

**NEHEMIAH PUD
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

ZONING COMMISSION
District of Columbia

CASE NO. 00-24
EXHIBIT NO. 5



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

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**NEHEMIAH PUD
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

Prepared for:
Level 2 Development

Prepared by:
Wells & Associates, LLC

May 10, 2006



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, AND PARKING CONSULTANTS

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Section I INTRODUCTION

This report presents the results of a transportation impact study of Level 2 Development's proposed redevelopment of the Nehemiah Shopping Center property, which is located in the northwest section of Washington, D.C. The subject site is bounded by 14th Street to the east, a public alley to the west, Chapin Street to the north and Belmont Street to the south, as shown on Figure I-1.

The property is zoned C-2-B and is currently occupied by the Nehemiah Shopping Center. At the time of the traffic counts, the majority of the stores had already relocated to another location, and the remaining stores generated a small number of vehicle-trips.

Level 2 Development proposes to redevelop the subject site with a nine-story building that would contain 225 residential condominiums and 19,000 square feet (S.F.) of ground-floor retail space, and a 185-space underground parking garage (175 parking spaces for the residents and 10 parking spaces for the retail patrons), as well as 13 surface retail parking spaces, as shown on Figure I-2. All vehicular access to the two-level underground parking garage is proposed from the existing north-south public alley located between 14th and 15th Streets. The loading area will also be located in the existing alley and will be accessed either from Belmont Street or Chapin Street.

For purposes of this traffic analysis, the Nehemiah project was assumed to be completely built and occupied by 2009.

Tasks undertaken in this study included the following:

1. Review Level 2 Development's proposed development programs, plans prepared by Shalom Baranes Associates, and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Counts of existing vehicular and pedestrian traffic at eleven (11) key intersections, including all access points to and from the public alley.
4. Analysis of existing levels of service at these intersections.
5. Identify the pipeline developments in the vicinity of the site, and the anticipated regional growth in vehicular traffic within the study area.

6. Background future traffic volumes were forecasted for project buildout (2009).
7. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.
8. The net number of AM and PM peak hour vehicle-trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the U Street/African-American Civil War Memorial/Cardozo Metro Station, (3) experience with other comparable projects in Washington, D.C., and (4) existing shopping driveway traffic counts.
9. Total future traffic volumes were forecasted for 2009.
10. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.
11. The adequacy of the proposed numbers of parking and loading spaces was evaluated.
12. Operational improvements required to adequately accommodate site traffic were identified.

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

The conclusions of this study are as follows:

1. ***The majority of the key intersections currently operate at acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. It is important to note, however, that the eastbound movement at the intersection of 14th Street with Florida Avenue currently operates near capacity at LOS "E" during the PM peak hour. A slight modification of the existing traffic signal timings would improve the operation of the eastbound movement at this intersection.***

2. ***The eight (8) other developments in the study area will generate a total of 198 AM peak hour trips and 384 PM peak hour trips.***
3. ***These additional trips can be adequately accommodated at the majority of the key intersections in the study area, if the existing traffic signal timings at the intersection of 14th Street with Florida Avenue are slightly modified.***
4. ***The proposed redevelopment of the subject site will generate 68 AM peak hour trips (15 in and 53 out) and 101 PM peak hour trips (62 in and 39 out). This is 20 fewer AM peak hour trip and 12 fewer PM peak hour trips than generated by the existing Nehemiah Shopping Center at the time of the traffic counts.***
5. ***The site-generated trips can be adequately accommodated at the majority of the key intersections in the study area with slight traffic signal timing modifications at the intersection of 14th Street and Florida Avenue.***
6. ***The proposed residential parking supply will adequately meet anticipated residential parking demands. The proposed retail parking supply will adequately accommodate anticipated retail parking demands if the proposed retail tenants serve local neighborhood residents, not patrons who might otherwise drive from more distant neighborhoods in the District of Columbia or the suburbs.***
7. ***The proposed parking and loading/service facilities will adequately serve the proposed project.***
8. ***A total of 84 residential (at 2.0 FAR) and 59,987 S.F. of retail space (at 1.5 FAR) could be built by-right on the subject site. The uses would generate 19-percent additional AM peak hour trips and 60-percent additional PM peak hour trips. The proposed development, therefore, would have less traffic impact than the by-right development.***

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Figure 1-1
Site Location



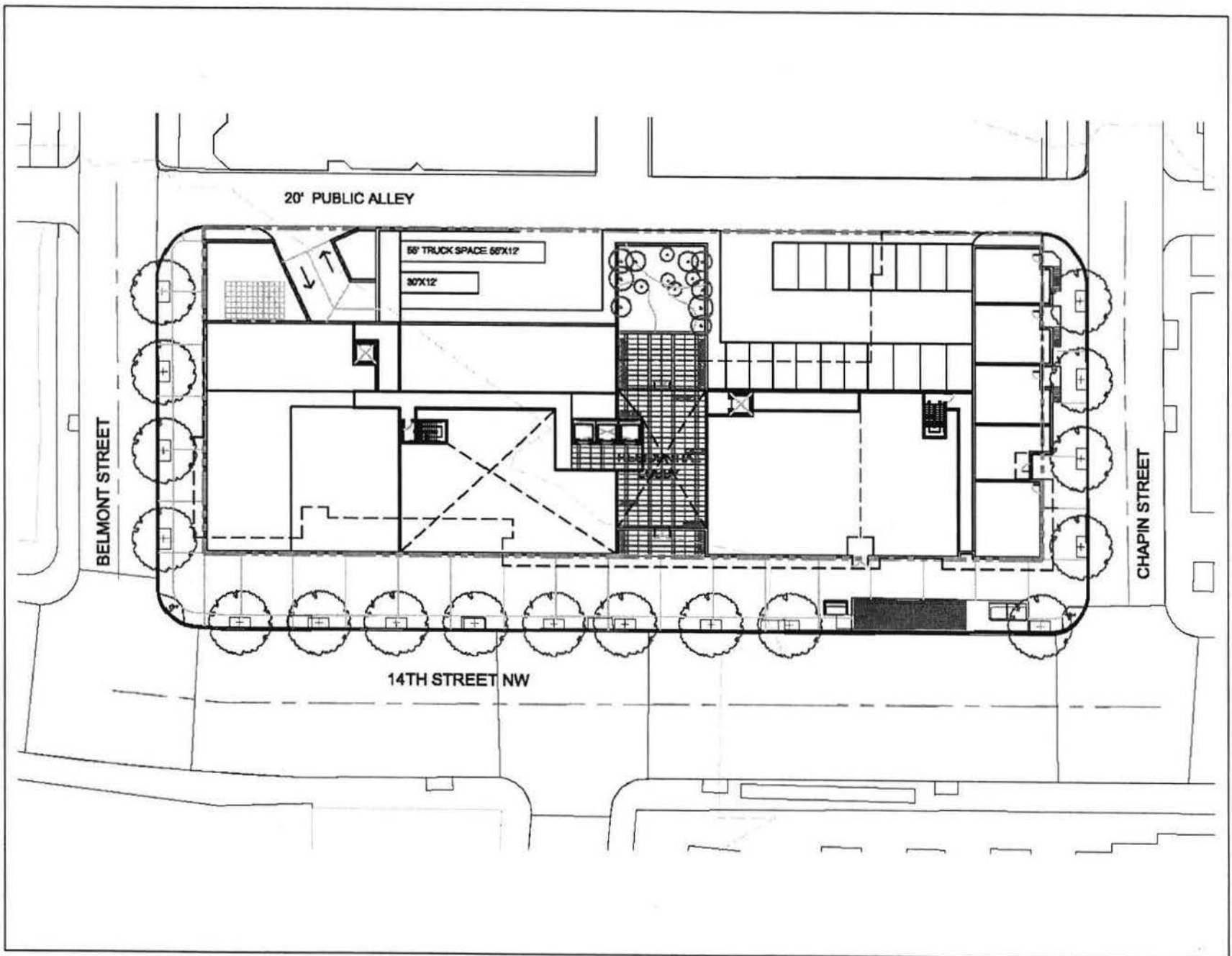


Figure 1-2
Proposed Site Plan

Section 2 BACKGROUND DATA

Study Scope

This study includes the following intersections:

1. 15th Street/Chapin Street.
2. Chapin Street/Public Alley.
3. 14th Street/Chapin Street.
4. 14th Street/Belmont Street (east):
5. 14th Street/Belmont Street (west)/Existing Parking Garage Driveway.
6. 14th Street/Florida Avenue.
7. Belmont Street (west)/Public Alley.
8. Belmont Street (west)/15th Street.
9. 15th Street/Public Alley.
10. Chapin Street/Nehemiah Shopping Center Driveway.
11. Belmont Street (west)/Nehemiah Shopping Center Driveway.

This study also includes the following eight (8) other development projects in the site vicinity. Field observations, the Local Initiatives Support Corporation (LISC), the Washington DC Real Estate information website, and the Index of Projects for DC were used to identify these other developments.

1. **The Flats at Union Row** (approved). This 280 residential condominium project includes 24,000 S.F. of ground-level retail space. It is located on the northeast corner of 14th and V Streets, between 13th and 14th Streets.
2. **Gateway 34** (approved). This 48-unit residential project includes 4,000 S.F. of ground-level retail space. It is located on the northwest corner of 14th Street and Florida Avenue.
3. **View 14** (approved). This recently-approved 171 residential condominium development and 26,884 S.F. of ground-floor retail space is located on the east side of 14th Street, between Florida Avenue and Belmont Street (east).
4. **The Belmont** (approved). This 28-unit townhouse development is located just east of the north-south alley between 13th and 14th Streets. The site will be served by 14 off-street parking spaces accessible via the existing system.
5. **The Fedora at Meridian Hill** (approved). This 103 unit residential development is located at 1451 Belmont Street, west of the public alley.

6. ***Meridian II*** (planned). This 16-unit residential development is planned to be constructed at the northeast corner of Chapin Street and 15th Street.
7. ***The Barcelona*** (planned). This 30-unit residential development is planned to be constructed at 1431-1435 Chapin Street.
8. ***1412 Chapin Street, N.W.*** (planned). This 33-unit residential development is planned to be constructed.

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

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

Public Road Network

Vehicular access/egress from the Nehemiah project is provided by 14th and 15th Streets, Belmont Street, Chapin Street, and Florida Avenue. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

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

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

15th Street is a one-lane and one-way northbound street with a posted speed limit of 15 mph in the vicinity of Belmont Street and the residential public alley. The posted limit increases to 30 mph in the vicinity of Chapin Street. Two-hour curb parking is allowed on the east side of 15th Street, except from 9:30 AM to 11:30 AM on Mondays for street cleaning.

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

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

Chapin Street is a one-lane and one-way eastbound street between 15th Street and the public alley. Between the public alley and 14th Street, Chapin Street is a two-lane and two-way street. The posted speed limit along Chapin Street is 25 mph. For Zone I Residential Permit holders, two-hour curb parking is allowed from 7:00 AM to 8:30 PM between the public alley and 15th Street, and one-hour curb parking is allowed from 9:00 AM to 6:30 PM between the public alley and 14th Street.

Existing Traffic Counts

Vehicle Traffic Counts. Existing AM and PM peak period traffic counts were conducted on Tuesday, April 19, 2005, by Wells & Associates at the following intersections for the View 14 traffic impact study:

1. 14th Street/Belmont Street (east),
2. 14th Street/Belmont Street (west)/Existing Parking Garage Driveway, and
3. 14th Street/Florida Avenue,

Additional AM and PM peak period traffic counts were conducted on Wednesday, January 25, 2006, by Wells & Associates at the following intersections:

4. 15th Street/Chapin Street,
5. Chapin Street/Public Alley,
6. 14th Street/Chapin Street,
7. Belmont Street (west)/Public Alley,
8. Belmont Street (west)/15th Street, and
9. 15th Street/Public Alley.

To capture the existing trips at the Nehemiah Shopping Center, existing AM and PM peak period traffic counts were also conducted on Tuesday, January 31, 2006, by Wells at the following intersections:

10. Chapin Street/Nehemiah Shopping Center Driveway, and
11. Belmont Street (west)/Nehemiah Shopping Center Driveway.

Vehicular traffic counts are presented in Appendix A and summarized on Figure 2-2. Pedestrian traffic counts were also conducted on the dates listed above and are presented in Appendix A and summarized on Figure 2-3.

During the traffic counts on January 25, 2006, Belmont Street (west) was closed to traffic during certain times of the day due to construction. Field observations indicated that only local residents were allowed to travel on Belmont Street (west). To compensate for the road closure, the traffic counts in the site vicinity were balanced using counts conducted at the 14th Street/Belmont Street (west) intersection on April 19, 2005 for the View 14 traffic impact study.

The AM peak hour generally occurred from 7:45 to 8:45 AM and the PM peak hour generally occurred from 5:45 to 6:45 PM.

Figure 2-2 indicates that 14th Street, north of Florida Avenue presently carries 1,604 AM peak hour vehicle trips and 1,698 PM peak hour vehicle trips. During the AM peak hour, approximately 61 percent of the trips travel in the southbound direction and 39 percent travel

in the northbound direction. During the PM peak hour, approximately 40 percent of the trips travel in the southbound direction and 60 percent travel in the northbound direction.

Florida Avenue, east of 14th Street, presently carries 555 AM peak hour trips and 620 PM peak hour trips. During the AM peak hour, approximately 59 percent of the trips travel in the westbound direction and 41 percent travel in the eastbound direction. During the PM peak hour, approximately 44 percent of the trips travel in the westbound direction and 56 percent travel in the eastbound direction.

Existing Site Traffic. The Nehemiah Shopping Center, currently occupying the subject property, generates 88 AM peak hour trips (46 in and 42 out) and 113 PM peak hour trips (56 in and 57 out), based on the shopping center driveway counts conducted by Wells & Associates, on January 31, 2006.

Public Transportation Facilities and Services

The subject site is directly served by one Metrobus line. The 52-53-54 Metrobus line (14th Street line) operates on 14th Street and the closest bus stop to the subject property is located at the intersection of 14th Street/Chapin Street. The schedule for the 52-53-54 Metrobus line is contained in Appendix B. The U Street/African-American Civil War Memorial/Cardozo Metro Station is located at U Street/11th Street, approximately 1,745 feet southeast of the Nehemiah development.

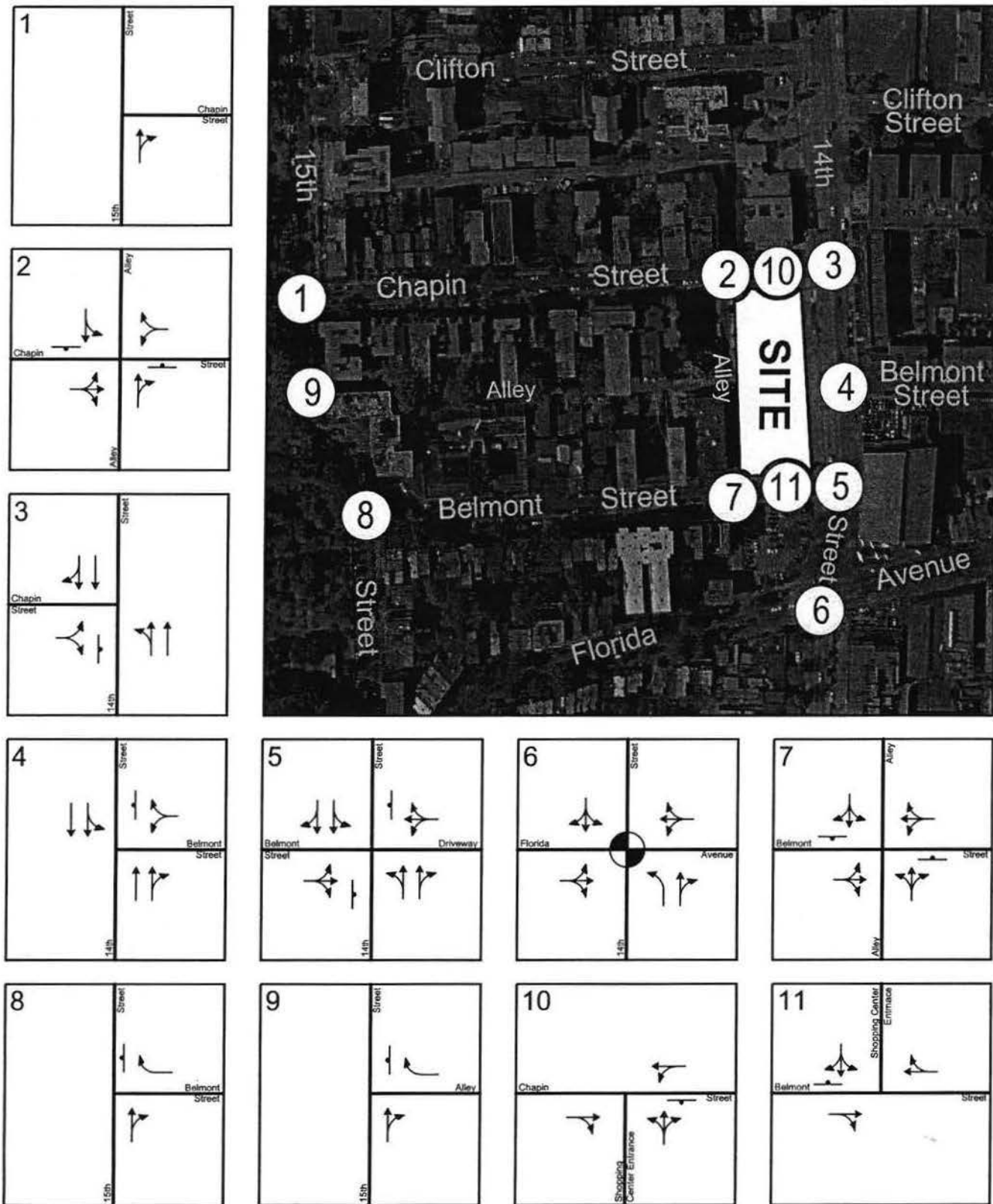


Figure 2-1
Existing Lane Use And Traffic Control

← Represents One Travel Lane
 ⊙ Signalized Intersection
 T Stop Sign



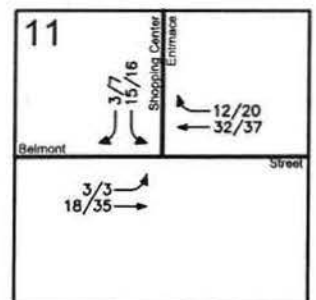
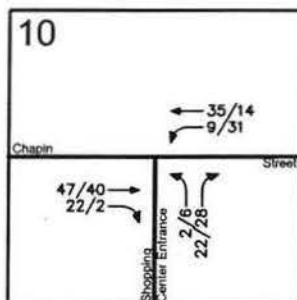
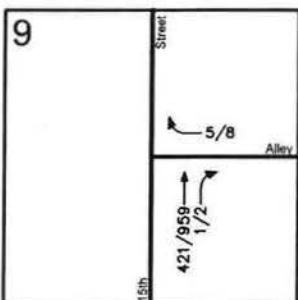
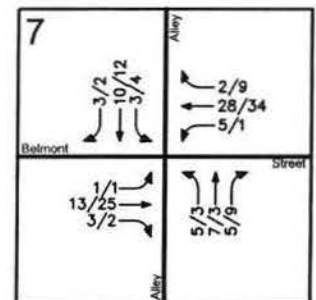
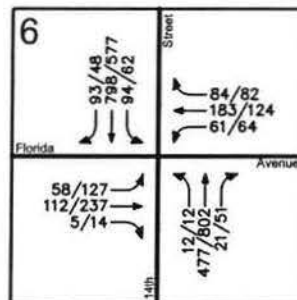
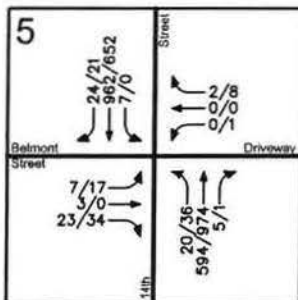
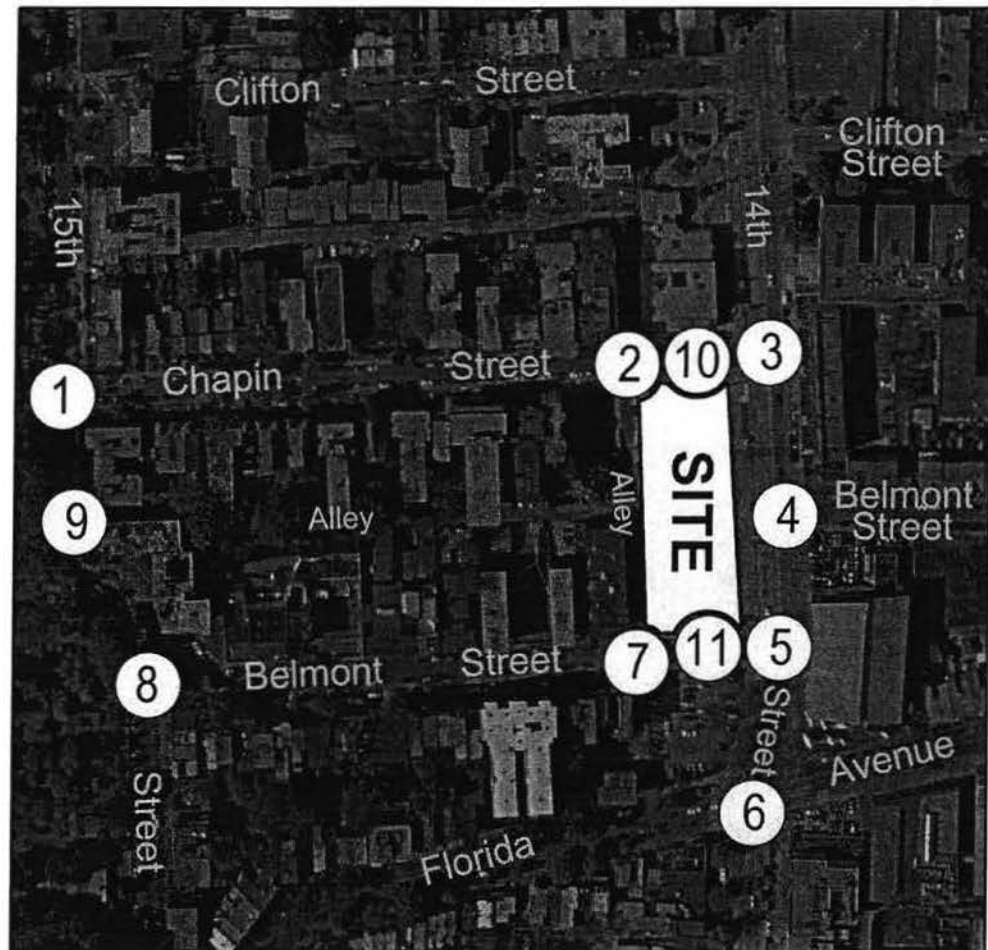
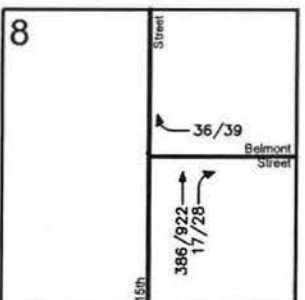
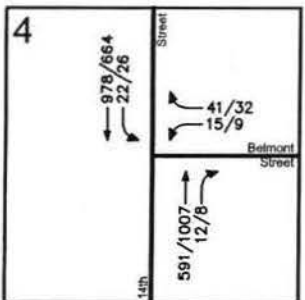
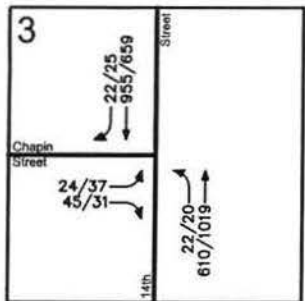
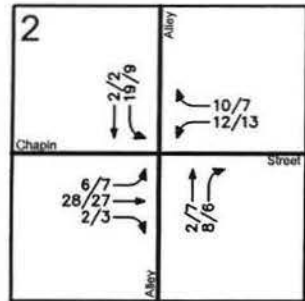
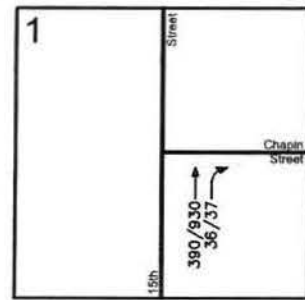


Figure 2-2
Existing Peak Hour Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000



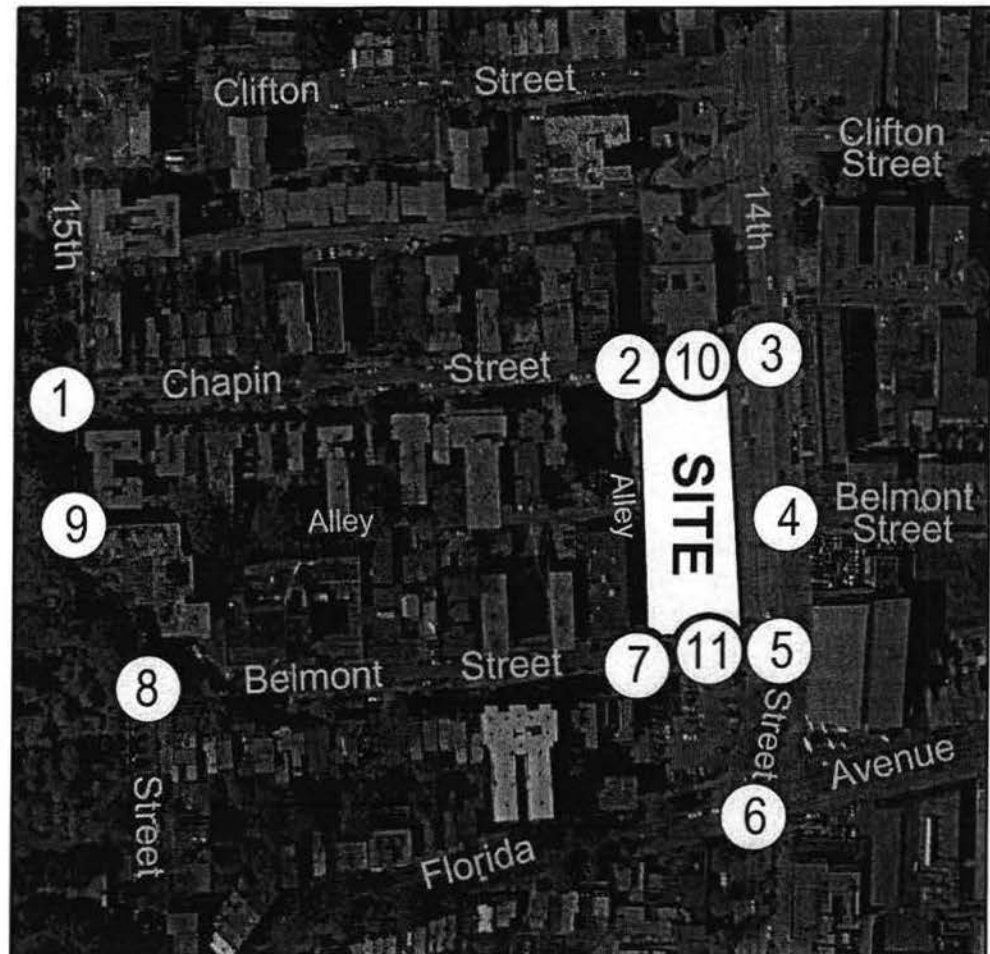
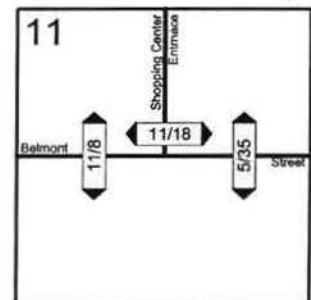
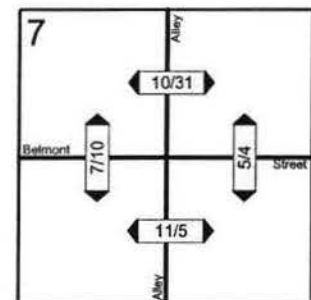
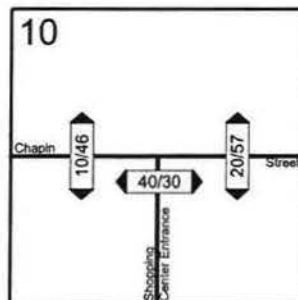
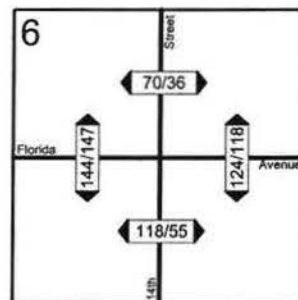
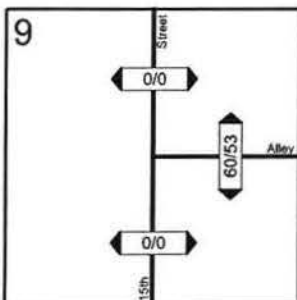
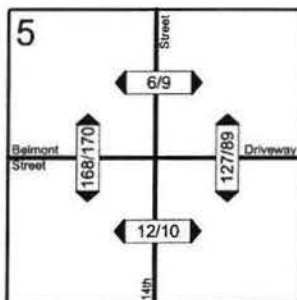
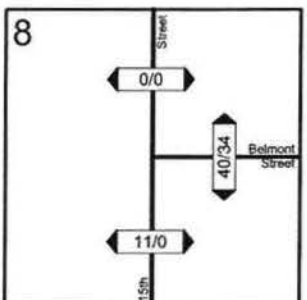
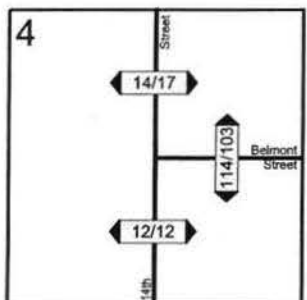
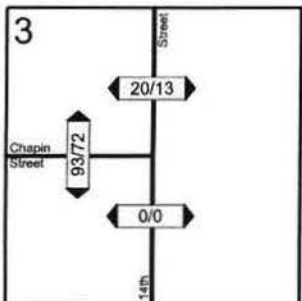
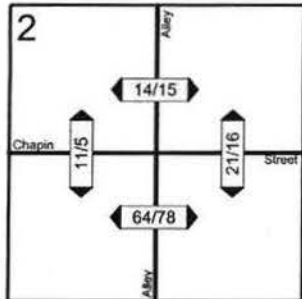
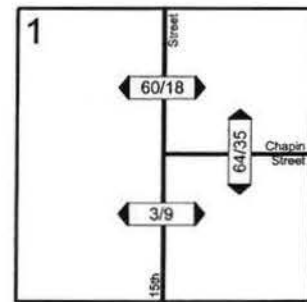


Figure 2-3
Existing Peak Hour Pedestrian Traffic Counts



Section 3 ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated at the eleven (11) key intersections in the study area based on the existing lane usage and traffic control shown on Figure 2-1, the existing traffic volumes shown on Figure 2-2, and the Highway Capacity Manual. The results are presented in Appendix C and summarized in Table 3-1.

Table 3-1 indicates that the majority of the key intersections currently operate at acceptable level of service (LOS) "D" or better during both the AM and PM peak hour. It is important to note, however, that the eastbound movement at the intersection of 14th Street with Florida Avenue operates near capacity at LOS "E" during the PM peak hour. A slight modification of the existing traffic signal timings would improve the operation of the eastbound movement at this intersection.

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

Other Development Trip Generation

The peak hour trips that will be generated by the eight (8) other development projects in the site vicinity were estimated based on their respective development programs, peak hour equations included in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, transit mode split estimates based on the WMATA Development Ridership Survey II (December 1989), and/or approved transportation impact studies.

As shown in Table 3-2, it is estimated that these projects will generate a total of 198 AM peak hour trips (42 in and 156 out), and 384 PM peak hour trips (234 in and 150 out), upon completion.

Table 3-1
Intersection Levels of Service Summary¹

TYPE OF CONTROL	INTERSECTION	EXISTING CONDITIONS		2009 BACKGROUND CONDITIONS		2009 TOTAL FUTURE CONDITIONS	
		AM	PM	AM	PM	AM	PM
1. 15th Street/Chapin Street							
Free	Northbound TR	N/A	N/A	N/A	N/A	N/A	N/A
2. Chapin Street/Public Alley							
Stop Sign	Eastbound LTR	A[1.2]	A[1.4]	A[0.8]	A[1.1]	A[1.0]	A[1.2]
	Westbound LR	A[4.0]	A[4.8]	A[4.3]	A[5.7]	A[5.0]	A[6.7]
	Northbound TR	A[8.7]	A[9.1]	A[8.7]	A[9.1]	A[8.7]	A[9.0]
	Southbound TL	A[9.2]	A[9.2]	A[9.5]	A[9.5]	A[9.7]	B[10.1]
3. 14th Street/Chapin Street							
Stop Sign	Eastbound RL	D[27.0]	D[29.0]	E[44.1]	E[45.5]	F[61.7]	E[43.6]
	Northbound RTL	A[0.5]	A[0.3]	A[0.6]	A[0.4]	A[0.5]	A[0.2]
4. 14th Street/Belmont Street (east)							
Stop Sign	Westbound RL	C[21.3]	D[27.5]	C[24.7]	E[48.5]	C[24.2]	E[44.5]
	Southbound	A[0.3]	A[0.8]	A[0.4]	A[1.2]	A[0.4]	A[1.2]
5. 14th Street/Belmont Street (west)/Existing Parking Garage Driveway							
Stop Sign	Eastbound LTR	F[55.2]	F[53.2]	F[69.2]	F[83.2]	F[59.0]	F[69.9]
	Westbound LTR	B[11.7]	C[23.9]	DRIVEWAY CLOSED		DRIVEWAY CLOSED	
	Northbound LTR	A[0.8]	A[0.9]	A[0.9]	A[1.3]	A[1.0]	A[1.7]
	Southbound LTR	A[0.1]	A[0.0]	N/A	N/A	N/A	N/A

¹ Analysis performed using Synchro/SimTraffic Version 6.0.

Table 3-1 (continued)
Intersection Levels of Service Summary¹

TYPE OF CONTROL	INTERSECTION	EXISTING CONDITIONS		2009 BACKGROUND CONDITIONS		2009 TOTAL FUTURE CONDITIONS	
		AM	PM	AM	PM	AM	PM
6. 14 th Street/Florida Avenue							
Signal	Eastbound	C(27.9)	E(61.9)	C(29.1)	F(99.0)	C(29.5)	F(114.2)
	Westbound	C(33.5)	C(32.9)	D(39.1)	D(39.6)	D(39.4)	D(40.5)
	Northbound	B(11.0)	B(13.3)	B(11.4)	B(14.5)	B(11.4)	B(14.4)
	Southbound	B(16.2)	B(13.3)	B(19.6)	B(15.1)	C(20.2)	B(15.4)
	Overall	B(18.7)	C(24.0)	C(21.6)	C(32.1)	C(22.0)	D(35.2)
Improvement – Modify Traffic Signal Timings (same overall cycle length of 100 seconds) ²							
Signal	Eastbound	C(22.2)	D(35.5)	C(22.9)	D(45.9)	C(23.1)	D(51.7)
	Westbound	C(26.4)	C(25.5)	C(29.0)	C(28.9)	C(29.1)	C(29.4)
	Northbound	B(14.4)	B(17.4)	B(14.9)	B(19.2)	B(14.9)	B(19.1)
	Southbound	C(22.1)	B(17.8)	C(29.3)	C(20.9)	C(31.1)	C(21.3)
	Overall	C(20.9)	C(21.6)	C(25.1)	C(25.5)	C(26.0)	C(26.7)
7. Belmont Street (west)/Public Alley							
Stop Sign	Eastbound RTL	A[0.4]	A[0.3]	A[0.2]	A[0.2]	A[0.2]	A[0.4]
	Westbound RTL	A[1.1]	A[0.2]	A[1.5]	A[1.5]	A[1.3]	A[1.2]
	Northbound RT	A[9.0]	A[8.8]	A[9.0]	A[8.9]	A[9.0]	A[9.0]
	Southbound TL	A[9.2]	A[9.3]	A[9.5]	B[10.0]	A[9.7]	B[10.3]
8. Belmont Street (west)/15 th Street							
Stop Sign	Westbound R	B[11.1]	C[19.6]	B[11.4]	C[22.5]	B[11.3]	C[21.8]

¹ Analysis performed using Synchro/SimTraffic Version 6.0.

² Improvement transfers 6 seconds of green time from the east/west movement to the north/south movement.

Table 3-1 (continued)
Intersection Levels of Service Summary¹

TYPE OF CONTROL	INTERSECTION	EXISTING CONDITIONS		2009 BACKGROUND CONDITIONS		2009 TOTAL FUTURE CONDITIONS	
		AM	PM	AM	PM	AM	PM
9. 15 th Street/Public Alley							
Stop Sign	Westbound R	B[11.0]	C[18.3]	B[11.3]	C[19.9]	B[11.2]	C[19.7]
10. Chapin Street/Nehemiah Shopping Center Driveway							
Stop Sign	Westbound LT	A[1.5]	A[5.1]	A[1.6]	A[4.3]	INTERSECTION CLOSED	
	Northbound LR	A[8.7]	A[8.8]	A[8.9]	A[8.9]		
11. Belmont Street (west)/Nehemiah Shopping Center Driveway							
Stop Sign	Eastbound LT	A[1.1]	A[0.6]	A[0.4]	A[0.4]	INTERSECTION CLOSED	
	Southbound LR	A[8.9]	A[9.0]	A[9.2]	A[9.4]		
¹ Analysis performed using Synchro/SimTraffic Version 6.0.							

Table 3-2
Trips Generated by Other Approved Developments^{1,2}

Development/ Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
1. The Flats at Union Row								
Retail	24,000 S.F.	40	26	66	117	127	244	2,686
Transit Reduction	35%	14	9	23	41	44	85	940
Net New Trips		26	17	43	76	83	159	1,746
Residential	280 DU	20	98	118	94	46	140	1,833
Transit Reduction	50%	10	49	59	47	23	70	917
Net New Trips		10	49	59	47	23	70	917
2. Gateway 34								
Retail	4,000 S.F.	14	9	23	36	39	75	838
Transit Reduction	85%	12	8	20	31	33	64	712
Net New Trips		2	1	3	5	6	11	126
Residential	48 DU	5	24	29	22	11	33	439
Transit Reduction	40%	2	10	12	9	4	13	176
Net New Trips		3	14	17	13	7	20	263
3. View 14³								
Retail	26,884 S.F.	43	28	71	126	137	263	2,891
Transit Reduction	85%	37	24	61	107	116	223	2,457
Net New Trips		6	4	10	19	21	40	434
Residential	171 DU	13	66	79	62	31	93	1,178
Transit Reduction	40%	5	26	31	25	12	37	471
Net New Trips		8	40	48	37	19	56	707
Existing Trips		25	31	56	21	37	58	N/A
4. The Belmont								
Residential	28 DU	3	16	19	14	7	21	319
Transit Reduction	40%	1	6	7	6	3	9	128
Net New Trips		2	10	12	8	4	12	191
Notes ¹ Traffic estimates based on Trip Generation, 7 th Edition, The Institute of Transportation Engineers								
² The transit usage percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority.								
³ Based on the transportation impact report, View 14, performed by Wells & Associates, dated July 8, 2005								

Table 3-2 (continued)
Trips Generated by Other Approved Developments^{1,2}

Development/ Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
5. The Fedora at Meridian Hill Residential <i>Transit Reduction</i>	103 DU 40%	9 4	44 18	53 22	42 17	20 8	62 25	769 308
Net New Trips		5	26	31	25	12	37	461
6. Meridian II Residential <i>Transit Reduction</i>	16 DU 35%	2 1	10 4	12 5	9 3	4 1	13 4	247 86
Net New Trips		1	6	7	6	3	9	161
7. The Barcelona Residential <i>Transit Reduction</i>	30 DU 40%	3 1	17 7	20 8	15 6	7 3	22 9	331 132
Net New Trips		2	10	12	9	4	13	199
8. 1412 Chapin Street, N.W. Residential <i>Transit Reduction</i>	33 DU 40%	4 2	17 7	21 9	16 6	8 3	24 9	349 140
Net New Trips		2	10	12	10	5	15	209
Total Pipeline Development Trips		42	156	198	234	150	384	5,413
Notes: ¹ Traffic estimates based on Trip Generation, 7 th Edition, The Institute of Transportation Engineers								
² The transit usage percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority.								
³ Based on the transportation impact report, View 14, performed by Wells & Associates, dated July 8, 2005.								

Trip Distribution Analysis

The residential and retail space trip distributions of View 14 were determined based on a previously-approved traffic study. The distribution of the residential and/or retail space for the other developments and the subject site was based on existing traffic patterns as follows:

<u>To/From:</u>	<u>Residential</u>	<u>Retail</u>
North along Florida Avenue	25%	40%
East along Florida Avenue	15%	10%
West along Florida Avenue	10%	15%
South along 14 th Street	45%	30%
West along Belmont Street	2%	2%
North along 15 th Street	3%	3%
Total	100%	100%

Other Development Project Traffic Assignments

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

Background Traffic Growth

Annual background traffic growth was estimated at 2.0 percent per year compounded for three (3) years to the project buildout year (2009). This growth rate was applied to all movements on Florida Avenue, 14th Street, 15th Street, Chapin Street and Belmont Street.

Background Traffic Forecasts

Background peak hour traffic forecasts (without development of Nehemiah PUD) were estimated based on existing traffic counts, traffic generated by other developments and background traffic growth. The background traffic forecasts for the year of project buildout are shown on Figure 3-2.

Background Future Levels of Service

The background peak hour levels of service (without the development of Nehemiah PUD) were estimated at the eleven (11) key intersections in the study area for the project buildout year 2009 based on the intersection lane usage and traffic control shown on Figure 2-1, the background traffic forecasts shown on Figure 3-2, and the Highway Capacity Manual. The results are presented in Appendix D, and are summarized in Table 3-1.

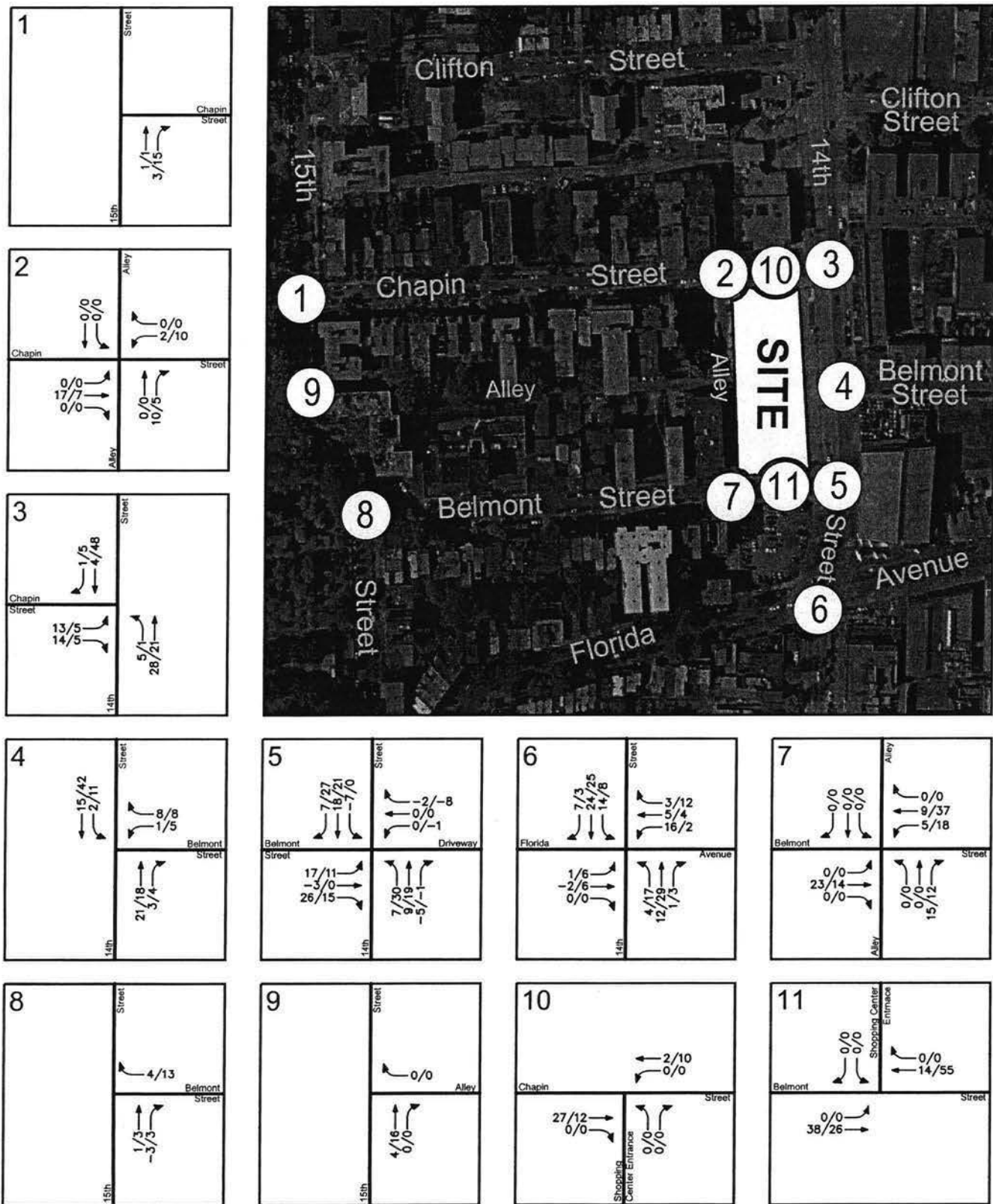


Figure 3-1
Other Development Peak Hour Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000



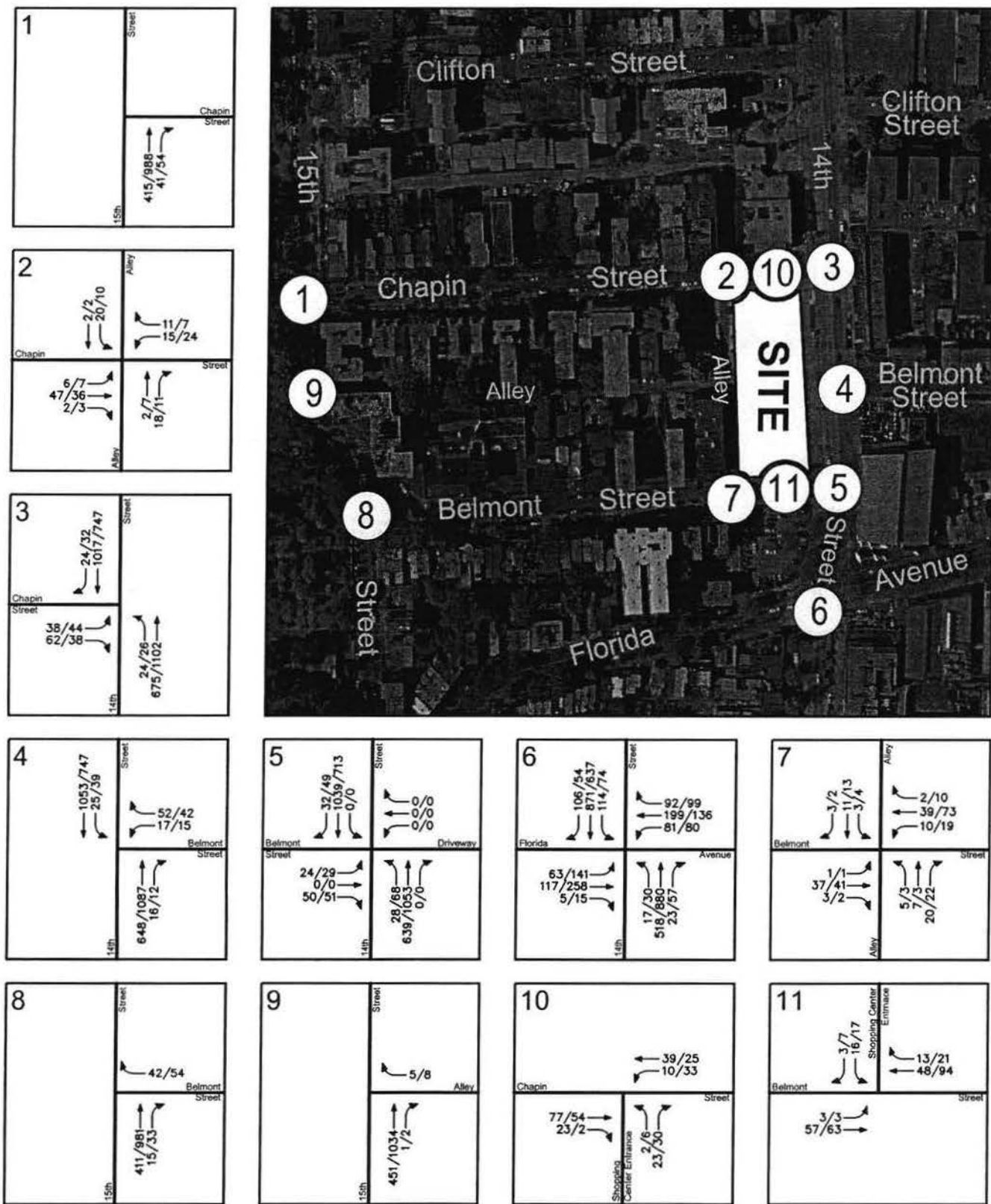


Figure 3-2
Background Future Peak Hour Traffic Forecasts



Table 3-1 indicates that the intersections of Chapin Street/Public Alley, Belmont Street/Public Alley, Belmont Street/15th Street, 15th Street/Public Alley, and both driveways providing access to the Nehemiah Shopping Center will continue to operate at an overall acceptable LOS "D" or better during both the AM and the PM peak hours.

The eastbound movement at 14th Street/Florida Avenue will operate at capacity at LOS "F" during the PM peak hour. As previously discussed, the slight modification of the existing traffic signal timings would improve the operation of the eastbound movement at this intersection.

The eastbound movement at 14th Street/Belmont Street (west) will continue to operate at capacity at LOS "F" during both the AM and PM peak hours.

Due to the addition of the regional growth and the other developments in the vicinity of the subject site, the eastbound movement at 14th Street/Chapin Street will operate near capacity at LOS "E" during both the AM and PM peak hours, and the westbound movement at 14th Street/Belmont Street (east) will operate near capacity at LOS "E" during the PM peak hour.

Site Trip Generation Analysis

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

The proposed uses are anticipated to generate 68 AM peak hour trips (15 in and 53 out), and 101 PM peak hour trips (62 in and 39 out), at project buildout, as shown in Table 3-3. This estimate assumes that 40 percent of all site-generated residential trips and 85 percent of all site-generated retail trips would be made by Metro or some other non-auto mode or on foot by project residents and neighbors. The prevailing mode splits for work trips in this neighborhood is approximately 65 percent, according to the 2000 U.S. Census. This information is contained in Appendix E.

The Nehemiah Shopping Center presently generates 88 AM peak hour trips (46 in and 42 out) and 113 PM peak hour trips (56 in and 57 out). The development of the Nehemiah PUD, therefore, would generate 20 fewer AM peak hour trip and 12 fewer PM peak hour trips.

Table 3-3
Site Trip Generation Analysis^{1,2}

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Nehemiah PUD								
Retail	19,000 S.F. 85%	35	23	58	100	109	209	2,307
Transit Reduction		30	19	49	85	93	178	1,961
Net New Trips		5	4	9	15	16	31	346
Residential	225 DU 40%	17	82	99	78	39	117	1,503
Transit Reduction		7	33	40	31	16	47	601
Net New Trips		10	49	59	47	23	70	902
Subtotal		15	53	68	62	39	101	1,248
Existing Site Trips		46	42	88	56	57	113	N/A
Total Net New Site Trips		(31)	11	(20)	6	(18)	(12)	1,248
Notes ¹ Traffic estimates based on Trip Generation, 7 th Edition, The Institute of Transportation Engineers								
² The transit usage percentages were calculated based on information provided in the Development Related Ridership Survey II, published by the Washington Metropolitan Area Transit Authority								

Site Traffic Assignments

The new residential and retail trips were assigned to the public road network according to the directional distribution described above. The site traffic assignments are shown on Figure 3-3, and the forecasts sheets contained in Appendix F demonstrate the removal of the existing site trips before the addition of the new site trips.

Total Future Traffic Forecasts

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

Total Future Levels of Service

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

Table 3-1 indicates that the intersections of Chapin Street/Public Alley, Belmont Street/Public Alley, and 15th Street/Public Alley will continue to operate at acceptable LOS "D" or better during both the AM and PM peak hours.

The eastbound movement at 14th Street/Florida Avenue will continue to operate at LOS "F" during the PM peak hour. Slight modifications to the existing traffic signal timings would improve the operation of the eastbound movement at this intersection.

The eastbound movement at 14th Street/Belmont Street (west) will continue to operate at capacity at LOS "F" during both the AM and PM peak hours.

As previously described under background conditions, the eastbound movement at 14th Street/Chapin Street will operate near or over capacity during both the AM and PM peak hours, and the westbound movement at 14th Street/Belmont Street (east) will operate at LOS "E" during the PM peak hour.

Access to the underground parking garage is proposed via the existing north-south alley, which is anticipated to operate at LOS "A" and "B" during both the AM and PM peak hours.

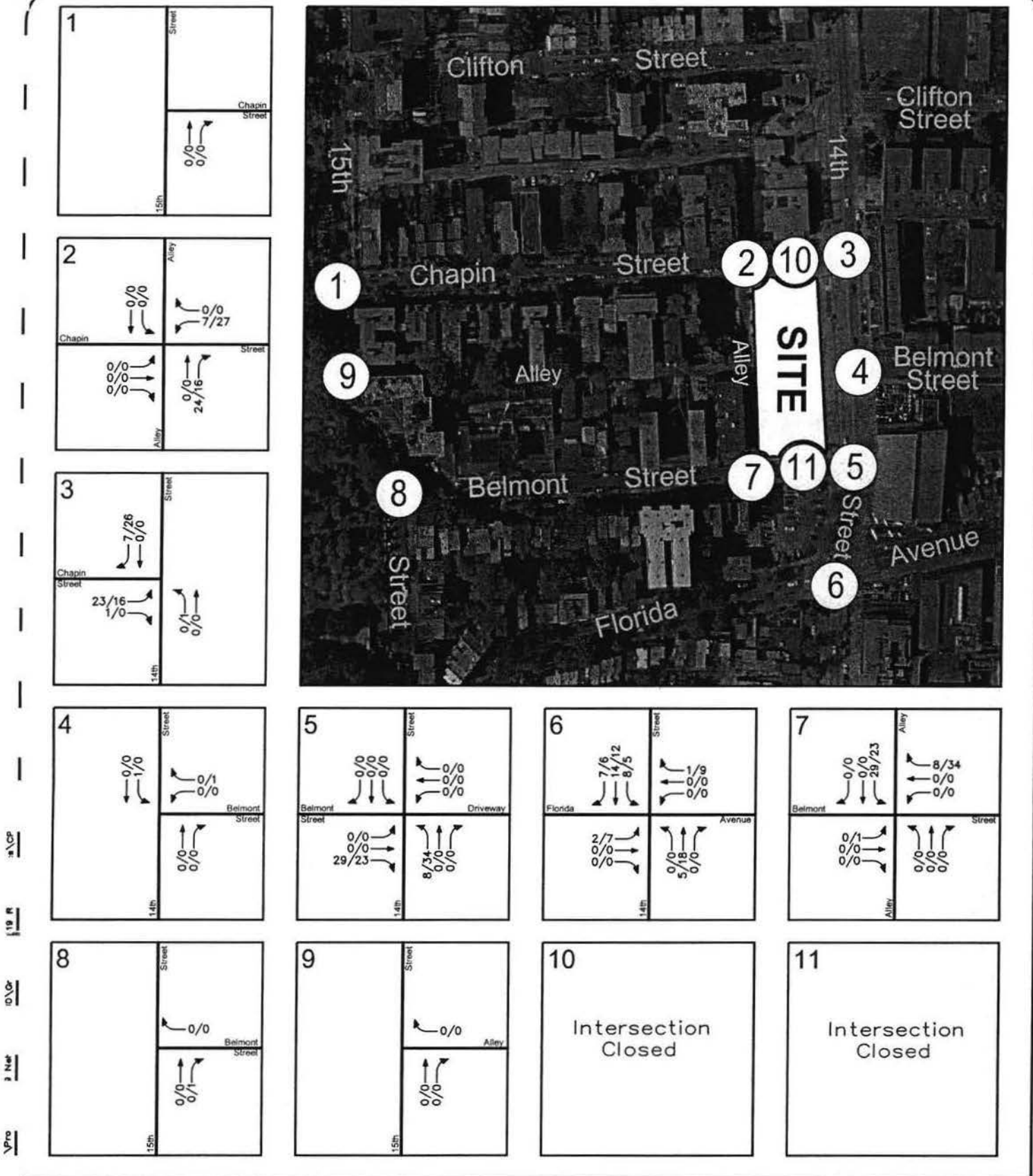


Figure 3-3
Site-Generated Traffic Assignments

ALL PEAK HOUR
PM PEAK HOUR
000/000



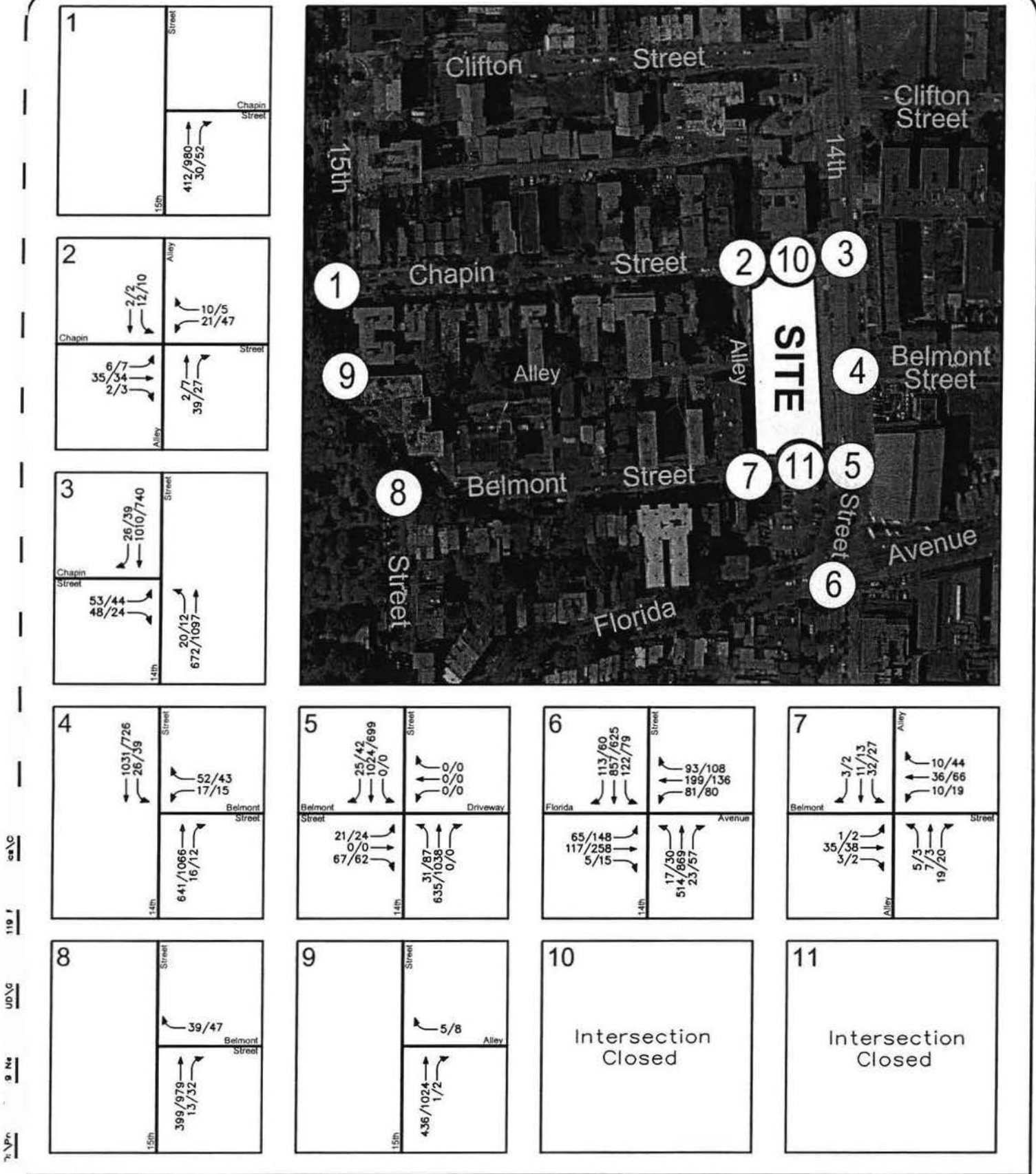


Figure 3-4
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



Parking Analysis

The subject site is zoned C-2-B. The District of Columbia zoning regulations minimum parking requirement in this zone for apartment houses or multiple dwellings is one (1) space for every three (3) units and one (1) space per 750 S.F. for retail space over 3,000 S.F. Accordingly, the subject site would require 75 residential parking spaces and 22 retail parking spaces.

The subject site will be served by two (2) levels of underground parking with approximately 175 residential parking spaces (or 0.78 spaces per unit), 10 retail parking spaces, and a surface parking lot providing 13 retail parking spaces. This is 100 more residential spaces and one more retail space than the minimum number of spaces required by the zoning ordinance. Curb parking is also available in the immediate vicinity of the subject site, and the majority of the retail patrons are expected to use non-auto transit modes.

Auto availability for owner-occupied residential units in Census Tract 37, in which the subject site is located, is 1.24 vehicles per unit, according to the 2000 U.S. Census. Approximately 17 percent of all owner-occupied households owned no vehicle; 48 percent owned one (1) vehicle, 32 percent owned two (2) or more vehicles. Recent experience with other comparable residential condominium projects indicates that the proposed 175 residential parking spaces (or 0.78 spaces per unit) will adequately meet anticipated residential parking demands.

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

Loading Analysis

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

The residential and retail delivery trucks would approach the loading area eastbound along Belmont Street and turn right into the existing north-south alley. The trucks would back into the appropriate loading area and depart via Chapin Street.

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

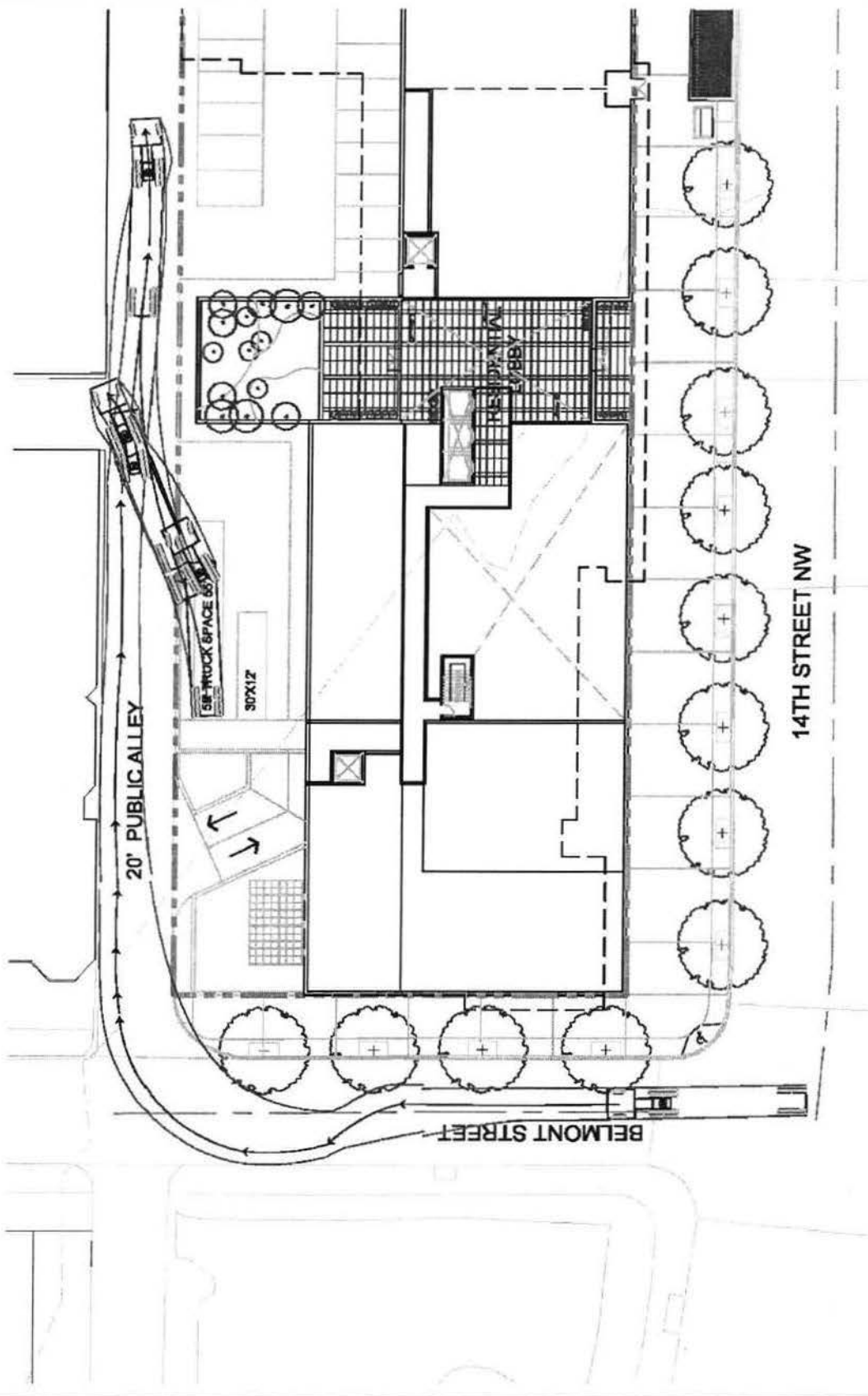


Figure 3-5
WB-50 Truck Turning Maneuvers (Inbound)



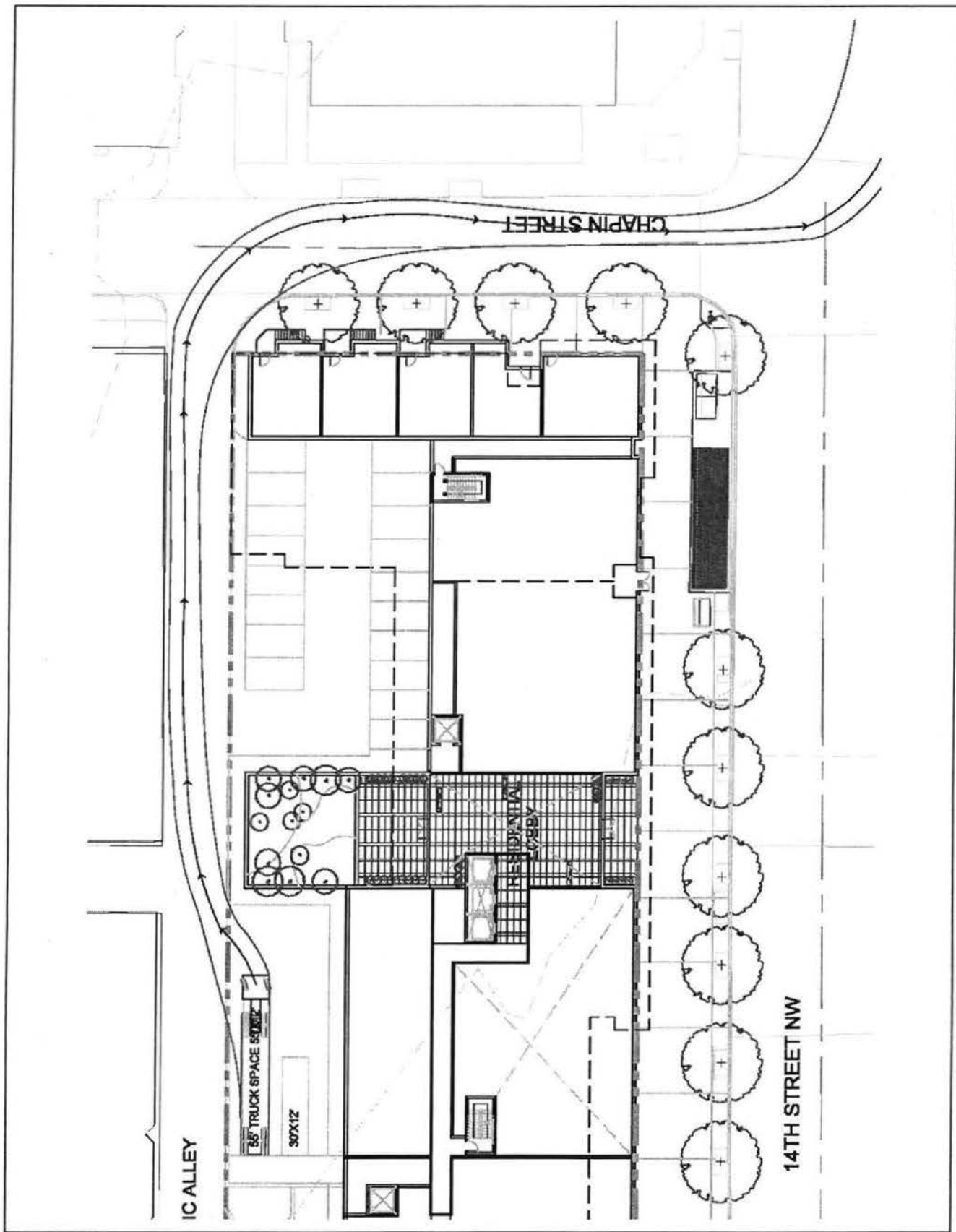
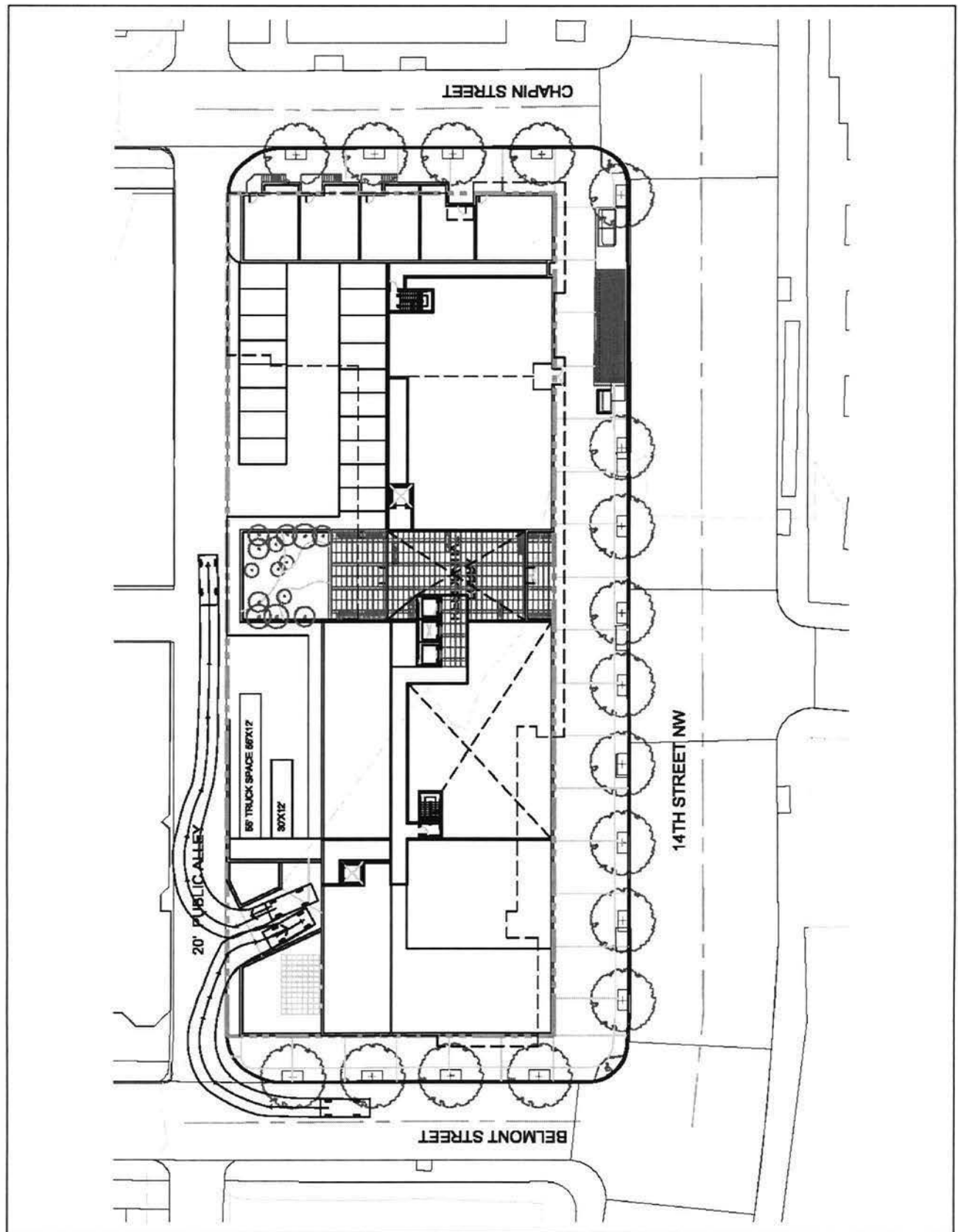


Figure 3-6
WB-50 Truck Turning Maneuvers (Outbound)



O:\Projects\3119 Nehemiah PUD\Graphics\3119 Rpt Graphics\GP



Additional Figure
Van Maneuvers (In and Out of Garage Entry)



Section 4

CONCLUSIONS

The conclusions of this study are as follows:

1. The majority of the key intersections currently operate at acceptable level of service (LOS) "D" or better during both the AM and the PM peak hours. It is important to note, however, that the eastbound movement at the intersection of 14th Street with Florida Avenue currently operates near capacity at LOS "E" during the PM peak hour. A slight modification of the existing traffic signal timings would improve the operation of the eastbound movement at this intersection.
2. The other developments in the study area will generate a total of 198 AM peak hour trips and 384 PM peak hour trips.
3. These additional trips can be adequately accommodated at the majority of the key intersections in the study area, if the existing traffic signal timings at the intersection of 14th Street with Florida Avenue are slightly modified.
4. The proposed redevelopment of the subject site will generate 68 AM peak hour trips (15 in and 53 out) and 101 PM peak hour trips (62 in and 39 out). This is 20 fewer AM peak hour trip and 12 fewer PM peak hour trips than generated by the existing Nehemiah Shopping Center at the time of the traffic counts.
5. The site-generated trips can be adequately accommodated at the majority of the key intersections in the study area with slight traffic signal timing modifications at the intersection of 14th Street and Florida Avenue.
6. The proposed residential parking supply will adequately meet anticipated residential parking demands. The proposed retail parking supply will adequately accommodate anticipated retail parking demands if the proposed retail tenants serve local neighborhood residents, not patrons who might otherwise drive from more distant neighborhoods in the District of Columbia or the suburbs.
7. The proposed parking and loading/ service facilities will adequately serve the proposed project.
8. A total of 84 residential (at 2.0 FAR) and 59,987 S.F. of retail space (at 1.5 FAR) could be built by-right on the subject site. The uses would generate 19-percent additional AM peak hour trips and 60-percent additional PM peak hour trips. The proposed development, therefore, would have less traffic impact than the by-right development.

Appendix A

Existing Vehicular and Pedestrian Traffic Counts

Wells & Associates, LLC

McLean, Virginia

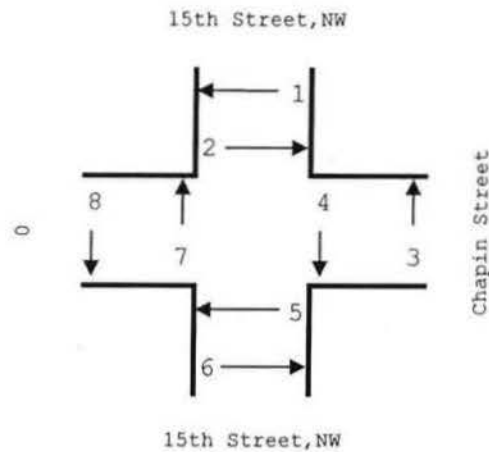
Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/25/2006		SOUTHBOUND ROAD: 15th Street,NW																			
W & A JOB NO.: 3119		DAY: Wednesday		NORTHBOUND ROAD: 15th Street,NW																			
INTERSECTION: 15th Street & Chapin Street		WEATHER: Cold		WESTBOUND ROAD: Chapin Street																			
LOCATION: Washington,DC		COUNTED BY Al & Gerri		EASTBOUND ROAD: 0																			
		INPUTED BY: agan																					
Time Period	Turning Movements																		Total	PHF	Time Period		
	Southbound 15th Street,NW				Westbound Chapin Street				Northbound 15th Street,NW				Eastbound 0				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:00-6:15	0	0	0	0	0	0	0	0	0	2	30	0	32	0	0	0	0	0	32	0	32	0	6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	5	41	0	46	0	0	0	0	0	46	0	46	0	6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	2	45	0	47	0	0	0	0	0	47	0	47	0	6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	2	49	0	51	0	0	0	0	0	51	0	51	0	6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	6	69	0	75	0	0	0	0	0	75	0	75	0	7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	9	71	0	80	0	0	0	0	0	80	0	80	0	7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	7	69	0	76	0	0	0	0	0	76	0	76	0	7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	8	96	0	104	0	0	0	0	0	104	0	104	0	7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	4	72	0	76	0	0	0	0	0	76	0	76	0	8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	7	104	0	111	0	0	0	0	0	111	0	111	0	8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	9	106	0	115	0	0	0	0	0	115	0	115	0	8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	6	83	0	89	0	0	0	0	0	89	0	89	0	8:45-9:00
3 Hour Totals	0	0	0	0	0	0	0	0	0	67	835	0	902	0	0	0	0	0	902	0	902		
1 Hour Totals																							
6:00-7:00	0	0	0	0	0	0	0	0	0	11	165	0	176	0	0	0	0	0	176	0	176	0.86	6:00-7:00
6:15-7:15	0	0	0	0	0	0	0	0	0	15	204	0	219	0	0	0	0	0	219	0	219	0.73	6:15-7:15
6:30-7:30	0	0	0	0	0	0	0	0	0	19	234	0	253	0	0	0	0	0	253	0	253	0.79	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	24	258	0	282	0	0	0	0	0	282	0	282	0.88	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	30	305	0	335	0	0	0	0	0	335	0	335	0.81	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	28	308	0	336	0	0	0	0	0	336	0	336	0.81	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	26	341	0	367	0	0	0	0	0	367	0	367	0.83	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	28	378	0	406	0	0	0	0	0	406	0	406	0.88	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	26	365	0	391	0	0	0	0	0	391	0	391	0.85	8:00-9:00
AM Peak 7:45-8:45	0	0	0	0	0	0	0	0	0	28	378	0	406	0	0	0	0	0	406	0	406	0.88	AM Peak 7:45-8:45
PM																							
4:00-4:15	0	0	0	0	0	0	0	0	0	6	156	0	162	0	0	0	0	0	162	0	162		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	11	134	0	145	0	0	0	0	0	145	0	145		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	8	151	0	159	0	0	0	0	0	159	0	159		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	7	172	0	179	0	0	0	0	0	179	0	179		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	12	191	0	203	0	0	0	0	0	203	0	203		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	13	216	0	229	0	0	0	0	0	229	0	229		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	10	197	0	207	0	0	0	0	0	207	0	207		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	10	242	0	252	0	0	0	0	0	252	0	252		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	10	213	0	223	0	0	0	0	0	223	0	223		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	9	214	0	223	0	0	0	0	0	223	0	223		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	8	226	0	234	0	0	0	0	0	234	0	234		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	11	241	0	252	0	0	0	0	0	252	0	252		6:45-7:00
3 Hour Totals	0	0	0	0	0	0	0	0	0	115	2,353	0	2,468	0	0	0	0	0	2,468	0	2,468		
1 Hour Totals																							
4:00-5:00	0	0	0	0	0	0	0	0	0	32	613	0	645	0	0	0	0	0	645	0	645	0.90	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	38	648	0	686	0	0	0	0	0	686	0	686	0.84	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	40	730	0	770	0	0	0	0	0	770	0	770	0.84	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	42	776	0	818	0	0	0	0	0	818	0	818	0.89	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	45	846	0	891	0	0	0	0	0	891	0	891	0.88	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	43	868	0	911	0	0	0	0	0	911	0	911	0.90	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	39	866	0	905	0	0	0	0	0	905	0	905	0.90	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	37	895	0	932	0	0	0	0	0	932	0	932	0.92	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	38	894	0	932	0	0	0	0	0	932	0	932	0.92	6:00-7:00
PM Peak 5:45-6:45	0	0	0	0	0	0	0	0	0	37	895	0	932	0	0	0	0	0	932	0	932	0.92	PM Peak 5:45-6:45

Pedestrian Volume Survey



Project Name: Nehemiah PUD
 Object Number: 3119
 Location: Washington, DC
 Intersection: 15th Street & Chapin Street
 Weather: Cold
 Date: 1/25/2006
 Surveyor: Al & Gerri



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15	2				1			
6:15-6:30		1		2	1		2	
6:30-6:45		2		8		1		1
6:45-7:00	2	3	3	1	1		1	1
7:00-7:15	5	4	9	3			1	1
7:15-7:30	5	4	8	1		1		
7:30-7:45	7	4	9	5		2		2
7:45-8:00	4	6	5	7			1	
8:00-8:15	17	5	14	6	2		2	
8:15-8:30	18	2	19	3				1
8:30-8:45	5	3	6	4	1			
8:45-9:00	6		4	4		1		1
PM								
4:00-4:15	1	7	1	13		5	1	5
4:15-4:30	4	5	5	5	2	6	1	5
4:30-4:45	7	2	5	6		1	1	
4:45-5:00	1	9	4	7	1	1	1	1
5:00-5:15	2	11	4	9		1		1
5:15-5:30	4	2	7	6	2	1		1
5:30-5:45	4	3	5	6	1			
5:45-6:00	4	3	5	4		1		2
6:00-6:15	2	2	9	2		3	2	1
6:15-6:30	1	4	2	7	2		2	1
6:30-6:45	1	1	2	4	3			
6:45-7:00	11	8	12	5	1	5	1	3

Wells & Associates, LLC

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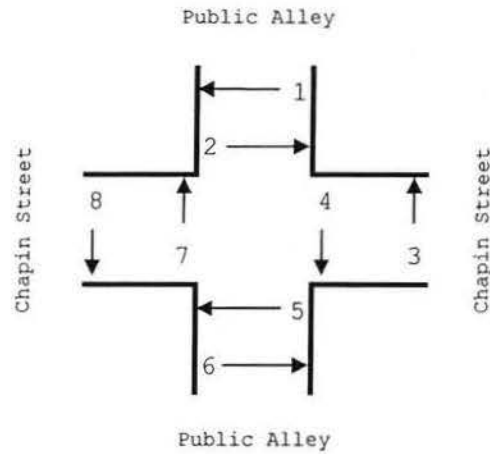
Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/25/2006		SOUTHBOUND ROAD: Public Alley																	
W & A JOB NO.: 3119		DAY: Wednesday		NORTHBOUND ROAD: Public Alley																	
INTERSECTION: Chapin Street & Public Alley		WEATHER: Cold		WESTBOUND ROAD: Chapin Street																	
LOCATION: Washington,DC		COUNTED BY: Steve		EASTBOUND ROAD: Chapin Street																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Public Alley				Westbound Chapin Street				Northbound Public Alley				Eastbound Chapin Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	1	2	3	1	0	0	1	0	4	0	4	1	7	8	6:00-6:15	
6:15-6:30	0	0	1	1	1	0	0	1	2	0	0	2	0	3	1	4	3	5	8	6:15-6:30	
6:30-6:45	0	0	0	0	1	0	1	2	0	0	0	0	1	2	0	3	0	5	5	6:30-6:45	
6:45-7:00	0	0	3	3	2	0	1	3	1	1	0	2	0	4	1	5	5	8	13	6:45-7:00	
7:00-7:15	0	0	6	6	5	0	1	6	2	0	0	2	0	8	2	10	8	16	24	7:00-7:15	
7:15-7:30	0	0	4	4	2	0	4	6	5	0	0	5	1	7	1	9	9	15	24	7:15-7:30	
7:30-7:45	0	1	3	4	2	0	4	6	0	0	0	0	0	7	1	8	4	14	18	7:30-7:45	
7:45-8:00	0	1	6	7	1	1	3	5	1	0	0	1	1	6	2	9	8	14	22	7:45-8:00	
8:00-8:15	0	0	3	3	2	1	2	5	1	0	0	1	0	6	0	6	4	11	15	8:00-8:15	
8:15-8:30	0	0	4	4	2	0	1	3	0	1	0	1	4	8	2	14	5	17	22	8:15-8:30	
8:30-8:45	0	0	2	2	4	2	2	8	0	0	0	0	1	7	2	10	2	18	20	8:30-8:45	
8:45-9:00	0	0	1	1	3	0	1	4	1	0	0	1	0	7	0	7	2	11	13	8:45-9:00	
3 Hour Totals	0	2	33	35	25	5	22	52	14	2	0	16	8	69	12	89	51	141	192		
1 Hour Totals																					
6:00-7:00	0	0	4	4	4	1	4	9	4	1	0	5	1	13	2	16	9	25	34	0.65 6:00-7:00	
6:15-7:15	0	0	10	10	9	0	3	12	5	1	0	6	1	17	4	22	16	34	50	0.52 6:15-7:15	
6:30-7:30	0	0	13	13	10	0	7	17	8	1	0	9	2	21	4	27	22	44	66	0.69 6:30-7:30	
6:45-7:45	0	1	16	17	11	0	10	21	8	1	0	9	1	26	5	32	26	53	79	0.82 6:45-7:45	
7:00-8:00	0	2	19	21	10	1	12	23	8	0	0	8	2	28	6	36	29	59	88	0.92 7:00-8:00	
7:15-8:15	0	2	16	18	7	2	13	22	7	0	0	7	2	26	4	32	25	54	79	0.82 7:15-8:15	
7:30-8:30	0	2	16	18	7	2	10	19	2	1	0	3	5	27	5	37	21	56	77	0.88 7:30-8:30	
7:45-8:45	0	1	15	16	9	4	8	21	2	1	0	3	6	27	6	39	19	60	79	0.90 7:45-8:45	
8:00-9:00	0	0	10	10	11	3	6	20	2	1	0	3	5	28	4	37	13	57	70	0.80 8:00-9:00	
AM Peak																					
7:00-8:00	0	2	19	21	10	1	12	23	8	0	0	8	2	28	6	36	29	59	88	0.92 AM Peak 7:00-8:00	
PM																					
4:00-4:15	0	1	2	3	1	0	6	7	4	0	0	4	0	5	1	6	7	13	20	4:00-4:15	
4:15-4:30	0	0	2	2	1	0	2	3	1	0	0	1	1	7	1	9	3	12	15	4:15-4:30	
4:30-4:45	0	0	4	4	2	2	3	7	0	0	0	0	1	7	4	12	4	19	23	4:30-4:45	
4:45-5:00	0	1	1	2	2	0	2	4	1	0	0	1	0	4	0	4	3	8	11	4:45-5:00	
5:00-5:15	0	0	1	1	1	0	2	3	2	0	0	2	1	5	2	8	3	11	14	5:00-5:15	
5:15-5:30	0	0	3	3	0	1	2	3	0	0	0	0	0	7	4	11	3	14	17	5:15-5:30	
5:30-5:45	0	0	1	1	0	0	2	2	0	0	0	0	0	8	0	8	1	10	11	5:30-5:45	
5:45-6:00	0	0	3	3	0	0	1	1	0	0	0	0	0	13	0	13	3	14	17	5:45-6:00	
6:00-6:15	0	0	0	0	0	1	1	2	1	2	0	3	0	7	0	7	3	9	12	6:00-6:15	
6:15-6:30	0	0	3	3	1	0	2	3	3	0	0	3	0	5	1	6	6	9	15	6:15-6:30	
6:30-6:45	0	1	3	4	3	0	1	4	0	0	0	0	1	8	1	10	4	14	18	6:30-6:45	
6:45-7:00	0	1	0	1	1	0	4	5	1	0	0	1	0	9	0	9	2	14	16	6:45-7:00	
3 Hour Totals	0	4	23	27	12	4	28	44	13	2	0	15	4	85	14	103	42	147	189		
1 Hour Totals																					
4:00-5:00	0	2	9	11	6	2	13	21	6	0	0	6	2	23	6	31	17	52	69	0.75 4:00-5:00	
4:15-5:15	0	1	8	9	6	2	9	17	4	0	0	4	3	23	7	33	13	50	63	0.68 4:15-5:15	
4:30-5:30	0	1	9	10	5	3	9	17	3	0	0	3	2	23	10	35	13	52	65	0.71 4:30-5:30	
4:45-5:45	0	1	6	7	3	1	8	12	3	0	0	3	1	24	6	31	10	43	53	0.78 4:45-5:45	
5:00-6:00	0	0	8	8	1	1	7	9	2	0	0	2	1	33	6	40	10	49	59	0.87 5:00-6:00	
5:15-6:15	0	0	7	7	0	2	6	8	1	2	0	3	0	35	4	39	10	47	57	0.84 5:15-6:15	
5:30-6:30	0	0	7	7	1	1	6	8	4	2	0	6	0	33	1	34	13	42	55	0.81 5:30-6:30	
5:45-6:45	0	1	9	10	4	1	5	10	4	2	0	6	1	33	2	36	16	46	62	0.86 5:45-6:45	
6:00-7:00	0	2	6	8	5	1	8	14	5	2	0	7	1	29	2	32	15	46	61	0.85 6:00-7:00	
PM Peak																					
4:00-5:00	0	2	9	11	6	2	13	21	6	0	0	6	2	23	6	31	17	52	69	0.75 PM Peak 4:00-5:00	

...destrian Volume Survey



Project Name: Nehemiah PUD
 Project Number: 3119
 Location: Washington, DC
 Intersection: Chapin Street & Public Alley
 Weather: Cold
 Date: 1/25/2006
 Surveyor: Steve



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15		2			3	7	1	1
6:15-6:30		1		1		2		
6:30-6:45	1	1				3		3
6:45-7:00			1	4	1	10		2
7:00-7:15		3	3	1	2	8	1	3
7:15-7:30		2	1	3	8	11		1
7:30-7:45	1	3	1	7	3	11		2
7:45-8:00		5	1	4	6	18	3	1
8:00-8:15	2	6	1	9	3	20	1	3
8:15-8:30	1	5	2	10	2	14		2
8:30-8:45	3	4		10	3	12		5
8:45-9:00	2	3		4	4	5		1
PM								
4:00-4:15	3	2	1	1	12	9		
4:15-4:30	1	5	3	2	13	10		2
4:30-4:45	1		1	3	10	10		1
4:45-5:00	2	1	2	3	7	7	1	1
5:00-5:15	4	6	3	3	11	7		
5:15-5:30	3	1	8	5	8	10		
5:30-5:45	6	2	6		11	8	1	3
5:45-6:00	4	4	3	1	7	12	3	2
6:00-6:15	1	2	3	7	10	13	3	1
6:15-6:30	3	3	5	3	12	5	4	1
6:30-6:45			1	3	7	3	1	1
6:45-7:00	2	1	3	2	10	10		

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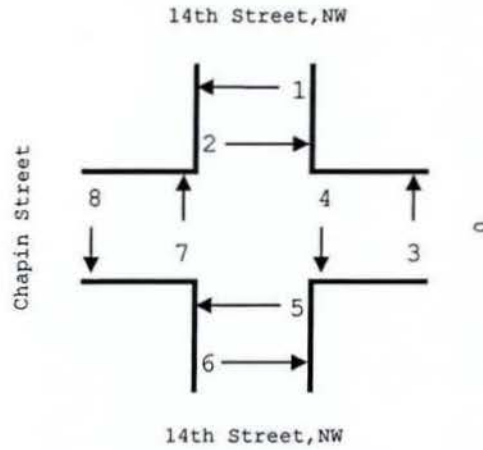
Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/25/2006		SOUTHBOUND ROAD: 14th Street,NW																	
W & A JOB NO.: 3119		DAY: Wednesday		NORTHBOUND ROAD: 14th Street,NW																	
INTERSECTION: 14th street & Chapin Street		WEATHER: Cold		WESTBOUND ROAD: 0																	
LOCATION: Washington,DC		COUNTED BY Ebony & Gina		EASTBOUND ROAD: Chapin Street																	
		INPUTED BY: agan																			
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound 14th Street,NW				Westbound 0				Northbound 14th Street,NW				Eastbound Chapin Street							North & South	East & West
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	3	100	0	103	0	0	0	0	0	65	2	67	6	0	0	6	170	6	176		6:00-6:15
6:15-6:30	1	108	0	109	0	0	0	0	0	67	2	69	4	0	0	4	178	4	182		6:15-6:30
6:30-6:45	0	134	0	134	0	0	0	0	0	94	1	95	4	0	1	5	229	5	234		6:30-6:45
6:45-7:00	7	139	0	146	0	0	0	0	0	124	5	129	5	0	5	10	275	10	285		6:45-7:00
7:00-7:15	8	131	0	139	0	0	0	0	0	174	4	178	6	0	14	20	317	20	337		7:00-7:15
7:15-7:30	4	161	0	165	0	0	0	0	0	151	9	160	9	0	6	15	325	15	340		7:15-7:30
7:30-7:45	5	155	0	160	0	0	0	0	0	162	6	168	15	0	4	19	328	19	347		7:30-7:45
7:45-8:00	4	173	0	177	0	0	0	0	0	156	8	164	14	0	5	19	341	19	360		7:45-8:00
8:00-8:15	5	217	0	222	0	0	0	0	0	172	6	178	10	0	6	16	400	16	416		8:00-8:15
8:15-8:30	4	185	0	189	0	0	0	0	0	157	2	159	13	0	4	17	348	17	365		8:15-8:30
8:30-8:45	6	202	0	208	0	0	0	0	0	125	3	128	8	0	9	17	336	17	353		8:30-8:45
8:45-9:00	1	183	0	184	0	0	0	0	0	143	5	148	15	0	4	19	332	19	351		8:45-9:00
3 Hour Totals	48	1,888	0	1,936	0	0	0	0	0	1,590	53	1,643	109	0	58	167	3,579	167	3,746		
1 Hour Totals																					
6:00-7:00	11	481	0	492	0	0	0	0	0	350	10	360	19	0	6	25	852	25	877	0.77	6:00-7:00
6:15-7:15	16	512	0	528	0	0	0	0	0	459	12	471	19	0	20	39	999	39	1,038	0.77	6:15-7:15
6:30-7:30	19	565	0	584	0	0	0	0	0	543	19	562	24	0	26	50	1,146	50	1,196	0.88	6:30-7:30
6:45-7:45	24	586	0	610	0	0	0	0	0	611	24	635	35	0	29	64	1,245	64	1,309	0.94	6:45-7:45
7:00-8:00	21	620	0	641	0	0	0	0	0	643	27	670	44	0	29	73	1,311	73	1,384	0.96	7:00-8:00
7:15-8:15	18	706	0	724	0	0	0	0	0	641	29	670	48	0	21	69	1,394	69	1,463	0.88	7:15-8:15
7:30-8:30	18	730	0	748	0	0	0	0	0	647	22	669	52	0	19	71	1,417	71	1,488	0.89	7:30-8:30
7:45-8:45	19	777	0	796	0	0	0	0	0	610	19	629	45	0	24	69	1,425	69	1,494	0.90	7:45-8:45
8:00-9:00	16	787	0	803	0	0	0	0	0	597	16	613	46	0	23	69	1,416	69	1,485	0.89	8:00-9:00
AM Peak 7:45-8:45	19	777	0	796	0	0	0	0	0	610	19	629	45	0	24	69	1,425	69	1,494	0.90	AM Peak 7:45-8:45
PM																					
4:00-4:15	4	141	0	145	0	0	0	0	0	180	5	185	6	0	7	13	330	13	343		4:00-4:15
4:15-4:30	5	137	0	142	0	0	0	0	0	188	6	194	15	0	9	24	336	24	360		4:15-4:30
4:30-4:45	7	148	0	155	0	0	0	0	0	185	10	195	4	0	8	12	350	12	362		4:30-4:45
4:45-5:00	9	151	0	160	0	0	0	0	0	225	1	226	7	0	8	15	386	15	401		4:45-5:00
5:00-5:15	4	132	0	136	0	0	0	0	0	217	6	223	4	0	7	11	359	11	370		5:00-5:15
5:15-5:30	3	154	0	157	0	0	0	0	0	233	2	235	5	0	10	15	392	15	407		5:15-5:30
5:30-5:45	2	158	0	160	0	0	0	0	0	261	2	263	8	0	8	16	423	16	439		5:30-5:45
5:45-6:00	5	126	0	131	0	0	0	0	0	217	6	223	10	0	6	16	354	16	370		5:45-6:00
6:00-6:15	4	124	0	128	0	0	0	0	0	274	2	276	7	0	14	21	404	21	425		6:00-6:15
6:15-6:30	7	136	0	143	0	0	0	0	0	267	4	271	6	0	9	15	414	15	429		6:15-6:30
6:30-6:45	7	120	0	127	0	0	0	0	0	276	6	282	13	0	8	21	409	21	430		6:30-6:45
6:45-7:00	6	114	0	120	0	0	0	0	0	220	3	223	5	0	11	16	343	16	359		6:45-7:00
3 Hour Totals	63	1,641	0	1,704	0	0	0	0	0	2,743	53	2,796	90	0	105	195	4,500	195	4,695		
1 Hour Totals																					
4:00-5:00	25	577	0	602	0	0	0	0	0	778	22	800	32	0	32	64	1,402	64	1,466	0.91	4:00-5:00
4:15-5:15	25	568	0	593	0	0	0	0	0	815	23	838	30	0	32	62	1,431	62	1,493	0.93	4:15-5:15
4:30-5:30	23	585	0	608	0	0	0	0	0	860	19	879	20	0	33	53	1,487	53	1,540	0.95	4:30-5:30
4:45-5:45	18	595	0	613	0	0	0	0	0	936	11	947	24	0	33	57	1,560	57	1,617	0.92	4:45-5:45
5:00-6:00	14	570	0	584	0	0	0	0	0	928	16	944	27	0	31	58	1,528	58	1,586	0.90	5:00-6:00
5:15-6:15	14	562	0	576	0	0	0	0	0	985	12	997	30	0	38	68	1,573	68	1,641	0.93	5:15-6:15
5:30-6:30	18	544	0	562	0	0	0	0	0	1,019	14	1,033	31	0	37	68	1,595	68	1,663	0.95	5:30-6:30
5:45-6:45	23	506	0	529	0	0	0	0	0	1,034	18	1,052	36	0	37	73	1,581	73	1,654	0.96	5:45-6:45
6:00-7:00	24	494	0	518	0	0	0	0	0	1,037	15	1,052	31	0	42	73	1,570	73	1,643	0.96	6:00-7:00
PM Peak 5:30-6:30	18	544	0	562	0	0	0	0	0	1,019	14	1,033	31	0	37	68	1,595	68	1,663	0.95	PM Peak 5:30-6:30

Pedestrian Volume Survey



Project Name: Nehemiah PUD
 Project Number: 3119
 Location: Washington, DC
 Intersection: 14th street & Chapin Street
 Weather: Cold
 Date: 1/25/2006
 Surveyor: Ebony & Gina



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15	3	1						4
6:15-6:30	1						1	6
6:30-6:45								8
6:45-7:00								6
7:00-7:15		2					1	11
7:15-7:30	2						3	7
7:30-7:45	2	2					3	15
7:45-8:00	4	6					6	15
8:00-8:15		1					5	18
8:15-8:30	3						4	20
8:30-8:45	5	1					8	17
8:45-9:00		16					23	12
PM								
4:00-4:15	1						6	10
4:15-4:30	2	3					10	9
4:30-4:45	2	2					9	1
4:45-5:00	1						9	3
5:00-5:15	4						8	7
5:15-5:30	7	2					2	7
5:30-5:45		2					8	8
5:45-6:00	3	2					15	
6:00-6:15		5					10	11
6:15-6:30		1					16	4
6:30-6:45		2					8	3
6:45-7:00		1					5	5

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:		Square 2868, Lot 807							DATE:		4/19/2005				SOUTHBOUND ROAD:				14th Street					
W & A JOB NO.:		2612							DAY:		Tuesday				NORTHBOUND ROAD:				14th Street					
INTERSECTION:		14th Street & Belmont St.- East							WEATHER:		Clear				WESTBOUND ROAD:				Belmont Street					
LOCATION:		Washington, DC							COUNTED BY:		Alba				EASTBOUND ROAD:				0					
									INPUTED BY:		agan													
Time Period	Turning Movements																Total	PHF	Time Period					
	Southbound 14th Street				Westbound Belmont Street				Northbound 14th Street				Eastbound 0							North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total								
AM																								
6:00-6:15	0	86	2	88	2	0	0	2	0	67	0	67	0	0	0	0	155	2	157				6:00-6:15	
6:15-6:30	0	150	2	152	2	0	1	3	1	75	0	76	0	0	0	0	228	3	231				6:15-6:30	
6:30-6:45	0	150	1	151	1	0	2	3	2	87	0	89	0	0	0	0	240	3	243				6:30-6:45	
6:45-7:00	0	156	0	156	2	0	2	4	1	98	0	99	0	0	0	0	255	4	259				6:45-7:00	
7:00-7:15	0	155	3	158	6	0	1	7	0	110	0	110	0	0	0	0	268	7	275				7:00-7:15	
7:15-7:30	0	176	3	179	7	0	0	7	1	96	0	97	0	0	0	0	276	7	283				7:15-7:30	
7:30-7:45	0	157	4	161	5	0	1	6	0	118	0	118	0	0	0	0	279	6	285				7:30-7:45	
7:45-8:00	0	193	1	194	6	0	6	12	5	106	0	111	0	0	0	0	305	12	317				7:45-8:00	
8:00-8:15	0	229	5	234	12	0	4	16	1	133	0	134	0	0	0	0	368	16	384				8:00-8:15	
8:15-8:30	0	243	4	247	8	0	2	10	3	124	0	127	0	0	0	0	374	10	384				8:15-8:30	
8:30-8:45	0	232	9	241	5	0	3	8	5	98	0	103	0	0	0	0	344	8	352				8:30-8:45	
8:45-9:00	0	274	4	278	6	0	6	12	3	95	0	98	0	0	0	0	376	12	388				8:45-9:00	
3 Hour Totals	0	2,201	38	2,239	62	0	28	90	22	1,207	0	1,229	0	0	0	0	3,468	90	3,558					
1 Hour Totals																								
6:00-7:00	0	542	5	547	7	0	5	12	4	327	0	331	0	0	0	0	878	12	890	0.86			6:00-7:00	
6:15-7:15	0	611	6	617	11	0	6	17	4	370	0	374	0	0	0	0	991	17	1,008	0.92			6:15-7:15	
6:30-7:30	0	637	7	644	16	0	5	21	4	391	0	395	0	0	0	0	1,039	21	1,060	0.94			6:30-7:30	
6:45-7:45	0	644	10	654	20	0	4	24	2	422	0	424	0	0	0	0	1,078	24	1,102	0.97			6:45-7:45	
7:00-8:00	0	681	11	692	24	0	8	32	6	430	0	436	0	0	0	0	1,128	32	1,160	0.91			7:00-8:00	
7:15-8:15	0	755	13	768	30	0	11	41	7	453	0	460	0	0	0	0	1,228	41	1,269	0.83			7:15-8:15	
7:30-8:30	0	822	14	836	31	0	13	44	9	481	0	490	0	0	0	0	1,326	44	1,370	0.89			7:30-8:30	
7:45-8:45	0	897	19	916	31	0	15	46	14	461	0	475	0	0	0	0	1,391	46	1,437	0.94			7:45-8:45	
8:00-9:00	0	978	22	1,000	31	0	15	46	12	450	0	462	0	0	0	0	1,462	46	1,508	0.97			8:00-9:00	
AM Peak 8:00-9:00	0	978	22	1,000	31	0	15	46	12	450	0	462	0	0	0	0	1,462	46	1,508	0.97			AM Peak 8:00-9:00	
PM																								
4:00-4:15	0	157	3	160	2	0	1	3	3	159	0	162	0	0	0	0	322	3	325				4:00-4:15	
4:15-4:30	0	159	2	161	4	0	3	7	3	173	0	176	0	0	0	0	337	7	344				4:15-4:30	
4:30-4:45	0	149	16	165	5	0	5	10	2	188	0	190	0	0	0	0	355	10	365				4:30-4:45	
4:45-5:00	0	154	5	159	4	0	1	5	3	178	0	181	0	0	0	0	340	5	345				4:45-5:00	
5:00-5:15	0	179	8	187	7	0	0	7	3	183	0	186	0	0	0	0	373	7	380				5:00-5:15	
5:15-5:30	0	168	6	174	9	0	2	11	1	234	0	235	0	0	0	0	409	11	420				5:15-5:30	
5:30-5:45	0	173	7	180	7	0	7	14	4	208	0	212	0	0	0	0	392	14	406				5:30-5:45	
5:45-6:00	0	144	5	149	5	0	0	5	0	246	0	246	0	0	0	0	395	5	400				5:45-6:00	
6:00-6:15	0	135	3	138	5	0	3	8	3	213	0	216	0	0	0	0	354	8	362				6:00-6:15	
6:15-6:30	0	141	3	144	4	0	3	7	2	170	0	172	0	0	0	0	316	7	323				6:15-6:30	
6:30-6:45	0	136	3	139	5	0	1	6	2	162	0	164	0	0	0	0	303	6	309				6:30-6:45	
6:45-7:00	0	99	6	105	1	0	3	4	0	127	0	127	0	0	0	0	232	4	236				6:45-7:00	
3 Hour Totals	0	1,794	67	1,861	58	0	29	87	26	2,241	0	2,267	0	0	0	0	4,128	87	4,215					
1 Hour Totals																								
4:00-5:00	0	619	26	645	15	0	10	25	11	698	0	709	0	0	0	0	1,354	25	1,379	0.94			4:00-5:00	
4:15-5:15	0	641	31	672	20	0	9	29	11	722	0	733	0	0	0	0	1,405	29	1,434	0.94			4:15-5:15	
4:30-5:30	0	650	35	685	25	0	8	33	9	783	0	792	0	0	0	0	1,477	33	1,510	0.90			4:30-5:30	
4:45-5:45	0	674	26	700	27	0	10	37	11	803	0	814	0	0	0	0	1,514	37	1,551	0.92			4:45-5:45	
5:00-6:00	0	664	26	690	28	0	9	37	8	871	0	879	0	0	0	0	1,569	37	1,606	0.96			5:00-6:00	
5:15-6:15	0	620	21	641	26	0	12	38	8	901	0	909	0	0	0	0	1,550	38	1,588	0.95			5:15-6:15	
5:30-6:30	0	593	18	611	21	0	13	34	9	837	0	846	0	0	0	0	1,457	34	1,491	0.92			5:30-6:30	
5:45-6:45	0	556	14	570	19	0	7	26	7	791	0	798	0	0	0	0	1,368	26	1,394	0.87			5:45-6:45	
6:00-7:00	0	511	15	526	15	0	10	25	7	672	0	679	0	0	0	0	1,205	25	1,230	0.85			6:00-7:00	
PM Peak 5:00-6:00	0	664	26	690	28	0	9	37	8	871	0	879	0	0	0	0	1,569	37	1,606	0.96			PM Peak 5:00-6:00	

Pedestrian Volume Survey



Project Name: Square 2868, Lot 807

Object Number: 2812

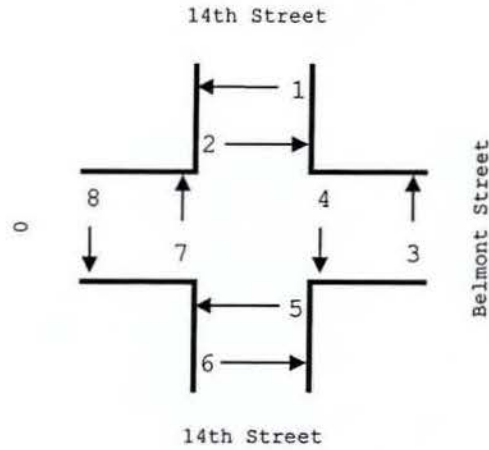
Location: Washington, DC

Intersection: 14th Street & Belmont St. - E

Weather: Clear

Date: 4/19/2005

Surveyor: Alba



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

Wells & Associates, LLC

McLean, Virginia

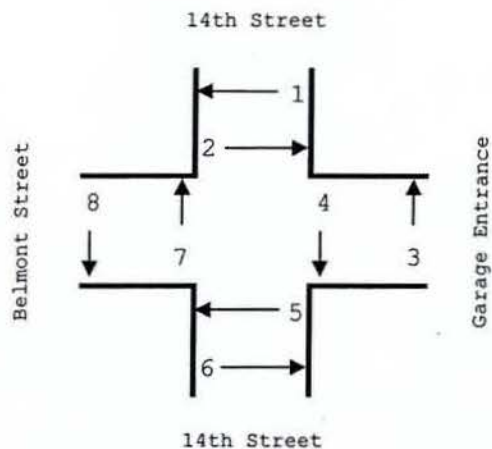
Existing Traffic Count

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

Pedestrian Volume Survey



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



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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

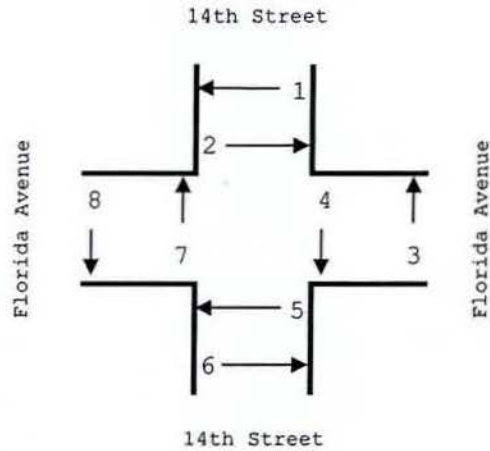
PROJECT: Square 2868, Lot 807				DATE: 4/19/2005				SOUTHBOUND ROAD: 14th Street				14th Street										
W & A JOB NO.: 2812				DAY: Tuesday				NORTHBOUND ROAD: 14th Street				14th Street										
INTERSECTION: 14th Street & Florida Ave.				WEATHER: Clear				WESTBOUND ROAD: Florida Avenue				Florida Avenue										
LOCATION: Washington, DC				COUNTED BY: Paco & Lilian				EASTBOUND ROAD: Florida Avenue				Florida Avenue										
				INPUTED BY: agan																		
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound 14th Street				Westbound Florida Avenue				Northbound 14th 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																						
6:00-6:15	2	59	10	71	7	10	7	24	5	60	2	67	2	15	1	18	138	42	180			6:00-6:15
6:15-6:30	5	129	5	139	4	12	6	22	2	70	5	77	0	4	7	11	216	33	249			6:15-6:30
6:30-6:45	0	127	8	135	4	16	2	22	4	75	1	80	0	18	4	22	215	44	259			6:30-6:45
6:45-7:00	6	151	5	162	4	20	8	32	4	85	1	90	1	12	11	24	252	56	308			6:45-7:00
7:00-7:15	5	136	15	156	11	17	7	35	4	90	3	97	1	30	11	42	253	77	330			7:00-7:15
7:15-7:30	11	110	26	147	6	27	27	60	5	67	2	74	1	22	11	34	221	94	315			7:15-7:30
7:30-7:45	11	133	11	155	18	25	15	58	7	97	4	108	1	25	16	42	263	100	363			7:30-7:45
7:45-8:00	13	178	14	205	14	38	20	72	9	82	0	91	2	20	20	42	296	114	410			7:45-8:00
8:00-8:15	16	184	25	225	19	35	17	71	4	91	0	95	2	25	11	38	320	109	429			8:00-8:15
8:15-8:30	24	191	19	234	16	45	18	79	3	103	0	106	2	24	9	35	340	114	454			8:15-8:30
8:30-8:45	16	182	16	214	10	53	13	76	8	76	6	90	0	34	15	49	304	125	429			8:30-8:45
8:45-9:00	31	191	28	250	18	50	13	81	6	86	6	98	1	29	8	38	348	119	467			8:45-9:00
3 Hour Totals	140	1,771	182	2,093	131	348	153	632	61	982	30	1,073	13	258	124	395	3,166	1,027	4,193			
1 Hour Totals																						
6:00-7:00	13	466	28	507	19	58	23	100	15	290	9	314	3	49	23	75	821	175	996	0.81		6:00-7:00
6:15-7:15	16	543	33	592	23	65	23	111	14	320	10	344	2	64	33	99	936	210	1,146	0.87		6:15-7:15
6:30-7:30	22	524	54	600	25	80	44	149	17	317	7	341	3	82	37	122	941	271	1,212	0.92		6:30-7:30
6:45-7:45	33	530	57	620	39	89	57	185	20	339	10	369	4	89	49	142	989	327	1,316	0.91		6:45-7:45
7:00-8:00	40	557	66	663	49	107	69	225	25	336	9	370	5	97	58	160	1,033	385	1,418	0.86		7:00-8:00
7:15-8:15	51	605	76	732	57	125	79	261	25	337	6	368	6	92	58	156	1,100	417	1,517	0.88		7:15-8:15
7:30-8:30	64	686	69	819	67	143	70	280	23	373	4	400	7	94	56	157	1,219	437	1,656	0.91		7:30-8:30
7:45-8:45	69	735	74	878	59	171	68	298	24	352	6	382	6	103	55	164	1,260	462	1,722	0.95		7:45-8:45
8:00-9:00	87	748	88	923	63	183	61	307	21	356	12	389	5	112	43	160	1,312	467	1,779	0.95		8:00-9:00
AM Peak 8:00-9:00	87	748	88	923	63	183	61	307	21	356	12	389	5	112	43	160	1,312	467	1,779	0.95		AM Peak 8:00-9:00
PM																						
4:00-4:15	13	117	13	143	18	26	9	53	6	124	1	131	2	49	31	82	274	135	409			4:00-4:15
4:15-4:30	3	124	7	134	14	22	21	57	0	140	1	141	1	51	24	76	275	133	408			4:15-4:30
4:30-4:45	12	126	13	151	16	26	14	56	7	127	4	138	0	43	27	70	289	126	415			4:30-4:45
4:45-5:00	20	106	11	137	14	25	13	52	7	138	5	150	13	60	35	108	287	160	447			4:45-5:00
5:00-5:15	14	124	11	149	18	26	8	52	15	131	3	149	5	67	20	92	298	144	442			5:00-5:15
5:15-5:30	13	120	14	147	18	39	23	80	5	187	2	194	3	55	24	82	341	162	503			5:15-5:30
5:30-5:45	10	130	21	161	15	30	9	54	12	157	5	174	4	61	25	90	335	144	479			5:30-5:45
5:45-6:00	6	135	9	150	14	29	24	67	19	164	2	185	2	54	32	88	335	155	490			5:45-6:00
6:00-6:15	9	112	10	131	20	17	16	53	13	139	6	158	3	63	33	99	289	152	441			6:00-6:15
6:15-6:30	15	116	20	151	17	28	8	53	16	118	5	139	2	72	23	97	290	150	440			6:15-6:30
6:30-6:45	8	109	13	130	15	20	15	50	8	119	6	133	1	52	23	76	263	126	389			6:30-6:45
6:45-7:00	4	102	12	118	7	21	13	41	8	106	9	123	0	48	17	65	241	106	347			6:45-7:00
3 Hour Totals	127	1,421	154	1,702	186	309	173	668	116	1,650	49	1,815	36	675	314	1,025	3,517	1,693	5,210			
1 Hour Totals																						
4:00-5:00	48	473	44	565	62	99	57	218	20	529	11	560	16	203	117	336	1,125	554	1,679	0.94		4:00-5:00
4:15-5:15	49	480	42	571	62	99	56	217	29	536	13	578	19	221	106	346	1,149	563	1,712	0.96		4:15-5:15
4:30-5:30	59	476	49	584	66	116	58	240	34	583	14	631	21	225	106	352	1,215	592	1,807	0.90		4:30-5:30
4:45-5:45	57	480	57	594	65	120	53	238	39	613	15	667	25	243	104	372	1,261	610	1,871	0.93		4:45-5:45
5:00-6:00	43	509	55	607	65	124	64	253	51	639	12	702	14	237	101	352	1,309	605	1,914	0.95		5:00-6:00
5:15-6:15	38	497	54	589	67	115	72	254	49	647	15	711	12	233	114	359	1,300	613	1,913	0.95		5:15-6:15
5:30-6:30	40	493	60	593	66	104	57	227	60	578	18	656	11	250	113	374	1,249	601	1,850	0.94		5:30-6:30
5:45-6:45	38	472	52	562	66	94	63	223	56	540	19	615	8	241	111	360	1,177	583	1,760	0.90		5:45-6:45
6:00-7:00	36	439	55	530	59	86	52	197	45	482	26	553	6	235	96	337	1,083	534	1,617	0.92		6:00-7:00
PM Peak 5:00-6:00	43	509	55	607	65	124	64	253	51	639	12	702	14	237	101	352	1,309	605	1,914	0.95		PM Peak 5:00-6:00

lls & Associates, LLC
McLean, Virginia

pedestrian Volume Survey



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



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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/25/2006		SOUTHBOUND ROAD: Public Alley																	
W & A JOB NO.: 3119		DAY: Wednesday		NORTHBOUND ROAD: Public Alley																	
INTERSECTION: Belmont Street & Public Alley		WEATHER: Cold		WESTBOUND ROAD: Belmont Street																	
LOCATION: Washington,DC		COUNTED BY: Daryl		EASTBOUND ROAD: Belmont Street																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Public Alley				Westbound Belmont Street				Northbound Public Alley				Eastbound Belmont Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	2	0	2	1	7	2	10	0	1	1	2	0	3	0	3	4	13	17		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		6:15-6:30
6:30-6:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	0	0	6	6		7:00-7:15
7:15-7:30	0	0	2	2	0	1	0	1	0	3	0	3	1	0	1	2	5	3	8		7:15-7:30
7:30-7:45	0	0	1	1	0	3	0	3	1	1	2	4	0	0	0	0	5	3	8		7:30-7:45
7:45-8:00	1	3	1	5	0	4	0	4	0	1	1	2	0	4	0	4	7	8	15		7:45-8:00
8:00-8:15	0	2	0	2	1	1	3	5	3	0	3	6	1	0	0	1	8	6	14		8:00-8:15
8:15-8:30	2	1	0	3	0	1	1	2	2	1	1	4	0	1	1	2	7	4	11		8:15-8:30
8:30-8:45	0	0	2	2	1	5	1	7	0	0	0	0	2	2	0	4	2	11	13		8:30-8:45
8:45-9:00	0	0	1	1	1	0	0	1	0	0	0	0	0	1	2	3	1	4	5		8:45-9:00
3 Hour Totals	3	8	7	18	5	26	9	40	6	7	8	21	5	11	4	20	39	60	99		
1 Hour Totals																					
6:00-7:00	0	2	0	2	1	8	2	11	0	1	1	2	1	3	0	4	4	15	19	0.28	6:00-7:00
6:15-7:15	0	0	0	0	1	4	2	7	0	0	0	0	1	0	0	1	0	8	8	0.33	6:15-7:15
6:30-7:30	0	0	2	2	1	5	2	8	0	3	0	3	1	0	1	2	5	10	15	0.47	6:30-7:30
6:45-7:45	0	0	3	3	1	7	2	10	1	4	2	7	1	0	1	2	10	12	22	0.69	6:45-7:45
7:00-8:00	1	3	4	8	1	11	2	14	1	5	3	9	1	4	1	6	17	20	37	0.62	7:00-8:00
7:15-8:15	1	5	4	10	1	9	3	13	4	5	6	15	2	4	1	7	25	20	45	0.75	7:15-8:15
7:30-8:30	3	6	2	11	1	9	4	14	6	3	7	16	1	5	1	7	27	21	48	0.80	7:30-8:30
7:45-8:45	3	6	3	12	2	11	5	18	5	2	5	12	3	7	1	11	24	29	53	0.88	7:45-8:45
8:00-9:00	2	3	3	8	3	7	5	15	5	1	4	10	3	4	3	10	18	25	43	0.77	8:00-9:00
AM Peak 7:45-8:45	3	6	3	12	2	11	5	18	5	2	5	12	3	7	1	11	24	29	53	0.88	AM Peak 7:45-8:45
PM																					
4:00-4:15	2	1	2	5	2	2	0	4	2	3	0	5	0	1	0	1	10	5	15		4:00-4:15
4:15-4:30	1	0	2	3	0	1	0	1	0	1	0	1	0	4	0	4	4	5	9		4:15-4:30
4:30-4:45	0	0	1	1	1	4	0	5	2	0	0	2	1	2	0	3	3	8	11		4:30-4:45
4:45-5:00	0	2	1	3	0	4	0	4	0	0	1	1	0	2	0	2	4	6	10		4:45-5:00
5:00-5:15	0	0	0	0	1	4	1	6	1	0	1	2	0	3	1	4	2	10	12		5:00-5:15
5:15-5:30	1	0	0	1	0	1	0	1	2	0	0	2	0	2	0	2	3	3	6		5:15-5:30
5:30-5:45	1	0	0	1	0	9	0	9	0	0	0	0	0	3	0	3	1	12	13		5:30-5:45
5:45-6:00	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	0	5	5		5:45-6:00
6:00-6:15	0	0	1	1	2	6	1	9	4	2	0	6	0	4	0	4	7	13	20		6:00-6:15
6:15-6:30	0	0	1	1	2	3	0	5	3	1	2	6	1	1	0	2	7	7	14		6:15-6:30
6:30-6:45	1	2	0	3	0	4	0	4	0	0	1	1	0	0	0	0	4	4	8		6:30-6:45
6:45-7:00	1	0	2	3	5	0	0	5	2	0	0	2	0	1	0	1	5	6	11		6:45-7:00
3 Hour Totals	7	5	10	22	13	42	2	57	16	7	5	28	2	24	1	27	50	84	134		
1 Hour Totals																					
4:00-5:00	3	3	6	12	3	11	0	14	4	4	1	9	1	9	0	10	21	24	45	0.75	4:00-5:00
4:15-5:15	1	2	4	7	2	13	1	16	3	1	2	6	1	11	1	13	13	29	42	0.88	4:15-5:15
4:30-5:30	1	2	2	5	2	13	1	16	5	0	2	7	1	9	1	11	12	27	39	0.81	4:30-5:30
4:45-5:45	2	2	1	5	1	18	1	20	3	0	2	5	0	10	1	11	10	31	41	0.79	4:45-5:45
5:00-6:00	2	0	0	2	1	18	1	20	3	0	1	4	0	9	1	10	6	30	36	0.69	5:00-6:00
5:15-6:15	2	0	1	3	2	20	1	23	6	2	0	8	0	10	0	10	11	33	44	0.55	5:15-6:15
5:30-6:30	1	0	2	3	4	22	1	27	7	3	2	12	1	9	0	10	15	37	52	0.65	5:30-6:30
5:45-6:45	1	2	2	5	4	17	1	22	7	3	3	13	1	6	0	7	18	29	47	0.59	5:45-6:45
6:00-7:00	2	2	4	8	9	13	1	23	9	3	3	15	1	6	0	7	23	30	53	0.66	6:00-7:00
PM Peak 6:00-7:00	2	2	4	8	9	13	1	23	9	3	3	15	1	6	0	7	23	30	53	0.66	PM Peak 6:00-7:00

pedestrian Volume Survey



Project Name: Nehemiah PUD

Project Number: 3119

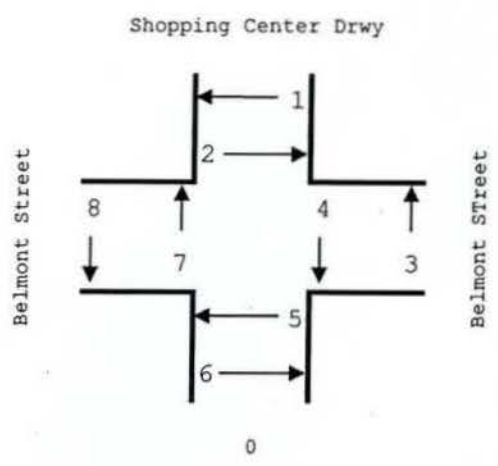
Location: Washington, DC

Intersection: Belmont Street and Shopping

Weather: Cold

Date: 1/31/2006

Surveyor: Milton



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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/25/2006		SOUTHBOUND ROAD: 15th Street,NW																	
W & A JOB NO.: 3119		DAY: Wednesday		NORTHBOUND ROAD: 15th Street,NW																	
INTERSECTION: 15th Street & Belmont Street		WEATHER: Cold		WESTBOUND ROAD: Belmont Street																	
LOCATION: Washington,DC		COUNTED BY: Jonathan & Ebony		EASTBOUND ROAD: 0																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 15th Street,NW				Westbound Belmont Street				Northbound 15th Street,NW				Eastbound 0				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	1	0	0	1	0	25	0	25	0	0	0	0	25	1	26		6:00-6:15
6:15-6:30	0	0	0	0	2	0	0	2	2	41	0	43	0	0	0	0	43	2	45		6:15-6:30
6:30-6:45	0	0	0	0	3	0	0	3	4	41	0	45	0	0	0	0	45	3	48		6:30-6:45
6:45-7:00	0	0	0	0	3	0	0	3	0	47	0	47	0	0	0	0	47	3	50		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	71	0	71	0	0	0	0	71	0	71		7:00-7:15
7:15-7:30	0	0	0	0	2	0	0	2	0	74	0	74	0	0	0	0	74	2	76		7:15-7:30
7:30-7:45	0	0	0	0	1	0	0	1	0	73	0	73	0	0	0	0	73	1	74		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	96	0	96	0	0	0	0	96	0	96		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	81	0	81	0	0	0	0	81	0	81		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	98	0	98	0	0	0	0	98	0	98		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	111	0	111	0	0	0	0	111	0	111		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
3 Hour Totals	0	0	0	0	12	0	0	12	6	758	0	764	0	0	0	0	764	12	776		
1 Hour Totals																					
6:00-7:00	0	0	0	0	9	0	0	9	6	154	0	160	0	0	0	0	160	9	169	0.85	6:00-7:00
6:15-7:15	0	0	0	0	8	0	0	8	6	200	0	206	0	0	0	0	206	8	214	0.75	6:15-7:15
6:30-7:30	0	0	0	0	8	0	0	8	4	233	0	237	0	0	0	0	237	8	245	0.81	6:30-7:30
6:45-7:45	0	0	0	0	6	0	0	6	0	265	0	265	0	0	0	0	265	6	271	0.89	6:45-7:45
7:00-8:00	0	0	0	0	3	0	0	3	0	314	0	314	0	0	0	0	314	3	317	0.83	7:00-8:00
7:15-8:15	0	0	0	0	3	0	0	3	0	324	0	324	0	0	0	0	324	3	327	0.85	7:15-8:15
7:30-8:30	0	0	0	0	1	0	0	1	0	348	0	348	0	0	0	0	348	1	349	0.89	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	386	0	386	0	0	0	0	386	0	386	0.87	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	290	0	290	0	0	0	0	290	0	290	0.65	8:00-9:00
AM Peak																					AM Peak
7:45-8:45	0	0	0	0	0	0	0	0	0	386	0	386	0	0	0	0	386	0	386	0.87	7:45-8:45
PM																					
4:00-4:15	0	0	0	0	1	0	0	1	1	135	0	136	0	0	0	0	136	1	137		4:00-4:15
4:15-4:30	0	0	0	0	3	0	0	3	3	129	0	132	0	0	0	0	132	3	135		4:15-4:30
4:30-4:45	0	0	0	0	3	0	0	3	3	158	0	161	0	0	0	0	161	3	164		4:30-4:45
4:45-5:00	0	0	0	0	3	0	0	3	3	173	0	176	0	0	0	0	176	3	179		4:45-5:00
5:00-5:15	0	0	0	0	2	0	0	2	2	203	0	205	0	0	0	0	205	2	207		5:00-5:15
5:15-5:30	0	0	0	0	4	0	0	4	4	225	0	229	0	0	0	0	229	4	233		5:15-5:30
5:30-5:45	0	0	0	0	9	0	0	9	9	219	0	228	0	0	0	0	228	9	237		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	257	0	257	0	0	0	0	257	0	257		5:45-6:00
6:00-6:15	0	0	0	0	3	0	0	3	3	221	0	224	0	0	0	0	224	3	227		6:00-6:15
6:15-6:30	0	0	0	0	6	0	0	6	6	220	0	226	0	0	0	0	226	6	232		6:15-6:30
6:30-6:45	0	0	0	0	6	0	0	6	6	226	0	232	0	0	0	0	232	6	238		6:30-6:45
6:45-7:00	0	0	0	0	4	0	0	4	4	229	0	233	0	0	0	0	233	4	237		6:45-7:00
3 Hour Totals	0	0	0	0	44	0	0	44	44	2,395	0	2,439	0	0	0	0	2,439	44	2,483		
1 Hour Totals																					
4:00-5:00	0	0	0	0	10	0	0	10	10	595	0	605	0	0	0	0	605	10	615	0.86	4:00-5:00
4:15-5:15	0	0	0	0	11	0	0	11	11	663	0	674	0	0	0	0	674	11	685	0.83	4:15-5:15
4:30-5:30	0	0	0	0	12	0	0	12	12	759	0	771	0	0	0	0	771	12	783	0.84	4:30-5:30
4:45-5:45	0	0	0	0	18	0	0	18	18	820	0	838	0	0	0	0	838	18	856	0.90	4:45-5:45
5:00-6:00	0	0	0	0	15	0	0	15	15	904	0	919	0	0	0	0	919	15	934	0.91	5:00-6:00
5:15-6:15	0	0	0	0	16	0	0	16	16	922	0	938	0	0	0	0	938	16	954	0.93	5:15-6:15
5:30-6:30	0	0	0	0	18	0	0	18	18	917	0	935	0	0	0	0	935	18	953	0.93	5:30-6:30
5:45-6:45	0	0	0	0	15	0	0	15	15	924	0	939	0	0	0	0	939	15	954	0.93	5:45-6:45
6:00-7:00	0	0	0	0	19	0	0	19	19	896	0	915	0	0	0	0	915	19	934	0.98	6:00-7:00
PM Peak																					PM Peak
5:15-6:15	0	0	0	0	16	0	0	16	16	922	0	938	0	0	0	0	938	16	954	0.93	5:15-6:15

Pedestrian Volume Survey



Project Name: Nehemiah PUD

Project Number: 3119

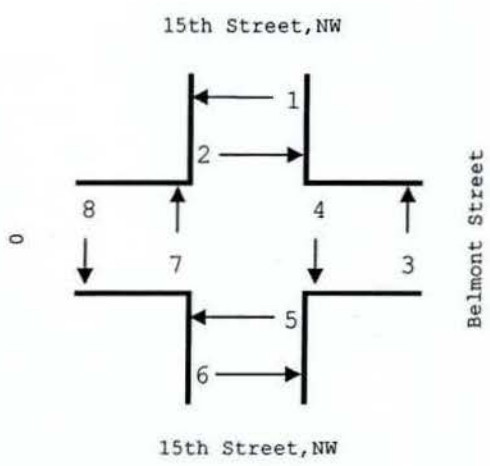
Location: Washington, DC

Intersection: 15th Street & Belmont Street

Weather: Cold

Date: 1/25/2006

Surveyor: Jonathan & Ebony



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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

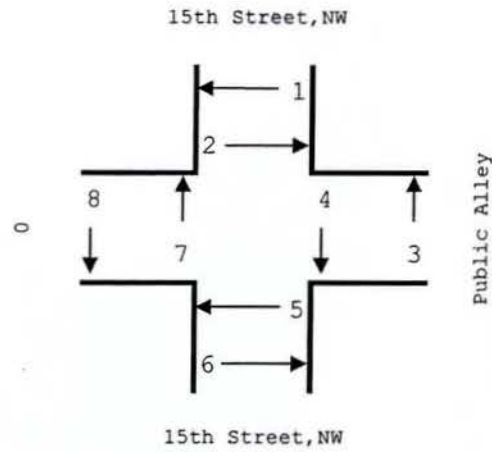
PROJECT: Nehemiah PUD				DATE: 1/25/2006				SOUTHBOUND ROAD: 15th Street,NW				15th Street,NW										
W & A JOB NO.: 3119				DAY: Wednesday				NORTHBOUND ROAD: 15th Street,NW				15th Street,NW										
INTERSECTION: 15th Street & Public Alley				WEATHER: Cold				WESTBOUND ROAD: Public Alley				Public Alley										
LOCATION: Washington,DC				COUNTED BY: DeWanna				EASTBOUND ROAD: 0				0										
				INPUTED BY: agan																		
Time Period	Turning Movements																Total	PHF	Time Period			
	Southbound 15th Street,NW				Westbound Public Alley				Northbound 15th Street,NW				Eastbound 0							North & South	East & West	
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:00-6:15	0	0	0	0	1	0	0	1	0	30	0	30	0	0	0	0	30	1	31			6:00-6:15
6:15-6:30	0	0	0	0	3	0	0	3	0	43	0	43	0	0	0	0	43	3	46			6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	44	0	44	0	0	0	0	44	0	44			6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	50	0	50	0	0	0	0	50	0	50			6:45-7:00
7:00-7:15	0	0	0	0	2	0	0	2	0	74	0	74	0	0	0	0	74	2	76			7:00-7:15
7:15-7:30	0	0	0	0	1	0	0	1	0	76	0	76	0	0	0	0	76	1	77			7:15-7:30
7:30-7:45	0	0	0	0	4	0	0	4	0	73	0	73	0	0	0	0	73	4	77			7:30-7:45
7:45-8:00	0	0	0	0	2	0	0	2	0	101	0	101	0	0	0	0	101	2	103			7:45-8:00
8:00-8:15	0	0	0	0	1	0	0	1	0	79	0	79	0	0	0	0	79	1	80			8:00-8:15
8:15-8:30	0	0	0	0	1	0	0	1	0	108	0	108	0	0	0	0	108	1	109			8:15-8:30
8:30-8:45	0	0	0	0	1	0	0	1	1	113	0	114	0	0	0	0	114	1	115			8:30-8:45
8:45-9:00	0	0	0	0	1	0	0	1	0	90	0	90	0	0	0	0	90	1	91			8:45-9:00
3 Hour Totals	0	0	0	0	17	0	0	17	1	881	0	882	0	0	0	0	882	17	899			
1 Hour Totals																						
6:00-7:00	0	0	0	0	4	0	0	4	0	167	0	167	0	0	0	0	167	4	171	0.86		6:00-7:00
6:15-7:15	0	0	0	0	5	0	0	5	0	211	0	211	0	0	0	0	211	5	216	0.71		6:15-7:15
6:30-7:30	0	0	0	0	3	0	0	3	0	244	0	244	0	0	0	0	244	3	247	0.80		6:30-7:30
6:45-7:45	0	0	0	0	7	0	0	7	0	273	0	273	0	0	0	0	273	7	280	0.91		6:45-7:45
7:00-8:00	0	0	0	0	9	0	0	9	0	324	0	324	0	0	0	0	324	9	333	0.81		7:00-8:00
7:15-8:15	0	0	0	0	8	0	0	8	0	329	0	329	0	0	0	0	329	8	337	0.82		7:15-8:15
7:30-8:30	0	0	0	0	8	0	0	8	0	361	0	361	0	0	0	0	361	8	369	0.85		7:30-8:30
7:45-8:45	0	0	0	0	5	0	0	5	1	401	0	402	0	0	0	0	402	5	407	0.88		7:45-8:45
8:00-9:00	0	0	0	0	4	0	0	4	1	390	0	391	0	0	0	0	391	4	395	0.86		8:00-9:00
AM Peak 7:45-8:45	0	0	0	0	5	0	0	5	1	401	0	402	0	0	0	0	402	5	407	0.88		AM Peak 7:45-8:45
PM																						
4:00-4:15	0	0	0	0	2	0	0	2	1	168	0	169	0	0	0	0	169	2	171			4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	1	132	0	133	0	0	0	0	133	0	133			4:15-4:30
4:30-4:45	0	0	0	0	2	0	0	2	1	149	0	150	0	0	0	0	150	2	152			4:30-4:45
4:45-5:00	0	0	0	0	2	0	0	2	1	168	0	169	0	0	0	0	169	2	171			4:45-5:00
5:00-5:15	0	0	0	0	2	0	0	2	1	190	0	191	0	0	0	0	191	2	193			5:00-5:15
5:15-5:30	0	0	0	0	1	0	0	1	0	221	0	221	0	0	0	0	221	1	222			5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	2	215	0	217	0	0	0	0	217	0	217			5:30-5:45
5:45-6:00	0	0	0	0	2	0	0	2	0	228	0	228	0	0	0	0	228	2	230			5:45-6:00
6:00-6:15	0	0	0	0	2	0	0	2	0	211	0	211	0	0	0	0	211	2	213			6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	212	0	212	0	0	0	0	212	0	212			6:15-6:30
6:30-6:45	0	0	0	0	1	0	0	1	1	232	0	233	0	0	0	0	233	1	234			6:30-6:45
6:45-7:00	0	0	0	0	5	0	0	5	1	234	0	235	0	0	0	0	235	5	240			6:45-7:00
3 Hour Totals	0	0	0	0	19	0	0	19	9	2,360	0	2,369	0	0	0	0	2,369	19	2,388			
1 Hour Totals																						
4:00-5:00	0	0	0	0	6	0	0	6	4	617	0	621	0	0	0	0	621	6	627	0.92		4:00-5:00
4:15-5:15	0	0	0	0	6	0	0	6	4	639	0	643	0	0	0	0	643	6	649	0.84		4:15-5:15
4:30-5:30	0	0	0	0	7	0	0	7	3	728	0	731	0	0	0	0	731	7	738	0.83		4:30-5:30
4:45-5:45	0	0	0	0	5	0	0	5	4	794	0	798	0	0	0	0	798	5	803	0.90		4:45-5:45
5:00-6:00	0	0	0	0	5	0	0	5	3	854	0	857	0	0	0	0	857	5	862	0.94		5:00-6:00
5:15-6:15	0	0	0	0	5	0	0	5	2	875	0	877	0	0	0	0	877	5	882	0.96		5:15-6:15
5:30-6:30	0	0	0	0	4	0	0	4	2	866	0	868	0	0	0	0	868	4	872	0.95		5:30-6:30
5:45-6:45	0	0	0	0	5	0	0	5	1	883	0	884	0	0	0	0	884	5	889	0.95		5:45-6:45
6:00-7:00	0	0	0	0	8	0	0	8	2	889	0	891	0	0	0	0	891	8	899	0.94		6:00-7:00
PM Peak 6:00-7:00	0	0	0	0	8	0	0	8	2	889	0	891	0	0	0	0	891	8	899	0.94		PM Peak 6:00-7:00

lls & Associates, LLC
 ...Lean, Virginia

pedestrian Volume Survey



Project Name: Nehemiah PUD
 Project Number: 3119
 Location: Washington, DC
 Intersection: 15th Street & Public Alley
 Weather: Cold
 Date: 1/25/2006
 Surveyor: DeWanna



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15			0					
6:15-6:30			4	2				
6:30-6:45			9	2				
6:45-7:00			1	4				
7:00-7:15			2	5				
7:15-7:30			1	9				
7:30-7:45			10	7				
7:45-8:00			9	6				
8:00-8:15			4	5				
8:15-8:30			19	5				
8:30-8:45			4	8				
8:45-9:00			5	7				
PM								
4:00-4:15			2	9				
4:15-4:30			1	7				
4:30-4:45			1	7				
4:45-5:00			1	9				
5:00-5:15			2	9				
5:15-5:30			7	5				
5:30-5:45			4	5				
5:45-6:00			6	4				
6:00-6:15			12	3				
6:15-6:30			4	2				
6:30-6:45			7	3				
6:45-7:00			11	11				

Wells & Associates, LLC

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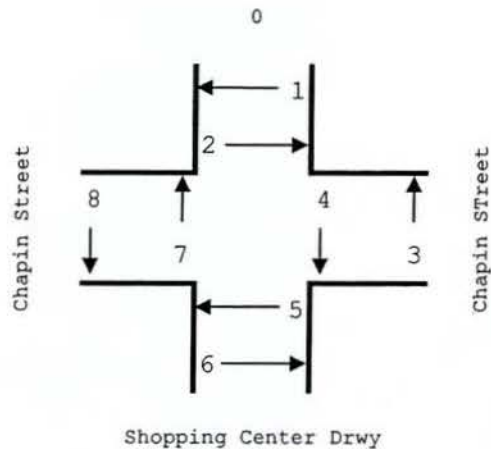
Existing Traffic Count

PROJECT: Nehemiah PUD		DATE: 1/31/2006		SOUTHBOUND ROAD: 0																	
W & A JOB NO.: 3119		DAY: Tuesday		NORTHBOUND ROAD: Shopping Center Drwy																	
INTERSECTION: Chapin Street and Shopping Center Shopp		WEATHER: Cold		WESTBOUND ROAD: Chapin Street																	
LOCATION: Washington,DC		COUNTED BY: Daryl		EASTBOUND ROAD: Chapin Street																	
		INPUTED BY: cathy																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound Chapin Street				Northbound Shopping Center Drwy				Eastbound Chapin Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	0	4	4	3	0	0	3	3	2	0	5	3	9	12		6:00-6:15
6:15-6:30	0	0	0	0	0	2	2	4	0	0	0	0	1	2	0	3	0	7	7		6:15-6:30
6:30-6:45	0	0	0	0	0	1	4	5	0	0	0	0	0	4	0	4	0	9	9		6:30-6:45
6:45-7:00	0	0	0	0	0	2	4	6	1	0	0	1	1	4	0	5	1	11	12		6:45-7:00
7:00-7:15	0	0	0	0	0	2	5	7	2	0	0	2	1	11	0	12	2	19	21		7:00-7:15
7:15-7:30	0	0	0	0	0	7	5	12	4	0	0	4	3	5	0	8	4	20	24		7:15-7:30
7:30-7:45	0	0	0	0	0	4	3	7	4	0	1	5	2	7	0	9	5	16	21		7:30-7:45
7:45-8:00	0	0	0	0	0	3	4	7	4	0	1	5	1	9	0	10	5	17	22		7:45-8:00
8:00-8:15	0	0	0	0	0	9	10	19	5	0	0	5	3	15	0	18	5	37	42		8:00-8:15
8:15-8:30	0	0	0	0	0	3	4	7	2	0	1	3	2	11	0	13	3	20	23		8:15-8:30
8:30-8:45	0	0	0	0	0	1	3	4	1	0	1	2	1	7	0	8	2	12	14		8:30-8:45
8:45-9:00	0	0	0	0	0	1	3	4	2	0	0	2	0	11	0	11	2	15	17		8:45-9:00
3 Hour Totals	0	0	0	0	0	35	51	86	28	0	4	32	18	88	0	106	32	192	224		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	5	14	19	4	0	0	4	5	12	0	17	4	36	40	0.83	6:00-7:00
6:15-7:15	0	0	0	0	0	7	15	22	3	0	0	3	3	21	0	24	3	46	49	0.58	6:15-7:15
6:30-7:30	0	0	0	0	0	12	18	30	7	0	0	7	5	24	0	29	7	59	66	0.69	6:30-7:30
6:45-7:45	0	0	0	0	0	15	17	32	11	0	1	12	7	27	0	34	12	66	78	0.81	6:45-7:45
7:00-8:00	0	0	0	0	0	16	17	33	14	0	2	16	7	32	0	39	16	72	88	0.92	7:00-8:00
7:15-8:15	0	0	0	0	0	23	22	45	17	0	2	19	9	36	0	45	19	90	109	0.65	7:15-8:15
7:30-8:30	0	0	0	0	0	19	21	40	15	0	3	18	8	42	0	50	18	90	108	0.64	7:30-8:30
7:45-8:45	0	0	0	0	0	16	21	37	12	0	3	15	7	42	0	49	15	86	101	0.60	7:45-8:45
8:00-9:00	0	0	0	0	0	14	20	34	10	0	2	12	6	44	0	50	12	84	96	0.57	8:00-9:00
AM Peak 7:15-8:15	0	0	0	0	0	23	22	45	17	0	2	19	9	36	0	45	19	90	109	0.65	AM Peak 7:15-8:15
PM																					
4:00-4:15	0	0	0	0	0	0	6	6	6	0	1	7	2	7	0	9	7	15	22		4:00-4:15
4:15-4:30	0	0	0	0	0	2	7	9	6	0	2	8	0	8	0	8	8	17	25		4:15-4:30
4:30-4:45	0	0	0	0	0	4	3	7	3	0	0	3	1	9	0	10	3	17	20		4:30-4:45
4:45-5:00	0	0	0	0	0	4	4	8	5	0	0	5	1	7	0	8	5	16	21		4:45-5:00
5:00-5:15	0	0	0	0	0	4	2	6	4	0	0	4	1	3	0	4	4	10	14		5:00-5:15
5:15-5:30	0	0	0	0	0	5	5	10	5	0	1	6	0	8	0	8	6	18	24		5:15-5:30
5:30-5:45	0	0	0	0	0	4	11	15	4	0	0	4	1	4	0	5	4	20	24		5:30-5:45
5:45-6:00	0	0	0	0	0	4	8	12	8	0	2	10	0	7	0	7	10	19	29		5:45-6:00
6:00-6:15	0	0	0	0	0	6	7	13	5	0	1	6	0	6	0	6	6	19	25		6:00-6:15
6:15-6:30	0	0	0	0	0	1	9	10	7	0	2	9	0	11	0	11	9	21	30		6:15-6:30
6:30-6:45	0	0	0	0	0	5	7	12	6	0	1	7	1	11	0	12	7	24	31		6:30-6:45
6:45-7:00	0	0	0	0	0	4	9	13	5	0	0	5	2	6	0	8	5	21	26		6:45-7:00
3 Hour Totals	0	0	0	0	0	43	78	121	64	0	10	74	9	87	0	96	74	217	291		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	10	20	30	20	0	3	23	4	31	0	35	23	65	88	0.88	4:00-5:00
4:15-5:15	0	0	0	0	0	14	16	30	18	0	2	20	3	27	0	30	20	60	80	0.80	4:15-5:15
4:30-5:30	0	0	0	0	0	17	14	31	17	0	1	18	3	27	0	30	18	61	79	0.82	4:30-5:30
4:45-5:45	0	0	0	0	0	17	22	39	18	0	1	19	3	22	0	25	19	64	83	0.86	4:45-5:45
5:00-6:00	0	0	0	0	0	17	26	43	21	0	3	24	2	22	0	24	24	67	91	0.78	5:00-6:00
5:15-6:15	0	0	0	0	0	19	31	50	22	0	4	26	1	25	0	26	26	76	102	0.88	5:15-6:15
5:30-6:30	0	0	0	0	0	15	35	50	24	0	5	29	1	28	0	29	29	79	108	0.90	5:30-6:30
5:45-6:45	0	0	0	0	0	16	31	47	26	0	6	32	1	35	0	36	32	83	115	0.93	5:45-6:45
6:00-7:00	0	0	0	0	0	16	32	48	23	0	4	27	3	34	0	37	27	85	112	0.90	6:00-7:00
PM Peak 5:45-6:45	0	0	0	0	0	16	31	47	26	0	6	32	1	35	0	36	32	83	115	0.93	PM Peak 5:45-6:45

Pedestrian Volume Survey



Project Name: Nehemiah PUD
 Project Number: 3119
 Location: Washington, DC
 Intersection: Chapin Street and Shopping Center Drwy
 Weather: Cold
 Date: 1/31/2006
 Surveyor: Daryl



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:00-6:15	0	0	0	4	0	5	0	1
6:15-6:30	1	0	0	1	1	2	2	0
6:30-6:45	0	1	4	4	3	3	0	0
6:45-7:00	0	0	1	3	2	2	0	0
7:00-7:15	0	0	1	2	1	3	1	0
7:15-7:30	0	1	1	8	6	8	0	2
7:30-7:45	0	2	0	1	2	8	0	1
7:45-8:00	1	2	0	4	0	4	0	0
8:00-8:15	0	1	1	5	4	8	3	4
8:15-8:30	0	1	0	3	2	10	2	2
8:30-8:45	1	2	4	13	2	11	1	3
8:45-9:00	0	1	3	7	5	15	3	5
PM								
4:00-4:15	0	0	4	11	5	5	2	1
4:15-4:30	2	2	3	7	2	5	2	8
4:30-4:45	2	2	6	5	2	5	10	2
4:45-5:00	0	1	0	4	2	2	3	7
5:00-5:15	0	1	6	7	7	5	8	6
5:15-5:30	2	0	5	12	3	6	8	6
5:30-5:45	1	0	9	8	1	3	6	5
5:45-6:00	1	2	12	2	5	5	12	3
6:00-6:15	4	0	13	13	5	5	7	5
6:15-6:30	0	1	2	6	4	0	6	3
6:30-6:45	0	0	7	2	5	1	4	6
6:45-7:00	1	2	6	2	7	10	2	5

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

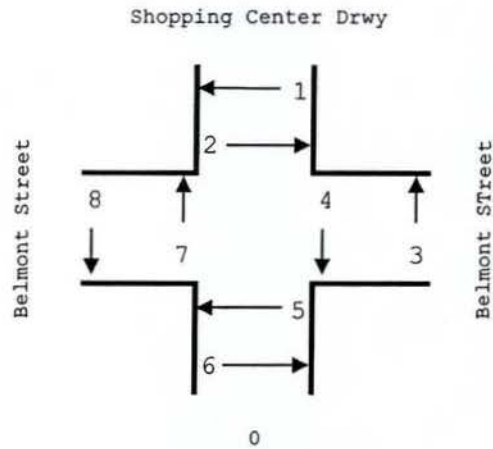
PROJECT: Nehemiah PUD		DATE: 1/31/2006		SOUTHBOUND ROAD: Shopping Center Drwy	
W & A JOB NO.: 3119		DAY: Tuesday		NORTHBOUND ROAD: 0	
INTERSECTION: Belmont Street and Shopping Center Shop		WEATHER: Cold		WESTBOUND ROAD: Belmont Street	
LOCATION: Washington, DC		COUNTED BY: Milton		EASTBOUND ROAD: Belmont Street	
		INPUTED BY: cathy			

Time Period	Turning Movements																Total	PHF	Time Period				
	Southbound Shopping Center Drwy				Westbound Belmont Street				Northbound 0				Eastbound Belmont Street							North & South	East & West		
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:00-6:15	1	0	3	4	0	9	0	9	0	0	0	0	0	0	1	0	1	4	10	14			6:00-6:15
6:15-6:30	1	0	2	3	0	8	0	8	0	0	0	0	0	0	2	0	2	3	10	13			6:15-6:30
6:30-6:45	0	0	3	3	0	11	0	11	0	0	0	0	0	0	4	2	6	3	17	20			6:30-6:45
6:45-7:00	1	0	1	2	1	9	0	10	0	0	0	0	0	0	3	0	3	2	13	15			6:45-7:00
7:00-7:15	0	0	2	2	2	4	0	6	0	0	0	0	0	0	1	0	1	2	7	9			7:00-7:15
7:15-7:30	1	0	4	5	2	5	0	7	0	0	0	0	0	0	5	2	7	5	14	19			7:15-7:30
7:30-7:45	1	0	5	6	4	2	0	6	0	0	0	0	0	0	6	1	7	6	13	19			7:30-7:45
7:45-8:00	1	0	4	5	4	8	0	12	0	0	0	0	0	0	0	0	0	5	12	17			7:45-8:00
8:00-8:15	2	0	1	3	0	3	0	3	0	0	0	0	0	0	2	0	2	3	5	8			8:00-8:15
8:15-8:30	1	0	5	6	1	3	0	4	0	0	0	0	0	0	1	0	1	6	5	11			8:15-8:30
8:30-8:45	0	0	2	2	1	4	0	5	0	0	0	0	0	0	2	0	2	2	7	9			8:30-8:45
8:45-9:00	0	0	2	2	3	3	0	6	0	0	0	0	0	0	1	0	1	2	7	9			8:45-9:00
3 Hour Totals	9	0	34	43	18	69	0	87	0	0	0	0	0	0	28	5	33	43	120	163			
1 Hour Totals																							
6:00-7:00	3	0	9	12	1	37	0	38	0	0	0	0	0	0	10	2	12	12	50	62	0.78		6:00-7:00
6:15-7:15	2	0	8	10	3	32	0	35	0	0	0	0	0	0	10	2	12	10	47	57	0.71		6:15-7:15
6:30-7:30	2	0	10	12	5	29	0	34	0	0	0	0	0	0	13	4	17	12	51	63	0.79		6:30-7:30
6:45-7:45	3	0	12	15	9	20	0	29	0	0	0	0	0	0	15	3	18	15	47	62	0.82		6:45-7:45
7:00-8:00	3	0	15	18	12	19	0	31	0	0	0	0	0	0	12	3	15	18	46	64	0.84		7:00-8:00
7:15-8:15	5	0	14	19	10	18	0	28	0	0	0	0	0	0	13	3	16	19	44	63	0.83		7:15-8:15
7:30-8:30	5	0	15	20	9	16	0	25	0	0	0	0	0	0	9	1	10	20	35	55	0.72		7:30-8:30
7:45-8:45	4	0	12	16	6	18	0	24	0	0	0	0	0	0	5	0	5	16	29	45	0.66		7:45-8:45
8:00-9:00	3	0	10	13	5	13	0	18	0	0	0	0	0	0	6	0	6	13	24	37	0.84		8:00-9:00
AM Peak 7:00-8:00	3	0	15	18	12	19	0	31	0	0	0	0	0	0	12	3	15	18	46	64	0.84		AM Peak 7:00-8:00
PM																							
4:00-4:15	0	0	3	3	2	8	0	10	0	0	0	0	0	0	3	0	3	3	13	16			4:00-4:15
4:15-4:30	0	0	3	3	6	8	0	14	0	0	0	0	0	0	6	2	8	3	22	25			4:15-4:30
4:30-4:45	1	0	4	5	7	8	0	15	0	0	0	0	0	0	12	0	12	5	27	32			4:30-4:45
4:45-5:00	2	0	2	4	3	6	0	9	0	0	0	0	0	0	6	1	7	4	16	20			4:45-5:00
5:00-5:15	4	0	7	11	4	7	0	11	0	0	0	0	0	0	5	0	5	11	16	27			5:00-5:15
5:15-5:30	1	0	3	4	5	6	0	11	0	0	0	0	0	0	6	2	8	4	19	23			5:15-5:30
5:30-5:45	3	0	4	7	3	7	0	10	0	0	0	0	0	0	3	2	5	7	15	22			5:30-5:45
5:45-6:00	0	0	9	9	6	7	0	13	0	0	0	0	0	0	2	0	2	9	15	24			5:45-6:00
6:00-6:15	1	0	3	4	3	10	0	13	0	0	0	0	0	0	3	6	9	4	22	26			6:00-6:15
6:15-6:30	2	0	5	7	0	7	0	7	0	0	0	0	0	0	4	2	6	7	13	20			6:15-6:30
6:30-6:45	3	0	6	9	6	5	0	11	0	0	0	0	0	0	4	1	5	9	16	25			6:30-6:45
6:45-7:00	3	0	7	10	2	6	0	8	0	0	0	0	0	0	2	1	3	10	11	21			6:45-7:00
3 Hour Totals	20	0	56	76	47	85	0	132	0	0	0	0	0	0	56	17	73	76	205	281			
1 Hour Totals																							
4:00-5:00	3	0	12	15	18	30	0	48	0	0	0	0	0	0	27	3	30	15	78	93	0.73		4:00-5:00
4:15-5:15	7	0	16	23	20	29	0	49	0	0	0	0	0	0	29	3	32	23	81	104	0.81		4:15-5:15
4:30-5:30	8	0	16	24	19	27	0	46	0	0	0	0	0	0	29	3	32	24	78	102	0.80		4:30-5:30
4:45-5:45	10	0	16	26	15	26	0	41	0	0	0	0	0	0	20	5	25	26	66	92	0.85		4:45-5:45
5:00-6:00	8	0	23	31	18	27	0	45	0	0	0	0	0	0	16	4	20	31	65	96	0.89		5:00-6:00
5:15-6:15	5	0	19	24	17	30	0	47	0	0	0	0	0	0	14	10	24	24	71	95	0.91		5:15-6:15
5:30-6:30	6	0	21	27	12	31	0	43	0	0	0	0	0	0	12	10	22	27	65	92	0.88		5:30-6:30
5:45-6:45	6	0	23	29	15	29	0	44	0	0	0	0	0	0	13	9	22	29	66	95	0.91		5:45-6:45
6:00-7:00	9	0	21	30	11	28	0	39	0	0	0	0	0	0	13	10	23	30	62	92	0.88		6:00-7:00
PM Peak 4:15-5:15	7	0	16	23	20	29	0	49	0	0	0	0	0	0	29	3	32	23	81	104	0.81		PM Peak 4:15-5:15

Pedestrian Volume Survey



Project Name: Nehemiah PUD
Project Number: 3119
Location: Washington, DC
Intersection: Belmont Street and Shopping
Weather: Cold
Date: 1/31/2006
Surveyor: Milton



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