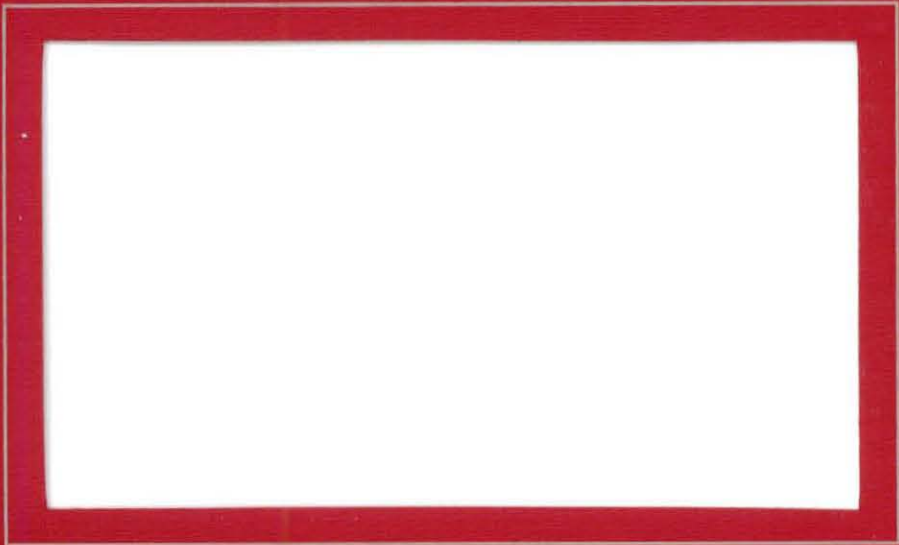




WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

ZONING COMMISSION
District of Columbia
CASE NO. 05-14
EXHIBIT NO. 3A
3

**SQUARE 3584 WASHINGTON GATEWAY
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

Prepared for:
MidAtlantic Realty Partners

Prepared by:
Wells & Associates, LLC

February 28, 2006

TABLE OF CONTENTS

<u>Section 1</u>	<u>Page</u>
Introduction	1
 <u>Section 2</u>	
Background Data	8
Study Scope	8
Public Road Network.....	9
Planned Improvements.....	9
Existing Traffic Counts.....	10
Public Transportation Facilities and Services.....	11
Metropolitan Branch Trail.....	11
Parking Requirements	12
Loading Requirements.....	12
 <u>Section 3</u>	
Analysis	21
Existing Levels of Service.....	21
Other Development Trip Generation	22
Trip Distribution Analysis	22
Other Development Project Traffic Assignments.....	23
Background Traffic Growth.....	23
Background Traffic Forecasts	23
Background Traffic Levels of Service.....	23
Site Trip Generation Analysis	25
Trip Generation Comparison	26
Site Traffic Assignments.....	26
Total Future Traffic Forecasts.....	26
Total Future Levels of Service	26
 <u>Section 4</u>	
Transportation Demand Management	45
 <u>Section 5</u>	
Conclusions	50

Appendices

- A Existing Vehicular and Pedestrian Traffic Counts
- B Existing Intersection Capacity Analyses
- C Background Future Intersection Capacity Analyses
- D Background Future Intersection Capacity Analyses with NYA/FLA Circle
- E Total Future Intersection Capacity Analyses
- F Total Future Intersection Capacity Analyses with NYA/FLA Circle

LIST OF FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
1-1.	Site Location Map	5
1-2.	Aerial Image	6
1-3.	Conceptual Site Plan	7
2-1.	Existing Lane Use and Traffic Control.....	13
2-2.	Planned New York Avenue/Florida Avenue Circle.....	14
2-3.	Background Lane Use and Traffic Control.....	15
2-4.	Background Lane Use and Traffic Control with NYA/FLA Circle.....	16
2-5.	Total Future Lane Use and Traffic Control.....	17
2-6.	Total Future Lane Use and Traffic Control with NYA/FLA Circle.....	18
2-7.	Existing Peak Hour Vehicular Traffic Counts	19
2-8.	Existing Peak Hour Pedestrian Traffic Counts	20
3-1.	Other Development Traffic Assignments.....	31
3-2.	Other Development Traffic Assignments with NYA/FLA Circle.....	32
3-3.	Background Traffic Growth	33
3-4.	Background Traffic Growth with NYA/FLA Circle.....	34
3-5.	Background Future Peak Hour Traffic Forecasts.....	35
3-6.	Background Future Peak Hour Traffic Forecasts with NYA/FLA Circle	36
3-7.	Site-Generated Traffic Assignments.....	41
3-8.	Site-Generated Traffic Assignments with NYA/FLA Circle	42
3-9.	Total Future Traffic Forecasts	43
3-10.	Total Future Traffic Forecasts with NYA/FLA Circle.....	44

LIST OF TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
3-1.	Existing Intersection Levels of Service.....	28
3-2.	Intersection Volume to Capacity Ratios	29
3-3.	Trips Generated by Other Approved Developments	30
3-4.	Future Intersection Levels of Service No Circle.....	37
3-5.	Future Intersection Levels of Service with NY/FLA Circle	38
3-6.	Site Trip Generation Analysis	39
3-7.	Trip Generation Comparison.....	40

Section I

INTRODUCTION

This report presents the results of a transportation impact study, which was prepared in support of MidAtlantic Realty Partners plan to develop office, residential dwelling units, and a hotel on the property that is located east of the New York and Florida Avenues, N.E. intersection in the Eckington Yards section of Washington D.C., as shown on Figures I-1 and I-2.

The site is currently improved with a Sunoco gas station, but the majority of the site is unimproved. MidAtlantic Realty Partners' plans to develop the site with 580,315 S.F. of office, up to 250 residential condominium apartments, and a hotel with up to 170 rooms. Vehicular access to the property would be provided on Florida Avenue, NE opposite future 2nd Street, NE and via a right-in/right-out only driveway on New York Avenue, NE using an existing curb cut. Access for pedestrians and bicyclists would be provided via an improved sidewalk along Florida Avenue and the Metropolitan Branch Trail, which is planned along the eastern edge of the subject site. Further, Washington Gateway would create a pedestrian connection from Florida Avenue to New York Avenue as a continuation of 2nd Street. The New York Avenue - Florida Avenue – Gallaudet University Metrorail Station is located within three blocks of the project. Bus routes are also provided along Florida Avenue.

The proposed plan provides 109 parking spaces for the apartments, 102 parking spaces for the hotel, and 470 parking spaces for the office building. For the north and south wings of office, 14 and 9 bicycle parking spaces would be provided. A loading dock driveway is planned on Florida Avenue, NE at the eastern edge of the property. A conceptual site plan is shown on Figure I-3. For purposes of this traffic study, this development was assumed to be completely built and occupied by 2009.

Tasks undertaken in this study included the following:

1. Review MidAtlantic Realty Partners' proposed development plans, previous planning and transportation studies, and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Discussion with the District Office of Planning staff regarding the traffic study scope.
4. Compilation of existing vehicular and pedestrian traffic at nine (9) key off-site intersections.

5. Analysis of existing levels of service.
6. Other approved and planned developments in the site vicinity were identified and their traffic impacts were included.
7. Background future traffic volumes were forecasted for 2009.
8. Background levels of service were calculated at key intersections based on background traffic forecasts, future traffic controls, and future intersection geometrics.
9. The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the New York Avenue - Florida Avenue – Gallaudet University Metrorail Station, and (3) experience with other comparable projects in Washington, D.C.
10. Total future traffic volumes were forecasted for 2009.
11. Total future levels of service were calculated at key intersections based on total future traffic forecasts, future traffic controls, and future intersection geometrics.

Sources of data for this analysis included traffic counts conducted by Wells & Associates; ITE; the Washington Metropolitan Area Transit Authority (WMATA); the District of Columbia; the U.S. Census Bureau; New York Avenue Corridor Study, April 2005; Metropolitan Branch Trail Draft Concept Plan, District Department of Transportation, April 2005; the NoMa Vision Plan & Development Strategy; and the Washington Gateway development team.

- 8. With or without the Washington Gateway project and with the improved circle concept and other road network improvements, the New York Avenue/Florida Avenue intersection would operate at failing levels of service during the AM and PM peak hours. Intersection improvements are being evaluated by DDOT and the community.**
- 9. The other study intersections are anticipated to operate at or near capacity, typical of dense urban settings.**
- 10. A transportation management plan is proposed for the Washington Gateway project that would help mitigate any traffic impacts associated with the project.**
- 11. The Washington Gateway project would provide 109 parking spaces for the apartments, 102 parking spaces for the hotel, and 470 parking spaces for the office building. For the north and south wings of office, 14 and 9 bicycle parking spaces would be provided.**
- 12. The Washington Gateway project would provide the required number and size of loading berths and platforms per code.**

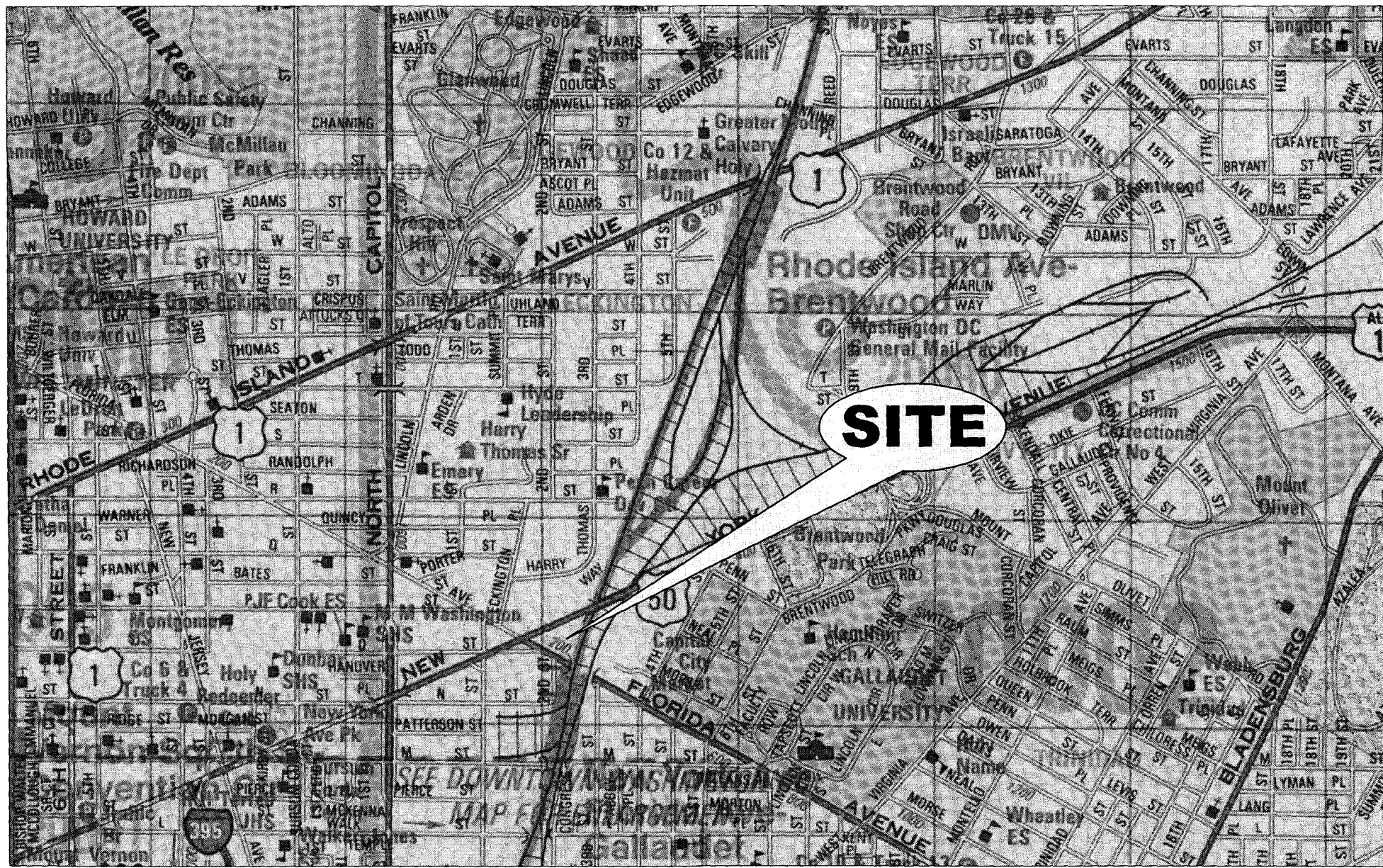


Figure 1-1
Site Location Map



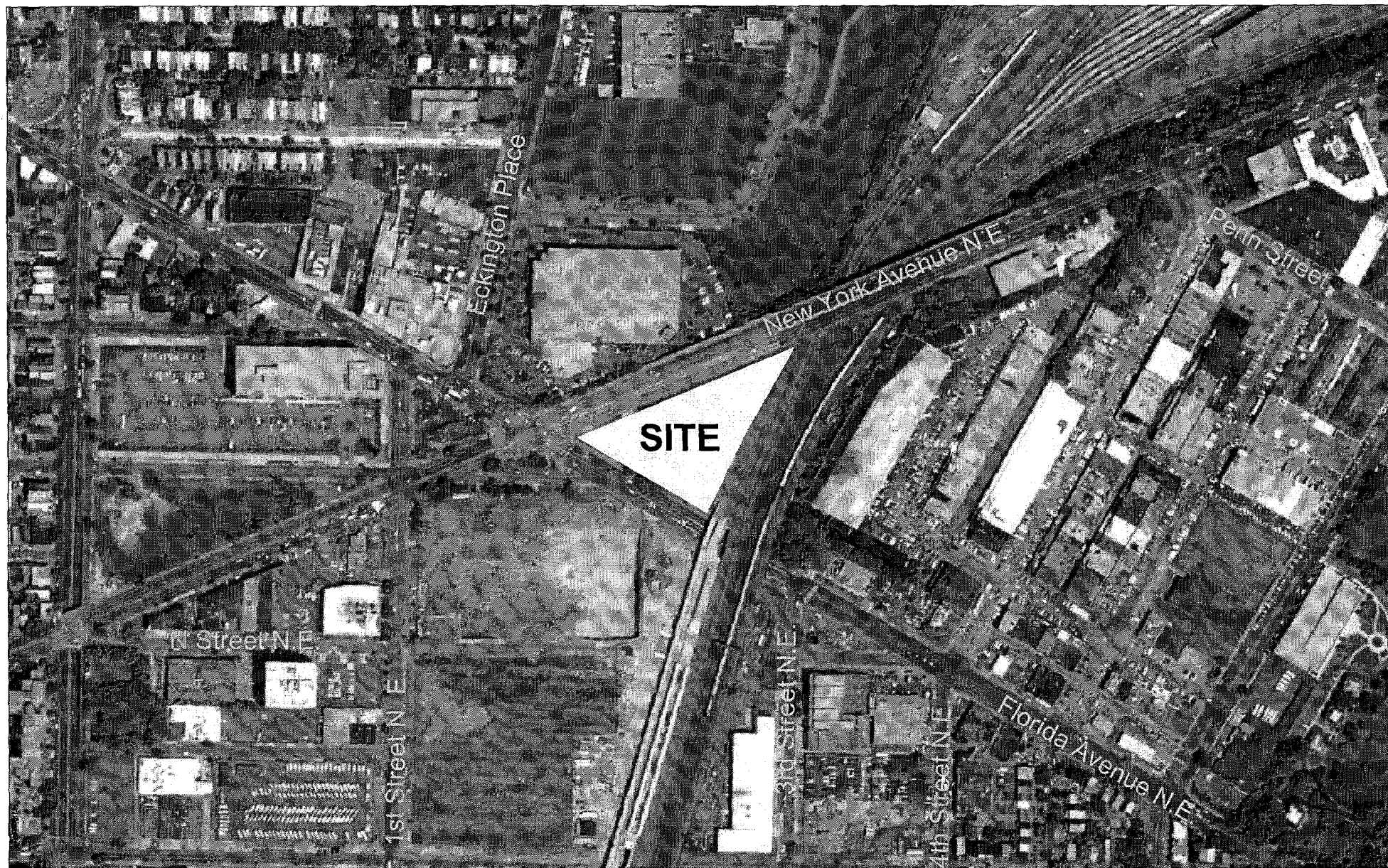


Figure 1-2
Aerial Image





North

Section 2

BACKGROUND DATA

Study Scope

The study area was selected based on those intersections, in northeast Washington, that could potentially be affected by the proposed development. This study includes the following intersections:

1. Florida Avenue/1st Street.
2. Florida Avenue/Eckington Place.
3. New York Avenue/Florida Avenue.
4. New York Avenue/1st Street.
5. Florida Avenue/O Street.
6. 1st Street/N Street.
7. Florida Avenue/3rd Street.
8. Florida Avenue/4th Street.
9. New York Avenue/Penn Street.

The planned driveway on Florida Avenue opposite future 2nd Street and the right in/right out driveway on New York Avenue were also included in the study.

This study evaluates the transportation impacts of the following approved and planned pipeline developments in NoMa, totaling 5,205,000 S.F of office, 1,000 residential apartments, and a 241-room hotel. The development programs associated with each pipeline project were determined with consultation from the Office of Planning and the NoMa Vision Plan & Development Strategy.

1. RS Investors (office).
2. The Bureau of Alcohol, Tobacco & Firearms (office).
3. Jemal's Gateway (office and residential).
4. Capitol Square (office).
5. Constitution Square (office).
6. The Eckington (hotel).
7. Wilkes Company (office)

Public Road Network

Regional access to the Washington Gateway site is provided by New York Avenue, Florida Avenue, and North Capitol Street. Local access is provided by Florida Avenue and future 2nd Street. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

Planned Improvements

The New York Avenue Corridor Study discusses the need for geometric improvements for the New York Avenue/Florida Avenue intersection. The study states that improvement to this intersection must provide an attractive pedestrian environment particularly in relation to the Metro station and it should compliment surrounding development and not impede on-going revitalization efforts. Further, the study states that whatever improvement concept is realized, there will still be congestion at the New York Avenue/Florida Avenue intersection in the future. The concepts include both at-grade and grade-separated intersection improvements.

For purposes of the analysis contained in this report an at-grade improvement concept using the existing road configuration and forming a counterclockwise vehicular circulation pattern was evaluated. Figure 2-2 shows the lane use and traffic control associated with the circle. As shown on Figure 2-2, the traffic would flow counterclockwise, with Florida Avenue, 1st Street and O Street forming the “virtual” circle. Traffic signals would be located at the New York Avenue/Florida Avenue, Florida Avenue/Eckington Place and 1st Street, and New York Avenue/1st Street intersections. Left turn movements would be prohibited on New York Avenue at Florida Avenue and 1st Street. Florida Avenue, between O Street and 1st Street would operate one-way westbound. Eastbound Florida Avenue traffic would be diverted around the circle via 1st Street and O Street rejoining Florida Avenue east of New York Avenue.

Background and total future lane use and traffic controls are shown on Figures 2-3 and 2-6. With the completion of The Bureau of Alcohol, Tobacco & Firearms and the Eckington hotel projects, N Street, NE and 2nd Street, NE will be constructed, providing access to the projects and to the New York Avenue - Florida Avenue – Gallaudet University Metrorail Station. The N Street/1st Street and Florida Avenue/2nd Street/Washington Gateway access, were assumed to be signalized in the future.

Existing Traffic Counts

Existing AM and PM peak period vehicular and pedestrian traffic counts were conducted on Wednesday, February 1, 2006, from 7:00 AM until 10:00 AM and from 4:00 PM until 7:00 PM by Wells & Associates at the nine (9) study intersections listed above.

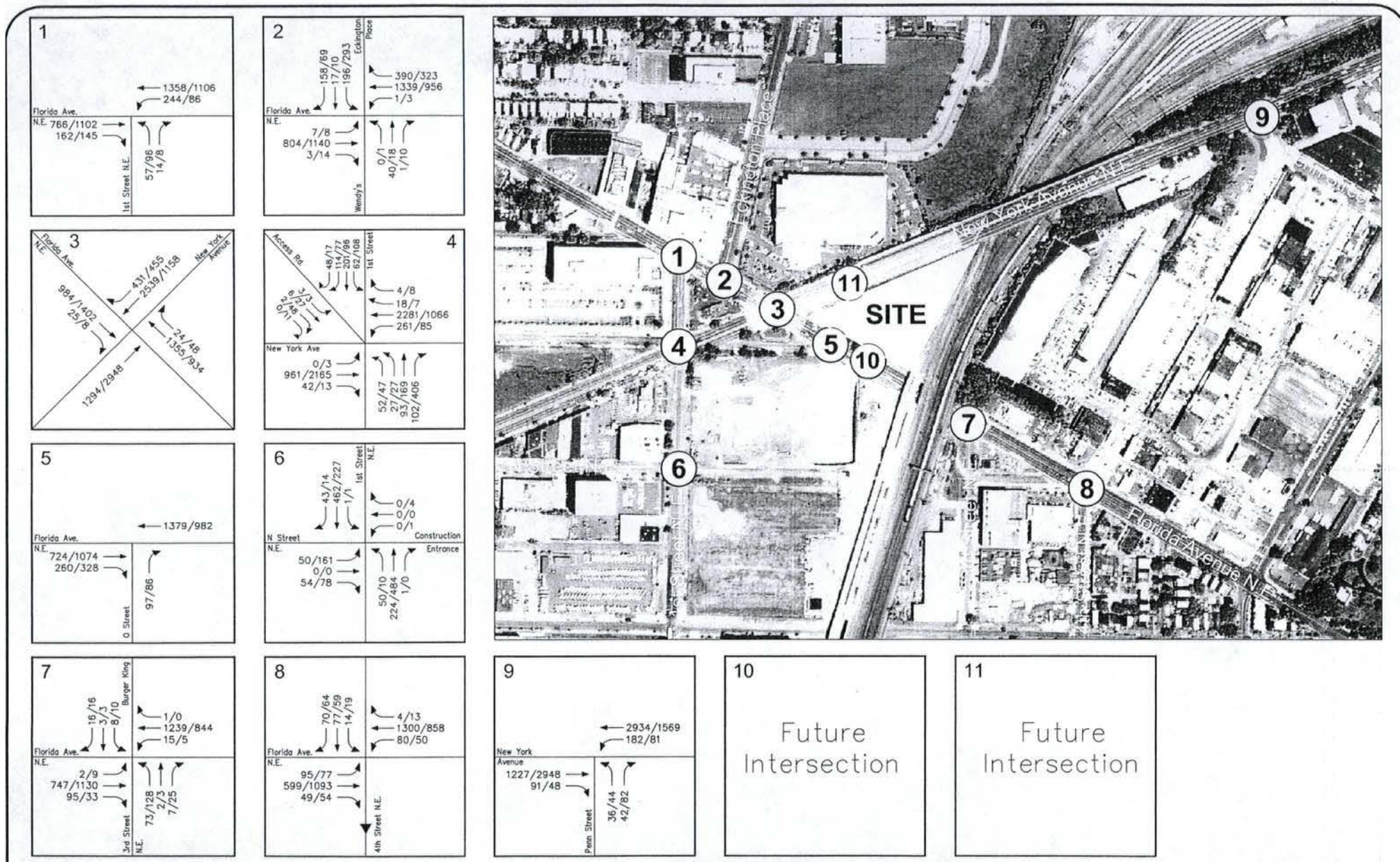


Figure 2-7
Existing Peak Hour Vehicular Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000



The February traffic counts were compared to the traffic counts documented in the New York Avenue Corridor Study. For purposes of this study, the through traffic movements on New York Avenue and Florida Avenue were increased to remain consistent with New York Avenue Corridor Study.

The vehicular traffic counts are presented on Figure 2-7; the pedestrian traffic counts are presented on Figure 2-8. These counts are presented in Appendix A.

Figure 2-7 indicates that New York Avenue, north of Florida Avenue, carries 4,288 AM peak hour vehicle-trips and 4,609 PM peak hour vehicle-trips. Approximately 69 percent of all AM peak hour trips travel in the southbound direction, towards downtown Washington; 31 percent travel in the northbound direction, towards Maryland. Approximately 65 percent of all PM peak hour trips travel in the northbound direction; 35 percent travel in the southbound direction.

Florida Avenue, east of New York Avenue carries 2,363 AM peak hour vehicle-trips and 2,384 PM peak hour vehicle-trips. Approximately 58 percent of all AM peak hour trips travel in the westbound direction and 42 percent travel east. Approximately 41 percent of all PM peak hour trips travel in the westbound direction and 59 percent travel in the eastbound direction.

Florida Avenue, north and west of Eckington Place, presently carries 2,311 AM peak hour vehicle-trips and 2,188 PM peak hour vehicle-trips.

1st Avenue, south of N Street currently carries 791 AM peak hour vehicle-trips and 800 PM peak hour vehicle-trips. N Street west of 1st Street carries 197 AM peak hour vehicle-trips and 263 PM peak hour vehicle-trips. Eckington Place carries 808 AM peak hour vehicle-trips and 721 PM peak hour vehicle-trips.

The highest numbers of pedestrians were observed at the New York Avenue/Florida Avenue intersection where 380 pedestrians crossed during the AM peak hour and 220 pedestrians crossed during the PM peak hour. At the Florida Avenue and 3rd Street intersection, 127 pedestrians crossed during the AM peak hour and 149 pedestrians during the PM peak hour cross the streets. At the Florida Avenue/1st Street intersection, 107 pedestrians during the AM peak hour and 64 pedestrians during the PM peak hour cross the streets.

Public Transportation Facilities and Services

The New York Avenue-Florida Avenue-Gallaudet University Metro Station is located south of Florida Avenue along the west side of the rail tracks. The station is on the Red Line, which provides direct service to Union Station, Metro Center, and stations in Montgomery County, Maryland. Red Line passengers can transfer to the Green and Yellow Lines at Gallery Place-Chinatown, and to the Blue and Orange Lines at Metro Center. Access to the Metro Station for the residents, hotel guests, and employees from the Washington Gateway project would be provided via enhanced sidewalks along Florida Avenue and future 2nd Street, as well as by the Metropolitan Branch Trail.

The New York Avenue-Florida Avenue-Gallaudet University Metro Station and the Washington Gateway project are served by the X3, 90, 92, and 93 Metrobus lines which runs along Florida Avenue. Other bus lines in the site vicinity include the 80, P6, D1, D3, and D4. The 80 and P6 lines runs north and south along North Capitol Street and the D1, D3, and D4 line runs east and west along K Street, in the site vicinity. As part of the NoMa Vision Plan & Development Strategy, the Office of Planning and WMATA are evaluating the rerouting of bus routes in order to provide increased bus service at the New York Avenue-Florida Avenue-Gallaudet University Metro Station.

Metropolitan Branch Trail

The Metropolitan Branch Trail will run along the eastern edge of the Washington Gateway property, with direct access to/from the proposed project. Washington Gateway would provide upgrades to the trail and would create a connection for pedestrians and bicyclists to the New York Avenue- Florida Avenue- Gallaudet University Metro Station. The facility type for this area is a 14-foot wide, concrete, shared use path built on an elevated structure independent of the rail structure. An elevator and separate staircase provides direct access to the Metro station. As stated in the Metropolitan Branch Trail draft Concept Plan, the elevated structure takes the trail over M Street, NE and Florida Avenue, NE. Further the trail will pass under the existing New York Avenue, NE bridge, adjacent to the metrorail and railroad tracks. This section of Metropolitan Branch Trail eliminates crossing obstacles previously faced by bicyclists headed downtown.

The trail will provide a direct connection for bicyclists and pedestrians to the Eckington neighborhood to the north, and the Metro Station, the Greyhound and Peter Pan bus terminal and Union Station to the south.

Parking Requirements

The District of Columbia Municipal Regulations were reviewed to determine the number of vehicular and bicycle parking spaces required for the Washington Gateway project.

The proposed Washington Gateway project consists of approximately 580,315 S.F. of office, 218 residential apartments, and a 160-room hotel. The number of residential apartments and hotel rooms used for the traffic analysis in this report differ from 218 residential apartments and 160-room hotel to provide an analysis for the maximum number of units and rooms that could be built with this project. The parking requirement calculations were based on the actual number of units and rooms proposed with this application. If the number of residential units or hotel rooms changes the number of parking spaces would change accordingly.

Per the parking code, 242 automobile and 12 bicycle parking spaces are required for the 580,315 S.F. of office, 55 spaces for the residential apartments and 51 spaces for the hotel. The Washington Gateway project would provide 470 automobile parking spaces for the office, 109 spaces for the residential apartments and 102 spaces for the hotel, for a total of 681 parking spaces. Thus the proposed project would exceed the number of automobile parking spaces required. Further 12 bicycle parking spaces would be provided with the project.

Loading Requirements

The District of Columbia Municipal Regulations were reviewed to determine the number and size of off-street loading berths required for the Washington Gateway project.

Per code, an office project in excess of 200,000 S.F. would require three (3) 30 feet deep loading berths with 100 S.F. platforms and one (1), 20 feet deep service berth. The residential component would require one (1), 55 feet deep loading berth with a 200-foot platform, plus a 20 feet deep service berth. A hotel would require one (1), 30 feet deep berth with a 100 S.F. platform plus a 20 feet deep service berth.

The Washington Gateway project would meet the off-street loading requirements. The office loading berths, the residential service berth, and the hotel loading berths would be located in the parking garage with access from Florida Avenue. The trucks and service vehicles utilizing the berths would have the ability to turn around within the garage and therefore would enter front in and exit front out. The loading area for the residential building would be located on the Plaza level. Access would be provided via the driveway at the Florida Avenue/2nd Street intersection.

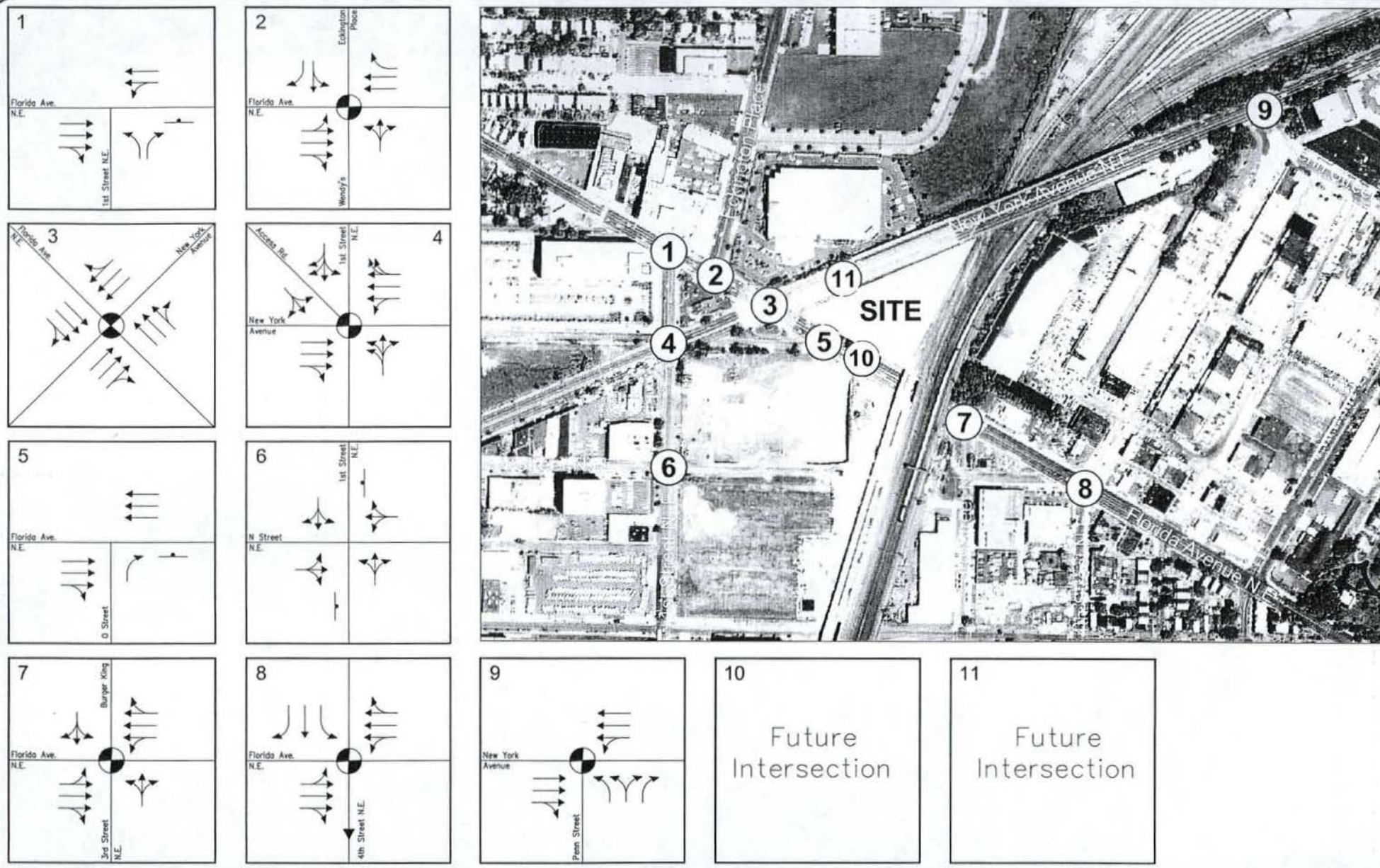


Figure 2-1
Existing Lane Use and Traffic Control

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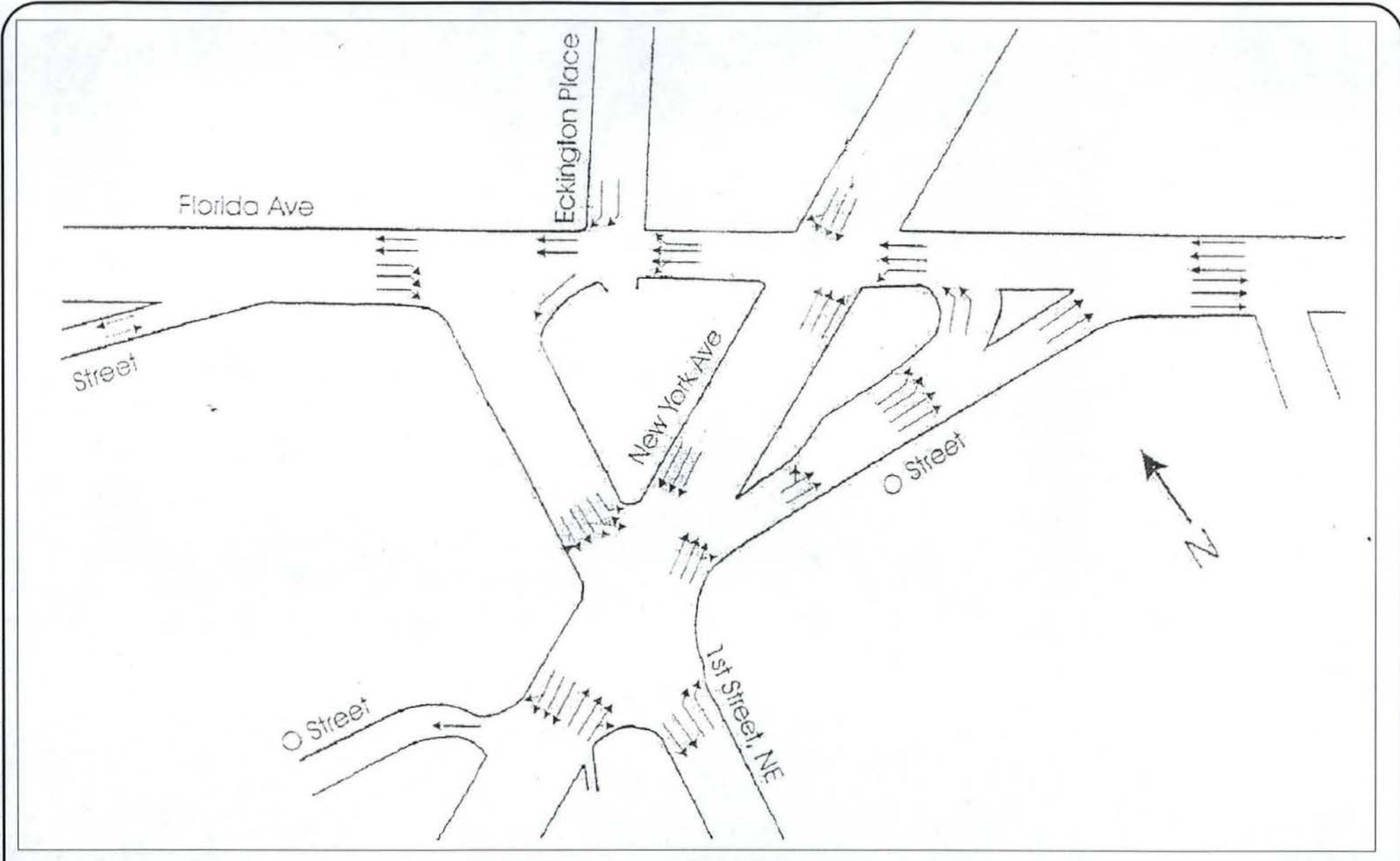


Figure 2-2
Planned New York Avenue/Florida Avenue Circle

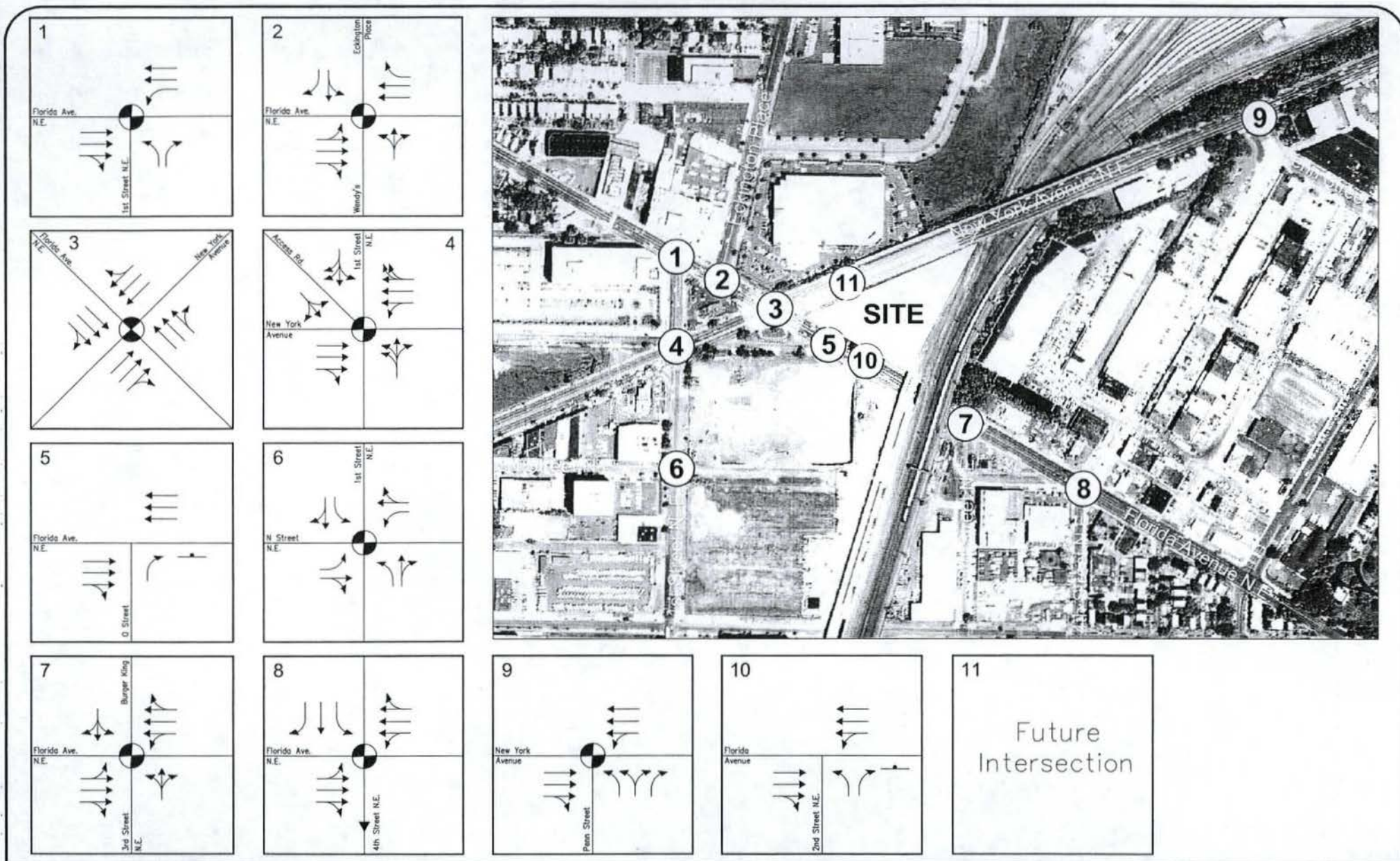


Figure 2-3
Background Lane Use and Traffic Control

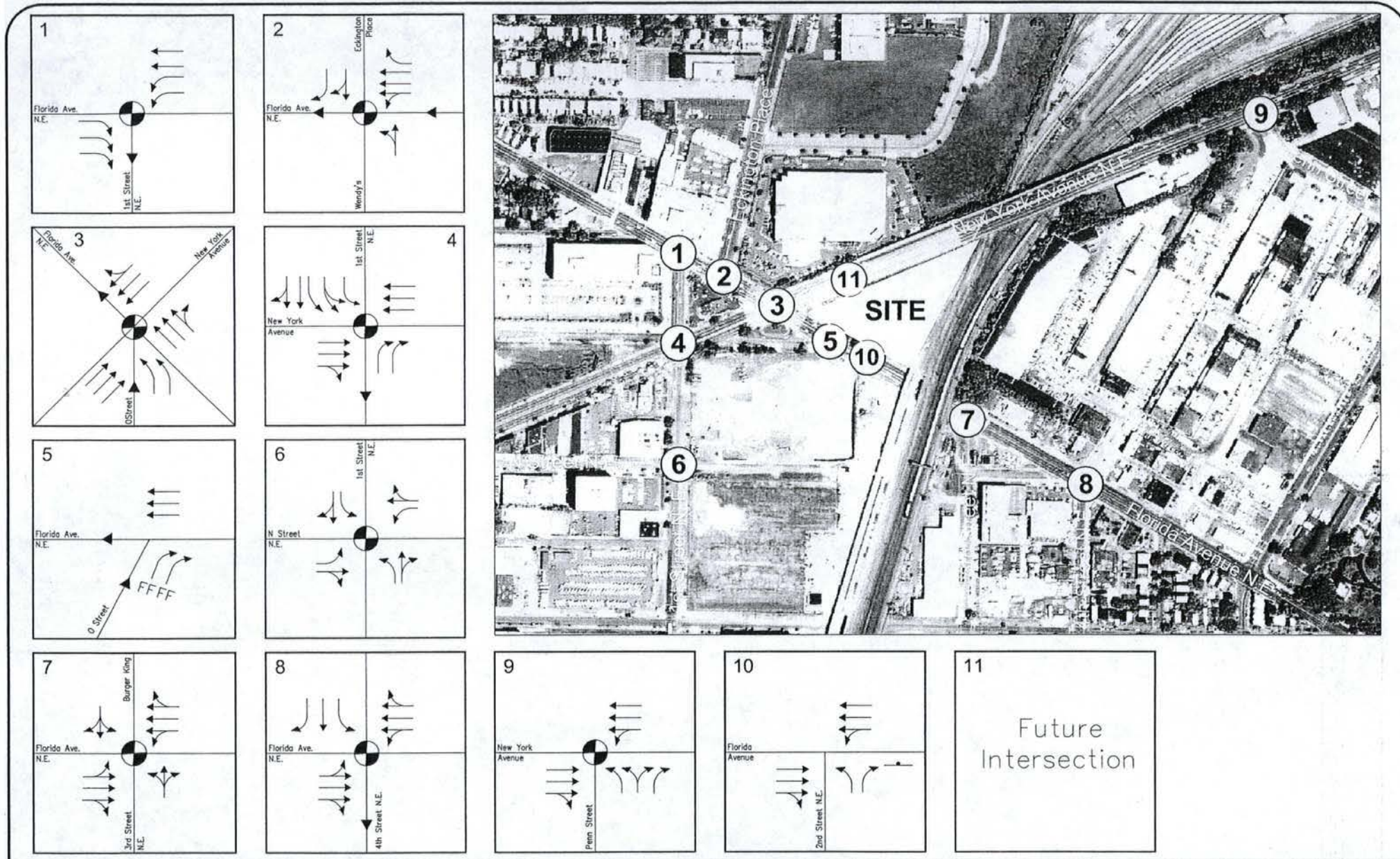


Figure 2-4
Background Lane Use with New York Avenue/Florida Avenue Circle

← Represents One Travel Lane
 ⊙ Signalized Intersection
 — Stop Sign



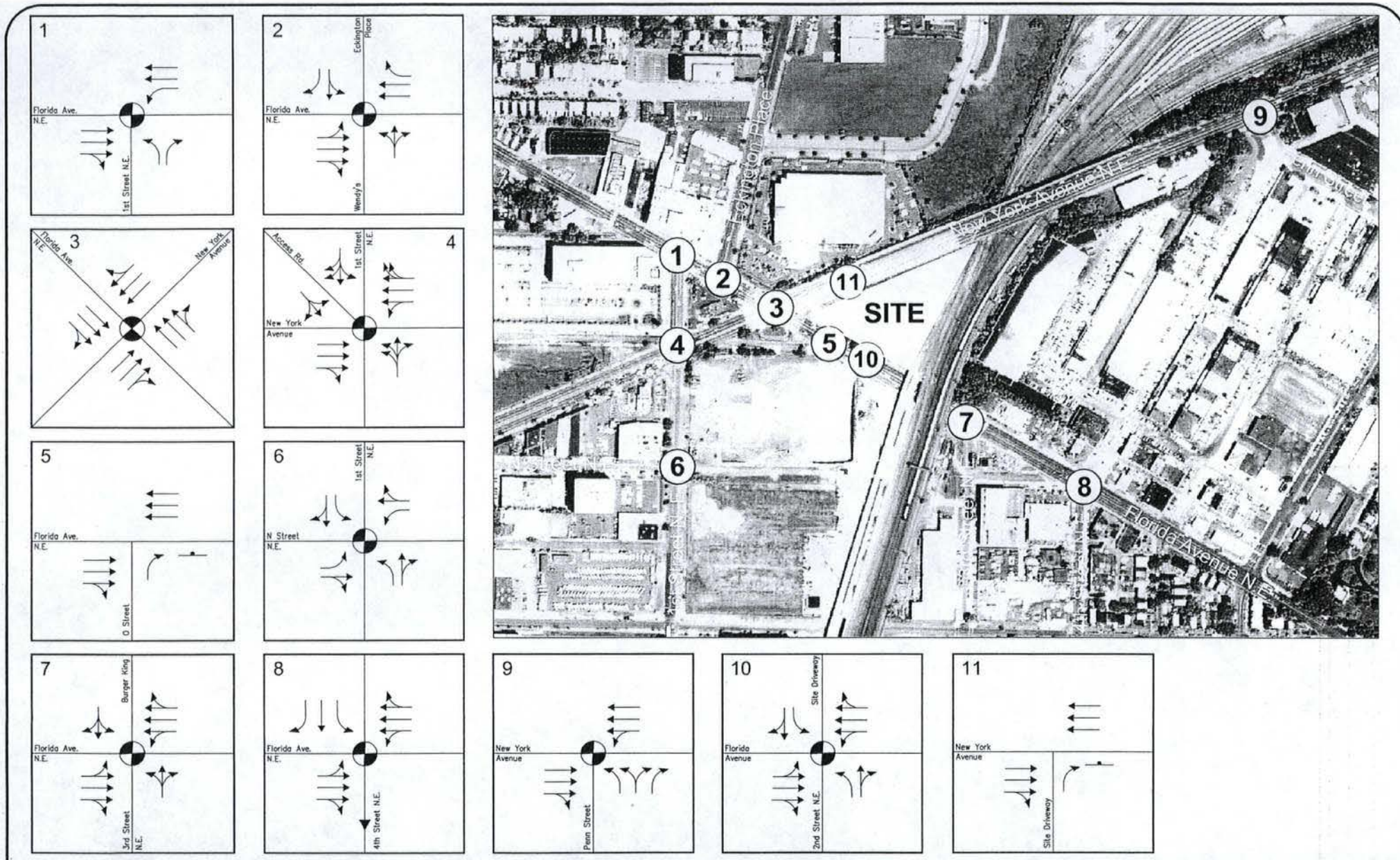


Figure 2-5
Total Future Lane Use and Traffic Control

← Represents One Travel Lane
 ● Signalized Intersection
 — Stop Sign
 North

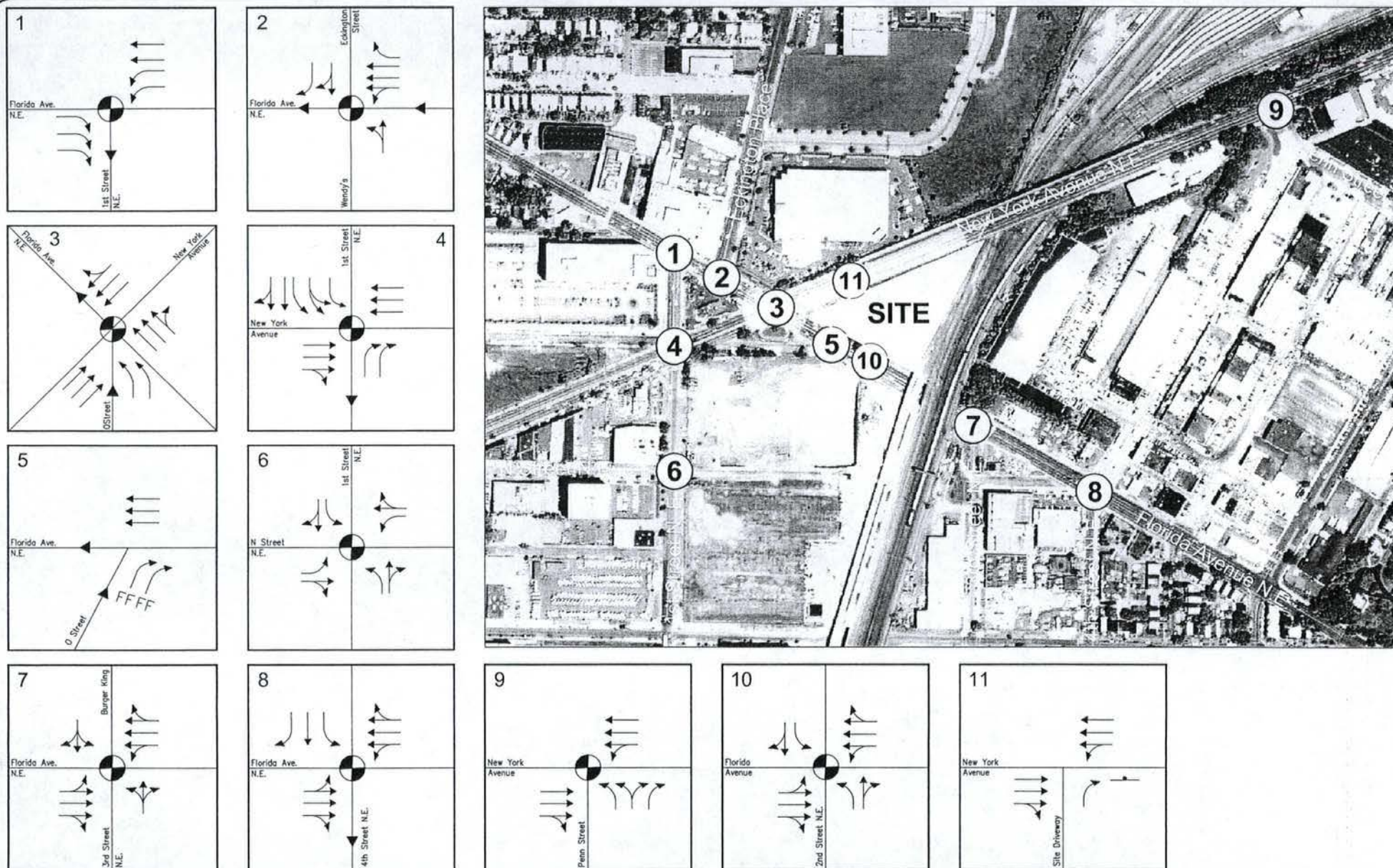


Figure 2-6
Total Future Lane Use with New York Avenue/Florida Avenue Circle

← Represents One Travel Lane
 ● Signalized Intersection
 — Stop Sign



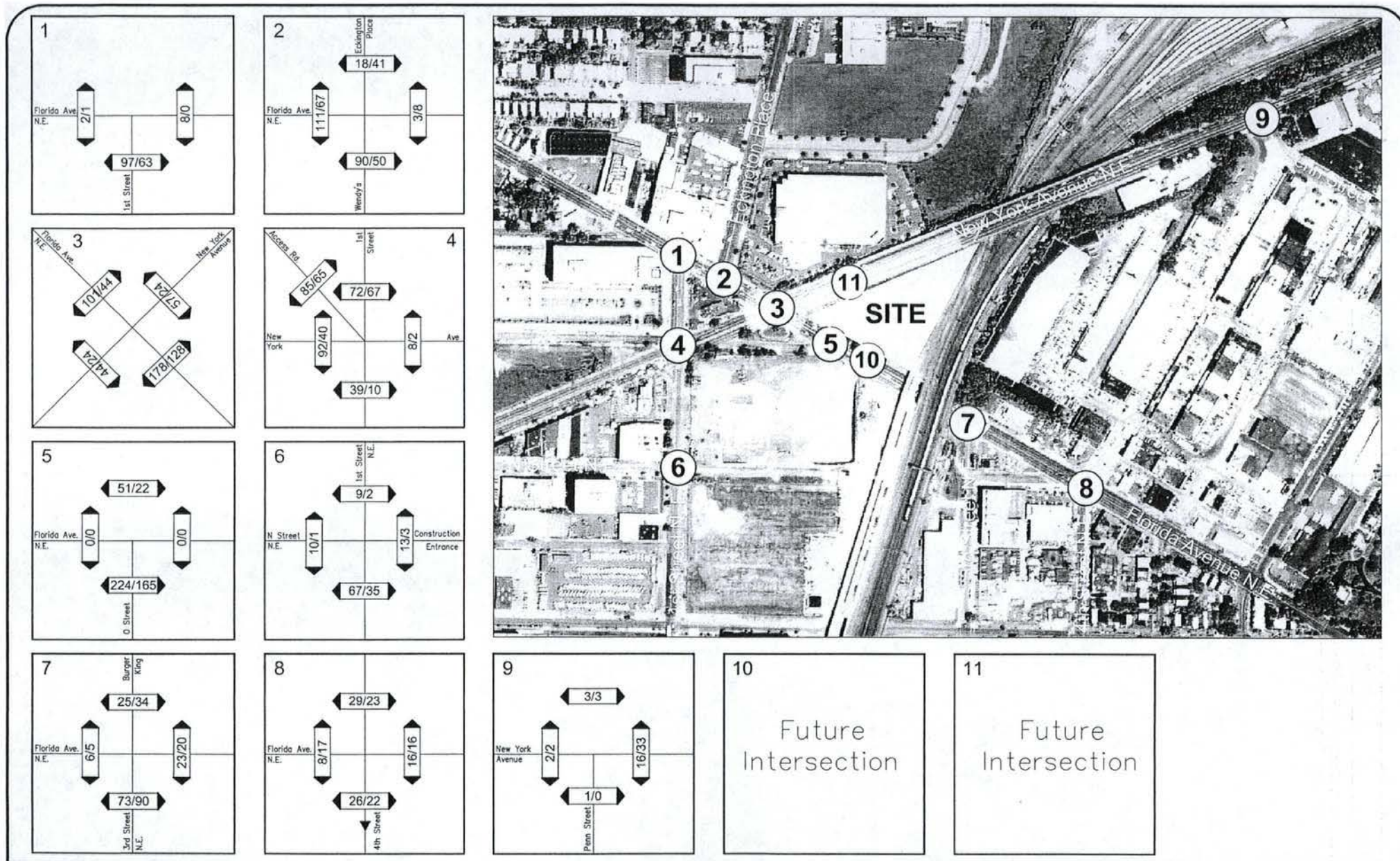


Figure 2-8
Existing Peak Hour Pedestrians Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
XX/XX



Section 3 ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated based on: the existing lane usage and traffic control shown on Figure 2-1; the existing vehicular and pedestrian traffic counts shown on Figures 2-5 and 2-6, respectively; existing traffic signal phasing/timings; and the Synchro intersection capacity analysis software. The results are presented in Appendix B and summarized in Table 3-1. Volume to capacity ratios are shown in Table 3-2

New York Avenue carries heavy amounts of regional traffic during the commuter peak hours; south-westbound (inbound) in the AM and north-eastbound towards Maryland (outbound) in the PM. Vehicle queues are experienced in the peak directions along New York Avenue during the commuter peak hours. Field observations indicate that vehicle queues on the south-eastbound approach of Florida Avenue periodically extend from New York Avenue through the Eckington Place intersection. The heavy through movements on New York Avenue, in turn, contribute to delays on the cross streets, such as Florida Avenue and 1st Street. Congestion north and/or south of the New York Avenue intersections with Florida Avenue and 1st Street may meter traffic along the corridor and therefore produce theoretical analysis results that are better than what is actually experienced. The New York Avenue Corridor Study suggests improvements for the New York Avenue/Florida Avenue intersection, including at-grade and grade-separation options.

As shown in Table 3-1, the northbound left turning movements from 1st Street onto Florida Avenue currently operates beyond capacity during both the AM and PM peak hours. The southbound Eckington Place approach at Florida Avenue operates at LOS "E" during the AM peak hour and LOS "F" during the PM peak hour. These delays are attributable to the congestion on New York Avenue and in turn Florida Avenue.

The New York Avenue/1st Street intersection operates at LOS "F" during both the AM and PM peak hours. The westbound New York Avenue approach operate at LOS "F" during the AM peak hour and the eastbound approach operates at LOS "F" during the PM peak hour. As shown on Figure 2-5, New York Avenue carries regional commuter traffic westbound during the AM peak hour and eastbound during the PM peak hour.

The New York Avenue/1st Street intersection operates at LOS "F" during both the AM and PM peak hours. As discussed above, the heavy through traffic on New York Avenue causes congestion along the New York Avenue corridor and the side streets. The eastbound and westbound New York Avenue approaches operate at LOS "F" during the AM peak hour and the eastbound approach operates at LOS "F" during the PM peak hour.

Turning movements at the Florida Avenue/O Street and the N Street/1st Street intersections currently operate at acceptable levels of service during both the AM and the PM peak hours, under STOP control.

The Florida Avenue intersections with 3rd Street and with 4th Street, and the New York Avenue/Penn Street intersection currently operate at overall LOS "D" or better during the AM and PM peak hours.

Table 3-3 indicates that the New York Avenue intersections with Florida Avenue and with 1st Street currently operate beyond capacity. The New York Avenue/Florida Avenue intersection operates at a volume to capacity ratio of 1.08 during both the AM and PM peak hours. The New York Avenue/Florida Avenue intersection operates at a volume to capacity ratio of 1.01 during the AM peak hour and 1.02 during the PM peak hour.

Other Development Trip Generation

The number of peak hour trips that will be generated by the seven (7) pipeline projects were generated based on ITE trip rates and WMATA mode splits percentages. As shown in Table 3-3, it is estimated that these projects will generate a total of 3,102 AM peak hour trips, and 3,515 PM peak hour trips, upon completion and full occupancy. For purposes of this study, these projects were assumed to be completed and occupied by 2009.

Trip Distribution Analysis

The distribution of peak hour trips generated by these pipeline projects was determined based on previously-approved traffic impact studies, existing traffic counts, and local knowledge. Below are the directions of approach for the hotel and residential uses and the office use:

<u>To/From</u>	<u>Hotel and Residential Percent</u>	<u>Office Percent</u>
Northwest via Florida Avenue	15	12
North via North Capitol Street	9	16
North via Eckington Place	5	3
Northeast via New York Avenue	15	30
Southeast via Florida Avenue	9	14
South via 4 th Street and 5 th Street	2	2
South via 1 st Street	5	3
South via North Capitol Street	15	8
Southwest via New York Avenue	<u>25</u>	<u>12</u>
Total	100	100

Other Development Project Traffic Assignments

The trips shown in Table 3-3 were generally assigned to the public road network based on the distributions shown above or according to information obtained from their respective traffic studies. A summation of the pipeline development traffic is shown on Figure 3-1 for the existing road network and on Figure 3-2 for the planned network with the New York Avenue/Florida Avenue Circle.

Background Traffic Growth

Annual background traffic growth was estimated at 1.9 percent per year compounded for three (3) years for project buildout in 2009, consistent with the New York Avenue Corridor Study. This growth rate was applied to all the movements at all intersections. The background traffic growth is shown on Figure 3-3 and Figure 3-4.

Background Traffic Forecasts

Background peak hour traffic forecasts, without the Washington Gateway project, were estimated based on existing traffic counts, traffic generated by the pipeline projects, and historic background traffic growth. The resulting 2009 background traffic forecasts are shown on Figure 3-5 and Figure 3-6 for the existing and planned road networks.

Background Future Levels of Service

Future peak hour levels of service, without the Washington Gateway project, were estimated based on: the existing intersection lane usage and traffic control shown on Figure 2-1 and also the future intersection lane usage and traffic control shown on Figure 2-3; the 2009 background traffic forecasts shown on Figures 3-5 and 3-6; existing signal phasing/timings where applicable; and the Synchro intersection capacity analysis software. Geometric improvements, i.e. the planned circle at New York and Florida Avenues, NE, the extension of N Street, NE and construction of 2nd Street, NE, were assumed to be completed by 2009. The results are presented in Appendix C, and are summarized in Tables 3-1, 3-4 and 3-5. The volume to capacity ratios for the study intersections are summarized on Table 3-2.

Existing Lane Usage and Traffic Control. Table 3-1 indicates the results using the existing intersection lane usage and traffic control shown on Figure 2-1. The southbound Eckington Place approach at Florida Avenue would operate at LOS "E" during the AM peak hour and LOS "F" during the PM peak hour.

The New York Avenue intersections with Florida Avenue and with 1st Street would operate at overall LOS “F” during both the AM and PM peak hours. As discussed above and in the New York Avenue Corridor Study, geometric improvements are recommended to these intersections in order to relieve congestion.

The N Street/1st Street intersection would operate at overall LOS “E” during the AM peak hour and LOS “F” during the PM peak hour under signal control. Separate northbound and southbound left turn lanes were assumed on 1st Street.

The Florida Avenue/3rd Street intersection would operate at overall acceptable levels of service during both the AM and PM peak hours. The Florida Avenue intersection with 4th Street would operate at LOS “C” during the AM peak hour and LOS “F” during the PM peak hour.

Table 3-1 indicates that the New York Avenue intersection with Penn Street would operate at or near capacity during the AM and PM commuter peak hours.

The Florida Avenue/2nd Street intersection would operate at acceptable levels of service during both the AM and PM peak hours under signal control.

Planned Intersection Improvements. Table 3-5 indicates the analysis results with the planned New York Avenue/Florida Avenue Circle completed. Along with the geometric improvements the traffic signal timings were optimized.

Table 3-3 indicates that with the approved and planned pipeline developments per the NoMa Vision Plan & Development Strategy in the site vicinity and with the planned geometric improvements, the vehicle delays and queues along New York Avenue are anticipated to remain and increase from existing conditions at certain intersections during the AM and PM peak hours. The New York Avenue Corridor Study recommends intersection improvements at the New York Avenue/Florida Avenue including grade separation options.

The planned New York Avenue/Florida Avenue Circle would relieve congestion along New York Avenue and Florida. The Florida Avenue intersections with 1st Street and Eckington Place would operate at acceptable levels of service during both the AM and PM peak hours, under signal control. The New York Avenue intersections with Florida Avenue and 1st Street would continue to operate near or at capacity during the AM and PM peak hours.

The Florida Avenue intersections with 2nd, 3rd, and 4th Streets would operate at an overall acceptable level of service during both the AM and PM peak hours, under signal control. The New York Avenue/Penn Street intersection would operate at LOS “F” during both the AM and PM peak hours.

Table 3-2 indicates that the New York Avenue intersections with Florida Avenue, 1st Street, Penn Street, and the N Street/1st Street intersection would operate beyond capacity (volume to capacity ratio greater than 1.0) during both the AM and PM peak hours, both with and without the planned New York Avenue and Florida Avenue Circle.

The New York Avenue/Florida Avenue intersection would operate at a volume to capacity ratio of 1.49 during the AM peak hour and 1.53 during the PM peak hour, with the planned New York Avenue and Florida Avenue Circle. The New York Avenue/Florida Avenue intersection operates at a volume to capacity ratio of 1.11 during the AM peak hour and 1.57 during the PM peak hour. The N Street/1st Street intersection would operate at a volume to capacity of 2.02 during the AM peak hour and 1.24 during the PM peak hour.

The New York Avenue-Florida Avenue-Gallaudet University Metro Station, Metrobus service, the Metropolitan Branch Trail, and improved sidewalks in NoMa would provide facilities for transportation modes other than a private automobile. Road network improvements in NoMa and congestion management strategies are being evaluated per the NoMa Vision Plan & Development Strategy.

Site Trip Generation Analysis

The numbers of trips that will be generated by 250 residential condominium apartments, a 170 room hotel, and 580,315 S.F. of office were estimated based on: (1) ITE trip generation rates, (2) the proximity of the project to the New York Avenue-Florida Avenue- Gallaudet University station, and (3) experience with other comparable projects in Washington, D.C. Trips for three (3) development plans were estimated and are shown in Table 3-5.

Table 3-6 shows that the Washington Gateway project will generate 410 (308 in and 100 out) AM peak hour trips, and 424 (131 in and 293 out) PM peak hour trips. These estimates assume that approximately 59 percent of all residents, 21 percent of the hotel guests, and 58 percent of the office workers would use Metro or some other non-auto mode during peak hours.

Vehicles using the Sunoco gas station which currently occupies the site were not discounted from the trip generation or the road network. Therefore, this report presents a conservative analysis.

Trip Generation Comparison

The number of vehicle trips generated by the proposed Washington Gateway project was compared to the number of trips that would be generated by a by-right office project. Currently, at a 6.5 floor area ratio, approximately 874,842 S.F. of office could be built on the 134,591 S.F. lot, under the C-3-C zoning designation. The results of the comparison are shown in Table 3-7.

As shown in Table 3-7, the by-right office project would generate 410 AM peak hour trips and 409 PM peak hour trips. Therefore, the Washington Gateway project would generate the same number of AM peak hour trips and 15 additional PM peak hour trips, than an office complex that could be built by-right.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments, for the existing and the future road networks, are shown on Figure 3-7 and Figure 3-8.

Total Future Traffic Forecasts

These site traffic assignments and were added to the future background traffic volumes shown on Figure 3-5 and Figure 3-6 to yield the total future traffic forecasts shown on Figure 3-9 and Figure 3-10.

Total Future Levels of Service

Future peak hour levels of service, with the proposed Washington Gateway project, were estimated based on the existing lane usage and traffic controls shown on Figure 2-1 and Figure 2-4; the total future traffic forecasts shown on Figures 3-9 and 3-10; and the Synchro intersection capacity analysis software. The results are presented in Appendix D and summarized in Tables 3-4 and 3-5. The volume to capacity ratios are summarized in Table 3-2.

Existing Lane Usage and Traffic Control. Table 3-4 indicates the results using the existing intersection lane usage and traffic control shown on Figure 2-1. Intersection levels of service would remain consistent with levels experienced without the Washington Gateway project. Vehicle delays and queues would increase along the New York and Florida Avenues as development occurs in NoMa.

The Florida Avenue/2nd Street/Site Driveway intersection would operate at overall acceptable levels of service during both the AM and PM peak hours under signal control. The right-in/right-out driveway would operate at LOS "A" during the AM peak hour and LOS "B" during the PM peak hour.

Table 3-2 indicates that the Washington Gateway project would increase the volume to capacity ratio by less than 4 percent during the AM peak hour and PM peak hour at the New York Avenue/ Florida Avenue intersection. At the New York Avenue intersection with 1st Street, the Washington Gateway project would increase the volume to capacity ratio by 3.6 percent during the AM peak hour and 5.0 percent during the PM peak hour. The volume to capacity ratio would increase by approximately 20 percent during the AM peak hour and 1.7 percent during the PM peak hour at the N Street/1st Street intersection.

Planned Intersection Improvements. Table 3-5 indicates the analysis results with the planned New York Avenue/Florida Avenue Circle completed. Along with the geometric improvements the traffic signal timings were optimized. The intersection levels of service would remain consistent with levels experienced without the Washington Gateway project. Vehicle delays and queues would increase along the New York and Florida Avenues as development occurs in NoMa.

The Florida Avenue/2nd Street/Site Driveway intersection would operate at overall acceptable levels of service during both the AM and PM peak hours under signal control. The right-in/right-out driveway would operate at LOS "A" during the AM peak hour and LOS "B" during the PM peak hour.

Table 3-2 indicates that the Washington Gateway project would increase the volume to capacity ratio by 2.7 percent during the AM peak hour and 0.7 during the PM peak hour at the New York Avenue/ Florida Avenue intersection. At the New York Avenue intersection with 1st Street, the Washington Gateway project would increase the volume to capacity ratio by 3.6 percent during the AM peak hour and 0.0 percent during the PM peak hour. The volume to capacity ratio would increase by approximately 14 percent during the AM peak hour and 23 percent during the PM peak hour at the N Street/1st Street intersection.

With the Washington Gateway project, access to the New York Avenue-Florida Avenue-Galudett University Metro Station, Metrobus service, the Metropolitan Branch Trail, and improved sidewalk grid in NoMa would be improved. The transportation facilities provide mode choices other than a private automobile for residents, guests and employees associated with the Washington Gateway project and NoMa.

Table 3-1
Washington Gateway
Existing Intersection Level of Service (1,2,3)

Intersection	Control	Approach	Existing 2006	
			AM	PM
1. Florida Avenue & 1st Street	Unsignalized	Florida Ave. WBL B [10.7] 1st St. NBL F [Error] 1st St. NBR B [14.2]	B [10.7] F [Error] B [14.0]	A [5.6] F [Error]
IMPROVEMENT ADD SIGNAL & LANE USE IMPROVEMENT	Signalized	Florida Ave. EB NA Florida Ave. WVB NA 1st St. NB NA Overall NA	NA NA NA NA	NA NA NA NA
2. Florida Avenue / Eckington Place & Wendy's Driveway	Signalized	Florida Ave. EB A (3.5) Florida Ave. WVB A (2.1) Wendy's NB D (36.4) Eckington Pl. SB E (72.1) Overall B (11.7)	A (3.5) A (3.7) D (45.7) F (292.3) D (41.7)	A (3.4) A (3.7) D (45.7) F (292.3) D (41.7)
3. New York Avenue & Florida Avenue	Signalized	Florida Ave. EB C (26.5) Florida Ave. WVB D (36.6) New York Ave. EB A (7.2) New York Ave. WVB F (159.3) Overall F (84.2)	C (26.5) D (42.4) F (163.4) B (18.6) F (86.0)	C (31.8) D (42.4) F (163.4) B (18.6) F (86.0)
4. New York Avenue & 1st Street / Office Building Access Drive	Signalized	New York Ave. WVB F (167.9) New York Ave. EB F (90.3) Access Dr. SEB D (42.0) 1st St. NB C (26.1) 1st St. SB D (47.8) Overall F (128.3)	D (35.4) F (211.9) D (49.1) D (37.3) E (61.0) F (125.6)	D (35.4) F (211.9) D (49.1) D (37.3) E (61.0) F (125.6)
5. Florida Avenue & O Street	Unsignalized	O St EBR B [11.5]	B [11.5]	B [10.9]
6. N Street & 1st Street	Unsignalized	N St. EB C [22.0] Construction Ent. WVB A [0.0] 1st St. NB A [2.1] 1st St. SB A [0.0]	D [32.9] B [13.7] A [0.2] A [0.0]	D [32.9] B [13.7] A [0.2] A [0.0]
IMPROVEMENT ADD SIGNAL & LANE USE IMPROVEMENT	Signalized	N St. EB NA Construction Ent. WVB NA 1st St. NB NA 1st St. SB NA Overall NA	NA NA NA NA NA	NA NA NA NA NA
7. Florida Avenue & 3rd Street / Burger King Exit	Signalized	Florida Ave. EB A (3.1) Florida Ave. WVB D (42.0) 3rd St. NB B (14.9) Burger King SB B (13.8) Overall C (25.8)	C (21.0) C (31.4) B (10.5) A (8.8) C (24.1)	C (21.0) C (31.4) B (10.5) A (8.8) C (24.1)
8. Florida Avenue & 4th Street	Signalized	Florida Ave. EB D (35.4) Florida Ave. WVB C (29.2) 4th St. SB C (30.8) Overall C (31.4)	C (30.7) E (73.0) C (31.7) D (47.8)	C (30.7) E (73.0) C (31.7) D (47.8)
9. New York Avenue & Penn St	Signalized	New York Ave. EB C (30.0) New York Ave. WVB E (65.2) Penn St. NB C (28.2) Overall D (54.2)	A (4.8) A (3.1) D (37.3) A (5.0)	A (4.8) A (3.1) D (37.3) A (5.0)
10. Florida Avenue & 2nd Street / Site Main Entrance	Unsignalized	Florida Ave. WBL NA 2nd St. NBL NA 2nd St. NBR NA	NA NA NA	NA NA NA
IMPROVEMENT ADD SIGNAL	Signalized	Florida Ave. EB NA Florida Ave. WVB NA 2nd St. NB NA Overall NA	NA NA NA NA	NA NA NA NA
IMPROVEMENT ADD SITE DRIVEWAY (NORTH LEG)	Signalized	Florida Ave. EB NA Florida Ave. WVB NA 2nd St. NB NA Site Driveway SB NA Overall NA	NA NA NA NA NA	NA NA NA NA NA
11. New York Avenue & Site Driveway (Right-in / Right-out)	Unsignalized	Site Driveway NBR NA	NA	NA

Notes:

¹ Based on as Synchro version 6

² Numbers in brackets, [], represent control delay in seconds per vehicle for unsignalized intersections.

³ Numbers in parenthesis, (), represent control delay in seconds per vehicle for signalized intersections.

Table 3-2
Washington Gateway
Intersection Volume to Capacity Ratio

Intersection	Existing		Existing Lane Use		Total Future		With NYA/FLA Circle			
	AM	PM	Background	AM	PM	AM	PM	Background	AM	PM
1. Florida Avenue & 1st Street With Traffic Signal	NA	NA	-	-	-	-	-	-	-	-
			0.66	0.85	0.67	0.87	0.92	0.72	0.94	0.75
2. Florida Avenue & Eckington Place / Wendy's	0.65	0.59	0.78	0.77	0.80	0.82	0.83	0.67	0.87	0.7
3. New York Avenue & Florida Avenue / O Street	1.08	1.08	1.36	1.34	1.41	1.34	1.49	1.53	1.53	1.54
4. New York Avenue & 1st Street	1.01	1.02	1.92	3.21	1.99	3.37	1.11	1.57	1.15	1.57
5. N Street & 1st Street With Traffic Signal	NA	NA	-	-	-	-	-	-	-	-
			1.47	1.21	1.76	1.23	2.02	1.24	2.30	1.52
6. Florida Avenue & 3rd Street	0.39	0.44	0.45	0.57	0.47	0.58	0.45	0.86	0.46	0.86
7. Florida Avenue & 4th Street	0.58	0.81	0.65	0.95	0.67	0.97	0.71	0.72	0.72	0.74
8. New York Avenue & Penn Street	0.96	0.72	1.40	0.91	1.44	0.92	1.40	1.02	1.44	1.04
9. Florida Avenue & Proposed 2nd Street / Site Driveway With Traffic Signal	NA	NA	-	-	-	-	-	-	-	-
			0.39	0.41	0.49	0.57	0.42	0.44	0.55	0.56
10. New York Avenue & Site Driveway Right-In/Right-Out	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Notes:

¹ Based on as Synchro version 6

Table 3-3
Washington Gateway
Trips Generated by Other Approved Developments (1)

Background Development	Land Use	Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
RS Investors										
	Office	710	430,000	S.F.	281	38	319	50	247	297
	Development Subtotal				281	38	319	50	247	297
Bureau of Alcohol, Tobacco & Firearms										
	Office	710	350,000	S.F.	184	25	209	33	160	193
	Development Subtotal				184	25	209	33	160	193
Jemal's Gateway										
	Office	710	1,000,000	S.F.	510	70	580	100	487	587
	High Rise Apartments	220	1,000	D.U.	54	216	270	369	199	568
	Development Subtotal				564	286	850	469	686	1,155
Capitol Square										
	Office	710	1,300,000	S.F.	605	83	688	123	600	723
	Development Subtotal				605	83	688	123	600	723
Constitution Square										
	Office	710	1,975,000	S.F.	720	98	818	156	763	919
	Development Subtotal				720	98	818	156	763	919
The Eckington										
	Hotel	310	241	ROOMS	57	37	94	58	52	110
	Development Subtotal				57	37	94	58	52	110
Wilkes Company										
	Office	710	150,000	S.F.	109	15	124	20	98	118
	Development Subtotal				109	15	124	20	98	118
Total Background Development					2,520	582	3,102	909	2,606	3,515

Notes:

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

(2) Assumed Metro Reductions (Source: Development-Related Ridership Survey II, JHK Associates, December 1989)

<i>RS Investors</i>	<i>ATF</i>	<i>Jemal's</i>	<i>Capitol Sq</i>	<i>Constitution Sq</i>	<i>The Eckington</i>	<i>Wilkes Co.</i>
47.0%	59.1%	Office- 51%	52.9%	59.9%	22.7%	52.3%
		Residential- 45.3%				

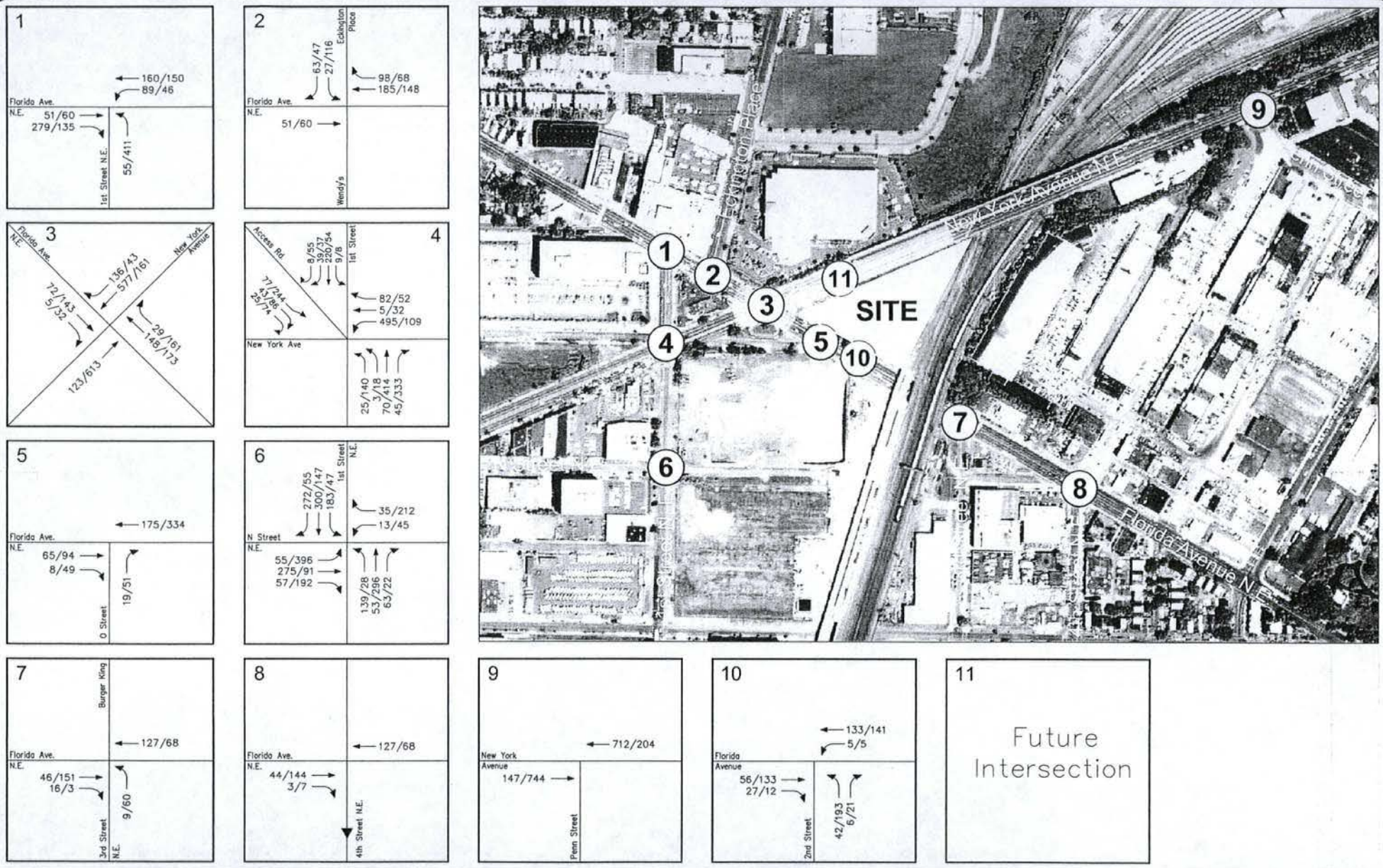


Figure 3-1
Other Development Traffic Assignments

AM PEAK HOUR
000/000
PM PEAK HOUR



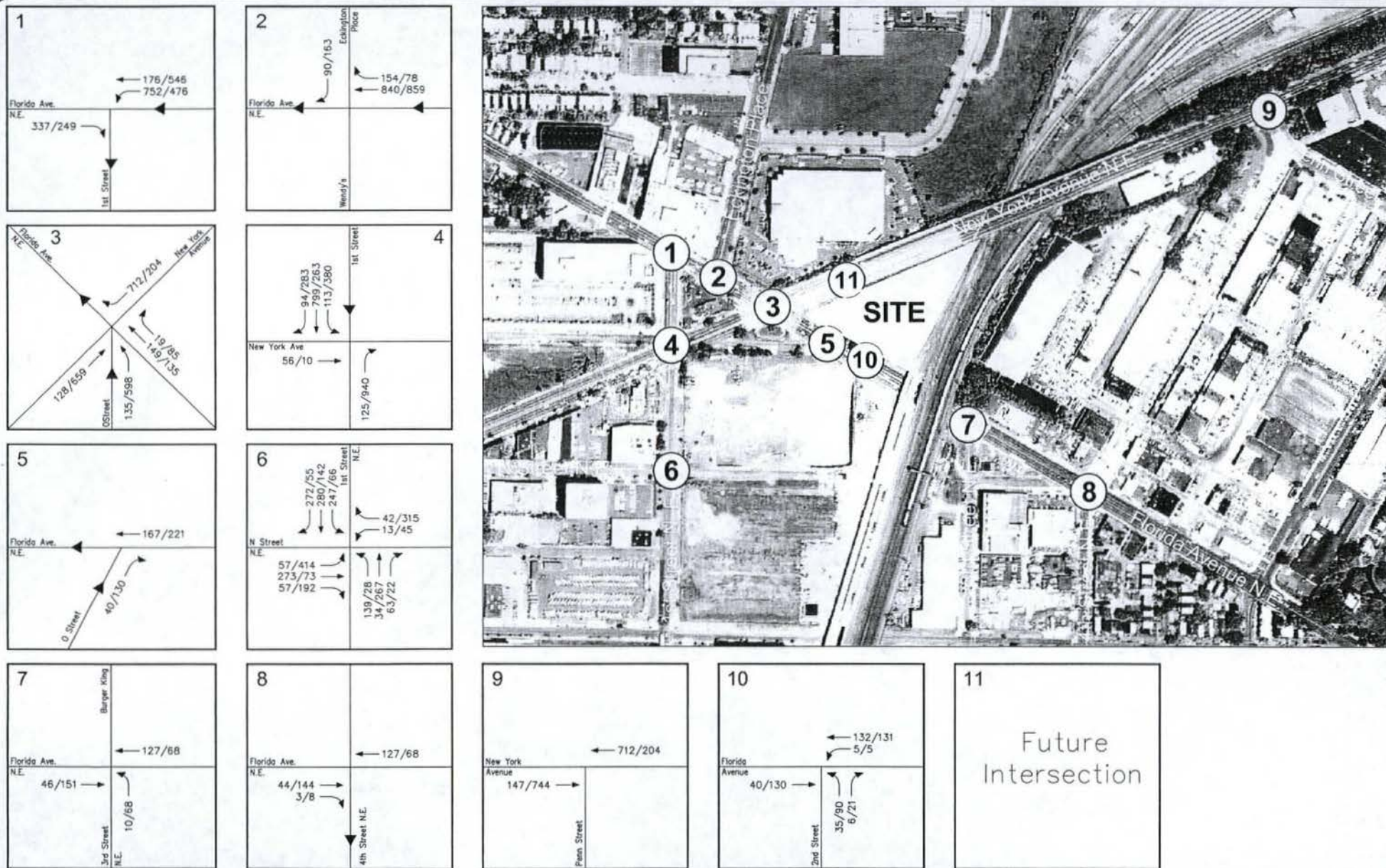


Figure 3-2
Other Development Traffic Assignments with New York Avenue/Florida Avenue Circle

AM PEAK HOUR
PM PEAK HOUR
000/000



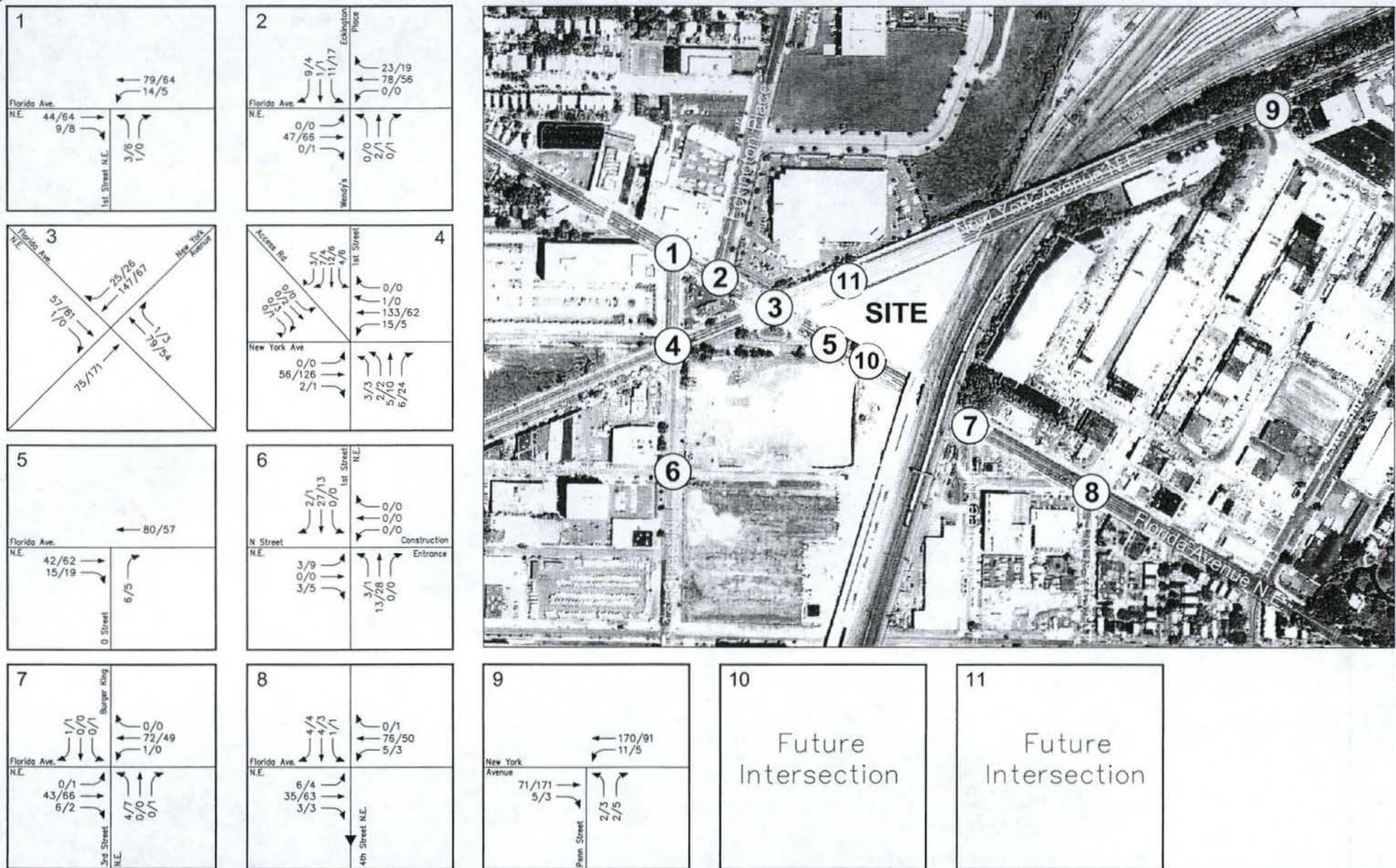


Figure 3-3
Background Traffic Growth

AM PEAK HOUR
PM PEAK HOUR
000/000



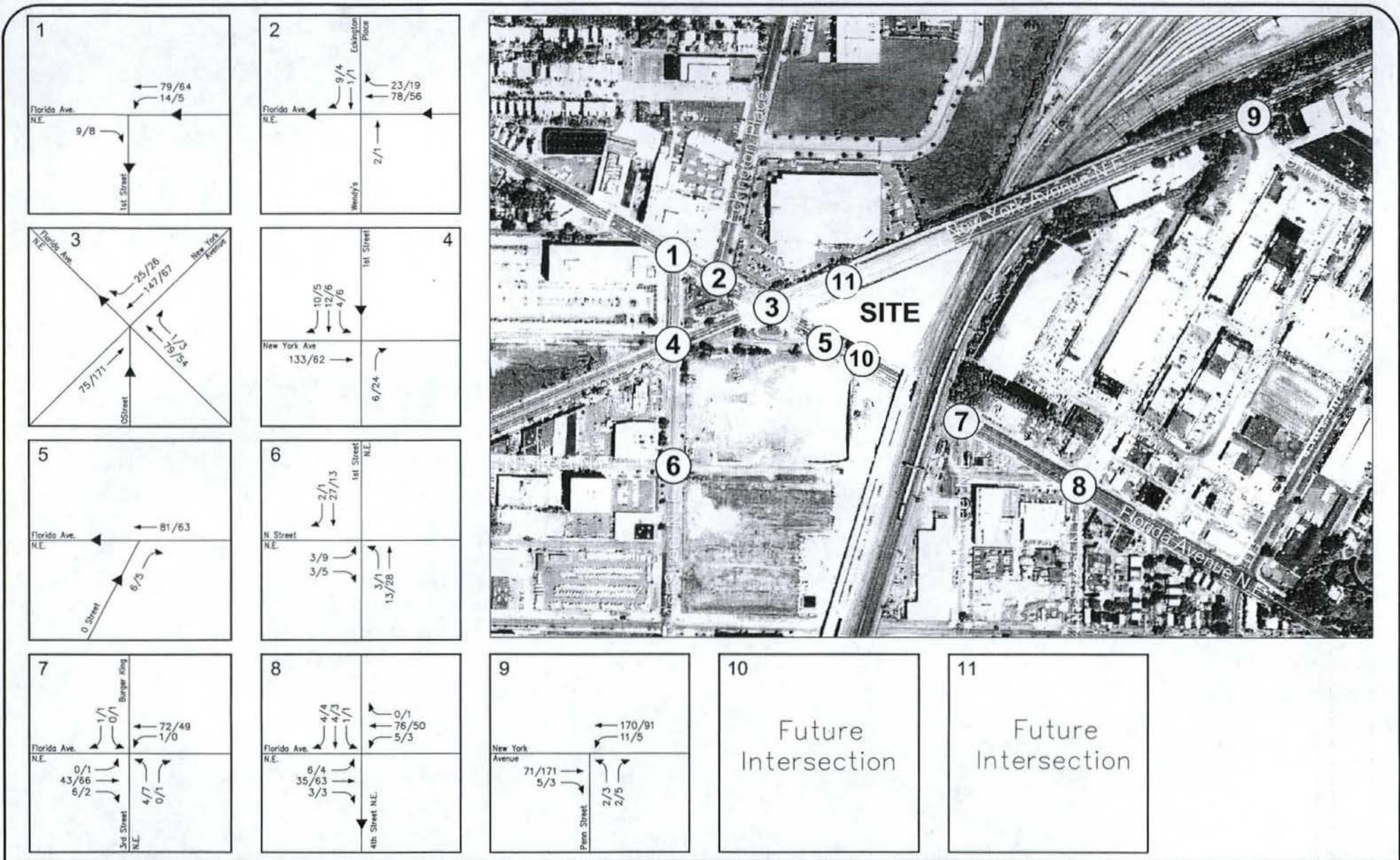


Figure 3-4
Background Growth with New York Avenue/Florida Avenue Circle

AM PEAK HOUR
PM PEAK HOUR
000/000



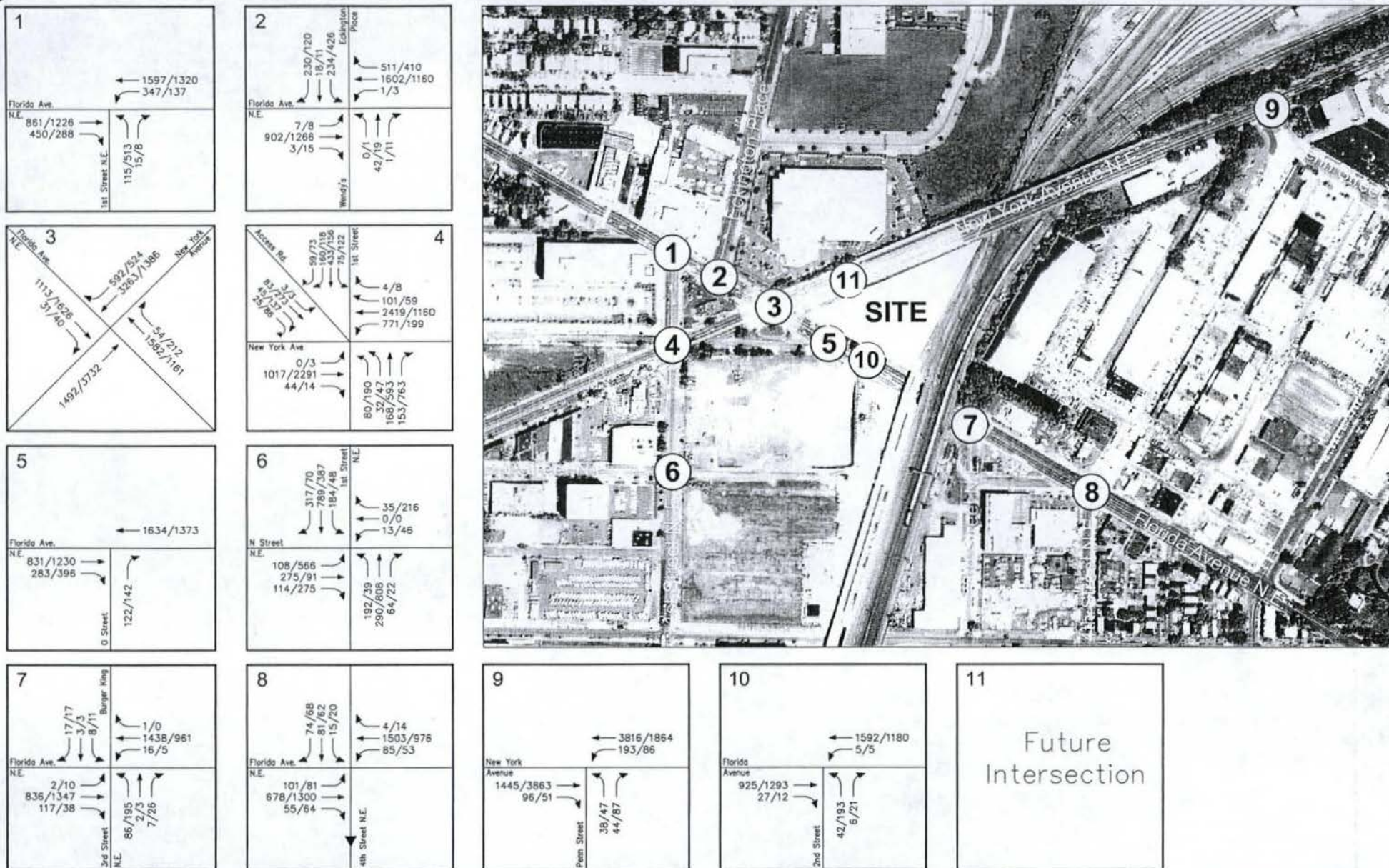


Figure 3-5
Background Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



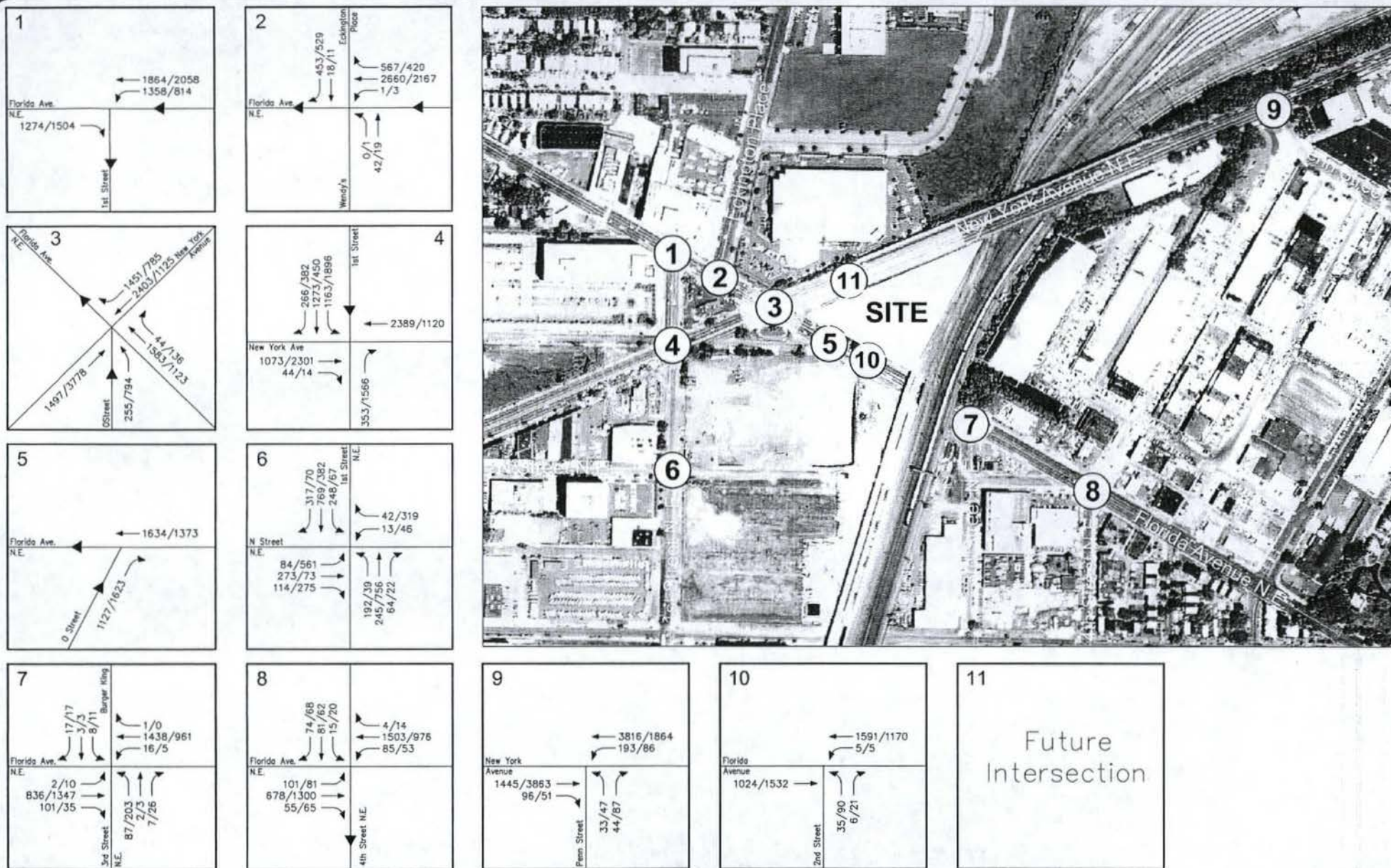


Figure 3-6
Background Future Peak Hour Traffic Forecasts with New York Avenue/Florida Avenue Circle

AM PEAK HOUR
PM PEAK HOUR
000/000
North

Table 3-4
Washington Gateway
Background & Total Future Intersection Level of Service No Circle (1,2,3)

Intersection	Control	Approach	Background, 2009		Total Future, 2009	
			AM	PM	AM	PM
1. Florida Avenue & 1st Street	Unsignalized	Florida Ave. WBL 1st St. NBL 1st St. NBR	E [46.9] F [Error] C [17.3]	B [13.2] F [Error] C [15.8]	NA NA NA	NA NA NA
IMPROVEMENT ADD SIGNAL & LANE USE IMPROVEMENT	Signalized	Florida Ave. EB Florida Ave. WB 1st St. NB Overall	C (25.2) A (3.3) D (46.9) B (13.4)	C (26.8) B (18.4) D (53.0) C (27.2)	C (25.2) A (3.5) D (50.9) B (13.7)	C (26.4) B (18.1) E (72.0) C (29.3)
2. Florida Avenue / Eckington Place & Wendy's Driveway	Signalized	Florida Ave. EB Florida Ave. WB Wendy's NB Eckington Pl. SB Overall	A (3.6) A (6.8) D (36.5) E (130.8) C (23.2)	A (4.3) B (15.6) D (35.6) F (370.1) E (68.8)	A (3.7) A (7.5) D (36.5) E (142.1) C (25.2)	A (8.4) B (19.0) D (35.6) F (378.7) E (71.6)
3. New York Avenue & Florida Avenue	Signalized	Florida Ave. EB Florida Ave. WB New York Ave. EB New York Ave. WB Overall	D (35.7) F (130.9) A (5.9) E (202.5) F (128.5)	F (161.5) E (59.3) F (181.0) B (17.5) F (123.3)	D (37.2) F (158.8) A (5.9) E (213.6) F (139.6)	F (167.2) F (110.5) F (183.6) B (18.2) F (134.9)
4. New York Avenue & 1st Street / Office Building Access Drive	Signalized	New York Ave. WB New York Ave. EB Access Dr. SEB 1st St. NB 1st St. SB Overall	F (547.5) C (27.0) F (313.8) F (244.5) E (94.7) F (362.5)	F (102.0) F (490.2) F (332.2) F (669.7) F (1400.9) F (503.1)	F (562.1) C (27.3) F (313.8) F (285.4) E (108.2) F (374.9)	F (121.2) F (528.9) F (332.2) F (636.0) F (1368.5) F (514.5)
5. Florida Avenue & O Street	Unsignalized	O St EBR	B [11.1]	B [11.9]	B [11.3]	B [11.8]
6. N Street & 1st Street	Unsignalized	N St. EB Construction Ent. WB 1st St. NB 1st St. SB	NA NA NA NA	NA NA NA NA	NA NA NA NA	NA NA NA NA
IMPROVEMENT ADD SIGNAL & LANE USE IMPROVEMENT	Signalized	N St. EB Construction Ent. WB 1st St. NB 1st St. SB Overall	F (120.5) C (31.3) F (110.9) B (12.1) E (57.8)	F (90.9) B (13.9) F (128.5) C (24.3) F (82.7)	F (154.3) C (34.6) F (159.1) B (18.0) F (80.2)	F (96.0) B (14.9) F (127.5) D (35.6) F (85.1)
7. Florida Avenue & 3rd Street / Burger King Exit	Signalized	Florida Ave. EB Florida Ave. WB 3rd St. NB Burger King SB Overall	B (12.5) A (1.3) C (25.7) C (22.9) A (6.7)	A (9.1) B (13.9) C (25.7) B (18.4) B (12.4)	B (13.5) A (0.9) C (27.3) C (24.2) A (6.8)	A (6.1) B (14.1) C (26.7) B (19.0) B (10.9)
8. Florida Avenue & 4th Street	Signalized	Florida Ave. EB Florida Ave. WB 4th St. SB Overall	C (32.5) C (26.5) C (33.4) C (28.9)	E (67.8) F (115.8) D (35.3) F (85.0)	C (23.6) C (25.8) C (34.8) C (25.7)	F (80.8) F (127.2) D (35.3) F (96.6)
9. New York Avenue & Penn St	Signalized	New York Ave. EB New York Ave. WB Penn St. NB Overall	A (4.7) F (346.3) C (30.8) F (248.3)	F (103.2) B (11.4) C (30.8) E (71.7)	A (4.7) F (371.8) C (30.8) F (267.0)	F (112.2) B (11.7) C (30.9) E (77.9)
10. Florida Avenue & 2nd Street / Site Main Entrance	Unsignalized	Florida Ave. WBL 2nd St. NBL 2nd St. NBR	A [0.2] B [14.2] A [9.0]	A [0.3] F [60.7] A [9.7]	NA NA NA	NA NA NA
IMPROVEMENT ADD SIGNAL	Signalized	Florida Ave. EB Florida Ave. WB 2nd St. NB Overall	A (1.2) A (4.3) C (22.5) A (3.5)	A (0.3) A (1.5) D (47.4) A (4.5)	NA NA NA NA	NA NA NA NA
IMPROVEMENT ADD SITE DRIVEWAY (NORTH LEG)	Signalized	Florida Ave. EB Florida Ave. WB 2nd St. NB Site Driveway SB Overall	NA NA NA NA NA	NA NA NA NA NA	A (1.3) A (4.4) C (25.1) C (22.8) A (5.5)	A (1.0) A (2.5) E (71.4) C (32.3) B (10.8)
11. New York Avenue & Site Driveway (Right-in / Right-out)	Unsignalized	Site Driveway NBR	NA	NA	A [9.1]	B [14.5]

Notes:

¹ Based on as Synchro version 6

² Numbers in brackets, [], represent control delay in seconds per vehicle for unsignalized intersections.

³ Numbers in parenthesis, (), represent control delay in seconds per vehicle for signalized intersections.

Table 3-5
Washington Gateway
Background & Total Future Intersection Level of Service With NY/F/A Circle (1,2,3)

Intersection	Control	Approach	Background, 2009		Total Future, 2009	
			AM	PM	AM	PM
1a. Florida Avenue & Pedestrian Crossing	Signalized	Florida Ave. WB	B (10.1)	A (4.7)	B (10.1)	A (5.0)
1b. Florida Avenue at 1st Street	Signalized	Florida Ave. SEB	C (32.1)	C (25.2)	D (46.7)	C (25.4)
		Florida Ave. WB Overall	<u>C (20.9)</u> C (26.7)	<u>C (29.0)</u> C (26.5)	<u>C (21.2)</u> C (34.7)	<u>C (29.5)</u> C (26.9)
2. Florida Avenue & Eckington Place / Wendy's	Signalized	Florida Ave. WB	B (17.3)	C (22.3)	C (20.4)	C (24.5)
		Eckington Pl. SB Wendy's NB Overall	D (39.8) <u>C (27.0)</u> C (20.3)	C (22.9) <u>B (17.1)</u> C (22.4)	D (40.5) <u>C (27.0)</u> C (23.0)	C (23.0) <u>B (17.1)</u> C (24.2)
3. New York Avenue & Florida Avenue / O Street	Signalized	New York Ave. NB	A (7.8)	F (124.1)	A (7.9)	F (124.1)
		New York Ave. SB O St. NB Florida Ave. WB Overall	F (161.8) F (348.8) <u>F (582.3)</u> F (231.1)	B (11.7) F (1205.4) <u>F (370.5)</u> F (247.3)	F (176.0) F (348.8) <u>F (614.2)</u> F (247.0)	B (11.7) F (1205.4) <u>F (387.1)</u> F (250.5)
4. New York Avenue & 1st Street	Signalized	New York Ave. EB	B (18.2)	F (84.5)	B (18.3)	F (86.2)
		New York Ave. WB 1st Street SB 1st Street NB Overall	E (72.9) F (93.4) <u>D (46.2)</u> E (70.6)	C (22.7) F (184.0) <u>F (206.8)</u> F (236.8)	E (72.9) F (118.2) <u>E (55.3)</u> F (81.9)	C (22.7) F (184.3) <u>F (711.8)</u> F (237.7)
5. N Street & 1st Street	Unsignalized	N St. EB N St. WB 1st St. NB 1st St. SB	F [Err] F [Err] D (31.6) A (5.7)	F [Err] F [Err] A (1.0) A (2.2)	NA NA NA NA	NA NA NA NA
	Signalized IMPROVEMENT: ADD SIGNAL & LANE IMPROVEMENTS	N St. EB N St. WB 1st St. NB 1st St. SB Overall	D (49.2) C (27.4) F (280.3) <u>C (25.9)</u> F (84.5)	F (92.8) B (12.2) F (149.5) <u>E (63.1)</u> F (93.3)	E (57.3) C (29.9) F (342.1) <u>C (31.8)</u> F (100.1)	F (172.4) B (16.8) E (72.0) <u>F (96.6)</u> F (103.2)
6. Florida Avenue & 3rd Street	Signalized	Florida Ave. EB	A (5.0)	B (18.1)	A (4.6)	C (25.1)
		Florida Ave. WB Burger King SB 3rd St. NB Overall	A (3.2) D (40.5) <u>D (47.9)</u> A (5.9)	D (39.2) C (31.2) <u>F (249.6)</u> D (46.6)	A (3.0) D (49.1) <u>D (41.5)</u> A (5.7)	D (39.0) F (249.6) <u>C (31.2)</u> D (50.2)
7. Florida Avenue & 4th Street	Signalized	Florida Ave. EB	C (33.1)	E (57.6)	C (33.3)	E (64.1)
		Florida Ave. WB 4th St. SB Overall	C (34.3) <u>D (51.3)</u> D (35.1)	C (33.4) <u>C (31.2)</u> D (46.5)	C (34.1) <u>D (53.6)</u> D (35.1)	C (32.6) <u>C (32.1)</u> D (49.9)
8. New York Avenue & Penn Street	Signalized	New York Ave. EB	A (6.8)	F (119.8)	A (6.9)	F (130.6)
		New York Ave. WB Penn St. NB Overall	F (308.7) <u>D (42.4)</u> F (222.4)	A (4.7) <u>D (38.5)</u> F (80.6)	F (326.2) <u>D (42.4)</u> F (235.4)	A (5.0) <u>D (37.2)</u> F (87.9)
9. Florida Avenue & Proposed 2nd Street / Site Driveway	Unsignalized	Florida Ave. EB Florida Ave. WB 2nd St. NBL 2nd St. NBR	A [0.0] A [0.3] F [54.9] B [10.8]	A [0.0] A [0.5] F [576.4] B [12.9]	NA NA NA NA	NA NA NA NA
	Signalized IMPROVEMENT: ADD SIGNAL	Florida Ave. EB Florida Ave. WB 2nd St. NB Overall	C (20.8) C (25.7) <u>B (14.0)</u> C (23.6)	B (16.1) C (33.5) <u>B (19.5)</u> C (23.5)	NA NA <u>NA</u> NA	NA NA <u>NA</u> NA
	Signalized IMPROVEMENT: ADD SITE DRIVEWAY (NORTH LEG)	Florida Ave. EB Florida Ave. WB 2nd St. NB Site Driveway SB Overall	NA NA NA <u>NA</u> NA	NA NA NA <u>NA</u> NA	C (25.8) C (24.4) B (17.3) <u>B (15.3)</u> C (24.1)	B (19.1) B (13.8) C (20.2) <u>C (20.5)</u> B (17.3)
10. New York Avenue & Site Driveway Right-In/Right-Out	Unsignalized	Site Driveway NBR	NA	NA	A (9.7)	B (14.5)

Notes:

¹ Based on as Synchro version 6

² Numbers in brackets, [], represent control delay in seconds per vehicle for unsignalized intersections.

³ Numbers in parenthesis, (), represent control delay in seconds per vehicle for signalized intersections.

Table 3-6
Washington Gateway
Site-Trip Generation Analysis

Land Use	Size	Units	Land Use Code	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>ITE Vehicle-Trips (1)</u>									
Condominiums	250	DU	220	25	101	126	101	54	155
Hotel	170	ROOMS	310	48	31	79	53	47	100
Office	580,315	SF	710	<u>674</u>	<u>92</u>	<u>766</u>	<u>124</u>	<u>605</u>	<u>729</u>
			Subtotal	747	224	971	278	706	984
<u>ITE Person-Trips (2)</u>									
Condominiums	250	DU	220	29	116	145	116	62	178
Hotel	170	ROOMS	310	58	37	95	64	56	120
Office	580,315	SF	710	<u>741</u>	<u>101</u>	<u>843</u>	<u>136</u>	<u>666</u>	<u>802</u>
			Subtotal	828	254	1,083	316	784	1,100
<u>Square 3584 Vehicle Trips (3)</u>									
Condominiums	250	DU	220	10	41	51	41	22	63
Hotel	170	ROOMS	310	38	24	63	42	37	79
Office	580,315	SF	710	<u>260</u>	<u>35</u>	<u>296</u>	<u>48</u>	<u>234</u>	<u>282</u>
			Total	308	100	410	131	293	424

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

(2) Assumptions:

	<u>Residential</u>	<u>Office</u>	<u>Hotel</u>
Non-auto mode split:	0%	0%	0%
Average vehicle occupancy (persons per vehicle)	1.15	1.10	1.2

(3) Assumptions:

	<u>Residential</u>	<u>Office</u>	<u>Hotel</u>
Non-auto mode split:	59.3%	57.9%	21%
Average vehicle occupancy (persons per vehicle)	1.15	1.20	1.2

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989.

Table 3-7
Washington Gateway
Site-Trip Generation Comparison

Land Use	Size	Units	Land Use Code	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<u>Existing By-right Development</u>									
<u>ITE Vehicle-Trips (1)</u>									
Office	874,842	SF	710	935	128	1063	180	879	1059
<u>ITE Person-Trips (2)</u>									
Office	874,842	SF	710	1029	141	1169	198	967	1165
<u>Vehicle Trips (3)</u>									
Office	874,842	SF	710	361	49	410	70	339	409
<u>Proposed Washington Gateway</u>									
Condominiums	250	DU	220	10	41	51	41	22	63
Hotel	170	ROOMS	310	38	24	63	42	37	79
Office	580,315	SF	710	<u>260</u>	<u>35</u>	<u>296</u>	<u>48</u>	<u>234</u>	<u>282</u>
			Total	308	100	410	131	293	424
Change				-53	51	0	61	-46	15
Percent Change				-14.7%	104.1%	0.0%	87.1%	-13.6%	3.7%

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

(2) Assumptions:

Office

Non-auto mode split: 0%
Average vehicle occupancy 1.10
(persons per vehicle)

(3) Assumptions:

Office

Non-auto mode split: 57.9%
Average vehicle occupancy 1.20
(persons per vehicle)

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989.

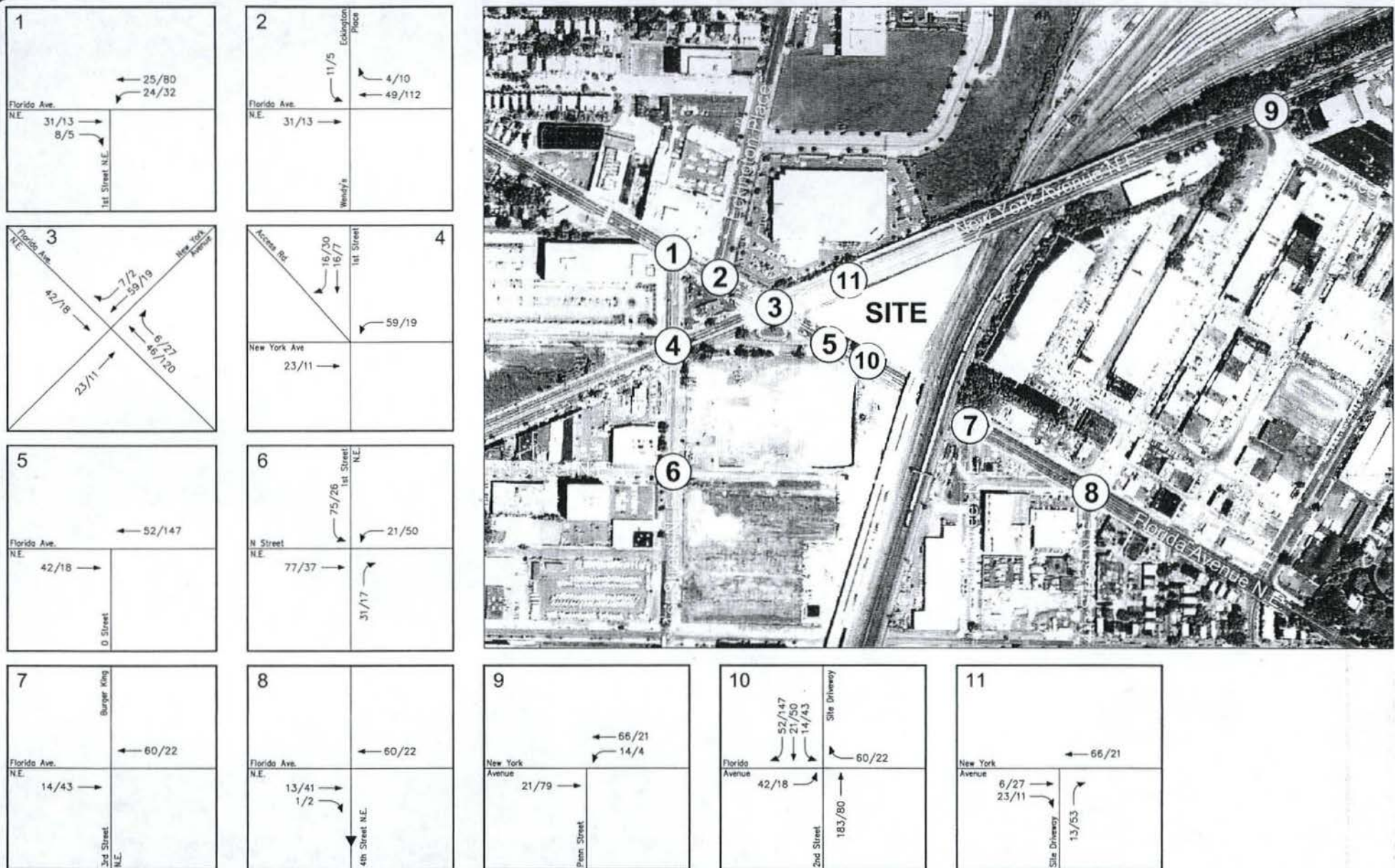


Figure 3-7
Washington Gateway Site—Generated Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000



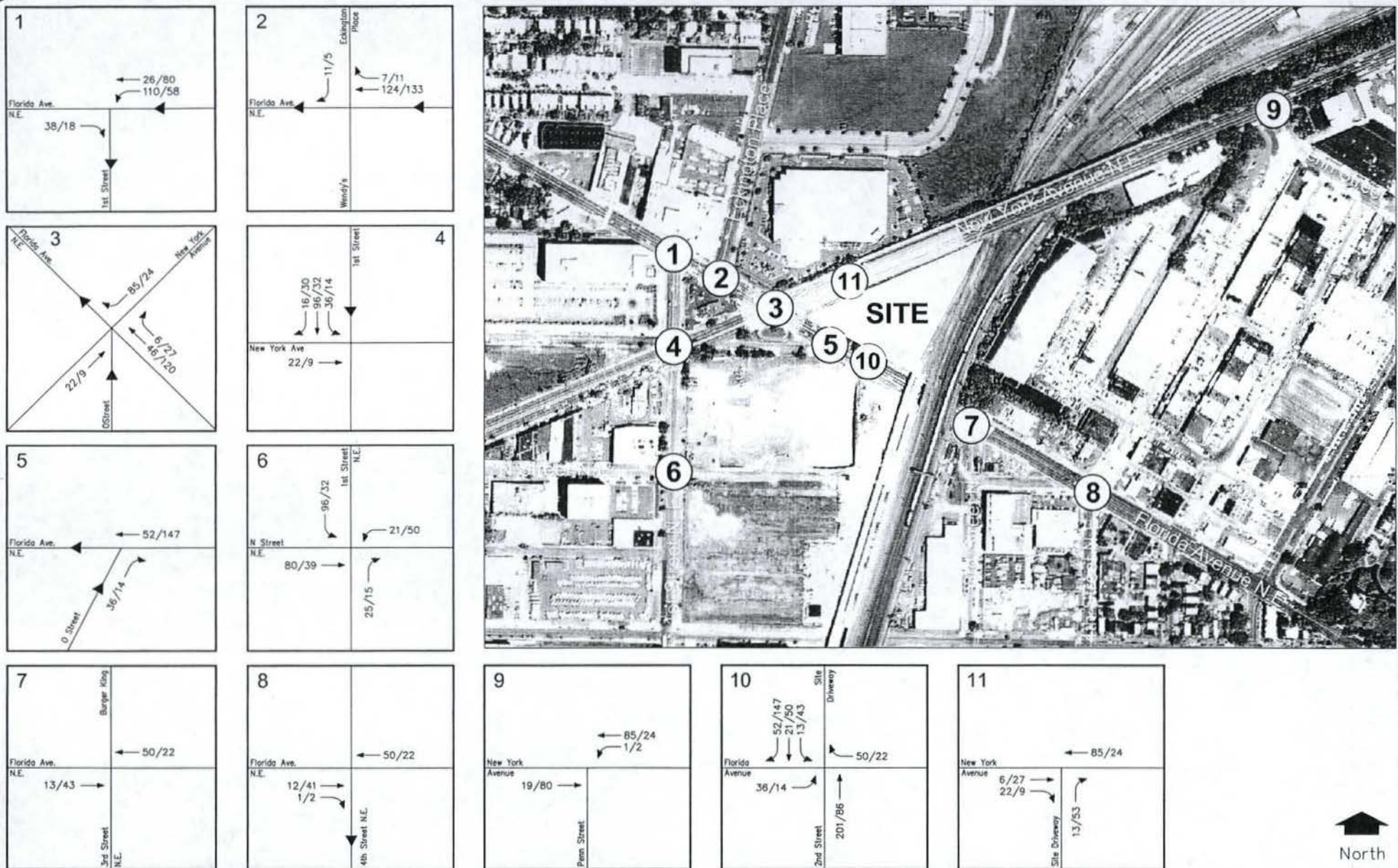


Figure 3-8
Washington Gateway Site Generated Traffic Assignments with New York Avenue/Florida Avenue Circle

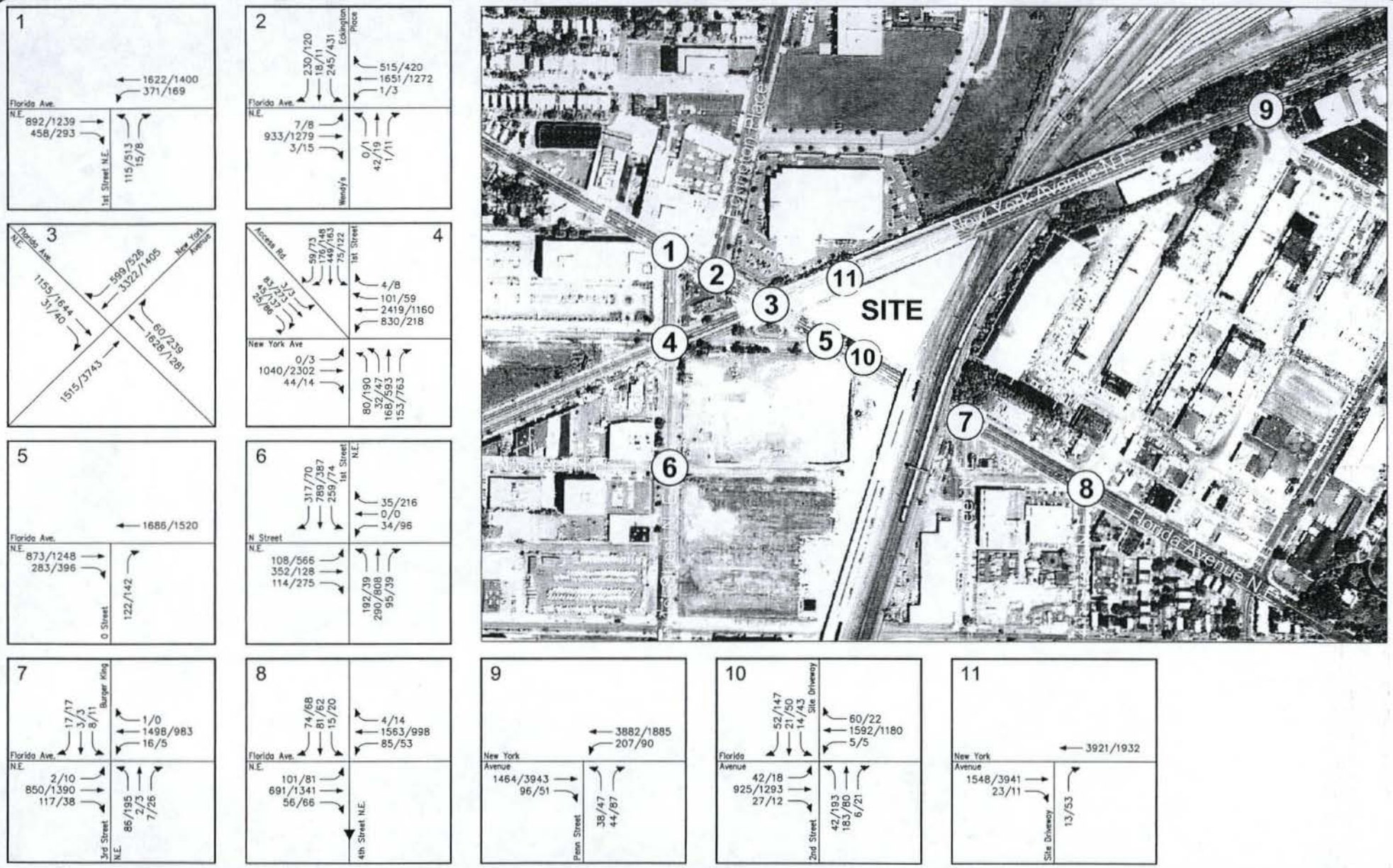


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



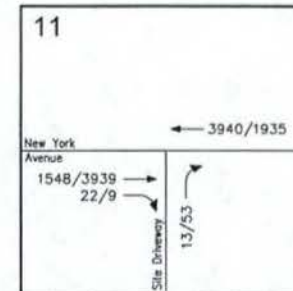
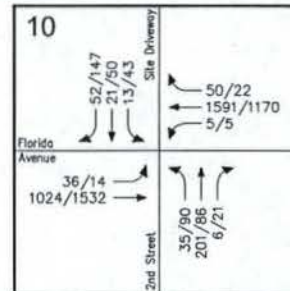
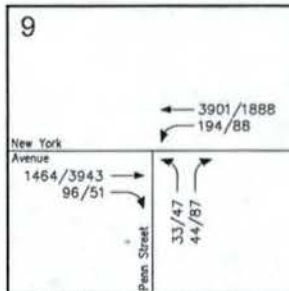
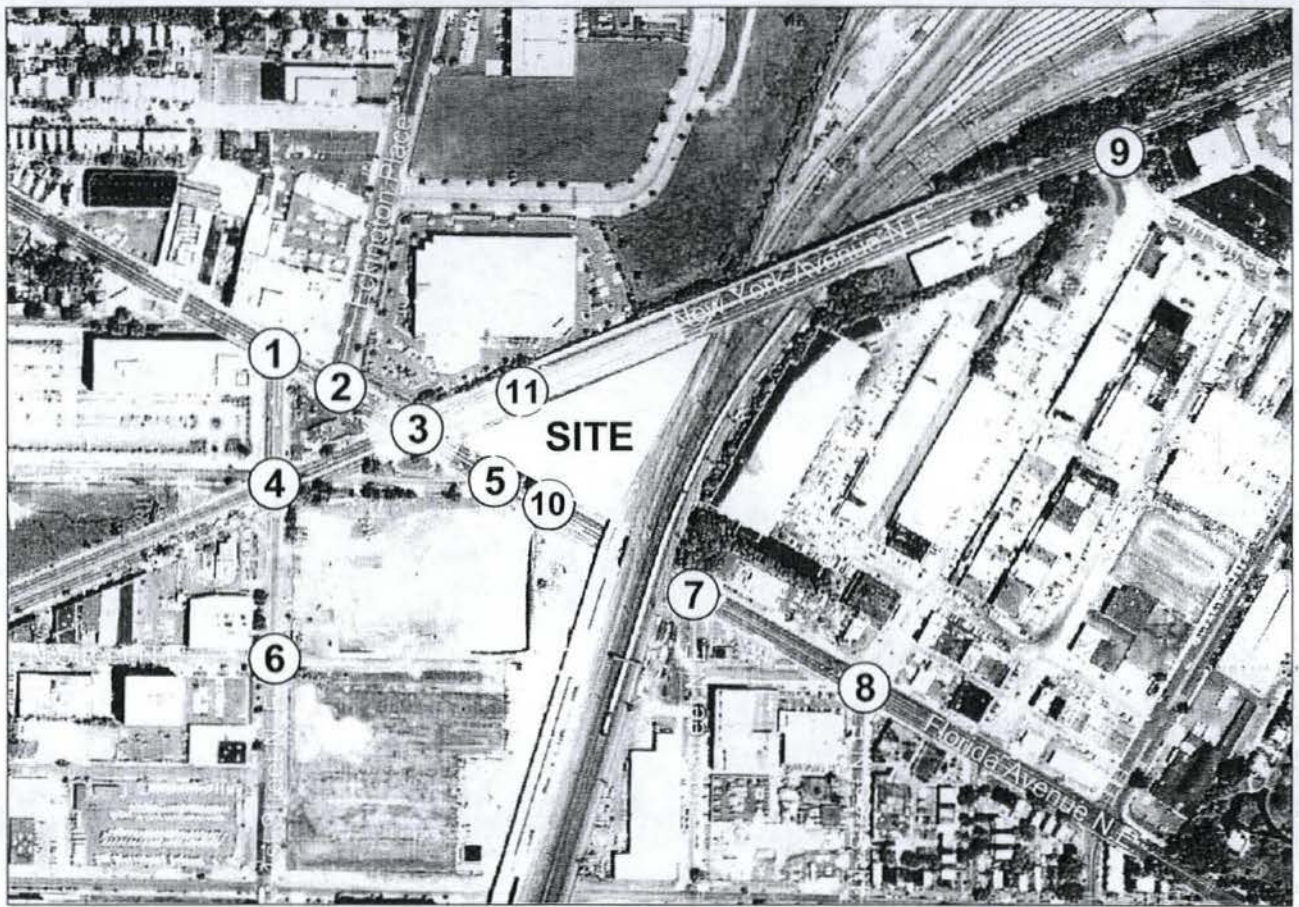
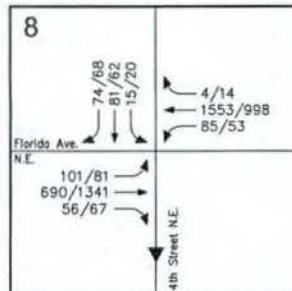
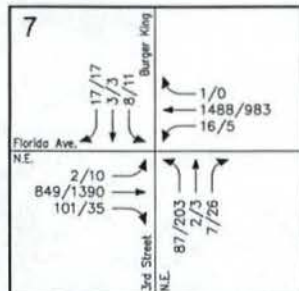
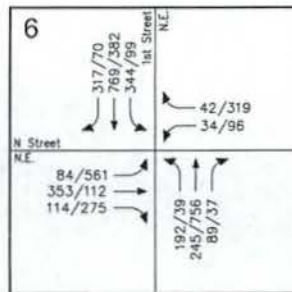
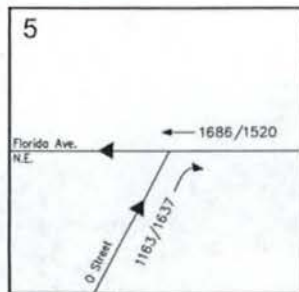
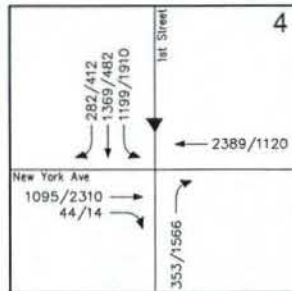
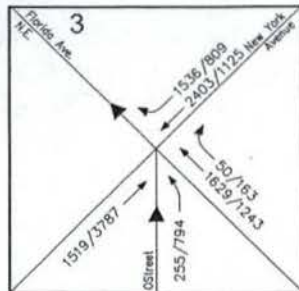
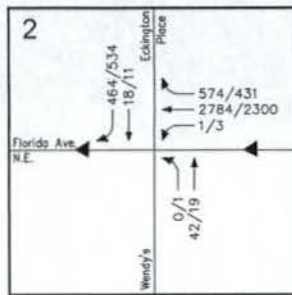
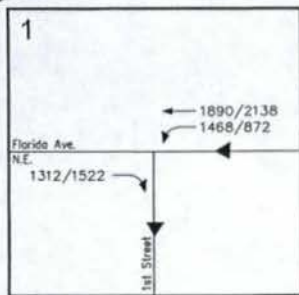


Figure 3-10
Total Future Traffic Forecasts with New York Avenue/Florida Avenue

AM PEAK HOUR
PM PEAK HOUR
000/000



SECTION 4

TRANSPORTATION DEMAND MANAGEMENT

Overview

This section presents a proposed Travel Demand Management (TDM) program for the Washington Gateway project.

TDM Program

Travel Demand Management (TDM) is the establishment of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of transportation facilities.

Washington Gateway lends itself to a TDM program because of its location, mix of land uses, and proximity to Metro.

The developer agrees to develop and implement a transportation management plan. The transportation management plan shall describe the developer's efforts to implement the following strategies:

- I. For the residential component of the Washington Gateway Plan, the developer agrees to submit a detailed Transportation Management Plan that would describe the developer's efforts to implement, but not be limited to, the following strategies:
 - A. Designate a member(s) of building management as Property Transportation Coordinator to be a primary point of contact and with responsibilities for coordinating and completing TDM obligations.
 - B. Provide in the lobby of the residential building an Electronic Transportation Kiosk, the content/design/location of which shall be approved by the developer. The kiosk may include both a static display with printed materials and/or a dynamic display with direct electronic link to CommuterPage.comTM to provide transportation and commuter-related information to residents, employees and visitors.
 - D. Provide or administer a sustainable commute benefit program for employees of the Property, (which program shall include, at a minimum, at the developer's option, pre-tax employee contributions and/or Metrochek contributions of at least \$65 per month).

- E. Distribute transit information to residents and visitors (and extend requirement to on-site businesses) to include the following items. In no event shall the Transportation Management Plan require the developer to seek or obtain District of Columbia approval of the developer's marketing information:
 - 1. Distribute in a new-resident package material provided by the District of Columbia that includes site-specific transit-related information to each person signing a lease.
 - 2. Place a reference to New York Avenue – Florida Avenue – Galludet Metro Station in promotional materials and advertisements.
 - 3. Distribute information provided by the District of Columbia in recruiting and employment materials regarding commute options and assistance services available.
 - 4. Participate in Ozone Action Days and other regionally sponsored clean air, transit and traffic mitigation promotions by posting notice of such promotions in locations within the building acceptable to the developer.
- F. Maintain at least one on-site business center (including at a minimum, access to copier, fax and internet services), which shall be made available to support residents of the building who choose to work from home.
- G. Provide website hotlinks to CommuterPage.com™ under a "transportation information" heading from the developer and property manager's websites regarding this development.
- H. Provide an opportunity, upon request, for a car sharing service to have access to conveniently located parking space available to rent at market rate.
- I. Comply with requirements of Site Plan conditions to provide bicycle parking/storage facilities, a parking management plan and construction worker parking.
- J. Provide for taxi passenger loading and unloading (and a means to call, such as an operator provided hotline or access to a public telephone) at the main entrance to the residential building as approved by the Site Plan.
- K. Designate an accessible paratransit pickup, drop-off and passenger waiting area at the main entrance to a residential building to be designated with appropriate signage, for use by building tenants, visitors and employees. The developer shall provide an accessible pathway to the area and sufficient space for loading and unloading of wheelchairs from vans.

- L. Provide effective directional signage subject to approval of a Comprehensive Sign Plan (parking, deliveries, taxi stand, etc.) to direct residents and visitors to appropriate locations on the property.
- II. For the commercial component of the Washington Gateway Site Plan including all retail and office, the developer agrees to submit a detailed Transportation Management Plan that would include, but not be limited to, the following strategies:
 - A. Physical Facilities and Improvements.
 - 1. Comply with requirements of Site Plan conditions to provide bicycle parking/storage facilities, van access to the garage, showers and lockers, and construction worker parking.
 - 2. During construction, maintain or coordinate relocation of existing bus stops.
 - 3. Provide bus stop improvements along on Florida Avenue adjacent to the site, if possible.
 - B. Coordinated Parking Management
 - 1. Develop a parking management plan that includes a description of employee, visitor and retail customer parking arrangements and charges; management of parking; and location of on-site parking meters and collection booths.
 - 2. Provide reserved spaces for employee carpoolers and vanpoolers that are conveniently located with respect to the elevators serving the building.
 - 3. Establish monthly parking rates for single occupant vehicles (SOV) consistent with comparable office buildings located in the District of Columbia development corridors.

4. Depict, as part of the parking management plan, an area parking plan encompassing all block faces around the site. This plan will include a schematic drawing that designates proposed locations for a 2-space taxi stand, an accessible paratransit pick-up/drop-off location, bus stops, loading zones for delivery vehicles, and on-street parking spaces. Additionally, this plan will note restrictions as to times that various activities (such as deliveries and parking) are permitted in the respective spaces.
5. Provide an opportunity, upon request, for a car sharing service to have access to conveniently located parking space available to rent at market rate.

C. Program Participation and Funding

1. Designate a member(s) of the building management team as Property Transportation Coordinator who will be the primary point of contact and will be responsible for coordinating and completing TDM obligations on behalf of the Applicant. The owner will provide the name to the Commuter Assistance Program.
2. Promote the formation of Employer Transportation Benefit Programs among tenants of the commercial buildings.

D. Promotions, Services and Policies

1. Provide website hotlinks to CommuterPage.com™ under a “transportation information” heading from the developer and property manager’s websites regarding this development.
2. Provide in the lobby of each residential building an Electronic Transportation Kiosk, the content/design/location of which shall be approved by the developer, The kiosk may include both a static display with printed materials and/or a dynamic display with direct electronic link to CommuterPage.com™ to provide transportation and commuter-related information to residents, employees and visitors.
3. Provide marketing support to encourage ridesharing:
 - Provide access to building or grounds at times acceptable to the developer to allow MWCOG’s Commuter Connections to promote group riding among tenants of the building, by means acceptable to the developer.

- Distribute rideshare marketing materials to all new employees of the owner and tenant office managers.
 - Following lease up, encourage tenants to display posters, brochures, etc. in common work areas.
4. Following lease up, encourage new tenants and employers to inform all new employees of the existence of the nearby New York Avenue – Florida Avenue – Galluadet University Metro station, and encourage all employees to use Metrorail and Metrobus services through the following means:
- Distribute in a new-tenant package, materials provided by the District of Columbia including site-specific transit-related information to all persons or entities signing leases.
 - Provide information to tenant office and retail managers for their use as part of recruiting and employment materials regarding commute options and assistance services available.
 - Distribute information and promotional materials provided by the District of Columbia, at times and by means acceptable to the developer, for transit services to tenant office and retail managers.
 - Participate in Ozone Action Days and other regionally sponsored clean air and traffic mitigation promotions by posting notice of such promotions in locations within the building acceptable to the developer.
5. Following lease up, encourage building tenants to offer variable/flexible work hours to their employees in order to spread peak period transportation demands.
6. Appropriately train management personnel to provide rideshare, transit, and other information provided by the District of Columbia intended to assist with transportation to and from the site. Provide a hotline phone to a local taxi company in each building lobby.

SECTION 5 CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. The Planned Unit Development, Washington Gateway, provides effective and safe vehicular and pedestrian access to the New York Avenue - Florida Avenue – Gallaudet University Metrorail Station, the Metropolitan Branch Trail, and the surrounding road network. The close proximity to the metrorail station and the direct connections to the trail and the urban street grid of NoMa helps reduce demand for private automobile use.
2. Long queues of vehicles extend along New York Avenue in the peak direction during the AM and PM commuter peak hours. Congestion along the New York Avenue Corridor contributes to vehicle delays experience on the cross streets in the study area. The New York Avenue Corridor Study suggests improvements to the intersection, including grade-separated options.
3. Certain turning movements or approaches of the Florida Avenue intersections with 1st Street and with Eckington Place, and at the New York Avenue/1st Street intersection currently operate at unacceptable levels of service during both the AM and the PM peak hours . The other study intersections currently operate at an overall acceptable level of service during the AM and PM peak hours.
4. The pipeline developments in the study area would generate a total of 3,102 AM peak hour trips, and 3,515 PM peak hour trips, upon completion.
5. The Washington Gateway project, including 250 condominium apartments, 170 room hotel, and 580,315 S.F. of office, will generate approximately 410 AM peak hour vehicle-trips and 424 PM peak hour vehicle-trips at full buildout and occupancy.
6. An existing 874,842 S.F. office project that could be built by-right, would generate 410 AM peak hour trips and 409 PM peak hours trips. Thus the proposed Washington Gateway project would generate the same number of AM peak hour trips and only 15 additional PM peak hour trips than a project that could currently be built on this site.
7. The Washington Gateway project will add 243 AM peak hour trips and 212 PM peak hour vehicle-trips to the New York Avenue/Florida Avenue circle. This modest number of vehicle-trips would increase background traffic forecasts by only 2.98 percent during the AM peak hours and by 3.07 percent during the PM peak hour.

8. With or without the Washington Gateway project and with the improved circle concept and other road network improvements, the New York Avenue/Florida Avenue intersection would operate at failing levels of service during the AM and PM peak hours. Intersection improvements are being evaluated by DDOT and the community.
9. The other study intersections are anticipated to operate at or near capacity, typical of dense urban settings.
10. A transportation management plan is proposed for the Washington Gateway project that would help mitigate any traffic impacts associated with the project.
11. The Washington Gateway project would provide 109 parking spaces for the apartments, 102 parking spaces for the hotel, and 470 parking spaces for the office building. For the north and south wings of office, 14 and 9 bicycle parking spaces would be provided.
12. The Washington Gateway project would provide the required number and size of loading berths and platforms per code.

Appendix A

Existing Vehicular and Pedestrian Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: 1st Street																		
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: 1st Street																		
INTERSECTION: N Street & 1st Street		WEATHER: Clear		WESTBOUND ROAD: N Street																		
LOCATION: Washington,DC		COUNTED BY: Loren & Carmen		EASTBOUND ROAD: N Street																		
		INPUTED BY: MRP																				
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound 1st Street				Westbound N Street				Northbound 1st Street				Eastbound N Street				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
7:00-7:15	8	62	1	71	1	0	0	1	0	33	5	38	9	2	8	19	109	20	129		7:00-7:15	
7:15-7:30	8	66	0	74	0	0	0	0	0	36	10	46	13	1	3	17	120	17	137		7:15-7:30	
7:30-7:45	9	79	1	89	0	0	0	0	0	29	4	33	11	1	10	22	122	22	144		7:30-7:45	
7:45-8:00	16	83	0	99	0	0	0	0	0	43	10	53	14	0	19	33	152	33	185		7:45-8:00	
8:00-8:15	10	99	0	109	0	0	0	0	0	58	11	69	7	0	10	17	178	17	195		8:00-8:15	
8:15-8:30	5	90	0	95	0	0	0	0	0	59	18	77	16	0	11	27	172	27	199		8:15-8:30	
8:30-8:45	14	91	0	105	0	0	0	0	1	50	11	62	14	0	12	26	167	26	193		8:30-8:45	
8:45-9:00	7	112	1	120	0	0	0	0	0	50	10	60	17	0	16	33	180	33	213		8:45-9:00	
9:00-9:15	8	78	0	86	0	0	0	0	0	49	12	62	11	0	10	21	148	21	169		9:00-9:15	
9:15-9:30	7	80	0	87	0	0	0	0	0	44	10	54	16	0	16	32	141	32	173		9:15-9:30	
9:30-9:45	5	69	0	74	0	0	0	0	0	34	5	39	12	0	10	22	113	22	135		9:30-9:45	
9:45-10:00	6	79	0	85	0	1	0	1	0	51	9	60	12	1	12	25	145	26	171		9:45-10:00	
3 Hour Totals	103	988	3	1,094	1	1	0	2	2	536	115	653	152	5	137	294	1,747	296	2,043			
1 Hour Totals																						
7:00-8:00	41	290	2	333	1	0	0	1	0	141	29	170	47	4	40	91	503	92	595	0.80	7:00-8:00	
7:15-8:15	43	327	1	371	0	0	0	0	0	166	35	201	45	2	42	89	572	89	661	0.85	7:15-8:15	
7:30-8:30	40	351	1	392	0	0	0	0	0	189	43	232	48	1	50	99	624	99	723	0.91	7:30-8:30	
7:45-8:45	45	363	0	408	0	0	0	0	1	210	50	261	51	0	52	103	669	103	772	0.97	7:45-8:45	
8:00-9:00	36	392	1	429	0	0	0	0	1	217	50	268	54	0	49	103	697	103	800	0.94	8:00-9:00	
8:15-9:15	34	371	1	406	0	0	0	0	2	208	51	261	58	0	49	107	667	107	774	0.91	8:15-9:15	
8:30-9:30	36	361	1	398	0	0	0	0	2	193	43	238	58	0	54	112	636	112	748	0.88	8:30-9:30	
8:45-9:45	27	339	1	367	0	0	0	0	1	177	37	215	56	0	52	108	582	108	690	0.81	8:45-9:45	
9:00-10:00	26	306	0	332	0	1	0	1	1	178	36	215	51	1	48	100	547	101	648	0.94	9:00-10:00	
AM Peak 8:00-9:00	36	392	1	429	0	0	0	0	1	217	50	268	54	0	49	103	697	103	800	0.94	AM Peak 8:00-9:00	
PM																						
4:00-4:15	10	50	0	60	0	0	0	0	0	95	5	100	24	0	40	64	160	64	224		4:00-4:15	
4:15-4:30	3	43	0	46	0	0	0	0	0	100	6	106	23	0	22	45	152	45	197		4:15-4:30	
4:30-4:45	3	53	1	57	2	0	0	2	0	110	3	113	18	0	36	54	170	56	226		4:30-4:45	
4:45-5:00	2	63	0	65	0	0	0	0	0	99	2	101	27	0	33	60	166	60	226		4:45-5:00	
5:00-5:15	4	61	0	65	2	0	1	3	0	110	5	115	20	0	37	57	180	60	240		5:00-5:15	
5:15-5:30	4	38	0	42	0	0	0	0	0	112	0	112	13	0	43	56	154	56	210		5:15-5:30	
5:30-5:45	3	41	0	44	1	0	0	1	0	87	3	90	17	0	20	37	134	38	172		5:30-5:45	
5:45-6:00	2	57	0	59	0	0	0	0	0	88	4	92	4	0	26	30	151	30	181		5:45-6:00	
6:00-6:15	3	44	0	47	0	0	0	0	0	84	1	85	13	0	25	38	132	38	170		6:00-6:15	
6:15-6:30	2	47	0	49	1	0	0	1	0	83	1	84	10	0	22	32	133	33	166		6:15-6:30	
6:30-6:45	3	41	0	44	1	0	0	1	0	75	2	77	5	0	28	33	121	34	155		6:30-6:45	
6:45-7:00	3	38	0	41	0	0	0	0	0	63	1	64	7	0	15	22	105	22	127		6:45-7:00	
3 Hour Totals	42	576	1	619	7	0	1	8	0	1,106	33	1,139	181	0	347	528	1,758	536	2,294			
1 Hour Totals																						
4:00-5:00	18	209	1	228	2	0	0	2	0	404	16	420	92	0	131	223	648	225	873	0.97	4:00-5:00	
4:15-5:15	12	220	1	233	4	0	1	5	0	419	16	435	88	0	128	216	668	221	889	0.93	4:15-5:15	
4:30-5:30	13	215	1	229	4	0	1	5	0	431	10	441	78	0	149	227	670	232	902	0.94	4:30-5:30	
4:45-5:45	13	203	0	216	3	0	1	4	0	408	10	418	77	0	133	210	634	214	848	0.88	4:45-5:45	
5:00-6:00	13	197	0	210	3	0	1	4	0	397	12	409	54	0	126	180	619	184	803	0.84	5:00-6:00	
5:15-6:15	12	180	0	192	1	0	0	1	0	371	8	379	47	0	114	161	571	162	733	0.87	5:15-6:15	
5:30-6:30	10	189	0	199	2	0	0	2	0	342	9	351	44	0	93	137	550	139	689	0.95	5:30-6:30	
5:45-6:45	10	189	0	199	2	0	0	2	0	330	8	338	32	0	101	133	537	135	672	0.93	5:45-6:45	
6:00-7:00	11	170	0	181	2	0	0	2	0	305	5	310	35	0	90	125	491	127	618	0.91	6:00-7:00	
PM Peak 4:30-5:30	13	215	1	229	4	0	1	5	0	431	10	441	78	0	149	227	670	232	902	0.94	PM Peak 4:30-5:30	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: XXX																	
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: 1st Street																	
INTERSECTION: Florida Avenue & 1st Street		WEATHER: Clear		WESTBOUND ROAD: Florida Avenue																	
LOCATION: Washington,DC		COUNTED BY: Al & Gerri		EASTBOUND ROAD: Florida Avenue																	
		INPUTED BY: MRP																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound XXX				Westbound Florida Avenue				Northbound 1st Street				Eastbound Florida Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	319	37	356	1	0	6	7	20	128	0	148	7	504	511	7:00-7:15	
7:15-7:30	0	0	0	0	0	320	38	358	2	0	6	8	31	139	0	170	8	528	536	7:15-7:30	
7:30-7:45	0	0	0	0	0	338	42	380	2	0	7	9	35	163	0	198	9	578	587	7:30-7:45	
7:45-8:00	0	0	0	0	0	347	54	401	3	0	15	18	36	176	0	212	18	613	631	7:45-8:00	
8:00-8:15	0	0	0	0	0	382	55	437	5	0	8	13	45	182	0	227	13	664	677	8:00-8:15	
8:15-8:30	0	0	0	0	0	332	64	396	0	0	13	13	41	207	0	248	13	644	657	8:15-8:30	
8:30-8:45	0	0	0	0	0	309	61	370	2	0	16	18	32	194	0	226	18	586	614	8:30-8:45	
8:45-9:00	0	0	0	0	0	335	64	399	7	0	20	27	44	183	0	227	27	626	653	8:45-9:00	
9:00-9:15	0	0	0	0	0	306	60	366	5	0	14	19	35	172	0	207	19	573	592	9:00-9:15	
9:15-9:30	0	0	0	0	0	260	46	306	4	0	20	24	40	148	0	188	24	494	518	9:15-9:30	
9:30-9:45	0	0	0	0	0	293	44	337	9	0	9	18	27	149	0	176	18	513	531	9:30-9:45	
9:45-10:00	0	0	0	0	0	252	31	283	10	0	16	26	15	154	0	169	26	452	478	9:45-10:00	
3 Hour Totals	0	0	0	0	0	3,793	596	4,389	50	0	150	200	401	1,995	0	2,396	200	6,785	6,985		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	1,324	171	1,495	8	0	34	42	122	606	0	728	42	2,223	2,265	0.90 7:00-8:00	
7:15-8:15	0	0	0	0	0	1,387	189	1,576	12	0	36	48	147	660	0	807	48	2,383	2,431	0.90 7:15-8:15	
7:30-8:30	0	0	0	0	0	1,399	215	1,614	10	0	43	53	157	728	0	885	53	2,499	2,552	0.94 7:30-8:30	
7:45-8:45	0	0	0	0	0	1,370	234	1,604	10	0	52	62	154	759	0	913	62	2,517	2,579	0.95 7:45-8:45	
8:00-9:00	0	0	0	0	0	1,358	244	1,602	14	0	57	71	162	766	0	928	71	2,530	2,601	0.96 8:00-9:00	
8:15-9:15	0	0	0	0	0	1,282	249	1,531	14	0	63	77	152	756	0	908	77	2,439	2,516	0.96 8:15-9:15	
8:30-9:30	0	0	0	0	0	1,210	231	1,441	18	0	70	88	151	697	0	848	88	2,289	2,377	0.91 8:30-9:30	
8:45-9:45	0	0	0	0	0	1,194	214	1,408	25	0	63	88	146	652	0	798	88	2,206	2,294	0.88 8:45-9:45	
9:00-10:00	0	0	0	0	0	1,111	181	1,292	28	0	59	87	117	623	0	740	87	2,032	2,119	0.89 9:00-10:00	
AM Peak																					
8:00-9:00	0	0	0	0	0	1,358	244	1,602	14	0	57	71	162	766	0	928	71	2,530	2,601	0.96 AM Peak 8:00-9:00	
PM																					
4:00-4:15	0	0	0	0	0	254	33	287	5	0	20	25	27	225	0	252	25	539	564	4:00-4:15	
4:15-4:30	0	0	0	0	0	244	31	275	1	0	23	24	48	293	0	341	24	616	640	4:15-4:30	
4:30-4:45	0	0	0	0	0	252	34	286	3	0	9	12	31	296	0	327	12	613	625	4:30-4:45	
4:45-5:00	0	0	0	0	0	263	26	289	3	0	22	25	26	279	0	305	25	594	619	4:45-5:00	
5:00-5:15	0	0	0	0	0	269	20	289	4	0	27	31	32	254	0	286	31	575	606	5:00-5:15	
5:15-5:30	0	0	0	0	0	272	28	300	0	0	24	24	35	295	0	330	24	630	654	5:15-5:30	
5:30-5:45	0	0	0	0	0	302	12	314	1	0	23	24	27	274	0	301	24	615	639	5:30-5:45	
5:45-6:00	0	0	0	0	0	234	26	260	1	0	21	22	36	242	0	278	22	538	560	5:45-6:00	
6:00-6:15	0	0	0	0	0	263	34	297	3	0	18	21	46	278	0	324	21	621	642	6:00-6:15	
6:15-6:30	0	0	0	0	0	248	35	283	2	0	15	17	35	275	0	310	17	593	610	6:15-6:30	
6:30-6:45	0	0	0	0	0	341	30	371	5	0	16	21	28	216	0	244	21	615	636	6:30-6:45	
6:45-7:00	0	0	0	0	0	260	27	287	5	0	16	21	18	211	0	229	21	516	537	6:45-7:00	
3 Hour Totals	0	0	0	0	0	3,202	336	3,538	33	0	234	267	368	3,138	0	3,527	267	7,065	7,332		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	1,013	124	1,137	12	0	74	86	132	1,093	0	1,225	86	2,362	2,448	0.96 4:00-5:00	
4:15-5:15	0	0	0	0	0	1,028	111	1,139	11	0	81	92	137	1,122	0	1,259	92	2,398	2,490	0.97 4:15-5:15	
4:30-5:30	0	0	0	0	0	1,056	108	1,164	10	0	82	92	124	1,124	0	1,248	92	2,412	2,504	0.96 4:30-5:30	
4:45-5:45	0	0	0	0	0	1,106	86	1,192	8	0	96	104	120	1,102	0	1,222	104	2,414	2,518	0.96 4:45-5:45	
5:00-6:00	0	0	0	0	0	1,077	86	1,163	6	0	95	101	130	1,065	0	1,195	101	2,358	2,459	0.94 5:00-6:00	
5:15-6:15	0	0	0	0	0	1,071	100	1,171	5	0	86	91	144	1,089	0	1,233	91	2,404	2,495	0.95 5:15-6:15	
5:30-6:30	0	0	0	0	0	1,047	107	1,154	7	0	77	84	144	1,069	0	1,213	84	2,367	2,451	0.95 5:30-6:30	
5:45-6:45	0	0	0	0	0	1,086	125	1,211	11	0	70	81	145	1,011	0	1,156	81	2,367	2,448	0.95 5:45-6:45	
6:00-7:00	0	0	0	0	0	1,112	126	1,238	15	0	65	80	127	980	0	1,107	80	2,345	2,425	0.94 6:00-7:00	
PM Peak																					
4:45-5:45	0	0	0	0	0	1,106	86	1,192	8	0	96	104	120	1,102	0	1,222	104	2,414	2,518	0.96 4:45-5:45	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: Burger King Driveway																	
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: 3rd Street																	
INTERSECTION: Florida Avenue & 3rd Street		WEATHER: Clear		WESTBOUND ROAD: Florida Avenue																	
LOCATION: Washington,DC		COUNTED BY: DeWanna & Jonathan		EASTBOUND ROAD: Florida Avenue																	
		INPUTED BY: MRP																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Burger King Driveway				Westbound Florida Avenue				Northbound 3rd Street				Eastbound Florida Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	2	0	0	2	0	270	3	273	4	1	12	17	6	124	0	130	19	403	422	7:00-7:15	
7:15-7:30	3	1	0	4	0	320	0	320	2	0	10	12	10	128	0	138	16	458	474	7:15-7:30	
7:30-7:45	3	0	2	5	0	329	2	331	3	0	12	15	18	157	2	177	20	508	528	7:30-7:45	
7:45-8:00	2	0	1	3	0	320	9	329	3	0	21	24	9	167	0	176	27	505	532	7:45-8:00	
8:00-8:15	1	0	1	2	0	328	4	332	3	0	23	26	23	165	0	188	28	520	548	8:00-8:15	
8:15-8:30	6	1	3	10	0	298	5	303	0	0	12	12	31	183	1	215	22	518	540	8:15-8:30	
8:30-8:45	7	0	1	8	0	307	4	311	4	2	21	27	22	205	1	228	35	539	574	8:30-8:45	
8:45-9:00	2	2	3	7	1	306	2	309	0	0	17	17	19	194	0	213	24	522	546	8:45-9:00	
9:00-9:15	7	24	3	34	1	251	7	259	3	0	13	16	29	163	2	194	50	453	503	9:00-9:15	
9:15-9:30	3	0	0	3	0	230	6	236	2	0	9	11	15	172	0	187	14	423	437	9:15-9:30	
9:30-9:45	1	28	0	29	0	208	3	211	1	0	12	13	13	134	0	147	42	358	400	9:30-9:45	
9:45-10:00	2	0	2	4	0	177	1	178	5	0	9	14	9	172	1	182	18	360	378	9:45-10:00	
3 Hour Totals	39	56	16	111	2	3,344	46	3,392	30	3	171	204	204	1,964	7	2,175	315	5,567	5,882		
1 Hour Totals																					
7:00-8:00	10	1	3	14	0	1,239	14	1,253	12	1	55	68	43	576	2	621	82	1,874	1,956	0.92 7:00-8:00	
7:15-8:15	9	1	4	14	0	1,297	15	1,312	11	0	66	77	60	617	2	679	91	1,991	2,082	0.95 7:15-8:15	
7:30-8:30	12	1	7	20	0	1,275	20	1,295	9	0	68	77	81	672	3	756	97	2,051	2,148	0.98 7:30-8:30	
7:45-8:45	16	1	6	23	0	1,253	22	1,275	10	2	77	89	85	720	2	807	112	2,082	2,194	0.96 7:45-8:45	
8:00-9:00	16	3	8	27	1	1,239	15	1,255	7	2	73	82	95	747	2	844	109	2,099	2,208	0.96 8:00-9:00	
8:15-9:15	22	27	10	59	2	1,162	18	1,182	7	2	63	72	101	745	4	850	131	2,032	2,163	0.94 8:15-9:15	
8:30-9:30	19	26	7	52	2	1,094	19	1,115	9	2	60	71	85	734	3	822	123	1,937	2,060	0.90 8:30-9:30	
8:45-9:45	13	54	6	73	2	995	18	1,015	6	0	51	57	76	663	2	741	130	1,756	1,886	0.86 8:45-9:45	
9:00-10:00	13	52	5	70	1	866	17	884	11	0	43	54	66	641	3	710	124	1,594	1,718	0.85 9:00-10:00	
AM Peak 8:00-9:00																					
8:00-9:00	16	3	8	27	1	1,239	15	1,255	7	2	73	82	95	747	2	844	109	2,099	2,208	0.96 AM Peak 8:00-9:00	
PM																					
4:00-4:15	4	0	2	6	1	214	1	216	5	10	25	40	8	251	2	261	46	477	523	4:00-4:15	
4:15-4:30	10	0	5	15	1	181	1	183	6	0	33	39	13	302	3	318	54	501	555	4:15-4:30	
4:30-4:45	5	0	0	5	0	172	4	176	7	0	28	35	6	284	5	295	40	471	511	4:30-4:45	
4:45-5:00	4	0	4	8	0	207	0	207	8	1	26	35	8	255	1	264	43	471	514	4:45-5:00	
5:00-5:15	2	0	0	2	0	189	4	193	4	0	32	36	10	290	2	302	38	495	533	5:00-5:15	
5:15-5:30	7	1	3	11	0	231	1	232	7	0	29	36	2	313	3	318	47	550	597	5:15-5:30	
5:30-5:45	3	2	3	8	0	217	0	217	6	2	41	49	13	272	3	288	57	505	562	5:30-5:45	
5:45-6:00	3	0	1	4	0	185	0	185	12	0	32	44	6	267	1	274	48	459	507	5:45-6:00	
6:00-6:15	3	0	2	5	0	166	1	167	5	1	29	35	11	273	2	286	40	453	493	6:00-6:15	
6:15-6:30	3	0	3	6	0	170	0	170	6	0	33	39	5	256	3	264	45	434	479	6:15-6:30	
6:30-6:45	2	0	7	9	0	175	1	176	5	41	19	65	4	173	1	178	74	354	428	6:30-6:45	
6:45-7:00	2	0	0	2	0	172	0	172	1	0	24	25	4	182	2	188	27	360	387	6:45-7:00	
3 Hour Totals	48	3	30	81	2	2,279	13	2,294	72	55	351	478	90	3,118	28	3,236	559	5,530	6,089		
1 Hour Totals																					
4:00-5:00	23	0	11	34	2	774	6	782	26	11	112	149	35	1,092	11	1,138	183	1,920	2,103	0.95 4:00-5:00	
4:15-5:15	21	0	9	30	1	749	9	759	25	1	119	145	37	1,131	11	1,179	175	1,938	2,113	0.95 4:15-5:15	
4:30-5:30	18	1	7	26	0	799	9	808	26	1	115	142	26	1,142	11	1,179	168	1,987	2,155	0.90 4:30-5:30	
4:45-5:45	16	3	10	29	0	844	5	849	25	3	128	156	33	1,130	9	1,172	185	2,021	2,206	0.92 4:45-5:45	
5:00-6:00	15	3	7	25	0	822	5	827	29	2	134	165	31	1,142	9	1,182	190	2,009	2,199	0.92 5:00-6:00	
5:15-6:15	16	3	9	28	0	799	2	801	30	3	131	164	32	1,125	9	1,166	192	1,967	2,159	0.90 5:15-6:15	
5:30-6:30	12	2	9	23	0	738	1	739	29	3	135	167	35	1,068	9	1,112	190	1,851	2,041	0.91 5:30-6:30	
5:45-6:45	11	0	13	24	0	696	2	698	28	42	113	183	26	969	7	1,002	207	1,700	1,907	0.94 5:45-6:45	
6:00-7:00	10	0	12	22	0	683	2	685	17	42	105	164	24	884	8	916	186	1,601	1,787	0.91 6:00-7:00	
PM Peak 4:45-5:45																					
4:45-5:45	16	3	10	29	0	844	5	849	25	3	128	156	33	1,130	9	1,172	185	2,021	2,206	0.92 PM Peak 4:45-5:45	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: 4th Street																	
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: XXX																	
INTERSECTION: Florida Avenue & 4th Street		WEATHER: Clear		WESTBOUND ROAD: Florida Avenue																	
LOCATION: Washington,DC		COUNTED BY: Roberto & Jose		EASTBOUND ROAD: Florida Avenue																	
		INPUTED BY: MRP																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 4th Street				Westbound Florida Avenue				Northbound XXX				Eastbound Florida Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	19	15	3	37	6	237	8	251	0	0	0	0	10	75	25	110	37	361	398	7:00-7:15	
7:15-7:30	22	22	4	48	2	327	9	338	0	0	0	0	10	87	25	122	48	460	508	7:15-7:30	
7:30-7:45	18	17	4	39	0	325	11	336	0	0	0	0	8	110	30	148	39	484	523	7:30-7:45	
7:45-8:00	16	19	1	36	1	337	11	349	0	0	0	0	8	145	26	179	36	528	564	7:45-8:00	
8:00-8:15	13	16	4	33	0	335	23	358	0	0	0	0	12	134	21	167	33	525	558	8:00-8:15	
8:15-8:30	16	19	2	37	2	347	19	368	0	0	0	0	7	138	21	166	37	534	571	8:15-8:30	
8:30-8:45	12	24	4	40	0	332	17	349	0	0	0	0	12	160	18	190	40	539	579	8:30-8:45	
8:45-9:00	29	18	4	51	2	326	21	349	0	0	0	0	18	167	35	220	51	569	620	8:45-9:00	
9:00-9:15	22	22	2	46	0	279	23	302	0	0	0	0	10	150	20	180	46	482	528	9:00-9:15	
9:15-9:30	25	30	6	61	2	221	9	232	0	0	0	0	9	134	22	165	61	397	458	9:15-9:30	
9:30-9:45	33	40	5	78	3	227	14	244	0	0	0	0	4	126	20	150	78	394	472	9:30-9:45	
9:45-10:00	24	33	4	61	3	168	9	180	0	0	0	0	7	148	22	177	61	357	418	9:45-10:00	
3 Hour Totals	249	275	43	567	21	3,461	174	3,656	0	0	0	0	115	1,574	285	1,974	567	5,630	6,197		
1 Hour Totals																					
7:00-8:00	75	73	12	160	9	1,226	39	1,274	0	0	0	0	36	417	106	559	160	1,833	1,993	0.88 7:00-8:00	
7:15-8:15	69	74	13	156	3	1,324	54	1,381	0	0	0	0	38	476	102	616	156	1,997	2,153	0.95 7:15-8:15	
7:30-8:30	63	71	11	145	3	1,344	64	1,411	0	0	0	0	35	527	98	660	145	2,071	2,216	0.97 7:30-8:30	
7:45-8:45	57	78	11	146	3	1,351	70	1,424	0	0	0	0	39	577	86	702	146	2,126	2,272	0.98 7:45-8:45	
8:00-9:00	70	77	14	161	4	1,340	80	1,424	0	0	0	0	49	599	95	743	161	2,167	2,328	0.94 8:00-9:00	
8:15-9:15	79	83	12	174	4	1,284	80	1,368	0	0	0	0	47	615	94	756	174	2,124	2,298	0.93 8:15-9:15	
8:30-9:30	88	94	16	198	4	1,158	70	1,232	0	0	0	0	49	611	95	755	198	1,987	2,185	0.88 8:30-9:30	
8:45-9:45	109	110	17	236	7	1,053	67	1,127	0	0	0	0	41	577	97	715	236	1,842	2,078	0.84 8:45-9:45	
9:00-10:00	104	125	17	246	8	895	55	958	0	0	0	0	30	558	84	672	246	1,630	1,876	0.89 9:00-10:00	
AM Peak																					
8:00-9:00	70	77	14	161	4	1,340	80	1,424	0	0	0	0	49	599	95	743	161	2,167	2,328	0.94 AM Peak 8:00-9:00	
PM																					
4:00-4:15	29	31	13	73	1	207	18	226	0	0	0	0	10	242	26	278	73	504	577	4:00-4:15	
4:15-4:30	14	22	4	40	2	186	16	204	0	0	0	0	6	262	20	288	40	492	532	4:15-4:30	
4:30-4:45	9	30	4	43	3	171	17	191	0	0	0	0	7	273	19	299	43	490	533	4:30-4:45	
4:45-5:00	16	16	4	36	1	199	10	210	0	0	0	0	9	256	24	289	36	499	535	4:45-5:00	
5:00-5:15	16	18	6	40	3	183	20	206	0	0	0	0	16	254	18	288	40	494	534	5:00-5:15	
5:15-5:30	20	20	4	44	4	239	13	256	0	0	0	0	19	298	20	337	44	593	637	5:15-5:30	
5:30-5:45	12	5	5	22	5	237	7	249	0	0	0	0	10	285	15	310	22	559	581	5:30-5:45	
5:45-6:00	16	13	6	35	2	195	8	205	0	0	0	0	16	255	18	289	35	494	529	5:45-6:00	
6:00-6:15	10	11	8	29	1	151	4	156	0	0	0	0	9	264	17	290	29	446	475	6:00-6:15	
6:15-6:30	5	7	12	24	0	177	9	186	0	0	0	0	6	268	13	287	24	473	497	6:15-6:30	
6:30-6:45	8	3	8	19	2	171	3	176	0	0	0	0	9	210	8	227	19	403	422	6:30-6:45	
6:45-7:00	5	5	2	12	2	172	8	182	0	0	0	0	4	181	8	193	12	375	387	6:45-7:00	
3 Hour Totals	160	181	76	417	26	2,288	133	2,447	0	0	0	0	121	3,048	206	3,375	417	5,822	6,239		
1 Hour Totals																					
4:00-5:00	68	99	25	192	7	783	61	831	0	0	0	0	32	1,033	89	1,154	192	1,985	2,177	0.94 4:00-5:00	
4:15-5:15	55	86	18	159	9	739	63	811	0	0	0	0	38	1,045	81	1,164	159	1,975	2,134	1.00 4:15-5:15	
4:30-5:30	61	84	18	163	11	792	60	863	0	0	0	0	51	1,081	81	1,213	163	2,076	2,239	0.88 4:30-5:30	
4:45-5:45	64	59	19	142	13	858	50	921	0	0	0	0	54	1,093	77	1,224	142	2,145	2,287	0.90 4:45-5:45	
5:00-6:00	64	56	21	141	14	854	48	916	0	0	0	0	61	1,092	71	1,224	141	2,140	2,281	0.90 5:00-6:00	
5:15-6:15	58	49	23	130	12	822	32	866	0	0	0	0	54	1,102	70	1,226	130	2,092	2,222	0.87 5:15-6:15	
5:30-6:30	43	36	31	110	8	760	28	796	0	0	0	0	41	1,072	63	1,176	110	1,972	2,082	0.90 5:30-6:30	
5:45-6:45	39	34	34	107	5	694	24	723	0	0	0	0	40	997	56	1,093	107	1,816	1,923	0.91 5:45-6:45	
6:00-7:00	28	26	30	84	5	671	24	700	0	0	0	0	28	923	46	997	84	1,697	1,781	0.90 6:00-7:00	
PM Peak																					
4:45-5:45	64	59	19	142	13	858	50	921	0	0	0	0	54	1,093	77	1,224	142	2,145	2,287	0.90 4:45-5:45	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: XXX	
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: Penn Street	
INTERSECTION: New York Avenue & Penn Street		WEATHER: Clear		WESTBOUND ROAD: New York Avenue	
LOCATION: Washington,DC		COUNTED BY: Homer & Janet		EASTBOUND ROAD: New York Avenue	
		INPUTED BY: MRP			

Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound XXX				Westbound New York Avenue				Northbound Penn Street				Eastbound New York Avenue				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
7:00-7:15	0	0	0	0	0	572	49	621	8	0	6	14	9	268	0	277	14	898	912		7:00-7:15	
7:15-7:30	0	0	0	0	0	606	49	655	15	0	4	19	19	289	0	308	19	963	982		7:15-7:30	
7:30-7:45	0	0	0	0	0	577	54	631	4	0	8	12	14	298	0	312	12	943	955		7:30-7:45	
7:45-8:00	0	0	0	0	0	626	55	681	10	0	10	20	18	299	0	317	20	998	1,018		7:45-8:00	
8:00-8:15	0	0	0	0	0	615	58	673	7	0	6	13	20	309	0	329	13	1,002	1,015		8:00-8:15	
8:15-8:30	0	0	0	0	0	645	34	679	10	0	8	18	18	314	0	332	18	1,011	1,029		8:15-8:30	
8:30-8:45	0	0	0	0	0	598	39	637	8	0	4	12	20	314	0	334	12	971	983		8:30-8:45	
8:45-9:00	0	0	0	0	0	630	51	681	17	0	13	30	32	278	0	310	30	991	1,021		8:45-9:00	
9:00-9:15	0	0	0	0	0	587	40	627	15	0	10	25	20	255	0	275	25	902	927		9:00-9:15	
9:15-9:30	0	0	0	0	0	542	63	605	16	0	7	23	21	245	0	266	23	871	894		9:15-9:30	
9:30-9:45	0	0	0	0	0	587	43	630	18	0	12	30	23	232	0	255	30	885	915		9:30-9:45	
9:45-10:00	0	0	0	0	0	547	40	587	16	0	10	26	24	261	0	285	26	872	898		9:45-10:00	
3 Hour Totals	0	0	0	0	0	7,132	575	7,707	144	0	98	242	238	3,362	0	3,600	242	11,307	11,549			
1 Hour Totals																						
7:00-8:00	0	0	0	0	0	2,381	207	2,588	37	0	28	65	60	1,154	0	1,214	65	3,802	3,867	0.95	7:00-8:00	
7:15-8:15	0	0	0	0	0	2,424	216	2,640	36	0	28	64	71	1,195	0	1,266	64	3,906	3,970	0.97	7:15-8:15	
7:30-8:30	0	0	0	0	0	2,463	201	2,664	31	0	32	63	70	1,220	0	1,290	63	3,954	4,017	0.98	7:30-8:30	
7:45-8:45	0	0	0	0	0	2,484	186	2,670	35	0	28	63	76	1,236	0	1,312	63	3,982	4,045	0.98	7:45-8:45	
8:00-9:00	0	0	0	0	0	2,488	182	2,670	42	0	31	73	90	1,215	0	1,305	73	3,975	4,048	0.98	8:00-9:00	
8:15-9:15	0	0	0	0	0	2,460	164	2,624	50	0	35	85	90	1,161	0	1,251	85	3,875	3,960	0.96	8:15-9:15	
8:30-9:30	0	0	0	0	0	2,357	193	2,550	56	0	34	90	93	1,092	0	1,185	90	3,735	3,825	0.94	8:30-9:30	
8:45-9:45	0	0	0	0	0	2,346	197	2,543	66	0	42	108	96	1,010	0	1,106	108	3,649	3,757	0.92	8:45-9:45	
9:00-10:00	0	0	0	0	0	2,263	186	2,449	65	0	39	104	88	993	0	1,081	104	3,530	3,634	0.98	9:00-10:00	
AM Peak 8:00-9:00	0	0	0	0	0	2,488	182	2,670	42	0	31	73	90	1,215	0	1,305	73	3,975	4,048	0.98	AM Peak 8:00-9:00	
PM																						
4:00-4:15	0	0	0	0	0	376	28	404	24	0	14	38	11	505	0	516	38	920	958		4:00-4:15	
4:15-4:30	0	0	0	0	0	383	18	401	22	0	6	28	14	500	0	514	28	915	943		4:15-4:30	
4:30-4:45	0	0	0	0	0	374	27	401	5	0	9	14	14	497	0	511	14	912	926		4:30-4:45	
4:45-5:00	0	0	0	0	0	401	29	430	25	0	10	35	6	547	0	553	35	983	1,018		4:45-5:00	
5:00-5:15	0	0	0	0	0	370	19	389	29	0	13	42	9	563	0	572	42	961	1,003		5:00-5:15	
5:15-5:30	0	0	0	0	0	434	16	450	13	0	15	28	14	496	0	510	28	960	988		5:15-5:30	
5:30-5:45	0	0	0	0	0	390	17	407	15	0	7	22	6	546	0	552	22	959	981		5:30-5:45	
5:45-6:00	0	0	0	0	0	372	15	387	18	0	4	22	3	502	0	505	22	892	914		5:45-6:00	
6:00-6:15	0	0	0	0	0	344	15	359	16	0	3	19	6	487	0	493	19	852	871		6:00-6:15	
6:15-6:30	0	0	0	0	0	409	18	427	15	0	6	21	5	490	0	495	21	922	943		6:15-6:30	
6:30-6:45	0	0	0	0	0	373	12	385	10	0	3	13	8	493	0	501	13	886	899		6:30-6:45	
6:45-7:00	0	0	0	0	0	437	15	452	6	0	5	11	15	467	0	482	11	934	945		6:45-7:00	
3 Hour Totals	0	0	0	0	0	4,663	229	4,892	198	0	95	293	111	6,093	0	6,204	293	11,096	11,389			
1 Hour Totals																						
4:00-5:00	0	0	0	0	0	1,534	102	1,636	76	0	39	115	45	2,049	0	2,094	115	3,730	3,845	0.94	4:00-5:00	
4:15-5:15	0	0	0	0	0	1,528	93	1,621	81	0	38	119	43	2,107	0	2,150	119	3,771	3,890	0.96	4:15-5:15	
4:30-5:30	0	0	0	0	0	1,579	91	1,670	72	0	47	119	43	2,103	0	2,146	119	3,816	3,935	0.97	4:30-5:30	
4:45-5:45	0	0	0	0	0	1,595	81	1,676	82	0	45	127	35	2,152	0	2,187	127	3,863	3,990	0.98	4:45-5:45	
5:00-6:00	0	0	0	0	0	1,566	67	1,633	75	0	39	114	32	2,107	0	2,139	114	3,772	3,886	0.97	5:00-6:00	
5:15-6:15	0	0	0	0	0	1,540	63	1,603	62	0	29	91	29	2,031	0	2,060	91	3,663	3,754	0.95	5:15-6:15	
5:30-6:30	0	0	0	0	0	1,515	65	1,580	64	0	20	84	20	2,025	0	2,045	84	3,625	3,709	0.95	5:30-6:30	
5:45-6:45	0	0	0	0	0	1,498	60	1,558	59	0	16	75	22	1,972	0	1,994	75	3,552	3,627	0.96	5:45-6:45	
6:00-7:00	0	0	0	0	0	1,563	60	1,623	47	0	17	64	34	1,937	0	1,971	64	3,594	3,658	0.97	6:00-7:00	
PM Peak 4:45-5:45	0	0	0	0	0	1,595	81	1,676	82	0	45	127	35	2,152	0	2,187	127	3,863	3,990	0.98	PM Peak 4:45-5:45	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 6/7/2005		SOUTHBOUND ROAD: Eckington Place																	
W & A JOB NO.: 3012		DAY: Tuesday		NORTHBOUND ROAD: Driveway																	
INTERSECTION: Florida Ave. & Eckington Pl.		WEATHER: Clear		WESTBOUND ROAD: Florida Avenue																	
LOCATION: Washington,DC		COUNTED BY: Admir & Harry		EASTBOUND ROAD: Florida Avenue																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Eckington Place				Westbound Florida Avenue				Northbound Driveway				Eastbound Florida Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
7:00-7:15	29	1	27	57	70	304	0	374	0	5	0	5	2	132	1	135	62	509	571		7:00-7:15
7:15-7:30	32	1	30	63	69	330	0	399	1	2	0	3	0	158	0	158	66	557	623		7:15-7:30
7:30-7:45	40	0	35	75	104	357	0	461	1	3	0	4	2	154	5	161	79	622	701		7:30-7:45
7:45-8:00	28	2	44	74	95	322	0	417	0	9	0	9	0	208	1	209	83	626	709		7:45-8:00
8:00-8:15	43	1	41	85	107	354	1	462	1	13	0	14	1	185	2	188	99	650	749		8:00-8:15
8:15-8:30	33	4	58	95	93	342	0	435	0	12	0	12	1	199	1	201	107	636	743		8:15-8:30
8:30-8:45	54	10	53	117	95	321	0	416	0	6	0	6	1	212	3	216	123	632	755		8:30-8:45
8:45-9:00	36	8	30	74	85	328	0	413	0	2	0	2	0	174	2	176	76	589	665		8:45-9:00
9:00-9:15	47	1	76	124	83	293	1	377	0	3	0	3	0	173	3	176	127	553	680		9:00-9:15
9:15-9:30	43	2	63	108	72	307	1	380	2	3	0	5	4	185	5	194	113	574	687		9:15-9:30
9:30-9:45	31	2	47	80	76	309	0	385	0	4	0	4	0	157	11	168	84	553	637		9:30-9:45
9:45-10:00	29	0	45	74	52	297	1	350	0	7	0	7	0	174	5	179	81	529	610		9:45-10:00
3:00-3:15	34	4	58	96	57	229	0	286	1	5	1	7	5	254	5	264	103	550	653		3:00-3:15
3:15-3:30	25	1	70	96	66	267	1	334	1	4	0	5	7	253	8	268	101	602	703		3:15-3:30
3:30-3:45	31	3	62	96	81	232	2	315	4	2	0	6	2	241	14	257	102	572	674		3:30-3:45
3:45-4:00	31	2	68	101	76	231	0	307	1	7	0	8	3	248	15	266	109	573	682		3:45-4:00
4:00-4:15	16	1	64	81	89	245	0	334	2	2	0	4	1	286	2	289	85	623	708		4:00-4:15
4:15-4:30	23	4	71	98	72	212	0	284	2	4	0	6	3	268	4	275	104	559	663		4:15-4:30
4:30-4:45	15	1	74	90	56	224	0	280	0	1	0	1	1	257	2	260	91	540	631		4:30-4:45
4:45-5:00	13	4	71	88	67	240	1	308	1	3	0	4	3	310	2	315	92	623	715		4:45-5:00
5:00-5:15	21	2	83	106	78	240	0	318	0	4	0	4	4	267	3	274	110	582	702		5:00-5:15
5:15-5:30	18	2	78	98	78	247	0	325	5	5	0	10	4	292	1	297	108	622	730		5:15-5:30
5:30-5:45	17	2	61	80	100	229	2	331	4	6	1	11	3	271	2	276	91	607	698		5:30-5:45
5:45-6:00	28	4	55	87	75	212	0	287	6	6	1	13	3	299	3	305	100	592	692		5:45-6:00
6:00-6:15	25	3	69	97	73	198	3	274	4	4	0	8	5	258	5	268	105	542	647		6:00-6:15
6:15-6:30	35	3	76	114	62	216	0	278	1	1	0	2	4	274	5	283	116	561	677		6:15-6:30
6:30-6:45	42	2	63	107	78	235	0	313	2	5	0	7	6	261	13	280	114	593	707		6:30-6:45
6:45-7:00	25	4	60	89	72	225	3	300	2	8	0	10	5	214	13	232	99	532	631		6:45-7:00
Totals	844	74	1,632	2,550	2,181	7,546	16	9,743	41	136	3	180	70	6,364	136	6,570	2,730	16,313	19,043		
1 Hour Totals																					
7:00-8:00	129	4	136	269	338	1,313	0	1,651	2	19	0	21	4	652	7	663	290	2,314	2,604	0.92	7:00-8:00
7:15-8:15	143	4	150	297	375	1,363	1	1,739	3	27	0	30	3	705	8	716	327	2,455	2,782	0.93	7:15-8:15
7:30-8:30	144	7	178	329	399	1,375	1	1,775	2	37	0	39	4	746	9	759	368	2,534	2,902	0.97	7:30-8:30
7:45-8:45	158	17	196	371	390	1,339	1	1,730	1	40	0	41	3	804	7	814	412	2,544	2,956	0.98	7:45-8:45
8:00-9:00	166	23	182	371	380	1,345	1	1,726	1	33	0	34	3	770	8	781	405	2,507	2,912	0.96	8:00-9:00
8:15-9:15	170	23	217	410	356	1,284	1	1,641	0	23	0	23	2	758	9	769	433	2,410	2,843	0.94	8:15-9:15
8:30-9:30	180	21	222	423	335	1,249	2	1,586	2	14	0	16	5	744	13	762	439	2,348	2,787	0.92	8:30-9:30
8:45-9:45	157	13	216	386	316	1,237	2	1,555	2	12	0	14	4	689	21	714	400	2,269	2,669	0.97	8:45-9:45
9:00-10:00	150	5	231	386	283	1,206	3	1,492	2	17	0	19	4	689	24	717	405	2,209	2,614	0.95	9:00-10:00
3:00-4:00	121	10	258	389	280	959	3	1,242	7	18	1	26	17	996	42	1,055	415	2,297	2,712	0.96	3:00-4:00
3:15-4:15	103	7	264	374	312	975	3	1,290	8	15	0	23	13	1,028	39	1,080	397	2,370	2,767	0.98	3:15-4:15
3:30-4:30	101	10	265	376	318	920	2	1,240	9	15	0	24	9	1,043	35	1,087	400	2,327	2,727	0.96	3:30-4:30
3:45-4:45	85	8	277	370	293	912	0	1,205	5	14	0	19	8	1,059	23	1,090	389	2,295	2,684	0.95	3:45-4:45
4:00-5:00	67	10	280	357	284	921	1	1,206	5	10	0	15	8	1,121	10	1,139	372	2,345	2,717	0.95	4:00-5:00
4:15-5:15	72	11	299	382	273	916	1	1,190	3	12	0	15	11	1,102	11	1,124	397	2,314	2,711	0.95	4:15-5:15
4:30-5:30	67	9	306	382	279	951	1	1,231	6	13	0	19	12	1,126	8	1,146	401	2,377	2,778	0.95	4:30-5:30
4:45-5:45	69	10	293	372	323	956	3	1,282	10	18	1	29	14	1,140	8	1,162	401	2,444	2,845	0.97	4:45-5:45
5:00-6:00	84	10	277	371	331	928	2	1,261	15	21	2	38	14	1,129	9	1,152	409	2,413	2,822	0.97	5:00-6:00
5:15-6:15	88	11	263	362	326	886	5	1,217	19	21	2	42	15	1,120	11	1,146	404	2,383	2,767	0.95	5:15-6:15
5:30-6:30	105	12	261	378	310	855	5	1,170	15	17	2	34	15	1,102	15	1,132	412	2,302	2,714	0.97	5:30-6:30
5:45-6:45	130	12	263	405	288	861	3	1,152	13	16	1	30	18	1,092	26	1,136	435	2,288	2,723	0.96	5:45-6:45
6:00-7:00	127	12	268	407	285	874	6	1,165	9	18	0	27	20	1,007	36	1,063	434	2,228	2,662	0.94	6:00-7:00
AM Peak 7:45-8:45	158	17	196	371	390	1,339	1	1,730	1	40	0	41	3	804	7	814	412	2,544	2,956	0.98	AM Peak 7:45-8:45
Mid-Day Peak 3:00-4:00	121	10	258	389	280	959	3	1,242	7	18	1	26	17	996	42	1,055	415	2,297	2,712	0.96	Mid-Day Peak 3:00-4:00
PM Peak 4:45-5:45	69	10	293	372	323	956	3	1,282	10	18	1	29	14	1,140	8	1,162	401	2,444	2,845	0.97	PM Peak 4:45-5:45

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Washington Gateway	DATE:	2/1/2006	SOUTHBOUND ROAD:	XXX
W & A JOB NO.:	3012	DAY:	Wednesday	NORTHBOUND ROAD:	O Street
INTERSECTION:	Florida Avenue & O Street	WEATHER:	Clear	WESTBOUND ROAD:	Florida Avenue
LOCATION:	Washington,DC	COUNTED BY:	Steve & Lucia	EASTBOUND ROAD:	Florida Avenue
		INPUTED BY:	MRP		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound XXX				Westbound Florida Avenue				Northbound O Street				Eastbound Florida Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	301	0	301	25	0	2	27	40	105	0	145	27	446	473		7:00-7:15
7:15-7:30	0	0	0	0	0	348	0	348	32	0	0	32	57	108	0	165	32	513	545		7:15-7:30
7:30-7:45	0	0	0	0	0	364	0	364	33	0	6	39	51	148	0	199	39	563	602		7:30-7:45
7:45-8:00	0	0	0	0	0	394	0	394	30	0	2	32	63	152	0	215	32	609	641		7:45-8:00
8:00-8:15	0	0	0	0	0	541	0	541	37	0	0	37	67	164	0	231	37	772	809		8:00-8:15
8:15-8:30	0	0	0	0	0	400	0	400	36	0	0	36	77	199	0	276	36	676	712		8:15-8:30
8:30-8:45	0	0	0	0	0	370	0	370	40	0	0	40	71	196	0	267	40	637	677		8:30-8:45
8:45-9:00	0	0	0	0	0	391	0	391	22	0	2	24	61	199	0	260	24	651	675		8:45-9:00
9:00-9:15	0	0	0	0	0	308	0	308	19	0	4	23	49	165	0	214	23	522	545		9:00-9:15
9:15-9:30	0	0	0	0	0	258	0	258	24	0	4	28	39	160	0	199	28	457	485		9:15-9:30
9:30-9:45	0	0	0	0	0	260	1	261	24	0	0	24	53	129	0	182	24	443	467		9:30-9:45
9:45-10:00	0	0	0	0	0	210	0	210	24	0	2	26	43	159	0	202	26	412	438		9:45-10:00
3 Hour Totals	0	0	0	0	0	4,145	1	4,146	346	0	22	368	671	1,884	0	2,555	368	6,701	7,069		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	1,407	0	1,407	120	0	10	130	211	513	0	724	130	2,131	2,261	0.88	7:00-8:00
7:15-8:15	0	0	0	0	0	1,647	0	1,647	132	0	8	140	238	572	0	810	140	2,457	2,597	0.80	7:15-8:15
7:30-8:30	0	0	0	0	0	1,699	0	1,699	136	0	8	144	258	663	0	921	144	2,620	2,764	0.85	7:30-8:30
7:45-8:45	0	0	0	0	0	1,705	0	1,705	143	0	2	145	278	711	0	989	145	2,694	2,839	0.88	7:45-8:45
8:00-9:00	0	0	0	0	0	1,702	0	1,702	135	0	2	137	276	758	0	1,034	137	2,736	2,873	0.89	8:00-9:00
8:15-9:15	0	0	0	0	0	1,469	0	1,469	117	0	6	123	258	759	0	1,017	123	2,486	2,609	0.92	8:15-9:15
8:30-9:30	0	0	0	0	0	1,327	0	1,327	105	0	10	115	220	720	0	940	115	2,267	2,382	0.88	8:30-9:30
8:45-9:45	0	0	0	0	0	1,217	1	1,218	89	0	10	99	202	653	0	855	99	2,073	2,172	0.80	8:45-9:45
9:00-10:00	0	0	0	0	0	1,036	1	1,037	91	0	10	101	184	613	0	797	101	1,834	1,935	0.89	9:00-10:00
AM Peak																					AM Peak
8:00-9:00	0	0	0	0	0	1,702	0	1,702	135	0	2	137	276	758	0	1,034	137	2,736	2,873	0.89	8:00-9:00
PM																					
4:00-4:15	0	0	0	0	0	256	1	257	28	0	1	29	78	254	0	332	29	589	618		4:00-4:15
4:15-4:30	0	0	0	0	0	230	1	231	17	0	3	20	74	299	0	373	20	604	624		4:15-4:30
4:30-4:45	0	0	0	0	0	212	0	212	25	0	1	26	73	266	0	339	26	551	577		4:30-4:45
4:45-5:00	0	0	0	0	0	272	0	272	26	0	2	28	84	248	0	332	28	604	632		4:45-5:00
5:00-5:15	0	0	0	0	0	231	0	231	19	0	0	19	74	291	0	365	19	596	615		5:00-5:15
5:15-5:30	0	0	0	0	0	284	0	284	29	0	0	29	87	291	0	378	29	662	691		5:15-5:30
5:30-5:45	0	0	0	0	0	269	0	269	20	0	1	21	77	273	0	350	21	619	640		5:30-5:45
5:45-6:00	0	0	0	0	0	233	0	233	26	0	2	28	85	258	0	343	28	576	604		5:45-6:00
6:00-6:15	0	0	0	0	0	213	2	215	14	0	0	14	77	276	0	353	14	568	582		6:00-6:15
6:15-6:30	0	0	0	0	0	211	1	212	12	0	0	12	74	259	0	333	12	545	557		6:15-6:30
6:30-6:45	0	0	0	0	0	213	0	213	13	0	0	13	70	203	0	273	13	486	499		6:30-6:45
6:45-7:00	0	0	0	0	0	208	1	209	14	0	2	16	80	172	0	252	16	461	477		6:45-7:00
3 Hour Totals	0	0	0	0	0	2,832	6	2,838	243	0	12	255	933	3,090	0	4,023	255	6,861	7,116		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	970	2	972	96	0	7	103	309	1,067	0	1,376	103	2,348	2,451	0.97	4:00-5:00
4:15-5:15	0	0	0	0	0	945	1	946	87	0	6	93	305	1,104	0	1,409	93	2,355	2,448	0.97	4:15-5:15
4:30-5:30	0	0	0	0	0	999	0	999	99	0	3	102	318	1,096	0	1,414	102	2,413	2,515	0.91	4:30-5:30
4:45-5:45	0	0	0	0	0	1,056	0	1,056	94	0	3	97	322	1,103	0	1,425	97	2,481	2,578	0.93	4:45-5:45
5:00-6:00	0	0	0	0	0	1,017	0	1,017	94	0	3	97	323	1,113	0	1,436	97	2,453	2,550	0.92	5:00-6:00
5:15-6:15	0	0	0	0	0	999	2	1,001	89	0	3	92	326	1,098	0	1,424	92	2,425	2,517	0.91	5:15-6:15
5:30-6:30	0	0	0	0	0	926	3	929	72	0	3	75	313	1,066	0	1,379	75	2,308	2,383	0.93	5:30-6:30
5:45-6:45	0	0	0	0	0	870	3	873	65	0	2	67	306	996	0	1,302	67	2,175	2,242	0.93	5:45-6:45
6:00-7:00	0	0	0	0	0	845	4	849	53	0	2	55	301	910	0	1,211	55	2,060	2,115	0.91	6:00-7:00
PM Peak																					PM Peak
4:45-5:45	0	0	0	0	0	1,056	0	1,056	94	0	3	97	322	1,103	0	1,425	97	2,481	2,578	0.93	4:45-5:45

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway
W & A JOB NO.: 3012
INTERSECTION: New York Avenue & 1st Street / O Street
LOCATION: Washington, DC

DATE: 2/1/2006
DAY: Wednesday
WEATHER: Clear
COUNTED BY: 0
INPUTED BY: MRP

SOUTHBOUND ROAD: 1st Street
NORTHBOUND ROAD: 1st Street
WESTBOUND ROAD: New York Avenue
EASTBOUND ROAD: New York Avenue

Time Period	Turning Movements																								Total	PHF	Time Period																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Southbound 1st Street					SouthEast Bound O Street					Westbound New York Avenue					Northbound 1st Street					Eastbound New York Avenue							North & South	East & West																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	1 H-Right	2 Right	3 Thru	4 Left	Total	H-Right	Right	Thru	Left	Total	4 Right	S-Right	5 Thru	Left	Total	7 Right	8 Thru	9 S-Left	H-Left	Total	10 Right	11 Thru	12 Left	H-Left						Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Washington Gateway		DATE: 2/1/2006		SOUTHBOUND ROAD: New York Avenue	
W & A JOB NO.: 3012		DAY: Wednesday		NORTHBOUND ROAD: New York Avenue	
INTERSECTION: New York Avenue & Florida Avenue		WEATHER: Clear		WESTBOUND ROAD: Florida Avenue	
LOCATION: Washington,DC		COUNTED BY: Luz, Jesi, Jesenia & Mi		EASTBOUND ROAD: Florida Avenue	
		INPUTED BY: MRP			

Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound New York Avenue				Westbound Florida Avenue				Northbound New York Avenue				Eastbound Florida Avenue				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
7:00-7:15	97	492	0	589	4	252	0	256	0	256	0	256	1	145	0	146	845	402	1,247			7:00-7:15
7:15-7:30	104	529	0	633	2	327	0	329	0	307	0	307	0	163	0	163	940	492	1,432			7:15-7:30
7:30-7:45	92	512	0	604	0	322	0	322	0	314	0	314	1	195	0	196	918	518	1,436			7:30-7:45
7:45-8:00	112	507	0	619	5	347	0	352	0	311	0	311	3	214	0	217	930	569	1,499			7:45-8:00
8:00-8:15	139	502	0	641	10	330	0	340	0	337	0	337	0	207	0	207	978	547	1,525			8:00-8:15
8:15-8:30	107	497	0	604	3	351	0	354	0	332	0	332	2	278	0	280	936	634	1,570			8:15-8:30
8:30-8:45	91	528	0	619	10	316	0	326	0	321	0	321	8	260	0	268	940	594	1,534			8:30-8:45
8:45-9:00	94	512	0	606	1	358	0	359	0	304	0	304	15	239	0	254	910	613	1,523			8:45-9:00
9:00-9:15	97	518	0	615	3	289	0	292	0	304	0	304	6	229	0	235	919	527	1,446			9:00-9:15
9:15-9:30	109	441	0	550	7	260	0	267	0	266	0	266	2	201	0	203	816	470	1,286			9:15-9:30
9:30-9:45	125	445	0	570	6	234	0	240	0	278	0	278	3	180	0	183	848	423	1,271			9:30-9:45
9:45-10:00	132	502	0	634	7	193	0	200	0	294	0	294	3	192	0	195	928	395	1,323			9:45-10:00
3 Hour Totals	1,299	6,985	0	7,284	58	3,579	0	3,637	0	3,624	0	3,624	44	2,603	0	2,647	10,908	6,184	17,092			
1 Hour Totals																						
7:00-8:00	405	2,040	0	2,445	11	1,248	0	1,259	0	1,188	0	1,188	5	717	0	722	3,633	1,981	5,614	0.94		7:00-8:00
7:15-8:15	447	2,050	0	2,497	17	1,326	0	1,343	0	1,269	0	1,269	4	779	0	783	3,766	2,126	5,892	0.97		7:15-8:15
7:30-8:30	450	2,018	0	2,468	18	1,350	0	1,368	0	1,294	0	1,294	6	894	0	900	3,762	2,268	6,030	0.96		7:30-8:30
7:45-8:45	449	2,034	0	2,483	28	1,344	0	1,372	0	1,301	0	1,301	13	959	0	972	3,784	2,344	6,128	0.98		7:45-8:45
8:00-9:00	431	2,039	0	2,470	24	1,355	0	1,379	0	1,294	0	1,294	25	984	0	1,009	3,764	2,388	6,152	0.98		8:00-9:00
8:15-9:15	389	2,055	0	2,444	17	1,314	0	1,331	0	1,261	0	1,261	31	1,006	0	1,037	3,705	2,368	6,073	0.97		8:15-9:15
8:30-9:30	391	1,999	0	2,390	21	1,223	0	1,244	0	1,195	0	1,195	31	929	0	960	3,585	2,204	5,789	0.94		8:30-9:30
8:45-9:45	425	1,916	0	2,341	17	1,141	0	1,158	0	1,152	0	1,152	26	849	0	875	3,493	2,033	5,526	0.91		8:45-9:45
9:00-10:00	463	1,906	0	2,369	23	976	0	999	0	1,142	0	1,142	14	802	0	816	3,511	1,815	5,326	0.92		9:00-10:00
AM Peak 8:00-9:00	431	2,039	0	2,470	24	1,355	0	1,379	0	1,294	0	1,294	25	984	0	1,009	3,764	2,388	6,152	0.98		AM Peak 8:00-9:00
PM																						
4:00-4:15	104	268	0	372	13	233	0	246	0	495	0	495	2	300	0	302	867	548	1,415			4:00-4:15
4:15-4:30	127	268	0	395	12	208	0	220	0	519	0	519	4	344	0	348	914	568	1,482			4:15-4:30
4:30-4:45	101	284	0	385	13	208	0	221	0	527	0	527	3	337	0	340	912	561	1,473			4:30-4:45
4:45-5:00	113	280	0	393	9	229	0	238	0	546	0	546	3	339	0	342	939	580	1,519			4:45-5:00
5:00-5:15	118	280	0	398	14	207	0	221	0	539	0	539	3	324	0	327	937	548	1,485			5:00-5:15
5:15-5:30	124	303	0	427	9	235	0	244	0	514	0	514	2	375	0	377	941	621	1,562			5:15-5:30
5:30-5:45	100	295	0	395	16	263	0	279	0	549	0	549	0	364	0	364	944	643	1,587			5:30-5:45
5:45-6:00	101	281	0	382	10	245	0	255	0	514	0	514	1	320	0	321	896	576	1,472			5:45-6:00
6:00-6:15	113	251	0	364	11	202	0	213	0	497	0	497	3	364	0	367	861	580	1,441			6:00-6:15
6:15-6:30	96	290	0	386	7	183	0	190	0	503	0	503	6	333	0	339	889	529	1,418			6:15-6:30
6:30-6:45	118	258	0	376	13	207	0	220	0	504	0	504	2	277	0	279	880	499	1,379			6:30-6:45
6:45-7:00	121	297	0	418	9	187	0	196	0	526	0	526	4	260	0	264	944	460	1,404			6:45-7:00
3 Hour Totals	1,336	3,365	0	4,691	136	2,607	0	2,743	0	6,233	0	6,233	33	3,937	0	3,970	10,924	6,713	17,637			
1 Hour Totals																						
4:00-5:00	445	1,100	0	1,545	47	878	0	925	0	2,087	0	2,087	12	1,320	0	1,332	3,632	2,257	5,889	0.97		4:00-5:00
4:15-5:15	459	1,112	0	1,571	48	852	0	900	0	2,131	0	2,131	13	1,344	0	1,357	3,702	2,257	5,959	0.98		4:15-5:15
4:30-5:30	456	1,147	0	1,603	45	879	0	924	0	2,126	0	2,126	11	1,375	0	1,386	3,729	2,310	6,039	0.97		4:30-5:30
4:45-5:45	455	1,158	0	1,613	48	934	0	982	0	2,148	0	2,148	8	1,402	0	1,410	3,761	2,392	6,153	0.97		4:45-5:45
5:00-6:00	443	1,159	0	1,602	49	950	0	999	0	2,116	0	2,116	6	1,383	0	1,389	3,718	2,388	6,106	0.96		5:00-6:00
5:15-6:15	438	1,130	0	1,568	46	945	0	991	0	2,074	0	2,074	6	1,423	0	1,429	3,642	2,420	6,062	0.95		5:15-6:15
5:30-6:30	410	1,117	0	1,527	44	893	0	937	0	2,063	0	2,063	10	1,381	0	1,391	3,590	2,328	5,918	0.93		5:30-6:30
5:45-6:45	428	1,080	0	1,508	41	837	0	878	0	2,018	0	2,018	12	1,294	0	1,306	3,526	2,184	5,710	0.97		5:45-6:45
6:00-7:00	448	1,096	0	1,544	40	779	0	819	0	2,030	0	2,030	15	1,234	0	1,249	3,574	2,068	5,642	0.98		6:00-7:00
PM Peak 4:45-5:45	455	1,158	0	1,613	48	934	0	982	0	2,148	0	2,148	8	1,402	0	1,410	3,761	2,392	6,153	0.97		PM Peak 4:45-5:45

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

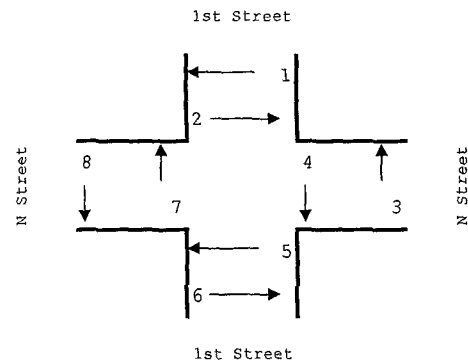
Intersection: N Street & 1st Street

Weather: Clear

Date: 2/1/2006

Surveyor: Carmen

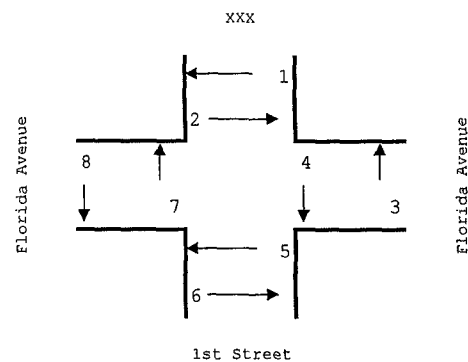
Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8						
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW						
AM PEAK															
7:00	8:00	1	2	2	3	27	8	0	0	43	3	5	35	0	
7:15	8:15	2	3	4	3	34	18	0	0	64	5	7	52	0	
7:30	8:30	2	3	3	2	44	27	0	0	81	5	5	71	0	
7:45	8:45	2	1	4	5	43	22	1	7	85	3	9	65	8	
8:00	9:00	6	3	4	9	39	28	1	9	99	9	13	67	10	
8:15	9:15	6	2	2	12	32	17	1	12	84	8	14	49	13	
8:30	9:30	6	2	1	11	31	12	4	14	81	8	12	43	18	
8:45	9:45	6	2	0	13	26	10	3	7	67	8	13	36	10	
9:00	10:00	1	0	0	11	13	4	3	5	37	1	11	17	8	
PM PEAK															
4:00	5:00	6	2	6	8	21	23	1	0	67	8	14	44	1	
4:15	5:15	4	2	6	4	18	26	0	0	60	6	10	44	0	
4:30	5:30	1	2	5	3	16	25	1	0	53	3	8	41	1	
4:45	5:45	0	2	2	1	12	23	1	0	41	2	3	35	1	
5:00	6:00	0	2	1	1	9	22	1	0	36	2	2	31	1	
5:15	6:15	0	1	0	2	10	20	2	0	35	1	2	30	2	
5:30	6:30	2	1	1	4	12	16	1	0	37	3	5	28	1	
5:45	6:45	2	1	1	5	7	16	1	0	33	3	6	23	1	
6:00	7:00	2	0	1	5	7	12	1	0	28	2	6	19	1	

Project Name: Washington Gateway
 Project Number: 3012
 Location: Washington, DC
 Intersection: Florida Avenue & 1st Street
 Weather: Clear
 Date: 2/1/2006
 Surveyor: Al & Gerri
 Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	5	29	29	0	6	69	0	5	58	6
7:15	8:15	0	0	0	5	35	35	1	5	81	0	5	70	6
7:30	8:30	0	0	0	6	38	39	1	4	88	0	6	77	5
7:45	8:45	0	0	0	6	52	38	1	1	98	0	6	90	2
8:00	9:00	0	0	0	8	54	43	1	1	107	0	8	97	2
8:15	9:15	0	0	1	10	52	49	0	1	113	0	11	101	1
8:30	9:30	0	0	1	7	54	47	1	1	111	0	8	101	2
8:45	9:45	0	0	1	5	52	47	2	2	109	0	6	99	4
9:00	10:00	0	0	4	9	55	32	3	1	104	0	13	87	4
PM PEAK														
4:00	5:00	0	0	0	0	37	31	1	3	72	0	0	68	4
4:15	5:15	0	0	0	0	36	34	0	1	71	0	0	70	1
4:30	5:30	0	0	0	0	35	25	0	0	60	0	0	60	0
4:45	5:45	0	0	0	0	37	26	0	1	64	0	0	63	1
5:00	6:00	0	0	0	1	34	27	5	1	68	0	1	61	6
5:15	6:15	0	0	0	1	38	23	5	1	68	0	1	61	6
5:30	6:30	0	0	0	1	34	22	5	1	63	0	1	56	6
5:45	6:45	0	0	0	1	34	24	5	0	64	0	1	58	5
6:00	7:00	0	0	0	0	33	23	0	0	56	0	0	56	0

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

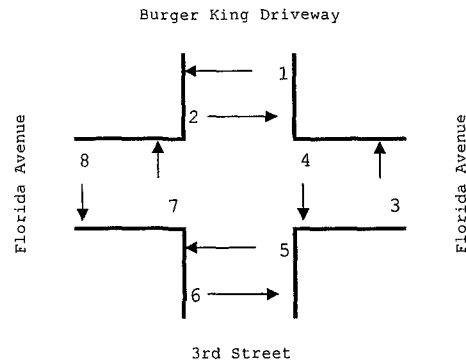
Intersection: Florida Avenue & 3rd Street

Weather: Clear

Date: 2/1/2006

Surveyor: DeWanna

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	7	14	11	6	22	21	4	7	92	21	17	43	11
7:15	8:15	8	14	13	9	32	25	5	5	111	22	22	57	10
7:30	8:30	8	15	17	7	36	28	6	3	120	23	24	64	9
7:45	8:45	13	12	16	10	42	30	3	4	130	25	26	72	7
8:00	9:00	10	15	13	10	40	33	3	3	127	25	23	73	6
8:15	9:15	9	12	13	10	29	29	2	3	107	21	23	58	5
8:30	9:30	8	11	6	9	19	27	1	3	84	19	15	46	4
8:45	9:45	5	15	3	6	16	21	3	1	70	20	9	37	4
9:00	10:00	13	12	3	3	17	19	3	1	71	25	6	36	4
PM PEAK														
4:00	5:00	26	17	6	21	61	31	1	2	165	43	27	92	3
4:15	5:15	26	17	4	18	56	33	0	4	158	43	22	89	4
4:30	5:30	22	15	4	20	57	37	0	5	160	37	24	94	5
4:45	5:45	17	17	4	16	50	40	0	5	149	34	20	90	5
5:00	6:00	8	13	4	11	41	34	0	3	114	21	15	75	3
5:15	6:15	7	10	5	14	46	38	0	2	122	17	19	84	2
5:30	6:30	9	9	6	13	37	36	0	1	111	18	19	73	1
5:45	6:45	16	10	8	17	33	36	0	1	121	26	25	69	1
6:00	7:00	15	8	6	14	25	33	0	1	102	23	20	58	1

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

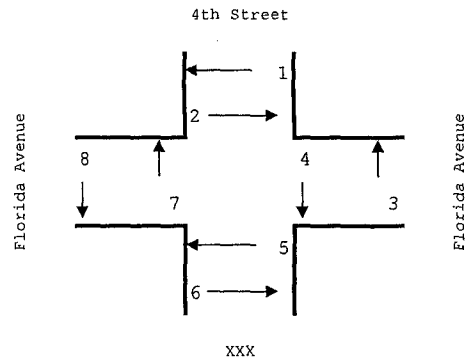
Intersection: Florida Avenue & 4th Street

Weather: Clear

Date: 2/1/2006

Surveyor: Ronaldo

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	3	16	13	4	7	0	3	3	49	19	17	7	6
7:15	8:15	4	10	11	4	8	0	4	4	45	14	15	8	8
7:30	8:30	9	8	13	5	16	0	6	2	59	17	18	16	8
7:45	8:45	14	9	12	7	20	4	5	2	73	23	19	24	7
8:00	9:00	18	11	11	5	22	4	6	2	79	29	16	26	8
8:15	9:15	20	12	12	8	23	6	7	3	91	32	20	29	10
8:30	9:30	19	15	11	7	17	9	6	5	89	34	18	26	11
8:45	9:45	17	11	11	7	13	6	6	4	75	28	18	19	10
9:00	10:00	16	10	10	7	13	7	6	5	74	26	17	20	11
PM PEAK														
4:00	5:00	12	14	5	9	16	20	3	13	92	26	14	36	16
4:15	5:15	12	11	3	8	10	18	1	11	74	23	11	28	12
4:30	5:30	12	9	3	7	9	16	1	13	70	21	10	25	14
4:45	5:45	14	9	4	12	7	15	6	11	78	23	16	22	17
5:00	6:00	13	5	6	13	7	12	7	9	72	18	19	19	16
5:15	6:15	13	6	6	12	9	11	7	7	71	19	18	20	14
5:30	6:30	13	9	4	12	7	13	7	5	70	22	16	20	12
5:45	6:45	9	10	6	8	6	11	2	4	56	19	14	17	6
6:00	7:00	9	10	6	3	6	11	3	3	51	19	9	17	6

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

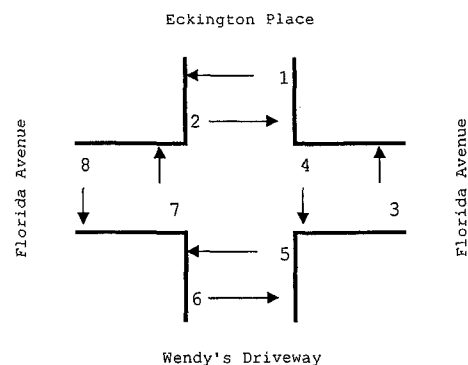
Intersection: Florida Avenue & Eckington Place

Weather: Clear

Date: 2/1/2006

Surveyor: Gina

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	12	12	1	2	21	28	14	21	111	24	3	49	35
7:15	8:15	19	14	2	2	28	28	23	33	149	33	4	56	56
7:30	8:30	21	18	3	2	39	31	35	44	193	39	5	70	79
7:45	8:45	19	18	2	2	54	26	49	55	225	37	4	80	104
8:00	9:00	19	22	2	1	56	34	55	56	245	41	3	90	111
8:15	9:15	13	20	1	1	67	35	65	54	256	33	2	102	119
8:30	9:30	13	17	0	1	71	41	68	45	256	30	1	112	113
8:45	9:45	17	14	0	1	67	44	62	34	239	31	1	111	96
9:00	10:00	14	8	0	0	64	30	52	33	201	22	0	94	85
PM PEAK														
4:00	5:00	31	6	6	30	33	17	30	40	193	37	36	50	70
4:15	5:15	10	10	3	20	32	19	32	16	142	20	23	51	48
4:30	5:30	10	9	3	3	34	19	34	25	137	19	6	53	59
4:45	5:45	7	11	3	5	35	15	33	34	143	18	8	50	67
5:00	6:00	6	18	2	3	28	19	33	32	141	24	5	47	65
5:15	6:15	4	16	1	12	35	22	37	35	162	20	13	57	72
5:30	6:30	7	21	4	12	30	20	37	31	162	28	16	50	68
5:45	6:45	7	21	14	9	30	20	32	19	152	28	23	50	51
6:00	7:00	8	19	14	9	29	20	27	21	147	27	23	49	48

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

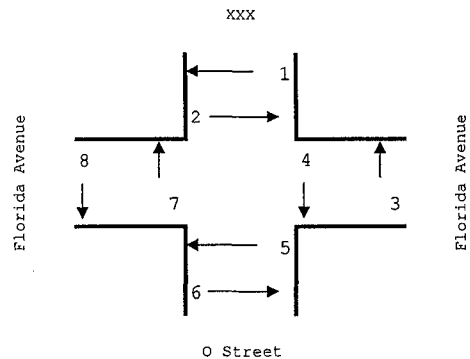
Intersection: Florida Avenue & O Street

Weather: Clear

Date: 2/1/2006

Surveyor: Lucia

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	29	11	0	0	52	55	0	0	147	40	0	107	0
7:15	8:15	43	15	0	0	82	72	0	0	212	58	0	154	0
7:30	8:30	50	15	0	0	116	78	0	0	259	65	0	194	0
7:45	8:45	53	14	0	0	131	74	0	0	272	67	0	205	0
8:00	9:00	41	10	0	0	144	80	0	0	275	51	0	224	0
8:15	9:15	30	10	0	0	134	81	0	0	255	40	0	215	0
8:30	9:30	25	14	0	0	107	74	0	0	220	39	0	181	0
8:45	9:45	18	12	0	0	99	69	0	0	198	30	0	168	0
9:00	10:00	19	10	0	0	81	47	0	0	157	29	0	128	0
PM PEAK														
4:00	5:00	13	9	0	0	47	208	0	0	277	22	0	255	0
4:15	5:15	13	6	0	0	50	133	0	0	202	19	0	183	0
4:30	5:30	11	3	0	0	56	100	0	0	170	14	0	156	0
4:45	5:45	14	8	0	0	59	106	0	0	187	22	0	165	0
5:00	6:00	13	8	0	0	57	115	0	0	193	21	0	172	0
5:15	6:15	14	9	0	0	60	104	0	0	187	23	0	164	0
5:30	6:30	14	10	0	0	57	102	0	0	183	24	0	159	0
5:45	6:45	15	6	0	0	59	91	0	0	171	21	0	150	0
6:00	7:00	13	8	0	0	49	82	0	0	152	21	0	131	0

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

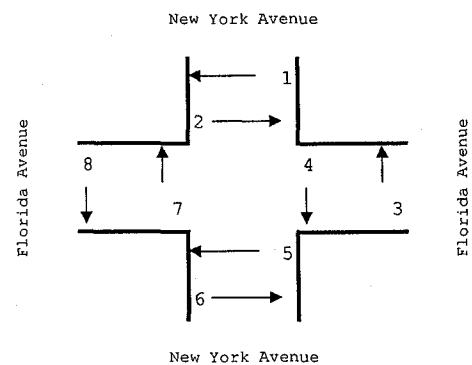
Intersection: New York Avenue & Florida Avenue

Weather: Clear

Date: 2/1/2006

Surveyor: Jesenia

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	50	15	11	11	48	53	6	14	208	65	22	101	20
7:15	8:15	65	19	27	20	67	62	11	24	295	84	47	129	35
7:30	8:30	99	19	40	20	88	68	15	26	375	118	60	156	41
7:45	8:45	91	19	35	19	96	60	15	21	356	110	54	156	36
8:00	9:00	83	18	37	20	110	68	22	22	380	101	57	178	44
8:15	9:15	75	10	26	19	108	70	20	24	352	85	45	178	44
8:30	9:30	38	8	17	19	87	63	15	19	266	46	36	150	34
8:45	9:45	33	11	16	22	90	54	14	16	256	44	38	144	30
9:00	10:00	35	11	18	24	69	36	5	13	211	46	42	105	18
PM PEAK														
4:00	5:00	31	100	15	88	44	147	7	48	480	131	103	191	55
4:15	5:15	26	33	17	32	42	83	0	15	248	59	49	125	15
4:30	5:30	30	28	16	20	45	84	0	15	238	58	36	129	15
4:45	5:45	22	22	10	14	46	82	0	24	220	44	24	128	24
5:00	6:00	19	15	7	11	40	104	0	38	234	34	18	144	38
5:15	6:15	22	13	7	6	45	90	0	31	214	35	13	135	31
5:30	6:30	19	14	13	4	46	93	0	35	224	33	17	139	35
5:45	6:45	25	14	16	4	44	80	0	31	214	39	20	124	31
6:00	7:00	26	14	16	3	42	64	0	20	185	40	19	106	20

Project Name: Washington Gateway

Project Number: 3012

Location: Washington, DC

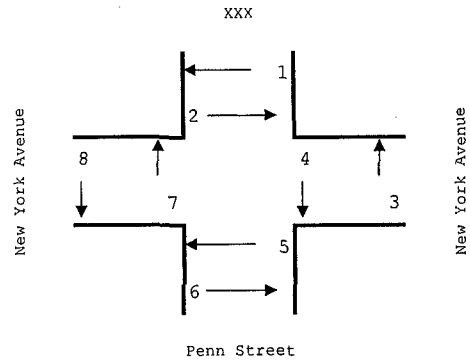
Intersection: New York Avenue & Penn Street

Weather: Clear

Date: 2/1/2006

Surveyor: Homer

Hours: 0 Mileage: 0



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	4	20	0	0	0	0	24	0	24	0	0
7:15	8:15	0	0	3	20	0	0	0	1	24	0	23	0	1
7:30	8:30	1	0	2	15	1	0	1	1	21	1	17	1	2
7:45	8:45	1	2	2	15	1	0	1	1	23	3	17	1	2
8:00	9:00	1	2	1	15	1	0	1	1	22	3	16	1	2
8:15	9:15	1	3	3	25	1	0	2	1	36	4	28	1	3
8:30	9:30	0	3	4	26	0	0	1	1	35	3	30	0	2
8:45	9:45	0	1	4	27	0	0	1	1	34	1	31	0	2
9:00	10:00	0	1	4	28	0	0	1	1	35	1	32	0	2
PM PEAK														
4:00	5:00	3	0	20	14	0	0	0	2	39	3	34	0	2
4:15	5:15	1	2	17	12	0	0	0	1	33	3	29	0	1
4:30	5:30	1	2	18	21	0	0	1	1	44	3	39	0	2
4:45	5:45	1	2	14	19	0	0	1	1	38	3	33	0	2
5:00	6:00	0	2	10	21	0	0	1	0	34	2	31	0	1
5:15	6:15	0	0	9	22	0	0	1	2	34	0	31	0	3
5:30	6:30	0	0	16	13	0	0	0	2	31	0	29	0	2
5:45	6:45	0	0	21	14	0	0	1	2	38	0	35	0	3
6:00	7:00	0	0	21	7	0	0	1	2	31	0	28	0	3