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APPENDIX A

Scoping Agreement

ZONING COMMISSION
District of Columbia

CASE NO. 06-15

EXHIBIT NO. 25

ZONING COMMISSION
District of Columbia
CASE NO.06-15
EXHIBIT NO.25A1

WELLS & ASSOCIATES, LLC

TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEETING MINUTES

ATTENDEES: Ms. Sharlene Reed – DDOT
Mr. Derrick Hardy - DDOT
Ms. Gloria Bosse-Kouabo – DDOT
Mr. Maurice Walters – Torti Gallas and Partners
Ms. Raquel Raimundez-Spellacy – Torti Gallas and Partners
Ms. Jami Milanovich – Wells & Associates

DATE: February 7, 2006

MEETING DATE: January 20, 2006

LOCATION: DDOT – 2000 14th Street, NW, Washington, D.C.

SUBJECT: Abdo Development's proposed PUD on New York Avenue

The following is a summary of the discussions held at the above referenced meeting:

Overview of the proposed development –

- The existing site is generally bounded by New York Avenue on the north, Montana Avenue on the west, and Bladensburg Road on the east. However, the existing school and Kentucky Fried Chicken are not part of the site.
- A PUD application would be submitted for the site.
- The proposed FAR is 6.0. Current plans show approximately 3,000± high-rise condominium/apartment units and approximately 150,000± SF of retail, including a proposed 65,000± grocery store.
- Parking is proposed below grade for both retail and residential components.
- The proposed buildings are setback 55 feet from the existing curbline along New York Avenue in order to accommodate proposed improvements to the New York Avenue/Bladensburg Road intersection. It is anticipated that this setback would allow for two additional travel lanes, a parking lane, streetscape and sidewalk.

Vehicular Access –

- Vehicular access is proposed via New York Avenue (service drive), Bladensburg Road, and Montana Avenue. DDOT would prefer access on Bladensburg Road to be right-in/right-out due to excessive speeds on Bladensburg Road.

- Ingress for trucks is proposed via Montana Avenue. DDOT indicated that truck egress on New York Avenue is preferable to truck egress on Bladensburg Road.
- DDOT noted that, with the introduction of the service drive along the site frontage, free right turns from Montana Avenue on to New York Avenue will need to be closely looked at in the traffic study.
- DDOT also noted that the egress from the service road onto New York Avenue will need to be looked at closely in the traffic study.

Public Transportation –

- DDOT indicated that public transportation is sparse in the study area.
- Possible shuttle bus service to Rhode Island Metro Station may be a solution.

Study Parameters –

- The study area should consist of the following intersections:
 - i. New York Avenue/Bladensburg Road
 - ii. New York Avenue/Montana Avenue/West Virginia Avenue
 - iii. New York Avenue/16th Street
 - iv. Bladensburg Road/Montana Avenue
 - v. Bladensburg Road/Queens Chapel Road
 - vi. West Virginia Avenue/Mount Olivet Road
- DDOT indicated that where available, traffic counts conducted as part of the New York Avenue Corridor Study could be used.
- IPMA recently completed a Bladensburg Road Safety Study. Contact Carolyn Pollock to determine if additional traffic counts are available.
- Traffic counts taken from other studies should be factored by two percent per year to bring them to current day volumes.
- DDOT indicated that there is currently an office building proposed as a matter-of-right on the west side of Montana Avenue in the vicinity of the subject site. Future traffic forecasts should include traffic generated by the proposed office building. Contact Deborah Crane for additional information.
- A cut-through problem currently exists in the residential neighborhood bounded by 24th Street, 22nd Street, R Street, and T Street. DDOT has requested that the traffic study comment on this issue.
- DDOT has requested comments on the overall condition of the roadways within the study area, including pavement condition, drainage issues, etc.
- Pedestrian crossings should be considered and commented on, particularly across Bladensburg Road.

Miscellaneous –

- A new traffic signal has been installed at the intersection of Bladensburg Road and R Street.
- The Department of Public Works is increasing its fleet capacity at its facility on West Virginia Avenue.
- The Metropolitan Police Department, 5th District is located near the intersection of Bladensburg Road/Montana Avenue.
- DDOT stressed that Montana Avenue is underutilized; therefore, on-street parking on Montana Avenue could be more easily facilitated than on Bladensburg Road.

I believe these minutes to accurately represent the discussions held at the subject meeting. Please notify me at 724.933.9010 or jlmilanovich@mjwells.com within ten business days of any corrections; otherwise, these minutes will stand approved as written.

Respectfully submitted,



Jami L. Milanovich, P.E.
Senior Associate

Distribution: All attendees
Eric Price, Abdo Development
Joe Mensch, Wiles Mensch

APPENDIX B

Traffic Counts

8:00 AM - 9:00 AM
4:45 PM - 5:45 PM

Wells & Associates, LLC

McLean, Virginia

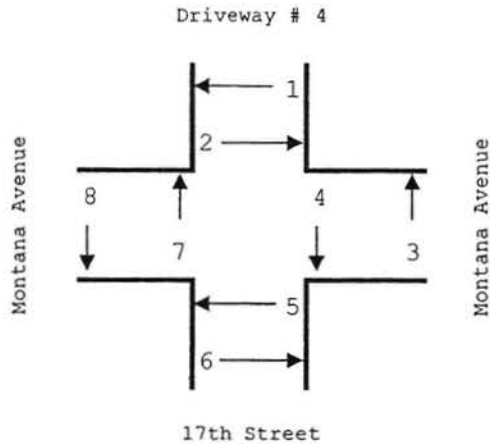
Existing Traffic Count

PROJECT: Abdo		DATE: 1/31/2006		SOUTHBOUND ROAD: Driveway # 4																	
W & A JOB NO.: 3011		DAY: Tuesday		NORTHBOUND ROAD: 17th Street																	
INTERSECTION: Montana Ave & 17th Street		WEATHER: Clear		WESTBOUND ROAD: Montana Avenue																	
LOCATION: Washington, DC		COUNTED BY: Belen		EASTBOUND ROAD: Montana Avenue																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Driveway # 4				Westbound Montana Avenue				Northbound 17th Street				Eastbound Montana 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																					
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6:00-6:15
6:15-6:30	0	0	0	0	1	23	31	55	3	0	0	3	0	18	0	18	3	73	76		6:15-6:30
6:30-6:45	0	0	1	1	1	23	37	61	2	0	0	2	1	15	0	16	3	77	80		6:30-6:45
6:45-7:00	0	0	0	0	0	37	46	83	7	0	0	7	1	10	1	12	7	95	102		6:45-7:00
7:00-7:15	0	0	0	0	2	24	36	62	5	0	0	5	0	17	0	17	5	79	84		7:00-7:15
7:15-7:30	0	0	1	1	0	31	28	59	5	0	0	5	5	15	0	20	6	79	85		7:15-7:30
7:30-7:45	0	0	0	0	0	36	19	55	7	0	1	8	1	13	0	14	8	69	77		7:30-7:45
7:45-8:00	0	0	0	0	2	46	40	88	9	0	0	9	1	25	2	28	9	116	125		7:45-8:00
8:00-8:15	0	0	0	0	1	63	45	109	5	0	0	5	1	26	0	27	5	136	141		8:00-8:15
8:15-8:30	0	0	0	0	0	46	48	94	5	0	1	6	3	21	0	24	6	118	124		8:15-8:30
8:30-8:45	0	0	0	0	0	51	64	115	13	1	2	16	5	23	2	30	16	145	161		8:30-8:45
8:45-9:00	0	0	0	0	1	41	53	95	9	0	0	9	2	35	0	37	9	132	141		8:45-9:00
3 Hour Totals	0	0	2	2	8	421	447	876	70	1	4	75	20	218	5	243	77	1,119	1,196		
1 Hour Totals																					
6:00-7:00	0	0	1	1	2	83	114	199	12	0	0	12	2	43	1	46	13	245	258	0.63	6:00-7:00
6:15-7:15	0	0	1	1	4	107	150	261	17	0	0	17	2	60	1	63	18	324	342	0.84	6:15-7:15
6:30-7:30	0	0	2	2	3	115	147	265	19	0	0	19	7	57	1	65	21	330	351	0.86	6:30-7:30
6:45-7:45	0	0	1	1	2	128	129	259	24	0	1	25	7	55	1	63	26	322	348	0.85	6:45-7:45
7:00-8:00	0	0	1	1	4	137	123	264	26	0	1	27	7	70	2	79	28	343	371	0.74	7:00-8:00
7:15-8:15	0	0	1	1	3	176	132	311	26	0	1	27	8	79	2	89	28	400	428	0.76	7:15-8:15
7:30-8:30	0	0	0	0	3	191	152	346	26	0	2	28	6	85	2	93	28	439	467	0.83	7:30-8:30
7:45-8:45	0	0	0	0	3	206	197	406	32	1	3	36	10	95	4	109	36	515	551	0.86	7:45-8:45
8:00-9:00	0	0	0	0	2	201	210	413	32	1	3	36	11	105	2	118	36	531	567	0.88	8:00-9:00
AM Peak 8:00-9:00	0	0	0	0	2	201	210	413	32	1	3	36	11	105	2	118	36	531	567	0.88	AM Peak 8:00-9:00
PM																					
4:00-4:15	0	0	0	0	2	40	18	60	9	0	3	12	0	45	0	45	12	105	117		4:00-4:15
4:15-4:30	0	1	0	1	0	35	13	48	8	0	1	9	2	44	0	46	10	94	104		4:15-4:30
4:30-4:45	0	0	0	0	0	38	11	49	6	0	1	7	2	39	0	41	7	90	97		4:30-4:45
4:45-5:00	1	0	0	1	1	44	13	58	11	0	0	11	3	28	0	31	12	89	101		4:45-5:00
5:00-5:15	0	0	0	0	0	44	5	49	2	0	4	6	1	43	0	44	6	93	99		5:00-5:15
5:15-5:30	0	0	0	0	0	51	11	62	8	1	3	12	2	35	0	37	12	99	111		5:15-5:30
5:30-5:45	0	0	0	0	0	60	7	67	9	0	4	13	2	52	0	54	13	121	134		5:30-5:45
5:45-6:00	0	0	0	0	1	49	8	58	8	0	1	9	0	31	0	31	9	89	98		5:45-6:00
6:00-6:15	0	11	9	20	3	37	12	52	5	12	1	18	1	20	0	21	38	73	111		6:00-6:15
6:15-6:30	1	12	7	20	6	34	5	45	8	15	2	25	0	41	1	42	45	87	132		6:15-6:30
6:30-6:45	0	16	0	16	0	45	8	53	8	17	2	27	1	51	0	52	43	105	148		6:30-6:45
6:45-7:00	0	0	1	1	0	40	15	55	14	0	7	21	1	28	0	29	22	84	106		6:45-7:00
3 Hour Totals	2	40	17	59	13	517	126	656	96	45	29	170	15	457	1	473	229	1,129	1,358		
1 Hour Totals																					
4:00-5:00	1	1	0	2	3	157	55	215	34	0	5	39	7	156	0	163	41	378	419	0.90	4:00-5:00
4:15-5:15	1	1	0	2	1	161	42	204	27	0	6	33	8	154	0	162	35	366	401	0.96	4:15-5:15
4:30-5:30	1	0	0	1	1	177	40	218	27	1	8	36	8	145	0	153	37	371	408	0.92	4:30-5:30
4:45-5:45	1	0	0	1	1	199	36	236	30	1	11	42	8	158	0	166	43	402	445	0.83	4:45-5:45
5:00-6:00	0	0	0	0	1	204	31	236	27	1	12	40	5	161	0	166	40	402	442	0.82	5:00-6:00
5:15-6:15	0	11	9	20	4	197	38	239	30	13	9	52	5	138	0	143	72	382	454	0.85	5:15-6:15
5:30-6:30	1	23	16	40	10	180	32	222	30	27	8	65	3	144	1	148	105	370	475	0.89	5:30-6:30
5:45-6:45	1	39	16	56	10	165	33	208	29	44	6	79	2	143	1	146	135	354	489	0.83	5:45-6:45
6:00-7:00	1	39	17	57	9	156	40	205	35	44	12	91	3	140	1	144	148	349	497	0.84	6:00-7:00
PM Peak 6:00-7:00	1	39	17	57	9	156	40	205	35	44	12	91	3	140	1	144	148	349	497	0.84	PM Peak 6:00-7:00

Pedestrian Volume Survey

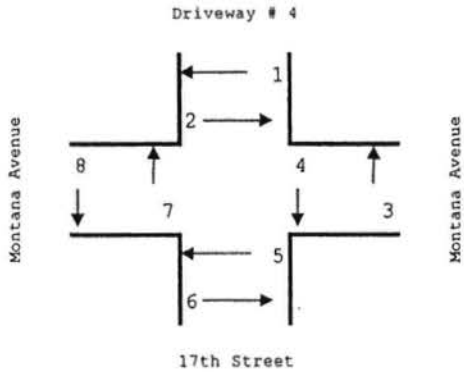


Project Name: Abdo
Project Number: 3011
Location: Washington, DC
Intersection: Montana Ave. & 17th Street
Weather: Clear
Date: 1/31/2006
Surveyor: Belen



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

Project Name:	Abdo
Project Number:	3011
Location:	Washington, DC
Intersection:	Montana Ave. & 17th
Weather:	Clear
Date:	1/31/2006
Surveyor:	Gelen



Hourly Pedestrian Count

[illegible]

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Abdo		DATE: 1/31/2006		SOUTHBOUND ROAD: Bladensburg Road	
W & A JOB NO.: 3011		DAY: Tuesday		NORTHBOUND ROAD: Bladensburg Road	
INTERSECTION: Bladensburg Rd. & Montana Ave.		WEATHER: Clear		WESTBOUND ROAD: S Street	
LOCATION: Washington,DC		COUNTED BY: Alba & Berta		EASTBOUND ROAD: Montana Avenue	
		INPUTED BY: agan			

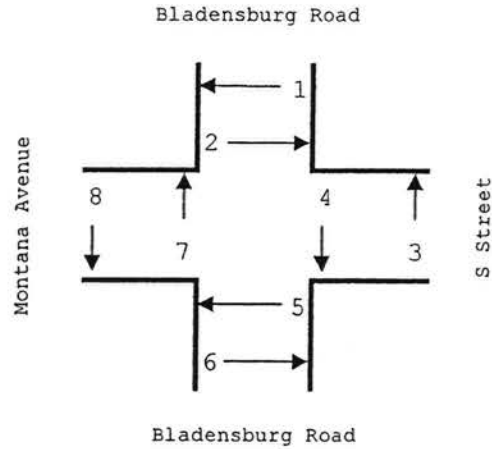
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound Bladensburg Road				Westbound S Street				Northbound Bladensburg Road				Eastbound Montana Avenue				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:00-6:15	35	145	1	181	1	6	1	8	0	49	18	67	3	2	12	17	248	25	273			6:00-6:15
6:15-6:30	26	135	0	161	2	2	1	5	1	73	20	94	9	2	11	22	255	27	282			6:15-6:30
6:30-6:45	41	163	0	204	1	7	1	9	1	68	25	94	12	0	4	16	298	25	323			6:30-6:45
6:45-7:00	41	175	1	217	3	5	1	9	0	80	22	102	11	2	3	16	319	25	344			6:45-7:00
7:00-7:15	34	168	1	203	0	7	7	14	1	112	25	138	15	2	6	23	341	37	378			7:00-7:15
7:15-7:30	39	172	0	211	1	6	5	12	0	124	25	149	22	3	7	32	360	44	404			7:15-7:30
7:30-7:45	26	197	0	223	0	4	9	13	2	131	27	160	20	3	10	33	383	46	429			7:30-7:45
7:45-8:00	39	199	2	240	3	12	8	23	2	132	43	177	25	1	9	35	417	58	475			7:45-8:00
8:00-8:15	59	250	0	309	2	8	3	13	1	126	37	164	14	1	9	24	473	37	510			8:00-8:15
8:15-8:30	65	255	1	321	2	6	10	18	1	110	34	145	25	1	3	29	466	47	513			8:15-8:30
8:30-8:45	48	253	0	301	1	4	12	17	2	144	33	179	23	1	7	31	480	48	528			8:30-8:45
8:45-9:00	60	242	2	304	0	10	7	17	2	134	33	169	33	1	10	44	473	61	534			8:45-9:00
3 Hour Totals	513	2,354	8	2,875	16	77	65	158	13	1,283	342	1,638	212	19	91	322	4,513	480	4,993			
1 Hour Totals																						
6:00-7:00	143	618	2	763	7	20	4	31	2	270	85	357	35	6	30	71	1,120	102	1,222	0.89		6:00-7:00
6:15-7:15	142	641	2	785	6	21	10	37	3	333	92	428	47	6	24	77	1,213	114	1,327	0.88		6:15-7:15
6:30-7:30	155	678	2	835	5	25	14	44	2	384	97	483	60	7	20	87	1,318	131	1,449	0.90		6:30-7:30
6:45-7:45	140	712	2	854	4	22	22	48	3	447	99	549	68	10	26	104	1,403	152	1,555	0.91		6:45-7:45
7:00-8:00	138	736	3	877	4	29	29	62	5	499	120	624	82	9	32	123	1,501	185	1,686	0.89		7:00-8:00
7:15-8:15	163	818	2	983	6	30	25	61	5	513	132	650	81	8	35	124	1,633	185	1,818	0.89		7:15-8:15
7:30-8:30	189	901	3	1,093	7	30	30	67	6	499	141	646	84	6	31	121	1,739	188	1,927	0.94		7:30-8:30
7:45-8:45	211	957	3	1,171	8	30	33	71	6	512	147	665	87	4	28	119	1,836	190	2,026	0.96		7:45-8:45
8:00-9:00	232	1,000	3	1,235	5	28	32	65	6	514	137	657	95	4	29	128	1,892	193	2,085	0.98		8:00-9:00
AM Peak 8:00-9:00	232	1,000	3	1,235	5	28	32	65	6	514	137	657	95	4	29	128	1,892	193	2,085	0.98		AM Peak 8:00-9:00
PM																						
4:00-4:15	23	156	3	182	0	7	9	16	4	208	30	242	37	5	12	54	424	70	494			4:00-4:15
4:15-4:30	17	142	0	159	2	3	8	13	1	216	22	239	39	1	12	52	398	65	463			4:15-4:30
4:30-4:45	18	143	1	162	4	7	7	18	5	210	20	235	33	6	6	45	397	63	460			4:30-4:45
4:45-5:00	21	153	1	175	3	7	4	14	3	240	32	275	26	6	8	40	450	54	504			4:45-5:00
5:00-5:15	24	180	1	205	4	9	9	22	3	231	26	260	38	3	4	45	465	67	532			5:00-5:15
5:15-5:30	19	159	3	181	4	6	4	14	5	251	42	298	36	2	7	45	479	59	538			5:15-5:30
5:30-5:45	24	193	6	223	2	5	9	16	0	231	43	274	33	13	13	59	497	75	572			5:30-5:45
5:45-6:00	15	142	3	160	0	4	11	15	0	252	43	295	25	1	11	37	455	52	507			5:45-6:00
6:00-6:15	16	137	3	156	3	9	5	17	0	253	55	308	32	4	5	41	464	58	522			6:00-6:15
6:15-6:30	20	138	3	161	5	1	5	11	1	250	38	289	36	5	12	53	450	64	514			6:15-6:30
6:30-6:45	16	129	4	149	2	6	5	13	2	202	23	227	31	5	10	46	376	59	435			6:30-6:45
6:45-7:00	20	126	0	146	2	6	1	9	2	151	27	180	29	5	13	47	326	56	382			6:45-7:00
3 Hour Totals	233	1,798	28	2,059	31	70	77	178	26	2,695	401	3,122	395	56	113	564	5,181	742	5,923			
1 Hour Totals																						
4:00-5:00	79	594	5	678	9	24	28	61	13	874	104	991	135	18	38	191	1,669	252	1,921	0.95		4:00-5:00
4:15-5:15	80	618	3	701	13	26	28	67	12	897	100	1,009	136	16	30	182	1,710	249	1,959	0.92		4:15-5:15
4:30-5:30	82	635	6	723	15	29	24	68	16	932	120	1,068	133	17	25	175	1,791	243	2,034	0.95		4:30-5:30
4:45-5:45	88	685	11	784	13	27	26	66	11	953	143	1,107	133	24	32	189	1,891	255	2,146	0.94		4:45-5:45
5:00-6:00	82	674	13	769	10	24	33	67	8	965	154	1,127	132	19	35	186	1,896	253	2,149	0.94		5:00-6:00
5:15-6:15	74	631	15	720	9	24	29	62	5	987	183	1,175	126	20	36	182	1,895	244	2,139	0.93		5:15-6:15
5:30-6:30	75	610	15	700	10	19	30	59	1	986	179	1,166	126	23	41	190	1,866	249	2,115	0.92		5:30-6:30
5:45-6:45	67	546	13	626	10	20	26	56	3	957	159	1,119	124	15	38	177	1,745	233	1,978	0.95		5:45-6:45
6:00-7:00	72	530	10	612	12	22	16	50	5	856	143	1,004	128	19	40	187	1,616	237	1,853	0.89		6:00-7:00
PM Peak 5:00-6:00	82	674	13	769	10	24	33	67	8	965	154	1,127	132	19	35	186	1,896	253	2,149	0.94		PM Peak 5:00-6:00

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey



Project Name: Abdo
Project Number: 3011
Location: Washington, DC
Intersection: Bladensburg Rd. & Montana Ave
Weather: Clear
Date: 1/31/2006
Surveyor: Alba & Berta



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

Project Name: Abdo

Project Number 3011

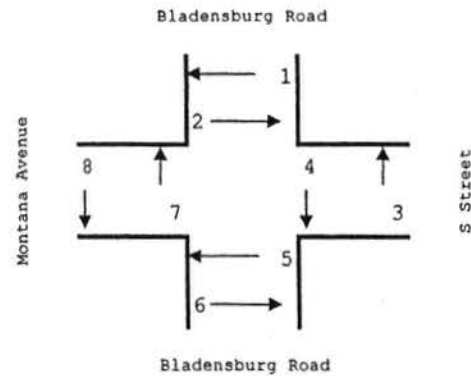
Location: Washington, DC

Intersection: Bladensburg Rd. & Montana Ave.

Weather: Clear

Date: 1/31/2006

Surveyor: Alba & Berta



Hourly Pedestrian Count

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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

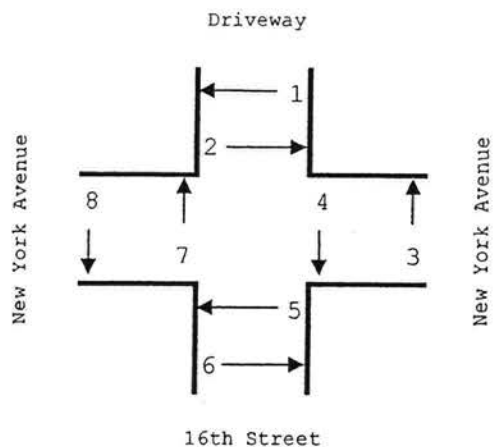
PROJECT: Abdo				DATE: 1/31/2006				SOUTHBOUND ROAD: Driveway				Driveway										
W & A JOB NO.: 3011				DAY: Tuesday				NORTHBOUND ROAD: 16th Street				16th Street										
INTERSECTION: New York Ave. & 16th Street				WEATHER: Clear				WESTBOUND ROAD: New York Avenue				New York Avenue										
LOCATION: Washington,DC				COUNTED BY: Homer & Jennet				EASTBOUND ROAD: New York Avenue				New York Avenue										
				INPUTED BY: agan																		
Time Period	Turning Movements																Total	PHF	Time Period			
	Southbound Driveway				Westbound New York Avenue				Northbound 16th Street				Eastbound New York 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																						
6:00-6:15	0	0	0	0	0	596	5	601	12	0	3	15	4	192	5	201	15	802	817		6:00-6:15	
6:15-6:30	0	0	0	0	0	624	4	628	4	0	3	7	4	173	0	177	7	805	812		6:15-6:30	
6:30-6:45	1	0	0	1	1	648	8	657	11	0	0	11	5	179	0	184	12	841	853		6:30-6:45	
6:45-7:00	2	0	0	2	2	598	4	604	9	1	1	11	4	235	0	239	13	843	856		6:45-7:00	
7:00-7:15	0	1	0	1	0	565	2	567	10	0	0	10	3	270	0	273	11	840	851		7:00-7:15	
7:15-7:30	0	0	2	2	0	530	2	532	7	0	0	7	8	297	0	305	9	837	846		7:15-7:30	
7:30-7:45	2	1	1	4	0	544	3	547	1	1	3	5	4	327	0	331	9	878	887		7:30-7:45	
7:45-8:00	1	0	0	1	0	569	1	570	1	1	0	2	4	303	0	307	3	877	880		7:45-8:00	
8:00-8:15	0	1	0	1	0	609	2	611	0	0	0	0	5	303	0	308	1	919	920		8:00-8:15	
8:15-8:30	0	1	1	2	2	570	4	576	2	0	0	2	6	280	0	286	4	862	866		8:15-8:30	
8:30-8:45	0	0	0	0	1	616	4	621	1	10	1	12	3	234	0	237	12	858	870		8:30-8:45	
8:45-9:00	1	0	1	2	0	647	4	651	6	0	2	8	7	305	0	312	10	963	973		8:45-9:00	
3 Hour Totals	7	4	5	16	6	7,116	43	7,165	64	13	13	90	57	3,098	5	3,160	106	####	10,431			
1 Hour Totals																						
6:00-7:00	3	0	0	3	3	2,466	21	2,490	36	1	7	44	17	779	5	801	47	3,291	3,338	0.97	6:00-7:00	
6:15-7:15	3	1	0	4	3	2,435	18	2,456	34	1	4	39	16	857	0	873	43	3,329	3,372	0.98	6:15-7:15	
6:30-7:30	3	1	2	6	3	2,341	16	2,360	37	1	1	39	20	981	0	1,001	45	3,361	3,406	0.99	6:30-7:30	
6:45-7:45	4	2	3	9	2	2,237	11	2,250	27	2	4	33	19	1,129	0	1,148	42	3,398	3,440	0.97	6:45-7:45	
7:00-8:00	3	2	3	8	0	2,208	8	2,216	19	2	3	24	19	1,197	0	1,216	32	3,432	3,464	0.98	7:00-8:00	
7:15-8:15	3	2	3	8	0	2,252	8	2,260	9	2	3	14	21	1,230	0	1,251	22	3,511	3,533	0.96	7:15-8:15	
7:30-8:30	3	3	2	8	2	2,292	10	2,304	4	2	3	9	19	1,213	0	1,232	17	3,536	3,553	0.97	7:30-8:30	
7:45-8:45	1	2	1	4	3	2,364	11	2,378	4	11	1	16	18	1,120	0	1,138	20	3,516	3,536	0.96	7:45-8:45	
8:00-9:00	1	2	2	5	3	2,442	14	2,459	9	10	3	22	21	1,122	0	1,143	27	3,602	3,629	0.93	8:00-9:00	
AM Peak 8:00-9:00	1	2	2	5	3	2,442	14	2,459	9	10	3	22	21	1,122	0	1,143	27	3,602	3,629	0.93	AM Peak 8:00-9:00	
PM																						
4:00-4:15	0	1	0	1	0	326	2	328	9	1	2	12	6	562	2	570	13	898	911		4:00-4:15	
4:15-4:30	2	1	0	3	0	336	1	337	4	0	0	4	3	567	0	570	7	907	914		4:15-4:30	
4:30-4:45	0	0	0	0	0	369	3	372	6	0	1	7	4	595	0	599	7	971	978		4:30-4:45	
4:45-5:00	1	1	1	3	0	382	1	383	10	0	1	11	7	578	1	586	14	969	983		4:45-5:00	
5:00-5:15	0	0	1	1	0	374	3	377	7	0	1	8	7	599	0	606	9	983	992		5:00-5:15	
5:15-5:30	0	1	1	2	0	433	1	434	13	0	1	14	4	580	0	584	16	1,018	1,034		5:15-5:30	
5:30-5:45	1	1	0	2	0	373	0	373	10	0	0	10	4	580	0	584	12	957	969		5:30-5:45	
5:45-6:00	1	0	0	1	0	402	4	406	3	0	0	3	5	571	0	576	4	982	986		5:45-6:00	
6:00-6:15	0	0	0	0	1	366	5	372	5	0	2	7	2	606	2	610	7	982	989		6:00-6:15	
6:15-6:30	0	0	0	0	0	433	3	436	5	1	0	6	3	562	0	565	6	1,001	1,007		6:15-6:30	
6:30-6:45	0	0	1	1	0	378	3	381	3	0	1	4	5	546	0	551	5	932	937		6:30-6:45	
6:45-7:00	0	0	0	0	1	367	3	371	4	0	0	4	6	504	0	510	4	881	885		6:45-7:00	
3 Hour Totals	5	5	4	14	2	4,539	29	4,570	79	2	9	90	56	6,850	5	6,911	104	####	11,585			
1 Hour Totals																						
4:00-5:00	3	3	1	7	0	1,413	7	1,420	29	1	4	34	20	2,302	3	2,325	41	3,745	3,786	0.96	4:00-5:00	
4:15-5:15	3	2	2	7	0	1,461	8	1,469	27	0	3	30	21	2,339	1	2,361	37	3,830	3,867	0.97	4:15-5:15	
4:30-5:30	1	2	3	6	0	1,558	8	1,566	36	0	4	40	22	2,352	1	2,375	46	3,941	3,987	0.96	4:30-5:30	
4:45-5:45	2	3	3	8	0	1,562	5	1,567	40	0	3	43	22	2,337	1	2,360	51	3,927	3,978	0.96	4:45-5:45	
5:00-6:00	2	2	2	6	0	1,582	8	1,590	33	0	2	35	20	2,330	0	2,350	41	3,940	3,981	0.96	5:00-6:00	
5:15-6:15	2	2	1	5	1	1,574	10	1,585	31	0	3	34	15	2,337	2	2,354	39	3,939	3,978	0.96	5:15-6:15	
5:30-6:30	2	1	0	3	1	1,574	12	1,587	23	1	2	26	14	2,319	2	2,335	29	3,922	3,951	0.98	5:30-6:30	
5:45-6:45	1	0	1	2	1	1,579	15	1,595	16	1	3	20	15	2,285	2	2,302	22	3,897	3,919	0.97	5:45-6:45	
6:00-7:00	0	0	1	1	2	1,544	14	1,560	17	1	3	21	16	2,218	2	2,236	22	3,796	3,818	0.95	6:00-7:00	
PM Peak 4:30-5:30	1	2	3	6	0	1,558	8	1,566	36	0	4	40	22	2,352	1	2,375	46	3,941	3,987	0.96	PM Peak 4:30-5:30	

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey



Project Name: Abdo
Project Number: 3011
Location: Washington, DC
Intersection: New York Ave. & 16th Street
Weather: Clear
Date: 1/31/2006
Surveyor: Homer & Jennet



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

Project Name: Abdo

Project Number 3011

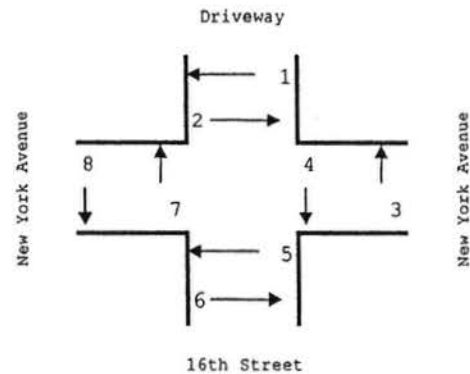
Location: Washington, DC

Intersection: New York Ave. & 16th Street

Weather: Clear

Date: 1/31/2006

Surveyor: Homer & Jennet



Hourly Pedestrian Count

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

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

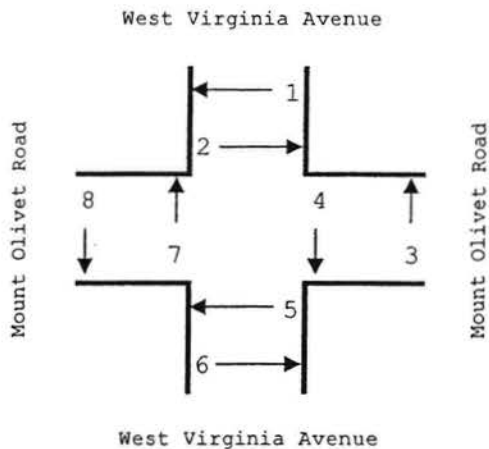
PROJECT: Abdo		DATE: 1/31/2006		SOUTHBOUND ROAD: West Virginia Avenue																	
W & A JOB NO.: 3011		DAY: Tuesday		NORTHBOUND ROAD: West Virginia Avenue																	
INTERSECTION: W.Virginia Ave & Mt.Olivet Rd.		WEATHER: Clear		WESTBOUND ROAD: Mount Olivet Road																	
LOCATION: Washington,DC		COUNTED BY: Matt & Luz		EASTBOUND ROAD: Mount Olivet Road																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound West Virginia Avenue				Westbound Mount Olivet Road				Northbound West Virginia Avenue				Eastbound Mount Olivet Road				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																					
6:00-6:15	1	36	11	48	34	71	3	108	5	22	4	31	4	28	7	39	79	147	226		6:00-6:15
6:15-6:30	5	36	23	64	26	86	5	117	10	27	6	43	6	26	3	35	107	152	259		6:15-6:30
6:30-6:45	4	74	32	110	28	126	3	157	4	30	4	38	9	44	8	61	148	218	366		6:30-6:45
6:45-7:00	1	75	28	104	40	132	8	180	4	28	6	38	7	65	4	76	142	256	398		6:45-7:00
7:00-7:15	4	67	40	111	28	127	12	167	11	37	17	65	13	84	9	106	176	273	449		7:00-7:15
7:15-7:30	5	73	41	119	27	142	8	177	7	42	12	61	9	76	10	95	180	272	452		7:15-7:30
7:30-7:45	4	67	37	108	29	184	5	218	6	43	8	57	10	106	5	121	165	339	504		7:30-7:45
7:45-8:00	2	90	31	123	25	189	5	219	8	52	7	67	8	104	5	117	190	336	526		7:45-8:00
8:00-8:15	1	115	30	146	22	187	12	221	2	54	11	67	12	84	5	101	213	322	535		8:00-8:15
8:15-8:30	1	100	29	130	15	148	11	174	7	42	12	61	7	114	17	138	191	312	503		8:15-8:30
8:30-8:45	1	115	30	146	28	128	16	172	15	48	22	85	9	84	12	105	231	277	508		8:30-8:45
8:45-9:00	1	103	32	136	26	167	19	212	10	67	13	90	13	91	15	119	226	331	557		8:45-9:00
3 Hour Totals	30	951	364	1,345	328	1,687	107	2,122	89	492	122	703	107	906	100	1,113	2,048	3,235	5,283		
1 Hour Totals																					
6:00-7:00	11	221	94	326	128	415	19	562	23	107	20	150	26	163	22	211	476	773	1,249	0.78	6:00-7:00
6:15-7:15	14	252	123	389	122	471	28	621	29	122	33	184	35	219	24	278	573	899	1,472	0.82	6:15-7:15
6:30-7:30	14	289	141	444	123	527	31	681	26	137	39	202	38	269	31	338	646	1,019	1,665	0.92	6:30-7:30
6:45-7:45	14	282	146	442	124	585	33	742	28	150	43	221	39	331	28	398	663	1,140	1,803	0.89	6:45-7:45
7:00-8:00	15	297	149	461	109	642	30	781	32	174	44	250	40	370	29	439	711	1,220	1,931	0.92	7:00-8:00
7:15-8:15	12	345	139	496	103	702	30	835	23	191	38	252	39	370	25	434	748	1,269	2,017	0.94	7:15-8:15
7:30-8:30	8	372	127	507	91	708	33	832	23	191	38	252	37	408	32	477	759	1,309	2,068	0.97	7:30-8:30
7:45-8:45	5	420	120	545	90	652	44	786	32	196	52	280	36	386	39	461	825	1,247	2,072	0.97	7:45-8:45
8:00-9:00	4	433	121	558	91	630	58	779	34	211	58	303	41	373	49	463	861	1,242	2,103	0.94	8:00-9:00
AM Peak 8:00-9:00	4	433	121	558	91	630	58	779	34	211	58	303	41	373	49	463	861	1,242	2,103	0.94	AM Peak 8:00-9:00
PM																					
4:00-4:15	3	79	72	154	26	118	5	149	12	140	10	162	12	169	17	198	316	347	663		4:00-4:15
4:15-4:30	0	63	80	143	33	136	2	171	21	144	15	180	5	174	17	196	323	367	690		4:15-4:30
4:30-4:45	1	90	55	146	32	109	5	146	24	126	8	158	14	193	20	227	304	373	677		4:30-4:45
4:45-5:00	1	55	83	139	29	138	2	169	19	150	14	183	15	196	20	231	322	400	722		4:45-5:00
5:00-5:15	2	53	77	132	25	120	3	148	17	159	11	187	12	233	24	269	319	417	736		5:00-5:15
5:15-5:30	1	70	60	131	32	116	6	154	14	157	7	178	7	203	23	233	309	387	696		5:15-5:30
5:30-5:45	3	50	49	102	30	122	3	155	14	146	8	168	22	212	21	255	270	410	680		5:30-5:45
5:45-6:00	6	43	58	107	22	103	7	132	16	139	10	165	15	199	25	239	272	371	643		5:45-6:00
6:00-6:15	4	54	56	114	38	99	4	141	14	149	7	170	14	209	23	246	284	387	671		6:00-6:15
6:15-6:30	5	46	63	114	36	88	2	126	14	133	15	162	14	167	26	207	276	333	609		6:15-6:30
6:30-6:45	1	42	54	97	22	90	9	121	23	110	11	144	11	149	11	171	241	292	533		6:30-6:45
6:45-7:00	7	38	42	87	28	99	6	133	12	96	12	120	16	133	17	166	207	299	506		6:45-7:00
3 Hour Totals	34	683	749	1,466	353	1,338	54	1,745	200	1,649	128	1,977	157	2,237	244	2,638	3,443	4,383	7,826		
1 Hour Totals																					
4:00-5:00	5	287	290	582	120	501	14	635	76	560	47	683	46	732	74	852	1,265	1,487	2,752	0.95	4:00-5:00
4:15-5:15	4	261	295	560	119	503	12	634	81	579	48	708	46	796	81	923	1,268	1,557	2,825	0.96	4:15-5:15
4:30-5:30	5	268	275	548	118	483	16	617	74	592	40	706	48	825	87	960	1,254	1,577	2,831	0.96	4:30-5:30
4:45-5:45	7	228	269	504	116	496	14	626	64	612	40	716	56	844	88	988	1,220	1,614	2,834	0.96	4:45-5:45
5:00-6:00	12	216	244	472	109	461	19	589	61	601	36	698	56	847	93	996	1,170	1,585	2,755	0.94	5:00-6:00
5:15-6:15	14	217	223	454	122	440	20	582	58	591	32	681	58	823	92	973	1,135	1,555	2,690	0.97	5:15-6:15
5:30-6:30	18	193	226	437	126	412	16	554	58	567	40	665	65	787	95	947	1,102	1,501	2,603	0.96	5:30-6:30
5:45-6:45	16	185	231	432	118	380	22	520	67	531	43	641	54	724	85	863	1,073	1,383	2,456	0.92	5:45-6:45
6:00-7:00	17	180	215	412	124	376	21	521	63	488	45	596	55	658	77	790	1,008	1,311	2,319	0.86	6:00-7:00
PM Peak 4:45-5:45	7	228	269	504	116	496	14	626	64	612	40	716	56	844	88	988	1,220	1,614	2,834	0.96	PM Peak 4:45-5:45

Wells & Associates, LLC
McLean, Virginia

Pedestrian Volume Survey

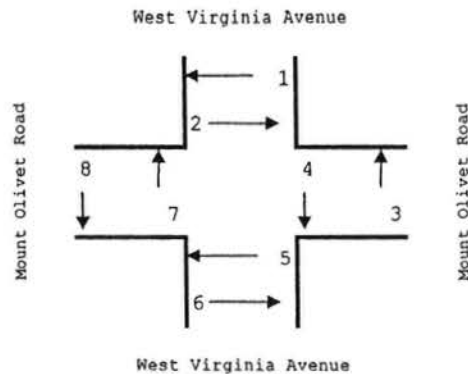


Project Name: Abdo
Project Number: 3011
Location: Washington, DC
Intersection: W. Virginia Ave. & Mt. Olivet F
Weather: Clear
Date: 1/31/2006
Surveyor: Matt & Luz



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

Project Name: Abdo
 Project Number 3011
 Location: Washington, DC
 Intersection: W. Virginia Ave. & Mt. Olivet Rd
 Weather: Clear
 Date: 1/31/2006
 Surveyor: Matt & Luc



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
Time Period	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:00	7:00	0	6	0	0	3	5	1	5	20	6	0	8	6
6:15	7:15	3	12	1	0	6	7	1	8	38	15	1	13	9
6:30	7:30	3	12	1	0	7	8	2	7	40	15	1	15	9
6:45	7:45	7	16	1	6	7	9	2	6	54	23	7	16	8
7:00	8:00	9	15	2	7	8	8	2	6	57	24	9	16	8
7:15	8:15	7	9	3	7	5	7	2	2	42	16	10	12	4
7:30	8:30	11	10	4	7	4	11	1	1	49	21	11	15	2
7:45	8:45	8	7	6	1	8	18	1	1	50	15	7	26	2
8:00	9:00	10	10	5	1	12	23	0	0	61	20	6	35	0
PM PEAK														
4:00	5:00	14	12	1	2	31	22	0	2	84	26	3	53	2
4:15	5:15	15	14	3	1	27	16	0	2	78	29	4	43	2
4:30	5:30	16	17	2	2	26	16	0	2	81	33	4	42	2
4:45	5:45	15	19	4	3	27	18	0	2	88	34	7	45	2
5:00	6:00	13	20	5	2	25	26	0	1	92	33	7	51	1
5:15	6:15	10	19	3	4	25	25	1	2	89	29	7	50	3
5:30	6:30	8	15	6	3	22	23	1	2	80	23	9	45	3
5:45	6:45	6	12	5	3	22	26	1	3	78	18	8	48	4
6:00	7:00	9	10	6	3	22	22	1	4	77	19	9	44	5

Wells & Associates, LLC

1420 Spring Hill Road, Suite 600

McLean, Virginia 22102

Counter: Wells & Associates, LLC

Counted By: Hugo & Lucia

Weather: Clear

Other: 60

File Name : Bladensburg Rd. & Queens Chapel R

Site Code : 00003011

Start Date : 2/15/2006

Page No : 1

Groups Printed- Unshifted

Start Time	Bladensburg Road Southbound				x Westbound				Bladensburg Road Northbound				Queens Chapel Road Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:00 AM	13	78	0	0	0	0	0	0	0	56	34	0	15	0	13	0	209
06:15 AM	17	84	0	0	0	0	0	0	0	60	25	0	9	0	14	0	209
06:30 AM	18	143	0	0	0	0	0	0	0	73	32	0	13	0	15	0	294
06:45 AM	18	147	0	0	0	0	0	0	0	93	26	0	24	0	19	0	327
Total	66	452	0	0	0	0	0	0	0	282	117	0	61	0	61	0	1039
07:00 AM	23	155	0	0	0	0	0	0	0	94	34	0	15	0	22	0	343
07:15 AM	37	156	0	0	0	0	0	0	0	88	24	0	22	0	16	0	343
07:30 AM	58	185	0	0	0	0	0	0	0	101	28	0	20	0	10	0	402
07:45 AM	39	217	0	0	0	0	0	0	0	133	36	0	24	0	21	0	470
Total	157	713	0	0	0	0	0	0	0	416	122	0	81	0	69	0	1558
08:00 AM	50	219	0	0	0	0	0	0	0	120	35	0	23	0	18	0	465
08:15 AM	63	210	0	0	0	0	0	0	0	115	35	0	36	0	33	0	492
08:30 AM	53	197	0	0	0	0	0	0	0	113	36	0	28	0	21	0	448
08:45 AM	38	201	0	0	0	0	0	0	0	153	48	0	25	0	38	0	503
Total	204	827	0	0	0	0	0	0	0	501	154	0	112	0	110	0	1908
04:00 PM	14	154	0	0	0	0	0	0	0	157	33	0	31	0	47	0	436
04:15 PM	20	123	0	0	0	0	0	0	0	137	27	0	38	0	50	0	395
04:30 PM	17	124	0	0	0	0	0	0	0	174	26	0	29	0	31	0	401
04:45 PM	20	155	0	0	0	0	0	0	0	154	29	0	23	0	27	0	408
Total	71	556	0	0	0	0	0	0	0	622	115	0	121	0	155	0	1640
05:00 PM	16	170	0	0	0	0	0	0	0	167	22	0	32	0	25	0	432
05:15 PM	13	136	0	0	0	0	0	0	0	163	25	0	29	0	39	0	405
05:30 PM	9	140	0	0	0	0	0	0	0	155	22	0	34	0	32	0	392
05:45 PM	12	99	0	0	0	0	0	0	0	156	16	0	28	0	35	0	346
Total	50	545	0	0	0	0	0	0	0	641	85	0	123	0	131	0	1575
06:00 PM	17	130	0	0	0	0	0	0	0	169	19	0	24	0	24	0	383
06:15 PM	19	143	0	0	0	0	0	0	0	154	16	0	25	0	29	0	386
06:30 PM	7	131	0	0	0	0	0	0	0	164	18	0	16	0	17	0	353
06:45 PM	10	167	0	0	0	0	0	0	0	169	15	0	14	0	20	0	395
Total	53	571	0	0	0	0	0	0	0	656	68	0	79	0	90	0	1517
Grand Total	601	3664	0	0	0	0	0	0	0	3118	661	0	577	0	616	0	9237
Apprch %	14.1	85.9	0	0	0	0	0	0	0	82.5	17.5	0	48.4	0	51.6	0	
Total %	6.5	39.7	0	0	0	0	0	0	0	33.8	7.2	0	6.2	0	6.7	0	

APPENDIX C

DDOT Traffic Signal Timings



REQUEST FOR SERVICES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC SERVICES

Ward 5

TO: Traffic Services Division	TRAFFIC SIGNAL OPERATIONS BRANCH	DATE OF REQUEST MARCH 22, 2001	REQUEST NO. S- 3-01-6
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Perform the work described and/or illustrated below:

NEW YORK AVENUE NE RESURFACING DETOUR

CONFIGURE, PROGRAM AND INSTALL DIAL 4, DIAL 4A AND DIAL 5 AT 8 INTERSECTIONS ON THE
BLADENSBURG ROAD / SOUTH DAKOTA AVENUE CORRIDORS ACCORDING TO SCHEDULE SHOWN BELOW
SIGNALS TO OPERATE ON 120 SECOND CYCLE TO ACCOMMODATE DETOUR.

NEW YORK AVENUE OUTBOUND LANES TO BE CLOSED FOR CURB TO CURB RESURFACING / MILLING FROM
BLADENSBURG ROAD TO SOUTH DAKOTA AVENUE FROM 8:00 PM (3/22/01) TO 3:00 PM (3/23/01)

NEW YORK AVENUE INBOUND LANES TO BE CLOSED FOR CURB TO CURB RESURFACING / MILLING FROM
BLADENSBURG ROAD TO SOUTH DAKOTA AVENUE FROM 9:00 PM (3/23/01) TO 4:00 PM (3/23/01)

ACISA No	INTERSECTION	TS	DIAL 4	DIAL 4A	DIAL 5
3180	NY AVE + BLADENSBURG RD N.E.	290-M	8P(3/22)-6A(3/23) 10A-3P(3/22)	6A-10A 3/22	9P(3/23)-4P(3/24)
3145	BLADENSBURG RD + QUEENS CHAPEL NE	556-D	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
3138	BLADENSBURG RD, 25 TH , V St. NE	277-C	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
2244	26 TH St. + BLADENSBURG RD. NE	1462-A	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
3139	30 TH St + BLADENSBURG RD NE	26-C	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
3146	BLADENSBURG RD + SOUTH DAKOTA AVE NE	297-L	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
207	31 ST PL, DOUGLAS St., SOUTH DAKOTA AVENUE	1493-A	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)
248	33 RD PL, SOUTH DAKOTA AVE N.E.	1540	8P(3/22)-3P(3/23)	NONE	9P(3/23)-4P(3/24)

TIMINGS FOR DIAL 4 DIAL 4A DIAL 5 TO BE USED ONLY FOR NEW YORK
AVENUE RESURFACING / MILLING PROJECT.

REGULAR TIMING PLANS TO BE IN EFFECT ALL OTHER TIMES (BEFORE 8PM 3/22/01
AFTER 4PM (3/24/01).

TSMB
TSCB

W. McGuire *W. McGuire*

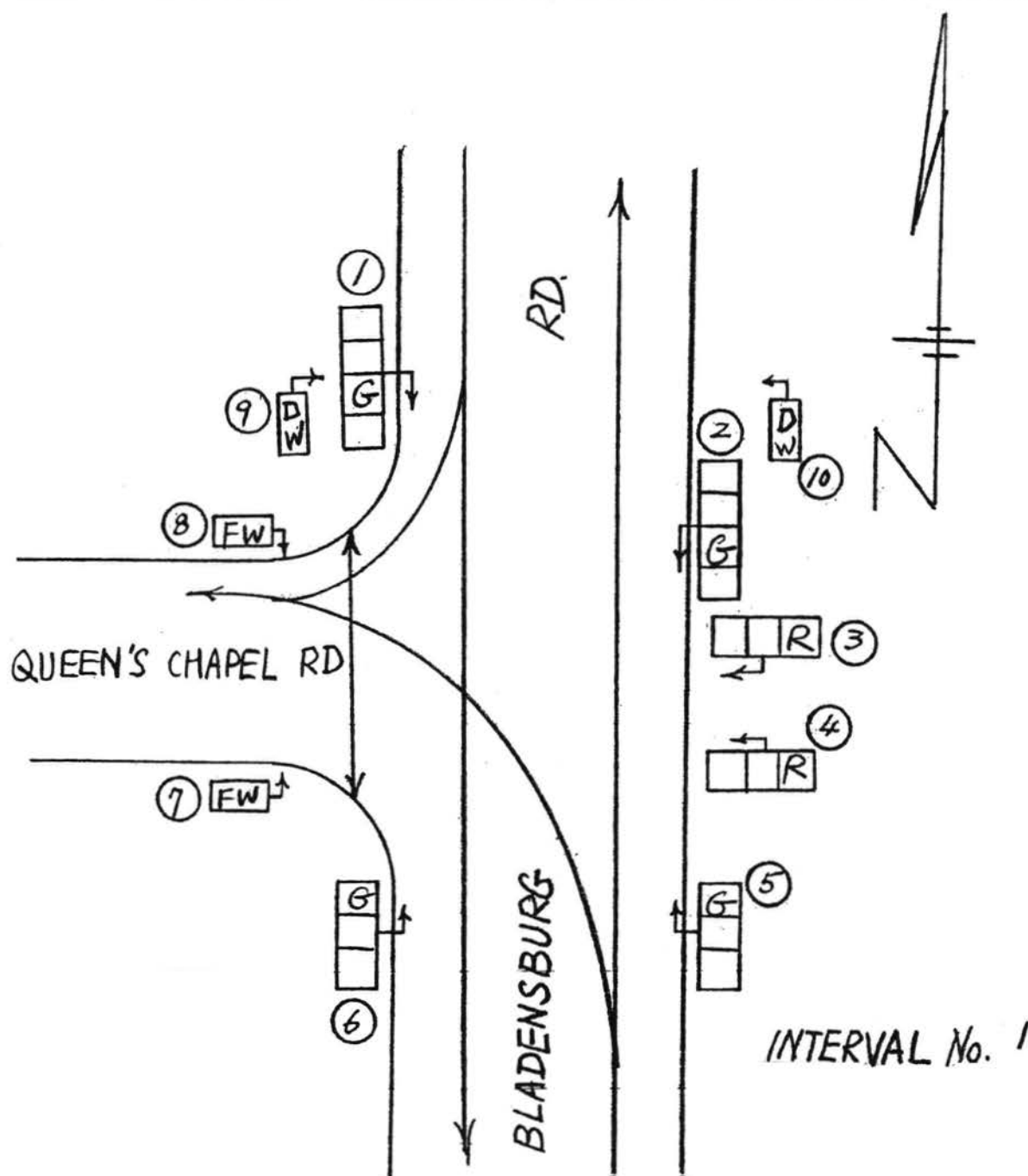
DESIGNED BY	ORDERED BY	DATE COMPLETED	SHOP ORDER NO.
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L	PERIOD	DATE	TS- 556-D						BLADENSBURG ROAD AND QUEENS CHAPEL ROAD N.E.								LOCATION		SHEET																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
1	ALL OTHER TIMES		DEPARTMENT OF PUBLIC WORKS WASHINGTON, D.C. BUREAU OF TRAFFIC SERVICES System or Group Type 170 Controller Circuits Used						S DRAWING NO.— REMARKS: NOTE: DIAL 4 DIAL 5 FOR NEW YORK AVENUE NE RESURFACING/CLOSURE ONLY ACISA NO. 3145 SYSTEM INTERSECTION NO. 616																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DIAL NUMBER</th><th>INTERVAL</th><th>NO.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th><th>SEC.</th><th>CUM.</th></tr> </thead> <tbody> <tr><td>1</td><td>BLADENSBURG ROAD NB+SB GREEN + FW (WS)</td><td>F 1</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>2</td><td>BLADENSBURG ROAD NB+SB GREEN + FW (WS)</td><td>V 2</td><td>16</td><td>26</td><td>25</td><td>35</td><td>49</td><td>59</td><td>45</td><td>55</td><td>56</td><td>66</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>3</td><td>BLADENSBURG ROAD NB+SB GREEN + FOW (WS)</td><td>F 3</td><td>5</td><td>31</td><td>5</td><td>40</td><td>5</td><td>64</td><td>5</td><td>60</td><td>5</td><td>71</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>4</td><td>BLADENSBURG ROAD NB GREEN, SB YELLOW + DW (WS)</td><td>F 4</td><td>4</td><td>35</td><td>4</td><td>44</td><td>4</td><td>68</td><td>4</td><td>64</td><td>4</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>5</td><td>BLADENSBURG ROAD NB GREEN & SB RED + DW (WS)</td><td>F 5</td><td>10</td><td>45</td><td>10</td><td>54</td><td>10</td><td>78</td><td>10</td><td>74</td><td>10</td><td>85</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>6</td><td>BLADENSBURG ROAD NB GREEN & SB RED + DW (WS)</td><td>V 6</td><td>8</td><td>53</td><td>14</td><td>68</td><td>8</td><td>86</td><td>14</td><td>88</td><td>8</td><td>93</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>7</td><td>BLADENSBURG ROAD NB YELLOW, SB RED + DW (WS)</td><td>F 7</td><td>4</td><td>57</td><td>4</td><td>72</td><td>4</td><td>90</td><td>4</td><td>92</td><td>4</td><td>97</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>8</td><td>LL RED + DW (WS)</td><td>F 8</td><td>1</td><td>58</td><td>1</td><td>73</td><td>1</td><td>91</td><td>1</td><td>93</td><td>1</td><td>98</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>9</td><td>QUEENS CHAPEL ROAD GREEN + FW (NS)</td><td>F 9</td><td>5</td><td>63</td><td>5</td><td>78</td><td>5</td><td>96</td><td>5</td><td>98</td><td>5</td><td>103</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>10</td><td>QUEENS CHAPEL ROAD GREEN + FW (NS)</td><td>V 10</td><td>1</td><td>64</td><td>6</td><td>84</td><td>8</td><td>104</td><td>6</td><td>104</td><td>1</td><td>104</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>11</td><td>QUEENS CHAPEL ROAD GREEN + FOW (NS)</td><td>F 11</td><td>10</td><td>74</td><td>10</td><td>94</td><td>10</td><td>114</td><td>10</td><td>114</td><td>10</td><td>114</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>12</td><td>QUEENS CHAPEL ROAD YELLOW + DW (NS)</td><td>F 12</td><td>4</td><td>78</td><td>4</td><td>98</td><td>4</td><td>118</td><td>4</td><td>118</td><td>4</td><td>118</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>13</td><td>L RED + DW (NS)</td><td>F 13</td><td>2</td><td>80</td><td>2</td><td>100</td><td>2</td><td>120</td><td>2</td><td>120</td><td>2</td><td>120</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td colspan="3">CYCLE 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SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	1	BLADENSBURG ROAD NB+SB GREEN + FW (WS)	F 1	10	10	10	10	10	10	10	10	10	10													2	BLADENSBURG ROAD NB+SB GREEN + FW (WS)	V 2	16	26	25	35	49	59	45	55	56	66													3	BLADENSBURG ROAD NB+SB GREEN + FOW (WS)	F 3	5	31	5	40	5	64	5	60	5	71													4	BLADENSBURG ROAD NB GREEN, SB YELLOW + DW (WS)	F 4	4	35	4	44	4	68	4	64	4	75													5	BLADENSBURG ROAD NB GREEN & SB RED + DW (WS)	F 5	10	45	10	54	10	78	10	74	10	85													6	BLADENSBURG ROAD NB GREEN & SB RED + DW (WS)	V 6	8	53	14	68	8	86	14	88	8	93													7	BLADENSBURG ROAD NB YELLOW, SB RED + DW (WS)	F 7	4	57	4	72	4	90	4	92	4	97													8	LL RED + DW (WS)	F 8	1	58	1	73	1	91	1	93	1	98													9	QUEENS CHAPEL ROAD GREEN + FW (NS)	F 9	5	63	5	78	5	96	5	98	5	103													10	QUEENS CHAPEL ROAD GREEN + FW (NS)	V 10	1	64	6	84	8	104	6	104	1	104													11	QUEENS CHAPEL ROAD GREEN + FOW (NS)	F 11	10	74	10	94	10	114	10	114	10	114													12	QUEENS CHAPEL ROAD YELLOW + DW (NS)	F 12	4	78	4	98	4	118	4	118	4	118													13	L RED + DW (NS)	F 13	2	80	2	100	2	120	2	120	2	120													CYCLE LENGTH			90		100		120		120		120														OFFSET 1			27		70		59		27		27														OFFSET 2																									OFFSET 3																									Engineer			WWM		WWM		WWM		WWM		WWM														Date to Shop			10/21/87		10/21/87		10/21/87		3/22/01		3/22/01														Work or Shop Order No.									5-3-01		-6														Approved by									WM		WM														Date Installed																									Initials/Time Installed																								
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L	M E	PERIOD	DATE	TS: 556-D	BLADENSBURG ROAD AND QUEENS CHAPEL ROAD N.E.	LOCATION	SHEET	1	
1		ALL OTHER TIMES		DEPARTMENT OF PUBLIC WORKS WASHINGTON, D.C. BUREAU OF TRAFFIC SERVICES					S DRAWING NO.—
2		AM RUSH MON - FRI							REMARKS:
3		PM RUSH MON - FRI							NOTE: DIAL 4 DIAL 5 FOR NEW YORK AVENUE NE RESURFACING/CLOSURE ONLY
4		8PM 3/22/01 To 3PM 3/23/01 ONLY							
5		9PM 3/23/01 To 4PM 3/24/01 ONLY							
				System or Group	ACISA NO. 3145				
				Type 170 Controller	Circuits	Used	SYSTEM INTERSECTION NO. 616		

DIAL NUMBER		1	2	3	4	5													
INTERVAL	NO. NO.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.	SEC.	CUM.
BLADENSBURG ROAD NB+SB GREEN + FW (WS)	F 1	10	10	10	10	10	10	10	10	10	10								
BLADENSBURG ROAD NB+SB GREEN + FW (WS)	V 2	16	26	25	35	49	59	45	55	56	66								
BLADENSBURG ROAD NB+SB GREEN + FDW (WS)	F 3	5	31	5	40	5	64	5	60	5	71								
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QUEENS CHAPEL ROAD GREEN + FW (NS)	V 10	1	64	6	84	8	104	6	104	1	104								
QUEENS CHAPEL ROAD GREEN + FDW (NS)	F 11	10	74	10	94	10	114	10	114	10	114								
QUEENS CHAPEL ROAD YELLOW + DW (NS)	F 12	4	78	4	98	4	118	4	118	4	118								
LL RED + DW (NS)	F 13	2	80	2	100	2	120	2	120	2	120								
CYCLE LENGTH		90		100		120		120		120									
OFFSET 1		27		70		59		27		27									
OFFSET 2																			
OFFSET 3																			
Engineer		WWM	WWM	WWM	WWM	WWM													
Date to Shop		10/21/87	10/21/87	10/21/87	3/22/01	3/22/01													
Work or Shop Order No.					5-3-01	-6													
Approved by					WWM	WWM													
Date Installed																			
Initials/Time Installed																			

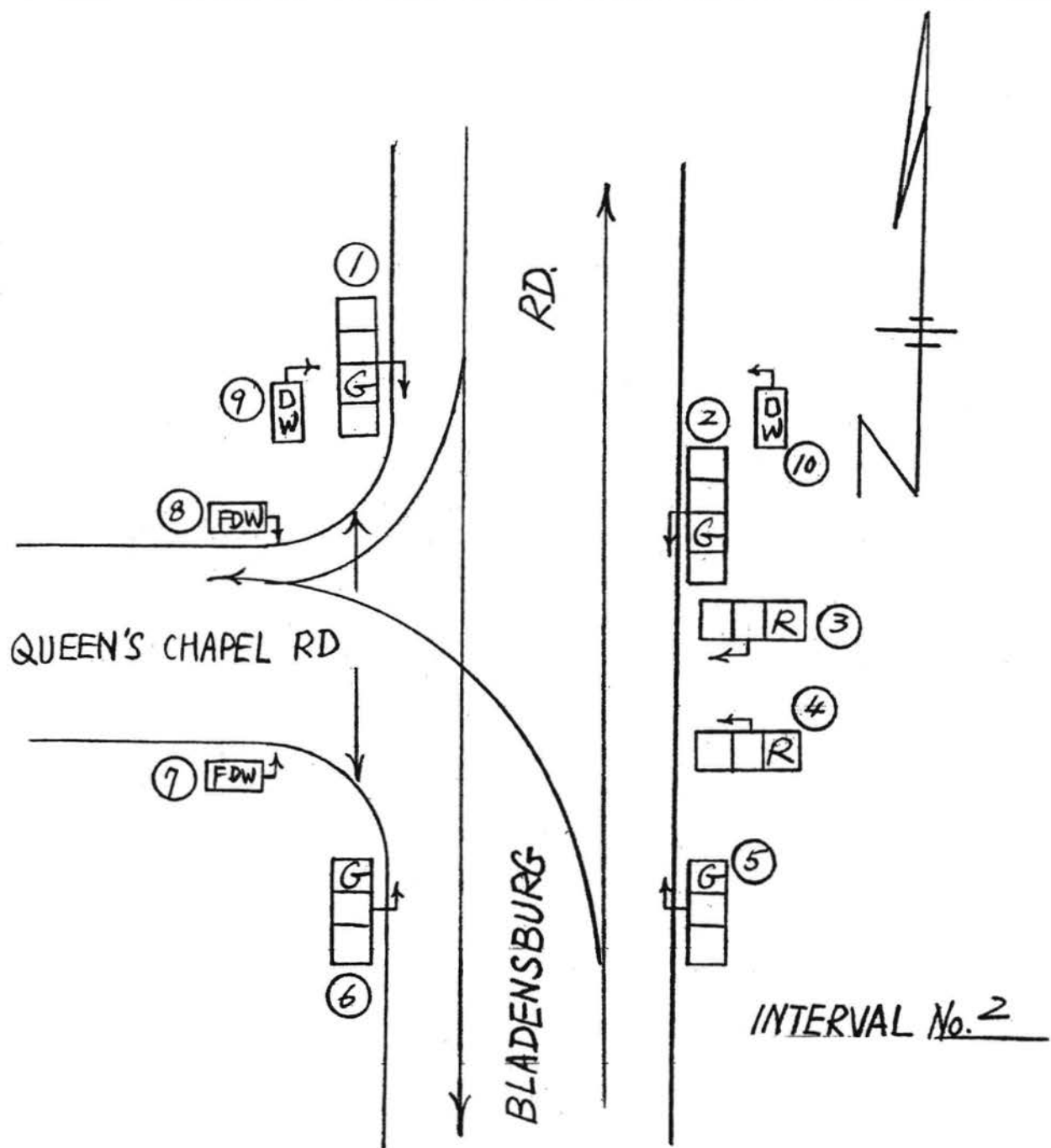
06 JUL 1988



SIGNAL OPERATION

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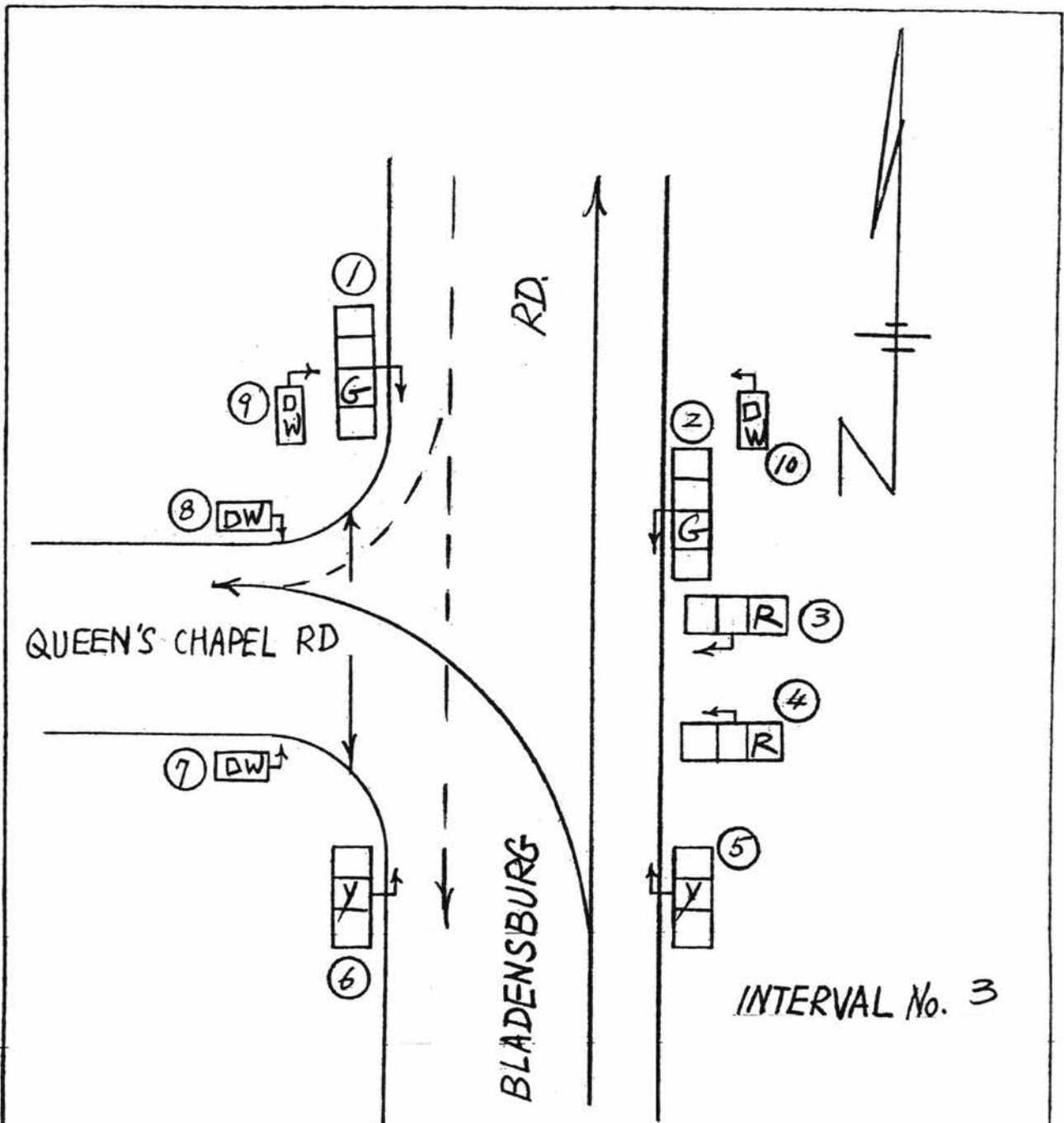
DEPARTMENT OF PUBLIC WORKS, D.C. BUREAU OF TRAFFIC SERVICES		Submitted <i>William W. McQuirk</i> 3/19/84 Head, Signals, Signs & Markings.....	T. S.
Designed by <i>DS</i>		Recommended <i>DeHaven</i> 3/20/84 Asst. Traffic Operations Engineer.....	556-D
Checked by <i>NR</i> Date <i>3-16-84</i>		Approved <i>[Signature]</i> Traffic Operations Engineer.....	Sheet 1 of 10
In Service <i>4/2/88</i> Date <i>3-16-84</i>	Scale <i>NONE</i>		



SIGNAL OPERATION

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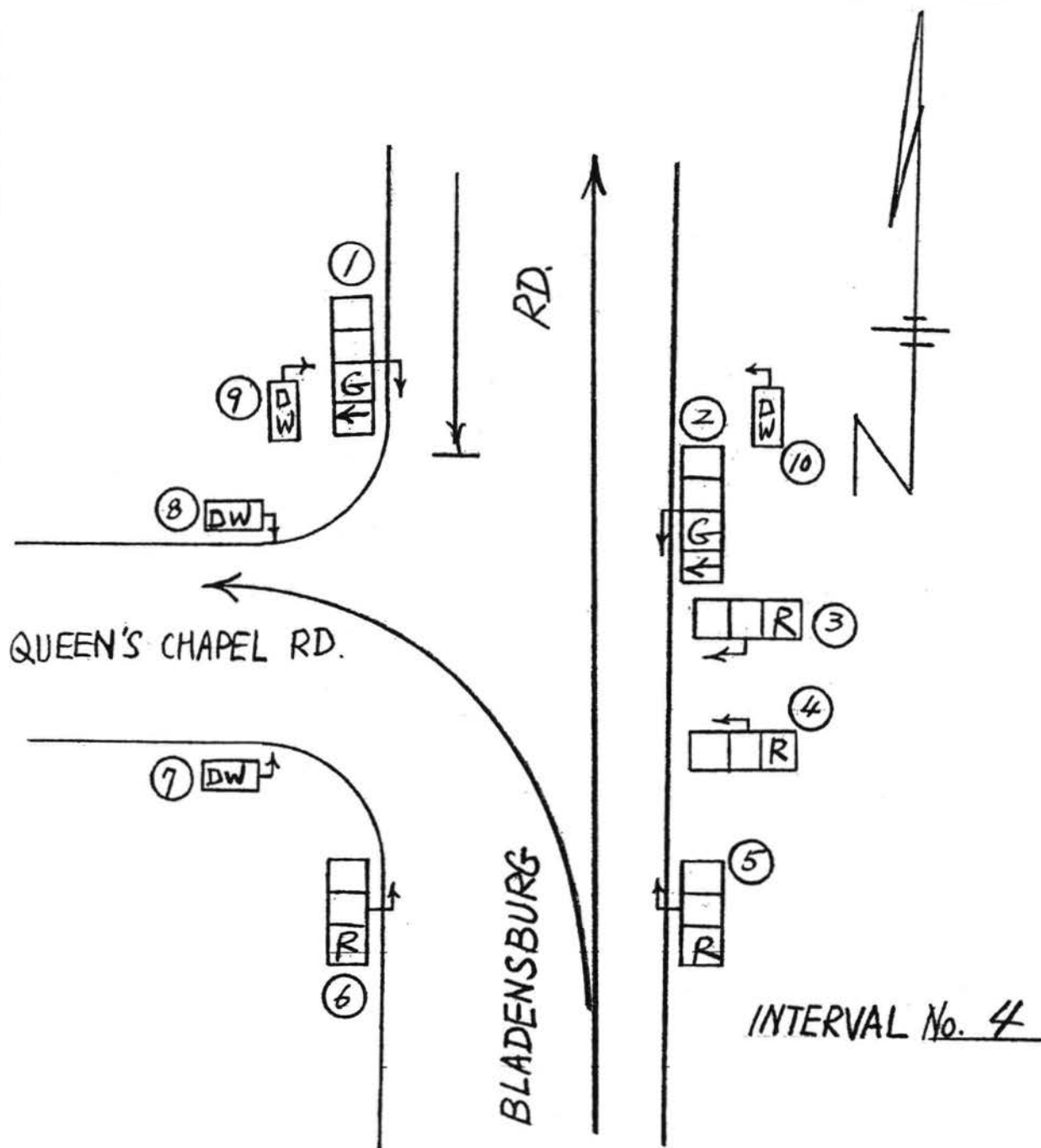
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BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer	
Drawn by	Date	Approved	Sheet 2 of 10
In Service	Scale NONE	Traffic Operations Engineer	



SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

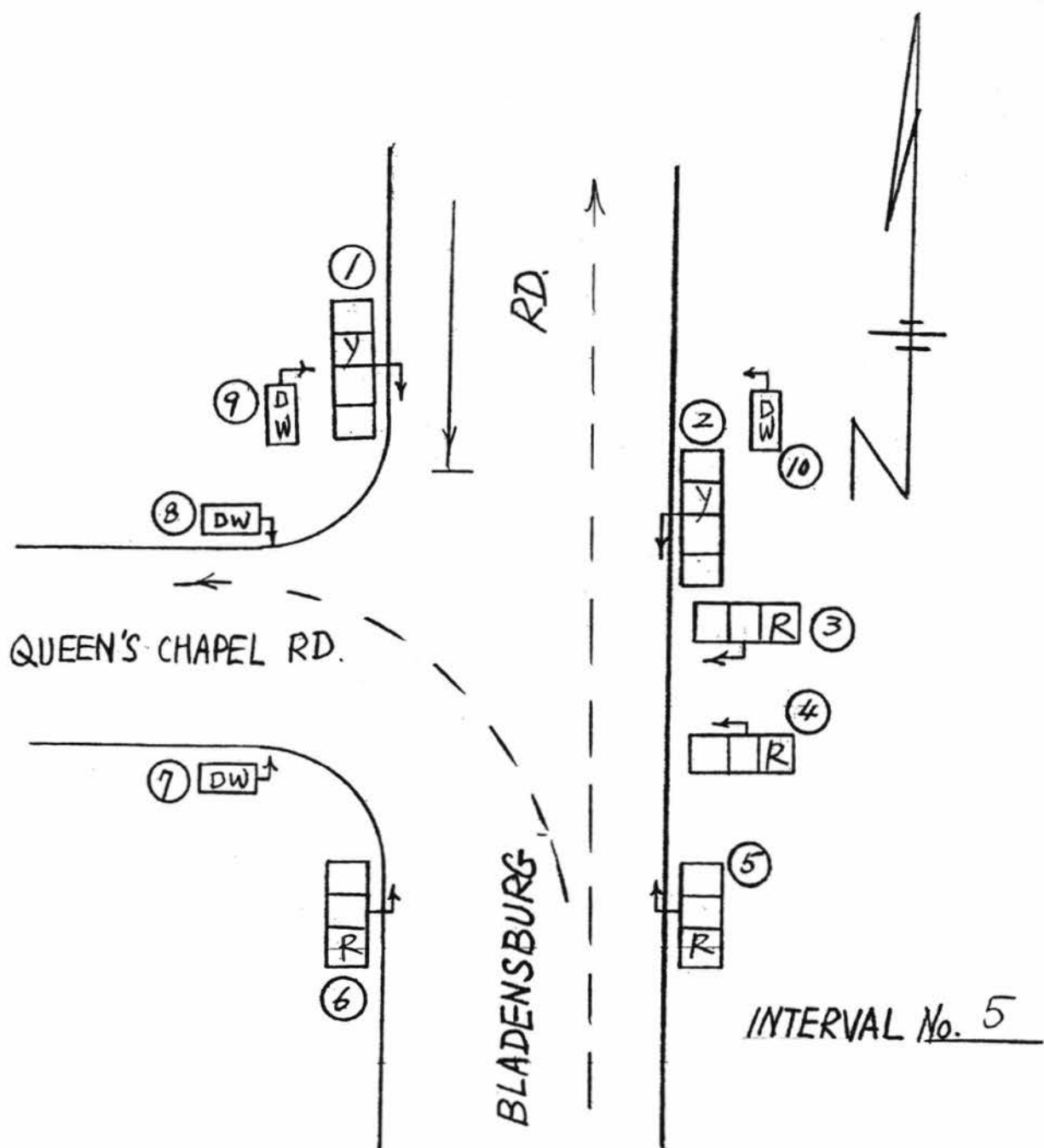
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BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer	
Drawn by	Date	Approved	Sheet 3 of 10
In Service	Scale NONE	Traffic Operations Engineer	



SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

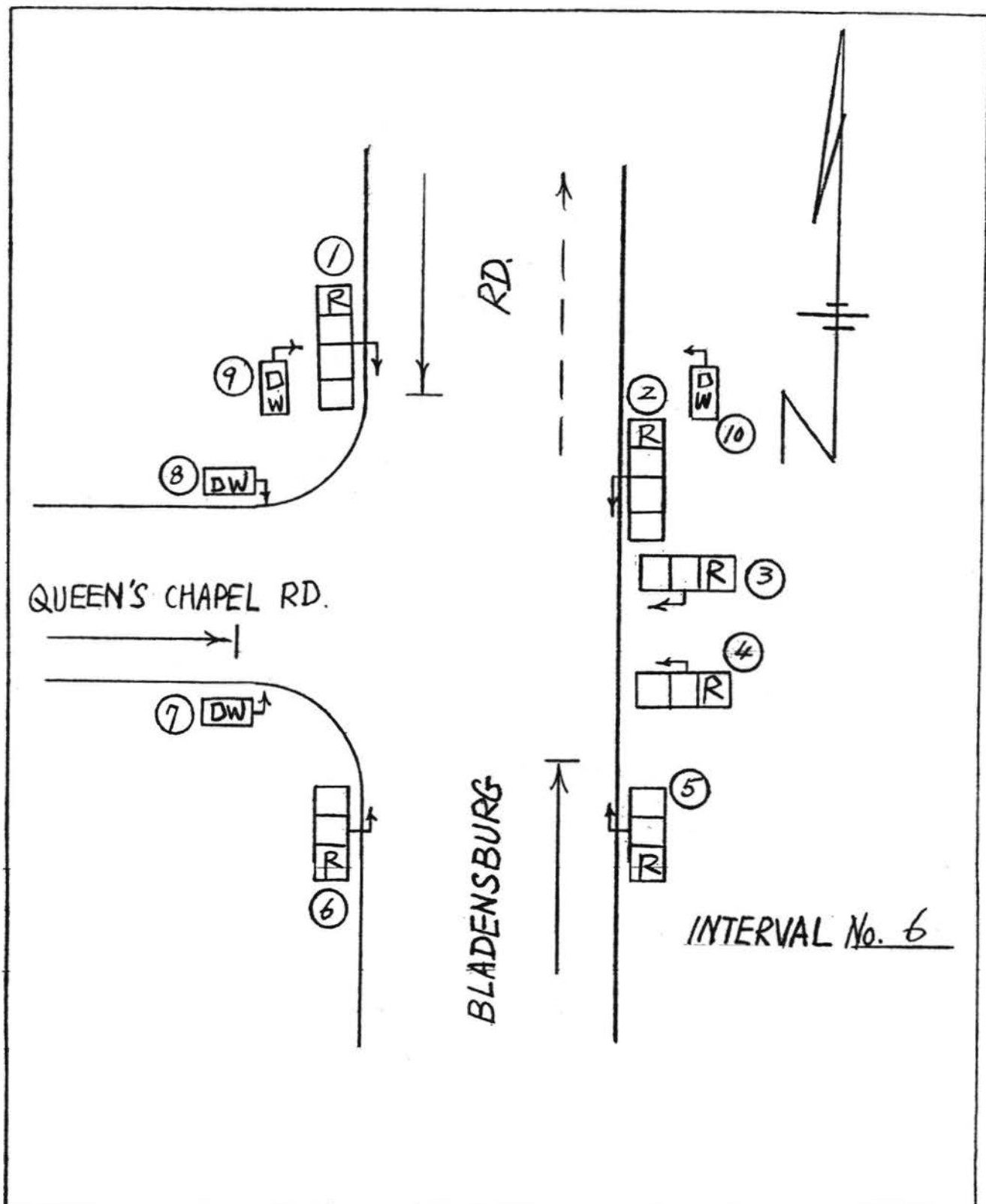
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BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings.....	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer.....	
Drawn by	Date	Approved	Sheet 4 of 10
In Service	Scale NONE	Traffic Operations Engineer.....	



SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

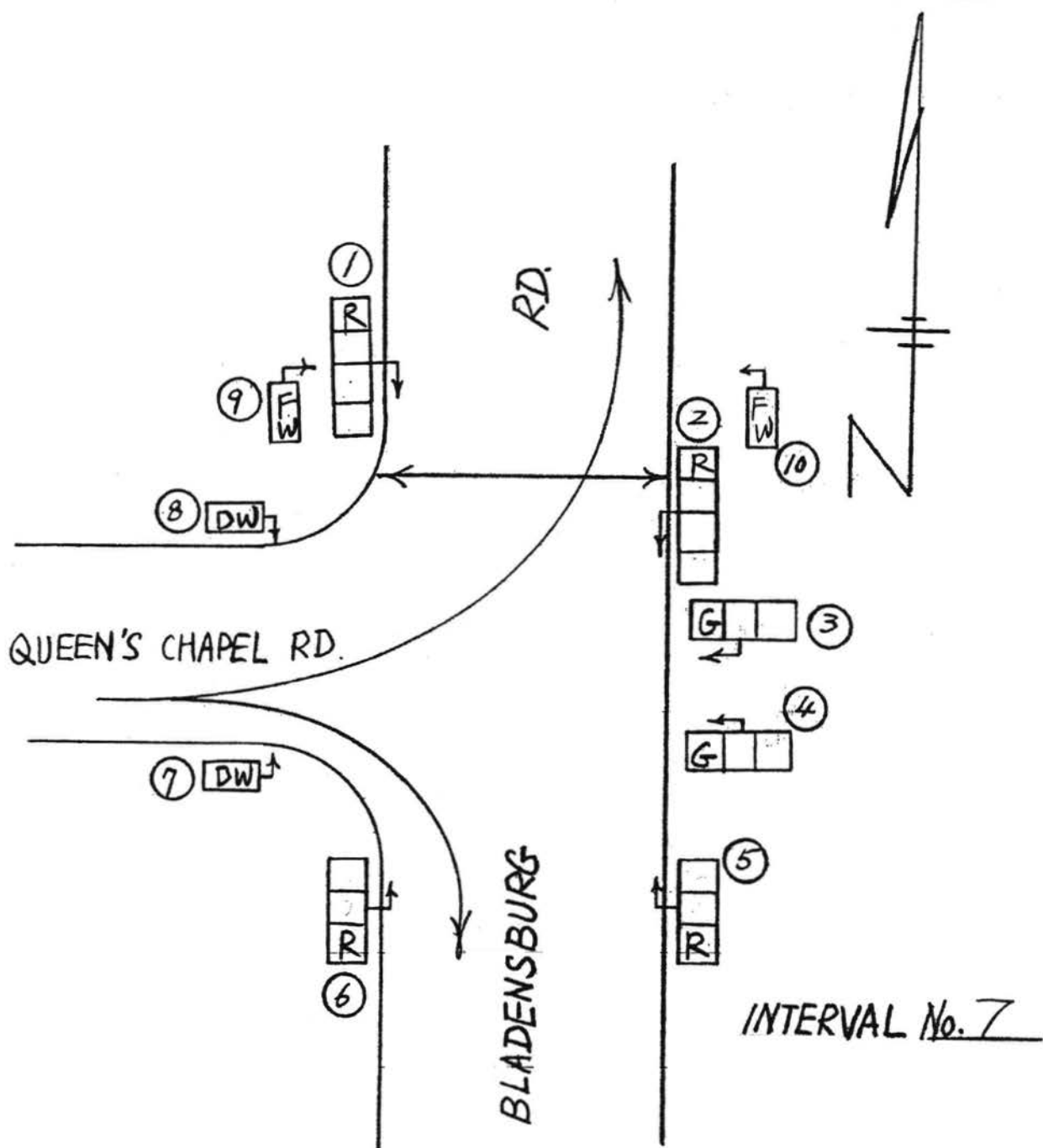
DEPARTMENT OF PUBLIC WORKS, D.C. BUREAU OF TRAFFIC SERVICES		Submitted Head, Signals, Signs & Markings.....	T. S. 556-D
Designed by		Recommended Asst. Traffic Operations Engineer.....	
Checked by	Date	Approved Traffic Operations Engineer.....	Sheet 5 of 10
In Service	Seals	NONE	



SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

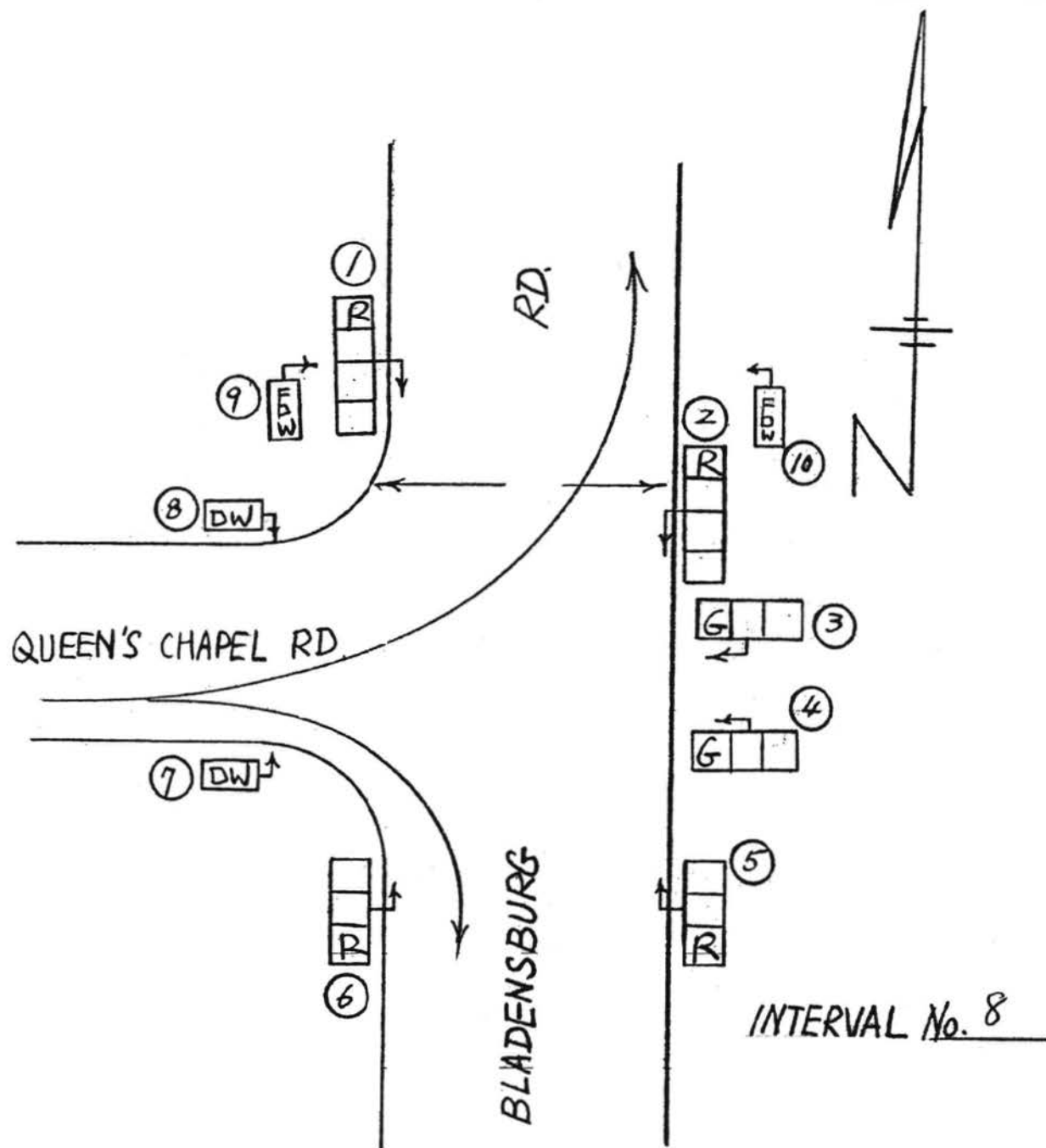
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BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings.....	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer.....	
Drawn by	Date	Approved	Sheet 6 of 10
In Service	Scale NONE	Traffic Operations Engineer.....	



SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

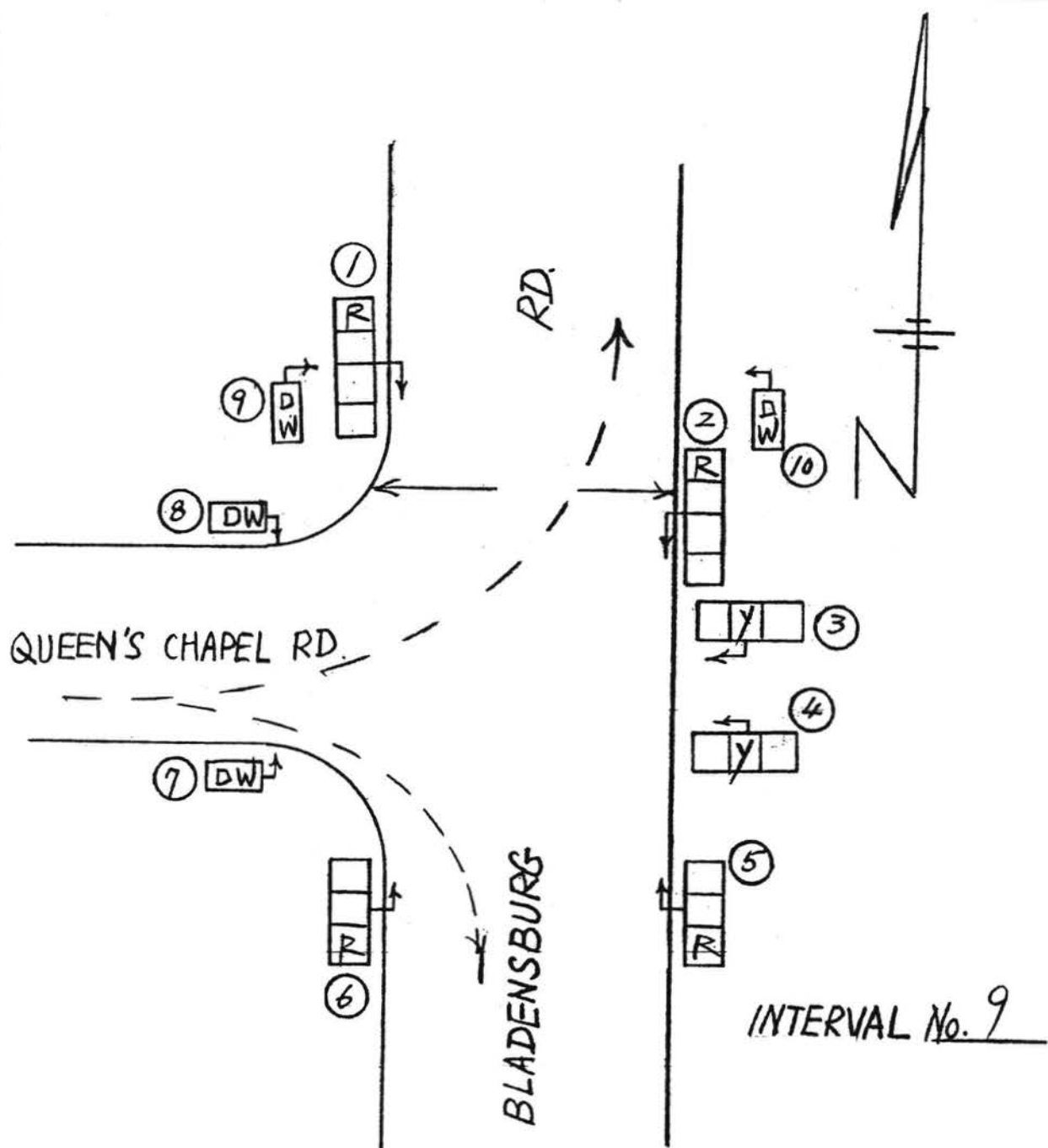
DEPARTMENT OF PUBLIC WORKS, D.C. BUREAU OF TRAFFIC SERVICES		Submitted Head, Signals, Signs & Markings.....	T. S.
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer.....	
Drawn by	Date	Approved	Sheet
In Service	Scale	Traffic Operations Engineer.....	7 of 10



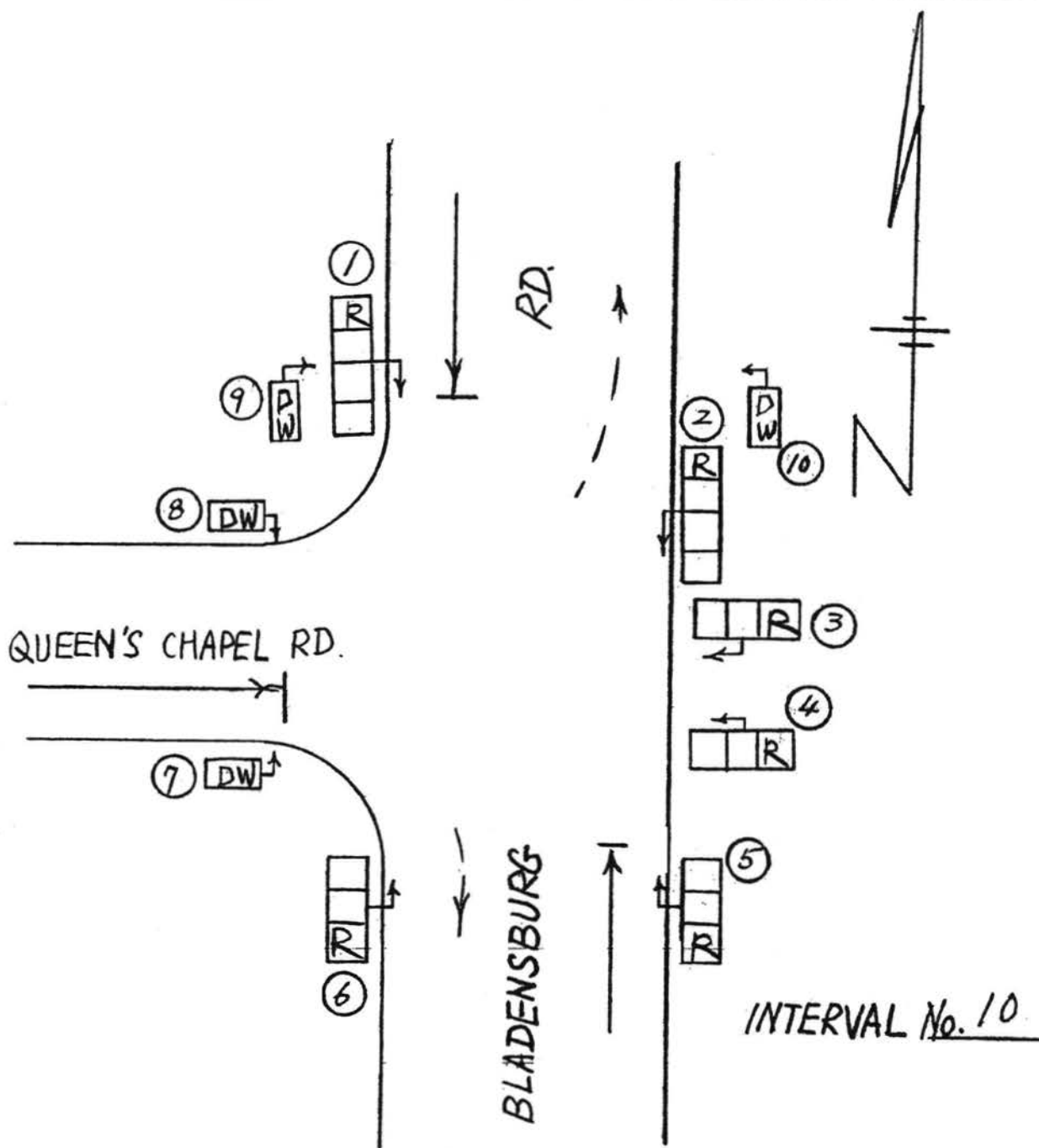
SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

DEPARTMENT OF PUBLIC WORKS, D.C. BUREAU OF TRAFFIC SERVICES		Submitted Head, Signals, Signs & Markings.....	T. S. 556-D
Designed by.....		Recommended Asst. Traffic Operations Engineer.....	
Checked by.....	Date.....	Approved Traffic Operations Engineer.....	Sheet 8 of 10
In Service.....	Scale NONE		



SIGNAL OPERATION			
BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.			
DEPARTMENT OF PUBLIC WORKS, D.C.		Submitted	T. S.
BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings.....	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer.....	
Drawn by		Approved	Sheet 9 of 10
In Service	Date	Traffic Operations Engineer.....	
Scale		NONE	



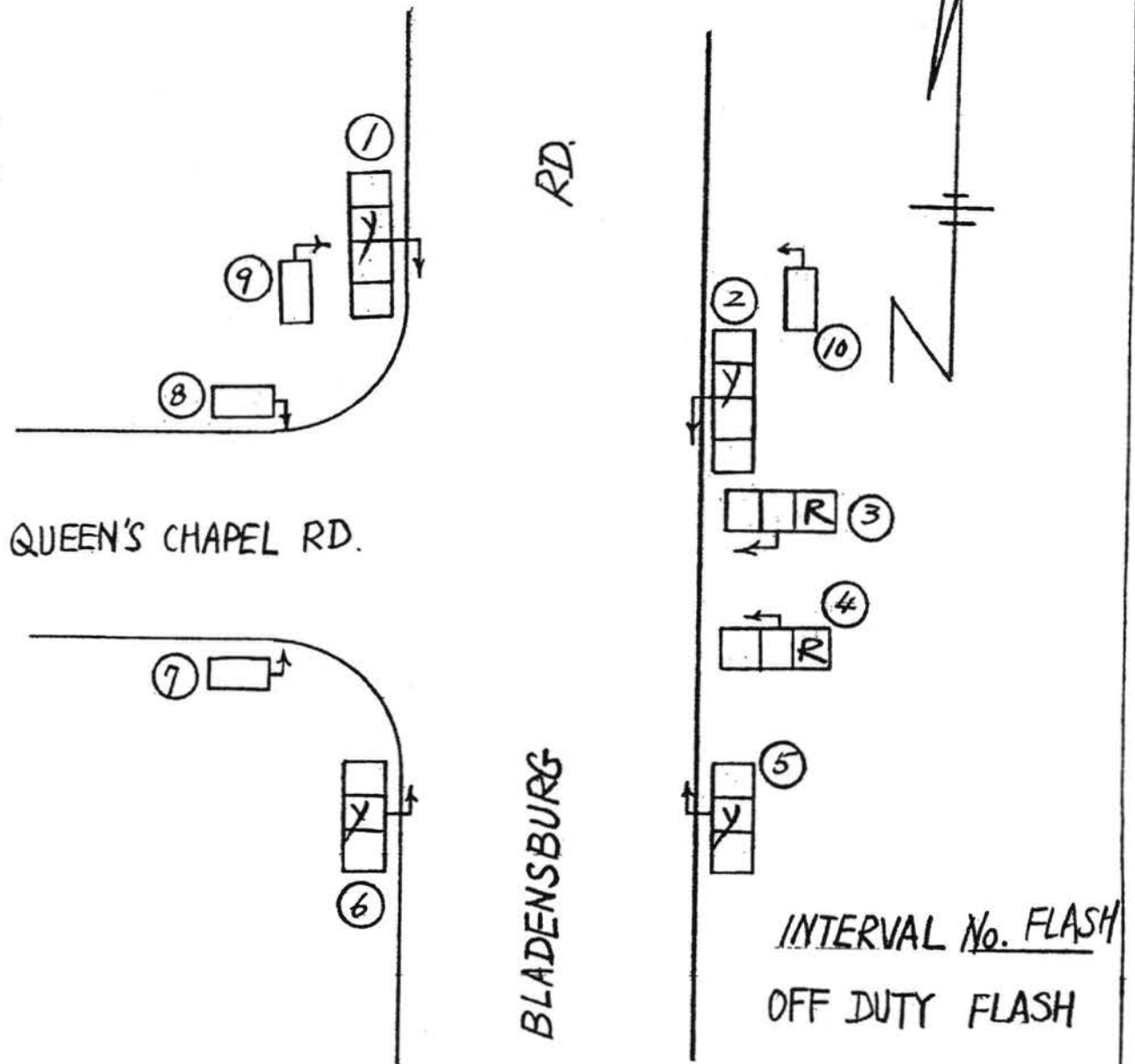
SIGNAL OPERATION

BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.

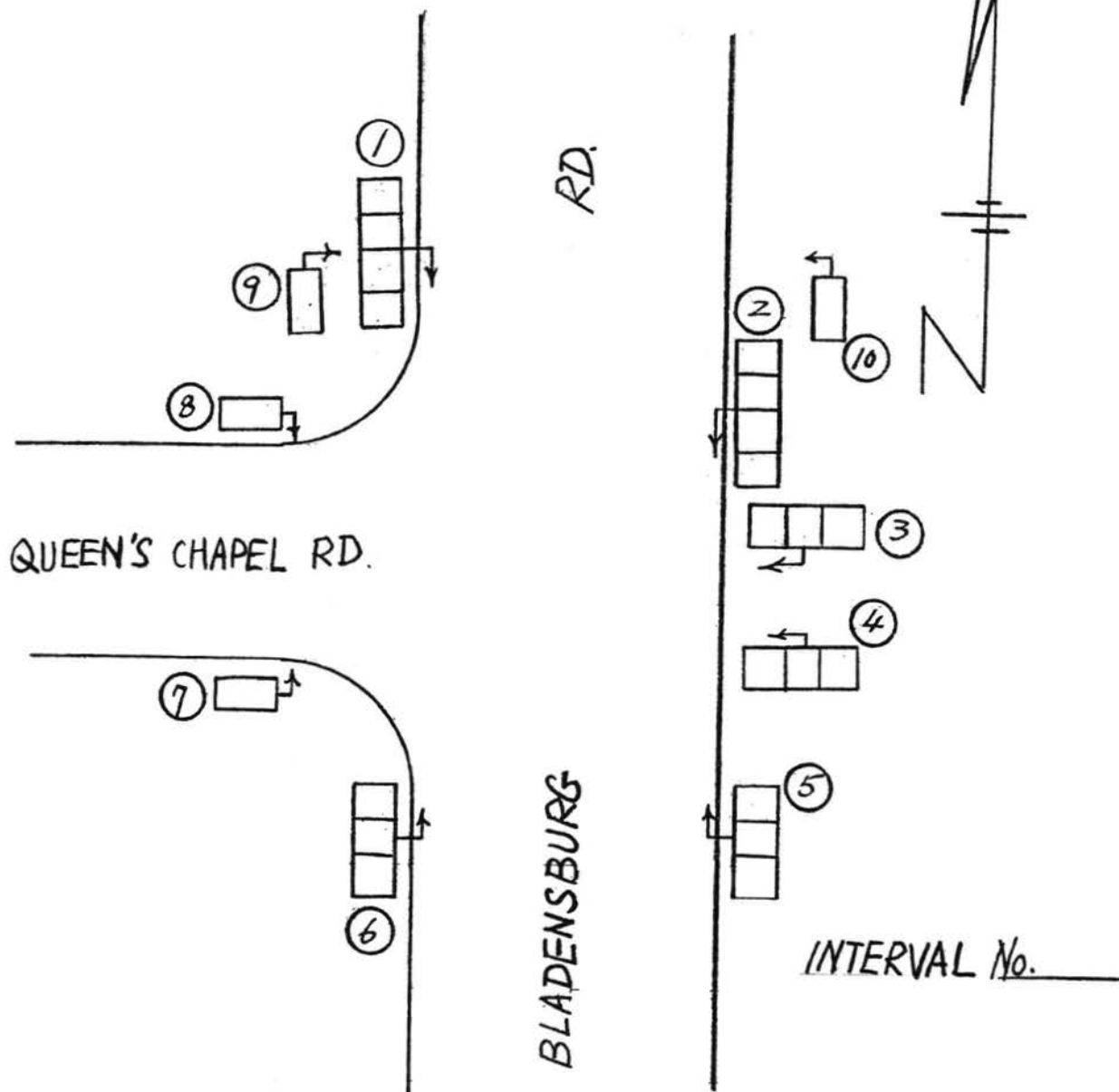
DEPARTMENT OF PUBLIC WORKS, D.C.		Submitted	T. S.
BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer	
Drawn by	Date	Approved	Sheet
In Service	1	Traffic Operations Engineer	

NONE

10 of 10



SIGNAL OPERATION			
BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.			
DEPARTMENT OF PUBLIC WORKS, D.C.		Submitted	T. S.
BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer	
Drawn by		Approved	Sheet FLASH
In Service	Scale NONE	Traffic Operations Engineer	



SIGNAL OPERATION			
BLADENSBURG RD. & QUEEN'S CHAPEL RD., N.E.			
DEPARTMENT OF PUBLIC WORKS, D.C.		Submitted	T. S.
BUREAU OF TRAFFIC SERVICES		Head, Signals, Signs & Markings	
Designed by		Recommended	556-D
Checked by	Date	Asst. Traffic Operations Engineer	
Drawn by	Date	Approved	Sheet of
In Service	Scale	Traffic Operations Engineer	

[illegible]

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OFF PEAK - 80

1

2

AM PEAK - 100

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PM PEAK - 120

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4

OFF PEAK - 100

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AM PEAK - 100

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PM PEAK - 120

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AM PEAK - 100

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PM PEAK - 120

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EVACUATION

1

CONTROLLER

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657

ACISA

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DEPARTMENT OF PUBLIC WORKS

WASHINGTON, D.C.

BUREAU OF TRAFFIC SERVICES

S-DRAWING NO:

1806-A

SHEET

2 OF 2

MONTANA AVE.

TS-49.1

TS-49.2

NEW YORK

WEST VA. AVE.

MONTANA AVE.

NOTE: PLAN 7 TEMP IS TO BE USED FROM 5:30AM TO MIDNIGHT 7 DAYS A WEEK

DESCRIPTION PLAN ONE

DESCRIPTION PLAN TWO

INTERVAL

TIMING PLAN NUMBER:

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[illegible]

TIMING PLAN SCHEDULE										TS- 49.2		MONTANA AVE., NEW YORK AVE., & WEST VIRGINIA AVE., N.E.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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