Exhibit "E"

Traffic Impact Analysis

ZONING COMMISSION
District of Columbia
CASE NO.08-08
EXHIBIT NO.9

TRAFFIC IMPACT ANALYSIS - 3910 GEORGIA COMMONS, MIXED-USE DEVELOPMENT BOARD OF ZONING ADJUSTMENT, NORTHWEST, WASHINGTON, DC

(Case No: 17636)

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1.0 INTRODUCTION

1.1 Project Background

The Applicant, 3910 Georgia Commons Associates Limited Partnerships I & II, plans to develop a mixed-use residential/retail complex on a 30,088 gross square feet (GSF) property situated just west of Georgia Avenue, and south of Randolph Street within the Petworth area of Northwest Washington, D.C. The site is located within Square 2906, and the property is zoned Medium Bulk Major Business and Employment (C-3-A). Current plans call for the site to be developed with one hundred thirty (130) apartment units and 24,059 square feet of retail space.[1]

The proposed development would be served by one hundred nineteen (119) off-street parking spaces in a multi-level parking garage. Vehicular access to the proposed garage and the loading/service facilities would be provided off an alleyway connection north of Randolph Street. Through the Board of Zoning Adjustment (BZA) process, the Applicant is seeking the following relief in relation to traffic and transportation:

a) A reduction of sixteen (16) parking spaces from the total spaces required per the Zoning Regulations; and

b) A variance from the requirements for the 55-foot loading berth and one (1) 20-foot service delivery space.

The process requires the Applicant to demonstrate that the proposed use will not have adverse or objectionable impacts on neighboring properties, based on traffic and parking considerations, among other factors. This memorandum addresses this requirement. Exhibit 1 shows the location of the subject site.

1.2 Report Organization and Summary

As part of the study, discussions were held with the Policy and Planning Administration staff of the District Department of Transportation (DDOT). Related correspondence is included in Appendix A. The study involved the following key tasks:

- Site visit and reconnaissance of adjacent land-uses and the roadway network;
- Field observations of traffic volumes on the adjacent roadway network during peak and off-peak periods, and analyses of peak hour traffic data to assess current Levels of Service (see page 6);
- Consideration of other developments planned for the immediate site area, as well as annual traffic growth trends for the adjacent roadways in projecting and analyzing future operating conditions; and
- Analyses and general assessments of the information and perspectives gained from the above tasks, relative to the requirements of the subject application.

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[1] Explanatory Note: We are aware that the applicant intends to submit plans to the B.Z.A. which reflect a 115-unit building and a 130-unit building. Thus, for the purposes of our analysis, we have assumed that the less favorable (i.e., more conservative) condition from each building is applicable. For example, we have assumed the higher number of units from the 130-unit building and the greater number of parking spaces for which a variance is required (i.e., 16 spaces) as compared to the 115-unit building. Since the loading facilities proposed in both buildings are identical, we have not needed to make any assumptions in this regard .

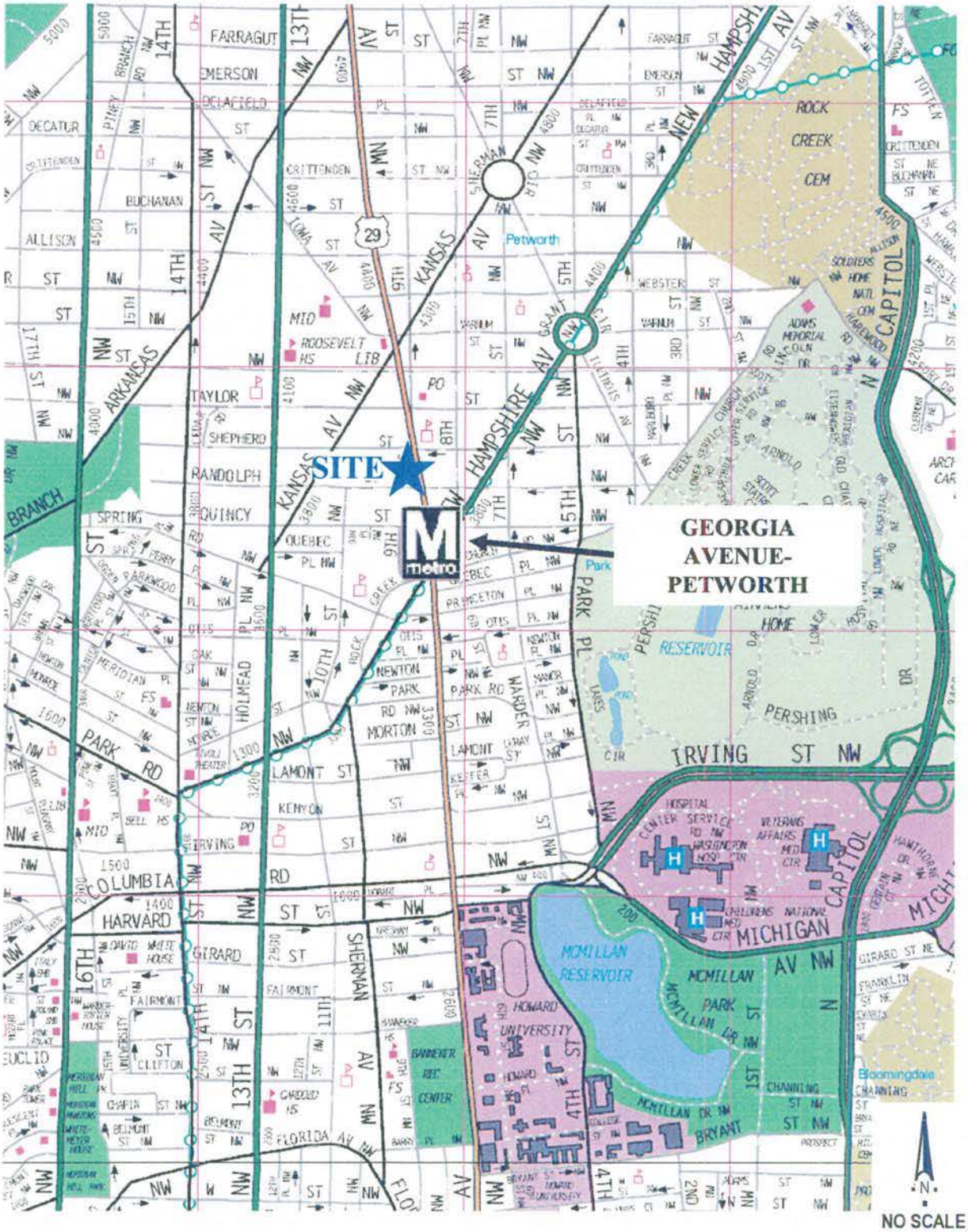

EXHIBIT 1

SITE LOCATION MAP

Georgia Commons, Northwest, Washington D. C.

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This report is organized into five (5) sections. The current section provides general background information on the development proposal and the study process. Section 2 evaluates existing roadway and traffic conditions. Background developments and local area growth are analyzed in Section 3. Section 4 analyzes the traffic impact of the Applicant's proposal as well as the proposed site access, parking and loading provisions. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate any potential transportation impacts identified.

The study has concluded that development of Georgia Commons would be adequately accommodated by the existing transportation system. The study area intersections currently operate at quite acceptable Levels of Service, during both the morning and afternoon peak hours.

This study concludes that the proposed development would not adversely impact traffic, access, and parking, such that it will affect the quality of life in the surrounding neighborhood. As such, the Applicant's proposal satisfies the stated requirements of the City's Zoning Regulations. The basis for this conclusion is provided in the remaining sections of this report.

2.0 EXISTING ZONING, ACCESS, ROADWAY AND TRAFFIC CONDITIONS

2.1 Site Zoning and Access

As noted, the subject property is situated north of the Georgia Avenue/ Randolph Street intersection and is two (2) blocks from the Washington Metropolitan Area Transit Authority (WMATA) Georgia Avenue-Petworth Metrorail Station. The property is zoned C-3-A (*Medium Bulk Major Business and Employment Center*), and is currently improved with a vacant building. Land uses in the more general area are largely mixed, with residential (R-4) zoning dominating the area east and west of Georgia Avenue, and commercial (C-3-A) zoning along the properties abutting the immediate Georgia Avenue corridor. The area is largely developed consistent with those zoning categories. Abutting the site to the south is a Wendy's fast-food restaurant, and a Safeway grocery store in the adjacent square, south of Randolph Street and west of Georgia Avenue.

The location of the subject property is well suited for medium/high-density residential development. This is largely due to the proximity to the site of regional and local roadways, which provide easy access to Downtown Washington D.C, as well as the Maryland suburbs to the north. In addition the following factors are important to note:

- Setting within the Petworth neighborhood, in proximity to shopping, services, restaurants, churches and other institutional and community uses; and
- Proximity to the Georgia Avenue – Petworth Metro Station on the WMATA Green Line; as well as ease of access to Metrobus routes along the Georgia Avenue, 13th Street, and New Hampshire Avenue corridors.

The above location and transit accessibility factors provide indicators that vehicle trip generation by the proposed development will be relatively low, even for market-rate housing. As discussed in later sections of the report, these site access opportunities and trip-making characteristics also have a significant bearing on potential parking demand by the proposed uses.

2.2 Existing Study Area Roadway Network

Based on field reconnaissance of the site and its environs, the study area road network selected for evaluation was defined by the following intersections:

1) Georgia Avenue @ Randolph Street (signalized);
2) Georgia Avenue @ Shepherd Street (signalized);
3) Randolph Street @ Kansas Avenue (unsignalized); and
4) Shepherd Street @ Kansas Avenue (unsignalized).

This study area network was discussed and agreed upon with the Transportation Policy and Planning Administration of the District Department of Transportation. As noted earlier, immediate vehicular access to the proposed development would be provided off an alleyway connecting to Randolph Street. These roadways have the following characteristics and Exhibit 2 shows the roadway configuration and traffic control devices provided at the study area intersections.

- **Georgia Avenue, NW** is a Principal Arterial on the City's roadway system. Within the Petworth area, this roadway provides for four (4) travel lanes; and is a major regional/commuter route carrying approximately 24,400 vehicles per day (per DDOT's traffic volume map). The posted speed limit is 30 MPH and there are four (4) bus routes, with stops convenient to the site.
- **Kansas Avenue, NW** is a Minor Arterial on the City's roadway system. The facility carries approximately 7,700 vehicles per day. The speed limit is 25 MPH.
- **Randolph Street and Shepherd Street NW** are both designated as local roadways on the City's Functional Roadway Classification Map. They are both typical City residential facilities with posted speed limits of 25 MPH. Shepherd Street is a one-way roadway (eastbound) west of the intersection with Kansas Avenue; and a one-way roadway (westbound) east of the intersection with Georgia Avenue.

Sidewalks are provided along each street in the vicinity of the subject site, and there are relatively high volumes of pedestrians due to the proximity of the Metro Station. Crosswalks and countdown pedestrian signals are provided at adjacent intersections.

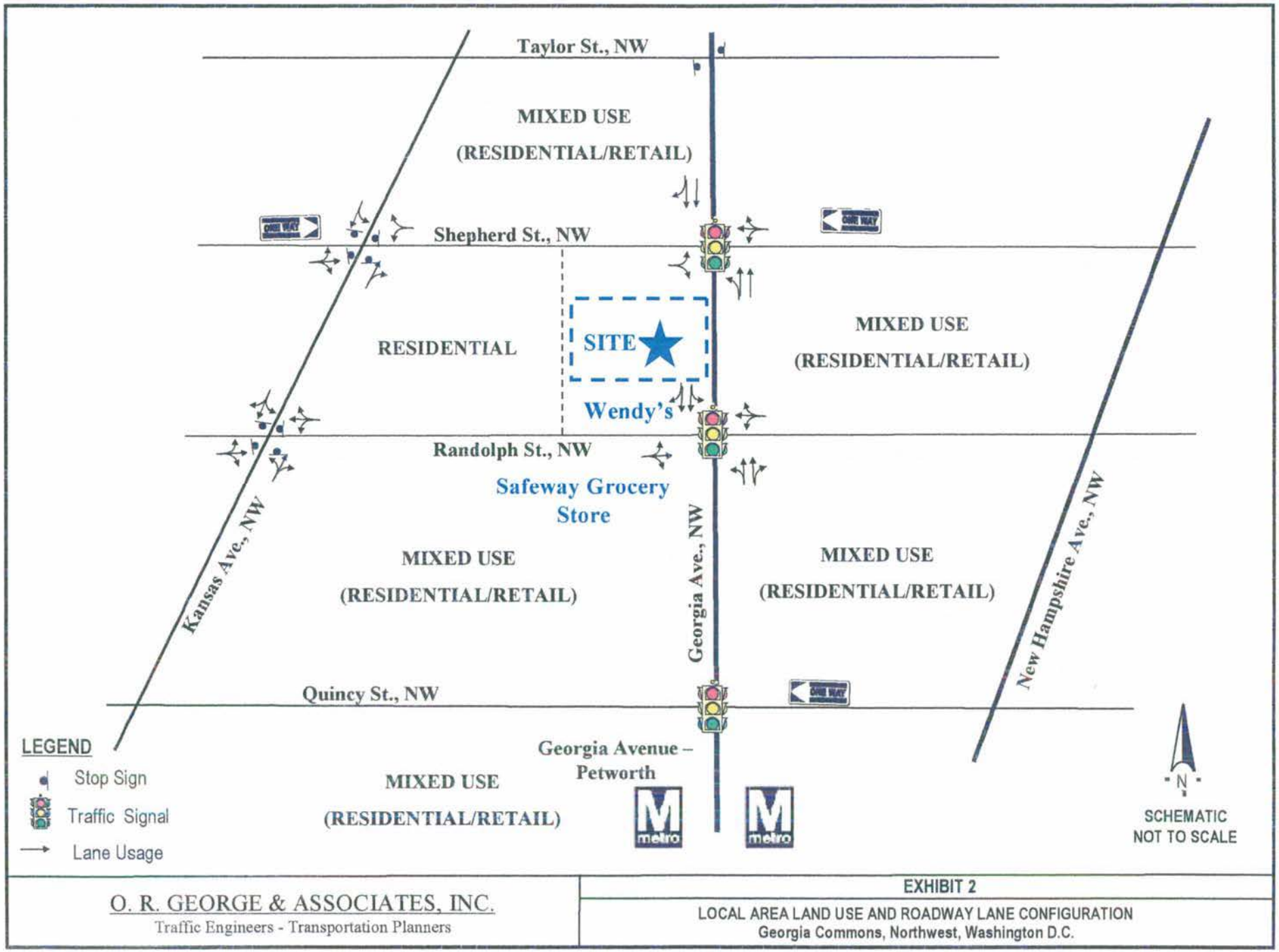

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EXHIBIT 2

LOCAL AREA LAND USE AND ROADWAY LANE CONFIGURATION
Georgia Commons, Northwest, Washington D.C.

2.3 Existing Traffic Situation

In order to assess the existing traffic situation, field observations were made of typical weekday traffic flow conditions within the study area during the morning and afternoon peak periods. Additionally, peak period vehicle turning movement counts were conducted on typical weekdays at all four (4) of the study intersections during May 2007. Based on these counts, the morning and afternoon peak hours for the study intersections were determined to occur generally between 8:00 - 9:00 AM and 5:00 - 6:00 PM.

Exhibit 3 shows the existing peak hour turning movement volumes. The count summaries are presented in Appendix B. In accordance with DDOT requirements, the peak hour volumes were analyzed using the Highway Capacity Manual (HCM). The capacity analysis results are presented in Table 1 below. These results show that the study area intersections currently operate at quite acceptable levels of service[2] (LOS), during both morning and afternoon peak periods. The capacity analysis worksheets are presented in Appendix C.

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS – EXISTING WEEKDAY PEAK HOUR TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay*	Level of Service	Average Delay*
1. Randolph Street. @ Georgia Avenue, NW (Signalized)	B	14.0	B	11.9
2. Shepherd Street. @ Georgia Avenue., NW (Signalized)	B	16.6	B	13.9
3. Randolph Street. @ Kansas Avenue, NW (Unsignalized)	B	14.94	B	10.89
4. Shepherd Street. @ Kansas Avenue, NW (Unsignalized)	C	15.12	B	10.60

*Average Delay. = Shown in Seconds Per Vehicle (Control Delay)

Note: The City's standard is LOS D with a control delay of 35 seconds for unsignalized intersections and 55 seconds for signalized intersections.

Source: O. R. George & Associates.

[2] Level of Service is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by road users. Principal considerations are factors such as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) levels of service ranging from A to F. Level of Service A represents the best (free flow) conditions where drivers are unaffected by the presence of others in the traffic stream, and are free to change speeds and maneuver, etc., at will. Level of Service F represents the worst (forced flow) conditions where road users experience considerable delay and inconvenience. The District of Columbia has adopted Level of Service D as the minimum acceptable standard for planning purposes.

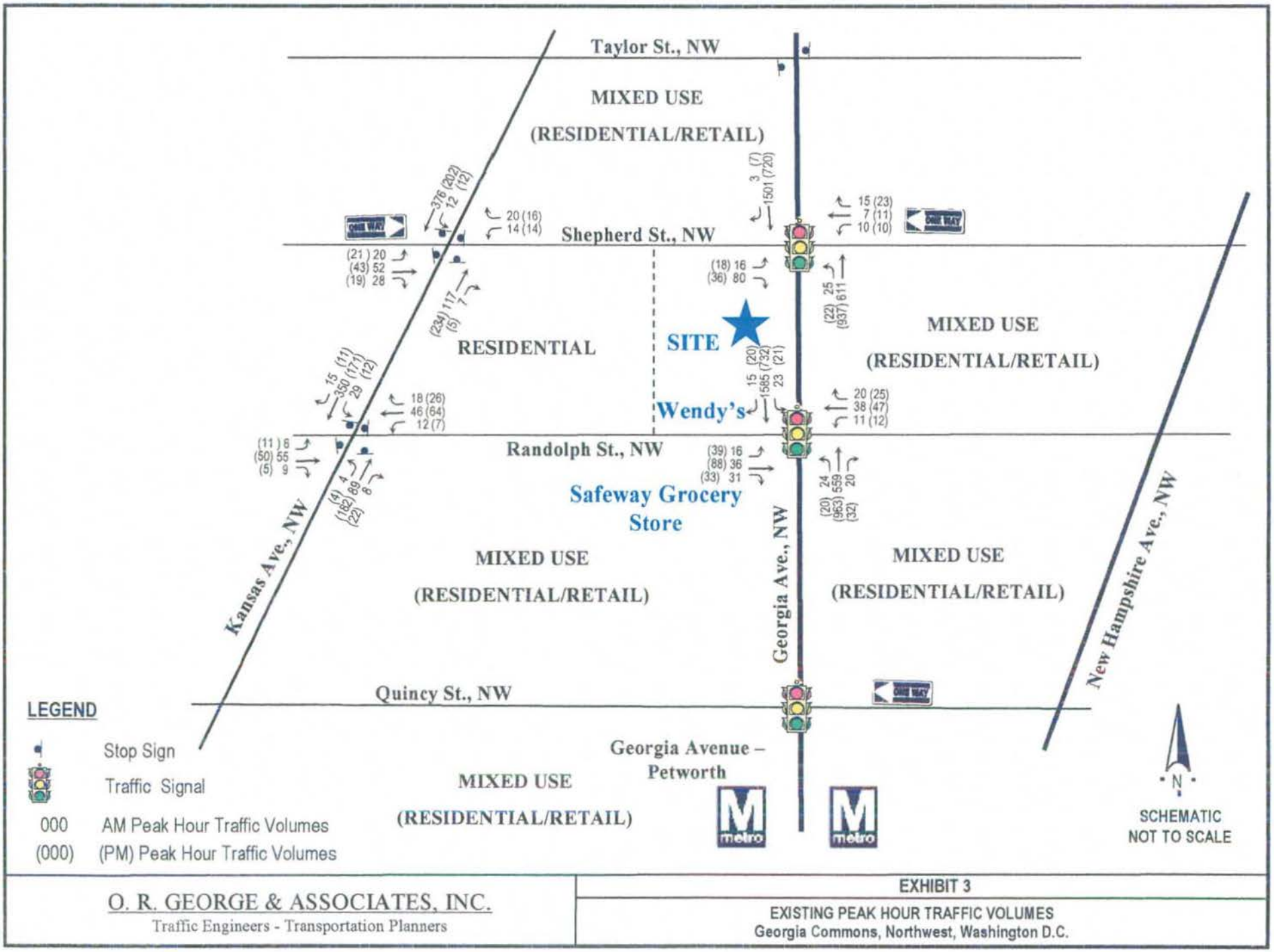

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EXHIBIT 3

EXISTING PEAK HOUR TRAFFIC VOLUMES
Georgia Commons, Northwest, Washington D.C.

The computed Levels of Service are in keeping with field observations made during the data collection and field reconnaissance phases of the study. These observations showed no excessive queuing, delays, or other situations indicating significant capacity and safety deficiencies for either pedestrian or vehicular traffic.

2.4 Traffic Safety Situation

Since safety is a significant element of the BZA process, accident (or crash) data was also obtained from DDOT for the four (4) study area intersections, as well as for the intersection of Georgia Avenue at Quincy Street (The accident data sheets are included as Appendix D). The latter was included in view of its proximity to the Georgia Avenue – Petworth Metrorail Station, and the likely levels of transit usage projected from the subject development.

The accident rate for each intersection is defined as the number of accidents per million entering vehicles (MEV's). The MEV's were developed by estimating average annual traffic based on the existing peak hour traffic volumes (presented in Exhibit 3), and applying procedures recommended by the Institute of Transportation Engineers (ITE). Typically, intersections with accident rates of 2.0 accidents per MEV's (and greater) warrant further evaluation to determine appropriate remedial safety measures. Based on the level of accident occurrences and calculated rates, there are currently no significant safety deficiencies at the study area intersections, warranting further analysis and evaluation. Accordingly, this analysis concludes that the study area roadway network currently operates without any significant operational, capacity or safety deficiencies with respect to the City's planning standards.

3.0 BACKGROUND TRAFFIC SITUATION

3.1 Projected Year 2010 Background Traffic Situation

As noted earlier the applicant plans to build out the development by the end of 2010. Therefore, for the purposes of this study, the year 2010 was considered the "design year". Considering the City's guidelines and procedures, the projected design year traffic conditions would consist of the following key elements:

a) Potential increase in through traffic based on historical growth trends;

b) Projected trip generation for other approved developments, within the immediate site area, which are likely to be built-out by year 2010; and

c) Planned and programmed transportation system improvement projects, which would impact the configuration and capacity of the study area roadway network.

Review of historical Average Daily Traffic (ADT) data provided by DDOT indicates that traffic volumes on the study area roadways have remained relatively stable over the past three (3) year period. Therefore a growth factor of two percent (2.0%) was applied to the existing traffic volumes, unto year 2010. This is conservative and also in keeping with DDOT general recommendations. The year 2010 "base" traffic volumes are included as Appendix E-1.

The Applicant's statement notes that the subject property is located within an emerging area that will be the recipient of considerable revitalization and redevelopment activity, due in large part to the proximity of the Georgia Avenue-Petworth Metrorail Station. The recent revision of the *"Georgia Avenue – Petworth Metro Station Area and Corridor Plan Revitalization Strategy"*[3] by the Office of Planning has outlined the framework to guide growth and development along Georgia Avenue. The background developments considered in this study were based on the following:

i) Economic Development Map of the District of Columbia Office of the Deputy Mayor for Planning and Economic Development; and

ii) Development activity information provided by the D.C. Office of Planning

These agencies indicated that three (3) approved developments would impact the local area road network, and should be considered within the study. These developments are listed in Table 2 on page 10.

[3] *"Georgia Avenue – Petworth Metro Station Area and Corridor Plan Revitalization Strategy"* District of Columbia Office of Planning, Adopted 2006.

TABLE 2

LIST OF BACKGROUND DEVELOPMENTS CONSIDERED

Development	Location	Land Use	Density
1) Petworth Metro	NW Quadrant of Georgia Ave @ New Hampshire Ave	Res. Condos Retail	140 Units 19,350 SF
2) Park Place	3414 Georgia Ave.	Rental Apts. Retail	148 Units 17,000 SF
3) Residences at Georgia Avenue	4100 Georgia Ave.	Rental Apts Retail	72 Units 17,419 SF

Source: D.C. Office of Planning and O.R. George & Associates.

Table 3 presents the projected peak hour vehicle trips for these planned developments. The trips generation is based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (2003) with appropriate adjustments for proximity to transit services. The projected traffic assignments for these background developments are shown as Appendix E-2 to E-4. The combined trip assignment for the background developments is presented in Exhibit 4 on page 11.

TABLE 3

PROJECTED ADDITIONAL TRIP GENERATION FOR OTHER BACKGROUND DEVELOPMENTS CONSIDERED

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
1) Petworth Metro	9	32	41	36	22	58
2) Park Place	10	21	31	25	20	45
3) Residences at Georgia Avenue	6	11	17	14	12	26
TOTALS	**25**	**64**	**89**	**75**	**54**	**129**

Source: DC Office of Planning, and O. R. George & Associates.

3.2 Traffic Analysis - Year 2010 Background Traffic Situation

The projected year 2010 background traffic situation was derived by combining the projected year 2010 "base" traffic situation (Appendix E-1) with the trip assignment for the background developments considered (Exhibit 4). The projected year 2010 total background traffic situation is presented in Exhibit 5 (on page 12). These volumes were analyzed using the HCM analysis procedures, as was done for the existing traffic situation.

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EXHIBIT 4

COMBINED BACKGROUND TRAFFIC VOLUMES
Georgia Commons, Northwest, Washington D.C.

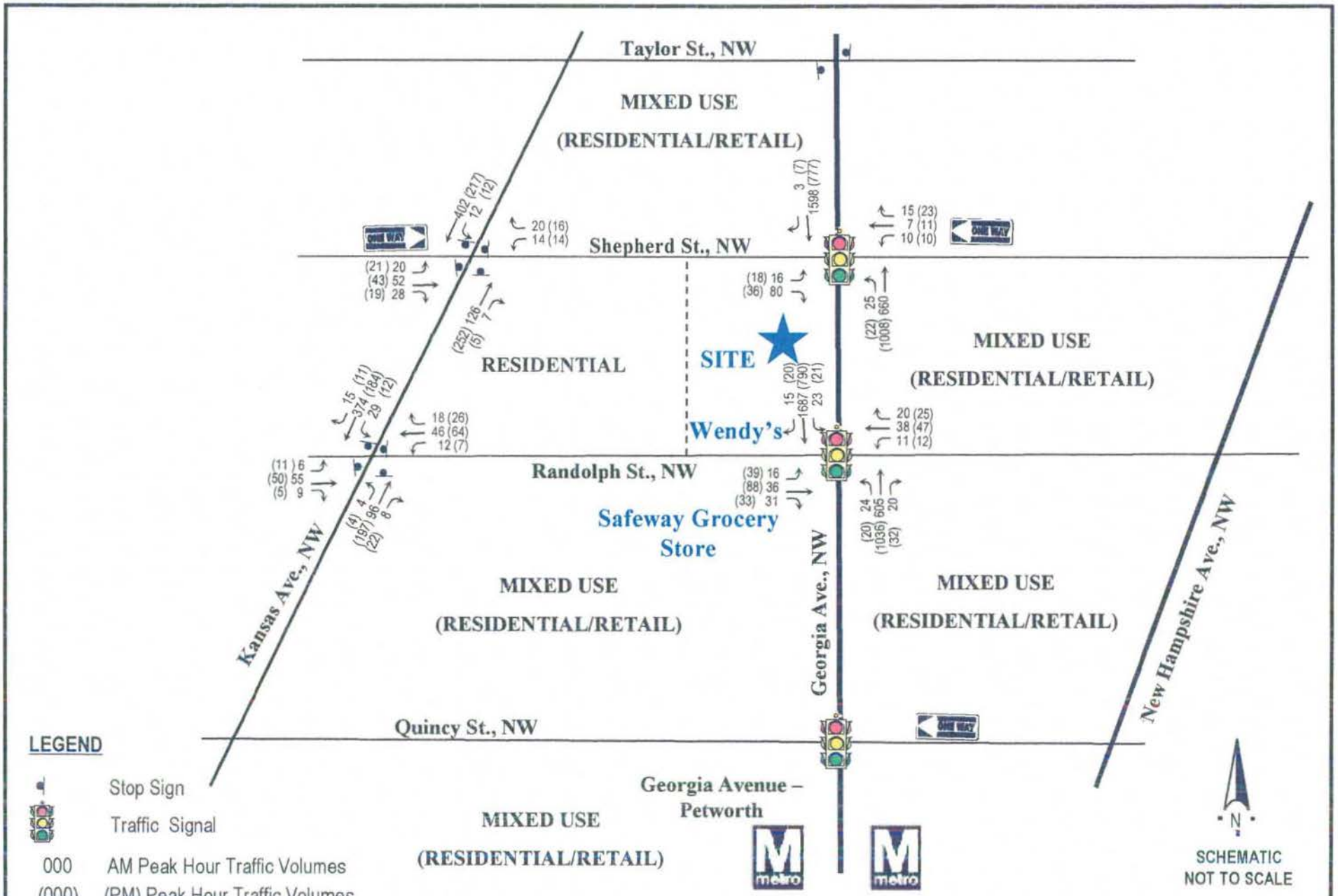

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EXHIBIT 5

2010 TOTAL BACKGROUND TRAFFIC VOLUMES
Georgia Commons, Northwest, Washington D.C.

The analysis results are provided in Table 4; and the analysis worksheets are provided as Appendix F. The results show that the study area road network would continue to operate within the City's acceptable planning standards during the morning and afternoon peak hours.

TABLE 4

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED 2010 BACKGROUND TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay*	Level of Service	Average Delay*
1. Randolph Street @ Georgia Avenue, NW. (Signalized)	B	15.4	B	12.0
2. Shepherd Street @ Georgia Avenue., NW (Signalized)	B	17.1	B	13.9
3. Randolph Street @ Kansas Avenue, NW (Unsignalized)	C	16.36	B	11.37
4. Shepherd Street @ Kansas Avenue, NW (Unsignalized)	C	16.75	B	11.10

*Average Delay. = Shown in Seconds Per Vehicle (Control Delay)

Note: The City's standard is LOS D with a control delay of 35 seconds for unsignalized intersections and 55 seconds for signalized intersections.

Source: O. R. George & Associates.

4.0 FUTURE TRAFFIC SITUATION

4.1 Proposed Development Plan

As noted earlier, the Applicant proposes to develop a mixed-use development consisting of 130 apartment units and 24,059 square feet of retail space. In accordance with DDOT's guidelines, trip generation estimates were developed for the site using rates recommended by the Institute of Transportation Engineers (ITE) *"Trip Generation Manual"* (2003). The ITE data is representative of sites within suburban stand-alone locations, with little or no access to transit, or with alternatives for significant non-motorized vehicle travel.

The site is in proximity to major public transportation facilities and services, to retail and institutional activity within the area, as well as accessibility to major employers such as Howard University and the Washington Hospital Center/Medical Triangle employment zone. A trip reduction factor of forty percent (40%) was therefore assumed for the residential component of the development. This is based upon ridership surveys conducted by WMATA[4] and for adjustments typically allowed by DDOT for similarly located developments.

With respect to the proposed retail, this study assumed that that this use would primarily serve the local community, and commuters using the Georgia Avenue corridor, particularly during weekday peak hours. The ITE land use considered most appropriate for the retail component is the "Specialty Retail" category (Land Use code No. 814). The ITE trips rates are similarly based on surveys of suburban stand-alone sites. A trip reduction factor of 80% was therefore applied, also in keeping with DDOT's practices as noted above. Based on the above considerations, the projected trip generation for the proposed development is presented in Table 5.

TABLE 5
PROJECTED TRIP GENERATION –
PROPOSED GEORGIA COMMONS DEVELOPMENT

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
• Trips/Mid-Rise Apt. Unit [ITE Land Use Code 223]	0.09	0.21	0.30	0.23	0.16	0.39
-- With 40% Transit Use	*0.05*	*0.13*	*0.18*	*0.14*	*0.10*	*0.24*
• Trips/1,000 GSF Spec. Retail * [ITE Land Use Code 814]	0.63	0.40	1.03	1.19	1.52	2.71
-- With 80% Walk Trips	*0.13*	*0.08*	*0.21*	*0.24*	*0.30*	*0.54*
Trip Generation						
• Trips/130 Mid-Rise Apt. Units	7	17	24	18	13	31
• Trips/24,059 GSF Spec. Retail	3	2	5	6	7	13
Total	10	19	29	24	20	44

* ITE Land Use Code 814 – Specialty Retail Center does not supply rates for the AM peak hour.
ITE Land Use Code 820 – "Shopping Center" was used for the AM hour, with appropriate adjustments.

Source: O. R. George & Associates.

[4] *"Development Related Ridership Survey"* Washington Metropolitan Area Transit Authority, 2005

In support of the above process, we also conducted a local trip generation survey of two comparable mixed use sites within the Columbia Heights/U Street Corridor to District of Columbia. These were as follows:

1) ***Park Triangle Apartments***: 1375 Kenyon Street, NW, Columbia Heights, Northwest. This is recently built mixed-use development with 117 apartment units and 18,000 GSF of ground floor retail. This development is situated one block from the Columbia Heights Metrorail Station.

2) ***The Ellington Apartments:*** 1301 U Street, NW, Cardoza. This 7-story building has 190 apartment units and ground floor retail comprising 17,000 GSF. The U Street/Cardoza Metrorail Station is located approximately one block away.

The preliminary results of the survey suggest that the typical trip reduction factors that are allowed by DDOT are quite appropriate (and perhaps on the low/conservative side). Communication with DDOT on this matter is included as Appendix A. Upon completion of the survey data analysis, we plan to prepare a brief supporting memorandum for submission to DDOT, prior to the scheduled public hearing on the subject case.

Table 6 shows that the proposed development would likely have a very low impact on the study area, in terms of its projected weekday trip generation. The projected vehicle trips were distributed and assigned to the study area road network as shown in Exhibit 6.

4.2 Capacity Analysis-Year 2010 Total Traffic Situation

The future (2010) total traffic situation was derived by combining the year 2010 background traffic volumes presented in Exhibit 5 and the projected site traffic assignment (Exhibit 6). The year 2010 total traffic situation is shown in Exhibit 7 (on page 17). The intersection turning movement volumes were analyzed, as was done for the existing and background traffic situations. The results are provided in Table 6; and the analysis worksheets are provided as Appendix G.

TABLE 6

SUMMARY OF CAPACITY ANALYSIS RESULTS – PROJECTED 2010 TOTAL TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average Delay*	Level of Service	Average Delay*
1. Randolph Street. @ Georgia Avenue, NW. (Signalized)	C	20.8	B	14.2
2. Shepherd Street. @ Georgia Avenue., NW (Signalized)	C	22.8	B	17.1
3. Randolph Street. @ Kansas Avenue, NW (Unsignalized)	C	16.62	B	11.63
4. Shepherd Street. @ Kansas Avenue, NW (Unsignalized)	C	16.75	B	11.10

* Average Delay. = Shown in Seconds Per Vehicle (Control Delay)

Note: The City's standard is LOS D with a control delay of 35 seconds for unsignalized intersections and 55 seconds for signalized intersections.

Source: O. R. George & Associates.

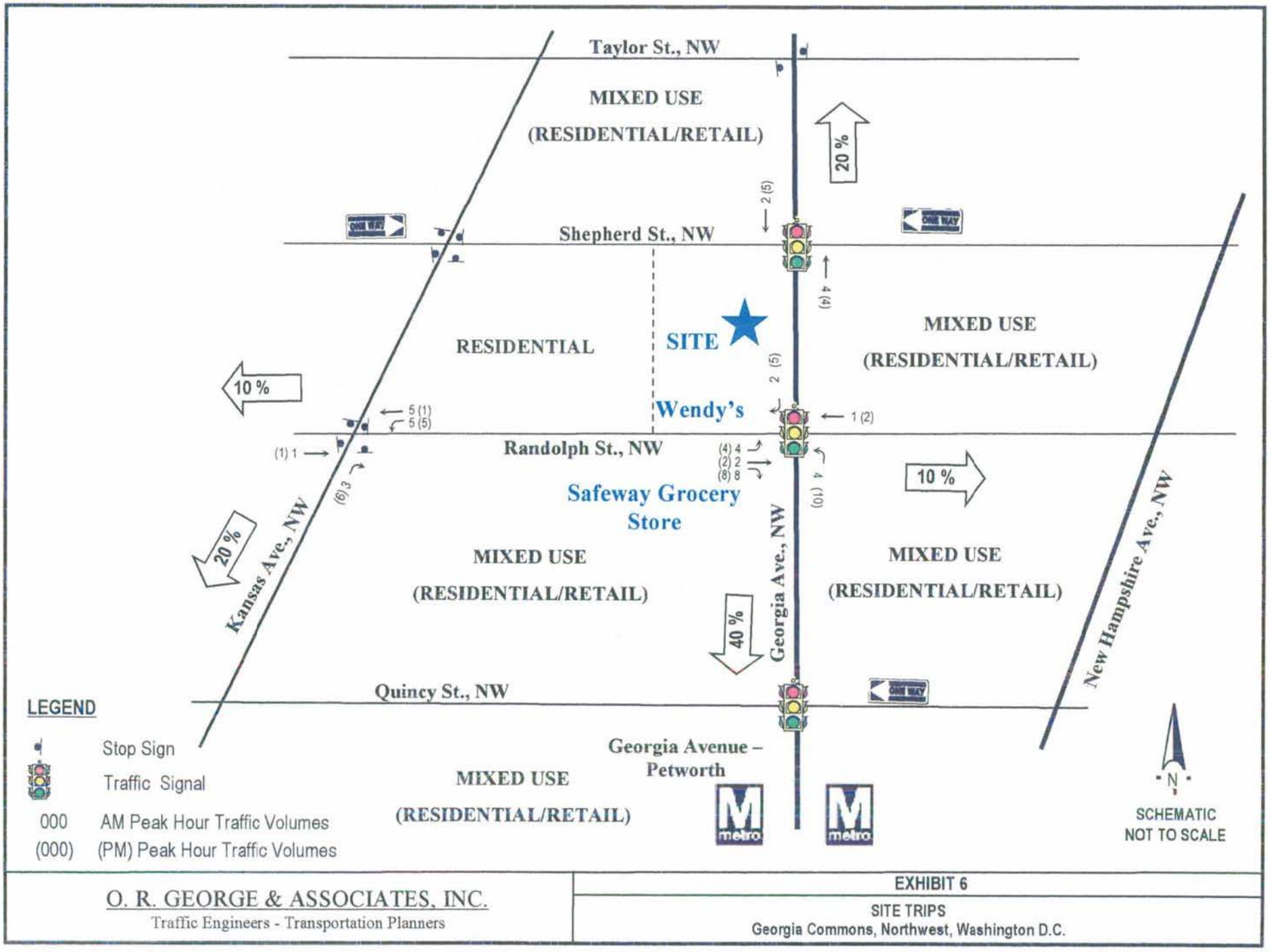

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EXHIBIT 6

SITE TRIPS
Georgia Commons, Northwest, Washington D.C.

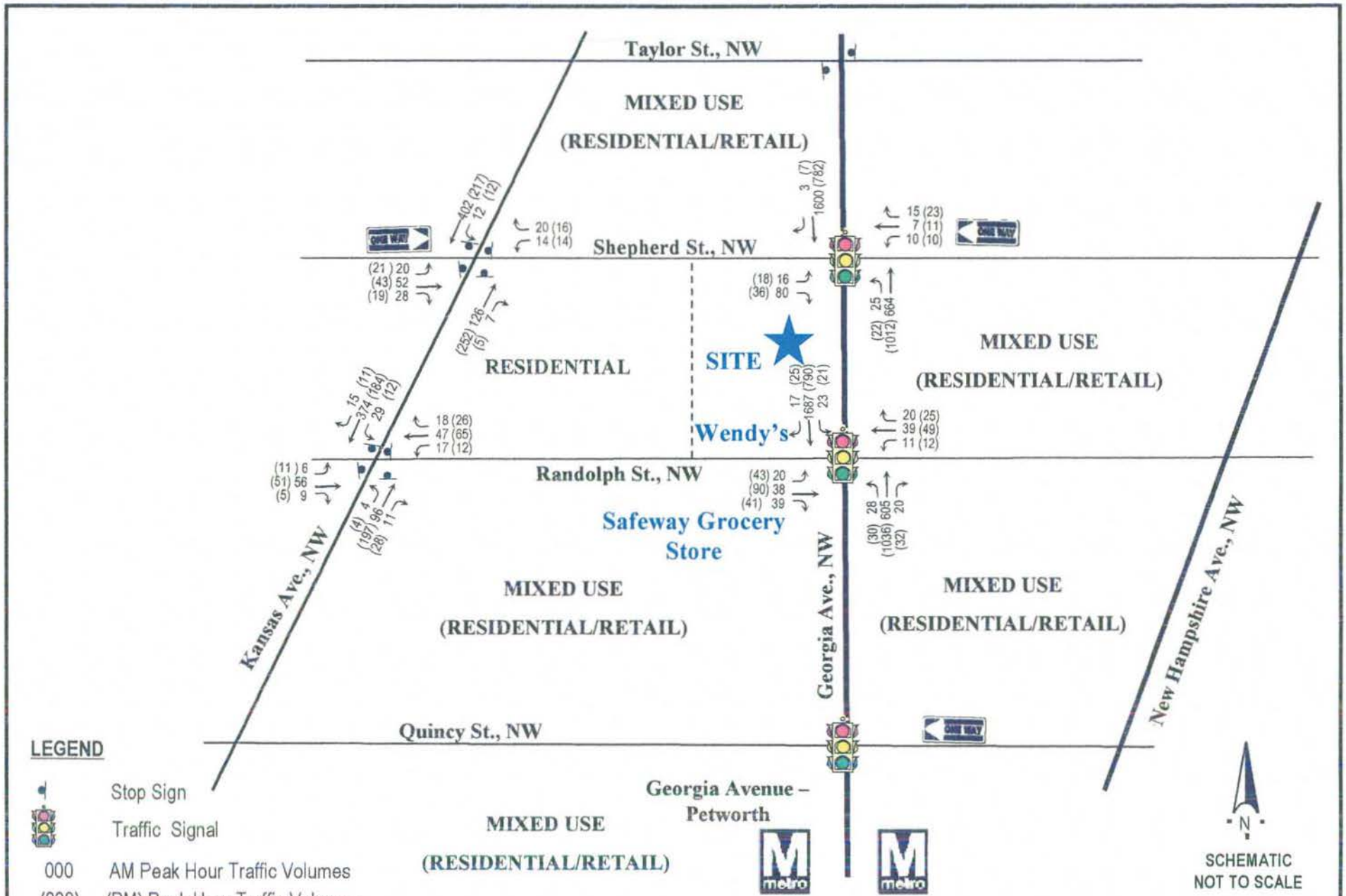

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EXHIBIT 7

2010 FUTURE TOTAL TRAFFIC VOLUMES
Georgia Commons, Northwest, Washington D.C.

The traffic impact of the subject development can readily be seen by comparing Table 4 (Background Traffic Situation on page 13) with Table 6 (Projected 2010 Total Traffic Situation, page 16). It is also noted that, in the context of the BZA application process, the projected increase in traffic should not impact the health, welfare and safety of users of the City's public space, particularly the roadway system serving the local area. Section 4.3 following discusses other more immediate aspects of the site access, parking and loading elements of the proposed development.

4.3 Site Access, Parking and Loading Evaluation

Site Access

Pedestrian access to the building will be via an entry off of Georgia Avenue. Access to both the parking and loading will be via an alleyway connection off Randolph Street. A copy of the site plan drawing showing the proposed site layout and access situation is included as Appendix H. It is again noted that the property is within our urban area and sidewalks are provided along all street frontages. Both pedestrian and vehicular access are facilitated by the signalized intersection of Georgia Avenue @ Randolph Street, and by the all-way stop control of the Kansas Avenue @ Randolph Street intersection. It is further noted that crosswalks and count-down pedestrian signals are provided at all the adjacent intersections along Georgia Avenue south of the subject property to the Georgia Avenue-Petworth Metrorail Station.

Parking Provisions

Section 2101.1 of the Zoning Regulations requires one parking space for every two (2) residential apartment units and one (1) space for each 300 square feet over 3,000 square feet of retail is also required. The 130-unit application seeks a waiver to allow the provision of 16 fewer parking spaces than the 135 per the City's parking requirements. The required parking spaces, reflecting these ratios, are compared below with the proposed parking provisions.

	Parking Spaces	
Land Use Element	**Required**	**Proposed**
• Per 130 Apartment Units	65	N/A
• Per 24,059 GSF Retail Space	70	N/A
Total	135	119

Based upon the location of the property, and the TOD characteristics discussed in detail in earlier sections, this study projects that the parking demand will be significantly less than is indicated by the City's parking ratios noted earlier.

For ease of reference, the following usage factors are summarized:

a) The proposed retail use would be local/community-serving, resulting in a high percentage (80 % ±) of non-motorized trips.

b) The proposed development is located two (2) blocks from the Georgia Avenue-Petworth Metrorail Station. Clearly the proximity to the Station and local residential area are key marketing considerations of the retail use.

c) The site is situated adjacent or convenient to existing on-street metered parking spaces as well as Residential Permit Parking (RPP).

d) The Applicant proposes to provide parking for car-sharing vehicle (i.e., Zipcar /Flexcar), which would be available to residents and the local community.

As further clarification to Item C above, it is noted that considerable on-street metered parking spaces are provided along the adjacent two (2) blocks of Georgia Avenue and along Randolph Street. Parking along the adjacent blocks of Randolph Street and Shepherd Street is restricted by provisions of the City's Residential Parking Program. This restricts use by non-residential permit holders to 2-hour limits during the period 7:00 AM to 8:30 PM on weekdays.

Generalized parking surveys were performed during the course of the study. The surveys show that a considerable number of metered spaces are usually available during typical daytime shopping activity hours; and that large numbers of RPP designated spaces are also available during these periods. The two-hour limit should allow for appropriate usage by retail customers, should this ever become necessary.

An additional variance related to parking is also being requested by the Applicant. Under Section 2115.4 of the Zoning Regulations, "compact car" spaces are to be placed in groups of at least five (5) contiguous spaces with access from the same aisle. The Applicant is requesting relief from this regulation as the structure and layout of the building does not allow for five (5) contiguous compact spaces. It is important to note that the parking spaces within the building are to be utilized primarily by residents of the site, who will be familiar with the layout of the parking area and who will also know the location of the compact spaces. Prominent signage and markings within the garage to designate the compact spaces will further aid in ensuring the usage of the spaces. The adjacent drive aisles fully satisfy the requirements of the Zoning Regulations.

Based on the above, this study concludes that the requested parking variances could be supported without adverse parking demands on the adjacent residential community.

Loading Provisions

Section 2201 of the Zoning Regulations requires the development to provide the following loading facilities:

Loading Facilities	City's Requirements	Proposed Provision
• Loading Berths	- One 12' x 55' Berth - Two 12' x 30' Berths	- Relief Sought - Two 12' x 30' Berths
• Loading/Service Space	- Two 10' x 20' Spaces	- One 10' x 20' Space
• Loading Platforms	- One 200-SF Platform - Two 100-SF Platforms	- Relief Sought - Two 100-SF Platforms

The submitted plans and drawings show that the proposed development calls for the provision of two (2) 12' x 30' loading berths (with 100 GSF platforms) and one (1) 10' x 20' service loading area, accessible via the public alley off Randolph Street and Shepherd Street. Due to the proposed size and nature of the project, it is not anticipated that there would be any deliveries by tractor-trailers (55-Ft in length), and as such a 55-Ft loading berth has not been provided. The truck tracking diagrams for the vehicles accessing the loading berths for both the 130-unit and 115-unit layouts are included as Appendix H.

The truck tracking diagrams referred to above, show that the alleyways off Randolph Street and Shepherd Street provides adequate maneuvering space for the vehicles to enter and exit the three (3) proposed loading berths. The residential uses within the development are provided for with the two 30-Ft berths. The plans call for 130 apartment units to consist of studio, one-, two- and three-bedroom apartments, with the majority of units being one- and two- bedroom. With the size of residential units varying between 650 GSF and 1,200 GSF and the retail units averaging 2,500 GSF, it is anticipated that the servicing needs would be met by single unit trucks (under 30-Ft in length) and panel vans (typically 20-Ft in length). It is also projected that deliveries would be typically scheduled during weekday off-peak daytime hours and on weekends. Based on these considerations, it is concluded that the variance with respect to the loading berths would not create any adverse impacts on the adjacent neighborhood.

5.0 SUMMARY AND CONCLUSION

The foregoing data, discussion and analysis have shown that development of the 3910 Georgia Commons mixed-use development, as currently proposed, would have no significant adverse impacts on the operational efficiency and safety of the study area roadways. More specifically, the analysis has determined the following:

a) Current traffic operational conditions at the adjacent intersections are quite acceptable, and are well within the City's Level-of-Service standards.

b) The proposed development is favorably situated relative to public transportation facilities, as well as retail and institutional usage.

c) The projected trip generation for the proposed development would have a minimal impact on traffic and parking conditions within the local area.

d) Analysis of the future total traffic situation shows very little change compared with the existing situation. Table 7 on page 22 provides a summary of the capacity analysis results for existing and future conditions.

e) The proposed parking, loading and access elements of the site development plan should quite adequately meet the needs of the subject site. This is based on practical considerations and the trip-making characteristics of the facility.

f) This proposal is quite consistent with the public policy objectives of the City and the Comprehensive Plan regarding Transit Oriented Development.

Based on the forgoing this study concludes that development of the subject site, per the submitted application, would satisfy the requirements of the Zoning Regulations and the Georgia Avenue Overlay District and would have no appreciable impact on the health, safety or welfare of the adjacent community from the perspectives associated with transportation (i.e., vehicular access, parking, and loading).

<<<<<:::::>>>>>

TABLE 7

SUMMARY OF CAPACITY ANALYSIS RESULTS FOR EXISTING AND FUTURE/BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS (INCLUDING GEORGIA COMMONS SITE)

Intersection	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
1. Randolph Street. @ Georgia Avenue, NW. (Signalized)	B 14.0	B 11.9	B 15.4	B 12.0	C 20.8	B 14.2
2. Shepherd Street. @ Georgia Avenue., NW (Signalized)	B 16.6	B 13.9	B 17.1	B 13.9	C 22.8	B 17.1
3. Randolph Street. @ Kansas Avenue, NW (Unsignalized)	B 14.94	B 10.89	C 16.36	B 11.37	C 16.62	B 11.63
4. Shepherd Street. @ Kansas Avenue, NW (Unsignalized)	C 15.12	B 10.60	C 16.75	B 11.10	C 16.75	B 11.10

$\frac{X}{000} = \frac{\text{Level of Service}}{\text{Average Delay}}$

Highway Capacity Manual (HCM) procedure applied. The highest average total delay (in seconds) per approach is indicated.

Source: O. R. George & Associates.

APPENDIX

A

RELEVANT CORRESPONDENCE
WITH DDOT TRANSPORTATION POLICY AND
PLANNING ADMINISTRATION

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham, MD 20706-2218
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: ogeorge@orgengineering.com

June 11, 2007

Mr. Kenneth G. Laden, Associate Director
District Department of Transportation
Transportation Policy & Planning Administration
2000 14th Street, N.W., 7th Floor
Washington, D.C. 20009

Re: Trip Generation Rate and Loading Facilities Survey

Dear Mr. Laden

As you are aware, the City's Zoning Regulations allow for reductions from the stipulated off-site parking requirements for certain properties situated in proximity to Metrorail Stations as part of the development review process. In addition, your office has often allowed some reduction in peak hour trip generation rates that are used in studies supporting development proposals for properties near to Metrorail Stations, or otherwise having opportunities for Transit Oriented Development (TOD) characteristics. The newly adopted Comprehensive Plan also highlights the City's policies and goals regarding Transit Oriented Developments. In conjunction with the foregoing, development applications going through the Planned Unit Development (and BZA) processes often seek relief from the City's requirements for loading berth facilities, particularly the 55 ft berth stipulated for residential multi-family developments.

Our firm is currently involved in several projects where these issues will arise. We are therefore taking the initiative to perform the following surveys, which we hope would provide some quantitative basis for use by your staff.

A) Trip Generation Rate Surveys:

1) Park Triangle Apartments: 1375 Kenyon Street, NW, Columbia Heights, Northwest. This is recently built mixed-use development with 117 apartment units and 18,000 GSF of ground floor retail. This development is situated one block from the Columbia Heights Metrorail Station.

2) The Ellington Apartments: 1301 U Street, NW, Cardoza, Northwest. This modern 7-story building has 190 apartment units and ground floor retail comprising 17,000 GSF. The U Street/Cardoza Metrorail Station is located approximately one block away.

   For both of the above sites we intend to follow the procedures and practices recommended by the Institute of Transportation Engineers; and we will allocate the personnel needed to capture all the vehicle trips being generated.

B) Loading Berth Requirements:

A survey targeting approximately ten (10) sites of mid-to high-rise residential developments with 50 (or more) condominium and rental apartment units to determine the loading facilities provided. The survey will also include a questionnaire to be completed by the development management, to confirm usage characteristics, such as the following:

- Number of units/GSF retail space;
- Frequency of unit turnover;
- Loading facilities available;
- Types of trucks used by residents in moving;
- Self-move vs. commercial movers; and
- Any scheduling practices in place (to coordinate truck arrivals/departures)

For this element, we propose to prepare a brief questionnaire. We plan to share this with your office, and we would welcome any input, oversight, and coordination you my find appropriate. We intent to present the results in a brief memorandum, and will submit to your office immediately upon completion. We would welcome any thoughts and suggestions, which your office may have.

Thanks for your usual attention and assistance.

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.

Osborne R. George
President

ORG/wa

APPENDIX

B

TRAFFIC TURNING MOVEMENT COUNT
SUMMARIES - EXISTING TRAFFIC
SITUATION

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
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Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	43	1	0	44	0	20	1	0	21	3	2	3	0	8	1	6	2	0	9	82
07:30 AM	2	68	2	0	72	0	22	2	0	24	1	5	9	0	15	1	4	0	0	5	116
07:45 AM	5	93	3	0	101	0	32	5	0	37	2	12	4	0	18	2	18	2	0	22	178
08:00 AM	14	105	4	0	123	1	27	4	0	32	2	12	5	0	19	2	11	4	0	17	191
Total	21	309	10	0	340	1	101	12	0	114	8	31	21	0	60	6	39	8	0	53	567
08:15 AM	5	73	1	0	79	1	18	1	0	20	4	9	5	0	18	2	12	2	0	16	133
08:30 AM	2	64	5	0	71	2	19	1	0	22	2	9	6	0	17	2	15	2	0	19	129
08:45 AM	8	108	5	0	121	0	25	2	0	27	4	16	2	0	22	0	17	1	0	18	188
09:00 AM	5	58	6	0	69	0	22	3	0	25	2	8	4	0	14	1	11	0	0	12	120
Total	20	303	17	0	340	3	84	7	0	94	12	42	17	0	71	5	55	5	0	65	570
04:15 PM	7	39	6	0	52	0	47	5	0	52	5	12	12	0	29	3	13	1	0	17	150
04:30 PM	5	40	1	0	46	1	41	3	0	45	3	8	8	0	19	3	14	2	0	19	129
04:45 PM	8	41	3	0	52	0	43	6	0	49	1	12	5	0	18	2	20	1	0	23	142
05:00 PM	8	40	5	0	53	1	46	2	0	49	1	11	8	0	20	5	9	1	0	15	137
Total	28	160	15	0	203	2	177	16	0	195	10	43	33	0	86	13	56	5	0	74	558
05:15 PM	4	29	2	0	35	0	22	5	0	27	0	15	7	0	22	2	8	1	0	11	95
05:30 PM	1	29	4	0	34	1	36	5	0	42	0	10	1	0	11	2	11	1	0	14	101
05:45 PM	0	65	2	0	67	1	60	7	0	68	2	14	12	0	28	5	13	1	0	19	182
06:00 PM	7	48	3	0	58	2	64	5	0	71	5	25	6	0	36	2	18	2	0	22	187
Total	12	171	11	0	194	4	182	22	0	208	7	64	26	0	97	11	50	5	0	66	565
Grand Total	81	943	53	0	1077	10	544	57	0	611	37	180	97	0	314	35	200	23	0	258	2260
Approch %	7.5	87.6	4.9	0.0		1.6	89.0	9.3	0.0		11.8	57.3	30.9	0.0		13.6	77.5	8.9	0.0		
Total %	3.6	41.7	2.3	0.0	47.7	0.4	24.1	2.5	0.0	27.0	1.6	8.0	4.3	0.0	13.9	1.5	8.8	1.0	0.0	11.4	

O. R. George & Associates, Inc.
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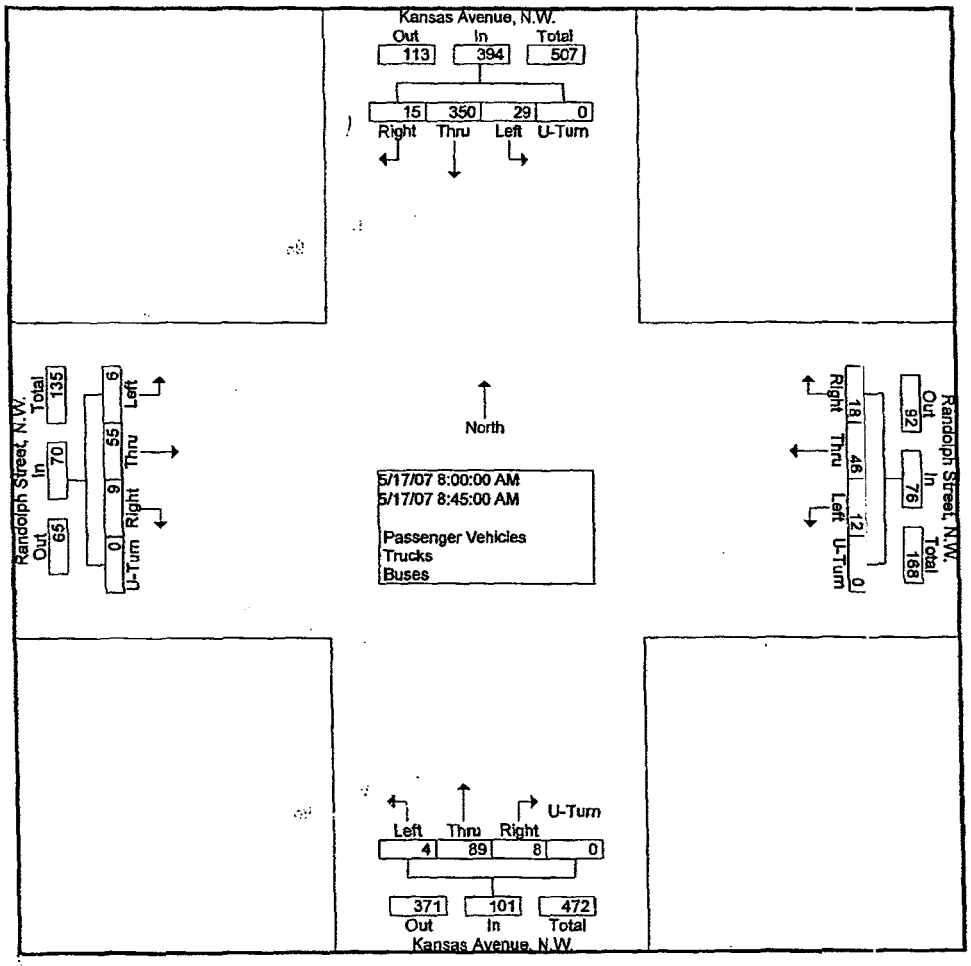
Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	29	350	15	0	394	4	89	8	0	101	12	46	18	0	76	6	55	9	0	70	641
Percent	7.4	88.8	3.8	0.0		4.0	88.1	7.9	0.0		15.8	60.5	23.7	0.0		8.6	78.6	12.9	0.0		
08:00 Volume	14	105	4	0	123	1	27	4	0	32	2	12	5	0	19	2	11	4	0	17	191
Peak Factor																					0.839
High Int.	08:00 AM					08:00 AM					08:45 AM					08:30 AM					
Volume	14	105	4	0	123	1	27	4	0	32	4	16	2	0	22	2	15	2	0	19	
Peak Factor					0.801					0.789					0.864					0.921	



B-2

C. R. George & Associates, Inc.
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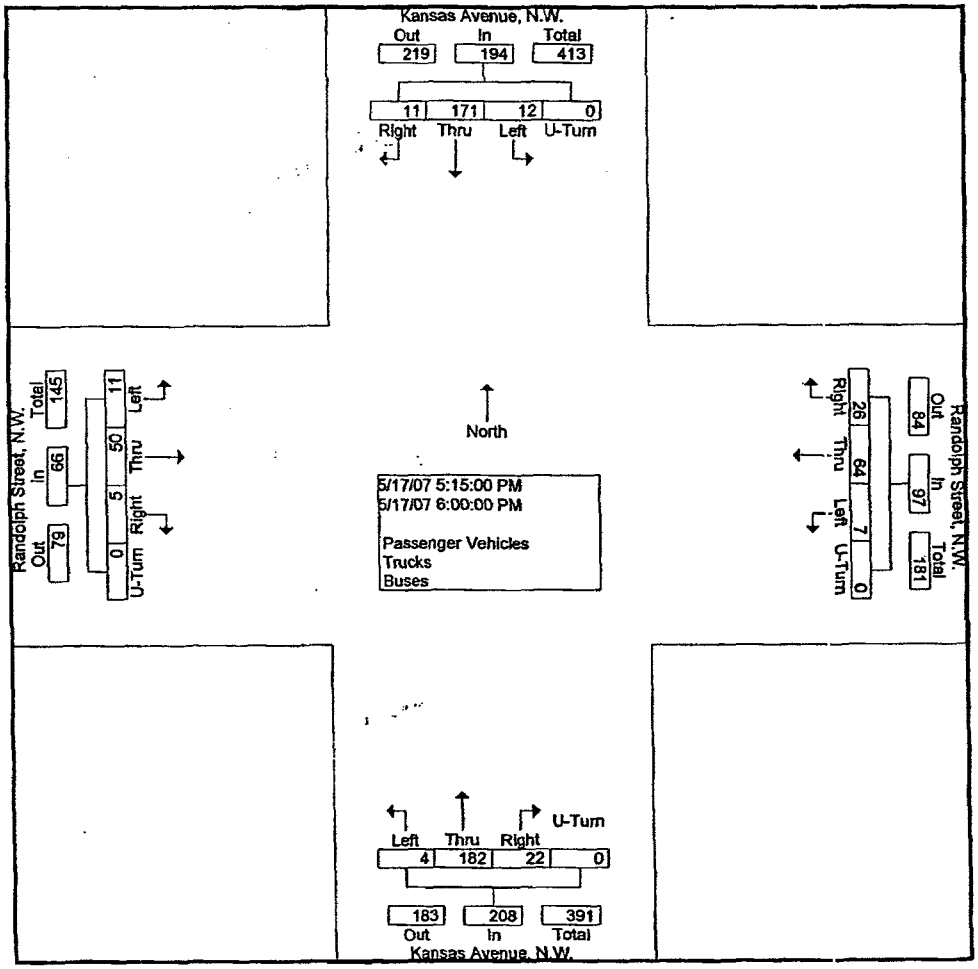
Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	12	171	11	0	194	4	182	22	0	208	7	64	26	0	97	11	50	5	0	66	565
Percent	6.2	88.1	5.7	0.0		1.9	87.5	10.6	0.0		7.2	66.0	26.8	0.0		16.7	75.8	7.6	0.0		
06:00 Volume	7	48	3	0	58	2	64	5	0	71	5	25	6	0	36	2	18	2	0	22	187
Peak Factor																					0.755
High Int.	05:45 PM					06:00 PM					06:00 PM					06:00 PM					
Volume	0	65	2	0	67	2	64	5	0	71	5	25	6	0	36	2	18	2	0	22	
Peak Factor					0.724					0.732					0.674					0.750	



B-3

O. K. George & Associates, Inc.
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Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07
Page No : 1

Groups Printed- Passenger Vehicles

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	43	1	0	44	0	20	1	0	21	3	2	3	0	8	1	6	2	0	9	82
07:30 AM	1	67	2	0	70	0	22	2	0	24	1	5	9	0	15	1	4	0	0	5	114
07:45 AM	5	90	3	0	98	0	32	5	0	37	2	11	4	0	17	2	18	2	0	22	174
08:00 AM	14	105	4	0	123	1	26	4	0	31	2	12	5	0	19	2	11	4	0	17	190
Total	20	305	10	0	335	1	100	12	0	113	8	30	21	0	59	6	39	8	0	53	560
08:15 AM	5	71	1	0	77	1	18	1	0	20	3	8	5	0	16	2	12	2	0	16	129
08:30 AM	2	63	3	0	68	2	19	1	0	22	2	8	6	0	16	2	15	2	0	19	125
08:45 AM	7	106	5	0	118	0	25	2	0	27	4	16	2	0	22	0	17	1	0	18	185
09:00 AM	5	51	5	0	61	0	22	1	0	23	2	8	4	0	14	1	11	0	0	12	110
Total	19	291	14	0	324	3	84	5	0	92	11	40	17	0	68	5	55	5	0	65	549
04:15 PM	6	39	6	0	51	0	40	5	0	45	5	12	12	0	29	3	13	1	0	17	142
04:30 PM	5	40	1	0	46	1	38	2	0	41	3	8	8	0	19	3	13	2	0	18	124
04:45 PM	8	40	3	0	51	0	43	6	0	49	1	12	5	0	18	2	20	1	0	23	141
05:00 PM	8	39	5	0	52	1	44	2	0	47	1	10	8	0	19	5	9	1	0	15	133
Total	27	158	15	0	200	2	165	15	0	182	10	42	33	0	85	13	55	5	0	73	540
05:15 PM	4	29	2	0	35	0	21	5	0	26	0	15	7	0	22	2	8	1	0	11	94
05:30 PM	1	29	4	0	34	1	36	5	0	42	0	10	1	0	11	2	11	1	0	14	101
05:45 PM	0	65	2	0	67	1	60	7	0	68	2	13	12	0	27	5	12	1	0	18	180
06:00 PM	7	47	3	0	57	2	63	4	0	69	5	25	5	0	35	2	18	2	0	22	183
Total	12	170	11	0	193	4	180	21	0	205	7	63	25	0	95	11	49	5	0	65	558
Grand Total	78	924	50	0	1052	10	529	53	0	592	36	175	96	0	307	35	198	23	0	256	2207
Apprch %	7.4	87.8	4.8	0.0		1.7	89.4	9.0	0.0		11.7	57.0	31.3	0.0		13.7	77.3	9.0	0.0		
Total %	3.5	41.9	2.3	0.0	47.7	0.5	24.0	2.4	0.0	26.8	1.6	7.9	4.3	0.0	13.9	1.6	9.0	1.0	0.0	11.6	

B-4

O. R. George & Associates, Inc.
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Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07
Page No : 1

Groups Printed- Trucks

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	6	1	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	9
Total	1	9	2	0	12	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	14
04:15 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	1	2	0	0	3	0	9	0	0	9	0	1	0	0	1	0	1	0	0	1	14
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	1	0	0	1	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	4
Total	0	1	0	0	1	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	6
Grand Total	2	14	2	0	18	0	12	3	0	15	0	2	1	0	3	0	2	0	0	2	38
Apprch %	11.1	77.8	11.1	0.0		0.0	80.0	20.0	0.0		0.0	66.7	33.3	0.0		0.0	100.0	0.0	0.0		
Total %	5.3	36.8	5.3	0.0	47.4	0.0	31.6	7.9	0.0	39.5	0.0	5.3	2.6	0.0	7.9	0.0	5.3	0.0	0.0	5.3	

[illegible] & Associates, Inc.
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Board :D4-2239
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File Name : KAN@RAND
Site Code : 09332239
Start Date : 5/17/07
Page No : 1

Groups Printed- Buses

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	1	5	1	0	7	0	3	1	0	4	1	3	0	0	4	0	0	0	0	0	15
Apprch %	14.3	71.4	14.3	0.0		0.0	75.0	25.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	6.7	33.3	6.7	0.0	46.7	0.0	20.0	6.7	0.0	26.7	6.7	20.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	

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Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	34	0	0	36	0	20	5	0	25	13	0	7	0	20	4	4	2	0	10	91
07:30 AM	0	65	0	0	65	0	20	2	0	22	3	0	7	0	10	2	1	0	0	3	100
07:45 AM	1	75	0	0	76	0	18	1	0	19	4	0	5	0	9	3	2	1	0	6	110
08:00 AM	4	78	0	0	82	0	21	3	0	24	3	0	8	0	11	4	4	6	0	14	131
Total	7	252	0	0	259	0	79	11	0	90	23	0	27	0	50	13	11	9	0	33	432
08:15 AM	2	81	0	0	83	0	30	0	0	30	4	0	6	0	10	7	6	6	0	19	142
08:30 AM	2	119	0	0	121	0	26	0	0	26	4	0	5	0	9	5	11	8	0	24	180
08:45 AM	4	101	0	0	105	0	24	4	0	28	6	0	5	0	11	5	9	10	0	24	168
09:00 AM	4	75	0	0	79	0	37	3	0	40	0	0	4	0	4	3	26	4	0	33	156
Total	12	376	0	0	388	0	117	7	0	124	14	0	20	0	34	20	52	28	0	100	646
04:15 PM	2	29	0	0	31	0	51	1	0	52	3	0	1	0	4	4	14	4	0	22	109
04:30 PM	3	28	0	0	31	0	35	2	0	37	7	0	5	0	12	9	6	5	0	20	100
04:45 PM	0	31	0	0	31	0	47	0	0	47	6	0	5	0	11	2	5	6	0	13	102
05:00 PM	2	53	0	0	55	0	63	2	0	65	5	0	4	0	9	3	3	1	0	7	136
Total	7	141	0	0	148	0	196	5	0	201	21	0	15	0	36	18	28	16	0	62	447
05:15 PM	1	44	0	0	45	0	47	1	0	48	2	0	1	0	3	6	8	10	0	24	120
05:30 PM	2	53	0	0	55	0	64	1	0	65	4	0	8	0	12	10	5	3	0	18	150
05:45 PM	3	48	0	0	51	0	46	2	0	48	3	0	4	0	7	3	18	4	0	25	131
06:00 PM	6	57	0	0	63	0	77	1	0	78	5	0	3	0	8	2	12	2	0	16	165
Total	12	202	0	0	214	0	234	5	0	239	14	0	16	0	30	21	43	19	0	83	566
Grand Total	38	971	0	0	1009	0	626	28	0	654	72	0	78	0	150	72	134	72	0	278	2091
Apprch %	3.8	96.2	0.0	0.0		0.0	95.7	4.3	0.0		48.0	0.0	52.0	0.0		25.9	48.2	25.9	0.0		
Total %	1.8	46.4	0.0	0.0	48.3	0.0	29.9	1.3	0.0	31.3	3.4	0.0	3.7	0.0	7.2	3.4	6.4	3.4	0.0	13.3	

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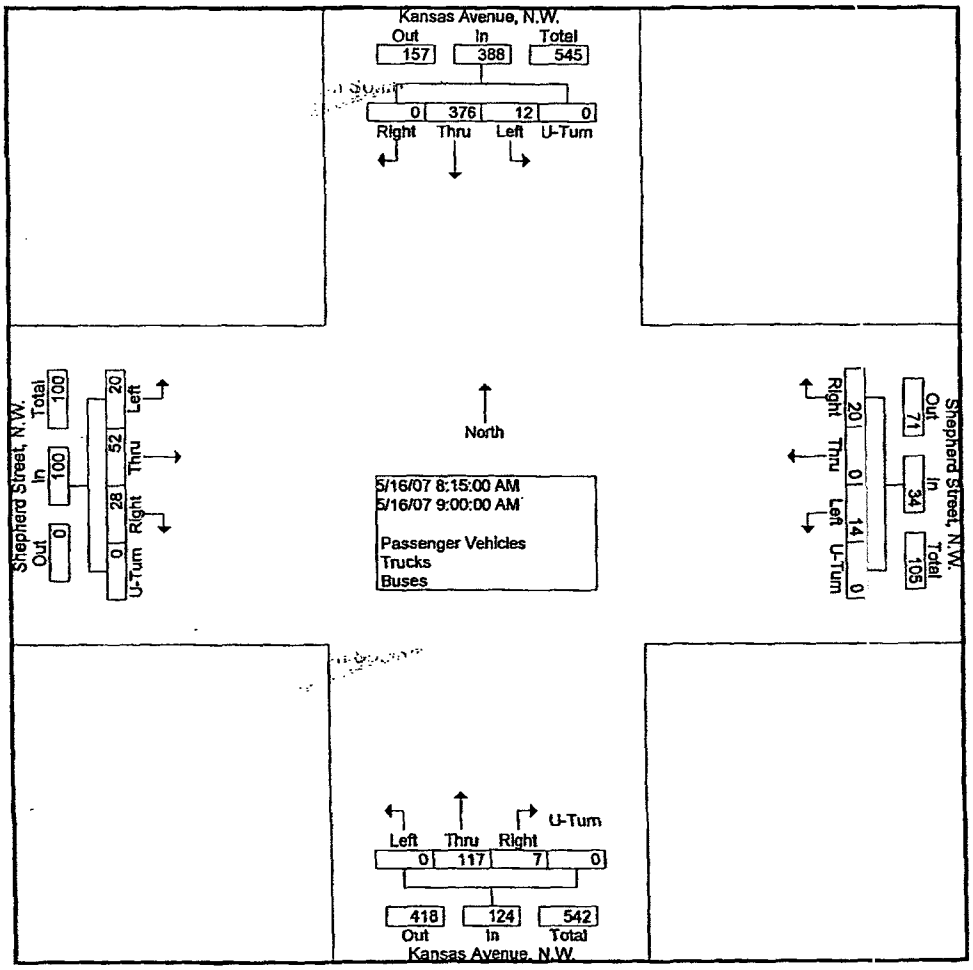
Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07
Page No : 2

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	12	376	0	0	388	0	117	7	0	124	14	0	20	0	34	20	52	28	0	100	646
Percent	3.1	96.9	0.0	0.0		0.0	94.4	5.6	0.0		41.2	0.0	58.8	0.0		20.0	52.0	28.0	0.0		
08:30 Volume	2	119	0	0	121	0	26	0	0	26	4	0	5	0	9	5	11	8	0	24	180
Peak Factor																					0.897
High Int.	08:30 AM					09:00 AM					08:45 AM					09:00 AM					
Volume	2	119	0	0	121	0	37	3	0	40	6	0	5	0	11	3	26	4	0	33	
Peak Factor					0.802					0.775					0.773					0.758	



B-8

C. R. George & Associates, Inc.
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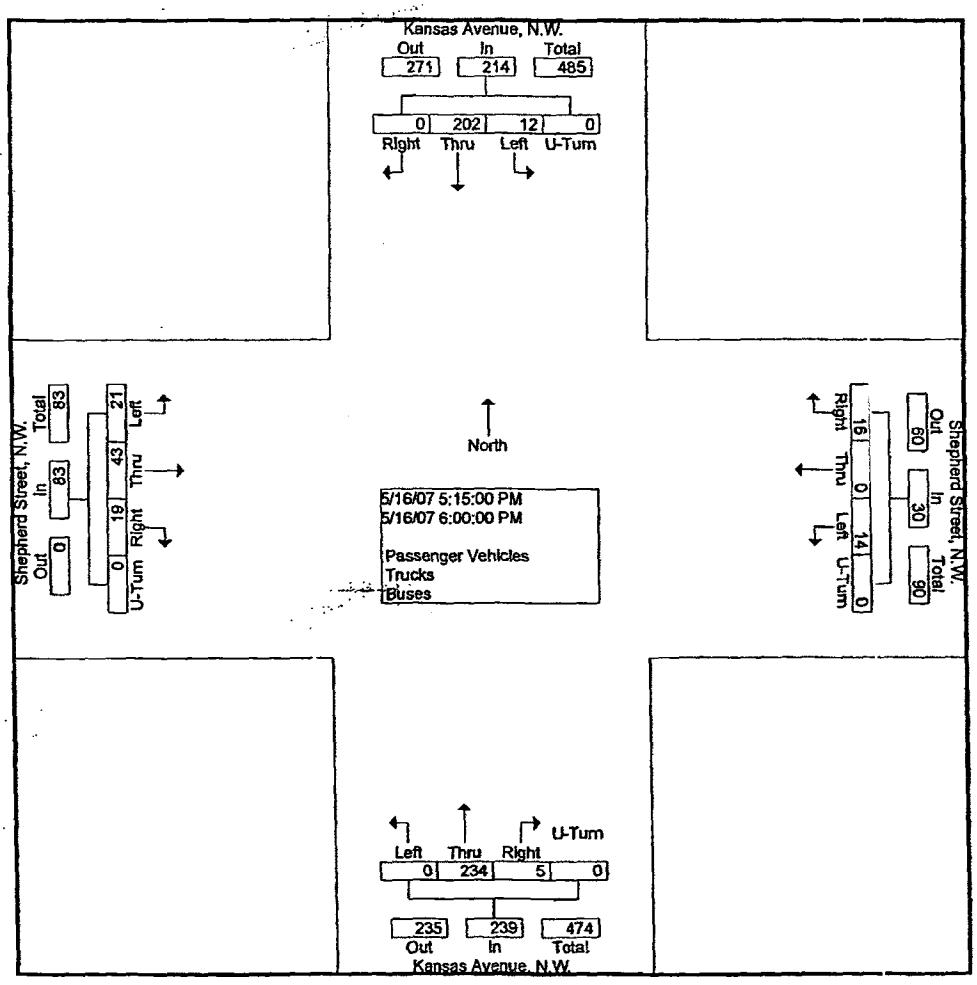
Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	12	202	0	0	214	0	234	5	0	239	14	0	16	0	30	21	43	19	0	83	566
Percent	5.6	94.4	0.0	0.0		0.0	97.9	2.1	0.0		46.7	0.0	53.3	0.0		25.3	51.8	22.9	0.0		
06:00 Volume	6	57	0	0	63	0	77	1	0	78	5	0	3	0	8	2	12	2	0	16	165
Peak Factor																					0.858
High Int. 06:00 PM						06:00 PM					05:30 PM					05:45 PM					
Volume	6	57	0	0	63	0	77	1	0	78	4	0	8	0	12	3	18	4	0	25	
Peak Factor					0.849					0.766					0.625					0.830	



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Counted by:ORGA-AG
Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07
Page No : 1

Groups Printed- Passenger Vehicles

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	34	0	0	36	0	20	5	0	25	13	0	7	0	20	4	4	2	0	10	91
07:30 AM	0	61	0	0	61	0	20	2	0	22	3	0	7	0	10	2	1	0	0	3	96
07:45 AM	1	74	0	0	75	0	18	1	0	19	4	0	5	0	9	3	2	1	0	6	109
08:00 AM	4	74	0	0	78	0	21	3	0	24	3	0	7	0	10	4	4	6	0	14	126
Total	7	243	0	0	250	0	79	11	0	90	23	0	26	0	49	13	11	9	0	33	422
08:15 AM	2	77	0	0	79	0	30	0	0	30	4	0	6	0	10	7	6	6	0	19	138
08:30 AM	2	117	0	0	119	0	26	0	0	26	4	0	5	0	9	5	11	8	0	24	178
08:45 AM	4	98	0	0	102	0	24	4	0	28	5	0	5	0	10	5	9	10	0	24	164
09:00 AM	4	73	0	0	77	0	36	3	0	39	0	0	4	0	4	3	26	4	0	33	153
Total	12	365	0	0	377	0	116	7	0	123	13	0	20	0	33	20	52	28	0	100	633
04:15 PM	2	29	0	0	31	0	49	0	0	49	3	0	1	0	4	4	14	4	0	22	106
04:30 PM	3	28	0	0	31	0	35	2	0	37	6	0	5	0	11	9	6	5	0	20	99
04:45 PM	0	31	0	0	31	0	46	0	0	46	6	0	5	0	11	2	4	6	0	12	100
05:00 PM	2	53	0	0	55	0	62	2	0	64	5	0	4	0	9	3	3	1	0	7	135
Total	7	141	0	0	148	0	192	4	0	196	20	0	15	0	35	18	27	16	0	61	440
05:15 PM	1	44	0	0	45	0	46	1	0	47	2	0	1	0	3	6	8	9	0	23	118
05:30 PM	2	53	0	0	55	0	64	1	0	65	4	0	7	0	11	10	5	3	0	18	149
05:45 PM	3	48	0	0	51	0	46	2	0	48	3	0	4	0	7	3	18	4	0	25	131
06:00 PM	6	57	0	0	63	0	77	1	0	78	5	0	3	0	8	2	12	2	0	16	165
Total	12	202	0	0	214	0	233	5	0	238	14	0	15	0	29	21	43	18	0	82	563
Grand Total	38	951	0	0	989	0	620	27	0	647	70	0	76	0	146	72	133	71	0	276	2058
Apprch %	3.8	96.2	0.0	0.0		0.0	95.8	4.2	0.0		47.9	0.0	52.1	0.0		26.1	48.2	25.7	0.0		
Total %	1.8	46.2	0.0	0.0	48.1	0.0	30.1	1.3	0.0	31.4	3.4	0.0	3.7	0.0	7.1	3.5	6.5	3.4	0.0	13.4	

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Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07
Page No : 1

Groups Printed- Trucks

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Grand Total	0	12	0	0	12	0	4	1	0	5	0	0	1	0	1	0	1	1	0	2	20
Apprch %	0.0	100.0	0.0	0.0		0.0	80.0	20.0	0.0		0.0	0.0	100.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	60.0	0.0	0.0	60.0	0.0	20.0	5.0	0.0	25.0	0.0	0.0	5.0	0.0	5.0	0.0	5.0	5.0	0.0	10.0	

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Board :D4-2239
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : KAN@SHEP
Site Code : 08332239
Start Date : 5/16/07
Page No : 1

Groups Printed- Buses

	Kansas Avenue, N.W. From North					Kansas Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	7
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	8	0	0	8	0	2	0	0	2	2	0	1	0	3	0	0	0	0	0	13
Apprch %	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	61.5	0.0	0.0	61.5	0.0	15.4	0.0	0.0	15.4	15.4	0.0	7.7	0.0	23.1	0.0	0.0	0.0	0.0	0.0	

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Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	245	3	0	253	3	98	3	0	104	2	4	2	0	8	0	2	4	0	6	371
07:30 AM	8	276	4	0	288	2	102	2	0	106	4	8	5	0	17	4	6	2	0	12	423
07:45 AM	9	326	5	0	340	7	135	1	0	143	1	9	5	0	15	4	11	5	0	20	518
08:00 AM	2	357	4	0	363	7	136	7	0	150	5	21	8	0	34	6	5	4	0	15	562
Total	24	1204	16	0	1244	19	471	13	0	503	12	42	20	0	74	14	24	15	0	53	1874
08:15 AM	5	376	1	0	382	8	137	12	0	157	2	9	4	0	15	4	9	3	0	16	570
08:30 AM	4	412	5	0	421	3	131	5	0	139	3	11	5	0	19	4	7	5	0	16	595
08:45 AM	7	396	4	0	407	7	147	2	0	156	2	12	4	0	18	4	11	12	0	27	608
09:00 AM	7	401	5	0	413	6	144	1	0	151	4	6	7	0	17	4	9	11	0	24	605
Total	23	1585	15	0	1623	24	559	20	0	603	11	38	20	0	69	16	36	31	0	83	2378
04:15 PM	13	160	7	0	180	2	234	4	0	240	7	5	7	0	19	16	24	9	0	49	488
04:30 PM	11	172	4	0	187	4	189	8	0	201	3	16	5	0	24	12	23	6	0	41	453
04:45 PM	3	161	10	0	174	2	200	6	0	208	1	14	2	0	17	7	21	10	0	38	437
05:00 PM	2	189	5	0	196	5	244	15	0	264	4	12	5	0	21	8	18	6	0	32	513
Total	29	682	26	0	737	13	867	33	0	913	15	47	19	0	81	43	86	31	0	160	1891
05:15 PM	6	170	6	0	182	4	233	7	0	244	2	11	10	0	23	8	25	9	0	42	491
05:30 PM	7	182	4	0	193	4	266	6	0	276	2	10	5	0	17	11	23	10	0	44	530
05:45 PM	6	191	5	0	202	7	220	4	0	231	4	14	5	0	23	12	22	8	0	42	498
06:00 PM	6	173	3	0	182	3	229	8	0	240	2	15	9	0	26	14	19	9	0	42	490
Total	25	716	18	0	759	18	948	25	0	991	10	50	29	0	89	45	89	36	0	170	2009
Grand Total	101	4187	75	0	4363	74	2845	91	0	3010	48	177	88	0	313	118	235	113	0	466	8152
Apprch %	2.3	96.0	1.7	0.0		2.5	94.5	3.0	0.0		15.3	56.5	28.1	0.0		25.3	50.4	24.2	0.0		
Total %	1.2	51.4	0.9	0.0	53.5	0.9	34.9	1.1	0.0	36.9	0.6	2.2	1.1	0.0	3.8	1.4	2.9	1.4	0.0	5.7	

O. R. George & Associates, Inc.
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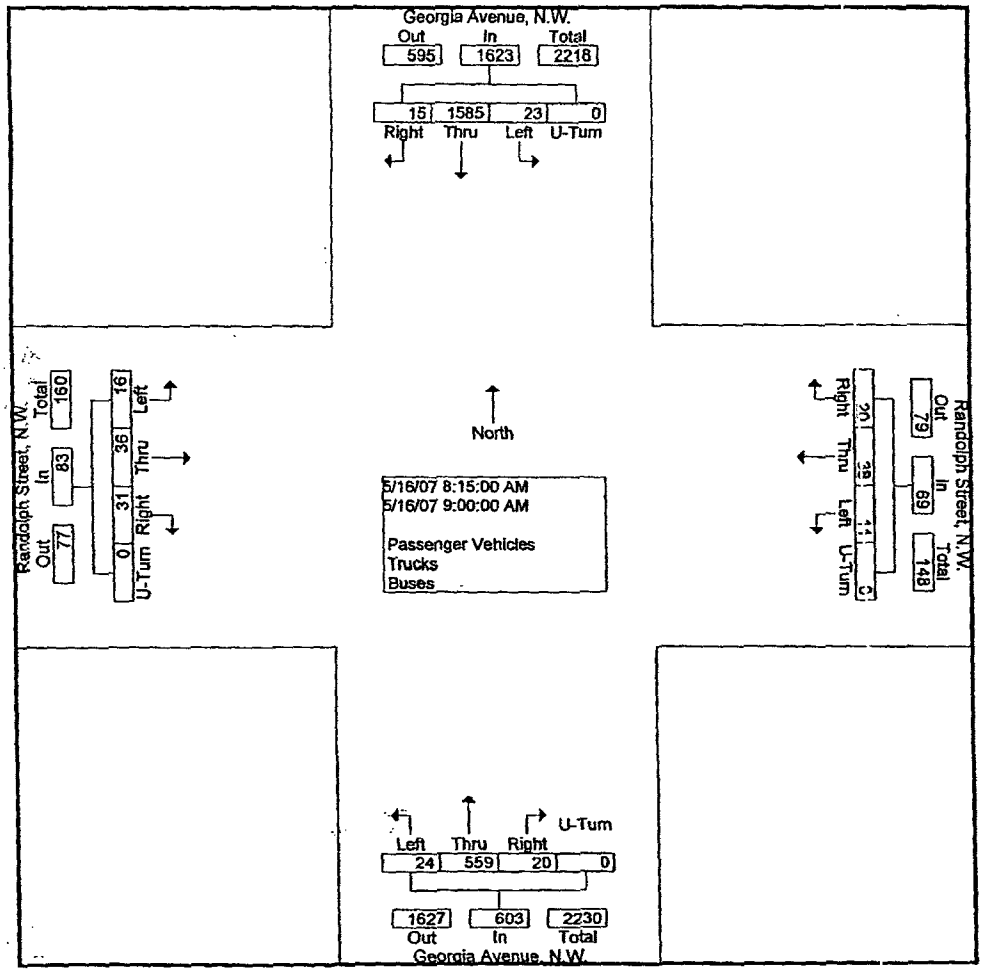
Counted by:ORGA-AL
Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	23	1585	15	0	1623	24	559	20	0	603	11	38	20	0	69	16	36	31	0	83	2378
Percent	1.4	97.7	0.9	0.0		4.0	92.7	3.3	0.0		15.9	55.1	29.0	0.0		19.3	43.4	37.3	0.0		
08:45 Volume	7	396	4	0	407	7	147	2	0	156	2	12	4	0	18	4	11	12	0	27	608
Peak Factor																					0.978
High Int.	08:30 AM					08:15 AM					08:30 AM					08:45 AM					
Volume	4	412	5	0	421	8	137	12	0	157	3	11	5	0	19	4	11	12	0	27	
Peak Factor					0.964					0.960					0.908					0.769	



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O. R. George & Associates, Inc.
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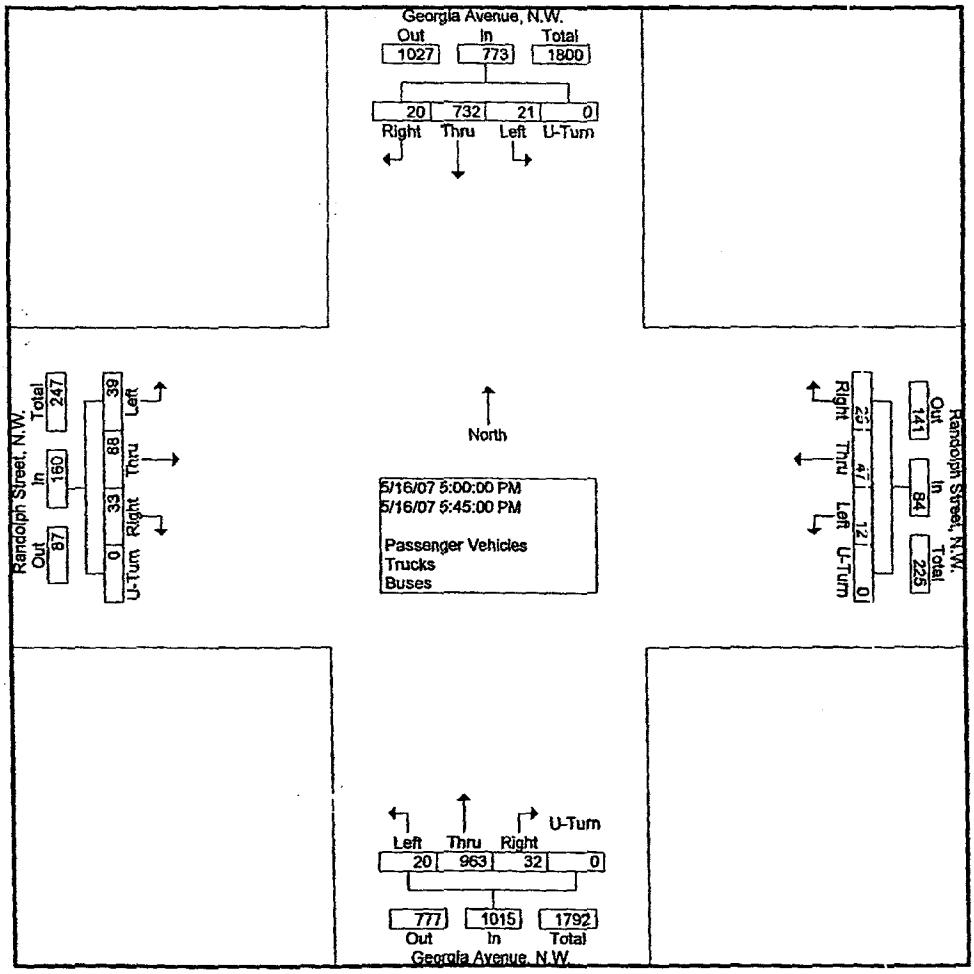
Counted by:ORGA-AL
Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07
Page No : 3

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	21	732	20	0	773	20	963	32	0	1015	12	47	25	0	84	39	88	33	0	160	2032
Percent	2.7	94.7	2.6	0.0		2.0	94.9	3.2	0.0		14.3	56.0	29.8	0.0		24.4	55.0	20.6	0.0		
05:30 Volume	7	182	4	0	193	4	266	6	0	276	2	10	5	0	17	11	23	10	0	44	530
Peak Factor																					0.958
High Int.	05:45 PM					05:30 PM					05:15 PM					05:30 PM					
Volume	6	191	5	0	202	4	266	6	0	276	2	11	10	0	23	11	23	10	0	44	
Peak Factor					0.957					0.919					0.913					0.909	



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Counted by:ORGA-AL
Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07
Page No : 1

Groups Printed- Passenger Vehicles

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	231	2	0	238	3	89	2	0	94	2	4	2	0	8	0	2	4	0	6	346
07:30 AM	8	259	4	0	271	2	96	2	0	100	4	8	5	0	17	4	6	1	0	11	399
07:45 AM	7	314	4	0	325	6	119	1	0	126	1	7	4	0	12	3	11	4	0	18	481
08:00 AM	2	342	4	0	348	7	116	6	0	129	5	21	8	0	34	6	5	4	0	15	526
Total	22	1146	14	0	1182	18	420	11	0	449	12	40	19	0	71	13	24	13	0	50	1752
08:15 AM	5	360	0	0	365	5	125	11	0	141	2	9	4	0	15	3	9	3	0	15	536
08:30 AM	3	402	5	0	410	3	114	4	0	121	3	10	5	0	18	4	7	4	0	15	564
08:45 AM	6	380	4	0	390	6	131	2	0	139	2	12	4	0	18	3	11	12	0	26	573
09:00 AM	7	384	5	0	396	5	125	1	0	131	3	6	7	0	16	4	9	11	0	24	567
Total	21	1526	14	0	1561	19	495	18	0	532	10	37	20	0	67	14	36	30	0	80	2240
04:15 PM	11	148	7	0	166	2	224	4	0	230	7	5	7	0	19	16	24	9	0	49	464
04:30 PM	10	165	4	0	179	4	182	8	0	194	3	16	5	0	24	11	23	6	0	40	437
04:45 PM	3	153	8	0	164	2	187	6	0	195	1	14	2	0	17	7	21	9	0	37	413
05:00 PM	2	182	4	0	188	5	232	15	0	252	4	12	5	0	21	8	18	6	0	32	493
Total	26	648	23	0	697	13	825	33	0	871	15	47	19	0	81	42	86	30	0	158	1807
05:15 PM	6	163	6	0	175	4	224	7	0	235	2	11	9	0	22	8	24	9	0	41	473
05:30 PM	7	172	4	0	183	4	254	6	0	264	2	10	5	0	17	10	23	10	0	43	507
05:45 PM	6	184	5	0	195	5	214	3	0	222	4	14	5	0	23	12	22	7	0	41	481
06:00 PM	6	167	3	0	176	3	220	8	0	231	2	15	9	0	26	14	19	8	0	41	474
Total	25	686	18	0	729	16	912	24	0	952	10	50	28	0	88	44	88	34	0	166	1935
Grand Total	94	4006	69	0	4169	66	2652	86	0	2804	47	174	86	0	307	113	234	107	0	454	7734
Apprch %	2.3	96.1	1.7	0.0		2.4	94.6	3.1	0.0		15.3	56.7	28.0	0.0		24.9	51.5	23.6	0.0		
Total %	1.2	51.8	0.9	0.0	53.9	0.9	34.3	1.1	0.0	36.3	0.6	2.2	1.1	0.0	4.0	1.5	3.0	1.4	0.0	5.9	

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Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07
Page No : 1

Groups Printed- Trucks

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	8	1	0	9	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	14
07:30 AM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
07:45 AM	1	3	1	0	5	1	9	0	0	10	0	1	0	0	1	0	0	0	0	0	16
08:00 AM	0	4	0	0	4	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	13
Total	1	20	2	0	23	1	24	2	0	27	0	1	0	0	1	0	0	0	0	0	51
08:15 AM	0	6	1	0	7	2	5	1	0	8	0	0	0	0	0	1	0	0	0	1	16
08:30 AM	1	4	0	0	5	0	9	1	0	10	0	0	0	0	0	0	0	1	0	1	16
08:45 AM	1	7	0	0	8	1	8	0	0	9	0	0	0	0	0	1	0	0	0	1	18
09:00 AM	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
Total	2	26	1	0	29	3	31	2	0	36	0	0	0	0	0	2	0	1	0	3	68
04:15 PM	2	4	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	2	0	3	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	13
05:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	2	8	2	0	12	0	18	0	0	18	0	0	0	0	0	0	0	1	0	1	31
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	5
05:30 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	12
05:45 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	1	0	1	4
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	6	0	0	6	1	10	1	0	12	0	0	1	0	1	1	1	2	0	4	23
Grand Total	5	60	5	0	70	5	83	5	0	93	0	1	1	0	2	3	1	4	0	8	173
Apprch %	7.1	85.7	7.1	0.0		5.4	89.2	5.4	0.0		0.0	50.0	50.0	0.0		37.5	12.5	50.0	0.0		
Total %	2.9	34.7	2.9	0.0	40.5	2.9	48.0	2.9	0.0	53.8	0.0	0.6	0.6	0.0	1.2	1.7	0.6	2.3	0.0	4.6	

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Board :D4-1910
City/County:Washington, D.C.
Weather :Warm/Clear/Dry

File Name : GEO@RAND
Site Code : 07231910
Start Date : 5/16/07
Page No : 1

Groups Printed- Buses

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Randolph Street, N.W. From East					Randolph Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	0	12	0	0	12	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	16
07:45 AM	1	9	0	0	10	0	7	0	0	7	0	1	1	0	2	1	0	1	0	2	21
08:00 AM	0	11	0	0	11	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	23
Total	1	38	0	0	39	0	27	0	0	27	0	1	1	0	2	1	0	2	0	3	71
08:15 AM	0	10	0	0	10	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	18
08:30 AM	0	6	0	0	6	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	15
08:45 AM	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
09:00 AM	0	8	0	0	8	1	10	0	0	11	1	0	0	0	1	0	0	0	0	0	20
Total	0	33	0	0	33	2	33	0	0	35	1	1	0	0	2	0	0	0	0	0	70
04:15 PM	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	1	5	0	0	6	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	13
04:45 PM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	6	1	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
Total	1	26	1	0	28	0	24	0	0	24	0	0	0	0	0	1	0	0	0	1	53
05:15 PM	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
05:45 PM	0	7	0	0	7	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	13
06:00 PM	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	24	0	0	24	1	26	0	0	27	0	0	0	0	0	0	0	0	0	0	51
Grand Total	2	121	1	0	124	3	110	0	0	113	1	2	1	0	4	2	0	2	0	4	245
Apprch %	1.6	97.6	0.8	0.0		2.7	97.3	0.0	0.0		25.0	50.0	25.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.8	49.4	0.4	0.0	50.6	1.2	44.9	0.0	0.0	46.1	0.4	0.8	0.4	0.0	1.6	0.8	0.0	0.8	0.0	1.6	

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Counted by:ORGA-RN
Board :D4-2237
City/County:Washington, D.C.
Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	234	0	0	234	4	92	0	0	96	0	2	4	0	6	2	0	7	0	9	345
07:30 AM	0	235	1	0	236	5	103	0	0	108	1	0	2	0	3	2	0	9	0	11	358
07:45 AM	0	297	1	0	298	7	140	0	0	147	1	4	2	0	7	4	0	9	0	13	465
08:00 AM	0	274	0	0	274	5	149	0	0	154	4	3	2	0	9	4	2	13	0	19	456
Total	0	1040	2	0	1042	21	484	0	0	505	6	9	10	0	25	12	2	38	0	52	1624
08:15 AM	0	325	1	0	326	6	147	0	0	153	1	1	4	0	6	2	0	12	0	14	499
08:30 AM	0	321	1	0	322	7	139	0	0	146	3	3	5	0	11	4	1	12	0	17	496
08:45 AM	0	342	0	0	342	8	149	0	0	157	1	2	4	0	7	1	0	16	0	17	523
09:00 AM	0	329	1	0	330	4	176	0	0	180	3	1	2	0	6	9	0	28	0	37	553
Total	0	1317	3	0	1320	25	611	0	0	636	8	7	15	0	30	16	1	68	0	85	2071
04:15 PM	0	137	3	0	140	5	222	0	0	227	2	1	2	0	5	5	0	18	0	23	395
04:30 PM	0	140	3	0	143	4	150	1	0	155	2	5	5	0	12	4	0	9	0	13	323
04:45 PM	0	129	2	0	131	4	179	0	0	183	7	2	2	0	11	5	0	4	0	9	334
05:00 PM	0	178	2	0	180	5	238	0	0	243	3	6	8	0	17	5	0	9	0	14	454
Total	0	584	10	0	594	18	789	1	0	808	14	14	17	0	45	19	0	40	0	59	1506
05:15 PM	0	123	3	0	126	3	225	0	0	228	1	3	4	0	8	3	0	6	0	9	371
05:30 PM	0	175	1	0	176	11	248	0	0	259	2	2	8	0	12	2	0	6	0	8	455
05:45 PM	0	156	1	0	157	3	226	0	0	229	2	0	3	0	5	8	0	11	0	19	410
06:00 PM	0	131	0	0	131	2	222	0	0	224	2	9	6	0	17	5	0	9	0	14	386
Total	0	585	5	0	590	19	921	0	0	940	7	14	21	0	42	18	0	32	0	50	1622
Grand Total	0	3526	20	0	3546	83	2805	1	0	2889	35	44	63	0	142	65	3	178	0	246	6823
Apprch %	0.0	99.4	0.6	0.0		2.9	97.1	0.0	0.0		24.6	31.0	44.4	0.0		26.4	1.2	72.4	0.0		
Total %	0.0	51.7	0.3	0.0	52.0	1.2	41.1	0.0	0.0	42.3	0.5	0.6	0.9	0.0	2.1	1.0	0.0	2.6	0.0	3.6	

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Board :D4-2237
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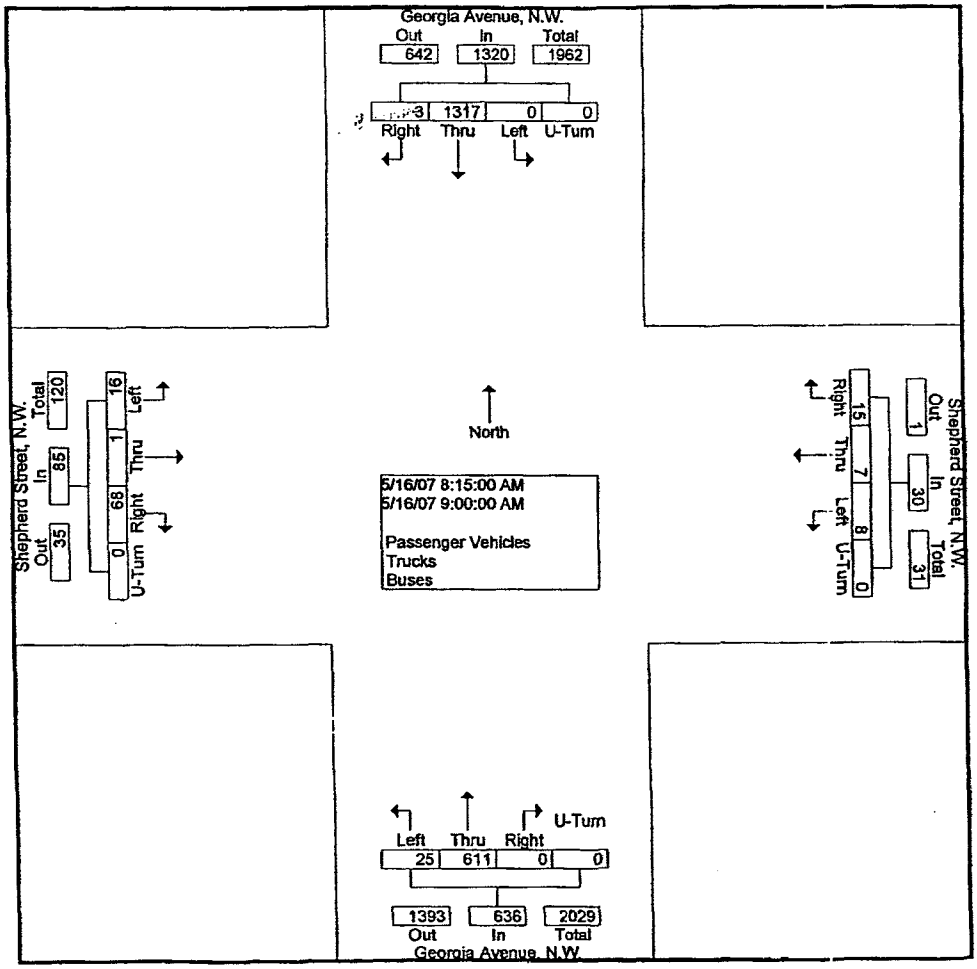
Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	0	1317	3	0	1320	25	611	0	0	636	8	7	15	0	30	16	1	68	0	85	2071
Percent	0.0	99.8	0.2	0.0		3.9	96.1	0.0	0.0		26.7	23.3	50.0	0.0		18.8	1.2	80.0	0.0		
09:00 Volume	0	329	1	0	330	4	176	0	0	180	3	1	2	0	6	9	0	28	0	37	553
Peak Factor																					0.936
High Int.	08:45 AM					09:00 AM					08:30 AM					09:00 AM					
Volume	0	342	0	0	342	4	176	0	0	180	3	3	5	0	11	9	0	28	0	37	
Peak Factor					0.965					0.883					0.682					0.574	



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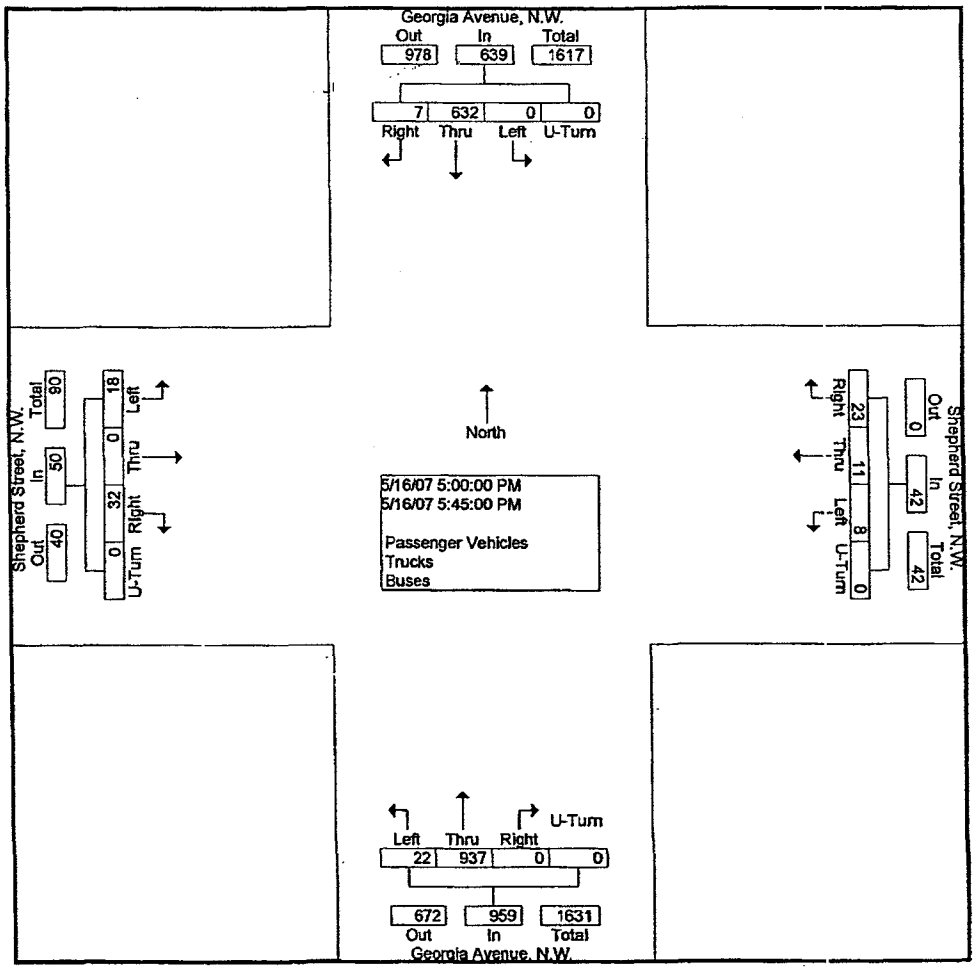
City/County:Washington, D.C.
Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07
Page No : 3

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	0	632	7	0	639	22	937	0	0	959	8	11	23	0	42	18	0	32	0	50	1690
Percent	0.0	98.9	1.1	0.0		2.3	97.7	0.0	0.0		19.0	26.2	54.8	0.0		36.0	0.0	64.0	0.0		
05:30 Volume	0	175	1	0	176	11	248	0	0	259	2	2	8	0	12	2	0	6	0	8	455
Peak Factor																					0.929
High Int. 05:00 PM						05:30 PM					05:00 PM					05:45 PM					
Volume	0	178	2	0	180	11	248	0	0	259	3	6	8	0	17	8	0	11	0	19	
Peak Factor					0.888					0.926					0.618					0.658	



B-21

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-RN
Board :D4-2237
City/County:Washington, D.C.
Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07
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Groups Printed- Passenger Vehicles

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	219	0	0	219	4	85	0	0	89	0	2	4	0	6	2	0	7	0	9	323
07:30 AM	0	219	1	0	220	5	97	0	0	102	1	0	1	0	2	2	0	9	0	11	335
07:45 AM	0	286	1	0	287	7	123	0	0	130	1	4	2	0	7	4	0	8	0	12	436
08:00 AM	0	259	0	0	259	5	130	0	0	135	4	2	2	0	8	4	2	13	0	19	421
Total	0	983	2	0	985	21	435	0	0	456	6	8	9	0	23	12	2	37	0	51	1515
08:15 AM	0	307	1	0	308	6	134	0	0	140	1	1	3	0	5	2	0	12	0	14	467
08:30 AM	0	311	1	0	312	7	124	0	0	131	3	3	5	0	11	4	1	12	0	17	471
08:45 AM	0	330	0	0	330	7	132	0	0	139	1	2	4	0	7	1	0	16	0	17	493
09:00 AM	0	311	1	0	312	4	157	0	0	161	3	1	2	0	6	8	0	28	0	36	515
Total	0	1259	3	0	1262	24	547	0	0	571	8	7	14	0	29	15	1	68	0	84	1946
04:15 PM	0	125	3	0	128	5	215	0	0	220	2	1	2	0	5	5	0	17	0	22	375
04:30 PM	0	133	3	0	136	4	144	0	0	148	2	5	5	0	12	4	0	9	0	13	309
04:45 PM	0	119	2	0	121	4	168	0	0	172	7	2	2	0	11	5	0	4	0	9	313
05:00 PM	0	169	2	0	171	5	225	0	0	230	3	6	8	0	17	5	0	9	0	14	432
Total	0	546	10	0	556	18	752	0	0	770	14	14	17	0	45	19	0	39	0	58	1429
05:15 PM	0	117	3	0	120	3	215	0	0	218	1	3	4	0	8	3	0	6	0	9	355
05:30 PM	0	168	1	0	169	10	240	0	0	250	2	2	8	0	12	2	0	6	0	8	439
05:45 PM	0	148	1	0	149	3	220	0	0	223	2	0	3	0	5	8	0	11	0	19	396
06:00 PM	0	125	0	0	125	2	211	0	0	213	2	9	6	0	17	5	0	9	0	14	369
Total	0	558	5	0	563	18	886	0	0	904	7	14	21	0	42	18	0	32	0	50	1559
Grand Total	0	3346	20	0	3366	81	2620	0	0	2701	35	43	61	0	139	64	3	176	0	243	6449
Apprch %	0.0	99.4	0.6	0.0		3.0	97.0	0.0	0.0		25.2	30.9	43.9	0.0		26.3	1.2	72.4	0.0		
Total %	0.0	51.9	0.3	0.0	52.2	1.3	40.6	0.0	0.0	41.9	0.5	0.7	0.9	0.0	2.2	1.0	0.0	2.7	0.0	3.8	

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Board :D4-2237
City/County:Washington, D.C.
Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07
Page No : 1

Groups Printed- Trucks

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	9	0	0	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
07:30 AM	0	8	0	0	8	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	12
07:45 AM	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	13
08:00 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Total	0	23	0	0	23	0	22	0	0	22	0	0	1	0	1	0	0	1	0	1	47
08:15 AM	0	7	0	0	7	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	13
08:30 AM	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
09:00 AM	0	10	0	0	10	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	21
Total	0	25	0	0	25	0	32	0	0	32	0	0	1	0	1	1	0	0	0	1	59
04:15 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	8
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	10	0	0	10	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	23
05:15 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	5	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Grand Total	0	63	0	0	63	1	74	0	0	75	0	0	2	0	2	1	0	2	0	3	143
Apprch %	0.0	100.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	100.0	0.0		33.3	0.0	66.7	0.0		
Total %	0.0	44.1	0.0	0.0	44.1	0.7	51.7	0.0	0.0	52.4	0.0	0.0	1.4	0.0	1.4	0.7	0.0	1.4	0.0	2.1	

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Weather :warm/Clear/Dry

File Name : GEO@SHEP
Site Code : 06322237
Start Date : 5/16/07
Page No : 1

Groups Printed- Buses

	Georgia Avenue, N.W. From North					Georgia Avenue, N.W. From South					Shepherd Street, N.W. From East					Shepherd Street, N.W. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
07:45 AM	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
08:00 AM	0	12	0	0	12	0	12	0	0	12	0	1	0	0	1	0	0	0	0	0	25
Total	0	34	0	0	34	0	27	0	0	27	0	1	0	0	1	0	0	0	0	0	62
08:15 AM	0	11	0	0	11	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
08:45 AM	0	8	0	0	8	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	17
09:00 AM	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
Total	0	33	0	0	33	1	32	0	0	33	0	0	0	0	0	0	0	0	0	0	66
04:15 PM	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
04:30 PM	0	6	0	0	6	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	12
04:45 PM	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
05:00 PM	0	7	0	0	7	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	17
Total	0	28	0	0	28	0	25	1	0	26	0	0	0	0	0	0	0	0	0	0	54
05:15 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
06:00 PM	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
Total	0	22	0	0	22	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	49
Grand Total	0	117	0	0	117	1	111	1	0	113	0	1	0	0	1	0	0	0	0	0	231
Apprch %	0.0	100.0	0.0	0.0		0.9	98.2	0.9	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.6	0.0	0.0	50.6	0.4	48.1	0.4	0.0	48.9	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	

APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS
EXISTING TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	AM PEAK	Analysis Year	2007

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	16	36	31	11	38	20	24	559	20	23	1585	15
% Heavy veh	4	4	4	3	3	3	12	12	12	4	4	4
PHF	0.77	0.77	0.77	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	81		0	101		0	58		0	23		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	108	76	628	1691
Lane group cap.	319	331	1727	2102
v/c ratio	0.34	0.23	0.36	0.80
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	33.6	32.8	6.4	10.8
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	2.9	1.6	0.6	3.4
PF factor	1.000	1.000	1.000	1.000
Control delay	36.5	34.4	7.0	14.2
Lane group LOS	D	C	A	B
Apprch. delay	36.5	34.4	7.0	14.2
Approach LOS	D	C	A	B
Intersec. delay	14.0	Intersection LOS		B

C-1

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	PM PEAK	Analysis Year	2007

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	39	88	33	12	47	25	20	963	32	21	732	20
% Heavy veh	2	2	2	1	1	1	4	4	4	4	4	4
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	84		0	97		0	52		0	29		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	176	92	1104	806
Lane group cap.	321	336	2071	2019
v/c ratio	0.55	0.27	0.53	0.40
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	35.3	33.1	7.6	6.6
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	6.6	2.0	1.0	0.6
PF factor	1.000	1.000	1.000	1.000
Control delay	41.9	35.1	8.6	7.2
Lane group LOS	D	D	A	A
Apprch. delay	41.9	35.1	8.6	7.2
Approach LOS	D	D	A	A
Intersec. delay	11.9	Intersection LOS		B

C-2

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Shepherd St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	AM PEAK	Analysis Year	2007

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	16		80	10	7	15	25	611			1501	3
% Heavy veh	1		1	0	0	0	11	11			4	4
PHF	0.57		0.57	0.68	0.68	0.68	0.88	0.88			0.97	0.97
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	94		0	101		0				42		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	168	47	722	1550
Lane group cap.	201	82	1713	2175
v/c ratio	0.84	0.57	0.42	0.71
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	42.5	46.5	7.6	10.4
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	31.9	26.0	0.8	2.0
PF factor	1.000	1.000	1.000	1.000
Control delay	74.3	72.4	8.4	12.4
Lane group LOS	E	E	A	B
Apprch. delay	74.3	72.4	8.4	12.4
Approach LOS	E	E	A	B
Intersec. delay	16.6	Intersection LOS		B

SHORT REPORT

General Information

Analyst	ORGA- IJB
Agency or Co.	O.R.George & Associates, Inc
Date Performed	5/22/2007
Time Period	PM PEAK

Site Information

Intersection	Georgia Ave @ Shepherd St
Area Type	All other areas
Jurisdiction	DC
Analysis Year	2007

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	18		36	10	11	23	22	937			720	7
% Heavy veh	0		0	0	0	0	4	4			4	4
PHF	0.66		0.66	0.62	0.62	0.62	0.93	0.93			0.89	0.89
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	71		0	55		0				25		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	82	71	1032	817
Lane group cap.	206	82	2007	2172
v/c ratio	0.40	0.87	0.51	0.38
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	39.9	47.2	8.3	7.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	5.7	67.1	0.9	0.5
PF factor	1.000	1.000	1.000	1.000
Control delay	45.6	114.3	9.3	7.8
Lane group LOS	D	F	A	A
Apprch. delay	45.6	114.3	9.3	7.8
Approach LOS	D	F	A	A
Intersec. delay	13.9	Intersection LOS		B

C-4

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2007
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	6	55	9	12	46	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	89	8	29	350	15
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.92		0.86		0.79		0.80	
Flow Rate	74		86		127		491	
% Heavy Vehicles	0		4		2		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.1	
Prop. Right-Turns	0.1		0.2		0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.49		5.49		5.49		5.49	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.07		0.08		0.11		0.44	
hd, final value	5.49		5.49		5.49		5.49	
x, final value	0.11		0.13		0.17		0.63	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.5		3.5		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	324		336		377		741	
Delay	9.19		9.31		9.00		14.94	
LOS	A		A		A		B	
Approach: Delay	9.19		9.31		9.00		14.94	
LOS	A		A		A		B	
Intersection Delay	12.80							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2007
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	11	50	5	7	64	26
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	182	22	12	171	11
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.75		0.67		0.73		0.72	
Flow Rate	86		143		284		268	
% Heavy Vehicles	2		2		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.0		0.1	
Prop. Right-Turns	0.1		0.3		0.1		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.56		5.56		5.56		5.56	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.08		0.13		0.25		0.24	
hd, final value	5.56		5.56		5.56		5.56	
x, final value	0.13		0.21		0.38		0.37	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.6		3.6		3.6		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	336		393		534		518	
Delay	9.41		9.74		10.89		10.76	
LOS	A		A		B		B	
Approach: Delay	9.41		9.74		10.89		10.76	
LOS	A		A		B		B	
Intersection Delay	10.47							
Intersection LOS	B							

C-6

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2007
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	52	28	14	0	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	117	7	12	376	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.76		0.77		0.78		0.80	
Flow Rate	130		43		158		483	
% Heavy Vehicles	0		3		1		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4		0.0		0.0	
Prop. Right-Turns	0.3		0.6		0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.40		5.40		5.40		5.40	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.12		0.04		0.14		0.43	
hd, final value	5.40		5.40		5.40		5.40	
x, final value	0.20		0.07		0.22		0.63	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.4		3.4		3.4		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	380		293		408		733	
Delay	9.71		8.87		9.37		15.12	
LOS	A		A		A		C	
Approach: Delay	9.71		8.87		9.37		15.12	
LOS	A		A		A		C	
Intersection Delay	12.81							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2007
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	43	19	14	0	16
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	234	5	12	202	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.83		0.63		0.77		0.85	
Flow Rate	98		47		309		251	
% Heavy Vehicles	1		3		1		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.5		0.0		0.1	
Prop. Right-Turns	0.2		0.5		0.0		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.23		5.23		5.23		5.23	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.09		0.04		0.27		0.22	
hd, final value	5.23		5.23		5.23		5.23	
x, final value	0.14		0.07		0.40		0.33	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.2		3.2		3.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	348		297		559		501	
Delay	9.10		8.60		10.60		9.93	
LOS	A		A		B		A	
Approach: Delay	9.10		8.60		10.60		9.93	
LOS	A		A		B		A	
Intersection Delay	10.02							
Intersection LOS	B							

APPENDIX

D

ACCIDENT DATA SUMMARIES

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2003 To 12/31/2003
Total Number of Accident: 12
Total Number of Injuries: 6

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
10	83.33%	0	0.00%	0	0.00%	2	16.67%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
2	1	0	4	4	0	0

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	2	16.67%	Sunday	3	25.00%
09:30-11:30	0	0.00%	Monday	1	8.33%
11:30:13:30	0	0.00%	Tuesday	2	16.67%
13:30-16:00	4	33.33%	Wednesday	2	16.67%
16:00-18:30	0	0.00%	Thursday	1	8.33%
18:30-07:30	6	50.00%	Friday	2	16.67%
Weekday	8	66.67%	Saturday	1	8.33%
Weekend	4	33.33%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	12	100.00%	Daylight	6	50.00%
Wet	0	0.00%	Dawn/Dusk	1	8.33%
Repairing	0	0.00%	Dark	5	41.67%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

D-1

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2004 To 12/31/2004
Total Number of Accident: 11
Total Number of Injuries: 7

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
8	72.73%	0	0.00%	1	9.09%	2	18.18%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
2	1	0	3	3	1	0

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	3	27.27%
09:30-11:30	1	9.09%	Monday	1	9.09%
11:30:13:30	2	18.18%	Tuesday	1	9.09%
13:30-16:00	2	18.18%	Wednesday	0	0.00%
16:00-18:30	2	18.18%	Thursday	1	9.09%
18:30-07:30	4	36.36%	Friday	3	27.27%
Weekday	6	54.55%	Saturday	2	18.18%
Weekend	5	45.45%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	11	100.00%	Daylight	8	72.73%
Wet	0	0.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	3	27.27%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

D-2

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2005 To 12/31/2005
Total Number of Accident: 14
Total Number of Injuries: 4

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
7	50.00%	0	0.00%	1	7.14%	6	42.86%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
1	3	0	4	2	1	0

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	1	7.14%
09:30-11:30	1	7.14%	Monday	1	7.14%
11:30:13:30	2	14.29%	Tuesday	1	7.14%
13:30-16:00	5	35.71%	Wednesday	0	0.00%
16:00-18:30	2	14.29%	Thursday	3	21.43%
18:30-07:30	4	28.57%	Friday	4	28.57%
Weekday	9	64.29%	Saturday	3	21.43%
Weekend	4	28.57%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	12	85.71%	Daylight	9	64.29%
Wet	1	7.14%	Dawn/Dusk	1	7.14%
Repairing	0	0.00%	Dark	4	28.57%
Ice/Snow	1	7.14%	Unknown	0	0.00%
Unknown	0	0.00%			

D-3

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: SHEPHERD ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2003 To 12/31/2003
Total Number of Accident: 3
Total Number of Injuries: 1

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
0	0.00%	0	0.00%	0	0.00%	3	100.00%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	1	33.33%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	1	33.33%
11:30:13:30	0	0.00%	Tuesday	0	0.00%
13:30-16:00	1	33.33%	Wednesday	1	33.33%
16:00-18:30	1	33.33%	Thursday	1	33.33%
18:30-07:30	0	0.00%	Friday	0	0.00%
Weekday	3	100.00%	Saturday	0	0.00%
Weekend	0	0.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	3	100.00%	Daylight	3	100.00%
Wet	0	0.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	0	0.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

D-4

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: SHEPHERD ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2004 To 12/31/2004
Total Number of Accident: 8
Total Number of Injuries: 6

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
4	50.00%	0	0.00%	0	0.00%	3	37.5%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	2	25.00%	Sunday	0	0.00%
09:30-11:30	2	25.00%	Monday	0	0.00%
11:30:13:30	1	12.5%	Tuesday	1	12.5%
13:30-16:00	0	0.00%	Wednesday	0	0.00%
16:00-18:30	0	0.00%	Thursday	4	50.00%
18:30-07:30	3	37.5%	Friday	1	12.5%
Weekday	6	75.00%	Saturday	1	12.5%
Weekend	1	12.5%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	6	75.00%	Daylight	5	62.5%
Wet	1	12.5%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	3	37.5%
Ice/Snow	1	12.5%	Unknown	0	0.00%
Unknown	0	0.00%			

D-5

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: SHEPHERD ST And GEORGIA AVE

Quadrant: NW

Summary for the time period of: 01/01/2005 To 12/31/2005
Total Number of Accident: 15
Total Number of Injuries: 12

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
10	66.67%	0	0.00%	0	0.00%	5	33.33%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
1	1	0	6	3	0	0

Fixed Object:	Ran Off Road:	Pedestrian:	Backing:	Non Collision:	Other:
2	0	2	0	0	0

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	2	13.33%	Sunday	1	6.67%
09:30-11:30	0	0.00%	Monday	1	6.67%
11:30:13:30	2	13.33%	Tuesday	3	20.00%
13:30-16:00	2	13.33%	Wednesday	0	0.00%
16:00-18:30	2	13.33%	Thursday	1	6.67%
18:30-07:30	7	46.67%	Friday	2	13.33%
Weekday	7	46.67%	Saturday	3	20.00%
Weekend	4	26.67%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	12	80.00%	Daylight	7	46.67%
Wet	3	20.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	7	46.67%
Ice/Snow	0	0.00%	Unknown	1	6.67%
Unknown	0	0.00%			

D-6

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And KANSAS AVE

Quadrant: NW

Summary for the time period of: 01/01/2003 To 12/31/2003
Total Number of Accident: 4
Total Number of Injuries: 1

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
4	100.00%	0	0.00%	0	0.00%	0	0.00%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	1	25.00%
09:30-11:30	1	25.00%	Monday	0	0.00%
11:30:13:30	0	0.00%	Tuesday	1	25.00%
13:30-16:00	0	0.00%	Wednesday	0	0.00%
16:00-18:30	0	0.00%	Thursday	2	50.00%
18:30-07:30	3	75.00%	Friday	0	0.00%
Weekday	3	75.00%	Saturday	0	0.00%
Weekend	1	25.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	2	50.00%	Daylight	1	25.00%
Wet	1	25.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	2	50.00%
Ice/Snow	0	0.00%	Unknown	1	25.00%
Unknown	1	25.00%			

D-7

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And KANSAS AVE

Quadrant: NW

Summary for the time period of: 01/01/2004 To 12/31/2004
Total Number of Accident: 2
Total Number of Injuries: 0

Contributing Factors:

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

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	0	0.00%
11:30:13:30	1	50.00%	Tuesday	0	0.00%
13:30-16:00	0	0.00%	Wednesday	0	0.00%
16:00-18:30	1	50.00%	Thursday	0	0.00%
18:30-07:30	0	0.00%	Friday	0	0.00%
Weekday	0	0.00%	Saturday	1	50.00%
Weekend	1	50.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	0	0.00%	Daylight	0	0.00%
Wet	2	100.00%	Dawn/Dusk	1	50.00%
Repairing	0	0.00%	Dark	1	50.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: RANDOLPH ST And KANSAS AVE

Quadrant: NW

Summary for the time period of: 01/01/2005 To 12/31/2005
Total Number of Accident: 2
Total Number of Injuries: 0

Contributing Factors:

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

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	2	100.00%
09:30-11:30	0	0.00%	Monday	0	0.00%
11:30:13:30	0	0.00%	Tuesday	0	0.00%
13:30-16:00	1	50.00%	Wednesday	0	0.00%
16:00-18:30	1	50.00%	Thursday	0	0.00%
18:30-07:30	0	0.00%	Friday	0	0.00%
Weekday	0	0.00%	Saturday	0	0.00%
Weekend	2	100.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	2	100.00%	Daylight	1	50.00%
Wet	0	0.00%	Dawn/Dusk	1	50.00%
Repairing	0	0.00%	Dark	0	0.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

D-9

DDOT: Accident Summary Report (R-4)

Date: 5/23/2007
Prepared by: Pam

Location: SHEPHERD ST And KANSAS AVE

Quadrant: NW

Summary for the time period of: 01/01/2003 To 12/31/2003
Total Number of Accident: 2
Total Number of Injuries: 1

Contributing Factors:

Diver:	Vehicle:	Roadway:	Unknown:
0 0.00%	0 0.00%	1 50.00%	1 50.00%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	0	0.00%
11:30:13:30	0	0.00%	Tuesday	0	0.00%
13:30-16:00	0	0.00%	Wednesday	1	50.00%
16:00-18:30	0	0.00%	Thursday	0	0.00%
18:30-07:30	2	100.00%	Friday	0	0.00%
Weekday	1	50.00%	Saturday	1	50.00%
Weekend	1	50.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	2	100.00%	Daylight	0	0.00%
Wet	0	0.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	2	100.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

DDOT: Accident Summary Report (R-4)

Prepared by: Pam

Location: SHEPHERD ST And KANSAS AVE

Quadrant: NW

Summary for the time period of: 01/01/2004 To 12/31/2004
Total Number of Accident: 1
Total Number of Injuries: 0

Contributing Factors:

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

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	0	0.00%
11:30:13:30	1	100.00%	Tuesday	0	0.00%
13:30-16:00	0	0.00%	Wednesday	0	0.00%
16:00-18:30	0	0.00%	Thursday	1	100.00%
18:30-07:30	0	0.00%	Friday	0	0.00%
Weekday	1	100.00%	Saturday	0	0.00%
Weekend	0	0.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	1	100.00%	Daylight	1	100.00%
Wet	0	0.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	0	0.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

D-11

DDOT: Accident Summary Report (R-4)

Date: 6/12/2007
Prepared by: Pam

Location: KANSAS AVE And SHEPHERD ST

Quadrant: NW

Summary for the time period of: 01/01/2005 To 12/31/2005
Total Number of Accident: 0
Total Number of Injuries: 0

Contributing Factors:

Diver:	Vehicle:	Roadway:	Unknown:
0 0.00%	0 0.00%	0 0.00%	0 0.00%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	0	0.00%
11:30:13:30	0	0.00%	Tuesday	0	0.00%
13:30-16:00	0	0.00%	Wednesday	0	0.00%
16:00-18:30	0	0.00%	Thursday	0	0.00%
18:30-07:30	0	0.00%	Friday	0	0.00%
Weekday	0	0.00%	Saturday	0	0.00%
Weekend	0	0.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	0	0.00%	Daylight	0	0.00%
Wet	0	0.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	0	0.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	0	0.00%			

DDOT: Accident Summary Report (R-4)

Date: 6/12/2007
Prepared by: Pam

Location: GEORGIA AVE And QUINCY ST

Quadrant: NW

Summary for the time period of: 01/01/2003 To 12/31/2003
Total Number of Accident: 4
Total Number of Injuries: 2

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
3	75.00%	0	0.00%	0	0.00%	1	25.00%

Collision Types:

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

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	0	0.00%	Monday	1	25.00%
11:30:13:30	1	25.00%	Tuesday	0	0.00%
13:30-16:00	1	25.00%	Wednesday	2	50.00%
16:00-18:30	2	50.00%	Thursday	0	0.00%
18:30-07:30	0	0.00%	Friday	1	25.00%
Weekday	4	100.00%	Saturday	0	0.00%
Weekend	0	0.00%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	1	25.00%	Daylight	3	75.00%
Wet	2	50.00%	Dawn/Dusk	0	0.00%
Repairing	0	0.00%	Dark	1	25.00%
Ice/Snow	0	0.00%	Unknown	0	0.00%
Unknown	1	25.00%			

DDOT: Accident Summary Report (R-4)

Date: 6/12/2007
Prepared by: Pam

Location: GEORGIA AVE And QUINCY ST

Quadrant: NW

Summary for the time period of: 01/01/2004 To 12/31/2004
Total Number of Accident: 17
Total Number of Injuries: 11

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
7	41.18%	0	0.00%	1	5.88%	9	52.94%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
3	5	0	3	1	1	2

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

Accident Times:

Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	0	0.00%	Sunday	0	0.00%
09:30-11:30	1	5.88%	Monday	4	23.53%
11:30:13:30	1	5.88%	Tuesday	2	11.76%
13:30-16:00	3	17.65%	Wednesday	0	0.00%
16:00-18:30	3	17.65%	Thursday	3	17.65%
18:30-07:30	9	52.94%	Friday	3	17.65%
Weekday	12	70.59%	Saturday	4	23.53%
Weekend	4	23.53%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	12	70.59%	Daylight	7	41.18%
Wet	3	17.65%	Dawn/Dusk	5	29.41%
Repairing	0	0.00%	Dark	4	23.53%
Ice/Snow	0	0.00%	Unknown	1	5.88%
Unknown	2	11.76%			

DDOT: Accident Summary Report (R-4)

Date: 6/12/2007
Prepared by: Pam

Location: GEORGIA AVE And QUINCY ST

Quadrant: NW

Summary for the time period of: 01/01/2005 To 12/31/2005
Total Number of Accident: 11
Total Number of Injuries: 8

Contributing Factors:

Diver:		Vehicle:		Roadway:		Unknown:	
3	27.27%	0	0.00%	2	18.18%	5	45.45%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
1	2	1	3	0	0	0

Fixed Object:	Ran Off Road:	Pedestrian:	Backing:	Non Collision:	Other:
0	0	1	0	0	2

Accident Times:

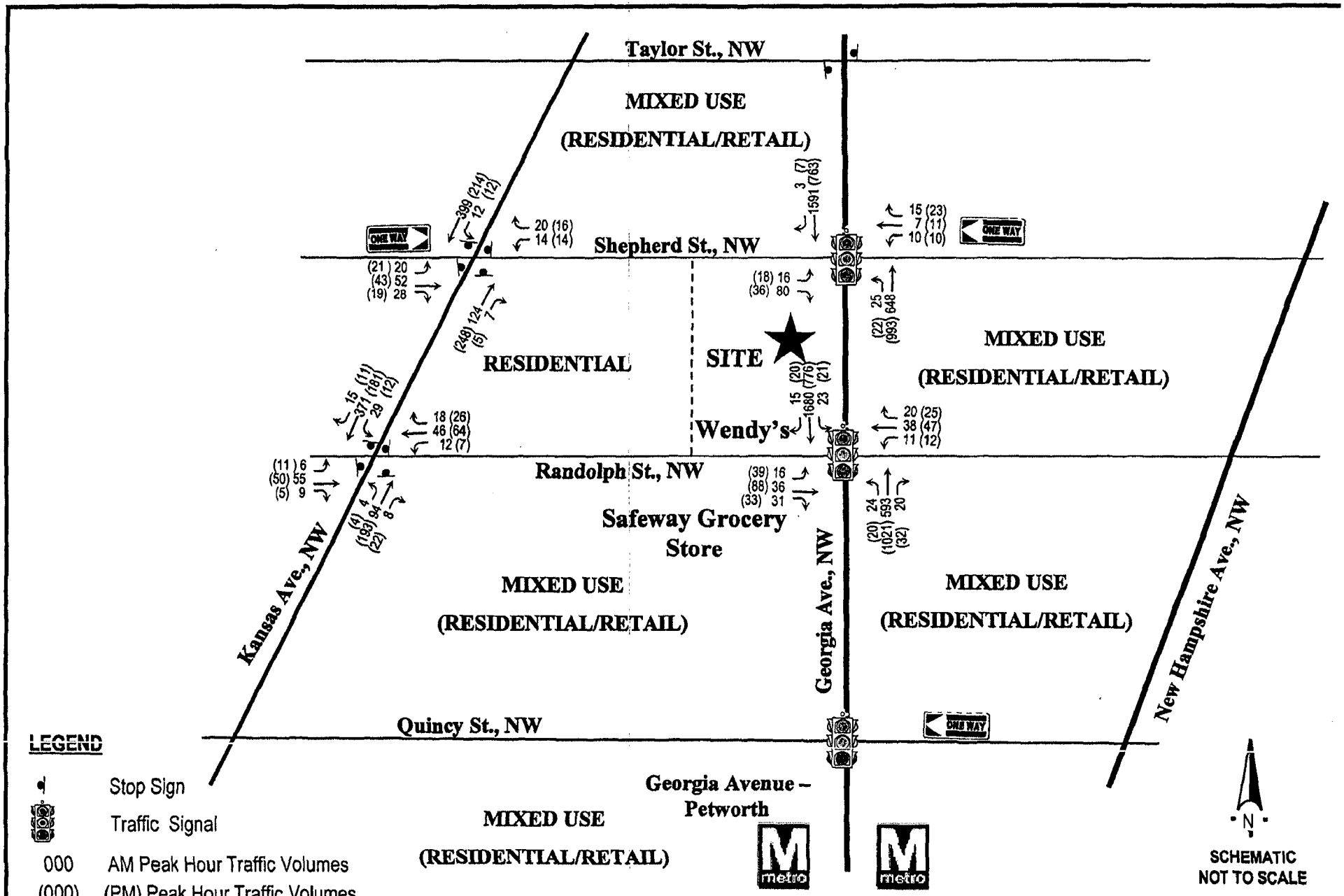
Time	# ACC	Percent	Day of Week	# ACC	Percent
07:30-09:30	1	9.09%	Sunday	2	18.18%
09:30-11:30	1	9.09%	Monday	1	9.09%
11:30:13:30	0	0.00%	Tuesday	5	45.45%
13:30-16:00	2	18.18%	Wednesday	0	0.00%
16:00-18:30	4	36.36%	Thursday	0	0.00%
18:30-07:30	3	27.27%	Friday	1	9.09%
Weekday	7	63.64%	Saturday	2	18.18%
Weekend	4	36.36%			

Road Condition	# ACC	Percent	Light Condition	# ACC	Percent
Dry	9	81.82%	Daylight	5	45.45%
Wet	0	0.00%	Dawn/Dusk	1	9.09%
Repairing	0	0.00%	Dark	3	27.27%
Ice/Snow	0	0.00%	Unknown	2	18.18%
Unknown	2	18.18%			

APPENDIX

E

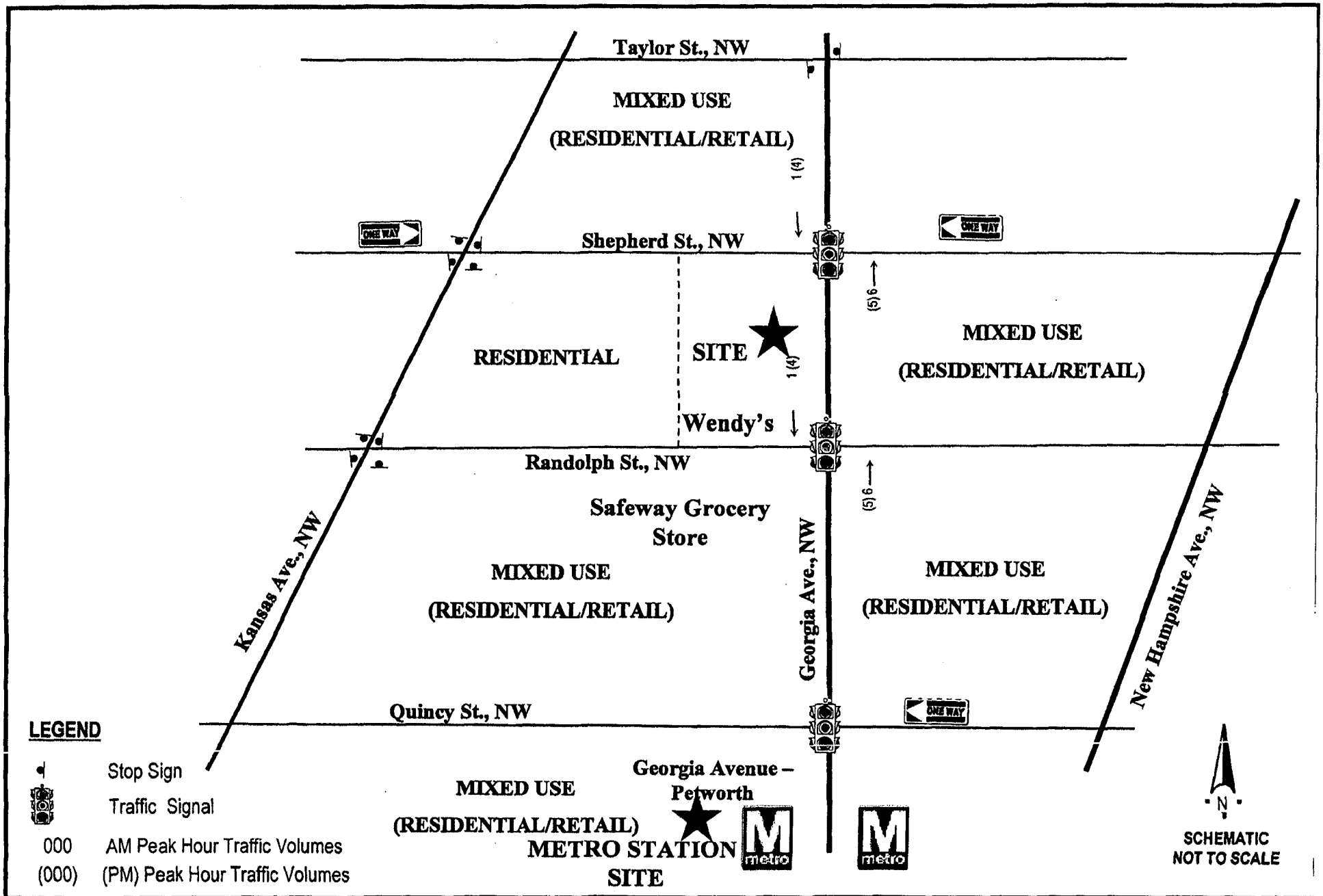
PROJECTED BASE YEAR 2010
TRAFFIC VOLUMES AND BACKGROUND
TRAFFIC ASSIGNMENTS



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

APPENDIX E-1

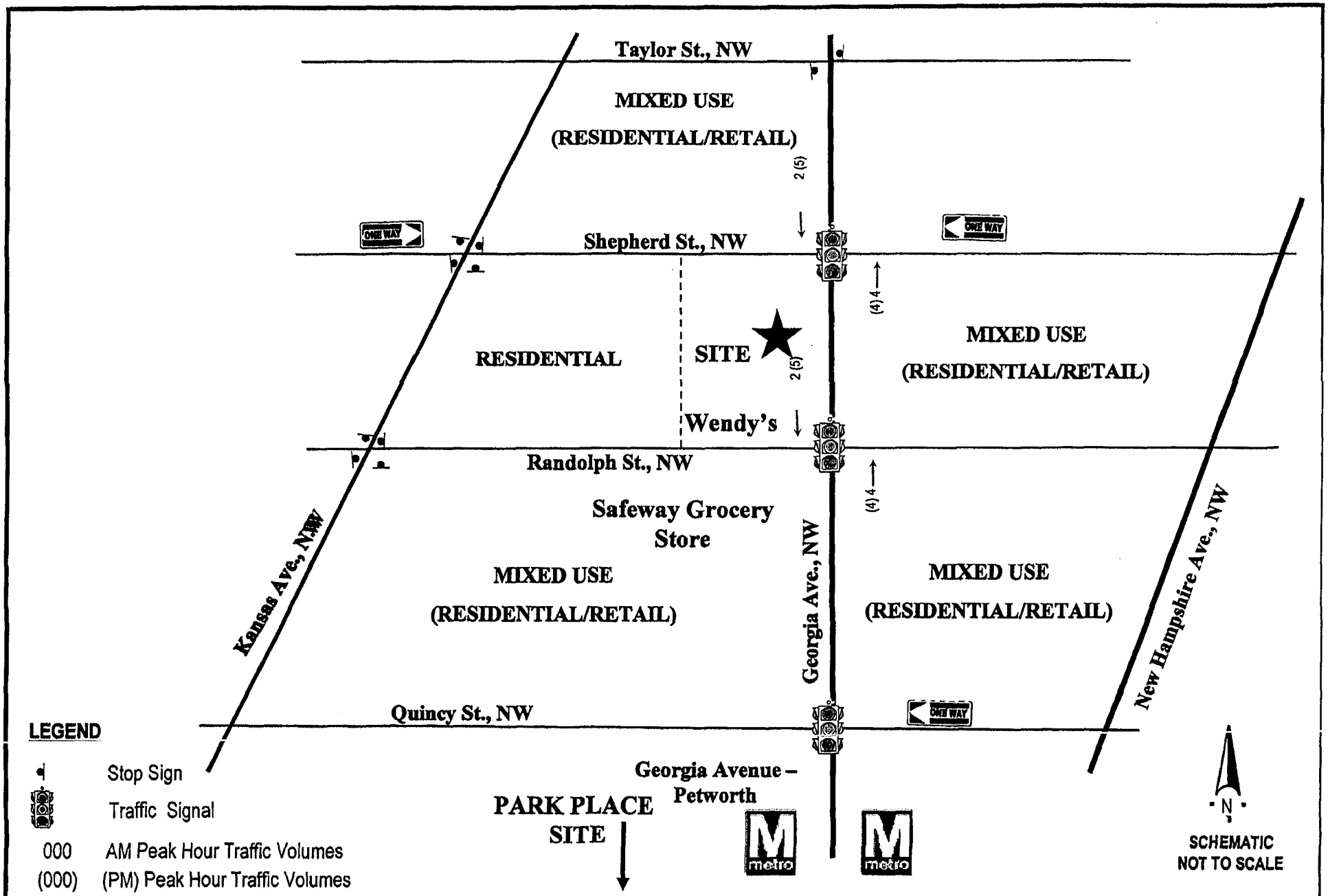
2010 BASE TRAFFIC VOLUMES
Georgia Commons, Northwest, Washington D.C.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

APPENDIX E-2

BACKGROUND TRAFFIC VOLUMES – GEORGIA AVE-PETWORTH METRO STATION DEVELOPMENT
Georgia Commons, Northwest, Washington D.C.



O. R. GEORGE & ASSOCIATES, INC.
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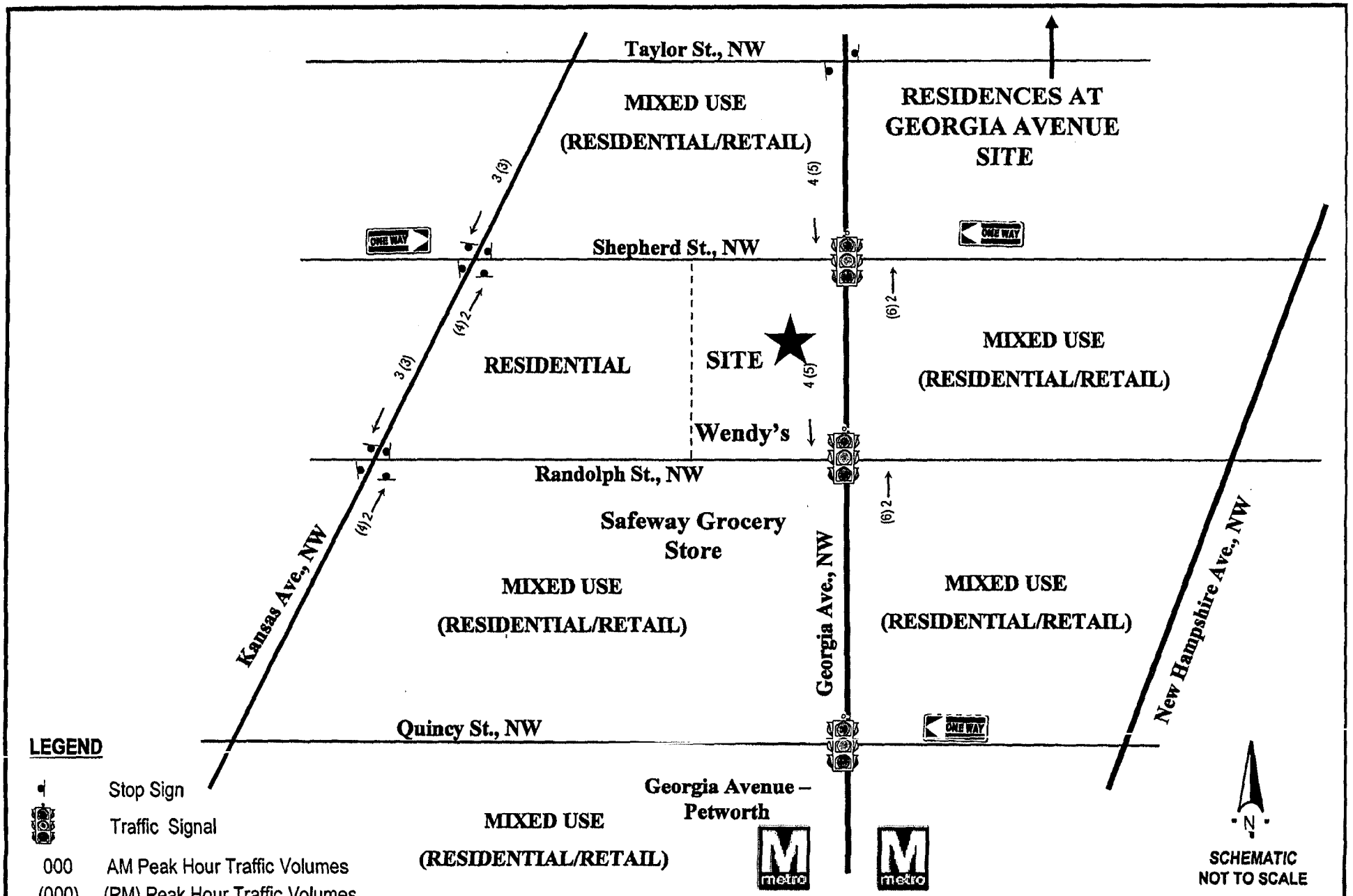
APPENDIX E-3

BACKGROUND TRAFFIC VOLUMES – PARK PLACE DEVELOPMENT
Georgia Commons, Northwest, Washington D.C.



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Traffic Engineers - Transportation Planners

APPENDIX E-4

BACKGROUND TRAFFIC VOLUMES – RESIDENCES AT GEORGIA AVENUE DEVELOPMENT
Georgia Commons, Northwest, Washington D.C.

E-4

APPENDIX

F

CAPACITY ANALYSIS WORKSHEETS -
2010 BACKGROUND TRAFFIC SITUATION

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	AM PEAK	Analysis Year	2010 background

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	16	36	31	11	38	20	24	605	20	23	1687	15
% Heavy veh	4	4	4	3	3	3	12	12	12	4	4	4
PHF	0.77	0.77	0.77	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	81		0	101		0	58		0	23		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	108	76	676	1797
Lane group cap.	319	331	1719	2102
v/c ratio	0.34	0.23	0.39	0.85
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	33.6	32.8	6.6	11.7
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	2.9	1.6	0.7	4.7
PF factor	1.000	1.000	1.000	1.000
Control delay	36.5	34.4	7.3	16.4
Lane group LOS	D	C	A	B
Apprch. delay	36.5	34.4	7.3	16.4
Approach LOS	D	C	A	B
Intersec. delay	15.4	Intersection LOS		B

F-1

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	PM PEAK	Analysis Year	2010 background

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	39	88	33	12	47	25	20	1036	32	21	790	20
% Heavy veh	2	2	2	1	1	1	4	4	4	4	4	4
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	84		0	97		0	52		0	29		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	176	92	1183	866
Lane group cap.	321	336	2070	2016
v/c ratio	0.55	0.27	0.57	0.43
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	35.3	33.1	7.9	6.8
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	6.6	2.0	1.2	0.7
PF factor	1.000	1.000	1.000	1.000
Control delay	41.9	35.1	9.1	7.5
Lane group LOS	D	D	A	A
Apprch. delay	41.9	35.1	9.1	7.5
Approach LOS	D	D	A	A
Intersec. delay	12.0	Intersection LOS		B

F-2

SHORT REPORT

General Information

Analyst	ORGA- IJB
Agency or Co.	O.R.George & Associates, Inc
Date Performed	5/22/2007
Time Period	AM PEAK

Site Information

Intersection	Georgia Ave @ Shepherd St
Area Type	All other areas
Jurisdiction	DC
Analysis Year	2010 background

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	16		80	10	7	15	25	660			1598	3
% Heavy veh	1		1	0	0	0	11	11			4	4
PHF	0.57		0.57	0.68	0.68	0.68	0.88	0.88			0.97	0.97
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	94		0	101		0				42		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	168	47	778	1650
Lane group cap.	201	82	1705	2175
v/c ratio	0.84	0.57	0.46	0.76
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	42.5	46.5	7.8	11.1
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	31.9	26.0	0.9	2.5
PF factor	1.000	1.000	1.000	1.000
Control delay	74.3	72.4	8.7	13.6
Lane group LOS	E	E	A	B
Apprch. delay	74.3	72.4	8.7	13.6
Approach LOS	E	E	A	B
Intersec. delay	17.1	Intersection LOS		B

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SHORT REPORT

General Information

Analyst	ORGA- IJB
Agency or Co.	O.R.George & Associates, Inc
Date Performed	5/22/2007
Time Period	PM PEAK

Site Information

Intersection	Georgia Ave @ Shepherd St
Area Type	All other areas
Jurisdiction	DC
Analysis Year	2010 background

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	18		36	10	11	23	22	1008			777	7
% Heavy veh	0		0	0	0	0	4	4			4	4
PHF	0.66		0.66	0.62	0.62	0.62	0.93	0.93			0.89	0.89
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	71		0	55		0				25		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	82	71	1108	881
Lane group cap.	206	82	2005	2172
v/c ratio	0.40	0.87	0.55	0.41
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	39.9	47.2	8.6	7.5
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	5.7	67.1	1.1	0.6
PF factor	1.000	1.000	1.000	1.000
Control delay	45.6	114.3	9.7	8.0
Lane group LOS	D	F	A	A
Apprch. delay	45.6	114.3	9.7	8.0
Approach LOS	D	F	A	A
Intersec. delay	13.9	Intersection LOS		B

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 background
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	6	55	9	12	46	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	96	8	29	374	15
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.92		0.86		0.79		0.80	
Flow Rate	74		86		136		521	
% Heavy Vehicles	0		4		2		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.1	
Prop. Right-Turns	0.1		0.2		0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.60		5.60		5.60		5.60	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.07		0.08		0.12		0.46	
hd, final value	5.60		5.60		5.60		5.60	
x, final value	0.12		0.13		0.19		0.67	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.6		3.6		3.6		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	324		336		386		769	
Delay	9.32		9.45		9.17		16.36	
LOS	A		A		A		C	
Approach: Delay	9.32		9.45		9.17		16.36	
LOS	A		A		A		C	
Intersection Delay	13.80							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 background
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	11	50	5	7	64	26
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	197	22	12	184	11
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.75		0.67		0.73		0.72	
Flow Rate	86		143		304		286	
% Heavy Vehicles	2		2		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.0		0.1	
Prop. Right-Turns	0.1		0.3		0.1		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.68		5.68		5.68		5.68	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.08		0.13		0.27		0.25	
hd, final value	5.68		5.68		5.68		5.68	
x, final value	0.14		0.22		0.42		0.40	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.7		3.7		3.7		3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	336		393		554		536	
Delay	9.57		9.92		11.37		11.19	
LOS	A		A		B		B	
Approach: Delay	9.57		9.92		11.37		11.19	
LOS	A		A		B		B	
Intersection Delay	10.87							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 background
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	52	28	14	0	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	126	7	12	402	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.76		0.77		0.78		0.80	
Flow Rate	130		43		169		516	
% Heavy Vehicles	0		3		1		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4		0.0		0.0	
Prop. Right-Turns	0.3		0.6		0.0		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.52		5.52		5.52		5.52	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.12		0.04		0.15		0.46	
hd, final value	5.52		5.52		5.52		5.52	
x, final value	0.20		0.07		0.24		0.67	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.5		3.5		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	380		293		419		755	
Delay	9.89		9.02		9.59		16.75	
LOS	A		A		A		C	
Approach: Delay	9.89		9.02		9.59		16.75	
LOS	A		A		A		C	
Intersection Delay	13.91							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 background
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	43	19	14	0	16
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	252	5	12	217	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.83		0.63		0.77		0.85	
Flow Rate	98		47		333		269	
% Heavy Vehicles	1		3		1		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.5		0.0		0.1	
Prop. Right-Turns	0.2		0.5		0.0		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.34		5.34		5.34		5.34	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.09		0.04		0.30		0.24	
hd, final value	5.34		5.34		5.34		5.34	
x, final value	0.15		0.07		0.43		0.35	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.3		3.3		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	348		297		583		519	
Delay	9.25		8.73		11.10		10.27	
LOS	A		A		B		B	
Approach: Delay	9.25		8.73		11.10		10.27	
LOS	A		A		B		B	
Intersection Delay	10.41							
Intersection LOS	B							

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APPENDIX

G

CAPACITY ANALYSIS WORKSHEETS -
2010 TOTAL TRAFFIC SITUATION
(INCLUDING SUBJECT DEVELOPMENT)

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	AM PEAK	Analysis Year	2010 Total

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	20	38	39	11	38	20	28	605	20	23	1687	17
% Heavy veh	4	4	4	3	3	3	12	12	12	4	4	4
PHF	0.77	0.77	0.77	0.91	0.91	0.91	0.96	0.96	0.96	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	81		0	101		0	58		0	23		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	Y	N	0	Y
Parking/hr	10		10	10		10			10			10
Bus stops/hr		0			0			5			5	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	126	76	680	1799
Lane group cap.	252	264	1519	1924
v/c ratio	0.50	0.29	0.45	0.94
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	34.9	33.2	7.0	13.5
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	6.9	2.7	1.0	10.0
PF factor	1.000	1.000	1.000	1.000
Control delay	41.8	35.9	7.9	23.6
Lane group LOS	D	D	A	C
Apprch. delay	41.8	35.9	7.9	23.6
Approach LOS	D	D	A	C
Intersec. delay	20.8	Intersection LOS		C

G-1

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Randolph St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	PM PEAK	Analysis Year	2010 Total

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	43	90	41	12	47	25	30	1036	32	21	790	25
% Heavy veh	2	2	2	1	1	1	4	4	4	4	4	4
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	84		0	97		0	52		0	29		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	Y	N	0	Y
Parking/hr	10		10	10		10			10			10
Bus stops/hr		0			0			5			5	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 69.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	191	92	1194	871
Lane group cap.	255	269	1853	1844
v/c ratio	0.75	0.34	0.64	0.47
Green ratio	0.21	0.21	0.69	0.69
Unif. delay d1	37.0	33.6	8.7	7.1
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	18.1	3.4	1.7	0.9
PF factor	1.000	1.000	1.000	1.000
Control delay	55.2	37.1	10.4	8.0
Lane group LOS	E	D	B	A
Apprch. delay	55.2	37.1	10.4	8.0
Approach LOS	E	D	B	A
Intersec. delay	14.2	Intersection LOS		B

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SHORT REPORT

General Information

Analyst	ORGA- IJB
Agency or Co.	O.R.George & Associates, Inc
Date Performed	5/22/2007
Time Period	AM PEAK

Site Information

Intersection	Georgia Ave @ Shepherd St
Area Type	All other areas
Jurisdiction	DC
Analysis Year	2010 Total

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	16		80	10	7	15	25	654			1600	3
% Heavy veh	1		1	0	0	0	11	11			4	4
PHF	0.57		0.57	0.68	0.68	0.68	0.88	0.88			0.97	0.97
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	94		0	101		0				42		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	Y	N	0	Y
Parking/hr	10		10	10		10			10			10
Bus stops/hr		0			0			5			5	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	168	47	783	1652
Lane group cap.	161	65	1562	1991
v/c ratio	1.04	0.72	0.50	0.83
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	43.5	46.8	8.2	12.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	82.9	51.2	1.2	4.2
PF factor	1.000	1.000	1.000	1.000
Control delay	126.4	98.1	9.4	16.4
Lane group LOS	F	F	A	B
Apprch. delay	126.4	98.1	9.4	16.4
Approach LOS	F	F	A	B
Intersec. delay	22.8	Intersection LOS		C

G-3

SHORT REPORT

General Information		Site Information	
Analyst	ORGA- IJB	Intersection	Georgia Ave @ Shepherd St
Agency or Co.	O.R.George & Associates, Inc	Area Type	All other areas
Date Performed	5/22/2007	Jurisdiction	DC
Time Period	PM PEAK	Analysis Year	2010 Total

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	2	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	18		36	10	11	23	22	1012			782	7
% Heavy veh	0		0	0	0	0	4	4			4	4
PHF	0.66		0.66	0.62	0.62	0.62	0.93	0.93			0.89	0.89
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	71		0	55		0				25		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	Y	0	Y	Y	0	Y	N	0	Y	N	0	Y
Parking/hr	10		10	10		10			10			10
Bus stops/hr		0			0			5			5	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	WB Only	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 5.0	G =	G =	G = 67.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

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

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	82	71	1112	887
Lane group cap.	165	65	1836	1989
v/c ratio	0.50	1.09	0.61	0.45
Green ratio	0.13	0.05	0.67	0.67
Unif. delay d1	40.5	47.5	9.2	7.8
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	10.3	139.3	1.5	0.7
PF factor	1.000	1.000	1.000	1.000
Control delay	50.8	186.8	10.7	8.5
Lane group LOS	D	F	B	A
Apprch. delay	50.8	186.8	10.7	8.5
Approach LOS	D	F	B	A
Intersec. delay	17.1	Intersection LOS		B

G-H

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 Total
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	6	56	9	17	47	18
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	96	11	29	374	15
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.92		0.86		0.79		0.80	
Flow Rate	75		93		139		521	
% Heavy Vehicles	0		4		2		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.1	
Prop. Right-Turns	0.1		0.2		0.1		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.63		5.63		5.63		5.63	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.07		0.08		0.12		0.46	
hd, final value	5.63		5.63		5.63		5.63	
x, final value	0.12		0.15		0.19		0.67	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.6		3.6		3.6		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	325		343		389		763	
Delay	9.38		9.58		9.23		16.62	
LOS	A		A		A		C	
Approach: Delay	9.38		9.58		9.23		16.62	
LOS	A		A		A		C	
Intersection Delay	13.94							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Randolph St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 Total
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Randolph Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	11	51	5	12	65	26
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	4	197	28	12	184	11
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.75		0.67		0.73		0.72	
Flow Rate	88		152		312		286	
% Heavy Vehicles	2		2		1		1	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.0		0.1	
Prop. Right-Turns	0.1		0.3		0.1		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.73		5.73		5.73		5.73	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.08		0.14		0.28		0.25	
hd, final value	5.73		5.73		5.73		5.73	
x, final value	0.14		0.23		0.43		0.40	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.7		3.7		3.7		3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	338		402		562		536	
Delay	9.67		10.14		11.63		11.35	
LOS	A		B		B		B	
Approach: Delay	9.67		10.14		11.63		11.35	
LOS	A		B		B		B	
Intersection Delay	11.06							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 Total
Analysis Time Period	AM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	52	28	14	0	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	126	7	12	402	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.76		0.77		0.78		0.80	
Flow Rate	130		43		169		516	
% Heavy Vehicles	0		3		1		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.4		0.0		0.0	
Prop. Right-Turns	0.3		0.6		0.0		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.52		5.52		5.52		5.52	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.12		0.04		0.15		0.46	
hd, final value	5.52		5.52		5.52		5.52	
x, final value	0.20		0.07		0.24		0.67	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.5		3.5		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	380		293		419		755	
Delay	9.89		9.02		9.59		16.75	
LOS	A		A		A		C	
Approach: Delay	9.89		9.02		9.59		16.75	
LOS	A		A		A		C	
Intersection Delay	13.91							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Shepherd St @ Kansas Ave
Agency/Co.	O.R.George & Associates, Inc	Jurisdiction	DC
Date Performed	5/22/2007	Analysis Year	2010 Total
Analysis Time Period	PM PEAK		

Project ID 3910 GEORGIA COMMONS

East/West Street: Shepherd Street | North/South Street: Kansas Avenue

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	43	19	14	0	16
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	252	5	12	217	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		LT	
PHF	0.83		0.63		0.77		0.85	
Flow Rate	98		47		333		269	
% Heavy Vehicles	1		3		1		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.5		0.0		0.1	
Prop. Right-Turns	0.2		0.5		0.0		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.34		5.34		5.34		5.34	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.09		0.04		0.30		0.24	
hd, final value	5.34		5.34		5.34		5.34	
x, final value	0.15		0.07		0.43		0.35	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.3		3.3		3.3		3.3	

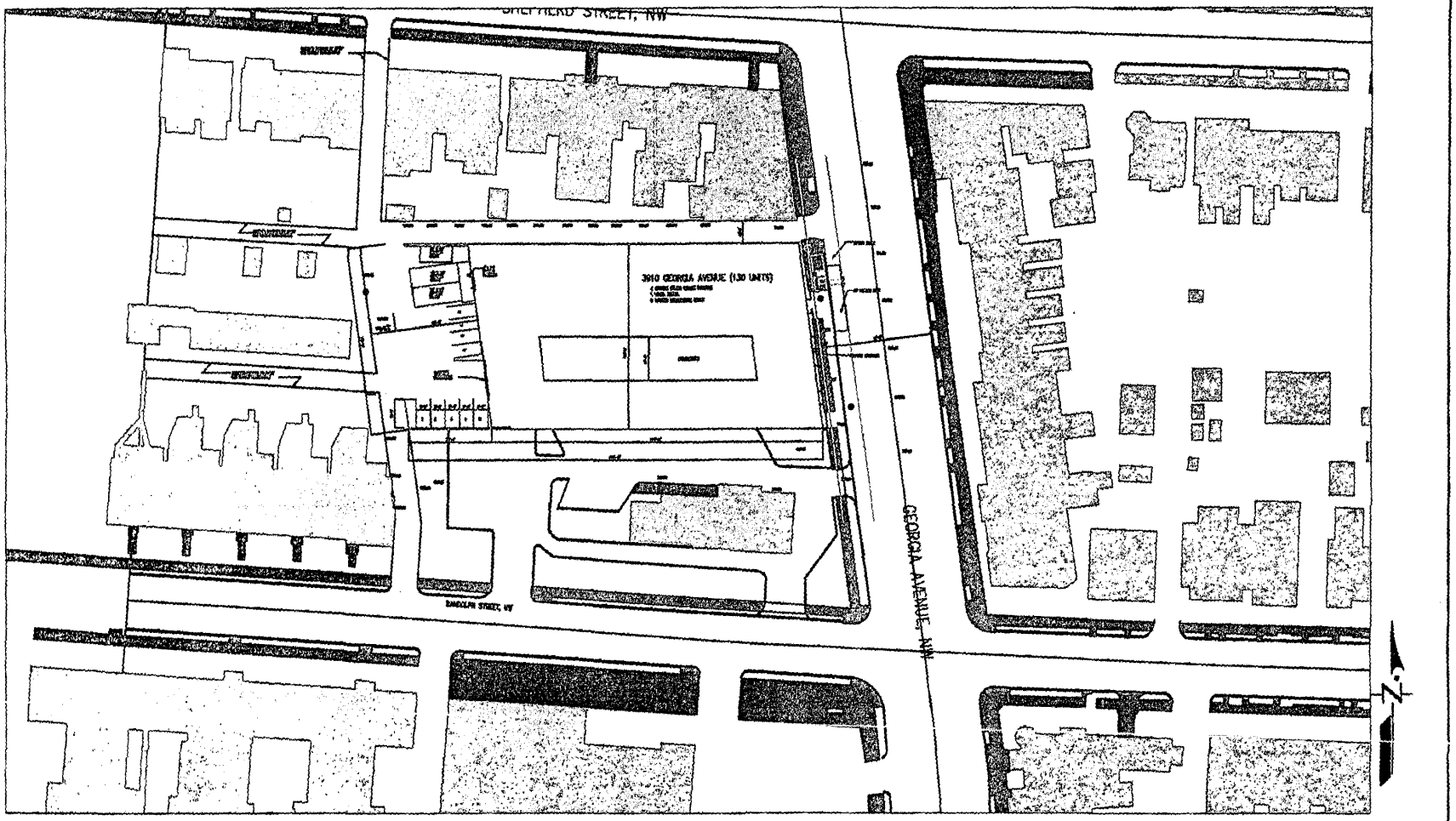
Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	348		297		583		519	
Delay	9.25		8.73		11.10		10.27	
LOS	A		A		B		B	
Approach: Delay	9.25		8.73		11.10		10.27	
LOS	A		A		B		B	
Intersection Delay	10.41							
Intersection LOS	B							

APPENDIX

H

SITE LAYOUT, ACCESS AND LOADING DOCK
TRACKING DIAGRAMS



130 Unit Layout

O.R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

SITE ACCESS/LOADING

GEORGIA COMMONS - 130 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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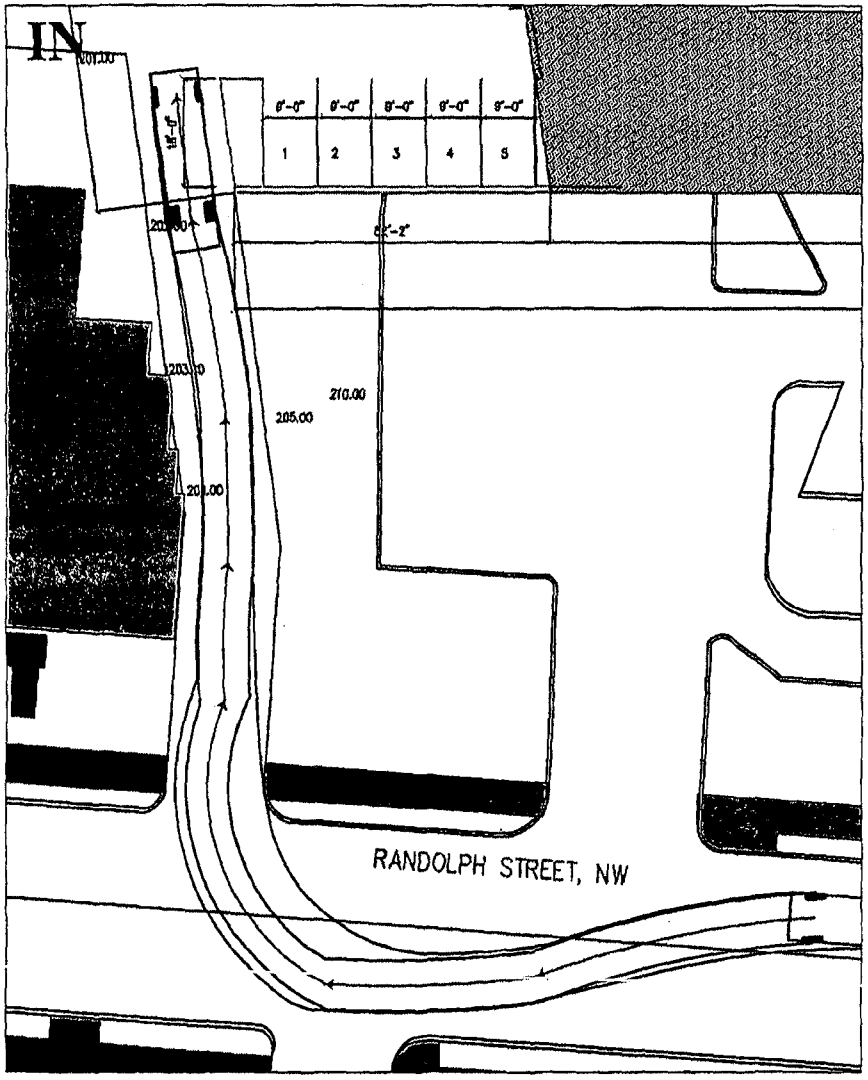

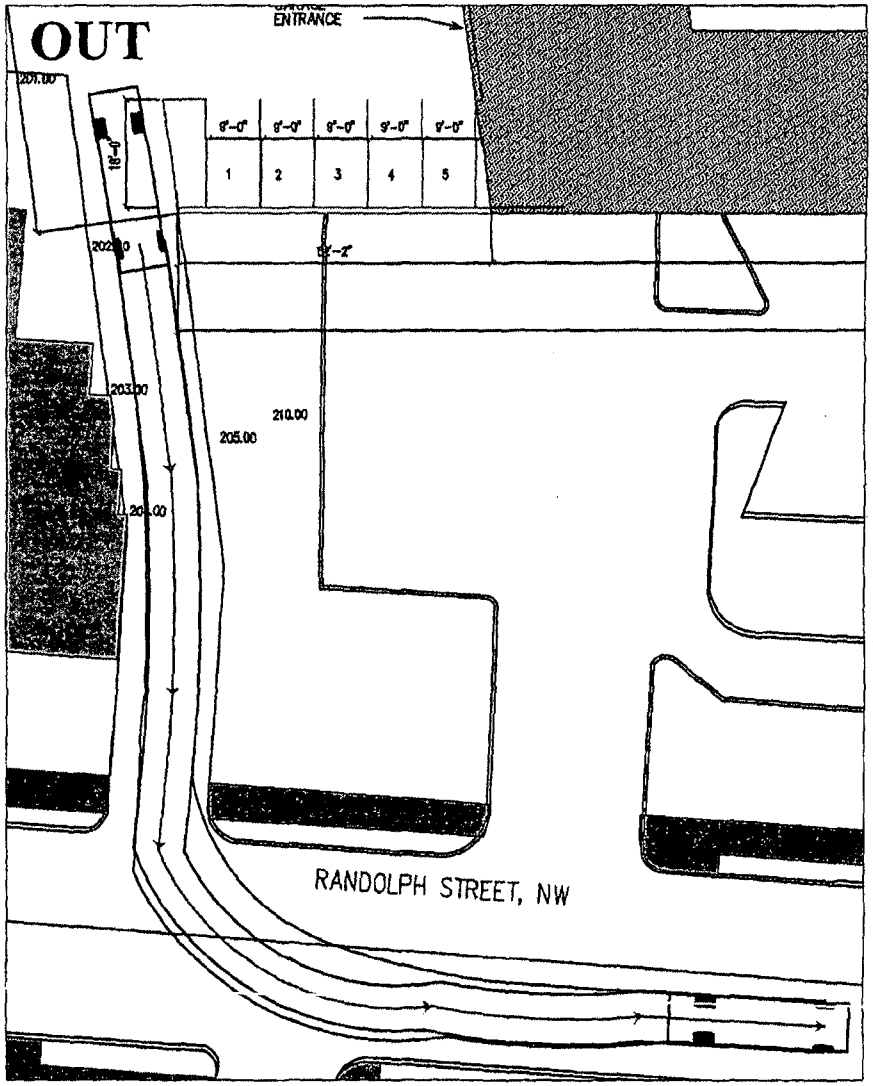

130 Unit Layout

30 FT TRUCK ACCESS FROM RANDOLPH STREET

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

30 FT ACCESS FROM RANDOLPH STREET
TRUCK TRACKING DIAGRAM
GEORGIA COMMONS - 130 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

05/2007 | GEORGIA COMMONS | 0
3910 GEORGIA AVENUE | 1 OF 1

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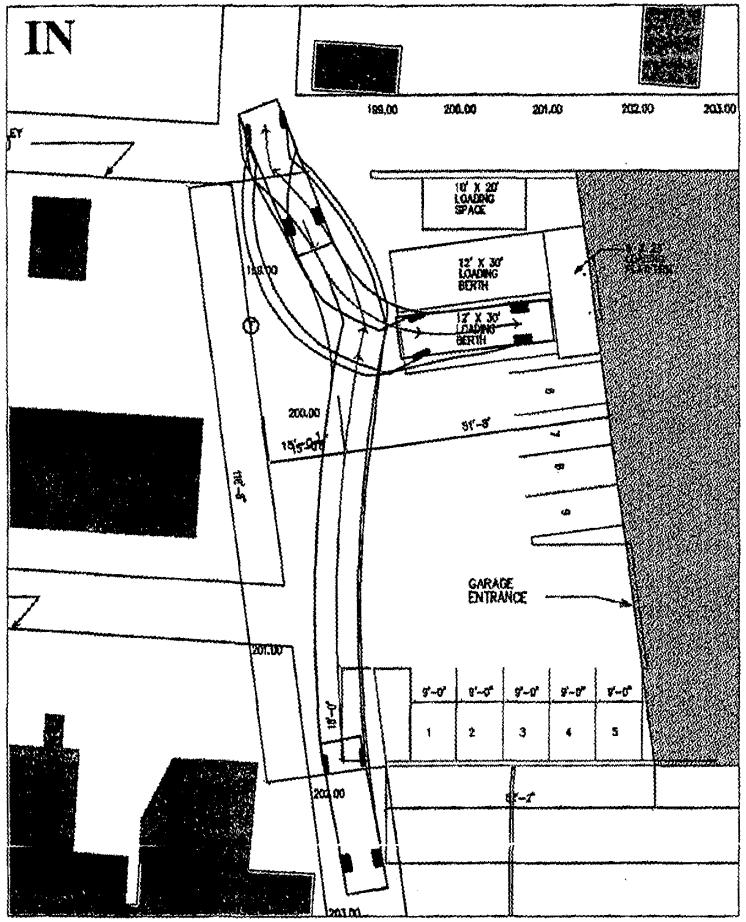

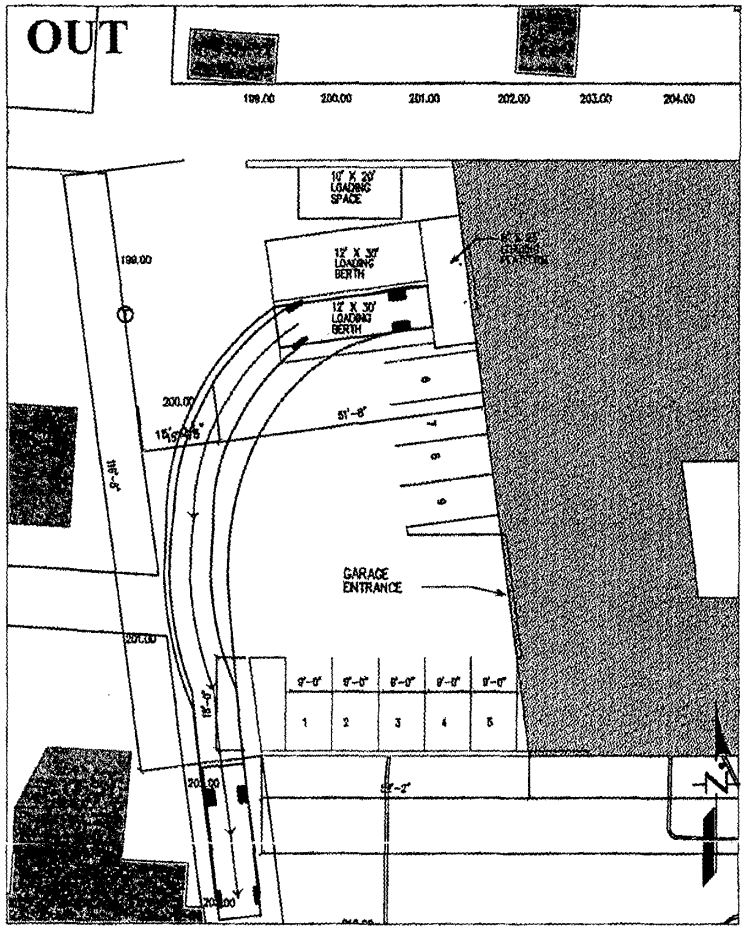

130 Unit Layout

30 FT BERTH 1 - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

BERTH 1 - 30 FT LOADING BAY
TRUCK TRACKING DIAGRAM
GEORGIA COMMONS - 130 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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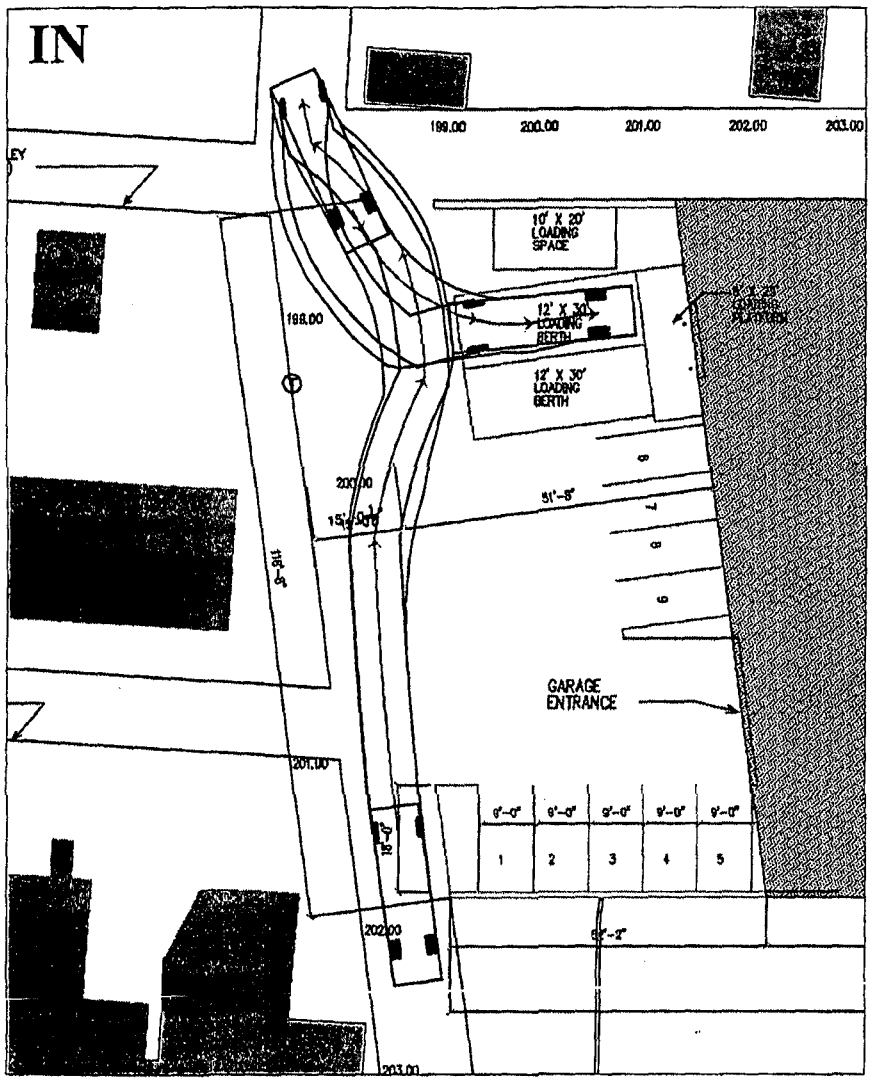

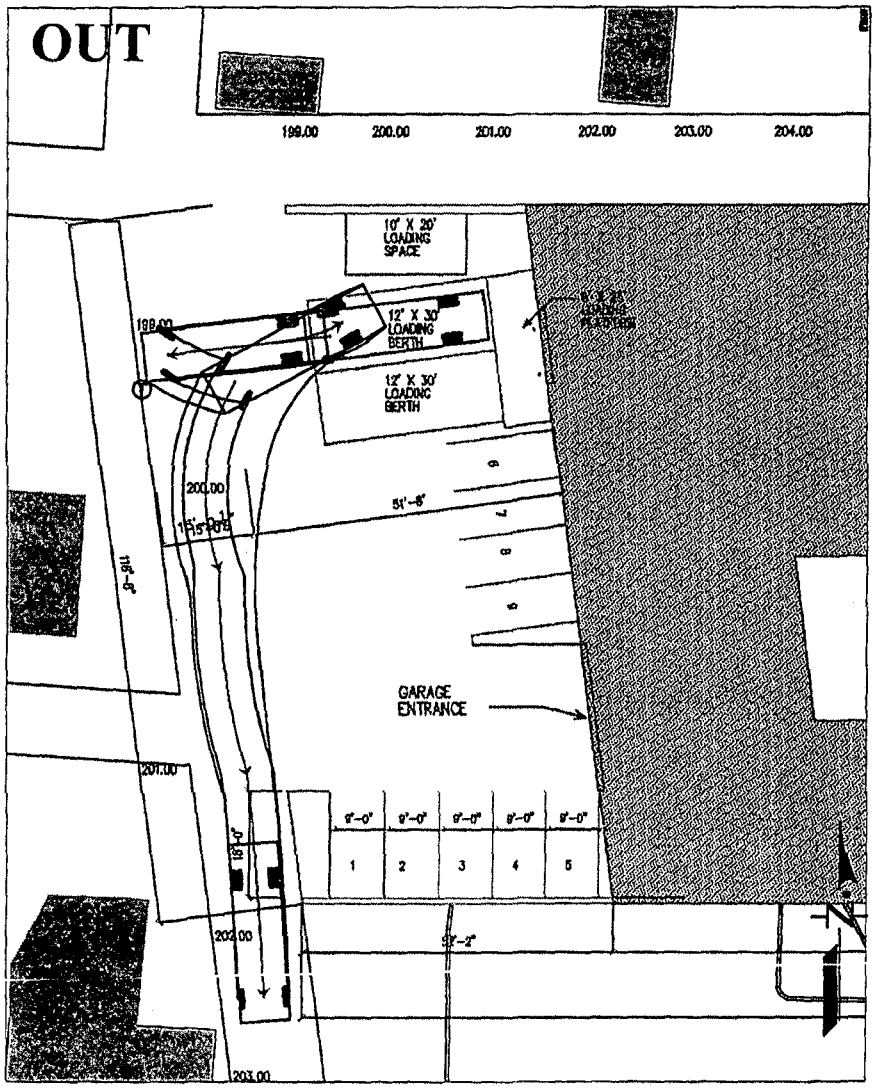

130 Unit Layout

30 FT BERTH 2 - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers • Transportation Planners

BERTH 2 - 30 FT LOADING BAY

TRUCK TRACKING DIAGRAM

GEORGIA COMMONS - 130 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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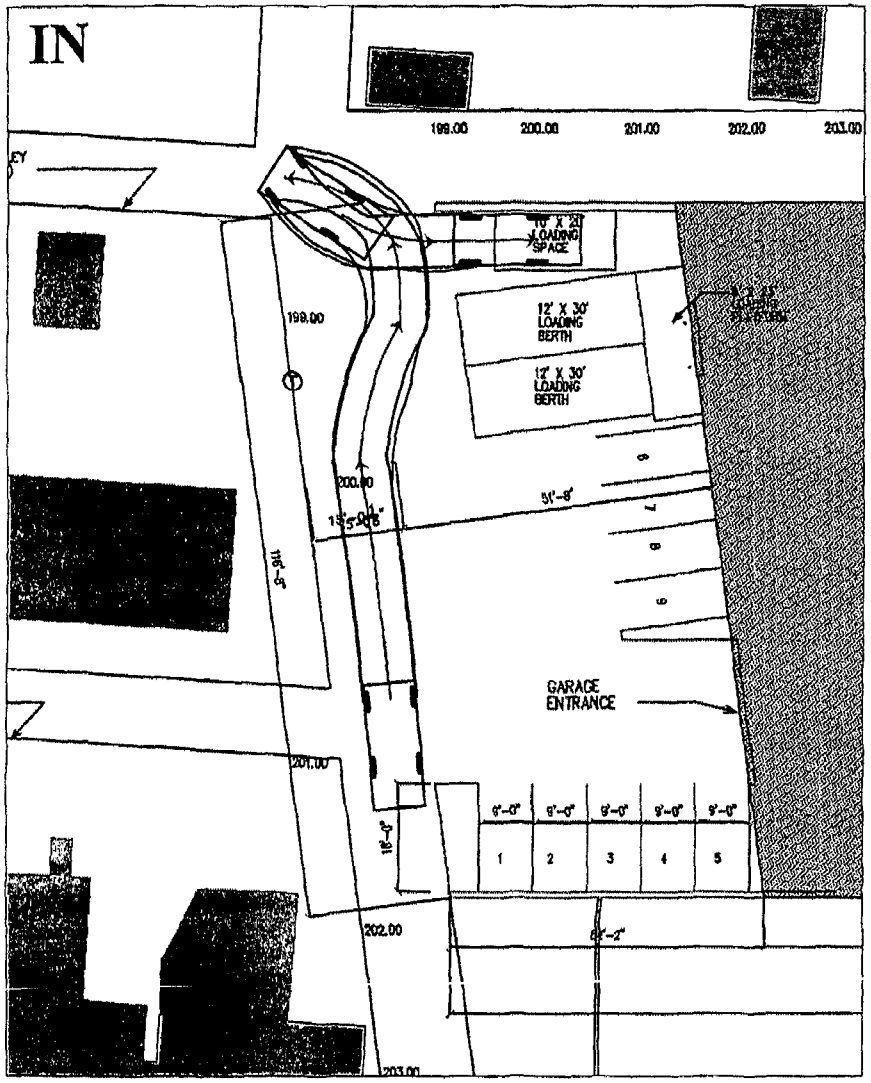

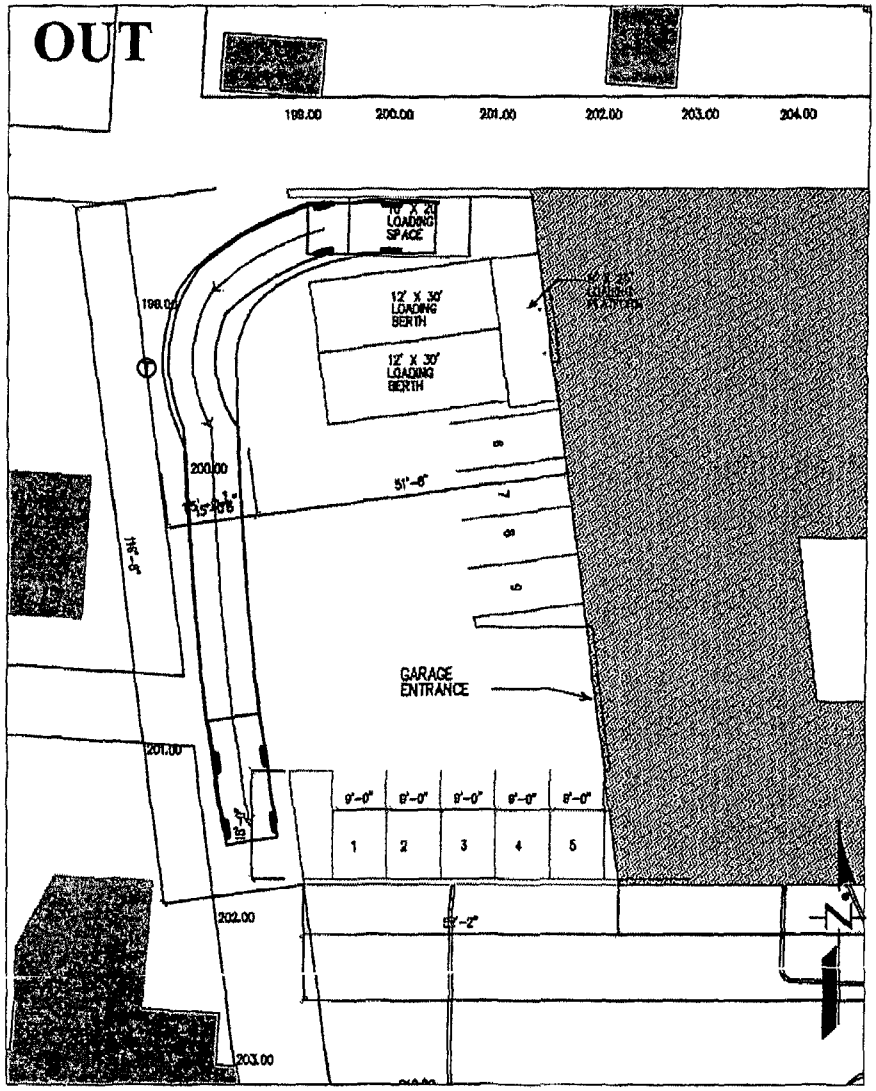

130 Unit Layout

20 FT BERTH - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

BERTH 3 - 20 FT LOADING SPACE

TRUCK TRACKING DIAGRAM

GEORGIA COMMONS - 130 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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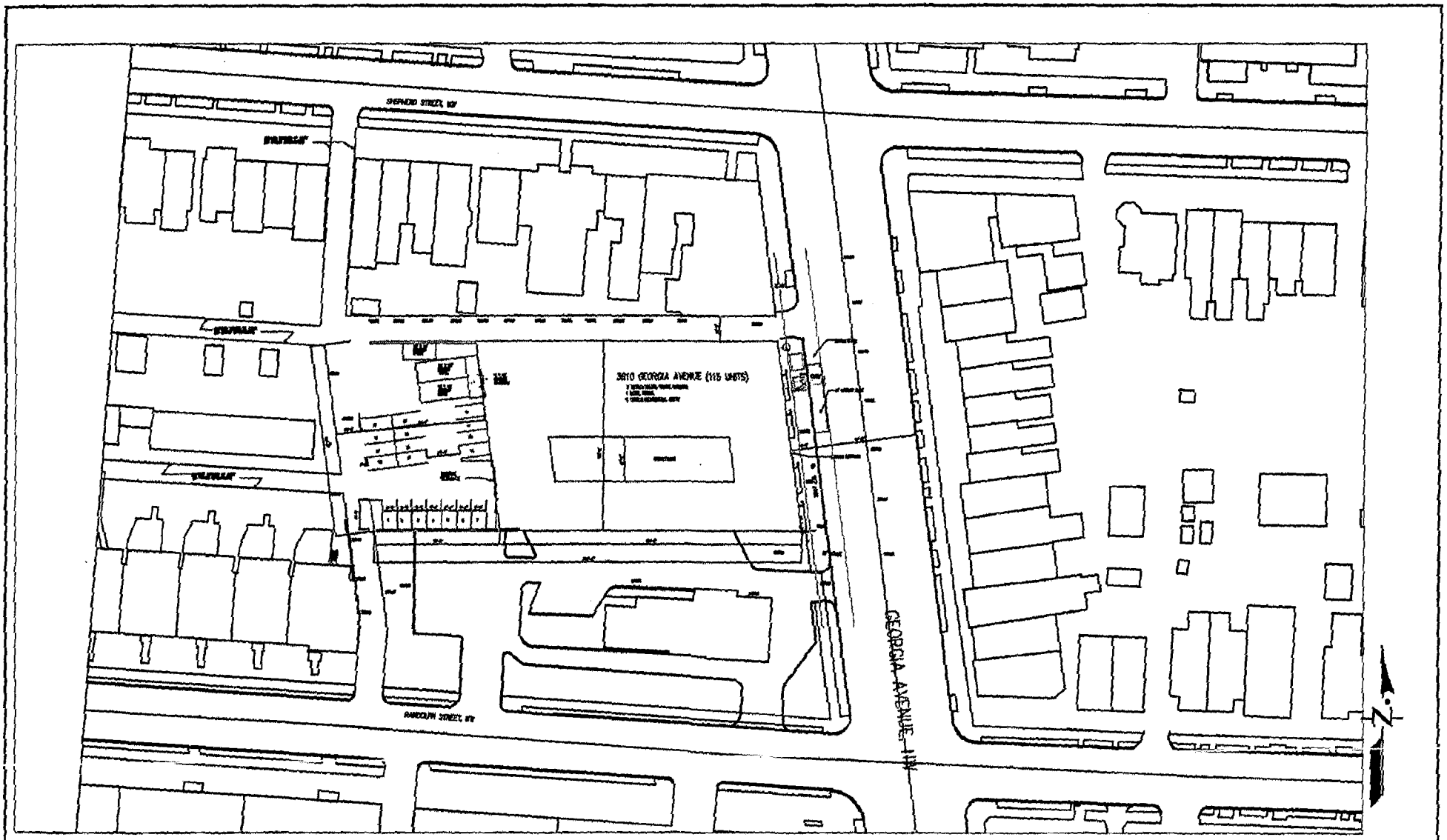
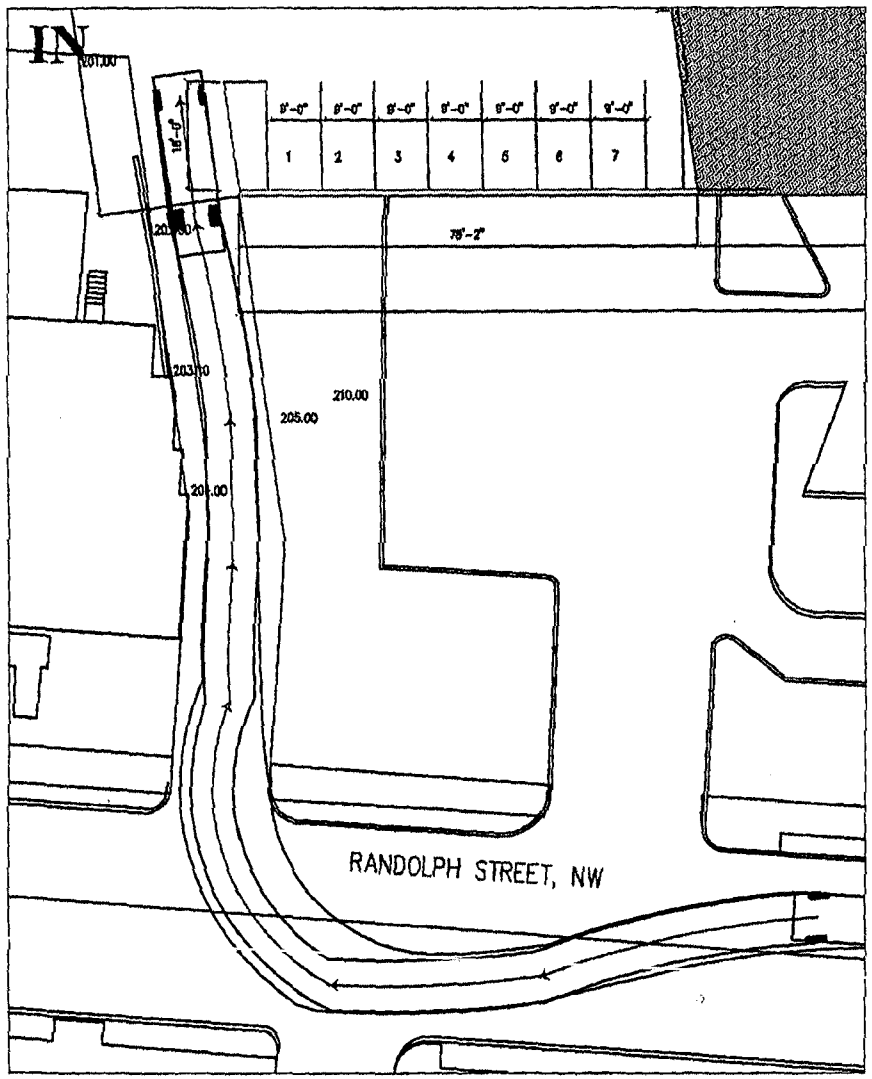
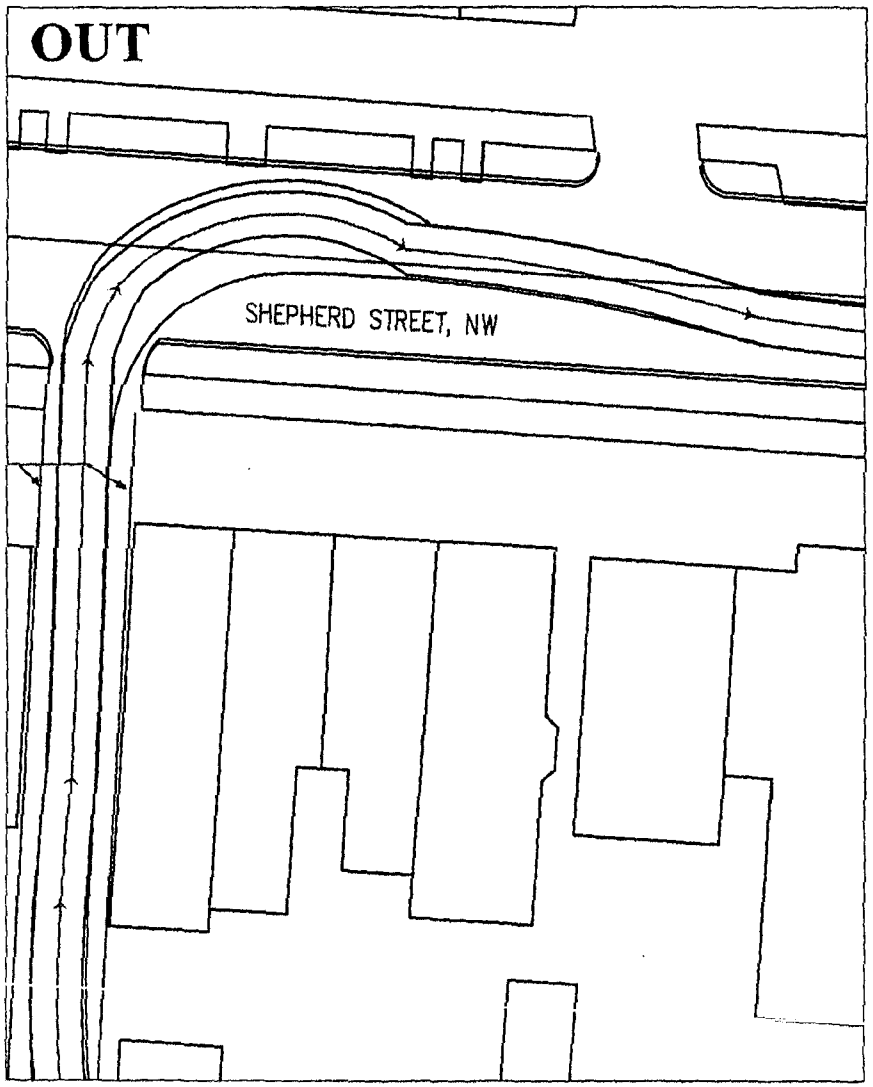


115 Unit Layout

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

SITE ACCESS/LOADING
GEORGIA COMMONS - 115 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.





115 Unit Layout

30 FT TRUCK ACCESS FROM RANDOLPH ST./TO SHEPHERD ST.

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

30 FT TRUCK ACCESS

TRUCK TRACKING DIAGRAM

GEORGIA COMMONS - 115 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

GEORGIA COMMONS
3910 GEORGIA AVENUE

1" = 10'

1 OF 1

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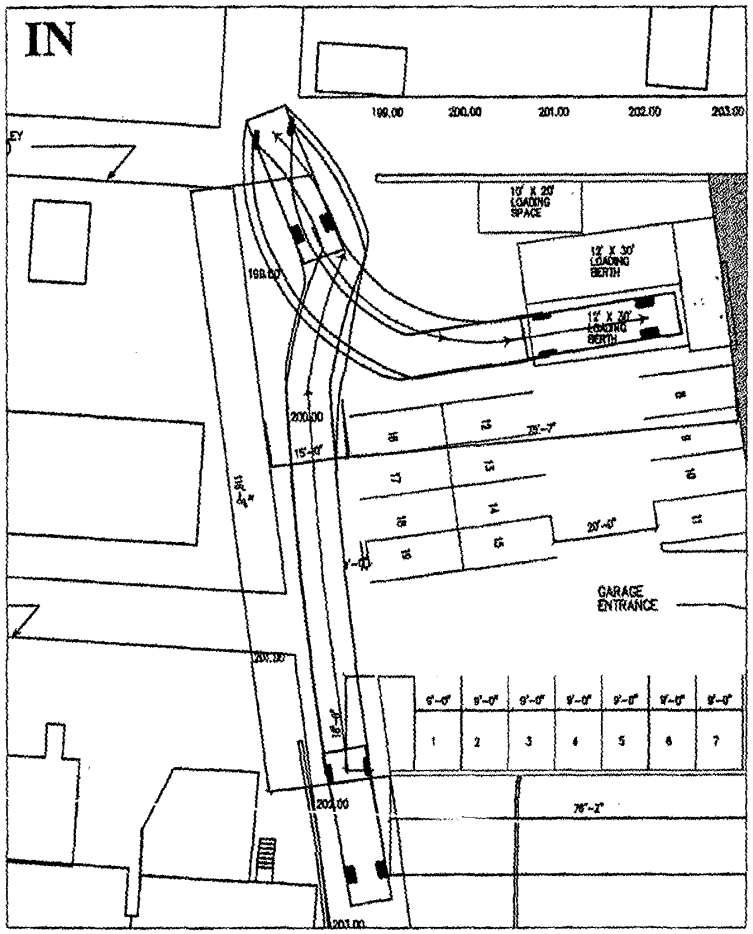

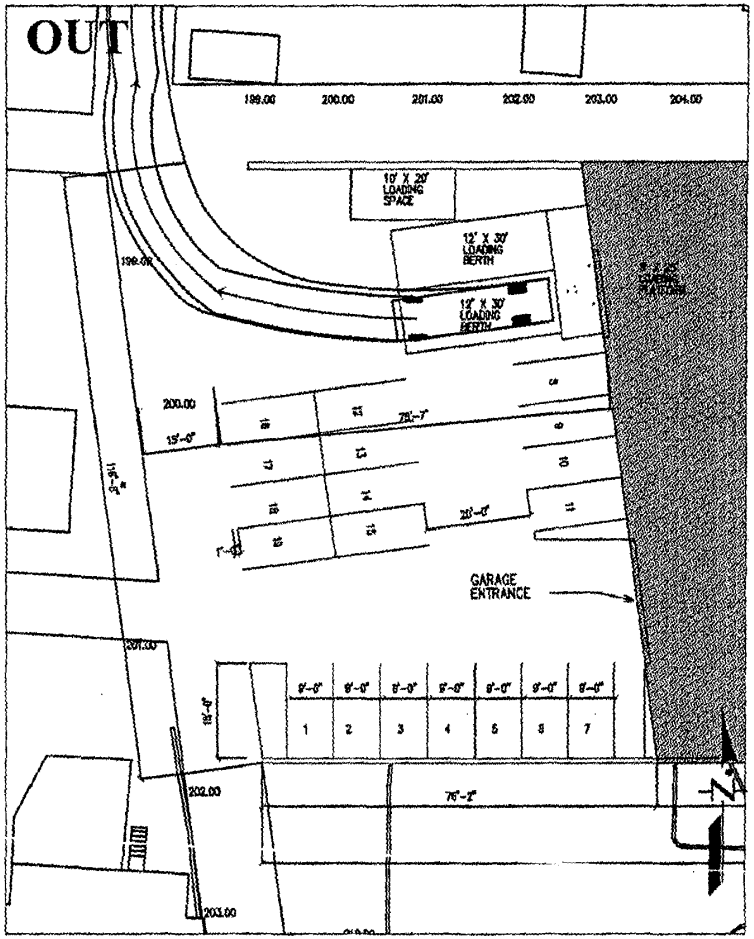

115 Unit Layout

30 FT BERTH 1 - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

BERTH 1 - 30 FT LOADING BAY
TRUCK TRACKING DIAGRAM
GEORGIA COMMONS - 115 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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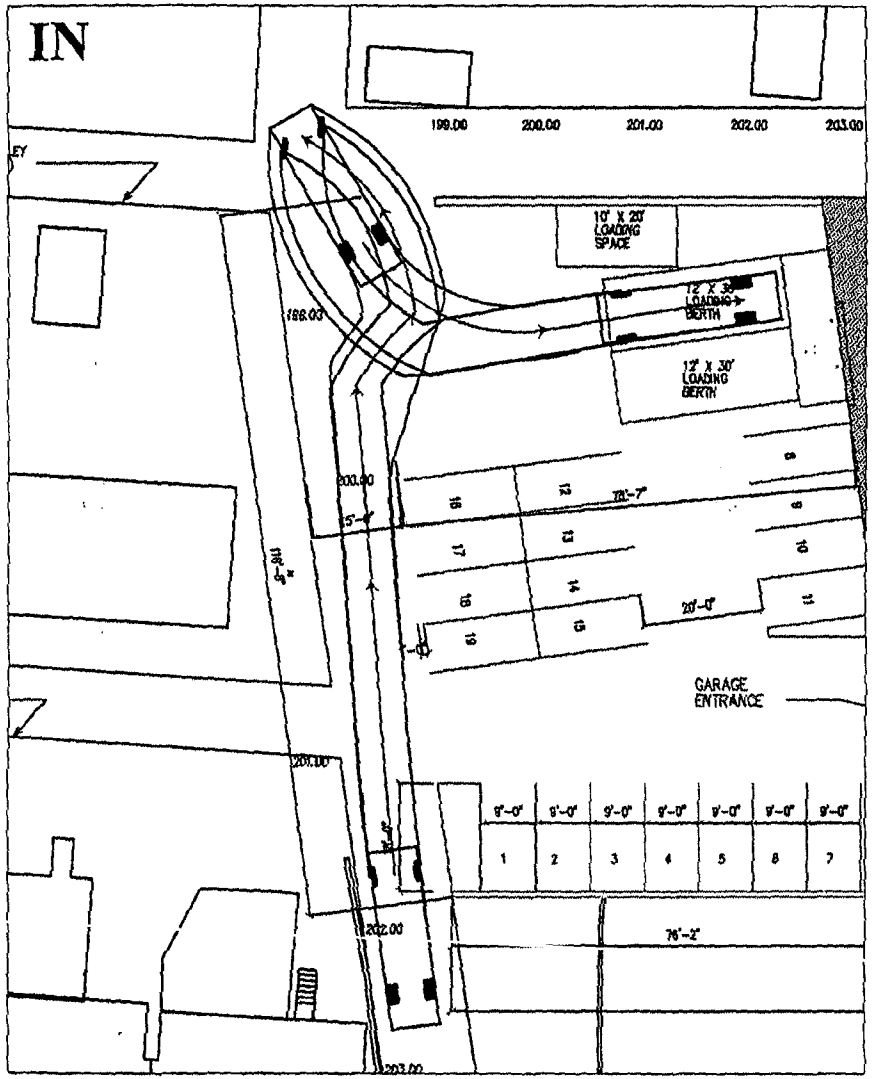

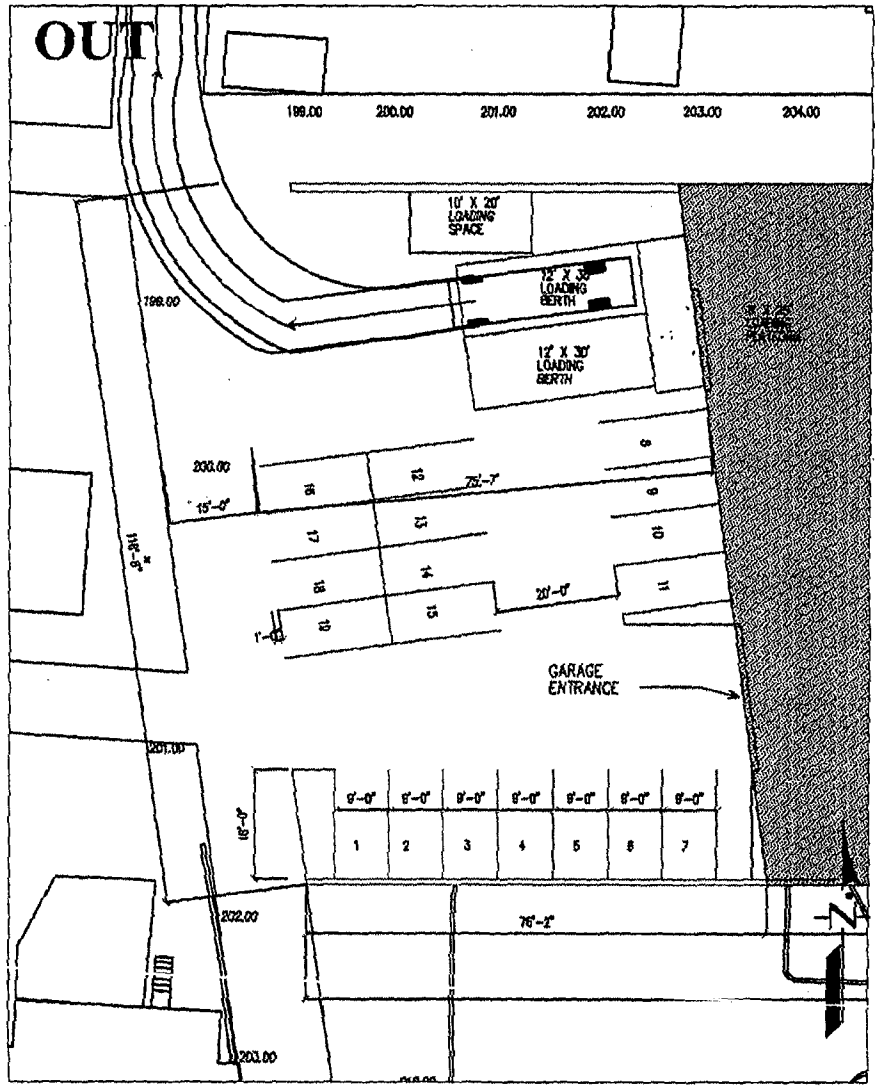

115 Unit Layout

30 FT BERTH 2 - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

BERTH 2 - 30 FT LOADING BAY
TRUCK TRACKING DIAGRAM
GEORGIA COMMONS - 115 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

GEORGIA COMMONS
3910 GEORGIA AVENUE
3 OF 4

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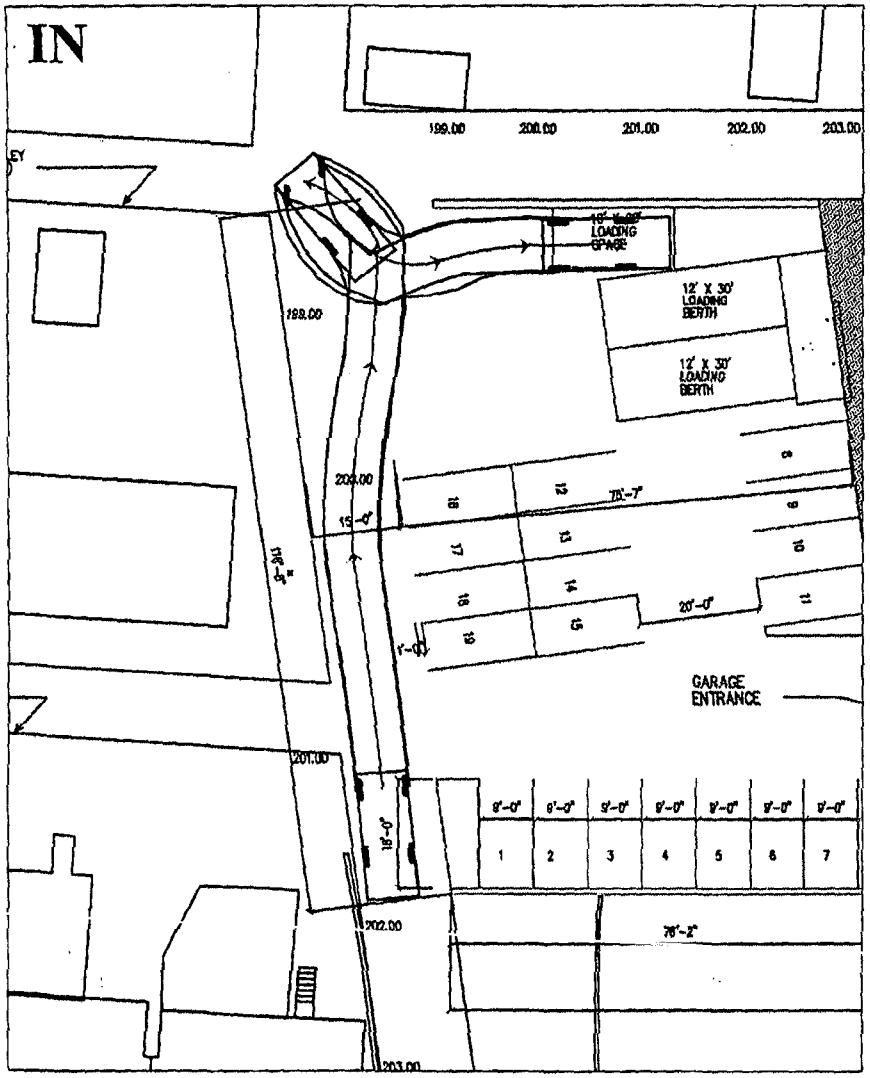

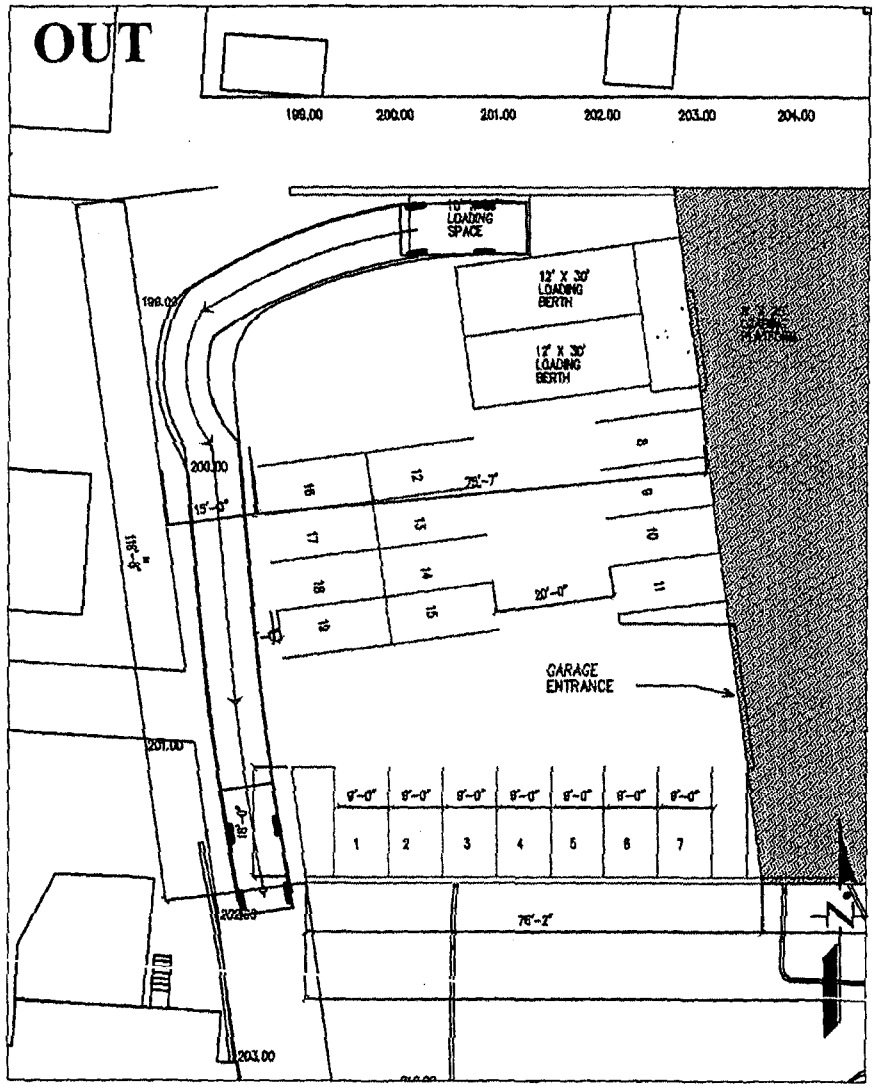

115 Unit Layout

20 FT BERTH - MOVEMENTS

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

BERTH 3 - 20 FT LOADING SPACE

TRUCK TRACKING DIAGRAM

GEORGIA COMMONS - 115 Unit Layout
3910 GEORGIA AVENUE N.W.
WASHINGTON D.C.

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