Gallaudet University

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Gallaudet University Campus Master Plan Update - *Traffic Impact Assessment*



Prepared for:
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ZONING COMMISSION
District of Columbia
Case
Exhibit

ZONING COMMISSION
District of Columbia
CASE NO.03-02
EXHIBIT NO.12

LIST OF APPENDICES

A. Study Scoping Correspondence with DDOT Office of Transportation Policy and Planning

B. Turning Movement Count Summaries – Existing Traffic Situation

C. Capacity Analysis Worksheets – Existing Traffic Situation

D. Year 2012 Base Traffic Situation (Reflecting Through Traffic Growth)

E. Capacity Analysis Worksheets – Projected Year 2012 Total Traffic Situation

1.0 INTRODUCTION

1.1 Project Background

This traffic impact assessment was prepared in support of the current campus master plan process for the Gallaudet University ("GU"/"The University"). This institution occupies a 99.0± acre area generally bounded by Mount Olivet Road to the north, Corcoran Street and West Virginia Avenue to the east, Florida Avenue to the south, and 6th Street and Brentwood Parkway to the west, in the northeastern section of Washington D.C. The University also owns two (2) parcels of property located along the west side of 6th Street, N.E., between Morse and Penn Streets, N.E.

The physical development of the University is currently guided by the 1990 Campus Master Plan approved by the District of Columbia Board of Zoning Adjustment (BZA) in 1992, per case No. 15671. During the period 1992 – 2001, several new facilities have been developed. These include the Kellogg Conference Center, the 6th Street parking garage, the Student Academic Center and a Grand Stand facility. In addition, the West Office Building, the Hughes Gymnasium and one of the Model Secondary School for the Deaf (MSSD) Student Housing residences were demolished. These changes have resulted in a net increase of 273,000± Square Feet (SF) since 1992, bringing the current total campus building area to 2,657,566± SF.

The District of Columbia's Zoning Regulations, and the terms of BZA Order No. 15671, require that the University process an application for the update of the campus master plan. This process requires the University to demonstrate that its current proposals for the physical development of the campus facilities are such that they "*will not be likely to become objectionable to neighboring property because of noise, traffic, number of students or other objectionable conditions*" [District of Columbia Municipal Regulations (DCMR), Title 11, Section 210]. Safe and efficient pedestrian and vehicular access, on-site circulation and parking are therefore important considerations in meeting this requirement. Adequacy and safety of vehicular and pedestrian access and circulation are important elements of the campus planning effort, so the University has identified the need for a comprehensive assessment of the institution's transportation access needs and potential impacts. Exhibit 1 shows the location of the University campus, as well as the adjacent land uses and roadway network within the local setting.

1.2 Study Purpose and Scope

This study was prepared to address the requirements of the District of Columbia, as well as the access and mobility needs and objectives established by the administration of Gallaudet University. The approach to the study recognizes that Gallaudet University has existed in its present location for approximately 145 years. The study recognizes that student population and the classification of the University in terms of the institution being "resident" versus "commuter" are among the primary factors, which determine the potential transportation needs and impacts. In this context it is noted that the subject campus consists of two (2) components, which need to be distinguished as they have a bearing on the existing and future trip generation characteristics of the University. These components are described on page 3.

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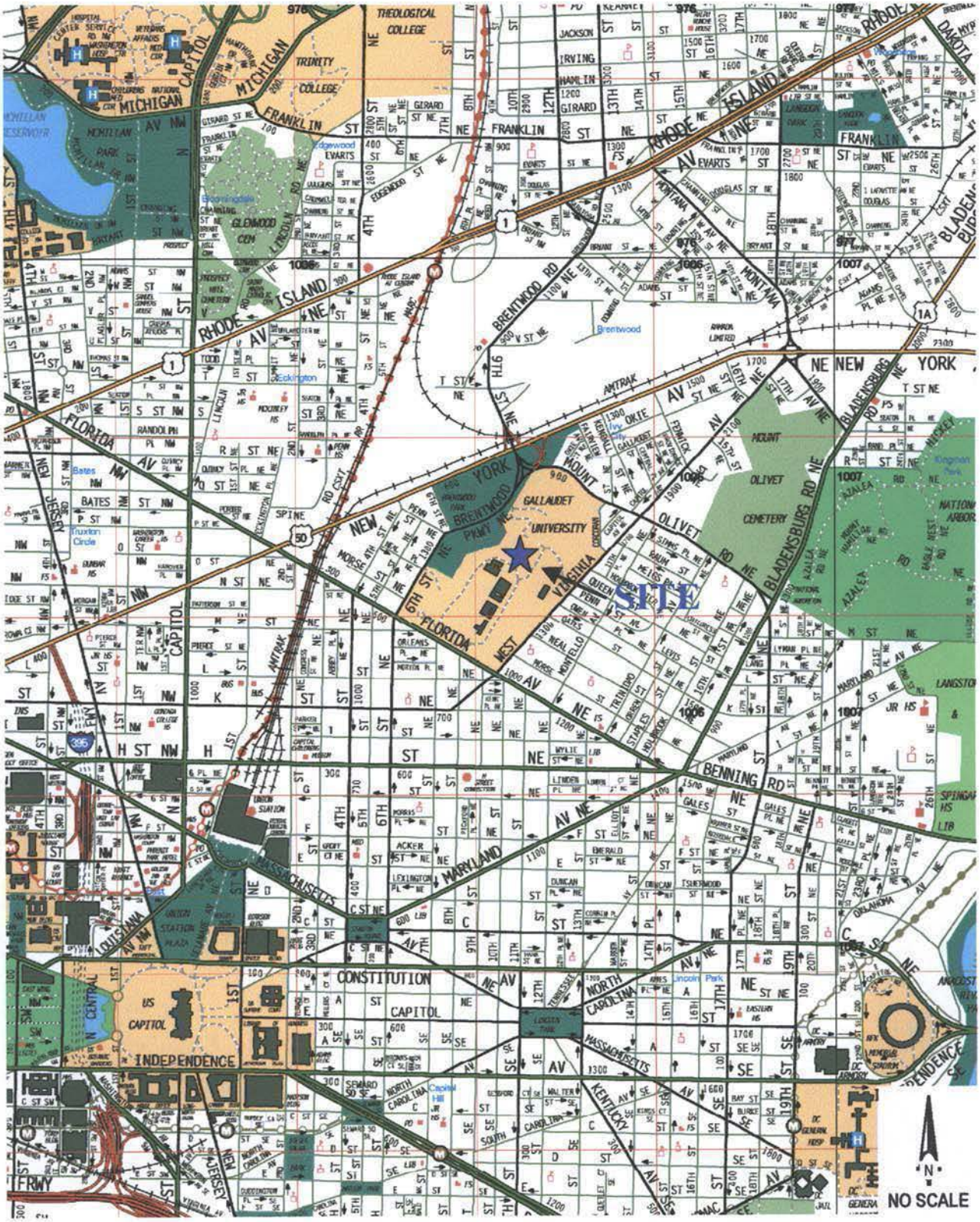
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EXHIBIT 1: Site Location Map -
Gallaudet University Master Plan

a) The Gallaudet University, which occupies the main section of the campus situated south of Switzer Drive. Sixty percent (60%) of the students live on campus. The remaining students, as well as faculty and staff, arrive primarily via private automobile, Metrobus and the University shuttle bus.

b) The Laurent Clerc National Deaf Education Center, which is situated north of Switzer Drive. This Center includes the Model Secondary School for the Deaf (MSSD) and the Kendall Demonstration Elementary School (KDES). The MSSD students live on campus, while the KDES students arrive primarily via bus and drop-offs. The Center's faculty and staff commute primarily via private automobile, Metrobus and the University shuttle bus.

Field observations indicate that the campus access points, particularly those off Brentwood Parkway and Virginia Avenue, are shared by both the University and the Laurent Clerc Center. As such, for purposes of clarity and simplicity, this study will refer to both institutions collectively as the Gallaudet University ("GU"/"The University"), with separate references made wherever deemed appropriate.

In order to provide background and perspective to the analyses and documentation which follow, the statistics regarding the student population and staffing of the University, covering the past two (2) approved campus master plans as well as the subject plan, are summarized in the table following.

Category	1991 – 1992	Existing 2001 – 02	Future 2011 – 12
• University			
- Students (Headcount)	2,060	1,706	2,020
- Students (FTE)	1,800	1,492	1,853
- Faculty & Staff	1,144	819	819
• Clerc Center			
- MSSD Students	315	188	225
- KDES Students	200	148	140
- Faculty & Staff	294	224	224

FTE - Full Time Equivalent
MSSD - Model Secondary School for the Deaf
MDES - Kendall Demonstration Elementary School

Source: Gallaudet University and O. R. George & Associates.

In keeping with the projected needs of the student and faculty/staff populations for the University over the current planning horizon, the University's plans call for the development of the following key facilities:

a) New academic building, library, language and communication center, "national mission" building, gymnasium and below-grade parking facilities, as well as the reconstruction of the Kendall Demonstration Elementary School and Model Secondary School for the Deaf; and

b) New cottage-style student dormitory facilities to replace the existing resident halls.

As noted in the campus master plan document, the Gallaudet University is situated within an urban setting, which is traversed by major traffic arteries. It is also in proximity to well established residential, commercial and light industrial uses; and is well served by public transportation, including the University shuttle bus system.

Based on the above background and perspective, the focus of this traffic assessment is to quantify the existing and future travel demands of the Gallaudet University campus. The assessment places emphasis on ensuring that the projected access, on-site circulation and parking needs are adequately met, while ensuring that any impacts on adjacent land uses are minimized. Further, the analysis adheres to the general standards and criteria of the District of Columbia planning agencies.

1.3 Report Organization and Summary

This report is organized into five (5) sections. Section 2 addresses existing transportation conditions. Section 3 discusses general land use and traffic conditions within the campus sub-area that would constitute the "background" traffic situation over the ten-year planning horizon. Section 4 addresses the development proposals per the campus master plan, and analyzes projected year 2012 traffic conditions. Section 4 also discusses potential transportation mitigation measures, in recognition of the University's objective to enhance access and circulation as contributing factors to the overall quality of life within the campus and its environs. Section 5 presents the key findings and conclusion of this traffic assessment.

The study has concluded that the existing study area road network can adequately accommodate the proposed 2002 Master Plan. The study area intersections currently operate at quite acceptable levels of service. Historical traffic data, provided by the City, indicates peak period traffic volumes have generally declined within the defined study area over the past nine (9) years. It is also noted that significant commercial office developments and a new Metrorail station are planned for the New York Avenue/Virginia Avenue intersection area, situated to the west of the campus. These developments, however, would have a net positive impact on the study area road network.

The projected student enrollment would result in a marginal increase in the campus existing vehicle trip generation. Moreover, the Master Plan proposes several transportation improvements which would significantly enhance the operational efficiency and safety of the external access points, as well as the internal roadway and walkway networks serving the campus. Considering the above, the study concludes that the subject Master Plan would have no adverse impacts on the study area road network. In addition, the Master Plan proposals and projections would have no "objectionable" impacts on the adjacent residential and commercial land uses, from the prospective of traffic and parking.

2.0 EXISTING TRANSPORTATION CONDITIONS

2.1 Land Use and Zoning

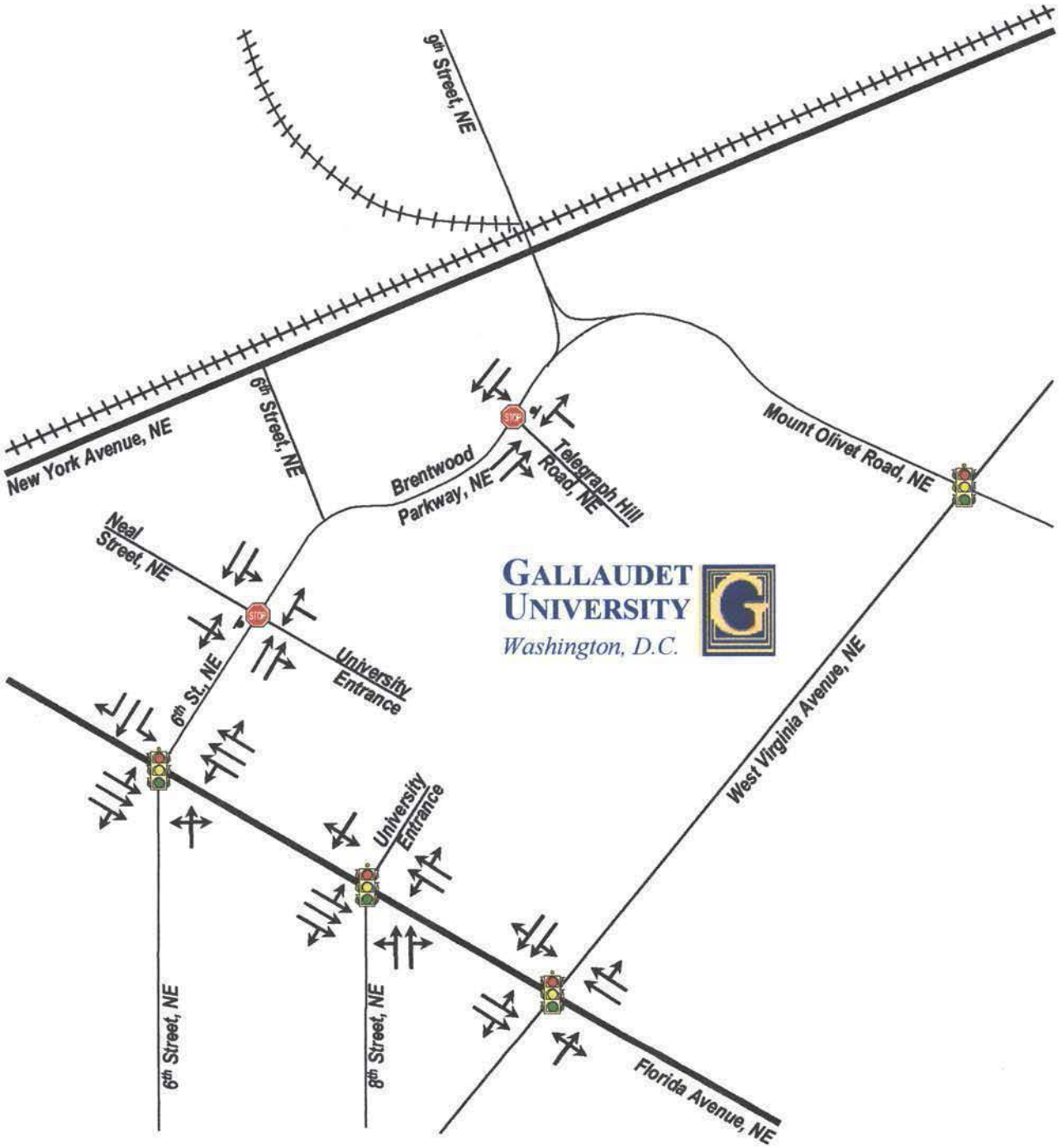
The Gallaudet University campus is primarily zoned R-4, which permits matter-of-right development of single-family residential uses (including detached and semi-detached dwellings, as well as row dwellings and flats). The sections of the campus situated along the west side of 6th Street, N.E., are zoned C-M-1, which permits matter-of-right University uses. The northern section (between Penn and Neal Streets) is occupied by leased commercial/retail space. The southern section (between Neal and Morse Streets) serves as a 177-space overflow surface parking lot for the University. The areas situated immediately to the northeast, east and south of the campus are also zoned R-4; and are developed primarily with row dwellings within established communities such as Stanton Park (to the south) and Trinidad (to the east). The Mount Olivet Cemetery and the U.S. National Arboretum are also located to the east of the campus. The Brentwood Park is situated immediately to the north. The adjacent areas to the west are zoned for commercial and general industrial land uses. Key developments include the Capital City Market, the WMATA/Amtrak railroad lines which run generally north-south (west of the campus), the Eckington Yards and significant office developments.

2.2 Existing Study Area Roadway Network

Regional access to the Gallaudet University campus is provided by a number of major roadway corridors, principal among which are New York Avenue and Florida Avenue, as well as North Capitol Street and Bladensburg Road, situated further to the west and east, respectively. Local access to the campus is provided by Florida Avenue, as well as, Brentwood Parkway/6th Street, Mount Olivet Road, and West Virginia Avenue which are major collector facilities on the City's Roadway System. The key roadways providing direct access to the campus are discussed below to provide background to the analysis of transportation conditions, which follows:

- **Florida Avenue N.E.**: This roadway is classified as a Principal Arterial on the City's Functional Classification Map. It runs generally southeast to northwest through the study area, within a 5 - 6 lane divided cross-section. The main entrance to the campus is provided off Florida Avenue. This roadway also serves as a major commuter and bus route; and serves approximately 28,000 vehicles per average weekday in the vicinity of the University. The posted speed is 30 MPH.
- **Sixth Street/Brentwood Parkway, N.E**: This roadway corridor runs generally north-south through the study area, and is classified as a Minor Arterial by the City. North of Florida Avenue, this facility provides for two (2) travel lanes with curbside parking. Direct access to the University is provided via two (2) entrances off this roadway corridor. This facility carries approximately 12,700 vehicles per average weekday. The posted speed is 25 MPH.

The study area intersections considered were selected in order to enable the access patterns into the University to be determined, as well as to assess the potential traffic impacts of the campus master plan development proposals. This was done based on discussions with the DDOT (see Appendix A). Five (5) intersections were selected, covering the key access points to the campus, as well as other key intersections within the sub-area. The study area roadway network defined by these intersections is illustrated schematically in Exhibit 2. This exhibit also shows the roadway lane configuration and traffic control devices provided at the intersections.



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EXHIBIT 2: Study Area Roadway Lane Configurations - Gallaudet University Master Plan

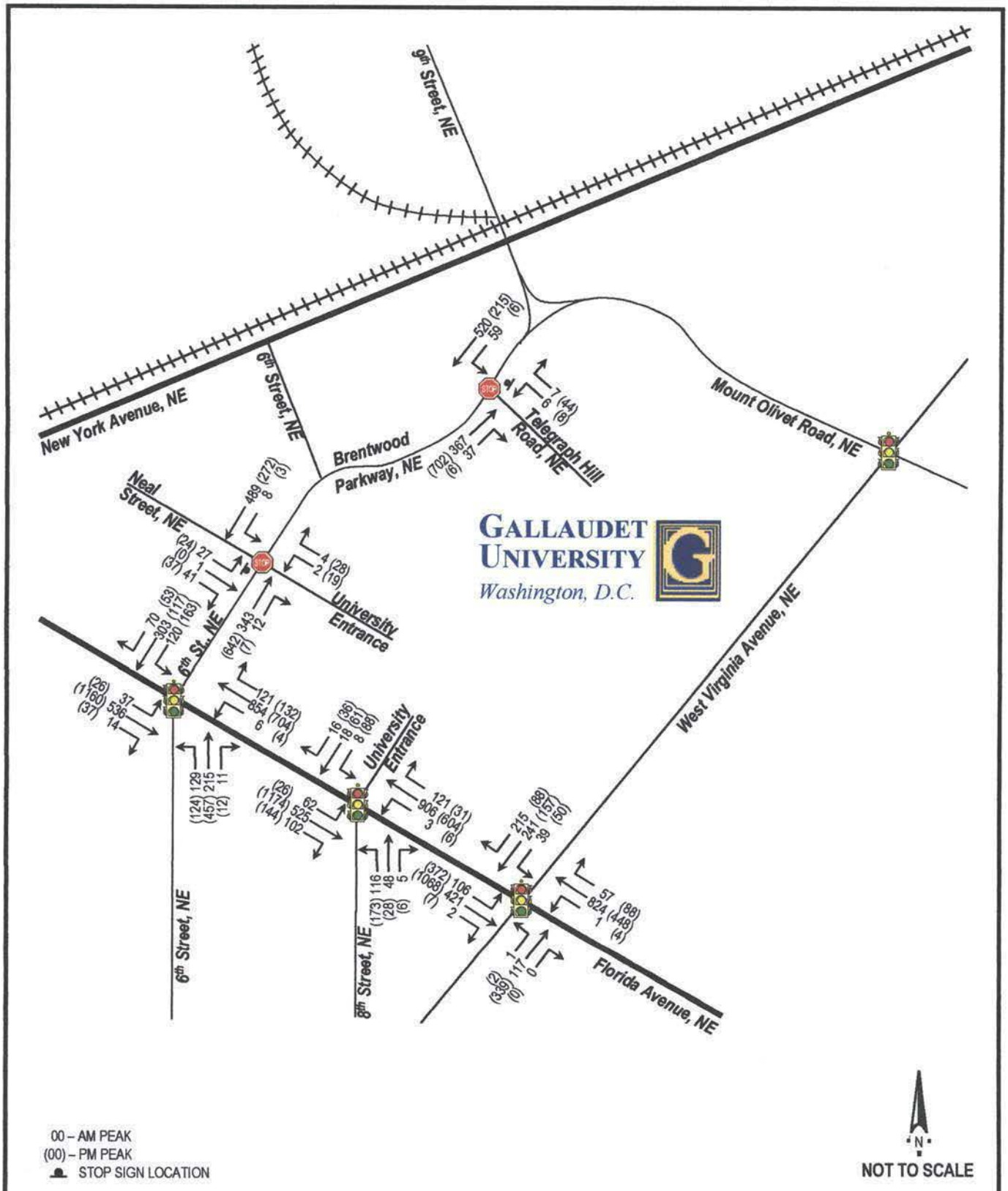
2.3 Existing Peak Hour Traffic Situation

This study recognizes that considering the institutional and related travel characteristics of the campus, the University is not a major traffic generator during the weekday peak periods, as is the case for employment or medical uses. However, in order to comply with the requirements of the District of Columbia Municipal Regulations (DCMR), weekday peak period traffic turning movement counts were performed for the study area intersections, including the University entrances. The existing peak hour turning movement volumes are presented in Exhibit 3. The count summaries are included in Appendix B.

In order to provide "base" conditions for the assessment which follows, the traffic data presented in Exhibit 3 was analyzed using the capacity analysis procedures prescribed by the DDOT. The results show that all intersections currently operate at acceptable Levels of Service (Level-of-Service C or better), without any identified capacity or operational deficiencies. The capacity analysis worksheets are included as Appendix C.

Level of Service is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, and freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A - F), with "A" representing best operating conditions, and Level of Service "F" representing the worst conditions. Level of Service D is generally considered by the District of Columbia as the minimum acceptable conditions for planning and design purposes.

In addition to the assessment of peak hour traffic conditions, generalized surveys and observations were made of traffic conditions within the general study area during weekday off-peak and weekend periods. These confirmed that the weekday morning and afternoon peak periods represent the highest travel demand on the sub-area roadway network.



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EXHIBIT 3: Existing Peak Hour Turning Movement Volumes - Gallaudet University Master Plan

TABLE 1

SUMMARY OF CAPACITY ANALYSIS RESULTS - EXISTING TRAFFIC SITUATION

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Level of Service	Average Delay Sec./Veh.*	Level of Service	Average Delay Sec./Veh.*
1) Florida Avenue @ West Virginia Avenue, N.E. (signalized)	C	23.9	C	25.0
2) Florida Avenue @ Main Campus Entrance/8th Street, N.E. (signalized)	B	19.3	C	20.3
3) Florida Avenue @ 6th Street, N.E. (signalized)	B	18.7	C	24.0
4) Sixth Street @ Neal Street/Campus Entrance, N.E. (unsignalized)	C	15.5	C	17.1
5) Brentwood Parkway @ Telegraph Hill Road, N.E. (unsignalized)	B	14.1	B	13.1

Note: * Sec./Veh. = Seconds per Vehicle

Source: O. R. George & Associates.

2.4 University Traffic Access Patterns

The following aspects of vehicular access patterns for the University campus are important to note when considering the campus master plan proposals:

a) The weekday peak hour situation, as reflected by the volume of traffic, the directions of approach and the access points utilized;

b) The locations of parking within the campus which represent the ultimate destinations of vehicular traffic; and

c) The generalized levels of transit usage, as this relates to the locations of bus stops and the adjacent Metro station access, relative to the campus' major pedestrian thoroughfares.

In order to address these aspects, the necessary surveys and field observations were performed during peak activity periods on weekdays. The findings are summarized on the following page.

1) Average weekday total vehicular access activity for the entire campus is as follows:

AM Peak Hour			PM Peak Hour		
In	Out	Total	In	Out	Total
348	61	409	107	284	391

2) Vehicular access from the adjacent roadways is distributed as follows:

	AM Peak Hour			PM Peak Hour		
Roadway	In	Out	Total	In	Out	Total
Florida Ave.	231	42	273	85	185	270
Sixth Street	21	6	27	10	47	57
Brentwood Parkway	96	13	109	12	52	64
TOTAL	348	61	409	107	284	391

3) The generalized transportation modal split for the campus was determined to be Auto/Drive Alone (45%), Rail/Bus/Shuttle (30%), Carpool/Vanpool (15%), and Walk, Bicycle/Drop-offs, etc. (10%).

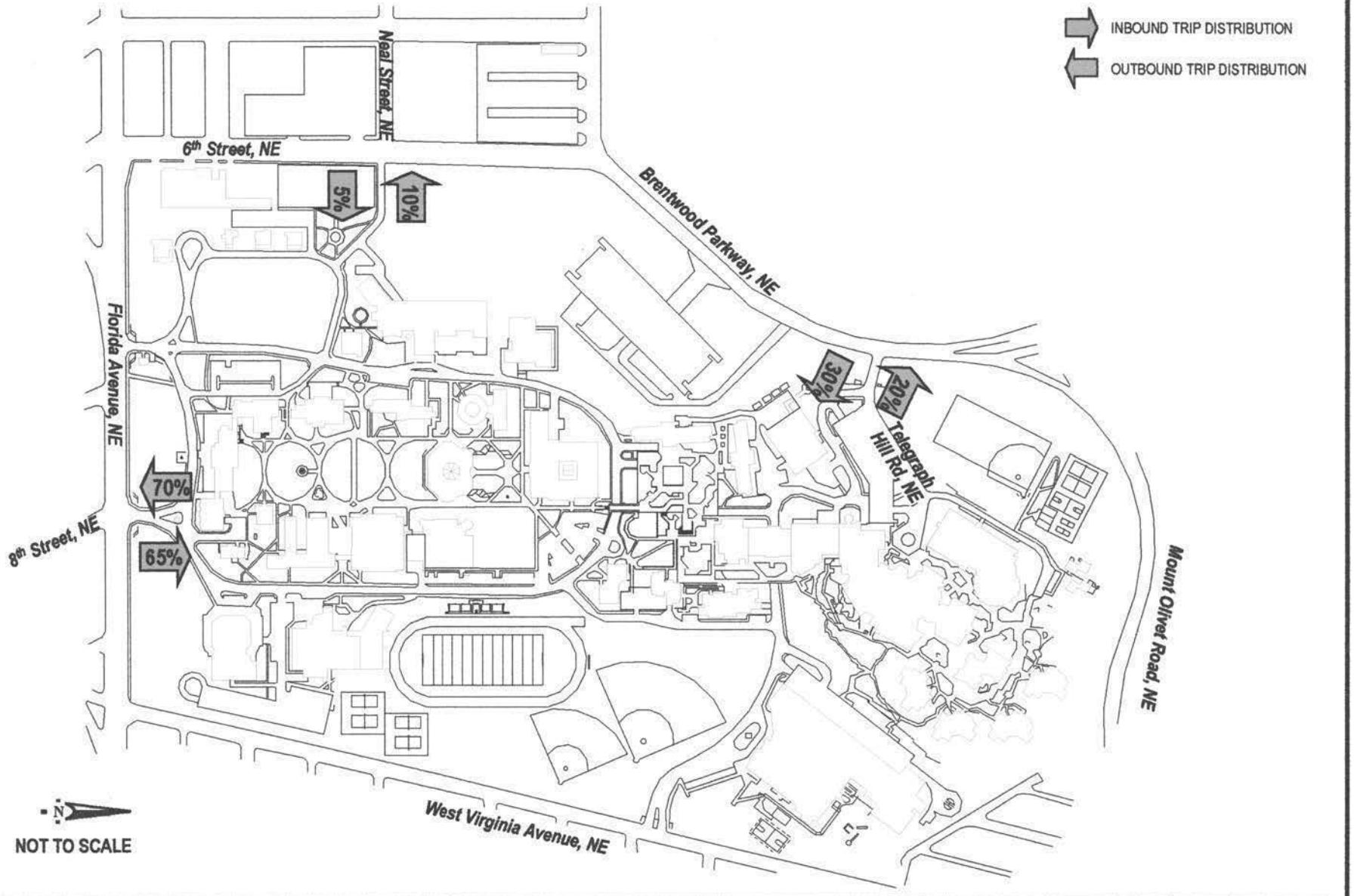
The overall trip distribution reflected by the above data summaries is illustrated in Exhibits 4 and 5 (on pages 11 and 12, respectively). These distribution patterns bear a strong relationship with the adjacent roadway network, the traffic control devices provided at the campus entrances, as well as the on-campus access, circulation and parking provisions. These factors account for the signalized access off Florida Avenue serving approximately seventy percent (70%) of the vehicles entering and departing from the campus during the morning and afternoon peak periods.

2.5 Existing Internal Circulation Situation

The internal vehicular and pedestrian circulation is clearly linked to the current campus roadway pattern, pedestrian facilities, distribution of parking, location of shuttle bus stops, as well as the external access patterns discussed in the previous section. Exhibit 6 (on page 13) illustrates these relationships, and highlights the major internal vehicular and pedestrian thoroughfares, relative to the location of parking and transit stops. Based on this exhibit, as well as discussions with the University's public safety officials, the following can be concluded:

a) Vehicular activity is concentrated on the Lincoln Circle "ring" road serving the southern (or core) campus area, Switzer Drive running generally east-west across the northern section of the campus, as well as the roadway connecting these two facilities under Hanson Plaza.

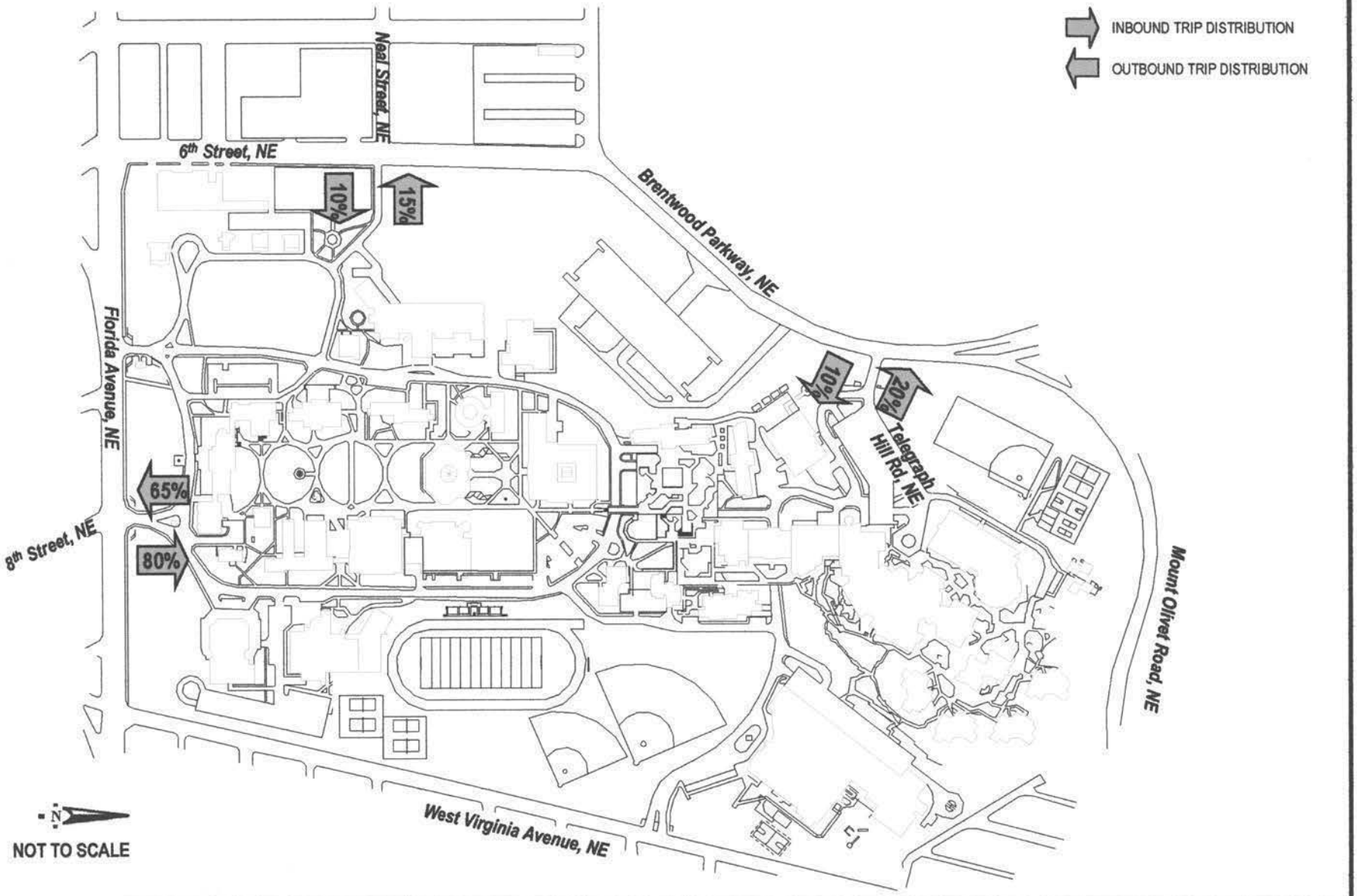
b) Pedestrian movements primarily utilize an extensive network of walkways connecting the campus buildings, as well as minor campus roadways. Crosswalks and signage are provided to reduce vehicular-pedestrian conflicts and enhance safety, in the few areas where pedestrian desire lines intersect the roadways noted in Item (a) above.



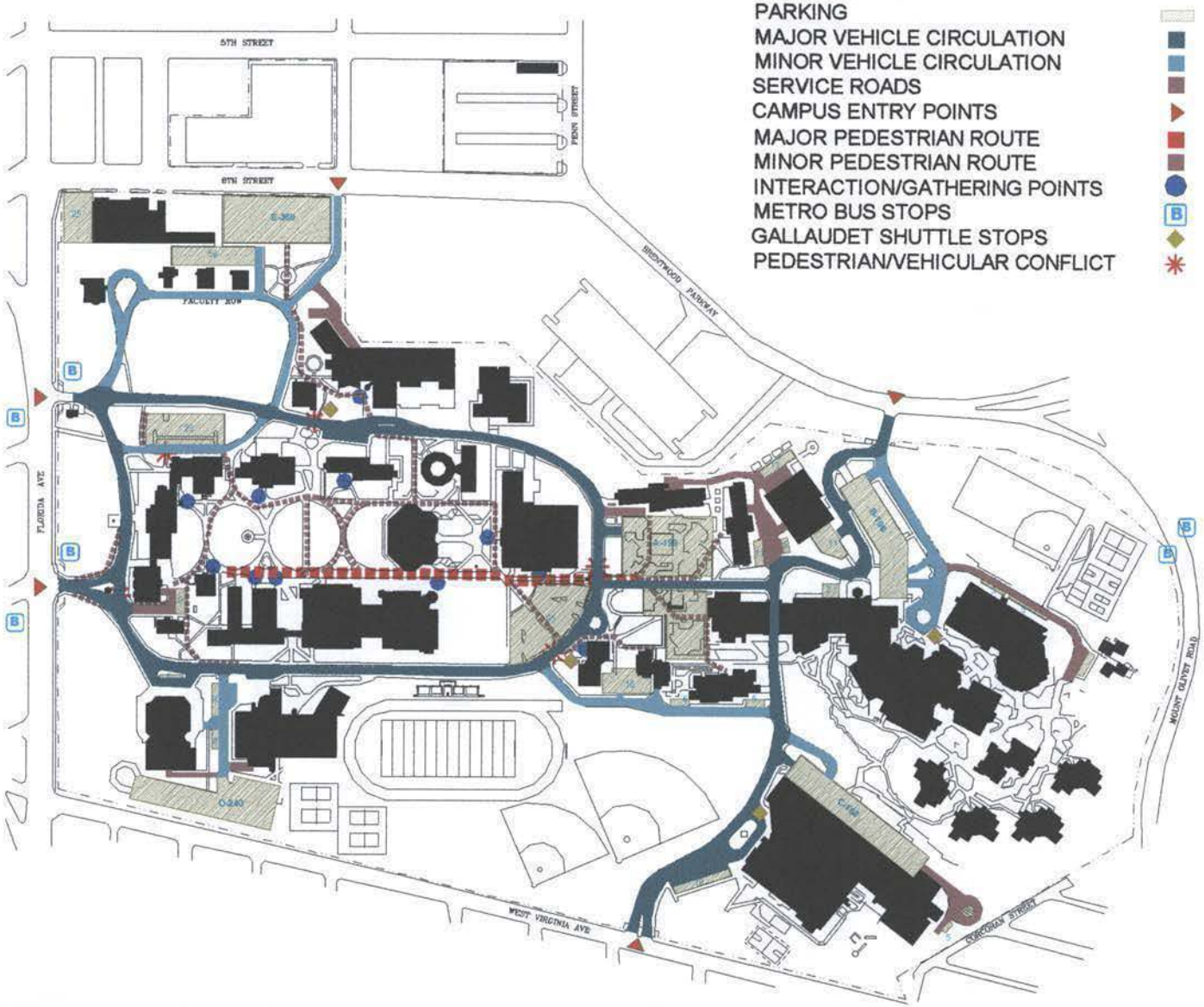
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EXHIBIT 4:
Existing AM Trip Distribution Patterns

Gallaudet University Master Plan
Washington, D.C.



O. R. GEORGE & ASSOCIATES, INC. *Traffic Engineers – Transportation Planners*	**EXHIBIT 5:** **Existing PM Trip Distribution Patterns**	Gallaudet University Master Plan *Washington, D.C.*



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EXHIBIT 6:
Gallaudet University Campus Internal Vehicle/Pedestrian Circulation Situation

Gallaudet University Master Plan
Washington, D.C.

c) Vehicular speeds along the campus roadways are in general compliance with the posted speed (15 MPH), due primarily to the provision of pedestrian crossing facilities, stop signs and other traffic calming measures.

The above information and perspectives were used as part of the basis for recommendations developed in the campus master plan land use and circulation proposals.

2.6 Existing Parking Situation

Earlier sections of this report have discussed the demographic and trip-making characteristics of the Gallaudet University campus. Parking supply and usage patterns, as well as the University's management policies relating to this key element of its facilities, are clearly important aspects of the current campus planning effort. As documented in the traffic impact study prepared in support of the Master Plan,[1] the Gallaudet University campus had a parking supply of 1,681 spaces, in 1991 - 1992. This consisted of 1,504 spaces within the University/Clerc Center campus, and 177 spaces within a lot situated west of 6th Street, between Neal and Morse Streets, N.E. The campus is currently served by a total of 1,780 parking spaces located within parking garages, various surface lots, as well as along campus roadway parking locations. The current supply and designated usage categories are summarized in Table 2 following.

TABLE 2

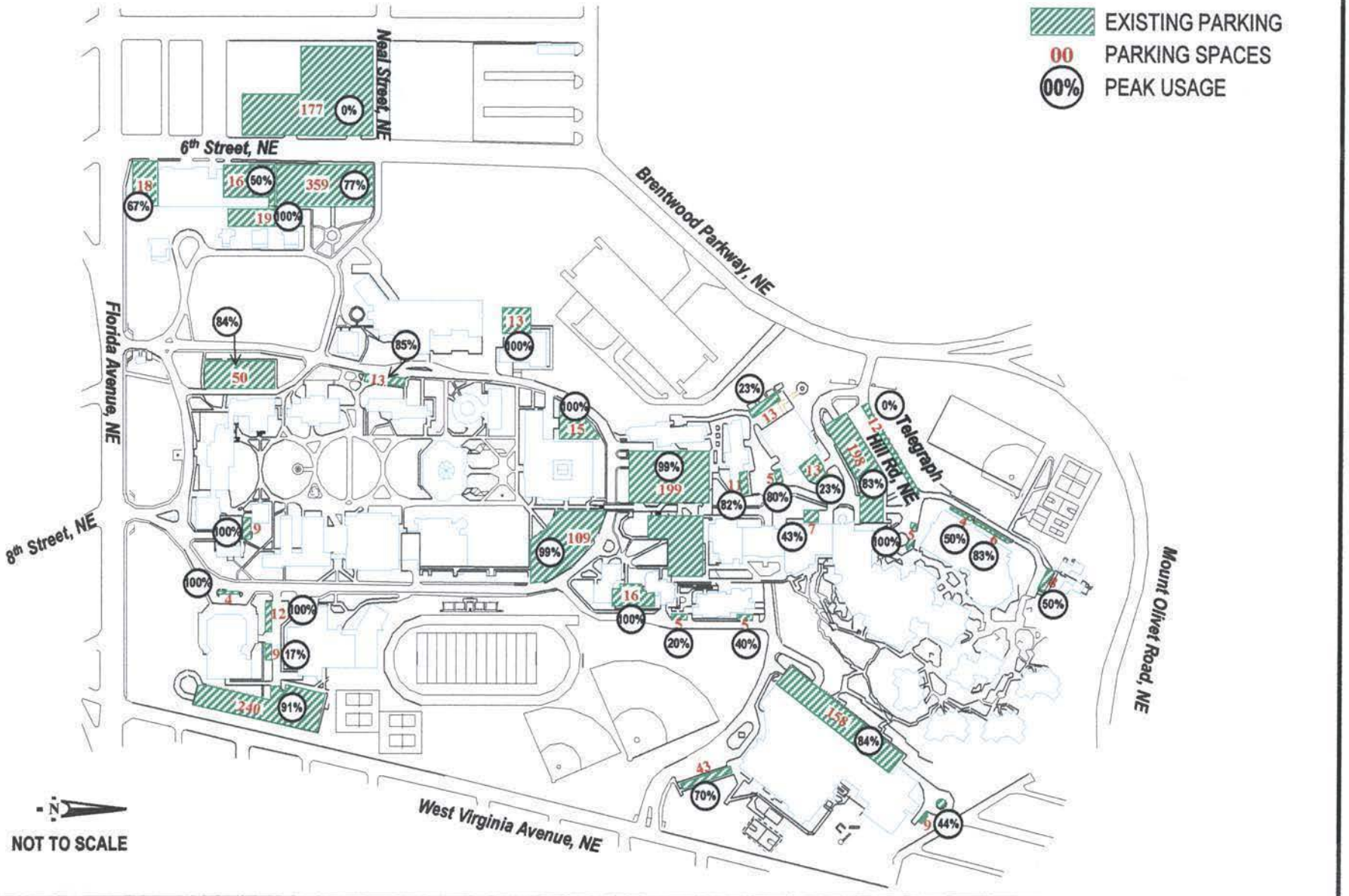
GALLAUDET UNIVERSITY CAMPUS PARKING SUPPLY (2002)

Location/Use	General	Faculty/ Staff	Handicap	Reserved	Visitor	Student	Total
University							
- Structured	-	183	23	85	257	251	**799**
- Surface	168	202	32	58	49	22	**531**
Clerc Center							
- Structured	-	270	6	17	14	49	**356**
- Surface	12	51	5	5	21	-	**94**
Total	**180**	**706**	**66**	**165**	**341**	**322**	**1,780**

Source: Gallaudet University, and O. R. George & Associates.

The distribution of parking within the campus is illustrated in Exhibit 7. For planning purposes, and to facilitate the discussion that follows, this exhibit also shows the peak usage levels, based on a cursory survey conducted for the parking areas on a typical day of campus administrative and academic activities. The survey indicates that the peak parking demand, within the entire campus, occurs between 12:00 Noon and 1:00 PM. The peak parking demand within the Clerc Center area is approximately seventy-six percent (76%), and that within the University proper is approximately seventy-four percent (74%). The overall campus peak parking demand was determined to be seventy-four percent (74%) of the total parking supply.

[1] "Traffic Analysis, Gallaudet University Master Plan, 2001", Robert L. Morris, Inc., March 1991.



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EXHIBIT 7:
Gallaudet University Campus Existing Parking Distribution and Utilization

Gallaudet University Master Plan
Washington, D.C.

The ratio of total campus population to overall parking supply and the peak parking occupancy were used in assessing adequacy of parking supply, and for projecting future needs. This considers the fact that the MSSD students are required to live on campus, and the KDES students arrive primarily via bus and passenger vehicle drop-off modes. Specifically, this study compares the total campus population-to-parking supply and peak parking demand ratios for the period 1991 - 2002. These ratios are presented below:

TOTAL CAMPUS POPULATION-TO-PARKING SUPPLY RATIOS - GALLAUDET UNIVERSITY (1991 - 2002)

Year	Campus Population*	Parking Supply	Campus Pop. -to-Parking Ratio	Peak Occupancy
1991 – 1992				
- University	3,204	1,298	2.5	*82%*
- Clerc Center	294**	383	0.77	
Total	*3,498*	*1,681*	*2.1*	
2001 – 2002				
- University	2,525	1,330	1.9	*74%*
- Clerc Center	372**	450	0.8	
Total	*2,897*	*1,780*	*1.6*	

* Represents total headcounts of students, faculty and staff.
** Excludes all students.

Source: Gallaudet University, and O. R. George & Associates.

The above data and discussion confirm that the campus parking supply is currently adequate. The usage factors for the individual lots which are shown in Exhibit 7, in conjunction with the parking ratios cited in the above table, provide a good basis for evaluating the current campus master plan proposals, which are discussed in Section 4.

2.7 Transit and Multi-Modal Services

Earlier sections of the report discussed the location of the Gallaudet University campus in relation to the public transportation facilities serving the area. To facilitate the discussion, which follows, these facilities and services are highlighted below:

a) **Metrobus Services**: The Gallaudet University campus is served by two (2) Metrobus routes along Florida Avenue. These routes are No.s 90 and 92 (U Street and Garfield) which connect the campus to U Street on the west, and Benning Road on the east. Two (2) bus stops are provided in each direction along the Florida Avenue frontage of the campus. Bus headways range from 12 minutes during the morning peak period, to 17 minutes during the afternoon peak period.

b) **Campus Shuttle Bus Services:** Gallaudet University operates a shuttle bus system with service provided between Union Station and several locations within the campus. The services are primarily provided between 7:00 AM and 10:00 PM on weekdays, with 15-minute headways during the morning and afternoon peak periods, and 20-minute headway during the off-peak periods. The shuttle bus program also includes emergency service between 10:00 PM and 12:00 AM on weekdays, as well as during weekends.

3.0 FUTURE BACKGROUND TRAFFIC SITUATION

3.1 Background

The current campus master plan update covers the ten-year horizon of 2002 - 2012. Per the requirements of the DDOT Office of Transportation Policy and Planning, the following two (2) elements would need to be addressed in terms of the likely impacts they may have on the study area year 2012 background traffic conditions:

a) Potential growth in through traffic on the study area roadway network; and

b) The potential impacts of planned land use developments within the campus sub-area.

These elements are discussed in the sections following.

3.2 Through Traffic Growth

As noted earlier, the Gallaudet University campus is accessed principally off Florida Avenue and the Sixth Street/Brentwood Parkway corridor. It is noted that Florida Avenue, in particular, serves significant volumes of commuter and other traffic. In keeping with current traffic engineering practice, Average Daily Traffic (ADT) volumes for these roadways were obtained from the District of Columbia Bureau of Traffic Services, and analyzed in order to determine growth trends. This data is shown in Table 3 following.

TABLE 3

TRAFFIC GROWTH TRENDS –
KEY STUDY AREA ROADWAYS

Roadway Segment	1991	1992	1993	1996	1999	Avg. Annual Growth Rate
1) Florida Ave. (6th Street – West Virginia Ave.)	30,300	30,000	28,000	27,000	28,400	-0.7%
2) Sixth Street (Florida Ave. – Penn Street)	12,000	13,500	13,500	12,500	12,100	+0.2%
3) Brentwood Parkway (Penn Street – Mt. Olivet)	17,900	18,000	11,000	13,100	12,700	-2.5%
4) West Virginia Avenue (North of Florida Ave.)	13,300	14,000	14,000	11,700	11,400	-1.5%

Source: DDOT, and O. R. George & Associates.

The data presented in the above table suggests that traffic volumes along the study area roadways have generally declined over the past nine (9) years. This is apparently due to multiple factors, including demographic changes such as shifts in employment opportunities to suburban areas, increased use of transit, and other factors including non single-occupant vehicle modes of travel, particularly by commuters.

For planning purposes, the DDOT Office of Transportation Policy and Planning typically recommends application of an annual growth rate of two percent (2%), except in cases where more specific data is available. Based on the data above and discussions with the Office of Transportation Policy and Planning, this study considers that an assumed annual growth rate of two percent (2%) allows a sufficient factor of safety appropriate for long range planning purposes. This factor was applied to existing traffic volumes in developing the year 2012 "base" traffic situation. This situation is shown in Appendix D.

3.3 Potential Local Area Land Use Developments

In order to provide a comprehensive (though qualitative) assessment of background traffic conditions relative to the current campus master plan update, this study also examined potential land use developments within the general study area. For ease of reference, this section summarizes the information concerning these land uses, and discusses their potential trip generation impacts on the local area transportation network.

- **Planned New York Avenue Metrorail Station**

  The Washington Metropolitan Area Transit Authority (WMATA) is currently constructing a new metrorail station on its Red Line System, between the existing Union and Rhode Island Avenue Metrorail Stations. The specific location is south of Florida Avenue, between M and N Streets, N.E. The WMATA Environmental Assessment Report (September 2000) for this station, indicates that "*travel associated with accessing the proposed New York Avenue Metrorail Station would cause only a nominal increase in traffic in nearby streets.*" This would be due to the following factors:

  a) The station is intended to serve primarily pedestrian and bus transit riders;

  b) The station would not include long- or short-term parking, or drop-off facilities; and

  c) The station would have a positive impact on the vehicular trip generation and impacts of planned/potential developments within the adjacent area.

  The New York Avenue Metrorial station is scheduled to open in year 2004.

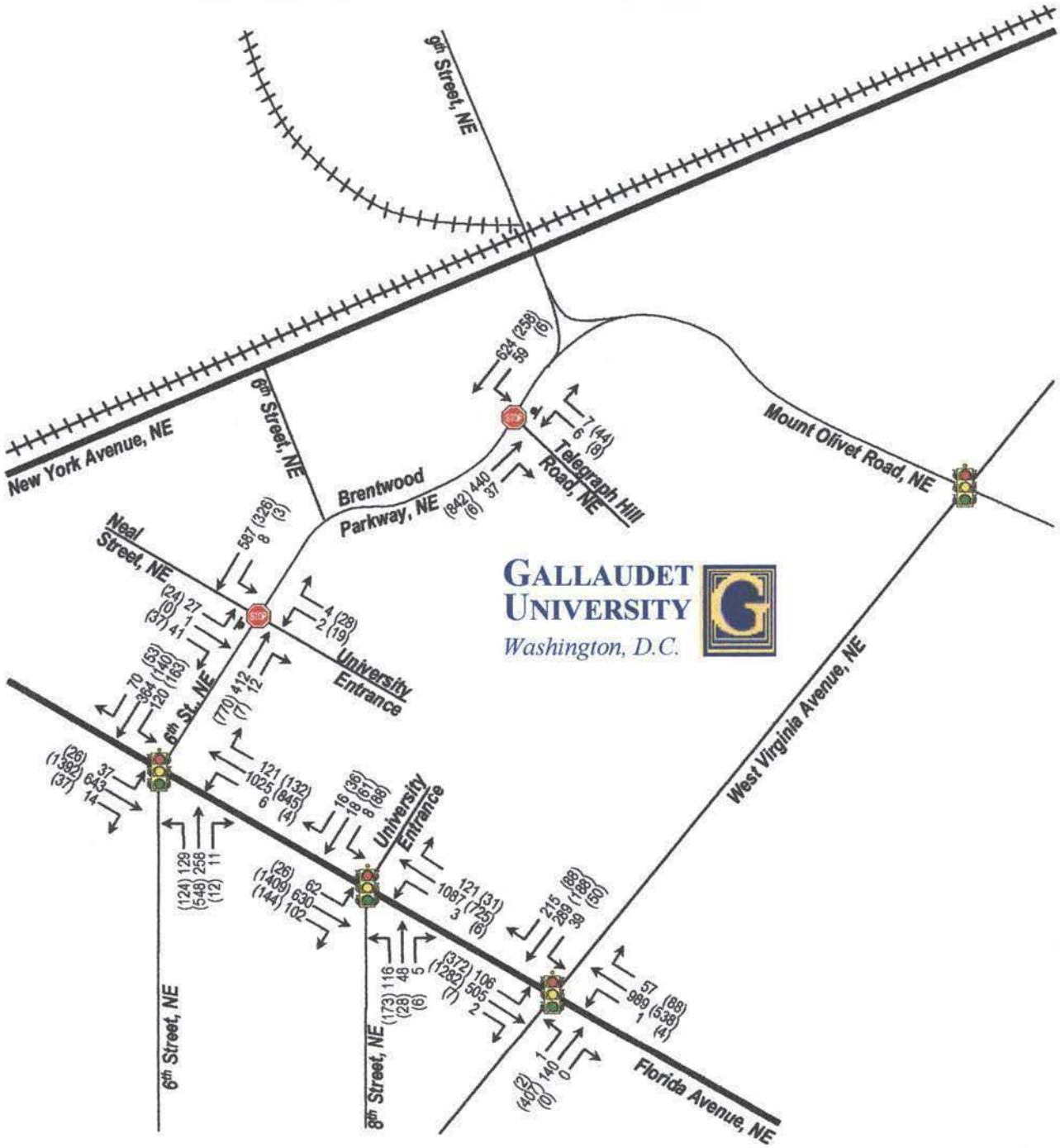
- **Alcohol, Tobacco and Firearms (ATF) Headquarters**

  The General Services Administration (GSA) plans to develop a 422,000 GSF headquarters building for the ATF within Square 710, which is located south of the Florida Avenue/New York Avenue intersection. The facility will be situated adjacent to the planned New York Avenue Metrorail Station. In addition, in keeping with Federal guidelines and requirements, a Transportation Demand Management Program will be put in place to maximize transit usage and minimize single-occupant vehicle trip generation by the prospective ATF employees. As such, it is projected that the greater proportion (85±%) of the employees will utilize the planned Metrorail station and connecting Metrobus services. This development would therefore have a minimal impact on the study area roadway network.

- **Potential Development Parcels**

  The New York Avenue Metrorail Station Environmental Assessment has also identified several parcels which have potential development and/or redevelopment opportunities. The potential yield from these parcels could approximate 4.8± M gross square feet of commercial/office use. This development activity is yet to be defined through appropriate applications before the City's administrative review agencies. Furthermore, the traffic impacts of the potential developments would be reduced significantly by the planned New York Avenue Metrorail Station.

Based on the above, it is projected that the above-noted planned/potential developments, would have a minimal impact on the study area, due to their proximity to the planned New York Metrorail Station. It is projected that the vehicular trips generated by these developments would originate primarily from the north via North Capitol Street and Florida Avenue, from the south via North Capitol Street and New York Avenue, as well as from the east via New York Avenue. Considering these factors and the declining annual growth rates noted above for the study area roadways, the two percent (2%) growth factor applied to project the year 2012 base year traffic situation, would adequately cover the potential traffic increases resulting from the planned developments noted above. The projected year 2012 background traffic situation is shown on Exhibit 8.



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

EXHIBIT 8: Projected Year 2012 Background Traffic Volumes - Gallaudet University Master Plan

4.0 CAMPUS MASTER PLAN AND DEVELOPMENT IMPACTS

4.1 Background

As noted in earlier sections of this report, the student population and the academic programs of the Gallaudet University have the greatest impact on trip generation and parking demands. It is projected that this will continue to be the case through the 2012 planning horizon year of the campus master plan update, as well as per the current master plan. Other factors and considerations would include changes in the faculty and staff, programming changes with respect to building facilities and their respective usage, as well as parking supply and the transportation management provisions of the institution. These issues and their potential impacts on traffic and parking are addressed in this section. In order to facilitate the discussion, key population statistics for the University, for the period 1991– 2012, are presented in Table 4.

TABLE 4

GALLAUDET UNIVERSITY POPULATION TREND DATA - YEAR 2002 CAMPUS MASTER PLAN UPDATE*

Population Element	Planning Year/ Time Frame		
	1991-92	2001-02	2011-12
• Students (University)	2,060	1,706	2,020
• Students (Clerc Center)	515	336	365
• Faculty and Staff (University & Clerc Center)	1,438	1,043	1,043

* All values are headcounts.

Source: Gallaudet University, and O. R. George & Associates.

The data presented in Table 4 presents a good basis for a generalized assessment of the access needs and impacts of the University by the 2012 campus master plan horizon, and for comparisons of the approved population parameters per the 1990 campus master plan. The planned land use changes are discussed in the section following; and this information will be used in conjunction with the data presented in Table 4 to enable an assessment of the planned campus land uses and programming aspects of the campus.

4.2 Campus Land Use Plan

The University campus master plan proposes several initiatives over the next ten (10) years. These are highlighted below:

- **Academic/Administrative Building Demolitions, Renovations and Additions**

  Throughout the campus, building demolitions, renovations and additions are envisioned along with associated parking relocations, internal changes to vehicular circulation and improvements to open spaces associated with those projects.

- **Academic/Administrative Building Construction:** The Master Plan proposes a modest amount of additional academic/administrative uses. This includes a new library, language and communication center, National Mission center, and a general administrative building.
- **Residence Hall Demolitions, Renovations and New Construction:** The proposed Master Plan includes the demolition, reconstruction and renovation of various residence hall facilities used by both University and pre-college (Clerc Center) students.
- **Vehicular and Pedestrian Circulation:** The campus master plan calls for several improvements to the vehicular and pedestrian access and circulation situation on the campus. These include the reconfiguration of the main and College Hall entranceways off Florida Avenue, and the provision of pedestrian amenities to improve access and reduce vehicular-pedestrian conflicts along several key pedestrian desire lines.
- **Parking:** The proposed master plan calls for approximately 328± spaces to be removed to facilitate building construction and renovation, and also proposes the development of a new 300 - 400 space underground garage in the Hanson Plaza area, for a net increase of 72+ parking spaces.

4.3 Trip Generation Considerations

As noted in Table 4, the actual (year 2002) total student enrollment is 2,042 students. The year 2012 Master Plan calls for an increase of the full-time student population to 2,385, representing a 16.8% change. It is noted, however, that this projection would not exceed the student population level of 1991-92 period.

Earlier sections of the report have discussed the favorable location of the campus in relation to existing Metrobus transit services, and the planned New York Avenue Metrorail Station. WMATA has reported a significant upward trend in ridership in recent years. In addition, the campus has established a substantive Transportation Management Program, which would take advantage of the public transportation accessibility factors noted above, in conjunction with its shuttle bus system. The proposed plan envisions a continued emphasis on transit usage and vehicle trip reduction.

The District of Columbia Department of Public Works stipulates that trip generation estimates be based on trip rates recommended by the Institute of Transportation Engineers (ITE) Trip Generation Manual (6th edition, 1997), unless local survey data is available. As noted earlier, the turning movement counts conducted were selected such that the campus portal points were effectively "cordoned" off to enable the total vehicle trips entering and leaving the campus to be enumerated. These counts were conducted on typical weekdays when normal academic and administrative activities occurred on the campus. Based on the data obtained, trip rates per enrolled student were developed, and compared with the corresponding ITE rates. This comparison is shown in Table 5 following.

TABLE 5

PROJECTED TRIP GENERATION – GALLAUDET UNIVERSITY CAMPUS

Trip Rates/Student	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Per ORGA Survey	0.17	0.03	0.20	0.05	0.14	0.19
• Per ITE	0.17	0.04	0.21	0.06	0.15	0.21
Trip Generation						
• Per 2,042 Students* (Existing 2001-02)	348	61	409	107	284	391
• Per 2,385 Students (Future 2011-12)**	405	72	477	119	334	453
• **Net Change**	**+57**	**+11**	**+68**	**+12**	**+50**	**+62**

* Based on Full Time Equivalents (FTE's).

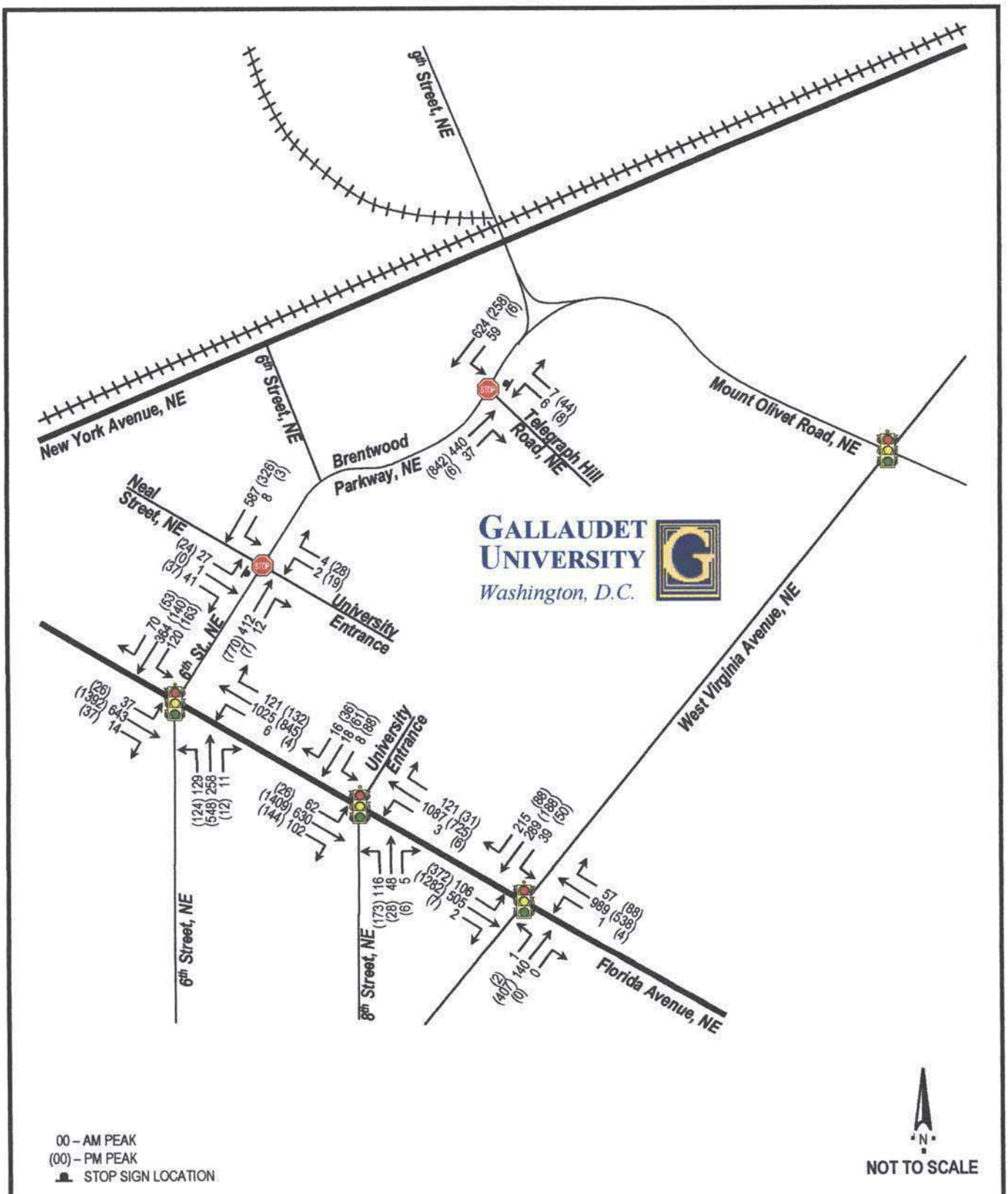
** Based on the projected student enrollment for the 2002 – 2012 period.

Source: O. R. George & Associates.

The above table shows that the trip rates derived from the campus survey are approximately five percent (5%) lower than the ITE rates during the morning peak period and ten percent (10%) lower during the PM peak. This is likely due to the proximity of the campus to Metrobus services and the campus' operation of a shuttle bus system. The difference in trip rates is to be expected since ITE data is usually based upon surveys of stand-alone sites, with little or no access to public transportation. The derived campus trip rates were therefore considered appropriate for projecting the future traffic generation for the institution.

The projected trip generation and the incremental trips that would be generated by the campus based on the student population projection for the 2012 planning horizon, are also presented in Table 5. This table shows that, if enrollment goals are achieved in 2012, the campus would generate 68 and 62 additional trips during the morning and afternoon peak hours, respectively. The proposed New York Avenue Station would likely reduce the future campus trip generation by approximately 15 percent. This would substantially mitigate the potential impact of the incremental trips shown in Table 5.

Based on the above considerations, it is concluded that the updated campus plan would not result in any changes to the projected background traffic situation shown on Exhibit 8. As such, the projected year 2012 total traffic situation would be the same as Exhibit 8. For ease of reference, the year 2012 traffic situation is included as Exhibit 9. The capacity analysis results for this situation are presented in Table 6 on page 25. The capacity analysis worksheets are included as Appendix E.



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

EXHIBIT 9: Projected Year 2012 Total Traffic Situation - Gallaudet University Master Plan

TABLE 6

SUMMARY OF CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2012 TOTAL TRAFFIC SITUATION

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	Level of Service	Average Delay Sec./Veh.*	Level of Service	Average Delay Sec./Veh.*
1) Florida Avenue, @ West Virginia Avenue N.E. (signalized)	C	25.6	C	32.3
2) Florida Avenue @ Main Campus Entrance/8th Street, N.E. (signalized)	C	20.7	C	23.1
3) Florida Avenue @ 6th Street, N.E. (signalized)	C	21.4	C	29.7
4) Sixth Street @ Neal Street/Campus Entrance, N.E. (unsignalized)	C	18.5	C	21.5
5) Brentwood Parkway @ Telegraph Hill Road, N.E. (unsignalized)	C	16.0	B	14.8

* Sec./Veh. = Seconds per Vehicle

Source: O. R. George & Associates.

4.4 Parking Needs Assessment

Section 2.6 discussed the existing parking situation. The data shows that the campus is currently provided with 1,780 parking spaces. It was also shown that the peak parking demand is approximately 76% within the Clerc Center section of the campus, 74% in the University Section of the campus and 74% within the entire campus. The changes proposed over the next ten (10) years would increase the supply to approximately 1,852 spaces.

Evaluation of the current (2002) parking situation was based on parking usage surveys, which were used to develop a total campus population-to-parking space ratio. Discussions with campus administration and student representatives have indicated that the current parking situation is acceptable, in terms of the level of service provided to the campus community. Also, field surveys and discussions with community representatives have not identified any adverse impacts on the neighborhood. Therefore, the existing parking ratio was considered appropriate in assessing the adequacy of the planned 2012 parking situation. This assessment is summarized on the page following.

PARKING ASSESSMENT SUMMARY

	Existing (2001-02)	Future (2011-12)
• Total Campus Population*	2,897	3,428
• Parking Supply	1,780	1,852
• Total Campus Population -to-Parking Ratio	1.6	1.9

* Excludes the MSSD students who are required to live on campus.

Source: The Gallaudet University, and O. R. George & Associates.

The total campus population-to-parking ratios presented above, indicate that the current favorable campus parking situation would continue during the next ten-year planning period. This is supported by related data presented in the table on page 16 of this study. This data shows that, in 1992, the peak parking occupancy was 82%, and the campus population-to-parking ratio was 2.2.

4.5 Potential Mitigation Measures

Sections 4.3 and 4.4 above examined the horizon year traffic and parking situation. The following data and analyses are based upon the land use changes and enrollment projections proposed in the current campus master plan update and the assumption that current peak scheduling of classes would remain unchanged.

a) The proposed Master Plan projects an approximate 16.8% percent increase in total student enrollment.

b) The projected marginal increase in campus vehicular trip generation, that could result from Item (a), would be mitigated by the planned New York Avenue Metrorail Station and Metrobus/Campus Shuttle connections. This station is currently under construction, and is scheduled to be opened to the public in year 2004.

c) The study area intersections currently operate within the City's acceptable Level-of-Service planning standards, and would continue to do so over the year 2002 – 2012 planning horizon.

d) Based upon the parking usage patterns and factors developed from surveys conducted in 1992 and 2002, the campus master plan provisions for parking would adequately accommodate the University's needs for the current planning period.

In summary, the study has found that the access needs of the University, over the next ten (10) years, can be accommodated by the existing roadway network. The proposed parking supply would be adequate; and would prevent an overflow of campus parking demand unto the adjacent neighborhood streets and the lots serving the commercial uses situated west of 6th Street, N.E.

The proposed Master Plan calls for the implementation several transportation improvements to enhance the efficiency and safety of vehicular/pedestrian access and circulation off and on-campus. The key improvements are as follows:

a) Enhancement of the campus, western entranceway off Florida Avenue which is restricted to pedestrian access only.

b) Creation of a more prominent gateway at the campus' main eastern entranceway off Florida Avenue, which would include new pull-off and guard booth facilities/locations to prevent the extension of campus vehicular queues unto Florida Avenue.

c) Relocation of the northern area of the internal Lincoln Circle Drive roadway loop, to facilitate the development of a cross-campus pedestrian walkway, and eliminate existing pedestrian-vehicular conflicts in that area of the campus.

The University has demonstrated its commitment to transportation management, and currently has a Transportation Management Program (TMP) in place. The potential impacts of policies, programs and services, included in the subject plan, to reduce vehicle access demands (particularly by single-occupant vehicles) have not been specifically incorporated into traffic projections. However, it is a reasonable assumption that the continued implementation would have a measurable positive impact on the local area over the proposed Master Plan horizon.

5.0 SUMMARY AND CONCLUSION

The data, analysis and discussion presented in this report supports the conclusion that the programming changes called for in the updated (2002) campus master plan for the Gallaudet University are in keeping with the District of Columbia Generalized Land Use and Policy Plans, considering the transportation access needs of the institution as well as the potential impacts on adjacent properties and residential communities. More specifically, it is noted that student population levels (which have the most significant bearing on traffic access and parking needs), are expected to increase by approximately seventeen percent (17%) over the next ten (10) years. The key findings of our study are as follows:

a) The study area roadway network currently operates at acceptable levels of service during both the morning and afternoon peak periods.

b) In projecting the year 2012 background traffic conditions, a conservative annual growth factor of two percent (2%) was applied to the existing study area traffic volumes, unto the year 2012. In addition, the projected trip generation for planned/potential developments in the vicinity of the New York Avenue/Florida Avenue intersection was considered.

c) The planned New York Avenue Metrorail Station is likely to have a positive impact on the vehicular trip generation characteristics of the potential developments noted in Item (b).

d) The proposed campus master plan would have a negligible impact on the study area roadway network, in terms of incremental vehicle trips.

e) Item (d) would be due particularly to the projected low increase in student population, and the availability of existing and planned transit services to the campus.

f) The study area roadway network would continue to operate at acceptable Levels of Service upon implementation of the proposed campus facility improvements, and achievement of the projected student enrollment level.

Based on the foregoing data, analysis and discussion, it can be concluded that the proposed Campus Master Plan would not adversely impact the local area roadway network or be objectionable to neighboring property, from the perspectives of traffic operations as well as vehicular and pedestrian safety. The planned completion of the New York Avenue Metrorail Station by 2004, in conjunction with the continued implementation of the campus' Transportation Demand Management Program, would serve to mitigate the traffic impacts of the proposed Master Plan.

As noted earlier, the University proposes to develop several new building facilities in conjunction with parking and minor site access changes, over the ten-year period of the campus master plan. These projects will require review and approval in accordance with the District of Columbia further processing arrangements. This process will allow for refinements and updates to further ensure compliance with the District of Columbia's requirements and the objectives of the University. The process will also provide for public participation to ensure that concerns for potential adverse impacts on the community are appropriately addressed.

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

APPENDIX

A

Study Scoping Correspondence with DPW
Intermodal Planning Office

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite # 310 • Greenbelt, Maryland 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

June 19, 2002

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Office of Intermodal Planning
District of Columbia Department of Public Works
2000 14th Street, N.W. 7th Floor
Washington, D.C. 20009

Re: Gallaudet University Year 2002 Campus Master Plan Transportation Impact Assessment

Dear Mr. Bah:

Further to our recent telephone conversation, we hereby confirm that we have been retained by the Applicant, Gallaudet University, to prepare a traffic impact assessment in support of the referenced application. The purpose of this letter is to confirm the project background discussed, and the study parameters agreed upon.

As background, we note that the Gallaudet University is located within an area bounded by Florida Avenue to the south, Sixth Street and Brentwood Parkway to the west, Mount Olivet Road to the north, and West Virginia Avenue to the east, within the northeast section of Washington DC. The campus is situated approximately 2000± feet from the WMATA New York Avenue Metrorail Station, which is currently under construction.

The current campus plan was approved in 1992. The proposed year 2002 campus plan calls for a moderate (10%) increase in student enrollment, as well as a 17.3% decrease in building square footage, following the implementation of planned demolition, reconstruction and construction projects. In keeping with the City's Zoning Regulations, the traffic study is required to ensure that the campus master plan proposals are not objectionable to neighboring property from the perspective of traffic.

Based on the considerations, we propose the following as key parameters of the traffic study:

a) The study area road network would be defined by the following five (5) intersections:
   1) Florida Avenue at West Virginia Avenue.
   2) Florida Avenue at 8th Street.
   3) Florida Avenue at 6th Street.
   4) Sixth Street at Neal Street.
   5) Brentwood Parkway at Telegraph Hill Road.

b) The projected site trips will be based on trip rates developed per enrolled student derived from peak hour traffic turning movement counts conducted at the campus' portal points, as part of the traffic study. This is in keeping with your office's requirement that local survey data be used (in lieu of rates recommended by the Institute of Transportation Engineers), whenever such data is available.

c) The assumed trip distribution pattern would be based primarily on the existing access patterns of the University as well as the traffic patterns on the adjacent roadway network.

Should you have any questions or further information, which may be useful to our study effort, please let us know. Thanks for your usual attention and assistance in this matter.

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

Osborne R. George
President

ORG/ce

cc: Mr. Daniel Kirby (GU)
Ms. Susi Thum (EYP)

APPENDIX

B

Turning Movement Count Summaries
Existing Traffic Situation

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

Counted by :ORGA-CU
Board :D4-2236
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : BREN@TEL
Site Code : 07182236
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

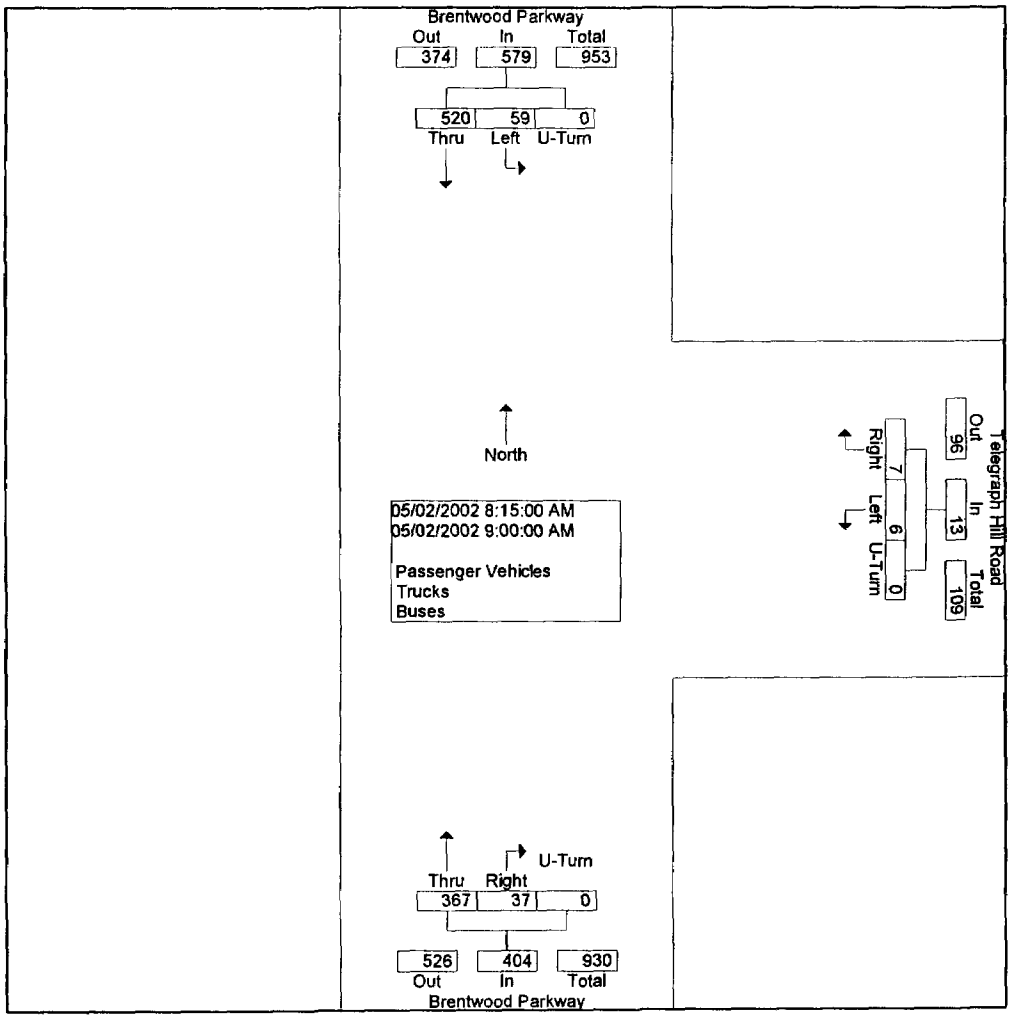
	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	67	0	69	43	3	0	46	1	1	0	2	117
07:30 AM	4	73	0	77	61	4	0	65	0	0	0	0	142
07:45 AM	6	100	0	106	82	3	0	85	0	0	0	0	191
08:00 AM	8	105	0	113	93	3	0	96	5	1	0	6	215
Total	20	345	0	365	279	13	0	292	6	2	0	8	665
08:15 AM	11	123	0	134	84	4	0	88	1	5	0	6	228
08:30 AM	19	117	0	136	80	13	0	93	0	1	0	1	230
08:45 AM	15	130	0	145	98	10	0	108	4	1	0	5	258
09:00 AM	14	150	0	164	105	10	0	115	1	0	0	1	280
Total	59	520	0	579	367	37	0	404	6	7	0	13	996
04:15 PM	1	77	0	78	146	0	0	146	7	21	0	28	252
04:30 PM	0	59	0	59	171	3	0	174	1	15	0	16	249
04:45 PM	0	58	0	58	150	1	0	151	1	16	0	17	226
05:00 PM	4	49	0	53	161	2	0	163	2	10	0	12	228
Total	5	243	0	248	628	6	0	634	11	62	0	73	955
05:15 PM	1	56	0	57	192	1	0	193	3	10	0	13	263
05:30 PM	1	52	0	53	199	2	0	201	2	8	0	10	264
05:45 PM	0	65	0	65	137	2	0	139	2	11	0	13	217
06:00 PM	1	46	0	47	174	0	0	174	2	8	0	10	231
Total	3	219	0	222	702	5	0	707	9	37	0	46	975
Grand Total	87	1327	0	1414	1976	61	0	2037	32	108	0	140	3591
Apprch %	6.2	93.8	0.0		97.0	3.0	0.0		22.9	77.1	0.0		
Total %	2.4	37.0	0.0	39.4	55.0	1.7	0.0	56.7	0.9	3.0	0.0	3.9	

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Board :D4-2236
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : BREN@TEL
Site Code : 07182236
Start Date : 05/02/2002
Page No : 2

	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1													
Intersection	08:15 AM												
Volume	59	520	0	579	367	37	0	404	6	7	0	13	996
Percent	10.2	89.8	0.0		90.8	9.2	0.0		46.2	53.8	0.0		
09:00 Volume	14	150	0	164	105	10	0	115	1	0	0	1	280
Peak Factor													0.889
High Int.	09:00 AM				09:00 AM				08:15 AM				
Volume	14	150	0	164	105	10	0	115	1	5	0	6	
Peak Factor				0.883				0.878				0.542	

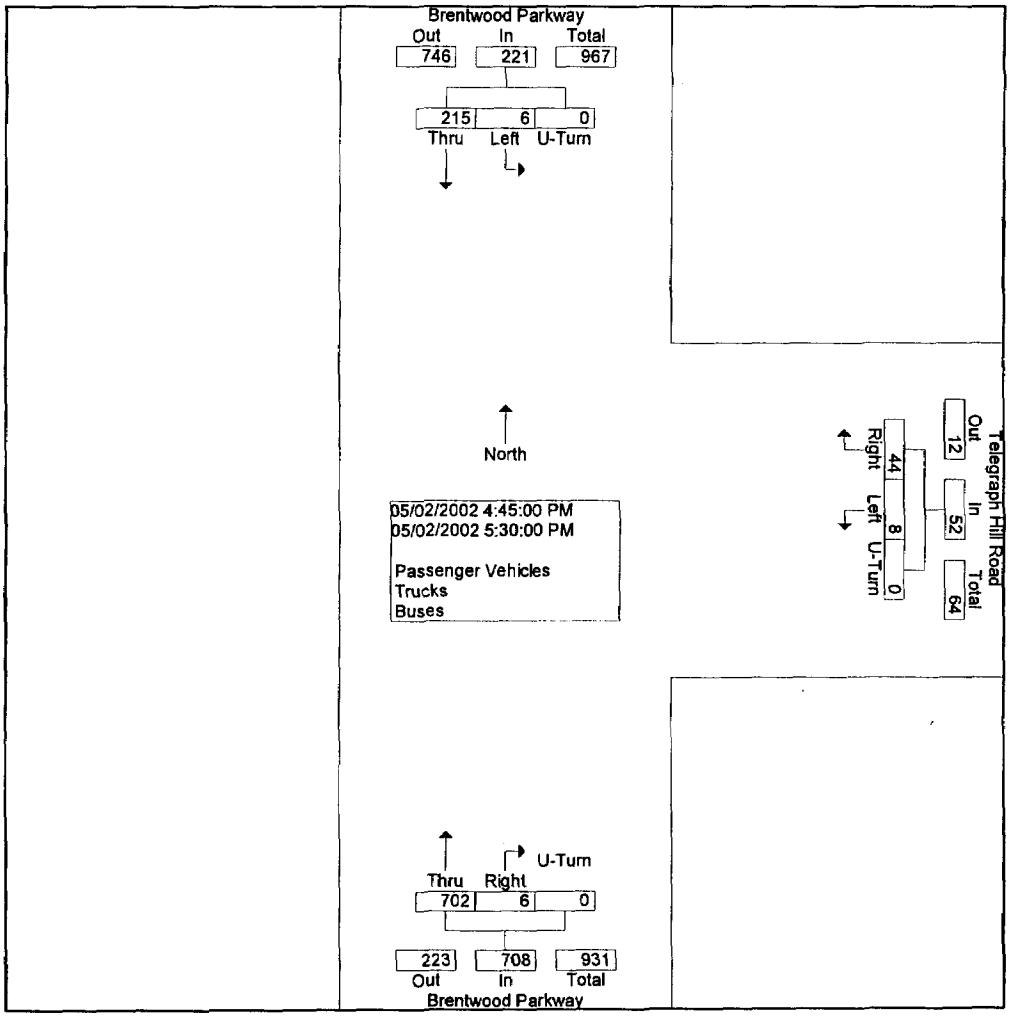


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File Name : BREN@TEL
Site Code : 07182236
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	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1													
Intersection	04:45 PM												
Volume	6	215	0	221	702	6	0	708	8	44	0	52	981
Percent	2.7	97.3	0.0		99.2	0.8	0.0		15.4	84.6	0.0		
05:30 Volume	1	52	0	53	199	2	0	201	2	8	0	10	264
Peak Factor													0.929
High Int.	04:45 PM				05:30 PM				04:45 PM				
Volume	0	58	0	58	199	2	0	201	1	16	0	17	
Peak Factor				0.953				0.881				0.765	



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Groups Printed- Passenger Vehicles

	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	58	0	60	41	2	0	43	1	1	0	2	105
07:30 AM	4	66	0	70	52	3	0	55	0	0	0	0	125
07:45 AM	6	94	0	100	73	2	0	75	0	0	0	0	175
08:00 AM	8	97	0	105	82	2	0	84	5	1	0	6	195
Total	20	315	0	335	248	9	0	257	6	2	0	8	600
08:15 AM	11	110	0	121	74	2	0	76	1	4	0	5	202
08:30 AM	17	113	0	130	67	8	0	75	0	1	0	1	206
08:45 AM	14	121	0	135	85	8	0	93	3	1	0	4	232
09:00 AM	14	141	0	155	93	7	0	100	1	0	0	1	256
Total	56	485	0	541	319	25	0	344	5	6	0	11	896
04:15 PM	1	72	0	73	140	0	0	140	6	20	0	26	239
04:30 PM	0	57	0	57	169	0	0	169	1	15	0	16	242
04:45 PM	0	56	0	56	141	1	0	142	1	16	0	17	215
05:00 PM	4	47	0	51	154	0	0	154	2	9	0	11	216
Total	5	232	0	237	604	1	0	605	10	60	0	70	912
05:15 PM	1	55	0	56	183	1	0	184	3	10	0	13	253
05:30 PM	1	52	0	53	192	1	0	193	2	8	0	10	256
05:45 PM	0	65	0	65	128	0	0	128	2	11	0	13	206
06:00 PM	1	45	0	46	170	0	0	170	2	8	0	10	226
Total	3	217	0	220	673	2	0	675	9	37	0	46	941
Grand Total	84	1249	0	1333	1844	37	0	1881	30	105	0	135	3349
Apprch %	6.3	93.7	0.0		98.0	2.0	0.0		22.2	77.8	0.0		
Total %	2.5	37.3	0.0	39.8	55.1	1.1	0.0	56.2	0.9	3.1	0.0	4.0	

O.R. George & Associates, Inc.
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Counted by :ORGA-CU
Board :D4-2236
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : BREN@TEL
Site Code : 07182236
Start Date : 05/02/2002
Page No : 1

Groups Printed- Trucks

	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	9	0	9	1	0	0	1	0	0	0	0	10
07:30 AM	0	6	0	6	7	0	0	7	0	0	0	0	13
07:45 AM	0	3	0	3	7	0	0	7	0	0	0	0	10
08:00 AM	0	7	0	7	7	0	0	7	0	0	0	0	14
Total	0	25	0	25	22	0	0	22	0	0	0	0	47
08:15 AM	0	13	0	13	7	1	0	8	0	1	0	1	22
08:30 AM	0	4	0	4	9	1	0	10	0	0	0	0	14
08:45 AM	1	5	0	6	9	0	0	9	1	0	0	1	16
09:00 AM	0	5	0	5	8	0	0	8	0	0	0	0	13
Total	1	27	0	28	33	2	0	35	1	1	0	2	65
04:15 PM	0	5	0	5	6	0	0	6	1	1	0	2	13
04:30 PM	0	2	0	2	2	0	0	2	0	0	0	0	4
04:45 PM	0	1	0	1	6	0	0	6	0	0	0	0	7
05:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	5
Total	0	8	0	8	19	0	0	19	1	1	0	2	29
05:15 PM	0	0	0	0	7	0	0	7	0	0	0	0	7
05:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	4
05:45 PM	0	0	0	0	9	0	0	9	0	0	0	0	9
06:00 PM	0	1	0	1	4	0	0	4	0	0	0	0	5
Total	0	1	0	1	24	0	0	24	0	0	0	0	25
Grand Total	1	61	0	62	98	2	0	100	2	2	0	4	166
Apprch %	1.6	98.4	0.0		98.0	2.0	0.0		50.0	50.0	0.0		
Total %	0.6	36.7	0.0	37.3	59.0	1.2	0.0	60.2	1.2	1.2	0.0	2.4	

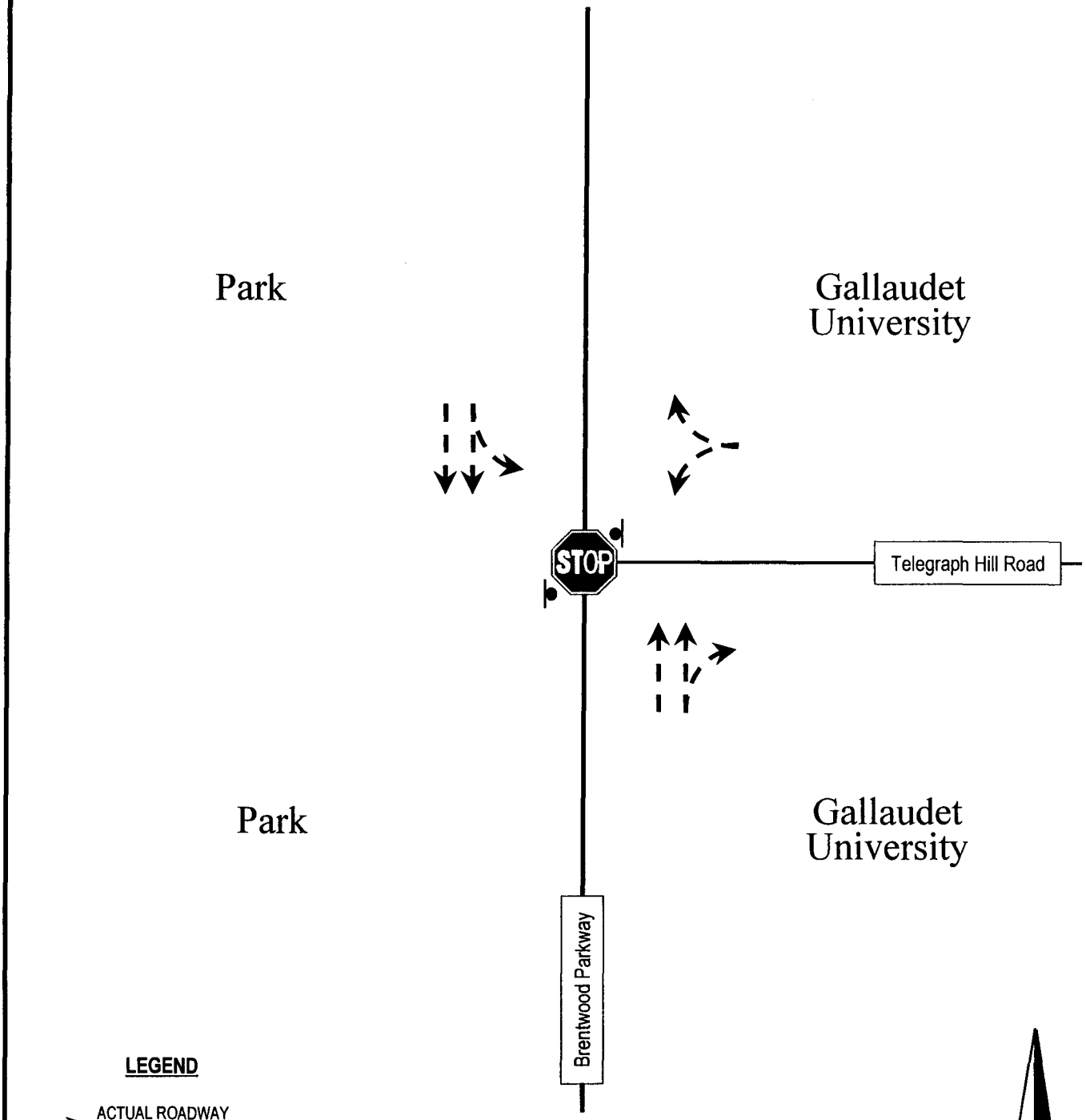
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City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : BREN@TEL
Site Code : 07182236
Start Date : 05/02/2002
Page No : 1

Groups Printed- Buses

	Brentwood Parkway From North				Brentwood Parkway From South				Telegraph Hill Road From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	2
07:30 AM	0	1	0	1	2	1	0	3	0	0	0	0	4
07:45 AM	0	3	0	3	2	1	0	3	0	0	0	0	6
08:00 AM	0	1	0	1	4	1	0	5	0	0	0	0	6
Total	0	5	0	5	9	4	0	13	0	0	0	0	18
08:15 AM	0	0	0	0	3	1	0	4	0	0	0	0	4
08:30 AM	2	0	0	2	4	4	0	8	0	0	0	0	10
08:45 AM	0	4	0	4	4	2	0	6	0	0	0	0	10
09:00 AM	0	4	0	4	4	3	0	7	0	0	0	0	11
Total	2	8	0	10	15	10	0	25	0	0	0	0	35
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	3
04:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
05:00 PM	0	2	0	2	2	2	0	4	0	1	0	1	7
Total	0	3	0	3	5	5	0	10	0	1	0	1	14
05:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
05:30 PM	0	0	0	0	3	1	0	4	0	0	0	0	4
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	1	0	1	5	3	0	8	0	0	0	0	9
Grand Total	2	17	0	19	34	22	0	56	0	1	0	1	76
Apprch %	10.5	89.5	0.0		60.7	39.3	0.0		0.0	100.0	0.0		
Total %	2.6	22.4	0.0	25.0	44.7	28.9	0.0	73.7	0.0	1.3	0.0	1.3	



O. R. GEORGE & ASSOCIATES, INC.	Gallaudet University Master Plan Study
	LANE CONFIGURATION Brentwood Parkway @ Telegraph Hill Road WASHINGTON D.C.

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Board :D4-2237, D4-1576
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : WES@FLO
Site Code : 11133333
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

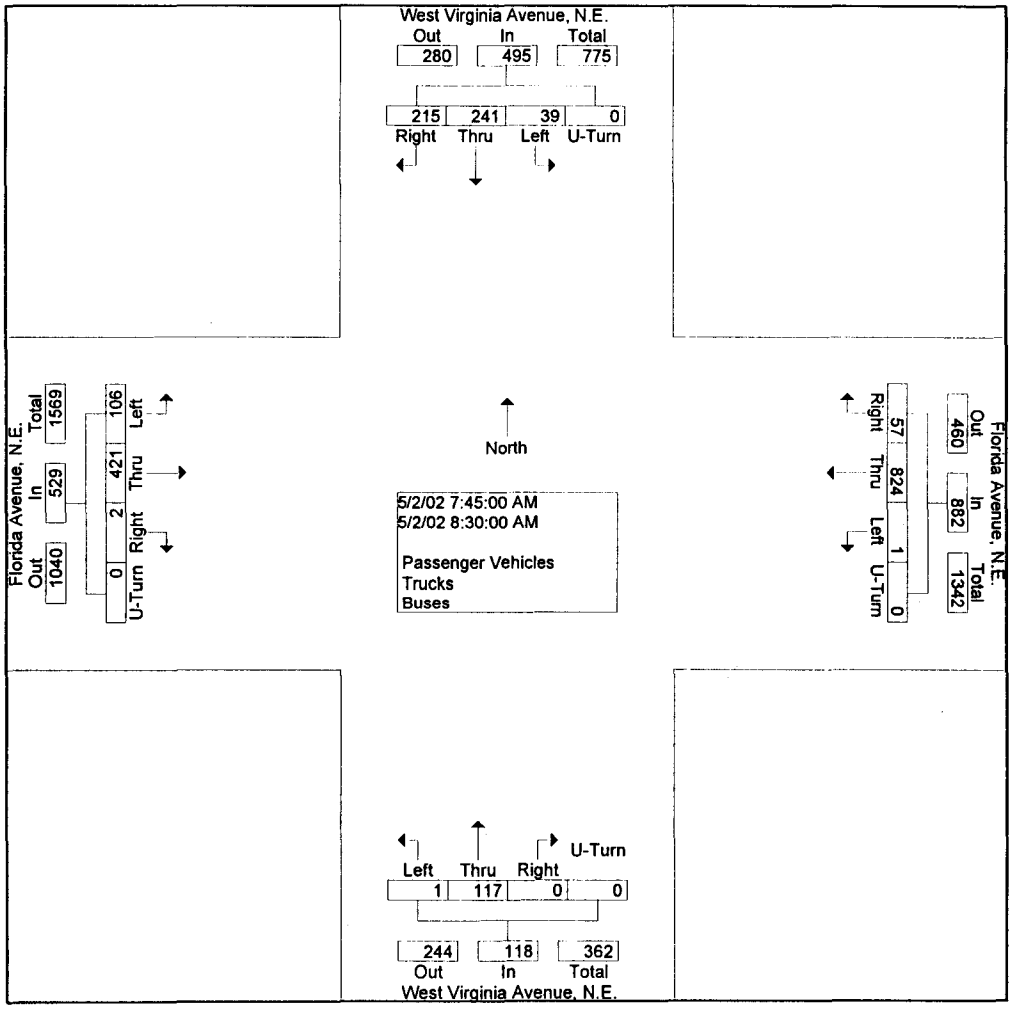
	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	10	50	39	0	99	0	25	1	0	26	0	165	8	0	173	25	82	0	0	107	405
07:30 AM	12	57	33	0	102	0	31	0	0	31	2	201	5	0	208	20	81	0	0	101	442
07:45 AM	13	62	43	0	118	1	30	0	0	31	1	223	13	0	237	27	105	0	0	132	518
08:00 AM	12	59	53	0	124	0	34	0	0	34	0	206	24	0	230	28	117	0	0	145	533
Total	47	228	168	0	443	1	120	1	0	122	3	795	50	0	848	100	385	0	0	485	1898
08:15 AM	9	60	60	0	129	0	25	0	0	25	0	213	11	0	224	24	100	1	0	125	503
08:30 AM	5	60	59	0	124	0	28	0	0	28	0	182	9	0	191	27	99	1	0	127	470
08:45 AM	8	43	53	0	104	1	34	0	0	35	0	193	10	0	203	29	84	0	0	113	455
09:00 AM	15	51	42	0	108	0	35	0	0	35	0	149	13	0	162	31	90	0	0	121	426
Total	37	214	214	0	465	1	122	0	0	123	0	737	43	0	780	111	373	2	0	486	1854
04:15 PM	17	32	31	0	80	1	68	0	0	69	0	142	26	0	168	81	286	4	0	371	688
04:30 PM	7	39	21	0	67	0	83	0	0	83	0	148	20	0	168	71	265	1	0	337	655
04:45 PM	21	34	29	0	84	0	77	2	0	79	0	119	15	0	134	69	242	1	0	312	609
05:00 PM	15	33	25	0	73	0	77	0	0	77	0	120	17	0	137	65	282	1	0	348	635
Total	60	138	106	0	304	1	305	2	0	308	0	529	78	0	607	286	1075	7	0	1368	2587
05:15 PM	22	45	20	0	87	1	94	0	0	95	1	115	22	0	138	92	305	1	0	398	718
05:30 PM	7	45	11	0	63	0	85	0	0	85	1	124	25	0	150	92	259	1	0	352	650
05:45 PM	8	34	28	0	70	0	74	0	0	74	0	91	19	0	110	99	258	5	0	362	616
06:00 PM	13	33	29	0	75	1	86	0	0	87	2	118	22	0	142	89	246	0	0	335	639
Total	50	157	88	0	295	2	339	0	0	341	4	448	88	0	540	372	1068	7	0	1447	2623
Grand Total	194	737	576	0	1507	5	886	3	0	894	7	2509	259	0	2775	869	2901	16	0	3786	8962
Apprch %	12.9	48.9	38.2	0.0		0.6	99.1	0.3	0.0		0.3	90.4	9.3	0.0		23.0	76.6	0.4	0.0		
Total %	2.2	8.2	6.4	0.0	16.8	0.1	9.9	0.0	0.0	10.0	0.1	28.0	2.9	0.0	31.0	9.7	32.4	0.2	0.0	42.2	

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Board :D4-2237, D4-1576
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : WES@FLO
Site Code : 11133333
Start Date : 05/02/2002

	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	39	241	215	0	495	1	117	0	0	118	1	824	57	0	882	106	421	2	0	529	2024
Percent	7.9	48.7	43.4	0.0		0.8	99.2	0.0	0.0		0.1	93.4	6.5	0.0		20.0	79.6	0.4	0.0		
08:00 Volume	12	59	53	0	124	0	34	0	0	34	0	206	24	0	230	28	117	0	0	145	533
Peak Factor																					0.949
High Int.	08:15 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	9	60	60	0	129	0	34	0	0	34	1	223	13	0	237	28	117	0	0	145	
Peak Factor					0.959					0.868					0.930					0.912	

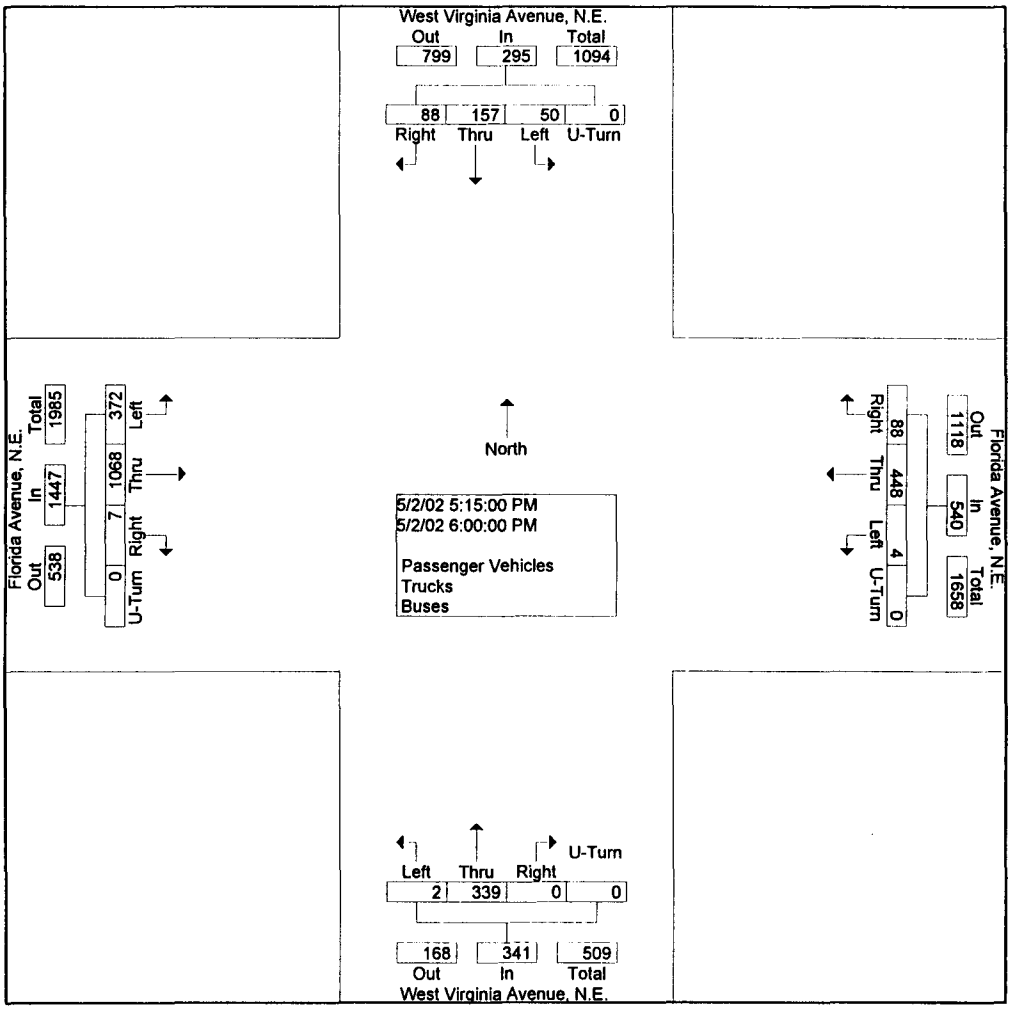


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	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	50	157	88	0	295	2	339	0	0	341	4	448	88	0	540	372	1068	7	0	1447	2623
Percent	16.9	53.2	29.8	0.0		0.6	99.4	0.0	0.0		0.7	83.0	16.3	0.0		25.7	73.8	0.5	0.0		
05:15 Volume	22	45	20	0	87	1	94	0	0	95	1	115	22	0	138	92	305	1	0	398	718
Peak Factor																					0.913
High Int.	05:15 PM					05:15 PM					05:30 PM					05:15 PM					
Volume	22	45	20	0	87	1	94	0	0	95	1	124	25	0	150	92	305	1	0	398	
Peak Factor					0.848					0.897					0.900					0.909	



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Page No : 1

Groups Printed- Passenger Vehicles

	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	10	45	37	0	92	0	22	1	0	23	0	157	7	0	164	23	72	0	0	95	374
07:30 AM	12	54	33	0	99	0	30	0	0	30	1	192	4	0	197	18	77	0	0	95	421
07:45 AM	12	56	40	0	108	1	26	0	0	27	1	217	12	0	230	24	102	0	0	126	491
08:00 AM	12	54	50	0	116	0	31	0	0	31	0	197	23	0	220	25	111	0	0	136	503
Total	46	209	160	0	415	1	109	1	0	111	2	763	46	0	811	90	362	0	0	452	1789
08:15 AM	8	55	54	0	117	0	24	0	0	24	0	206	10	0	216	23	92	1	0	116	473
08:30 AM	5	58	57	0	120	0	25	0	0	25	0	168	8	0	176	24	93	1	0	118	439
08:45 AM	8	42	52	0	102	1	31	0	0	32	0	182	9	0	191	26	81	0	0	107	432
09:00 AM	14	49	40	0	103	0	31	0	0	31	0	137	11	0	148	28	80	0	0	108	390
Total	35	204	203	0	442	1	111	0	0	112	0	693	38	0	731	101	346	2	0	449	1734
04:15 PM	15	31	29	0	75	1	63	0	0	64	0	134	26	0	160	78	279	3	0	360	659
04:30 PM	7	37	20	0	64	0	80	0	0	80	0	139	19	0	158	68	261	1	0	330	632
04:45 PM	21	29	29	0	79	0	73	2	0	75	0	110	14	0	124	68	236	1	0	305	583
05:00 PM	14	33	24	0	71	0	70	0	0	70	0	116	17	0	133	64	275	1	0	340	614
Total	57	130	102	0	289	1	286	2	0	289	0	499	76	0	575	278	1051	6	0	1335	2488
05:15 PM	21	44	20	0	85	1	93	0	0	94	1	111	21	0	133	89	300	1	0	390	702
05:30 PM	7	43	11	0	61	0	82	0	0	82	1	121	25	0	147	89	253	1	0	343	633
05:45 PM	8	34	27	0	69	0	72	0	0	72	0	89	17	0	106	97	253	5	0	355	602
06:00 PM	12	30	29	0	71	1	79	0	0	80	2	114	21	0	137	86	239	0	0	325	613
Total	48	151	87	0	286	2	326	0	0	328	4	435	84	0	523	361	1045	7	0	1413	2550
Grand Total	186	694	552	0	1432	5	832	3	0	840	6	2390	244	0	2640	830	2804	15	0	3649	8561
Apprch %	13.0	48.5	38.5	0.0		0.6	99.0	0.4	0.0		0.2	90.5	9.2	0.0		22.7	76.8	0.4	0.0		
Total %	2.2	8.1	6.4	0.0	16.7	0.1	9.7	0.0	0.0	9.8	0.1	27.9	2.9	0.0	30.8	9.7	32.8	0.2	0.0	42.6	

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Groups Printed- Trucks

	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	3	1	0	4	0	2	0	0	2	0	4	0	0	4	1	2	0	0	3	13
07:30 AM	0	2	0	0	2	0	1	0	0	1	1	8	0	0	9	0	1	0	0	1	13
07:45 AM	1	2	0	0	3	0	4	0	0	4	0	4	0	0	4	1	2	0	0	3	14
08:00 AM	0	3	2	0	5	0	2	0	0	2	0	4	0	0	4	2	3	0	0	5	16
Total	1	10	3	0	14	0	9	0	0	9	1	20	0	0	21	4	8	0	0	12	56
08:15 AM	0	4	5	0	9	0	1	0	0	1	0	4	0	0	4	1	3	0	0	4	18
08:30 AM	0	2	2	0	4	0	2	0	0	2	0	7	1	0	8	3	5	0	0	8	22
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	7	1	0	8	2	1	0	0	3	13
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	2	7	0	0	9	18
Total	0	9	7	0	16	0	4	0	0	4	0	24	3	0	27	8	16	0	0	24	71
04:15 PM	0	0	2	0	2	0	3	0	0	3	0	3	0	0	3	3	6	1	0	10	18
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	1	1	0	0	2	9
04:45 PM	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	0	4	0	0	4	14
05:00 PM	1	0	0	0	1	0	7	0	0	7	0	1	0	0	1	1	5	0	0	6	15
Total	1	5	2	0	8	0	13	0	0	13	0	13	0	0	13	5	16	1	0	22	56
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	1	4	0	0	5	9
05:30 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	2	6	0	0	8	14
05:45 PM	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	2	3	0	0	5	10
06:00 PM	1	1	0	0	2	0	5	0	0	5	0	3	1	0	4	2	7	0	0	9	20
Total	2	3	1	0	6	0	10	0	0	10	0	9	1	0	10	7	20	0	0	27	53
Grand Total	4	27	13	0	44	0	36	0	0	36	1	66	4	0	71	24	60	1	0	85	236
Apprch %	9.1	61.4	29.5	0.0		0.0	100.0	0.0	0.0		1.4	93.0	5.6	0.0		28.2	70.6	1.2	0.0		
Total %	1.7	11.4	5.5	0.0	18.6	0.0	15.3	0.0	0.0	15.3	0.4	28.0	1.7	0.0	30.1	10.2	25.4	0.4	0.0	36.0	

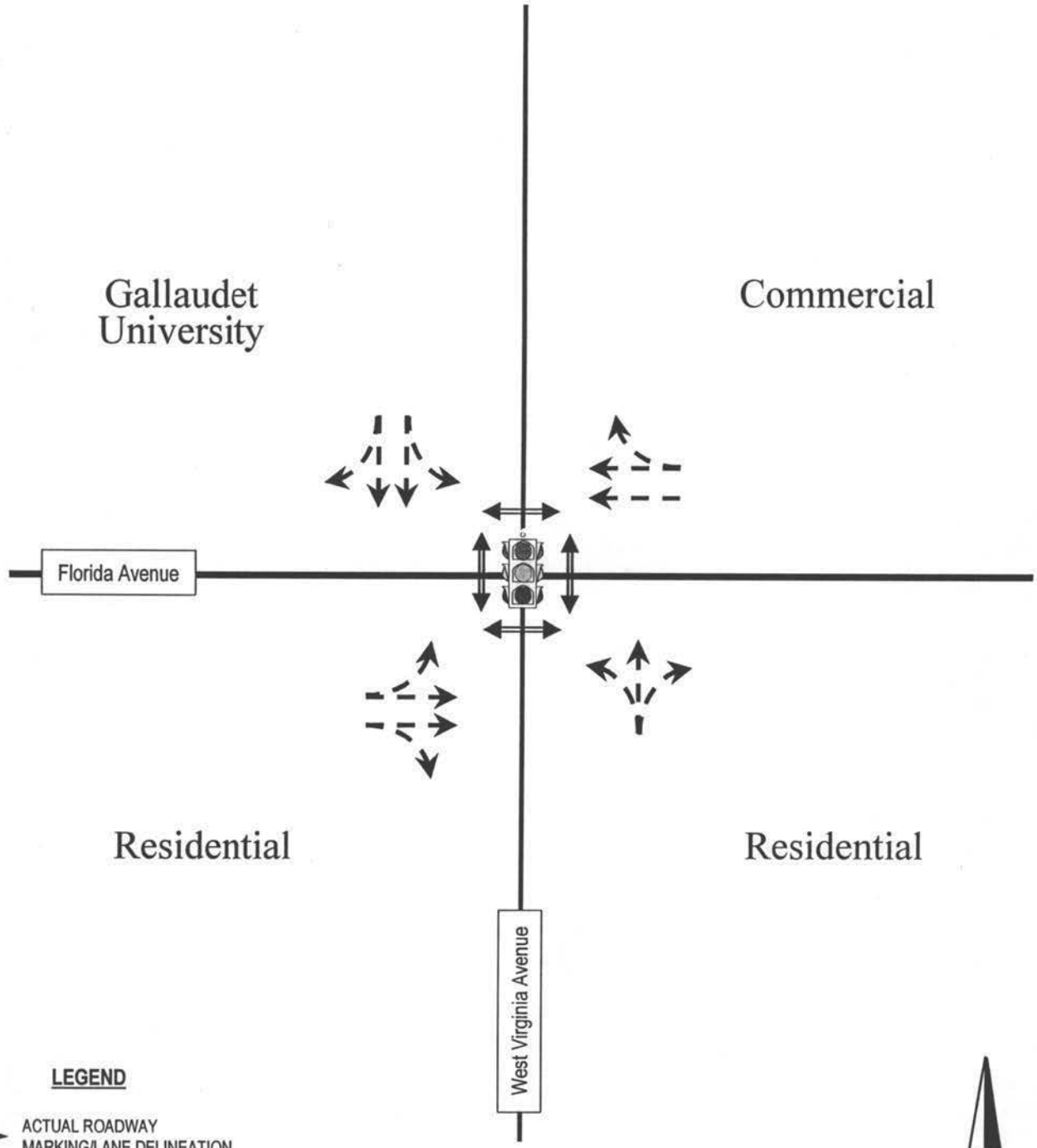
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City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : WES@FLO
Site Code : 11133333
Start Date : 05/02/2002
Page No : 1

Groups Printed- Buses

	West Virginia Avenue, N.E. From North					West Virginia Avenue, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	2	1	0	3	0	1	0	0	1	0	4	1	0	5	1	8	0	0	9	18
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	3	0	0	5	8
07:45 AM	0	4	3	0	7	0	0	0	0	0	0	2	1	0	3	2	1	0	0	3	13
08:00 AM	0	2	1	0	3	0	1	0	0	1	0	5	1	0	6	1	3	0	0	4	14
Total	0	9	5	0	14	0	2	0	0	2	0	12	4	0	16	6	15	0	0	21	53
08:15 AM	1	1	1	0	3	0	0	0	0	0	0	3	1	0	4	0	5	0	0	5	12
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	0	1	0	0	1	9
08:45 AM	0	0	1	0	1	0	2	0	0	2	0	4	0	0	4	1	2	0	0	3	10
09:00 AM	1	0	2	0	3	0	4	0	0	4	0	6	1	0	7	1	3	0	0	4	18
Total	2	1	4	0	7	0	7	0	0	7	0	20	2	0	22	2	11	0	0	13	49
04:15 PM	2	1	0	0	3	0	2	0	0	2	0	5	0	0	5	0	1	0	0	1	11
04:30 PM	0	0	1	0	1	0	2	0	0	2	0	5	1	0	6	2	3	0	0	5	14
04:45 PM	0	2	0	0	2	0	2	0	0	2	0	4	1	0	5	1	2	0	0	3	12
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
Total	2	3	2	0	7	0	6	0	0	6	0	17	2	0	19	3	8	0	0	11	43
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	2	1	0	0	3	7
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
06:00 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	6
Total	0	3	0	0	3	0	3	0	0	3	0	4	3	0	7	4	3	0	0	7	20
Grand Total	4	16	11	0	31	0	18	0	0	18	0	53	11	0	64	15	37	0	0	52	165
Apprch %	12.9	51.6	35.5	0.0		0.0	100.0	0.0	0.0		0.0	82.8	17.2	0.0		28.8	71.2	0.0	0.0		
Total %	2.4	9.7	6.7	0.0	18.8	0.0	10.9	0.0	0.0	10.9	0.0	32.1	6.7	0.0	38.8	9.1	22.4	0.0	0.0	31.5	



O. R. GEORGE & ASSOCIATES, INC.	Gallaudet University Master Plan Study LANE CONFIGURATION West Virginia Avenue @ Florida Avenue WASHINGTON D.C.

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

Counted by:ORGA-AL, GC
Board :D4-2239, D4-2241
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@8ST
Site Code : 04222241
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

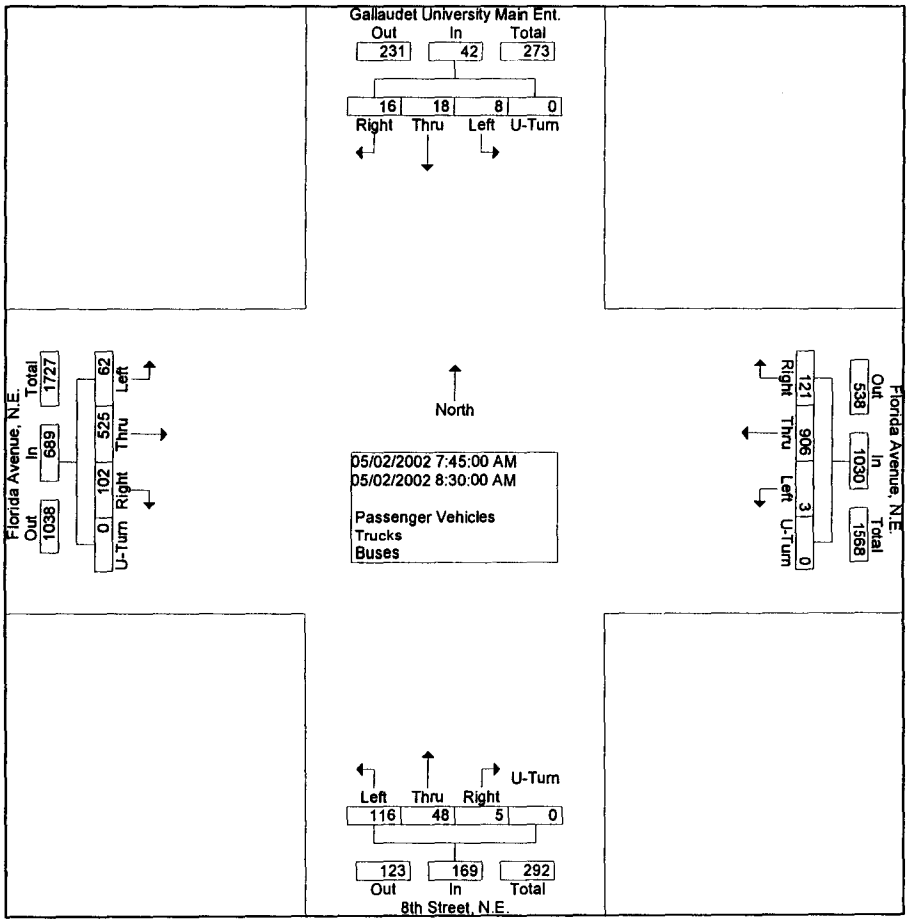
	Gallaudet University Main Ent. From North					8th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	6	6	2	0	14	24	8	0	0	32	2	203	12	0	217	12	104	20	0	136	399
07:30 AM	5	6	2	0	13	20	6	1	0	27	1	212	18	0	231	13	87	14	0	114	385
07:45 AM	0	3	1	0	4	30	6	0	0	36	0	234	21	0	255	13	133	24	0	170	465
08:00 AM	1	2	4	0	7	35	13	1	0	49	0	222	42	0	264	17	144	30	0	191	511
Total	12	17	9	0	38	109	33	2	0	144	3	871	93	0	967	55	468	88	0	611	1760
08:15 AM	2	7	4	0	13	25	19	1	0	45	2	234	31	0	267	17	125	16	0	158	483
08:30 AM	5	6	7	0	18	26	10	3	0	39	1	216	27	0	244	15	123	32	0	170	471
08:45 AM	4	4	8	0	16	31	12	2	0	45	1	197	47	0	245	15	112	26	0	153	459
09:00 AM	4	4	4	0	12	40	7	1	0	48	0	183	28	0	211	17	123	32	0	172	443
Total	15	21	23	0	59	122	48	7	0	177	4	830	133	0	967	64	483	106	0	653	1856
04:15 PM	23	18	11	0	52	54	13	1	0	68	1	153	14	0	168	7	306	26	0	339	627
04:30 PM	25	17	8	0	50	43	5	2	0	50	1	169	8	0	178	8	327	39	0	374	652
04:45 PM	26	16	10	0	52	35	4	1	0	40	3	131	3	0	137	6	246	38	0	290	519
05:00 PM	14	10	7	0	31	41	6	2	0	49	1	151	6	0	158	5	295	41	0	341	579
Total	88	61	36	0	185	173	28	6	0	207	6	604	31	0	641	26	1174	144	0	1344	2377
05:15 PM	17	27	10	0	54	27	8	5	0	40	0	139	5	0	144	6	338	38	0	382	620
05:30 PM	16	11	10	0	37	33	6	3	0	42	0	128	5	0	133	10	341	36	0	387	599
05:45 PM	13	21	12	0	46	22	5	4	0	31	0	115	9	0	124	5	333	26	0	364	565
06:00 PM	9	7	11	0	27	36	7	2	0	45	2	140	9	0	151	6	294	30	0	330	553
Total	55	66	43	0	164	118	26	14	0	158	2	522	28	0	552	27	1306	130	0	1463	2337
Grand Total	170	165	111	0	446	522	135	29	0	686	15	2827	285	0	3127	172	3431	468	0	4071	8330
Apprch %	38.1	37.0	24.9	0.0		76.1	19.7	4.2	0.0		0.5	90.4	9.1	0.0		4.2	84.3	11.5	0.0		
Total %	2.0	2.0	1.3	0.0	5.4	6.3	1.6	0.3	0.0	8.2	0.2	33.9	3.4	0.0	37.5	2.1	41.2	5.6	0.0	48.9	

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Board :D4-2239, D4-2241
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@8ST
Site Code : 04222241
Start Date : 05/02/2002

	Gallaudet University Main Ent. From North					8th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	8	18	16	0	42	116	48	5	0	169	3	906	121	0	1030	62	525	102	0	689	1930
Percent	19.0	42.9	38.1	0.0		68.6	28.4	3.0	0.0		0.3	88.0	11.7	0.0		9.0	76.2	14.8	0.0		
08:00 Volume	1	2	4	0	7	35	13	1	0	49	0	222	42	0	264	17	144	30	0	191	511
Peak Factor																					0.944
High Int.	08:30 AM					08:00 AM					08:15 AM					08:00 AM					
Volume	5	6	7	0	18	35	13	1	0	49	2	234	31	0	267	17	144	30	0	191	
Peak Factor					0.583					0.862					0.964					0.902	

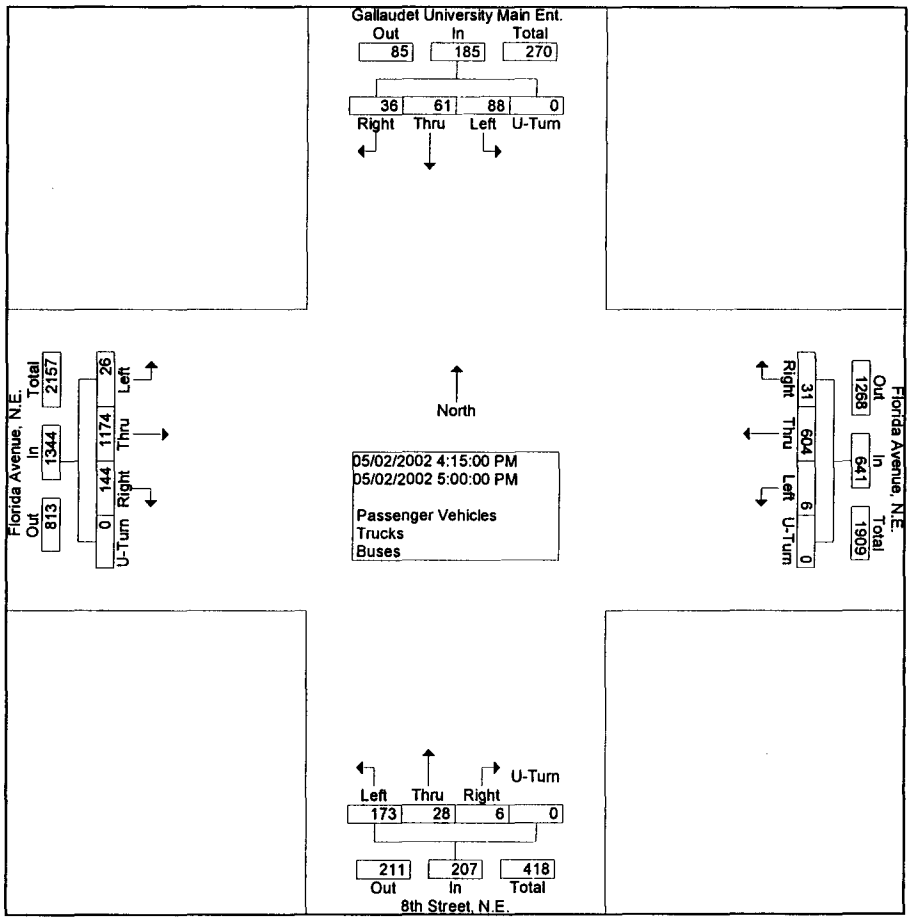


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Page No : 3

	Gallaudet University Main Ent. From North					8th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	88	61	36	0	185	173	28	6	0	207	6	604	31	0	641	26	1174	144	0	1344	2377
Percent	47.6	33.0	19.5	0.0		83.6	13.5	2.9	0.0		0.9	94.2	4.8	0.0		1.9	87.4	10.7	0.0		
04:30 Volume	25	17	8	0	50	43	5	2	0	50	1	169	8	0	178	8	327	39	0	374	652
Peak Factor																					0.911
High Int.	04:15 PM					04:15 PM					04:30 PM					04:30 PM					
Volume	23	18	11	0	52	54	13	1	0	68	1	169	8	0	178	8	327	39	0	374	
Peak Factor					0.889					0.761					0.900					0.898	



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Groups Printed- Passenger Vehicles

	Gallaudet University Main Ent. From North					8th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	5	2	0	12	22	8	0	0	30	2	194	12	0	208	11	91	17	0	119	369
07:30 AM	5	5	2	0	12	16	5	1	0	22	1	199	17	0	217	12	80	12	0	104	355
07:45 AM	0	2	1	0	3	25	6	0	0	31	0	225	21	0	246	10	126	21	0	157	437
08:00 AM	1	1	3	0	5	27	13	1	0	41	0	208	42	0	250	16	135	26	0	177	473
Total	11	13	8	0	32	90	32	2	0	124	3	826	92	0	921	49	432	76	0	557	1634
08:15 AM	2	6	2	0	10	21	18	1	0	40	2	218	30	0	250	16	115	11	0	142	442
08:30 AM	4	5	5	0	14	23	9	2	0	34	1	205	24	0	230	15	114	29	0	158	436
08:45 AM	4	3	8	0	15	28	12	2	0	42	1	182	46	0	229	15	103	23	0	141	427
09:00 AM	4	3	3	0	10	36	6	1	0	43	0	164	28	0	192	15	108	26	0	149	394
Total	14	17	18	0	49	108	45	6	0	159	4	769	128	0	901	61	440	89	0	590	1699
04:15 PM	22	17	11	0	50	48	11	1	0	60	1	147	13	0	161	6	292	21	0	319	590
04:30 PM	25	16	7	0	48	40	4	2	0	46	1	157	8	0	166	8	313	35	0	356	616
04:45 PM	25	15	9	0	49	33	3	1	0	37	3	123	2	0	128	5	239	36	0	280	494
05:00 PM	14	9	7	0	30	37	6	2	0	45	1	145	6	0	152	5	288	36	0	329	556
Total	86	57	34	0	177	158	24	6	0	188	6	572	29	0	607	24	1132	128	0	1284	2256
05:15 PM	16	25	10	0	51	23	8	4	0	35	0	136	5	0	141	6	330	36	0	372	599
05:30 PM	16	10	9	0	35	30	6	2	0	38	0	124	5	0	129	10	329	33	0	372	574
05:45 PM	13	20	12	0	45	20	5	4	0	29	0	111	9	0	120	5	319	23	0	347	541
06:00 PM	9	6	11	0	26	33	6	2	0	41	2	136	9	0	147	6	285	27	0	318	532
Total	54	61	42	0	157	106	25	12	0	143	2	507	28	0	537	27	1263	119	0	1409	2246
Grand Total	165	148	102	0	415	462	126	26	0	614	15	2674	277	0	2966	161	3267	412	0	3840	7835
Apprch %	39.8	35.7	24.6	0.0		75.2	20.5	4.2	0.0		0.5	90.2	9.3	0.0		4.2	85.1	10.7	0.0		
Total %	2.1	1.9	1.3	0.0	5.3	5.9	1.6	0.3	0.0	7.8	0.2	34.1	3.5	0.0	37.9	2.1	41.7	5.3	0.0	49.0	

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File Name : FLO@8ST
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Groups Printed- Trucks

	Gallaudet University Main Ent. From North					8th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	5	0	0	5	1	3	1	0	5	12
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	10	1	0	11	1	1	1	0	3	15
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	3	3	1	0	7	13
08:00 AM	0	0	1	0	1	2	0	0	0	2	0	8	0	0	8	1	5	2	0	8	19
Total	1	0	1	0	2	4	1	0	0	5	0	28	1	0	29	6	12	5	0	23	59
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	11	1	0	12	1	4	1	0	6	20
08:30 AM	1	1	2	0	4	0	0	1	0	1	0	7	2	0	9	0	7	0	0	7	21
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	5	2	0	7	17
09:00 AM	0	0	1	0	1	3	0	0	0	3	0	10	0	0	10	2	12	2	0	16	30
Total	1	1	5	0	7	3	0	1	0	4	0	38	3	0	41	3	28	5	0	36	88
04:15 PM	1	0	0	0	1	3	1	0	0	4	0	2	0	0	2	1	14	2	0	17	24
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	5	0	0	5	0	7	0	0	7	14
04:45 PM	1	1	1	0	3	1	1	0	0	2	0	4	1	0	5	0	3	0	0	3	13
05:00 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	5	0	0	5	9
Total	2	2	2	0	6	6	2	0	0	8	0	13	1	0	14	1	29	2	0	32	60
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	8
05:30 PM	0	1	1	0	2	1	0	1	0	2	0	3	0	0	3	0	11	1	0	12	19
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	12	1	0	13	17
06:00 PM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	6	0	0	6	11
Total	1	2	1	0	4	2	0	1	0	3	0	11	0	0	11	0	35	2	0	37	55
Grand Total	5	5	9	0	19	15	3	2	0	20	0	90	5	0	95	10	104	14	0	128	262
Apprch %	26.3	26.3	47.4	0.0		75.0	15.0	10.0	0.0		0.0	94.7	5.3	0.0		7.8	81.3	10.9	0.0		
Total %	1.9	1.9	3.4	0.0	7.3	5.7	1.1	0.8	0.0	7.6	0.0	34.4	1.9	0.0	36.3	3.8	39.7	5.3	0.0	48.9	

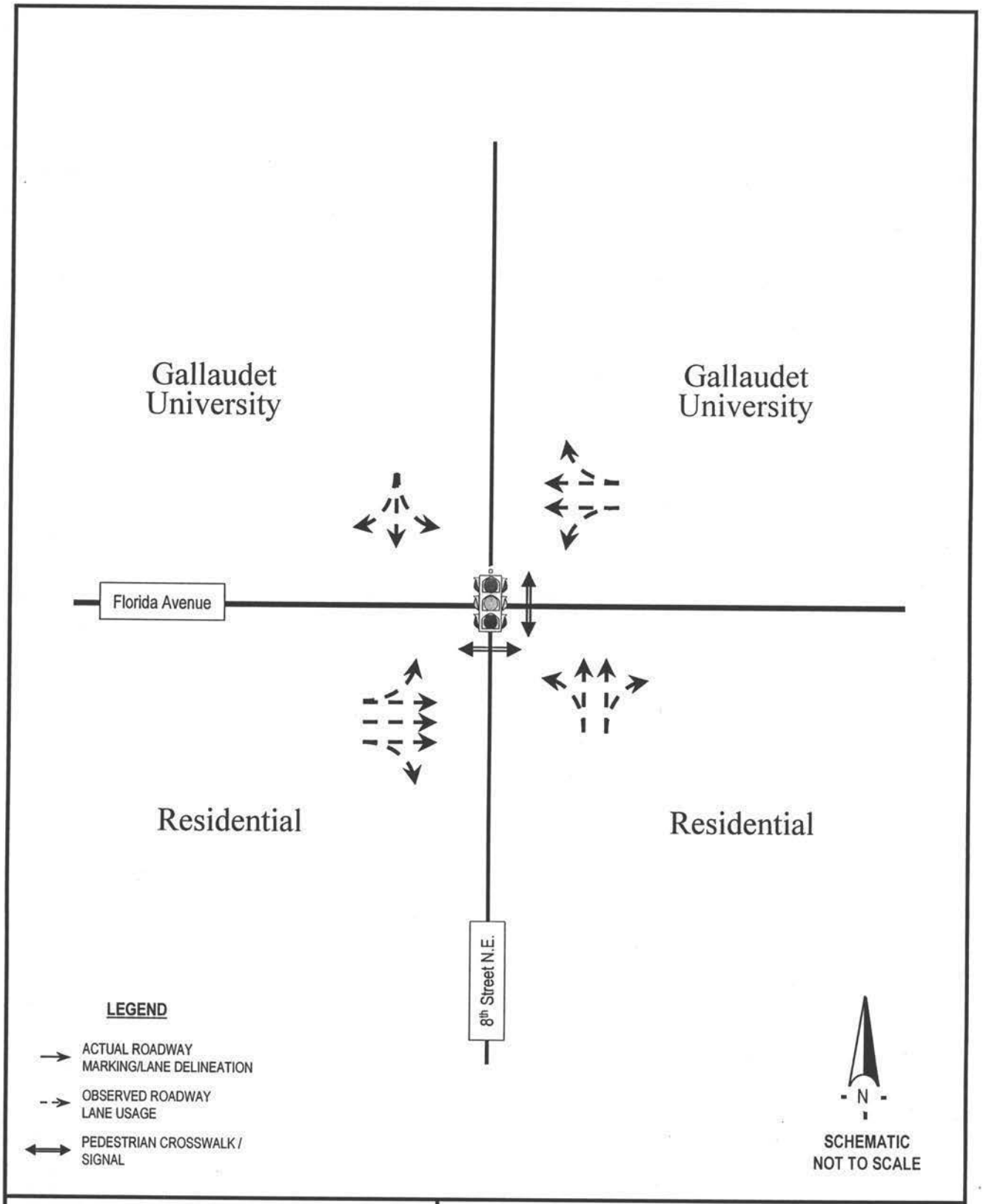
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End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	10	2	0	12	18
07:30 AM	0	1	0	0	1	4	0	0	0	4	0	3	0	0	3	0	6	1	0	7	15
07:45 AM	0	1	0	0	1	4	0	0	0	4	0	4	0	0	4	0	4	2	0	6	15
08:00 AM	0	1	0	0	1	6	0	0	0	6	0	6	0	0	6	0	4	2	0	6	19
Total	0	4	0	0	4	15	0	0	0	15	0	17	0	0	17	0	24	7	0	31	67
08:15 AM	0	1	0	0	1	4	1	0	0	5	0	5	0	0	5	0	6	4	0	10	21
08:30 AM	0	0	0	0	0	3	1	0	0	4	0	4	1	0	5	0	2	3	0	5	14
08:45 AM	0	1	0	0	1	3	0	0	0	3	0	5	1	0	6	0	4	1	0	5	15
09:00 AM	0	1	0	0	1	1	1	0	0	2	0	9	0	0	9	0	3	4	0	7	19
Total	0	3	0	0	3	11	3	0	0	14	0	23	2	0	25	0	15	12	0	27	69
04:15 PM	0	1	0	0	1	3	1	0	0	4	0	4	1	0	5	0	0	3	0	3	13
04:30 PM	0	1	0	0	1	2	1	0	0	3	0	7	0	0	7	0	7	4	0	11	22
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	1	4	2	0	7	12
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	4	0	0	4	0	2	5	0	7	14
Total	0	2	0	0	2	9	2	0	0	11	0	19	1	0	20	1	13	14	0	28	61
05:15 PM	0	2	0	0	2	4	0	1	0	5	0	2	0	0	2	0	2	2	0	4	13
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	1	2	0	3	6
05:45 PM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	7
06:00 PM	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	0	3	3	0	6	10
Total	0	3	0	0	3	10	1	1	0	12	0	4	0	0	4	0	8	9	0	17	36
Grand Total	0	12	0	0	12	45	6	1	0	52	0	63	3	0	66	1	60	42	0	103	233
Apprch %	0.0	100.0	0.0	0.0		86.5	11.5	1.9	0.0		0.0	95.5	4.5	0.0		1.0	58.3	40.8	0.0		
Total %	0.0	5.2	0.0	0.0	5.2	19.3	2.6	0.4	0.0	22.3	0.0	27.0	1.3	0.0	28.3	0.4	25.8	18.0	0.0	44.2	



O. R. GEORGE & ASSOCIATES, INC.	Gallaudet University Master Plan Study
	LANE CONFIGURATION 8th Street N.E. @ Florida Avenue WASHINGTON D.C.

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

Counted by :ORGA-AA
Board :D4-1910
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : NEA@6ST
Site Code : 06171910
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

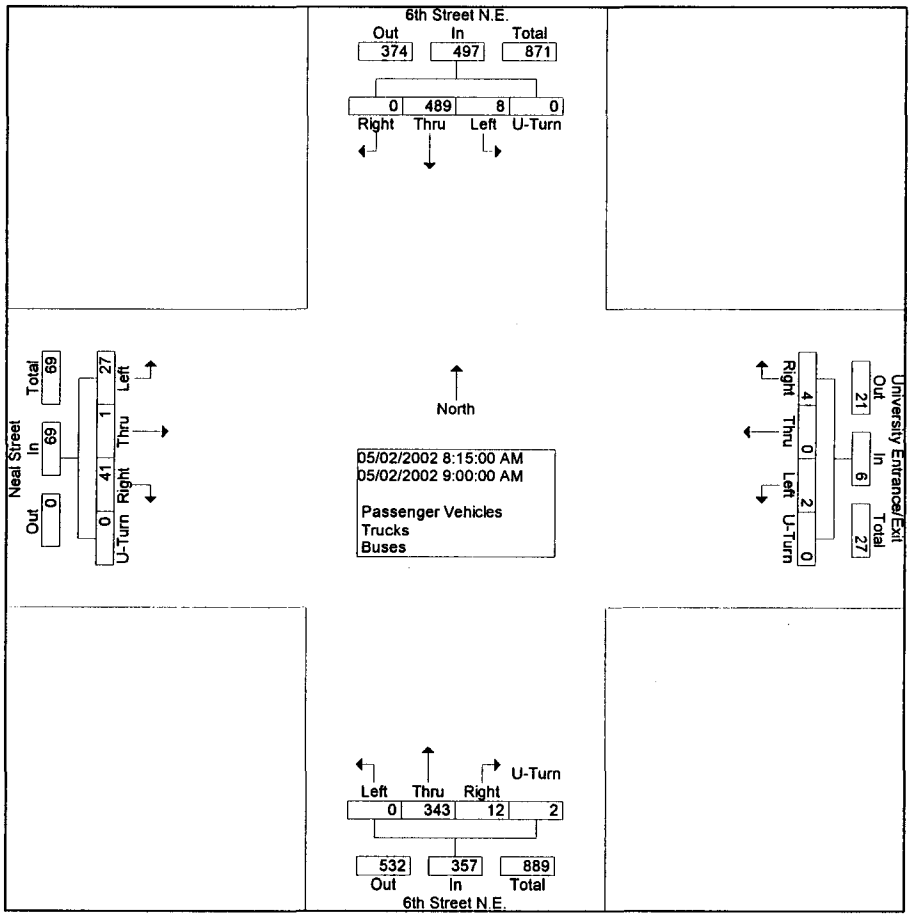
	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	63	0	0	64	0	60	2	0	62	0	1	1	0	2	4	0	4	0	8	136
07:30 AM	0	83	0	0	83	0	72	0	0	72	0	0	0	0	0	0	0	8	0	8	163
07:45 AM	4	103	0	0	107	0	78	1	0	79	1	0	0	0	1	4	0	8	0	12	199
08:00 AM	1	104	0	0	105	0	90	1	1	92	0	0	0	0	0	5	0	12	0	17	214
Total	6	353	0	0	359	0	300	4	1	305	1	1	1	0	3	13	0	32	0	45	712
08:15 AM	2	118	0	0	120	0	74	0	0	74	0	0	1	0	1	6	0	8	0	14	209
08:30 AM	1	93	0	0	94	0	80	8	1	89	0	0	0	0	0	3	0	8	0	11	194
08:45 AM	3	144	0	0	147	0	102	2	0	104	0	0	1	0	1	8	1	12	0	21	273
09:00 AM	2	134	0	0	136	0	87	2	1	90	2	0	2	0	4	10	0	13	0	23	253
Total	8	489	0	0	497	0	343	12	2	357	2	0	4	0	6	27	1	41	0	69	929
04:15 PM	0	80	0	0	80	0	144	1	0	145	10	0	8	0	18	4	0	5	0	9	252
04:30 PM	1	66	0	0	67	0	184	2	0	186	8	0	6	0	14	7	0	7	0	14	281
04:45 PM	0	67	0	0	67	0	143	2	0	145	5	0	11	0	16	5	0	9	0	14	242
05:00 PM	2	56	0	0	58	0	153	2	0	155	3	0	3	0	6	5	0	12	0	17	236
Total	3	269	0	0	272	0	624	7	0	631	26	0	28	0	54	21	0	33	0	54	1011
05:15 PM	0	83	0	0	83	0	162	1	0	163	3	0	8	0	11	7	0	9	0	16	273
05:30 PM	0	68	0	0	68	0	186	1	0	187	3	0	6	0	9	2	0	10	0	12	276
05:45 PM	0	66	0	0	66	0	144	0	0	144	6	0	2	0	8	5	0	15	0	20	238
06:00 PM	0	60	0	0	60	0	148	0	0	148	2	0	0	0	2	2	0	6	0	8	218
Total	0	277	0	0	277	0	640	2	0	642	14	0	16	0	30	16	0	40	0	56	1005
Grand Total	17	1388	0	0	1405	0	1907	25	3	1935	43	1	49	0	93	77	1	146	0	224	3657
Apprch %	1.2	98.8	0.0	0.0		0.0	98.6	1.3	0.2		46.2	1.1	52.7	0.0		34.4	0.4	65.2	0.0		
Total %	0.5	38.0	0.0	0.0	38.4	0.0	52.1	0.7	0.1	52.9	1.2	0.0	1.3	0.0	2.5	2.1	0.0	4.0	0.0	6.1	

O.R. George & Associates, Inc.
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Counted by :ORGA-AA
Board :D4-1910
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : NEA@6ST
Site Code : 06171910
Start Date : 05/02/2002
Page No : 2

	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	8	489	0	0	497	0	343	12	2	357	2	0	4	0	6	27	1	41	0	69	929
Percent	1.6	98.4	0.0	0.0		0.0	96.1	3.4	0.6		33.3	0.0	66.7	0.0		39.1	1.4	59.4	0.0		
08:45 Volume	3	144	0	0	147	0	102	2	0	104	0	0	1	0	1	8	1	12	0	21	273
Peak Factor																					0.851
High Int.	08:45 AM					08:45 AM					09:00 AM					09:00 AM					
Volume	3	144	0	0	147	0	102	2	0	104	2	0	2	0	4	10	0	13	0	23	
Peak Factor					0.845					0.858					0.375					0.750	

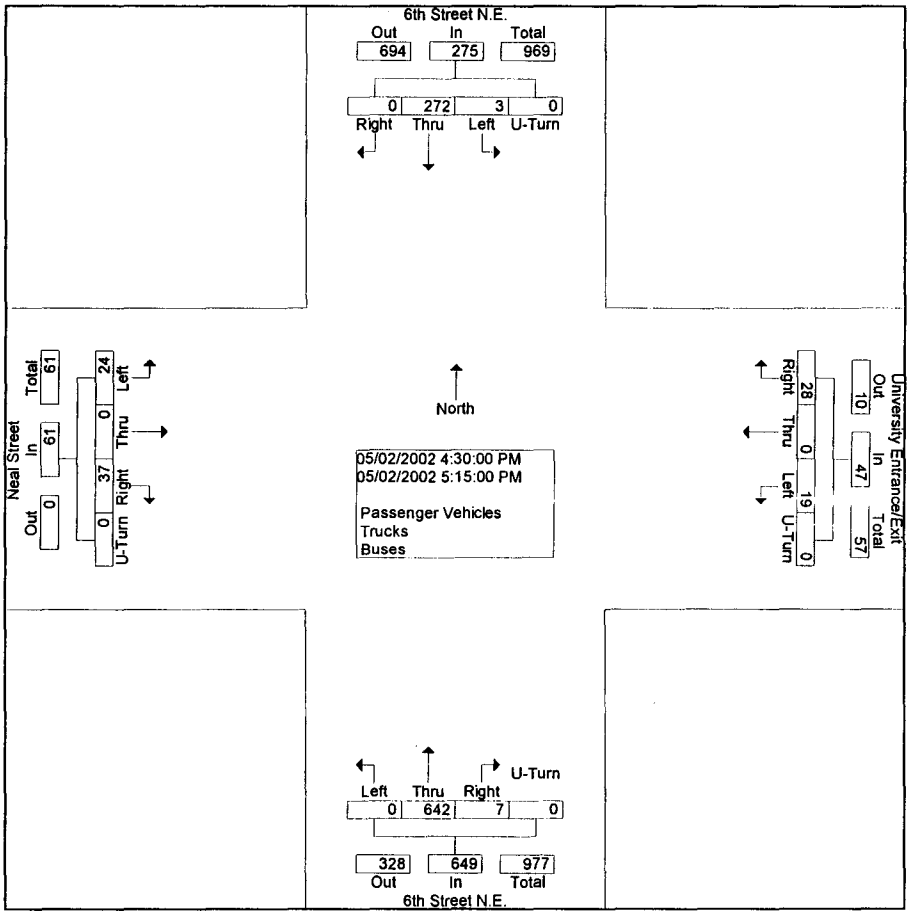


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File Name : NEA@6ST
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Page No : 3

	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	3	272	0	0	275	0	642	7	0	649	19	0	28	0	47	24	0	37	0	61	1032
Percent	1.1	98.9	0.0	0.0		0.0	98.9	1.1	0.0		40.4	0.0	59.6	0.0		39.3	0.0	60.7	0.0		
04:30 Volume	1	66	0	0	67	0	184	2	0	186	8	0	6	0	14	7	0	7	0	14	281
Peak Factor																					0.918
High Int. 05:15 PM						04:30 PM					04:45 PM					05:00 PM					
Volume	0	83	0	0	83	0	184	2	0	186	5	0	11	0	16	5	0	12	0	17	
Peak Factor					0.828					0.872					0.734					0.897	



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File Name : NEA@6ST
Site Code : 06171910
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles

	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	56	0	0	57	0	53	2	0	55	0	1	1	0	2	4	0	4	0	8	122
07:30 AM	0	69	0	0	69	0	63	0	0	63	0	0	0	0	0	0	0	8	0	8	140
07:45 AM	4	93	0	0	97	0	69	1	0	70	0	0	0	0	0	4	0	7	0	11	178
08:00 AM	1	98	0	0	99	0	80	1	0	81	0	0	0	0	0	5	0	10	0	15	195
Total	6	316	0	0	322	0	265	4	0	269	0	1	1	0	2	13	0	29	0	42	635
08:15 AM	2	109	0	0	111	0	65	0	0	65	0	0	1	0	1	6	0	8	0	14	191
08:30 AM	1	86	0	0	87	0	66	8	1	75	0	0	0	0	0	3	0	7	0	10	172
08:45 AM	3	133	0	0	136	0	89	2	0	91	0	0	1	0	1	8	1	12	0	21	249
09:00 AM	2	122	0	0	124	0	76	2	1	79	2	0	2	0	4	6	0	12	0	18	225
Total	8	450	0	0	458	0	296	12	2	310	2	0	4	0	6	23	1	39	0	63	837
04:15 PM	0	74	0	0	74	0	139	1	0	140	10	0	8	0	18	4	0	5	0	9	241
04:30 PM	1	63	0	0	64	0	180	2	0	182	8	0	6	0	14	7	0	7	0	14	274
04:45 PM	0	65	0	0	65	0	138	2	0	140	5	0	11	0	16	5	0	9	0	14	235
05:00 PM	1	54	0	0	55	0	144	2	0	146	3	0	3	0	6	5	0	12	0	17	224
Total	2	256	0	0	258	0	601	7	0	608	26	0	28	0	54	21	0	33	0	54	974
05:15 PM	0	82	0	0	82	0	159	1	0	160	3	0	8	0	11	7	0	9	0	16	269
05:30 PM	0	66	0	0	66	0	180	1	0	181	3	0	6	0	9	2	0	10	0	12	268
05:45 PM	0	65	0	0	65	0	133	0	0	133	6	0	2	0	8	5	0	15	0	20	226
06:00 PM	0	59	0	0	59	0	146	0	0	146	2	0	0	0	2	2	0	6	0	8	215
Total	0	272	0	0	272	0	618	2	0	620	14	0	16	0	30	16	0	40	0	56	978
Grand Total	16	1294	0	0	1310	0	1780	25	2	1807	42	1	49	0	92	73	1	141	0	215	3424
Apprch %	1.2	98.8	0.0	0.0		0.0	98.5	1.4	0.1		45.7	1.1	53.3	0.0		34.0	0.5	65.6	0.0		
Total %	0.5	37.8	0.0	0.0	38.3	0.0	52.0	0.7	0.1	52.8	1.2	0.0	1.4	0.0	2.7	2.1	0.0	4.1	0.0	6.3	

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Counted by :ORGA-AA
Board :D4-1910
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : NEA@6ST
Site Code : 06171910
Start Date : 05/02/2002
Page No : 1

Groups Printed- Trucks

	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
07:30 AM	0	13	0	0	13	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	7	0	0	7	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	14
08:00 AM	0	6	0	0	6	0	8	0	1	9	0	0	0	0	0	0	0	2	0	2	17
Total	0	33	0	0	33	0	24	0	1	25	1	0	0	0	1	0	0	2	0	2	61
08:15 AM	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
08:30 AM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	16
08:45 AM	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
09:00 AM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	4	0	1	0	5	16
Total	0	29	0	0	29	0	27	0	0	27	0	0	0	0	0	4	0	2	0	6	62
04:15 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Total	0	11	0	0	11	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	26
05:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	10
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	17
Grand Total	0	76	0	0	76	0	80	0	1	81	1	0	0	0	1	4	0	4	0	8	166
Apprch %	0.0	100.0	0.0	0.0		0.0	98.8	0.0	1.2		100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0		
Total %	0.0	45.8	0.0	0.0	45.8	0.0	48.2	0.0	0.6	48.8	0.6	0.0	0.0	0.0	0.6	2.4	0.0	2.4	0.0	4.8	

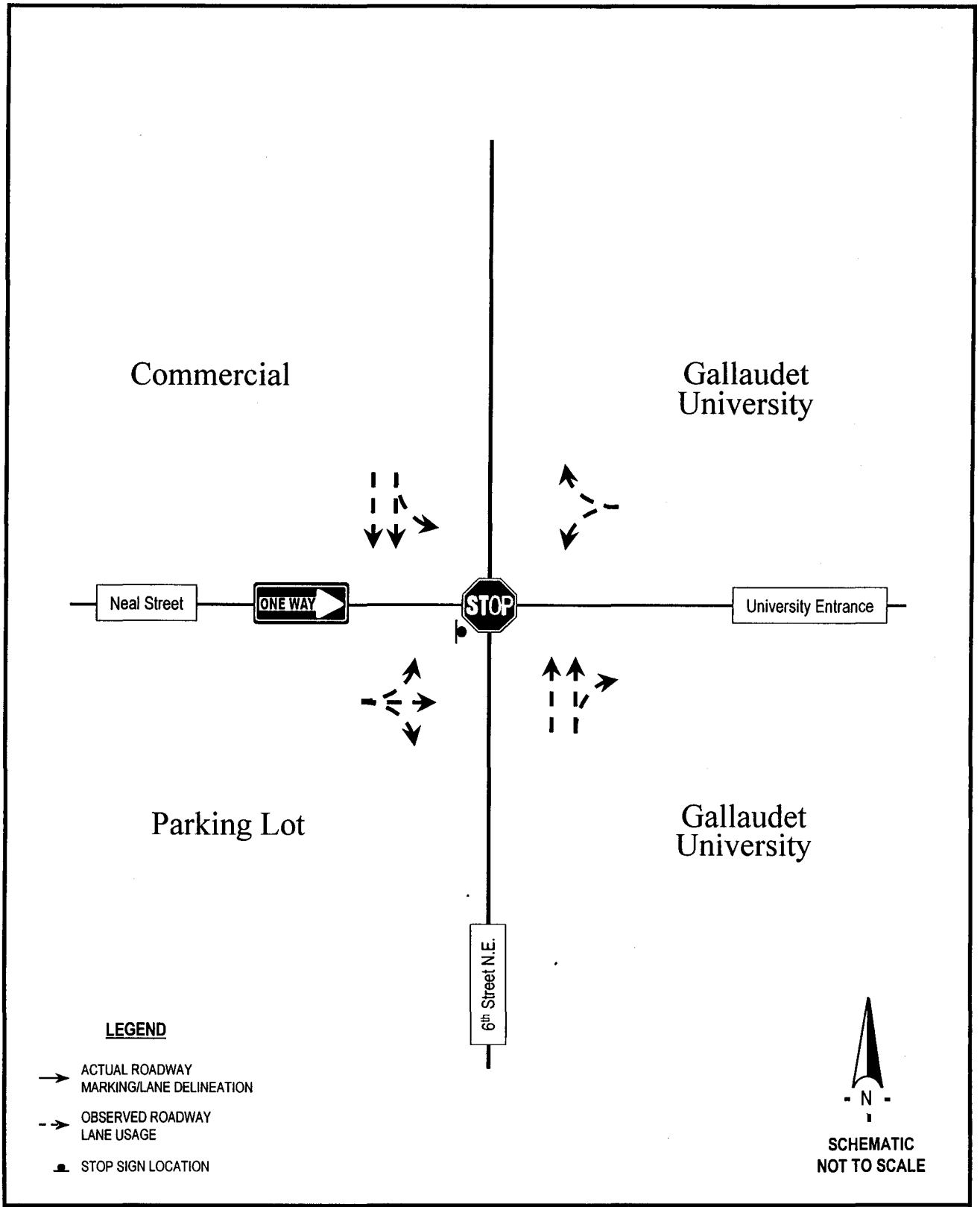
O.R. George & Associates, Inc.
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Counted by :ORGA-AA
Board :D4-1910
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : NEA@6ST
Site Code : 06171910
Start Date : 05/02/2002
Page No : 1

Groups Printed- Buses

	6th Street N.E. From North					6th Street N.E. From South					University Entrance/Exit From East					Neal Street From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	1	0	1	16
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
09:00 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	0	10	0	0	10	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	30
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	1	2	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
Grand Total	1	18	0	0	19	0	47	0	0	47	0	0	0	0	0	0	0	1	0	1	67
Apprch %	5.3	94.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	1.5	26.9	0.0	0.0	28.4	0.0	70.1	0.0	0.0	70.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.5	



O. R. GEORGE & ASSOCIATES, INC.	Gallaudet University Master Plan Study LANE CONFIGURATION 6th Street N.E. @ Neal Street/University Entrance WASHINGTON D.C.

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Counted by:ORGA-OS, JR
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@6ST
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Start Date : 05/02/2002
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Groups Printed- Passenger Vehicles - Trucks - Buses

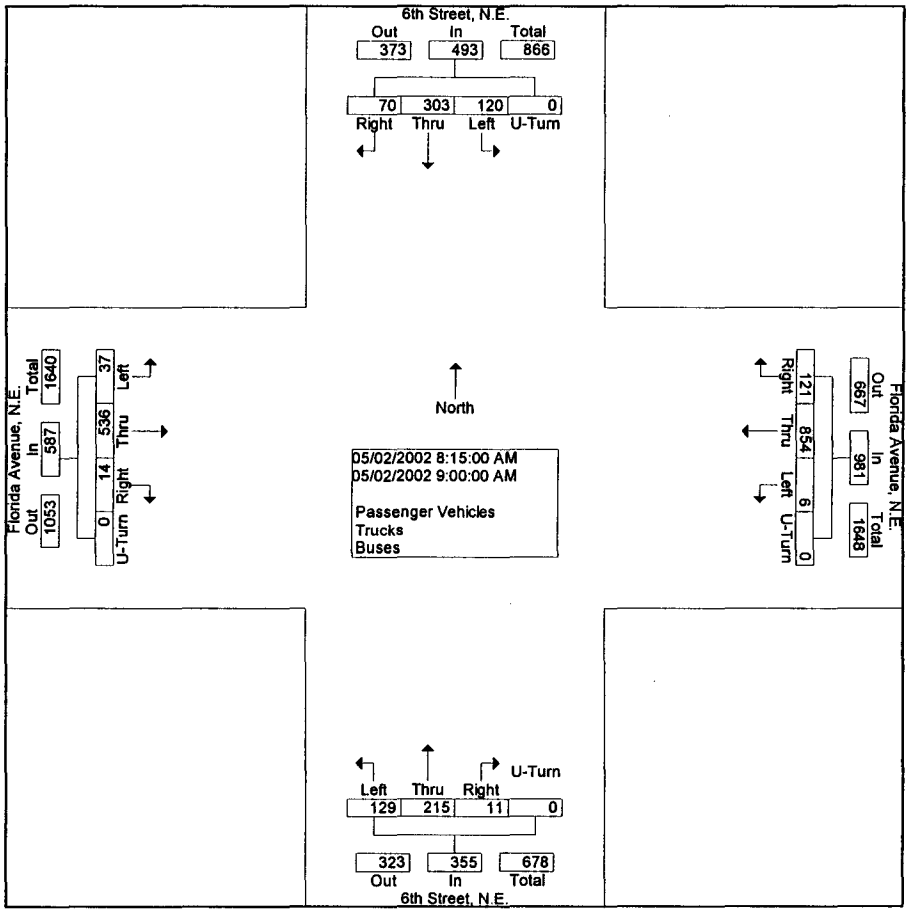
	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	16	32	12	0	60	23	37	2	0	62	2	173	32	0	207	6	93	2	0	101	430
07:30 AM	19	37	16	0	72	28	40	4	0	72	1	236	17	0	254	4	103	3	0	110	508
07:45 AM	23	57	14	0	94	25	53	1	0	79	2	251	20	0	273	7	147	3	0	157	603
08:00 AM	35	72	12	0	119	26	54	2	0	82	0	217	30	0	247	13	144	5	0	162	610
Total	93	198	54	0	345	102	184	9	0	295	5	877	99	0	981	30	487	13	0	530	2151
08:15 AM	19	79	19	0	117	30	39	2	0	71	1	220	22	0	243	10	150	3	0	163	594
08:30 AM	34	49	10	0	93	32	60	1	0	93	2	226	23	0	251	11	122	5	0	138	575
08:45 AM	38	79	22	0	139	39	53	4	0	96	2	213	39	0	254	11	127	5	0	143	632
09:00 AM	29	96	19	0	144	28	63	4	0	95	1	195	37	0	233	5	137	1	0	143	615
Total	120	303	70	0	493	129	215	11	0	355	6	854	121	0	981	37	536	14	0	587	2416
04:15 PM	51	41	19	0	111	38	98	4	0	140	1	186	42	0	229	3	290	15	0	308	788
04:30 PM	46	25	15	0	86	25	152	4	0	181	2	177	34	0	213	11	295	6	0	312	792
04:45 PM	37	27	15	0	79	35	104	3	0	142	0	157	32	0	189	8	269	12	0	289	699
05:00 PM	29	24	4	0	57	26	103	1	0	130	1	184	24	0	209	4	306	4	0	314	710
Total	163	117	53	0	333	124	457	12	0	593	4	704	132	0	840	26	1160	37	0	1223	2989
05:15 PM	42	37	19	0	98	31	125	5	0	161	1	142	32	0	175	13	315	8	0	336	770
05:30 PM	40	36	9	0	85	38	124	7	0	169	0	149	27	0	176	26	304	8	0	338	768
05:45 PM	36	37	12	0	85	23	104	6	0	133	1	121	19	0	141	14	328	8	0	350	709
06:00 PM	32	28	10	0	70	40	99	1	0	140	2	162	22	0	186	23	305	6	0	334	730
Total	150	138	50	0	338	132	452	19	0	603	4	574	100	0	678	76	1252	30	0	1358	2977
Grand Total	526	756	227	0	1509	487	1308	51	0	1846	19	3009	452	0	3480	169	3435	94	0	3698	10533
Apprch %	34.9	50.1	15.0	0.0		26.4	70.9	2.8	0.0		0.5	86.5	13.0	0.0		4.6	92.9	2.5	0.0		
Total %	5.0	7.2	2.2	0.0	14.3	4.6	12.4	0.5	0.0	17.5	0.2	28.6	4.3	0.0	33.0	1.6	32.6	0.9	0.0	35.1	

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Counted by:ORGA-OS, JR
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@6ST
Site Code : 05191909
Start Date : 05/02/2002

	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	120	303	70	0	493	129	215	11	0	355	6	854	121	0	981	37	536	14	0	587	2416
Percent	24.3	61.5	14.2	0.0		36.3	60.6	3.1	0.0		0.6	87.1	12.3	0.0		6.3	91.3	2.4	0.0		
08:45 Volume	38	79	22	0	139	39	53	4	0	96	2	213	39	0	254	11	127	5	0	143	632
Peak Factor																					0.956
High Int. 09:00 AM						08:45 AM					08:45 AM					08:15 AM					
Volume	29	96	19	0	144	39	53	4	0	96	2	213	39	0	254	10	150	3	0	163	
Peak Factor					0.856					0.924					0.966					0.900	

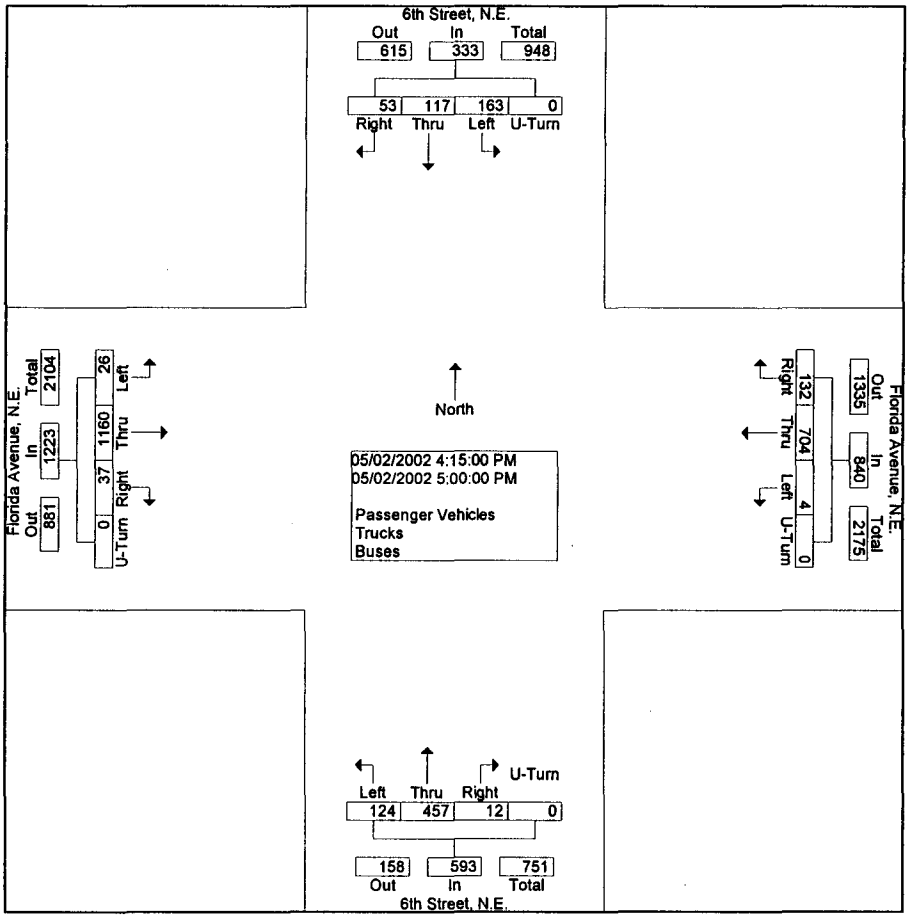


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File Name : FLO@6ST
Site Code : 05191909
Start Date : 05/02/2002

	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	163	117	53	0	333	124	457	12	0	593	4	704	132	0	840	26	1160	37	0	1223	2989
Percent	48.9	35.1	15.9	0.0		20.9	77.1	2.0	0.0		0.5	83.8	15.7	0.0		2.1	94.8	3.0	0.0		
04:30 Volume	46	25	15	0	86	25	152	4	0	181	2	177	34	0	213	11	295	6	0	312	792
Peak Factor																					0.943
High Int. 04:15 PM						04:30 PM					04:15 PM					05:00 PM					
Volume	51	41	19	0	111	25	152	4	0	181	1	186	42	0	229	4	306	4	0	314	
Peak Factor					0.750					0.819					0.917					0.974	



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Weather :Warm/Raining/Wet

File Name : FLO@6ST
Site Code : 05191909
Start Date : 05/02/2002
Page No : 1

Groups Printed- Passenger Vehicles

	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	15	31	10	0	56	19	33	2	0	54	1	165	30	0	196	5	81	2	0	88	394
07:30 AM	17	33	15	0	65	24	35	3	0	62	1	221	17	0	239	2	98	3	0	103	469
07:45 AM	18	49	13	0	80	22	46	1	0	69	2	238	17	0	257	7	143	3	0	153	559
08:00 AM	33	68	10	0	111	25	46	2	0	73	0	199	25	0	224	12	134	5	0	151	559
Total	83	181	48	0	312	90	160	8	0	258	4	823	89	0	916	26	456	13	0	495	1981
08:15 AM	18	75	16	0	109	29	33	1	0	63	1	204	22	0	227	9	142	2	0	153	552
08:30 AM	32	46	7	0	85	32	52	1	0	85	2	209	20	0	231	10	113	5	0	128	529
08:45 AM	37	73	18	0	128	36	49	3	0	88	2	197	36	0	235	10	121	5	0	136	587
09:00 AM	27	91	15	0	133	27	58	4	0	89	1	179	32	0	212	4	122	1	0	127	561
Total	114	285	56	0	455	124	192	9	0	325	6	789	110	0	905	33	498	13	0	544	2229
04:15 PM	49	40	16	0	105	35	92	4	0	131	1	171	42	0	214	3	282	15	0	300	750
04:30 PM	46	24	15	0	85	23	147	4	0	174	1	161	34	0	196	10	287	6	0	303	758
04:45 PM	36	25	15	0	76	35	101	3	0	139	0	148	29	0	177	7	261	12	0	280	672
05:00 PM	29	23	4	0	56	22	96	1	0	119	1	175	23	0	199	4	295	4	0	303	677
Total	160	112	50	0	322	115	436	12	0	563	3	655	128	0	786	24	1125	37	0	1186	2857
05:15 PM	42	37	18	0	97	30	122	5	0	157	1	136	32	0	169	13	307	8	0	328	751
05:30 PM	38	36	9	0	83	38	119	6	0	163	0	143	27	0	170	25	296	8	0	329	745
05:45 PM	35	37	12	0	84	22	96	6	0	124	1	117	19	0	137	11	319	8	0	338	683
06:00 PM	32	27	10	0	69	38	98	1	0	137	2	158	21	0	181	23	296	6	0	325	712
Total	147	137	49	0	333	128	435	18	0	581	4	554	99	0	657	72	1218	30	0	1320	2891
Grand Total	504	715	203	0	1422	457	1223	47	0	1727	17	2821	426	0	3264	155	3297	93	0	3545	9958
Apprch %	35.4	50.3	14.3	0.0		26.5	70.8	2.7	0.0		0.5	86.4	13.1	0.0		4.4	93.0	2.6	0.0		
Total %	5.1	7.2	2.0	0.0	14.3	4.6	12.3	0.5	0.0	17.3	0.2	28.3	4.3	0.0	32.8	1.6	33.1	0.9	0.0	35.6	

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Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@6ST
Site Code : 05191909
Start Date : 05/02/2002
Page No : 1

Groups Printed- Trucks

	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	1	2	0	4	3	2	0	0	5	0	4	1	0	5	1	3	0	0	4	18
07:30 AM	1	4	1	0	6	3	2	1	0	6	0	10	0	0	10	1	2	0	0	3	25
07:45 AM	1	7	1	0	9	1	3	0	0	4	0	5	2	0	7	0	2	0	0	2	22
08:00 AM	1	4	2	0	7	1	6	0	0	7	0	7	5	0	12	1	5	0	0	6	32
Total	4	16	6	0	26	8	13	1	0	22	0	26	8	0	34	3	12	0	0	15	97
08:15 AM	1	4	3	0	8	0	4	0	0	4	0	9	0	0	9	1	4	0	0	5	26
08:30 AM	2	3	3	0	8	0	5	0	0	5	0	10	0	0	10	0	4	0	0	4	27
08:45 AM	1	3	2	0	6	0	2	0	0	2	0	10	1	0	11	1	2	0	0	3	22
09:00 AM	1	2	3	0	6	0	2	0	0	2	0	8	2	0	10	0	11	0	0	11	29
Total	5	12	11	0	28	0	13	0	0	13	0	37	3	0	40	2	21	0	0	23	104
04:15 PM	2	1	3	0	6	2	5	0	0	7	0	9	0	0	9	0	5	0	0	5	27
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	7	0	0	7	1	2	0	0	3	13
04:45 PM	0	2	0	0	2	0	3	0	0	3	0	4	2	0	6	1	3	0	0	4	15
05:00 PM	0	0	0	0	0	1	4	0	0	5	0	2	0	0	2	0	5	0	0	5	12
Total	2	4	3	0	9	3	14	0	0	17	0	22	2	0	24	2	15	0	0	17	67
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	8
05:30 PM	2	0	0	0	2	0	4	1	0	5	0	4	0	0	4	0	5	0	0	5	16
05:45 PM	1	0	0	0	1	0	6	0	0	6	0	2	0	0	2	3	6	0	0	9	18
06:00 PM	0	0	0	0	0	2	1	0	0	3	0	1	1	0	2	0	5	0	0	5	10
Total	3	0	0	0	3	2	13	1	0	16	0	9	1	0	10	3	20	0	0	23	52
Grand Total	14	32	20	0	66	13	53	2	0	68	0	94	14	0	108	10	68	0	0	78	320
Apprch %	21.2	48.5	30.3	0.0		19.1	77.9	2.9	0.0		0.0	87.0	13.0	0.0		12.8	87.2	0.0	0.0		
Total %	4.4	10.0	6.3	0.0	20.6	4.1	16.6	0.6	0.0	21.3	0.0	29.4	4.4	0.0	33.8	3.1	21.3	0.0	0.0	24.4	

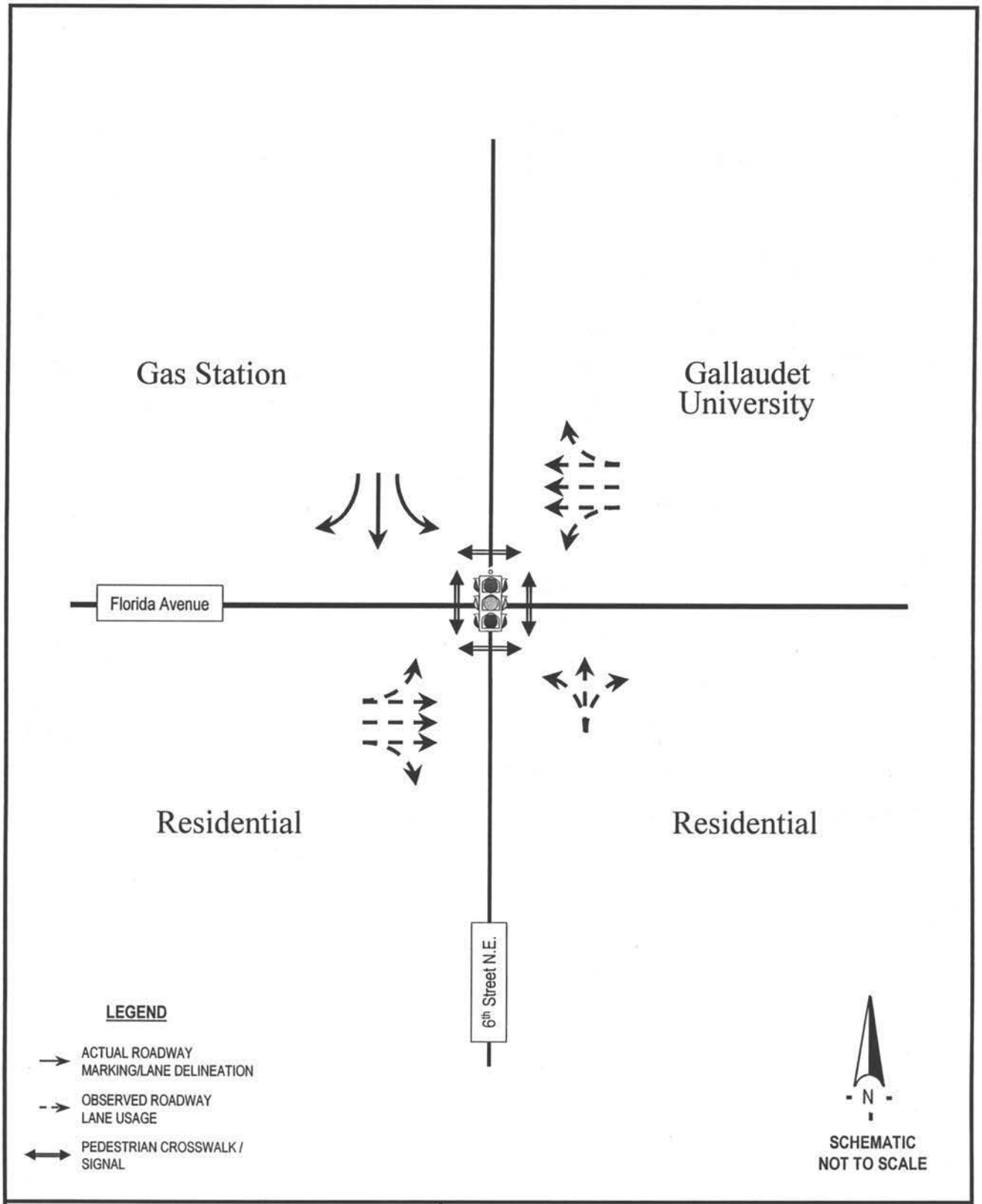
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Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Warm/Raining/Wet

File Name : FLO@6ST
Site Code : 05191909
Start Date : 05/02/2002
Page No : 1

Groups Printed- Buses

	6th Street, N.E. From North					6th Street, N.E. From South					Florida Avenue, N.E. From East					Florida Avenue, N.E. From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	0	0	0	0	1	2	0	0	3	1	4	1	0	6	0	9	0	0	9	18
07:30 AM	1	0	0	0	1	1	3	0	0	4	0	5	0	0	5	1	3	0	0	4	14
07:45 AM	4	1	0	0	5	2	4	0	0	6	0	8	1	0	9	0	2	0	0	2	22
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	11	0	0	11	0	5	0	0	5	19
Total	6	1	0	0	7	4	11	0	0	15	1	28	2	0	31	1	19	0	0	20	73
08:15 AM	0	0	0	0	0	1	2	1	0	4	0	7	0	0	7	0	4	1	0	5	16
08:30 AM	0	0	0	0	0	0	3	0	0	3	0	7	3	0	10	1	5	0	0	6	19
08:45 AM	0	3	2	0	5	3	2	1	0	6	0	6	2	0	8	0	4	0	0	4	23
09:00 AM	1	3	1	0	5	1	3	0	0	4	0	8	3	0	11	1	4	0	0	5	25
Total	1	6	3	0	10	5	10	2	0	17	0	28	8	0	36	2	17	1	0	20	83
04:15 PM	0	0	0	0	0	1	1	0	0	2	0	6	0	0	6	0	3	0	0	3	11
04:30 PM	0	0	0	0	0	2	3	0	0	5	1	9	0	0	10	0	6	0	0	6	21
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	1	0	6	0	5	0	0	5	12
05:00 PM	0	1	0	0	1	3	3	0	0	6	0	7	1	0	8	0	6	0	0	6	21
Total	1	1	0	0	2	6	7	0	0	13	1	27	2	0	30	0	20	0	0	20	65
05:15 PM	0	0	1	0	1	1	1	0	0	2	0	4	0	0	4	0	4	0	0	4	11
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	1	3	0	0	4	7
05:45 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	3	0	0	3	8
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	8
Total	0	1	1	0	2	2	4	0	0	6	0	11	0	0	11	1	14	0	0	15	34
Grand Total	8	9	4	0	21	17	32	2	0	51	2	94	12	0	108	4	70	1	0	75	255
Apprch %	38.1	42.9	19.0	0.0		33.3	62.7	3.9	0.0		1.9	87.0	11.1	0.0		5.3	93.3	1.3	0.0		
Total %	3.1	3.5	1.6	0.0	8.2	6.7	12.5	0.8	0.0	20.0	0.8	36.9	4.7	0.0	42.4	1.6	27.5	0.4	0.0	29.4	



O. R. GEORGE & ASSOCIATES, INC.	Gallaudet University Master Plan Study LANE CONFIGURATION 6th Street N.E. @ Florida Avenue WASHINGTON D.C.

APPENDIX

C

Capacity Analysis Worksheets – Existing Traffic Situation

SHORT REPORT

General Information		Site Information	
Analyst	MA	Intersection	Florida Ave @ West V. Ave, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak - Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	1	0	0	2	0
Lane group		LTR			TR			LTR			LTR	
Volume (vph)	106	421	2		824	57	1	117	0	39	241	215
% Heavy veh	0	0	0		0	0	0	0	0	0	0	0
PHF	0.91	0.91	0.91		0.93	0.93	0.87	0.87	0.87	0.96	0.96	0.96
Actuated (P/A)	P	P	P		P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 16.0	G = 26.0	G =	G =	G = 23.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	581	947	135	516
Lane group cap.	1469	1162	545	910
v/c ratio	0.40	0.81	0.25	0.57
Green ratio	0.59	0.32	0.29	0.29
Unif. delay d1	8.9	24.8	21.9	24.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.8	6.3	1.1	2.6
PF factor	1.000	1.000	1.000	1.000
Control delay	9.7	31.1	22.9	26.8
Lane group LOS	A	C	C	C
Apprch. delay	9.7	31.1	22.9	26.8
Approach LOS	A	C	C	C
Intersec. delay	23.9	Intersection LOS		C

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C-1

SHORT REPORT

General Information		Site Information	
Analyst	MA	Intersection	Florida Ave @ West V. Ave, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak - Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	1	0	0	2	0
Lane group		LTR			TR			LTR			LTR	
Volume (vph)	372	1068	7		448	88	2	339	0	50	157	88
% Heavy veh	0	0	0		0	0	0	0	0	0	0	0
PHF	0.91	0.91	0.91		0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85
Actuated (P/A)	P	P	P		P	P	P	P	P	P	P	P
Startup lost time		1.0			1.0			1.0			1.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		4			4			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		18	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 17.0	G = 26.0	G =	G =	G = 23.0	G =	G =	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	1591	576	379	348
Lane group cap.	1632	1194	569	909
v/c ratio	0.97	0.48	0.67	0.38
Green ratio	0.61	0.34	0.30	0.30
Unif. delay d1	15.2	21.0	24.5	22.1
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	17.1	1.4	6.1	1.2
PF factor	0.560	0.955	0.986	0.986
Control delay	25.5	21.4	30.2	23.0
Lane group LOS	C	C	C	C
Apprch. delay	25.5	21.4	30.2	23.0
Approach LOS	C	C	C	C
Intersec. delay	25.0	Intersection LOS		C

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 8th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak - Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	2	0	0	2	0	0	1	0
Lane group		LTR			LTR		DefL	TR			LTR	
Volume (vph)	62	525	102	3	906	121	116	48	5	8	18	16
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.86	0.86	0.86	0.58	0.58	0.58
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0		2.0	2.0			2.0	
Ext. eff. green		2.0			2.0		2.0	2.0			2.0	
Arrival type		3			3		3	3			3	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0		12.0	12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0		0	0			0	
Unit Extension		3.0			3.0		3.0	3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 32.0	G =	G =	G = 21.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		765			1073		135	62			73	
Lane group cap.		2287			1352		355	491			451	
v/c ratio		0.33			0.79		0.38	0.13			0.16	
Green ratio		0.61			0.40		0.26	0.26			0.26	
Unif. delay d1		7.6			21.1		24.2	22.5			22.7	
Delay factor k		0.50			0.50		0.50	0.50			0.50	
Increm. delay d2		0.4			4.9		3.1	0.5			0.8	
PF factor		1.000			1.000		1.000	1.000			1.000	
Control delay		7.9			26.0		27.2	23.0			23.5	
Lane group LOS		A			C		C	C			C	
Apprch. delay	7.9			26.0			25.9			23.5		
Approach LOS	A			C			C			C		
Intersec. delay	19.3			Intersection LOS			B					

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 8th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak - Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	2	0	0	2	0	0	1	0
Lane group		LTR			LTR		DefL	TR			LTR	
Volume (vph)	26	1174	144	6	604	31	173	28	6	88	61	36
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.76	0.76	0.76	0.89	0.89	0.89
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0		2.0	2.0			2.0	
Ext. eff. green		2.0			2.0		2.0	2.0			2.0	
Arrival type		3			3		3	3			3	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0		12.0	12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0		0	0			0	
Unit Extension		3.0			3.0		3.0	3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 25.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1493			712		228	45			208	
Lane group cap.		2194			1044		413	647			539	
v/c ratio		0.68			0.68		0.55	0.07			0.39	
Green ratio		0.52			0.31		0.35	0.35			0.35	
Unif. delay d1		14.0			24.0		20.9	17.3			19.5	
Delay factor k		0.50			0.50		0.50	0.50			0.50	
Increm. delay d2		1.7			3.6		5.2	0.2			2.1	
PF factor		1.000			1.000		1.000	1.000			1.000	
Control delay		15.8			27.6		26.2	17.5			21.6	
Lane group LOS		B			C		C	B			C	
Apprch. delay	15.8			27.6			24.8			21.6		
Approach LOS	B			C			C			C		
Intersec. delay	20.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 6th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak- Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	1	0	1	1	1
Lane group		LTR			LTR			LTR		L	T	R
Volume (vph)	37	536	14	6	854	121	129	215	11	120	303	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0		2.0	2.0	2.0
Ext. eff. green		2.0			2.0			2.0		2.0	2.0	2.0
Arrival type		3			3			3		3	3	3
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0		0	0	0
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 34.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		653			1011			386		140	352	81
Lane group cap.		1823			2026			495		434	855	727
v/c ratio		0.36			0.50			0.78		0.32	0.41	0.11
Green ratio		0.43			0.43			0.45		0.45	0.45	0.45
Unif. delay d1		15.6			16.8			18.6		14.2	14.9	12.7
Delay factor k		0.50			0.50			0.50		0.50	0.50	0.50
Increm. delay d2		0.6			0.9			11.5		2.0	1.5	0.3
PF factor		1.000			1.000			1.000		1.000	1.000	1.000
Control delay		16.1			17.7			30.2		16.1	16.3	13.0
Lane group LOS		B			B			C		B	B	B
Apprch. delay	16.1			17.7			30.2			15.8		
Approach LOS	B			B			C			B		
Intersec. delay	18.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 6th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak- Existing	Analysis Year	2002

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	1	0	1	1	1
Lane group		LTR			LTR			LTR		L	T	R
Volume (vph)	26	1160	37	4	704	132	124	457	12	163	117	53
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.82	0.82	0.82	0.75	0.75	0.75
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0		2.0	2.0	2.0
Ext. eff. green		2.0			2.0			2.0		2.0	2.0	2.0
Arrival type		3			3			3		3	3	3
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0		0	0	0
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 27.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1261			912			723		217	156	71
Lane group cap.		1568			1596			894		360	1021	868
v/c ratio		0.80			0.57			0.81		0.60	0.15	0.08
Green ratio		0.34			0.34			0.54		0.54	0.54	0.54
Unif. delay d1		24.1			21.8			15.1		12.7	9.3	8.9
Delay factor k		0.50			0.50			0.50		0.50	0.50	0.50
Increm. delay d2		4.5			1.5			7.8		7.3	0.3	0.2
PF factor		1.000			1.000			1.000		1.000	1.000	1.000
Control delay		28.6			23.2			22.9		19.9	9.6	9.1
Lane group LOS		C			C			C		B	A	A
Apprch. delay		28.6			23.2			22.9			14.6	
Approach LOS		C			C			C			B	
Intersec. delay		24.0			Intersection LOS						C	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Neal Street @ 6th Street*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2002*
Analysis Time Period	*AM Peak - Existing*		
Project Description	*Gallaudet University Master Plan*		
East/West Street:	*Neal Street*	North/South Street:	*6th Street*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*343*	*12*	*8*	*489*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*0.85*	*0.85*	*1.00*
Hourly Flow Rate, HFR	*0*	*398*	*13*	*9*	*575*	*0*
Percent Heavy Vehicles	*0*	*--*	*--*	*0*	*--*	*--*
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*2*	*0*	*4*	*27*	*1*	*41*
Peak-Hour Factor, PHF	*0.38*	*1.00*	*0.38*	*0.75*	*0.75*	*0.75*
Hourly Flow Rate, HFR	*5*	*0*	*10*	*36*	*1*	*54*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration		*LR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*			*LTR*	
v (vph)		*9*		*15*			*91*	
C (m) (vph)		*1159*		*513*			*435*	
v/c		*0.01*		*0.03*			*0.21*	
95% queue length		*0.02*		*0.09*			*0.78*	
Control Delay		*8.1*		*12.2*			*15.5*	
LOS		*A*		*B*			*C*	
Approach Delay	*--*	*--*	*12.2*			*15.5*		
Approach LOS	*--*	*--*	*B*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Neal Street @ 6th Street*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2002*
Analysis Time Period	*PM Peak - Existing*		
Project Description	*Gallaudet University Master Plan*		
East/West Street:	*Neal Street*	North/South Street:	*6th Street*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*642*	*7*	*3*	*272*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.87*	*0.87*	*0.83*	*0.83*	*1.00*
Hourly Flow Rate, HFR	*0*	*737*	*8*	*3*	*327*	*0*
Percent Heavy Vehicles	*0*	–	–	*0*	–	–
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*19*	*0*	*28*	*24*	*0*	*37*
Peak-Hour Factor, PHF	*0.73*	*1.00*	*0.73*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*26*	*0*	*38*	*26*	*0*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration		*LR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*			*LTR*	
v (vph)		*3*		*64*			*67*	
C (m) (vph)		*872*		*360*			*507*	
v/c		*0.00*		*0.18*			*0.13*	
95% queue length		*0.01*		*0.64*			*0.45*	
Control Delay		*9.1*		*17.1*			*13.2*	
LOS		*A*		*C*			*B*	
Approach Delay	--	--	*17.1*			*13.2*		
Approach LOS	--	--	*C*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MA	Intersection	Brentwood Parkway@ Telegr Rd
Agency/Co.	ORGA	Jurisdiction	Washington DC
Date Performed	6/18/02	Analysis Year	2002
Analysis Time Period	AM Peak - Existing		

Project Description: Gallaudet University Master Plan

East/West Street: Telegraph Hill Road | North/South Street: Brentwood Parkway

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	367	37	59	520	0
Peak-Hour Factor, PHF	1.00	0.88	0.88	0.88	0.88	1.00
Hourly Flow Rate, HFR	0	417	42	67	590	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	6	0	7	27	1	41
Peak-Hour Factor, PHF	0.54	1.00	0.54	0.75	0.75	0.75
Hourly Flow Rate, HFR	11	0	12	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		67		23				
C (m) (vph)		1113		418				
v/c		0.06		0.06				
95% queue length		0.19		0.17				
Control Delay		8.4		14.1				
LOS		A		B				
Approach Delay	--	--	14.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Brentwood Parkway@ Telegr Rd*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2002*
Analysis Time Period	*PM Peak - Existing*		

Project Description *Gallaudet University Master Plan*

East/West Street: *Telegraph Hill Road* | North/South Street: *Brentwood Parkway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*702*	*6*	*6*	*215*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.88*	*0.88*	*0.95*	*0.95*	*1.00*
Hourly Flow Rate, HFR	*0*	*797*	*6*	*6*	*226*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*8*	*0*	*44*	*27*	*1*	*41*
Peak-Hour Factor, PHF	*0.77*	*1.00*	*0.77*	*0.75*	*0.75*	*0.75*
Hourly Flow Rate, HFR	*10*	*0*	*57*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*6*		*67*				
C (m) (vph)		*830*		*510*				
v/c		*0.01*		*0.13*				
95% queue length		*0.02*		*0.45*				
Control Delay		*9.4*		*13.1*				
LOS		*A*		*B*				
Approach Delay	--	--	*13.1*					
Approach LOS	--	--	*B*					

>

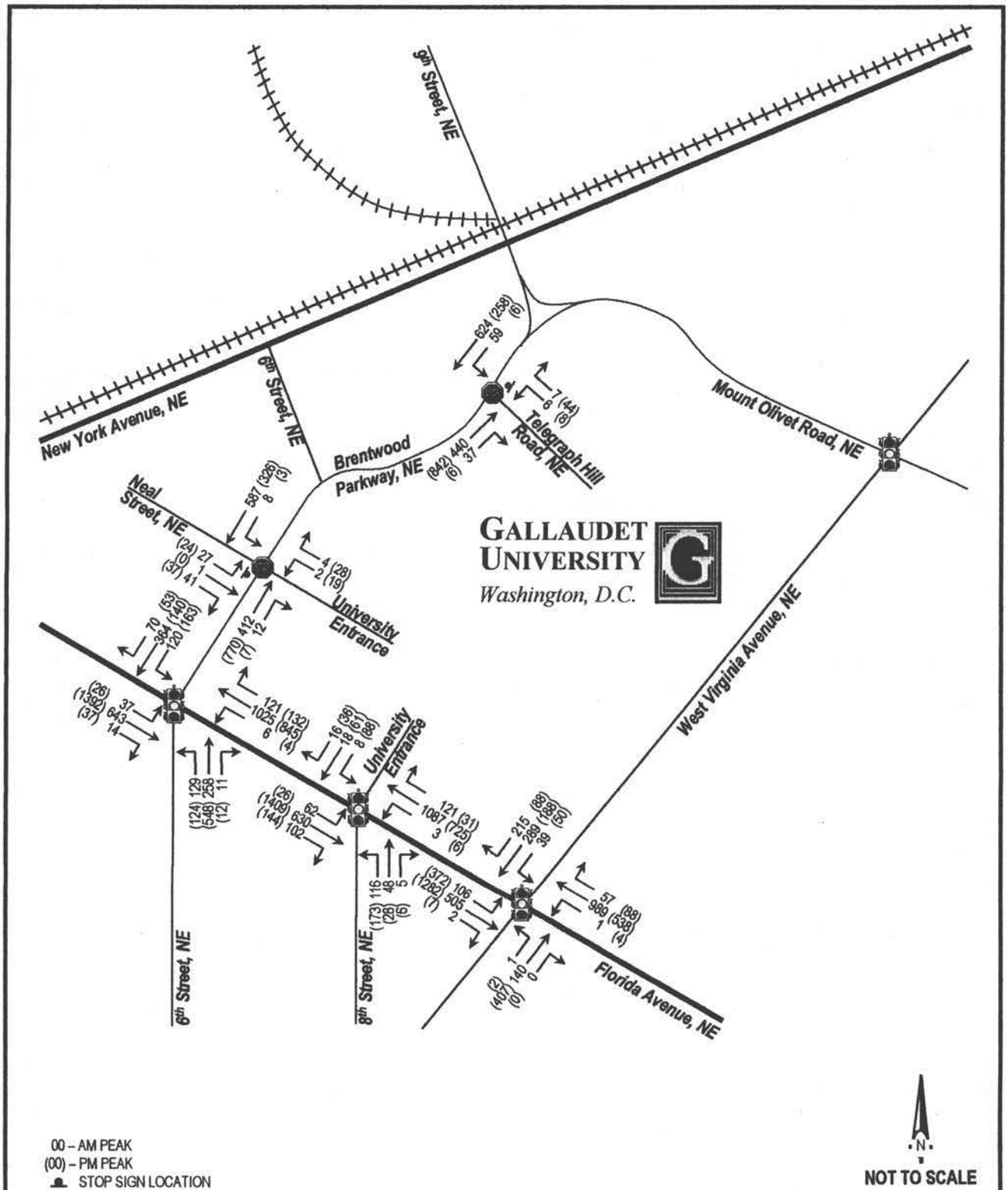
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APPENDIX

D

Year 2012 Base Traffic Situation
(Reflecting Through Traffic Growth)



O. R. GEORGE & ASSOCIATES, INC. *Traffic Engineers – Transportation Planners*	**Appendix D: Year 2012 Base Traffic Volumes - Gallaudet University Master Plan**

APPENDIX

E

Capacity Analysis Worksheets – Projected
Year 2012 Total Traffic Situation

SHORT REPORT

General Information		Site Information	
Analyst	MA	Intersection	Florida Ave @ West V. Ave, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak - Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	1	0	0	2	0
Lane group		LTR			TR			LTR			LTR	
Volume (vph)	106	505	2		989	57	1	140	0	39	209	215
% Heavy veh	0	0	0		0	0	0	0	0	0	0	0
PHF	0.91	0.91	0.91		0.93	0.93	0.87	0.87	0.87	0.96	0.96	0.96
Actuated (P/A)	P	P	P		P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 12.0	G = 28.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	673	1124	162	483
Lane group cap.	1334	1253	593	982
v/c ratio	0.50	0.90	0.27	0.49
Green ratio	0.56	0.35	0.31	0.31
Unif. delay d1	10.7	24.6	20.7	22.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	1.4	10.2	1.1	1.8
PF factor	1.000	1.000	1.000	1.000
Control delay	12.1	34.9	21.8	24.1
Lane group LOS	B	C	C	C
Apprch. delay	12.1	34.9	21.8	24.1
Approach LOS	B	C	C	C
Intersec. delay	25.6	Intersection LOS		C

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SHORT REPORT

General Information		Site Information	
Analyst	MA	Intersection	Florida Ave @ West V. Ave, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak - Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	1	0	0	2	0
Lane group		LTR			TR			LTR			LTR	
Volume (vph)	372	1282	7		538	57	2	407	0	50	188	88
% Heavy veh	0	0	0		0	0	0	0	0	0	0	0
PHF	0.91	0.91	0.91		0.90	0.90	0.90	0.90	0.90	0.85	0.85	0.85
Actuated (P/A)	P	P	P		P	P	P	P	P	P	P	P
Startup lost time		1.0			1.0			1.0			1.0	
Ext. eff. green		3.0			3.0			3.0			3.0	
Arrival type		4			4			4			4	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		11	0		0	0		0
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 18.0	G = 28.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 4.5	Y = 4.5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	1826	649	454	384
Lane group cap.	1774	1338	522	792
v/c ratio	1.03	0.49	0.87	0.48
Green ratio	0.66	0.38	0.28	0.28
Unif. delay d1	13.8	19.1	27.6	24.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	29.3	1.3	17.7	2.1
PF factor	0.418	0.920	1.000	1.000
Control delay	35.0+	18.8	45.3	26.4
Lane group LOS	D	B	D	C
Apprch. delay	35.0+	18.8	45.3	26.4
Approach LOS	D	B	D	C
Intersec. delay	32.3	Intersection LOS		C

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 8th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak - Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	2	0	0	2	0	0	1	0
Lane group		LTR			LTR		DefL	TR			LTR	
Volume (vph)	62	630	102	3	1087	121	116	48	5	8	16	16
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.86	0.86	0.86	0.58	0.58	0.58
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0		2.0	2.0			2.0	
Ext. eff. green		2.0			2.0		2.0	2.0			2.0	
Arrival type		3			3		3	3			3	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0		12.0	12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0		0	0			0	
Unit Extension		3.0			3.0		3.0	3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 16.0	G = 34.0	G =	G =	G = 15.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		882			1261		135	62			70	
Lane group cap.		2628			1441		257	351			318	
v/c ratio		0.34			0.88		0.53	0.18			0.22	
Green ratio		0.69			0.43		0.19	0.19			0.19	
Unif. delay d1		5.1			21.1		29.3	27.3			27.5	
Delay factor k		0.50			0.50		0.50	0.50			0.50	
Increm. delay d2		0.3			7.7		7.5	1.1			1.6	
PF factor		1.000			1.000		1.000	1.000			1.000	
Control delay		5.4			28.8		36.8	28.4			29.1	
Lane group LOS		A			C		D	C			C	
Apprch. delay	5.4			28.8			34.1			29.1		
Approach LOS	A			C			C			C		
Intersec. delay	20.7			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 8th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak - Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	2	0	0	2	0	0	1	0
Lane group		LTR			LTR		DefL	TR			LTR	
Volume (vph)	26	1409	144	6	725	31	173	28	6	88	61	36
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.76	0.76	0.76	0.89	0.89	0.89
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0		2.0	2.0			2.0	
Ext. eff. green		2.0			2.0		2.0	2.0			2.0	
Arrival type		3			3		3	3			3	
Unit Extension		3.0			3.0		3.0	3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0		12.0	12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0		0	0			0	
Unit Extension		3.0			3.0		3.0	3.0			3.0	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.0	G = 25.0	G =	G =	G = 27.0	G =	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1755			847		228	45			208	
Lane group cap.		2193			1042		397	624			519	
v/c ratio		0.80			0.81		0.57	0.07			0.40	
Green ratio		0.54			0.31		0.34	0.34			0.34	
Unif. delay d1		15.0			25.3		21.8	18.0			20.3	
Delay factor k		0.50			0.50		0.50	0.50			0.50	
Increm. delay d2		3.2			6.9		5.9	0.2			2.3	
PF factor		1.000			1.000		1.000	1.000			1.000	
Control delay		18.2			32.3		27.7	18.2			22.6	
Lane group LOS		B			C		C	B			C	
Apprch. delay	18.2			32.3			26.1			22.6		
Approach LOS	B			C			C			C		
Intersec. delay	23.1			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 6th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	AM Peak- Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	1	0	1	1	1
Lane group		LTR			LTR			LTR		L	T	R
Volume (vph)	37	643	14	6	1025	121	129	258	11	120	364	70
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0		2.0	2.0	2.0
Ext. eff. green		2.0			2.0			2.0		2.0	2.0	2.0
Arrival type		3			3			3		3	3	3
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0		0	0	0
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 27.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		771			1188			432		140	423	81
Lane group cap.		1367			1612			644		508	1021	868
v/c ratio		0.56			0.74			0.67		0.28	0.41	0.09
Green ratio		0.34			0.34			0.54		0.54	0.54	0.54
Unif. delay d1		21.7			23.4			13.4		10.0	11.0	9.0
Delay factor k		0.50			0.50			0.50		0.50	0.50	0.50
Increm. delay d2		1.7			3.1			5.5		1.3	1.2	0.2
PF factor		1.000			1.000			1.000		1.000	1.000	1.000
Control delay		23.4			26.4			18.9		11.4	12.2	9.2
Lane group LOS		C			C			B		B	B	A
Apprch. delay	23.4			26.4			18.9			11.7		
Approach LOS	C			C			B			B		
Intersec. delay	21.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst		Intersection	Florida Ave @ 6th Street, NE
Agency or Co.	ORGA	Area Type	All other areas
Date Performed	6/18/02	Jurisdiction	Washington DC
Time Period	PM Peak- Total	Analysis Year	2012

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	1	0	1	1	1
Lane group		LTR			LTR			LTR		L	T	R
Volume (vph)	26	1392	37	4	845	132	124	548	12	163	140	53
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0		2.0	2.0	2.0
Ext. eff. green		2.0			2.0			2.0		2.0	2.0	2.0
Arrival type		3			3			3		3	3	3
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		12.0			12.0			12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0		0	0	0
Unit Extension		3.0			3.0			3.0		3.0	3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 29.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1617			1011			744		190	163	62
Lane group cap.		1686			1712			868		322	974	828
v/c ratio		0.96			0.59			0.86		0.59	0.17	0.07
Green ratio		0.36			0.36			0.51		0.51	0.51	0.51
Unif. delay d1		24.9			20.7			17.0		13.6	10.4	9.9
Delay factor k		0.50			0.50			0.50		0.50	0.50	0.50
Increm. delay d2		14.1			1.5			10.7		7.7	0.4	0.2
PF factor		1.000			1.000			1.000		1.000	1.000	1.000
Control delay		39.1			22.2			27.6		21.4	10.8	10.1
Lane group LOS		D			C			C		C	B	B
Apprch. delay	39.1			22.2			27.6			15.5		
Approach LOS	D			C			C			B		
Intersec. delay	29.7			Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Neal Street @ 6th Street*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2012*
Analysis Time Period	*AM Peak - Total*		

Project Description *Gallaudet University Master Plan*

East/West Street: *Neal Street* | North/South Street: *6th Street*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*412*	*12*	*8*	*587*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*0.85*	*0.85*	*1.00*
Hourly Flow Rate, HFR	*0*	*479*	*13*	*9*	*690*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*2*	*0*	*4*	*27*	*1*	*41*
Peak-Hour Factor, PHF	*0.38*	*1.00*	*0.38*	*0.75*	*0.75*	*0.75*
Hourly Flow Rate, HFR	*5*	*0*	*10*	*36*	*1*	*54*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration		*LR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*			*LTR*	
v (vph)		*9*		*15*			*91*	
C (m) (vph)		*1082*		*433*			*357*	
v/c		*0.01*		*0.03*			*0.25*	
95% queue length		*0.03*		*0.11*			*1.00*	
Control Delay		*8.4*		*13.6*			*18.5*	
LOS		*A*		*B*			*C*	
Approach Delay	--	--	*13.6*			*18.5*		
Approach LOS	--	--	*B*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Neal Street @ 6th Street*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2012*
Analysis Time Period	*PM Peak - Total*		
Project Description	*Gallaudet University Master Plan*		
East/West Street:	*Neal Street*	North/South Street:	*6th Street*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*770*	*7*	*3*	*326*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.87*	*0.87*	*0.83*	*0.83*	*1.00*
Hourly Flow Rate, HFR	*0*	*885*	*8*	*3*	*392*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*19*	*0*	*28*	*24*	*1*	*37*
Peak-Hour Factor, PHF	*0.73*	*1.00*	*0.73*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR	*26*	*0*	*38*	*26*	*1*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration		*LR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*			*LTR*	
v (vph)		*3*		*64*			*68*	
C (m) (vph)		*768*		*281*			*418*	
v/c		*0.00*		*0.23*			*0.16*	
95% queue length		*0.01*		*0.86*			*0.58*	
Control Delay		*9.7*		*21.5*			*15.3*	
LOS		*A*		*C*			*C*	
Approach Delay	--	--	*21.5*			*15.3*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Brentwood Parkway@ Telegr Rd*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2012*
Analysis Time Period	*AM Peak - Total*		

Project Description *Gallaudet University Master Plan*

East/West Street: *Telegraph Hill Road* | North/South Street: *Brentwood Parkway*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*440*	*37*	*59*	*624*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.88*	*0.88*	*0.88*	*0.88*	*1.00*
Hourly Flow Rate, HFR	*0*	*500*	*42*	*67*	*709*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*6*	*0*	*7*	*27*	*1*	*41*
Peak-Hour Factor, PHF	*0.54*	*1.00*	*0.54*	*0.75*	*0.75*	*0.75*
Hourly Flow Rate, HFR	*11*	*0*	*12*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*67*		*23*				
C (m) (vph)		*1037*		*351*				
v/c		*0.06*		*0.07*				
95% queue length		*0.21*		*0.21*				
Control Delay		*8.7*		*16.0*				
LOS		*A*		*C*				
Approach Delay	--	--	*16.0*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	*Brentwood Parkway@ Telegr Rd*
Agency/Co.	*ORGA*	Jurisdiction	*Washington DC*
Date Performed	*6/18/02*	Analysis Year	*2012*
Analysis Time Period	*PM Peak - Total*		
Project Description	*Gallaudet University Master Plan*		
East/West Street:	*Telegraph Hill Road*	North/South Street:	*Brentwood Parkway*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*842*	*6*	*6*	*258*	*0*
Peak-Hour Factor, PHF	*1.00*	*0.88*	*0.88*	*0.95*	*0.95*	*1.00*
Hourly Flow Rate, HFR	*0*	*956*	*6*	*6*	*271*	*0*
Percent Heavy Vehicles	*0*	–	–	*0*	–	–
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*	*LT*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*8*	*0*	*44*	*27*	*1*	*41*
Peak-Hour Factor, PHF	*0.77*	*1.00*	*0.77*	*0.75*	*0.75*	*0.75*
Hourly Flow Rate, HFR	*10*	*0*	*57*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (vph)		*6*		*67*				
C (m) (vph)		*724*		*433*				
v/c		*0.01*		*0.15*				
95% queue length		*0.03*		*0.54*				
Control Delay		*10.0+*		*14.8*				
LOS		*B*		*B*				
Approach Delay	--	--	*14.8*					
Approach LOS	--	--	*B*					

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