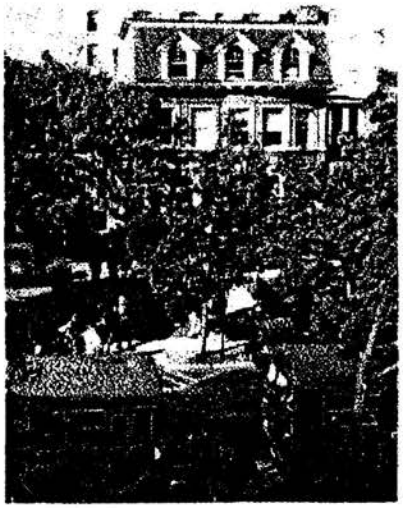
Traffic Impact Analysis
The Field School

Prepared For



The Field School

Washington, D.C.

Prepared by
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OFFICE OF ZONING
DISTRICT OF COLUMBIA

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December 13, 1999

BZA
Case No. 16559
Exhibit No. 5

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.5

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
TABLE OF CONTENTS

	Page
LIST OF TABLES	ii
LIST OF FIGURES	ii
INTRODUCTION	1
EXISTING CONDITIONS	2
Description of Existing School Characteristics	2
Description of Existing Conditions at the Proposed Relocation Site	2
Existing Roadway Network	2
Existing Traffic Conditions	4
Existing Levels of Service	8
Identification of Existing Traffic Issues	9
FUTURE CONDITIONS	10
Proposed Site Access	10
Proposed School Program	10
Projected Trip Generation	10
Directional Distribution	11
Future Traffic Volumes	11
Future Levels of Service	15
Shuttle Bus Program	15
Circulation and Stacking Considerations	15
Projected Parking Demand	18
CONCLUSIONS	19

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
LIST OF TABLES

Table	Title	Page
Table 1	Existing Capacity Analysis Levels of Service (LOS)	8
Table 2	Projected Trip Generation at Maximum Enrollment of 320 Students and 74 Employees	11
Table 3	Total Future Capacity Analysis Levels of Service (LOS)	15

TRAFFIC IMPACT ANALYSIS
THE FIELD SCHOOL
LIST OF FIGURES

Figure	Title	Page
Figure 1	Site Location and Regional Roadway Network	3
Figure 2	Existing Lane Configuration	5
Figure 3	Existing Traffic Volumes	6
Figure 4	Directional Distribution	12
Figure 5	Future Site Generated Volumes	13
Figure 6	Future Traffic Volumes	14
Figure 7	Shuttle Bus Route	16

INTRODUCTION

The purpose of this report is to present the preliminary findings of a Traffic Impact Analysis (TIA) for the proposed relocation and expansion of the Field School in the northwest section of Washington, D.C. The Field School is proposing to relocate its existing campus on Wyoming Avenue to a new site on Foxhall Avenue north of W Street. In addition to this relocation, the Field School is proposing to add 48 students and 11 employees to its existing student population of 212 and existing employee population of 49, with the ability to increase over time to a maximum student enrollment of 320 students and a maximum employee population of 74 employees. This study will determine the impacts of the proposed relocated school on existing traffic levels and will identify improvements necessary to satisfy the traffic requirements. Although the school plans to expand to 260 students and 60 employees as part of its relocation program, this traffic impact analysis accounts for a maximum development of 320 students and 74 employees that would be achieved gradually over several years. This report presents existing conditions, estimates of future Field School traffic characteristics and parking requirements, and preliminary recommendations regarding the school access and circulation plan.

The scope of work undertaken for this study is as follows:

- Review proposed development plans.
- Data collection efforts which include manual traffic turning movement counts at major intersections surrounding the newly relocated site, mode choose observations and surveys, and tabulation of zip code information to determine the direction of trips to and from the site.
- A site and roadway reconnaissance to determine access opportunities and constraints.
- Analysis of existing conditions using intersection capacity analysis.
- Analysis of possible alternatives for future internal site operations.
- Analysis of future conditions based on future site configurations and operations.

Sources of data for this study include: The District of Columbia Department of Public Works, the Field School, KressCox Architects, and the files and library of Gorove/Slade Associates, Inc.

EXISTING CONDITIONS

Description of Existing School Characteristics

The Field School is currently located at 2126 Wyoming Avenue NW, just west of Connecticut Avenue NW. Due to its proximity to the major commuting corridor of Connecticut Avenue, access to the site on Wyoming Avenue is relatively convenient. Ample public transportation opportunities exist with the presence of Metrobus Route L1 on Connecticut Avenue in the vicinity of the existing school site and various other Metrobus routes at Dupont Circle, which is an approximate 5-minute walk from The Field School. In addition to the Metrobus routes, The Field School is within a 5-10 minute walk to both the Dupont Circle and the Woodley Park/National Zoo Metrorail stations along the Red Line.

The existing student and employee populations consist of 212 students and 49 employees. Limited parking is provided within the property of the school. Residential permit parking along Wyoming Avenue NW is currently implemented to deter school-related vehicles from parking in the immediate residential neighborhood surrounding the existing Field School site.

Description of Existing Conditions at the Proposed Relocation Site

The proposed Field School relocation site is bordered by Foxhall Road to the west, the Glover-Archbold Parkway to the east, W Street for a small portion to the southeast and the terminus of 44th Street to the northeast. This site has limited existing public transportation opportunities with no Metrorail stations within a reasonable walking distance. The nearest public transportation opportunity to this site consists of the D4 Metrobus route that traverses along MacArthur Boulevard and Reservoir Road, which is an approximate 5-minute walk from the relocation site.

Existing Roadway Network

The relocation site is served by two parallel north-south commuting corridors: MacArthur Boulevard and Foxhall Road. These two arterials provide access from northern portions of the northwest area of the District to Georgetown and downtown areas of the District. The regional roadway network that serves the site and the site location are presented in Figure 1. A description of the roadways serving the relocation site is detailed below:

- Foxhall Road: Foxhall Road is a major local north-south roadway that extends from the north at the intersection of Nebraska Avenue and Loughboro Road to the intersection of MacArthur Boulevard and Canal Road.
- Garfield Street: Garfield Street is a local east-west roadway, which extends from 49th Street to the west and New Mexico Avenue to the east. This roadway primarily serves local residential traffic and provides a route that will eventually lead to Wisconsin Avenue, a major north-south commuting corridor, via New Mexico Avenue and Fulton Street.
- W Street: W Street is a local east-west roadway that primarily serves local residential traffic. This roadway provides a connection between MacArthur



Figure 1
Site Location and Regional Roadway Network

Boulevard and Foxhall Road and offers direct access to George Washington University at Mount Vernon College (GW/MVC).

- MacArthur Boulevard: MacArthur Boulevard is a major arterial that serves a large commuting population from Montgomery County destined for downtown Washington, DC. MacArthur Boulevard currently provides a parallel commuting route to Canal Road, which currently has directional restrictions during peak hour commuting periods. This roadway is a four-lane divided boulevard that extends from Montgomery County to the north and terminates at Canal Road to the south.

Descriptions of the existing traffic control operations at the study area intersections are provided below:

- Foxhall Road and Garfield Street: This intersection is controlled by a two-phase traffic signal with a cycle length of 70 seconds. The eastbound and northbound directions have "No Turn on Red" restrictions due to poor sight distances of vehicles along Foxhall Road.
- Foxhall Road and W Street: This intersection is unsignalized with stop sign control for the eastbound and westbound approaches of the intersection.
- Foxhall Road and Whitehaven Parkway: This intersection is unsignalized with stop sign control for the eastbound approach of the intersection.

Figure 2 presents the existing stop control operations and lane configurations for the study area intersections.

Existing Traffic Conditions

Peak morning and afternoon manual turning counts were performed on Thursday March 11, 1999 and Tuesday, April 6, 1999 to obtain a baseline of traffic levels along Foxhall Road. Figure 3 graphically presents the existing volumes for the peak morning and afternoon hours.

Capacity analyses were conducted for the AM and PM peak hours at the intersections of Foxhall Road with W Street and Garfield Street. The results from these analyses are expressed in levels of service, which are based on the methodologies specified by the Transportation Research Board, Special Report 209: *Highway Capacity Manual (HCM),* 1994. Levels of service (LOS) range from A to F. A brief description of each level of service for signalized and unsignalized intersections is provided below:

Signalized Intersections: Level of service is based upon the traffic volume present at the intersection, the capacity of each lane at the intersection and the resultant control delay associated with each directional movement. The average intersection control delay is calculated from the weighted average of the delay for each movement and accounts for stopped delay plus all of the acceleration/deceleration delay. The levels of service for signalized intersections are defined by average control delay as described below:

- Level of Service A describes operations with very low average control delay per vehicle, i.e., less than 10.0 seconds. This occurs when signal timing between successive intersections is extremely favorable (i.e. very good progression), and most vehicles arrive during the green phase. Most vehicles do not stop. Short signal cycle lengths may also contribute to low delay.

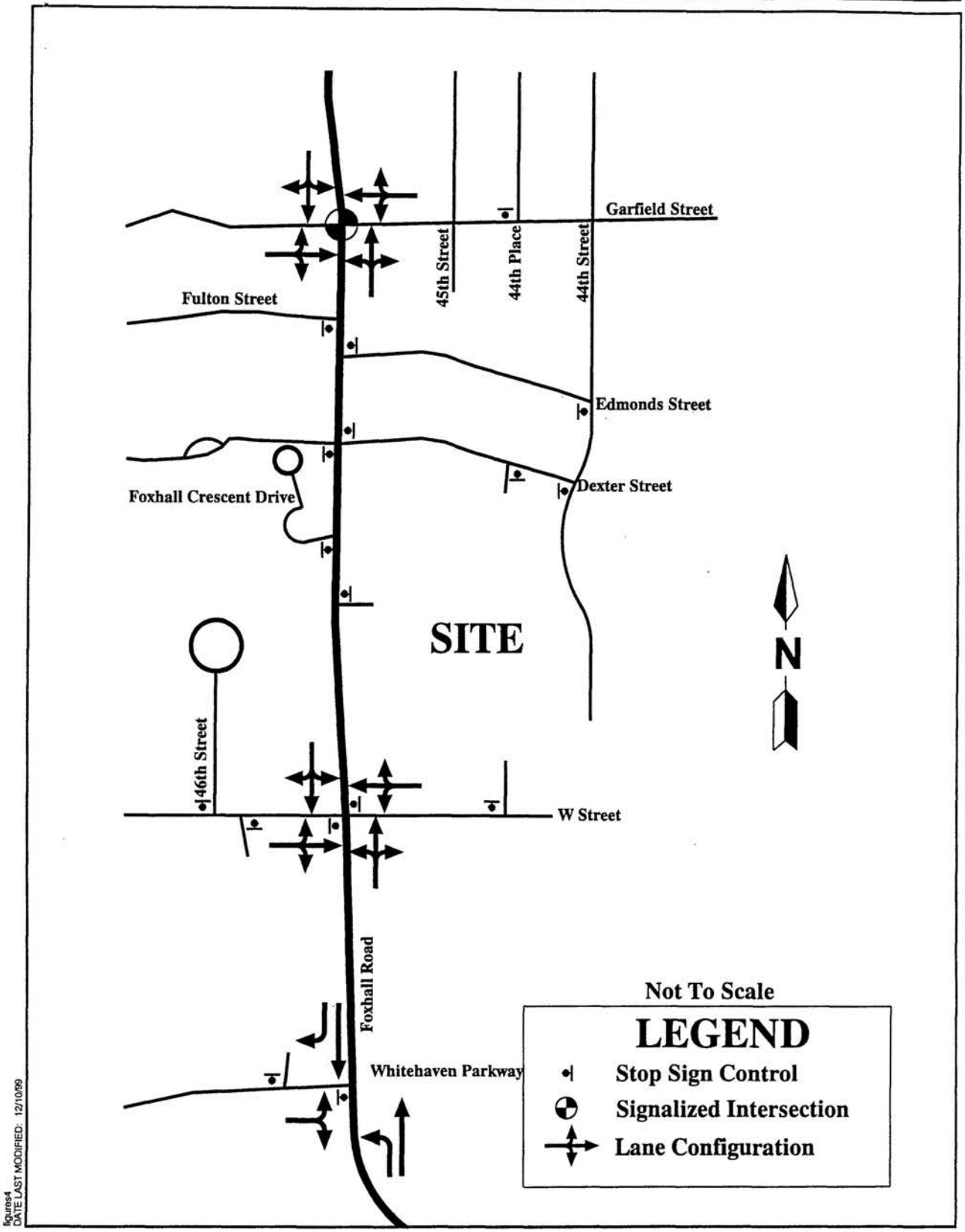


Figure 2
Existing Lane Configuration

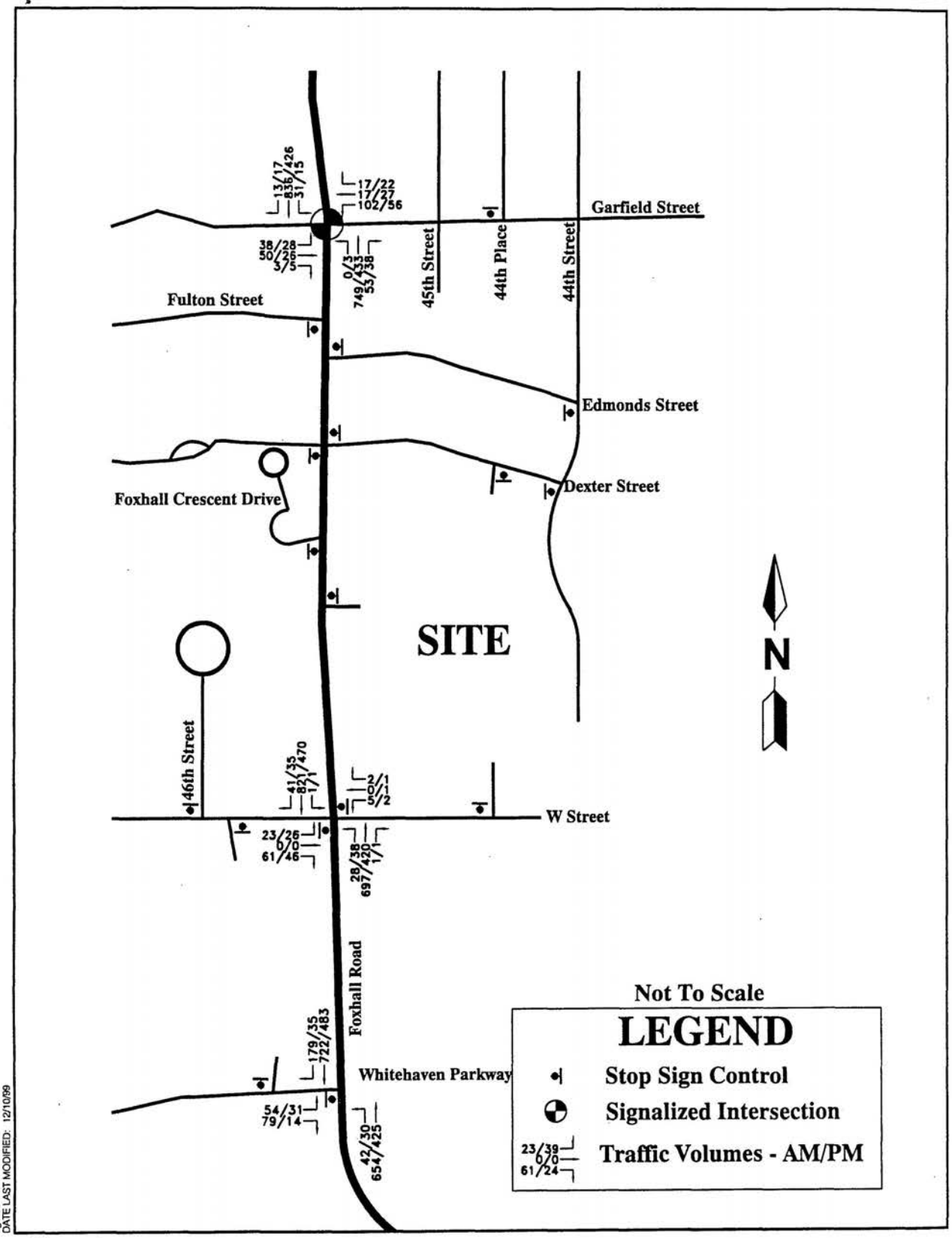


Figure 3
Existing Traffic Volumes

- Level of Service B describes operations with average control delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

- Level of Service C describes operations with average control delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures when not all waiting vehicles clear the intersection during one green period may begin to appear at this level. The number of vehicles stopping is noticeable at this level although many still pass through the intersection without stopping. This is generally considered the lower end of the range of the acceptable level of service in rural areas.

- Level of Service D describes operations with average delay per vehicle in the range of 35.1 to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicles that do not have to stop declines. Individual signal cycle failures, where all waiting vehicles do not clear the intersection during a single green time, are noticeable. This is the design level of service for high volume suburban intersections.

- Level of Service E describes operations with average control delay in the range of 55.1 to 80.0 seconds per vehicle. These higher delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures are frequent occurrences. (LOS E has been set as the limit of acceptable conditions in congested areas.)

- Level of Service F describes operations with average control delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a rate that exceeds the capacity of the intersection. It may also occur at high volumes with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such delays.

Unsignalized Intersections: The unsignalized intersection level of service analysis does not account for variations in driver behavior or the effects of nearby traffic signals. Therefore, the results from this analysis usually indicates worse levels of service than may be experienced in the field. The unsignalized intersection level of service descriptions are provided below:

- Level of Service A. Describes operations where there is very little to no conflicting traffic for a minor side street movement, i.e., an average total control delay of less than 10.0 seconds per vehicle.

- Level of Service B. Describes operations with average total control delay in the range of 10.1 to 15.0 seconds per vehicle.

- Level of Service C. Describes operations with average total control delay in the range of 15.1 to 25.0 seconds per vehicle.
- Level of Service D. Describes operations with average total control delay in the range of 25.1 to 35.0 seconds per vehicle.
- Level of Service E. Describes operations with average total control delay in the range of 35.1 to 50.0 seconds per vehicle.
- Level of Service F. Describes operations with average total control delay greater than 50.0 seconds per vehicle. LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through or enter a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queuing on the minor approaches. It is important to note that LOS F may not always result in long queues or delays but may result in adjustments to normal driver behavior.

Existing Levels of Service

Table 1 summarizes the existing baseline traffic operations within the study area designated for the proposed school relocation during the critical AM and PM peak hours.

TABLE 1

Existing Capacity Analysis Levels of Service (LOS)

Roadway Intersection	**AM Peak Hour**	**PM Peak Hour**
Signalized Intersection	***LOS***	***LOS***
Foxhall Road and Garfield Street	C	B
Unsignalized Intersections	***LOS***	***LOS***
Foxhall Road and W Street		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	F	C
Westbound Approach	E	E
Foxhall Road and Whitehaven Parkway		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	F	C

The results of the existing capacity analysis indicate that the signalized intersection of Foxhall Road and Garfield Street operate at an overall acceptable level of service during the AM and PM peak hours. The major commuter through movements at the intersections of Foxhall Road with W Street and with Whitehaven Parkway operate at very good levels of service during the AM and PM peak hours. The minor eastbound and westbound approaches to Foxhall Road from W

Street and from Whitehaven Parkway experience significantly longer delays due to high commuting volumes along Foxhall Road. This is the case at many of the unsignalized intersections along Foxhall Road. This situation is also compounded with the poor sight distance for vehicles waiting to turn left from W Street onto Foxhall Road.

Identification of Existing Traffic Issues

Within the vicinity of the relocation site, there are several traffic-related issues that have been identified as areas of concern. These issues have been identified from general observations made during field visits to the proposed relocation site. These traffic issues include the following:

1. The sight distances along Foxhall Road in the vicinity of the school relocation site are not favorable due to the existing vertical and horizontal curvatures of the roadway.
2. Vehicular speeds along the Foxhall Road corridor exceed the posted speed limit of 25 mph in the vicinity of the relocation site.
3. Foxhall Road serves a significant amount of north-south commuter traffic by providing access from Nebraska Avenue and Loughboro Road to Georgetown ad the Whitehurst Freeway. This commuter traffic contributes to the speeding and congestion experienced by motorists in the Foxhall Road corridor.

FUTURE CONDITIONS

Proposed Site Access

Existing vehicular access to this site consists of two driveways along the east side of Foxhall Road connected by a front door loop. Proposed vehicular access to the site will be provided only on Foxhall Road, although the property has limited frontage on 44th Street and W Street. As part of the development proposal, the northern driveway will be maintained and the southern driveway will be relocated to a point approximately 80 feet from the southern property line. This southern entrance will allow only right turns into and out of the property to avoid difficult left turns into and out of the site at this location.

The existing northern entrance on Foxhall Road is the safest location for vehicles to turn left into and out of the site because the sight distance at this location is adequate. Therefore, it is recommended that left turns into this relocation site be allowed only at the existing northern site entrance on Foxhall Road. Left turns out of the site will **not** be allowed during the morning peak period of arrivals. Therefore, during the morning peak hour, all exiting traffic will be required to turn right onto Foxhall Road. Left turns out of the site will be allowed only during other times of the day and only at the northern entrance, where sight distance is adequate. Based on preliminary discussions with DCDPW, it may be beneficial to station a traffic officer at the northern entrance during the morning peak period to ensure safe access, especially for left-turns into the site. This will have the added benefit of reducing speeding due to the police presence. Right turns into and out of the site will be accommodated at both entrances at all times.

School zone warning signs will be posted along Foxhall Road to alert motorists to the school entrances. These signs will have flashing lights during the school traffic peaks. Research has shown that these devices significantly reduce speeding.

Proposed School Program

The Field School is proposing to add 48 students and 11 employees to its existing student population of 212 and existing employee population of 49, with the ability to increase over time to a maximum student enrollment of 320 students and employee population of 74 employees. The planned relocation and expansion will be accommodated at the relocation site with an expansion to the Cafritz house, the construction of two academic buildings, the addition of a gymnasium and athletic field, and the installation of surface parking. The footprint of the building development also includes a future building to hold all-school assemblies. As noted above, the new plan maintains the existing northern entrance, removes the existing southern driveway, and proposes an additional right-turn in/right-turn out driveway along Foxhall Road to accommodate the anticipated traffic flow of vehicles into and out of the campus.

Projected Trip Generation

The number of vehicle trips that will be generated by the proposed development were estimated using traffic surveys distributed to parents of the existing school population and mode choice and travel pattern observations performed at the existing school site. The surveys provided useful information on the general travel patterns of the school population and identified the need for public transportation opportunities. Table 2 presents the trip generation estimates for the AM and PM peak hours.

As part of this analysis, several assumptions were made to determine the anticipated traffic and parking demand. These assumptions include the following:

- Based on the surveys, the need for a shuttle to the Metrorail and bus system was identified. Surveys indicate that 90% of the respondents would consider utilizing the shuttle bus service, but for this analysis, a conservative estimate of 36% was assumed to utilize shuttle bus service. This percentage was used because it represents the existing utilization of public transportation at the existing school site. It is assumed that shuttle bus service will be provided for students to the Tenleytown station, with the addition of a second location if the demand warrants it.
- It was assumed that all of the employees will drive and all will arrive and leave during the school peak hours, although arrival and dismissal times are currently staggered for part-time personnel.

TABLE 2

Projected Trip Generation at Maximum Enrollment of 320 Students and 74 Employees

	Students/ Employees	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
		Enter	Exit	**Total**	Enter	Exit	**Total**
Students Who Drive	76*	38	0	38	0	21	21
Students Who Are Driven	129	101	101	202	9^	9^	18^
Students Who Take Shuttle	115	3**	3**	6**	3**	3**	6**
Employees	74	74	0	74	0	74	74
Total	394	216	104	320	12	107	119

Note: ^ - represents a majority of the student population staying afterschool to participate in athletics and extracurricular activities
* - represents the requirement for student drivers to drive at least one other student to school
** - represents a shuttle bus arriving and departing every 20 minutes

Directional Distribution

Using student zip code information, and student surveys, the directional distribution of the projected vehicular trips was determined to be 65% of the site generated traffic originating from north of the site and 35 % from south of the site. Figure 4 presents the directional distribution of the site generated trips to the proposed school site.

Future Traffic Volumes

Using existing traffic volumes as a baseline level of traffic activity, future volumes were determined by adding the proposed vehicular trip generation to the existing traffic volumes and by applying the directional distribution percentages to account for the origins and destinations of the school-related traffic. Figure 5 presents the site generated traffic volumes for the Field School. Figure 6 presents the future traffic volumes with the projected future GW/MVC development and with the relocation of the Field School to Foxhall Road.

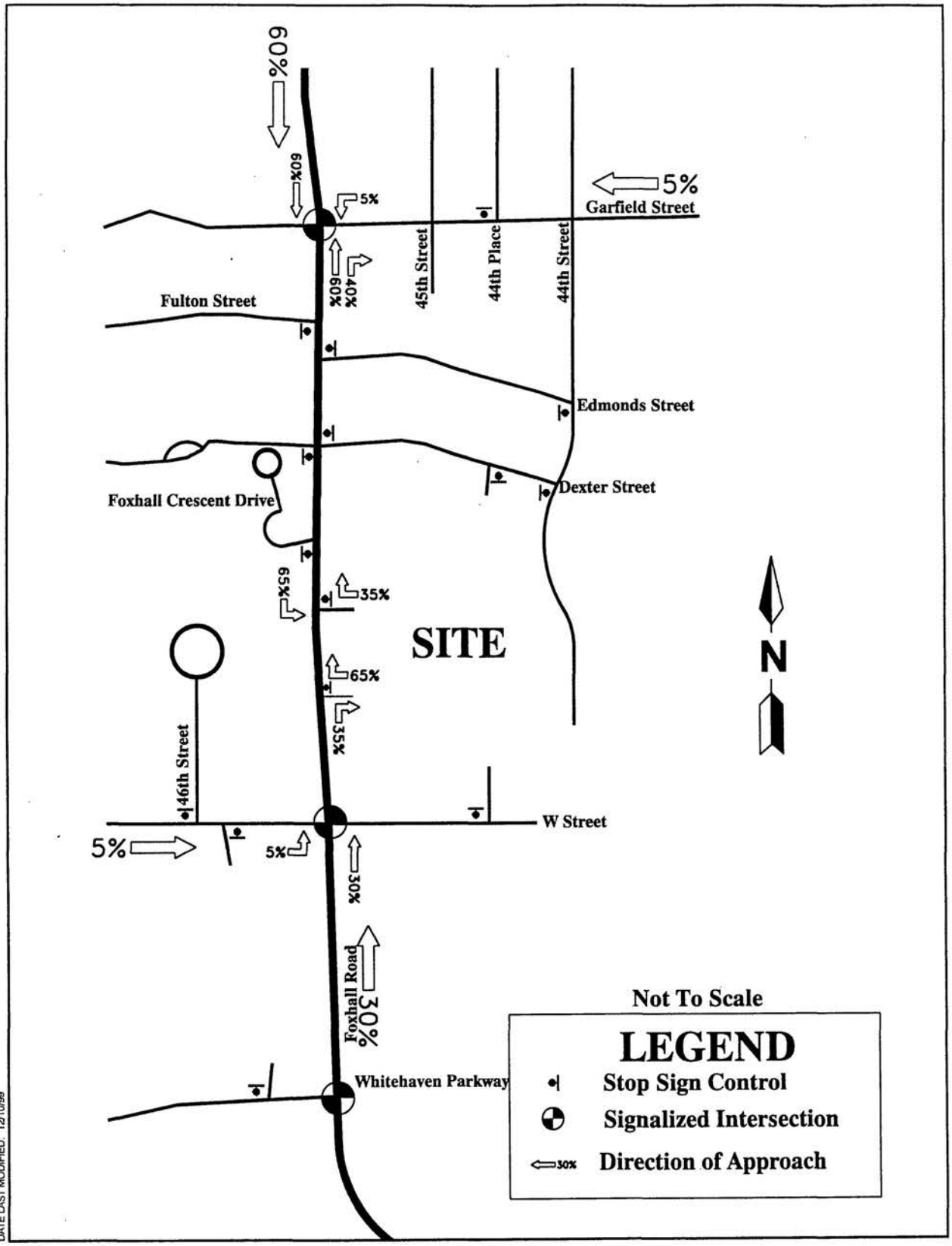


Figure 4
Directional Distribution

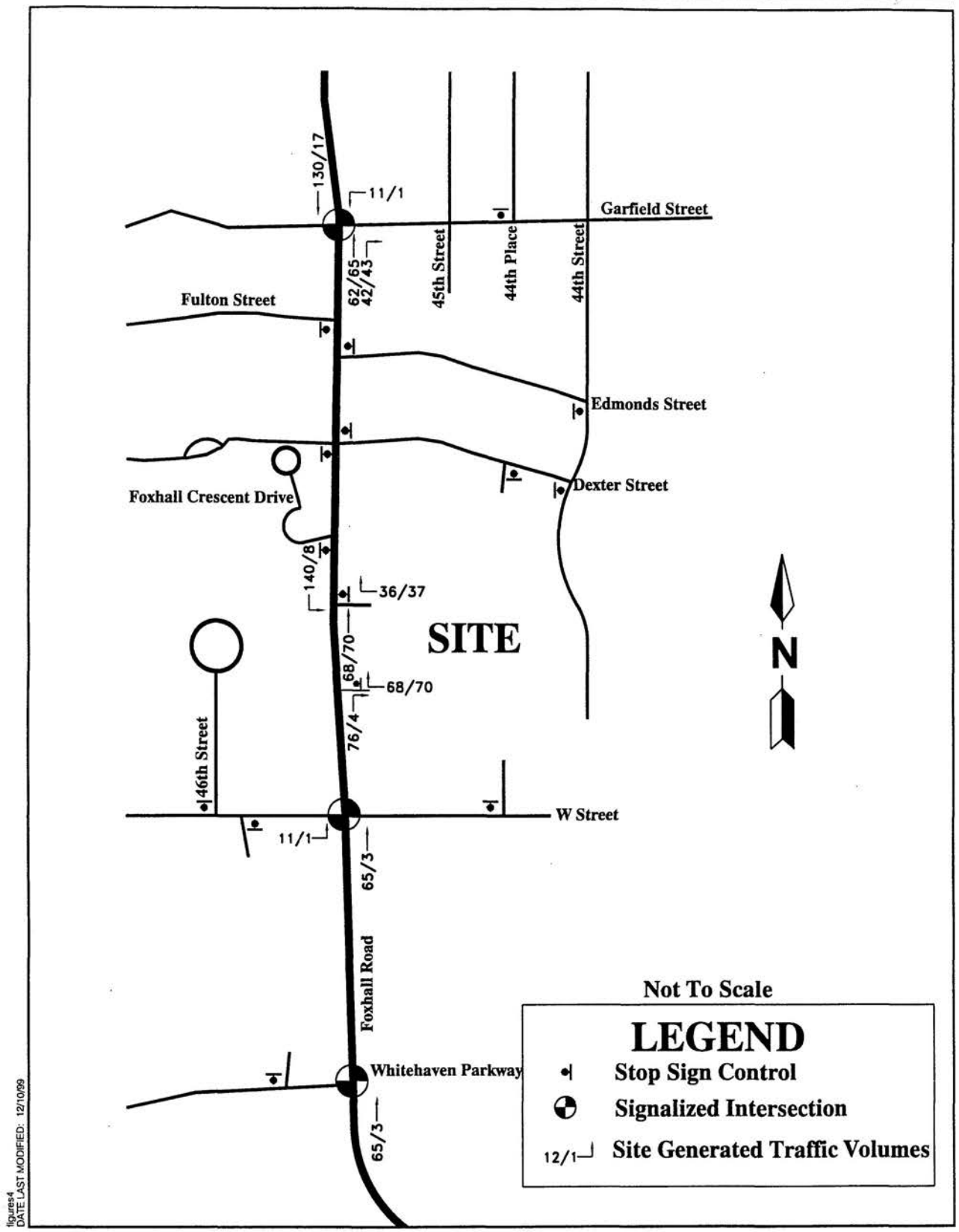
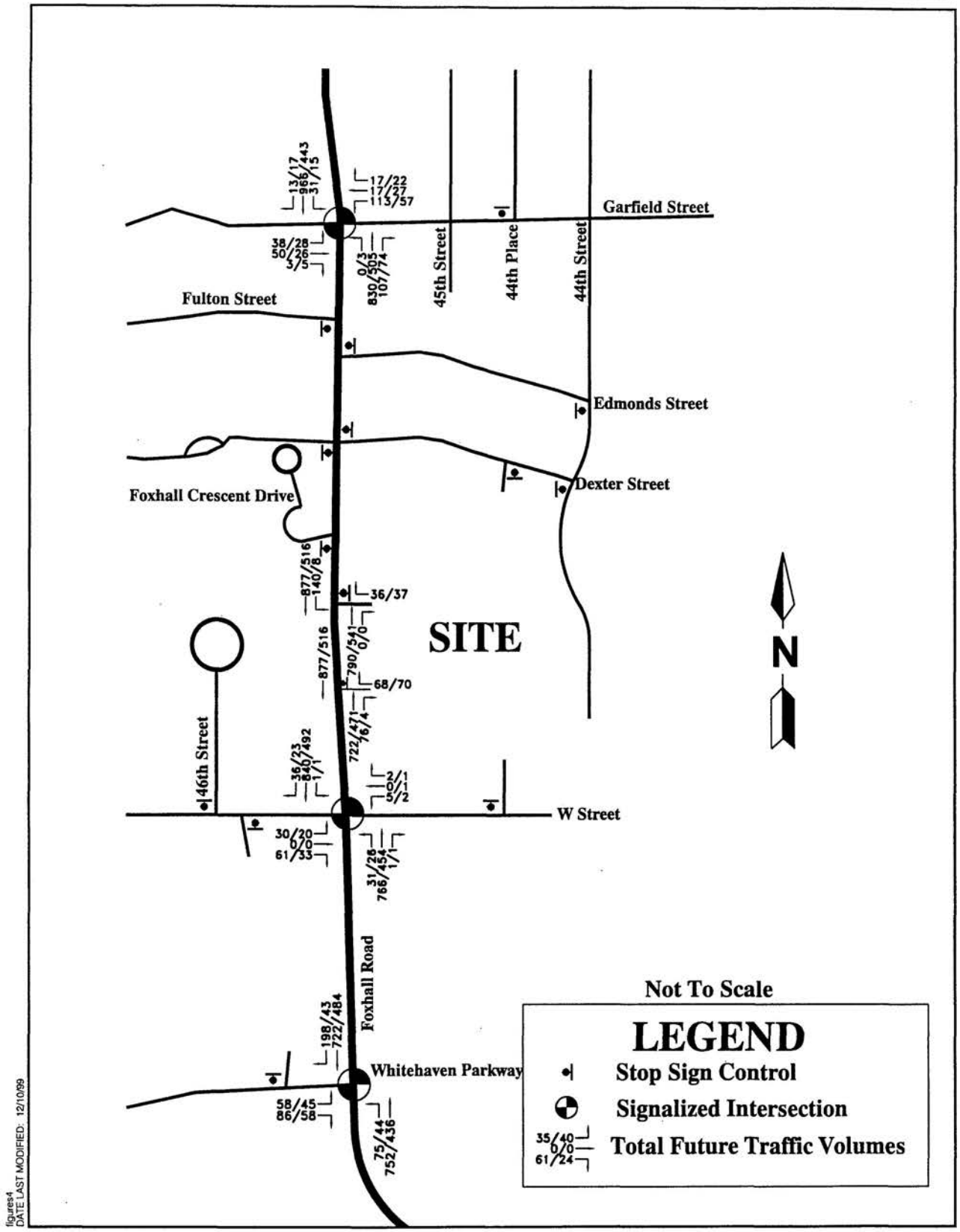


Figure 5
Future Site Generated Volumes



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Figure 6
Future Traffic Volumes

Total Future Levels of Service

In response to community concerns regarding delays associated with turning onto Foxhall Road from minor street approaches and general traffic safety in the Foxhall Road corridor, the District of Columbia Department of Public Works (DCDPW) has proposed to install traffic signals at the intersections of Foxhall Road/W Street and Foxhall Road/Whitehaven Parkway. The installation of these signals will provide the opportunity for motorists to turn to and from Foxhall Road safely with acceptable delays. It is expected that the Foxhall Road/Whitehaven Parkway will have a fully functioning traffic signal by August 2000. Table 3 summarizes the total future traffic operations within the study area designated for the proposed school relocation during the critical AM and PM peak hours.

TABLE 3

Total Future Capacity Analysis Levels of Service (LOS)

Roadway Intersection	AM Peak Hour	PM Peak Hour
Signalized Intersections	***LOS***	***LOS***
Foxhall Road and Garfield Street	C	B
Foxhall Road and W Street	C	B
Foxhall Road and Whitehaven Parkway	A	A

The results of the total future capacity analysis indicate that all of the studied intersections along Foxhall Road are projected to operate at an overall acceptable level of service during the AM and PM peak hours.

Shuttle Bus Program

As identified by the survey responses, shuttle bus linkages to the Metrorail system are an important part of the school transportation system. Responses to the shuttle bus program from the surveys have indicated that the likely location for this program is the Tenleytown station (Red Line). The Foggy Bottom/GWU (Blue and Orange Lines) Metrorail station is a possible second location if demand warrants it.

It is recommended that the shuttle bus program be implemented to serve the Tenleytown (Red Line) station and, if needed, the Foggy Bottom/GWU (Blue and Orange Lines) Metrorail station, because access to three Metrorail lines and associated Metrobus lines would be provided. Also, these two stations would represent the nearest and most convenient Metrorail stations to the school relocation site. Figure 7 presents the shuttle bus route to and from the Tenleytown Metrorail station and the relocation site.

Circulation and Stacking Considerations

The existing school site at Wyoming Avenue experiences relatively small queues for both AM drop-off and PM pick-up operations. During the AM peak hour, the maximum queuing consisted of 4 vehicles arriving at the school at one time to drop off their children. Similarly, during the PM peak hour, the maximum queuing also resulted in 4 vehicles arriving at the school



Figure 7
Future Shuttle Bus Route

at one time to pick up children. In order to accommodate the anticipated traffic demand at the relocation site, it is recommended that the on-site stacking capacity be sufficient to accommodate a maximum of 10 vehicles waiting to pick up or drop off students. Based on the submitted site plan, the site will be able to accommodate this queuing requirement with significant additional capacity remaining.

Due to the presence of two driveways, it is recommended that the roadway in front of the school of the school be two-way to allow for vehicles from either driveway to access the front door of the school. It is recommended that a travel lane in each direction, as well as a pull-off lane in each direction be provided to allow for efficient pick up and drop off operations.

Based on preliminary discussions with DCDPW, it may be beneficial to station a traffic officer at the northern entrance during the morning peak period to create the necessary gaps in traffic to allow for vehicles to turn left into the northern driveway safely.

It is recommended that school zone warning signs and beacons be installed along Foxhall Road at the appropriate locations to be discussed with the District of Columbia Department of Public Works. These traffic control signs and devices would facilitate the speed control of vehicles in the vicinity of the Field School on Foxhall Road.

Projected Parking Demand

In order to determine the minimum parking requirements for the Field School, the zoning regulations mandate the following parking requirements:

- 2 spaces for every 3 employees (based on 74 employees): 49 parking spaces
- 1 space for each 20 classroom seats in largest public assembly area (assuming 320 classroom seats): 16 spaces

The minimum parking requirement as specified by zoning regulations is 65 parking spaces.

Because there is no convenient on street parking areas, it is important for the school to provide sufficient parking on-site. Based on the trip generation projected for the Field School, the following parking requirements were identified:

- 1 space per employee (based on 74 employees): 74 spaces
- 1 space per student driver: 38 spaces
- Parking for visitors based on experience at the existing site: 10 spaces

Based on the requirements detailed above, the practical parking requirement for the Field School is 122 parking spaces. The parking proposed for the relocation site is 128 parking spaces, which will be sufficient to accommodate the parking demand experienced on a daily basis.

$66 \times 2 = 50 + 16$

$3 \overline{)74}$ R 2

CONCLUSIONS

The objective of this study was to determine the traffic issues and possible solutions surrounding the proposed relocation and expansion of The Field School in Washington, D.C. The major findings and conclusions reached through this study are as follows:

Existing Conditions

- For the studied intersections, the Foxhall Road approaches currently operate at acceptable levels of service during the AM and PM peak hours. For the minor street approaches of W Street and Whitehaven Parkway to Foxhall Road, extensive delays occur due to the heavy commuter through volumes along Foxhall Road, thus making it difficult for motorists to turn onto Foxhall Road.
- The major community-related traffic issues consist of poor sight distances along Foxhall Road, excessive vehicular speeds within the Foxhall Road corridor, and excessive delays for traffic entering Foxhall Road from unisignalized local streets.

Future Proposed Conditions

- The Field School will generate traffic levels which can be accommodated by the public street system without adverse impacts.
- All of the studied intersections will operate at acceptable levels of service during the AM and PM peak hours with the installation of traffic signals at the intersection of W Street/Foxhall Road and Whitehaven Parkway/Foxhall Road proposed by DCDPW.
- Access to the site would only be provided from Foxhall Road. The new plan maintains the existing northern entrance, removes the existing southern driveway, and proposes an additional right-turn in/right-turn out driveway along Foxhall Road to accommodate the anticipated traffic flow of vehicles into and out of the campus, while providing the opportunity for access with adequate sight distance. Left turns into the site would only be allowed at the northern entrance. Left turns out of the sight would only be allowed at the northern entrance during non-peak hours. Right turns into and out of the site will be allowed at both entrances.
- Based on school surveys and existing site observations, Field School students would utilize public transportation via shuttle bus service that would link the relocated site to the Tenleytown (Red Line) Metrorail station. If demands warrants it, service would be extended to include the Foggy Bottom/GWU (Blue and Orange Lines) Metrorail station.
- The proposed development plan will provide 128 parking spaces to accommodate the projected parking demand of approximately 122 parking spaces.
- Based on preliminary discussions with DCDPW, it may be beneficial to station a traffic officer at the northern entrance during the morning peak period to ensure safe access, especially for left-turns into the site. This situation will also be conducive to controlling vehicular speeds along Foxhall Road in the vicinity of the Field School.

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