

APPENDIX

D

ACCIDENT DATA RECORDS - STUDY AREA ROADWAY NETWORK

Traffic Engineers - Transportation Planners

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TO: Mr. Yusuf Aden
District Department of Transportation FAX No.: (202) 671-0619

FAX No.:

FAX No.:

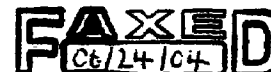
FROM: **Osborne R. George/Kalyan C. Yellapu** DATE: **06/24/04**

REGARDING: PROJECT NAME: **100 Potomac Avenue- Planned Unit Development**

NUMBER OF PAGES INCLUDING COVER: 3

COMMENTS:

Osborne George/ Kalyan C. Yellapu



ORIGINAL BEING SENT: YES [] MAIL []
NO [x] COURIER []
OTHER:

- Traffic Engineering Studies - Transportation Planning - Site Impact Studies
- Expert Witness Testimony - Data Collection - Traffic and Parking Studies

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

10210 Greenbelt Road, Suite 310 • Lanham MD 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400
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June 23, 2004

Mr. Yusuf Aden
Bureau of Traffic Services
District Department of Transportation
District of Columbia Government
2000 14th Street, N. W.
Washington, D.C. 20009

Re: 100 Potomac Avenue Planned Unit Development, Washington, D.C.

Dear Mr. Aden:

Please be advised that we have been retained to provide consulting services to the applicant in connection with the referenced project. The project will involve evaluation of traffic related safety issues on the section of roadways, which includes South Capitol Street, M Street, Potomac Avenue, and Half Street, in Southeast, Washington, D.C.

In order to complete our traffic impact study we will need accident record summaries for the following intersections;

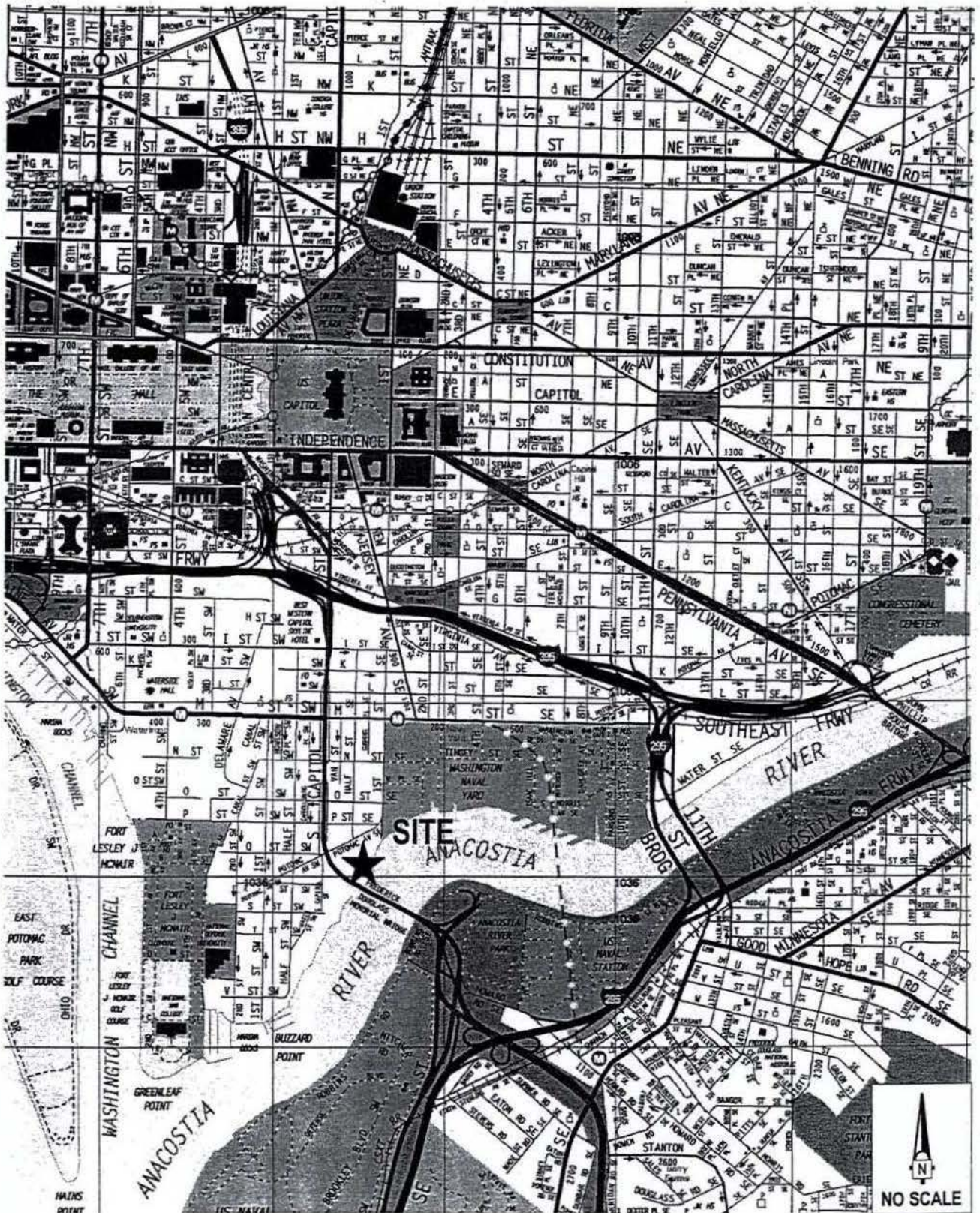
- | | |
|------------------------------------|------------------------------------|
| 1) South Capitol St. @ M St., S.E | 5) M St @ Half St, S.E. |
| 2) M St @ 1 st St., S.E | 6) South Capitol St. @ I (Eye) St. |
| 3) M St @ Half St., S.W | 7) Potomac Ave @ Half St., S.E |
| 4) Potomac Ave @ South Capitol St. | |

For ease of reference, the site location and the study area road network are shown on the attached map. Thanks for your usual cooperation and assistance in this matter!

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



Kalyan C. Yellapu
Project Engineer



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

EXHIBIT 1
SITE LOCATION MAP
100 Potomac Avenue
Planned Unit Development

Summary of Accident Data from January 1999 through December 2001

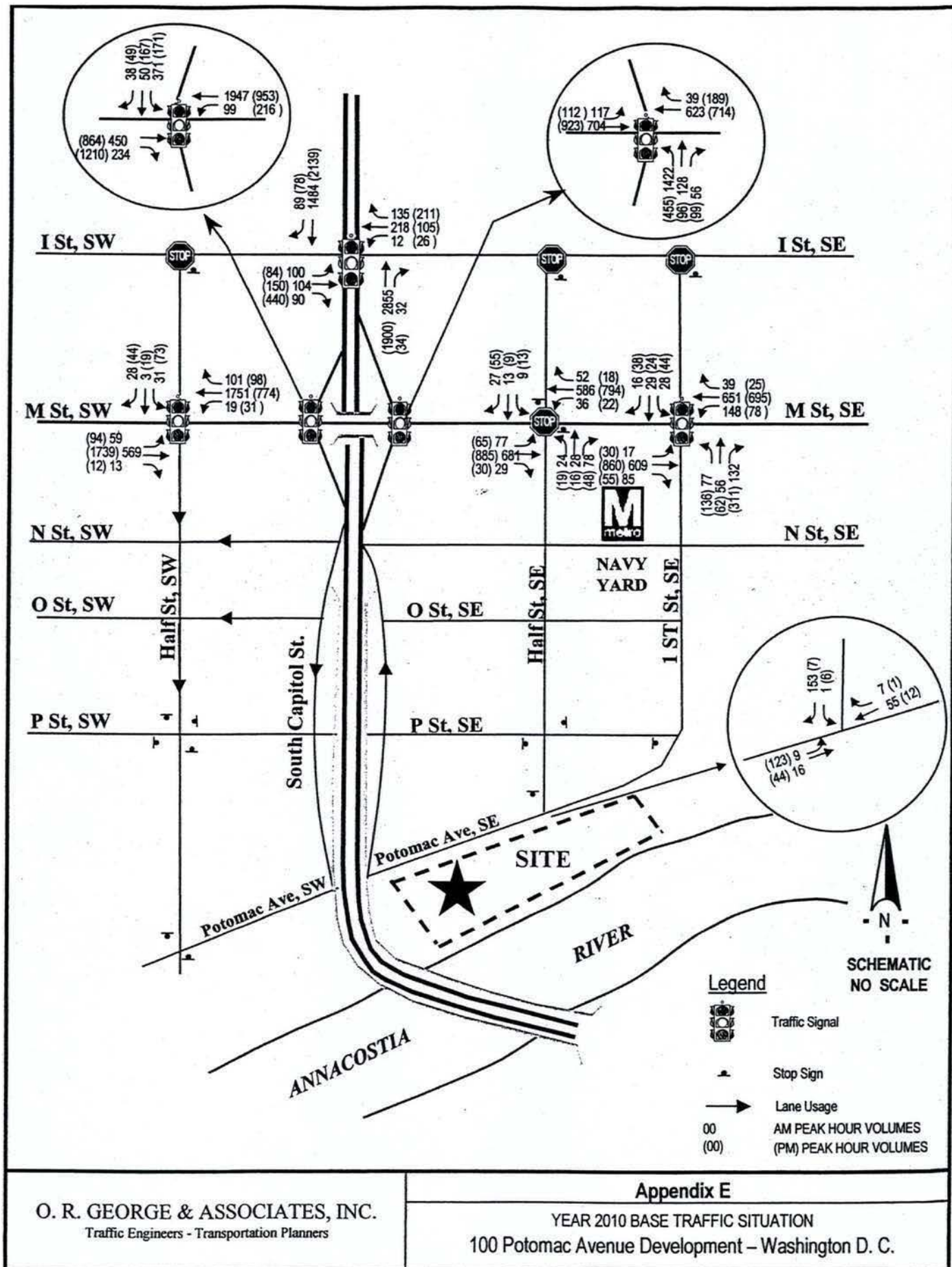
Intersection	Total Number of Accidents	Number of Injuries	Number of Fatalities
South Capitol Street & Independence Avenue	13	5	0
South Capitol Street & C Street	6	1	0
South Capitol Street & D Street	3	0	0
South Capitol Street & E Street	3	0	0
South Capitol Street & I Street	139	104	0
South Capitol Street & K Street	16	8	0
South Capitol Street & L Street	4	1	0
South Capitol Street & M Street	82	56	0
South Capitol Street & N Street	19	13	0
South Capitol Street & O Street	12	7	0
Suitland Parkway & Firth Sterling Avenue	105	94	2
Howard Road & Firth Sterling Avenue	16	13	1
South Capitol Street & Suitland Parkway	14	4	0

Source: District of Columbia Department of Public Works and DDOT September, 2002

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E

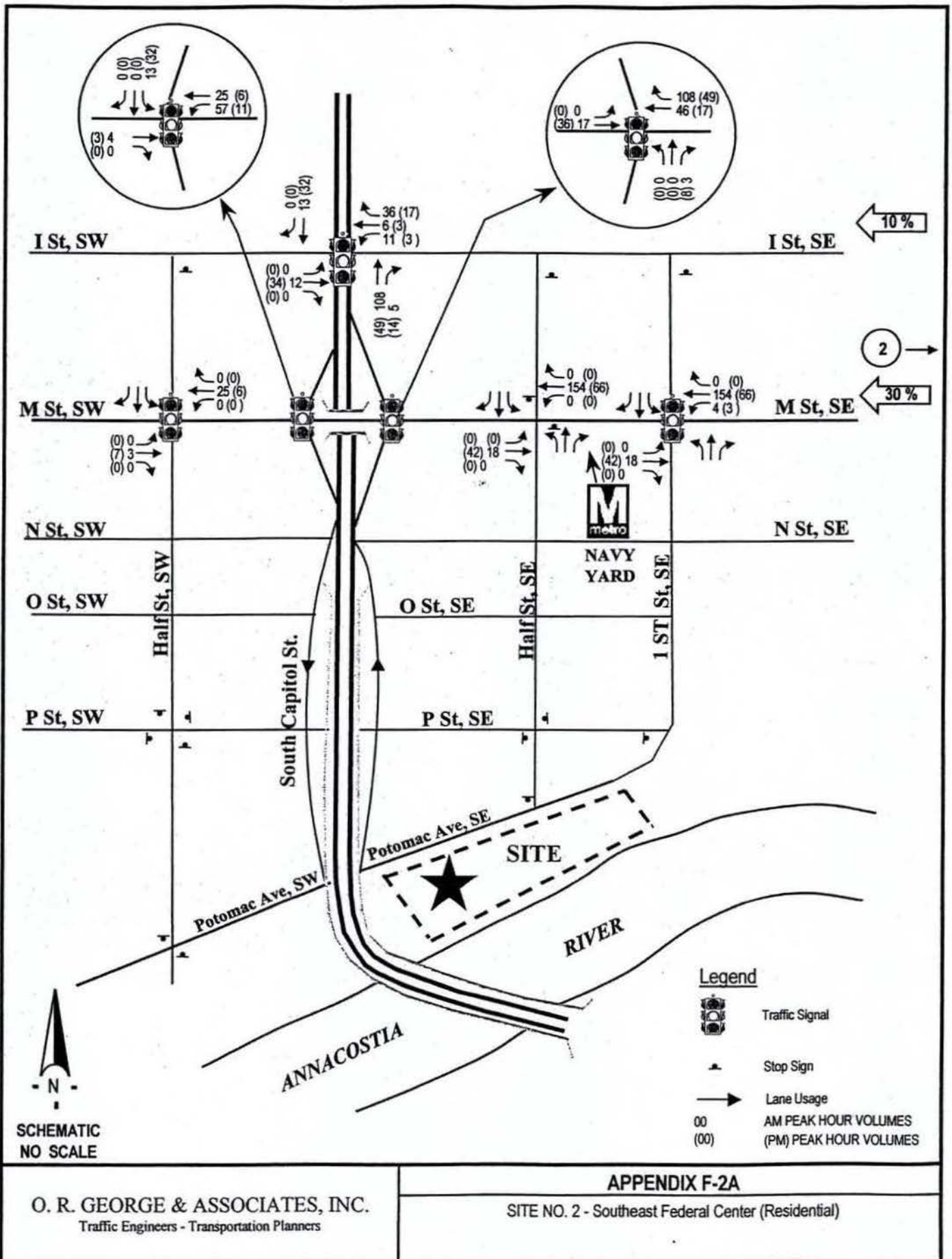
YEAR 2010
BASE TRAFFIC SITUATION

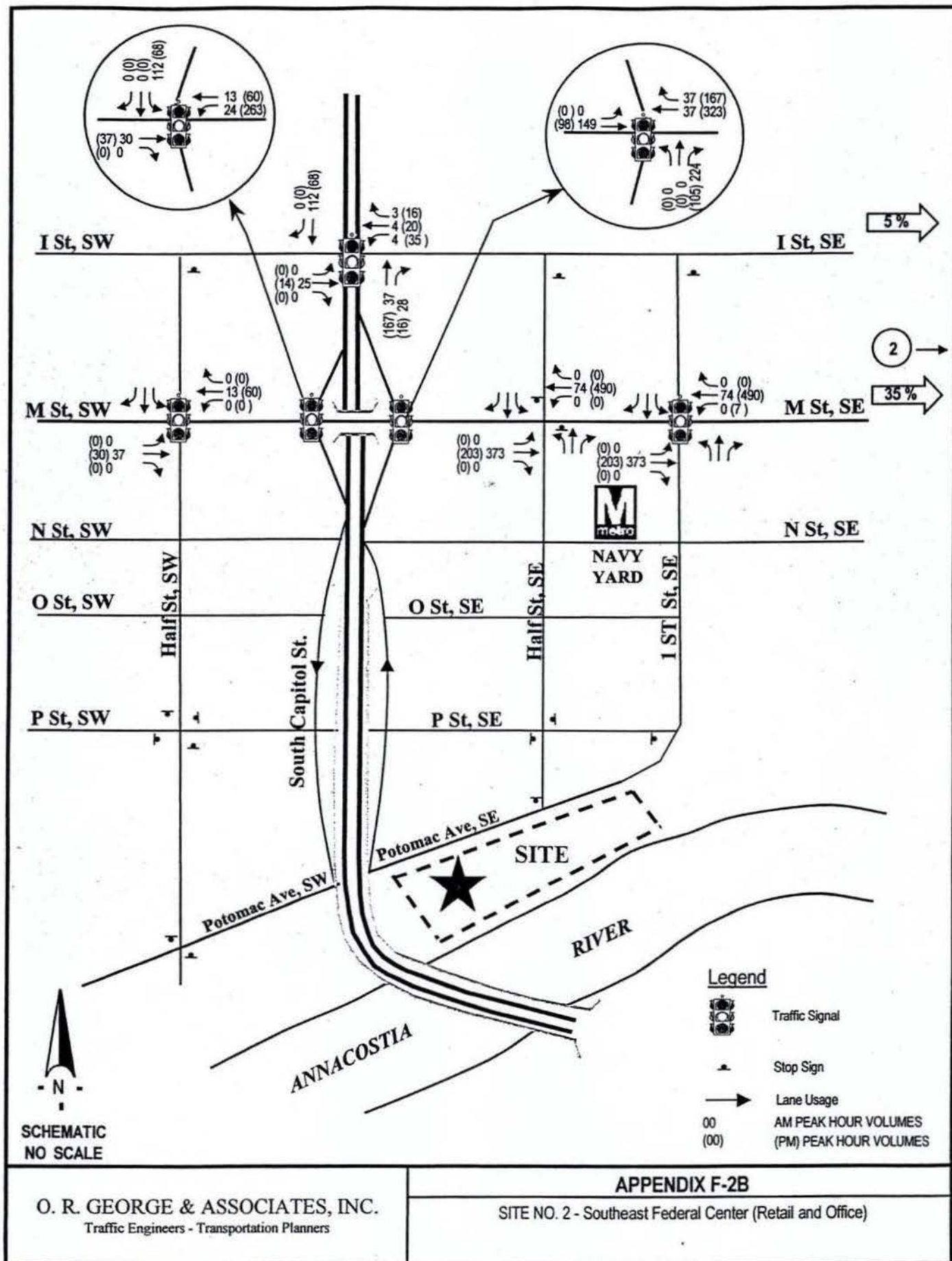


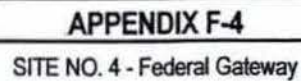
APPENDIX

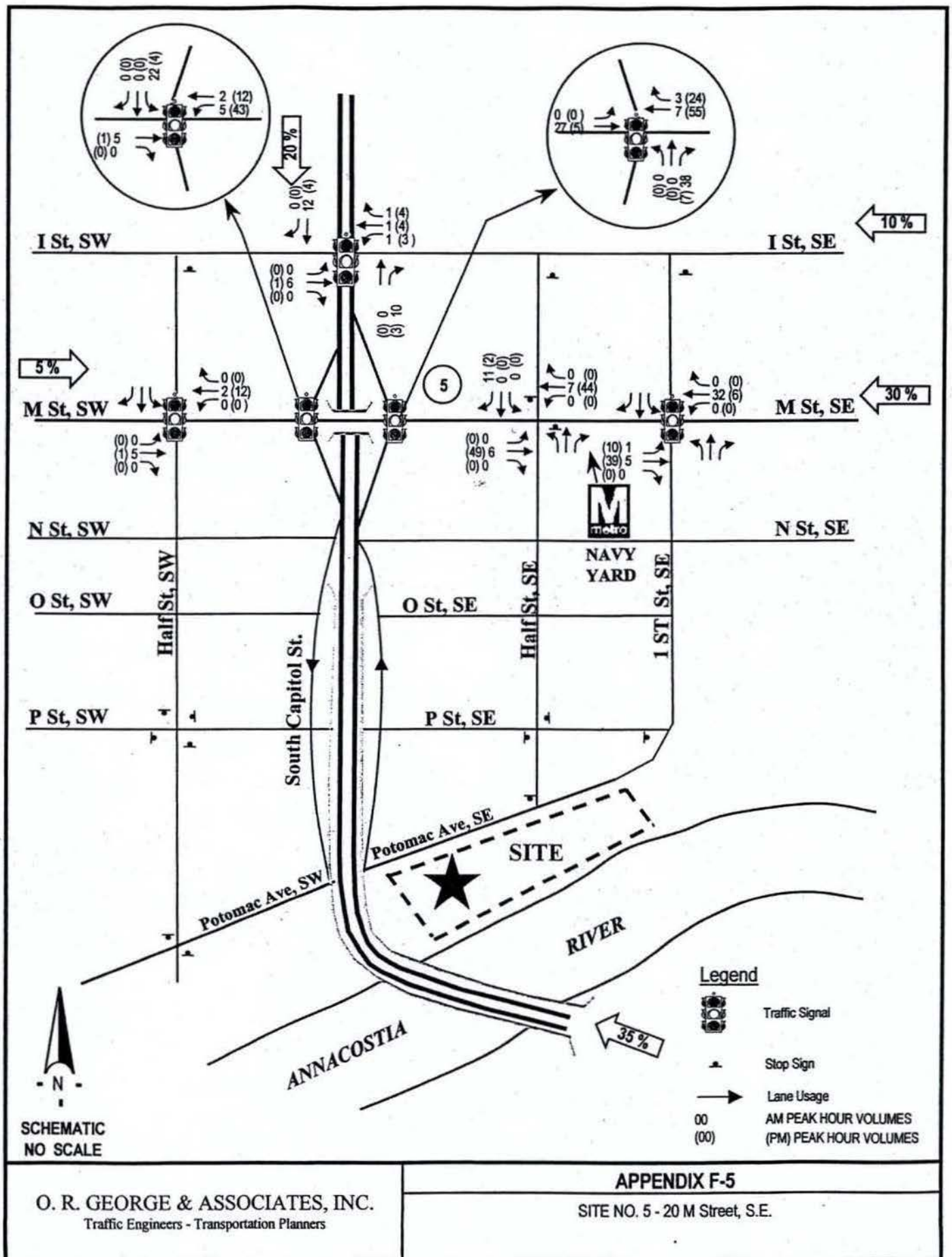
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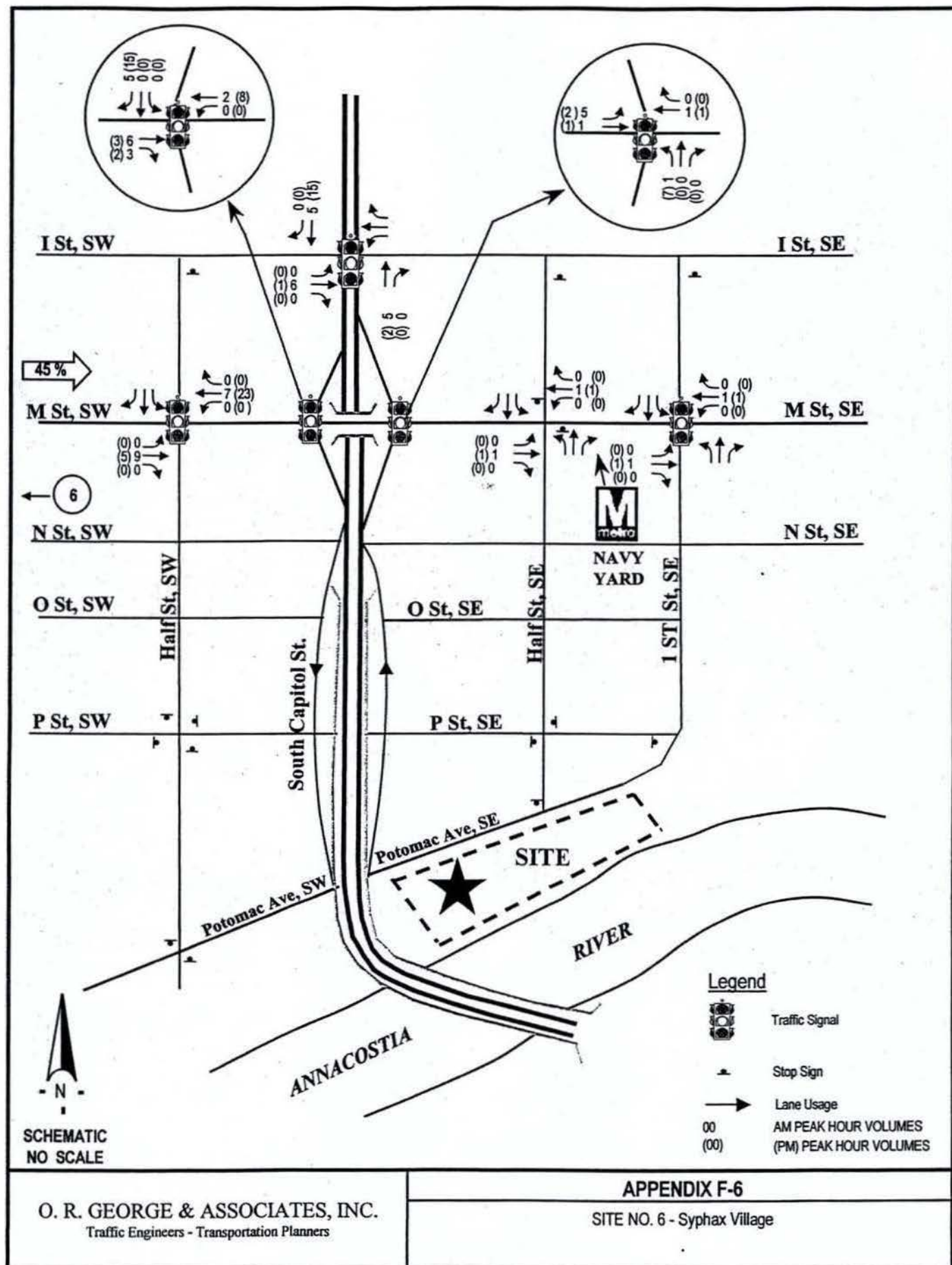
TRAFFIC ASSIGNMENT SHEETS -
BACKGROUND DEVELOPMENTS

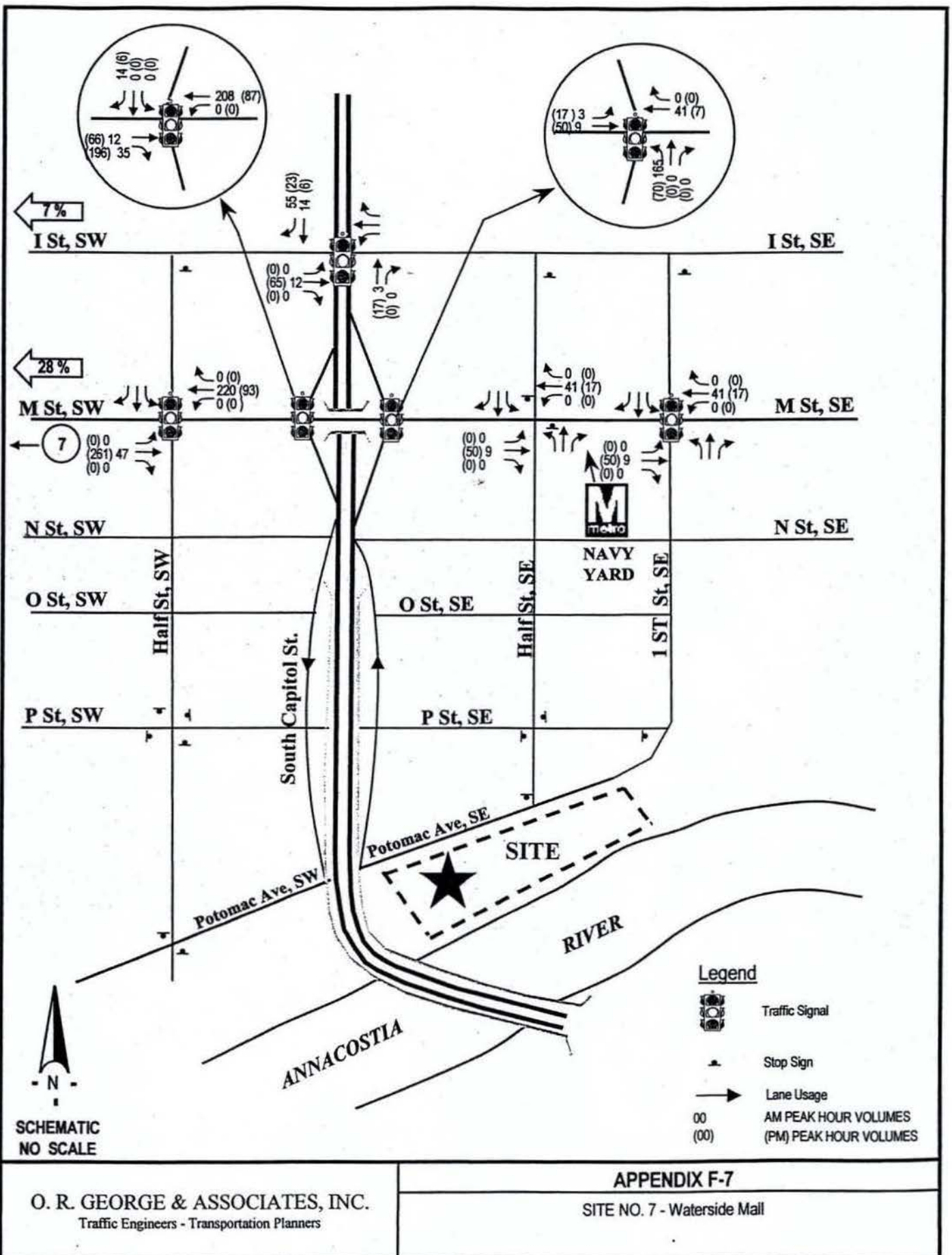






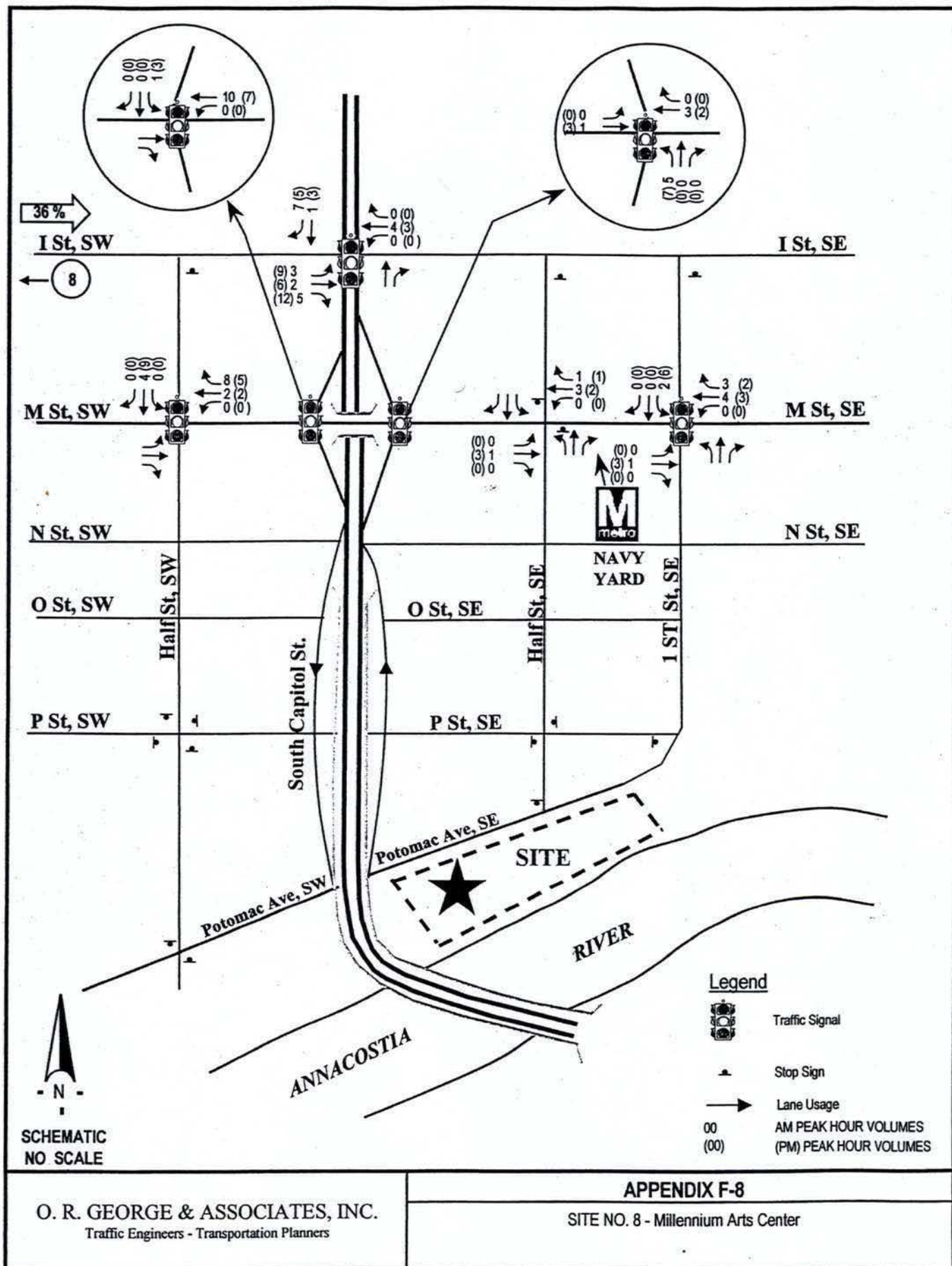


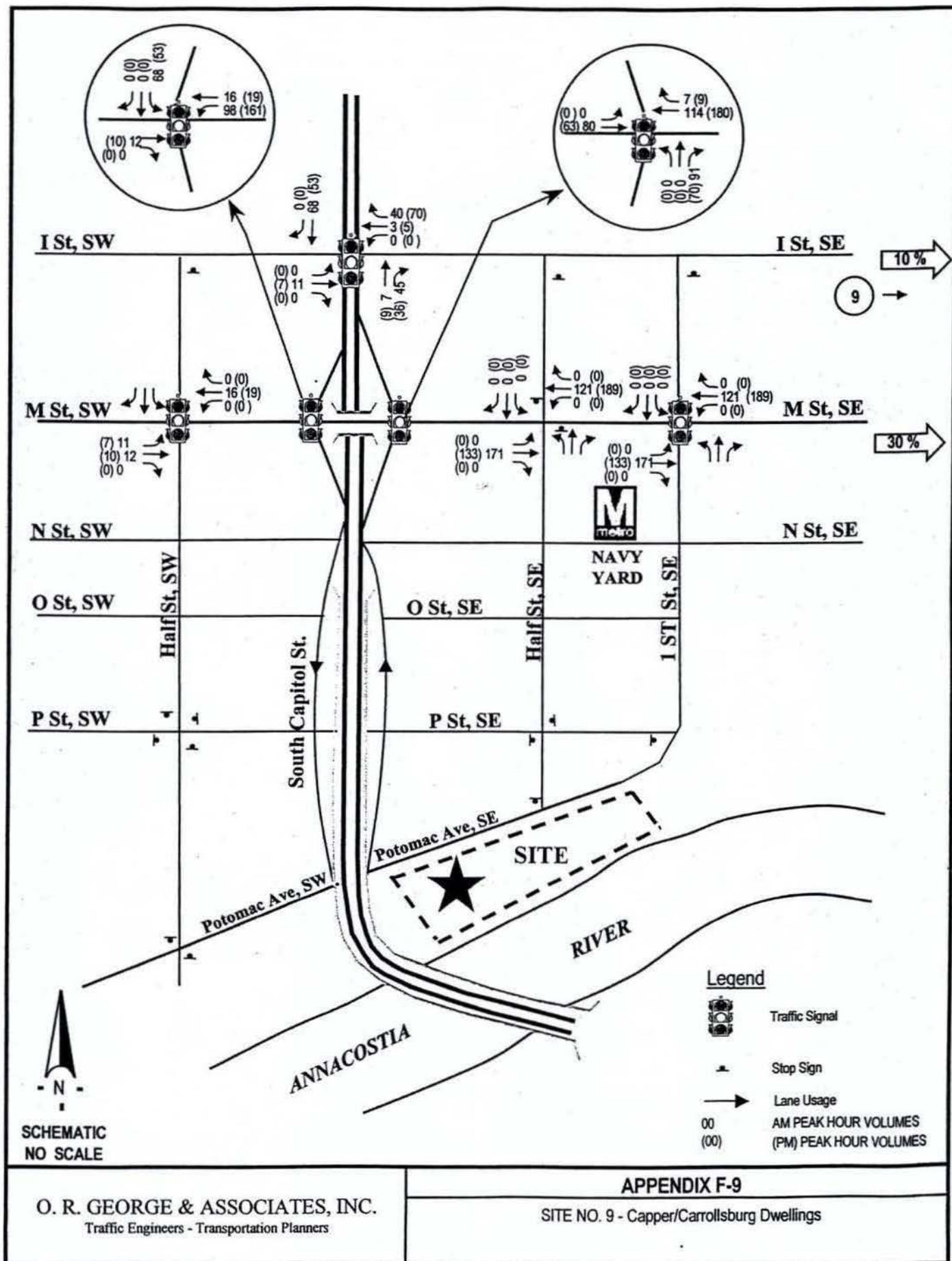


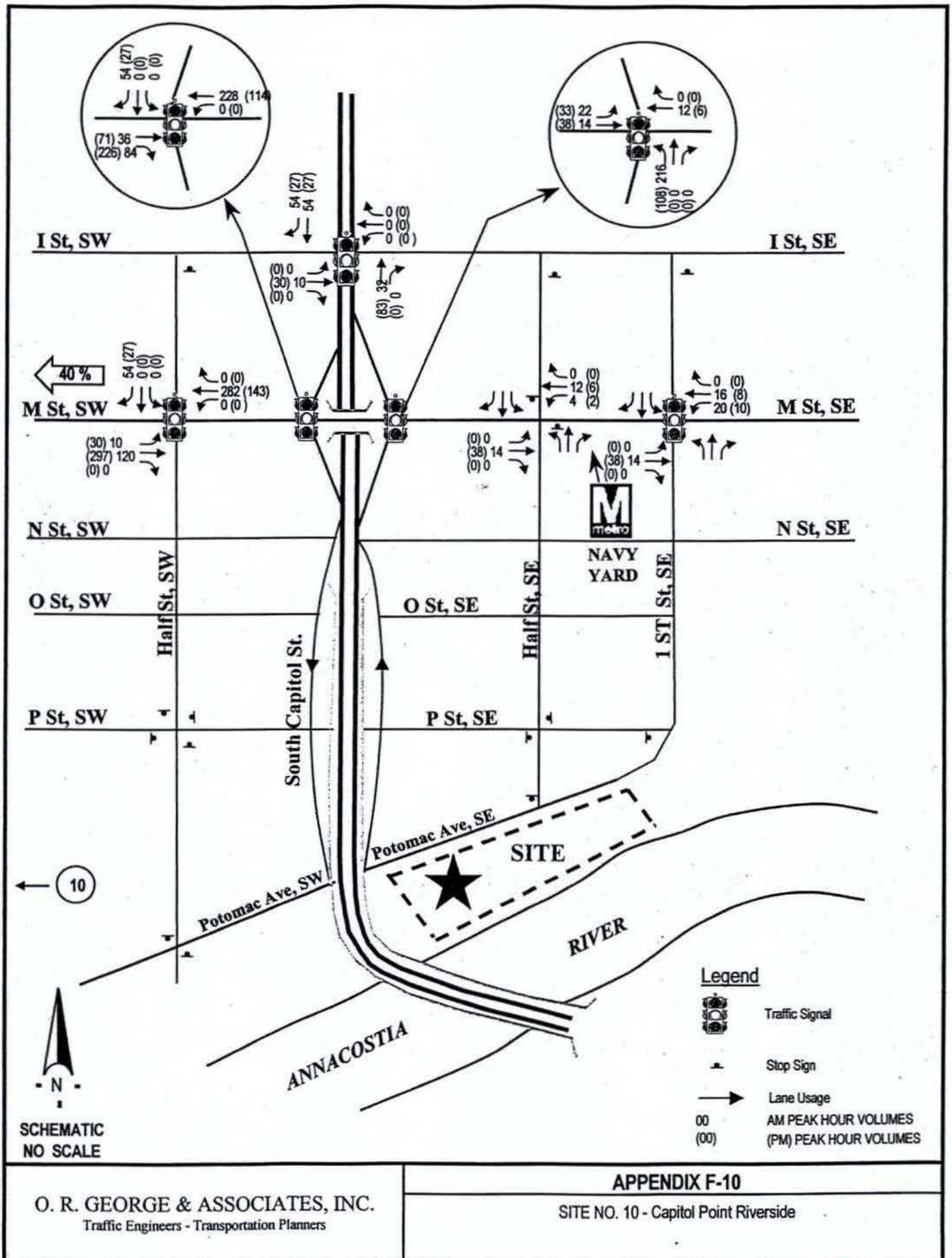


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Traffic Engineers - Transportation Planners

APPENDIX F-7
SITE NO. 7 - Waterside Mall







APPENDIX

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CAPACITY ANALYSIS WORKSHEETS
YEAR 2010 BACKGROUND
TRAFFIC SITUATION

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection M Street @ Half St, S.W						
Agency or Co. O.R. George & Associates						Area Type All other areas						
Date Performed 6/25/2004						Jurisdiction Washington D.C						
Time Period Background 2010 AM PEAK HOUR						Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	2	1	0	0	0	0	2	0
Lane group	L	TR		L	T	R					LTR	
Volume (vph)	80	837	13	19	2267	109				31	7	82
% Heavy veh	0	0	0	0	0	0				0	0	0
PHF	0.99	0.99	0.99	0.96	0.96	0.96				0.78	0.78	0.78
Actuated (P/A)	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
Lane Width	12.0	12.0		12.0	12.0	12.0				12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N		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	SB Only	06	07	08				
Timing	G = 72.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	81	858		20	2361	114					154	
Lane group cap.	76	3726		423	2599	1163					640	
v/c ratio	1.07	0.23		0.05	0.91	0.10					0.24	
Green ratio	0.72	0.72		0.72	0.72	0.72					0.20	
Unif. delay d1	14.0	4.7		4.1	11.3	4.2					33.6	
Delay factor k	0.50	0.50		0.50	0.50	0.50					0.50	
Increm. delay d2	122.4	0.1		0.2	6.0	0.2					0.9	
PF factor	1.000	1.000		1.000	1.000	1.000					1.000	
Control delay	136.4	4.8		4.3	17.3	4.4					34.5	
Lane group LOS	F	A		A	B	A					C	
Approch. delay	16.2			16.6						34.5		
Approach LOS	B			B						C		
Intersec. delay	17.3			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection M Street @ Half St, S.W						
Agency or Co. O.R. George & Associates						Area Type All other areas						
Date Performed 6/25/2004						Jurisdiction Washington D.C						
Time Period Background 2010 PM PEAK HOUR						Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	2	1	0	0	0	0	2	0
Lane group	L	TR		L	T	R					LTR	
Volume (vph)	131	2358	12	31	1058	102				100	28	44
% Heavy veh	0	0	0	0	0	0				0	0	0
PHF	0.96	0.96	0.96	0.97	0.97	0.97				0.69	0.69	0.69
Actuated (P/A)	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
Lane Width	12.0	12.0		12.0	12.0	12.0					12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	SB Only	06	07	08				
Timing	G = 72.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	136	2469		32	1091	105					250	
Lane group cap.	312	3732		76	2599	1163					675	
v/c ratio	0.44	0.66		0.42	0.42	0.09					0.37	
Green ratio	0.72	0.72		0.72	0.72	0.72					0.20	
Unif. delay d1	5.7	7.5		5.6	5.6	4.2					34.6	
Delay factor k	0.50	0.50		0.50	0.50	0.50					0.50	
Increment. delay d2	4.4	0.9		16.2	0.5	0.2					1.6	
PF factor	1.000	1.000		1.000	1.000	1.000					1.000	
Control delay	10.1	8.4		21.8	6.1	4.3					36.1	
Lane group LOS	B	A		C	A	A					D	
Approch. delay	8.5			6.4						36.1		
Approach LOS	A			A						D		
Intersec. delay	9.6			Intersection LOS						A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ORGA-IJB						
Agency/Co.	O.R. George & Associates, Inc			Intersection	M Street @ Half St, SE		
Date Performed	6/28/2004			Jurisdiction	Washington DC		
Analysis Time Period	Background 2010 AM PEAK HOUR			Analysis Year	2010		
Project Description 100 Potomac Avenue- Background 2010							
East/West Street: M Street, SE				North/South Street: Half Street, SE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	51	841	19	35	707	26	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	
Hourly Flow Rate, HFR	56	934	21	40	822	30	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	0	2	0	
Configuration	LT		TR	LT		TR	
Upstream Signal		1			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	24	28	78	9	13	38	
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.73	0.73	0.73	
Hourly Flow Rate, HFR	27	31	88	12	17	52	
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	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LT		LTR			LTR
v (vph)	56	40		146			81
C (m) (vph)	1028	910		420			489
v/c	0.05	0.04		0.35			0.17
95% queue length	0.17	0.14		1.53			0.59
Control Delay	8.7	9.1		18.1			13.8
LOS	A	A		C			B
Approach Delay	-	-	18.1			13.8	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ORGA-IJB			Intersection		M Street @ Half St, SE		
Agency/Co.	O.R. George & Associates, Inc			Jurisdiction		Washington DC		
Date Performed	6/28/2004			Analysis Year		2010		
Analysis Time Period	Background 2010 PM PEAK HOUR							
Project Description 100 Potomac Avenue- Background Year 2010								
East/West Street: M Street, SE				North/South Street: Half Street, SE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	43	899	20	15	1180	13		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95		
Hourly Flow Rate, HFR	46	966	21	15	1242	13		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	0	2	0		
Configuration	LT		TR	LT		TR		
Upstream Signal		1			1			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	19	16	48	13	9	57		
Peak-Hour Factor, PHF	0.58	0.58	0.58	0.82	0.82	0.82		
Hourly Flow Rate, HFR	32	27	82	15	10	69		
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	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT	LTR			LTR		
v (vph)	46	15	141			94		
C (m) (vph)	764	914	282			393		
v/c	0.06	0.02	0.50			0.24		
95% queue length	0.19	0.05	2.61			0.92		
Control Delay	10.0+	9.0	29.9			17.0		
LOS	B	A	D			C		
Approach Delay	-	-	29.9			17.0		

SHORT REPORT												
General Information							Site Information					
Analyst	ORGA-IJB						Intersection					
Agency or Co.	O.R. George & Associates, Inc						Area Type					
Date Performed	6/9/2004						Jurisdiction					
Time Period	Future Background AM PEAK HOUR						Analysis Year					
							1st St, SE @ M St, SE All other areas Washington D.C 2010					
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	1	2	0	0	2	0	0	1	0
Lane group		LTR		L	TR			LTR			LTR	
Volume (vph)	27	1202	85	173	1154	42	77	56	132	30	29	16
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.76	0.76	0.76	0.98	0.98	0.98	0.90	0.90	0.90	0.81	0.81	0.81
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	WB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 5.0	G = 55.0	G =	G =	G = 22.0	G =	G =	G =				
	Y = 0	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25			Cycle Length C = 90.0									
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1730		177	1221			295			93	
Lane group cap.		2787		214	2394			733			350	
v/c ratio		0.62		0.83	0.51			0.40			0.27	
Green ratio		0.61		0.67	0.67			0.24			0.24	
Unif. delay d1		11.0		14.9	7.6			28.5			27.5	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		1.1		29.2	0.8			1.6			1.9	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		12.0		44.1	8.4			30.1			29.3	
Lane group LOS		B		D	A			C			C	
Apprch. delay		12.0		12.9				30.1			29.3	
Approach LOS		B		B				C			C	
Intersec. delay		14.3		Intersection LOS							B	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection 1st St, SE @ M St, SE						
Agency or Co. O.R. George & Associates, Inc						Area Type All other areas						
Date Performed 6/9/2004						Jurisdiction Washington D.C						
Time Period Future Background PM PEAK HOUR						Analysis Year 2010						
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	1	2	0	0	2	0	0	1	0
Lane group	LTR			L TR			LTR			LTR		
Volume (vph)	31	1308	55	99	1691	27	136	62	311	50	24	38
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.77	0.77	0.77	0.67	0.67	0.67
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	WB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 5.0	G = 47.3	G = 0.0	G = 0.0	G = 35.9	G = 0.0	G = 0.0	G = 0.0				
	Y = 0	Y = 4	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.2						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1483		103	1789			662			168	
Lane group cap.		1916		195	1958			1076			328	
v/c ratio		0.77		0.53	0.91			0.62			0.51	
Green ratio		0.49		0.54	0.54			0.37			0.37	
Unif. delay d1		20.1		14.1	19.9			24.5			23.4	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increment. delay d2		3.1		9.9	8.1			2.6			5.6	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		23.2		24.0	28.0			27.2			29.0	
Lane group LOS		C		C	C			C			C	
Apprch. delay		23.2		27.7			27.2			29.0		
Approach LOS		C		C			C			C		
Intersec. delay		26.1		Intersection LOS							C	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						Area Type SBR						
Date Performed 6/9/2004						Jurisdiction All other areas						
Time Period Future background AM PEAK HOUR						Analysis Year Washington D.C 2010						
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	1	0	3	0	0	0	0	1	1	0
Lane group		T	R		LT					L	LTR	
Volume (vph)		744	359	299	2454					657	50	111
% Heavy veh		0	0	0	0					0	0	0
PHF		0.95	0.95	0.81	0.81					0.87	0.87	0.87
Actuated (P/A)	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
Lane Width		12.0	12.0		12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	EW Perm	WB Only	03	04	SB Only	06	07	08				
Timing	G = 22.3	G = 42.4	G = 0.0	G = 0.0	G = 19.6	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.3						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		783	378		3399					755	185	
Lane group cap.		1201	374		3299					367	347	
v/c ratio		0.65	1.01		1.03					2.06	0.53	
Green ratio		0.23	0.23		0.71					0.20	0.20	
Unif. delay d1		33.5	37.0		13.8					38.3	34.3	
Delay factor k		0.50	0.50		0.50					0.50	0.50	
Incram. delay d2		2.8	49.3		24.1					485.1	5.8	
PF factor		1.000	1.000		1.000					1.000	1.000	
Control delay		36.2	86.3		37.9					523.5	40.0	
Lane group LOS		D	F		D					F	D	
Approch. delay		52.5			37.9						428.3	
Approach LOS		D			D						F	
Intersec. delay		107.7			Intersection LOS						F	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						SBR						
Date Performed 6/9/2004						Area Type All other areas						
Time Period Future Background PM						Jurisdiction Washington D.C						
PEAK HOUR						Analysis Year 2010						
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	1	0	3	0	0	0	0	1	1	0
Lane group		T	R		LT					L	LTR	
Volume (vph)		1059	1634		804	1291				343	167	91
% Heavy veh		0	0		0	0				0	0	0
PHF		0.94	0.94		0.89	0.89				0.87	0.87	0.87
Actuated (P/A)		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
Lane Width		12.0	12.0		12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	EW Perm	WB Only	03	04	SB Only	06	07	08				
Timing	G = 40.8	G = 18.9	G = 0.0	G = 0.0	G = 19.7	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 91.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1127	1738		2354					394	297	
Lane group cap.		2315	721		2844					389	388	
v/c ratio		0.49	2.41		0.83					1.01	0.77	
Green ratio		0.45	0.45		0.70					0.22	0.22	
Unif. delay d1		17.9	25.3		9.9					35.8	33.7	
Delay factor k		0.50	0.50		0.50					0.50	0.50	
Increment. delay d2		0.7	639.0		2.9					48.9	13.4	
PF factor		1.000	1.000		1.000					1.000	1.000	
Control delay		18.6	664.3		12.8					84.8	47.1	
Lane group LOS		B	F		B					F	D	
Approch. delay		410.3			12.8					68.6		
Approach LOS		F			B					E		
Intersec. delay		212.0			Intersection LOS						F	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						Area Type NBR						
Date Performed 6/9/2004						Jurisdiction All other areas						
Time Period Future background AM PEAK HOUR						Analysis Year Washington D.C 2010						
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	1	1	0	0	0	0
Lane group		LT			TR		L	LTR				
Volume (vph)	147	1105			893	220	1811	128	533			
% Heavy veh	0	0			0	0	0	0	0			
PHF-	0.95	0.95			0.81	0.81	0.97	0.97	0.97			
Actuated (P/A)	P	P	P	P	P	P	P	P	P			
Startup lost time		2.0			2.0		2.0	2.0				
Ext. eff. green		2.0			2.0		2.0	2.0				
Arrival type		3			3		3	3				
Unit Extension		3.0			3.0		3.0	3.0				
Ped/Bike/RTOR Volume				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		N
Parking/hr												
Bus stops/hr		0			0		0	0				
Unit Extension		3.0			3.0		3.0	3.0				
Phasing	EW Perm	EB Only	03	04	NB Only	06	07	08				
Timing	G = 22.3	G = 19.6	G = 0.0	G = 0.0	G = 42.4	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.3						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1318			1374		1867	681				
Lane group cap.		2071			1165		795	735				
v/c ratio		0.64			1.18		2.35	0.93				
Green ratio		0.48			0.23		0.44	0.44				
Unif. delay d1		18.9			37.0		27.0	25.5				
Delay factor k		0.50			0.50		0.50	0.50				
Increm. delay d2		1.5			89.9		610.7	19.4				
PF factor		1.000			1.000		1.000	1.000				
Control delay		20.4			126.9		637.7	44.9				
Lane group LOS		C			F		F	D				
Apprch. delay		20.4			126.9		479.2					
Approach LOS		C			F		F					
Intersec. delay		271.4			Intersection LOS						F	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						Area Type NBR						
Date Performed 6/9/2004						Jurisdiction All other areas						
Time Period Future Background PM PEAK HOUR						Analysis Year Washington D.C 2010						
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	1	1	0	0	0	0
Lane group		LT			TR		L	LTR				
Volume (vph)	167	1247			1450	514	645	96	317			
% Heavy veh	0	0			0	0	0	0	0			
PHF	0.94	0.94			0.89	0.89	0.84	0.84	0.84			
Actuated (P/A)	P	P	P	P	P	P	P	P	P			
Startup lost time		2.0			2.0		2.0	2.0				
Ext. eff. green		2.0			2.0		2.0	2.0				
Arrival type		3			3		3	3				
Unit Extension		3.0			3.0		3.0	3.0				
Ped/Bike/RTOR Volume				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		N
Parking/hr												
Bus stops/hr		0			0		0	0				
Unit Extension		3.0			3.0		3.0	3.0				
Phasing	EW Perm	EB Only	03	04	NB Only	06	07	08				
Timing	G = 40.8	G = 19.7	G = 0.0	G = 0.0	G = 18.9	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 91.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1505			2207		768	491				
Lane group cap.		2865			2224		373	348				
v/c ratio		0.53			0.99		2.06	1.41				
Green ratio		0.71			0.45		0.21	0.21				
Unif. delay d1		6.3			25.1		36.3	36.3				
Delay factor k		0.50			0.50		0.50	0.50				
Increm. delay d2		0.7			17.4		485.7	201.2				
PF factor		1.000			1.000		1.000	1.000				
Control delay		7.0			42.5		522.0	237.5				
Lane group LOS		A			D		F	F				
Apprch. delay		7.0			42.5		411.0					
Approach LOS		A			D		F					
Intersec. delay		125.1			Intersection LOS							F

SHORT REPORT												
General Information							Site Information					
Analyst ORGA-IJB							Intersection Sth Capitol, SE @ I Street, SE					
Agency or Co. O.R. George & Associates, Inc							Area Type All other areas					
Date Performed 6/9/2004							Jurisdiction Washington D.C.					
Time Period Future Background AM PEAK							Analysis Year 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	0	3	0	0	3	1
Lane group		LT	R		LTR			TR			T	R
Volume (vph)	125	144	95	29	233	220		3055	96		1843	205
% Heavy veh	0	0	0	0	0	0		0	0		0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86		0.96	0.96		0.95	0.95
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		10	0		10	0		20	0		55
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 = 30.0	G =	G =	G =	G = 57.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 95.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		312	99		549			3261			1940	158
Lane group cap.		255	510		927			3101			3112	969
v/c ratio		1.22	0.19		0.59			1.05			0.62	0.16
Green ratio		0.32	0.32		0.32			0.60			0.60	0.60
Unif. delay d1		32.5	23.7		27.4			19.0			12.1	8.4
Delay factor k		0.50	0.50		0.50			0.50			0.50	0.50
Increment. delay d2		130.4	0.8		2.8			31.8			1.0	0.4
PF factor		1.000	1.000		1.000			1.000			1.000	1.000
Control delay		162.9	24.5		30.1			50.8			13.1	8.8
Lane group LOS		F	C		C			D			B	A
Approch. delay		129.6			30.1			50.8			12.8	
Approach LOS		F			C			D			B	
Intersec. delay		41.5			Intersection LOS							D

SHORT REPORT												
General Information							Site Information					
Analyst	ORGA-IJB						Intersection					
Agency or Co.	O.R. George & Associates, Inc						Sth Capitol, SE @ I Street, SE					
Date Performed	6/9/2004						Area Type					
Time Period	Future Background PM PEAK						All other areas Washington D.C.					
							Analysis Year					
							2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	0	3	0	0	3	1
Lane group		LT	R		LTR			TR			T	R
Volume (vph)	188	202	452	82	139	332		2260	96		2353	133
% Heavy veh	0	0	0	0	0	0		0	0		0	0
PHF	0.89	0.89	0.86	0.76	0.76	0.76		0.86	0.86		0.94	0.94
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		10	0		10	0		55	0		55
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 = 35.0	G =	G =	G =	G = 47.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		438	514		715			2676			2503	83
Lane group cap.		267	628		885			2701			2709	843
v/c ratio		1.64	0.82		0.81			0.99			0.92	0.10
Green ratio		0.39	0.39		0.39			0.52			0.52	0.52
Unif. delay d1		27.5	24.7		24.5			21.3			19.9	10.8
Delay factor k		0.50	0.50		0.50			0.50			0.50	0.50
Increm. delay d2		304.5	11.3		7.8			15.3			6.7	0.2
PF factor		1.000	1.000		1.000			1.000			1.000	1.000
Control delay		332.0	36.0		32.3			36.6			26.6	11.1
Lane group LOS		F	D		C			D			C	B
Approch. delay		172.2			32.3			36.6			26.1	
Approach LOS		F			C			D			C	
Intersec. delay		50.9			Intersection LOS						D	

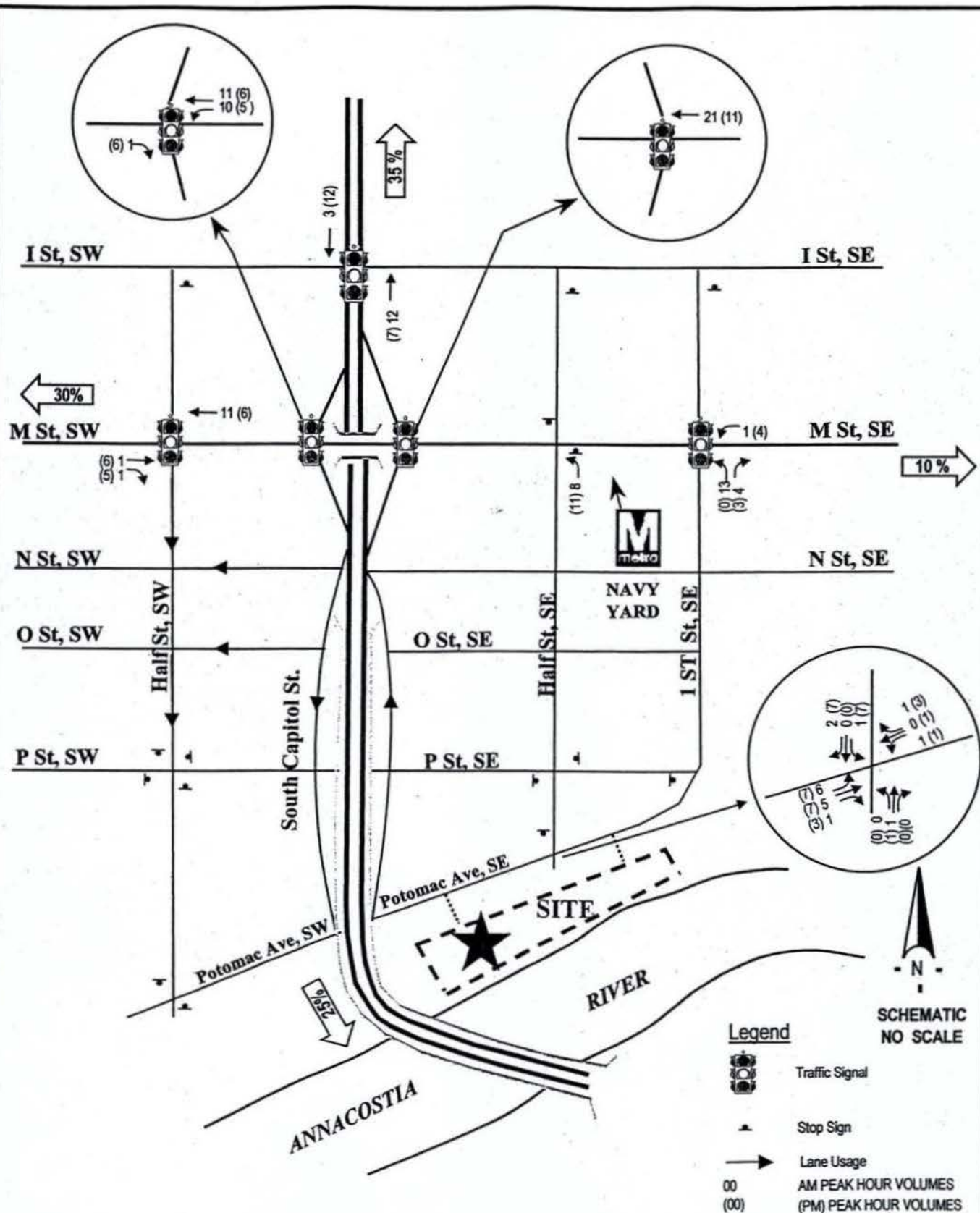
TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ORGA-IJB			Intersection	Potomac Ave @ Half St, S.E			
Agency/Co.	O.R. George & Associates			Jurisdiction	Washington D.C			
Date Performed	6/25/2004			Analysis Year	2010			
Analysis Time Period	background 2010 AM PEAK HOUR							
Project Description 100 Potomac Avenue PUD -Background Year 2010								
East/West Street: Potomac Avenue, S.E				North/South Street: Half Street, S.E				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	9	16	0	0	55	7		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR	18	32	0	0	79	10		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	1	0	153		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.78	1.00	0.78		
Hourly Flow Rate, HFR	0	0	0	1	0	196		
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	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	18						197	
C (m) (vph)	1519						980	
v/c	0.01						0.20	
95% queue length	0.04						0.75	
Control Delay	7.4						9.6	
LOS	A						A	
Approach Delay	-	-				9.6		
Approach LOS	-	-				A		

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	ORGA-IJB				Intersection	Potomac Ave @ Half St, S.E			
Agency/Co.	O.R. George & Associates				Jurisdiction	Washington D.C			
Date Performed	6/25/2004				Analysis Year	2010			
Analysis Time Period	Background 2010 PM PEAK HOUR								
Project Description 100 Potomac Avenue PUD -Background Year 2010									
East/West Street: Potomac Avenue, S.E					North/South Street: Half Street, S.E				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume	123	44	0	0	12	1			
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.69	0.69			
Hourly Flow Rate, HFR	246	88	0	0	17	1			
Percent Heavy Vehicles	0	-	-	0	-	-			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration	LT					TR			
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume	0	0	0	6	0	7			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.78	1.00	0.78			
Hourly Flow Rate, HFR	0	0	0	7	0	8			
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	EB	WB	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT						LR		
v (vph)	246						15		
C (m) (vph)	1612						597		
v/c	0.15						0.03		
95% queue length	0.54						0.08		
Control Delay	7.6						11.2		
LOS	A						B		
Approach Delay	-	-				11.2			
Approach LOS	-	-				B			

APPENDIX

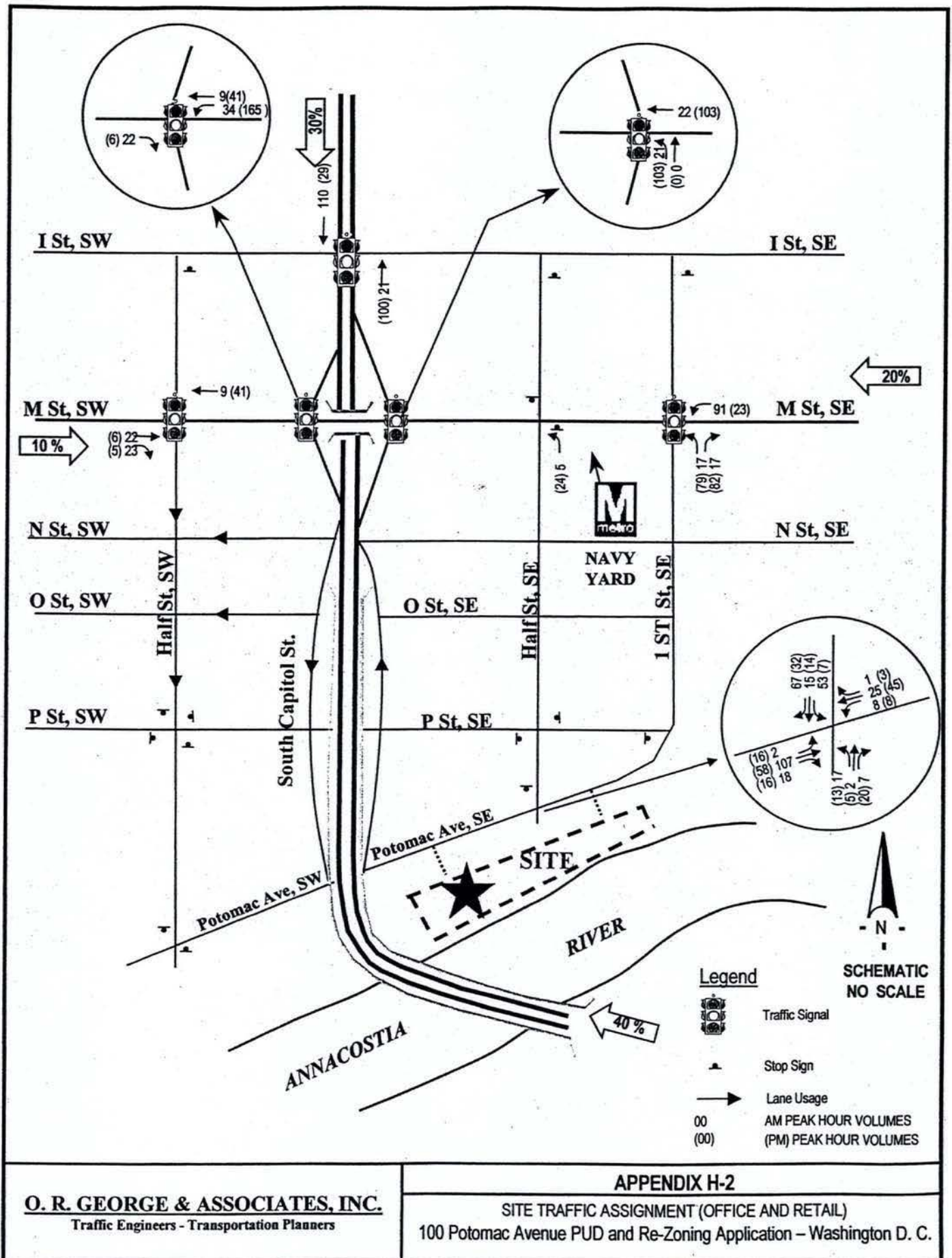
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TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT
SUBJECT DEVELOPMENT



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

APPENDIX H-1
SITE TRAFFIC ASSIGNMENT (RESIDENTIAL)
100 Potomac Avenue PUD and Re-Zoning Application- Washington D. C.



APPENDIX

I

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

SHORT REPORT												
General Information							Site Information					
Analyst ORGA-IJB							Intersection M Street @ Half St, S.W					
Agency or Co. O.R. George & Associates							Area Type All other areas					
Date Performed 6/25/2004							Jurisdiction Washington D.C					
Time Period Total 2010 AM PEAK HOUR							Analysis Year 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	2	1	0	0	0	0	2	0
Lane group	L	TR		L	T	R					LTR	
Volume (vph)	80	860	37	19	2287	109				31	7	82
% Heavy veh	0	0	0	0	0	0				0	0	0
PHF	0.99	0.99	0.99	0.96	0.96	0.96				0.78	0.78	0.78
Actuated (P/A)	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
Lane Width	12.0	12.0		12.0	12.0	12.0					12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	SB Only	06	07	08				
Timing	G = 72.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	81	906		20	2382	114					154	
Lane group cap.	76	3712		400	2599	1163					640	
v/c ratio	1.07	0.24		0.05	0.92	0.10					0.24	
Green ratio	0.72	0.72		0.72	0.72	0.72					0.20	
Unif. delay d1	14.0	4.8		4.1	11.5	4.2					33.6	
Delay factor k	0.50	0.50		0.50	0.50	0.50					0.50	
Increm. delay d2	122.4	0.2		0.2	6.5	0.2					0.9	
PF factor	1.000	1.000		1.000	1.000	1.000					1.000	
Control delay	136.4	4.9		4.3	18.0	4.4					34.5	
Lane group LOS	F	A		A	B	A					C	
Apprch. delay	15.7			17.3						34.5		
Approach LOS	B			B						C		
Intersec. delay	17.6			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst ORGA-IJB Agency or Co. O.R. George & Associates Date Performed 6/25/2004 Time Period Total 2010 PM PEAK HOUR							Intersection M Street @ Half St, S.W Area Type All other areas Jurisdiction Washington D.C Analysis Year 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	2	1	0	0	0	0	2	0
Lane group	L	TR		L	T	R					LTR	
Volume (vph)	131	2370	22	31	1105	102				100	28	44
% Heavy veh	0	0	0	0	0	0				0	0	0
PHF	0.96	0.96	0.96	0.97	0.97	0.97				0.69	0.69	0.69
Actuated (P/A)	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
Lane Width	12.0	12.0		12.0	12.0	12.0					12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	SB Only	06	07	08				
Timing	G = 72.0	G =	G =	G =	G = 20.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	136	2492		32	1139	105					250	
Lane group cap.	294	3730		76	2599	1163					675	
v/c ratio	0.46	0.67		0.42	0.44	0.09					0.37	
Green ratio	0.72	0.72		0.72	0.72	0.72					0.20	
Unif. delay d1	5.9	7.6		5.6	5.7	4.2					34.6	
Delay factor k	0.50	0.50		0.50	0.50	0.50					0.50	
Increm. delay d2	5.2	1.0		16.2	0.5	0.2					1.6	
PF factor	1.000	1.000		1.000	1.000	1.000					1.000	
Control delay	11.0	8.5		21.8	6.3	4.3					36.1	
Lane group LOS	B	A		C	A	A					D	
Apprch. delay	8.6			6.5						36.1		
Approach LOS	A			A						D		
Intersec. delay	9.6			Intersection LOS						A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ORGA-IJB			Intersection	M Street @ Half St, SE		
Agency/Co.	O.R. George & Associates, Inc			Jurisdiction	Washington DC		
Date Performed	6/28/2004			Analysis Year	2010		
Analysis Time Period	Total 2010 AM PEAK HOUR						
Project Description 100 Potomac Avenue- Total 2010							
East/West Street: M Street, SE				North/South Street: Half Street, SE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	51	841	19	35	707	26	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.86	0.86	0.86	
Hourly Flow Rate, HFR	56	934	21	40	822	30	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	0	2	0	
Configuration	LT		TR	LT		TR	
Upstream Signal		1			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	67	28	78	9	13	38	
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.73	0.73	0.73	
Hourly Flow Rate, HFR	76	31	88	12	17	52	
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	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LT		LTR			LTR
v (vph)	56	40		195			81
C (m) (vph)	1212	1026		420			448
v/c	0.05	0.04		0.46			0.18
95% queue length	0.15	0.12		2.40			0.65
Control Delay	8.1	8.7		20.8			14.8
LOS	A	A		C			B
Approach Delay	-	-	20.8			14.8	

TWO-WAY STOP CONTROL SUMMARY							
General Information			Site Information				
Analyst	ORGA-IJB		Intersection		M Street @ Half St, SE		
Agency/Co.	O.R. George & Associates, Inc		Jurisdiction		Washington DC		
Date Performed	6/28/2004		Analysis Year		2010		
Analysis Time Period	Total 2010 PM PEAK HOUR						
Project Description 100 Potomac Avenue Total Year 2010							
East/West Street: M Street, SE			North/South Street: Half Street, SE				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	43	899	20	15	1180	13	
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	
Hourly Flow Rate, HFR	46	966	21	15	1242	13	
Percent Heavy Vehicles	0	—	—	0	—	—	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	0	2	0	
Configuration	LT		TR	LT		TR	
Upstream Signal		1			1		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	40	16	48	13	9	57	
Peak-Hour Factor, PHF	0.58	0.58	0.58	0.82	0.82	0.82	
Hourly Flow Rate, HFR	68	27	82	15	10	69	
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	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT	LT		LTR			LTR
v (vph)	46	15		177			94
C (m) (vph)	838	825		299			381
v/c	0.05	0.02		0.59			0.25
95% queue length	0.17	0.06		3.53			0.96
Control Delay	9.5	9.4		33.1			17.5
LOS	A	A		D			C
Approach Delay	—	—	33.1			17.5	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection 1st St, SE @ M St, SE						
Agency or Co. O.R.George & Associates, Inc						Area Type All other areas						
Date Performed 6/9/2004						Jurisdiction Washington D.C						
Time Period Future Total AM PEAK HOUR						Analysis Year 2010						
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	1	2	0	0	2	0	0	1	0
Lane group		LTR		L	TR			LTR			LTR	
Volume (vph)	27	1202	85	265	1154	42	77	56	153	30	29	16
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.76	0.76	0.76	0.98	0.98	0.98	0.90	0.90	0.90	0.81	0.81	0.81
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	WB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 5.0	G = 55.0	G =	G =	G = 22.0	G =	G =	G =				
	Y = 0	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1730		270	1221			318			93	
Lane group cap.		2787		214	2394			732			338	
v/c ratio		0.62		1.26	0.51			0.43			0.28	
Green ratio		0.61		0.67	0.67			0.24			0.24	
Unif. delay d1		11.0		19.9	7.6			28.7			27.5	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		1.1		149.7	0.8			1.9			2.0	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		12.0		169.6	8.4			30.6			29.6	
Lane group LOS		B		F	A			C			C	
Approch. delay		12.0		37.6				30.6			29.6	
Approach LOS		B		D				C			C	
Intersec. delay		24.6		Intersection LOS							C	

SHORT REPORT												
General Information							Site Information					
Analyst ORGA-IJB							Intersection 1st St, SE @ M St, SE					
Agency or Co. O.R. George & Associates, Inc							Area Type All other areas					
Date Performed 6/9/2004							Jurisdiction Washington D.C					
Time Period Future Total PM PEAK HOUR							Analysis Year 2010					
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	1	2	0	0	2	0	0	1	0
Lane group	LTR			L TR			LTR			LTR		
Volume (vph)	31	1308	55	126	1691	27	136	62	396	50	24	38
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.77	0.77	0.77	0.67	0.67	0.67
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0			2.0			2.0			2.0		
Ext. eff. green	2.0			2.0			2.0			2.0		
Arrival type	3			3			3			3		
Unit Extension	3.0			3.0			3.0			3.0		
Ped/Bike/RTOR Volume	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	WB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 5.0	G = 47.3	G = 0.0	G = 0.0	G = 35.9	G = 0.0	G = 0.0	G = 0.0				
	Y = 0	Y = 4	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.2						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	1483			131			1789			772		
Lane group cap.	1916			195			1958			1078		
v/c ratio	0.77			0.67			0.91			0.72		
Green ratio	0.49			0.54			0.54			0.37		
Unif. delay d1	20.1			14.8			19.9			25.8		
Delay factor k	0.50			0.50			0.50			0.50		
Increment. delay d2	3.1			16.9			8.1			4.1		
PF factor	1.000			1.000			1.000			1.000		
Control delay	23.2			31.7			28.0			29.9		
Lane group LOS	C			C			C			C		
Approch. delay	23.2			28.2			29.9			32.3		
Approach LOS	C			C			C			C		
Intersec. delay	27.0			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						Area Type SBR						
Date Performed 6/9/2004						Jurisdiction All other areas						
Time Period Future Total AM PEAK HOUR						Analysis Year Washington D.C 2010						
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	1	0	3	0	0	0	0	1	1	0
Lane group		T	R		LT					L	LTR	
Volume (vph)		744	382	343	2474					657	50	111
% Heavy veh		0	0	0	0					0	0	0
PHF		0.95	0.95	0.81	0.81					0.87	0.87	0.87
Actuated (P/A)	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
Lane Width		12.0	12.0		12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	EW Perm	WB Only		03	04	SB Only		06	07	08		
Timing	G = 22.3	G = 42.4		G = 0.0	G = 0.0	G = 19.6		G = 0.0	G = 0.0	G =		
	Y = 4	Y = 4		Y = 0	Y =	Y = 4		Y =	Y =	Y =		
Duration of Analysis (hrs) = 0.25				Cycle Length C = 96.3								
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		783	402		3477					755	185	
Lane group cap.		1201	374		3291					367	347	
v/c ratio		0.65	1.07		1.06					2.06	0.53	
Green ratio		0.23	0.23		0.71					0.20	0.20	
Unif. delay d1		33.5	37.0		13.8					38.3	34.3	
Delay factor k		0.50	0.50		0.50					0.50	0.50	
Increment. delay d2		2.8	67.9		33.3					485.1	5.8	
PF factor		1.000	1.000		1.000					1.000	1.000	
Control delay		36.2	104.9		47.1					523.5	40.0	
Lane group LOS		D	F		D					F	D	
Approch. delay		59.6			47.1						428.3	
Approach LOS		E			D						F	
Intersec. delay		113.7			Intersection LOS					F		

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						SBR						
Date Performed 6/9/2004						Area Type All other areas						
Time Period Future Total PM PEAK HOUR						Jurisdiction Washington D.C						
						Analysis Year 2010						
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	1	0	3	0	0	0	0	1	1	0
Lane group		T	R		LT					L	LTR	
Volume (vph)		1059	1646	974	1338					343	167	91
% Heavy veh		0	0	0	0					0	0	0
PHF		0.94	0.94	0.89	0.89					0.87	0.87	0.87
Actuated (P/A)		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
Lane Width		12.0	12.0		12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		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	EW Perm	WB Only	03	04	SB Only	06	07	08				
Timing	G = 40.8	G = 18.9	G = 0.0	G = 0.0	G = 19.7	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 91.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1127	1751		2597					394	297	
Lane group cap.		2315	721		2854					389	388	
v/c ratio		0.49	2.43		0.91					1.01	0.77	
Green ratio		0.45	0.45		0.70					0.22	0.22	
Unif. delay d1		17.9	25.3		11.5					35.8	33.7	
Delay factor k		0.50	0.50		0.50					0.50	0.50	
Increment. delay d2		0.7	647.1		5.6					48.9	13.4	
PF factor		1.000	1.000		1.000					1.000	1.000	
Control delay		18.6	672.4		17.1					84.8	47.1	
Lane group LOS		B	F		B					F	D	
Approch. delay		416.4			17.1					68.6		
Approach LOS		F			B					E		
Intersec. delay		209.2		Intersection LOS							F	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol St @ M Street						
Agency or Co. O.R. George & Associates, Inc						Area Type NBR						
Date Performed 6/9/2004						Jurisdiction All other areas						
Time Period Future Total AM PEAK HOUR						Analysis Year Washington D.C 2010						
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	1	1	0	0	0	0
Lane group		LT			TR		L	LTR				
Volume (vph)	147	1105			936	220	1832	128	533			
% Heavy veh	0	0			0	0	0	0	0			
PHF	0.95	0.95			0.81	0.81	0.97	0.97	0.97			
Actuated (P/A)	P	P	P	P	P	P	P	P	P			
Startup lost time		2.0			2.0		2.0	2.0				
Ext. eff. green		2.0			2.0		2.0	2.0				
Arrival type		3			3		3	3				
Unit Extension		3.0			3.0		3.0	3.0				
Ped/Bike/RTOR Volume				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		N
Parking/hr												
Bus stops/hr		0			0		0	0				
Unit Extension		3.0			3.0		3.0	3.0				
Phasing	EW Perm	EB Only	03	04	NB Only	06	07	08				
Timing	G = 22.3	G = 19.6	G = 0.0	G = 0.0	G = 42.4	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.3						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1318			1428		1889	681				
Lane group cap.		2071			1167		795	735				
v/c ratio		0.64			1.22		2.38	0.93				
Green ratio		0.48			0.23		0.44	0.44				
Unif. delay d1		18.9			37.0		27.0	25.5				
Delay factor k		0.50			0.50		0.50	0.50				
Increment. delay d2		1.5			108.5		623.1	19.4				
PF factor		1.000			1.000		1.000	1.000				
Control delay		20.4			145.5		650.1	44.9				
Lane group LOS		C			F		F	D				
Approch. delay		20.4			145.5		489.7					
Approach LOS		C			F		F					
Intersec. delay		280.9			Intersection LOS							F

SHORT REPORT												
General Information							Site Information					
Analyst ORGA-IJB							Intersection Sth Capitol St @ M Street					
Agency or Co. O.R. George & Associates, Inc							Area Type NBR					
Date Performed 6/9/2004							Jurisdiction All other areas					
Time Period Future Total PM PEAK HOUR							Analysis Year Washington D.C. 2010					
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	1	1	0	0	0	0
Lane group		LT			TR		L	LTR				
Volume (vph)	167	1247			1564	514	748	96	317			
% Heavy veh	0	0			0	0	0	0	0			
PHF	0.94	0.94			0.89	0.89	0.84	0.84	0.84			
Actuated (P/A)	P	P	P	P	P	P	P	P	P			
Startup lost time		2.0			2.0		2.0	2.0				
Ext. eff. green		2.0			2.0		2.0	2.0				
Arrival type		3			3		3	3				
Unit Extension		3.0			3.0		3.0	3.0				
Ped/Bike/RTOR Volume				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		N
Parking/hr												
Bus stops/hr		0			0		0	0				
Unit Extension		3.0			3.0		3.0	3.0				
Phasing	EW Perm	EB Only	03	04	NB Only	06	07	08				
Timing	G = 40.8	G = 19.7	G = 0.0	G = 0.0	G = 18.9	G = 0.0	G = 0.0	G =				
	Y = 4	Y = 4	Y = 0	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 91.4					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		1505			2335		890	491				
Lane group cap.		2865			2229		373	348				
v/c ratio		0.53			1.05		2.39	1.41				
Green ratio		0.71			0.45		0.21	0.21				
Unif. delay d1		6.3			25.3		36.3	36.3				
Delay factor k		0.50			0.50		0.50	0.50				
Increm. delay d2		0.7			33.0		631.9	201.2				
PF factor		1.000			1.000		1.000	1.000				
Control delay		7.0			58.3		668.2	237.5				
Lane group LOS		A			E		F	F				
Approch. delay		7.0			58.3		515.0					
Approach LOS		A			E		F					
Intersec. delay		164.3			Intersection LOS						F	

SHORT REPORT												
General Information						Site Information						
Analyst ORGA-IJB						Intersection Sth Capitol, SE @ I Street, SE						
Agency or Co. O.R. George & Associates, Inc						Area Type All other areas						
Date Performed 6/9/2004						Jurisdiction Washington D.C.						
Time Period Future Total AM PEAK						Analysis Year 2010						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	0	3	0	0	3	1
Lane group		LT	R		LTR			TR			T	R
Volume (vph)	125	144	95	29	233	220		3088	96		1956	205
% Heavy veh	0	0	0	0	0	0		0	0		0	0
PHF	0.86	0.86	0.86	0.86	0.86	0.86		0.96	0.96		0.95	0.95
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		10	0		10	0		20	0		55
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 = 30.0	G =	G =	G =	G = 57.0	G =	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 95.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		312	99		549			3296			2059	158
Lane group cap.		255	510		927			3101			3112	969
v/c ratio		1.22	0.19		0.59			1.06			0.66	0.16
Green ratio		0.32	0.32		0.32			0.60			0.60	0.60
Unif. delay d1		32.5	23.7		27.4			19.0			12.6	8.4
Delay factor k		0.50	0.50		0.50			0.50			0.50	0.50
Incram. delay d2		130.4	0.8		2.8			36.0			1.1	0.4
PF factor		1.000	1.000		1.000			1.000			1.000	1.000
Control delay		162.9	24.5		30.1			55.0+			13.7	8.8
Lane group LOS		F	C		C			E			B	A
Apprch. delay		129.6			30.1			55.0+			13.4	
Approach LOS		F			C			E			B	
Intersec. delay		43.4			Intersection LOS							D

SHORT REPORT												
General Information							Site Information					
Analyst	ORGA-IJB						Intersection	Sth Capitol, SE @ I Street, SE				
Agency or Co.	O.R. George & Associates, Inc						Area Type	All other areas				
Date Performed	6/9/2004						Jurisdiction	Washington D.C.				
Time Period	Future Total PM PEAK						Analysis Year	2010				
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	1	0	2	0	0	3	0	0	3	1
Lane group		LT	R		LTR			TR			T	R
Volume (vph)	188	202	452	82	139	332		2367	96		2394	133
% Heavy veh	0	0	0	0	0	0		0	0		0	0
PHF	0.89	0.89	0.86	0.76	0.76	0.76		0.86	0.86		0.94	0.94
Actuated (P/A)	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		30	0		40	0		65	0		65
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	Thru & RT	06	07	08				
Timing	G = 35.0	G = 0.0	G = 0.0	G = 0.0	G = 52.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 95.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		438	491		675			2788			2547	72
Lane group cap.		243	595		795			2834			2839	884
v/c ratio		1.80	0.83		0.85			0.98			0.90	0.08
Green ratio		0.37	0.37		0.37			0.55			0.55	0.55
Unif. delay d1		30.0	27.2		27.6			21.1			19.1	10.2
Delay factor k		0.50	0.50		0.50			0.50			0.50	0.50
Increment. delay d2		377.0	12.3		11.0			13.5			5.0	0.2
PF factor		1.000	1.000		1.000			1.000			1.000	1.000
Control delay		407.0	39.6		38.5			34.6			24.1	10.4
Lane group LOS		F	D		D			C			C	B
Approch. delay		212.8			38.5			34.6			23.7	
Approach LOS		F			D			C			C	
Intersec. delay		54.5			Intersection LOS							D

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	ORGA-IJB			Intersection	Potomac Ave @ Half St, S.E			
Agency/Co.	O.R. George & Associates			Jurisdiction	Washington D.C			
Date Performed	6/25/2004			Analysis Year	2010			
Analysis Time Period	Total 2010 AM PEAK HOUR							
Project Description 100 Potomac Avenue PUD -Total Year 2010								
East/West Street: Potomac Avenue, S.E				North/South Street: Half Street, S.E				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	15	130	19	9	80	10		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.69	0.69		
Hourly Flow Rate, HFR	30	260	19	9	115	14		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	17	4	5	55	15	221		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.78	1.00	0.78		
Hourly Flow Rate, HFR	17	4	5	70	15	283		
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	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	30	9		26			368	
C (m) (vph)	1469	1295		332			769	
v/c	0.02	0.01		0.08			0.48	
95% queue length	0.06	0.02		0.25			2.62	
Control Delay	7.5	7.8		16.8			13.9	
LOS	A	A		C			B	
Approach Delay	-	-	16.8			13.9		
Approach LOS	-	-	C			B		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	ORGA-IJB			Intersection	Potomac Ave @ Half St, S.E		
Agency/Co.	O.R. George & Associates			Jurisdiction	Washington D.C		
Date Performed	6/25/2004			Analysis Year	2010		
Analysis Time Period	Total 2010 PM PEAK HOUR						
Project Description 100 Potomac Avenue PUD -Total Year 2010							
East/West Street: Potomac Avenue, S.E				North/South Street: Half Street, S.E			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	140	101	19	9	58	9	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.69	0.69	
Hourly Flow Rate, HFR	280	202	19	9	84	13	
Percent Heavy Vehicles	0	-	-	0	-	-	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	13	10	16	14	14	44	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.78	1.00	0.78	
Hourly Flow Rate, HFR	13	10	16	17	14	56	
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	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR		LTR			LTR
v (vph)	280	9		39			87
C (m) (vph)	1509	1360		295			431
v/c	0.19	0.01		0.13			0.20
95% queue length	0.68	0.02		0.45			0.75
Control Delay	7.9	7.7		19.1			15.5
LOS	A	A		C			C
Approach Delay	-	-	19.1			15.5	
Approach LOS	-	-	C			C	