

Figure 3-1
Existing and Proposed Potential Parking Sites



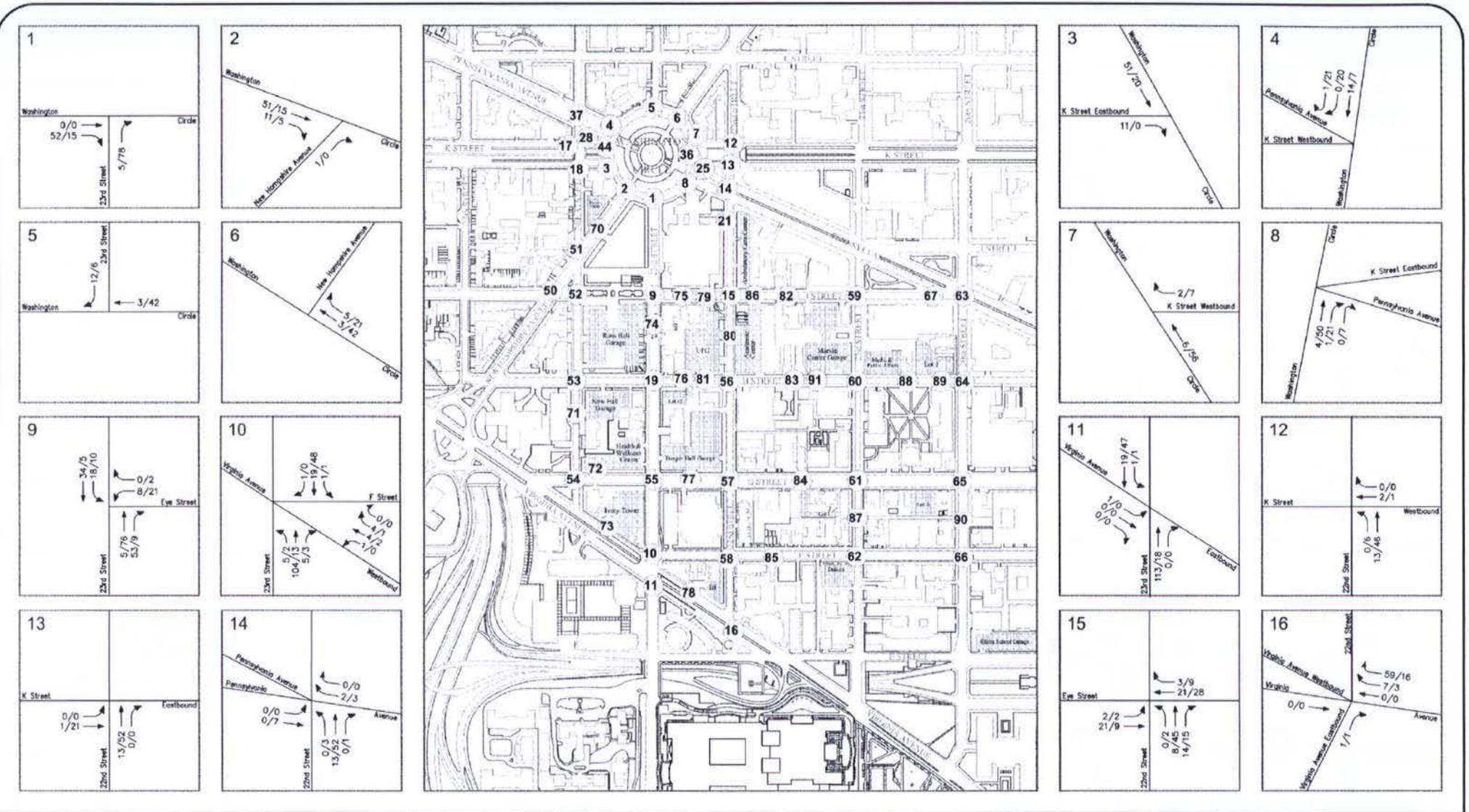


Figure 3-2
Existing GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



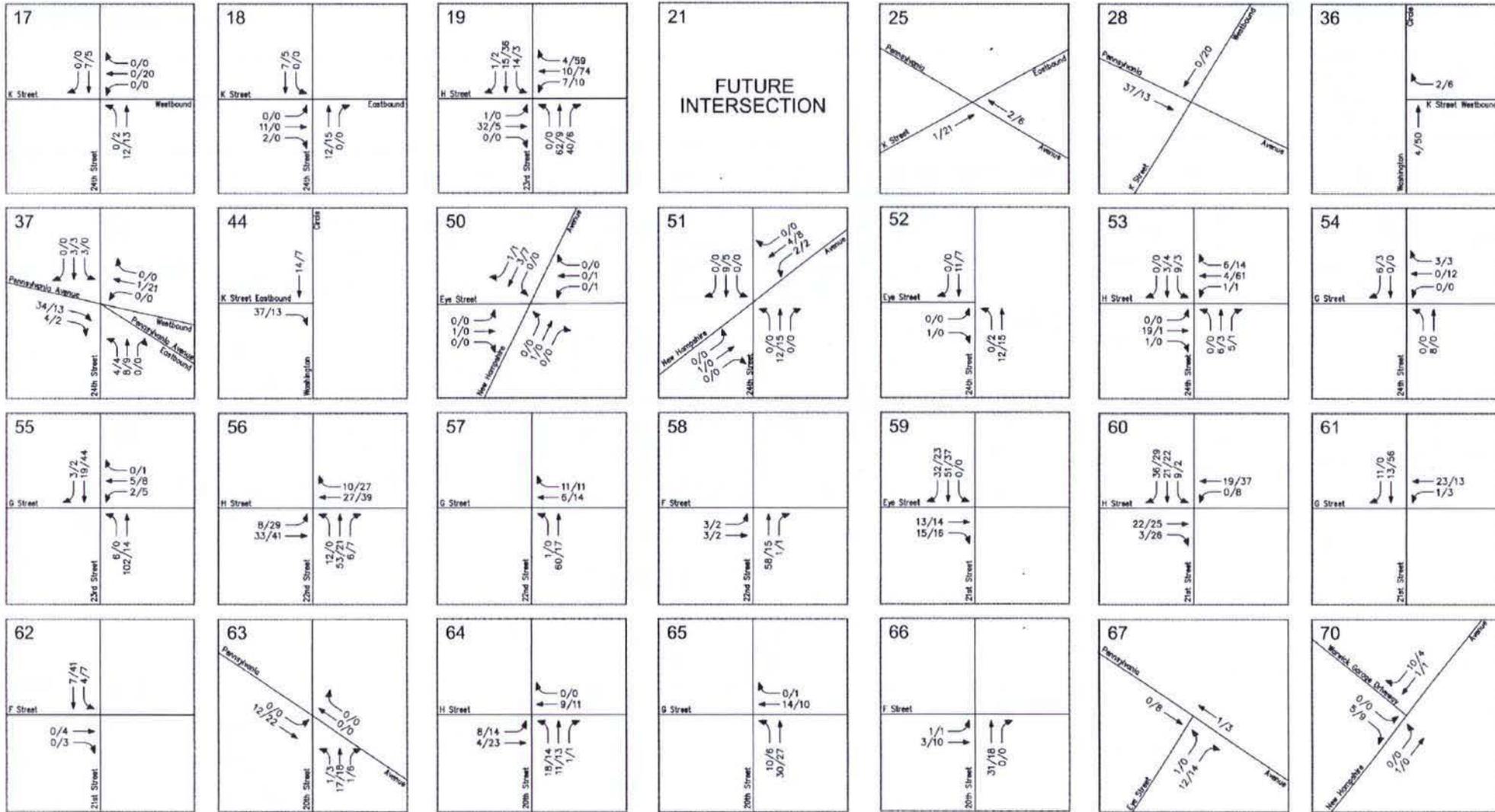


Figure 3-2
Existing GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



North

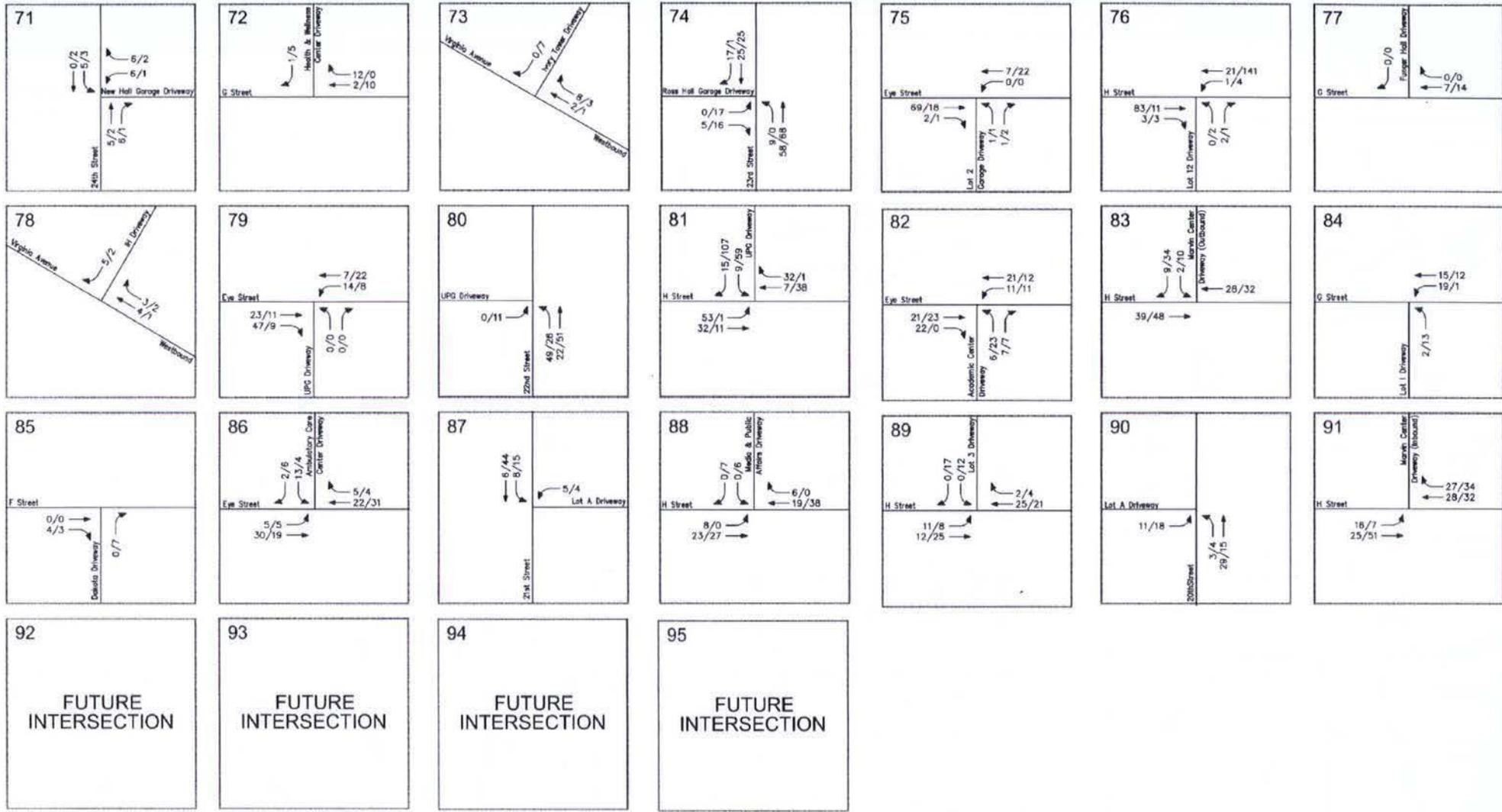


Figure 3-2
 Existing GWU Site Trips

AM PEAK HOUR
 PM PEAK HOUR
 000/000

 North

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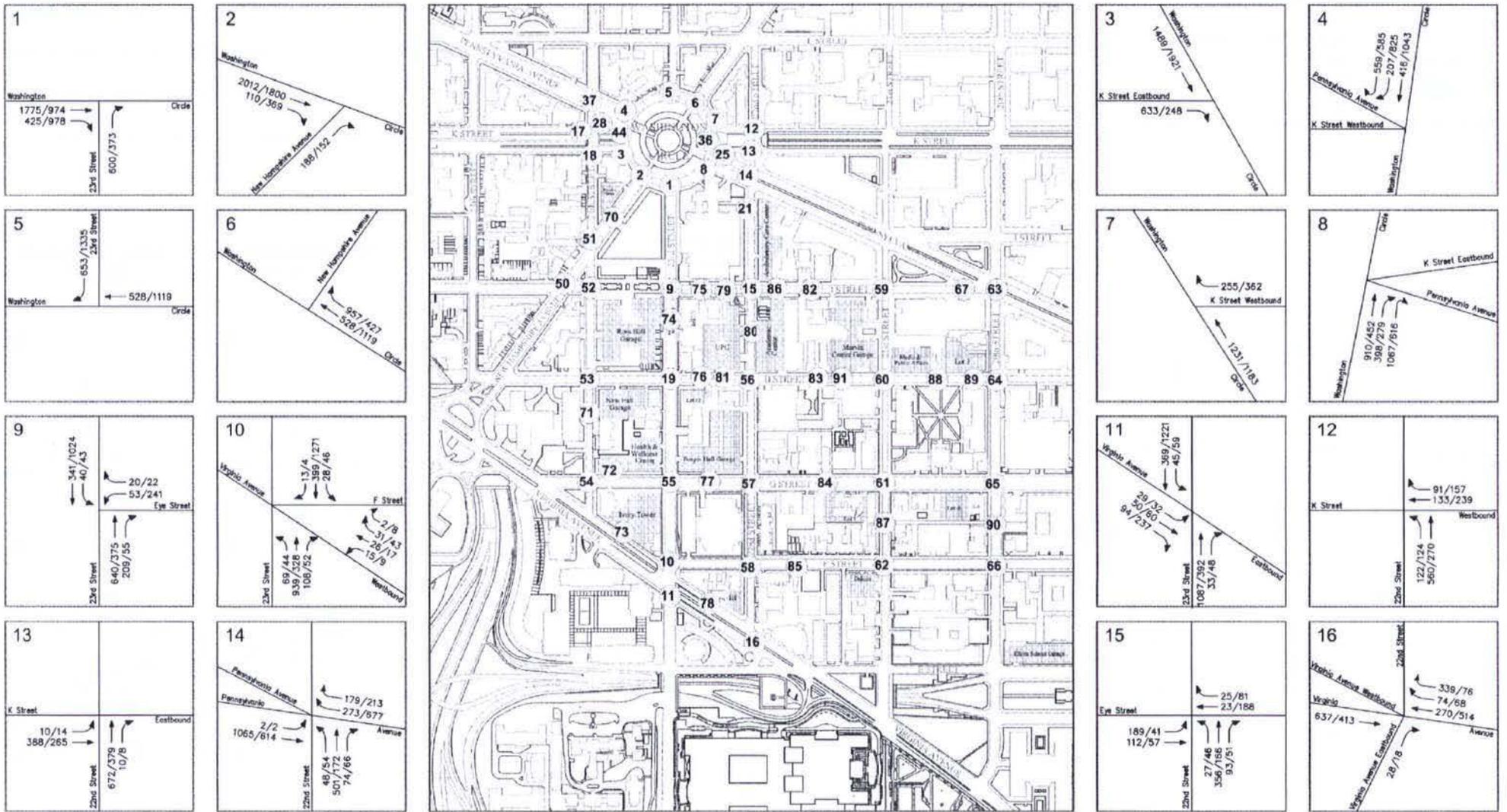


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes



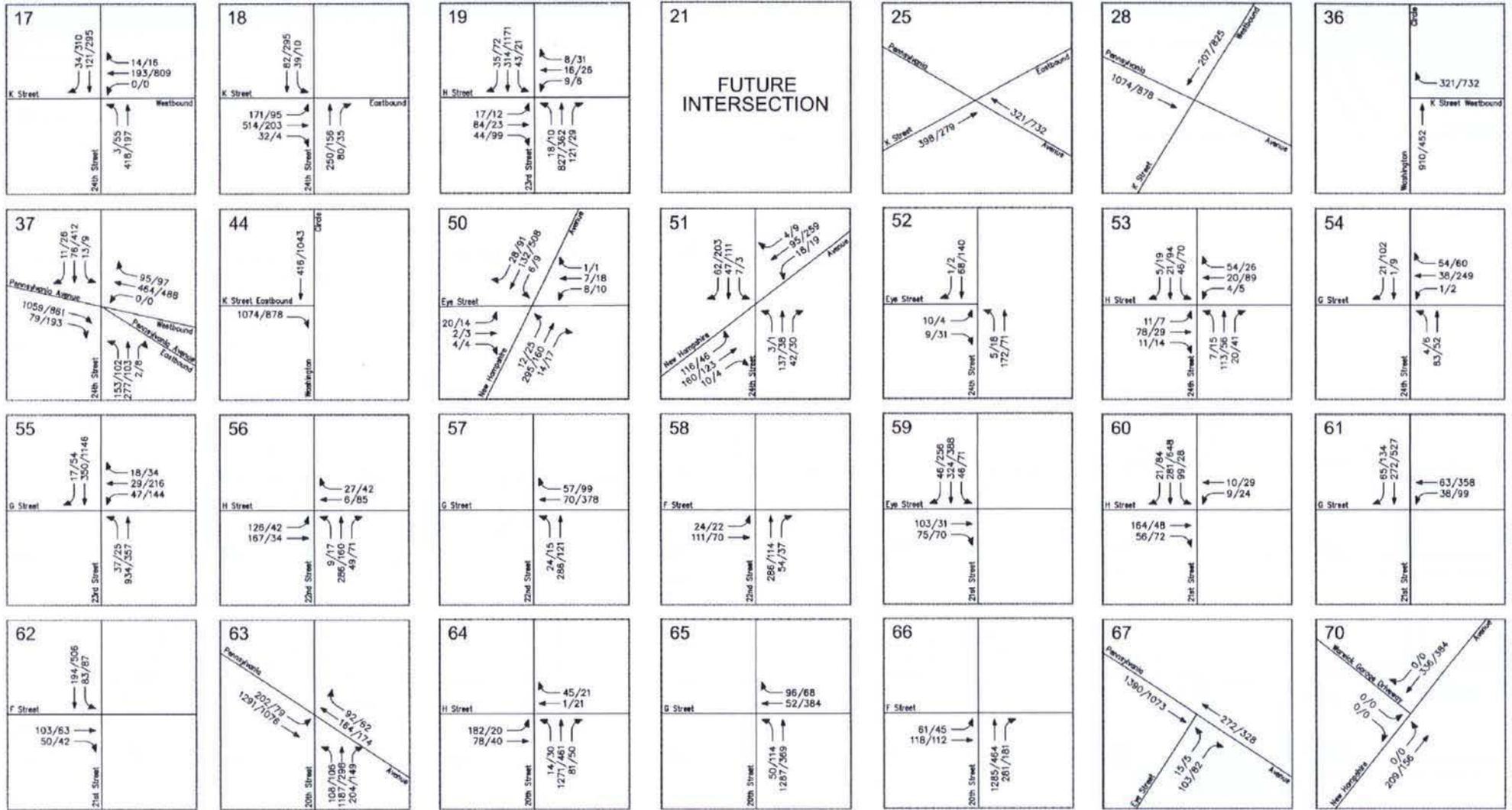


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

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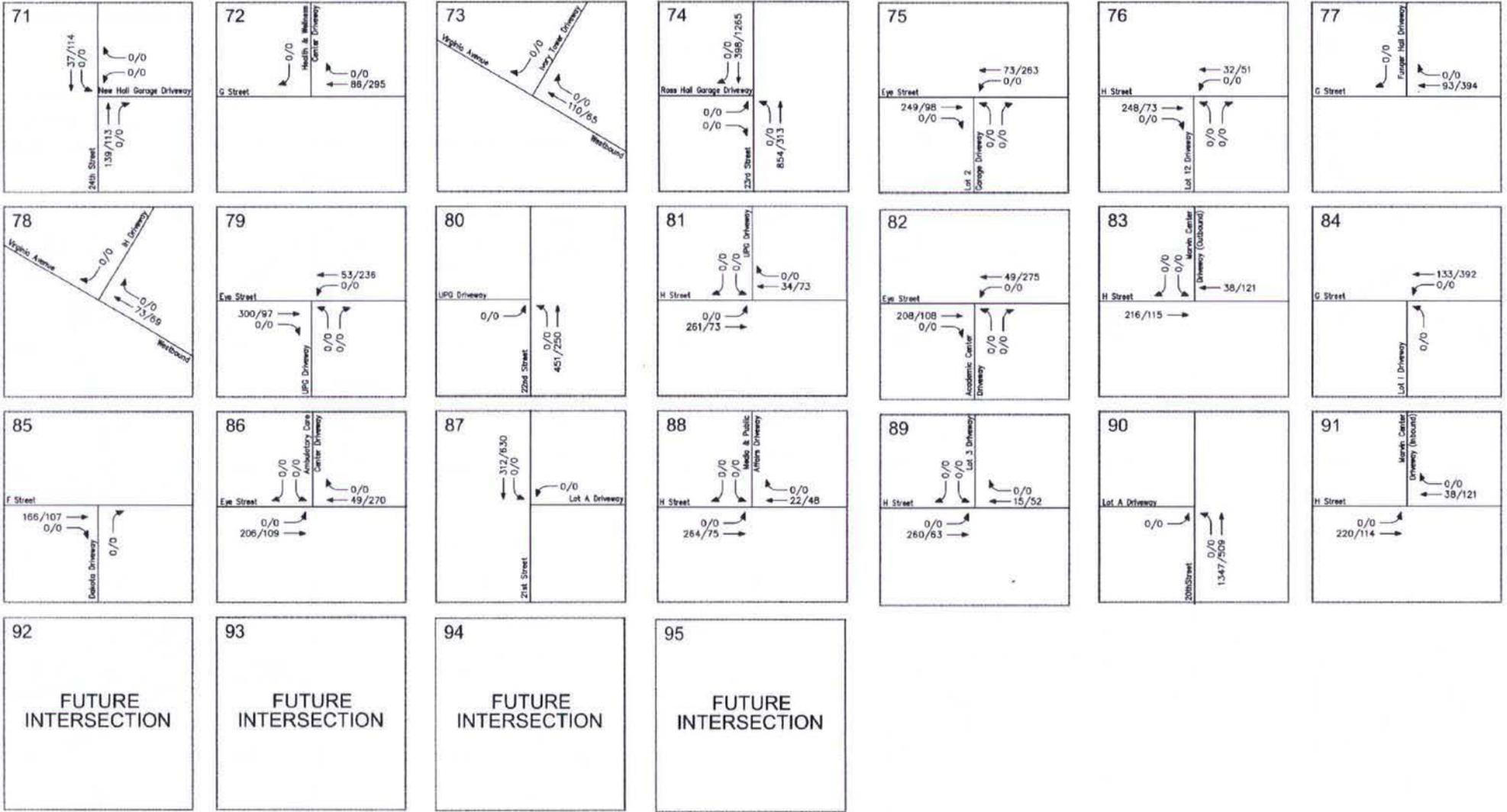


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes



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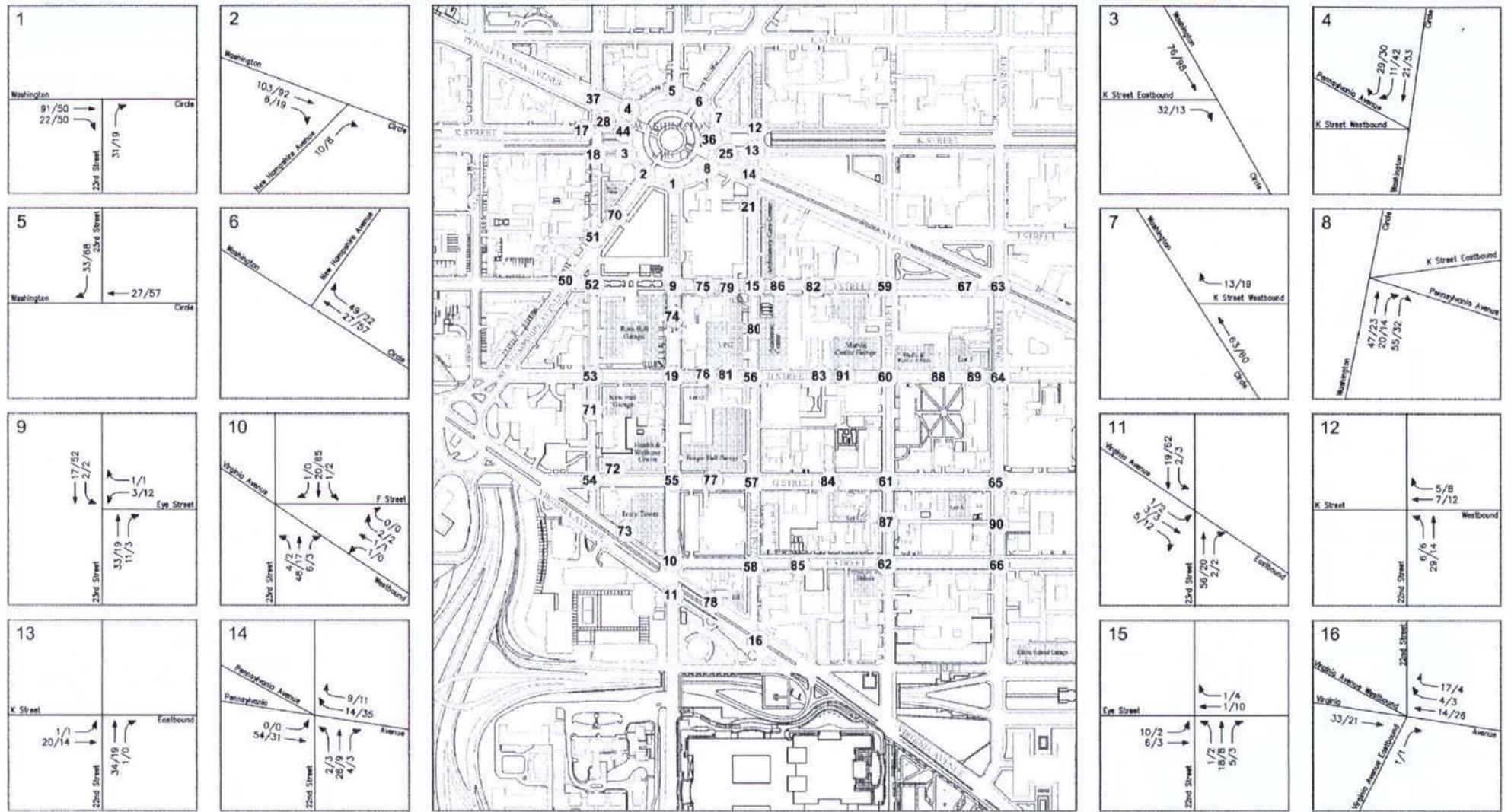


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

3M PEAK HOUR
7M PEAK HOUR
000/000
North

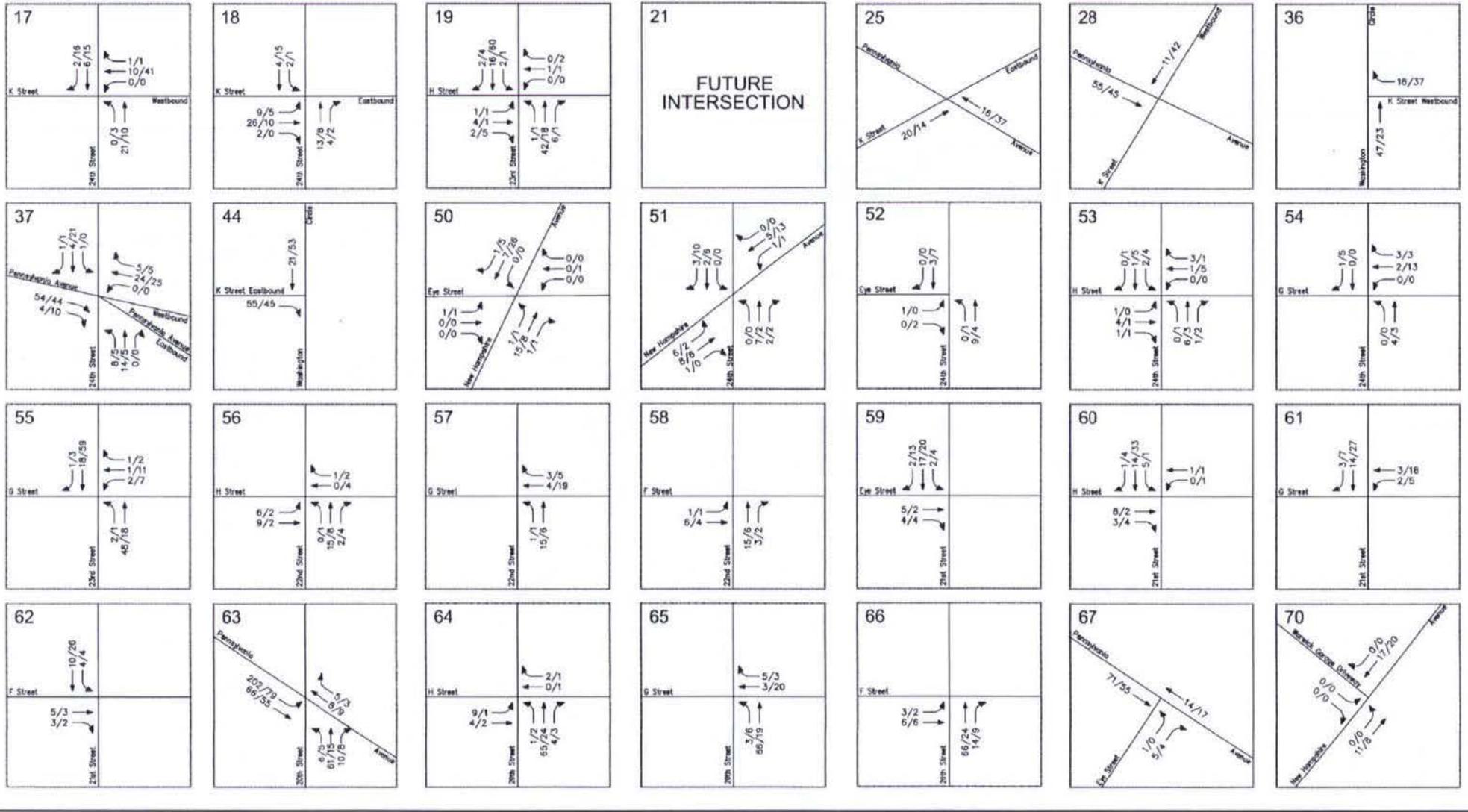


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

MR. PLANNING
FOR PLANNING
06/10/00



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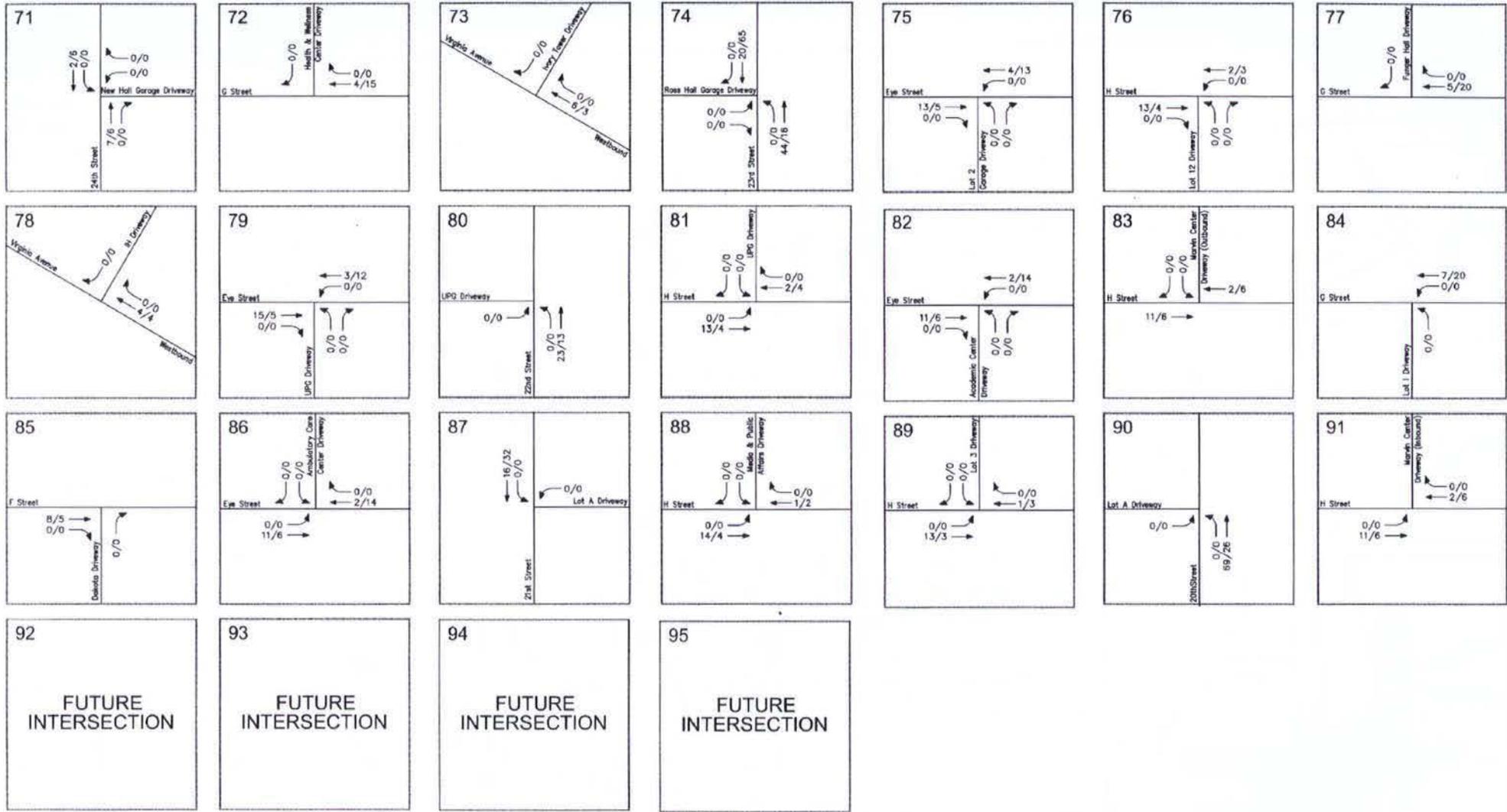


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
600/000



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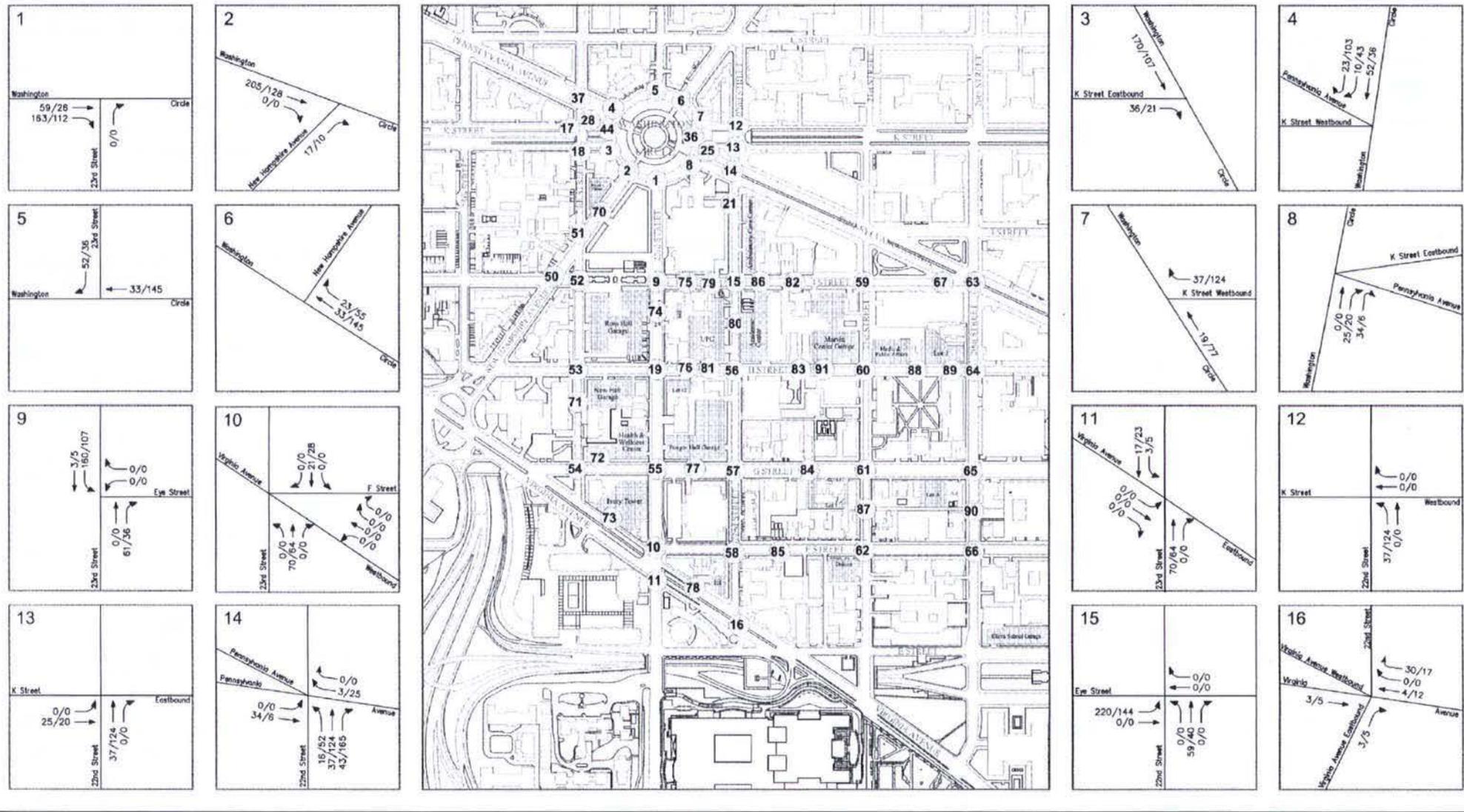


Figure 3-5
Pipeline Site Trips

George Washington University
Washington, D.C.

ALL PEAK HOUR
24 PEAK HOUR
000/000



North

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

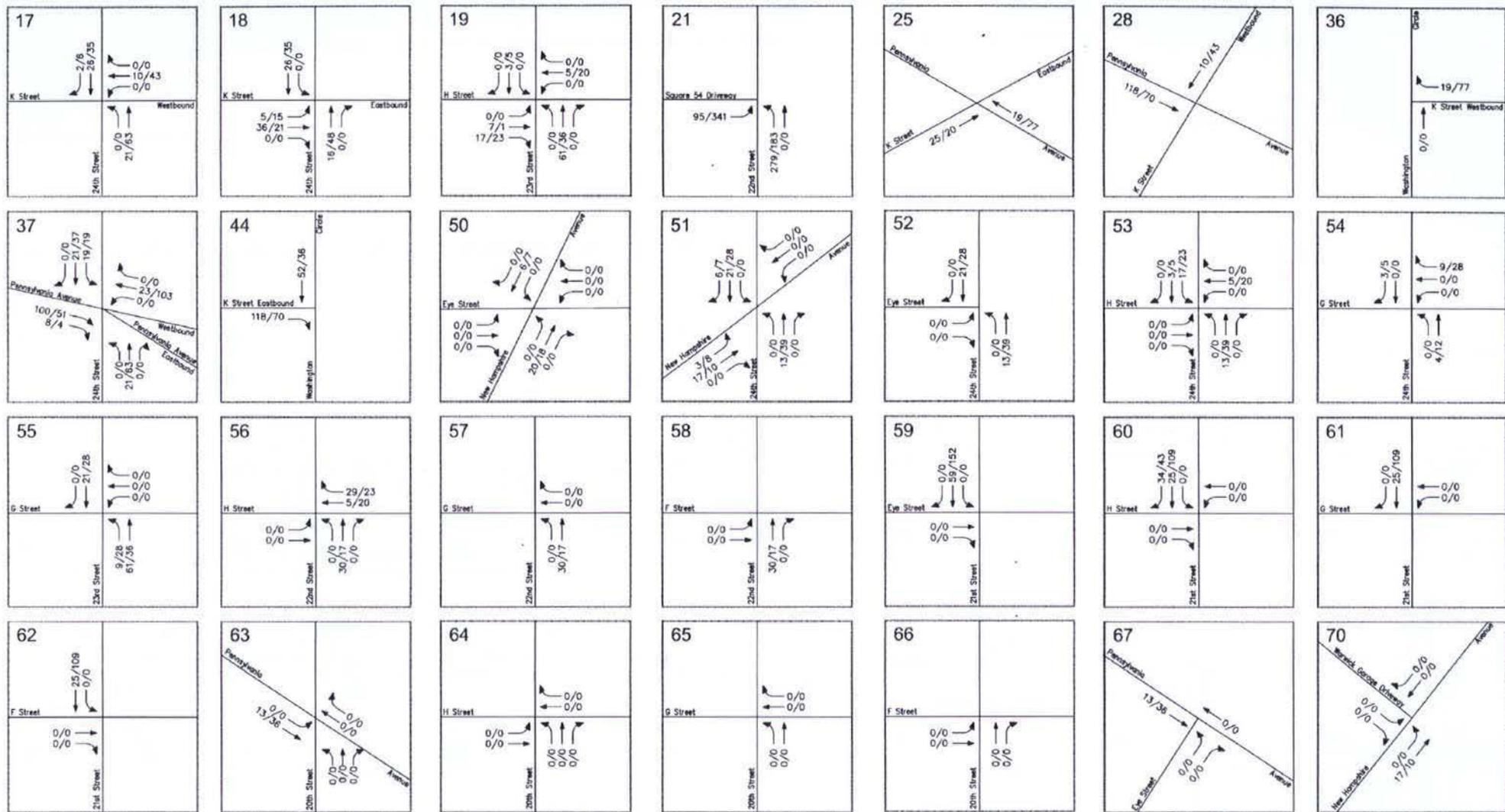


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000
North

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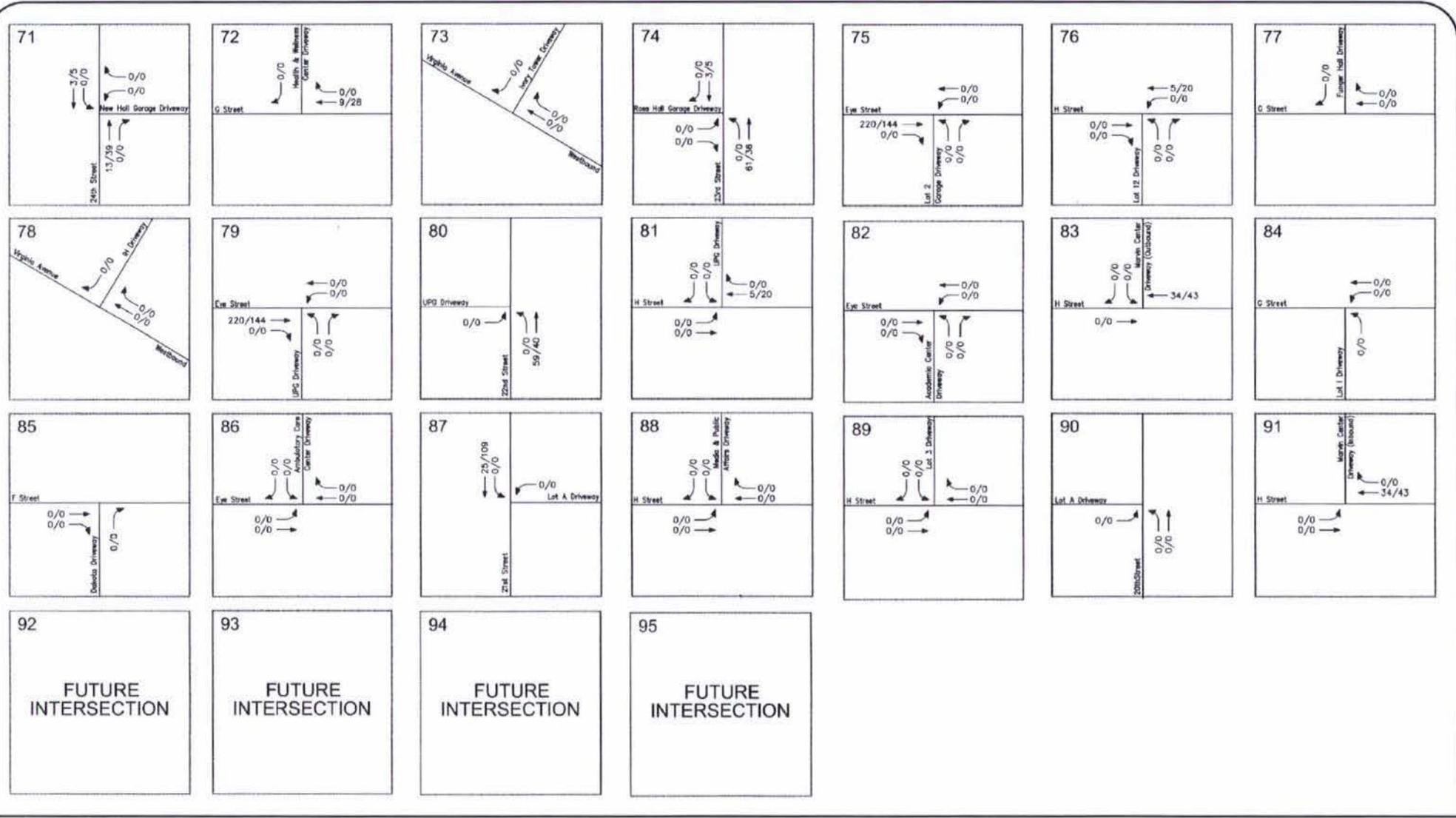


Figure 3-5
Pipeline Site Trips



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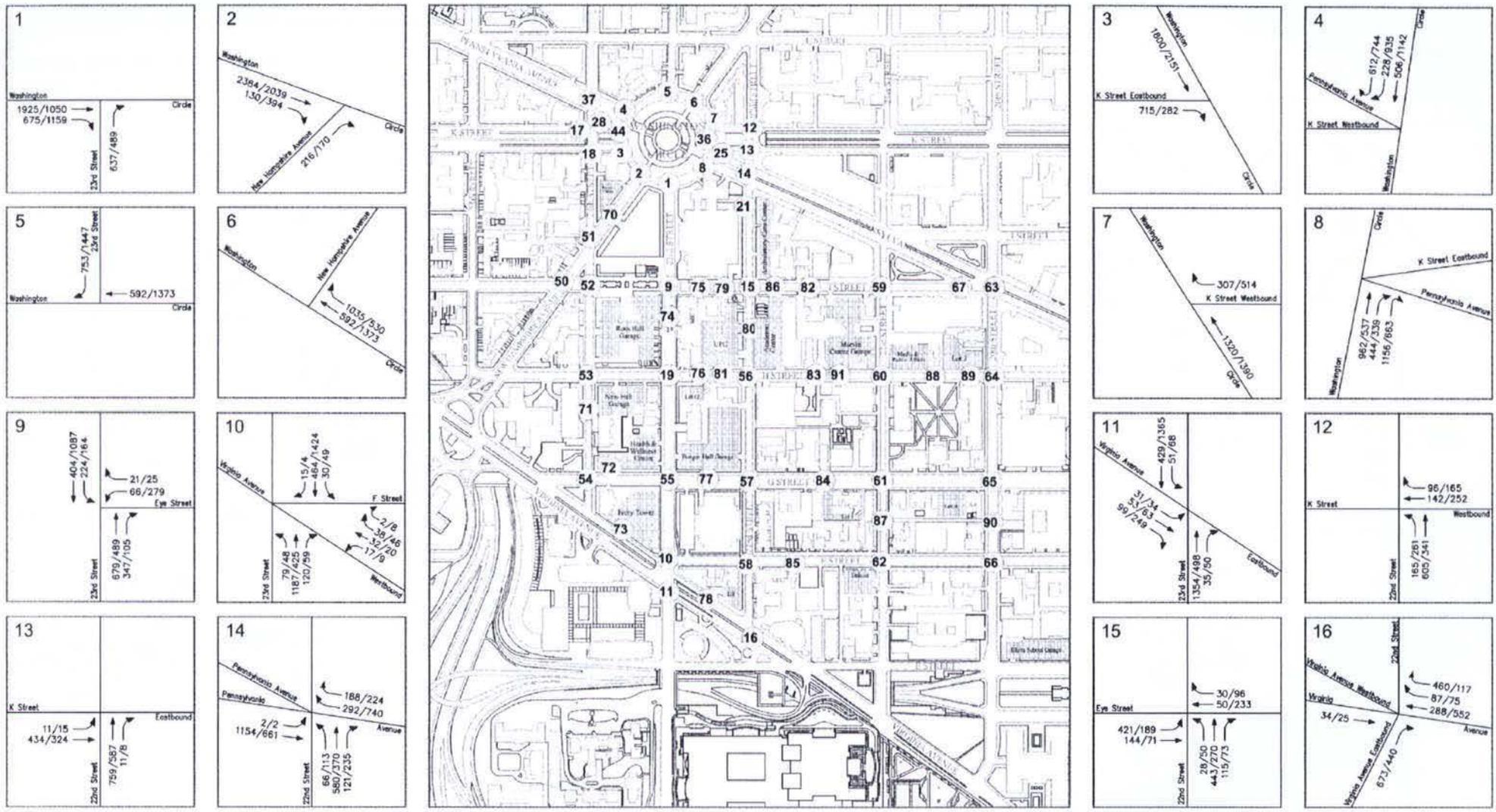


Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
600/000
PM PEAK HOUR
000/600
North

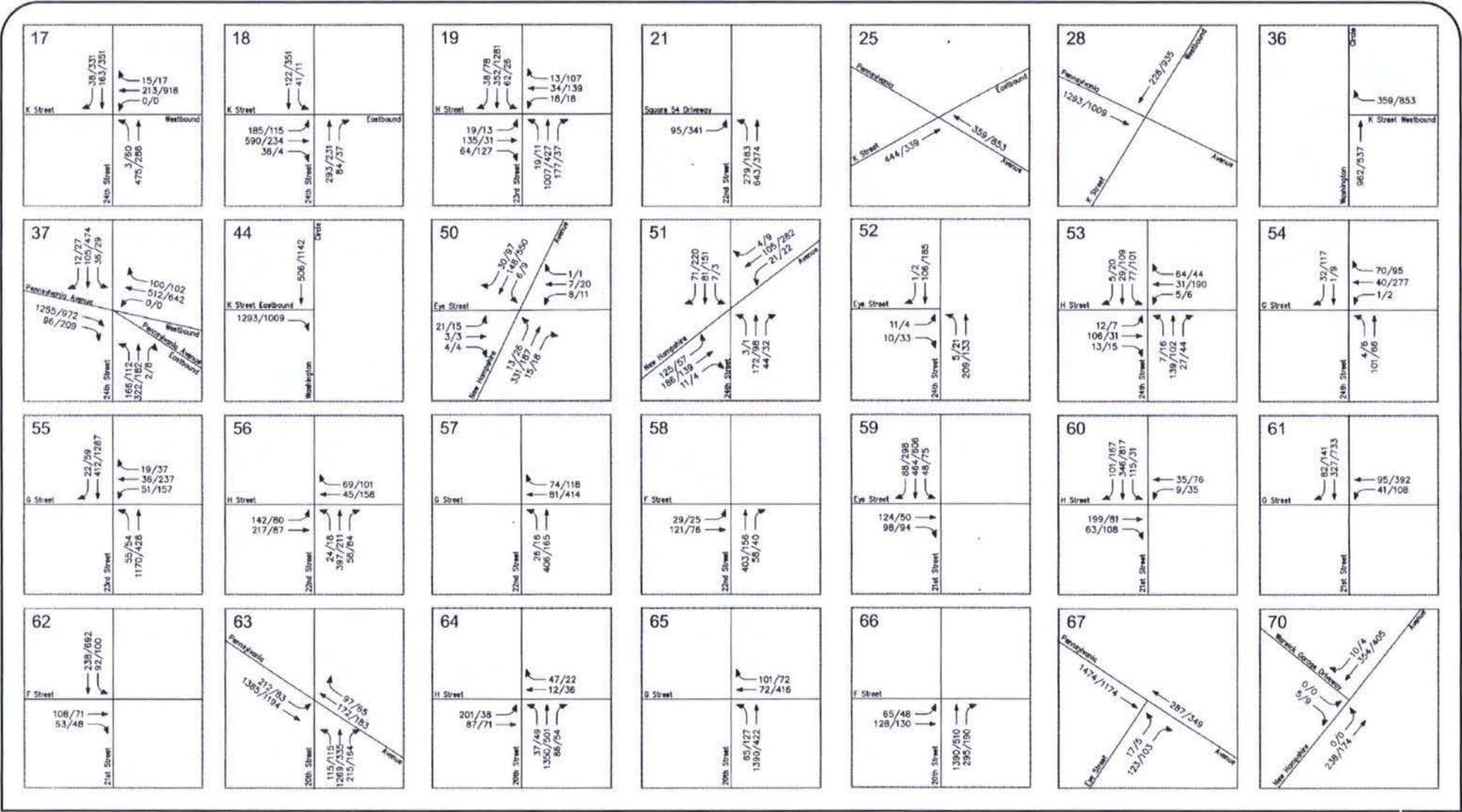
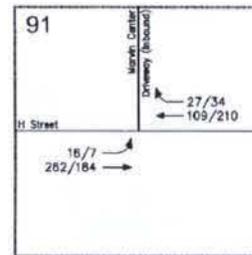
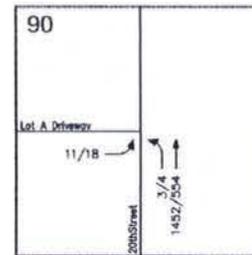
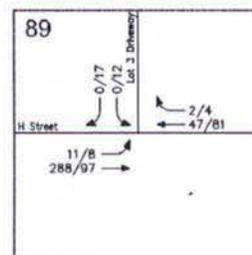
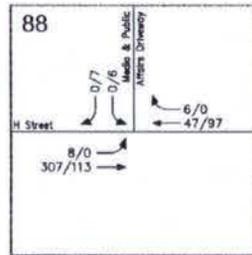
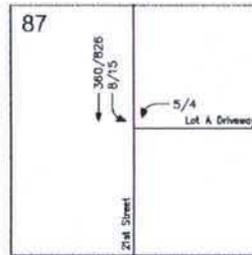
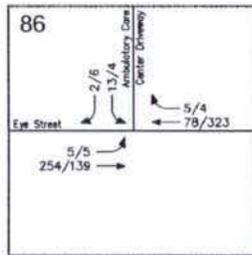
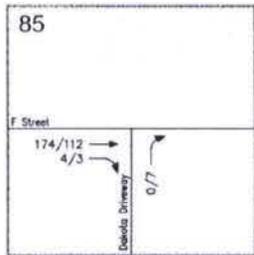
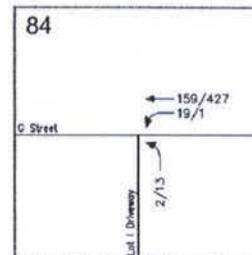
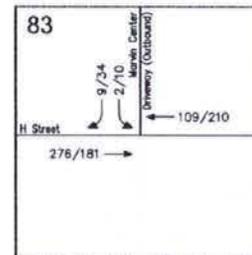
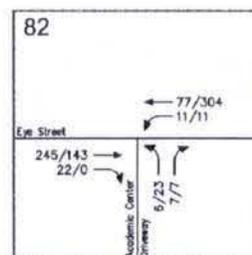
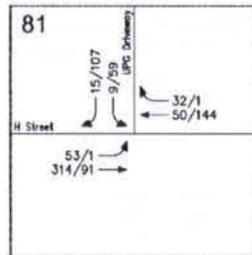
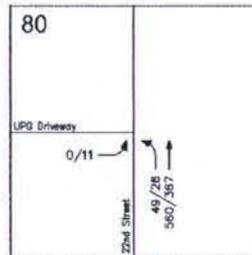
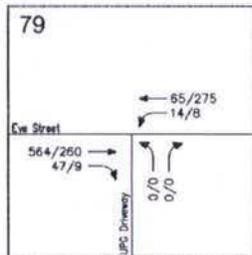
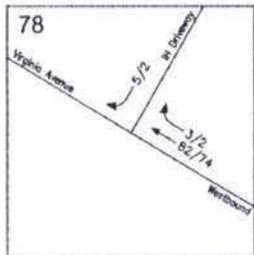
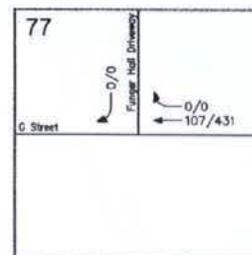
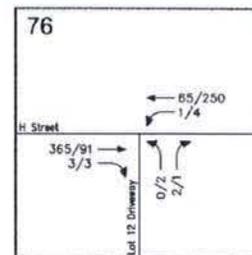
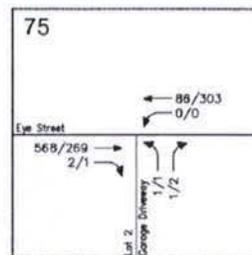
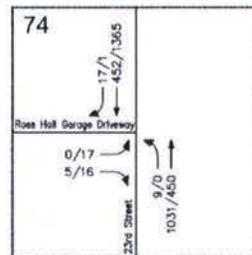
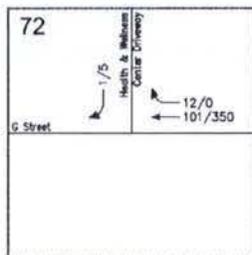
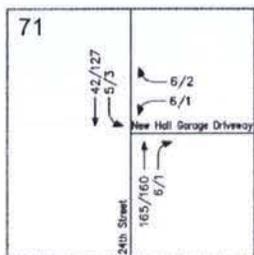


Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000
North



92

FUTURE INTERSECTION

93

FUTURE INTERSECTION

94

FUTURE INTERSECTION

95

FUTURE INTERSECTION

Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



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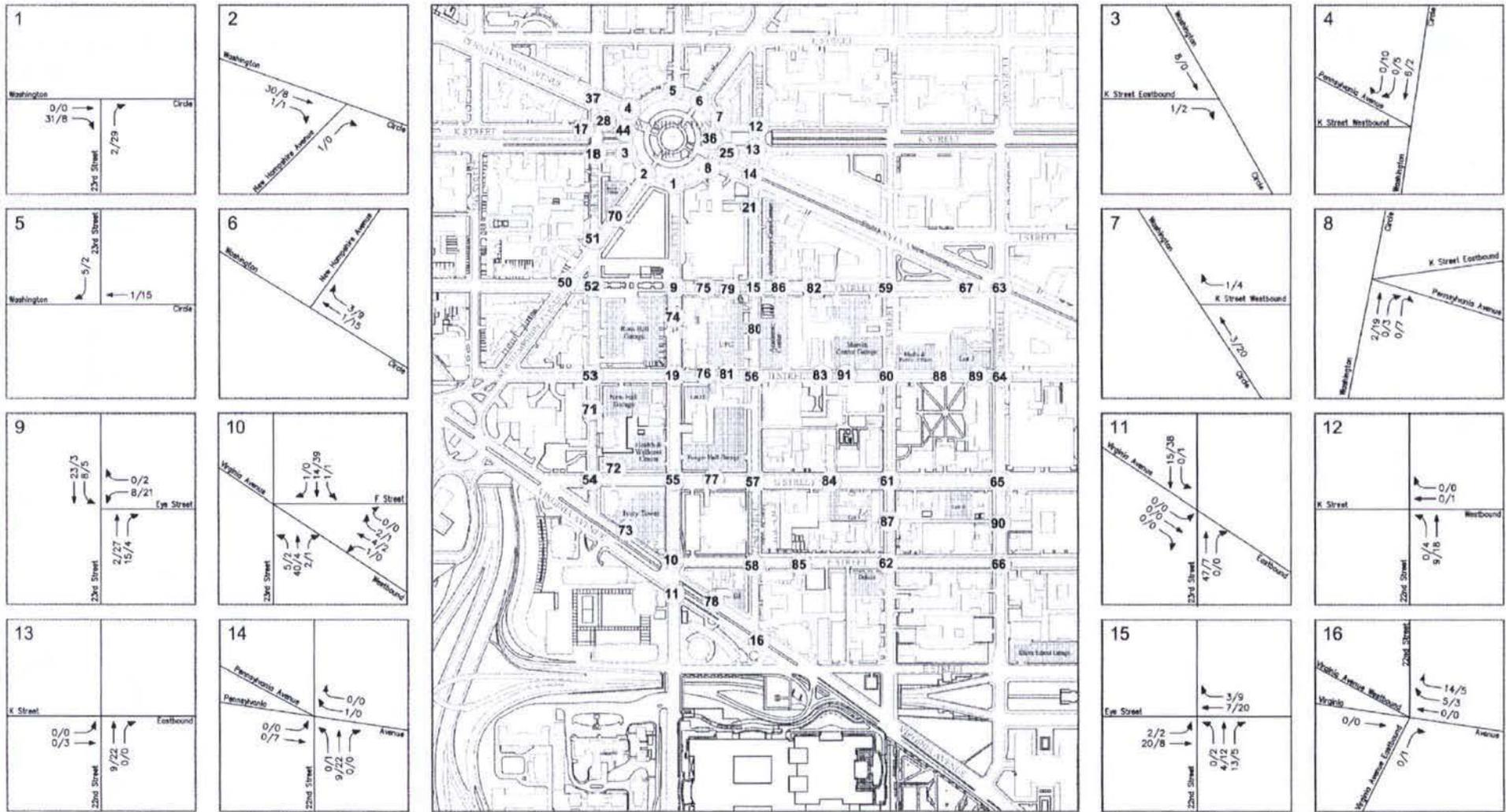


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
600/000
North

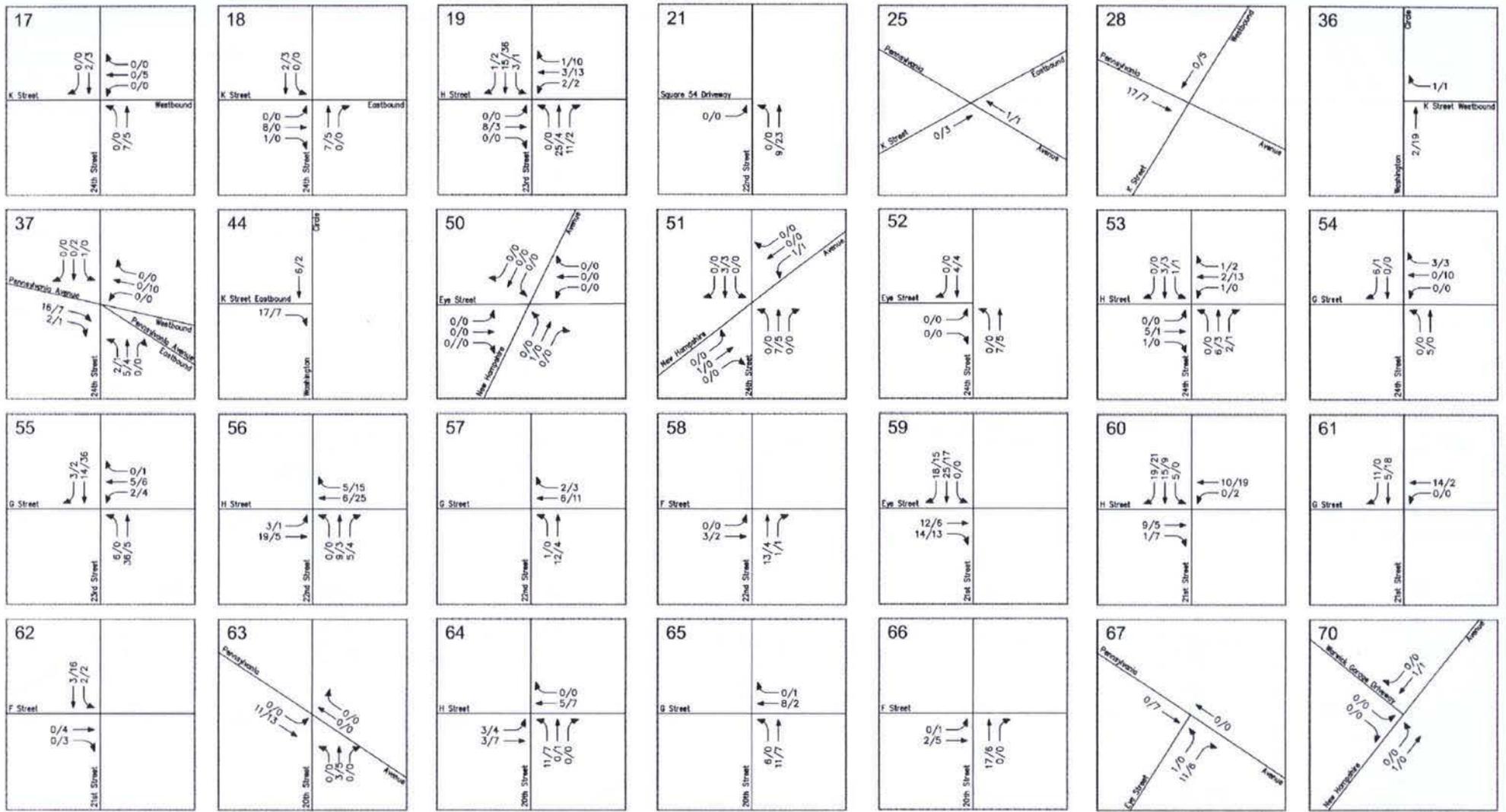


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PLK HOUR
PM PLK HOUR
000/000



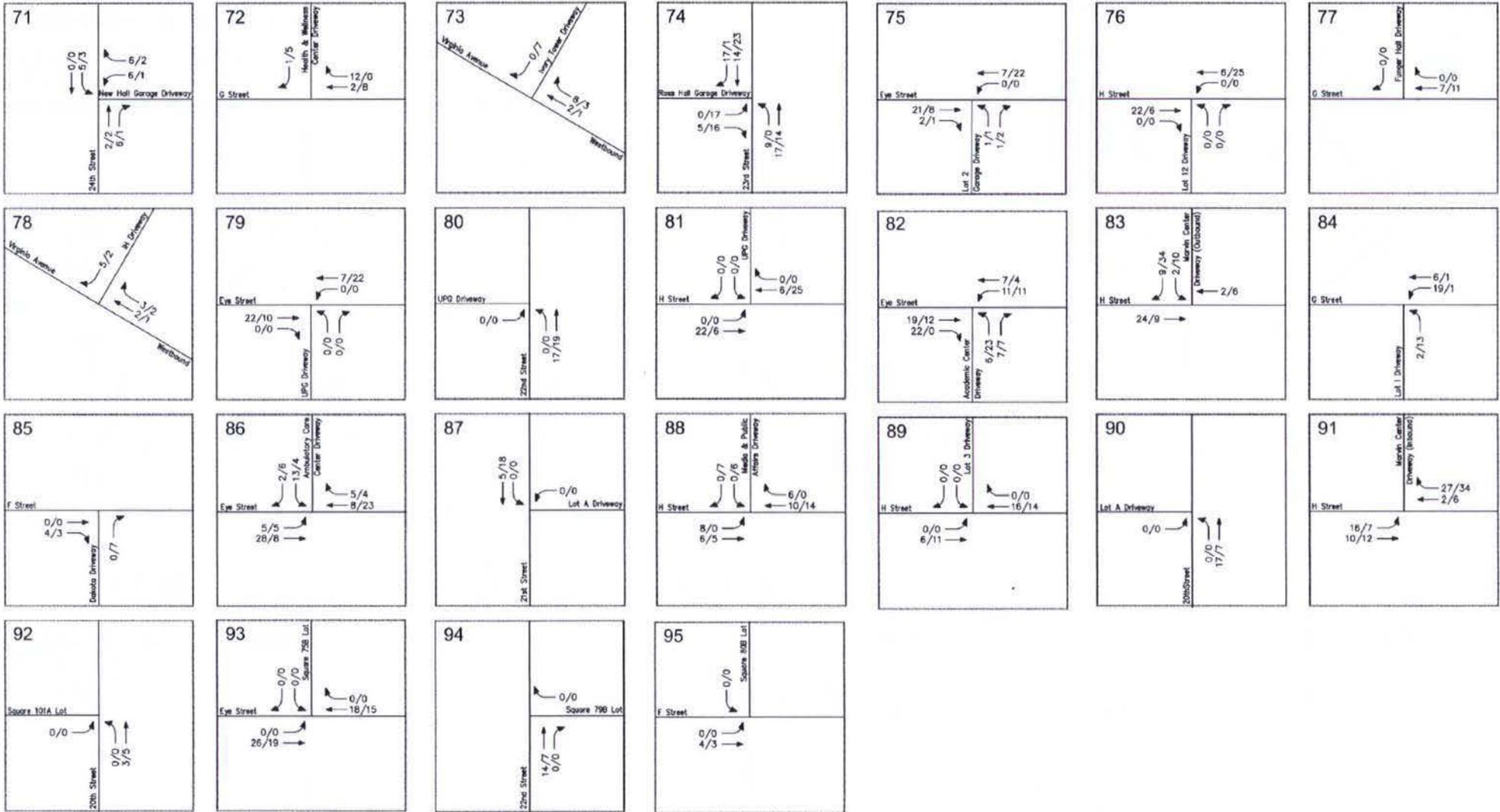


Figure 3-7
Existing GWU Garage Site Trips to Remain



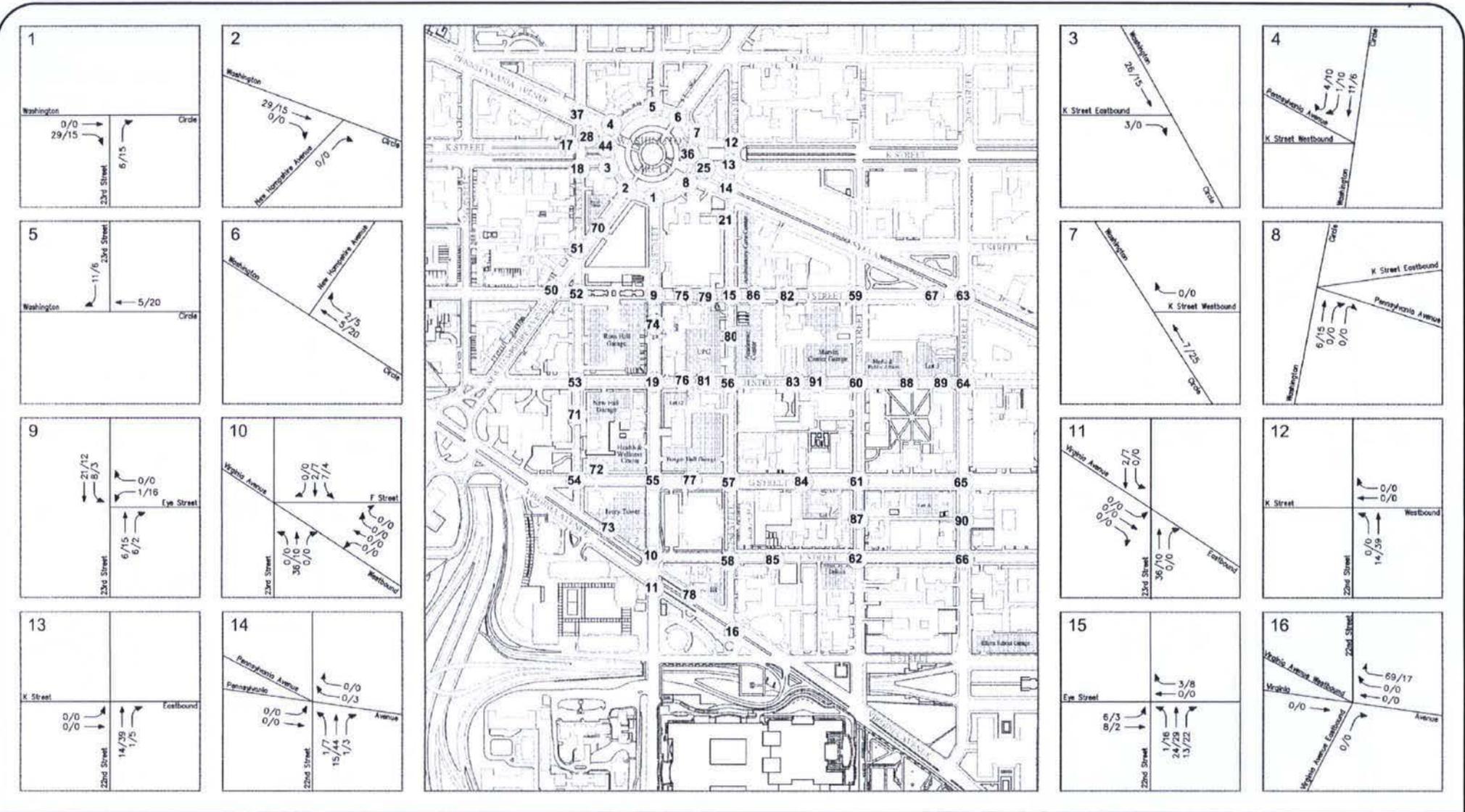


Figure 3-8
Rerouted GWU Site Trips



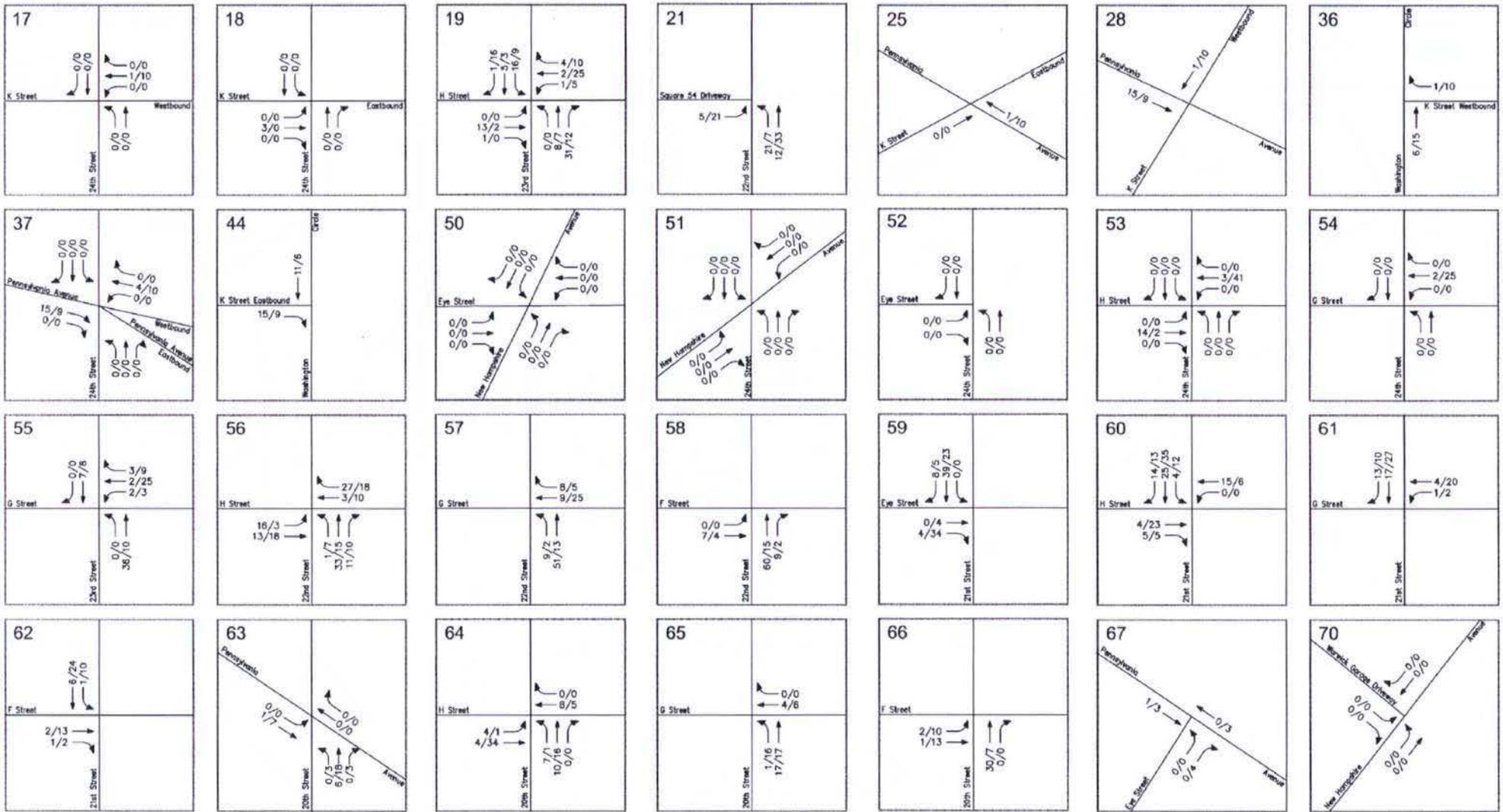


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



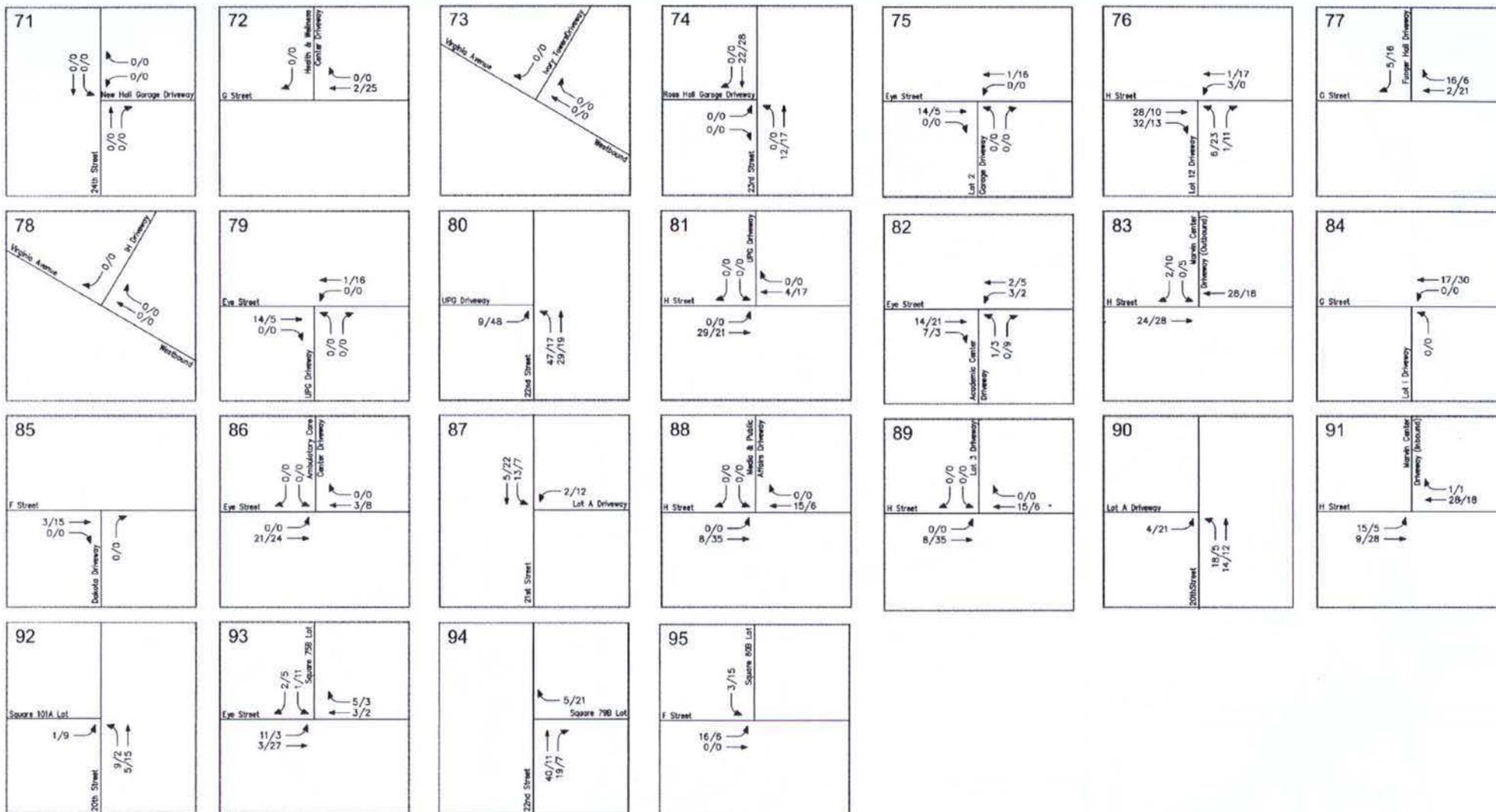


Figure 3-8
Rerouted GWU Site Trips

ALL PEAK-HOUR
PM PEAK-HOUR
000/000



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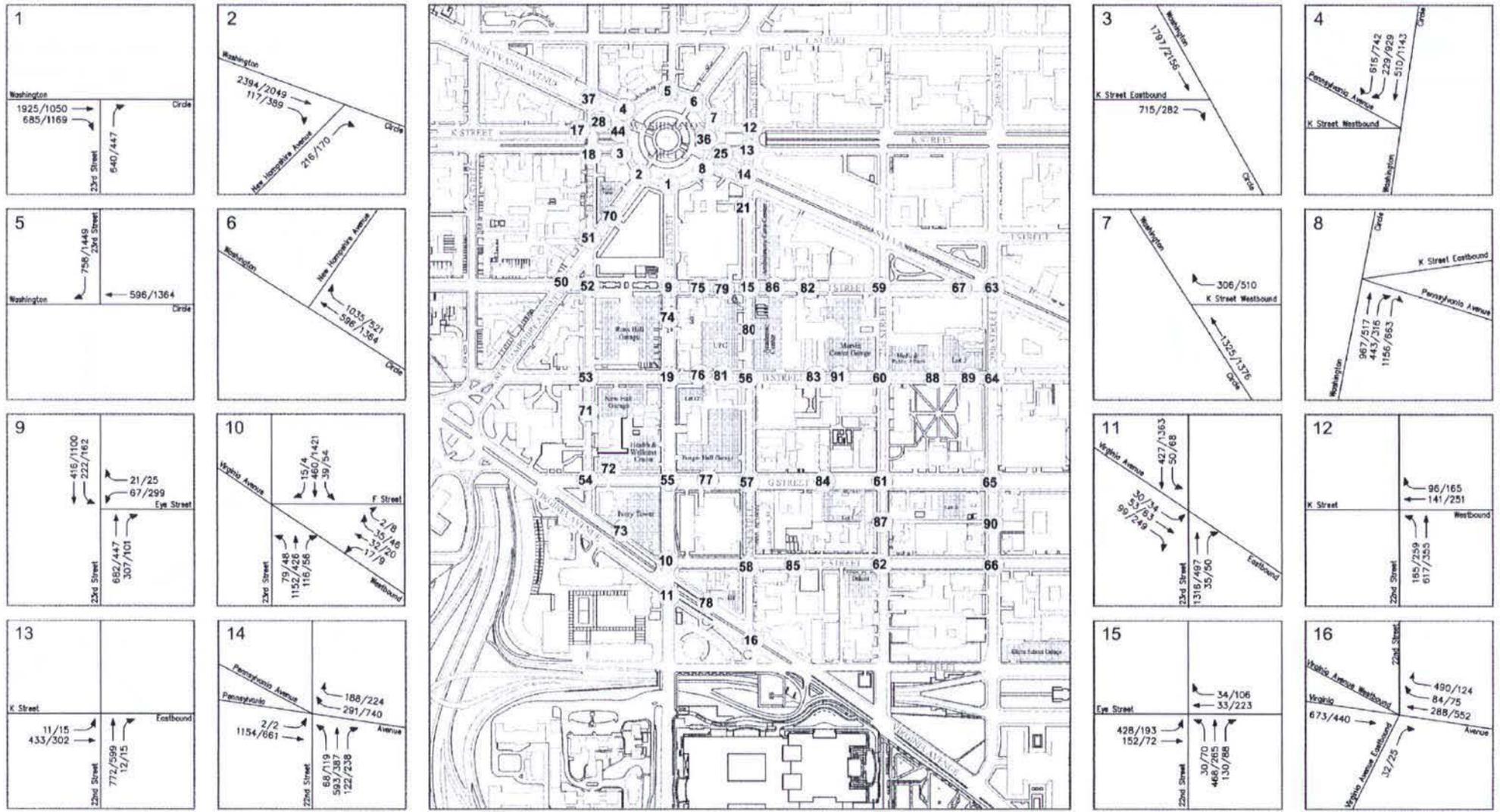


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
600/000
North

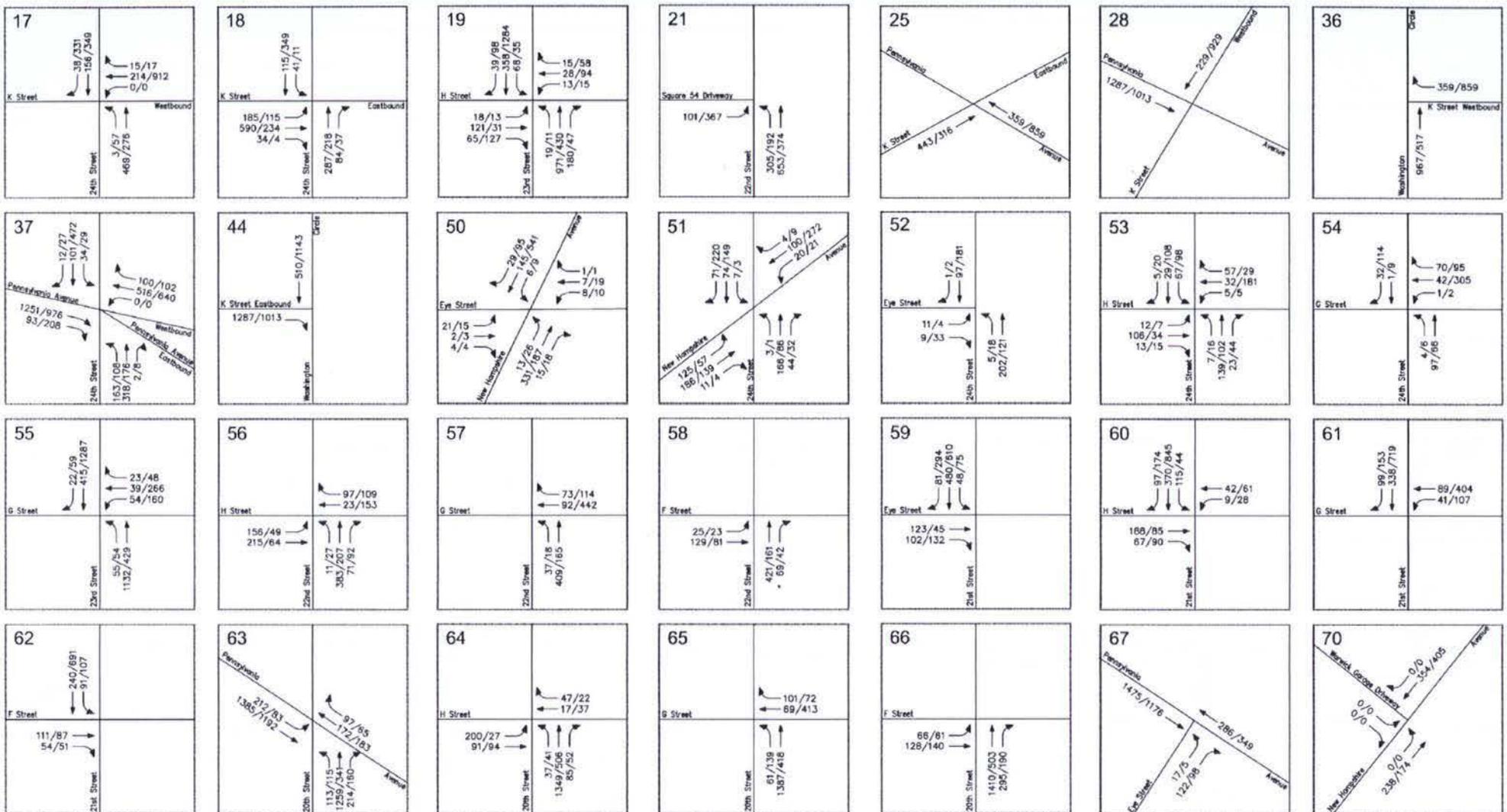


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



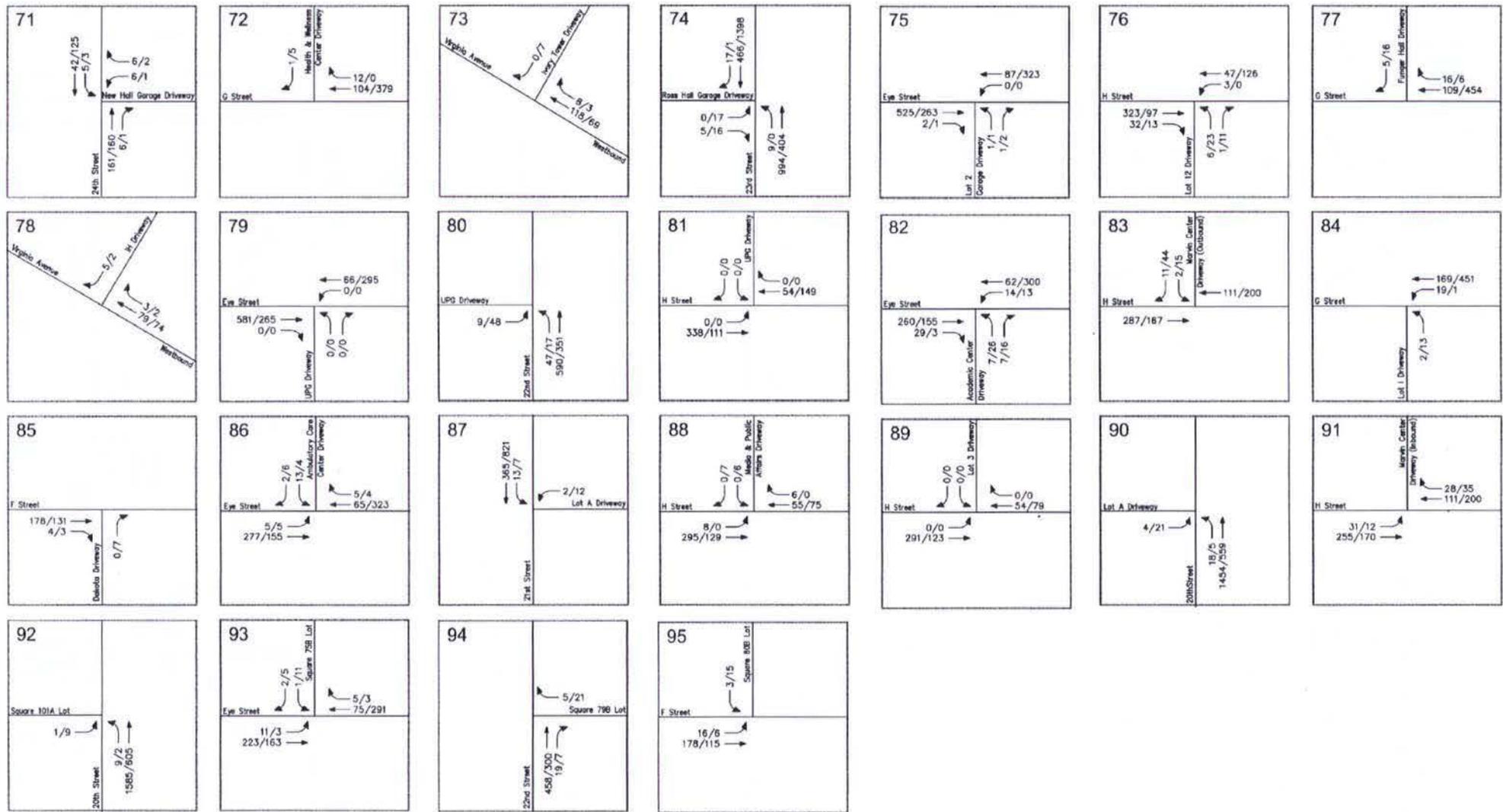


Figure 3-9
 Total Future Traffic Forecasts



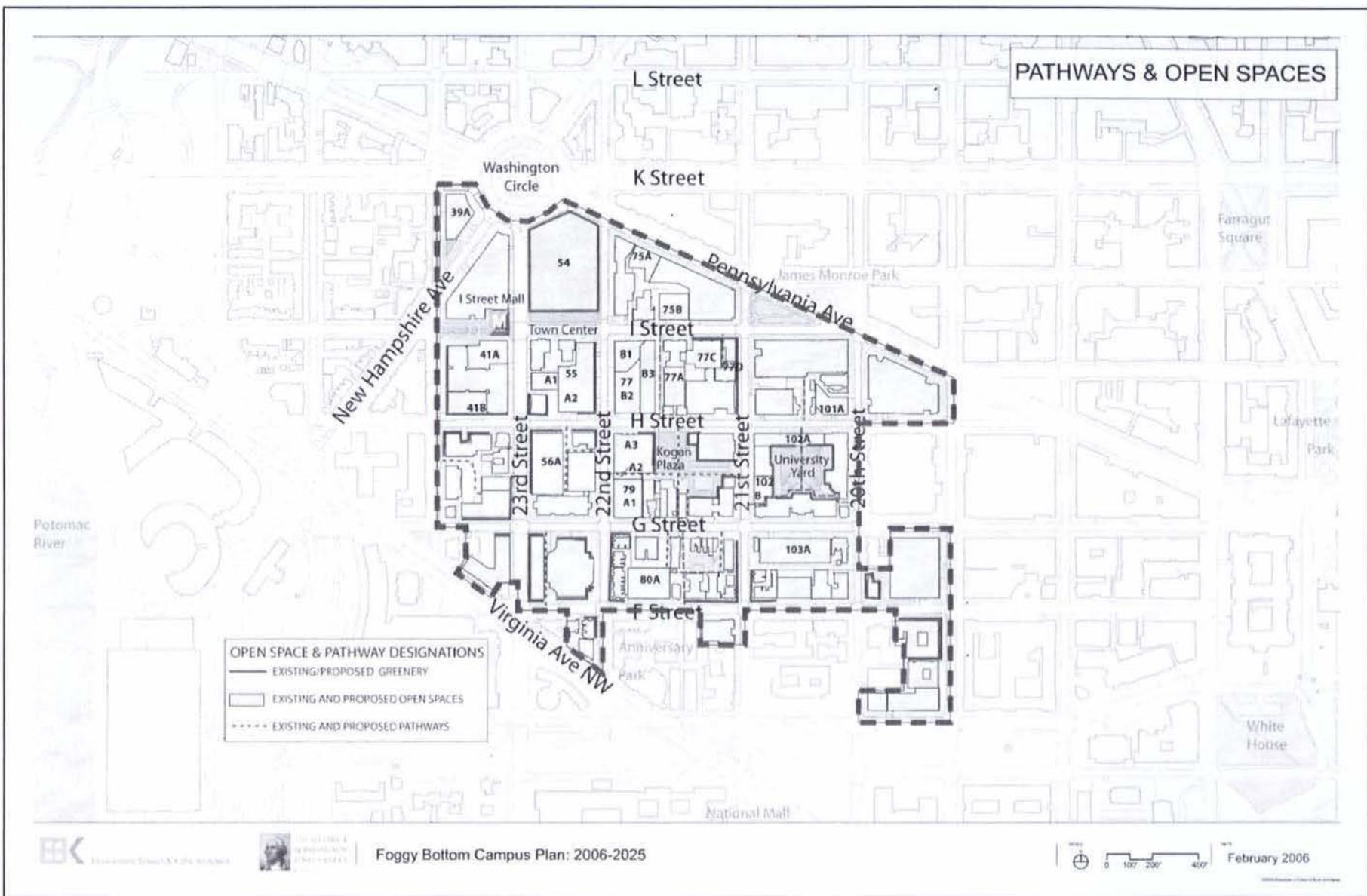


Figure 3-10
Pedestrian Plan

