

WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

ZONING COMMISSION
District of Columbia
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220 H STREET, N.E.
CAPITAL CHILDREN'S MUSEUM SITE
TRANSPORTATON IMPACT STUDY
WASHINGTON, D.C.

Prepared for:
Abdo Development

Prepared by:
Wells & Associates, LLC

January 6, 2005

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A. Existing Vehicular and Pedestrian Traffic Counts
B. Existing Levels of Service
C. Background Future Levels of Service
D. Total Future Levels of Service

INTRODUCTION

This report presents the results of a transportation impact study, which was prepared in support of Abdo Development's consolidated planned unit development (PUD) and zoning map amendment applications for 220 H Street, N.E.

The subject site generally is bounded by Eye Street on the north, H Street on the south, 3rd Street on the east, and 2nd Street on the west in the northeast section of Washington, D.C., as shown on Figure 1. The Union Station Metro station is located approximately 2,400 feet walking distance from the site, via 2nd and F Streets.

The subject site formerly was occupied by the Capital Children's Museum (CCM). The CCM permanently closed in September 2004.

As shown on Figure 2 drafted by Esocoff & Associates, Abdo Development proposes to: (1) renovate and convert the existing, historic buildings along H Street, N.E. to residential condominiums, (2) construct two new 110-foot tall condominium buildings on the west side and northeast quadrant of the site, and (3) renovate and convert the existing two-story building in the center of the site to an amenity building. This will be an all-residential project, with approximately 500 units and no ground-level retail or other commercial uses.

The project will be served by approximately 500 parking spaces. All vehicular access to the garage and loading dock will be provided from 2nd Street. A vehicular drop-off/pick-up area will be provided on Eye Street.

For purposes of this traffic study, this development was assumed to be completely built and occupied by 2007.

Tasks undertaken in this study included the following:

1. Review Abdo Development's proposed development plans, the consolidated PUD and zoning map applications, and other background data.

2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.

3. Agreement with the District Division of Transportation (DDOT) staff regarding the traffic study scope.

4. Counts of existing vehicular and pedestrian traffic at seven (7) key off-site intersections.

5. Analysis of existing levels of service at these intersections.

6. Background future traffic volumes were forecasted for 2007.

7. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

8. The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Union Station Metro station, and (3) experience with other comparable residential projects in Washington, D.C.

9. Total future traffic volumes were forecasted for 2007.

10. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.

11. Operational improvements required to adequately accommodate site traffic were identified.

12. The adequacy of the proposed parking supply and loading docks was evaluated.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, ITE, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia, the U.S. Census Bureau, and Abdo Development.

The conclusions of this study are as follows:

1. ***The Capital Children's Museum site is located within a connected network of local and arterial streets and is well served by Metrobus, Metrorail, AMTRAK, and commuter rail services.***

2. ***All intersections in the study area currently operate at an overall acceptable level of service (LOS) "C" or better during both the AM and PM peak hours. Most (but not all) intersection approaches (or intersection leg) also operate at an acceptable LOS "D" or better.***

3. ***Station Place, a new GSA building, and the new Alcohol, Tobacco, and Fire Arms (ATF) Building that currently are under construction would generate a total of 898 AM peak hour trips, and 924 PM peak hour trips, upon completion.***

4. ***All intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours in 2007, with the additional traffic that will be generated by these pipeline projects and background traffic growth. Most (but not all) intersection approaches (or intersection leg) also would operate at an acceptable LOS "D" or better. These pipeline project traffic impacts could be fully mitigated by re-timing the traffic signals.***

5. ***Abdo Development's plans to re-develop the CCM site would add another 131 AM to 158 PM new peak hour trips to the public street system upon project completion.***

6. ***Re-development of the CCM site would have no significant impact on peak hour levels of service or delays at the seven (7) key off-site intersections in the study area. All intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours. Most (but not all) intersection approaches (or intersection leg) also would operate at an acceptable LOS "D" or better. All approaches to all intersections would operate at an acceptable LOS "D" or better by signal re-timing and optimization.***

7. ***The proposed on- and off-site parking supply would adequately meet the minimum zoning parking requirements and prevailing parking demands in this neighborhood.***

8. ***One (1) 55-foot-deep loading berth, one (1) 30-foot-deep loading berth, two (2) 20-foot-deep service/delivery loading spaces, and a loading platform in excess of 200 square feet exceed the D.C. minimum zoning requirement and more than adequately meet the project's needs.***

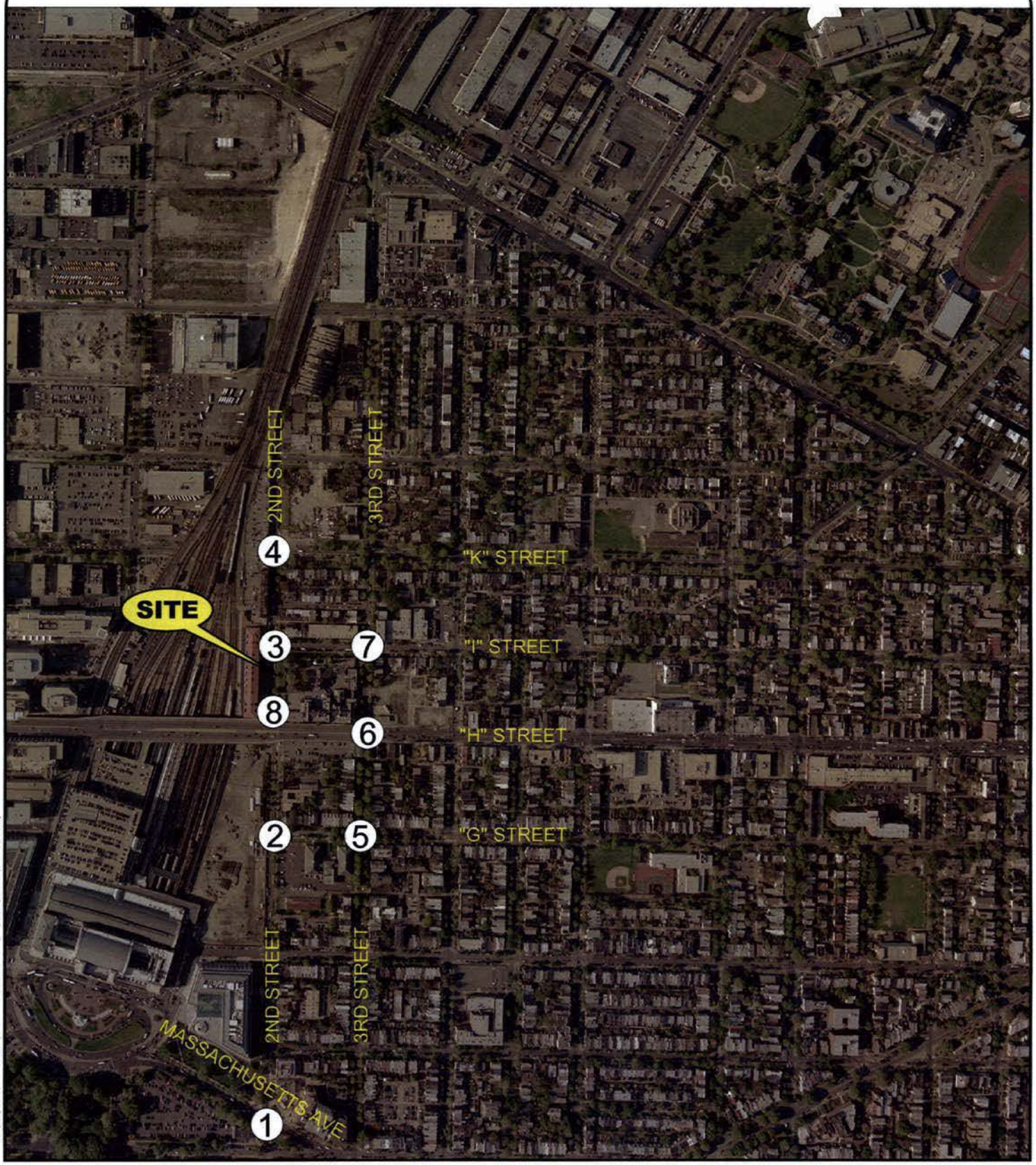


Figure 1
Site Plan

North
Schematic

THIRD STREET
SECOND STREET
I STREET
H STREET
ONE WAY OUT
ONE WAY IN
EXISTING CAPITOL CHILDRENS MUSEUM BUILDING
PLAN NORTH

BACKGROUND DATA

Study Scope

This transportation impact study was conducted in accordance with a scoping agreement between Wells & Associates and DDOT staff. This study includes the following intersections:

1. 2nd Street/Massachusetts Avenue,
2. 2nd Street/G Street,
3. 2nd Street/Eye Street,
4. 2nd Street/K Street,
5. 3rd Street/G Street,
6. 3rd Street/H Street,
7. 3rd Street/Eye Street, and
8. Proposed site driveway.

This study also includes the following approved projects that currently are under construction (i.e., pipeline projects):

1. ***Station Place.*** This 1,590,00 S.F. office project is located on the west side of 2nd Street, between F and H Streets, adjacent to Union Station. Station Place is the new headquarters for the Securities and Exchange Commission (SEC).

2. ***General Services Administration (GSA) Office Building.*** A new, 213,895 S.F. GSA building currently is under construction at 830 1st Street.

3. ***Alcohol, Tobacco, and Firearms (ATF) Building.*** A new 422,000 S.F. ATF Building currently is under construction at New York and Florida Avenues.

Together, these three buildings will include 2,225,895 S.F. of new office space. The impacts of this space, background traffic growth, and re-development of the CCM site were evaluated at project buildout, which is anticipated to occur in 2007.

Level of service (LOS) "D" generally is considered the minimum acceptable level of service in Washington, D.C. LOS "E" is acceptable during peak hours in the more urbanized areas of the city, such as around Union Station.

Public Road Network

Regional access to the CCM site is provided by New York Avenue (U.S. 50), the Baltimore Washington Parkway/Kenilworth Avenue (Route 295), and the Southeast Freeway (I-395). Local access is provided by H, 2nd, 3rd, and Eye Streets. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 3.

Vehicular Access Concept

All vehicular access to the CCM parking garage and loading dock is proposed on 2nd Street, as shown on Figure 2 drafted by Esocoff & Associates. A pick-up/drop-off area is proposed on Eye Street.

Existing Traffic Counts

Existing AM and PM peak period vehicular and pedestrian traffic counts were conducted on Tuesday, October 12, 2004, by Wells & Associates at the seven (7) key off-site intersections listed above. The Capital Children's Museum was closed at the time the counts were taken. These counts are presented in Appendix A and summarized on Figures 4 and 5.

Peak hours in the site vicinity generally begin at 8:00 AM and 4:30 PM. Figure 4 indicates that H Street, west of 3rd Street, carries 2,170 AM peak hour vehicle-trips and 2,252 PM peak hour vehicle-trips. Approximately 80 percent of all AM peak hour trips travel in the westbound direction towards the central business district; 20 percent travel in the eastbound direction. Approximately 31 percent of all PM peak hour trips travel in the westbound direction; 69 percent travel in the eastbound direction away from the central business district.

2nd and 3rd Streets carry more modest peak hour traffic volumes, in the range of 413 to 467 vehicles per hour. Most of those trips are in the northbound direction, towards Florida and New York Avenues.

Public Transportation Facilities and Services

The CCM site is served by five (5) Metrobus lines that operate on H and K Streets, and by Metrorail, Virginia Railway Express (VRE), and Maryland Rail Commuter System (MARC) services at Union Station.

A total of 565 bus-trips are operated on the Metrobus lines on a typical weekday, 406 bus-trips are operated on Saturdays, and 285 bus-trips are operated on Sundays, as shown in Table 1.

Table 1
Metrobus Service

Line	Name	Weekday Bus-Trips	Saturday Bus-Trips	Sunday Bus-Trips
D3	Sibley Hospital-Stadium-Armory Line	22	0	0
D4	Ivy City-Union Station Line	131	101	68
D8	Hospital Center Line	137	103	61
X1	Benning Road Line	16	0	0
X2	Benning Road-H Street Line	259	202	156
Total		565	406	285

The Union Station is located three (3) blocks (or approximately 2,400 feet) south of subject site via 2nd and F Streets. A total of 59,031 passengers board and alight from Metro trains on a typical weekday, according to WMATA's 2002 passenger survey, as shown in Table 2.

Table 2
Union Station Metrorail Station
Passenger Boardings and Alightings

Time of Day	Boarding Passengers	Alighting Passengers	Total Passengers
AM Peak	9,133	10,208	19,341
AM Off Peak	5,692	6,626	12,318
PM Peak	10,858	11,156	22,014
PM Off Peak	3,756	1,602	5,358
Total	29,439	29,592	59,031

Nearly 18,000 Metrorail passengers (or 60.9 percent of all passengers) walk to Union Station, as shown in Table 3. Over 8,000 passengers (or 27.8 percent of all passengers) transfer to Metro from AMTRAK or commuter rail trains. No other access mode accounts for more than three (3) percent of all Metrorail passenger boardings.

Table 3
Union Station Metrorail Station
Passenger Access Mode Splits

Access Mode	Boarding Passengers	Percent of All Passengers
Metrobus	1,002	3.4
Other Bus	304	1.0
Auto Driver	563	1.9
Auto Passenger	643	2.2
Bike	53	0.2
Walk	17,924	60.9
Commuter Rail	8,198	27.8
Taxi	190	0.6
Unknown	563	1.9
Total	29,440	100.0

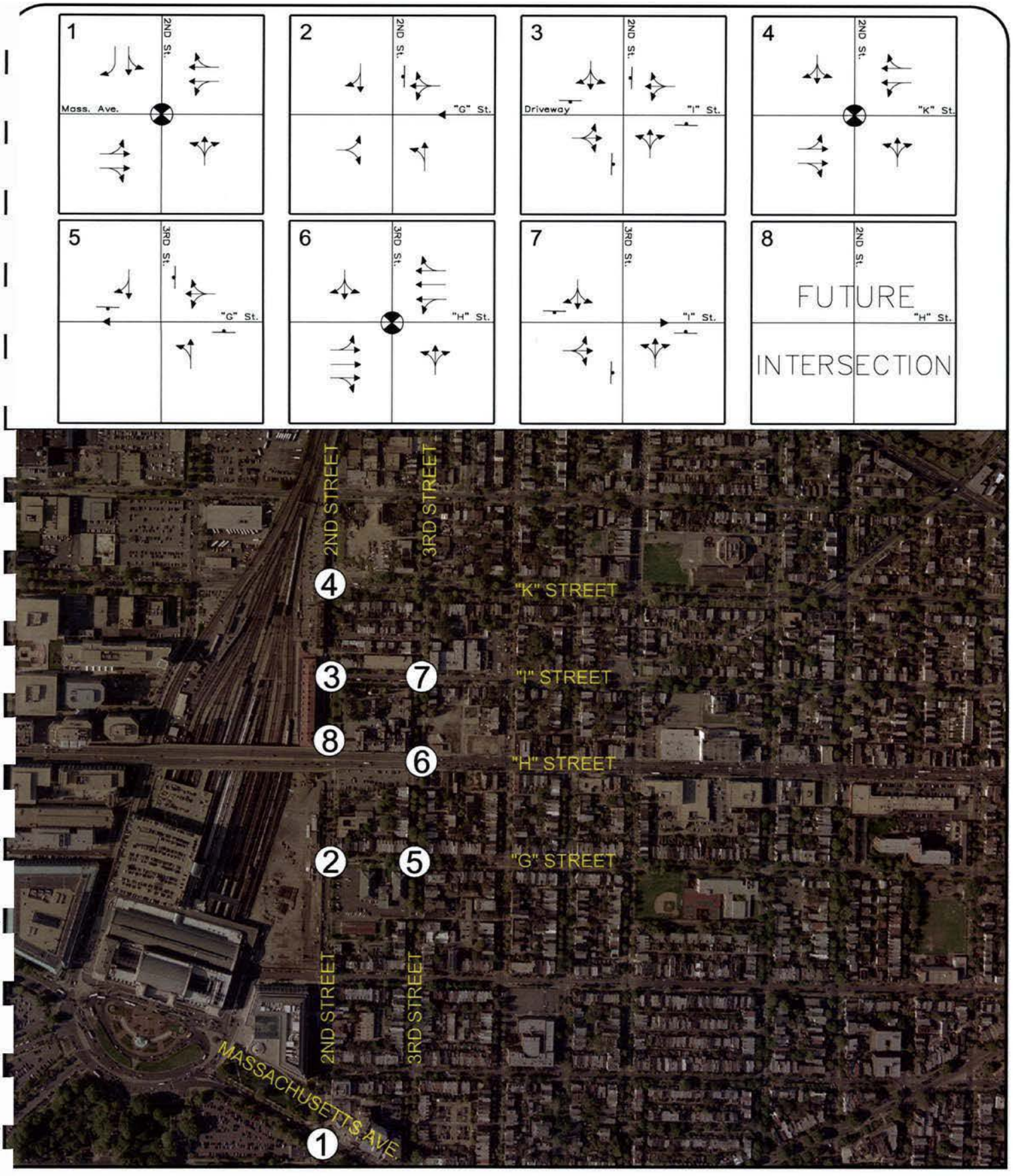


Figure 3
Intersection Lane Use and Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign

North
Schematic

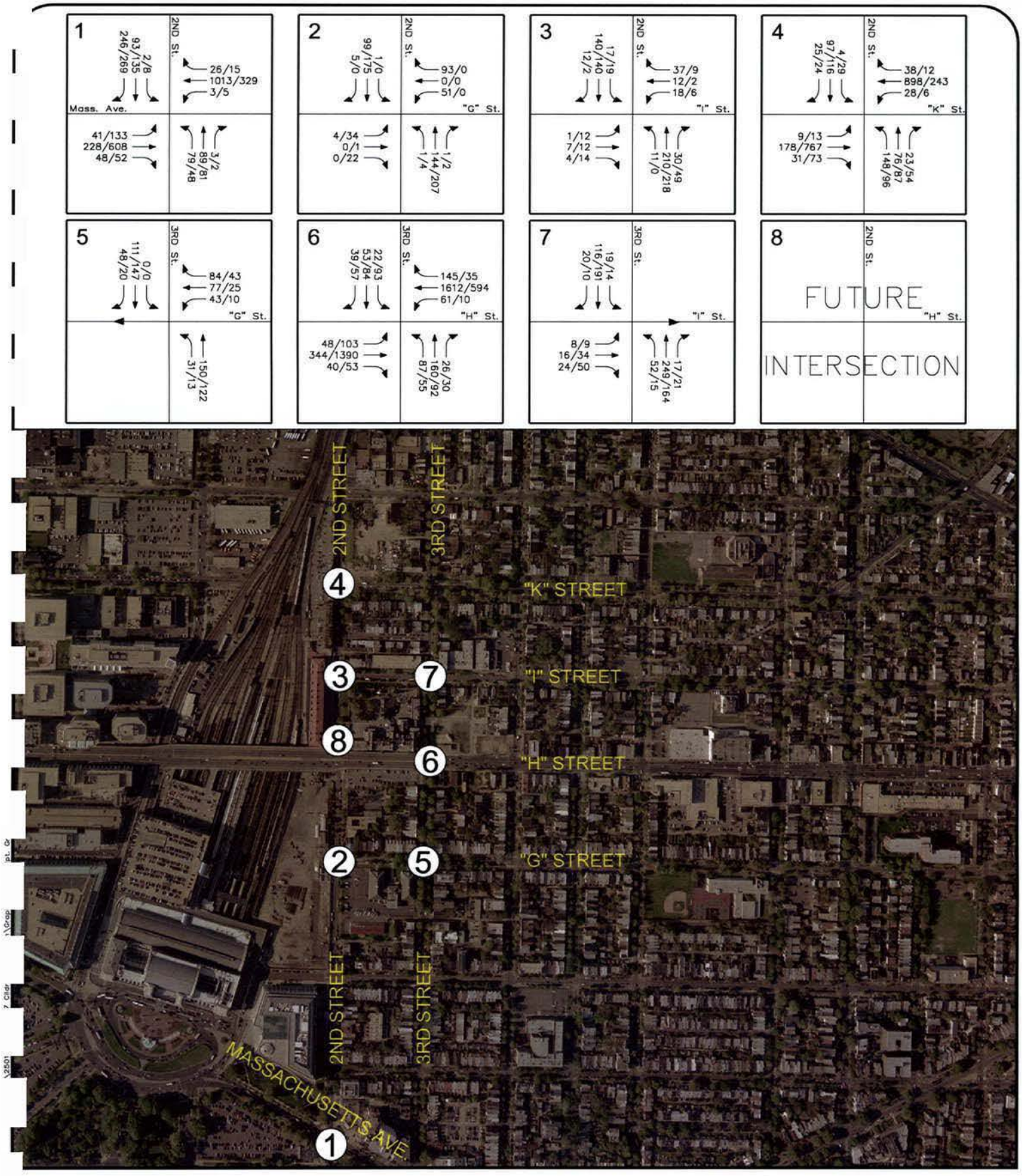


Figure 4
Existing Peak Hour Vehicular Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

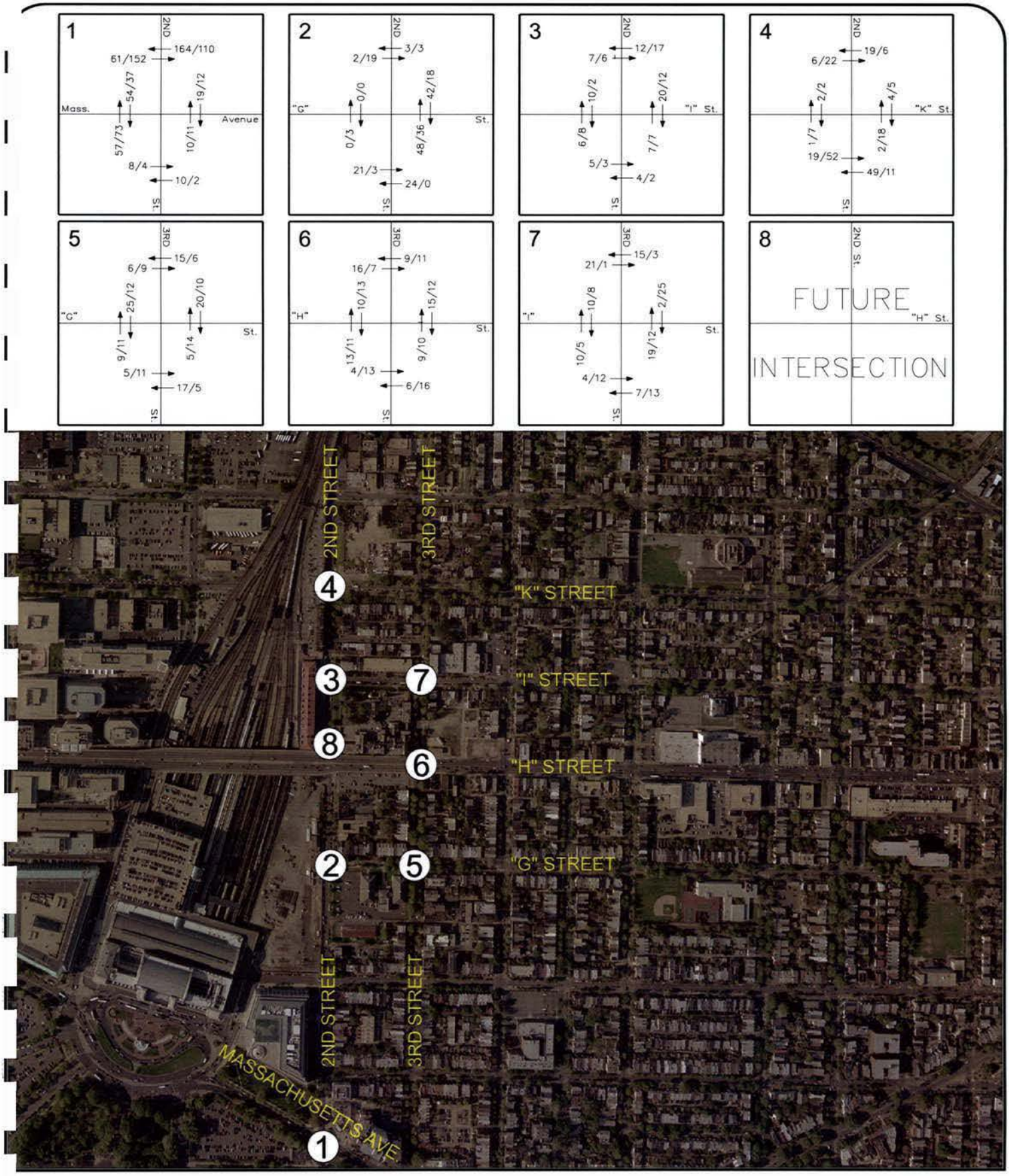


Figure 5
Existing Peak Hour Pedestrian Count

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

ANALYSIS

Existing Levels of Service

Existing peak hour levels of service were estimated at the seven (7) key off-site intersections in the study area based on: the existing lane usage and traffic control shown on Figure 3; the existing vehicular and pedestrian traffic counts shown on Figures 4 and 5, respectively; existing traffic signal phasing/timings; and the Synchro intersection capacity analysis software. The results are presented in Appendix B and summarized in Table 4.

Table 4 indicates that all intersections in the study area currently operate at an overall acceptable level of service (LOS) "C" or better during both the AM and PM peak hours. All intersection approaches operate at an acceptable LOS "D" or better, except at the H Street/3rd Street signalized intersection, where the northbound 3rd Street approach operates near capacity at LOS "E" during the AM peak hour and the southbound 3rd Street approach operates near capacity at LOS "E" during the PM peak hour.

Other Development Trip Generation

The number of peak hour trips that will be generated by the three (3) office buildings that currently are under construction in the site vicinity were estimated based on: (1) their respective development programs, (2) peak hour equations included in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, (3) proximity of each project to the nearest Metro station, and (4) experience with other comparable projects in Washington, D.C. As shown in Table 5, it is estimated that these projects will generate a total of 898 AM peak hour trips, and 924 PM peak hour trips, upon completion.

Trip Distribution Analysis

The distribution of peak hour trips generated by these pipeline projects was determined based on previously-approved traffic impact studies, existing traffic counts, and local knowledge.

Other Development Project Traffic Assignments

The trips shown in Table 5 were assigned to the public road network as shown on Figure 6.

Background Traffic Growth

Annual background traffic growth was estimated at 1.5 percent per year compounded for three (3) years for project buildout in 2007. This growth rate was applied to all the movements at all intersections.

Background Traffic Forecasts

Background peak hour traffic forecasts, without re-development of the CCM, were estimated based on existing traffic counts, traffic generated by the pipeline projects, and historic background traffic growth. The resulting 2007 background traffic forecasts are shown on Figure 7.

Background Future Levels of Service

Future peak hour levels of service, without re-development of the CCM, were estimated at the seven (7) key intersections in the study area based on: the intersection lane usage and traffic control shown on Figure 3; the 2007 background traffic forecasts shown on Figure 7; existing signal phasing/timings; and the Synchro intersection capacity analysis software. The results are presented in Appendix C, and are summarized in Table 4.

Table 4 indicates that all intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours. All intersection approaches also would operate at an acceptable LOS "D" or better, except as follows:

1. At the 2nd Street/Massachusetts Avenue intersection, the westbound Massachusetts Avenue approach would operate near capacity at LOS "E" during the AM peak hour.

2. At the 2nd Street/K Street intersection, the northbound 2nd Street approach would operate near capacity at LOS "E" during the AM peak hour and at capacity at LOS "F" during the PM peak hour.

3. At the 3rd Street/H Street intersection, the northbound 3rd Street intersection would operate at capacity at LOS "F" during the AM peak hour and the southbound 3rd Street approach would operate near capacity at LOS "E" during the PM peak hour.

Thee pipeline project traffic impacts could be fully mitigated by re-timing the traffic signals.

Site Trip Generation Analysis

The numbers of trips that would be generated by the proposed re-development of the CCM site were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the Union Station Metro station, and (3) experience with other comparable projects in Washington, D.C.

This development would generate 131 AM peak hour trips, and 158 PM peak hour trips, at project buildout, as shown in Table 6. These estimates assume that 29 percent of all residents would use Metro or some other non-auto mode during peak hours. The average auto occupancy was assumed at 1.3 persons per vehicle.

Site Traffic Distribution

The site traffic distribution was determined based on existing traffic counts and local knowledge. It is estimated that approximately 45 percent of all site-generated vehicle- trips would approach the site from the north on 2nd or 3rd Street, 26 percent would approach from the south on 2nd or 3rd Street, 22 percent would approach from the west on H Street, and seven (7) percent would approach from the east on H Street.

Site Traffic Assignments

The site-generated traffic volumes were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments are shown on Figure 8.

Total Future Traffic Forecasts

These site traffic assignments were added to the future background traffic volumes shown on Figure 7 to yield the total future traffic forecasts shown on Figure 9.

Total Future Levels of Service

Future peak hour levels of service with re-development of the CCM site were estimated at the seven (7) key intersections in the study area based on the lane usage and traffic controls shown on Figure 3; the total future traffic forecasts shown on Figure 9; and the Synchro intersection capacity analysis software. The results are presented in Appendix D and summarized in Table 4.

Table 4 indicates that re-development of the CCM site would have no significant impact on peak hour levels of service or delays at the seven (7) key off-site intersections in the study area. All intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours. All intersection approaches also would operate at an acceptable LOS "D" or better, except as follows:

1. At the 2nd Street/Massachusetts Avenue intersection, the westbound Massachusetts Avenue approach would operate near capacity at LOS "E" during the AM peak hour.

2. At the 2nd Street/K Street intersection, the northbound 2nd Street approach would operate near capacity at LOS "E" during the AM peak hour and at capacity at LOS "F" during the PM peak hour.

3. At the 3rd Street/H Street intersection, the northbound 3rd Street intersection would operate at capacity at LOS "F" during the AM peak hour and the southbound 3rd Street approach would operate near capacity at LOS "F" during the PM peak hour.

All approaches to all intersections would operate at an acceptable LOS "D" or better by signal re-timing and optimization.

Parking Analysis

The subject site is zoned C-3-A and C-3-B. The District of Columbia zoning ordinance minimum parking requirement for apartment houses or multiple dwellings is one (1) space for every two (2) units in the C-3-A zone and one (1) space for every four (4) units in the C-3-B zone. Abdo Development proposes to rezone the subject site to the C-3-C Zone which also requires one (1) parking space for every four (4) units.

Average auto availability for owner-occupied dwellings in the census tract in which the subject site is located (Tract 85) is 1.03 vehicles per household, according to the 2000 U.S. Census. Average auto availability is only 0.67 vehicles per renter-occupied household.

Approximately 59 percent of all Tract 85 residents commuted to work as an auto driver or passenger; 41 percent took a bus, subway, or some other non-auto mode or walked to work, according to the census.

Abdo Development proposes to provide 500 parking spaces for the 500 residential dwelling units, or 1.0 space per unit. Another 71 curb parking spaces are provided on 2nd, 3rd, and Eye Streets, adjacent to the CCM site. This includes 51metered spaces, 14 unrestricted spaces, and six (6) tour bus spaces.

The proposed on- and off-site parking supply would adequately meet the minimum zoning parking requirements and prevailing parking demands in this neighborhood.

Loading Analysis

The District of Columbia zoning ordinance requires one (1) 55-foot-deep loading berth, one 200-square-foot loading platform, and one (1) 20-foot-deep service/delivery loading space for an apartment house or multiple dwelling with 50 or more dwelling units in all districts. Abdo Development proposes to provide one (1) 55-foot-deep loading berth, one (1) 30-foot-deep loading berth, two (2) 20-foot-deep service/delivery loading spaces, and a loading platform in excess of 200 square feet. These loading/delivery/service facilities, which exceed the D.C. minimum zoning requirement, would adequately meet the project needs.

Table 4
Children's Museum
Intersection Levels of Service

Intersection		Operating Conditions	Approach/ Movement	Existing		Background		Future (Existing Signal Timings)		Future (Optimized Signal Timings)	
				AM	PM	AM	PM	AM	PM	AM	PM
1	2nd Street/Massachusetts Avenue	Signalized	EB	B (13.7)	B (17.2)	B (13.9)	B (17.9)	B (13.9)	B (17.9)	A (9.7)	A (9.7)
			WB	D (45.5)	C (21.8)	E (58.0)	C (22.0)	E (58.2)	C (22.0)	C (24.1)	C (24.1)
			NB	C (20.8)	C (20.9)	C (21.8)	C (21.2)	C (21.8)	C (21.2)	C (29.2)	C (29.2)
			SB	B (19.5)	C (21.2)	B (19.8)	C (21.8)	C (20.1)	C (21.8)	C (27.9)	C (27.5)
			Overall	**C (33.1)**	**B (19.4)**	**D (40.0)**	**C (20.0)**	**D (40.1)**	**C (20.0)**	**C (22.9)**	**C (22.8)**
2	2nd Street/"G" Street	Unsignalized	EB	B [12.9]	B [12.0]	C [15.1]	B [13.9]	C [15.6]	B [14.7]	C [15.6]	B [14.7]
			WB	B [13.2]	A [0.0]	C [15.5]	A [0.0]	C [16.1]	B [10.6]	C [16.1]	B [10.6]
			NB	A [0.1]	A [0.2]	A [0.0]	A [0.2]	A [0.0]	A [0.2]	A [0.0]	A [0.2]
			SB	A [0.1]	A [0.0]	A [0.1]	A [0.0]	A [0.1]	A [0.0]	A [0.1]	A [0.0]
3	2nd Street/"I" Street	Unsignalized	EB	A [7.9]	A [8.1]	A [8.1]	A [8.3]	A [8.4]	A [8.7]	A [8.4]	A [8.7]
			WB	A [8.2]	A [7.9]	A [8.5]	A [8.1]	A [8.9]	A [9.2]	A [8.9]	A [9.2]
			NB	A [9.4]	A [9.3]	B [10.1]	A [9.9]	B [11.8]	B [11.2]	B [11.8]	B [11.2]
			SB	A [8.7]	A [8.6]	A [9.1]	A [9.1]	A [9.5]	A [10.0]	A [9.5]	A [10.0]
4	2nd Street/"K" Street	Signalized	EB	A (7.1)	A (7.8)	A (7.2)	A (8.0)	A (7.2)	A (8.0)	B (13.4)	C (21.5)
			WB	B (10.5)	A (5.7)	B (11.3)	A (5.8)	B (11.3)	A (5.8)	C (21.4)	B (15.3)
			NB	D (43.3)	D (49.3)	E (55.6)	F (126.9)	E (55.6)	F (126.9)	C (24.8)	C (22.2)
			SB	C (27.5)	C (33.8)	C (27.8)	D (36.7)	C (27.8)	D (35.7)	B (18.2)	B (17.7)
			Overall	**B (16.6)**	**B (16.8)**	**B (19.5)**	**C (32.5)**	**B (19.5)**	**C (32.5)**	**C (20.6)**	**C (20.1)**
5	3rd Street/"G" Street	Unsignalized	WB	A [9.5]	A [7.9]	A [9.7]	A [7.9]	A [9.8]	A [8.0]	A [9.8]	A [8.0]
			NB	A [9.5]	A [8.3]	A [9.6]	A [8.4]	A [9.8]	A [8.5]	A [9.8]	A [8.5]
			SB	A [8.9]	A [8.4]	A [9.0]	A [8.5]	A [9.1]	A [8.6]	A [9.1]	A [8.6]
6	3rd Street/"H" Street	Signalized	EB	A (4.6)	A (8.3)	A (4.7)	A (9.6)	A (4.7)	B (10.1)	A (7.4)	B (18.0)
			WB	B (14.8)	B (11.7)	B (17.3)	B (12.0)	B (17.4)	B (12.0)	C (23.7)	B (12.6)
			NB	E (74.4)	D (41.9)	F (87.3)	D (43.5)	F (113.4)	D (44.2)	D (43.5)	C (30.8)
			SB	D (35.4)	E (63.7)	D (36.0)	E (74.0)	D (39.5)	F (89.1)	C (30.3)	D (38.6)
			Overall	**C (20.2)**	**B (16.3)**	**C (22.9)**	**B (17.8)**	**C (25.8)**	**B (19.8)**	**C [23.4]**	**B (19.4)**
7	3rd Street/"I" Street	Unsignalized	EB	A [8.2]	A [8.4]	A [8.3]	A [8.5]	A [8.8]	A [8.9]	A [8.8]	A [8.8]
			NB	B [10.3]	A [9.0]	B [10.5]	A [9.2]	B [11.3]	A [9.9]	B [11.3]	A [9.9]
			SB	A [8.5]	A [9.2]	A [8.6]	A [9.4]	A [9.0]	A [9.9]	A [9.0]	A [9.9]
8	2nd Street/"H" Street Site Access	Unsignalized	WB	NA	NA	NA	NA	B [11.6]	B [11.2]	B [11.6]	B [11.2]
			NB	NA	NA	NA	NA	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			SB	NA	NA	NA	NA	A [0/8]	A [2.8]	A [0:8]	A [2.8]

Notes: (1) Numbers in parentheses ( ) represents reserve capacity in vehicles per hour for signalized intersections.
Numbers in brackets [ ] represents average delays in seconds per vehicle for unsignalized intersections.

Table 5
Children's Museum
Trips Generated by Other Approved Developments

Trip Typ Land Us	Background Project	Development Program [4]	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
ITE Vehicle-Trips [1]									
Office	Station Place	1,590,000	S.F.	1,509	206	1,715	316	1,543	1,860
Office	GSA 830 1st Street NE	213,895	S.F.	303	41	345	54	264	318
Office	ATF New York/Florida	422,000	S.F.	522	71	593	94	458	551
	Subtotal			2,335	318	2,653	464	2,265	2,729
ITE Person-Trips [2]									
Office	Station Place	1,590,000	S.F.	1,660	226	1,887	348	1,698	2,046
Office	GSA 830 1st Street NE	213,985	S.F.	334	45	379	60	291	350
Office	ATF New York/Florida	422,000	S.F.	574	78	653	103	503	607
	Subtotal			2,568	350	2,918	510	2,492	3,002
Projected Vehicle Trips [3]									
Office	Station Place	1,590,000	S.F.	511	70	580	107	522	629
Office	GSA 830 1st Street NE	213,895	S.F.	103	14	117	18	89	108
Office	ATF New York/Florida	422,000	S.F.	177	24	201	32	155	187
Total Background Trips				**790**	**108**	**898**	**157**	**767**	**924**

Notes:
(1) Based on ITE, Trip Generation, 7th Edition, equations for general office (710).
(2) Assumptions:

	Office
Non-auto mode split:	0%
Average vehicle occupancy (persons per vehicle)	1.1

(3) Assumptions:

	Office
Non-auto mode split:	60%
Average vehicle occupancy (persons per vehicle)	1.3

(4) Source: District of Columbia Office of Planning

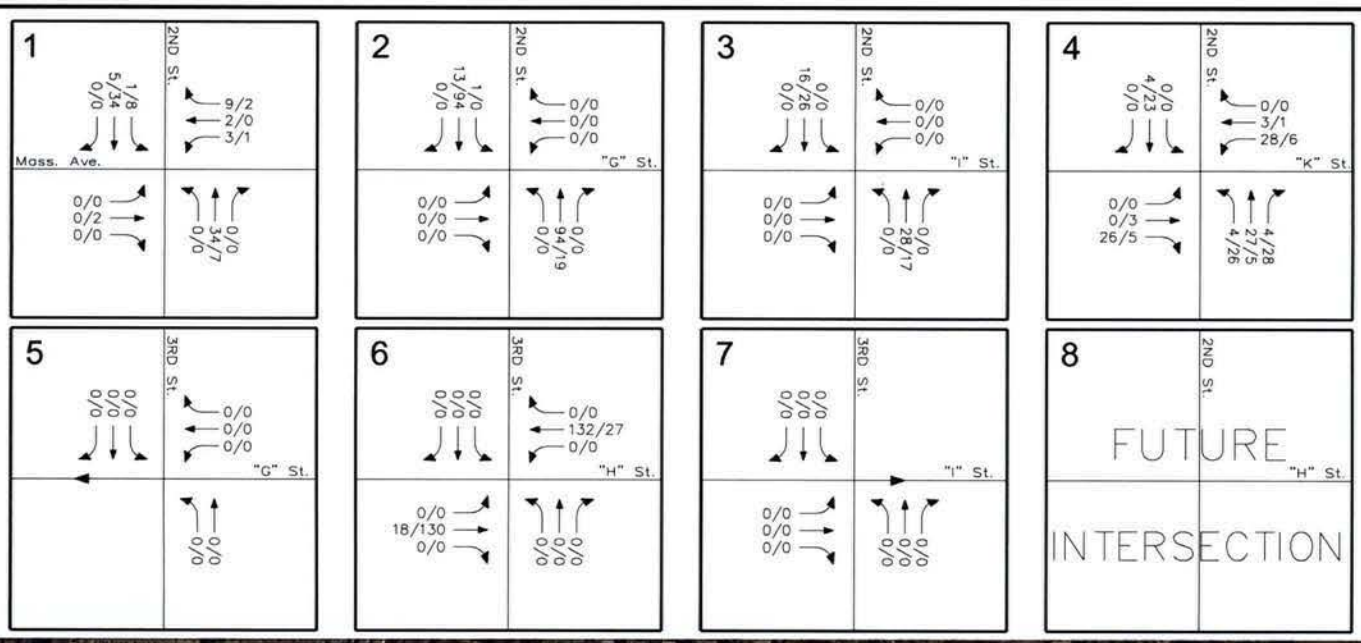




Figure 6
Other Development Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

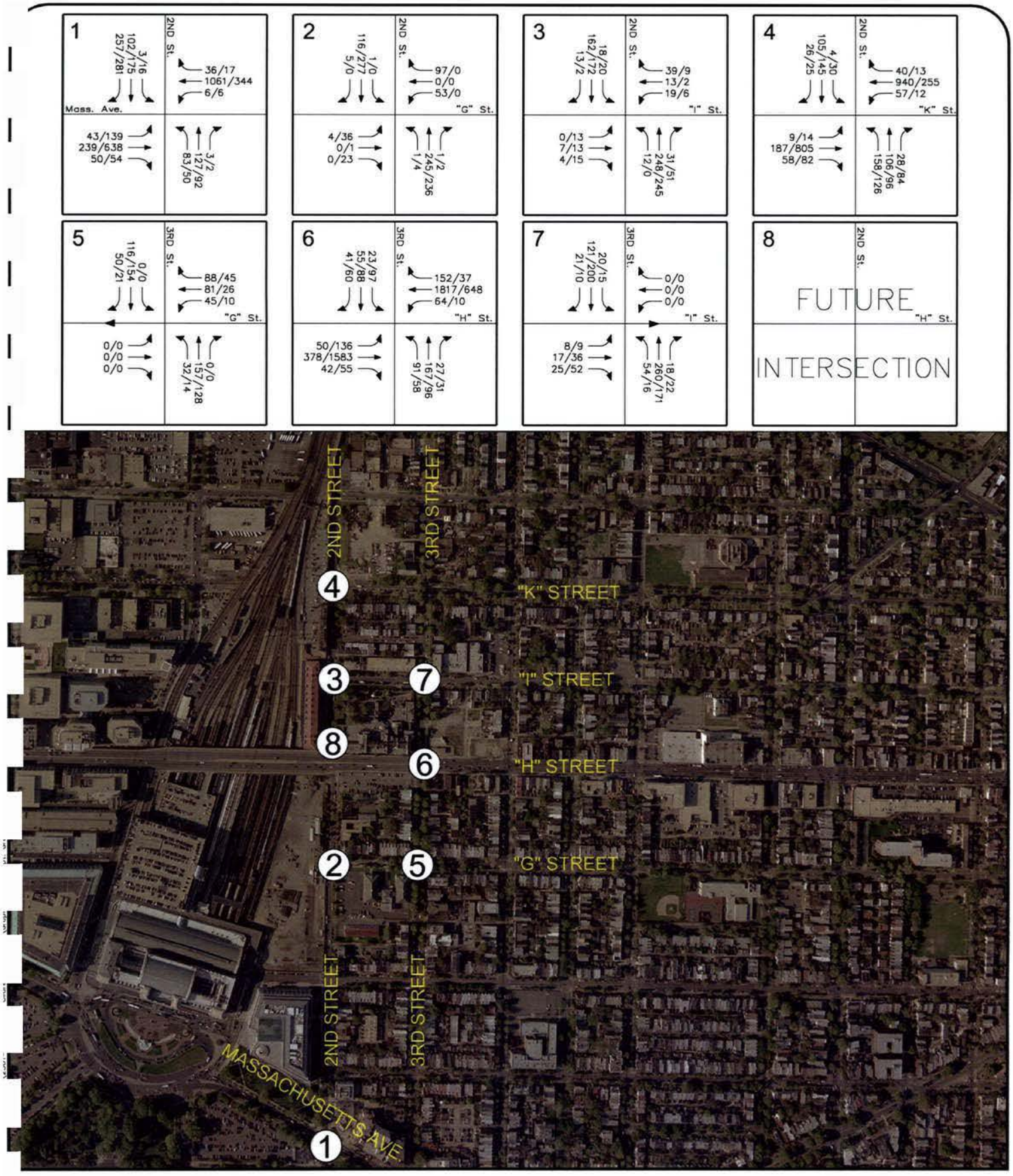


Figure 7
Background Peak Hour Vehicular Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

Table 6
Children's Museum
Site Trip Generation Analysis

	Use	ITE Code	Amount	Unit	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL
Vehicle Trips[1]	Condominium	230	500	DU	32	155	187	151	74	225
Person Trips[2]	Condominium	230	500	DU	41	198	239	193	95	288
Site Specific Vehicle Trips[3]	Condominium	230	500	DU	**23**	**109**	**131**	**106**	**52**	**158**

Note(s):

1. Traffic estimates based on Trip Generation, Seventh Edition, The Institute of Transportation Engineers.
2. Based on a non-auto mode split of 10% and an average auto occupancy of 1.15.
3. Based on a non-auto mode split of 29% and an average auto occupancy of 1.30.

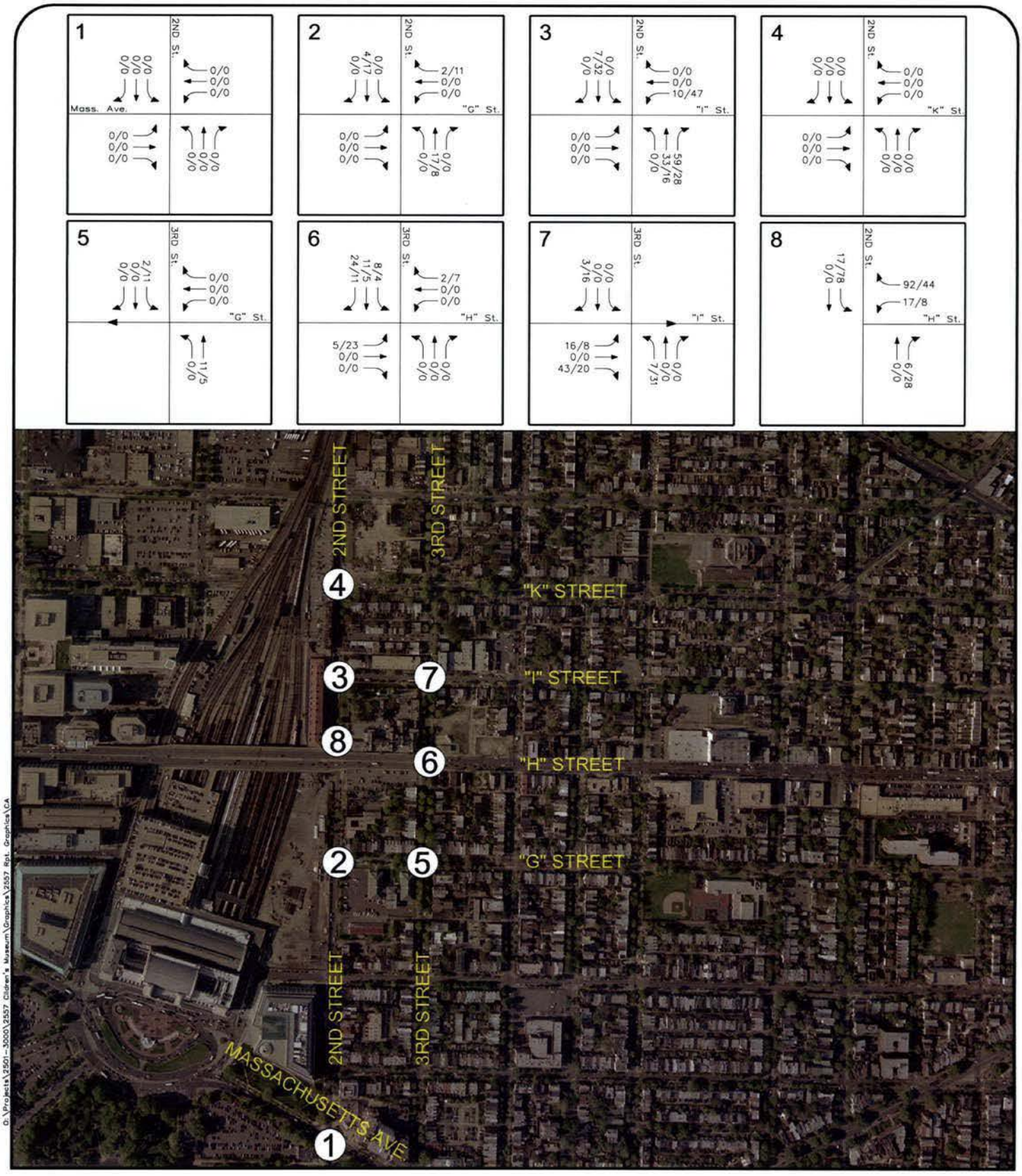


Figure 8
Site–Generated Traffic Assignments and Directional Distribution

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

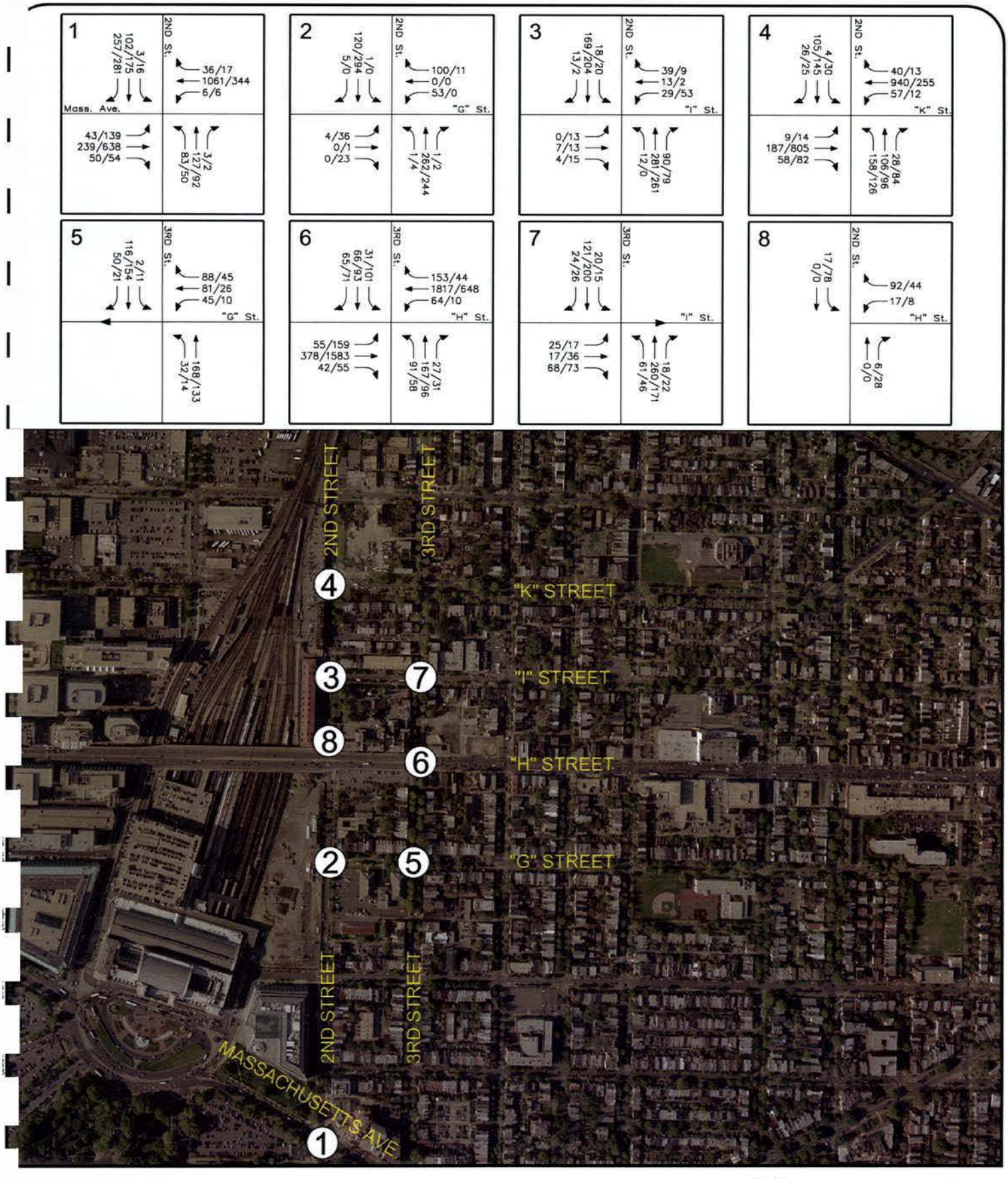


Figure 9
Total Future Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

CONCLUSIONS

The conclusions of this traffic impact study are as follows:

1. The Capital Children's Museum site is located within a connected network of local and arterial streets and is well served by Metrobus, Metrorail, AMTRAK, and commuter rail services.

2. All intersections in the study area currently operate at an overall acceptable level of service (LOS) "C" or better during both the AM and PM peak hours. Most (but not all) intersection approaches also operate at an acceptable LOS "D" or better.

3. Station Place, a new GSA building, and the new Alcohol, Tobacco, and Fire Arms (ATF) Building that currently are under construction would generate a total of 898 AM peak hour trips, and 924 PM peak hour trips, upon completion.

4. All intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours in 2007, with the additional traffic that will be generated by these pipeline projects and background traffic growth. Most (but not all) intersection approaches also would operate at an acceptable LOS "D" or better. Thee pipeline project traffic impacts could be fully mitigated by re-timing the traffic signals.

5. Abdo Development's plans to re-develop the CCM site would add another 131 AM to 158 PM new peak hour trips to the public street system upon project completion.

6. Re-development of the CCM site would have no significant impact on peak hour levels of service or delays at the seven (7) key off-site intersections in the study area. All intersections would operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours. Most (but not all) intersection approaches also would operate at an acceptable LOS "D" or better. All approaches to all intersections would operate at an acceptable LOS "D" or better by signal re-timing and optimization.

7. The proposed on- and off-site parking supply would adequately meet the minimum zoning parking requirements and prevailing parking demands in this neighborhood.

8. One (1) 55-foot-deep loading berth, one (1) 30-foot-deep loading berth, two (2) 20-foot-deep service/delivery loading spaces, and a loading platform in excess of 200 square feet exceed the D.C. minimum zoning requirement and more than adequately meet the project's needs.

Appendix A

Existing Traffic Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Children's Museum	DATE:	10/12/2004	SOUTHBOUND ROAD:	2nd Street	
W & A JOB NO.:	2557	DAY:	Tuesday	NORTHBOUND ROAD:	2nd Street	
INTERSECTION:	2nd Street & Massachusetts Avenue	WEATHER:	Clear	WESTBOUND ROAD:	Massachusetts Avenue	
LOCATION:	Washington,DC	COUNTED BY	Stuarts	EASTBOUND ROAD:	Massachusetts Avenue	
		INPUTED BY:	agan			

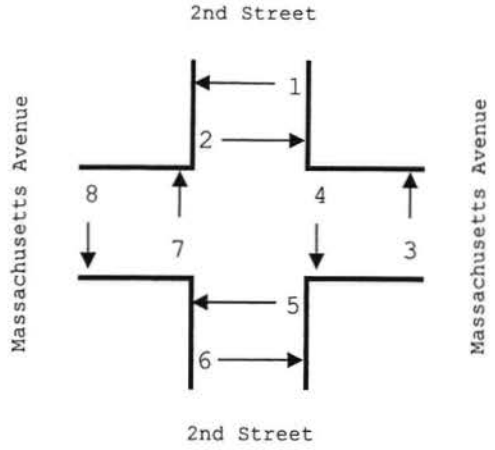
Time Period	Turning Movements																				Total	PHF	Time Period
	Southbound 2nd Street				Westbound Massachusetts Avenue				Northbound 2nd Street				Eastbound Massachusetts Avenue				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:30-6:45	14	7	1	22	5	147	3	155	0	12	18	30	9	27	9	45	52	200	252				6:30-6:45
6:45-7:00	14	3	1	18	5	161	2	168	0	10	17	27	6	17	8	31	45	199	244				6:45-7:00
7:00-7:15	20	12	0	32	12	197	0	209	0	17	18	35	10	30	23	63	67	272	339				7:00-7:15
7:15-7:30	26	15	2	43	14	226	1	241	0	22	32	54	5	35	14	54	97	295	392				7:15-7:30
7:30-7:45	39	20	1	60	7	256	1	264	0	19	29	48	8	33	12	53	108	317	425				7:30-7:45
7:45-8:00	48	29	2	79	5	279	1	285	1	22	28	51	10	44	16	70	130	355	485				7:45-8:00
8:00-8:15	71	12	0	83	8	268	1	277	0	24	16	40	13	62	7	82	123	359	482				8:00-8:15
8:15-8:30	65	21	0	86	6	228	0	234	0	24	16	40	12	59	8	79	126	313	439				8:15-8:30
8:30-8:45	62	31	0	93	7	238	1	246	2	19	19	40	13	63	10	86	133	332	465				8:30-8:45
8:45-9:00	64	28	1	93	2	190	0	192	1	34	30	65	15	66	16	97	158	289	447				8:45-9:00
9:00-9:15	41	23	2	66	7	199	0	206	1	23	15	39	10	66	19	95	105	301	406				9:00-9:15
9:15-9:30	49	16	1	66	12	168	2	182	0	15	19	34	11	56	12	79	100	261	361				9:15-9:30
3 Hour Totals	**513**	**217**	**11**	**741**	**90**	**2,557**	**12**	**2,659**	**5**	**241**	**257**	**503**	**122**	**558**	**154**	**834**	**1,244**	**3,493**	**4,737**				
1 Hour Totals																							
6:30-7:30	74	37	4	115	36	731	6	773	0	61	85	146	30	109	54	193	261	966	1,227	0.78			6:30-7:30
6:45-7:45	99	50	4	153	38	840	4	882	0	68	96	164	29	115	57	201	317	1,083	1,400	0.82			6:45-7:45
7:00-8:00	133	76	5	214	38	958	3	999	1	80	107	188	33	142	65	240	402	1,239	1,641	0.85			7:00-8:00
7:15-8:15	184	76	5	265	34	1,029	4	1,067	1	87	105	193	36	174	49	259	458	1,326	1,784	0.92			7:15-8:15
7:30-8:30	223	82	3	308	26	1,031	3	1,060	1	89	89	179	43	198	43	284	487	1,344	1,831	0.94			7:30-8:30
7:45-8:45	246	93	2	341	26	1,013	3	1,042	3	89	79	171	48	228	41	317	512	1,359	1,871	0.96			7:45-8:45
8:00-9:00	262	92	1	355	23	924	2	949	3	101	81	185	53	250	41	344	540	1,293	1,833	0.95			8:00-9:00
9:00-9:15	232	103	3	338	22	855	1	878	4	100	80	184	50	254	53	357	522	1,235	1,757	0.94			9:00-9:15
9:15-9:30	216	98	4	318	28	795	3	826	4	91	83	178	49	251	57	357	496	1,183	1,679	0.90			9:15-9:30
AM Peak 7:45-8:45	**246**	**93**	**2**	**341**	**26**	**1,013**	**3**	**1,042**	**3**	**89**	**79**	**171**	**48**	**228**	**41**	**317**	**512**	**1,359**	**1,871**	**0.96**			**AM Peak 7:45-8:45**
PM																							
4:00-4:15	16	24	4	44	4	73	1	78	0	18	10	28	13	152	16	181	72	259	331				4:00-4:15
4:15-4:30	36	28	4	68	5	84	1	90	0	12	11	23	20	130	16	166	91	256	347				4:15-4:30
4:30-4:45	55	27	0	82	5	85	1	91	0	17	12	29	18	172	34	224	111	315	426				4:30-4:45
4:45-5:00	34	39	3	76	5	83	0	88	0	16	18	34	20	165	36	221	110	309	419				4:45-5:00
5:00-5:15	28	28	2	58	5	58	0	63	1	19	12	32	19	112	39	170	90	233	323				5:00-5:15
5:15-5:30	42	43	3	88	3	100	0	103	2	20	18	40	9	111	20	140	128	243	371				5:15-5:30
5:30-5:45	61	39	0	100	4	92	0	96	0	16	10	26	14	158	34	206	126	302	428				5:30-5:45
5:45-6:00	61	21	3	85	4	81	0	85	1	22	15	38	15	130	26	171	123	256	379				5:45-6:00
6:00-6:15	82	35	3	120	2	70	5	77	0	16	10	26	15	147	40	202	146	279	425				6:00-6:15
6:15-6:30	65	40	2	107	5	86	0	91	1	27	13	41	8	173	33	214	148	305	453				6:15-6:30
6:30-6:45	37	15	3	55	6	88	1	95	3	8	23	34	15	129	25	169	89	264	353				6:30-6:45
6:45-7:00	37	16	1	54	2	74	1	77	0	14	19	33	16	104	26	146	87	223	310				6:45-7:00
3 Hour Totals	**554**	**355**	**28**	**937**	**50**	**974**	**10**	**1,034**	**8**	**205**	**171**	**384**	**182**	**1,683**	**345**	**2,210**	**1,321**	**3,244**	**4,565**				
1 Hour Totals																							
4:00-5:00	141	118	11	270	19	325	3	347	0	63	51	114	71	619	102	792	384	1,139	1,523	0.89			4:00-5:00
4:15-5:15	153	122	9	284	20	310	2	332	1	64	53	118	77	579	125	781	402	1,113	1,515	0.89			4:15-5:15
4:30-5:30	159	137	8	304	18	326	1	345	3	72	60	135	66	560	129	755	439	1,100	1,539	0.90			4:30-5:30
4:45-5:45	165	149	8	322	17	333	0	350	3	71	58	132	62	546	129	737	454	1,087	1,541	0.90			4:45-5:45
5:00-6:00	192	131	8	331	16	331	0	347	4	77	55	136	57	511	119	687	467	1,034	1,501	0.88			5:00-6:00
5:15-6:15	246	138	9	393	13	343	5	361	3	74	53	130	53	546	120	719	523	1,080	1,603	0.94			5:15-6:15
5:30-6:30	269	135	8	412	15	329	5	349	2	81	48	131	52	608	133	793	543	1,142	1,685	0.93			5:30-6:30
5:45-6:45	245	111	11	367	17	325	6	348	5	73	61	139	53	579	124	756	506	1,104	1,610	0.89			5:45-6:45
6:00-7:00	221	106	9	336	15	318	7	340	4	65	65	134	54	553	124	731	470	1,071	1,541	0.85			6:00-7:00
PM Peak 5:30-6:30	**269**	**135**	**8**	**412**	**15**	**329**	**5**	**349**	**2**	**81**	**48**	**131**	**52**	**608**	**133**	**793**	**543**	**1,142**	**1,685**	**0.93**			**PM Peak 5:30-6:30**

Wells & Associates, LLC
Fairfax, Virginia

Pedestrian Volume Survey

North

Project Name: Children's Museum
Project Number: 2557
Location: Washington, DC
Intersection: 2nd Street & Massachusetts Ave
Weather: Clear
Date: 10/12/2004
Surveyor: Stuarts



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45								
6:45-7:00	6	2					10	2
7:00-7:15	4	6			1	2	3	5
7:15-7:30	19	6	3	1	1		9	4
7:30-7:45	17	4			3		17	4
7:45-8:00	32	10	1	4	3	6	16	10
8:00-8:15	45	11	4	6	7	2	12	14
8:15-8:30	40	10	5	4			12	13
8:30-8:45	47	35		5			17	17
8:45-9:00	84	24	11	9	2	2	19	18
9:00-9:15	52	61	3	6		1	16	21
9:15-9:30	42	38	4	31	1	2	32	25
PM								
4:00-4:15	5	11	4		1	3	9	5
4:15-4:30	13	10	5	3	1		7	4
4:30-4:45	26	26	2	1	1	18	3	4
4:45-5:00	16	22	1	4		1	19	1
5:00-5:15	41	21	3		1	2	10	2
5:15-5:30	34	23	6	2	1	3	18	2
5:30-5:45	37	22	9	6			17	8
5:45-6:00	21	42	1	1	2	1	9	9
6:00-6:15	32	38		2		2	32	9
6:15-6:30	20	50	1	3		1	15	11
6:30-6:45	42	46			1	4	7	5
6:45-7:00	13	31			3	5	9	1

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

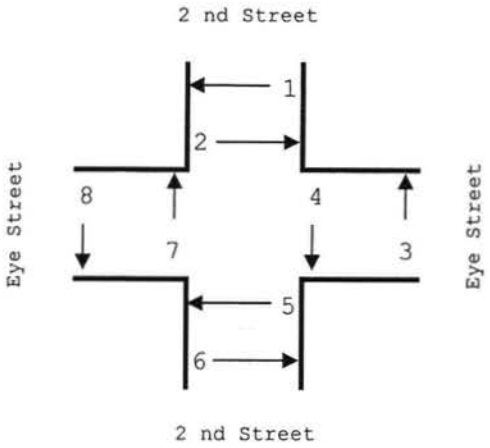
PROJECT:	Children's Museum	DATE:	10/12/2004	SOUTHBOUND ROAD:	2 nd Street	
W & A JOB NO.:	2557	DAY:	Tuesday	NORTHBOUND ROAD:	2 nd Street	
INTERSECTION:	2nd Street & Eye Street	WEATHER:	Clear	WESTBOUND ROAD:	Eye Street	
LOCATION:	Washington,DC	COUNTED BY	Joseph	EASTBOUND ROAD:	Eye Street	
		INPUTED BY:	agan			

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound 2 nd Street				Westbound Eye Street				Northbound 2 nd Street				Eastbound Eye Street								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	1	22	2	25	3	2	5	10	2	15	0	17	0	1	0	1	42	11	53		6:30-6:45
6:45-7:00	2	9	2	13	0	1	3	4	1	13	1	15	0	0	0	0	28	4	32		6:45-7:00
7:00-7:15	0	19	2	21	2	0	2	4	1	15	2	18	0	0	0	0	39	4	43		7:00-7:15
7:15-7:30	0	8	0	8	0	1	2	3	4	14	1	19	1	1	1	3	27	6	33		7:15-7:30
7:30-7:45	2	18	1	21	3	2	0	5	4	34	0	38	0	0	0	0	59	5	64		7:30-7:45
7:45-8:00	1	24	6	31	3	0	1	4	2	25	2	29	1	0	0	1	60	5	65		7:45-8:00
8:00-8:15	2	18	2	22	5	2	2	9	8	38	2	48	1	0	1	2	70	11	81		8:00-8:15
8:15-8:30	3	23	6	32	5	1	3	9	7	38	4	49	0	2	1	3	81	12	93		8:15-8:30
8:30-8:45	1	35	4	40	9	0	5	14	4	47	2	53	0	4	0	4	93	18	111		8:30-8:45
8:45-9:00	2	40	5	47	12	2	6	20	6	45	2	53	3	1	0	4	100	24	124		8:45-9:00
9:00-9:15	2	35	3	40	7	4	0	11	4	60	2	66	0	0	0	0	106	11	117		9:00-9:15
9:15-9:30	7	30	5	42	9	6	7	22	16	58	5	79	1	2	0	3	121	25	146		9:15-9:30
3 Hour Totals	**23**	**281**	**38**	**342**	**58**	**21**	**36**	**115**	**59**	**402**	**23**	**484**	**7**	**11**	**3**	**21**	**826**	**136**	**962**		
1 Hour Totals																					
6:30-7:30	3	58	6	67	5	4	12	21	8	57	4	69	1	2	1	4	136	25	161	0.76	6:30-7:30
6:45-7:45	4	54	5	63	5	4	7	16	10	76	4	90	1	1	1	3	153	19	172	0.67	6:45-7:45
7:00-8:00	3	69	9	81	8	3	5	16	11	88	5	104	2	1	1	4	185	20	205	0.79	7:00-8:00
7:15-8:15	5	68	9	82	11	5	5	21	18	111	5	134	3	1	2	6	216	27	243	0.75	7:15-8:15
7:30-8:30	8	83	15	106	16	5	6	27	21	135	8	164	2	2	2	6	270	33	303	0.81	7:30-8:30
7:45-8:45	7	100	18	125	22	3	11	36	21	148	10	179	2	6	2	10	304	46	350	0.79	7:45-8:45
8:00-9:00	8	116	17	141	31	5	16	52	25	168	10	203	4	7	2	13	344	65	409	0.82	8:00-9:00
9:00-9:15	8	133	18	159	33	7	14	54	21	190	10	221	3	7	1	11	380	65	445	0.90	9:00-9:15
9:15-9:30	12	140	17	169	37	12	18	67	30	210	11	251	4	7	0	11	420	78	498	0.85	9:15-9:30
AM Peak 9:15-9:30	**12**	**140**	**17**	**169**	**37**	**12**	**18**	**67**	**30**	**210**	**11**	**251**	**4**	**7**	**0**	**11**	**420**	**78**	**498**	**0.85**	**AM Peak 9:15-9:30**
PM																					
4:00-4:15	0	31	6	37	2	1	1	4	11	32	1	44	2	4	1	7	81	11	92		4:00-4:15
4:15-4:30	0	37	10	47	0	0	2	2	17	43	0	60	2	2	1	5	107	7	114		4:15-4:30
4:30-4:45	0	39	6	45	4	0	3	7	11	39	1	51	2	2	1	5	96	12	108		4:30-4:45
4:45-5:00	0	45	15	60	7	1	1	9	10	36	1	47	0	4	2	6	107	15	122		4:45-5:00
5:00-5:15	0	34	4	38	0	0	2	2	8	49	0	57	2	2	2	6	95	8	103		5:00-5:15
5:15-5:30	0	44	7	51	4	0	1	5	8	61	0	69	3	3	4	10	120	15	135		5:15-5:30
5:30-5:45	0	41	2	43	1	0	2	3	9	46	0	55	2	3	2	7	98	10	108		5:30-5:45
5:45-6:00	1	32	4	37	2	1	1	4	19	58	0	77	8	4	5	17	114	21	135		5:45-6:00
6:00-6:15	1	23	6	30	2	1	2	5	13	53	0	66	1	2	1	4	96	9	105		6:00-6:15
6:15-6:30	1	19	6	26	0	0	0	0	6	54	0	60	1	0	1	2	86	2	88		6:15-6:30
6:30-6:45	0	18	2	20	1	0	0	1	7	35	0	42	0	1	1	2	62	3	65		6:30-6:45
6:45-7:00	1	9	0	10	0	1	2	3	4	26	2	32	2	2	3	7	42	10	52		6:45-7:00
3 Hour Totals	**4**	**372**	**68**	**444**	**23**	**5**	**17**	**45**	**123**	**532**	**5**	**660**	**25**	**29**	**24**	**78**	**1,104**	**123**	**1,227**		
1 Hour Totals																					
4:00-5:00	0	152	37	189	13	2	7	22	49	150	3	202	6	12	5	23	391	45	436	0.89	4:00-5:00
4:15-5:15	0	155	35	190	11	1	8	20	46	167	2	215	6	10	6	22	405	42	447	0.92	4:15-5:15
4:30-5:30	0	162	32	194	15	1	7	23	37	185	2	224	7	11	9	27	418	50	468	0.87	4:30-5:30
4:45-5:45	0	164	28	192	12	1	6	19	35	192	1	228	7	12	10	29	420	48	468	0.87	4:45-5:45
5:00-6:00	1	151	17	169	7	1	6	14	44	214	0	258	15	12	13	40	427	54	481	0.89	5:00-6:00
5:15-6:15	2	140	19	161	9	2	6	17	49	218	0	267	14	12	12	38	428	55	483	0.89	5:15-6:15
5:30-6:30	3	115	18	136	5	2	5	12	47	211	0	258	12	9	9	30	394	42	436	0.81	5:30-6:30
5:45-6:45	3	92	18	113	5	2	3	10	45	200	0	245	10	7	8	25	358	35	393	0.73	5:45-6:45
6:00-7:00	3	69	14	86	3	2	4	9	30	168	2	200	4	5	6	15	286	24	310	0.74	6:00-7:00
PM Peak 5:15-6:15	**2**	**140**	**19**	**161**	**9**	**2**	**6**	**17**	**49**	**218**	**0**	**267**	**14**	**12**	**12**	**38**	**428**	**55**	**483**	**0.89**	**PM Peak 5:15-6:15**

Wells & Associates, LLC
Lean, Virginia

destrian Volume Survey

North



oject Name: Children's Museum

Project Number: 2557

cation: Washington, DC

Intersection: 2nd Street & Eye Street

ather: Clear

Date: 10/12/2004

veyor: Joseph

TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45				6	12		6	5
6:45-7:00	2	3	1	4		3	2	8
7:00-7:15	1	2		2	2	1		4
7:15-7:30	2	3		2	1		1	3
7:30-7:45	1	2		3	1			
7:45-8:00		2		1				6
8:00-8:15	1	3	3	4	2		3	
8:15-8:30	2	2	2	5	1	1		3
8:30-8:45	4	2	1	6	2	3	2	3
8:45-9:00	2	1		2		1	2	1
9:00-9:15	4	2	4	7	1		2	3
9:15-9:30	3	1		6	1	1	2	3
PM								
4:00-4:15	6	13	4	3	2	2	10	2
4:15-4:30	5	10	8	2	4	3	13	3
4:30-4:45		3	6	1	3	1	4	4
4:45-5:00	2	1	3			2		
5:00-5:15	3	2	4	2				1
5:15-5:30	2	1		2	1	2		
5:30-5:45	2			3	1		2	
5:45-6:00	7	2	3	2		1	1	1
6:00-6:15	3	1		3				
6:15-6:30	1		6	1			5	
6:30-6:45			5		2	1	3	
6:45-7:00	1	1		3			3	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Children's Museum	DATE:	10/12/2004	SOUTHBOUND ROAD:	2nd Street	
W & A JOB NO.:	2557	DAY:	Tuesday	NORTHBOUND ROAD:	2nd Street	
INTERSECTION:	K Street & 2nd Street	WEATHER:	Clear	WESTBOUND ROAD:	K Street	
LOCATION:	Washington,DC	COUNTED BY	Givanna & Dewana	EASTBOUND ROAD:	K Street	
		INPUTED BY:	agan			

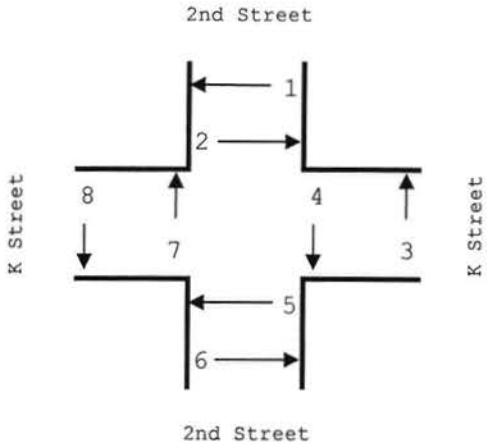
Time Period	Turning Movements																				Time Period
	Southbound 2nd Street				Westbound K Street				Northbound 2nd Street				Eastbound K Street				North & South	East & West	Total	PHF	
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	2	5	0	7	1	60	5	66	3	4	8	15	4	21	1	26	22	92	114		6:30-6:45
6:45-7:00	0	6	0	6	8	90	5	103	3	3	11	17	4	19	2	25	23	128	151		6:45-7:00
7:00-7:15	3	7	2	12	1	96	7	104	1	17	19	37	4	27	0	31	49	135	184		7:00-7:15
7:15-7:30	2	12	1	15	4	150	9	163	0	13	17	30	8	34	2	44	45	207	252		7:15-7:30
7:30-7:45	6	14	0	20	8	152	4	164	5	13	29	47	5	35	0	40	67	204	271		7:30-7:45
7:45-8:00	6	20	1	27	4	188	5	197	5	11	23	39	10	27	4	41	66	238	304		7:45-8:00
8:00-8:15	5	23	2	30	6	222	3	231	6	24	32	62	5	35	4	44	92	275	367		8:00-8:15
8:15-8:30	7	22	0	29	10	263	12	285	7	17	30	54	11	43	1	55	83	340	423		8:15-8:30
8:30-8:45	6	25	2	33	9	221	6	236	5	19	42	66	7	60	4	71	99	307	406		8:30-8:45
8:45-9:00	7	27	0	34	13	190	7	210	5	16	44	65	8	40	0	48	99	258	357		8:45-9:00
9:00-9:15	13	24	2	39	14	156	8	178	8	15	35	58	5	35	2	42	97	220	317		9:00-9:15
9:15-9:30	5	22	3	30	5	140	5	150	5	10	19	34	15	53	2	70	64	220	284		9:15-9:30
3 Hour Totals	**62**	**207**	**13**	**282**	**83**	**1,928**	**76**	**2,087**	**53**	**162**	**309**	**524**	**86**	**429**	**22**	**537**	**806**	**2,624**	**3,430**		
1 Hour Totals																					
6:30-7:30	7	30	3	40	14	396	26	436	7	37	55	99	20	101	5	126	139	562	701	0.70	6:30-7:30
6:45-7:45	11	39	3	53	21	488	25	534	9	46	76	131	21	115	4	140	184	674	858	0.79	6:45-7:45
7:00-8:00	17	53	4	74	17	586	25	628	11	54	88	153	27	123	6	156	227	784	1,011	0.83	7:00-8:00
7:15-8:15	19	69	4	92	22	712	21	755	16	61	101	178	28	131	10	169	270	924	1,194	0.81	7:15-8:15
7:30-8:30	24	79	3	106	28	825	24	877	23	65	114	202	31	140	9	180	308	1,057	1,365	0.81	7:30-8:30
7:45-8:45	24	90	5	119	29	894	26	949	23	71	127	221	33	165	13	211	340	1,160	1,500	0.89	7:45-8:45
8:00-9:00	25	97	4	126	38	896	28	962	23	76	148	247	31	178	9	218	373	1,180	1,553	0.92	8:00-9:00
9:00-9:15	33	98	4	135	46	830	33	909	25	67	151	243	31	178	7	216	378	1,125	1,503	0.89	9:00-9:15
9:15-9:30	31	98	7	136	41	707	26	774	23	60	140	223	35	188	8	231	359	1,005	1,364	0.84	9:15-9:30
AM Peak 8:00-9:00	**25**	**97**	**4**	**126**	**38**	**896**	**28**	**962**	**23**	**76**	**148**	**247**	**31**	**178**	**9**	**218**	**373**	**1,180**	**1,553**	**0.92**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	2	19	10	31	5	68	2	75	5	16	17	38	21	146	4	171	69	246	315		4:00-4:15
4:15-4:30	6	23	7	36	4	62	3	69	8	26	20	54	18	153	3	174	90	243	333		4:15-4:30
4:30-4:45	3	31	8	42	4	71	2	77	17	15	18	50	14	175	4	193	92	270	362		4:30-4:45
4:45-5:00	7	35	5	47	4	47	1	52	10	25	22	57	20	187	4	211	104	263	367		4:45-5:00
5:00-5:15	5	28	12	45	4	64	3	71	9	24	18	51	16	210	2	228	96	299	395		5:00-5:15
5:15-5:30	9	22	4	35	0	61	0	61	18	23	38	79	23	195	3	221	114	282	396		5:15-5:30
5:30-5:45	3	15	5	23	1	74	5	80	7	24	18	49	26	172	0	198	72	278	350		5:30-5:45
5:45-6:00	4	17	6	27	2	53	3	58	3	24	32	59	15	167	5	187	86	245	331		5:45-6:00
6:00-6:15	1	12	2	15	4	64	2	70	10	29	21	60	16	141	1	158	75	228	303		6:00-6:15
6:15-6:30	1	13	5	19	1	45	0	46	5	16	36	57	13	149	1	163	76	209	285		6:15-6:30
6:30-6:45	1	15	2	18	0	51	2	53	7	21	17	45	6	119	1	126	63	179	242		6:30-6:45
6:45-7:00	1	10	3	14	2	47	0	49	7	10	19	36	5	75	0	80	50	129	179		6:45-7:00
3 Hour Totals	**43**	**240**	**69**	**352**	**31**	**707**	**23**	**761**	**106**	**253**	**276**	**635**	**193**	**1,889**	**28**	**2,110**	**987**	**2,871**	**3,858**		
1 Hour Totals																					
4:00-5:00	18	108	30	156	17	248	8	273	40	82	77	199	73	661	15	749	355	1,022	1,377	0.94	4:00-5:00
4:15-5:15	21	117	32	170	16	244	9	269	44	90	78	212	68	725	13	806	382	1,075	1,457	0.92	4:15-5:15
4:30-5:30	24	116	29	169	12	243	6	261	54	87	96	237	73	767	13	853	406	1,114	1,520	0.96	4:30-5:30
4:45-5:45	24	100	26	150	9	246	9	264	44	96	96	236	85	764	9	858	386	1,122	1,508	0.95	4:45-5:45
5:00-6:00	21	82	27	130	7	252	11	270	37	95	106	238	80	744	10	834	368	1,104	1,472	0.93	5:00-6:00
5:15-6:15	17	66	17	100	7	252	10	269	38	100	109	247	80	675	9	764	347	1,033	1,380	0.87	5:15-6:15
5:30-6:30	9	57	18	84	8	236	10	254	25	93	107	225	70	629	7	706	309	960	1,269	0.91	5:30-6:30
5:45-6:45	7	57	15	79	7	213	7	227	25	90	106	221	50	576	8	634	300	861	1,161	0.88	5:45-6:45
6:00-7:00	4	50	12	66	7	207	4	218	29	76	93	198	40	484	3	527	264	745	1,009	0.83	6:00-7:00
PM Peak 4:30-5:30	**24**	**116**	**29**	**169**	**12**	**243**	**6**	**261**	**54**	**87**	**96**	**237**	**73**	**767**	**13**	**853**	**406**	**1,114**	**1,520**	**0.96**	**PM Peak 4:30-5:30**

Wells & Associates, LLC
Lean, Virginia

destrian Volume Survey

North

oject Name:	Children's Museum
oject Number:	2557
cation:	Washington, DC
ersection:	K Street & 2nd Street
ather:	Clear
e:	10/12/2004
veyor:	Givanna & Dewana



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45				2				
6:45-7:00	3				3			5
7:00-7:15	3				5		1	1
7:15-7:30	1				7		1	1
7:30-7:45	4			2	11	1		2
7:45-8:00	1		1	2	11	8		1
8:00-8:15	3		1	1	10	8		2
8:15-8:30	7	1	1		12	1		
8:30-8:45	8	1		1	15	8		
8:45-9:00	1	4		2	12	2	1	
9:00-9:15	3	5	1		8	9		3
9:15-9:30	2	2		1	16	6		2
PM								
4:00-4:15	5	4	1		3	9	3	
4:15-4:30	2	3	2		7	8	3	
4:30-4:45	2	3	10		1	11	2	
4:45-5:00	1	9	3	2	3	17	2	
5:00-5:15	1	4	4	1	4	16	2	1
5:15-5:30	2	6	1	2	3	8	1	1
5:30-5:45			2		2	10		1
5:45-6:00		4			7	9		
6:00-6:15	5	1	5			6	1	1
6:15-6:30	1		1		4	5	5	
6:30-6:45		1	2		1	7	5	
6:45-7:00	1	2			1	7	3	

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Children's Museum	DATE:	10/12/2004	SOUTHBOUND ROAD:	3 rd Street	
W & A JOB NO.:	2557	DAY:	Tuesday	NORTHBOUND ROAD:	3 rd Street	
INTERSECTION:	3rd Street & G Street	WEATHER:	Clear	WESTBOUND ROAD:	G Street	
LOCATION:	Washington,DC	COUNTED BY	Rus & Emir	EASTBOUND ROAD:	G Street	
		INPUTED BY:	agan			

Time Period	Turning Movements																				
	Southbound 3 rd Street				Westbound G Street				Northbound 3 rd Street				Eastbound G Street				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	3	7	0	10	1	1	4	6	0	8	2	10	0	0	0	0	20	6	26		6:30-6:45
6:45-7:00	2	9	0	11	3	4	2	9	0	15	2	17	0	0	0	0	28	9	37		6:45-7:00
7:00-7:15	3	12	0	15	6	7	0	13	0	12	2	14	0	0	0	0	29	13	42		7:00-7:15
7:15-7:30	3	14	0	17	10	5	3	18	0	22	3	25	0	0	0	0	42	18	60		7:15-7:30
7:30-7:45	2	17	0	19	12	12	6	30	0	17	6	23	0	0	0	0	42	30	72		7:30-7:45
7:45-8:00	5	12	0	17	17	9	5	31	0	31	8	39	0	0	0	0	56	31	87		7:45-8:00
8:00-8:15	8	28	0	36	18	14	13	45	0	40	5	45	0	0	0	0	81	45	126		8:00-8:15
8:15-8:30	9	26	0	35	23	17	13	53	0	30	6	36	0	0	0	0	71	53	124		8:15-8:30
8:30-8:45	19	33	0	52	21	26	9	56	0	43	9	52	0	0	0	0	104	56	160		8:30-8:45
8:45-9:00	12	24	0	36	22	20	8	50	0	37	11	48	0	0	0	0	84	50	134		8:45-9:00
9:00-9:15	15	29	0	44	19	16	9	44	0	29	3	32	0	0	0	0	76	44	120		9:00-9:15
9:15-9:30	11	39	0	50	13	16	6	35	0	26	3	29	0	0	0	0	79	35	114		9:15-9:30
3 Hour Totals	**92**	**250**	**0**	**342**	**165**	**147**	**78**	**390**	**0**	**310**	**60**	**370**	**0**	**0**	**0**	**0**	**712**	**390**	**1,102**		
1 Hour Totals																					
6:30-7:30	11	42	0	53	20	17	9	46	0	57	9	66	0	0	0	0	119	46	165	0.69	6:30-7:30
6:45-7:45	10	52	0	62	31	28	11	70	0	66	13	79	0	0	0	0	141	70	211	0.73	6:45-7:45
7:00-8:00	13	55	0	68	45	33	14	92	0	82	19	101	0	0	0	0	169	92	261	0.75	7:00-8:00
7:15-8:15	18	71	0	89	57	40	27	124	0	110	22	132	0	0	0	0	221	124	345	0.68	7:15-8:15
7:30-8:30	24	83	0	107	70	52	37	159	0	118	25	143	0	0	0	0	250	159	409	0.81	7:30-8:30
7:45-8:45	41	99	0	140	79	66	40	185	0	144	28	172	0	0	0	0	312	185	497	0.78	7:45-8:45
8:00-9:00	48	111	0	159	84	77	43	204	0	150	31	181	0	0	0	0	340	204	544	0.85	8:00-9:00
9:00-9:15	55	112	0	167	85	79	39	203	0	139	29	168	0	0	0	0	335	203	538	0.84	9:00-9:15
9:15-9:30	57	125	0	182	75	78	32	185	0	135	26	161	0	0	0	0	343	185	528	0.83	9:15-9:30
AM Peak 8:00-9:00	**48**	**111**	**0**	**159**	**84**	**77**	**43**	**204**	**0**	**150**	**31**	**181**	**0**	**0**	**0**	**0**	**340**	**204**	**544**	**0.85**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	12	14	0	26	13	4	1	18	0	16	0	16	0	0	0	0	42	18	60		4:00-4:15
4:15-4:30	5	19	0	24	13	6	4	23	0	24	4	28	0	0	0	0	52	23	75		4:15-4:30
4:30-4:45	3	19	0	22	9	5	0	14	0	34	1	35	0	0	0	0	57	14	71		4:30-4:45
4:45-5:00	4	29	0	33	7	2	2	11	0	28	4	32	0	0	0	0	65	11	76		4:45-5:00
5:00-5:15	4	44	0	48	12	10	2	24	0	35	3	38	0	0	0	0	86	24	110		5:00-5:15
5:15-5:30	4	37	0	41	13	7	5	25	0	24	3	27	0	0	0	0	68	25	93		5:15-5:30
5:30-5:45	8	37	0	45	11	6	1	18	0	35	3	38	0	0	0	0	83	18	101		5:30-5:45
5:45-6:00	2	15	0	17	6	6	2	14	0	30	3	33	0	0	0	0	50	14	64		5:45-6:00
6:00-6:15	1	26	0	27	9	3	2	14	0	35	2	37	0	0	0	0	64	14	78		6:00-6:15
6:15-6:30	3	17	0	20	8	4	2	14	0	37	1	38	0	0	0	0	58	14	72		6:15-6:30
6:30-6:45	0	9	0	9	9	3	0	12	0	27	1	28	0	0	0	0	37	12	49		6:30-6:45
6:45-7:00	2	12	0	14	9	5	1	15	0	24	2	26	0	0	0	0	40	15	55		6:45-7:00
3 Hour Totals	**48**	**278**	**0**	**326**	**119**	**61**	**22**	**202**	**0**	**349**	**27**	**376**	**0**	**0**	**0**	**0**	**702**	**202**	**904**		
1 Hour Totals																					
4:00-5:00	24	81	0	105	42	17	7	66	0	102	9	111	0	0	0	0	216	66	282	0.93	4:00-5:00
4:15-5:15	16	111	0	127	41	23	8	72	0	121	12	133	0	0	0	0	260	72	332	0.75	4:15-5:15
4:30-5:30	15	129	0	144	41	24	9	74	0	121	11	132	0	0	0	0	276	74	350	0.80	4:30-5:30
4:45-5:45	20	147	0	167	43	25	10	78	0	122	13	135	0	0	0	0	302	78	380	0.86	4:45-5:45
5:00-6:00	18	133	0	151	42	29	10	81	0	124	12	136	0	0	0	0	287	81	368	0.84	5:00-6:00
5:15-6:15	15	115	0	130	39	22	10	71	0	124	11	135	0	0	0	0	265	71	336	0.83	5:15-6:15
5:30-6:30	14	95	0	109	34	19	7	60	0	137	9	146	0	0	0	0	255	60	315	0.78	5:30-6:30
5:45-6:45	6	67	0	73	32	16	6	54	0	129	7	136	0	0	0	0	209	54	263	0.84	5:45-6:45
6:00-7:00	6	64	0	70	35	15	5	55	0	123	6	129	0	0	0	0	199	55	254	0.81	6:00-7:00
PM Peak 4:45-5:45	**20**	**147**	**0**	**167**	**43**	**25**	**10**	**78**	**0**	**122**	**13**	**135**	**0**	**0**	**0**	**0**	**302**	**78**	**380**	**0.86**	**PM Peak 4:45-5:45**

Wells & Associates, LLC
M ean, Virginia

P estrian Volume Survey

North

P ect Name: Children's Museum

Project Number: 2557

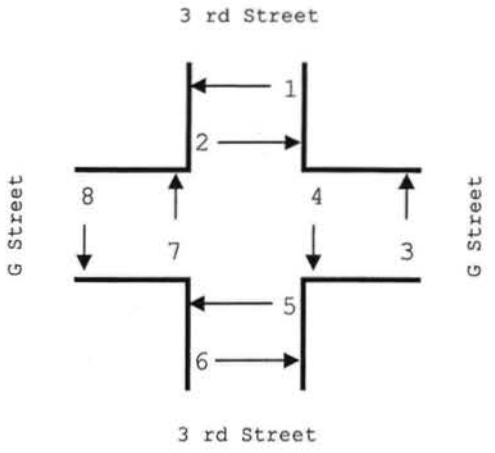
L tion: Washington, DC

Intersection: 3rd Street & G Street

W her: Clear

D t : 10/12/2004

S eyor: Rus & Emir



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45			1		2		2	1
6:45-7:00	2				1			3
7:00-7:15	1	1	1		4		1	
7:15-7:30	3		2		1			6
7:30-7:45	4	1	2	2	5	2	2	4
7:45-8:00	1	1	3	1	2		3	3
8:00-8:15	3	1	1	2	2	1	1	3
8:15-8:30	3	2	1	7	5	2	4	3
8:30-8:45	9	2	3	5	4	1	2	12
8:45-9:00		1		6	6	1	2	7
9:00-9:15	5	1	1	2	2		4	9
9:15-9:30	6		2	3	4	2	1	6
PM								
4:00-4:15		1	6	4	1		1	
4:15-4:30	1	9	2	2	1	1	9	3
4:30-4:45	1	1	1	2	1			1
4:45-5:00	5	4	1	2	3	3	1	3
5:00-5:15	1	3		3		1	1	4
5:15-5:30			6	1	1	6	6	4
5:30-5:45		2	7	4	1	1	3	1
5:45-6:00		3	5	4	5	2	3	3
6:00-6:15	1	1	9	3	4	2	1	8
6:15-6:30		4	1	4	3	1	2	4
6:30-6:45		1	2	2	1	3		1
6:45-7:00	1	3	1	2		1	1	4

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	Children's Museum	DATE:	10/12/2004	SOUTHBOUND ROAD:	3 rd Street	
W & A JOB NO.:	2557	DAY:	Tuesday	NORTHBOUND ROAD:	3 rd Street	
INTERSECTION:	3rd Street & H Street	WEATHER:	Clear	WESTBOUND ROAD:	H Street	
LOCATION:	Washington,DC	COUNTED BY	Bob & Boyd	EASTBOUND ROAD:	H Street	
		INPUTED BY:	agan			

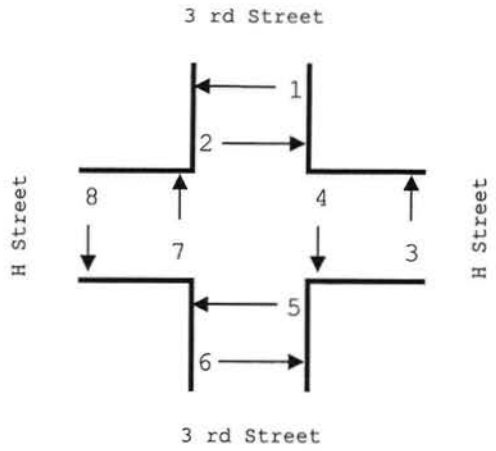
Time Period	Turning Movements																				Total	PHF	Time Period
	Southbound 3 rd Street				Westbound H Street				Northbound 3 rd Street				Eastbound H Street				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:30-6:45	8	6	0	14	8	257	4	269	2	9	7	18	1	35	7	43	32	312	344				6:30-6:45
6:45-7:00	6	2	2	10	10	322	3	335	3	10	9	22	4	56	7	67	32	402	434				6:45-7:00
7:00-7:15	7	3	4	14	9	343	6	358	3	8	9	20	5	51	8	64	34	422	456				7:00-7:15
7:15-7:30	11	6	1	18	19	373	8	400	5	14	17	36	3	78	8	89	54	489	543				7:15-7:30
7:30-7:45	6	9	4	19	18	457	4	479	2	12	14	28	3	46	6	55	47	534	581				7:30-7:45
7:45-8:00	4	15	3	22	31	409	6	446	2	17	27	46	2	90	12	104	68	550	618				7:45-8:00
8:00-8:15	8	11	7	26	36	435	14	485	7	36	28	71	8	93	10	111	97	596	693				8:00-8:15
8:15-8:30	14	9	3	26	37	412	13	462	5	54	13	72	12	67	9	88	98	550	648				8:15-8:30
8:30-8:45	8	16	6	30	31	394	22	447	9	33	21	63	12	86	12	110	93	557	650				8:30-8:45
8:45-9:00	9	17	6	32	41	371	12	424	5	37	25	67	8	98	17	123	99	547	646				8:45-9:00
9:00-9:15	13	21	2	36	37	333	15	385	6	25	30	61	7	77	14	98	97	483	580				9:00-9:15
9:15-9:30	12	21	10	43	16	304	14	334	10	21	27	58	11	113	11	135	101	469	570				9:15-9:30
3 Hour Totals	**106**	**136**	**48**	**290**	**293**	**4,410**	**121**	**4,824**	**59**	**276**	**227**	**562**	**76**	**890**	**121**	**1,087**	**852**	**5,911**	**6,763**				
1 Hour Totals																							
6:30-7:30	32	17	7	56	46	1,295	21	1,362	13	41	42	96	13	220	30	263	152	1,625	1,777	0.82			6:30-7:30
6:45-7:45	30	20	11	61	56	1,495	21	1,572	13	44	49	106	15	231	29	275	167	1,847	2,014	0.87			6:45-7:45
7:00-8:00	28	33	12	73	77	1,582	24	1,683	12	51	67	130	13	265	34	312	203	1,995	2,198	0.89			7:00-8:00
7:15-8:15	29	41	15	85	104	1,674	32	1,810	16	79	86	181	16	307	36	359	266	2,169	2,435	0.88			7:15-8:15
7:30-8:30	32	44	17	93	122	1,713	37	1,872	16	119	82	217	25	296	37	358	310	2,230	2,540	0.92			7:30-8:30
7:45-8:45	34	51	19	104	135	1,650	55	1,840	23	140	89	252	34	336	43	413	356	2,253	2,609	0.94			7:45-8:45
8:00-9:00	39	53	22	114	145	1,612	61	1,818	26	160	87	273	40	344	48	432	387	2,250	2,637	0.95			8:00-9:00
9:00-9:15	44	63	17	124	146	1,510	62	1,718	25	149	89	263	39	328	52	419	387	2,137	2,524	0.97			9:00-9:15
9:15-9:30	42	75	24	141	125	1,402	63	1,590	30	116	103	249	38	374	54	466	390	2,056	2,446	0.94			9:15-9:30
AM Peak 8:00-9:00	**39**	**53**	**22**	**114**	**145**	**1,612**	**61**	**1,818**	**26**	**160**	**87**	**273**	**40**	**344**	**48**	**432**	**387**	**2,250**	**2,637**	**0.95**			**AM Peak 8:00-9:00**
PM																							
4:00-4:15	15	13	18	46	10	128	4	142	3	17	15	35	13	283	12	308	81	450	531				4:00-4:15
4:15-4:30	12	13	25	50	9	126	5	140	3	24	16	43	8	270	20	298	93	438	531				4:15-4:30
4:30-4:45	19	15	22	56	11	158	1	170	10	22	11	43	9	326	25	360	99	530	629				4:30-4:45
4:45-5:00	14	21	27	62	7	143	3	153	6	20	13	39	16	331	16	363	101	516	617				4:45-5:00
5:00-5:15	14	20	20	54	5	153	2	160	9	22	17	48	17	347	37	401	102	561	663				5:00-5:15
5:15-5:30	10	28	24	62	12	140	4	156	5	28	14	47	11	386	25	422	109	578	687				5:15-5:30
5:30-5:45	13	17	11	41	10	123	6	139	9	18	14	41	18	301	18	337	82	476	558				5:30-5:45
5:45-6:00	18	12	8	38	5	113	1	119	7	16	15	38	4	335	11	350	76	469	545				5:45-6:00
6:00-6:15	10	12	14	36	9	91	2	102	14	21	22	57	9	300	11	320	93	422	515				6:00-6:15
6:15-6:30	4	7	17	28	5	110	2	117	5	26	20	51	10	277	13	300	79	417	496				6:15-6:30
6:30-6:45	4	7	8	19	6	119	2	127	6	20	15	41	4	261	8	273	60	400	460				6:30-6:45
6:45-7:00	8	4	9	21	7	103	0	110	11	17	12	40	10	217	6	233	61	343	404				6:45-7:00
3 Hour Totals	**141**	**169**	**203**	**513**	**96**	**1,507**	**32**	**1,635**	**88**	**251**	**184**	**523**	**129**	**3,634**	**202**	**3,965**	**1,036**	**5,600**	**6,636**				
1 Hour Totals																							
4:00-5:00	60	62	92	214	37	555	13	605	22	83	55	160	46	1,210	73	1,329	374	1,934	2,308	0.92			4:00-5:00
4:15-5:15	59	69	94	222	32	580	11	623	28	88	57	173	50	1,274	98	1,422	395	2,045	2,440	0.92			4:15-5:15
4:30-5:30	57	84	93	234	35	594	10	639	30	92	55	177	53	1,390	103	1,546	411	2,185	2,596	0.94			4:30-5:30
4:45-5:45	51	86	82	219	34	559	15	608	29	88	58	175	62	1,365	96	1,523	394	2,131	2,525	0.92			4:45-5:45
5:00-6:00	55	77	63	195	32	529	13	574	30	84	60	174	50	1,369	91	1,510	369	2,084	2,453	0.89			5:00-6:00
5:15-6:15	51	69	57	177	36	467	13	516	35	83	65	183	42	1,322	65	1,429	360	1,945	2,305	0.84			5:15-6:15
5:30-6:30	45	48	50	143	29	437	11	477	35	81	71	187	41	1,213	53	1,307	330	1,784	2,114	0.95			5:30-6:30
5:45-6:45	36	38	47	121	25	433	7	465	32	83	72	187	27	1,173	43	1,243	308	1,708	2,016	0.92			5:45-6:45
6:00-7:00	26	30	48	104	27	423	6	456	36	84	69	189	33	1,055	38	1,126	293	1,582	1,875	0.91			6:00-7:00
PM Peak 4:30-5:30	**57**	**84**	**93**	**234**	**35**	**594**	**10**	**639**	**30**	**92**	**55**	**177**	**53**	**1,390**	**103**	**1,546**	**411**	**2,185**	**2,596**	**0.94**			**PM Peak 4:30-5:30**

Wells & Associates, LLC
Mclean, Virginia

Pedestrian Volume Survey

North

Project Name: Children's Museum
Project Number: 2557
Location: Washington, DC
Intersection: 3rd Street & H Street
Weather: Clear
Date: 10/12/2004
Surveyor: Bob & Boyd



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45								
6:45-7:00	1		2					
7:00-7:15	2	1	5		1	3	2	
7:15-7:30		2				2		
7:30-7:45			1	5		2	1	2
7:45-8:00	2	2	5			3	1	
8:00-8:15	3	1	2			2	2	3
8:15-8:30	2	4	1	8	2		3	3
8:30-8:45	1	8	4	3	3	1	6	1
8:45-9:00	3	3	2	4	1	1	2	3
9:00-9:15	2	4	1	2		1	1	4
9:15-9:30								
PM								
4:00-4:15	4	3	1		5	3	3	3
4:15-4:30	1			2	3	1	2	1
4:30-4:45	1	2	1	2	5	7	6	1
4:45-5:00	4			3	5	1	1	3
5:00-5:15	3	5	3	4	1	3	2	8
5:15-5:30	3		6	3	5	2	2	1
5:30-5:45	2	4	1	3	5	6	1	4
5:45-6:00	2		3	1	2	6		1
6:00-6:15	1	3	2	4	4	1	1	1
6:15-6:30	2	1			1	1	2	1
6:30-6:45	1	1	1	1	4	3	3	2
6:45-7:00			2	2				

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Children's Museum
W & A JOB NO.: 2557
INTERSECTION: 3rd Street & Eye Street
LOCATION: Washington,DC

DATE: 10/12/2004
DAY: Tuesday
WEATHER: Clear
COUNTED BY Dusan & Mina
INPUTED BY: agan

SOUTHBOUND ROAD: 3 rd Street
NORTHBOUND ROAD: 3 rd Street
WESTBOUND ROAD: Eye Street
EASTBOUND ROAD: Eye Street

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 3 rd Street				Westbound Eye Street				Northbound 3 rd Street				Eastbound Eye Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	12	2	14	0	0	0	0	4	11	2	17	1	0	1	2	31	2	33		6:30-6:45
6:45-7:00	1	11	1	13	0	0	0	0	1	23	1	25	3	3	0	6	38	6	44		6:45-7:00
7:00-7:15	2	15	1	18	0	0	0	0	0	19	3	22	3	1	0	4	40	4	44		7:00-7:15
7:15-7:30	0	18	2	20	0	0	0	0	5	32	5	42	1	3	2	6	62	6	68		7:15-7:30
7:30-7:45	2	15	1	18	0	0	0	0	2	30	7	39	3	3	1	7	57	7	64		7:30-7:45
7:45-8:00	1	20	1	22	0	0	0	0	3	60	7	70	4	5	1	10	92	10	102		7:45-8:00
8:00-8:15	4	21	1	26	0	0	0	0	6	63	10	79	5	4	5	14	105	14	119		8:00-8:15
8:15-8:30	5	24	4	33	0	0	0	0	4	62	14	80	5	3	2	10	113	10	123		8:15-8:30
8:30-8:45	3	26	3	32	0	0	0	0	5	62	10	77	4	4	0	8	109	8	117		8:30-8:45
8:45-9:00	7	31	2	40	0	0	0	0	5	70	12	87	7	7	3	17	127	17	144		8:45-9:00
9:00-9:15	5	35	10	50	0	0	0	0	3	55	16	74	8	2	3	13	124	13	137		9:00-9:15
9:15-9:30	4	31	2	37	0	0	0	0	5	33	7	45	12	5	5	22	82	22	104		9:15-9:30
3 Hour Totals	**34**	**259**	**30**	**323**	**0**	**0**	**0**	**0**	**43**	**520**	**94**	**657**	**56**	**40**	**23**	**119**	**980**	**119**	**1,099**		
1 Hour Totals																					
6:30-7:30	3	56	6	65	0	0	0	0	10	85	11	106	8	7	3	18	171	18	189	0.69	6:30-7:30
6:45-7:45	5	59	5	69	0	0	0	0	8	104	16	128	10	10	3	23	197	23	220	0.81	6:45-7:45
7:00-8:00	5	68	5	78	0	0	0	0	10	141	22	173	11	12	4	27	251	27	278	0.68	7:00-8:00
7:15-8:15	7	74	5	86	0	0	0	0	16	185	29	230	13	15	9	37	316	37	353	0.74	7:15-8:15
7:30-8:30	12	80	7	99	0	0	0	0	15	215	38	268	17	15	9	41	367	41	408	0.83	7:30-8:30
7:45-8:45	13	91	9	113	0	0	0	0	18	247	41	306	18	16	8	42	419	42	461	0.94	7:45-8:45
8:00-9:00	19	102	10	131	0	0	0	0	20	257	46	323	21	18	10	49	454	49	503	0.87	8:00-9:00
9:00-9:15	20	116	19	155	0	0	0	0	17	249	52	318	24	16	8	48	473	48	521	0.90	9:00-9:15
9:15-9:30	19	123	17	159	0	0	0	0	18	220	45	283	31	18	11	60	442	60	502	0.87	9:15-9:30
AM Peak 9:00-9:15	**20**	**116**	**19**	**155**	**0**	**0**	**0**	**0**	**17**	**249**	**52**	**318**	**24**	**16**	**8**	**48**	**473**	**48**	**521**	**0.90**	**AM Peak 9:00-9:15**
PM																					
4:00-4:15	2	37	1	40	0	0	0	0	4	34	1	39	14	10	1	25	79	25	104		4:00-4:15
4:15-4:30	2	40	2	44	0	0	0	0	1	38	2	41	11	16	4	31	85	31	116		4:15-4:30
4:30-4:45	5	41	2	48	0	0	0	0	5	43	5	53	16	7	1	24	101	24	125		4:30-4:45
4:45-5:00	3	44	2	49	0	0	0	0	2	32	5	39	15	11	2	28	88	28	116		4:45-5:00
5:00-5:15	2	54	5	61	0	0	0	0	10	42	1	53	8	8	5	21	114	21	135		5:00-5:15
5:15-5:30	0	52	5	57	0	0	0	0	4	47	4	55	11	8	1	20	112	20	132		5:15-5:30
5:30-5:45	0	34	2	36	0	0	0	0	6	41	1	48	7	9	0	16	84	16	100		5:30-5:45
5:45-6:00	2	28	3	33	0	0	0	0	3	23	1	27	14	8	6	28	60	28	88		5:45-6:00
6:00-6:15	2	29	1	32	0	0	0	0	0	36	1	37	8	10	4	22	69	22	91		6:00-6:15
6:15-6:30	1	20	3	24	0	0	0	0	5	30	0	35	11	4	0	15	59	15	74		6:15-6:30
6:30-6:45	0	16	2	18	0	0	0	0	1	27	1	29	5	4	0	9	47	9	56		6:30-6:45
6:45-7:00	4	17	2	23	0	0	0	0	2	26	0	28	5	3	0	8	51	8	59		6:45-7:00
3 Hour Totals	**23**	**412**	**30**	**465**	**0**	**0**	**0**	**0**	**43**	**419**	**22**	**484**	**125**	**98**	**24**	**247**	**949**	**247**	**1,196**		
1 Hour Totals																					
4:00-5:00	12	162	7	181	0	0	0	0	12	147	13	172	56	44	8	108	353	108	461	0.92	4:00-5:00
4:15-5:15	12	179	11	202	0	0	0	0	18	155	13	186	50	42	12	104	388	104	492	0.91	4:15-5:15
4:30-5:30	10	191	14	215	0	0	0	0	21	164	15	200	50	34	9	93	415	93	508	0.94	4:30-5:30
4:45-5:45	5	184	14	203	0	0	0	0	22	162	11	195	41	36	8	85	398	85	483	0.89	4:45-5:45
5:00-6:00	4	168	15	187	0	0	0	0	23	153	7	183	40	33	12	85	370	85	455	0.84	5:00-6:00
5:15-6:15	4	143	11	158	0	0	0	0	13	147	7	167	40	35	11	86	325	86	411	0.78	5:15-6:15
5:30-6:30	5	111	9	125	0	0	0	0	14	130	3	147	40	31	10	81	272	81	353	0.88	5:30-6:30
5:45-6:45	5	93	9	107	0	0	0	0	9	116	3	128	38	26	10	74	235	74	309	0.85	5:45-6:45
6:00-7:00	7	82	8	97	0	0	0	0	8	119	2	129	29	21	4	54	226	54	280	0.77	6:00-7:00
PM Peak 4:30-5:30	**10**	**191**	**14**	**215**	**0**	**0**	**0**	**0**	**21**	**164**	**15**	**200**	**50**	**34**	**9**	**93**	**415**	**93**	**508**	**0.94**	**PM Peak 4:30-5:30**

Wells & Associates, LLC
N ean, Virginia

I iestrian Volume Survey

North

F ject Name: Children's Museum

Project Number: 2557

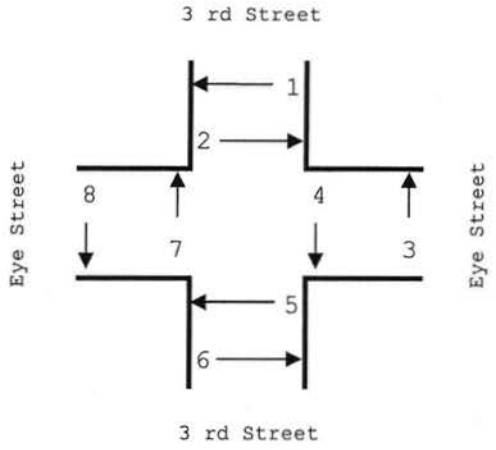
I ation: Washington, DC

Intersection: 3rd Street & Eye Street

W ther: Clear

Date: 10/12/2004

S veyor: Dusan & Mina



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45								
6:45-7:00					1	1		
7:00-7:15	1				1	2		
7:15-7:30		1	1	2	3			
7:30-7:45	5	1	3	2	1			
7:45-8:00	2	3	4	2	2	1	2	
8:00-8:15	5	4	1	1	6			
8:15-8:30	3	3	5	1		5	2	
8:30-8:45	1	3	5		2	1	1	4
8:45-9:00	7	5	4		2	1	4	5
9:00-9:15	4	10	5	1			3	1
9:15-9:30	5	7	4	1	3			3
PM								
4:00-4:15	1	2	7	6	2	1	1	2
4:15-4:30	2	3	2	1	4	2	1	1
4:30-4:45			5	9	3	7	1	1
4:45-5:00	1		3	7	3	3	1	2
5:00-5:15			3	1				4
5:15-5:30	2	1	1	8	6	3	3	1
5:30-5:45	2	2	3	8	7	1		2
5:45-6:00	5			2	8	1	1	2
6:00-6:15	2			4	3	5		
6:15-6:30		2	3	1		3	3	1
6:30-6:45						2	3	2
6:45-7:00			1	2		4	1	2