

January 30, 2007

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Board of Zoning Adjustment
441 4th Street, NW, Suite 210S
Washington, DC 20001

Re: BZA Application 17521 - Agreed-Upon Elevations
601-645 H Street, NE (Square 859, Lot 177)

Dear Members of the Board:

On behalf of 601-645 H Street Ventures LLC (the "Applicant"), we hereby submit one original and twenty copies of the final elevations for the project (Exhibit A). At the close of the public hearing on December 6, 2006, the Board left the record open until January 30, 2007 for the Applicant to submit final elevations incorporating refinements to the project's design. These refinements have been made in working with the various community groups and the Applicant understands that all community groups involved in this application have approved these elevations. Also enclosed herewith is one original and twenty copies of the memorandum prepared by the Applicant's traffic consultant and submitted to the District Department of Transportation discussing the justification for the proposed mid-block traffic signal on H Street, N.E. at the proposed driveway for the project. (Exhibit B).

With the submission of these elevations, the Board can decide the remaining relief for this application, namely (i) the special exception to permit construction of an addition to a building that increases the gross floor area by more than 50% on a lot of 6,000 square feet or more (§1320.4(f) and §1325) and (ii) the special exception from the requirements of the H Street Overlay District to permit a driveway on H Street leading to required parking spaces (§1303.2).

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17521

EXHIBIT NO. 105

2007 JAN 30 PM 2:10

D.C. OFFICE OF ZONING

RECEIVED

Board of Zoning Adjustment
District of Columbia
CASE NO.17521
EXHIBIT NO.105A1

We look forward to the Board's consideration of this application. Thank you for your attention to this matter.

Very truly yours,



Norman M. Glasgow, Jr.



Kyrus L. Freeman

cc: ANC 6C (w/encl., via UPS)
Travis Parker, Office of Planning (w/encl., via UPS)
Terres (Drew) Ronneberg, ANC 6A (w/encl., via UPS)
Hillary Axiom, 6th Street and H Street NE Neighborhood Association (w/encl., via UPS)
Gary Peterson, Capitol Hill Restoration Society (w/encl., via UPS)
Monte Edwards, Stanton Park Neighborhood Association (w/encl., via UPS)

A



ELEVATION 1

H STREET CONDOMINIUMS
01.21.07

DEVELOPER **Washington Real Estate Partners**
ARCHITECT **DAVIS • CARTER • SCOTT**





ELEVATION 2

H STREET CONDOMINIUMS

01.21.07

DEVELOPER

Washington Real Estate Partners

ARCHITECT

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ELEVATION 3

H STREET CONDOMINIUMS

01.21.07

DEVELOPER **Washington Real Estate Partners**
ARCHITECT **DAVIS • CARTER • SCOTT**





ELEVATION 4

H STREET CONDOMINIUMS
01.21.07

DEVELOPER **Washington Real Estate Partners**
ARCHITECT **DAVIS • CARTER • SCOTT**



B



WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Christopher Delfs
Ward 6 Neighborhood Transportation Planning Coordinator
District Department of Transportation

FROM: Christopher L. Kabatt, P.E.
Martin J. Wells, P.E.

DATE: January 25, 2007

SUBJECT: BZA Case No. 17521
Square 859, H Street Condominiums
H Street Mid-Block Signal

Introduction

This memorandum discusses a mid-block traffic signal on H Street between the 6th and 7th Streets intersections at the proposed driveway for the Square 859 H Street Condominiums project, BZA Case No. 17521.

A mid-block traffic signal would provide a controlled, marked location for pedestrians that currently jay walk across H Street. With the planned residential and commercial development along the H Street Corridor, pedestrian activity on both sides of the street is anticipated to increase, thus likely increasing the number of mid-block crossings. The precedence of mid-block signals have been established in the District of Columbia. One example is on F Street, NW between 13th and 14th Streets and another is on the unit block of H Street, NE.

Commercial uses line the block of H Street between 6th and 7th Streets. Bus stops for the X1 and X2 Metrobus lines are located on the north and south sides of H Street, east of 6th Street. The 6th Street intersection is approximately 630 feet, center of intersection to center of intersection, from 7th Street. The 6th and 7th Streets intersections with H Street are controlled by traffic signals. Crosswalks and pedestrian signal heads are provided on each leg of the 6th and 7th Streets intersections.

A Traffic Impact Study (TIS), Wells & Associates, LLC, November 17, 2006, and a Traffic Impact Study Supplement Memorandum, Wells & Associates, LLC, December 1, 2006, were prepared and submitted to the District Department of Transportation (DDOT). Both of the documents evaluated traffic impacts associated with the H Street Condominiums project with left turn restrictions at the proposed driveway on H Street. This document focuses on the justification and the impact of a mid-block signal on H Street.

The analysis documented in this memorandum includes a full movement driveway on H Street serving the proposed H Street Condominiums project. This memorandum evaluates the following:

1. Existing and future pedestrian counts crossing H Street.
2. Peak hour levels of service at the site driveway on H Street and key study intersections.
3. Progression of vehicular traffic on H Street.

Sources of data for this memorandum included pedestrian and vehicular traffic counts conducted by Wells & Associates, H Street N.E. Corridor Transportation Study, the Highway Capacity Manual 2000, the Manual on Uniform Traffic Control Devices (MUTCD), Institute of Transportation Engineers, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia Office of Planning, the District Department of Transportation (DDOT), Davis Carter and Scott, and 601-645 H Street Ventures, LLC.

Pedestrian Counts

The number of existing and future pedestrian crossing H Street at and between the 6th and 7th Streets intersections were identified. Although traffic signals, crosswalks and pedestrian signal heads are provided at the 6th and 7th Streets intersections, field observations confirmed a number of pedestrians cross H Street between 6th and 7th Streets, outside of the crosswalks or mid-block. The mid-block pedestrian crossing are likely occurring because of the distance between 6th and 7th Street, the commercial uses on either side of H Street, and the Metrobus stops east of the 6th Street intersection.

Existing pedestrian counts were collected by Wells & Associates at the H Street intersections with 6th and 7th Street, and in between the two intersections on Tuesday, December 19, 2006 from 7:00 AM until 8:00 PM. Any pedestrian crossing H Street between 6th and 7th Street outside of the marked crosswalks were identified as mid-block crossings. The AM and PM commuter peak hour and the 13 hour pedestrian counts are summarized in Table I and are shown in Appendix A.

As shown in Table 1, 67 pedestrians crossed H Street, mid-block, during the AM commuter peak hour, 95 pedestrians crossed H Street during the PM commuter peak hour, and 1,137 pedestrians crossed mid-block over the 13 hour period. From 10:45 AM until 5:15 PM, over 100 pedestrians cross H Street mid-block per hour. A mid-block traffic signal would provide a safer crossing location for pedestrians currently jay walking across H Street.

Future development along the H Street corridor, including the proposed H Street Condominiums project and planned redevelopment of Square 858 on the north side of H Street, between 6th and 7th Streets, will increase the residential population and the commercial uses. According to the H Street N.E. Corridor Transportation Study, the population within walking distance (in a 1/4 mile zone) along the corridor could potentially double over a 25 year period. Over a three (3) year period pedestrian counts were assumed to increase by 12 percent ($(100 \text{ percent} / 25 \text{ years}) \times 3 \text{ years} = 12 \text{ percent}$).

Applying the 12 percent increase to the pedestrians currently jay walking across H Street between 6th and 7th Street, it is anticipated that 75 pedestrians will cross H Street, mid-block, during the AM commuter peak hour, 107 pedestrians during the PM commuter peak hour, and 1,274 pedestrians will cross mid-block over a 13 hour period.

A new traffic signal at the proposed driveway for the H Street Condominiums project would provide a safer crossing location for pedestrians. People using the commercial establishments on the north and south sides of H Street and using the Metrobus stops would be able to cross H Street at a controlled location.

Peak Hour Level of Service

The AM and PM commuter peak hour level of service (LOS) at the proposed driveway on H Street, at the 6th and 7th Streets intersections with H Street, and at other key intersections were evaluated based on the future traffic forecasts shown on Figure 1, the Highway Capacity Manual methodology and Synchro. The background forecasts and H Street Condominium projects site traffic assignments are attached in Appendix B. The LOS worksheets are shown in Appendix C. For comparison purposes, the peak hour LOS for the study intersection as presented in the TIS and the TIS Supplement Memorandum are shown in Table 2 along with the full movement driveway analysis results.

Consistent with the TIS, a 100 second cycle length was used at the H Street intersections with 6th, 7th, and 8th Streets and the proposed H Street Condominiums driveway. Timings for the phasing and splits were optimized within the 100 second cycle length.

Table 2 indicates that the full movement driveway on H Street would operate at LOS “A” during the AM peak hour and at LOS “A” during the PM peak hour. The northbound driveway movements would operate at LOS “C” during the AM peak hour and at LOS “C” during the PM peak hour. The westbound movements on H Street would operate at LOS “A” during the AM peak hour, while the eastbound movements would operate at LOS “A” during the PM peak hour. As shown in Table 2, without a traffic signal at the site driveway, northbound movements on the driveway operate at unacceptable levels during the AM and PM peak hours under STOP control.

The H Street/6th Street intersection would operate at LOS “C” during the AM peak hour and LOS “D” during the PM peak hour.

The H Street intersections with 7th Street and 8th Street would continue operating at levels of service consistent with background levels during the AM and PM peak hours. The section of 7th Street between H Street and the garage and alley access, in this analysis scenario, operates one-way southbound. Signal timing modifications could help alleviate vehicle delays at the H Street study intersections during both the AM and PM peak hours.

All approaches at the unsignalized intersections would continue operate at levels of service of service comparable to background levels, during both the AM and PM peak hours.

As concluded in the TIS, the subject development would have no objectionable impact on the public street network with the proposed signalized, full movement driveway on H Street.

Progression of Vehicular Traffic on H Street

The progression of vehicular traffic on H Street through the 6th Street, proposed driveway, 7th Street, and 8th Street intersections was evaluated during the AM and PM commuter peak hours using Synchro. The Synchro analysis evaluated the movement of vehicles through the group of intersections along H Street taking into account signal phasing and timing, distance between intersections, intersection geometrics, vehicular traffic counts, pedestrian counts, and signal coordination.

Based on the Synchro analysis results, the group of intersections on H Street should be coordinated. Optimizing the signal phasing and timing would maintain progression along H Street as demonstrated in the peak hour levels of service.

Conclusions

This memorandum provides justification and evaluates the impact of a mid-block signal on H Street at the proposed driveway for the H Street Condominiums project.

A new traffic signal would provide a marked crossing at a controlled location for pedestrians that jay walk between the 6th and 7th Streets intersections. As confirmed by the current pedestrian counts and with the anticipated increase in pedestrian activity along the H Street Corridor, over 100 pedestrians per hour jay walk across H Street during the afternoon hours.

The 6th, 7th, and 8th Street intersections and the site driveway on H Street would operate at overall LOS "C" or better during the AM peak hour and LOS "D" or better during the PM peak hour. The east and westbound through movements on H Street at these intersections would operate at acceptable levels with the new signal. With a coordinated signal phasing and timing system, progression on H Street could be maintained.

In summary, with the heavy through movements on H Street and the number of pedestrians crossing H Street between 6th and 7th Streets outside of the crosswalks, a new traffic signal at the H Street Condominiums site driveway would provide a safer, marked crossing at a controlled location for pedestrians. With a coordinated traffic signal system, the new traffic signal would not impede through traffic on H Street.

Table I
Square 859, H Street Condominiums
Future Pedestrian Forecasts ¹

Time Period	Crossing H St at 6th & 7th St	Crossing H St Mid-Block	Total	Percent Crossing at 6th & 7th	Percent Crossing Mid-Block	Future Forecast 2009	Future Forecast & 7th (2009)	Future Forecast 6th Crossing Mid-Block (2009)
AM Peak Hour 8:00 9:00	116	67	183	63%	37%	205	130	75
PM Peak Hour 4:30 5:30	175	95	270	65%	35%	303	196	107
13 Hour Total	1526	1137	2663	57%	43%	2983	1709	1274

Notes: ¹ Pedestrian Counts were taken Tuesday, December 19th, 2006 from 7:00 AM to 8:00 PM

Table 2
Square 859, H Street Condominiums
Intersection Level of Service (1,2,3)

Intersection	Control	Approach	Existing		Background		Total Future Option 1		Total Future Option 2		Total Future Option 3	
			AM	PM	AM	PM	Full Movement Signalized Intersection at Site Access	Full Movement Signalized Intersection at Site Access	H Street Right-in Only & One-way 7th Street	H Street Right-in Only & One-way 7th Street	H Street Right-in/Right-out & One-way 7th Street	H Street Right-in/Right-out & One-way 7th Street
1. H Street NE & 6th Street NE	Signalized	EB	B (10.5)	C (27.0)	B (11.4)	E (64.8)	NA	NA	NA	NA	NA	NA
		WB	A (3.0)	A (6.3)	A (6.2)	A (6.6)	NA	NA	NA	NA	NA	NA
		NB	D (51.1)	E (56.1)	E (58.8)	E (63.7)	NA	NA	NA	NA	NA	NA
		Overall	B (12.2)	C (26.8)	B (15.4)	D (50.8)	NA	NA	NA	NA	NA	NA
	BACKGROUND IMPROVEMENT: Signal Timing & Optimization	Signalized	EB	NA	NA	B (13.3)	E (56.9)	B (14.0)	E (72.1)	NA	NA	NA
		WB	NA	NA	NA	C (24.9)	A (6.1)	C (31.5)	A (6.9)	NA	NA	NA
		NB	NA	NA	D (45.3)	E (71.9)	D (51.1)	E (67.3)	NA	NA	NA	NA
		Overall	NA	NA	C (26.2)	D (47.0)	C (31.7)	E (58.4)	NA	NA	NA	NA
	TOTAL FUTURE IMPROVEMENT: Change Lane Use to Left / Through-Right by Removing on Street Parking as well as Signal Timing & Optimization	Signalized	EB	NA	NA	NA	NA	B (10.6)	D (52.8)	A (9.4)	E (57.6)	A (9.4)
		WB	NA	NA	NA	NA	NA	B (16.9)	A (3.8)	A (4.8)	A (6.7)	A (4.8)
		NB	NA	NA	NA	NA	NA	D (52.7)	E (75.5)	D (55.0)	E (75.7)	D (49.0)
		Overall	NA	NA	NA	NA	C (21.6)	D (44.2)	B (14.4)	D (49.2)	B (13.2)	D (43.5)
2. H Street NE & Parking Lot	Unsignalized	WBL	A [1.5]	A [1.5]	A [1.5]	A [2.6]	NA	NA	NA	NA	NA	NA
		NBL	F [51.4]	F [93.6]	F [81.0]	F [189.2]	NA	NA	NA	NA	NA	NA
		NBR	B [13.0]	B [14.4]	B [13.2]	B [13.9]	NA	NA	NA	NA	NA	NA
		Overall	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	BACKGROUND IMPROVEMENT: Signal Timing & Optimization of Up & Downstream Intersections	Unsignalized	WBL	NA	NA	A [1.5]	A [2.5]	NA	NA	NA	NA	NA
		NBL	NA	NA	F [68.0]	F [156.4]	NA	NA	NA	NA	NA	NA
		NBR	NA	NA	B [13.1]	B [14.3]	NA	NA	NA	NA	NA	NA
		Overall	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	TOTAL FUTURE (NO SIGNAL):	Unsignalized	WBLT	NA	NA	NA	NA	A [0.6]	A [3.9]	NA	NA	NA
		NBLR	NA	NA	NA	NA	F [50.5]	F [927.1]	NA	NA	NA	NA
	IMPROVEMENT Add Signal	Signalized	EB	NA	NA	NA	NA	A (1.2)	A (0.9)	NA	NA	NA
		WB	NA	NA	NA	NA	NA	A (2.3)	A (3.7)	NA	NA	NA
		NB	NA	NA	NA	NA	C (34.7)	C (34.6)	NA	NA	NA	NA
		Overall	NA	NA	NA	NA	A (2.8)	A (2.7)	NA	NA	NA	NA
	TOTAL FUTURE IMPROVEMENT (ONE-WAY 7TH ST): New Vehicle Access Restricted to Right-in Only	Unsignalized	NBR	NA	NA	NA	NA	NA	NA	A [0.0]	A [0.0]	NA
		Overall	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	TOTAL FUTURE IMPROVEMENT (RIGHT-IN/RIGHT-OUT): New Vehicle Access Restricted to Right-in/Right-out Only	Unsignalized	NBR	NA	NA	NA	NA	NA	NA	NA	NA	A [9.7]
		Overall	NA	NA	NA	NA	NA	NA	NA	NA	NA	B [11.4]
3. H Street NE & 7th Street NE	Signalized	EB	A (5.7)	A (1.8)	A (6.0)	A (1.6)	NA	NA	NA	NA	NA	NA
		WB	D (47.0)	A (4.6)	F (97.9)	A (4.8)	NA	NA	NA	NA	NA	NA
		SB	C (32.9)	D (43.3)	C (33.2)	D (45.0)	NA	NA	NA	NA	NA	NA
		Overall	D (39.7)	A (6.1)	E (78.9)	A (5.9)	NA	NA	NA	NA	NA	NA
	BACKGROUND IMPROVEMENT: Signal Timing & Optimization	Signalized	EB	NA	NA	A (3.9)	A (1.8)	A (2.9)	A (6.4)	A (3.4)	A (2.3)	A (3.6)
		WB	NA	NA	D (39.9)	A (5.8)	D (35.3)	A (6.4)	D (35.8)	A (7.1)	D (36.2)	A (7.1)
		SB	NA	NA	D (42.4)	D (37.6)	D (44.5)	D (38.4)	D (44.3)	D (38.5)	D (44.4)	D (38.5)
		Overall	NA	NA	C (34.2)	A (5.7)	C (30.3)	A (9.0)	C (30.9)	A (6.7)	C (31.2)	A (6.8)
4. H Street NE & 8th Street NE	Signalized	EB	B (11.4)	A (6.3)	B (13.6)	B (12.0)	NA	NA	NA	NA	NA	NA
		WB	F (139.8)	A (8.1)	F (198.7)	A (8.5)	NA	NA	NA	NA	NA	NA
		NB	B (17.8)	D (38.0)	B (17.9)	D (39.1)	NA	NA	NA	NA	NA	NA
		Overall	C (21.9)	E (58.9)	C (22.3)	E (69.4)	NA	NA	NA	NA	NA	NA
	BACKGROUND IMPROVEMENT: Signal Timing & Optimization	Signalized	EB	NA	NA	A (7.6)	B (17.5)	A (4.3)	B (17.5)	A (4.4)	B (18.1)	A (4.5)
		WB	NA	NA	C (30.5)	A (9.5)	A (27.5)	A (9.5)	C (27.5)	A (9.5)	C (27.5)	A (9.6)
		NB	NA	NA	C (33.0)	D (36.0)	C (33.5)	D (36.3)	C (33.6)	D (36.2)	C (33.6)	D (36.3)
		Overall	NA	NA	D (52.7)	D (52.7)	D (52.2)	D (52.1)	D (52.4)	D (52.6)	D (52.4)	D (52.6)
5. 7th Street NE & Garage Entrance	Unsignalized	EBR	A [9.0]	A [9.4]	A [9.0]	A [9.5]	NA	NA	NA	NA	NA	NA
	TOTAL FUTURE IMPROVEMENT: Allow Two-way Traffic From Alley to H Street	Unsignalized	EBLR	NA	NA	NA	NA	A [9.0]	A [9.7]	A [9.3]	B [10.3]	A [9.2]
6. 7th Street NE & South Alley	Unsignalized	EBR	A [9.2]	A [9.6]	A [9.3]	A [9.7]	A [9.3]	A [9.8]	A [9.6]	B [10.3]	A [9.5]	B [10.1]
7. G Street NE & 7th Street NE	Unsignalized	WBTL	B [10.4]	A [8.2]	B [10.7]	A [8.3]	B [10.6]	A [8.4]	B [11.0]	A [8.6]	B [10.9]	A [8.5]
		SBTR	A [8.4]	A [8.3]	A [8.5]	A [8.6]	A [8.7]	A [8.8]	A [9.0]	A [9.3]	A [8.9]	A [9.1]
8. G Street NE & Alley	Unsignalized	SBR	B [10.2]	A [9.1]	B [10.3]	A [9.2]	B [10.3]	A [10.0]	B [10.6]	A [10.0]	B [10.5]	A [10.0]
9. G Street NE & 6th Street NE	Unsignalized	WBTR	B [11.5]	A [8.5]	B [12.1]	A [8.6]	B [12.4]	A [8.7]	B [13.7]	A [9.5]	B [13.3]	A [9.2]
		NBLT	B [14.0]	B [10.5]	C [15.3]	B [10.9]	C [15.9]	B [11.3]	C [16.9]	B [11.9]	C [16.6]	B [11.8]
10. 6th Street NE & Alley	Unsignalized	WBR	B [12.3]	B [11.2]	B [12.6]	B [11.4]	B [12.9]	B [11.6]	B [13.4]	B [12.2]	B [13.1]	B [11.9]

Notes:

¹ Based on ss Synchro version 6

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

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

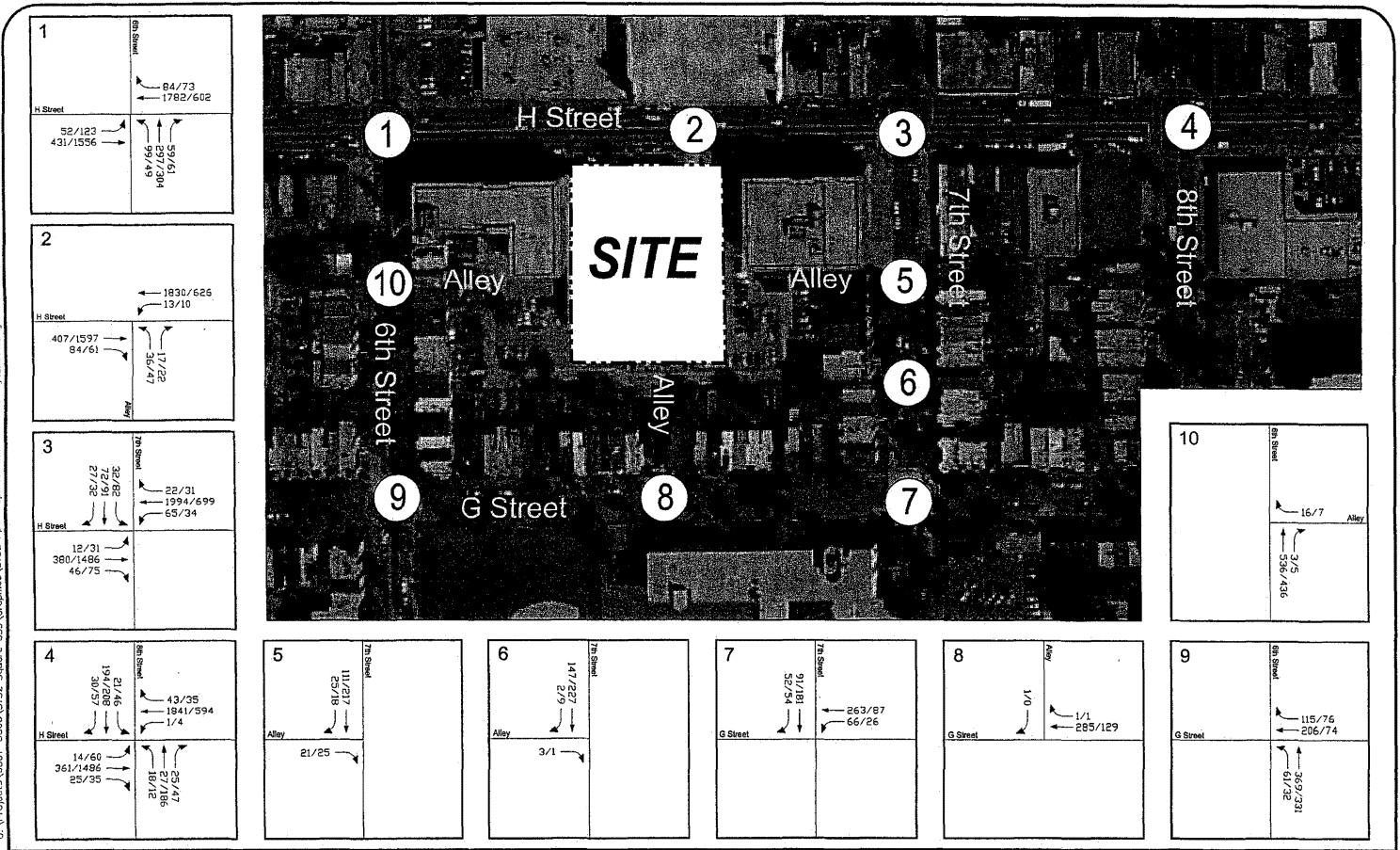


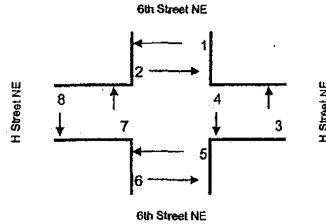
Figure 1
Total Future Peak Hour Traffic Forecasts

WY PEAK HOUR
TH PEAK HOUR
000/000



APPENDIX A
PEDESTRIAN AND BICYCLE COUNTS

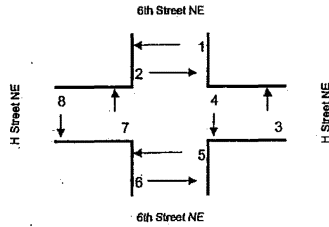
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	6th Street & H Street
Weather:	Clear
Date:	12/20/2006
Surveyor:	Janette



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	3	0	8	15	4	7	1	0	38	3	23	11	1
7:15	8:15	1	0	10	21	8	14	2	0	56	1	31	22	2
7:30	8:30	2	3	10	26	10	23	3	1	78	5	36	33	4
7:45	8:45	1	3	9	27	14	31	5	1	91	4	36	45	6
8:00	9:00	1	4	13	28	17	31	6	1	101	5	41	48	7
8:15	9:15	3	6	12	28	13	35	6	1	104	9	40	48	7
8:30	9:30	6	7	14	25	16	29	7	1	105	13	39	45	8
8:45	9:45	7	12	18	24	15	20	4	1	101	19	42	35	5
9:00	10:00	10	13	15	20	9	20	3	6	96	23	35	29	9
9:15	10:15	11	16	13	19	14	10	3	6	92	27	32	24	9
9:30	10:30	24	21	15	23	18	22	4	11	138	45	38	40	15
9:45	10:45	32	22	15	18	17	26	4	13	147	54	33	43	17
10:00	11:00	34	23	16	18	20	22	4	8	145	57	34	42	12
10:15	11:15	34	29	20	18	21	30	4	8	164	63	38	51	12
10:30	11:30	23	23	16	16	17	17	1	3	116	46	32	34	4
10:45	11:45	22	22	15	16	20	16	2	1	114	44	31	36	3
11:00	12:00	19	27	16	20	22	18	4	4	130	46	36	40	8
11:15	12:15	21	26	21	21	19	13	5	4	130	47	42	32	9
11:30	12:30	22	25	20	21	18	10	6	3	125	47	41	28	9
11:45	12:45	17	24	19	23	17	12	9	3	124	41	42	29	12
12:00	13:00	17	24	17	20	18	21	13	1	131	41	37	39	14
12:15	13:15	14	20	16	16	24	22	13	2	127	34	32	46	15
12:30	13:30	8	19	20	13	22	29	13	5	129	27	33	51	18
12:45	13:45	11	20	20	11	24	32	9	5	132	31	31	56	14
13:00	14:00	12	17	26	16	29	39	3	6	148	29	42	68	9
13:15	14:15	16	15	17	16	19	36	2	7	128	31	33	55	9
13:30	14:30	17	24	13	21	23	32	7	7	144	41	34	55	14
13:45	14:45	15	25	15	24	19	34	7	9	148	40	39	53	16
PM PEAK														
14:00	15:00	17	21	15	20	13	23	8	8	125	38	35	36	16
14:15	15:15	14	22	21	21	15	21	8	6	128	36	42	36	14
14:30	15:30	15	20	28	19	13	24	2	4	125	35	47	37	6
14:45	15:45	12	18	32	19	16	16	2	3	118	30	51	32	5
15:00	16:00	11	20	33	17	14	15	3	2	115	31	50	29	5
15:15	16:15	8	18	37	18	19	15	4	2	121	26	55	34	6
15:30	16:30	8	17	42	19	19	13	7	1	126	25	61	32	8
15:45	16:45	11	29	37	25	18	11	9	0	140	40	62	29	9
16:00	17:00	12	33	36	31	20	9	12	1	154	45	67	29	13
16:15	17:15	14	41	38	34	22	14	18	1	182	55	72	36	19
16:30	17:30	16	40	49	30	19	16	15	1	186	56	79	35	16
16:45	17:45	17	28	61	24	16	21	16	1	184	45	85	37	17
17:00	18:00	13	22	58	19	23	19	13	1	168	35	77	42	14
17:15	18:15	18	18	48	19	14	17	6	3	141	34	67	31	9
17:30	18:30	14	15	24	16	13	11	7	4	104	29	40	24	11
17:45	18:45	13	13	12	11	15	12	5	4	85	26	23	27	9
18:00	19:00	16	19	9	10	6	9	3	3	75	35	19	15	6

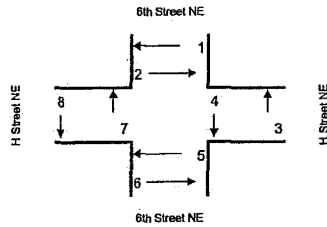
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	8th Street & H Street
Weather:	Clear
Date:	12/20/2006
Surveyor:	Jenette



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	0	2	0	0	0	2	0	0	2	0
7:15	8:15	0	0	0	0	1	0	0	0	1	0	0	1	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	1	0	1	0	0	0	0	1	3	1	1	0	1
8:45	9:45	1	0	1	0	0	0	0	1	3	1	1	0	1
9:00	10:00	1	0	1	0	0	0	0	1	3	1	1	0	1
9:15	10:15	1	0	1	0	0	0	0	1	3	1	1	0	1
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	1	1	0	0	0	0	0	0	2	2	0	0	0
10:30	11:30	1	1	0	0	0	0	0	0	2	2	0	0	0
10:45	11:45	1	1	0	0	0	0	0	0	2	2	0	0	0
11:00	12:00	2	1	0	0	0	0	0	0	3	3	0	0	0
11:15	12:15	1	0	0	0	1	0	0	0	2	1	0	1	0
11:30	12:30	1	0	0	0	1	0	0	0	2	1	0	1	0
11:45	12:45	1	0	0	0	1	0	0	0	2	1	0	1	0
12:00	13:00	0	0	0	0	1	0	0	0	1	0	0	1	0
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	1	0	0	1	0	0	1	0
13:15	14:15	0	0	0	0	0	1	0	0	1	0	0	1	0
13:30	14:30	0	1	0	0	0	1	0	0	2	1	0	1	0
13:45	14:45	1	1	0	0	1	1	1	0	5	2	0	2	1
PM PEAK														
14:00	15:00	1	1	0	0	2	0	2	0	6	2	0	2	2
14:15	15:15	1	1	0	0	2	0	2	0	6	2	0	2	2
14:30	15:30	1	0	0	0	2	0	2	1	6	1	0	2	3
14:45	15:45	0	0	0	0	1	2	1	1	5	0	0	3	2
15:00	16:00	0	1	0	0	0	3	0	1	5	1	0	3	1
15:15	16:15	0	1	0	0	0	3	0	1	5	1	0	3	1
15:30	16:30	1	2	1	0	0	4	0	0	8	3	1	4	0
15:45	16:45	3	2	1	0	0	2	0	1	9	5	1	2	1
16:00	17:00	5	1	1	0	0	1	0	1	9	6	1	1	1
16:15	17:15	5	1	1	0	0	1	0	1	9	6	1	1	1
16:30	17:30	5	0	0	0	0	1	1	1	8	5	0	1	2
16:45	17:45	3	0	0	0	0	1	1	0	5	3	0	1	1
17:00	18:00	1	0	0	0	0	2	1	0	4	1	0	2	1
17:15	18:15	1	0	0	0	0	2	1	0	4	1	0	2	1
17:30	18:30	1	0	0	0	0	1	0	1	3	1	0	1	1
17:45	18:45	2	0	0	0	0	1	0	1	4	2	0	1	1
18:00	19:00	3	0	0	0	0	0	0	1	4	3	0	0	1

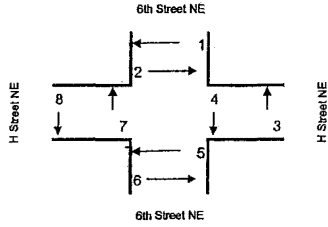
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	6th & H St J-walk
Weather:	Clear
Date:	12/20/2006
Surveyor:	Homer



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	SE NE	NE SE	SW SE	SE SW	SW NW	NW SW	NW NE	NE NW					
AM PEAK														
7:00	8:00	0	0	0	0	0	0	5	17	22	0	0	0	22
7:15	8:15	0	0	0	0	0	0	9	16	25	0	0	0	25
7:30	8:30	0	0	0	0	0	0	13	25	38	0	0	0	38
7:45	8:45	0	0	0	0	0	0	16	23	39	0	0	0	39
8:00	9:00	0	0	0	0	0	0	23	28	51	0	0	0	51
8:15	9:15	0	0	0	0	0	0	23	40	63	0	0	0	63
8:30	9:30	0	0	0	0	0	0	29	44	73	0	0	0	73
8:45	9:45	0	0	0	0	0	0	33	44	77	0	0	0	77
9:00	10:00	0	0	0	0	0	0	33	47	80	0	0	0	80
9:15	10:15	0	0	0	0	0	0	36	38	74	0	0	0	74
9:30	10:30	0	0	0	0	0	0	31	37	68	0	0	0	68
9:45	10:45	0	0	0	0	0	0	36	41	77	0	0	0	77
10:00	11:00	0	0	0	0	0	0	36	33	69	0	0	0	69
10:15	11:15	0	0	0	0	0	0	40	40	80	0	0	0	80
10:30	11:30	0	0	0	0	0	0	41	29	70	0	0	0	70
10:45	11:45	0	0	0	0	0	0	40	36	76	0	0	0	76
11:00	12:00	0	0	0	0	0	0	41	33	74	0	0	0	74
11:15	12:15	0	0	0	0	0	0	53	31	84	0	0	0	84
11:30	12:30	0	0	0	0	0	0	58	45	103	0	0	0	103
11:45	12:45	0	0	0	0	0	0	60	40	100	0	0	0	100
12:00	13:00	0	0	0	0	0	0	58	56	114	0	0	0	114
12:15	13:15	0	0	0	0	0	0	39	64	103	0	0	0	103
12:30	13:30	0	0	0	0	0	0	38	56	94	0	0	0	94
12:45	13:45	0	0	0	0	0	0	33	52	85	0	0	0	85
13:00	14:00	0	0	0	0	0	0	41	45	86	0	0	0	86
13:15	14:15	0	0	0	0	0	0	51	40	91	0	0	0	91
13:30	14:30	0	0	0	0	0	0	48	42	90	0	0	0	90
13:45	14:45	0	0	0	0	0	0	50	42	92	0	0	0	92
PM PEAK														
14:00	15:00	0	0	0	0	0	0	47	49	96	0	0	0	96
14:15	15:15	0	0	0	0	0	0	46	43	89	0	0	0	89
14:30	15:30	0	0	0	0	0	0	48	42	90	0	0	0	90
14:45	15:45	0	0	0	0	0	0	43	42	85	0	0	0	85
15:00	16:00	0	0	0	0	0	0	48	34	82	0	0	0	82
15:15	16:15	0	0	0	0	0	0	65	35	100	0	0	0	100
15:30	16:30	0	0	0	0	0	0	70	31	101	0	0	0	101
15:45	16:45	0	0	0	0	0	0	73	28	101	0	0	0	101
16:00	17:00	0	0	0	0	0	0	72	22	94	0	0	0	94
16:15	17:15	0	0	0	0	0	0	55	23	78	0	0	0	78
16:30	17:30	0	0	0	0	0	0	51	27	78	0	0	0	78
16:45	17:45	0	0	0	0	0	0	46	25	71	0	0	0	71
17:00	18:00	0	0	0	0	0	0	33	24	57	0	0	0	57
17:15	18:15	0	0	0	0	0	0	24	20	44	0	0	0	44
17:30	18:30	0	0	0	0	0	0	14	14	28	0	0	0	28
17:45	18:45	0	0	0	0	0	0	12	13	25	0	0	0	25
18:00	19:00	0	0	0	0	0	0	12	13	25	0	0	0	25

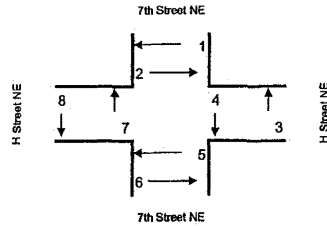
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	7th Street & H Street
Weather:	Clear
Date:	12/20/2006
Surveyor:	0



: Hourly Pedestrian Count

		1	2	3	4	5	6	7	8						
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	NW	NE	NW						
AM PEAK															
7:00	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK															
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	15:30	0	0	0	0	0	0	1	0	1	1	0	0	0	1
14:45	15:45	0	0	0	0	0	0	1	0	1	1	0	0	0	1
15:00	16:00	0	0	0	0	0	0	1	1	2	2	0	0	0	2
15:15	16:15	0	0	0	0	0	0	1	1	2	2	0	0	0	2
15:30	16:30	0	0	0	0	0	0	0	1	1	1	0	0	0	1
15:45	16:45	0	0	0	0	0	0	0	1	1	1	0	0	0	1
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

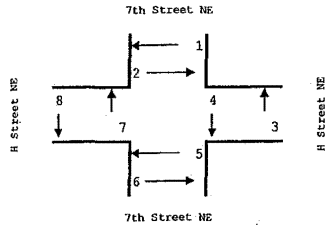
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	7th Street & H Street
Weather:	Clear
Date:	12/20/2006
Surveyor:	Majda



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	12	5	10	17	58	32	9	16	159	17	27	90	25
7:15	8:15	15	6	10	17	68	53	5	23	197	21	27	121	28
7:30	8:30	24	8	11	16	113	59	8	31	270	32	27	172	39
7:45	8:45	24	10	10	23	128	76	9	30	310	34	33	204	39
8:00	9:00	24	10	12	17	130	81	6	33	313	34	29	211	39
8:15	9:15	28	16	21	26	137	80	7	32	347	44	47	217	39
8:30	9:30	23	16	23	28	110	67	5	24	296	39	51	177	29
8:45	9:45	22	18	25	31	97	67	8	19	287	40	56	164	27
9:00	10:00	23	24	28	32	97	70	16	16	306	47	60	167	32
9:15	10:15	28	30	53	30	90	73	17	12	333	58	83	163	29
9:30	10:30	32	36	55	27	77	88	21	14	350	68	82	165	35
9:45	10:45	37	45	53	15	80	87	21	16	354	82	68	167	37
10:00	11:00	38	44	48	16	79	84	19	15	343	82	64	163	34
10:15	11:15	35	41	16	10	71	73	20	14	280	76	26	144	34
10:30	11:30	32	41	13	18	67	72	21	18	282	73	31	139	39
10:45	11:45	24	33	10	25	68	60	20	14	254	57	35	128	34
11:00	12:00	24	36	12	34	57	50	16	13	242	60	46	107	29
11:15	12:15	22	36	14	33	64	68	14	14	265	58	47	132	28
11:30	12:30	29	40	20	25	77	73	12	11	287	69	45	150	23
11:45	12:45	40	47	30	20	76	97	20	16	346	87	50	173	36
12:00	13:00	41	44	32	22	88	122	19	24	392	85	54	210	43
12:15	13:15	47	43	41	25	94	107	22	30	409	90	66	201	52
12:30	13:30	45	30	35	28	80	89	20	27	354	75	63	169	47
12:45	13:45	36	24	29	27	84	71	8	25	304	60	56	155	33
13:00	14:00	31	23	28	18	65	47	10	16	238	54	46	112	26
13:15	14:15	24	17	15	18	57	41	8	9	189	41	33	98	17
13:30	14:30	24	17	16	15	65	47	8	11	203	41	31	112	19
13:45	14:45	26	17	15	16	60	48	12	11	205	43	31	108	23
PM PEAK														
14:00	15:00	32	17	16	13	70	68	13	16	245	49	29	138	29
14:15	15:15	31	20	17	14	62	72	13	16	245	51	31	134	29
14:30	15:30	28	28	27	18	60	77	16	14	268	56	45	137	30
14:45	15:45	30	28	27	22	58	79	21	13	278	58	49	137	34
15:00	16:00	35	31	26	25	51	66	22	7	263	66	51	117	29
15:15	16:15	41	32	31	22	55	77	27	7	292	73	53	132	34
15:30	16:30	48	37	22	19	53	71	29	6	285	85	41	124	35
15:45	16:45	48	45	20	12	41	70	27	7	270	93	32	111	34
16:00	17:00	39	41	24	15	51	71	37	11	289	80	39	122	48
16:15	17:15	36	42	20	15	46	60	33	9	261	78	35	106	42
16:30	17:30	30	39	24	15	37	56	30	11	242	69	39	93	41
16:45	17:45	28	31	26	18	36	47	27	10	223	59	44	83	37
17:00	18:00	31	37	20	19	25	44	15	5	196	68	39	69	20
17:15	18:15	31	41	16	18	22	34	17	4	183	72	34	56	21
17:30	18:30	28	38	10	16	24	25	13	2	156	66	26	49	15
17:45	18:45	27	32	9	12	23	24	13	1	141	59	21	47	14
18:00	19:00	25	23	8	5	17	17	11	2	108	48	13	34	13

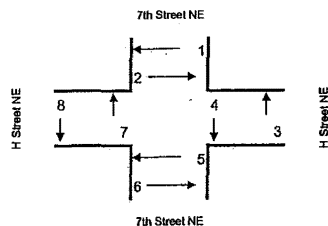
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	7th Street & H Street
Weather:	Clear
Date:	12/20/2006
Surveyor:	Majda



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	0	1	0	0	2	3	0	0	1	2
7:15	8:15	0	0	0	0	1	0	0	0	1	0	0	1	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	1	1	0	0	0	1
8:30	9:30	0	0	0	0	0	0	0	1	1	0	0	0	1
8:45	9:45	0	0	0	0	0	0	0	1	1	0	0	0	1
9:00	10:00	0	0	0	0	0	0	0	1	1	0	0	0	1
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	1	0	0	0	0	0	0	1	1	0	0	0
10:00	11:00	1	1	0	0	0	0	0	0	2	2	0	0	0
10:15	11:15	1	1	0	0	0	0	0	0	2	2	0	0	0
10:30	11:30	1	1	0	0	0	0	0	0	2	2	0	0	0
10:45	11:45	1	0	0	0	0	1	0	0	2	1	0	1	0
11:00	12:00	1	0	0	1	0	1	0	0	3	1	1	1	0
11:15	12:15	2	0	0	1	0	1	0	0	4	2	1	1	0
11:30	12:30	2	0	1	1	0	2	0	0	6	2	2	2	0
11:45	12:45	2	0	1	1	0	1	0	0	5	2	2	1	0
12:00	13:00	1	0	1	0	0	2	0	0	4	1	1	2	0
12:15	13:15	0	0	2	0	1	2	0	0	5	0	2	3	0
12:30	13:30	0	0	1	0	1	1	0	0	3	0	1	2	0
12:45	13:45	0	1	1	0	1	1	0	0	4	1	1	2	0
13:00	14:00	1	2	1	1	1	0	0	0	6	3	2	1	0
13:15	14:15	1	2	0	1	0	0	0	0	4	3	1	0	0
13:30	14:30	2	3	0	1	1	0	0	0	7	5	1	1	0
13:45	14:45	2	3	0	1	1	1	0	0	8	5	1	2	0
PM PEAK														
14:00	15:00	1	4	0	0	2	2	0	0	9	5	0	4	0
14:15	15:15	1	4	0	0	2	3	0	0	10	5	0	5	0
14:30	15:30	0	3	0	0	1	3	0	0	7	3	0	4	0
14:45	15:45	0	2	0	0	1	2	0	0	5	2	0	3	0
15:00	16:00	0	0	0	0	0	1	0	0	1	0	0	1	0
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	1	1	0	0	0	0	0	0	2	2	0	0	0
15:45	16:45	3	2	0	0	0	0	0	0	5	5	0	0	0
16:00	17:00	3	2	0	0	0	0	0	0	5	5	0	0	0
16:15	17:15	3	2	0	0	0	0	0	0	5	5	0	0	0
16:30	17:30	3	3	0	0	0	0	0	0	6	6	0	0	0
16:45	17:45	1	2	0	0	0	0	0	0	3	3	0	0	0
17:00	18:00	1	2	0	0	0	0	0	0	3	3	0	0	0
17:15	18:15	1	2	0	0	0	1	0	0	4	3	0	1	0
17:30	18:30	1	0	0	0	0	2	0	0	3	1	0	2	0
17:45	18:45	2	0	0	0	0	2	0	0	4	2	0	2	0
18:00	19:00	2	0	0	0	0	2	0	0	4	2	0	2	0

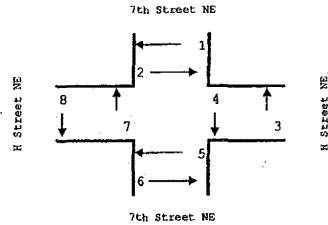
Project Name:	Square 859
Project Number:	3152
Location:	Washington, DC
Intersection:	7th & H St J-walk
Weather:	Clear
Date:	12/20/2006
Surveyor:	Luz & Jess



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
		SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	From: To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	0	0	0	1	0	1	0	0	0	1
7:15	8:15	0	0	0	0	0	0	0	4	4	0	0	0	4
7:30	8:30	0	0	0	0	0	0	0	4	4	0	0	0	4
7:45	8:45	0	0	0	0	0	0	1	7	8	0	0	0	8
8:00	9:00	0	0	0	0	0	0	6	10	16	0	0	0	16
8:15	9:15	0	0	0	0	0	0	6	6	12	0	0	0	12
8:30	9:30	0	0	0	0	0	0	6	6	12	0	0	0	12
8:45	9:45	0	0	0	0	0	0	8	4	13	0	0	0	13
9:00	10:00	0	0	0	0	0	0	8	3	11	0	0	0	11
9:15	10:15	0	0	0	0	0	0	10	4	14	0	0	0	14
9:30	10:30	0	0	0	0	0	0	11	5	16	0	0	0	16
9:45	10:45	0	0	0	0	0	0	9	4	13	0	0	0	13
10:00	11:00	0	0	0	0	0	0	9	8	17	0	0	0	17
10:15	11:15	0	0	0	0	0	0	12	7	19	0	0	0	19
10:30	11:30	0	0	0	0	0	0	14	8	22	0	0	0	22
10:45	11:45	0	0	0	0	0	0	16	11	27	0	0	0	27
11:00	12:00	0	0	0	0	0	0	18	10	28	0	0	0	28
11:15	12:15	0	0	0	0	0	0	16	13	29	0	0	0	29
11:30	12:30	0	0	0	0	0	0	16	15	31	0	0	0	31
11:45	12:45	0	0	0	0	0	0	16	13	29	0	0	0	29
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12:15	13:15	0	0	0	0	0	0	20	8	28	0	0	0	28
12:30	13:30	0	0	0	0	0	0	20	9	29	0	0	0	29
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13:15	14:15	0	0	0	0	0	0	19	16	35	0	0	0	35
13:30	14:30	0	0	0	0	0	0	21	14	35	0	0	0	35
13:45	14:45	0	0	0	0	0	0	16	13	29	0	0	0	29
PM PEAK														
14:00	15:00	0	0	0	0	0	0	17	14	31	0	0	0	31
14:15	15:15	0	0	0	0	0	0	14	16	30	0	0	0	30
14:30	15:30	0	0	0	0	0	0	13	14	27	0	0	0	27
14:45	15:45	0	0	0	0	0	0	14	13	27	0	0	0	27
15:00	16:00	0	0	0	0	0	0	17	12	29	0	0	0	29
15:15	16:15	0	0	0	0	0	0	16	12	28	0	0	0	28
15:30	16:30	0	0	0	0	0	0	19	14	33	0	0	0	33
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16:15	17:15	0	0	0	0	0	0	17	7	24	0	0	0	24
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17:45	18:45	0	0	0	0	0	0	14	6	20	0	0	0	20
18:00	19:00	0	0	0	0	0	0	6	4	10	0	0	0	10

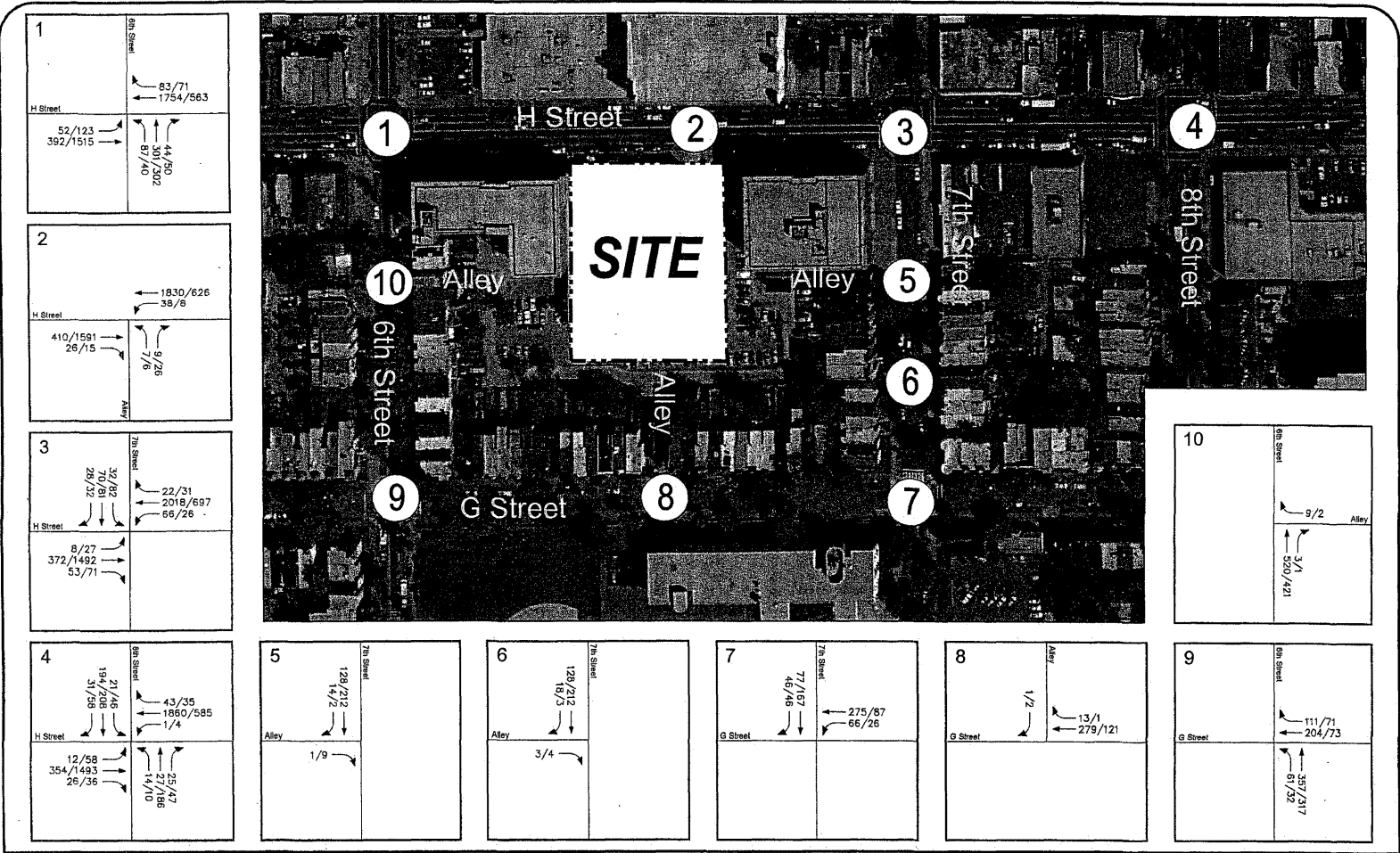
Project Name: Square 859
 Project Number: 3152
 Location: Washington, DC
 Intersection: 7th Street & H Street
 Weather: Clear
 Date: 12/20/2006
 Surveyor: Luz & Jesi



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	0	0	1	1	0	0	0	1
13:15	14:15	0	0	0	0	0	0	0	1	1	0	0	0	1
13:30	14:30	0	0	0	0	0	0	0	1	1	0	0	0	1
13:45	14:45	0	0	0	0	0	0	0	1	1	0	0	0	1
PM PEAK														
14:00	15:00	0	0	0	0	0	0	0	1	1	0	0	0	1
14:15	15:15	0	0	0	0	0	0	0	1	1	0	0	0	1
14:30	15:30	0	0	0	0	0	0	0	1	1	0	0	0	1
14:45	15:45	0	0	0	0	0	0	0	1	1	0	0	0	1
15:00	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
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16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
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17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	1	0	1	0	0	0	1
18:00	19:00	0	0	0	0	0	0	1	0	1	0	0	0	1

APPENDIX B
TRAFFIC FORECASTS



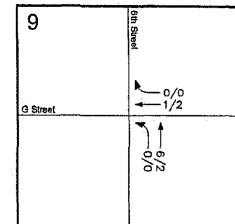
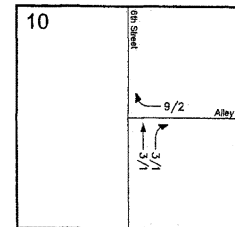
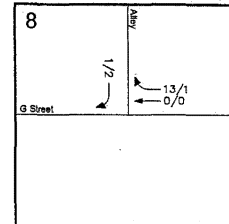
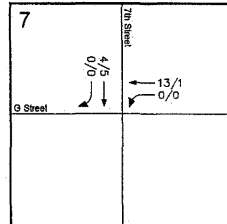
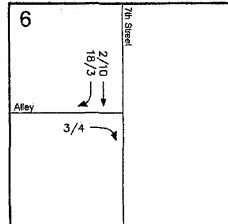
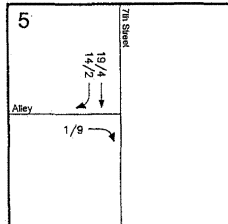
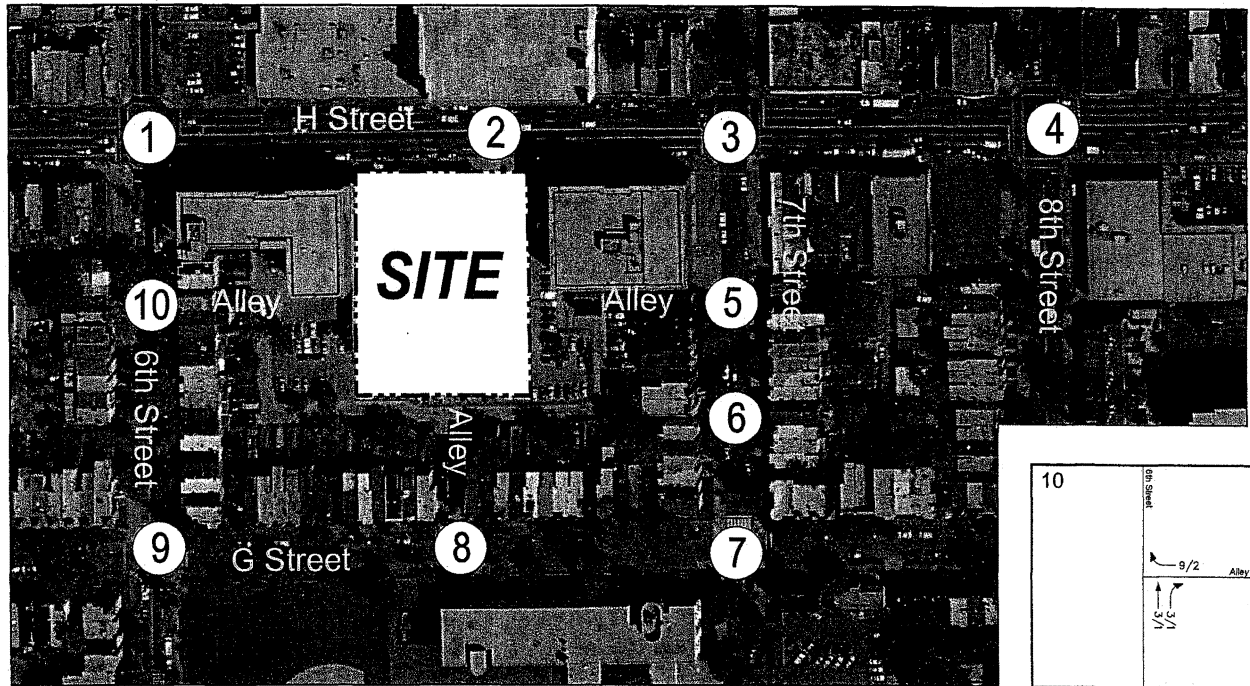
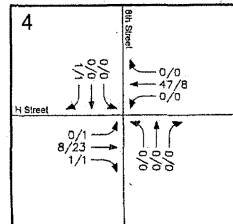
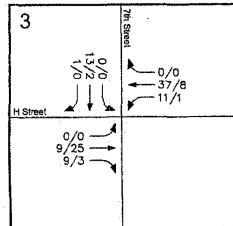
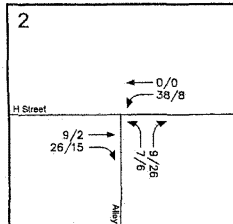
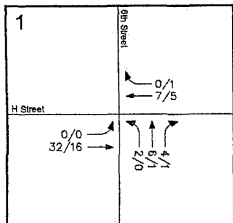
B-1
Background Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



Square 859, H Street Condominiums
Washington, D.C.

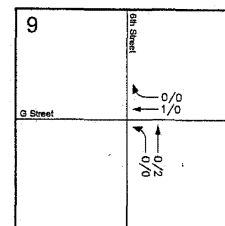
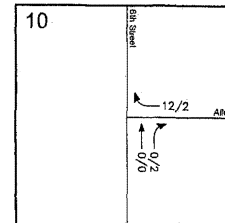
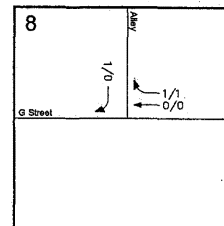
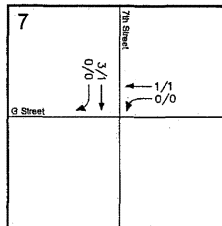
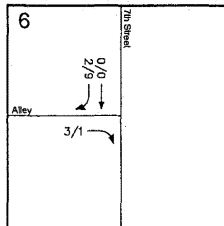
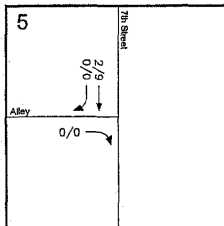
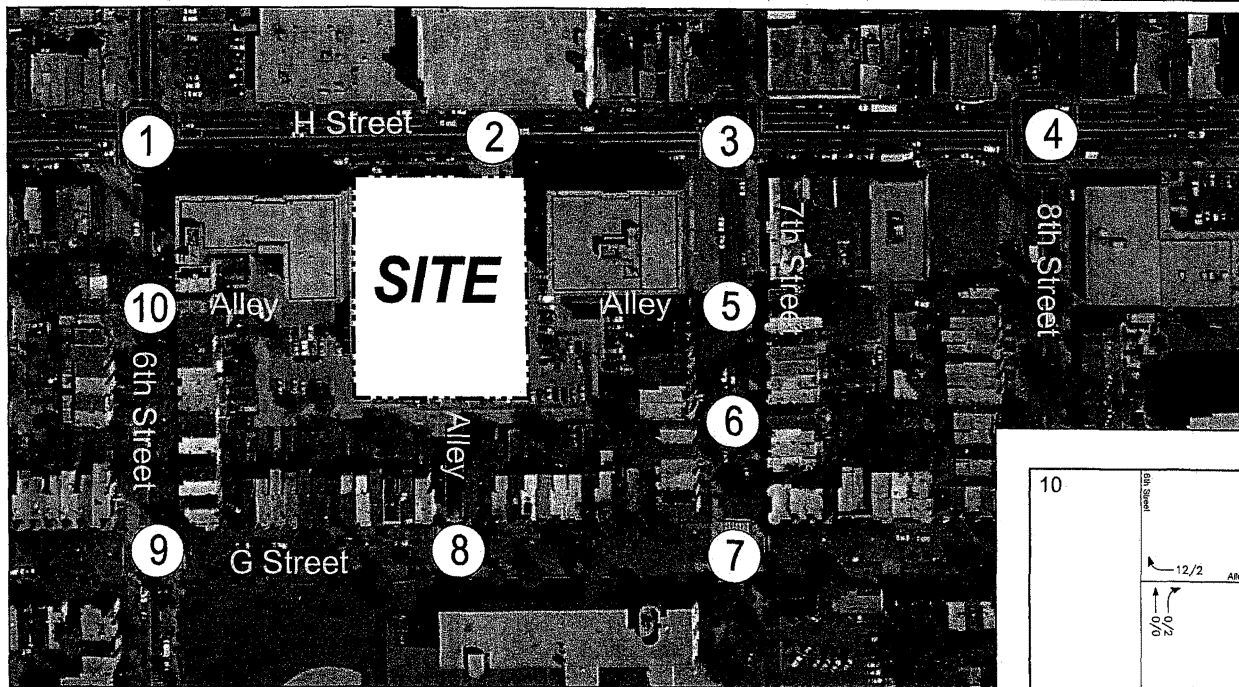
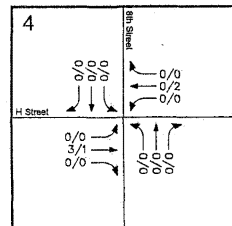
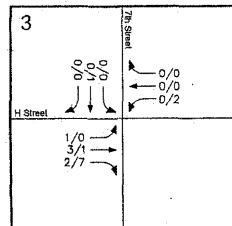
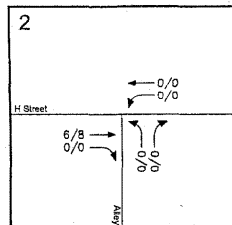
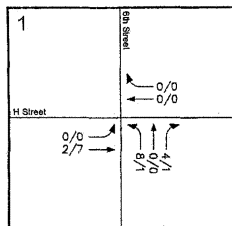
WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS



B-2 Existing Square 859 Trips

AM PEAK HOUR
PM PEAK HOUR
000/000





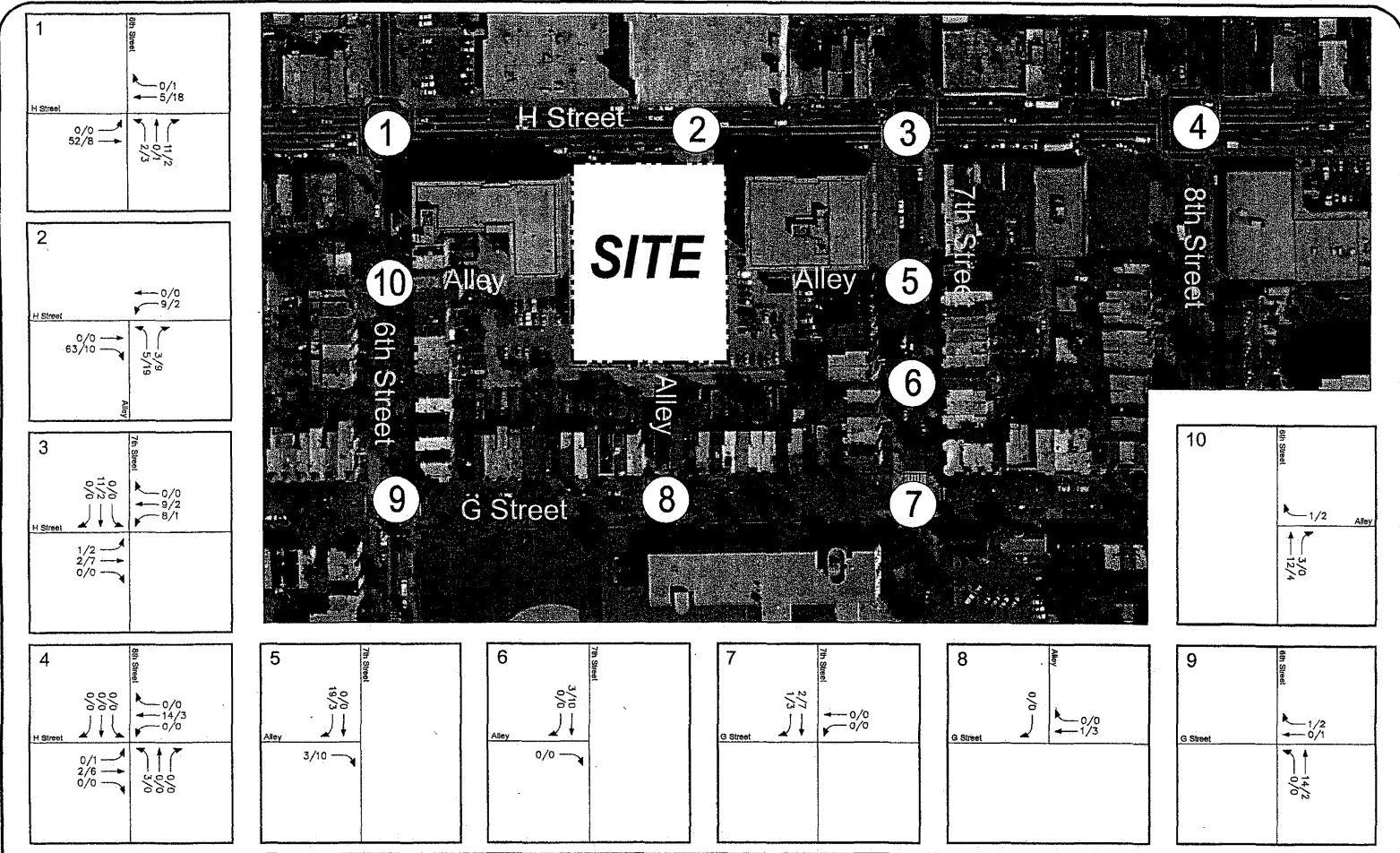
B-3 Redistribution of Existing Residential

AM PEAK HOUR
PM PEAK HOUR
000/000



Square 858, H Street Condominiums
Washington, D.C.

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



B-4 Redistribution of Existing Commercial Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



Square 859, H Street Condominiums
Washington, D.C.

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

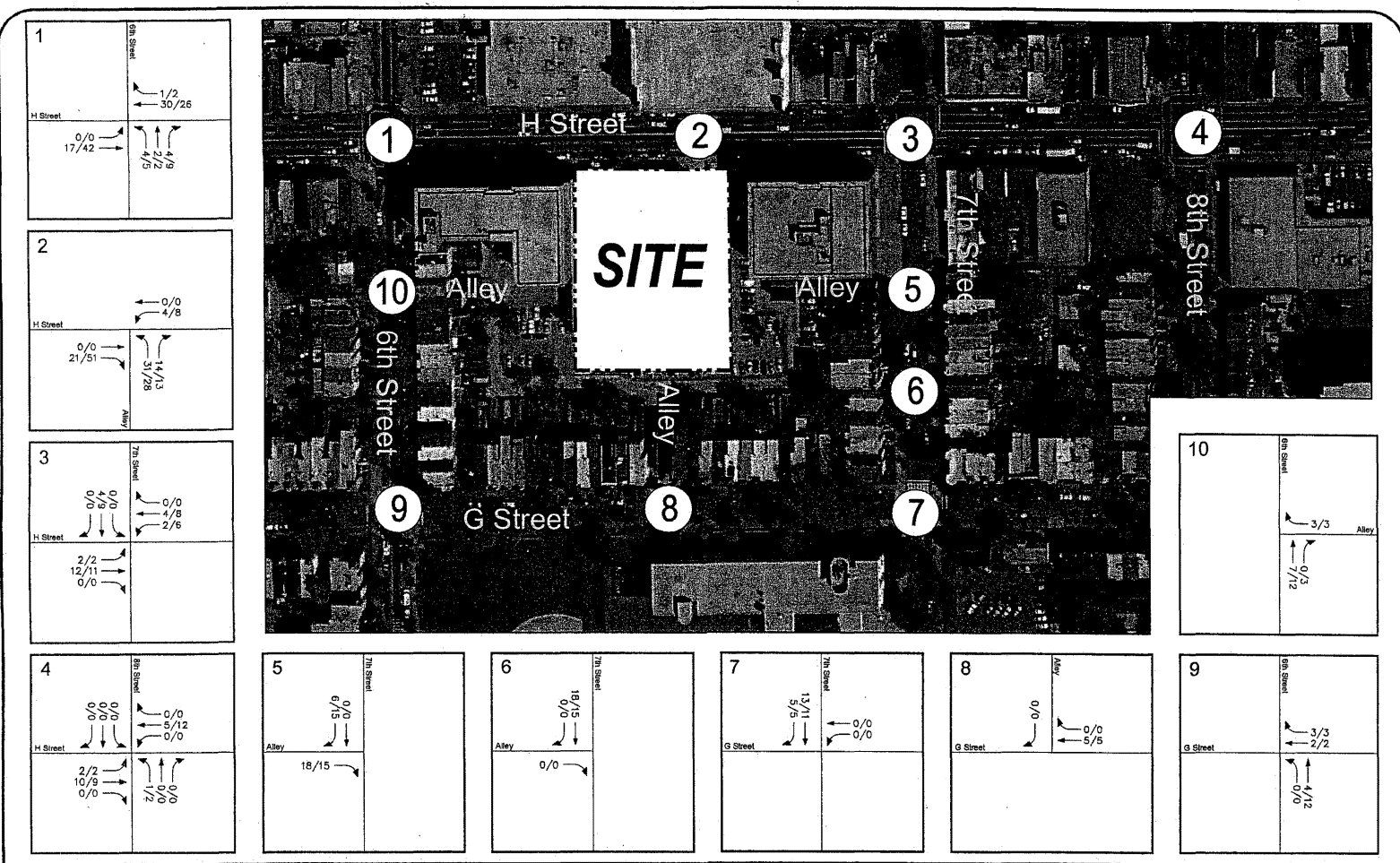
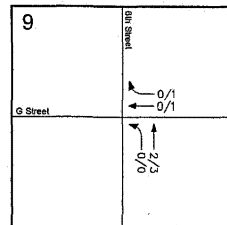
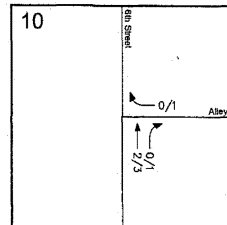
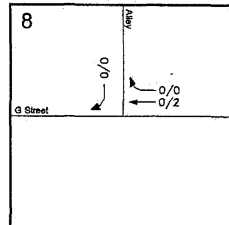
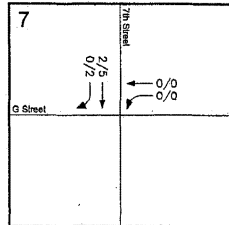
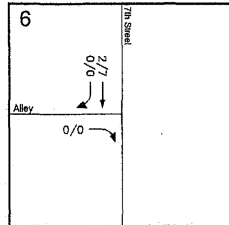
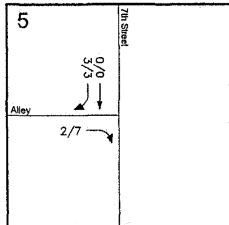
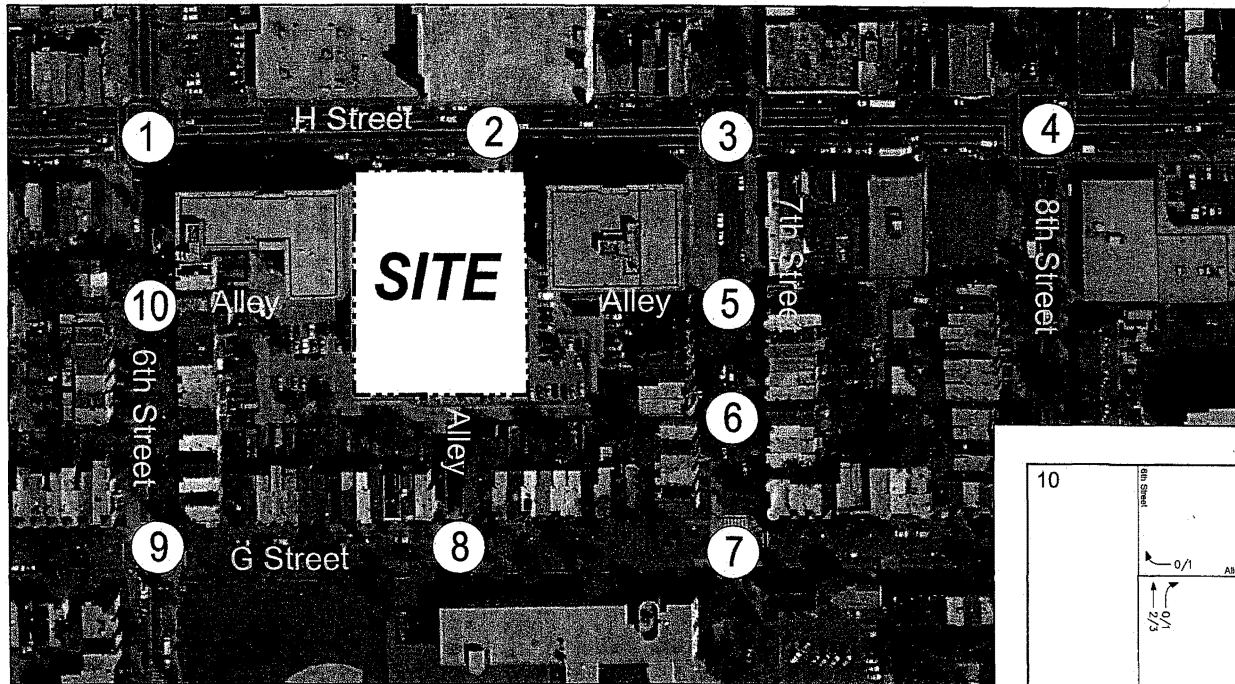
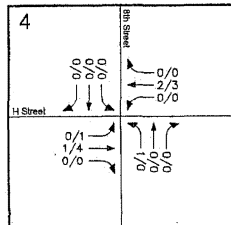
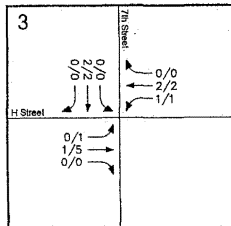
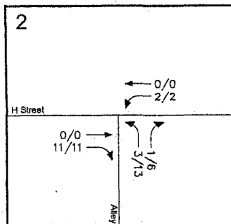
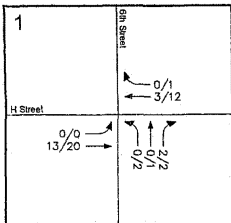


Figure B-5
Site-Generated Traffic Assignments and Directional Distribution

AM PEAK HOUR
PM PEAK HOUR
000/000

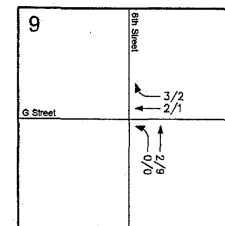
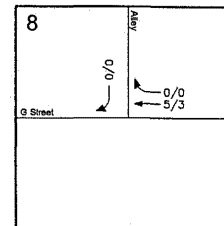
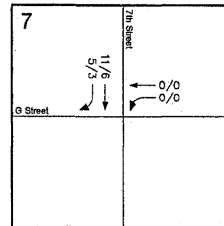
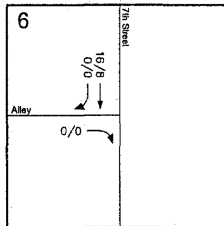
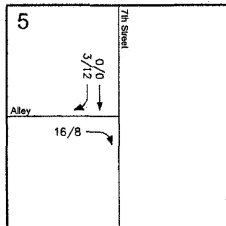
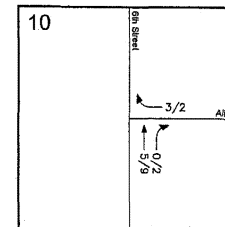
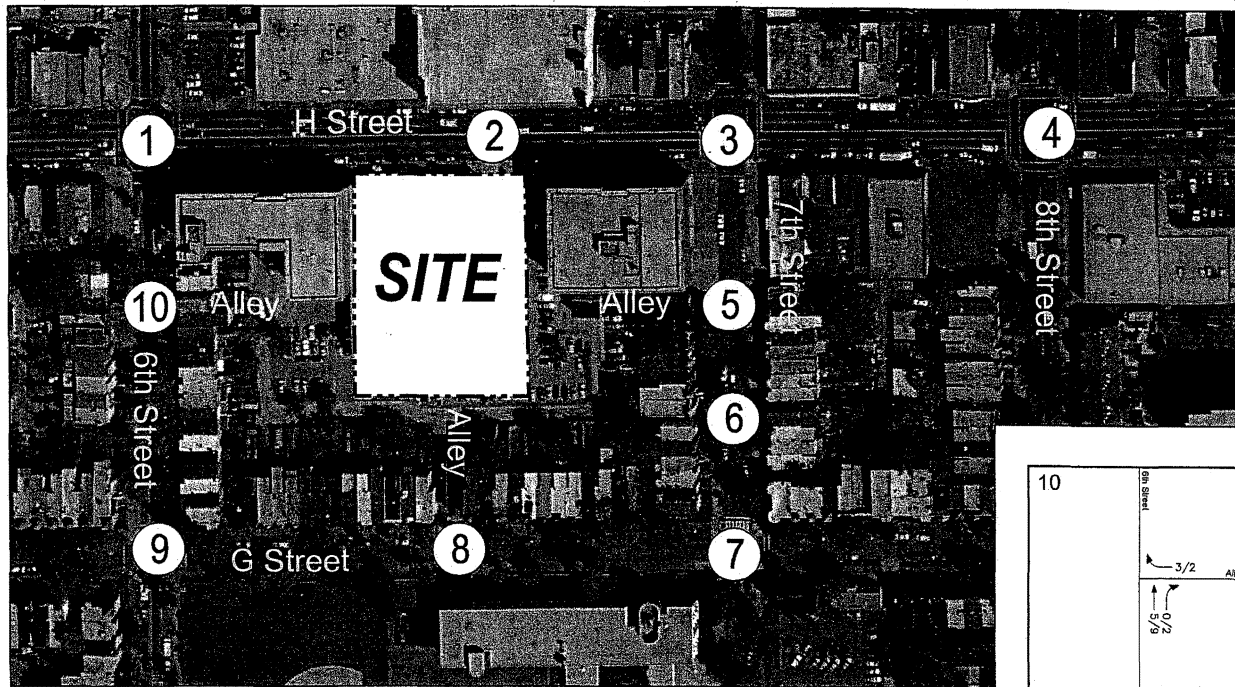
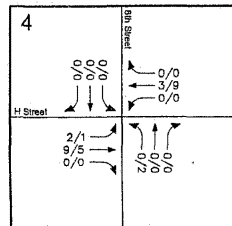
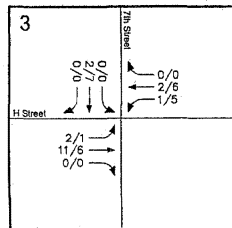
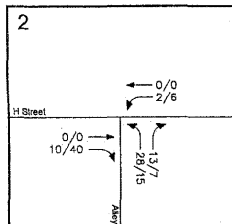
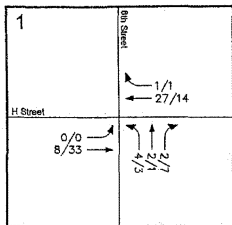




B-5a
Site-Generated Traffic Forecasts: Commercial

AM PEAK HOUR
PM PEAK HOUR
000/000





B-5b
Site-Generated Traffic Forecasts: Residential

AM PEAK HOUR
PM PEAK HOUR
000/000



APPENDIX C
INTERSECTION LEVELS OF SERVICE

Square 859
1: H Street & 6th Street

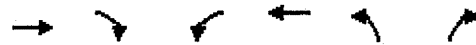
Total Future AM
Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBLP	SBR		
Lane Configurations	↕↕			↕↕			↗	↗	↗					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	4.0			4.0			4.0	4.0	4.0					
Lane Util. Factor	0.95			0.95			1.00	1.00	1.00					
Frpb, ped/bikes	1.00			1.00			0.93	1.00	0.99					
Flpb, ped/bikes	1.00			1.00			1.00	0.99	1.00					
Frt	1.00			1.00			0.85	1.00	0.98					
Flt Protected	0.99			1.00			1.00	0.95	1.00					
Satd. Flow (prot)	3168			3185			1322	1572	1616					
Flt Permitted	0.60			1.00			1.00	0.95	1.00					
Satd. Flow (perm)	1902			3185			1322	1572	1616					
Volume (vph)	52	431	0	0	1782	84	99	297	59	0	0	0		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	57	468	0	0	1937	91	108	323	64	0	0	0		
RTOR Reduction (vph)	0	0	0	0	0	26	0	7	0	0	0	0		
Lane Group Flow (vph)	0	525	0	0	1937	65	108	380	0	0	0	0		
Confl. Peds. (#/hr)	17		15	15		17	7		32					
Turn Type	Perm			Perm			Perm	Perm						
Protected Phases	4			8					2					
Permitted Phases	4						8	2						
Actuated Green, G (s)	62.0			62.0			62.0	28.0	28.0					
Effective Green, g (s)	63.0			63.0			63.0	29.0	29.0					
Actuated g/C Ratio	0.63			0.63			0.63	0.29	0.29					
Clearance Time (s)	5.0			5.0			5.0	5.0	5.0					
Lane Grp Cap (vph)	1198			2007			833	456	469					
v/s Ratio Prot				c0.61					c0.24					
v/s Ratio Perm	0.28						0.05	0.07						
v/c Ratio	0.85d1			0.97			0.08	0.24	0.81					
Uniform Delay, d1	9.5			17.5			7.2	27.1	32.9					
Progression Factor	1.00			0.58			0.83	1.00	1.00					
Incremental Delay, d2	1.2			7.2			0.1	1.2	14.1					
Delay (s)	10.6			17.4			6.1	28.3	47.0					
Level of Service	B			B			A	C	D					
Approach Delay (s)	10.6			16.9				42.9		0.0				
Approach LOS	B			B				D		A				
Intersection Summary														
HCM Average Control Delay	20.0			HCM Level of Service					C					
HCM Volume to Capacity ratio	0.92													
Actuated Cycle Length (s)	100.0			Sum of lost time (s)					8.0					
Intersection Capacity Utilization	86.9%			ICU Level of Service					E					
Analysis Period (min)	15													
d1: Defacto Left Lane: Recode with 1 though lane as a left lane														
c: Critical Lane Group														

Square 859
2: H Street & Garage Entrance

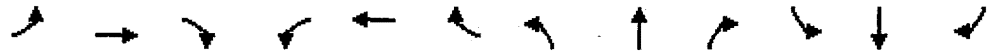
Total Future AM
Improvements



Movement	EBT	EBP	WBT	WBP	NBT	NBP
Lane Configurations	↑↑			↑↑	↑↑	↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	0.95			0.95	1.00	
Frpb, ped/bikes	0.91			1.00	1.00	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.97			1.00	0.96	
Flt Protected	1.00			1.00	0.97	
Satd. Flow (prot)	2809			3179	1552	
Flt Permitted	1.00			0.95	0.97	
Satd. Flow (perm)	2809			3022	1552	
Volume (vph)	407	84	13	1830	36	17
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	442	91	14	1989	39	18
RTOR Reduction (vph)	17	0	0	0	15	0
Lane Group Flow (vph)	516	0	0	2003	42	0
Confl. Peds. (#/hr)		235	235			
Turn Type			Perm			
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	72.0			72.0	18.0	
Effective Green, g (s)	73.0			73.0	19.0	
Actuated g/C Ratio	0.73			0.73	0.19	
Clearance Time (s)	5.0			5.0	5.0	
Lane Grp Cap (vph)	2051			2206	295	
v/s Ratio Prot	0.18				0.03	
v/s Ratio Perm				0.66		
v/c Ratio	0.25			0.91	0.14	
Uniform Delay, d1	4.5			10.8	33.7	
Progression Factor	0.35			0.15	1.00	
Incremental Delay, d2	0.3			0.7	1.0	
Delay (s)	1.8			2.3	34.7	
Level of Service	A			A	C	
Approach Delay (s)	1.8			2.3	34.7	
Approach LOS	A			A	C	
Intersection Summary						
HCM Average Control Delay		2.9		HCM Level of Service		A
HCM Volume to Capacity ratio		0.75				
Actuated Cycle Length (s)		100.0		Sum of lost time (s)		8.0
Intersection Capacity Utilization		76.4%		ICU Level of Service		D
Analysis Period (min)		15				
c Critical Lane Group						

Square 859
3: H Street & 7th Street

Total Future AM
Improvements



	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT			TT						TT		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0						4.0		
Lane Util. Factor	0.95			0.95						1.00		
Frpb, ped/bikes	0.94			1.00						0.98		
Flpb, ped/bikes	1.00			0.99						0.98		
Frt	0.98			1.00						0.97		
Flt Protected	1.00			1.00						0.99		
Satd. Flow (prot)	2956			3144						1550		
Flt Permitted	0.83			0.91						0.99		
Satd. Flow (perm)	2447			2879						1550		
Volume (vph)	14	380	46	65	1994	22	0	0	0	32	72	27
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	413	50	71	2167	24	0	0	0	35	78	29
RTOR Reduction (vph)	0	9	0	0	1	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	469	0	0	2261	0	0	0	0	0	133	0
Confl. Peds. (#/hr)	37		199	199		37				43		41
Turn Type	Perm			Perm						Perm		
Protected Phases	4			8						6		
Permitted Phases	4			8						6		
Actuated Green, G (s)	73.0			73.0						17.0		
Effective Green, g (s)	74.0			74.0						18.0		
Actuated g/C Ratio	0.74			0.74						0.18		
Clearance Time (s)	5.0			5.0						5.0		
Lane Grp Cap (vph)	1811			2130						279		
v/s Ratio Prot												
v/s Ratio Perm	0.19			0.79						0.09		
v/c Ratio	0.26			1.06						0.48		
Uniform Delay, d1	4.2			13.0						36.8		
Progression Factor	0.55			0.15						1.00		
Incremental Delay, d2	0.3			33.4						5.7		
Delay (s)	2.6			35.3						42.5		
Level of Service	A			D						D		
Approach Delay (s)	2.6			35.3			0.0			42.5		
Approach LOS	A			D			A			D		
Intersection Summary												
HCM Average Control Delay	30.3			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.95											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	102.0%			ICU Level of Service			G					
Analysis Period (min)	15											
c: Critical Lane Group												

Square 859
4: H Street & 8th Street

Total Future AM
Improvements

Lane Configurations	↑↑			↑↑			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	0.95			0.95			1.00			1.00		
Frbp, ped/bikes	0.97			1.00			0.95			0.97		
Flpb, ped/bikes	1.00			1.00			0.98			0.99		
Frt	0.99			1.00			0.95			0.98		
Flt Protected	1.00			1.00			0.99			1.00		
Satd. Flow (prot)	3040			3161			1454			1577		
Flt Permitted	0.84			0.95			0.85			0.97		
Satd. Flow (perm)	2572			3019			1250			1540		
Volume (vph)	14	361	25	1	1841	43	18	27	25	21	194	30
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	392	27	1	2001	47	20	29	27	23	211	33
RTOR Reduction (vph)	0	5	0	0	2	0	0	20	0	0	5	0
Lane Group Flow (vph)	0	429	0	0	2048	0	0	57	0	0	262	0
Confl. Peds. (#/hr)	49		241	241		49	123		76	76		123
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	69.0			69.0			21.0			21.0		
Effective Green, g (s)	70.0			70.0			22.0			22.0		
Actuated g/C Ratio	0.70			0.70			0.22			0.22		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Lane Grp Cap (vph)	1800			2113			275			339		
v/s Ratio Prot												
v/s Ratio Perm	0.17			0.68			0.05			0.17		
v/c Ratio	0.24			0.97			0.21			0.77		
Uniform Delay, d1	5.4			14.0			31.9			36.6		
Progression Factor	0.68			1.00			1.00			1.00		
Incremental Delay, d2	0.3			13.5			1.7			15.6		
Delay (s)	4.0			27.5			33.5			52.2		
Level of Service	A			C			C			D		
Approach Delay (s)	4.0			27.5			33.5			52.2		
Approach LOS	A			C			C			D		
Intersection Summary												
HCM Average Control Delay	26.4			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.92											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	82.2%			ICU Level of Service			E					
Analysis Period (min)	15											
c Critical Lane Group												



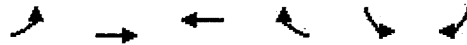
Intersection	EB	EB	NBL	NBL	SB	SB
Lane Configurations	↑		↑		↑	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	0	3	0	0	147	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	0	160	2
Pedestrians	28					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)					341	
pX, platoon unblocked						
vC, conflicting volume	189	189	190			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	189	189	190			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	782	833	1352			
Direction Lane #	EB	SB				
Volume Total	3	162				
Volume Left	0	0				
Volume Right	3	2				
cSH	833	1700				
Volume to Capacity	0.00	0.10				
Queue Length 95th (ft)	0	0				
Control Delay (s)	9.3	0.0				
Lane LOS	A					
Approach Delay (s)	9.3	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization	21.5%		ICU Level of Service		A	
Analysis Period (min)	15					

Square 859
7: G Street & 7th Street

Total Future AM
Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰						↱					
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	0	0	0	66	263	0	0	0	0	0	91	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	72	286	0	0	0	0	0	99	57
Direction Lane #	WB		SB									
Volume Total (vph)	358		155									
Volume Left (vph)	72		0									
Volume Right (vph)	0		57									
Hadj (s)	0.07		0.18									
Departure Headway (s)	4.4		4.6									
Degree Utilization, x	0.43		0.20									
Capacity (veh/h)	807		738									
Control Delay (s)	10.6		8.7									
Approach Delay (s)	10.6		8.7									
Approach LOS	B		A									
Intersection Summary												
Delay	10.0											
HCM Level of Service	B											
Intersection Capacity Utilization	38.7%			ICU Level of Service			A					
Analysis Period (min)	15											



Movement	EBL	EBR	WBL	WBR	SBL	SBR
Lane Configurations			↶	↷	↶	↷
Sign/Control	Free	Free	Free	Free	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	0	0	285	1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	310	1	0	1
Pedestrians	20				20	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				2	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	331				330	350
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	331				330	350
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1208				653	682
Direction	Lane #	WBL	WBR	SBL	SBR	
Volume Total		311		1		
Volume Left		0		0		
Volume Right		1		1		
cSH		1700		682		
Volume to Capacity		0.18		0.00		
Queue Length 95th (ft)		0		0		
Control Delay (s)		0.0		10.3		
Lane LOS				B		
Approach Delay (s)		0.0		10.3		
Approach LOS				B		
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		31.6%		ICU Level of Service		A
Analysis Period (min)		15				

Square 859
9: G Street & 6th Street

Total Future AM
Improvements



Viewpoint	EB	WB	EB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Lane Configurations					T				T			
Sign Control	Stop				Stop				Stop			
Volume (vph)	0	0	0	0	206	115	61	369	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	224	125	66	401	0	0	0	0
Direction Lane #	WB				EB				WB			
Volume Total (vph)	349				467							
Volume Left (vph)	0				66							
Volume Right (vph)	125				0							
Hadl (s)	-0.18				0.06							
Departure Headway (s)	4.9				4.9							
Degree Utilization, x	0.48				0.63							
Capacity (veh/h)	689				707							
Control Delay (s)	12.4				15.9							
Approach Delay (s)	12.4				15.9							
Approach LOS	B				C							
Intersection Summary												
Delay					14.4							
HCM Level of Service					B							
Intersection Capacity Utilization	53.2%				ICU Level of Service				A			
Analysis Period (min)	15											