DANIEL B. VANPELT, P.E.
SENIOR ASSOCIATE

PROFILE:

Mr. VanPelt has more than nine years of experience in a wide range of traffic and transportation projects including: traffic impact studies, site access and circulation planning, functional parking lot and garage design, parking demand analyses, corridor studies, campus master planning, major data collection efforts, loading dock design, intersection improvement design, signal design, and signing and pavement marking design. He has worked for public, private and institutional sector clients nationally and internationally.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies in support of rezoning, subdivision, site plan approvals and EIS applications for large and small residential, commercial, office, retail, and institutional developments. His work includes experience in Pennsylvania, Ohio, Virginia, Maryland, Washington, D.C., New Jersey, New York and Connecticut.

Retail Traffic and Parking Studies. Prepared traffic, parking, site access and site circulation studies for grocery stores, lifestyle centers, power centers, regional centers and urban retail including Citadel Harris Teeter, Washington, DC; Mondawmin Mall Redevelopment, Baltimore, Maryland; DC USA Target and Best Buy, Washington, DC; Trotwood Town Center, Trotwood, Ohio; The Avenue Viera, Viera, Florida; The Avenue Carriage Crossing, Collierville, Tennessee; Woodbridge Center, Woodbridge, New Jersey; Kendall Town Center, Miami, Florida; Summerlin Mall, Summerlin, Nevada; and Chicago Premium Outlets, Aurora, Illinois.

Hospitality/Entertainment Developments. Conducted traffic studies, site access and circulation planning, and parking needs assessments for projects such as Mohegan Sun Casino Resort, Uncasville, Connecticut; Turning Stone Casino Resort, Verona, New York; W Mexico City, Mexico D.F.; Marriott Orlando World Center, Orlando, Florida; Gaylord Texan, Grapevine, Texas; Gaylord National Harbor, Prince George's County, Maryland; and Pikes Peak International Raceway, Colorado Springs, Colorado.

Mixed-Use Developments. Prepared traffic studies, parking analysis, site access planning, loading access design, site circulation planning and signal designs for projects including: Monaco I/II and Sanremo, Jersey City, New Jersey; Children's Museum and Air Rights Buildings at L'Enfant Plaza, Washington, DC; Shamrock Business Center, Painesville, Ohio; Auyare I/II, Caracas, Venezuela; and Oaklawn in Leesburg, Leesburg, Virginia.

Master Plans. Worked as a part of the planning team to address traffic, pedestrian, transit, truck, streetscape, regional access, security and parking issues in master plans prepared for the Princeton University Campus Master Plan, Princeton, New Jersey; Capitol Complex Master Plan, Washington, DC; Hartford Strategic Framework, Hartford, Connecticut; and Yale Medical Center District, New Haven, Connecticut.

Parking Studies and Parking Garage Design. Performed parking needs studies and garage planning for projects such as the Dubai International Finance Center, Dubai, UAE; National Cathedral Bus Garage Design, Washington, DC; City View Condos; Hyattsville, Maryland; ER One – Washington Hospital Center, Washington, DC; and Ronald Reagan National Airport, Arlington, Virginia.

Schools and Health Care Facilities. Conducted traffic, parking, bus and pedestrian analyses of institutions including: Two Rivers Public Charter School, Washington, DC; Georgetown University McDonough Business School and the Multisport Facility, Washington, DC; Georgetown Prepatory School, Bethesda, Maryland; TC Williams High School, Alexandria, Virginia; Alexandria Country Day School, Alexandria, Virginia; Sibley Hospital, Washington, DC; and INOVA Alexandria Hospital, Alexandria, Virginia.

Data Collection Studies. Conducted large-scale data collection efforts including traffic counts, pedestrian counts, vehicle classification counts, speed studies and origin-destination studies. Examples include managing a long-term data collection program for the New Jersey DOT in northern New Jersey and supervising data collection efforts at both the Lincoln and Holland Tunnels for the Port Authority of New York and New Jersey.

EDUCATION:

Master of Science in Civil Engineering, Washington University in St. Louis; St. Louis, Missouri, May 1999

Bachelor of Science in Civil Engineering, Washington University in St. Louis; St. Louis, Missouri, May 1997

Bachelor of Science in Physics, Bethany College; Bethany, West Virginia, May 1995

REGISTRATIONS: Registered Professional Engineer: Virginia

AFFILIATIONS:

Institute of Transportation Engineers
Transportation Research Board
International Council of Shopping Centers

PUBLICATIONS:

"Lot's to Learn; Don't let parking and traffic problems sink your entertainment business," Casino Journal, December 2003, p. 28.

"A Study and Optimization of the Saint Louis Freeway Service Patrol Program," Master's Thesis, Sever Institute of Technology, Washington University in Saint Louis, February 1999.

EMPLOYMENT HISTORY

2006 - Present — **Wells & Associates, LLC**
McLean, Virginia
Senior Associate

2000 - 2006 — **Gorove/Slade Associates, Inc.**
Washington, DC
Director of Engineering/Senior Associate/Project Manager/Associate

1998 - 2000 — **Garmen Associates / Urbitran**
Montville, New Jersey
Traffic Engineer

1997 - 1998 — **Washington University in St. Louis**
St. Louis, Missouri
Graduate Research Associate

1996 - 1997 — **Missouri Department of Transportation**
St. Louis, Missouri
Traffic Studies Engineering Intern

Monument Ballpark
Loading Activity Analysis

	Deliveries per day per use	Total number of deliveries per day	Total dock hours needed per day	Berths provided in dock for loading	Total available dock hours per day	Surplus dock hours per day
North Dock						
Office	4	4				
Retail (3 tenants)	3	9				
Restaurant (1 tenant)	6	6				
Total number of deliveries for all North dock users		**19**	**6.3**	**2**	**16**	**9.7**
South Dock						
Residential	3	3				
Hotel	6	6				
Retail (4 tenants)	3	12				
Restaurant (4 tenants)	6	24				
Total number of deliveries for all South dock users		**45**	**15.0**	**4**	**32**	**17.0**

Notes:

1) Analysis assumes that all deliveries require a loading berth (worst case). Some will use the service areas to offload.
2) One berth in each dock was assumed to be used for trash and therefore excluded from the analysis.
3) Analysis assumes that the delivery trips are separate trips and not shared (i.e., FedEx will deliver to all tenants at one time).
4) Most deliveries will be less than 20 minutes in length, however, 20 minutes per delivery was used for analysis purposes.
5) Each berth is assumed to be available for a minimum of 8 hours per day.
6) Deliveries per day are for a typical weekday. Weekend day activity will be less.
7) The South Dock provides one 55' berth for retail tenants that require a delivery vehicle larger than 30' (up to 3 times per week for some retail tenants)
8) Residential use will have approximately 6 moves per week on average. Based on unit size truck length will be 30' or less.
9) Dock management during peak delivery times is assumed to avoid congestion and maximize facility efficiency.
10) Deliveries per day based on information provided by The Cordish Company.