

IL PALAZZO

2700 16TH STREET, NW, WASHINGTON, DC 20009

TRAFFIC IMPACT MEMORANDUM

SEPTEMBER 8TH, 2011

PREPARED BY:



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WASHINGTON DC, ROCKVILLE, BALTIMORE

PEER REVIEWED BY:



GOROVE / SLADE

Transportation Planners and Engineers

ZONING COMMISSION
District of Columbia

CASE NO. 11-08

EXHIBIT NO. 27



I. Executive Summary

This traffic impact memorandum presents the findings of the additional traffic engineering services conducted in support of the proposed Il Palazzo (2700 16th Street) development, located in northwest Washington, D.C. The results of this memorandum supplement the original Transportation Impact Study Report dated May 19th, 2011, prepared by A. Morton Thomas and Associates.

In preparation for the September 8th Zoning Commission Hearing and to respond to several DDOT concerns, the additional traffic engineering services are related to justifying the team's original design of a new curb cut on Mozart Place and maintaining the existing curb cuts on 16th Street. The team's purpose is to justify that the original design does not compromise pedestrian and vehicular safety, as well as negatively impact the existing traffic operations along 16th Street, Fuller Street, and Mozart Place. ***The team has met and worked with the community on a number of occasions with regards to installing a new curb cut along Mozart Place. They are in favor of the two curb cuts as a preferred solution for overall positive traffic operations of the site and pedestrian safety at the intersection of Fuller Street/Mozart Place. In addition, the HD Cooke Elementary School (located southwest of the site) supports the two curb cuts in order to promote the safety of school children walking around the intersection of Fuller Street/Mozart Place.*** As part of the traffic engineering services, AMT has teamed with Gorove/Slade (G/S) to prepare and finalize a traffic impact memorandum addressing the on-street traffic operations with regards to the proposed parking garage circulation and solid waste collection and truck loading on Mozart Place.

The additional services conducted for this memorandum include: additional field data collection efforts; a detailed parking analysis; a study of the proposed solid waste collection and loading operations; and maintaining two (2) existing curb cuts on 16th Street.

II. Existing Traffic Operations

Direct access to the proposed development site is provided by 16th Street, Fuller Street, and Mozart Place:

16th Street is generally a five-lane north/south road (two-lanes northbound and three-lanes southbound) providing regional access to residential neighborhoods, retail/local businesses, offices, embassies, schools, amongst many other land uses. The posted speed limit is 30 miles per hour (mph) during all times of the day and the general width of the road is approximately fifty (50) feet. Parking is generally prohibited along both sides of 16th Street throughout the vicinity of the site, except along the eastern side just north of Columbia Road. No separate bicycle lanes are provided. The intersection of 16th Street with Fuller Street is signal-controlled.

Fuller Street is a one-way, one-lane westbound street providing local access to residential areas and embassies between 16th Street and Mozart Place. The posted speed limit along Fuller Street is 15 mph during the school peak hours and was noted to be 25 mph during all other times. The general width of the street is approximately twenty-four (24) feet. Parking is generally allowed on both sides of the street during all times of the day (two-hour limit in Zone I; 7:00AM to 8:30PM; Monday-Friday; Zone I Permit Holders Excepted), except on Mondays from 7AM to 7PM for street cleaning. Parking is restricted on the south side of the street near the 16th Street intersection as three (3) parking spaces are reserved for the Embassy of the Republic of Poland (No Parking; 7AM-6:30PM; Monday to Friday). A total of fifteen (15) parking spaces are provided along the north curb and a total of eleven (11), including the three spaces for the Embassy of the Republic of Poland) parking spaces are provided along the south curb. No separate bicycle lanes are provided. The intersection of Fuller Street and Mozart Place is stop-controlled.

Mozart Place is a one-way, one-lane northbound street providing local access to local businesses and the Scottish Rite Temple between Fuller Street and Columbia Road. The posted speed limit along Mozart Place was noted to be 25 mph at all times and the general width of the street was approximately twenty-four (24) feet. Parking is allowed on both sides of the street during all times of the day (two-hour limit in Zone I; 7:00AM to 8:30PM; Monday-Friday; Zone I Permit Holders Excepted), except on Mondays from 7AM to 7PM for street cleaning. A total of eleven (11) parking spaces are provided along the east curb and a total of eleven (11) parking spaces are provided along the west curb. No separate bicycle lanes are provided.

III. Field Data Collection

A. Additional Pedestrian Count Data

While the original Transportation Impact Study Report (May 19th, 2011) included peak hour pedestrian counts along Fuller Street/Mozart Place, additional pedestrian counts were conducted at the existing Scottish Rite Temple driveways along Mozart Place. The additional pedestrian counts were conducted on Tuesday, August 16th, for a continuous 13-hour period between the hours of 6AM to 7PM.

The original pedestrian counts at Fuller Street/Mozart Place collected on January 6th, 2011, as well as the more recent pedestrian counts collected at the Scottish Rite Temple driveways are contained in Appendix A.

- The original pedestrian counts conducted at Fuller Street/Mozart Place indicated that approximately **40 and 118 pedestrians** would be anticipated to cross the existing/proposed Fuller Street II Palazzo driveway during the AM and PM peak hours, respectively.
- The original pedestrian counts conducted at Fuller Street/Mozart Place indicated that approximately **76 and 37 pedestrians** would be anticipated to cross the proposed Mozart Place II Palazzo driveway during the AM and PM peak hours, respectively.
- The additional pedestrian counts along Mozart Place at the Scottish Rite Temple driveway indicated that the off-peak hour pedestrian volumes remained consistent with the pedestrian counts recorded during the peak hours. In other words, a steady volume of pedestrians was observed to access Mozart Place throughout the day, not just during the peak hours. Field observations by our count staff indicated similar observance along Fuller Street.
- In addition, **a much more significant number of pedestrians were observed to use the west sidewalk of Mozart Place**, rather than the east sidewalk throughout the day – 192 total pedestrians along the east sidewalk versus 420 total pedestrians along the west sidewalk. This was consistent throughout the day. The higher number of the pedestrians along the west sidewalk of Mozart Place is due to the fact that a MetroBus stop/shelter is located at the southwest corner of the intersection of Columbia Road/Mozart Place and thus is a natural, desirable pedestrian walkway.

To address DDOT's concern that an additional curb cut along Mozart Place would decrease pedestrian safety, we offer the following:

- a) The overall peak hour volume of pedestrians along Fuller Street and Mozart Place are very similar; therefore suggesting that the proposed development only have access to the parking garage via Fuller Street (which actually carries more pedestrians overall than Mozart Place) is not a desirable solution from a traffic engineering and/or a pedestrian safety standpoint.
- b) Field observations indicate that approximately 70-percent of pedestrians currently utilize the west sidewalk of Mozart Place throughout the day.

B. Accident Data Collection

Recent (2008-2010) accident/crash data was requested from DDOT (Office of General Counsel) at the intersections of Fuller Street/Mozart Place and 16th Street/Fuller Street. The purpose was to determine if the intersections were deemed high accident locations among motorists, pedestrians, bicyclists, due to sight distance issues, insufficient maneuverability for larger vehicles, amongst other key issues.

The accident/crash data received is located in Appendix B and indicates the following:

Fuller Street/Mozart Place: a single accident occurred during the 3-year timeframe. It occurred in 2009, during the AM peak hour, clear weather, dry road surface, property damage only collision with a parked vehicle. Not a single pedestrian or bicycle-related collision was reported during the last 3-year period.

16th Street/Fuller Street: Thirty (30) accidents occurred during the 3-year timeframe. A total of three (3) pedestrian/bicycle accidents occurred in 2008 and two (2) pedestrian accidents in 2009. There were no reported pedestrian/bicycle accidents in 2010 and the number of accidents overall declined during the 3-year timeframe. There are no definitive records showing any accidents related to the two (2) existing curb cuts on 16th Street.

To address DDOT's concern regarding pedestrian safety in the vicinity of the proposed development site, we offer that all traffic engineering means and methods will be utilized to ensure that the potential of future pedestrian/bicycle accidents is further reduced. Appropriate warning signage at all curb cuts and enhanced crosswalk pavement markings will be installed per current DDOT guidelines and standards to ensure that the safety of all roadway users is maintained.

C. Scottish Rite Temple Volume Data Collection

A seven (7) day machine volume count was conducted at the two existing curb cuts of the Scottish Rite Temple along Mozart Place from Friday August 26th to Friday September 2nd, 2011. The purpose of the machine volume data collection was to determine the exact frequency of use of the existing curb cuts at the Scottish Rite Temple (access into/from the parking lot and access to the trash area).

The count data printouts are located in Appendix C and the volume counts indicate the following:

- A total of 357 vehicles entered the main Scottish Rite Temple driveway and a total of 359 vehicles exited the driveway over the week-long count period. Approximately 42 vehicles per day entered (and logically exited) the driveway Monday-Friday and 67 vehicles on Saturday. Very little vehicular activity was recorded on Sunday. The first vehicles were noted to enter around 6:30am and the last vehicles exited between 8-10pm during the weekday. Traffic volumes were observed to be relatively low throughout the day.
- A total of twenty-two (22) vehicles accessed the trash driveway during the week-long count period. The driveway was accessible Sunday – Friday. No trash pick-up or accessing of this driveway occurred on Saturday. On average, no more than 4-6 vehicles accessed this driveway throughout the entire day, typically in the afternoon (except for Wednesday where pickups occurred in the morning and afternoon).

IV. Proposed Parking

A. Proposed Site Use

Various parking alternatives were studied to address concerns from DDOT regarding the additional curb cut along Mozart Place. Illustrations of each alternative are contained in Appendix D and include circulation patterns for each alternative.

Existing Conditions: This option illustrates the existing curb cut along Fuller Street, as well as the existing curb cuts for the circular driveway along 16th Street.

Access Option 1: This option proposes a conventional parking garage with the existing Fuller Street curb cut used as an entry/exit for the garage, 3-4 trash trucks will double-park or use temporary parking restrictions to collect the trash receptacles 3-4 times per week for approximately 10-12 minutes at a time, and the existing curb cuts for the circular driveway along 16th Street will be maintained for drop-offs/pick ups.

Access Option 2: This option proposes a conventional parking garage with the existing Fuller Street curb cut used as the entry and a proposed curb cut along Mozart Place used as an exit. A loading dock and trash-area would also be provided just south of the garage exit, which would displace two parking spaces. The existing curb cuts for the circular driveway along 16th Street will be maintained for drop-offs/pick ups.

Access Option 3: This option proposes an automated parking garage with the existing Fuller Street curb cut (enter/exit for the garage), 3-4 trash trucks will double-park or use temporary parking restrictions to collect the trash receptacles 3-4 times per week for approximately 10-12 minutes at a time, and the existing curb cuts for the circular driveway along 16th Street will be maintained for drop-offs/pick ups.

Access Option 4: This option proposes an automated parking garage with the existing Fuller Street curb cut used as the entry and a proposed curb cut along Mozart Place used as an exit. A loading dock and trash-area would also be provided just south of the garage exit, which would displace two parking spaces. The existing curb cuts for the circular driveway along 16th Street will be maintained for drop-offs/pick ups.

It is important to note that the widening of the existing Fuller Street curb cut for Options 1 and 3 were also studied in great detail, but the team was unable to accommodate this widening due to insufficient space for a standard ramping system.

B. Proposed Parking

i. Conventional parking garage

a) One curb cut (existing on Fuller Street) – Access Option 1

Additional traffic analyses were conducted to determine the traffic impacts of a single curb cut serving the site: an entry/exit to the conventional parking garage via Fuller Street. The site's trip generation assignments and distribution were re-determined based on the single driveway and the future conditions analyses were re-evaluated using Synchro/SimTraffic software. The results are located in Appendix E and indicate that the entry/exit to the conventional parking garage via Fuller Street will operate at overall acceptable levels of service and delays during both the AM and PM peak hours.

Even though the traffic analysis results are favorable towards this option, after looking at the space available and the geometry required to allow the vehicles to enter/exit the parking garage driveway along Fuller Street, it was determined that this option was not viable due to the inability to widen the existing curb cut along Fuller Street due to the inability to accommodate a proposed standard ramping system. If the existing curb cut is not widened, signalization of the ingress/egress of the parking garage on Fuller Street would be necessary, which would likely result in queuing issues during the peak hours.

b) Two curb cuts (new on Mozart Place/existing on Fuller Street) – Access Option 2

As contained in the original Transportation Impact Study Report (May 19th, 2011), the traffic analyses assumed the vehicles would access the parking garage from Fuller Street and exist via Mozart Place. Traffic analyses using Synchro/SimTraffic software determined that both the entry/Fuller Street and exit/Mozart Place would operate at overall acceptable levels of service as stop-controlled intersections during the future conditions once the site is built and occupied. This design option remains the most favorable from a traffic, safety, and accessibility standpoint.

ii. Automated parking garage

a) Background information

Automated Parking (AP) utilizes mechanized systems to store and retrieve cars in a manner similar to an attended, valet-parked garage, just without the human attendants. To use the garage, motorists enter a cabin that houses a lift, where they activate the system with a credit card, key fob or other issued identification, and the car is whisked away to the storage area. Retrieving the car is as simple as returning to the motor lobby and using the same credit card or issued identification to alert the system to retrieve the vehicle from storage. AP systems employ technology similar to that used for warehousing and are programmed by computers with integrated redundancy and back-up power. The result is a convenient parking solution that can run automatically with many benefits.

AP systems offer several benefits over conventional parking that make it worth considering for the proposed Il Palazzo development.

- The space needed for an AP garage is generally 60% of the same spaces needed for a conventional parking garage containing the same amount of spaces. This is because AP systems do not utilize parking ramps and use less space because they park cars closer together both horizontally and vertically. Thus, the Il Palazzo project can construct the same amount of parking spaces in less physical volume using an AP system over a conventional system. This can be a significant advantage, particularly for below-grade parking facilities.
- The parked cars in storage are secure; vandals or thieves cannot reach them. Drivers also feel more secure because they do not have to walk within the garage drive aisles to get back and forth from their vehicle.
- AP systems eliminate damage resulting from maneuvering in and out of parking spaces within the garage.
- AP systems are virtually silent and do not require daily cleaning.
- There are several sustainable attributes of AP systems, including:
 - Reduced drive time spent driving through the garage and searching for spaces.

- Cars in an AP system are not running when exiting the garage and while queuing up to pay/exit the garage.
- There is little need for HVAC within the storage area.
- There is little need for lighting within the storage area.

b) One curb cut (existing on Fuller Street) – Access Option 3

This parking option would involve cars exiting and entering the parking garage on Fuller Street, with two-way traffic within the driveway. The AP system would require two lifts located at the end of the driveway to handle vehicles being stored and retrieved from the garage.

Similarly to the conventional parking garage option with a single curb cut, after looking at the space available and the geometry required of the vehicles accessing the two parking lifts, it was determined that this option was not viable. There is not sufficient room for vehicles to access both lifts and make all maneuvers necessary to enter and exit the garage using the Fuller Street driveway.

c) Two curb cuts (new on Mozart Place/existing on Fuller Street) – Access Option 4

This parking option would involve cars entering the garage at the Fuller Street driveway and exiting via a new driveway on Mozart Place. The existing curb cut along Fuller Street would not have to be widened since it would only be processing one-way, inbound traffic. The AP system would incorporate one lift at both driveways to handle storage and retrieval, and the system would be designed in a way to process entries and exits at either end in the case of a lift malfunction at either end requiring one driveway to handle entries and exits.

After examining this option for space and geometry requirements, it was determined that this option is viable, as all necessary turning maneuvers can occur. The main concern with this option would be the queuing of vehicles upon entry at the Fuller Street driveway, with only a single lift being used to store vehicles. This is discussed in the next section.

d) Queuing analysis

After performing queuing analysis on the Fuller Street driveway, it was determined that it would be highly unlikely that the queue of vehicles waiting for entry into the garage would extend onto Fuller Street from the driveway. The queuing analysis assumed a peak entry of 26 vehicles per hour. This was based on the trip generation contained in the original Transportation Impact Study Report (May 19th, 2011), applying the mode split reduction based on the census data also provided within the report. The average service rate of the AP system was assumed to be 90 seconds, composed of the following time elements:

- Bay positioning/dwell time: 30 seconds
- User activation of system: 15 seconds
- Vertical movement: 15 seconds
- Unload car to internal storage shuttle: 15 seconds
- Return lift to bay: 15 seconds



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- Total average time per car: 90 seconds (40 cars per hour)

With these assumptions, the average queue length during the PM peak hour at the Fuller Street driveway would be 1.2 vehicles; the 90th percentile queue length would be 5 vehicles. The maximum number of vehicles that can fit within a queue at the Fuller Street driveway before backing up into Fuller Street is five (5) total vehicles. Thus, it was determined that it would be highly unlikely that the queue of vehicles waiting for entry into the garage would extend onto Fuller Street, as this would require a highly unlikely clustering of vehicles arriving during the PM peak hour.

V. Proposed Solid Waste Collection and Loading Operations

Two separate options were studied for the removal of the solid wastes and the loading operations: A) off-street with the proposed new Mozart Place curb cut or, B) on-street without the proposed new Mozart Place curb cut. Regardless of whether these waste collection and/or loading activities occur on-street or off-street, the trash vehicles and delivery/moving trucks are anticipated to approach the site either northbound along Mozart Place or westbound via Fuller Street.

Therefore, the first step was to verify the maneuverability of these trucks when making the westbound right-turn from Fuller Street onto northbound Mozart Place. The AutoTurn diagrams illustrating the truck maneuvers are located in Appendix F. The specifications of the SU-30 truck are as follows: length = 30.00 feet, wheelbase = 20.00 feet, width = 8.00 feet.

Note: For the three (3) scenarios described below with a new curb cut on Mozart Place, it is understood that two (2) parking spaces on the east side of Mozart Place will have to be eliminated.

Figure F-1 (Truck Access – Scenario 1 – Reverse from Fuller Street onto Mozart Place/Continue Straight onto Mozart Place) indicates that the truck will successfully complete the required turn maneuvers without driving over any of the existing curbs. In order to complete the right-turn maneuver, the Autoturn design included proceeding straight on Fuller Street and stopping just west of Mozart Place; reversing down Mozart Place until aligning parallel with the street; and continuing northbound on Mozart Place. The vast majority of trash collection operations consist of 2-3 collectors, including the driver. During the reverse procedure in order to align the truck parallel on Mozart Place, one of the collectors can stop traffic, as well as pedestrians, from entering the intersection. This will ensure no potential conflicts during the complete right-turn maneuver. A total of two (2) on-street parking spaces required for the new curb cut will be eliminated as shown on Figure F-1.

A. New Mozart Place curb cut; off-street solid waste collection and loading

For Access Options 2 (conventional parking garage) and 4 (automated parking garage), a new curb cut is proposed along Mozart Place, resulting in off-street solid waste collection and loading facilities. As previously discussed, the solid waste collection area and the loading facilities will be located on-site, just south of the exit from the parking garage. AutoTurn was used to verify that SU-30 trucks would be able to maneuver into the loading area from either Fuller Street or northbound along Mozart Place.

Figure F-2 (Truck Access – Scenario 2 – Reverse from Fuller Street onto Mozart Place/Continue Straight onto Mozart Place/Reverse into Loading Area) illustrates that the truck would successfully back into the loading area without driving over any curbs and a total of two (2) on-street parking spaces would need to be eliminated along Mozart Place.

Figure F-3 (Truck Access – Scenario 3 – Northbound on Mozart Place/Reverse from Mozart Place into Loading Area) illustrates that the truck would successfully back into the loading area without driving over any curbs and a total of two (2) on-street parking spaces would need to be eliminated along Mozart Place.

As part of this study, we also determined using AutoTurn whether a truck could successfully make a right hand turn from Fuller Street onto Mozart Place without driving over any of the existing curbs and/or requiring the loss of any additional parking spaces. During the maneuvering to make the right turn onto Mozart Place, it was observed that the two (2) parking spaces located on the northwest corner of the intersection would need to be eliminated. This will result in a total of four (4) on-street parking spaces lost. Therefore, the maneuvers shown on Figure F-1 are more desirable due to the loss of fewer parking spaces – this maneuvering option was not studied any further.

In addition, we studied the use of the street entrance opposite from the proposed loading facilities as a second option for the trucks to maneuver into the loading space. It was assumed that the SU-30 trucks could pull into the street entrance and reverse into the site's loading space directly across the street. The AutoTurn maneuvers indicated that the truck would need to drive over the curbs near the opposite street entrance (without hitting the existing steel railing located near the entrance) and would have insufficient room to maneuver around the existing street signs located on the sidewalks. This maneuvering option was not studied any further and it was assumed that the maneuvers shown on Figures 2 and 3 will be favored by both the trash and delivery trucks.

B. No new curb cut; on-street solid waste collection and loading

For Access Options 1 (conventional parking garage) and 3 (automated parking garage), no new curb cut is proposed along Mozart Place, resulting in on-street solid waste collection and loading facilities.

The solid waste collection and the loading activities will be conducted on-street resulting in 3-4 trash trucks double-parking on Mozart Place to collect the trash 3-4 times per week, for approximately 10-12 minutes at a time. This would result in the blockage of the through traffic lanes along Mozart Place, sometimes during the peak hours of the day depending on the trash collection schedules. Depending on the location of the trash vehicles, this could also result in the blockage of parked vehicles and access driveways along Mozart Place.

In addition, the trash receptacles would need to be moved closer to the street level 3-4 times a week and might impede into the sidewalk depending on the volume of solid waste from the development. This could create potentially hazardous conflicts with pedestrians accessing the east sidewalk along Mozart Place by blocking portions of the pedestrian way.

Lastly, any trucks used for moving purposes will access the building lobby by parking along Mozart Place through temporary on-street parking restrictions during pre-designated times and days. It is expected that Building Management will be responsible for these temporary parking restrictions, as well as their frequency and duration.

From a safety and traffic engineering standpoint, it is not recommended that on-street solid waste collection and loading facilities be considered for this proposed development due to the many consequences to the neighborhood and overall traffic operations surrounding the site.

VI. Existing 16th Street Curb Cuts

The proposed development is currently also served by a circular driveway along 16th Street, just north of Fuller Street. Circular driveways are a trademark of 16th Street in general; three (3) exist between Fuller Street and Harvard Street north of the site, and four (4) exist between Fuller Street and Euclid Street south of the site.

DDOT has requested that the circular driveway be closed to vehicle-use since they do not meet the current design standards. This would result in the closures of both existing curb cuts with full-height curbs, which could result in issues with unsuspecting motorists assuming the driveway is still open and driving over the curbs. It should be noted that once the site is built and occupied, minimal use of the circular driveway will occur with taxi cab pick-ups/drop-offs and UPS/FedEx deliveries.

DDOT also mentioned concerns between pedestrian and vehicle collisions known as the "left hook turning movement", especially from northbound 16th Street to make a left turn into the driveway. At this time, there is no specific report detailing accident data/reports or traffic issues with left turning vehicles at other circular driveways along 16th Street. However, we offer a traffic operations countermeasure to the "left hook" turning movement by recommending that the circular driveway be converted to right-in/right-out traffic operations only. This would also include "No Left Turn" prohibition signs on both sides of 16th Street and at the exit from the circular driveway and tubular markers down the centerline from the 16th St./Fuller St. intersection to approximately 25'-50' beyond the northern entrance.



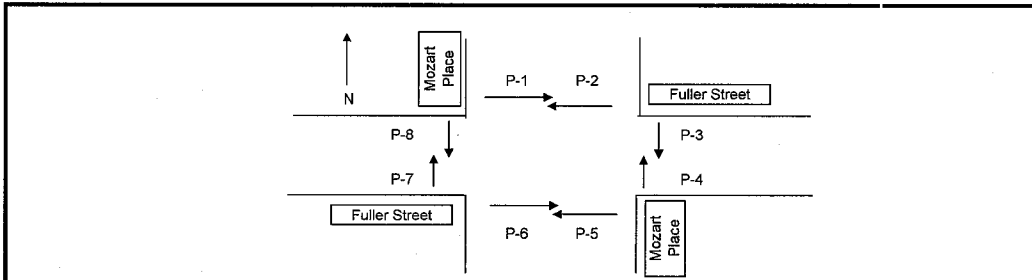
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Appendix A
Pedestrian Count Data

A. Morton Thomas & Associates, Inc.
Pedestrian Count Study - Field Sheet

Location: Fuller Street at Mozart Place
Date (m/d/y): 1/6/2011
Recorder: MP
Interval (dd): 15

County: DC
Town: DC
Weather: Cold



Period Ending	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	1	0	0
7:00 AM	0	0	0	1	2	0	2	0	0	2	1	2
7:15 AM	0	0	0	4	3	2	1	1	0	5	4	2
7:30 AM	1	0	0	1	4	0	1	0	1	4	1	1
7:45 AM	4	0	2	0	2	2	0	9	4	4	2	9
8:00 AM	6	0	0	0	1	0	5	3	6	1	0	8
8:15 AM	3	6	1	2	4	3	4	2	9	7	3	6
8:30 AM	0	0	3	2	9	3	4	11	0	12	5	15
8:45 AM	2	2	17	5	31	5	8	26	4	33	22	34
9:00 AM	3	8	20	3	31	2	11	26	11	33	23	37
9:15 AM	1	2	9	3	23	7	11	7	3	30	12	18
9:30 AM	1	1	2	1	4	3	11	0	2	7	3	11
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	2	0	0	1	2
4:30 PM	0	6	1	0	1	0	1	1	6	7	1	2
4:45 PM	3	12	0	2	8	4	5	0	15	12	2	5
5:00 PM	4	2	2	4	3	4	6	2	6	7	6	8
5:15 PM	3	9	2	0	5	5	2	1	12	10	2	3
5:30 PM	8	6	7	0	4	10	0	3	14	14	7	3
5:45 PM	12	6	4	0	6	8	5	5	18	14	4	10
6:00 PM	3	2	1	2	4	16	6	2	5	20	3	8
6:15 PM	4	8	1	1	2	9	0	1	12	11	2	1
6:30 PM	4	4	1	1	2	5	7	2	8	7	2	9
6:45 PM	4	3	1	3	7	7	0	1	7	14	4	1
7:00 PM	9	6	1	2	0	3	1	1	15	5	3	2

TOTALS	75	83	75	38	156	99	91	106	158	255	113	197
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Maryland State Highway Administration
Highway Information Services Division
Pedestrian Count Study - Field Sheet

Location: Mozart Place at Scottish Rite Temple curb cuts
Date (m/d/y): 8/16/2011
Recorder: KJ
Interval (dd): 15

County: DC
Town: DC
Weather: Warm

Period Ending	P-1	P-2	P-3	P-4	P-5	P-6	P-7	P-8	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
6:15 AM	0	0	0	0	0	0	1	3	0	0	0	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	3	0	0	1	3
7:00 AM	0	0	1	1	0	0	7	0	0	0	2	7
7:15 AM	0	0	1	1	1	0	1	2	0	0	2	3
7:30 AM	0	1	0	1	0	0	1	0	1	0	1	1
7:45 AM	0	0	0	5	0	0	2	4	0	0	5	6
8:00 AM	0	1	1	2	0	0	4	6	1	0	3	10
8:15 AM	0	2	6	4	1	0	1	1	2	1	10	2
8:30 AM	0	0	2	1	0	0	4	2	0	0	3	6
8:45 AM	1	0	0	9	0	0	4	4	1	0	9	8
9:00 AM	0	0	3	1	0	2	5	2	0	2	4	7
9:15 AM	0	1	1	2	0	0	6	0	1	0	3	6
9:30 AM	0	0	1	1	0	0	4	8	0	0	2	12
9:45 AM	0	0	2	4	1	0	0	4	0	1	6	4
10:00 AM	2	1	1	3	0	0	3	2	3	0	4	5
10:15 AM	0	0	2	3	0	1	6	3	0	1	5	9
10:30 AM	1	0	0	1	0	0	4	0	1	0	1	4
10:45 AM	0	0	0	3	0	0	2	1	0	0	3	3
11:00 AM	0	1	0	0	2	0	1	3	1	2	0	4
11:15 AM	0	0	2	2	0	0	4	4	0	0	4	8
11:30 AM	1	0	6	3	0	1	11	5	1	1	9	16
11:45 AM	0	1	2	4	0	0	7	7	1	0	6	14
12:00 PM	0	1	2	1	0	0	5	2	1	0	3	7
12:15 PM	0	2	4	2	0	1	7	10	2	1	6	17
12:30 PM	0	0	5	3	1	0	5	2	0	1	8	7
12:45 PM	0	0	0	7	0	0	1	7	0	0	7	8
1:00 PM	0	0	0	2	1	0	11	8	0	1	2	19
1:15 PM	1	1	2	3	0	0	6	6	2	0	5	12
1:30 PM	0	0	1	1	0	1	6	6	0	1	2	12
1:45 PM	0	0	0	1	0	0	1	8	0	0	1	9
2:00 PM	1	1	2	3	0	0	2	6	2	0	5	8
2:15 PM	0	0	0	0	0	0	1	14	0	0	0	15
2:30 PM	1	0	2	6	2	2	12	6	1	4	8	18
2:45 PM	0	1	1	5	0	0	6	2	1	0	6	8
3:00 PM	1	0	0	4	0	0	1	4	1	0	4	5
3:15 PM	0	0	0	1	1	0	4	3	0	1	1	7
3:30 PM	0	0	1	4	0	0	5	7	0	0	5	12
3:45 PM	1	3	0	3	0	1	3	2	4	1	3	5
4:00 PM	0	0	0	1	2	0	1	1	0	2	1	2
4:15 PM	0	2	4	2	0	0	4	9	2	0	6	13
4:30 PM	0	1	1	3	0	0	4	4	1	0	4	8
4:45 PM	0	0	1	1	0	0	3	4	0	0	2	7
5:00 PM	1	0	4	3	0	0	4	3	1	0	7	7
5:15 PM	0	1	3	3	1	1	1	7	1	2	6	8
5:30 PM	0	1	1	2	0	0	1	3	1	0	3	4
5:45 PM	0	0	0	0	0	0	3	6	0	0	0	9
6:00 PM	0	0	1	2	0	0	3	14	0	0	3	17
6:15 PM	0	0	1	1	0	0	1	3	0	0	2	4
6:30 PM	0	0	1	2	0	0	6	8	0	0	3	14
6:45 PM	0	0	2	1	0	0	5	3	0	0	3	8
7:00 PM	0	0	0	3	1	0	0	8	0	1	3	8
TOTALS	11	22	70	122	14	10	190	230	33	24	192	420



Il Palazzo
Traffic Impact Memorandum
Washington, DC
September 8th, 2011

Appendix B
Accident Data Collection

Government of the District of Columbia
Department of
Transportation

General Counsel



Via Email

Jgoode@amtengineering.com

August 24, 2011

Jack A. Goode, II, P.E.
Morton Thomas & Associates, Inc.
12750 Twinbrook Parkway
Rockville, MD 20852

Re: FOIA Request dated August 11, 2011 – DDOT's Response

Dear Mr. Goode:

The District Department of Transportation ("DDOT") received your District of Columbia Freedom of Information Act ("FOIA") request, dated August 11, 2011, wherein you requested the following:

- Accident/crash data at the intersection of Mozart Place NW and Fuller St NW from Year 2008 to 2010 (3 years). This data requested is in reference to the traffic study performed for Planned Unit Development (PUD) of Il Palazzo LLC, located at 2700 16th Street, NW (Square 2578, Lot 26).

Enclosed is one page of public records held by DDOT that is responsive to your request.

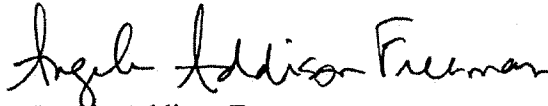
Please know that, under D.C. Official Code § 2-537 and 1 DCMR § 412, you have the right to appeal this letter to the Mayor or to the Superior Court of the District of Columbia. If you elect to appeal to the Mayor, your appeal must be in writing and contain "Freedom of Information Act Appeal" or "FOIA Appeal" in the subject line of the letter as well on the outside of the envelope. The appeal must include (1) a copy of the original request; (2) a copy of any written denial; (3) a statement of the circumstances, reasons, and/or arguments advanced in support of disclosure; and (4) a daytime telephone number, and e-mail and/or U.S. Mail address at which you can be reached. The appeal must be mailed to: The Mayor's Correspondence Unit, FOIA Appeal, 1350 Pennsylvania Avenue, N.W., Suite 316, Washington, D.C. 20004. Electronic versions of the same information can instead be e-mailed to The Mayor's Correspondence Unit at foia.mayor@dc.gov. Further, a copy of all appeal materials must be forwarded to the Freedom of Information Officer of the involved agency, or to the agency head

Mr. Jack Goode
Page 2

of that agency if there is no designated Freedom of Information Officer there. Failure to follow these administrative steps will result in delay in the processing and commencement of a response to your appeal to the Mayor.

If you have any questions regarding the information in this letter, feel free to contact me at (202) 671-2633 or angela.freeman@dc.gov.

Very Truly Yours,

A handwritten signature in black ink that reads "Angela Addison Freeman". The signature is written in a cursive, flowing style.

Angela Addison Freeman
FOIA Officer

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: MOZART PL and FULLER ST, NW

Time Period Covered: From 01/01/2008 To 12/31/2010

Prepared By: levon petrosian

Prepared Date: 8/12/2011

Total Number of Accident:	1	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	0	Right Angle:	0	0.0%	Fixed Object:	0	0.0%
Total Number of Injuries:	0	Left Turn:	0	0.0%	Ran Off Road:	0	0.0%
Total Number of Disabling Injuries:	0	Right Turn:	0	0.0%	Ped. Involved:	0	0.0%
Total Number of NonDisabling Injuries:	0	Rear End:	0	0.0%	Backing:	0	0.0%
Total Number of Pedestrians Involved:	0	Side Swiped:	0	0.0%	Non Collision:	0	0.0%
Total Number of Bicycles Involved:	0	Head On:	0	0.0%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	0	Parked:	1	100.0%	Unspecified:	0	0.0%

Time of Day	#ACC	%	Day of Week	#ACC	%
07:30 ~ 09:30:	1	100.0%	Sunday:	0	0.0%
09:30 ~ 11:30:	0	0.0%	Monday:	0	0.0%
11:30 ~ 13:30:	0	0.0%	Tuesday:	0	0.0%
13:30 ~ 16:00:	0	0.0%	Wednesday:	0	0.0%
16:00 ~ 18:30:	0	0.0%	Thursday:	1	100.0%
18:30 ~ 07:30:	0	0.0%	Friday:	0	0.0%
Unspecified:	0	0.0%	Saturday:	0	0.0%

Weather Condition	#ACC	%	Surface Condition	#ACC	%
Clear:	1	100.0%	Dry:	1	100.0%
Rain:	0	0.0%	Wet:	0	0.0%
Snow:	0	0.0%	Snow/Ice:	0	0.0%
Sleet/Hail:	0	0.0%	Slush:	0	0.0%
Fog/Mist:	0	0.0%	Water/Sand:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%	Repairing:	0	0.0%
Unspecified:	0	0.0%	Unspecified:	0	0.0%

Type of Vehicle	#VEH	%	Accident Severity Type	#ACC	%
Passenger Car:	0	0.0%	Fatal Collision:	0	0.0%
Bus:	0	0.0%	Injury Collision:	0	0.0%
Truck:	1	50.0%	PDO Collision:	1	100.0%
Taxi:	0	0.0%	Light Condition	#ACC	%
Minivan:	0	0.0%	Daylight:	1	100.0%
Police/Emergency Vehicle:	0	0.0%	Dawn/Dusk:	0	0.0%
Motorcycle/Moped:	0	0.0%	Dark(Lighted):	0	0.0%
Bicycle:	0	0.0%	Dark(Not Lighted):	0	0.0%
Fixed Object:	0	0.0%	Dark(Unknown Lighting):	0	0.0%
Unspecified:	1	50.0%	Unspecified:	0	0.0%

Contributing Factor	#VEH	%	Pedestrian Action	#ACC	%
Driver: Speed:	0	0.0%	In Crosswalk with Signal:	0	0.0%
Driver: Alcohol/Drug:	0	0.0%	In Crosswalk against Signal:	0	0.0%
Driver: Electronic Device:	0	0.0%	In Crosswalk no Signal:	0	0.0%
Driver: Others:	0	0.0%	In Unmarked Crosswalk:	0	0.0%
Vehicle:	0	0.0%	Not in Crosswalk:	0	0.0%
Roadway:	0	0.0%	From Between Parked Cars:	0	0.0%
Unspecified:	2	100.0%	Unspecified:	0	0.0%

Year	Accidents	Fatalities	Injuries	Disabling Injuries	Pedestrians	Bicycles	Motorcycles
2009	1	0	0	0	0	0	0

0 Records are not approved as of 8/12/2011 11:01:29 AM

Government of the District of Columbia
Department of Transportation

General Counsel



Via Email

Jgoode@amtengineering.com

September 1, 2011

Jack A. Goode, II, P.E.
Morton Thomas & Associates, Inc.
12750 Twinbrook Parkway
Rockville, MD 20852

Re: FOIA Request dated August 12, 2011 – DDOT's Response

Dear Mr. Goode:

The District Department of Transportation ("DDOT") received your District of Columbia Freedom of Information Act ("FOIA") request, dated August 12, 2011, wherein you requested the following:

- Accident/crash data along 16th Street NW between Fuller Street NW and Harvard Street NW from Year 2008 to 2010 (3 years). This data requested is in reference to the traffic study performed for Planned Unit Development (PUD) of Il Palazzo LLC, located at 2700 16th Street, NW (Square 2578, Lot 26).

Enclosed are three pages of public records held by DDOT that are responsive to your request.

Please know that, under D.C. Official Code § 2-537 and 1 DCMR § 412, you have the right to appeal this letter to the Mayor or to the Superior Court of the District of Columbia. If you elect to appeal to the Mayor, your appeal must be in writing and contain "Freedom of Information Act Appeal" or "FOIA Appeal" in the subject line of the letter as well on the outside of the envelope. The appeal must include (1) a copy of the original request; (2) a copy of any written denial; (3) a statement of the circumstances, reasons, and/or arguments advanced in support of disclosure; and (4) a daytime telephone number, and e-mail and/or U.S. Mail address at which you can be reached. The appeal must be mailed to: The Mayor's Correspondence Unit, FOIA Appeal, 1350 Pennsylvania Avenue, N.W., Suite 316, Washington, D.C. 20004. Electronic versions of the same information can instead be e-mailed to The Mayor's

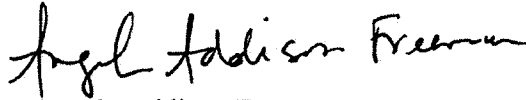
Mr. Jack Goode

Page 2

Correspondence Unit at foia.mayor@dc.gov. Further, a copy of all appeal materials must be forwarded to the Freedom of Information Officer of the involved agency, or to the agency head of that agency if there is no designated Freedom of Information Officer there. Failure to follow these administrative steps will result in delay in the processing and commencement of a response to your appeal to the Mayor.

If you have any questions regarding the information in this letter, feel free to contact me at (202) 671-2633 or angela.freeman@dc.gov.

Very Truly Yours,

A handwritten signature in black ink that reads "Angela Addison Freeman". The signature is written in a cursive, flowing style.

Angela Addison Freeman
FOIA Officer

DC Department of Transportation - Traffic Accident Reporting and Analysis System

Accident Summary Report (R-7)

Intersection: 16TH ST and FULLER ST, NW

Time Period Covered: From 01/01/2008 To 12/31/2010

Prepared By: levon petrosian

Prepared Date: 8/12/2011

Total Number of Accident:	30	Collision Type	#ACC	%	Collision Type	#ACC	%
Total Number of Fatalities:	0	Right Angle:	2	6.7%	Fixed Object:	0	0.0%
Total Number of Injuries:	12	Left Turn:	6	20.0%	Ran Off Road:	0	0.0%
Total Number of Disabling Injuries:	1	Right Turn:	1	3.3%	Ped. Involved:	3	10.0%
Total Number of NonDisabling Injuries:	4	Rear End:	12	40.0%	Backing:	1	3.3%
Total Number of Pedestrians Involved:	3	Side Swiped:	3	10.0%	Non Collision:	0	0.0%
Total Number of Bicycles Involved:	2	Head On:	1	3.3%	Under/Over Ride:	0	0.0%
Total Number of Motorcycles Involved:	0	Parked:	1	3.3%	Unspecified:	0	0.0%

Time of Day	#ACC	%
07:30 ~ 09:30:	4	13.3%
09:30 ~ 11:30:	2	6.7%
11:30 ~ 13:30:	2	6.7%
13:30 ~ 16:00:	6	20.0%
16:00 ~ 18:30:	5	16.7%
18:30 ~ 07:30:	11	36.7%
Unspecified:	0	0.0%

Day of Week	#ACC	%
Sunday:	1	3.3%
Monday:	2	6.7%
Tuesday:	4	13.3%
Wednesday:	7	23.3%
Thursday:	6	20.0%
Friday:	5	16.7%
Saturday:	5	16.7%

Weather Condition	#ACC	%
Clear:	24	80.0%
Rain:	5	16.7%
Snow:	0	0.0%
Sleet/Hail:	0	0.0%
Fog/Mist:	0	0.0%
Crosswind/Blowing Sand:	0	0.0%
Unspecified:	1	3.3%

Surface Condition	#ACC	%
Dry:	24	80.0%
Wet:	5	16.7%
Snow/Ice:	0	0.0%
Slush:	0	0.0%
Water/Sand:	0	0.0%
Repairing:	0	0.0%
Unspecified:	1	3.3%

Type of Vehicle	#VEH	%
Passenger Car:	48	76.2%
Bus:	1	1.6%
Truck:	2	3.2%
Taxi:	7	11.1%
Minivan:	0	0.0%
Police/Emergency Vehicle:	1	1.6%
Motorcycle/Moped:	0	0.0%
Bicycle:	2	3.2%
Fixed Object:	0	0.0%
Unspecified:	2	3.2%

Accident Severity Type	#ACC	%
Fatal Collision:	0	0.0%
Injury Collision:	11	36.7%
PDO Collision:	19	63.3%

Light Condition	#ACC	%
Daylight:	20	66.7%
Dawn/Dusk:	1	3.3%
Dark(Lighted):	5	0.0%
Dark(Not Lighted):	0	0.0%
Dark(Unknown Lighting):	2	6.7%
Unspecified:	2	6.7%

Contributing Factor	#VEH	%
Driver: Speed:	1	1.6%
Driver: Alcohol/Drug:	1	1.6%
Driver: Electronic Device:	0	0.0%
Driver: Others:	17	27.0%
Vehicle:	0	0.0%
Roadway:	0	0.0%
Unspecified:	44	69.8%

Pedestrian Action	#ACC	%
In Crosswalk with Signal:	2	66.7%
In Crosswalk against Signal:	0	0.0%
In Crosswalk no Signal:	0	0.0%
In Unmarked Crosswalk:	0	0.0%
Not in Crosswalk:	1	33.3%
From Between Parked Cars:	0	0.0%
Unspecified:	0	0.0%

Year	Accidents	Fatalities	Injuries	Disabling Injuries	Pedestrians	Bicycles	Motorcycles
2008	13	0	5	2	1	2	0
2009	9	0	4	2	2	0	0
2010	8	0	3	0	0	0	0

4 Records are not approved as of 8/12/2011 5:59:33 PM



Il Palazzo
Traffic Impact Memorandum
Washington, DC
September 8th, 2011

Appendix C

Scottish Rite Temple Volume Data Collection

A. Morton Thomas and Associates, Inc.

Page 1

Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	26-Aug-11 Fri	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	0			*	0				
12:15		*	0			*	0				
12:30		*	0			*	0				
12:45		*	1	0	1	*	2	0	2	0	3
01:00		*	1			*	0				
01:15		*	1			*	1				
01:30		*	0			*	0				
01:45		*	0	0	2	*	0	0	1	0	3
02:00		*	1			*	1				
02:15		*	4			*	1				
02:30		*	2			*	0				
02:45		*	0	0	7	*	0	0	2	0	9
03:00		*	2			*	1				
03:15		*	0			*	2				
03:30		*	0			*	2				
03:45		*	0	0	2	*	0	0	5	0	7
04:00		*	0			*	2				
04:15		*	0			*	2				
04:30		*	0			*	2				
04:45		*	0	0	0	*	0	0	6	0	6
05:00		*	0			*	1				
05:15		*	3			*	1				
05:30		*	0			*	1				
05:45		*	0	0	3	*	0	0	3	0	6
06:00		*	1			*	1				
06:15		*	0			*	0				
06:30		*	2			*	1				
06:45		*	1	0	4	*	0	0	2	0	6
07:00		*	0			*	0				
07:15		*	0			*	0				
07:30		*	0			*	0				
07:45		*	0	0	0	*	0	0	0	0	0
08:00		*	1			*	1				
08:15		*	0			*	0				
08:30		*	0			*	0				
08:45		*	0	0	1	*	0	0	1	0	2
09:00		*	0			*	0				
09:15		*	0			*	0				
09:30		*	0			*	0				
09:45		*	0	0	0	*	0	0	0	0	0
10:00		*	0			*	0				
10:15		*	0			*	0				
10:30		1	1			1	0				
10:45		0	0	1	1	0	0	1	0	2	1
11:00		2	0			1	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		1	0	3	0	1	0	2	0	5	0
Total		4	21			3	22			7	43
Percent		16.0%	84.0%			12.0%	88.0%			14.0%	86.0%

A. Morton Thomas and Associates, Inc.

Page 2

Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	27-Aug-11 Sat	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	17			0	12				
12:15		0	15			0	13				
12:30		0	0			0	10				
12:45		0	1	0	33	0	1	0	36	0	69
01:00		0	0			0	0				
01:15		0	1			0	0				
01:30		0	1			0	0				
01:45		0	0	0	2	0	0	0	0	0	2
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		0	0			0	0				
02:45		0	0	0	1	0	0	0	0	0	1
03:00		0	0			0	1				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	0	0	0	0	0	0	1	0	1
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	3	0	3	0	0	0	0	0	3
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		1	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	1	0	2	0	2	0	3	0
08:00		0	0			2	0				
08:15		2	0			1	0				
08:30		9	0			0	0				
08:45		17	0	28	0	12	0	15	0	43	0
09:00		2	0			14	0				
09:15		5	0			3	0				
09:30		6	0			3	0				
09:45		1	0	14	0	5	0	25	0	39	0
10:00		0	0			4	0				
10:15		0	0			1	0				
10:30		0	0			0	0				
10:45		1	0	1	0	1	0	6	0	7	0
11:00		1	0			0	0				
11:15		3	0			0	0				
11:30		0	0			0	0				
11:45		3	0	7	0	1	0	1	0	8	0
Total		51	39			49	37			100	76
Percent		56.7%	43.3%			57.0%	43.0%			56.8%	43.2%

A. Morton Thomas and Associates, Inc.

Page 3

Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	28-Aug-11 Sun	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	0	0	0	0	0	0	0
01:00		0	1			0	0				
01:15		0	1			0	0				
01:30		0	0			0	0				
01:45		0	0	0	2	0	0	0	0	0	2
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	0	0	0	0	2	0	2	0	2
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	0	0	0
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	0	0	0	0	0	0	0	0
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	0	0	0	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		0	2			0	2			0	4
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

A. Morton Thomas and Associates, Inc.

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Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	29-Aug-11 Mon	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	2			0	0				
12:30		0	0			0	0				
12:45		0	0	0	2	0	0	0	0	0	2
01:00		0	0			0	0				
01:15		0	0			0	0				
01:30		0	1			0	4				
01:45		0	0	0	1	0	0	0	4	0	5
02:00		0	1			0	0				
02:15		0	1			0	1				
02:30		0	1			0	2				
02:45		0	0	0	3	0	0	0	3	0	6
03:00		0	1			0	3				
03:15		0	1			0	2				
03:30		0	0			0	1				
03:45		0	0	0	2	0	5	0	11	0	13
04:00		0	1			0	3				
04:15		0	0			0	0				
04:30		0	3			0	6				
04:45		0	1	0	5	0	0	0	9	0	14
05:00		0	1			0	0				
05:15		0	0			0	0				
05:30		0	1			0	0				
05:45		0	1	0	3	0	0	0	0	0	3
06:00		0	2			0	1				
06:15		0	0			0	2				
06:30		0	1			0	0				
06:45		0	0	0	3	2	0	2	3	2	6
07:00		0	0			0	1				
07:15		0	0			0	0				
07:30		1	0			1	0				
07:45		6	0	7	0	0	0	1	1	8	1
08:00		1	1			1	1				
08:15		1	0			1	0				
08:30		0	0			0	0				
08:45		5	0	7	1	0	0	2	1	9	2
09:00		1	0			1	0				
09:15		1	0			0	0				
09:30		0	0			1	0				
09:45		0	0	2	0	1	0	3	0	5	0
10:00		3	0			0	0				
10:15		4	0			1	0				
10:30		0	0			1	0				
10:45		1	0	8	0	0	0	2	0	10	0
11:00		0	0			1	0				
11:15		1	0			1	0				
11:30		0	0			2	0				
11:45		0	0	1	0	2	0	6	0	7	0
Total		25	20			16	32			41	52
Percent		55.6%	44.4%			33.3%	66.7%			44.1%	55.9%

A. Morton Thomas and Associates, Inc.

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Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	30-Aug-11 Tue	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	2	0	0	0	0	0	2
01:00		0	1			0	0				
01:15		0	1			0	0				
01:30		0	1			0	0				
01:45		0	1	0	4	0	3	0	3	0	7
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	2	0	2	0	2
03:00		0	2			0	1				
03:15		0	0			0	2				
03:30		0	0			0	1				
03:45		0	0	0	2	0	1	0	5	0	7
04:00		0	0			0	1				
04:15		0	3			0	8				
04:30		0	1			0	4				
04:45		0	0	0	4	0	7	0	20	0	24
05:00		0	2			0	1				
05:15		0	3			0	3				
05:30		0	1			0	1				
05:45		0	0	0	6	0	5	0	10	0	16
06:00		0	2			0	2				
06:15		0	0			0	0				
06:30		0	2			0	1				
06:45		1	1	1	5	0	1	0	4	1	9
07:00		1	0			0	0				
07:15		0	0			0	0				
07:30		2	0			0	0				
07:45		1	0	4	0	0	1	0	1	4	1
08:00		4	0			1	0				
08:15		1	0			3	0				
08:30		0	0			0	0				
08:45		0	0	5	0	2	0	6	0	11	0
09:00		2	0			3	0				
09:15		1	0			2	0				
09:30		1	0			1	0				
09:45		7	0	11	0	1	0	7	0	18	0
10:00		11	0			2	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	11	0	2	0	4	0	15	0
11:00		3	0			2	0				
11:15		1	0			1	0				
11:30		0	0			0	0				
11:45		2	0	6	0	0	0	3	0	9	0
Total		38	23			20	45			58	68
Percent		62.3%	37.7%			30.8%	69.2%			46.0%	54.0%

A. Morton Thomas and Associates, Inc.

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Serial Number: 22053
 Counted by: MP
 Washington, DC
 Scottish Rite Temple Main Driveway

2 East Read Street
 Baltimore, MD 21202
 (410) 752-6552

Site Code: 00001
 Station ID:

Start Time	31-Aug-11 Wed	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	1				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	1	0	0	0	1	0	2
01:00		0	1			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	0	0	1	0	0	0	0	0	1
02:00		0	1			0	1				
02:15		0	1			0	1				
02:30		0	1			0	0				
02:45		0	2	0	5	0	1	0	3	0	8
03:00		0	1			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	0	0	1	0	3	0	3	0	4
04:00		0	1			0	4				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	1	0	3	0	7	0	8
05:00		0	1			0	3				
05:15		0	0			0	0				
05:30		0	3			0	1				
05:45		0	1	0	5	0	1	0	5	0	10
06:00		0	3			0	1				
06:15		0	2			0	8				
06:30		1	8			0	0				
06:45		1	3	2	16	0	3	0	12	2	28
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		5	0			3	0				
07:45		0	0	5	0	0	0	3	0	8	0
08:00		1	3			0	6				
08:15		0	1			0	0				
08:30		1	6			7	4				
08:45		0	2	2	12	1	0	8	10	10	22
09:00		1	0			1	0				
09:15		1	0			0	0				
09:30		0	0			0	0				
09:45		1	0	3	0	0	0	1	0	4	0
10:00		1	0			2	0				
10:15		1	0			0	0				
10:30		0	0			0	0				
10:45		3	0	5	0	3	0	5	0	10	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	1	0	1	0	1	0
Total		17	42			18	41			35	83
Percent		28.8%	71.2%			30.5%	69.5%			29.7%	70.3%

A. Morton Thomas and Associates, Inc.

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Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	01-Sep-11 Thu	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	1	0	2	0	1	0	1	0	3
01:00		0	0			0	0				
01:15		0	0			0	2				
01:30		0	0			0	2				
01:45		0	0	0	0	0	1	0	5	0	5
02:00		0	1			0	1				
02:15		0	1			0	0				
02:30		0	1			0	1				
02:45		0	1	0	4	0	0	0	2	0	6
03:00		0	3			0	1				
03:15		0	2			0	4				
03:30		0	1			0	3				
03:45		0	2	0	8	0	1	0	9	0	17
04:00		0	2			0	2				
04:15		0	0			0	0				
04:30		0	2			0	1				
04:45		0	2	0	6	0	2	0	5	0	11
05:00		0	3			0	2				
05:15		0	2			0	3				
05:30		0	0			0	8				
05:45		0	4	0	9	0	3	0	16	0	25
06:00		0	1			0	0				
06:15		0	2			0	0				
06:30		0	1			0	0				
06:45		1	1	1	5	2	1	2	1	3	6
07:00		1	1			0	1				
07:15		0	1			2	0				
07:30		3	0			1	0				
07:45		0	0	4	2	0	0	3	1	7	3
08:00		2	3			0	2				
08:15		0	2			0	1				
08:30		0	0			3	0				
08:45		0	0	2	5	1	0	4	3	6	8
09:00		1	0			4	0				
09:15		1	1			0	1				
09:30		2	0			1	0				
09:45		2	2	6	3	0	0	5	1	11	4
10:00		1	2			3	0				
10:15		0	3			1	2				
10:30		2	0			0	0				
10:45		0	0	3	5	0	0	4	2	7	7
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		2	0			1	0				
11:45		0	0	2	0	0	0	1	0	3	0
Total		18	49			19	46			37	95
Percent		26.9%	73.1%			29.2%	70.8%			28.0%	72.0%

A. Morton Thomas and Associates, Inc.

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Serial Number: 22053
Counted by: MP
Washington, DC
Scottish Rite Temple Main Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00001
Station ID:

Start Time	02-Sep-11 Fri	Inbound		Hour Totals		Outbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	*			0	*				
12:15		0	*			0	*				
12:30		0	*			0	*				
12:45		0	*	0	0	0	*	0	0	0	0
01:00		0	*			0	*				
01:15		0	*			0	*				
01:30		0	*			0	*				
01:45		0	*	0	0	0	*	0	0	0	0
02:00		0	*			0	*				
02:15		0	*			0	*				
02:30		0	*			0	*				
02:45		0	*	0	0	0	*	0	0	0	0
03:00		0	*			0	*				
03:15		0	*			0	*				
03:30		0	*			0	*				
03:45		0	*	0	0	0	*	0	0	0	0
04:00		0	*			0	*				
04:15		0	*			0	*				
04:30		0	*			0	*				
04:45		0	*	0	0	0	*	0	0	0	0
05:00		0	*			0	*				
05:15		0	*			0	*				
05:30		0	*			0	*				
05:45		0	*	0	0	0	*	0	0	0	0
06:00		0	*			0	*				
06:15		0	*			0	*				
06:30		0	*			0	*				
06:45		0	*	0	0	0	*	0	0	0	0
07:00		0	*			0	*				
07:15		0	*			0	*				
07:30		0	*			0	*				
07:45		1	*	1	0	0	*	0	0	1	0
08:00		2	*			1	*				
08:15		0	*			0	*				
08:30		0	*			1	*				
08:45		1	*	3	0	2	*	4	0	7	0
09:00		0	*			3	*				
09:15		0	*			0	*				
09:30		2	*			0	*				
09:45		1	*	3	0	0	*	3	0	6	0
10:00		1	*			2	*				
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		8	0			9	0			14	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		161	196			134	225			292	421
Percent		45.1%	54.9%			37.3%	62.7%			41.0%	59.0%
ADT		ADT 148		AADT 148							

A. Morton Thomas and Associates, Inc.

Page 1

Serial Number: 19825
Counted by: MP
Washington DC
Scottish Rite Temple Trash Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00002
Station ID:

Start Time	22-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
12:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
12:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
12:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	1	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
01:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
01:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	1	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	1	0	0	0	0	0	0	0
06:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
06:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	0	0	0	0	0	1	0	0
07:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
07:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
07:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
08:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
08:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
08:45	*	*	*	*	*	*	*	*	0	0	0	0	0	1	0	0
09:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
09:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
09:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
09:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
10:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
10:30	*	*	*	*	*	*	*	*	1	0	0	0	0	0	0	0
10:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
11:15	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
11:30	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
11:45	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
Total Day	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0
Total	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0
% Splits	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	75.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Peak									10:30	00:15				06:15		
Vol.									1	1				1		
P.H.F.									0.250	0.250				0.250		

A. Morton Thomas and Associates, Inc.

Page 2

Serial Number: 19825
Counted by: MP
Washington DC
Scottish Rite Temple Trash Driveway

2 East Read Street
Baltimore, MD 21202
(410) 752-6552

Site Code: 00002
Station ID:

Start Time	29-Aug-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
12:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
12:30	0	0	0	0	0	2	0	0	0	*	*	*	*	*	0	0
12:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
01:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
01:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
01:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
02:00	0	1	0	0	0	0	0	0	0	*	*	*	*	*	0	0
02:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
02:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
02:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
03:15	0	2	0	0	0	0	0	0	0	*	*	*	*	*	0	0
03:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
03:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	1	0	0	*	*	*	*	*	0	0
04:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
04:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
04:45	0	0	0	2	0	0	0	0	0	*	*	*	*	*	0	0
05:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
05:15	0	0	0	1	0	0	0	0	0	*	*	*	*	*	0	0
05:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
05:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
06:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
06:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
06:30	0	0	0	0	0	0	1	0	0	*	*	*	*	*	0	0
06:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
07:00	0	0	0	0	0	0	1	0	0	*	*	*	*	*	0	0
07:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
07:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
07:45	0	0	0	0	2	0	0	0	0	*	*	*	*	*	0	0
08:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
08:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
08:30	0	0	0	0	1	0	0	0	0	*	*	*	*	*	0	0
08:45	0	0	0	0	1	0	0	0	0	*	*	*	*	*	0	0
09:00	0	0	0	1	0	0	0	0	0	*	*	*	*	*	0	0
09:15	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
09:30	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
09:45	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
10:00	0	0	0	0	0	0	0	0	0	*	*	*	*	*	0	0
10:15	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
10:30	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
10:45	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:15	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:30	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:45	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
Total Day Total	0	3	0	4	4	2	0	3	0	0	0	0	0	0	0	0
% Splits	0.0%	100.0%	0.0%	100.0%	66.7%	33.3%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Vol.		02:30		04:30	07:45	12:00		06:15								
P.H.F.		2		3	3	2		2								
		0.250		0.375	0.375	0.250		0.500								

ADT

ADT 3

AADT 3

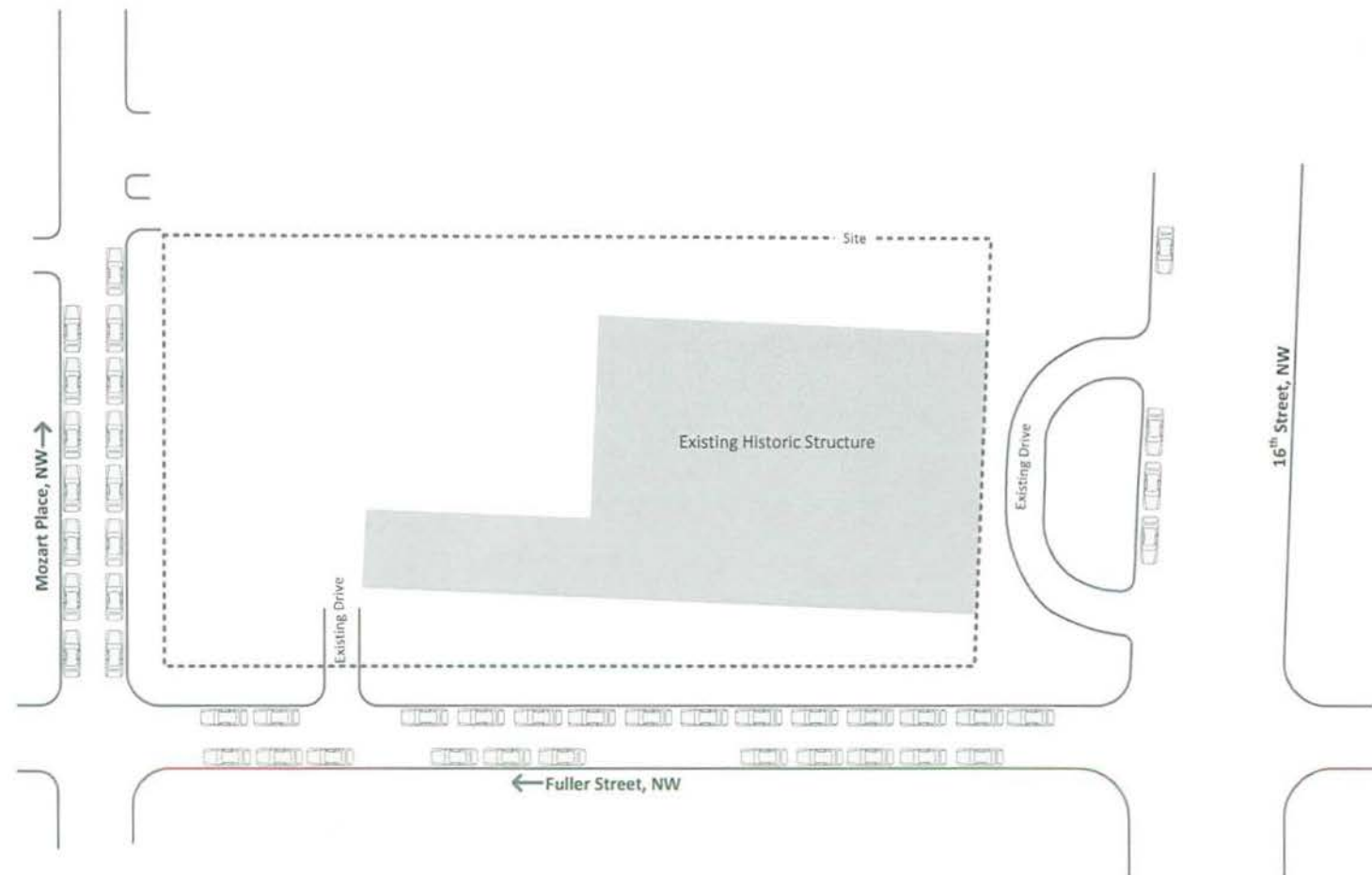


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Washington, DC
September 8th, 2011

Appendix D
Parking Alternative Diagrams

Existing Conditions

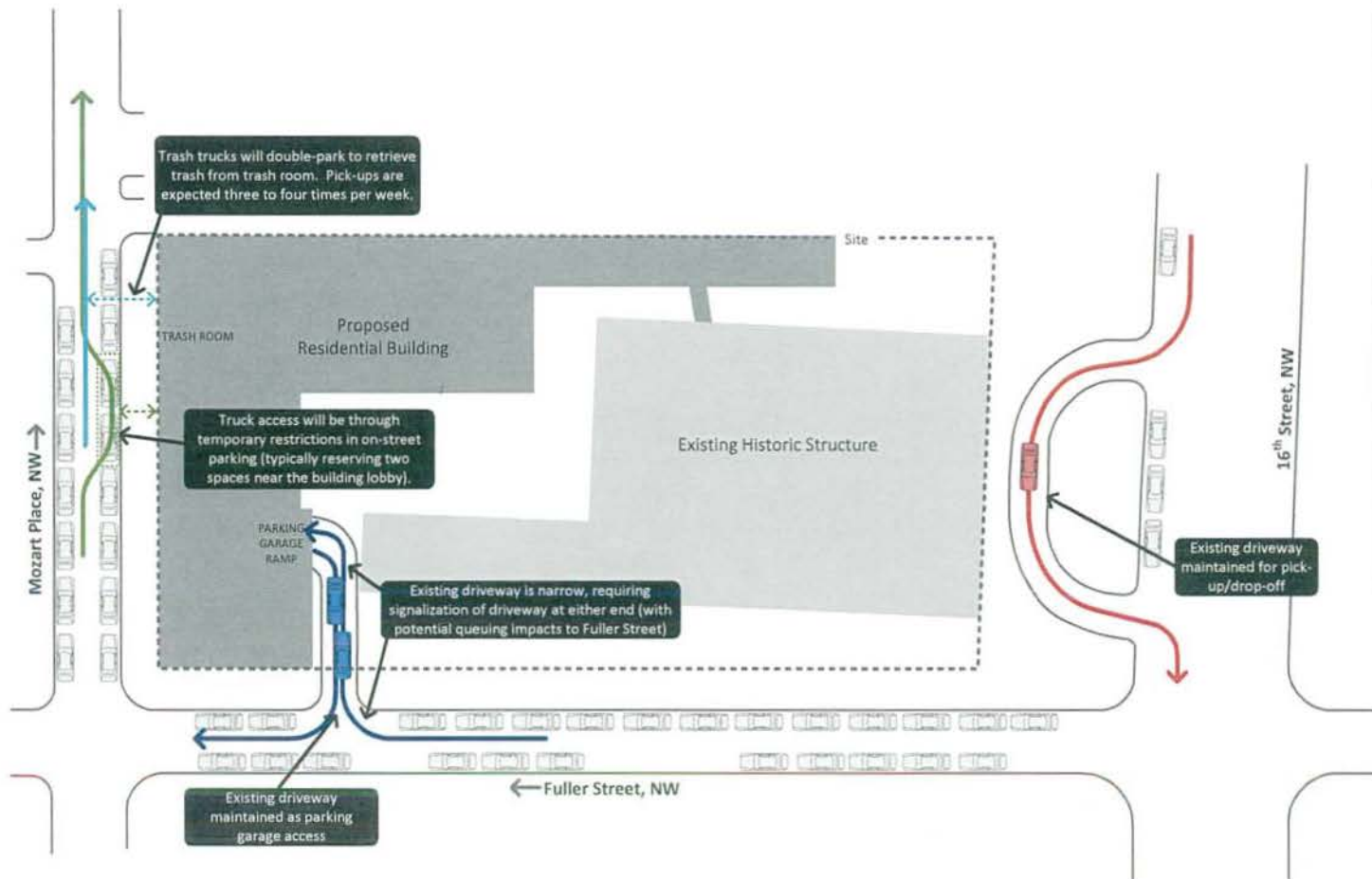
 Existing on-street parking (only shown for curbs adjacent to site)



Access Option 1

Maintain existing driveways,
conventional parking

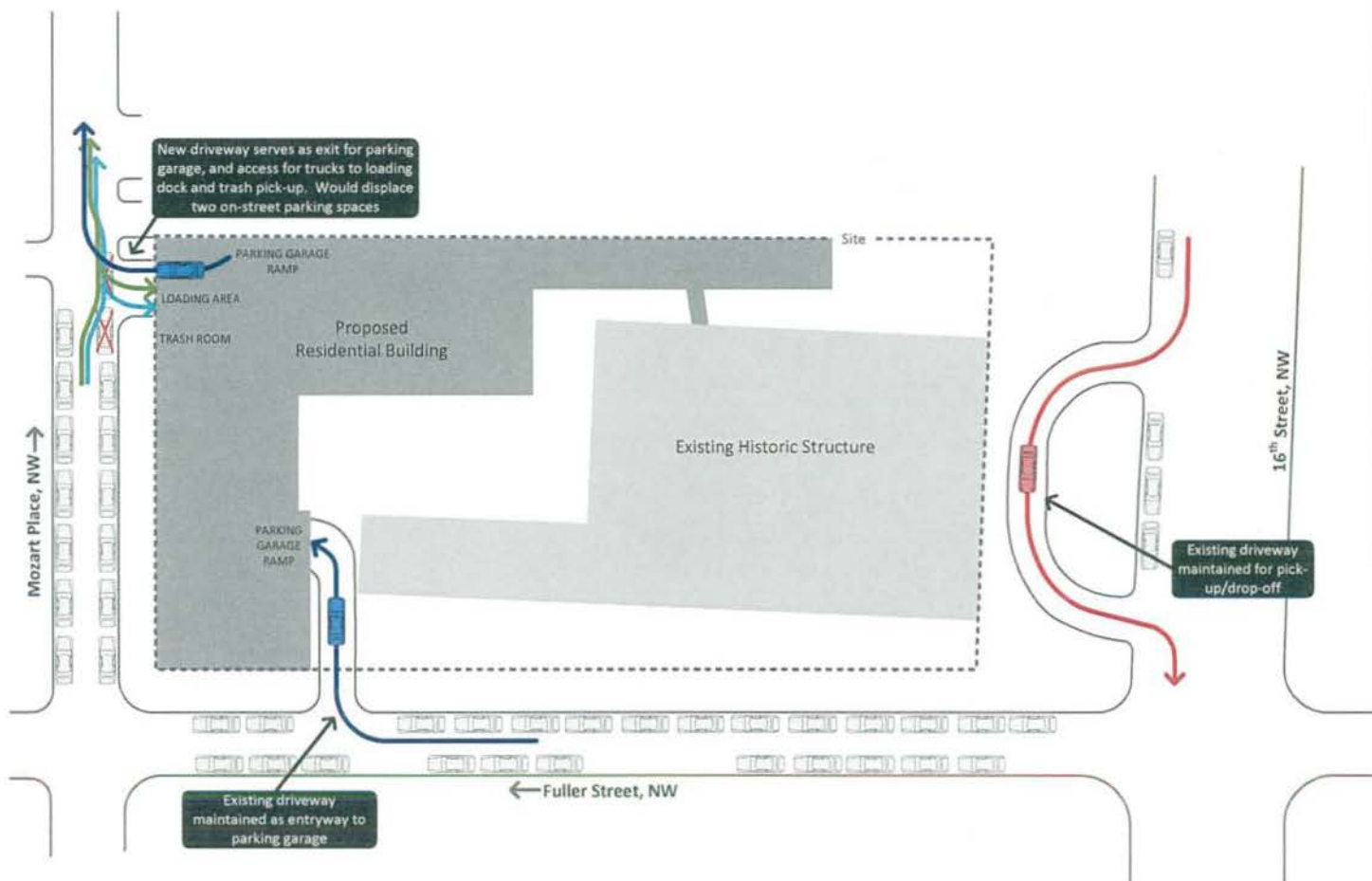
-  Existing on-street parking (only shown for curbs adjacent to site)
-  Loss of on-street parking spaces
-  Pick-up/Drop-off
-  Truck Access to Loading Dock
-  Parking Garage Access
-  Trash Truck Access



Access Option 2

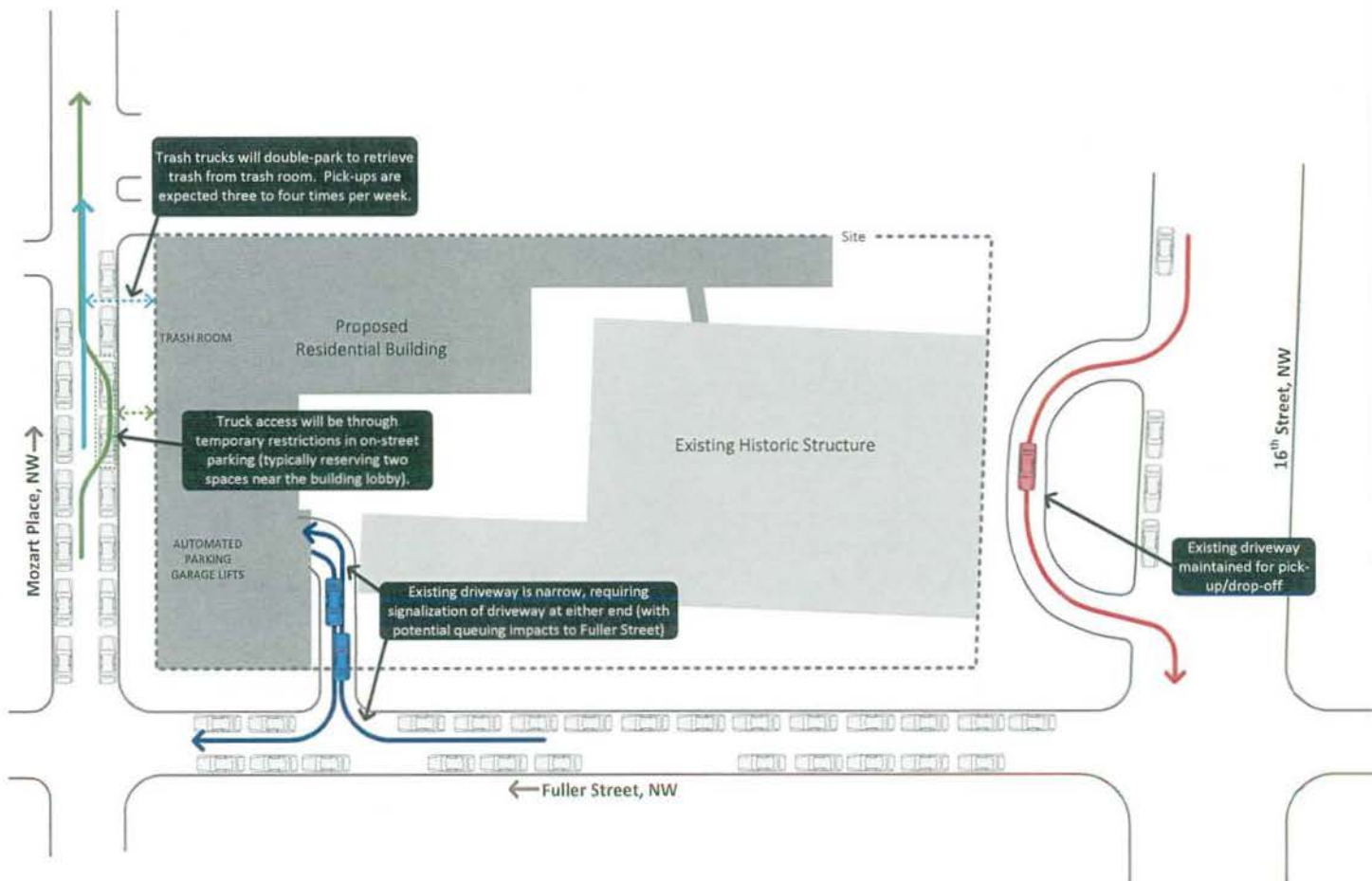
New driveway on Mozart Place,
conventional Parking

-  Existing on-street parking (only shown for curbs adjacent to site)
-  Loss of on-street parking spaces
-  Pick-up/Drop-off
-  Truck Access to Loading Dock
-  Parking Garage Access
-  Trash Truck Access



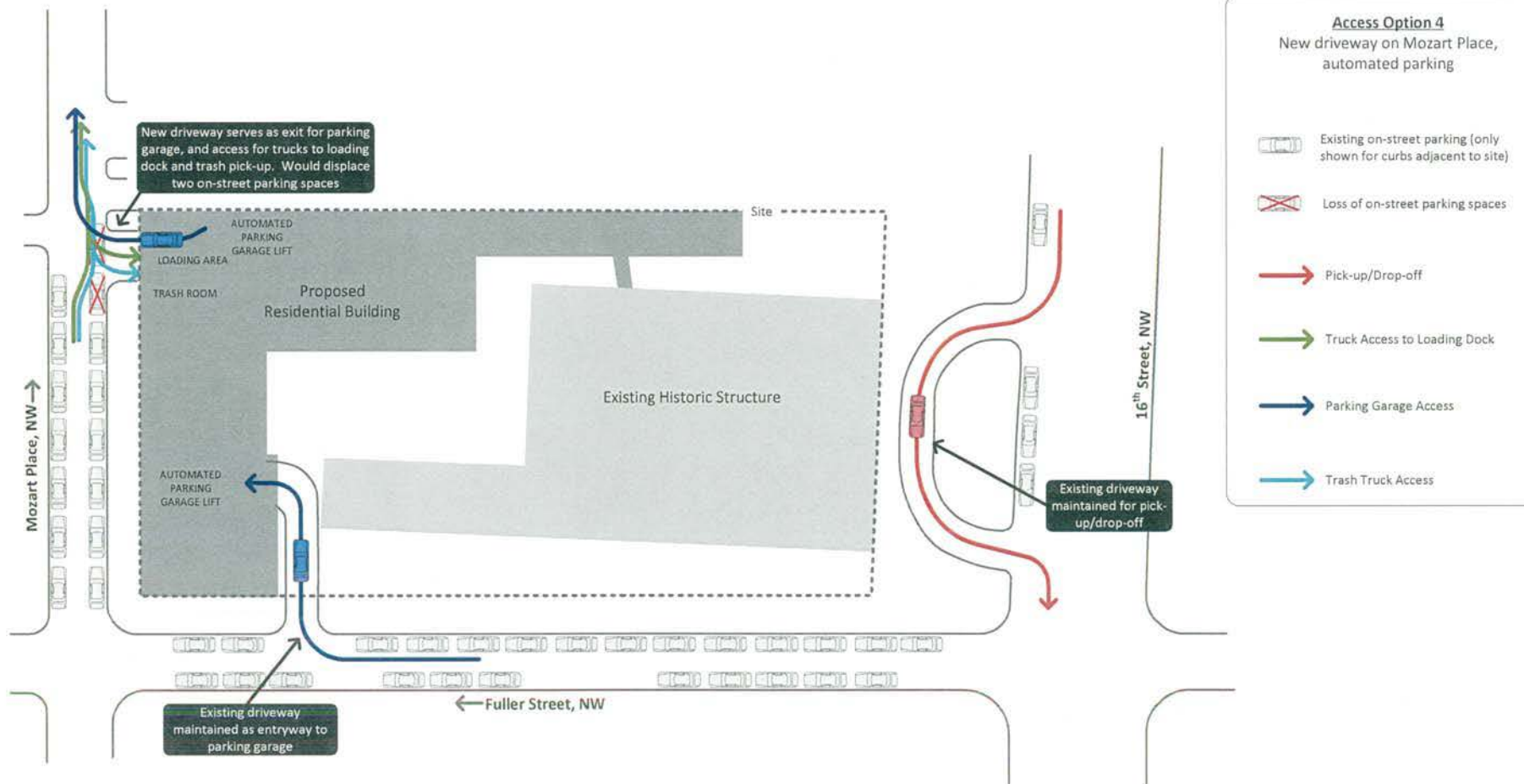
Access Option 3
Maintain existing driveways,
automated parking

-  Existing on-street parking (only shown for curbs adjacent to site)
-  Loss of on-street parking spaces
-  Pick-up/Drop-off
-  Truck Access to Loading Dock
-  Parking Garage Access
-  Trash Truck Access



Access Option 4

New driveway on Mozart Place,
automated parking

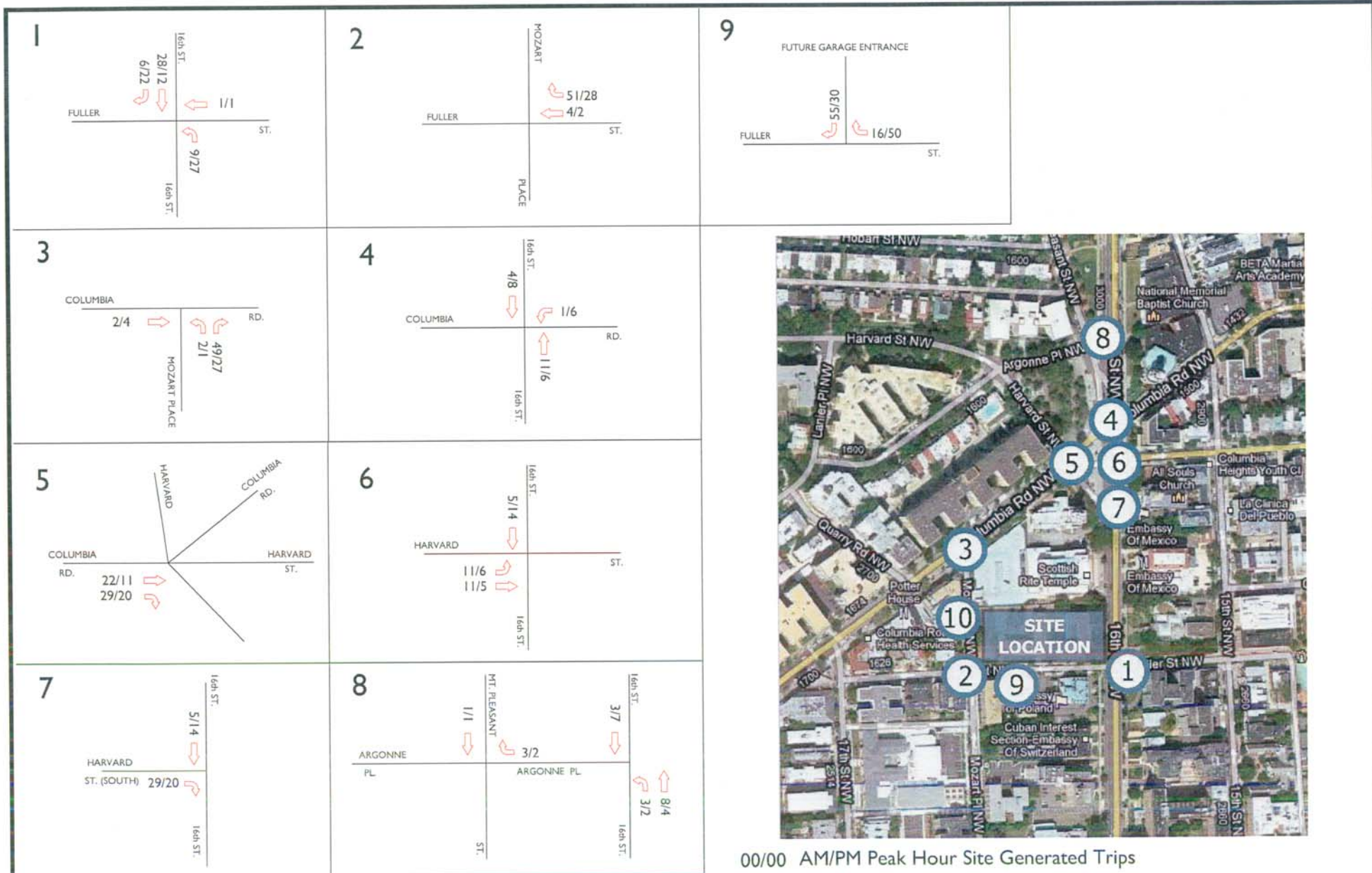




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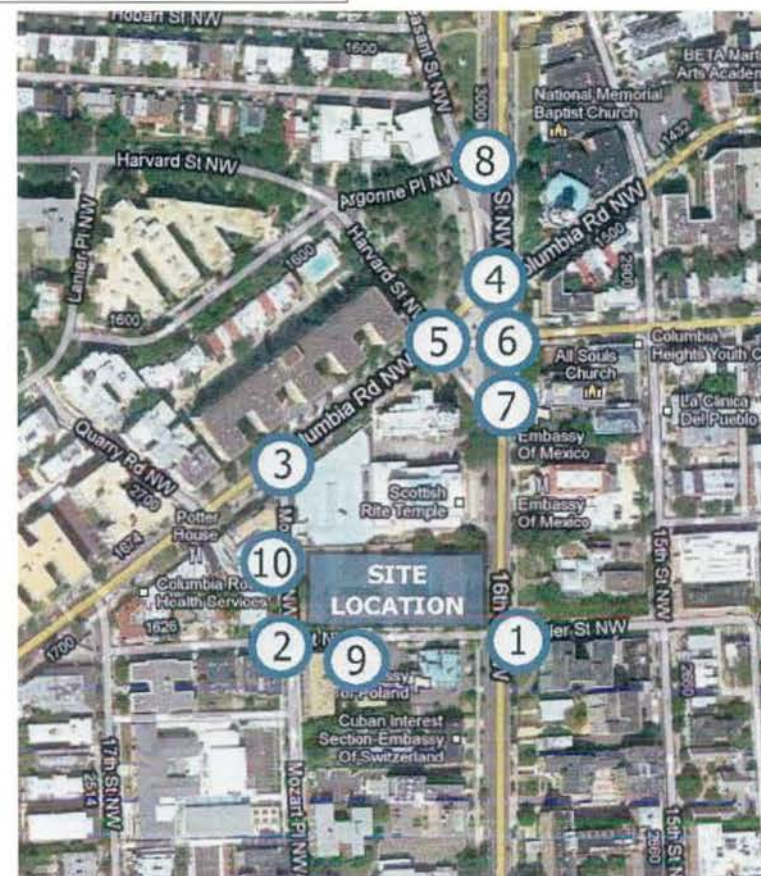
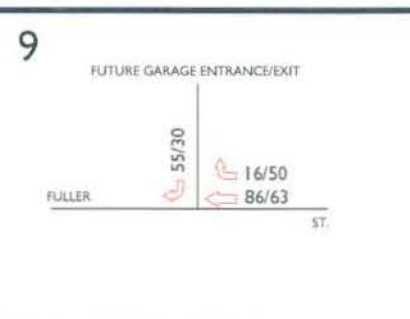
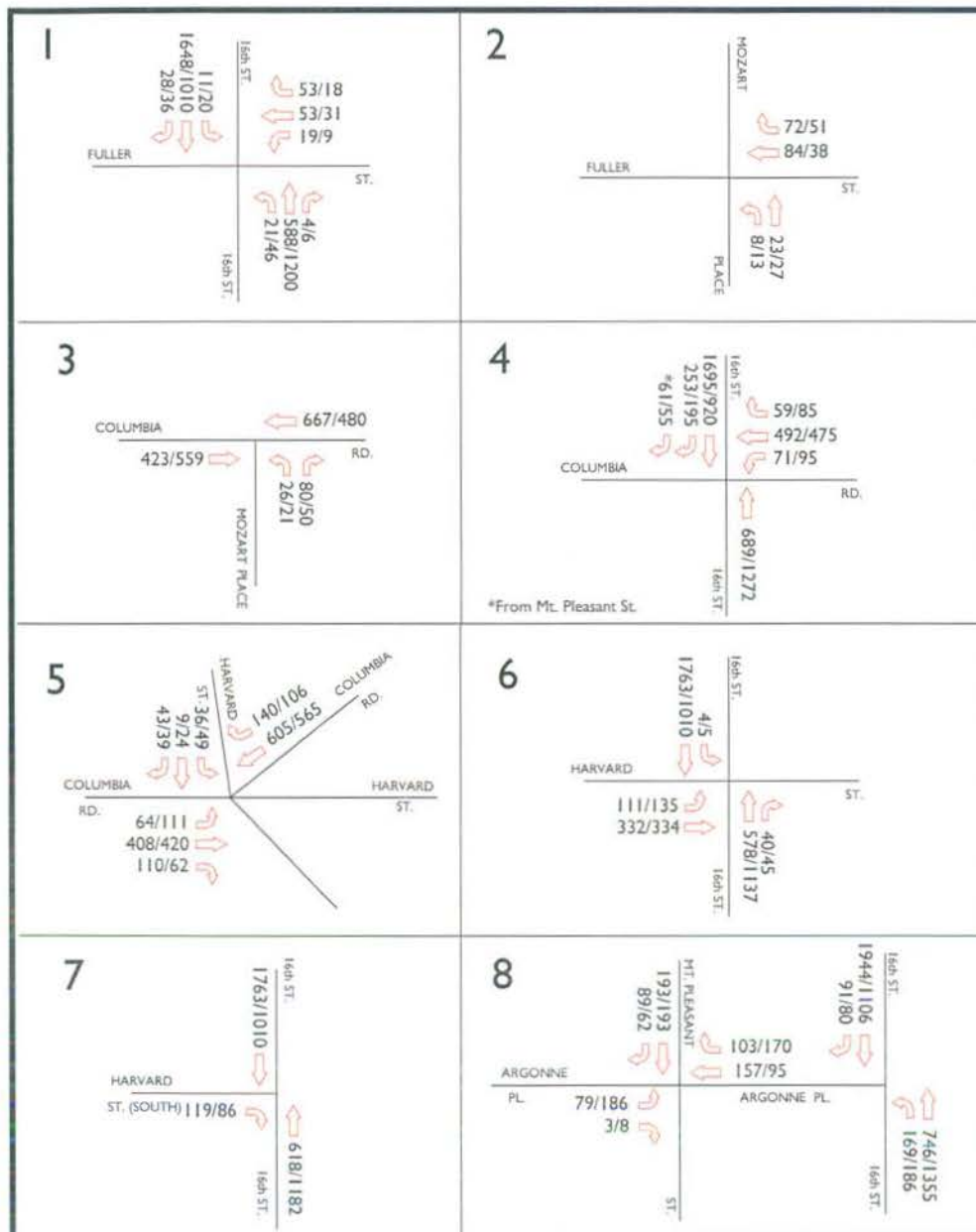
Appendix E

Additional Traffic Analyses (Access Option I)



00/00 AM/PM Peak Hour Site Generated Trips

AMT A. Worlton Thomas and Associates, Inc. Consulting Engineers ENGINEERS - PLANNERS - SURVEYORS - LANDSCAPE ARCHITECTS 2 EAST READ STREET, BALTIMORE, MD 21202 P(410) 752-6552 F(410) 752-6553										IL PALAZZO PUD - TRANSPORTATION IMPACT STUDY FIGURE 9 - UPDATED SITE TRIP GENERATION ASSIGNMENTS AND DISTRIBUTIONS NW WASHINGTON DC						SCALE	CONTOUR INTERVAL	A.M.T. FILE No.
																	N/A	104-179.009T
																DATE	TAX MAP No.	SHEET
																AUGUST 2011	N/A	
RES.	AMT	SURV.	AMT	COMP.	AMT	DES.	AMT	DRA.	ACAD	CHK.	AMT	DATE	REVISION	BY	APP.			



00/00 AM/PM Peak Hour Volumes

 A. Morton Traversy and Associates, Inc. Consulting Engineers				ENGINEERS - PLANNERS - SURVEYORS - LANDSCAPE ARCHITECTS				2 EAST READ STREET, BALTIMORE, MD 21202 P(410) 752-6552 F(410) 752-6553							
RES.	AMT	SURV.	AMT	COMP.	AMT	DES.	AMT	DRN.	ACAD.	CHG.	AMT	DATE	REVISION	BY	APPR.

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FIGURE 10 - UPDATED
FUTURE CONDITIONS PEAK HOUR FORECASTS

NW WASHINGTON DC

SCALE	CONTOUR INTERVAL	A.M.T. FILE No.
	N/A	104-179.009T
DATE	TAX MAP No.	SHEET
APRIL 2011	N/A	

Table 5 - UPDATED

Future Conditions Intersection Level of Service and Delay (veh/sec) Summary¹

Location	Control	2011 Existing Conditions		2013 Background Conditions		2013 Future Conditions		2013 Future Conditions Modified	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. 16th St. at Fuller St.	Signal								
Westbound		C(23.6)	C(22.2)	C(23.7)	C(22.2)	C(23.7)	C(22.2)	C(23.7)	C(22.2)
Northbound		B(13.9)	C(22.9)	B(14.0)	C(23.7)	B(14.6)	C(32.6)	B(14.6)	C(32.6)
Southbound		A(3.8)	B(20.0)	A(3.9)	C(20.2)	A(4.6)	C(20.3)	A(4.6)	C(20.3)
Overall		A(7.4)	C(21.6)	A(7.5)	C(22.1)	A(8.1)	C(26.8)	A(8.1)	C(26.8)
2. Fuller St. at Mozart Pl.	Stop								
Westbound		A[7.4]	A[7.1]	A[7.4]	A[7.1]	A[7.4]	A[7.1]	A[7.5]	A[7.1]
Northbound		A[7.4]	A[7.3]	A[7.4]	A[7.3]	A[7.4]	A[7.3]	A[7.5]	A[7.4]
3. Columbia Rd. at Mozart Pl.	Stop								
Eastbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Northbound		A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]	A[0.0]
Southbound		D[32.0]	C[24.0]	D[34.0]	C[24.7]	D[34.7]	C[24.4]	D[31.1]	C[23.6]
4. 16th St. at Columbia Rd.	Signal								
Westbound		F(526.0)	F(584.1)	F(544.1)	F(602.5)	F(545.5)	F(611.1)	F(545.5)	F(611.1)
Northbound		A(5.0)	A(5.2)	A(5.0)	A(5.3)	A(5.4)	A(5.4)	A(5.4)	A(5.4)
Southbound		A(7.1)	B(10.7)	A(7.1)	B(10.7)	A(7.2)	B(10.7)	A(7.2)	B(10.7)
Overall		F(106.0)	F(131.6)	F(109.5)	F(135.5)	F(109.5)	F(137.6)	F(109.5)	F(137.6)
5. Columbia Rd. at Harvard St.	Signal								
Eastbound		A(8.5)	B(11.6)	A(8.9)	B(12.2)	A(8.9)	B(12.2)	A(8.9)	B(12.2)
Westbound		C(20.2)	B(16.9)	C(20.9)	B(17.5)	C(20.9)	B(17.6)	C(20.9)	B(17.6)
Southbound		C(34.1)	D(37.7)	C(34.3)	D(37.9)	C(34.3)	D(37.9)	C(34.3)	D(37.9)
Overall		B(17.0)	B(16.1)	B(17.5)	B(16.5)	B(17.3)	B(16.4)	B(17.3)	B(16.4)
6. 16th St. at Harvard St.	Signal								
Eastbound		E(71.8)	E(75.9)	E(76.1)	F(80.3)	F(83.0)	F(83.0)	F(83.0)	F(83.0)
Northbound		A(9.5)	A(3.3)	A(9.5)	A(3.3)	A(9.5)	A(2.3)	A(9.5)	A(2.3)
Southbound		A(1.6)	A(2.3)	A(1.6)	A(2.3)	A(1.6)	A(2.4)	A(1.6)	A(2.4)
Overall		B(13.9)	B(15.5)	B(14.6)	B(16.3)	B(16.1)	B(16.6)	B(16.1)	B(16.6)
7. 16th St. at Harvard St. (South)	Stop								
Eastbound		B[10.3]	A[9.2]	B[10.4]	A[9.2]	B[10.7]	A[9.3]	B[10.7]	A[9.3]
8a. Mt Pleasant St. at Argonne Pl.	Signal								
Eastbound		A(6.5)	A(8.4)	A(6.6)	A(8.5)	A(6.6)	A(8.5)	A(6.6)	A(8.5)
Westbound		A(2.7)	A(7.0)	A(2.8)	A(7.3)	A(3.0)	A(7.6)	A(3.0)	A(7.6)
Southbound		F(180.4)	F(136.9)	F(192.4)	F(145.8)	F(194.1)	F(147.3)	F(194.1)	F(147.3)
Overall		F(83.7)	D(53.7)	F(89.2)	E(57.1)	F(89.9)	E(57.7)	F(89.9)	E(57.7)
8b. 16th St. at Argonne Pl.	Signal								
Northbound		D(49.2)	D(40.6)	D(50.8)	D(42.1)	D(53.7)	D(43.1)	D(53.7)	D(43.1)
Southbound		B(12.7)	A(8.5)	B(13.0)	A(8.5)	B(13.0)	A(8.6)	B(13.0)	A(8.6)
Overall		C(23.9)	C(26.6)	C(24.6)	C(27.5)	C(25.6)	C(28.1)	C(25.6)	C(28.1)
9. Fuller St at Future Garage Ent (Ent/Exit in Future Modified) Southbound	Stop								
		N/A	N/A	N/A	N/A	A[0.0]	A[0.0]	A[9.0]	A[8.9]

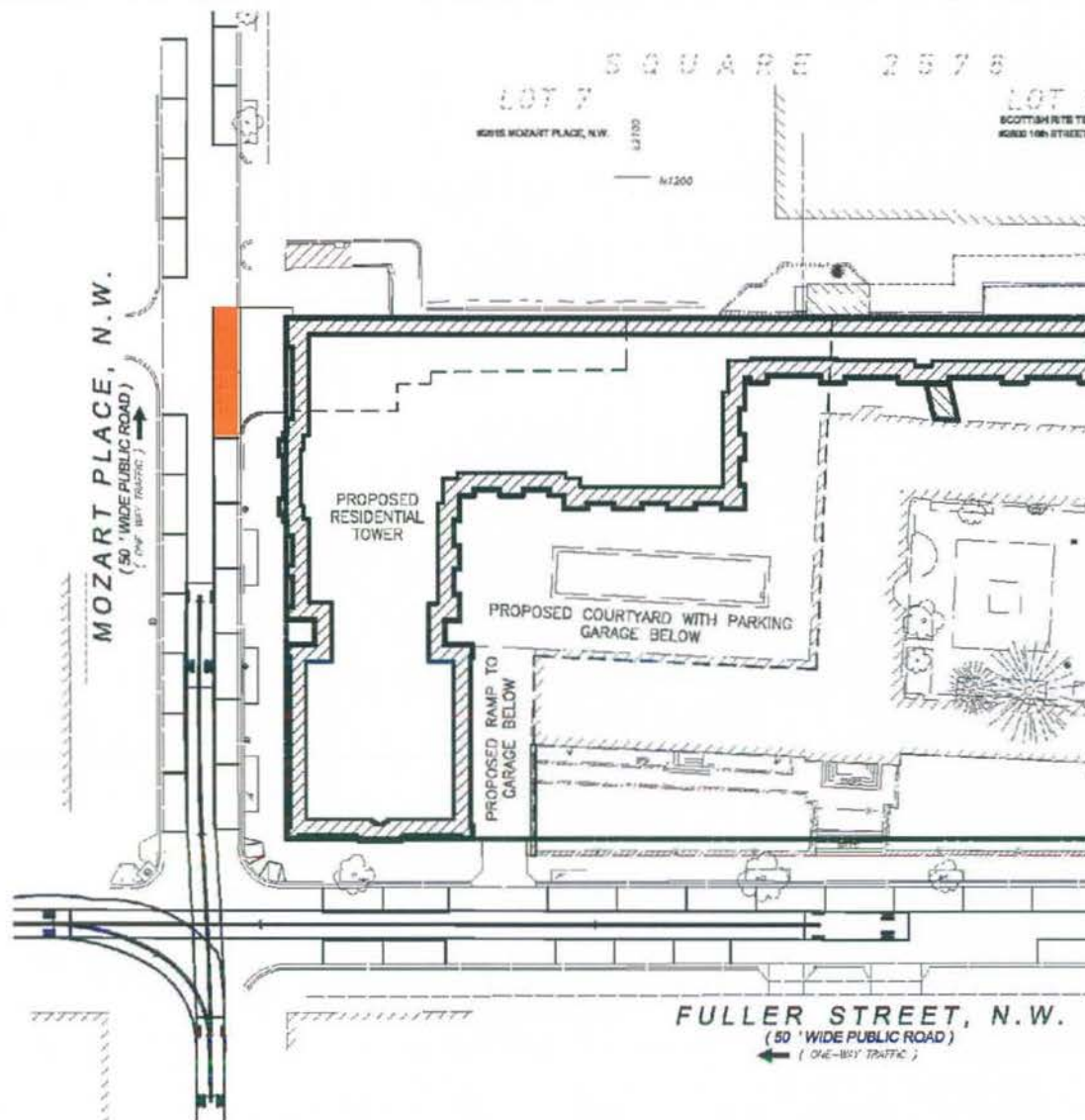
Notes: ¹ Analyses based on Synchro/SimTraffic (Version 7.0) methodology



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September 8th, 2011

Appendix F

AutoTurn Maneuver Diagrams



ENGINEERS - PLANNERS - SURVEYORS -
LANDSCAPE ARCHITECTS

2 EAST READ STREET, BALTIMORE, MD 21202
P(410) 752-6552 F(410) 752-6553

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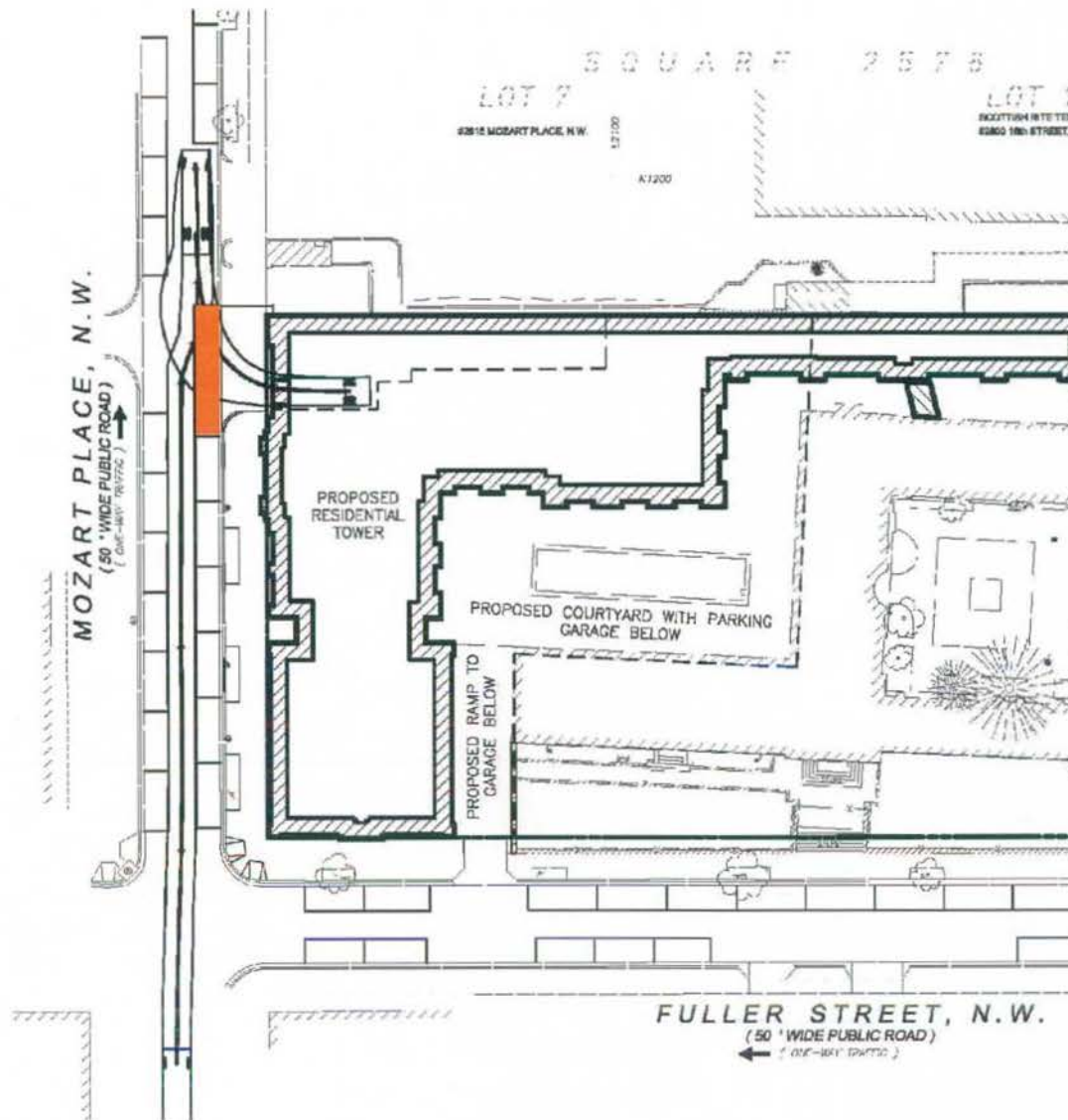
FIGURE F-1 : TRUCK ACCESS SCENARIO I
Reverse from Fuller St onto Mozart Pl/Continue straight onto Mozart Pl

SCALE	CONTOUR INTERVAL	A.M.T. FILE No.
	N/A	104-179.009T
DATE SEP 2011	TAX MAP No.	SHEET
	N/A	

NW WASHINGTON DC

REL AMT SURV AMT CORR AMT DES AMT DRN ACAD CDR AMT

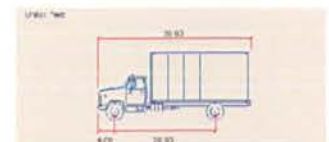
DATE REVISION BY APPR



LEGEND

2 PARKING SPACES LOST

TRUCK DIAGRAM



ENGINEERS - PLANNERS - SURVEYORS -
LANDSCAPE ARCHITECTS

2 EAST READ STREET, BALTIMORE, MD 21202
P(410) 732-6552 F(410) 732-6553

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FIGURE F-3 : TRUCK ACCESS SCENARIO 3
NORTHBOUND ON MOZART PLACE REVERSE FROM MOZART PL INTO LOADING AREA

NW WASHINGTON DC.

SCALE	CONTOUR INTERVAL	A.M.T. FILE No.
	N/A	104-179.009T
DATE SEP 2011	TAX MAP No. N/A	SHEET

REV.	AMT	SURV.	AMT	CORR.	AMT	DES.	AMT	DRW.	ACAD	CHK.	AMT	DATE	REVISION	BY	APPD.
------	-----	-------	-----	-------	-----	------	-----	------	------	------	-----	------	----------	----	-------