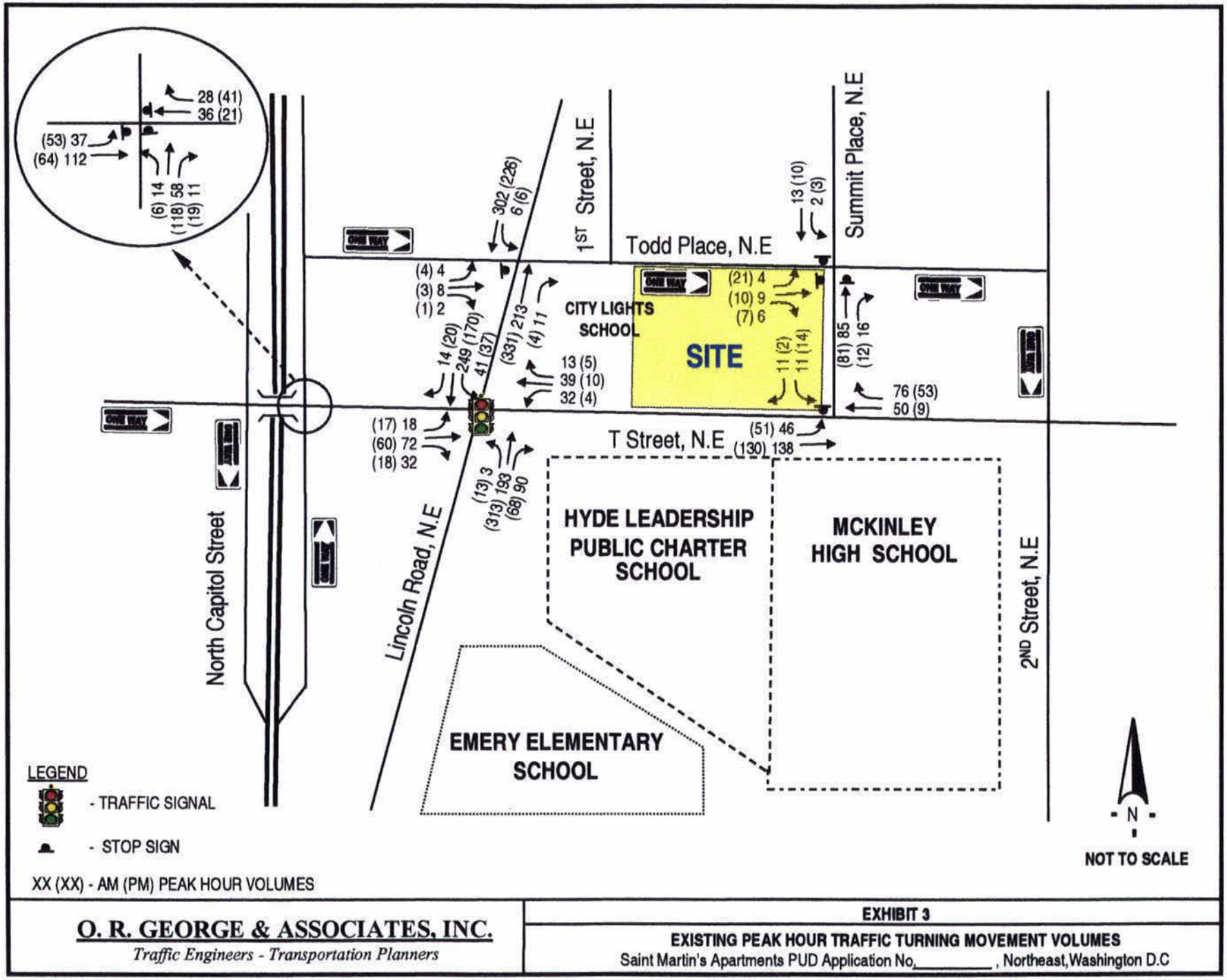

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EXHIBIT 3

EXISTING PEAK HOUR TRAFFIC TURNING MOVEMENT VOLUMES

Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS - EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Sec/Veh)*	Level of Service	Avg. Delay (Sec/Veh)*
1) T Street @ Summit Place, N.E. (Stop Sign Controlled)	B	10.5	B	10.9
2) T Street @ Lincoln Road, N.E. (Signalized)	B	15.0	B	11.7
3) T Street @ North Capitol Street Service Road, N.E. (Stop Sign Controlled)	A	8.9	A	8.4
4) Todd Place @ Summit Place, N.E. (Stop Sign Controlled)	A	9.7	A	9.4
5) Todd Place @ Lincoln Road, N.E. (Stop Sign Controlled)	B	13.8	B	12.4

Sec/Veh = Seconds per Vehicle

Source: O. R. George & Associates.

2.4 Traffic Safety Situation

In order to assess the traffic safety situation within the study area, accident data for the key intersections was obtained from the DDOT Traffic Services Administration. This data was obtained for the most recent three (3) year period, i.e., 2002 - 2004. Copies of the accident data summaries are include as Appendix D. The data indicates that there are no significant safety deficiencies within the study area roadway network.

3.0 BACKGROUND TRAFFIC SITUATION

3.1 Projected Year 2008 Background Traffic Situation

The Applicant's development plan calls for the project to be built-out by the end of 2008. Therefore, for the purposes of this study, the year 2008 was considered the "design year". Considering the City's guidelines and procedures, the 2008 projected design year traffic conditions would consist of the following key elements:

a) Projected trip generation for other planned developments, within the immediate site area, which are likely to be built-out by year 2008; and

b) Potential increase in through traffic based on historical growth trends.

Based on information provided by the Office of Planning, no significant land use developments are planned for the immediate area of the site. Review of historical Average Daily Traffic (ADT) provided by DDOT, indicates that traffic volumes on the study area roadways have remained relatively stable over the last five (5) years. It is therefore projected that an increase in traffic within the study area over the next three (3) years, i.e., by year 2008, would be marginal. However, to comply with DDOT's typical growth assumptions for roadways serving significant through traffic volumes, an annual growth factor of two percent (2.0%) was applied to the existing traffic volumes unto the year 2008. The 2008 base year traffic volumes, reflecting that annual growth, are presented as Appendix E.

3.2 Traffic Analysis - Year 2008 Background Traffic Situation

Since no planned developments were identified for consideration, the year 2008 background traffic situation would be the same as the year 2008 "base" traffic situation. The projected year 2008 background traffic situation is presented in Exhibit 4. These volumes were analyzed using the HCM analysis procedures, as was done for the existing traffic situation.

Table 2 (on page 11) summarizes the capacity analysis results for the projected year 2008 background traffic situation. The results show that the study area road network would continue to operate within the City's acceptable planning standards, during the morning and afternoon peak hours. Appendix F presents the capacity analysis worksheets for the background traffic situation.

TABLE 2
SUMMARY OF CAPACITY ANALYSIS RESULTS -
PROJECTED YEAR 2008 BACKGROUND TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Sec/Veh)*	Level of Service	Avg. Delay (Sec/Veh)*
1. T Street @ Summit Place, N.E.**	B	10.5	B	10.9
2. T Street @ Lincoln Road, N.E.*	B	15.1	B	11.8
3. T Street @ North Capitol Street Service Road, N.E.**	A	8.9	A	8.4
4. Todd Place @ Summit Place, N.E.**	A	9.7	A	9.4
5. Todd Place @ Lincoln Road, N.E.**	B	14.2	B	12.7

Source: O. R. George & Associates. * = Signalized ** = Stop Sign Controlled

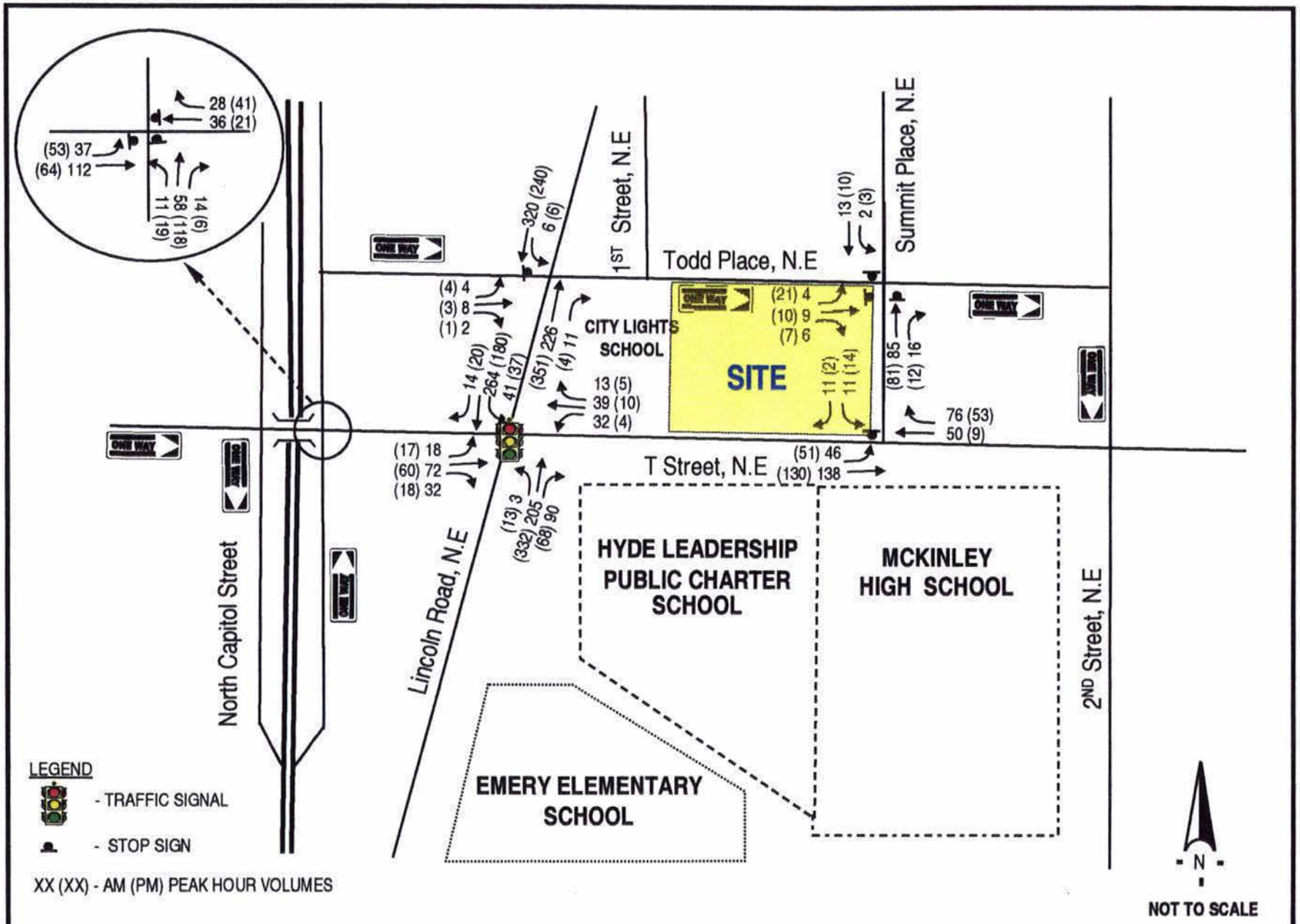

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EXHIBIT 4

PROJECTED YEAR 2008 TOTAL BACKGROUND TRAFFIC SITUATION
Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

4.0 FUTURE TRAFFIC SITUATION

4.1 Proposed Development Plan

As noted earlier, this analysis is in support of the Planned Unit Development and Zoning Map Amendment application for the development of 184 apartment units on the site. The proposed development would be served by 120 – 140 structured parking spaces and one (1) loading berth with platform. Immediate vehicular access to the site would be provided exclusively via a single entrance off T Street, at the western end of the property.

4.2 Trip Generation

DDOT typically requires that the trip rates recommended by the Institute of Transportation Engineers (ITE) be utilized in conducting traffic impact assessments. As such, the trip estimates for the proposed development were based on the current ITE Trip Generation Manual (7th Ed., 2003). It is important to note that the ITE rates are for stand-alone suburban sites, which have little or no public transportation services or significant opportunities for weekday work trips via alternative modes. Accordingly, the rates were adjusted to reflect the location of the property within the downtown area with opportunities for use of transit facilities and travel by other modes. The trip rates and projected vehicular trips for the subject development are presented in Table 3.

TABLE 3

PROJECTED PEAK HOUR TRIP GENERATION – SAINT MARTIN'S APARTMENTS PUD

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Trips per Mid-Rise Apartment Unit (With 20% Transit, Walk, and Other Non-vehicle Trips)	0.09 (0.07)	0.21 (0.17)	0.30 (0.24)	0.23 (0.18)	0.16 (0.13)	0.39 (0.31)
Trip Generation						
• Trips/184 Mid-Rise Apartment Units	13	31	44	33	24	57

Source: WMATA 1989 Development Ridership Survey Report, ITE Trip Generation Manual (2003), and O. R. George & Associates.

It is important to note that the trips shown in Table 3 represent the projected trip generation for the **peak hour** only, and not for the entire peak period. The peak period generation occurs over a 3 - 4 hour period between 6:00 – 10:00 AM and 3:00 – 7:00 PM. This takes into consideration various types of workers, distances traveled between home and work, as well as transportation demand management measures such as flexible work hours, which are being encouraged by both public and private sector employees and government agencies.

4.3 Trip Distribution and Traffic Assignment

The peak hour trip generation and distribution patterns for the proposed residential uses would be related primarily to the location of the site relative to regional employment opportunities, available transportation modal splits and associated travel patterns. Accordingly, the projected trip generation would largely be oriented toward the Washington, D.C. Central Employment Area to the south and west. Based on the above, the assumed distribution pattern and the projected traffic assignment for the proposed development are shown in Exhibit 5.

4.4 Capacity Analysis - Year 2008 Total Traffic Situation

The year 2008 total traffic situation was derived by combining the traffic assignment for the proposed development (Exhibit 5) with the year 2008 total background traffic situation (Exhibit 4). The year 2008 total traffic situation is illustrated in Exhibit 6 (on page 15). These volumes were analyzed using the Highway Capacity Manual (HCM), as was done for the existing and background traffic conditions. The level of service results are presented in Table 4.

The capacity analysis results indicate that, upon build-out of the proposed development, the study area intersections would continue to operate acceptably, during the morning and afternoon peak periods. The capacity analysis worksheets for this situation are presented in Appendix G.

TABLE 4

SUMMARY OF CAPACITY ANALYSIS RESULTS - PROJECTED 2008 TOTAL TRAFFIC SITUATION (INCLUDING THE SUBJECT PUD)

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Sec/Veh)*	Level of Service	Avg. Delay (Sec/Veh)*
1. T Street @ Summit Place, N.E. (Stop Sign Controlled)	B	10.5	B	10.9
2. T Street @ Lincoln Road, N.E. (Signalized)	B	16.6	B	12.6
3. T Street @ North Capitol Street Service Road, N.E. (Stop Sign Controlled)	A	8.9	A	8.5
4. Todd Place @ Summit Place, N.E. (Stop Sign Controlled)	A	9.8	A	9.4
5. Todd Place @ Lincoln Road, N.E. (Stop Sign Controlled)	B	14.3	B	12.7

Source: O. R. George & Associates.

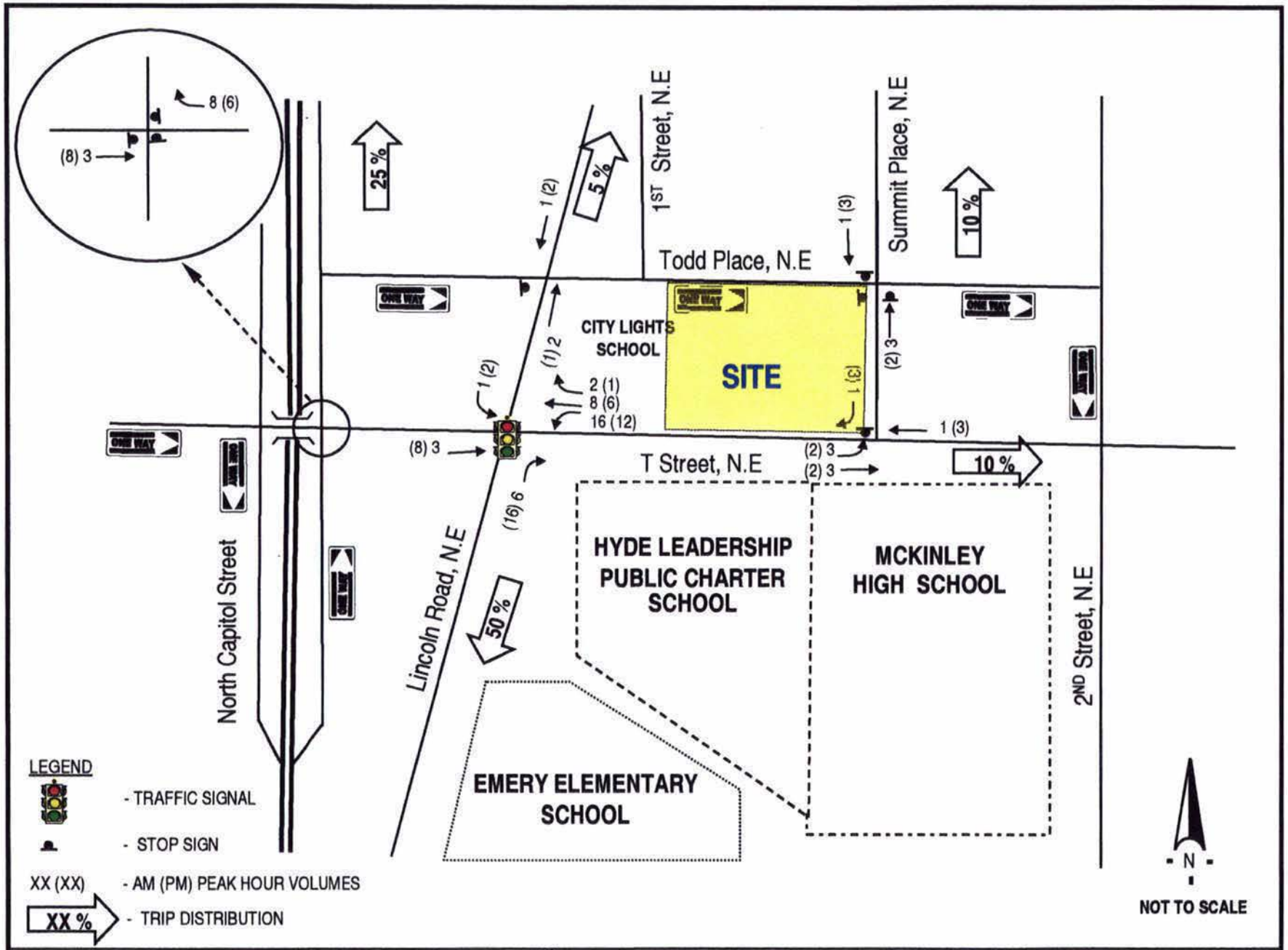

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EXHIBIT 5
PEAK HOUR SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT
Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

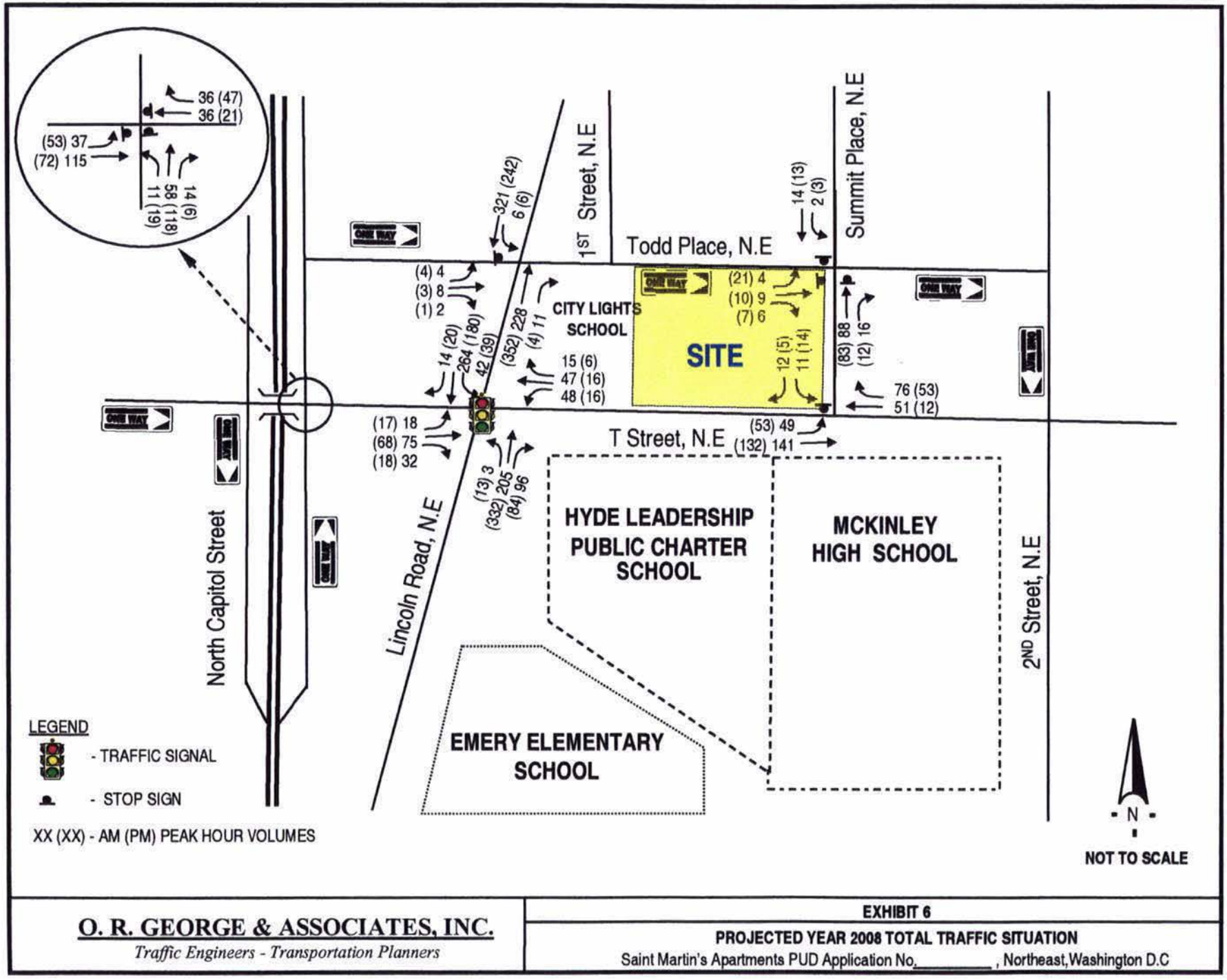

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EXHIBIT 6

PROJECTED YEAR 2008 TOTAL TRAFFIC SITUATION

Saint Martin's Apartments PUD Application No._____, Northeast, Washington D.C

4.5 Parking Evaluation

The subject property would be rezoned to R-5-B, and the proposed improvements would be provided with off-street parking spaces. The City's parking requirements, based on the proposed zoning and land uses, are compared with the off-street parking proposed for the subject development, in Table 5 following:

TABLE 5

REQUIRED VS PROPOSED OFF-STREET PARKING

Land Use	Required		Proposed	
	Parking Ratio	Parking Supply	Parking Ratio	Parking Supply
• Apartments (184 Units) (1 per 2 units)	0.50	92	0.65-0.76	120-140

Source: DCMR Title 11 – Zoning and O. R. George & Associates.

Table 5 shows that the proposed off-street parking will exceed the required parking by a factor in the range of 1.3 – 1.5. The proposed off-street parking supply would therefore adequately accommodate the projected needs of the subject development. We understand from the Applicant that this parking will be provided at substantial cost to the development in order to "fit" the marketing profile of the project and its future residents. In addition, the objective is to ensure that the local community is not adversely impacted by spillover parking from the subject use.

As noted in the introductory section, residents of the new development would be restricted on the basis of income in accordance with the following schedule:

No. of Units	Annual Income Restrictions
134 Units	$43,000 - $50,000
50 Units	$18,000 - $20,000

Demographic studies have shown a strong correlation between income, auto ownership and transit usage. In addition to substantially exceeding the requirements of the zoning regulations, this study shows that the above factors would combine to ensure that the parking proposed would adequately serve the community, and not further "burden" the neighborhood parking supply.

4.6 Subject Property and Local Institutional Access Considerations

As noted earlier, the subject property is improved with a two-story office building used by the Applicant and a surface parking lot with approximately 70 ± spaces. Vehicular access is via an entrance off Todd Street, just west of Summit Place. The parking is also used by the City Lights School situated immediately to the west of the subject property. As such, the property currently attracts significant levels of employee, visitor and service/delivery trips (including trucks) into the neighborhood. The applicant's proposal would make the following changes:

a) Provide for vehicular access to the underground garage, which would be located at the western and of the property along T Street (a two-way roadway);

b) Provide for service/delivery adjacent to the parking garage access (item (a) above);

c) Work with DDOT to determine the need for any potential changes in the parking regulations for the site frontage along T Street and Summit Place;

d) Pedestrian access would be approximately "mid-block" along the north side of T Street.

In addition to the above, the following factors are noted for the City's evaluation process:

i) Based on the existing commuter travel patterns along the major roadways within the immediate area of the site, the morning peak hour of the proposed development is expected to occur between 7:45 and 9:00 AM. This would partially coincide with the peak hour of the student drop-off activity (i.e., 7:00 – 8:00 AM).

ii) The greater majority of the morning peak hour trips would be oriented to the west and then south, toward the Washington D.C. Downtown Area. Only twenty percent (20%) or six (6) trips would be oriented to the east (i.e., through the main student drop-off area).

iii) The afternoon peak hour for the proposed development is expected to occur between 4:45 and 6:00 PM. This would occur after the schools' peak hour of student pick-up activity (i.e., 3:00 – 4:00 PM).

Based on the above considerations, it can be concluded that the proposed site access and trip productions would not adversely impact the existing student drop-off/pick-up operations, from the perspectives of efficiency and safety.

5.0 SUMMARY OF FINDINGS AND CONCLUSION

5.1 Summary of Findings

This study has examined the potential impacts of the proposed Saint Martin's Apartments, in keeping with the requirements of the City's Planned Unit Development review process. The PUD process requires the Applicant to demonstrate that increased density and related elements of the proposed improvements would not adversely impact area land uses or be a "burden" to the City. Conversely, it is desirable that public benefits accrue from the development proposal. The study was performed in accordance with the general guidelines stipulated by the District of Columbia Department of Transportation (DDOT) Policy and Planning Administration, regarding the evaluation of the transportation impacts of development proposals. The principal findings of the study are as follows:

a) The subject is currently improved with a two-story office building and a 70-space parking garage, which generates considerable non-residential trips onto the local community. The location of the existing site entrance may not be compatible with some aspects of the access situation for the several schools within the immediate area.

b) The defined study area roadway network currently operates at quite acceptable Levels of Service, during both the morning and afternoon peak periods. Also, accident records indicate no significant safety deficiencies.

c) The proposed residential units will be restricted to residents with low and moderate incomes; who will have relatively low auto ownership and a tendency to use the available public transportation services. These will have positive consequences for both trip generation and parking demand.

d) The design year (2008) "background" traffic conditions considered potential growth in through traffic along the key study area roadways. Based on information provided by the Office of Planning, no background developments are planned for the immediate site area. The roadway network would continue to operate acceptably under the background traffic conditions.

e) The proposed development would generate an average of fifty-one (51) vehicle trips during the morning and afternoon peak hours. These trips would be well distributed (directionally) resulting in minimal impacts on the study area intersections.

f) The study area roadway network would continue to operate at acceptable Levels of Service, during the morning and afternoon peak periods, under the projected (2008) traffic conditions, including the proposed development.

g) The proposed development would not have adverse effects on the efficiency and safety of vehicular and pedestrian access to/from the adjacent school facilities.

The proposed development would be provided with 120-140 off-street parking spaces. This supply would significantly exceed the number of spaces required by the City's Municipal Regulations, and would adequately satisfy the needs of the prospective uses. Adequate loading/berthing facilities would also be provided in accordance with the City's requirements.

5.2 Conclusion

Based on the foregoing data, discussions and analysis, this study has determined that the Saint Martin's Apartments Zoning Map Amendment and Planned Unit Development proposal can be accommodated without any appreciable adverse traffic impacts on the local area. In fact, some aspects of the development proposal would result in appreciably improved access and circulation compared with the existing situation. The subject proposal should therefore satisfy the City's requirements for adequate public (transportation) facilities. In addition, significant public benefits would accrue to the local area. Further analyses and evaluations are continuing, and should they be required, this report would be updated prior to the submission of the Pre-Hearing Statement.

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APPENDIX

A

TRAFFIC STUDY SCOPING AGREEMENT
AND RELEVANT CORRESPONDENCE
WITH DDOT STAFF

APPENDIX

B

TRAFFIC TURNING MOVEMENT COUNT
SUMMARIES - EXISTING TRAFFIC
SITUATION

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - NL
Board : D4- 2238
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19162238-NL
Site Code : 19162238
Start Date : 10/11/2005
Page No : 1

Groups Printed- All Vehicles

	Lincoln Road From North					Lincoln Road From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	41	6	0	48	0	29	5	0	34	4	7	2	0	13	2	11	2	0	15	110
07:30 AM	2	39	2	0	43	1	41	21	0	63	2	6	3	0	11	6	15	4	0	25	142
07:45 AM	9	51	7	0	67	0	44	22	0	66	1	4	2	0	7	3	22	4	0	29	169
08:00 AM	19	53	6	0	78	2	42	52	0	96	3	1	1	0	5	7	25	5	0	37	216
Total	31	184	21	0	236	3	156	100	0	259	10	18	8	0	36	18	73	15	0	106	637
08:15 AM	12	77	3	0	92	0	52	16	0	68	8	8	3	0	19	4	21	9	0	34	213
08:30 AM	5	66	1	0	72	1	50	15	0	66	8	11	5	0	24	5	10	11	0	26	188
08:45 AM	5	53	4	0	62	0	49	7	0	56	13	19	4	0	36	2	16	7	0	25	179
09:00 AM	2	65	3	0	70	0	52	10	0	62	4	16	3	0	23	3	12	7	0	22	177
Total	24	261	11	0	296	1	203	48	0	252	33	54	15	0	102	14	59	34	0	107	757
02:15 PM	0	36	2	0	38	2	46	7	0	55	4	5	2	0	11	3	10	3	0	16	120
02:30 PM	1	30	3	0	34	1	51	3	0	55	5	8	2	0	15	2	7	3	0	12	116
02:45 PM	1	22	0	0	23	3	69	10	0	82	6	6	2	0	14	1	4	6	0	11	130
03:00 PM	2	25	0	0	27	1	64	10	0	75	2	4	3	0	9	4	5	2	0	11	122
Total	4	113	5	0	122	7	230	30	0	267	17	23	9	0	49	10	26	14	0	50	488
03:15 PM	3	36	1	0	40	2	56	16	0	74	0	3	2	0	5	2	7	5	0	14	133
03:30 PM	7	29	1	0	37	1	61	19	0	81	2	2	1	0	5	2	12	6	0	20	143
03:45 PM	5	42	6	0	53	3	71	13	0	87	2	1	0	0	3	3	12	7	0	22	165
04:00 PM	18	34	4	0	56	3	62	21	0	86	1	3	0	0	4	4	12	4	0	20	166
Total	33	141	12	0	186	9	250	69	0	328	5	9	3	0	17	11	43	22	0	76	607
04:15 PM	9	44	4	0	57	6	83	22	0	111	0	2	4	0	6	3	24	4	0	31	205
04:30 PM	7	42	9	0	58	1	82	15	0	98	1	2	0	0	3	5	19	5	0	29	188
04:45 PM	3	50	3	0	56	3	86	10	0	99	2	3	1	0	6	5	5	5	0	15	176
05:00 PM	0	31	1	0	32	0	86	4	0	90	6	9	2	0	17	3	8	3	0	14	153
Total	19	167	17	0	203	10	337	51	0	398	9	16	7	0	32	16	56	17	0	89	722
05:15 PM	5	31	3	0	39	1	79	7	0	87	6	11	2	0	19	5	6	6	0	17	162
05:30 PM	3	46	7	0	56	1	113	4	0	118	5	10	4	0	19	3	10	5	0	18	211
05:45 PM	3	30	3	0	36	3	97	4	0	104	6	7	4	0	17	2	8	4	0	14	171
06:00 PM	5	38	3	0	46	2	93	3	0	98	4	12	2	0	18	3	9	6	0	18	180
Total	16	145	16	0	177	7	382	18	0	407	21	40	12	0	73	13	33	21	0	67	724
Grand Total	127	1011	82	0	1220	37	1558	316	0	1911	95	160	54	0	309	82	290	123	0	495	3935
Approch %	10.4	82.9	6.7	0.0		1.9	81.5	16.5	0.0		30.7	51.8	17.5	0.0		16.6	58.6	24.8	0.0		
Total %	3.2	25.7	2.1	0.0	31.0	0.9	39.6	8.0	0.0	48.6	2.4	4.1	1.4	0.0	7.9	2.1	7.4	3.1	0.0	12.6	

B-1

O. R. George & Associates, Inc.
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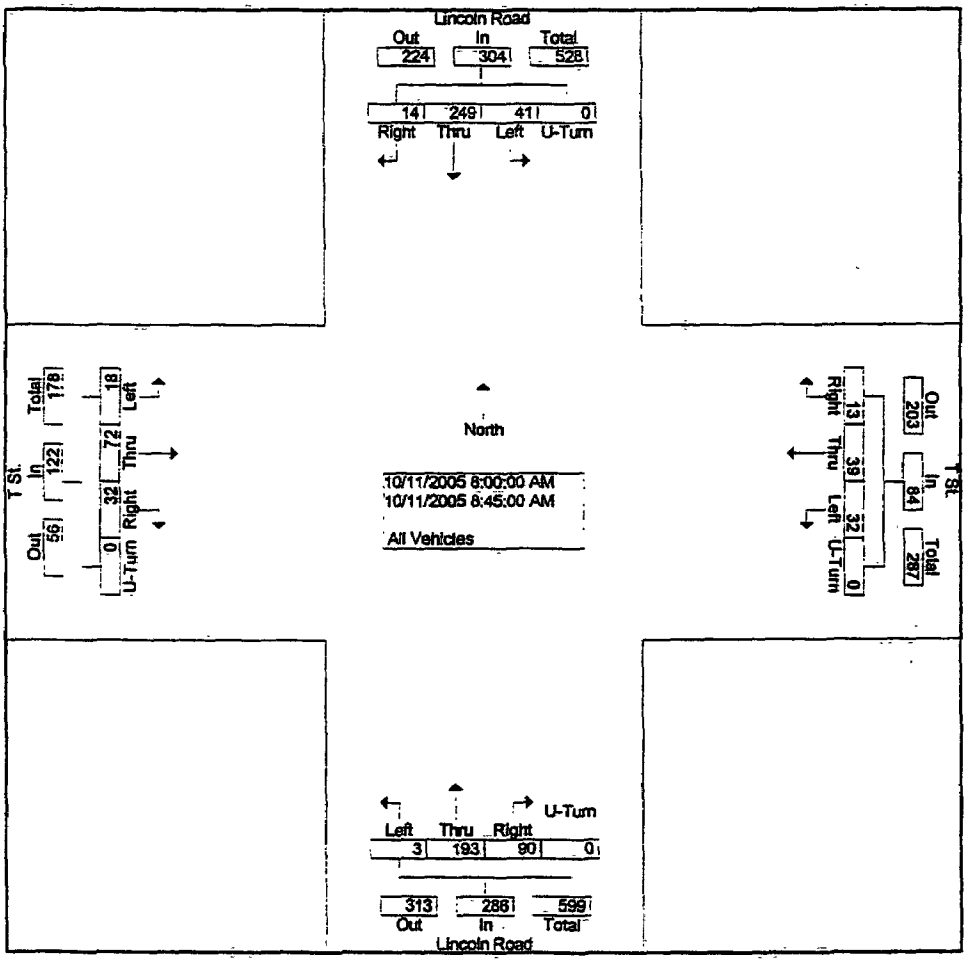
Counted by: ORGA - NL
Board : D4- 2238
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19162238-NL
Site Code : 19162238
Start Date : 10/11/2005
Page No : 2

	Lincoln Road From North					Lincoln Road From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	41	249	14	0	304	3	193	90	0	286	32	39	13	0	84	18	72	32	0	122	796
Percent	13.5	81.9	4.6	0.0		1.0	67.5	31.5	0.0		38.1	46.4	15.5	0.0		14.8	59.0	26.2	0.0		
08:00 Volume	19	53	6	0	78	2	42	52	0	96	3	1	1	0	5	7	25	5	0	37	216
Peak Factor																					0.921
High Int.	08:15 AM					08:00 AM					08:45 AM					08:00 AM					
Volume	12	77	3	0	92	2	42	52	0	96	13	19	4	0	36	7	25	5	0	37	
Peak Factor					0.826					0.745					0.583					0.824	



B-2

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
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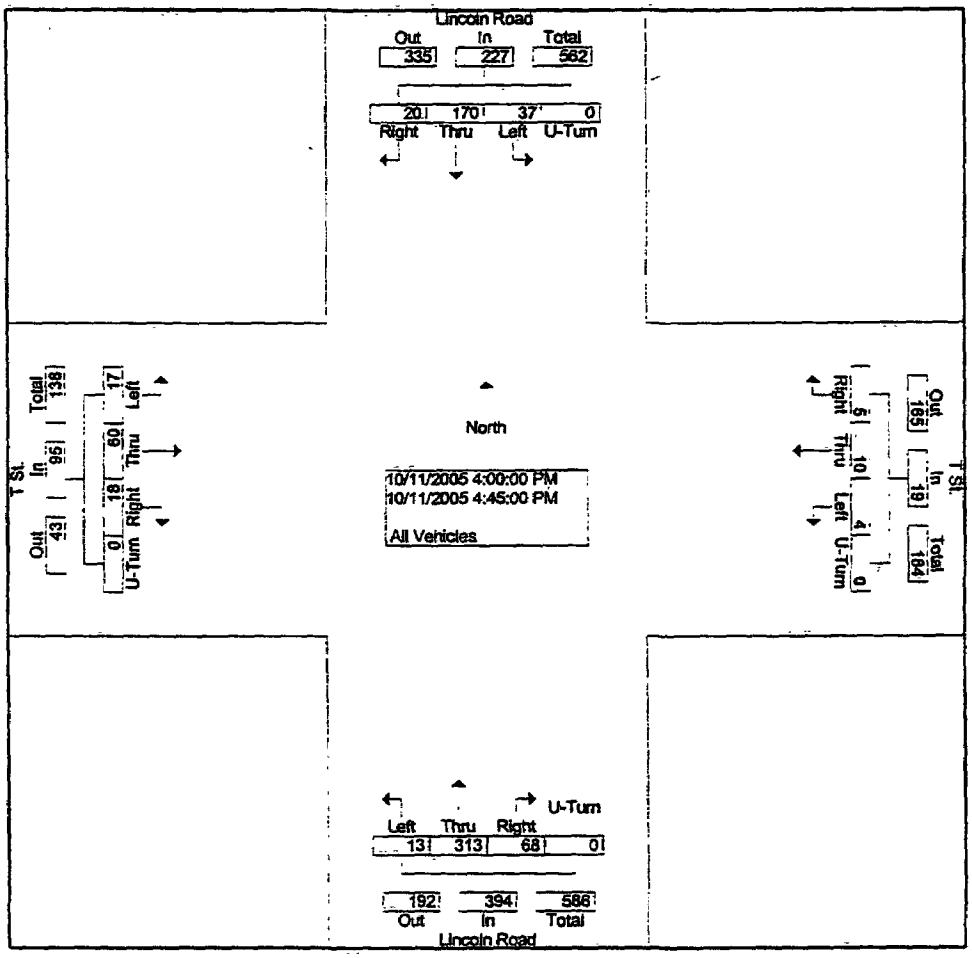
Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - NL
Board : D4-2238
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19162238-NL
Site Code : 19162238
Start Date : 10/11/2005
Page No : 3

	Lincoln Road From North					Lincoln Road From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	37	170	20	0	227	13	313	68	0	394	4	10	5	0	19	17	60	18	0	95	735
Percent	16.3	74.9	8.8	0.0		3.3	79.4	17.3	0.0		21.1	52.6	26.3	0.0		17.9	63.2	18.9	0.0		
04:15 Volume	9	44	4	0	57	6	83	22	0	111	0	2	4	0	6	3	24	4	0	31	205
Peak Factor																					0.896
High Int.	04:30 PM					04:15 PM					04:15 PM					04:15 PM					
Volume	7	42	9	0	58	6	83	22	0	111	0	2	4	0	6	3	24	4	0	31	
Peak Factor					0.978					0.887					0.792					0.766	



B-3

O: R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
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Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19231908-AL
Site Code : 19231908
Start Date : 10/11/2005
Page No : 1

Groups Printed- All Vehicles

	Summit Pl From North					Summit Pl From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	0	1	0	2	0	0	0	0	0	0	8	0	0	8	2	10	0	0	12	22
07:30 AM	2	0	3	0	5	0	0	0	0	0	0	8	11	0	19	5	19	0	0	24	48
07:45 AM	3	0	2	0	5	0	0	1	0	1	0	5	16	0	21	18	23	0	1	42	69
08:00 AM	5	0	3	0	8	0	0	0	0	0	0	1	39	0	40	18	54	0	0	72	120
Total	11	0	9	0	20	0	0	1	0	1	0	22	66	0	88	43	106	0	1	150	259
08:15 AM	3	0	2	0	5	0	0	0	0	0	0	21	14	0	35	4	38	0	0	42	82
08:30 AM	0	0	4	0	4	0	0	0	0	0	0	23	7	0	30	6	23	0	0	29	63
08:45 AM	2	0	1	0	3	0	0	0	0	0	0	33	3	0	36	1	23	0	0	24	63
09:00 AM	0	0	1	0	1	0	0	0	0	0	0	16	2	0	18	2	17	0	0	19	38
Total	5	0	8	0	13	0	0	0	0	0	0	93	26	0	119	13	101	0	0	114	246
02:15 PM	1	0	2	0	3	0	0	0	0	0	0	7	1	0	8	2	13	0	1	16	27
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	4	0	12	1	11	0	0	12	25
02:45 PM	3	0	1	0	4	0	0	0	0	0	0	11	1	0	12	1	12	0	0	13	29
03:00 PM	2	0	2	0	4	0	0	0	0	0	0	13	1	0	14	1	17	0	0	18	36
Total	6	0	6	0	12	0	0	0	0	0	0	39	7	0	46	5	53	0	1	59	117
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	6	4	1	11	1	14	0	0	15	27
03:30 PM	3	0	1	0	4	0	0	0	0	0	0	1	10	0	11	10	23	0	0	33	48
03:45 PM	3	0	1	0	4	0	1	0	0	1	0	1	13	0	14	3	12	0	0	15	34
04:00 PM	3	0	0	0	3	0	0	0	0	0	0	2	14	0	16	15	24	0	0	39	58
Total	10	0	2	0	12	0	1	0	0	1	0	10	41	1	52	29	73	0	0	102	167
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	14	0	14	14	34	0	0	48	63
04:30 PM	6	0	0	0	6	0	0	0	0	0	0	1	16	0	17	14	51	0	0	65	88
04:45 PM	4	0	2	0	6	0	0	0	0	0	0	6	9	0	15	8	21	0	0	29	50
05:00 PM	3	0	8	0	11	0	0	0	0	0	0	9	4	0	13	3	16	0	0	19	43
Total	14	0	10	0	24	0	0	0	0	0	0	16	43	0	59	39	122	0	0	161	244
05:15 PM	3	0	6	0	9	0	0	0	0	0	0	9	0	0	9	0	21	0	0	21	39
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	14	5	0	19	0	21	0	0	21	42
05:45 PM	3	0	6	0	9	0	0	0	0	0	0	8	2	0	10	3	20	0	0	23	42
06:00 PM	4	0	3	0	7	0	0	0	0	0	0	8	3	0	11	0	17	0	0	17	35
Total	10	0	17	0	27	0	0	0	0	0	0	39	10	0	49	3	79	0	0	82	158
Grand Total	56	0	52	0	108	0	1	1	0	2	0	219	193	1	413	132	534	0	2	668	1191
Apprch %	51.9	0.0	48.1	0.0		0.0	50.0	50.0	0.0		0.0	53.0	46.7	0.2		19.8	79.9	0.0	0.3		
Total %	4.7	0.0	4.4	0.0	9.1	0.0	0.1	0.1	0.0	0.2	0.0	18.4	16.2	0.1	34.7	11.1	44.8	0.0	0.2	56.1	

B-4

O. R. George & Associates, Inc.
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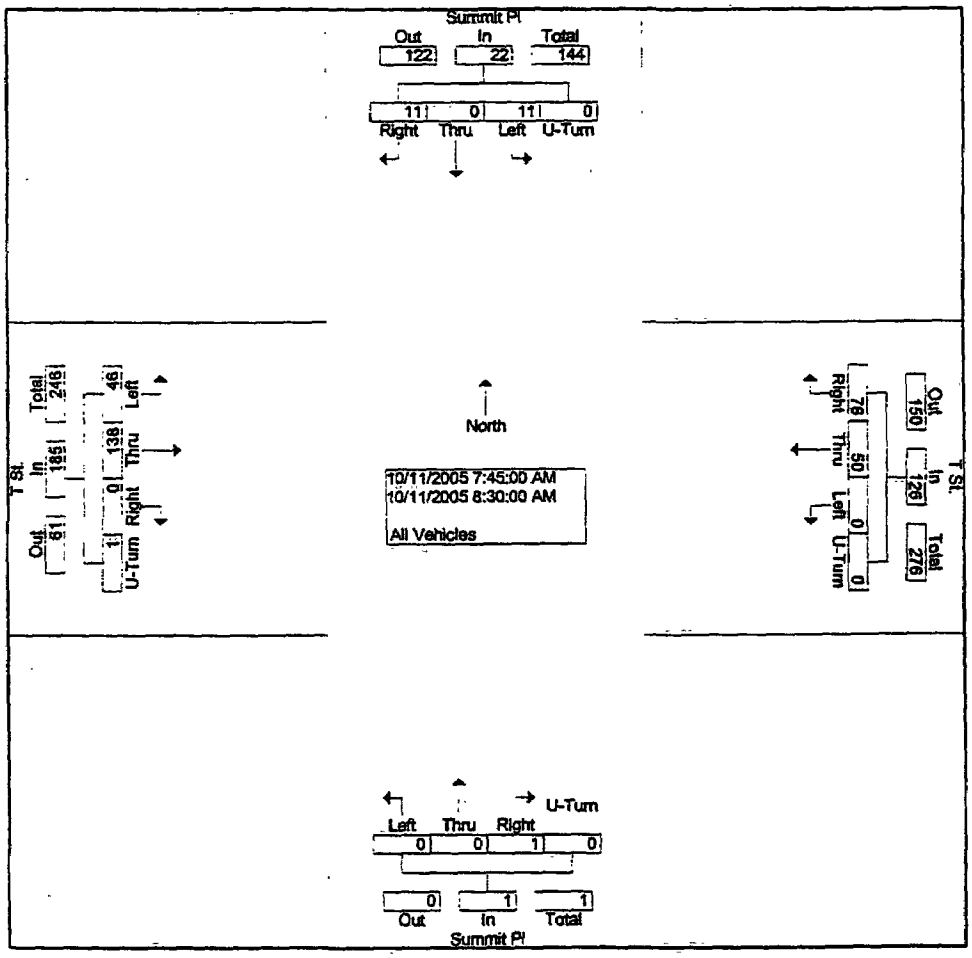
Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19231908-AL
Site Code : 19231908
Start Date : 10/11/2005

	Summit Pl From North					Summit Pl From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	11	0	11	0	22	0	0	1	0	1	0	50	76	0	126	46	138	0	1	185	334
Percent	50.0	0.0	50.0	0.0		0.0	0.0	100.0	0.0		0.0	39.7	60.3	0.0		24.9	74.6	0.0	0.5		
08:00 Volume	5	0	3	0	8	0	0	0	0	0	0	1	39	0	40	18	54	0	0	72	120
Peak Factor																					0.696
High Int.	08:00 AM					07:45 AM					08:00 AM					08:00 AM					
Volume	5	0	3	0	8	0	0	1	0	1	0	1	39	0	40	18	54	0	0	72	
Peak Factor					0.688					0.250					0.788					0.642	



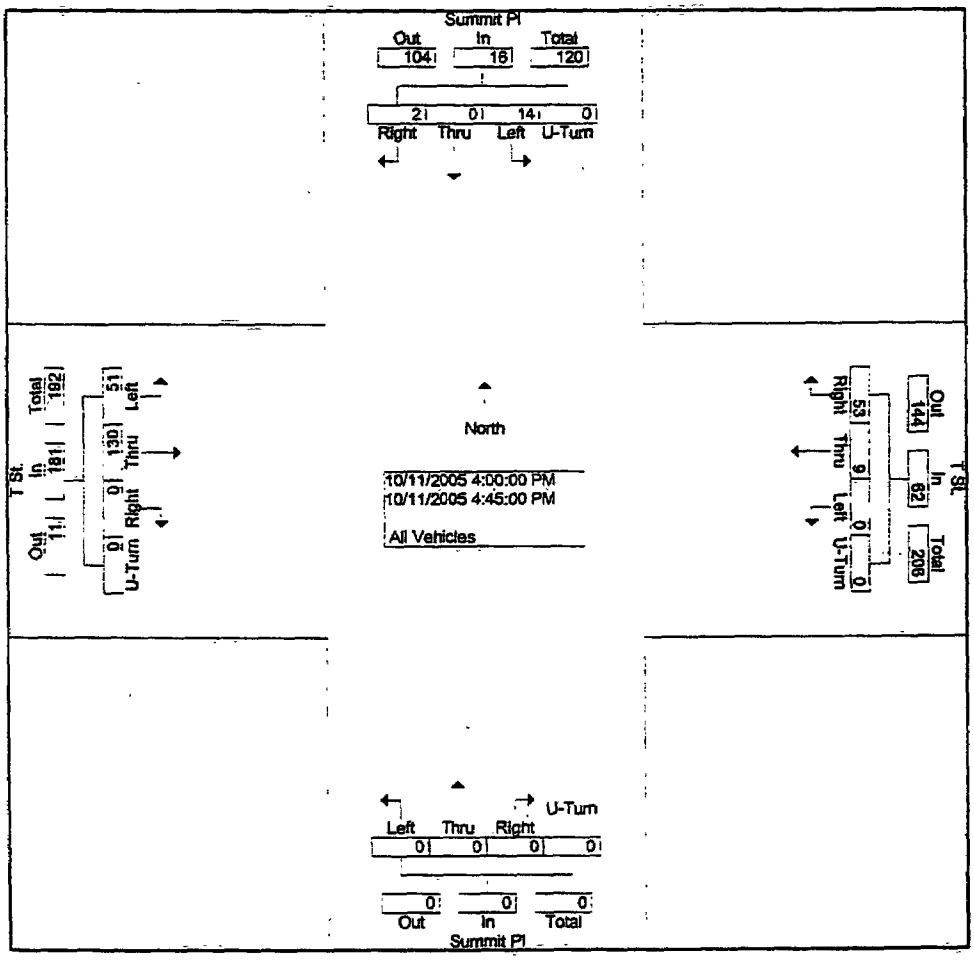
B-5

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 19231908-AL
Site Code : 19231908
Start Date : 10/11/2005

	Summit Pl From North					Summit Pl From South					T St. From East					T St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	14	0	2	0	16	0	0	0	0	0	0	9	53	0	62	51	130	0	0	181	259
Percent	87.5	0.0	12.5	0.0		0.0	0.0	0.0	0.0		0.0	14.5	85.5	0.0		28.2	71.8	0.0	0.0		
04:30 Volume	6	0	0	0	6	0	0	0	0	0	0	1	16	0	17	14	51	0	0	65	88
Peak Factor																					0.736
High Int. 04:30 PM											04:30 PM					04:30 PM					
Volume	6	0	0	0	6	0	0	0	0	0	0	1	16	0	17	14	51	0	0	65	
Peak Factor					0.667										0.912					0.696	



B-6

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
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Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 192319-1
Site Code : 19231908
Start Date : 10/11/2005
Page No : 1

Groups Printed- All Vehicles

	Summit Pl From North					Summit Pl From South					Todd St. From East					Todd St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	0	3	1	0	4	2	5	3	0	10	0	0	0	0	0	1	1	1	0	3	17
07:45 AM	0	3	1	0	4	2	24	2	0	28	0	0	0	0	0	0	2	2	0	4	36
08:00 AM	0	5	2	0	7	1	43	10	0	54	0	0	0	0	0	2	4	2	0	8	69
Total	0	12	4	0	16	5	73	15	0	93	0	0	0	0	0	3	7	6	0	16	125
08:15 AM	1	3	1	0	5	1	11	2	0	14	0	0	0	0	0	2	2	1	0	5	24
08:30 AM	1	2	1	0	4	3	7	2	0	12	0	0	0	0	0	0	1	1	0	2	18
08:45 AM	1	2	0	0	3	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	10
09:00 AM	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	9
Total	4	8	2	0	14	4	25	5	0	34	0	0	0	0	0	4	6	3	0	13	61
02:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
02:30 PM	0	2	0	0	2	0	2	5	0	7	0	0	1	0	1	2	0	0	0	2	12
02:45 PM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	3	2	2	0	7	11
03:00 PM	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	1	0	2	0	3	8
Total	2	7	1	0	10	1	8	5	0	14	0	0	1	0	1	6	2	5	0	13	38
03:15 PM	0	1	1	0	2	0	5	1	0	6	0	0	0	0	0	5	0	0	0	5	13
03:30 PM	1	4	0	0	5	0	20	0	0	20	0	0	0	0	0	2	0	2	0	4	29
03:45 PM	1	3	0	0	4	2	13	1	0	16	0	0	0	0	0	2	3	2	0	7	27
04:00 PM	1	2	0	0	3	4	22	2	0	28	0	0	0	0	0	3	3	0	0	6	37
Total	3	10	1	0	14	6	60	4	0	70	0	0	0	0	0	12	6	4	0	22	106
04:15 PM	0	1	0	0	1	0	22	3	0	25	0	0	0	0	0	8	3	0	0	11	37
04:30 PM	0	4	0	0	4	1	24	3	0	28	0	0	0	0	0	7	3	4	0	14	46
04:45 PM	2	3	0	0	5	0	13	4	0	17	0	0	0	0	0	3	1	3	0	7	29
05:00 PM	0	2	0	0	2	0	6	2	0	8	0	0	0	0	0	5	2	7	0	14	24
Total	2	10	0	0	12	1	65	12	0	78	0	0	0	0	0	23	9	14	0	46	136
05:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	8
05:30 PM	1	2	0	0	3	0	4	2	0	6	0	0	0	0	0	3	1	1	0	5	14
05:45 PM	1	5	0	0	6	0	4	2	0	6	0	0	0	0	0	3	2	3	0	8	20
06:00 PM	2	7	0	0	9	0	3	0	0	3	0	0	0	0	0	2	2	0	0	4	16
Total	4	19	0	0	23	0	11	4	0	15	0	0	0	0	0	8	6	6	0	20	58
Grand Total	15	66	8	0	89	17	242	45	0	304	0	0	1	0	1	56	36	38	0	130	524
Apprch %	16.9	74.2	9.0	0.0		5.6	79.6	14.8	0.0		0.0	0.0	100.0	0.0		43.1	27.7	29.2	0.0		
Total %	2.9	12.6	1.5	0.0	17.0	3.2	46.2	8.6	0.0	58.0	0.0	0.0	0.2	0.0	0.2	10.7	6.9	7.3	0.0	24.8	

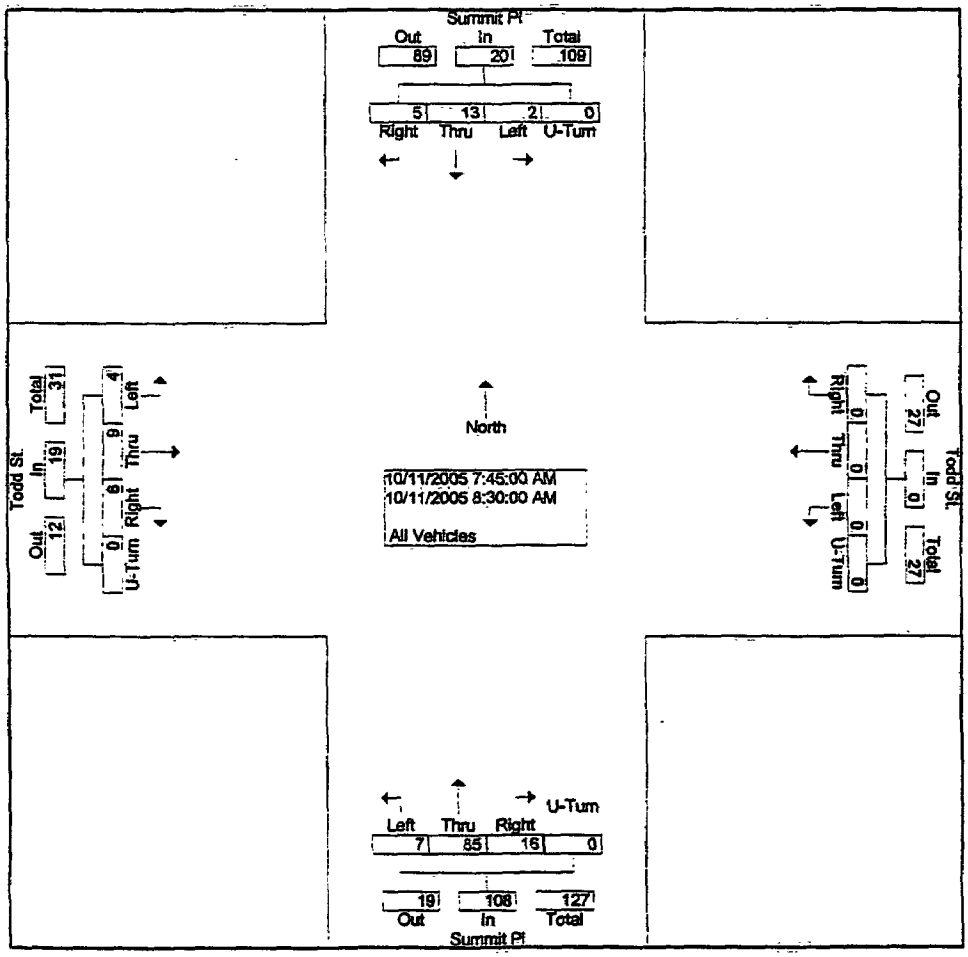
B-7

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-440

Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 192319-1
Site Code : 19231908
Start Date : 10/11/2005
Page No : 2

	Summit Pl From North					Summit Pl From South					Todd St. From East					Todd St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 12:45 PM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	2	13	5	0	20	7	85	16	0	108	0	0	0	0	0	4	9	6	0	19	147
Percent	10.0	65.0	25.0	0.0		6.5	78.7	14.8	0.0		0.0	0.0	0.0	0.0		21.1	47.4	31.6	0.0		
08:00 Volume	0	5	2	0	7	1	43	10	0	54	0	0	0	0	0	2	4	2	0	8	69
Peak Factor																					0.533
High Int.	08:00 AM					08:00 AM					7:00:00 AM					08:00 AM					
Volume	0	5	2	0	7	1	43	10	0	54	0	0	0	0	0	2	4	2	0	8	
Peak Factor					0.714					0.500										0.594	



B-8

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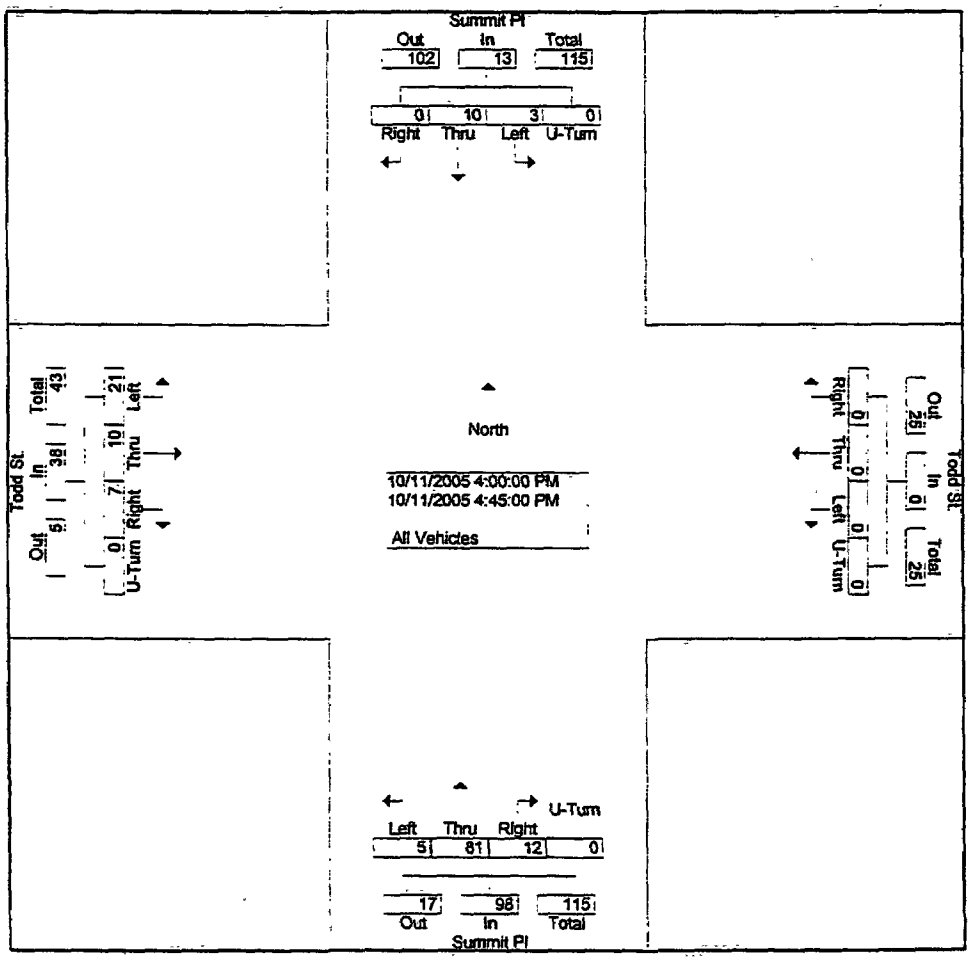
Counted by: ORGA - AL
Board : D4-1908
City/County: Washington D.C
Weather : Warm/Raining/Wet

File Name : 192319-1
Site Code : 19231908
Start Date : 10/11/2005
Page No : 3

	Summit Pl From North					Summit Pl From South					Todd St. From East					Todd St. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	3	10	0	0	13	5	81	12	0	98	0	0	0	0	0	21	10	7	0	38	149
Percent	23.1	76.9	0.0	0.0		5.1	82.7	12.2	0.0		0.0	0.0	0.0	0.0		55.3	26.3	18.4	0.0		
04:30 Volume	0	4	0	0	4	1	24	3	0	28	0	0	0	0	0	7	3	4	0	14	46
Peak Factor																					0.810
High Int.	04:45 PM					04:00 PM										04:30 PM					
Volume	2	3	0	0	5	4	22	2	0	28	0	0	0	0	0	7	3	4	0	14	
Peak Factor					0.650					0.875										0.679	



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Counted by: ORGA - MO
Board : D4-1910
City/County: Washington D.C
Weather- : Warm/Raining/Wet

File Name : 19241910
Site Code : 19241910
Start Date : 10/11/2005
Page No. : 1

Groups Printed- All Vehicles

	North Capitol St. NB Ramp From North					North Capitol St. NB Ramp From South					T St. From East					T St. From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:15	0	0	0	0	0	3	8	1	0	12	2	8	0	0	10	0	15	5	0	20	42
07:30	0	0	0	0	0	2	14	1	0	17	9	9	0	0	18	0	26	5	0	31	66
07:45	0	0	0	0	0	5	9	1	0	15	2	11	0	0	13	0	24	7	0	31	59
08:00	0	0	0	0	0	5	12	1	0	18	4	9	0	0	13	0	37	15	0	52	83
Total	0	0	0	0	0	15	43	4	0	62	17	37	0	0	54	0	102	32	0	134	250
08:15	0	0	0	0	0	5	17	3	0	25	11	1	0	0	12	0	29	4	0	33	70
08:30	0	0	0	0	0	2	14	1	0	17	5	12	0	0	17	0	25	7	0	32	66
08:45	0	0	0	0	0	2	15	6	0	23	8	14	0	0	22	0	21	11	0	32	77
09:00	0	0	0	0	0	2	24	2	0	28	6	14	0	0	20	0	21	10	0	31	79
Total	0	0	0	0	0	11	70	12	0	93	30	41	0	0	71	0	96	32	0	128	292
14:15	0	0	0	0	0	7	23	0	0	30	3	3	0	0	6	0	9	8	0	17	53
14:30	0	0	0	0	0	2	16	1	0	19	3	8	0	2	13	0	11	7	1	19	51
14:45	0	0	0	0	0	4	22	4	0	30	7	5	0	0	12	0	8	5	0	13	55
15:00	0	0	0	0	0	2	19	2	0	23	2	3	1	0	6	0	9	9	0	18	47
Total	0	0	0	0	0	15	80	7	0	102	15	19	1	2	37	0	37	29	1	67	206
15:15	0	0	0	0	0	1	19	5	0	25	6	2	0	0	8	0	13	7	0	20	53
15:30	0	0	0	0	0	4	20	1	0	25	4	2	0	0	6	0	18	10	0	28	59
15:45	0	0	0	0	0	1	15	3	0	19	3	5	0	0	8	0	21	6	0	27	54
16:00	0	0	0	0	0	7	31	6	0	44	8	2	0	0	10	0	16	11	0	27	81
Total	0	0	0	0	0	13	85	15	0	113	21	11	0	0	32	0	68	34	0	102	247
16:15	0	0	0	0	0	5	21	0	0	26	6	5	0	0	11	0	28	11	0	39	76
16:30	0	0	0	0	0	1	32	5	0	38	6	6	0	0	12	0	29	10	0	39	89
16:45	0	0	0	0	0	2	28	5	0	35	3	7	0	0	10	0	14	8	0	22	67
17:00	0	0	0	0	0	2	31	3	0	36	8	3	0	0	11	0	11	7	0	18	65
Total	0	0	0	0	0	10	112	13	0	135	23	21	0	0	44	0	82	36	0	118	297
17:15	0	0	0	0	0	2	29	7	0	38	10	4	0	0	14	0	17	14	0	31	83
17:30	0	0	0	0	0	1	30	2	0	33	12	8	0	0	20	0	16	12	0	28	81
17:45	0	0	0	0	0	3	25	7	0	35	7	3	0	0	10	0	13	13	0	26	71
18:00	0	0	0	0	0	0	34	3	0	37	12	6	0	0	18	0	18	14	0	32	87
Total	0	0	0	0	0	6	118	19	0	143	41	21	0	0	62	0	64	53	0	117	322
Grand Total	0	0	0	0	0	70	508	70	0	648	147	150	1	2	300	0	449	216	1	666	1614
Apprch %	0.0	0.0	0.0	0.0		10.8	78.4	10.8	0.0		49.0	50.0	0.3	0.7		0.0	67.4	32.4	0.2		
Total %	0.0	0.0	0.0	0.0	0.0	4.3	31.5	4.3	0.0	40.1	9.1	9.3	0.1	0.1	18.6	0.0	27.8	13.4	0.1	41.3	

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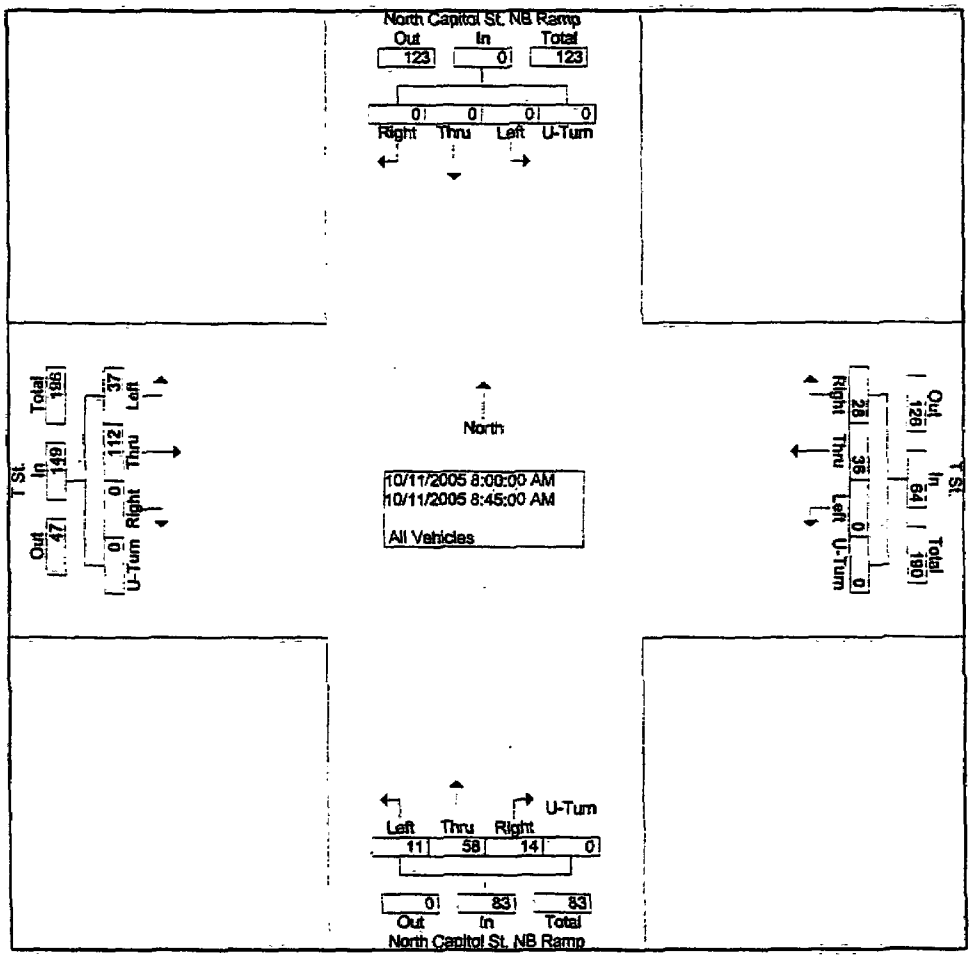
Counted by: ORGA - MO
Board : D4-1910
City/County: Washington D.C
Weather... : Warm/Raining/Wet

File Name : 19241910
Site Code : 19241910
Start Date : 10/11/2005
Page No : 2

	North Capitol St. NB Ramp From North					North Capitol St. NB Ramp From South					T St. From East					T St. From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 to 11:45 - Peak 1 of 1																					
Intersection	08:00																				
Volume	0	0	0	0	0	14	58	11	0	83	28	36	0	0	64	0	112	37	0	149	296
Percent	0.0	0.0	0.0	0.0		16.9	69.9	13.3	0.0		43.8	56.3	0.0	0.0		0.0	75.2	24.8	0.0		
Volume	0	0	0	0	0	14	58	11	0	83	28	36	0	0	64	0	112	37	0	149	296
Volume	0	0	0	0	0	5	12	1	0	18	4	9	0	0	13	0	37	15	0	52	83
Peak Factor																					0.892
High Int.	7:00:00 AM					08:15					08:45					08:00					
Volume	0	0	0	0	0	5	17	3	0	25	8	14	0	0	22	0	37	15	0	52	
Peak Factor										0.830					0.727					0.716	



B-11

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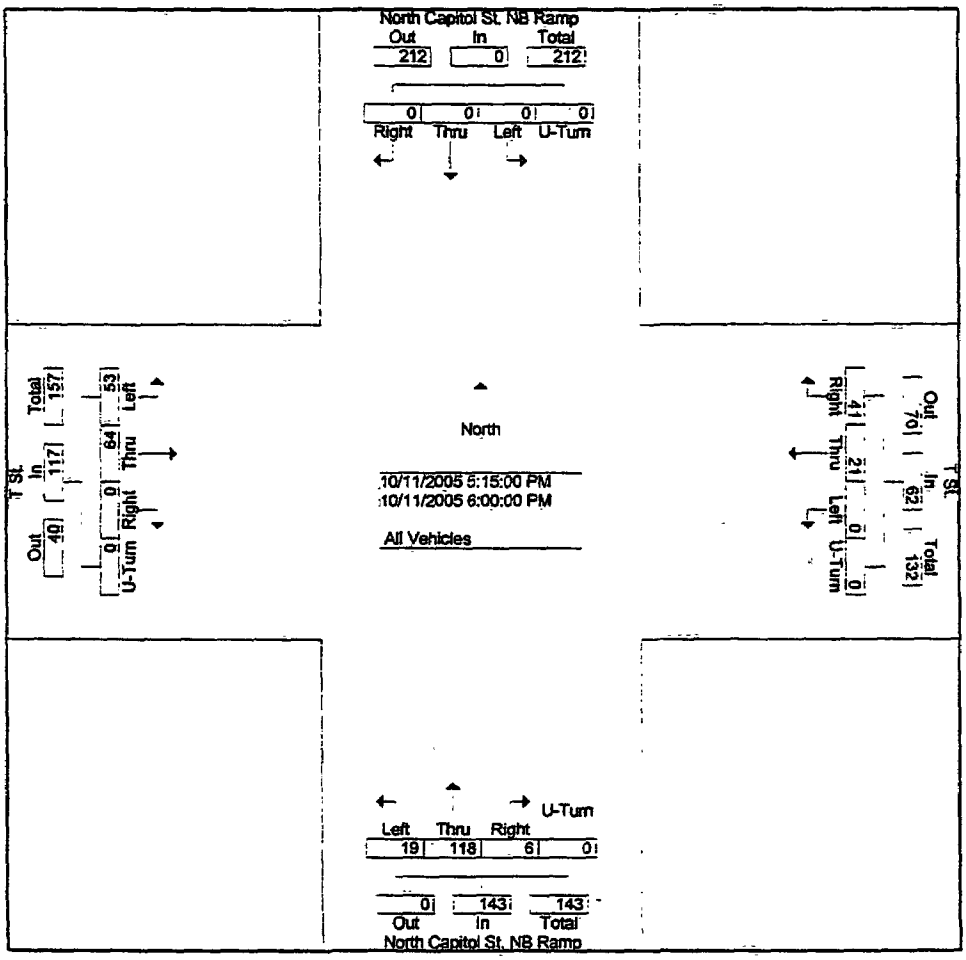
Counted by: ORGA - MO
Board : D4-1910
City/County: Washington D.C
Weather: --Warm/Raining/Wet

File Name : 19241910
Site Code : 19241910
Start Date : 10/11/2005
Page No : 3

	North Capitol St. NB Ramp From North					North Capitol St. NB Ramp From South					T St. From East					T St. From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 to 13:00 - Peak 1 of 1																					
Intersection	17:15																				
Volume	0	0	0	0	0	6	118	19	0	143	41	21	0	0	62	0	64	53	0	117	322
Percent	0.0	0.0	0.0	0.0		4.2	82.5	13.3	0.0		66.1	33.9	0.0	0.0		0.0	54.7	45.3	0.0		
Volume	0	0	0	0	0	6	118	19	0	143	41	21	0	0	62	0	64	53	0	117	322
Volume	0	0	0	0	0	0	34	3	0	37	12	6	0	0	18	0	18	14	0	32	87
Peak Factor																					0.925
High Int.						17:15					17:30					18:00					
Volume	0	0	0	0	0	2	29	7	0	38	12	8	0	0	20	0	18	14	0	32	
Peak Factor										0.941					0.775					0.914	



B-12

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Counted by:
Board :
City/County:
Weather :

File Name : Todd @ Lincoln N.E
Site Code : 19162238
Start Date : 10/11/2005
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Lincoln Road, N.E From North					Todd Place, N.E From East					Lincoln Road, N.E From South					Todd Place, N.E From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:15	0	41	0	7	48	0	0	0	0	0	2	33	0	8	43	0	0	0	1	1	92
07:30	0	39	2	2	43	0	0	0	0	0	4	50	0	3	57	2	1	0	0	3	103
07:45	0	51	2	3	56	0	0	0	0	0	5	49	0	10	64	0	3	1	0	4	124
08:00	0	53	1	4	58	0	0	0	0	0	2	50	0	15	67	0	2	1	0	3	128
Total	0	184	5	16	205	0	0	0	0	0	13	182	0	36	231	2	6	2	1	11	447
08:15	0	77	4	4	85	0	0	0	0	0	3	57	0	6	66	0	2	2	0	4	155
08:30	0	66	1	2	69	0	0	0	0	0	1	60	0	10	71	0	0	1	0	1	141
08:45	0	53	0	4	57	0	0	0	0	0	2	55	0	3	60	3	0	3	0	6	123
09:00	0	65	1	4	70	0	0	0	0	0	2	58	0	3	63	0	0	1	0	1	134
Total	0	261	6	14	281	0	0	0	0	0	8	230	0	22	260	3	2	7	0	12	553
14:15	0	36	0	0	36	0	0	0	0	0	1	51	0	2	54	0	0	0	0	0	90
14:30	0	30	0	0	30	0	0	0	0	0	1	55	0	1	57	0	0	1	0	1	88
14:45	0	22	0	0	22	0	0	0	0	0	1	72	0	2	75	1	0	1	0	2	99
15:00	0	25	0	3	28	0	0	0	0	0	0	71	0	2	73	1	0	0	0	1	102
Total	0	113	0	3	116	0	0	0	0	0	3	249	0	7	259	2	0	2	0	4	379
15:15	0	36	0	0	36	0	0	0	0	0	0	60	0	6	66	0	2	1	0	3	105
15:30	0	29	0	0	29	0	0	0	0	0	0	64	0	5	69	0	0	0	0	0	98
15:45	0	42	0	0	42	0	0	0	0	0	0	74	0	0	74	0	1	2	0	3	119
16:00	0	34	1	2	37	0	0	0	0	0	2	66	0	4	72	1	0	2	0	3	112
Total	0	141	1	2	144	0	0	0	0	0	2	264	0	15	281	1	3	5	0	9	434
16:15	0	44	0	4	48	0	0	0	0	0	2	90	0	9	101	0	1	0	0	1	150
16:30	0	42	0	0	42	0	0	0	0	0	0	87	0	9	96	0	2	0	0	2	140
16:45	0	50	5	5	60	0	0	0	0	0	0	92	0	5	97	0	0	2	0	2	159
17:00	0	31	1	0	32	0	0	0	0	0	1	90	0	1	92	0	0	1	0	1	125
Total	0	167	6	9	182	0	0	0	0	0	3	359	0	24	386	0	3	3	0	6	574
17:15	0	31	1	0	32	0	0	0	0	0	1	86	0	6	93	1	0	0	0	1	126
17:30	0	46	0	0	46	0	0	0	0	0	3	120	0	1	124	1	1	0	0	2	172
17:45	0	30	1	0	31	0	0	0	0	0	2	103	0	1	106	1	0	2	0	3	140
18:00	0	38	0	0	38	0	0	0	0	0	0	98	0	3	101	0	2	1	0	3	142
Total	0	145	2	0	147	0	0	0	0	0	6	407	0	11	424	3	3	3	0	9	580
Grand Total	0	1011	20	44	1075	0	0	0	0	0	35	1691	0	115	1841	11	17	22	1	51	2967
Apprch %	0.0	94.0	1.9	4.1		0.0	0.0	0.0	0.0		1.9	91.9	0.0	6.2		21.6	33.3	43.1	2.0		
Total %	0.0	34.1	0.7	1.5	36.2	0.0	0.0	0.0	0.0	0.0	1.2	57.0	0.0	3.9	62.0	0.4	0.6	0.7	0.0	1.7	

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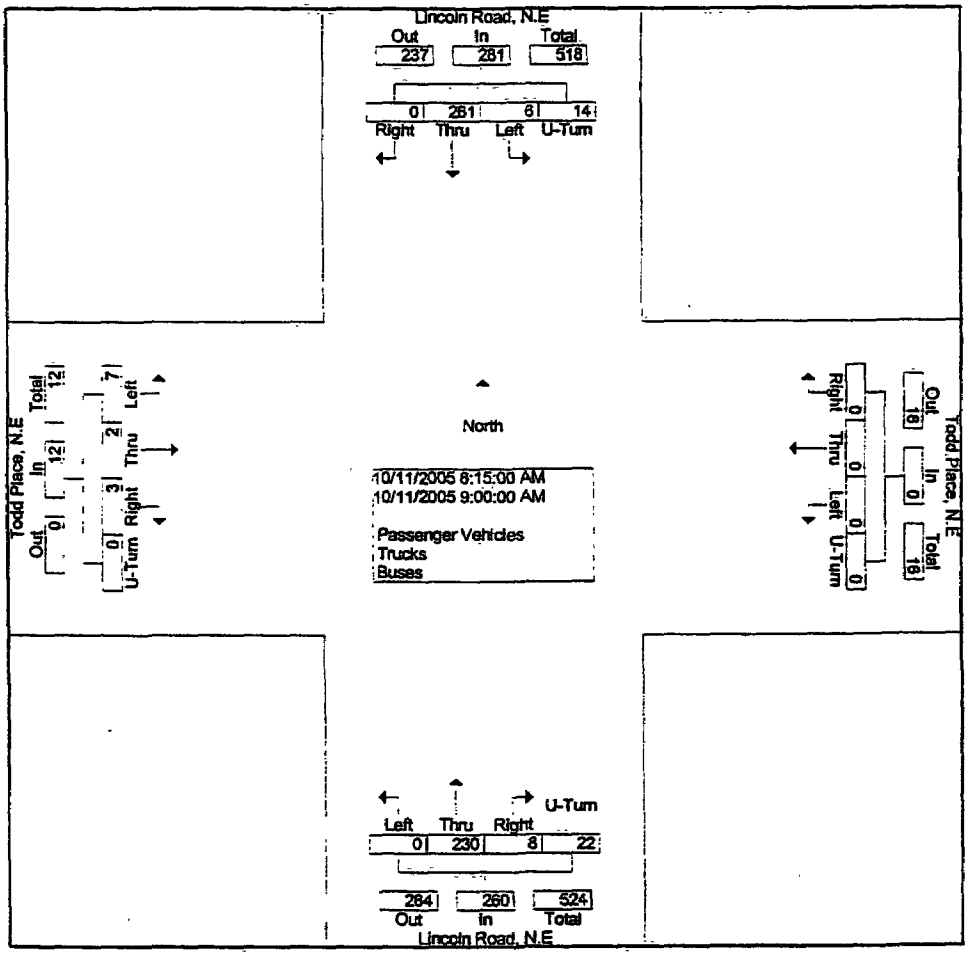
Counted by:
Board
City/County:
Weather

File Name : Todd @ Lincoln-N.E
Site Code : 19162238
Start Date : 10/11/2005
Page No : 2

	Lincoln Road, N.E From North					Todd Place, N.E From East					Lincoln Road, N.E From South					Todd Place, N.E From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 to 11:45 - Peak 1 of 1																					
Intersection	08:15																				
Volume	0	261	6	14	281	0	0	0	0	0	8	230	0	22	260	3	2	7	0	12	553
Percent	0.0	92.9	2.1	5.0		0.0	0.0	0.0	0.0		3.1	88.5	0.0	8.5		25.0	16.7	58.3	0.0		
Volume	0	261	6	14	281	0	0	0	0	0	8	230	0	22	260	3	2	7	0	12	553
Volume	0	77	4	4	85	0	0	0	0	0	3	57	0	6	66	0	2	2	0	4	155
Peak Factor																					0.892
High Int.	08:15					7:00:00 AM					08:30					08:45					
Volume	0	77	4	4	85	0	0	0	0	0	1	60	0	10	71	3	0	3	0	6	
Peak Factor					0.826										0.915					0.500	



B-14

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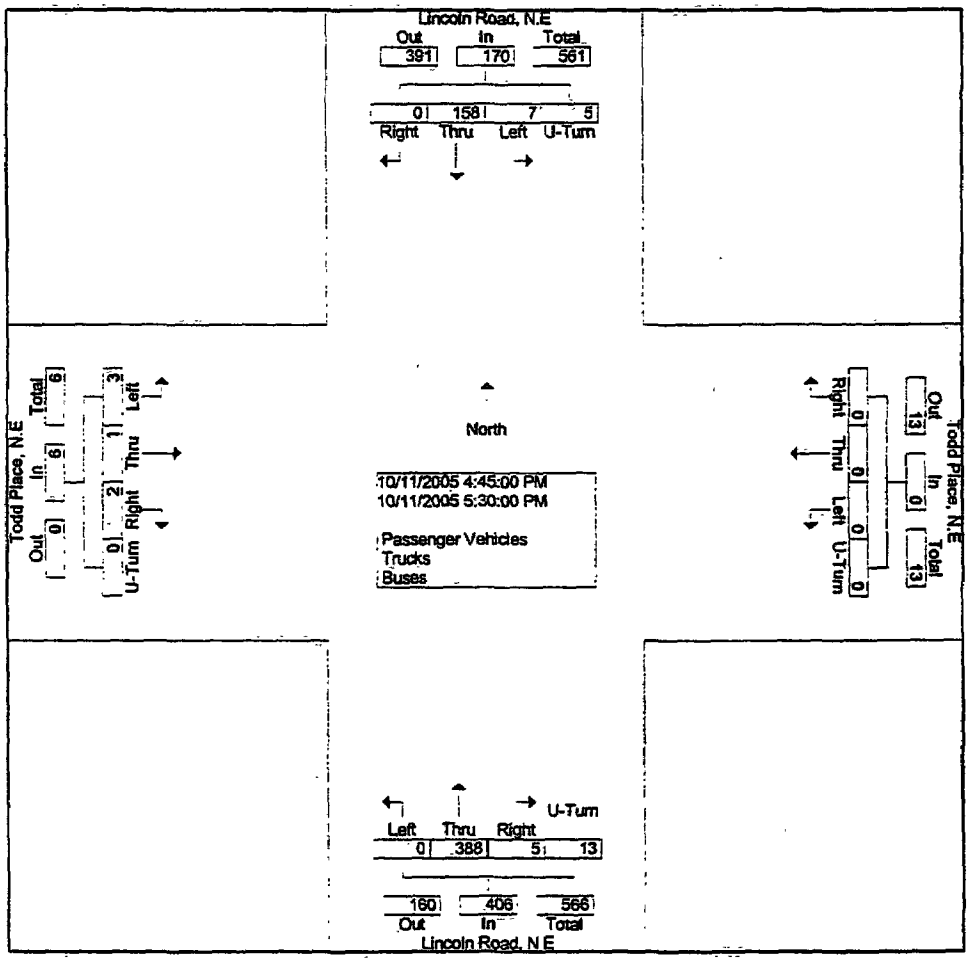
Counted by:
Board
City/County:
Weather

File Name : Todd @ Lincoln N.E
Site Code : 19162238
Start Date : 10/11/2005
Page No : 3

	Lincoln Road, N.E From North					Todd Place, N.E From East					Lincoln Road, N.E From South					Todd Place, N.E From West					
End Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 to 18:00 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	158	7	5	170	0	0	0	0	0	5	388	0	13	406	2	1	3	0	6	582
Percent	0.0	92.9	4.1	2.9		0.0	0.0	0.0	0.0		1.2	95.6	0.0	3.2		33.3	16.7	50.0	0.0		
Volume	0	158	7	5	170	0	0	0	0	0	5	388	0	13	406	2	1	3	0	6	582
Volume	0	46	0	0	46	0	0	0	0	0	3	120	0	1	124	1	1	0	0	2	172
Peak Factor																					0.846
High Int.	16:45										17:30					16:45					
Volume	0	50	5	5	60	0	0	0	0	0	3	120	0	1	124	0	0	2	0	2	
Peak Factor					0.708										0.819					0.750	



B-15

APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS
EXISTING TRAFFIC SITUATION

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ NORTH CAPITOL RAMP
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C
Date Performed	10/18/2005	Analysis Year	EXISTING 2005
Analysis Time Period	AM PEAK		

Project ID SAINT MARTINS PUD

East/West Street: T STREET, N.E | North/South Street: NORTH CAPITOL STREET RAMP

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	37	112	0	0	36	28
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	11	58	14	0	0	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		T	R	LTR			
PHF	0.72		0.73	0.73	0.83			
Flow Rate	206		49	38	98			
% Heavy Vehicles	0		0	0	0			
No. Lanes	1		2		1		0	
Geometry Group	3a		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.2		0.0	0.0	0.1			
Prop. Right-Turns	0.0		0.0	1.0	0.2			
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	4.39		4.39	4.39	4.39			

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20	3.20	3.20			
x, initial	0.18		0.04	0.03	0.09			
hd, final value	4.39		4.39	4.39	4.39			
x, final value	0.25		0.07	0.04	0.12			
Move-up time, m	2.0		2.3		2.0			
Service Time	2.4		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	456		299	288	348			
Delay	8.85		7.95	7.09	8.10			
LOS	A		A	A	A			
Approach: Delay	8.85		7.57		8.10			
LOS	A		A		A			
Intersection Delay	8.38							
Intersection LOS	A							

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C-1

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ NORTH CAPITOL RAMP
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C
Date Performed	10/18/2005	Analysis Year	EXISTING 2005
Analysis Time Period	PM PEAK		

Project ID SAINT MARTINS PUD

East/West Street: T STREET, N.E | North/South Street: NORTH CAPITOL STREET RAMP

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	53	64	0	0	21	41
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	19	118	6	0	0	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT		T	R	LTR			
PHF	0.91		0.78	0.78	0.94			
Flow Rate	128		26	52	151			
% Heavy Vehicles	0		0	0	0			
No. Lanes	1		2		1		0	
Geometry Group	3a		5		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.1			
Prop. Right-Turns	0.0		0.0	1.0	0.0			
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	4.54		4.54	4.54	4.54			

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20			
x, initial	0.11		0.02	0.05	0.13			
hd, final value	4.54		4.54	4.54	4.54			
x, final value	0.16		0.04	0.06	0.18			
Move-up time, m	2.0		2.3		2.0			
Service Time	2.5		2.5		2.5		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	378		276	302	401			
Delay	8.41		7.85	7.25	8.35			
LOS	A		A	A	A			
Approach: Delay	8.41		7.45		8.35			
LOS	A		A		A			
Intersection Delay	8.18							
Intersection LOS	A							

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C-2

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ SUMMIT PL, N.E
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	AM PEAK		

Project Description: SAINT MARTINS PUD

East/West Street: T STREET, N.E | North/South Street: SUMMIT PLACE, N.E

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	46	138	0	0	50	76
Peak-hour factor, PHF	0.64	0.64	1.00	1.00	0.79	0.79
Hourly Flow Rate (veh/h)	71	215	0	0	63	96
Proportion of heavy vehicles, P_{HV}	0	–	–	0	–	–
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	11	0	11
Peak-hour factor, PHF	1.00	1.00	1.00	0.69	1.00	0.69
Hourly Flow Rate (veh/h)	0	0	0	15	0	15
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	71						30	
Capacity, c_m (vph)	1433						679	
v/c ratio	0.05						0.04	
Queue length (95%)	0.16						0.14	
Control Delay (s/veh)	7.6						10.5	
LOS	A						B	
Approach delay (s/veh)	–	–				10.5		
Approach LOS	–	–				B		

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C-3

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ SUMMIT PL, N.E
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	PM PEAK		

Project Description: SAINT MARTINS PUD

East/West Street: T STREET, N.E | North/South Street: SUMMIT PLACE, N.E

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	51	130	0	0	9	53
Peak-hour factor, PHF	0.70	0.70	1.00	1.00	0.91	0.91
Hourly Flow Rate (veh/h)	72	185	0	0	9	58
Proportion of heavy vehicles, P_{HV}	0	–	–	0	–	–
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	14	0	2
Peak-hour factor, PHF	1.00	1.00	1.00	0.67	1.00	0.67
Hourly Flow Rate (veh/h)	0	0	0	20	0	2
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
Volume, v (vph)	72						22	
Capacity, c_m (vph)	1547						631	
v/c ratio	0.05						0.03	
Queue length (95%)	0.15						0.11	
Control Delay (s/veh)	7.4						10.9	
LOS	A						B	
Approach delay (s/veh)	–	–				10.9		
Approach LOS	–	–				B		

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C-4

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ LINCOLN RD, N.E
Agency or Co.	O.R.GEORGE & ASSOCIATES	Area Type	All other areas
Date Performed	10/18/2005	Jurisdiction	D.C
Time Period	AM PEAK	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	18	72	32	32	39	13	3	193	90	41	249	14
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.82	0.82	0.82	0.58	0.58	0.58	0.75	0.75	0.75	0.83	0.83	0.83
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 65.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	149	144	381	366
Lane group cap.	433	393	1179	1119
v/c ratio	0.34	0.37	0.32	0.33
Green ratio	0.25	0.25	0.65	0.65
Unif. delay d1	30.8	31.0	7.8	7.8
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	2.2	2.6	0.7	0.8
PF factor	1.000	1.000	1.000	1.000
Control delay	32.9	33.6	8.5	8.6
Lane group LOS	C	C	A	A
Apprch. delay	32.9	33.6	8.5	8.6
Approach LOS	C	C	A	A
Intersec. delay	15.5	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	T ST. @ LINCOLN RD, N.E
Agency or Co.	O.R.GEORGE & ASSOCIATES	Area Type	All other areas
Date Performed	10/18/2005	Jurisdiction	D.C
Time Period	PM PEAK	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	17	60	18	4	10	5	13	313	68	37	170	20
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.79	0.79	0.79	0.89	0.89	0.89	0.98	0.98	0.98
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 65.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	123	24	443	231
Lane group cap.	442	439	1192	1089
v/c ratio	0.28	0.05	0.37	0.21
Green ratio	0.25	0.25	0.65	0.65
Unif. delay d1	30.2	28.5	8.1	7.1
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	1.6	0.2	0.9	0.4
PF factor	1.000	1.000	1.000	1.000
Control delay	31.8	28.8	9.0	7.5
Lane group LOS	C	C	A	A
Apprch. delay	31.8	28.8	9.0	7.5
Approach LOS	C	C	A	A
Intersec. delay	12.6	Intersection LOS		B

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C-6

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	TODD PL. @ LINCOLN RD, N.E
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	AM PEAK		

Project Description	SAINT MARTINS PUD
East/West Street:	TODD PLACE, N.E
North/South Street:	LINCOLN ROAD, N.E
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	213	11	6	302	0
Peak-Hour Factor, PHF	1.00	0.75	0.75	0.83	0.83	0.67
Hourly Flow Rate, HFR	0	284	14	7	363	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	4	8	2
Peak-Hour Factor, PHF	1.00	0.91	0.91	0.88	0.88	0.88
Hourly Flow Rate, HFR	0	0	0	4	9	2
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT					LTR	
v (vph)		7					15	
C (m) (vph)		1275					413	
v/c		0.01					0.04	
95% queue length		0.02					0.11	
Control Delay		7.8					14.0	
LOS		A					B	
Approach Delay	--	--				14.0		
Approach LOS	--	--				B		

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C-7

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	TODD PL. @ LINCOLN RD, N.E
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	PM PEAK		
Project Description	SAINT MARTINS PUD		
East/West Street:	TODD PLACE, N.E	North/South Street:	LINCOLN ROAD, N.E
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	331	4	6	226	0
Peak-Hour Factor, PHF	1.00	0.89	0.89	0.98	0.98	0.67
Hourly Flow Rate, HFR	0	371	4	6	230	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	4	3	1
Peak-Hour Factor, PHF	1.00	0.91	0.91	0.67	0.67	0.67
Hourly Flow Rate, HFR	0	0	0	5	4	1
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT					LTR	
v (vph)		6					10	
C (m) (vph)		1195					454	
v/c		0.01					0.02	
95% queue length		0.02					0.07	
Control Delay		8.0					13.1	
LOS		A					B	
Approach Delay	--	--				13.1		
Approach LOS	--	--				B		

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C-8

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Todd Place @ Summit Place
Agency/Co.	O.R.GEORGE & ASSOCAITES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	AM PEAK		

Project ID SAINT MARTINS PUD

East/West Street: TODD PLACE | North/South Street: SUMMIT PLACE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	4	9	6	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	85	16	2	13	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				TR		LT	
PHF	0.59				0.50		0.71	
Flow Rate	31				202		20	
% Heavy Vehicles	0				0		0	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2				0.0		0.1	
Prop. Right-Turns	0.3				0.2		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	4.21				4.21		4.21	

Departure Headway and Service Time

hd, initial value	3.20				3.20		3.20	
x, initial	0.03				0.18		0.02	
hd, final value	4.21				4.21		4.21	
x, final value	0.04				0.22		0.02	
Move-up time, m	2.0				2.0		2.0	
Service Time	2.2		2.2		2.2		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	281				452		270	
Delay	7.36				7.98		7.27	
LOS	A				A		A	
Approach: Delay	7.36				7.98		7.27	
LOS	A				A		A	
Intersection Delay	7.85							
Intersection LOS	A							

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C-9

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Todd Place @ Summit Place
Agency/Co.	O.R.GEORGE & ASSOCAITES	Jurisdiction	D.C.
Date Performed	10/18/2005	Analysis Year	2005
Analysis Time Period	PM PEAK		

Project ID SAINT MARTINS PUD

East/West Street: TODD PLACE | North/South Street: SUMMIT PLACE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	10	7	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	81	12	3	13	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR				TR		LT	
PHF	0.59				0.50		0.71	
Flow Rate	62				186		22	
% Heavy Vehicles	0				0		0	
No. Lanes	1		0		1		1	
Geometry Group	1				1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.6				0.0		0.2	
Prop. Right-Turns	0.2				0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	4.35				4.35		4.35	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20				3.20		3.20	
x, initial	0.06				0.17		0.02	
hd, final value	4.35				4.35		4.35	
x, final value	0.07				0.21		0.03	
Move-up time, m	2.0				2.0		2.0	
Service Time	2.3		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	312				436		272	
Delay	7.70				8.03		7.37	
LOS	A				A		A	
Approach: Delay	7.70				8.03		7.37	
LOS	A				A		A	
Intersection Delay	7.90							
Intersection LOS	A							

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C-10

APPENDIX

D

ACCIDENT RECORDS

DDOT: Accident Summary Report (R-4)

Date:
Prepared By: P. EVANS

Location: Quadrant:

LINCOLN RD And T ST NE

Summary for the time period of: 1/1/2002 To: 12/31/2002

Total Number of Accident 5

Total Number of Injuries 4

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
3	60.00%	0	0.00%	1	20.00%	1	20.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
2	1	0	0	0	1	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	20.00%
11:30-13:30	0	0.00%
13:30-16:00	1	20.00%
16:00-18:30	0	0.00%
18:30-07:30	3	60.00%
Weekday:	4	80.00%
Weekend:	1	20.00%

D-1

oct 20 05 12:42p

DDOT: Accident Summary Report (R-4)

Date:
Prepared By:

Location: Quadrant: P. EVANS

LINCOLN RD And **T ST** **NE**

Summary for the time period of: **1/1/2004** To: **12/31/2004**

Total Number of Accident 3

Total Number of Injuries 1

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	66.67%	0	0.00%	1	33.33%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	1	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	2	66.67%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	33.33%
Weekday:	3	100.00%
Weekend:	0	0.00%

D-2

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant: P. EVANS

LINCOLN RD And **TODD PL** **NE**

Summary for the time period of: **1/1/2002** To: **12/31/2002**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	1	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

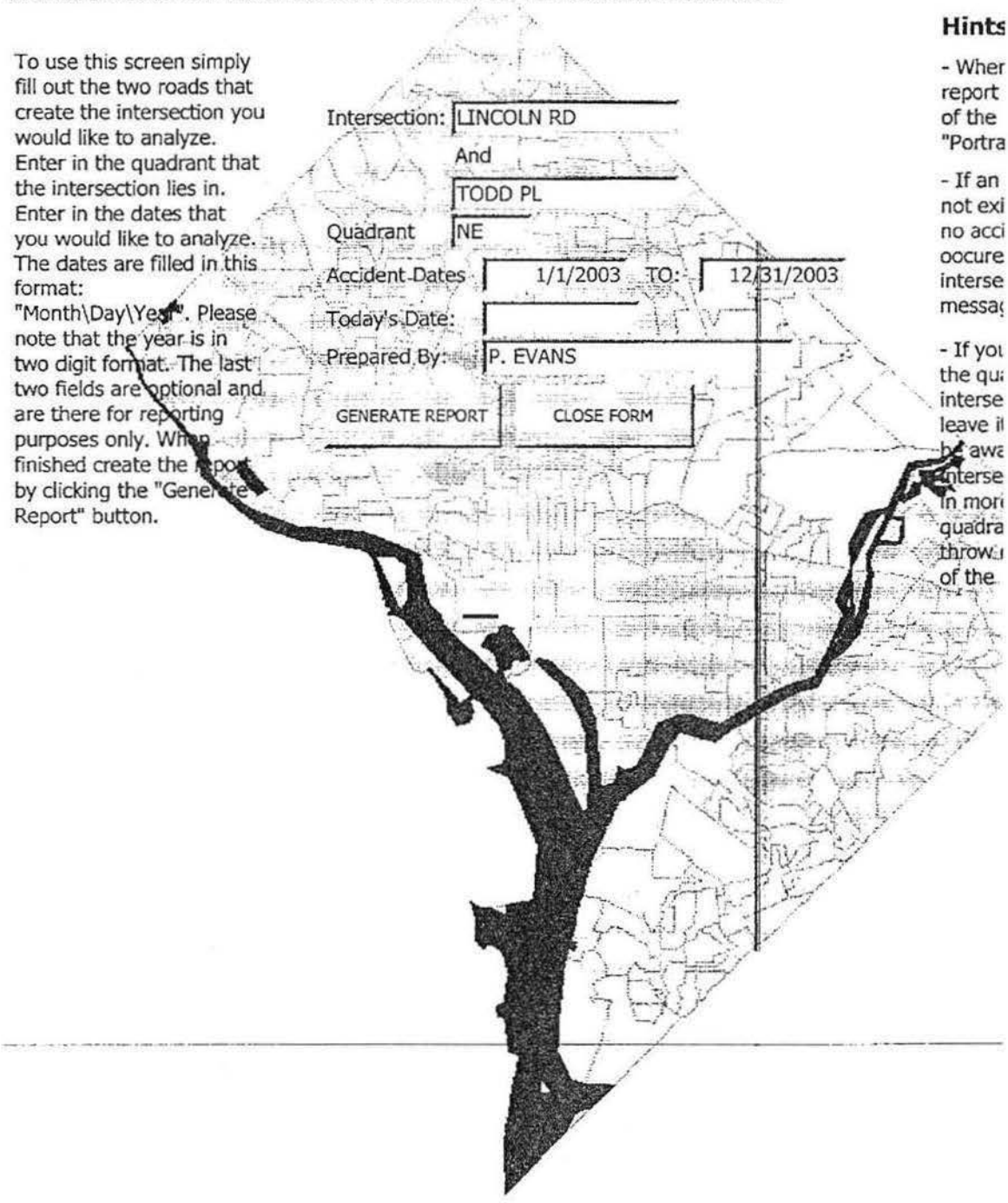
Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	100.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

D-3

No Accidents

INDIVIDUAL INTERSECTION SUMMARY SELECTION SCREEN

To use this screen simply fill out the two roads that create the intersection you would like to analyze. Enter in the quadrant that the intersection lies in. Enter in the dates that you would like to analyze. The dates are filled in this format: "Month\Day\Year". Please note that the year is in two digit format. The last two fields are optional and are there for reporting purposes only. When finished create the report by clicking the "Generate Report" button.



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D-4

DDOT: Accident Summary Report (R-4)

Date:

Prepared By: P. EVANS

Location: Quadrant: NE

LINCOLN RD And **TODD PL**

Summary for the time period of: **1/1/2004** To: **12/31/2004**

Total Number of Accident 1

Total Number of Injuries 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
1	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	1	100.00%
Weekday:	0	0.00%
Weekend:	1	100.00%

D-5

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location: Quadrant: P. EVANS

NORTH CAPITOL ST And **T ST** **NE**

Summary for the time period of: **1/1/2002** To: **12/31/2002**

Total Number of Accident **2**

Total Number of Injuries **3**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
2	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
1	0	0	0	0	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	50.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	1	50.00%
18:30-07:30	0	0.00%
Weekday:	1	50.00%
Weekend:	1	50.00%

D-6

DDOT: Accident Summary Report (R-4)

Date:

Prepared By: P. EVANS

Location: Quadrant:

NORTH CAPITOL ST And **T ST** **NE**

Summary for the time period of: **1/1/2003** To: **12/31/2003**

Total Number of Accident 1

Total Number of Injuries 0

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
1	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	1	0	0	0	0	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

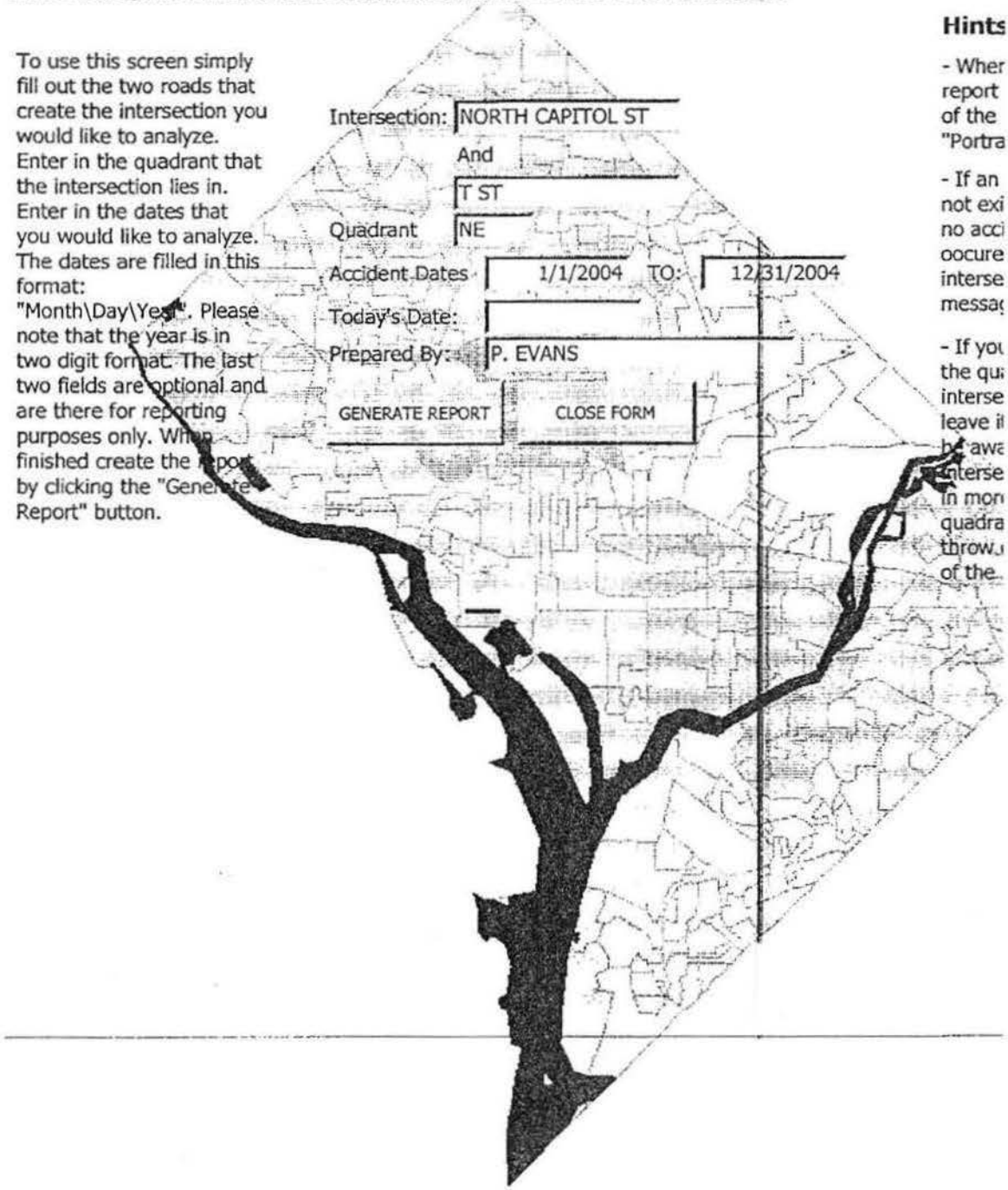
Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	100.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	0	0.00%
Weekend:	0	0.00%

D-7

No Accidents

INDIVIDUAL INTERSECTION SUMMARY SELECTION SCREEN

To use this screen simply fill out the two roads that create the intersection you would like to analyze. Enter in the quadrant that the intersection lies in. Enter in the dates that you would like to analyze. The dates are filled in this format: "Month\Day\Year". Please note that the year is in two digit format. The last two fields are optional and are there for reporting purposes only. When finished create the report by clicking the "Generate Report" button.



Hints

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- If an not exi no acci oocure interse messa
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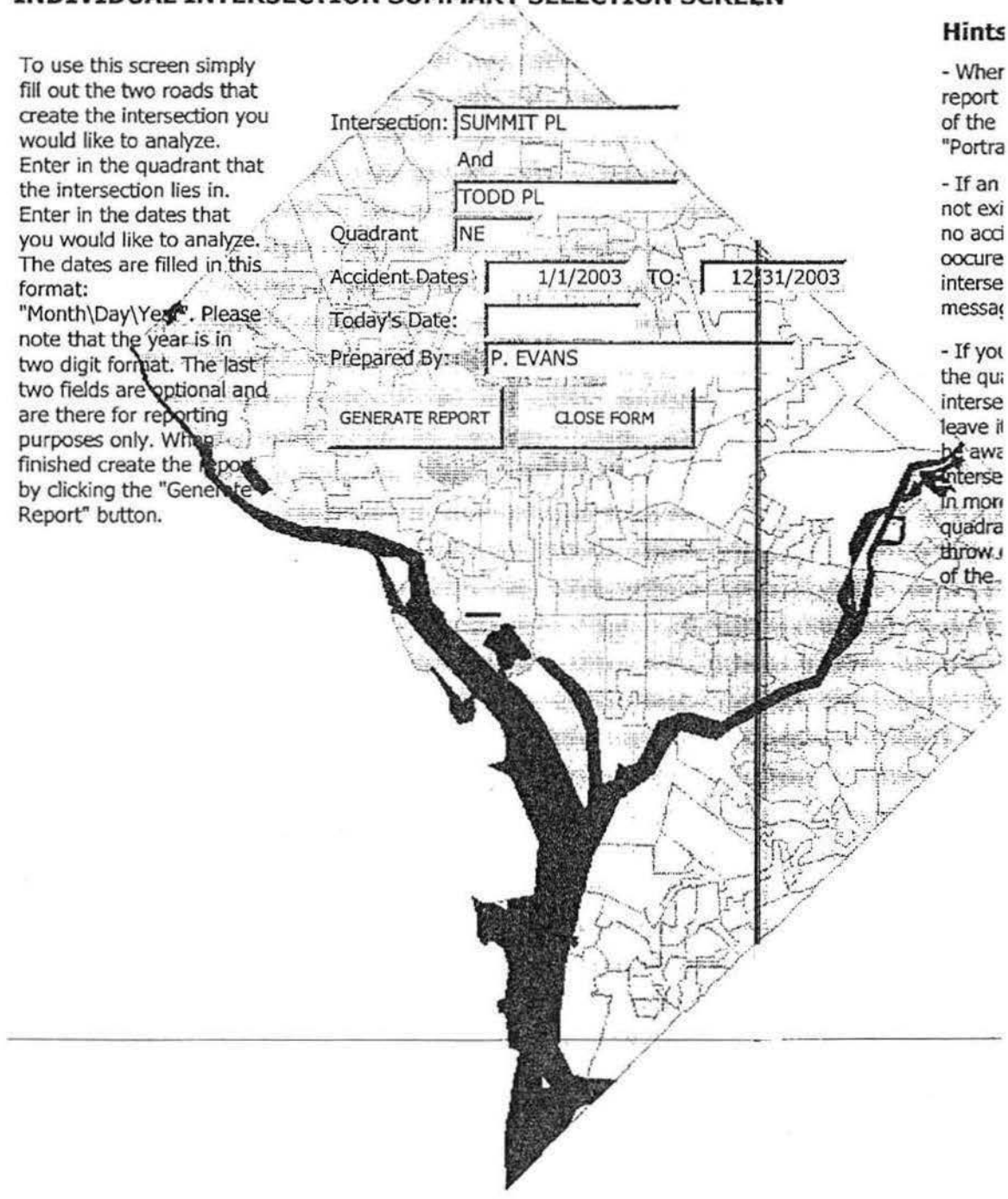
D-8

No Accidents

INDIVIDUAL INTERSECTION SUMMARY SELECTION SCREEN

To use this screen simply fill out the two roads that create the intersection you would like to analyze. Enter in the quadrant that the intersection lies in. Enter in the dates that you would like to analyze. The dates are filled in this format: "Month\Day\Year". Please note that the year is in two digit format. The last two fields are optional and are there for reporting purposes only. When finished create the report by clicking the "Generate Report" button.



Hints

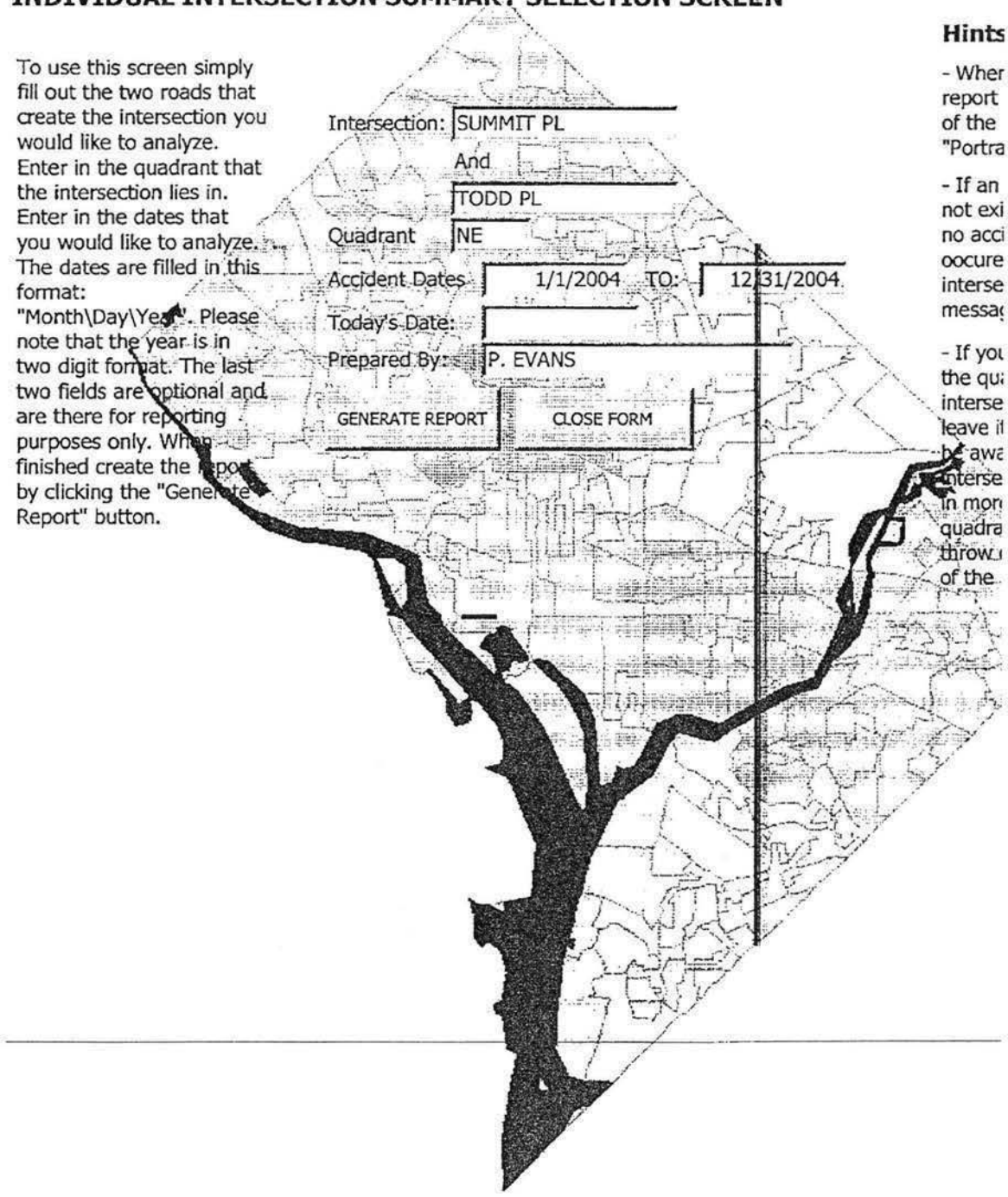
- Wher report of the "Portra
- If an not exi no acci oocure interse messa
- If you the qu interse leave i be awa interse In mor quadra throw of the

D-9

No Accidents

INDIVIDUAL INTERSECTION SUMMARY SELECTION SCREEN

To use this screen simply fill out the two roads that create the intersection you would like to analyze. Enter in the quadrant that the intersection lies in. Enter in the dates that you would like to analyze. The dates are filled in this format: "Month\Day\Year". Please note that the year is in two digit format. The last two fields are optional and are there for reporting purposes only. When finished create the report by clicking the "Generate Report" button.



Hints

- Wher report of the "Portra
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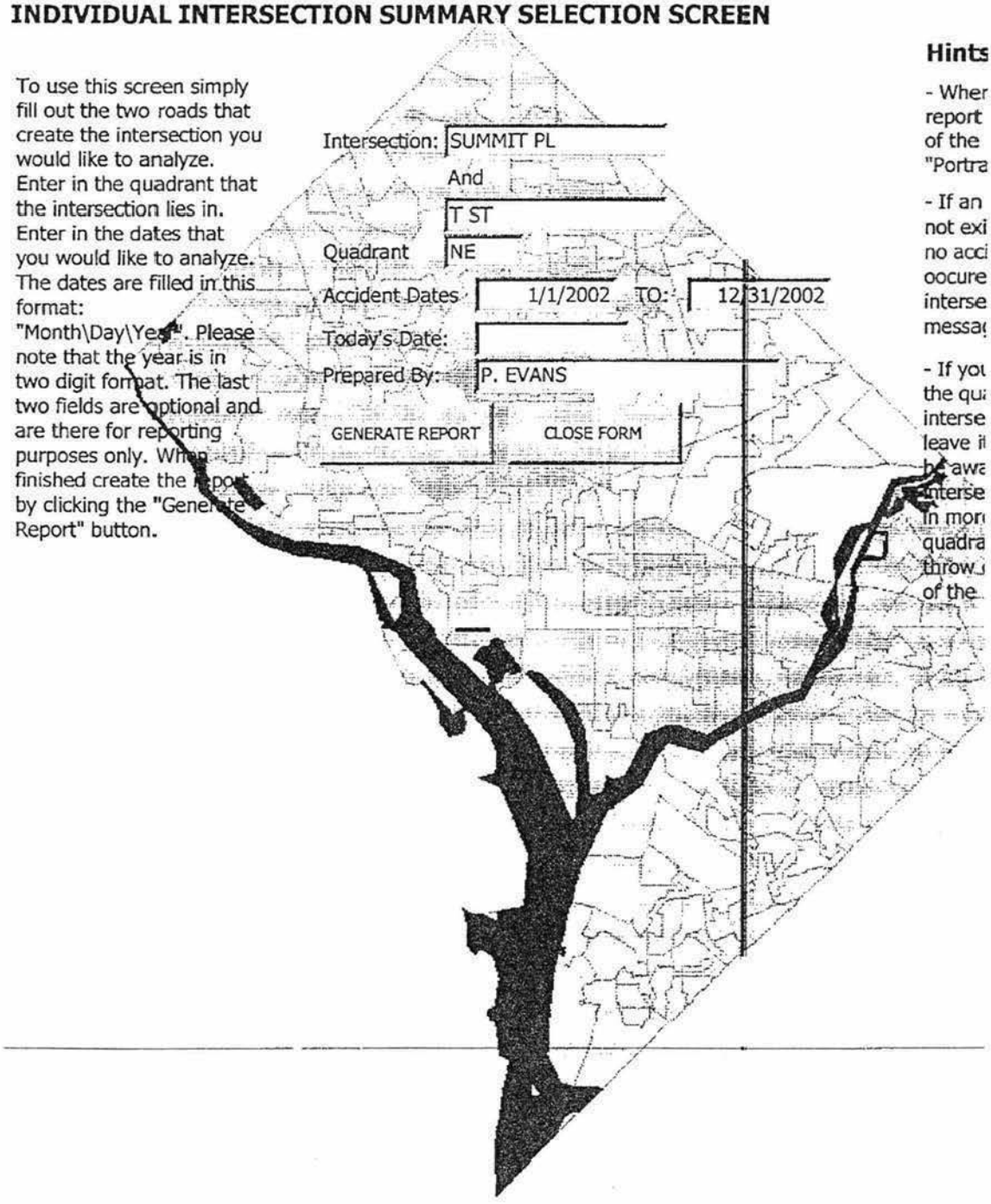
D-10

Oct 20 05 12:47p

No Accidents

INDIVIDUAL INTERSECTION SUMMARY SELECTION SCREEN



D-11

DDOT: Accident Summary Report (R-4)

Date:
Prepared By: P. EVANS

Location: Quadrant:

SUMMIT PL And **T ST** **NE**

Summary for the time period of: **1/1/2003** To: **12/31/2003**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	0	1

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	0	0.00%
11:30-13:30	1	100.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	0	0.00%
Weekend:	1	100.00%

D-12

Oct 20 05 12:49p

DDOT: Accident Summary Report (R-4)

Date:

Prepared By: P. EVANS

Location: Quadrant:

SUMMIT PL And **T ST** **NE**

Summary for the time period of: **1/1/2004** To: **12/31/2004**

Total Number of Accident **1**

Total Number of Injuries **0**

Contributing Factors:

Driver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	1	100.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	0	0	1	0

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	1	100.00%
09:30-11:30	0	0.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	0	0.00%
18:30-07:30	0	0.00%
Weekday:	1	100.00%
Weekend:	0	0.00%

D-13