

Technical Memorandum:

**SIGNAL WARRANT ANALYSIS FOR
STANTON ROAD AT ELVANS ROAD &
ELVANS ROAD AT GAINESVILLE STREET,
SOUTHEAST, WASHINGTON D.C.**

(PUD Application No. 05-35)

Prepared for:

HORNING BROTHERS, INC

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Washington, D.C. 20036

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Land Use Counsel:

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Prepared by:

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May 31, 2007

ZONING COMMISSION
District of Columbia
CASE NO.05-35
EXHIBIT NO.35D

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MEMORANDUM

DATE: May 31, 2007

TO: Mr. David Roodberg, President/Chief Executive Officer
Horning Brothers, Inc

FROM: Iain Banks/Osborne George

RE: Stanton Square PUD 05-35, Southeast, Washington D.C. -
Supplementary Signal Warrant Analysis

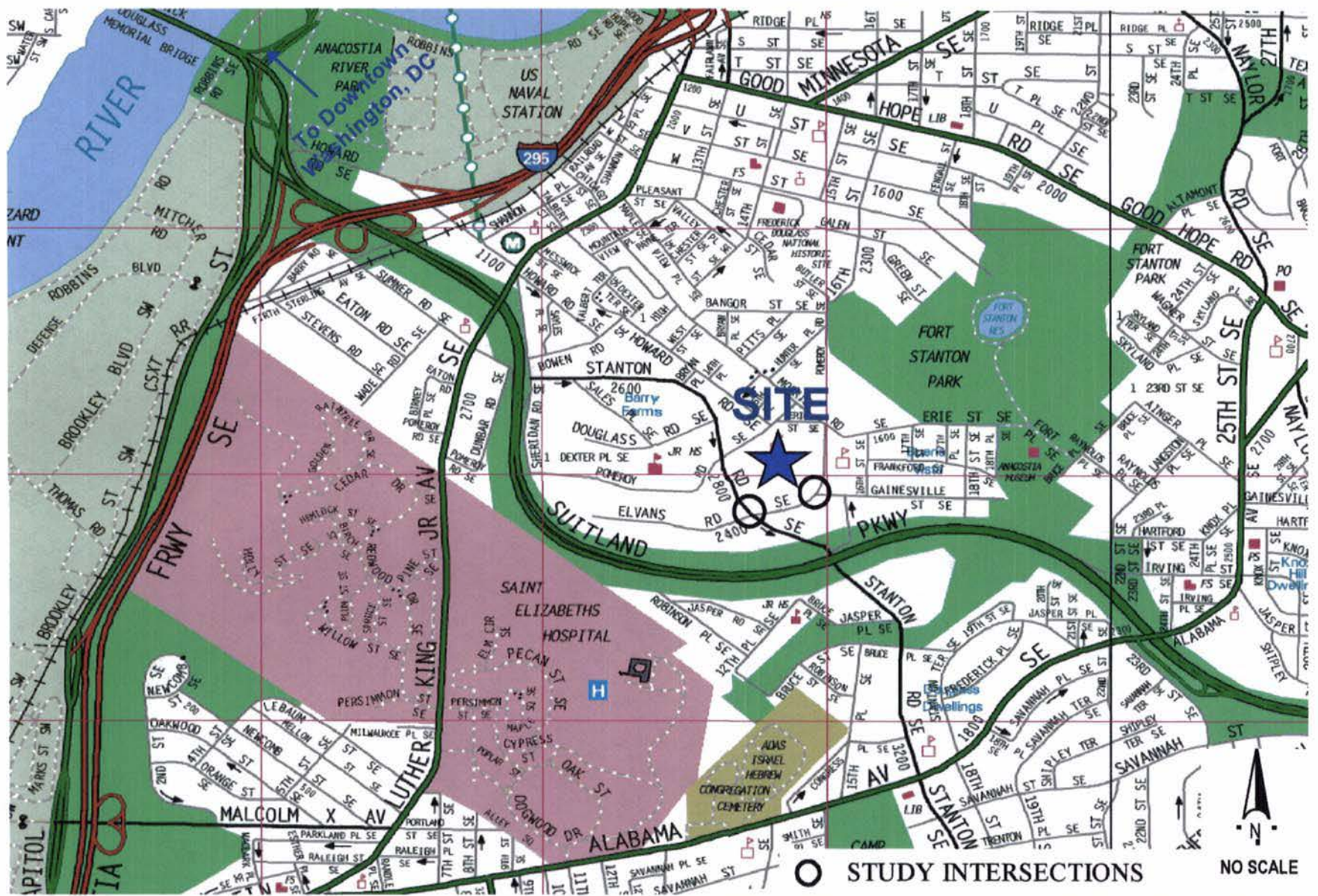
1.0 BACKGROUND AND SUMMARY

In accordance with the request of the Zoning Commission at the Public Hearing on May 24, 2007, we have undertaken a traffic signal warrant assessment for the intersections of Stanton Road at Elvans Road, S.E., and Elvans Road at Gainesville Street, SE. This was part of the roadway network, which was considered as part of the City's evaluation. This assessment focuses on the typical requirements of the District Department of Transportation (DDOT) for review of potential traffic signal installations; and also addresses the stipulations and criteria specified in the Manual on Uniform Traffic Control Devices (MUTCD), 2003 edition¹. This memorandum presents relevant background, data and analyses, as well as the conclusion and recommendations of the analyses process.

This is supporting analysis to the documentation already reviewed as part of the subject application. Therefore, this assessment utilized all relevant data from the submitted traffic study dated April 23, 2007, including the development densities, peak hour trip generation estimates, trip growth and other factors related to traffic flow at the subject intersections. Where appropriate, these are cited in the remaining sections of this memorandum.

The analysis considered the various criteria of the eight (8) signal warrants detailed in the MUTCD that are applicable to the two (2) intersections. The analysis determined that none of the warrants are satisfied either under existing conditions or under the conditions projected upon build-out of the subject development. For ease of reference Exhibit 1 shows the site location and the two intersections studied by this Signal Warrant Analysis.

¹ Manual on Uniform Traffic Control Devices for Streets and Highways, 2003 Edition (US Department of Transportation, Federal Highway Administration)



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EXHIBIT 1
SITE LOCATION AND STUDY INTERSECTIONS
 Stanton Square Planned Unit Development Application

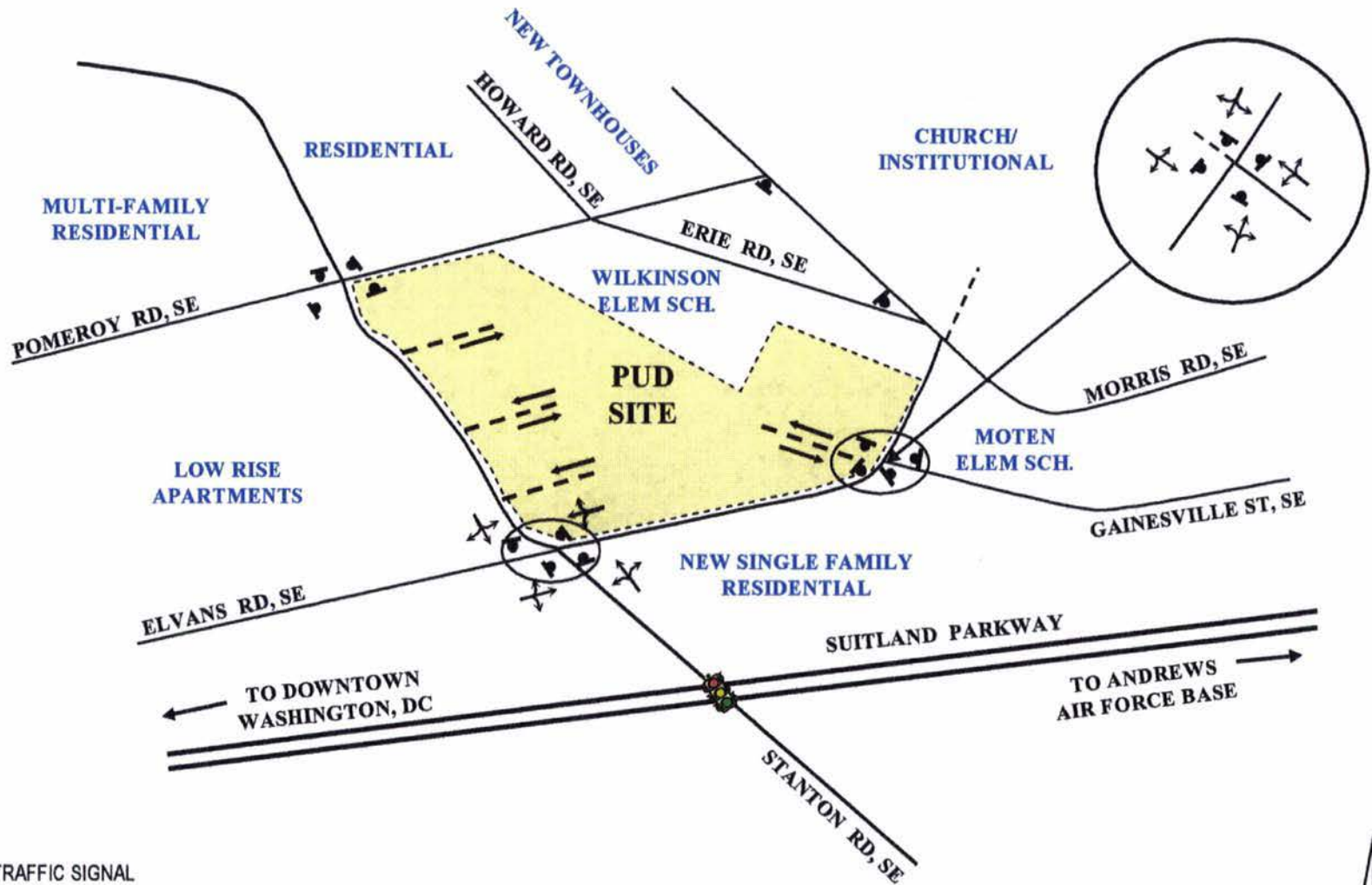
2.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The signal warrant analysis for the subject intersections was conducted in accordance with the 2003 Edition of the *“Manual on Uniform Traffic Control Devices” (MUTCD)*, as well as in keeping with DDOT’s requirements. Typical signal warrant analyses are undertaken for existing and future weekday traffic conditions. However, this study focuses on the future weekday traffic conditions, which provides information regarding the prospect of the warrants being met upon build-out of the project, and therefore represents the “worse case scenario”. In keeping with the MUTCD guidelines, and the specific requirements of the DDOT staff, the signal warrant analysis was based on the following:

- 1) The roadway lane configuration for the subject intersections, which is shown on Exhibit 2, with the morning and afternoon peak hour turning movement volumes (Exhibit 3).
- 2) Hourly vehicular turning movement volumes based on a 13-hour count conducted at the intersection, between 6:00 AM and 7:00 PM, on a typical weekday, i.e., Wednesday, May 23, 2007. *[This data is presented in Attachment A.]*
- 3) Application of an annual growth factor of 1.0% to through traffic along the study area roadways, to project the “base” traffic situation for the design year (2011). *[This growth rate was used in the submitted traffic study, which was accepted by DDOT.]*
- 4) Development of hourly vehicular trip estimates for two (2) background developments, which considered within the submitted traffic study. *[This process utilized hourly variations factors as represented in the current ITE Trip Generation Manual².]*
- 5) Projected year 2011 total traffic volumes, based on Items 2 - 4 above. *[The derivation of these volumes is shown in Attachment B.]*
- 6) Traffic accident data obtained from the DDOT – Traffic Services Administration, Traffic Safety Analysis Division, for the study intersections, covering the most recent three (3) year period (2003 - 2005) for which data is available from the City. *[This data is included as Attachment C.]*

The criteria for the eight (8) warrants considered by the City are presented and evaluated below. Based on informal speed surveys conducted along Stanton Road, the 85th percentile speeds were determined to be lower than 40 MPH. Therefore, the MUTCD urban area volume criteria were applied in the warrant analyses.

² Trip Generation Manual, 7th Edition (Institute of Transportation Engineers, 2004)



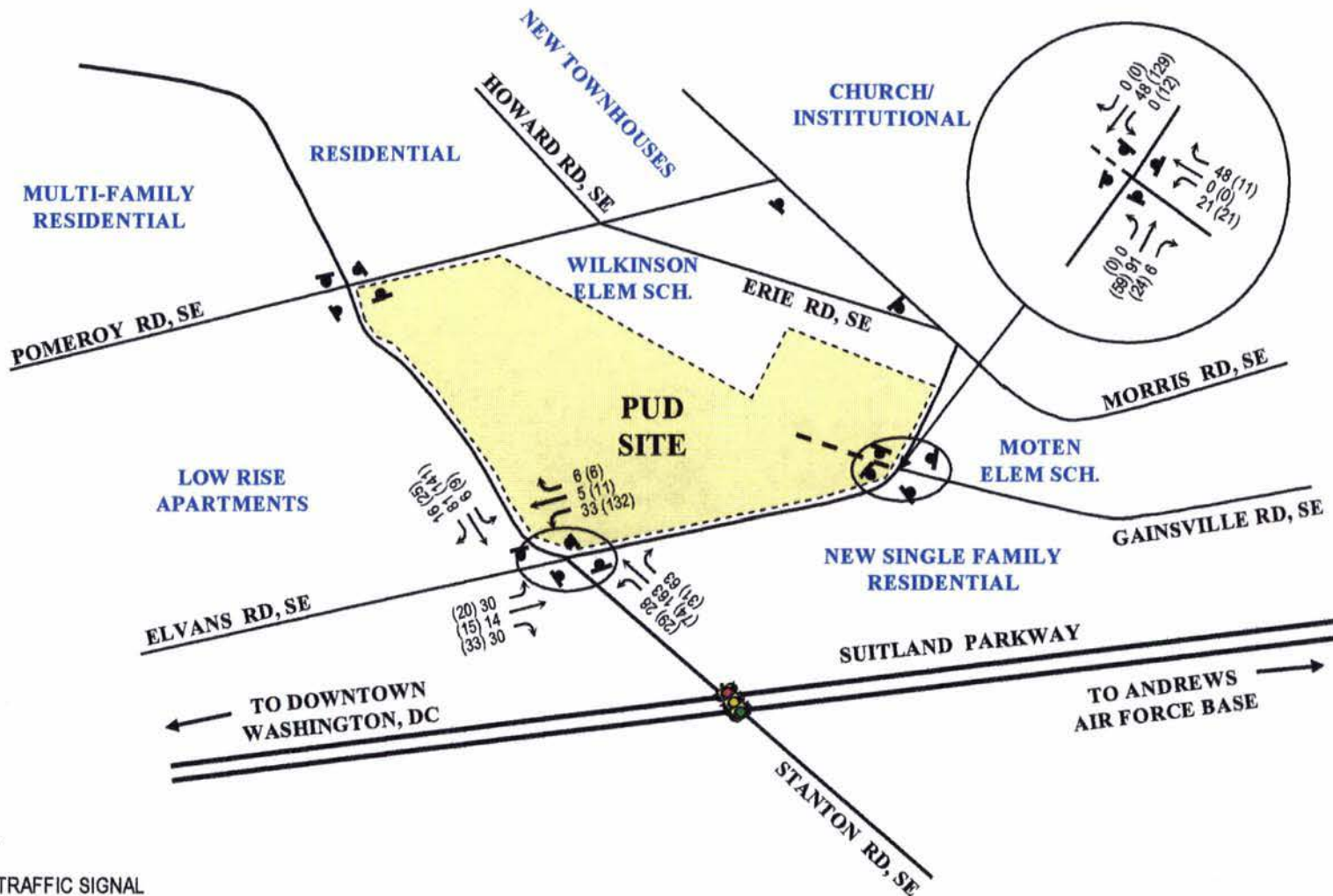
LEGEND

-  - TRAFFIC SIGNAL
-  - STOP SIGN
-  - SUBJECT INTERSECTION


N
NOT TO SCALE

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

EXHIBIT 2
EXISTING STUDY AREA ROADWAY NETWORK LANE CONFIGURATION
Stanton Square Planned Unit Development Application



- LEGEND**
- TRAFFIC SIGNAL
 - STOP SIGN
 - SUBJECT INTERSECTION



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EXHIBIT 3
EXISTING PEAK HOUR TRAFFIC VOLUMES
 Stanton Square Planned Unit Development Application

2.1 Traffic Signal Warrant Criteria Application

• **Warrant No. 1 - Eight-Hour Vehicular Volume**

This warrant consists of two conditions (A and B), and the warrant will be satisfied if any one condition, or a combination of both conditions, is satisfied. Condition "A" addresses the *Minimum Vehicular Volume*; and Condition "B" stipulates the *Interruption of Continuous Traffic*. These are addressed as follows:

Condition A applies where the volume of intersecting traffic serves as the principal criterion for signal installation. Condition B applies to situations where the traffic volume along the major street is at such a level that traffic on the minor street approaches experience excessive delay (or associated safety hazards) in entering or crossing the major street. The warrant is satisfied when the established traffic volumes along the major and minor roadways for Condition A or Condition B (or a combination of both Conditions A and B) are met for each of any 8 hours of an average day. As noted earlier, volume criteria for the urban values are applied. Also, when a combination of Conditions A and B is applied, 80% of the volumes are used. Based on the volumes presented in Table 4C-1 (of the MUTCD) and considering the configuration and location of both study intersections, the volume criteria for Warrant No. 1 would be as follows:

**Traffic Volume Criteria –
 Stanton Road @ Elvans Road, SE and
 Elvans Road @ Gainesville Street, SE**

| Traffic Volume Criteria | | Major Street | Minor Street |
|-------------------------|-------------|--------------|--------------|
| Condition A | | 500 | 150 |
| Condition B | | 750 | 75 |
| Combination of A and B | Condition A | 400 | 120 |
| | Condition B | 600 | 60 |

Source: MUTCD (2003), and O. R. George & Associates.

Based on the volume criteria listed in the above table, the future traffic volumes show the following:

- a) *One (1) hour is satisfied for the intersection of Stanton Road at Elvans Road, SE (Attachment D-1). **WARRANT No. 1 IS NOT SATISFIED.***
- b) *Zero (0) hours are satisfied for the intersection of Elvans Road at Gainesville Street, SE (Attachment E-1). **WARRANT No. 1 IS NOT SATISFIED.***

- **Warrant No. 2 - Four-Hour Vehicular Volume**

This warrant applies where the volume of intersecting traffic serves as the principal criterion for signal installation. This warrant is satisfied when, for each of any four (4) hours of an average weekday, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve shown in Figure 4C-2 of Section 4C.03 of the MUTCD for the existing combination of approach lanes. This curve requires that the minor approach has a minimum of eighty (80) vehicles for any of the four (4) hours of an average weekday. Based on the future traffic volumes, the plotted curve shows the following:

- a) *Zero (0) hours are satisfied for the intersection of Stanton Road at Elvans Road, SE (Attachment D-2).* **WARRANT No. 2 IS NOT SATISFIED.**
- b) *Zero (0) hours are satisfied for the intersection of Elvans Road at Gainesville Street, SE (Attachment E-2).* **WARRANT No. 2 IS NOT SATISFIED.**

- **Warrant No. 3 - Peak Hour Volume**

This warrant applies to locations where the minor street traffic experiences excessive delay when entering or crossing the major street, for a minimum of one (1) hour on an average day. This warrant is applicable to only those locations where a large number of vehicles are either attracted or discharged over a short period of time. The peak hour warrant is satisfied when the criteria in either Category A or B (explained below) is met.

The criteria for Category A is satisfied when *all* of the following conditions are met for the same one (1) hour (i.e., any four consecutive 15-minute periods) of an average day:

- 1) The total delay experienced by traffic on one minor street approach (one direction only) which is controlled by a STOP sign, equals or exceeds four (4.0) vehicle-hours for a one-lane approach, or five (5.0) vehicle-hours for a two-lane approach;

A specific peak hour delay survey was not conducted as part of this signal warrant analysis due principally to the very low volumes along the minor street approaches. Field observations indicated that the criteria highlighted above would not be met.

- 2) The volume on the same minor street approach (one direction only) equals or exceeds 100 Vehicles Per Hour (VPH) for one (1) moving lane of traffic or 150 VPH for two moving lanes; and
 - a) *Stanton Road at Elvans Road, SE. Minor roadway approach volumes met during the afternoon peak hour only.*
 - b) *Elvans Road at Gainesville Street, SE. Minor roadway approach volumes not met during any of the peak hours.*

- 3) The total entering volume serviced during the peak hour equals or exceeds 800 VPH for intersections with four (4) or more approaches or 650 VPH for intersections with three (3) approaches.
 - a) *Stanton Road at Elvans Road, SE. Total entering volumes not met during any of the peak hours.*
 - b) *Elvans Road at Gainesville Street, SE. Total entering volumes not met during any of the peak hours.*

The criteria for Category B are satisfied when for one (1) hour (any four consecutive 15-minute periods) of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only), all fall above the curve shown in Figure 4C-4 of Section 4C.04 of the 2003 MUTCD. Figure 4C-3 was used to incorporate the urban warrant conditions. This curve requires that the minor approach has a minimum of one hundred (100) vehicles for any hour of an average weekday. Based on the future traffic volumes, the data shows the following:

- a) *The peak hour criteria are not met for the intersection of Stanton Road at Elvans Road, SE (Attachment D-3.)* **WARRANT No. 3 IS NOT SATISFIED.**
- b) *The peak hour criteria are not met for the intersection of Elvans Road at Gainesville Street, SE (Attachment E-3.)* **WARRANT No. 3 IS NOT SATISFIED.**

• **Warrant No. 4 - Pedestrian Volume**

This warrant is applicable when pedestrians experience an undue delay in crossing the major street. The warrant is satisfied if both of the following criteria are met:

- 1) The pedestrian volume crossing the major street at an intersection or mid-block location during an average day is 100 pedestrians per hour (or more) for each of any four (4) hours, or 190 (or more) during any one (1) hour; and
- 2) There are less than 60 gaps per hour, in the major traffic stream, of adequate length for pedestrians to cross during the same period when the pedestrian volume criterion is satisfied.

During the turning movement counts conducted as part of this study, pedestrian crossing volumes were observed to be relatively low. The data shows the following:

- a) *The pedestrian volumes do not satisfy Criterion 1 for the intersection of Stanton Road at Elvans Road, SE. **WARRANT No. 4 IS NOT SATISFIED.***
- b) *The pedestrian volumes do not satisfy Criterion 1 for the intersection of Elvans Road at Gainesville Street, SE. **WARRANT No. 4 IS NOT SATISFIED.***

• **Warrant No. 5 - School Crossing**

This warrant applies to locations where the principal criterion for signal installation is consideration of school children crossing the major street. A traffic signal may be warranted at an established school crossing, when the number of adequate gaps in the traffic stream (during the period when the school children are using the crossing) is less than the number of minutes in the same period. In addition, there should be a minimum of twenty (20) school children during the highest crossing hour.

- a) *School crossing facilities are provided at the intersection of Stanton Road at Elvans Road, SE. Field observations indicated however, that adequate gaps in the traffic stream were available and pedestrians are aided by the all-way stop control. **WARRANT No. 5 IS NOT SATISFIED.***
- b) *No school crossing facilities are provided at the Elvans Road at Gainesville Street, SE. **WARRANT No. 5 IS NOT SATISFIED.***

• **Warrant No. 6 - Coordinated Signal System**

This warrant is applicable to locations where installation of a traffic signal would maintain proper platooning of vehicles and hence provide for progressive movement in a coordinated signal system.

In case of a two-way street, this warrant is satisfied when adjacent signals do not provide the necessary degree of platooning; and the proposed and adjacent signals could constitute a progressive signal system. The closest signal is approximately 800 feet to the south at the Stanton Road/ Suitland Parkway intersection. There is no signal to the north along Stanton Road or Elvans Road. Therefore, **WARRANT No. 6 IS NOT APPLICABLE TO EITHER INTERSECTION.**

• **Warrant No. 7 - Crash Experience**

This warrant applies to locations where the principal criterion to install a signal is the frequency and severity of crashes at that location. Warrant No. 7 is satisfied when all of the following criteria are met: For convenience comments relevant to each criteria are cited immediately following each criteria.

- (1) Adequate trial of less restrictive remedies, with satisfactory observance and enforcement has failed to reduce the crash frequency;
 - a) *Stanton Road at Elvans Road, SE.*
 - *Intersection is already provided with All-Way Stop signs*
 - *The City recently performed a local area traffic calming study (in 2006), which determined that no additional measures were needed at this location.*
 - b) *Elvans Road at Gainesville Street, SE.*
 - *Intersection is already provided with All-Way Stop signs*
 - *The City recently performed a local area traffic calming study (in 2006), which determined that no additional measures were needed at this location.*
- (2) Five (5) or more reported crashes, of types susceptible to correction by traffic signal control, have occurred within a 12-month period, with each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - a) *Stanton Road at Elvans Road, SE. In 2004 and 2005 accident occurrences were seven (7) and five (5) respectively.*
 - b) *Elvans Road at Gainesville Street, SE. No accidents were reported at the intersection in 2005.*
- (3) For each of any eight (8) hours of an average day, there exists a volume of vehicular traffic not less than 80 percent of the requirements specified in Condition A (Minimum Vehicular Volume) of Warrant No. 1, or Condition B (Interruption of Continuous Traffic) of Warrant No. 1, or there exists a volume of pedestrian traffic not less than the 80 percent of the requirements specified in Warrant No. 4 (Pedestrian Volume).
 - a) *Stanton Road at Elvans Road, SE. During the average day, volumes exist that are less than the 80% requirements specified in Condition A of Warrant No.1.*
 - b) *Elvans Road at Gainesville Street, SE. During the average day, volumes exist that are less than the 80% requirements specified in Condition A of Warrant No.1.*

Based on established standards and recommendations of the Institute of Transportation Engineers,³ the types of collisions generally accepted as being susceptible to correction by a traffic signal are:

- (a) Left-turn head on collisions;
- (b) Rear-end collisions at an unsignalized intersection where there is a lack of adequate gaps;
- (c) Right-angle collisions at an unsignalized intersection where there are high through traffic volumes; and
- (d) Pedestrian-vehicle collisions.

Attachment C presents accident data provided by DDOT for both Stanton Road at Elvans Road; and Elvans Road at Gainesville Street. The data shows the following crash occurrences over the three-year period of 2003 to 2005:

Accident Data Summaries

| Intersection | Number of Crashes | | |
|---|-------------------|------|------|
| | 2003 | 2004 | 2005 |
| 1) Stanton Road @ Elvans Road, SE | 2 | 7 | 5 |
| 2) Elvans Road @ Gainesville Street, SE | 0 | 1 | 0 |

Source: DDOT and O. R. George & Associates.

As outlined above the subject intersections do not satisfy all the specified criteria. Therefore, **WARRANT No. 7 IS NOT SATISFIED FOR EITHER INTERSECTION.**

• **Warrant No. 8 - Roadway Network**

This warrant is applicable to locations where two (2) or more major roadways are intersecting and it has a total existing, or immediately projected entering volume of at least 1,000 vehicles during the peak hour of a typical weekday.

The term “major route” as used in the above warrant criteria, has one or more of the following characteristics:

³ “Manual of Transportation Engineering Studies”, Institute of Transportation Engineers, 1994.

- 1) It is part of a street or highway system that serves as the principal network for through traffic flow;
 - a) *Stanton Road at Elvans Road, SE. Stanton Road is classified as a Collector roadway on the City's Functional Classification Map. Elvans Road is classified as a local street.*
 - b) *Elvans Road at Gainesville Street, SE. Both Elvans Road and Gainesville Street are classified a local streets.*
- 2) It includes rural or suburban highways outside, entering or traversing a city; and
 - a) *Stanton Road at Elvans Road, SE. Both roadways do not satisfy the above classifications.*
 - b) *Elvans Road at Gainesville Street, SE. Both roadways do not satisfy the above classifications.*
- 3) It appears as a major route on an official plan such as a major street plan in an urban area traffic and transportation study.

See Item 1) above.

The functional and physical characteristics of the subject roadways do not satisfy the definition of a major route. Therefore, **WARRANT No. 8 IS NOT APPLICABLE TO EITHER INTERSECTION.**

Signal Warrant Analysis Summary

Based on the foregoing data, discussion and analysis, it has been shown that the future traffic volumes and usage characteristics of the both subject intersections would satisfy none (0) of the eight (8) applicable warrants. Tables 1 and 2 (pages 14 and 15 respectively) present the signal warrant analysis summaries for each of the subject intersections.

3.0 SUMMARY OF FINDINGS

The foregoing data, analysis and discussion represent a comprehensive assessment to the requirements outlined by DDOT for review of traffic signal installation at the subject intersections. The study has shown that none (0) of the eight (8) signals warrants considered by DDOT are satisfied at the study intersections, for the future traffic situation. For ease of presentation the assessment is summarized in the table following:

| | <u>Signal Warrants Considered</u> | <u>Signal Warrants Satisfied</u> |
|--|---------------------------------------|--------------------------------------|
| c) Stanton Road at Elvans Road, SE. | 8 | 0 |
| b) Elvans Road at Gainesville Street, SE. | 8 | 0 |

Accordingly, we are of the view that the basis has been conclusively presented that a traffic signal is not warranted at either of the intersections considered.

In addition, it is relevant to note that the City performed a local area traffic calming and safety study for Cluster 37⁴. This study made no recommendations for any signage or traffic control measures at the subject locations. We trust that the above satisfies your requirements. Should you have any questions or comments, please let us know. Thank you!

IJB/ORG

Attachments: As noted.

⁴ Cluster 37/Ward 8 Traffic Calming Study (DDOT, 2004)

TABLE 1
SIGNAL WARRANT ANALYSIS SUMMARY -
INTERSECTION OF STANTON ROAD, SE AT ELVANS ROAD, SE.

| WARRANT | MUTCD CRITERIA | | | NO. OF HOURS or CRITERIA OBSERVED | WARRANT SATISFIED |
|--|---|---------------------------------|--------------------------------|--|----------------------|
| | Major Street Volume (VPH) | Minor Street Volume (VPH) | Number of Hours Required | | |
| 1A - Minimum Vehicular Volume | 500 | 150 | 8 | 0 Hours | NO |
| 1B - Interruption of Continuous Traffic | 750 | 75 | 8 | 0 Hours | NO |
| 1C - Combination Warrant 80% of Warrants 1A & 1B | 400 600 | 120 60 | 8 8 | 1 Hour | NO |
| 2 - Four-hour Warrant | Minor Approach > 80 vph (MUTCD 4C-1) | | 4 | 0 Hours | NO |
| 3 - Peak-hour Delay Warrant | Total Delay > 4 Veh-hours AND Minor Approach Volume > 100 VPH AND Total Entering Volume > 800 VPH OR Approach Volume on Major and Minor Exceed VPH on Applicable Curve (MUTCD 4C-3) | | | 81 vph (AM) 134 vph (PM) 714 vph (AM) 810 vph (PM) NO | NO |
| 4 - Pedestrian Volume | 100 or more pedestrians for any 4 hours OR 190 or more pedestrians during any 1 hour AND Fewer than 60 gaps/hour of adequate length for pedestrians to cross during same period observed above. | | | Pedestrian Volumes observed not sufficient | N/A |
| 5 - School Crossing | Intersection is used as crossing for school children. | | | Criteria not satisfied | NO |
| 6 - Coordinated Signal System | In order to maintain proper grouping of vehicles within a signal system. | | | N/A | N/A |
| 7 - Crash Experience | Five or more reported crashes, of types susceptible to correction by a traffic signal, have occurred in a 12-month period. Also, 80% of either Warrant #1 or Warrant #2 is satisfied. | | | Five (5) crashes in last 12 months. 80% of either warrant #1 or warrant #2 not satisfied | NO |
| 8 - Roadway Network | Intersection of two major roadways. | | | N/A | N/A |

N/A = Not Applicable

Note: MUTCD = Manual on Uniform Traffic Control Devices for Streets and Highways.

VPH = Vehicles per hour; N/A = Not Applicable.

Source: 2003 Edition of MUTCD, and O. R. George & Associates.

TABLE 2
SIGNAL WARRANT ANALYSIS SUMMARY -
INTERSECTION OF ELVANS ROAD, SE AT GAINESVILLE STREET, SE.

| WARRANT | MUTCD CRITERIA | | | NO. OF HOURS or CRITERIA OBSERVED | WARRANT SATISFIED |
|--|---|---------------------------------|--------------------------------|---|----------------------|
| | Major Street Volume (VPH) | Minor Street Volume (VPH) | Number of Hours Required | | |
| 1A - Minimum Vehicular Volume | 500 | 150 | 8 | 0 hours | NO |
| 1B - Interruption of Continuous Traffic | 750 | 75 | 8 | 0 hours | NO |
| 1C - Combination Warrant 80% of Warrants 1A & 1B | 400 600 | 120 60 | 8 8 | 0 hours | NO |
| 2 - Four-hour Warrant | Minor Approach > 80 vph (MUTCD 4C-1) | | 4 | 0 hours | NO |
| 3 - Peak-hour Delay Warrant | Total Delay > 4 Veh-hours AND Minor Approach Volume > 100 VPH AND Total Entering Volume > 800 VPH OR Approach Volume on Major and Minor Exceed VPH on Applicable Curve (MUTCD 4C-3) | | | 53 vph (AM) 32 vph (PM) 235 vph (AM) 304 vph (PM) NO | NO |
| 4 - Pedestrian Volume | 100 or more pedestrians for any 4 hours OR 190 or more pedestrians during any 1 hour AND Fewer than 60 gaps/hour of adequate length for pedestrians to cross during same period observed above. | | | Pedestrian Volumes observed not sufficient | N/A |
| 5 - School Crossing | Intersection is not used as crossing for school children. | | | N/A | N/A |
| 6 - Coordinated Signal System | In order to maintain proper grouping of vehicles within a signal system. | | | N/A | N/A |
| 7 - Crash Experience | Five or more reported crashes, of types susceptible to correction by a traffic signal, have occurred in a 12-month period. Also, 80% of either Warrant #1 or Warrant #2 is satisfied. | | | Zero (0) crashes in last 12 months. 80% of either warrant #1 or warrant #2 not satisfied | NO |
| 8 - Roadway Network | Intersection of two major roadways. | | | N/A | N/A |

N/A = Not Applicable

Note: MUTCD = Manual on Uniform Traffic Control Devices for Streets and Highways.

VPH = Vehicles per hour; N/A = Not Applicable.

Source: 2003 Edition of MUTCD, and O. R. George & Associates.

ATTACHMENT

A

**TRAFFIC TURNING MOVEMENT
COUNT SUMMARIES -
EXISTING TRAFFIC SITUATION**

O.R.George & Associates

10210 Greenbelt Road, Suite 310

Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

Counted by: ORGA - RN

Board : D4-2237

City/County: Washington DC

Weather : Hot/Sunny/Dry

File Name : 27322237

Site Code : 27322237

Start Date : 05/30/2007

Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

| End Time | Elvans Road From North | | | | Stanton Road From East | | | | Elvans Road From South | | | | Stanton Road From West | | | | Int. Total |
|--------------|------------------------|-----------|-----------|------------|------------------------|------------|-----------|------------|------------------------|-----------|-----------|------------|------------------------|------------|----------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| 06:15 | 2 | 1 | 2 | 5 | 4 | 3 | 1 | 8 | 1 | 3 | 2 | 6 | 0 | 8 | 0 | 8 | 27 |
| 06:30 | 3 | 0 | 4 | 7 | 4 | 11 | 1 | 16 | 4 | 0 | 1 | 5 | 5 | 12 | 0 | 17 | 45 |
| 06:45 | 0 | 0 | 7 | 7 | 6 | 15 | 4 | 25 | 1 | 2 | 5 | 8 | 1 | 9 | 0 | 10 | 50 |
| 07:00 | 1 | 3 | 5 | 9 | 12 | 21 | 1 | 34 | 4 | 1 | 3 | 8 | 3 | 12 | 0 | 15 | 66 |
| Total | 6 | 4 | 18 | 28 | 26 | 50 | 7 | 83 | 10 | 6 | 11 | 27 | 9 | 41 | 0 | 50 | 188 |
| 07:15 | 0 | 3 | 1 | 4 | 6 | 23 | 4 | 33 | 3 | 4 | 5 | 12 | 4 | 14 | 0 | 18 | 67 |
| 07:30 | 0 | 4 | 9 | 13 | 11 | 35 | 6 | 52 | 8 | 5 | 5 | 18 | 7 | 18 | 0 | 25 | 108 |
| 07:45 | 1 | 1 | 3 | 5 | 13 | 51 | 6 | 70 | 7 | 2 | 9 | 18 | 5 | 27 | 0 | 32 | 125 |
| 08:00 | 1 | 2 | 12 | 15 | 17 | 42 | 7 | 66 | 5 | 4 | 7 | 16 | 4 | 24 | 3 | 31 | 128 |
| Total | 2 | 10 | 25 | 37 | 47 | 151 | 23 | 221 | 23 | 15 | 26 | 64 | 20 | 83 | 3 | 106 | 428 |
| 08:15 | 2 | 1 | 9 | 12 | 13 | 43 | 9 | 65 | 8 | 6 | 7 | 21 | 4 | 16 | 1 | 21 | 119 |
| 08:30 | 2 | 1 | 9 | 12 | 20 | 27 | 6 | 53 | 10 | 2 | 7 | 19 | 3 | 14 | 2 | 19 | 103 |
| 08:45 | 0 | 0 | 12 | 12 | 7 | 35 | 5 | 47 | 2 | 2 | 1 | 5 | 4 | 17 | 1 | 22 | 86 |
| 09:00 | 1 | 4 | 19 | 24 | 15 | 31 | 2 | 48 | 6 | 3 | 6 | 15 | 3 | 22 | 4 | 29 | 116 |
| Total | 5 | 6 | 49 | 60 | 55 | 136 | 22 | 213 | 26 | 13 | 21 | 60 | 14 | 69 | 8 | 91 | 424 |
| 09:15 | 1 | 3 | 8 | 12 | 8 | 17 | 6 | 31 | 6 | 2 | 4 | 12 | 3 | 15 | 2 | 20 | 75 |
| 09:30 | 2 | 2 | 4 | 8 | 6 | 11 | 1 | 18 | 7 | 1 | 2 | 10 | 3 | 15 | 0 | 18 | 54 |
| 09:45 | 1 | 1 | 7 | 9 | 4 | 8 | 3 | 15 | 3 | 6 | 2 | 11 | 2 | 5 | 1 | 8 | 43 |
| 10:00 | 3 | 0 | 12 | 15 | 8 | 18 | 7 | 33 | 4 | 4 | 7 | 15 | 2 | 11 | 1 | 14 | 77 |
| Total | 7 | 6 | 31 | 44 | 26 | 54 | 17 | 97 | 20 | 13 | 15 | 48 | 10 | 46 | 4 | 60 | 249 |
| 10:45 | 0 | 2 | 9 | 11 | 8 | 10 | 2 | 20 | 1 | 1 | 5 | 7 | 2 | 10 | 2 | 14 | 52 |
| 11:00 | 0 | 0 | 11 | 11 | 3 | 17 | 4 | 24 | 6 | 2 | 3 | 11 | 5 | 16 | 0 | 21 | 67 |
| Total | 0 | 2 | 20 | 22 | 11 | 27 | 6 | 44 | 7 | 3 | 8 | 18 | 7 | 26 | 2 | 35 | 119 |
| 11:15 | 0 | 1 | 8 | 9 | 10 | 26 | 7 | 43 | 9 | 1 | 3 | 13 | 5 | 17 | 1 | 23 | 88 |
| 11:30 | 1 | 3 | 8 | 12 | 7 | 20 | 3 | 30 | 10 | 1 | 2 | 13 | 4 | 18 | 2 | 24 | 79 |
| 11:45 | 3 | 4 | 6 | 13 | 10 | 15 | 2 | 27 | 10 | 2 | 6 | 18 | 3 | 12 | 0 | 15 | 73 |
| 12:00 | 0 | 6 | 7 | 13 | 6 | 17 | 8 | 31 | 8 | 4 | 4 | 16 | 3 | 11 | 0 | 14 | 74 |
| Total | 4 | 14 | 29 | 47 | 33 | 78 | 20 | 131 | 37 | 8 | 15 | 60 | 15 | 58 | 3 | 76 | 314 |
| 12:15 | 1 | 0 | 11 | 12 | 15 | 19 | 7 | 41 | 5 | 1 | 2 | 8 | 2 | 20 | 1 | 23 | 84 |
| 12:30 | 0 | 0 | 3 | 3 | 4 | 15 | 6 | 25 | 12 | 5 | 4 | 21 | 6 | 23 | 0 | 29 | 78 |
| 12:45 | 1 | 3 | 8 | 12 | 7 | 20 | 4 | 31 | 9 | 1 | 2 | 12 | 3 | 13 | 0 | 16 | 71 |
| 13:00 | 0 | 0 | 8 | 8 | 8 | 20 | 1 | 29 | 5 | 5 | 7 | 17 | 6 | 18 | 2 | 26 | 80 |
| Total | 2 | 3 | 30 | 35 | 34 | 74 | 18 | 126 | 31 | 12 | 15 | 58 | 17 | 74 | 3 | 94 | 313 |
| 13:45 | 0 | 2 | 5 | 7 | 2 | 14 | 3 | 19 | 3 | 1 | 3 | 7 | 10 | 26 | 0 | 36 | 69 |
| 14:00 | 0 | 4 | 10 | 14 | 1 | 18 | 5 | 24 | 1 | 1 | 4 | 6 | 3 | 19 | 0 | 22 | 66 |
| Total | 0 | 6 | 15 | 21 | 3 | 32 | 8 | 43 | 4 | 2 | 7 | 13 | 13 | 45 | 0 | 58 | 135 |
| 14:15 | 1 | 3 | 9 | 13 | 5 | 13 | 9 | 27 | 8 | 3 | 5 | 16 | 2 | 22 | 0 | 24 | 80 |
| 14:30 | 1 | 6 | 18 | 25 | 6 | 25 | 8 | 39 | 8 | 1 | 5 | 14 | 3 | 22 | 1 | 26 | 104 |
| 14:45 | 4 | 3 | 17 | 24 | 13 | 20 | 4 | 37 | 4 | 1 | 2 | 7 | 8 | 19 | 2 | 29 | 97 |
| 15:00 | 0 | 10 | 17 | 27 | 9 | 26 | 1 | 36 | 12 | 1 | 1 | 14 | 4 | 24 | 2 | 30 | 107 |
| Total | 6 | 22 | 61 | 89 | 33 | 84 | 22 | 139 | 32 | 6 | 13 | 51 | 17 | 87 | 5 | 109 | 388 |
| 15:15 | 5 | 5 | 19 | 29 | 11 | 24 | 6 | 41 | 9 | 1 | 6 | 16 | 4 | 28 | 0 | 32 | 118 |
| 15:30 | 6 | 3 | 20 | 29 | 4 | 21 | 1 | 26 | 10 | 0 | 6 | 16 | 7 | 22 | 1 | 30 | 101 |
| 15:45 | 3 | 3 | 15 | 21 | 7 | 30 | 10 | 47 | 5 | 2 | 7 | 14 | 5 | 32 | 0 | 37 | 119 |
| 16:00 | 2 | 3 | 18 | 23 | 7 | 14 | 4 | 25 | 0 | 2 | 6 | 8 | 12 | 24 | 1 | 37 | 93 |
| Total | 16 | 14 | 72 | 102 | 29 | 89 | 21 | 139 | 24 | 5 | 25 | 54 | 28 | 106 | 2 | 136 | 431 |

O.R.George & Associates

10210 Greenbelt Road, Suite 310

Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

File Name : 27322237

Site Code : 27322237

Start Date : 05/30/2007

Page No : 2

Counted by: ORGA - RN
 Board : D4-2237
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

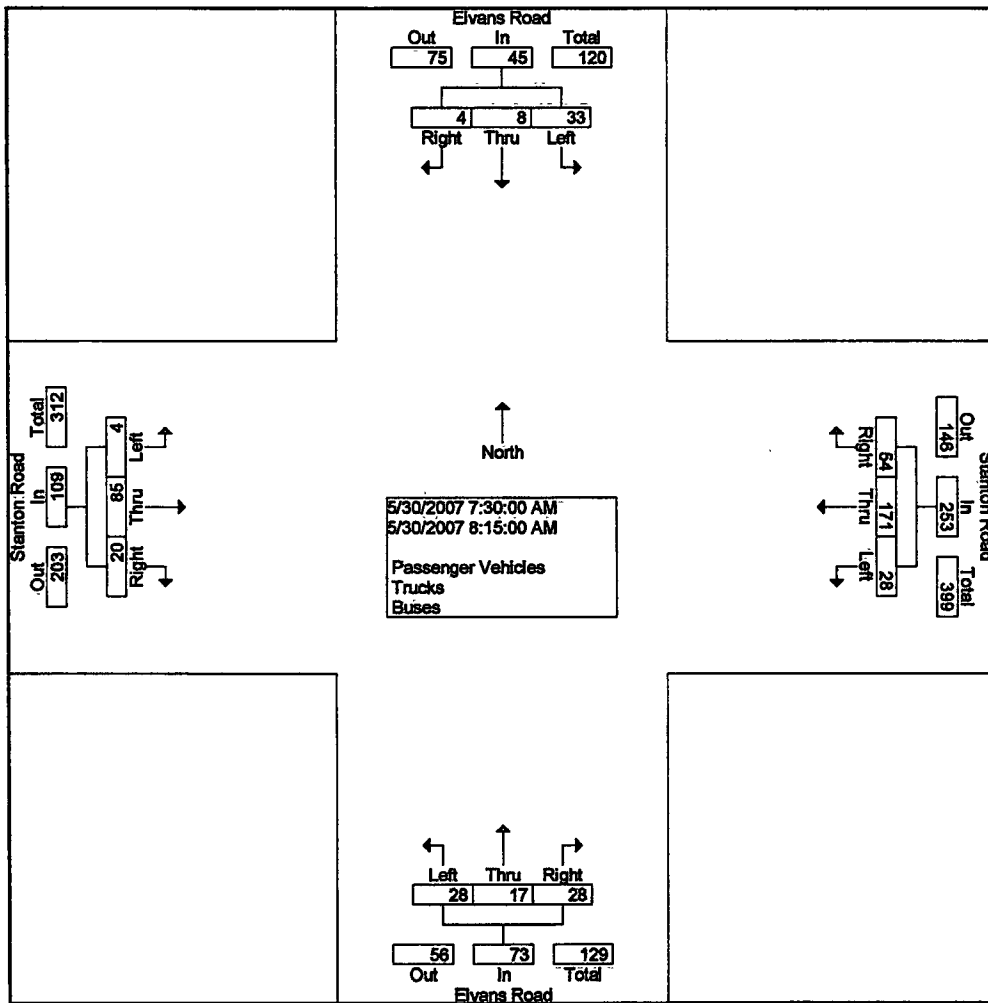
Groups Printed- Passenger Vehicles - Trucks - Buses

| End Time | Elvans Road From North | | | | Stanton Road From East | | | | Elvans Road From South | | | | Stanton Road From West | | | | Int. Total |
|--------------------|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|------------------------|-------------|-------------|-------------|------------------------|-------------|------------|-------------|-------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| 16:15 | 0 | 2 | 21 | 23 | 7 | 18 | 4 | 29 | 3 | 3 | 1 | 7 | 3 | 25 | 5 | 33 | 92 |
| 16:30 | 0 | 2 | 18 | 20 | 6 | 17 | 3 | 26 | 7 | 3 | 3 | 13 | 4 | 34 | 2 | 40 | 99 |
| 16:45 | 1 | 4 | 49 | 54 | 2 | 16 | 5 | 23 | 10 | 2 | 3 | 15 | 6 | 41 | 2 | 49 | 141 |
| 17:00 | 2 | 4 | 25 | 31 | 7 | 20 | 7 | 34 | 8 | 9 | 5 | 22 | 9 | 35 | 3 | 47 | 134 |
| Total | 3 | 12 | 113 | 128 | 22 | 71 | 19 | 112 | 28 | 17 | 12 | 57 | 22 | 135 | 12 | 169 | 466 |
| 17:15 | 3 | 3 | 27 | 33 | 9 | 17 | 6 | 32 | 7 | 1 | 8 | 16 | 5 | 26 | 1 | 32 | 113 |
| 17:30 | 0 | 0 | 31 | 31 | 13 | 21 | 11 | 45 | 8 | 3 | 4 | 15 | 5 | 39 | 3 | 47 | 138 |
| 17:45 | 0 | 4 | 29 | 33 | 9 | 17 | 5 | 31 | 16 | 3 | 3 | 22 | 7 | 24 | 1 | 32 | 118 |
| 18:00 | 1 | 5 | 15 | 21 | 7 | 21 | 7 | 35 | 6 | 4 | 2 | 12 | 6 | 35 | 3 | 44 | 112 |
| Total | 4 | 12 | 102 | 118 | 38 | 76 | 29 | 143 | 37 | 11 | 17 | 65 | 23 | 124 | 8 | 155 | 481 |
| 18:15 | 1 | 11 | 13 | 25 | 4 | 12 | 4 | 20 | 7 | 1 | 3 | 11 | 3 | 17 | 2 | 22 | 78 |
| 18:30 | 2 | 6 | 19 | 27 | 2 | 20 | 4 | 26 | 8 | 3 | 6 | 17 | 5 | 31 | 1 | 37 | 107 |
| 18:45 | 0 | 1 | 6 | 7 | 1 | 23 | 4 | 28 | 3 | 1 | 4 | 8 | 8 | 26 | 2 | 36 | 79 |
| 19:00 | 1 | 0 | 5 | 6 | 6 | 17 | 10 | 33 | 10 | 1 | 1 | 12 | 10 | 28 | 2 | 40 | 91 |
| Total | 4 | 18 | 43 | 65 | 13 | 72 | 22 | 107 | 28 | 6 | 14 | 48 | 26 | 102 | 7 | 135 | 355 |
| Grand Total | 59 | 129 | 608 | 796 | 370 | 994 | 234 | 1598 | 307 | 117 | 199 | 623 | 221 | 996 | 57 | 1274 | 4291 |
| Apprch % | 7.4 | 16.2 | 76.4 | | 23.2 | 62.2 | 14.6 | | 49.3 | 18.8 | 31.9 | | 17.3 | 78.2 | 4.5 | | |
| Total % | 1.4 | 3.0 | 14.2 | 18.6 | 8.6 | 23.2 | 5.5 | 37.2 | 7.2 | 2.7 | 4.6 | 14.5 | 5.2 | 23.2 | 1.3 | 29.7 | |

Counted by: ORGA - RN
 Board : D4-2237
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

File Name : 27322237
 Site Code : 27322237
 Start Date : 05/30/2007
 Page No : 3

| End Time | Elvans Road From North | | | | Stanton Road From East | | | | Elvans Road From South | | | | Stanton Road From West | | | | Int. Total |
|---|------------------------|------|------|------------|------------------------|------|------|------------|------------------------|------|------|------------|------------------------|------|------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | |
| Peak Hour From 06:15 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Intersection | 07:30 | | | | | | | | | | | | | | | | |
| Volume | 4 | 8 | 33 | 45 | 54 | 171 | 28 | 253 | 28 | 17 | 28 | 73 | 20 | 85 | 4 | 109 | 480 |
| Percent | 8.9 | 17.8 | 73.3 | | 21.3 | 67.6 | 11.1 | | 38.4 | 23.3 | 38.4 | | 18.3 | 78.0 | 3.7 | | |
| Volume | 4 | 8 | 33 | 45 | 54 | 171 | 28 | 253 | 28 | 17 | 28 | 73 | 20 | 85 | 4 | 109 | 480 |
| Volume | 1 | 2 | 12 | 15 | 17 | 42 | 7 | 66 | 5 | 4 | 7 | 16 | 4 | 24 | 3 | 31 | 128 |
| Peak Factor | 0.938 | | | | | | | | | | | | | | | | |
| High Int. | 08:00 | | | | | | | | | | | | | | | | |
| Volume | 1 | 2 | 12 | 15 | 13 | 51 | 6 | 70 | 8 | 6 | 7 | 21 | 5 | 27 | 0 | 32 | |
| Peak Factor | 0.750 | | | | 0.904 | | | | 0.869 | | | | 0.852 | | | | |



O.R. George & Associates

10210 Greenbelt Road, Suite 310

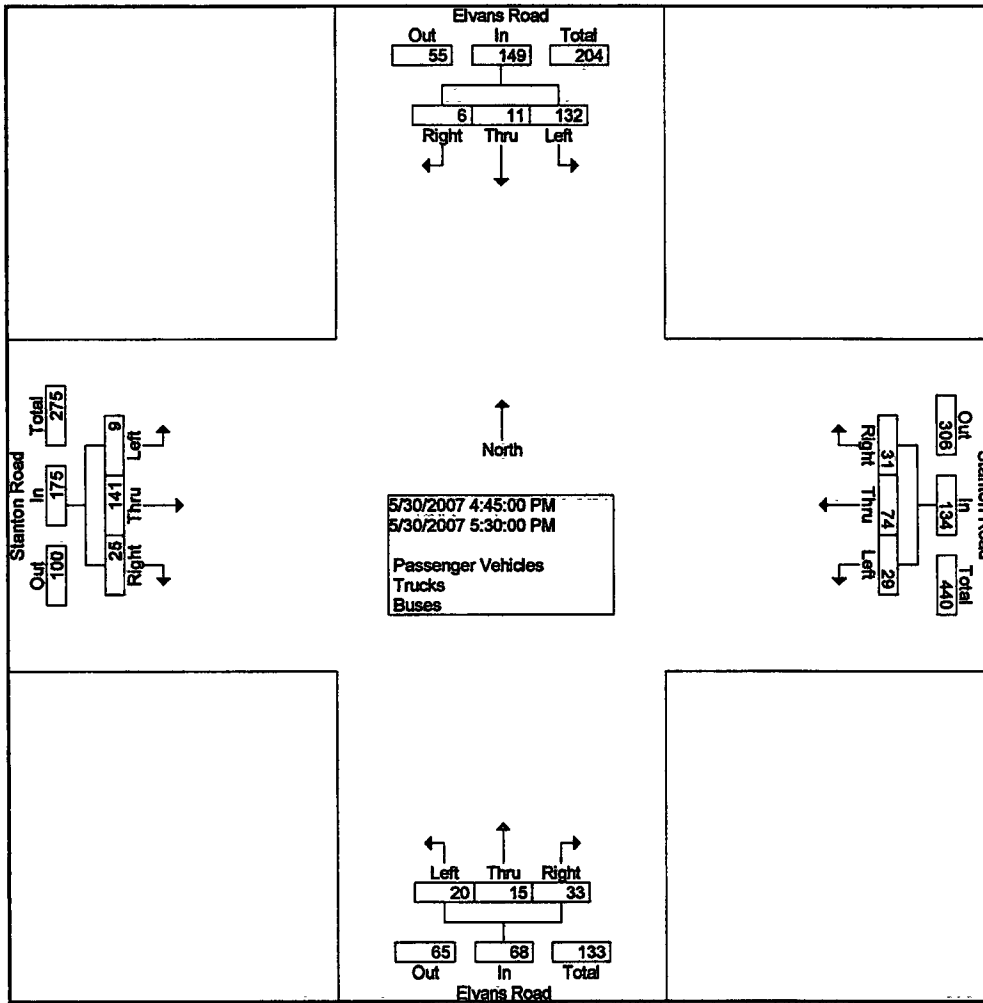
Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

Counted by: ORGA - RN
 Board : D4-2237
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

File Name : 27322237
 Site Code : 27322237
 Start Date : 05/30/2007
 Page No : 4

| End Time | Elvans Road From North | | | | Stanton Road From East | | | | Elvans Road From South | | | | Stanton Road From West | | | | Int. Total | |
|---|------------------------|------|------|------------|------------------------|------|------|------------|------------------------|------|------|------------|------------------------|------|------|------------|------------|-------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| Peak Hour From 12:00 to 19:00 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | |
| Intersection 16:45 | | | | | | | | | | | | | | | | | | |
| Volume | 6 | 11 | 132 | 149 | 31 | 74 | 29 | 134 | 33 | 15 | 20 | 68 | 25 | 141 | 9 | 175 | 526 | |
| Percent | 4.0 | 7.4 | 88.6 | | 23.1 | 55.2 | 21.6 | | 48.5 | 22.1 | 29.4 | | 14.3 | 80.6 | 5.1 | | | |
| Volume | 6 | 11 | 132 | 149 | 31 | 74 | 29 | 134 | 33 | 15 | 20 | 68 | 25 | 141 | 9 | 175 | 526 | |
| Volume | 1 | 4 | 49 | 54 | 2 | 16 | 5 | 23 | 10 | 2 | 3 | 15 | 6 | 41 | 2 | 49 | 141 | |
| Peak Factor | | | | | | | | | | | | | | | | | | 0.933 |
| High Int. | 16:45 | | | | 17:30 | | | | 17:00 | | | | 16:45 | | | | | |
| Volume | 1 | 4 | 49 | 54 | 13 | 21 | 11 | 45 | 8 | 9 | 5 | 22 | 6 | 41 | 2 | 49 | | |
| Peak Factor | 0.690 | | | | | | | | 0.744 | | | | 0.773 | | | | 0.893 | |



O.R.George & Associates
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706 - 2218
 Tel: (301) 974-7700 Fax: (301) 794-4400

Counted by: ORGA - AG
 Board : D4-2239
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

File Name : 24332239
 Site Code : 24332239
 Start Date : 05/30/2007
 Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

| End Time | Elvans Road From North | | | | Gainesville Street From East | | | | Elvans Road From South | | | | App. Total | Int. Total |
|----------|------------------------|------|------|------------|------------------------------|------|------|------------|------------------------|------|------|------------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 9 | 0 | 10 |
| 06:30 | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 10 | 0 | 3 | 0 | 3 | 0 | 13 |
| 06:45 | 0 | 5 | 1 | 6 | 6 | 0 | 2 | 8 | 0 | 12 | 0 | 12 | 0 | 26 |
| 07:00 | 0 | 6 | 4 | 10 | 10 | 0 | 2 | 12 | 1 | 7 | 0 | 8 | 0 | 30 |
| Total | 0 | 11 | 5 | 16 | 18 | 0 | 13 | 31 | 1 | 31 | 0 | 32 | 0 | 79 |
| 07:15 | 0 | 4 | 0 | 4 | 9 | 0 | 2 | 11 | 0 | 22 | 0 | 22 | 0 | 37 |
| 07:30 | 0 | 8 | 0 | 8 | 11 | 0 | 4 | 15 | 0 | 12 | 0 | 12 | 0 | 35 |
| 07:45 | 0 | 11 | 0 | 11 | 7 | 0 | 3 | 10 | 0 | 12 | 0 | 12 | 0 | 33 |
| 08:00 | 0 | 7 | 0 | 7 | 14 | 0 | 7 | 21 | 2 | 28 | 0 | 30 | 0 | 58 |
| Total | 0 | 30 | 0 | 30 | 41 | 0 | 16 | 57 | 2 | 74 | 0 | 76 | 0 | 163 |
| 08:15 | 0 | 15 | 0 | 15 | 14 | 0 | 4 | 18 | 1 | 24 | 0 | 25 | 0 | 58 |
| 08:30 | 0 | 8 | 0 | 8 | 15 | 0 | 9 | 24 | 1 | 22 | 0 | 23 | 0 | 55 |
| 08:45 | 0 | 18 | 0 | 18 | 5 | 0 | 1 | 6 | 2 | 17 | 0 | 19 | 0 | 43 |
| 09:00 | 0 | 16 | 0 | 16 | 1 | 0 | 4 | 5 | 0 | 21 | 0 | 21 | 0 | 42 |
| Total | 0 | 57 | 0 | 57 | 35 | 0 | 18 | 53 | 4 | 84 | 0 | 88 | 0 | 198 |
| 09:15 | 0 | 10 | 0 | 10 | 0 | 0 | 2 | 2 | 2 | 17 | 0 | 19 | 0 | 31 |
| 09:30 | 0 | 7 | 0 | 7 | 1 | 0 | 2 | 3 | 1 | 9 | 0 | 10 | 0 | 20 |
| 09:45 | 1 | 6 | 0 | 7 | 3 | 0 | 7 | 10 | 3 | 8 | 0 | 11 | 0 | 28 |
| 10:00 | 0 | 8 | 1 | 9 | 0 | 0 | 3 | 3 | 2 | 13 | 0 | 15 | 0 | 27 |
| Total | 1 | 31 | 1 | 33 | 4 | 0 | 14 | 18 | 8 | 47 | 0 | 55 | 0 | 106 |
| 10:15 | 0 | 9 | 0 | 9 | 0 | 0 | 8 | 8 | 2 | 5 | 0 | 7 | 0 | 24 |
| 10:30 | 0 | 5 | 0 | 5 | 0 | 0 | 4 | 4 | 2 | 12 | 0 | 14 | 0 | 23 |
| 10:45 | 0 | 5 | 0 | 5 | 1 | 0 | 4 | 5 | 1 | 4 | 0 | 5 | 0 | 15 |
| Total | 0 | 19 | 0 | 19 | 1 | 0 | 16 | 17 | 5 | 21 | 0 | 26 | 0 | 62 |
| 11:30 | 2 | 9 | 1 | 12 | 1 | 0 | 3 | 4 | 3 | 3 | 0 | 6 | 0 | 22 |
| 11:45 | 0 | 9 | 0 | 9 | 0 | 0 | 4 | 4 | 3 | 8 | 0 | 11 | 0 | 24 |
| 12:00 | 0 | 12 | 0 | 12 | 1 | 0 | 2 | 3 | 4 | 7 | 0 | 11 | 0 | 26 |
| Total | 2 | 30 | 1 | 33 | 2 | 0 | 9 | 11 | 10 | 18 | 0 | 28 | 0 | 72 |
| 12:15 | 0 | 6 | 0 | 6 | 2 | 0 | 1 | 3 | 3 | 9 | 0 | 12 | 0 | 21 |
| 12:30 | 0 | 4 | 1 | 5 | 1 | 0 | 1 | 2 | 0 | 7 | 0 | 7 | 0 | 14 |
| 12:45 | 0 | 7 | 0 | 7 | 0 | 0 | 2 | 2 | 2 | 9 | 0 | 11 | 0 | 20 |
| 13:00 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 3 | 2 | 6 | 0 | 8 | 0 | 15 |
| Total | 0 | 21 | 1 | 22 | 3 | 0 | 7 | 10 | 7 | 31 | 0 | 38 | 0 | 70 |
| 13:15 | 0 | 8 | 0 | 8 | 1 | 0 | 8 | 9 | 8 | 9 | 0 | 17 | 0 | 34 |
| 13:30 | 1 | 8 | 2 | 11 | 3 | 0 | 3 | 6 | 2 | 9 | 0 | 11 | 0 | 28 |
| Total | 1 | 16 | 2 | 19 | 4 | 0 | 11 | 15 | 10 | 18 | 0 | 28 | 0 | 62 |
| 14:15 | 0 | 21 | 1 | 22 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 14 | 0 | 36 |
| 14:30 | 0 | 19 | 0 | 19 | 2 | 0 | 5 | 7 | 2 | 11 | 0 | 13 | 0 | 39 |
| 14:45 | 0 | 24 | 0 | 24 | 1 | 0 | 1 | 2 | 1 | 16 | 0 | 17 | 0 | 43 |
| 15:00 | 0 | 23 | 1 | 24 | 3 | 0 | 4 | 7 | 7 | 13 | 0 | 20 | 0 | 51 |
| Total | 0 | 87 | 2 | 89 | 6 | 0 | 10 | 16 | 15 | 49 | 0 | 64 | 0 | 169 |
| 15:15 | 0 | 23 | 3 | 26 | 1 | 0 | 10 | 11 | 8 | 6 | 1 | 15 | 0 | 52 |
| 15:30 | 0 | 27 | 3 | 30 | 2 | 0 | 9 | 11 | 5 | 11 | 0 | 16 | 0 | 57 |
| 15:45 | 0 | 34 | 1 | 35 | 1 | 0 | 9 | 10 | 8 | 9 | 0 | 17 | 0 | 62 |
| 16:00 | 0 | 27 | 0 | 27 | 0 | 0 | 7 | 7 | 8 | 5 | 0 | 13 | 0 | 47 |
| Total | 0 | 111 | 7 | 118 | 4 | 0 | 35 | 39 | 29 | 31 | 1 | 61 | 0 | 218 |

O.R.George & Associates

10210 Greenbelt Road, Suite 310

Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

File Name : 24332239

Site Code : 24332239

Start Date : 05/30/2007

Page No : 2

Counted by: ORGA - AG

Board : D4-2239

City/County: Washington DC

Weather : Hot/Sunny/Dry

Groups Printed- Passenger Vehicles - Trucks - Buses

| End Time | Elvans Road From North | | | | Gainesville Street From East | | | | Elvans Road From South | | | | App. Total | Int. Total |
|--------------------|------------------------|-------------|------------|-------------|------------------------------|------------|-------------|-------------|------------------------|-------------|------------|-------------|------------|-------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| 16:15 | 0 | 27 | 0 | 27 | 2 | 0 | 1 | 3 | 7 | 9 | 0 | 16 | 0 | 46 |
| 16:30 | 1 | 47 | 5 | 53 | 4 | 0 | 8 | 12 | 2 | 15 | 0 | 17 | 0 | 82 |
| 16:45 | 0 | 36 | 4 | 40 | 4 | 0 | 6 | 10 | 3 | 16 | 0 | 19 | 0 | 69 |
| 17:00 | 0 | 19 | 3 | 22 | 1 | 0 | 6 | 7 | 12 | 19 | 0 | 31 | 0 | 60 |
| Total | 1 | 129 | 12 | 142 | 11 | 0 | 21 | 32 | 24 | 59 | 0 | 83 | 0 | 257 |
| 17:15 | 0 | 19 | 1 | 20 | 3 | 0 | 5 | 8 | 8 | 7 | 0 | 15 | 0 | 43 |
| 17:30 | 0 | 21 | 1 | 22 | 3 | 0 | 3 | 6 | 10 | 7 | 1 | 18 | 0 | 46 |
| 17:45 | 0 | 28 | 4 | 32 | 1 | 0 | 7 | 8 | 6 | 8 | 0 | 14 | 0 | 54 |
| 18:00 | 0 | 14 | 3 | 17 | 2 | 0 | 1 | 3 | 9 | 18 | 0 | 27 | 0 | 47 |
| Total | 0 | 82 | 9 | 91 | 9 | 0 | 16 | 25 | 33 | 40 | 1 | 74 | 0 | 190 |
| 18:15 | 0 | 26 | 0 | 26 | 1 | 0 | 5 | 6 | 0 | 7 | 0 | 7 | 0 | 39 |
| 18:30 | 0 | 30 | 1 | 31 | 8 | 0 | 8 | 16 | 4 | 7 | 0 | 11 | 0 | 58 |
| 18:45 | 0 | 20 | 0 | 20 | 7 | 0 | 4 | 11 | 0 | 4 | 0 | 4 | 0 | 35 |
| 19:00 | 0 | 7 | 5 | 12 | 14 | 0 | 4 | 18 | 3 | 8 | 0 | 11 | 0 | 41 |
| Total | 0 | 83 | 6 | 89 | 30 | 0 | 21 | 51 | 7 | 26 | 0 | 33 | 0 | 173 |
| Grand Total | 5 | 707 | 46 | 758 | 168 | 0 | 207 | 375 | 155 | 529 | 2 | 686 | 0 | 1819 |
| Apprch % | 0.7 | 93.3 | 6.1 | | 44.8 | 0.0 | 55.2 | | 22.6 | 77.1 | 0.3 | | | |
| Total % | 0.3 | 38.9 | 2.5 | 41.7 | 9.2 | 0.0 | 11.4 | 20.6 | 8.5 | 29.1 | 0.1 | 37.7 | 0.0 | |

O.R. George & Associates

10210 Greenbelt Road, Suite 310

Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

File Name : 24332239

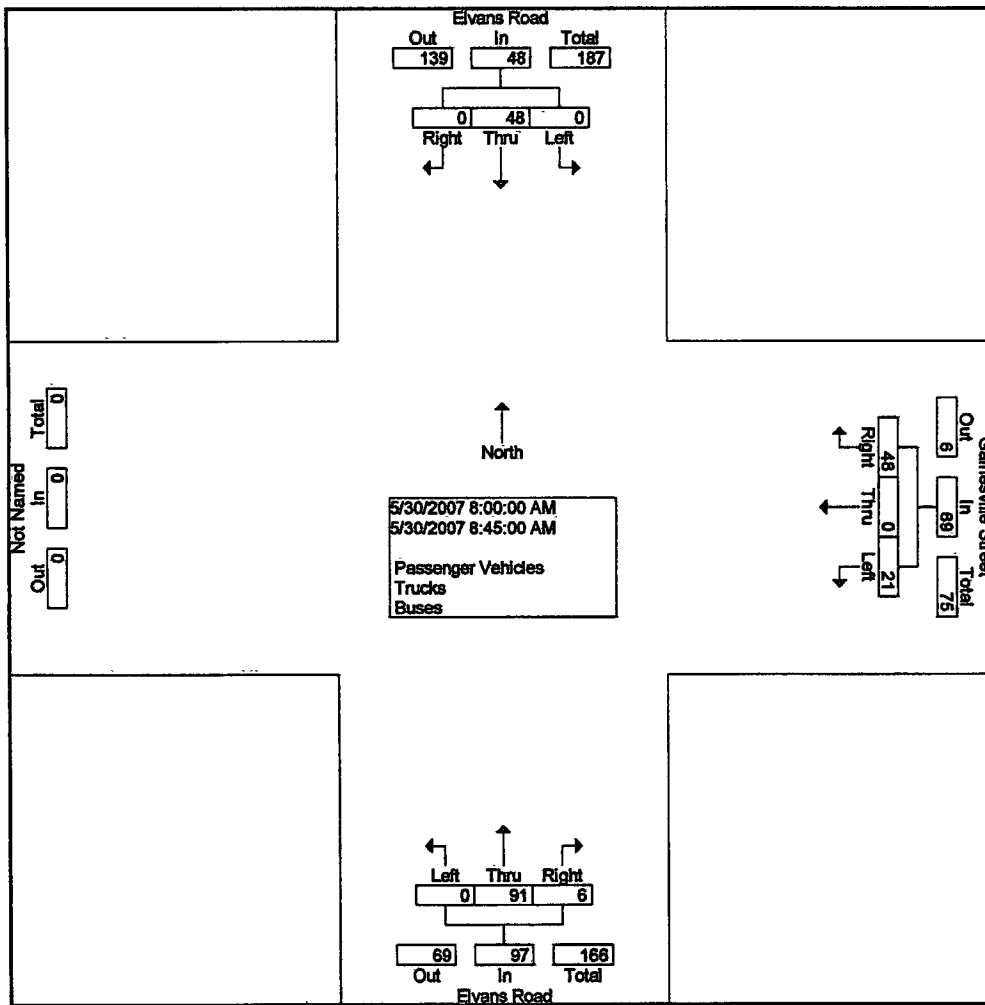
Site Code : 24332239

Start Date : 05/30/2007

Page No : 3

Counted by: ORGA - AG
 Board : D4-2239
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

| End Time | Elvans Road From North | | | | Gainesville Street From East | | | | Elvans Road From South | | | | App. Total | Int. Total |
|---|------------------------|-------|------|------------|------------------------------|------|------|------------|------------------------|------|------|------------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| Peak Hour From 06:15 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | |
| Intersection | 08:00 | | | | | | | | | | | | | |
| Volume | 0 | 48 | 0 | 48 | 48 | 0 | 21 | 69 | 6 | 91 | 0 | 97 | 0 | 214 |
| Percent | 0.0 | 100.0 | 0.0 | | 69.6 | 0.0 | 30.4 | | 6.2 | 93.8 | 0.0 | | | |
| Volume | 0 | 48 | 0 | 48 | 48 | 0 | 21 | 69 | 6 | 91 | 0 | 97 | 0 | 214 |
| Volume | 0 | 15 | 0 | 15 | 14 | 0 | 4 | 18 | 1 | 24 | 0 | 25 | 0 | 58 |
| Peak Factor | | | | | | | | | | | | | | 0.922 |
| High Int. | 08:45 | | | | 08:30 | | | | 08:00 | | | | 6:00:00 AM | |
| Volume | 0 | 18 | 0 | 18 | 15 | 0 | 9 | 24 | 2 | 28 | 0 | 30 | | |
| Peak Factor | 0.667 | | | | 0.719 | | | | 0.808 | | | | | |



O.R. George & Associates

10210 Greenbelt Road, Suite 310

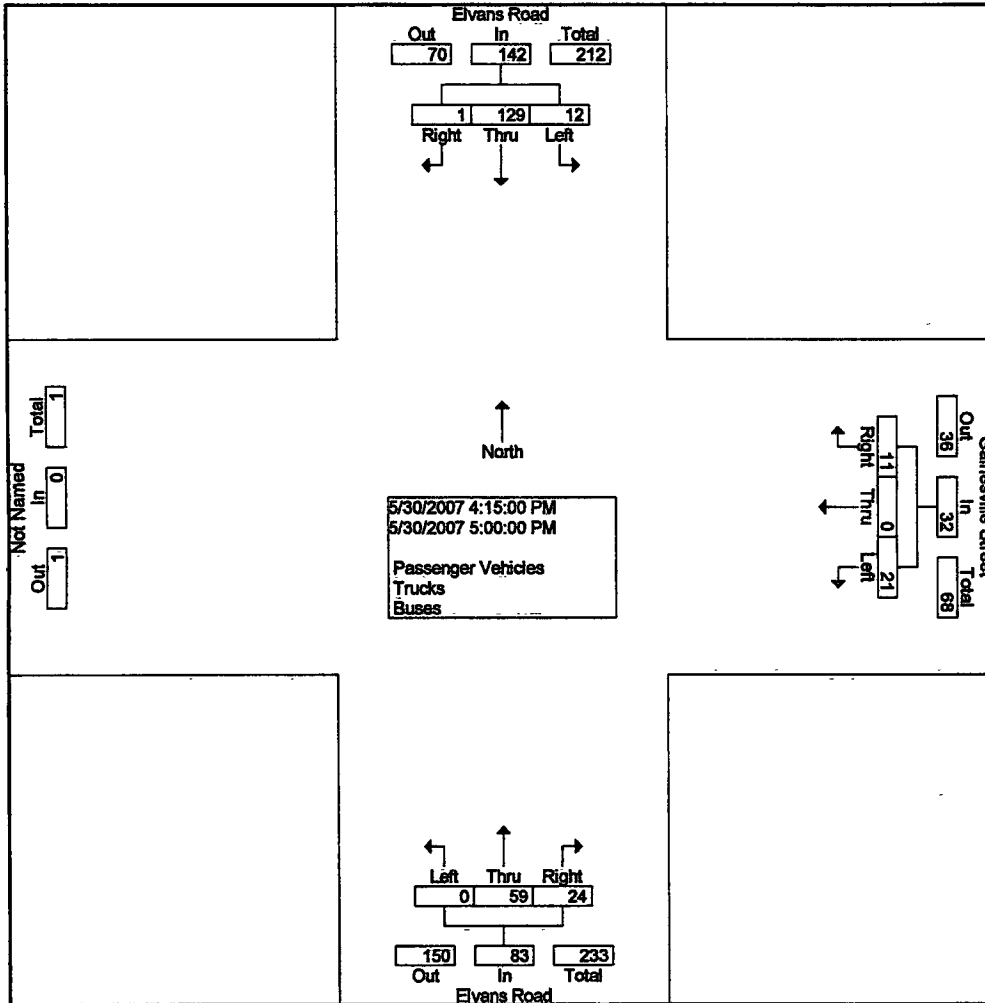
Lanham, MD 20706 - 2218

Tel: (301) 974-7700 Fax: (301) 794-4400

Counted by: ORGA - AG
 Board : D4-2239
 City/County: Washington DC
 Weather : Hot/Sunny/Dry

File Name : 24332239
 Site Code : 24332239
 Start Date : 05/30/2007
 Page No : 4

| End Time | Elvans Road From North | | | | Gainesville Street From East | | | | Elvans Road From South | | | | App. Total | Int. Total |
|---|------------------------|------|------|------------|------------------------------|------|------|------------|------------------------|------|------|------------|------------|------------|
| | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | | |
| Peak Hour From 12:00 to 19:00 - Peak 1 of 1 | | | | | | | | | | | | | | |
| Intersection | 16:15 | | | | | | | | | | | | | |
| Volume | 1 | 129 | 12 | 142 | 11 | 0 | 21 | 32 | 24 | 59 | 0 | 83 | 0 | 257 |
| Percent | 0.7 | 90.8 | 8.5 | | 34.4 | 0.0 | 65.6 | | 28.9 | 71.1 | 0.0 | | | |
| Volume | 1 | 129 | 12 | 142 | 11 | 0 | 21 | 32 | 24 | 59 | 0 | 83 | 0 | 257 |
| Volume | 1 | 47 | 5 | 53 | 4 | 0 | 8 | 12 | 2 | 15 | 0 | 17 | 0 | 82 |
| Peak Factor | | | | | | | | | | | | | | 0.784 |
| High Int. | 16:30 | | | | | | | | | | | | | |
| Volume | 1 | 47 | 5 | 53 | 4 | 0 | 8 | 12 | 12 | 19 | 0 | 31 | | |
| Peak Factor | | | | | | | | | | | | | | 0.667 |



ATTACHMENT

B

**PROJECTED YEAR 2011
TOTAL TRAFFIC VOLUMES**

HOURLY TRAFFIC PROJECTIONS (GAINESVILLE STREET @ ELVANS ROAD)

| ENDING TIME | Existing Traffic Situation (2007) | | | | | | | | | | | | Background Development Traffic Situation* | | | | | | | | | | | |
|-------------|-----------------------------------|----|----|----------------|-----|---|--------------------|---|---|---------------------|---|----|---|----|----|----------------|-----|---|--------------------|---|---|---------------------|---|----|
| | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Site Entrance) | | | WB (Gainesville St) | | | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Site Entrance) | | | WB (Gainesville St) | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 07:00 | 0 | 31 | 1 | 5 | 11 | 0 | 0 | 0 | 0 | 13 | 0 | 18 | 0 | 34 | 1 | 5 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 18 |
| 08:00 | 0 | 74 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 16 | 0 | 41 | 0 | 78 | 2 | 0 | 32 | 0 | 0 | 0 | 0 | 16 | 0 | 41 |
| 09:00 | 0 | 84 | 4 | 0 | 57 | 0 | 0 | 0 | 0 | 18 | 0 | 35 | 0 | 89 | 4 | 0 | 59 | 0 | 0 | 0 | 0 | 18 | 0 | 35 |
| 10:00 | 0 | 47 | 8 | 1 | 31 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 0 | 50 | 8 | 1 | 34 | 0 | 0 | 0 | 0 | 14 | 0 | 4 |
| 11:00 | 0 | 30 | 6 | 0 | 24 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 32 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 20 | 0 | 2 |
| 12:00 | 0 | 25 | 12 | 1 | 37 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 0 | 27 | 12 | 1 | 41 | 0 | 0 | 0 | 0 | 14 | 0 | 5 |
| 13:00 | 0 | 31 | 7 | 1 | 21 | 0 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 33 | 7 | 1 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 3 |
| 14:00 | 0 | 36 | 20 | 4 | 32 | 0 | 0 | 0 | 0 | 18 | 0 | 8 | 0 | 40 | 20 | 4 | 36 | 0 | 0 | 0 | 0 | 18 | 0 | 8 |
| 15:00 | 0 | 49 | 15 | 2 | 87 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 53 | 15 | 2 | 92 | 0 | 0 | 0 | 0 | 10 | 0 | 6 |
| 16:00 | 0 | 31 | 29 | 7 | 111 | 0 | 0 | 0 | 0 | 35 | 0 | 4 | 0 | 36 | 29 | 7 | 116 | 0 | 0 | 0 | 0 | 35 | 0 | 4 |
| 17:00 | 0 | 59 | 24 | 12 | 129 | 0 | 0 | 0 | 0 | 21 | 0 | 11 | 0 | 64 | 24 | 12 | 136 | 0 | 0 | 0 | 0 | 21 | 0 | 11 |
| 18:00 | 0 | 40 | 33 | 9 | 82 | 0 | 0 | 0 | 0 | 16 | 0 | 9 | 0 | 44 | 33 | 9 | 90 | 0 | 0 | 0 | 0 | 16 | 0 | 9 |
| 19:00 | 0 | 26 | 7 | 6 | 83 | 0 | 0 | 0 | 0 | 21 | 0 | 30 | 0 | 31 | 7 | 6 | 89 | 0 | 0 | 0 | 0 | 21 | 0 | 30 |

| ENDING TIME | Stanton Square Trip Assignment | | | | | | | | | | | | Total Traffic Situation (2011) | | | | | | | | | | | | | | |
|-------------|--------------------------------|---|---|----------------|---|---|--------------------|---|---|---------------------|---|----|--------------------------------|---|---|----------------|----|----|--------------------|-----|---|---------------------|---|----|----|---|----|
| | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Site Entrance) | | | WB (Gainesville St) | | | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Site Entrance) | | | WB (Gainesville St) | | | | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| 07:00 | 2 | | | | | | 1 | 4 | | | | 13 | | | | 2 | 34 | 1 | 5 | 12 | 1 | 4 | 0 | 13 | 13 | 0 | 18 |
| 08:00 | 3 | | | | | | 1 | 6 | | | | 17 | | | | 3 | 78 | 2 | 0 | 32 | 1 | 6 | 0 | 17 | 16 | 0 | 41 |
| 09:00 | 4 | | | | | | 1 | 6 | | | | 19 | | | | 4 | 89 | 4 | 0 | 59 | 1 | 6 | 0 | 19 | 18 | 0 | 35 |
| 10:00 | 5 | | | | | | 2 | 3 | | | | 10 | | | | 5 | 50 | 8 | 1 | 34 | 2 | 3 | 0 | 10 | 14 | 0 | 4 |
| 11:00 | 4 | | | | | | 1 | 2 | | | | 6 | | | | 4 | 32 | 6 | 0 | 27 | 1 | 2 | 0 | 6 | 20 | 0 | 2 |
| 12:00 | 8 | | | | | | 3 | 2 | | | | 6 | | | | 8 | 27 | 12 | 1 | 41 | 3 | 2 | 0 | 6 | 14 | 0 | 5 |
| 13:00 | 9 | | | | | | 3 | 2 | | | | 6 | | | | 9 | 33 | 7 | 1 | 25 | 3 | 2 | 0 | 6 | 7 | 0 | 3 |
| 14:00 | 8 | | | | | | 3 | 3 | | | | 9 | | | | 8 | 40 | 20 | 4 | 36 | 3 | 3 | 0 | 9 | 18 | 0 | 8 |
| 15:00 | 10 | | | | | | 3 | 2 | | | | 7 | | | | 10 | 53 | 15 | 2 | 92 | 3 | 2 | 0 | 7 | 10 | 0 | 6 |
| 16:00 | 12 | | | | | | 4 | 3 | | | | 8 | | | | 12 | 36 | 29 | 7 | 116 | 4 | 3 | 0 | 8 | 35 | 0 | 4 |
| 17:00 | 18 | | | | | | 6 | 3 | | | | 9 | | | | 18 | 64 | 24 | 12 | 136 | 6 | 3 | 0 | 9 | 21 | 0 | 11 |
| 18:00 | 26 | | | | | | 9 | 3 | | | | 8 | | | | 26 | 44 | 33 | 9 | 90 | 9 | 3 | 0 | 8 | 16 | 0 | 9 |
| 19:00 | 21 | | | | | | 7 | 4 | | | | 12 | | | | 21 | 31 | 7 | 6 | 89 | 7 | 4 | 0 | 12 | 21 | 0 | 30 |

* Includes the projected traffic assignment for two (2) background developments

■ Indicates volumes used in the Signal Warrant Analysis.

Source: O. R. George & Associates.

HOURLY TRAFFIC PROJECTIONS (STANTON ROAD @ ELVANS ROAD)

| ENDING TIME | Existing Traffic Situation (2007) | | | | | | | | | | | | Background Development Traffic Situation* | | | | | | | | | | | |
|-------------|-----------------------------------|----|----|----------------|----|----|-----------------|-----|----|-----------------|-----|----|---|----|----|----------------|----|----|-----------------|-----|----|-----------------|-----|----|
| | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Stanton Rd) | | | WB (Stanton Rd) | | | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Stanton Rd) | | | WB (Stanton Rd) | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 07:00 | 11 | 6 | 10 | 18 | 4 | 6 | 0 | 41 | 9 | 7 | 50 | 26 | 11 | 6 | 10 | 19 | 4 | 6 | 0 | 86 | 9 | 7 | 111 | 29 |
| 08:00 | 26 | 15 | 23 | 25 | 10 | 2 | 3 | 83 | 20 | 23 | ### | 47 | 26 | 15 | 23 | 27 | 10 | 2 | 3 | 174 | 20 | 23 | 321 | 51 |
| 09:00 | 21 | 13 | 26 | 49 | 6 | 5 | 8 | 69 | 14 | 22 | ### | 55 | 21 | 13 | 26 | 51 | 6 | 5 | 8 | 147 | 14 | 22 | 292 | 60 |
| 10:00 | 15 | 13 | 20 | 31 | 6 | 7 | 4 | 46 | 10 | 17 | 54 | 26 | 15 | 13 | 20 | 34 | 6 | 7 | 4 | 103 | 10 | 17 | 119 | 29 |
| 11:00 | 16 | 6 | 14 | 40 | 4 | 1 | 4 | 26 | 14 | 12 | 55 | 22 | 16 | 6 | 14 | 43 | 4 | 1 | 4 | 61 | 14 | 12 | 119 | 24 |
| 12:00 | 15 | 8 | 37 | 29 | 14 | 4 | 3 | 58 | 15 | 20 | 78 | 33 | 15 | 8 | 37 | 33 | 14 | 4 | 3 | 130 | 15 | 20 | 166 | 35 |
| 13:00 | 15 | 12 | 31 | 30 | 3 | 2 | 3 | 74 | 17 | 18 | 74 | 34 | 15 | 12 | 31 | 34 | 3 | 2 | 3 | 163 | 17 | 18 | 158 | 36 |
| 14:00 | 14 | 4 | 12 | 30 | 12 | 2 | 2 | 90 | 26 | 16 | 64 | 27 | 14 | 4 | 12 | 34 | 12 | 2 | 2 | 195 | 26 | 16 | 144 | 31 |
| 15:00 | 13 | 6 | 32 | 61 | 22 | 6 | 5 | 87 | 17 | 22 | 84 | 33 | 13 | 6 | 32 | 66 | 22 | 6 | 5 | 191 | 17 | 22 | 184 | 37 |
| 16:00 | 25 | 5 | 24 | 72 | 14 | 16 | 2 | 106 | 28 | 21 | 89 | 29 | 25 | 5 | 24 | 77 | 14 | 16 | 2 | 231 | 28 | 21 | 195 | 34 |
| 17:00 | 12 | 17 | 28 | 113 | 12 | 3 | 12 | 135 | 22 | 19 | 71 | 22 | 12 | 17 | 28 | 120 | 12 | 3 | 12 | 295 | 22 | 19 | 161 | 27 |
| 18:00 | 17 | 11 | 37 | 102 | 12 | 4 | 8 | 124 | 23 | 29 | 76 | 38 | 17 | 11 | 37 | 110 | 12 | 4 | 8 | 277 | 23 | 29 | 168 | 42 |
| 19:00 | 14 | 6 | 28 | 43 | 18 | 4 | 7 | 102 | 26 | 22 | 72 | 13 | 14 | 6 | 28 | 49 | 18 | 4 | 7 | 227 | 26 | 22 | 161 | 18 |

| ENDING TIME | Stanton Square Trip Assignment | | | | | | | | | | | | Total Traffic Situation (2011) | | | | | | | | | | | |
|-------------|--------------------------------|---|---|----------------|---|---|-----------------|----|---|-----------------|----|----|--------------------------------|----|----|----------------|----|----|-----------------|-----|----|-----------------|-----|----|
| | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Stanton Rd) | | | WB (Stanton Rd) | | | NB (Elvans Rd) | | | SB (Elvans Rd) | | | EB (Stanton Rd) | | | WB (Stanton Rd) | | |
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 07:00 | | | | 9 | | 4 | 2 | 14 | | | 2 | 1 | 11 | 6 | 10 | 27 | 4 | 10 | 2 | 100 | 9 | 7 | 113 | 30 |
| 08:00 | | | | 11 | | 6 | 3 | 18 | | | 3 | 2 | 26 | 15 | 23 | 38 | 10 | 8 | 6 | 192 | 20 | 23 | 324 | 53 |
| 09:00 | | | | 13 | | 6 | 4 | 20 | | | 4 | 3 | 21 | 13 | 26 | 64 | 6 | 11 | 12 | 167 | 14 | 22 | 296 | 62 |
| 10:00 | | | | 6 | | 3 | 3 | 10 | | | 6 | 3 | 15 | 13 | 20 | 40 | 6 | 10 | 7 | 113 | 10 | 17 | 124 | 32 |
| 11:00 | | | | 4 | | 2 | 2 | 7 | | | 4 | 3 | 16 | 6 | 14 | 47 | 4 | 3 | 6 | 68 | 14 | 12 | 124 | 27 |
| 12:00 | | | | 4 | | 2 | 3 | 7 | | | 8 | 5 | 15 | 8 | 37 | 37 | 14 | 6 | 6 | 137 | 15 | 20 | 174 | 40 |
| 13:00 | | | | 4 | | 2 | 4 | 7 | | | 9 | 6 | 15 | 12 | 31 | 38 | 3 | 4 | 7 | 170 | 17 | 18 | 167 | 42 |
| 14:00 | | | | 6 | | 3 | 4 | 9 | | | 9 | 5 | 14 | 4 | 12 | 40 | 12 | 5 | 6 | 205 | 26 | 16 | 153 | 37 |
| 15:00 | | | | 5 | | 2 | 4 | 7 | | | 11 | 7 | 13 | 6 | 32 | 70 | 22 | 8 | 9 | 198 | 17 | 22 | 194 | 44 |
| 16:00 | | | | 5 | | 3 | 5 | 8 | | | 13 | 8 | 25 | 5 | 24 | 82 | 14 | 19 | 7 | 240 | 28 | 21 | 208 | 42 |
| 17:00 | | | | 6 | | 3 | 7 | 9 | | | 19 | 12 | 12 | 17 | 28 | 126 | 12 | 6 | 19 | 305 | 22 | 19 | 180 | 39 |
| 18:00 | | | | 6 | | 3 | 10 | 9 | | | 28 | 17 | 17 | 11 | 37 | 116 | 12 | 7 | 18 | 286 | 23 | 29 | 196 | 60 |
| 19:00 | | | | 8 | | 4 | 8 | 12 | | | 23 | 14 | 14 | 6 | 28 | 57 | 18 | 8 | 15 | 239 | 26 | 22 | 184 | 32 |

* Includes the projected traffic assignment for two (2) background developments and growth in through traffic along Stanton Road.

■ Indicates volumes used in the Signal Warrant Analysis.

Source: O. R. George & Associates.

ATTACHMENT

C

TRAFFIC ACCIDENT DATA

DDOT: Accident Summary Report (R-4)Date: 6/1/2007
Prepared by: Pam**Location:**
ELVANS RD And GAINESVILLE ST**Quadrant:**
SE

Summary for the time period of: 01/01/2003 To 12/31/2003

Total Number of Accident: 0

Total Number of Injuries: 0

Contributing Factors:

| | | | |
|---------|----------|----------|----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 0 0.00% | 0 0.00% | 0 0.00% | 0 0.00% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 0 | 0 | 0 | 0 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 0 | 0.00% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 0 | 0.00% | Monday | 0 | 0.00% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 0 | 0.00% |
| 13:30-16:00 | 0 | 0.00% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 0 | 0.00% | Thursday | 0 | 0.00% |
| 18:30-07:30 | 0 | 0.00% | Friday | 0 | 0.00% |
| Weekday | 0 | 0.00% | Saturday | 0 | 0.00% |
| Weekend | 0 | 0.00% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 0 | 0.00% | Daylight | 0 | 0.00% |
| Wet | 0 | 0.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 0 | 0.00% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 0 | 0.00% | | | |

DDOT: Accident Summary Report (R-4)Date: 6/1/2007
Prepared by: Pam**Location:**
ELVANS RD And GAINESVILLE ST**Quadrant:**
SE

Summary for the time period of: 01/01/2004 To 12/31/2004

Total Number of Accident: 1

Total Number of injuries: 1

Contributing Factors:

| | | | |
|---------|----------|----------|-----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 0 0.00% | 0 0.00% | 0 0.00% | 1 100.00% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 0 | 0 | 0 | 0 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 0 | 0.00% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 0 | 0.00% | Monday | 0 | 0.00% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 1 | 100.00% |
| 13:30-16:00 | 0 | 0.00% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 0 | 0.00% | Thursday | 0 | 0.00% |
| 18:30-07:30 | 1 | 100.00% | Friday | 0 | 0.00% |
| Weekday | 1 | 100.00% | Saturday | 0 | 0.00% |
| Weekend | 0 | 0.00% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 1 | 100.00% | Daylight | 0 | 0.00% |
| Wet | 0 | 0.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 1 | 100.00% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 0 | 0.00% | | | |

DDOT: Accident Summary Report (R-4)Date: 6/1/2007
Prepared by: Pam**Location:**
ELVANS RD And GAINESVILLE ST**Quadrant:**
SE

Summary for the time period of: 01/01/2005 To 12/31/2005

Total Number of Accident: 0

Total Number of Injuries: 0

Contributing Factors:

| | | | |
|---------|----------|----------|----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 0 0.00% | 0 0.00% | 0 0.00% | 0 0.00% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 0 | 0 | 0 | 0 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 0 | 0.00% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 0 | 0.00% | Monday | 0 | 0.00% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 0 | 0.00% |
| 13:30-16:00 | 0 | 0.00% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 0 | 0.00% | Thursday | 0 | 0.00% |
| 18:30-07:30 | 0 | 0.00% | Friday | 0 | 0.00% |
| Weekday | 0 | 0.00% | Saturday | 0 | 0.00% |
| Weekend | 0 | 0.00% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 0 | 0.00% | Daylight | 0 | 0.00% |
| Wet | 0 | 0.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 0 | 0.00% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 0 | 0.00% | | | |

DDOT: Accident Summary Report (R-4)Date: 6/1/2007
Prepared by: Pam**Location:**

STANTON RD And ELVANS RD

Quadrant:

SE

Summary for the time period of: 01/01/2003 To 12/31/2003

Total Number of Accident: 2

Total Number of Injuries: 0

Contributing Factors:

| | | | |
|----------|----------|----------|----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 1 50.00% | 0 0.00% | 0 0.00% | 1 50.00% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 1 | 0 | 0 | 0 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 1 | 50.00% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 1 | 50.00% | Monday | 0 | 0.00% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 0 | 0.00% |
| 13:30-16:00 | 0 | 0.00% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 0 | 0.00% | Thursday | 1 | 50.00% |
| 18:30-07:30 | 0 | 0.00% | Friday | 1 | 50.00% |
| Weekday | 2 | 100.00% | Saturday | 0 | 0.00% |
| Weekend | 0 | 0.00% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 2 | 100.00% | Daylight | 2 | 100.00% |
| Wet | 0 | 0.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 0 | 0.00% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 0 | 0.00% | | | |

DDOT: Accident Summary Report (R-4)Date: 6/1/2007
Prepared by: Pam**Location:**
STANTON RD And ELVANS RD**Quadrant:**
SE

Summary for the time period of: 01/01/2004 To 12/31/2004

Total Number of Accident: 7

Total Number of Injuries: 4

Contributing Factors:

| | | | |
|----------|----------|----------|----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 4 57.14% | 0 0.00% | 0 0.00% | 3 42.86% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 1 | 0 | 0 | 1 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 2 | 28.57% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 0 | 0.00% | Monday | 1 | 14.29% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 1 | 14.29% |
| 13:30-16:00 | 1 | 14.29% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 1 | 14.29% | Thursday | 1 | 14.29% |
| 18:30-07:30 | 3 | 42.86% | Friday | 2 | 28.57% |
| Weekday | 5 | 71.43% | Saturday | 1 | 14.29% |
| Weekend | 1 | 14.29% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 7 | 100.00% | Daylight | 4 | 57.14% |
| Wet | 0 | 0.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 3 | 42.86% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 0 | 0.00% | | | |

DDOT: Accident Summary Report (R-4)

Date: 6/1/2007
Prepared by: Pam

Location:
STANTON RD And ELVANS RD

Quadrant:
SE

Summary for the time period of: 01/01/2005 To 12/31/2005

Total Number of Accident: 5

Total Number of Injuries: 0

Contributing Factors:

| | | | |
|----------|----------|----------|----------|
| Diver: | Vehicle: | Roadway: | Unknown: |
| 3 60.00% | 0 0.00% | 0 0.00% | 2 40.00% |

Collision Types:

| | | | | | | |
|---------------|---------------|-------------|-----------|----------------|----------|---------|
| Right Angle: | Left Turn: | Right Turn: | Rear End: | Side Swiped: | Head On: | Parked: |
| 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Fixed Object: | Ran Off Road: | Pedestrian: | Backing: | Non Collision: | Other: | |
| 1 | 0 | 0 | 1 | 0 | 0 | |

Accident Times:

| Time | # ACC | Percent | Day of Week | # ACC | Percent |
|-------------|-------|---------|-------------|-------|---------|
| 07:30-09:30 | 2 | 40.00% | Sunday | 0 | 0.00% |
| 09:30-11:30 | 0 | 0.00% | Monday | 1 | 20.00% |
| 11:30-13:30 | 0 | 0.00% | Tuesday | 0 | 0.00% |
| 13:30-16:00 | 0 | 0.00% | Wednesday | 0 | 0.00% |
| 16:00-18:30 | 0 | 0.00% | Thursday | 1 | 20.00% |
| 18:30-07:30 | 3 | 60.00% | Friday | 2 | 40.00% |
| Weekday | 4 | 80.00% | Saturday | 0 | 0.00% |
| Weekend | 0 | 0.00% | | | |

| Road Condition | # ACC | Percent | Light Condition | # ACC | Percent |
|----------------|-------|---------|-----------------|-------|---------|
| Dry | 3 | 60.00% | Daylight | 2 | 40.00% |
| Wet | 1 | 20.00% | Dawn/Dusk | 0 | 0.00% |
| Repairing | 0 | 0.00% | Dark | 3 | 60.00% |
| Ice/Snow | 0 | 0.00% | Unknown | 0 | 0.00% |
| Unknown | 1 | 20.00% | | | |

ATTACHMENT

D

**STANTON ROAD @ ELVANS ROAD SE.
- SIGNAL WARRANT ANALYSIS SHEETS
AND GRAPHS FOR FUTURE CONDITIONS**

Turning Counts Study - Total Volumes

Location: Stanton Road @ Elvans Road
 Date: Total 2011 Traffic
 Recorder: ORGA-IJB

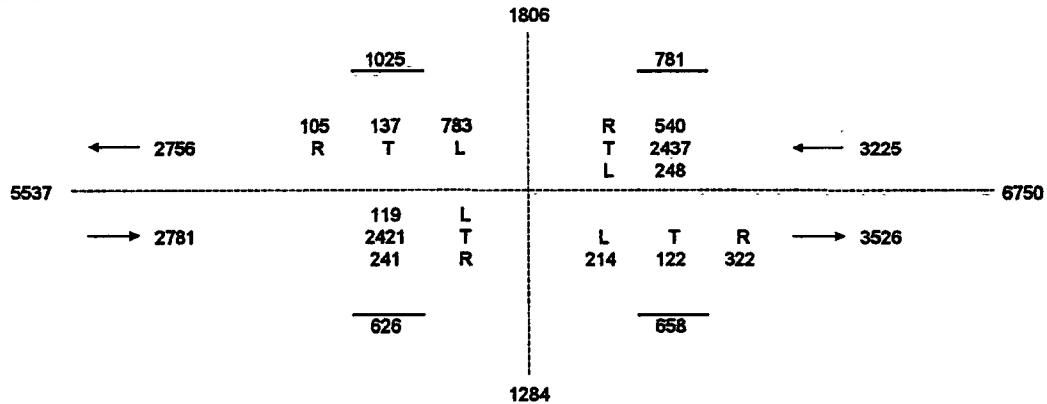
Town: Washington D.C
 Weather: Warm/Clear/Dry

| Hour Ending | Street Name | Elvans Road | | | | Elvans Road | | | | Stanton Road | | | | Stanton Road | | | | TOTAL |
|--------------|-------------|-------------|------------|------------|-------------|-------------|------------|------------|------------|--------------|-------------|------------|-------------|--------------|-------------|------------|-------------|-------------|
| | | From North | | | | From South | | | | From East | | | | From West | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 07:00 | | 27 | 4 | 10 | 42 | 11 | 6 | 10 | 27 | 7 | 113 | 30 | 150 | 2 | 100 | 9 | 111 | 330 |
| 08:00 | | 38 | 10 | 8 | 56 | 26 | 15 | 23 | 64 | 23 | 324 | 53 | 400 | 6 | 192 | 20 | 218 | 738 |
| 09:00 | | 64 | 6 | 11 | 81 | 21 | 13 | 26 | 60 | 22 | 296 | 62 | 380 | 12 | 167 | 14 | 193 | 714 |
| 10:00 | | 40 | 6 | 10 | 57 | 15 | 13 | 20 | 48 | 17 | 124 | 32 | 174 | 7 | 113 | 10 | 130 | 408 |
| 11:00 | | 47 | 4 | 3 | 54 | 16 | 6 | 14 | 36 | 12 | 124 | 27 | 163 | 6 | 68 | 14 | 88 | 341 |
| 12:00 | | 37 | 14 | 6 | 57 | 15 | 8 | 37 | 60 | 20 | 174 | 40 | 234 | 6 | 137 | 15 | 158 | 509 |
| 13:00 | | 38 | 3 | 4 | 46 | 15 | 12 | 31 | 58 | 18 | 167 | 42 | 227 | 7 | 170 | 17 | 194 | 524 |
| 14:00 | | 40 | 12 | 5 | 57 | 14 | 4 | 12 | 30 | 16 | 153 | 37 | 205 | 6 | 205 | 26 | 237 | 529 |
| 15:00 | | 70 | 22 | 8 | 100 | 13 | 8 | 32 | 51 | 22 | 194 | 44 | 260 | 9 | 198 | 17 | 224 | 636 |
| 16:00 | | 82 | 14 | 19 | 115 | 25 | 5 | 24 | 54 | 21 | 208 | 42 | 271 | 7 | 240 | 28 | 275 | 715 |
| 17:00 | | 126 | 12 | 6 | 144 | 12 | 17 | 28 | 57 | 19 | 180 | 39 | 238 | 19 | 305 | 22 | 346 | 785 |
| 18:00 | | 116 | 12 | 7 | 134 | 17 | 11 | 37 | 65 | 29 | 196 | 60 | 285 | 18 | 286 | 23 | 326 | 810 |
| 19:00 | | 57 | 18 | 8 | 83 | 14 | 6 | 28 | 48 | 22 | 184 | 32 | 237 | 15 | 239 | 26 | 281 | 649 |
| TOTAL | | 783 | 137 | 105 | 1025 | 214 | 122 | 322 | 658 | 248 | 2437 | 540 | 3225 | 119 | 2421 | 241 | 2781 | 7689 |

PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN

| HOUR | NORTH LEG | | | SOUTH LEG | | | EAST LEG | | | WEST LEG | | | TOTAL S.C | PED | ALL |
|---------------|-----------|-----------|----------|------------|------------|----------|-----------|-----------|----------|----------|----------|----------|-----------|-----|-----|
| | S.C. | PED. | U.T. | S.C. | PED. | U.T. | S.C. | PED. | U.T. | S.C. | PED. | U.T. | | | |
| 6:00 - 7:00 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 7:00 - 8:00 | 0 | 0 | 0 | 11 | 9 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 12 | 13 | 25 |
| 8:00 - 9:00 | 1 | 1 | 0 | 47 | 46 | 0 | 19 | 12 | 0 | 0 | 0 | 0 | 67 | 59 | 126 |
| 9:00 - 10:00 | 0 | 1 | 0 | 13 | 18 | 0 | 1 | 5 | 0 | 3 | 1 | 0 | 17 | 25 | 42 |
| 10:00 - 11:00 | 0 | 0 | 0 | 6 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 14 | 20 |
| 11:00 - 12:00 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 12:00 - 1:00 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 1:00 - 2:00 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 19 |
| 2:00 - 3:00 | 0 | 1 | 0 | 1 | 14 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 23 | 24 |
| 3:00 - 4:00 | 1 | 1 | 0 | 47 | 15 | 0 | 40 | 10 | 0 | 3 | 1 | 0 | 91 | 27 | 118 |
| 4:00 - 5:00 | 0 | 1 | 0 | 27 | 38 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 32 | 44 | 76 |
| 5:00 - 6:00 | 0 | 1 | 0 | 24 | 33 | 0 | 7 | 5 | 0 | 0 | 1 | 0 | 31 | 40 | 71 |
| 6:00 - 7:00 | 0 | 2 | 0 | 5 | 25 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 5 | 35 | 40 |
| TOTAL | 2 | 13 | 0 | 182 | 244 | 0 | 73 | 60 | 0 | 6 | 3 | 0 | | | |

12 HOUR SUMMARY



SIGNAL WARRANT ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (CONDITION A)

ATTACHMENT D-1

MAJOR ROAD : Stanton Road, SE

MINOR ROAD : Elvans Road, SE

COUNT DATE: 5/30/2007

CONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | Urban Conditions SPEEDS < 40 MPH | | |
|---|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|----------------------------------|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|-------------------------------------|---------------------|-------------------------------|
| | MAJOR ROAD - 1 LANE Stanton Road, SE | | | | | | A TOTAL BOTH APPROACHES | MINOR ROAD - 1 LANE Elvans Road, SE | | | | | | B MAXIMUM VOLUME - ONE APPROACH | WARRANT No. 1 (CONDITION A) | | |
| | Westbound | | | Eastbound | | | | Southbound | | | Northbound | | | | Major (Column A) | Minor (Column B) | Major & Minor Satisfied |
| | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | | 500 | 150 | |
| 6:00 - 7:00 AM | 7 | 113 | 30 | 2 | 100 | 9 | 261 | 27 | 4 | 10 | 11 | 6 | 10 | 42 | | | NO |
| 7:00 - 8:00 AM | 23 | 324 | 53 | 6 | 192 | 20 | 618 | 38 | 10 | 8 | 26 | 15 | 23 | 64 | ✓ | | NO |
| 8:00 - 9:00 AM | 22 | 296 | 62 | 12 | 167 | 14 | 573 | 64 | 6 | 11 | 21 | 13 | 26 | 81 | ✓ | | NO |
| 9:00 - 10:00 AM | 17 | 124 | 32 | 7 | 113 | 10 | 304 | 40 | 6 | 10 | 15 | 13 | 20 | 57 | | | NO |
| 10:00 - 11:00 AM | 12 | 124 | 27 | 6 | 68 | 14 | 251 | 47 | 4 | 3 | 16 | 6 | 14 | 54 | | | NO |
| 11:00 AM- 12:00 PM | 20 | 174 | 40 | 6 | 137 | 15 | 392 | 37 | 14 | 6 | 15 | 8 | 37 | 60 | | | NO |
| 12:00 - 1:00 PM | 18 | 167 | 42 | 7 | 170 | 17 | 421 | 38 | 3 | 4 | 15 | 12 | 31 | 58 | | | NO |
| 1:00 - 2:00 PM | 16 | 153 | 37 | 6 | 205 | 26 | 442 | 40 | 12 | 5 | 14 | 4 | 12 | 57 | | | NO |
| 2:00 - 3:00 PM | 22 | 194 | 44 | 9 | 198 | 17 | 485 | 70 | 22 | 8 | 13 | 6 | 32 | 100 | | | NO |
| 3:00 - 4:00 PM | 21 | 208 | 42 | 7 | 240 | 28 | 546 | 82 | 14 | 19 | 25 | 5 | 24 | 115 | ✓ | | NO |
| 4:00 - 5:00 PM | 19 | 180 | 39 | 19 | 305 | 22 | 584 | 126 | 12 | 6 | 12 | 17 | 28 | 144 | ✓ | | NO |
| 5:00 - 6:00 PM | 29 | 196 | 60 | 18 | 286 | 23 | 611 | 116 | 12 | 7 | 17 | 11 | 37 | 134 | ✓ | | NO |
| 6:00 - 7:00 PM | 22 | 184 | 32 | 15 | 239 | 26 | 518 | 57 | 18 | 8 | 14 | 6 | 28 | 83 | ✓ | | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | 6 | 0 | 0 | |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | NO | | | |

SIGNAL WARRANT ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (CONDITION B)

ATTACHMENT D-1

MAJOR ROAD : Stanton Road, SE

MINOR ROAD : Elvans Road, SE

COUNT DATE: 5/30/2007

CONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | Urban Conditions SPEEDS < 40 MPH | | |
|---|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|----------------------------------|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|-------------------------------------|---------------------|-------------------------------|
| | MAJOR ROAD - 1 LANE Stanton Road, SE | | | | | | A TOTAL BOTH APPROACHES | MINOR ROAD - 1 LANE Elvans Road, SE | | | | | | B MAXIMUM VOLUME - ONE APPROACH | WARRANT No. 1 (CONDITION B) | | |
| | Westbound | | | Eastbound | | | | Southbound | | | Northbound | | | | Major (Column A) | Minor (Column B) | Major & Minor Satisfied |
| | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | | 750 | 75 | |
| 6:00 - 7:00 AM | 7 | 113 | 30 | 2 | 100 | 9 | 261 | 27 | 4 | 10 | 11 | 6 | 10 | 42 | | | NO |
| 7:00 - 8:00 AM | 23 | 324 | 53 | 6 | 192 | 20 | 618 | 38 | 10 | 8 | 26 | 15 | 23 | 64 | | | NO |
| 8:00 - 9:00 AM | 22 | 296 | 62 | 12 | 167 | 14 | 573 | 64 | 6 | 11 | 21 | 13 | 26 | 81 | | ✓ | NO |
| 9:00 - 10:00 AM | 17 | 124 | 32 | 7 | 113 | 10 | 304 | 40 | 6 | 10 | 15 | 13 | 20 | 57 | | | NO |
| 10:00 - 11:00 AM | 12 | 124 | 27 | 6 | 68 | 14 | 251 | 47 | 4 | 3 | 16 | 6 | 14 | 54 | | | NO |
| 11:00 AM- 12:00 PM | 20 | 174 | 40 | 6 | 137 | 15 | 392 | 37 | 14 | 6 | 15 | 8 | 37 | 60 | | | NO |
| 12:00 - 1:00 PM | 18 | 167 | 42 | 7 | 170 | 17 | 421 | 38 | 3 | 4 | 15 | 12 | 31 | 58 | | | NO |
| 1:00 - 2:00 PM | 16 | 153 | 37 | 6 | 205 | 26 | 442 | 40 | 12 | 5 | 14 | 4 | 12 | 57 | | | NO |
| 2:00 - 3:00 PM | 22 | 194 | 44 | 9 | 198 | 17 | 485 | 70 | 22 | 8 | 13 | 6 | 32 | 100 | | ✓ | NO |
| 3:00 - 4:00 PM | 21 | 208 | 42 | 7 | 240 | 28 | 546 | 82 | 14 | 19 | 25 | 5 | 24 | 115 | | ✓ | NO |
| 4:00 - 5:00 PM | 19 | 180 | 39 | 19 | 305 | 22 | 584 | 126 | 12 | 6 | 12 | 17 | 28 | 144 | | ✓ | NO |
| 5:00 - 6:00 PM | 29 | 196 | 60 | 18 | 286 | 23 | 611 | 116 | 12 | 7 | 17 | 11 | 37 | 134 | | ✓ | NO |
| 6:00 - 7:00 PM | 22 | 184 | 32 | 15 | 239 | 26 | 518 | 57 | 18 | 8 | 14 | 6 | 28 | 83 | | ✓ | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | | 0 | 6 | 0 |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | | NO | | |

SIGNAL WARRANT ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (COMBINATION OF CONDITIONS A and B)

ATTACHMENT D-1

MAJOR ROAD : Stanton Road, SE
 MINOR ROAD : Elvans Road, SE

COUNT DATE: 5/30/2007
 :ONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | 80% VOLUMES SPEEDS < 40 MPH | | | | Combination A & B Satisfied |
|---|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------------|-----------------------------|-----------------------------|-----------|-----------------------------|
| | MAJOR ROAD - 1 LANE Stanton Road, SE | | | | | | 1 | MINOR ROAD - 1 LANE Elvans Road, SE | | | | | | 2 | CONDITION A | | CONDITION B | | |
| | Westbound | | | Eastbound | | | | TOTAL BOTH APPROACHES | Southbound | | | Northbound | | | MAXIMUM VOLUME - ONE APPROACH | Major (1) | Minor (2) | Major (1) | |
| | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | <input type="checkbox"/> TH | <input type="checkbox"/> RT | <input type="checkbox"/> LT | | <input type="checkbox"/> TH | <input type="checkbox"/> RT | 400 | |
| 6:00 - 7:00 AM | 7 | 113 | 30 | 2 | 100 | 9 | 261 | 27 | 4 | 10 | 11 | 6 | 10 | 42 | | | | | NO |
| 7:00 - 8:00 AM | 23 | 324 | 53 | 6 | 192 | 20 | 618 | 38 | 10 | 8 | 26 | 15 | 23 | 64 | ✓ | | ✓ | ✓ | NO |
| 8:00 - 9:00 AM | 22 | 296 | 62 | 12 | 167 | 14 | 573 | 64 | 6 | 11 | 21 | 13 | 26 | 81 | ✓ | | | ✓ | NO |
| 9:00 - 10:00 AM | 17 | 124 | 32 | 7 | 113 | 10 | 304 | 40 | 6 | 10 | 15 | 13 | 20 | 57 | | | | | NO |
| 10:00 - 11:00 AM | 12 | 124 | 27 | 6 | 68 | 14 | 251 | 47 | 4 | 3 | 16 | 6 | 14 | 54 | | | | | NO |
| 11:00 AM- 12:00 PM | 20 | 174 | 40 | 6 | 137 | 15 | 392 | 37 | 14 | 6 | 15 | 8 | 37 | 60 | | | | | NO |
| 12:00 - 1:00 PM | 18 | 167 | 42 | 7 | 170 | 17 | 421 | 38 | 3 | 4 | 15 | 12 | 31 | 58 | ✓ | | | | NO |
| 1:00 - 2:00 PM | 16 | 153 | 37 | 6 | 205 | 26 | 442 | 40 | 12 | 5 | 14 | 4 | 12 | 57 | ✓ | | | | NO |
| 2:00 - 3:00 PM | 22 | 194 | 44 | 9 | 198 | 17 | 485 | 70 | 22 | 8 | 13 | 6 | 32 | 100 | ✓ | | | ✓ | NO |
| 3:00 - 4:00 PM | 21 | 208 | 42 | 7 | 240 | 28 | 546 | 82 | 14 | 19 | 25 | 5 | 24 | 115 | ✓ | | | ✓ | NO |
| 4:00 - 5:00 PM | 19 | 180 | 39 | 19 | 305 | 22 | 584 | 126 | 12 | 6 | 12 | 17 | 28 | 144 | ✓ | ✓ | | ✓ | NO |
| 5:00 - 6:00 PM | 29 | 196 | 60 | 18 | 286 | 23 | 611 | 116 | 12 | 7 | 17 | 11 | 37 | 134 | ✓ | ✓ | ✓ | ✓ | YES |
| 6:00 - 7:00 PM | 22 | 184 | 32 | 15 | 239 | 26 | 518 | 57 | 18 | 8 | 14 | 6 | 28 | 83 | ✓ | | | ✓ | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | | 9 | 2 | 2 | 7 | 1 |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | | NO | | | | |

FOUR HOUR VOLUME WARRANT

STANTON ROAD @ ELVANS ROAD, SE

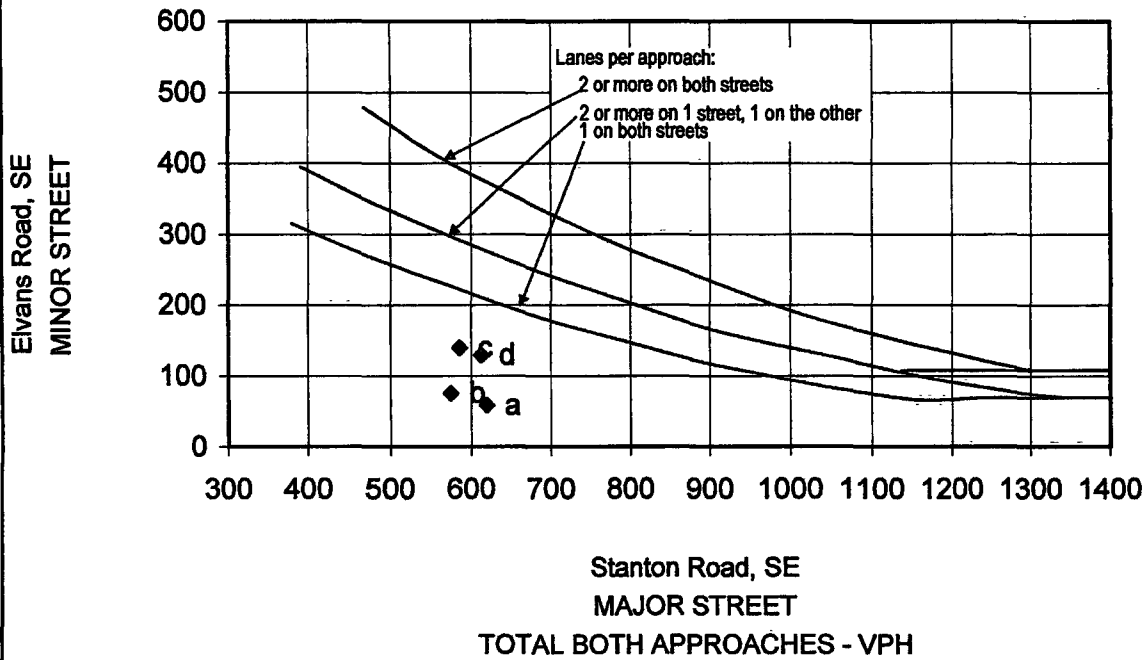
a:(618,64)

b:(573,81)

c:(584,144)

d:(611,134)

URBAN LOCATION



WARRANT MET: No

NOTE: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume for minor street approach with one lane

O.R. GEORGE & ASSOCIATES, INC

Attachment D-2: MUTCD Application
For Warrant No. 2 -
Four Hour Volumes

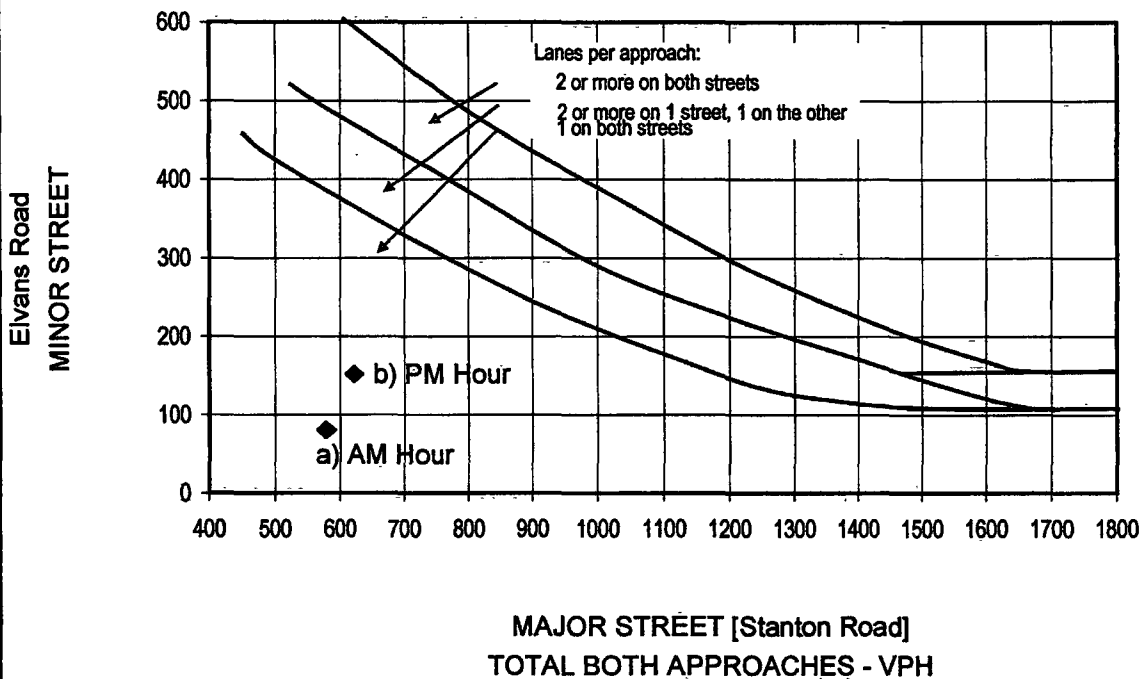
PEAK HOUR VOLUME WARRANT

STANTON ROAD @ ELVANS ROAD, SE

a:(573,81)

b:(611,134)

URBAN LOCATION



WARRANT MET: No

NOTE: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for minor street approach with one lane

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

Attachment D-3: MUTCD Application
For Warrant No. 3 -
Peak Hour Volumes

ATTACHMENT

E

**ELVANS ROAD @ GAINESVILLE STREET SE.
- SIGNAL WARRANT ANALYSIS SHEETS
AND GRAPHS FOR FUTURE CONDITIONS**

Turning Counts Study - Total Volumes

Location: Gainesville Street@ Evans Road
 Date: Total 2011 Traffic
 Recorder: ORGA-IJB

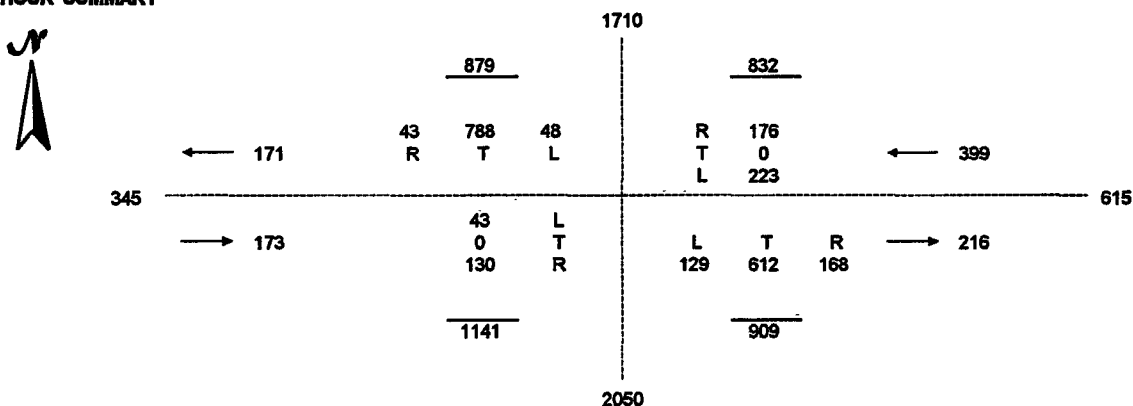
Town: Washington D.C
 Weather: Warm/Clear/Dry

| Hour Ending | Evans Road | | | | Evans Road | | | | Gainesville Street | | | | Site Entrance | | | | TOTAL |
|--------------|------------|------------|-----------|------------|------------|------------|------------|------------|--------------------|----------|------------|------------|---------------|----------|------------|------------|-------------|
| | From North | | | | From South | | | | From East | | | | From West | | | | |
| | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 07:00 | 5 | 12 | 1 | 17 | 2 | 34 | 1 | 37 | 13 | 0 | 18 | 31 | 4 | 0 | 13 | 17 | 102 |
| 08:00 | 0 | 32 | 1 | 33 | 3 | 78 | 2 | 83 | 16 | 0 | 41 | 57 | 6 | 0 | 17 | 23 | 195 |
| 09:00 | 0 | 59 | 1 | 60 | 4 | 89 | 4 | 97 | 18 | 0 | 35 | 53 | 6 | 0 | 19 | 25 | 235 |
| 10:00 | 1 | 34 | 2 | 37 | 5 | 50 | 8 | 63 | 14 | 0 | 4 | 18 | 3 | 0 | 10 | 13 | 130 |
| 11:00 | 0 | 27 | 1 | 28 | 4 | 32 | 6 | 42 | 20 | 0 | 2 | 22 | 2 | 0 | 6 | 9 | 101 |
| 12:00 | 1 | 41 | 3 | 44 | 8 | 27 | 12 | 47 | 14 | 0 | 5 | 19 | 2 | 0 | 6 | 8 | 118 |
| 13:00 | 1 | 25 | 3 | 29 | 9 | 33 | 7 | 49 | 7 | 0 | 3 | 10 | 2 | 0 | 6 | 9 | 96 |
| 14:00 | 4 | 36 | 3 | 43 | 8 | 40 | 20 | 69 | 18 | 0 | 8 | 26 | 3 | 0 | 9 | 12 | 149 |
| 15:00 | 2 | 92 | 3 | 97 | 10 | 53 | 15 | 78 | 10 | 0 | 6 | 16 | 2 | 0 | 7 | 9 | 200 |
| 16:00 | 7 | 116 | 4 | 127 | 12 | 36 | 29 | 77 | 35 | 0 | 4 | 39 | 3 | 0 | 8 | 11 | 253 |
| 17:00 | 12 | 136 | 6 | 154 | 18 | 64 | 24 | 106 | 21 | 0 | 11 | 32 | 3 | 0 | 9 | 12 | 304 |
| 18:00 | 9 | 90 | 9 | 108 | 26 | 44 | 33 | 103 | 16 | 0 | 9 | 25 | 3 | 0 | 8 | 11 | 247 |
| 19:00 | 6 | 89 | 7 | 102 | 21 | 31 | 7 | 59 | 21 | 0 | 30 | 51 | 4 | 0 | 12 | 16 | 228 |
| TOTAL | 48 | 788 | 43 | 879 | 129 | 612 | 168 | 909 | 223 | 0 | 176 | 399 | 43 | 0 | 130 | 173 | 2360 |

PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN

| HOUR | NORTH LEG | | | SOUTH LEG | | | EAST LEG | | | WEST LEG | | | TOTAL S.C. | TOTAL PED. | TOTAL ALL |
|---------------|-----------|-----------|----------|-----------|-----------|----------|----------|-----------|----------|----------|----------|----------|------------|------------|-----------|
| | S.C. | PED. | U.T. | S.C. | PED. | U.T. | S.C. | PED. | U.T. | S.C. | PED. | U.T. | | | |
| 6:00 - 7:00 | 0 | 0 | | 0 | 0 | | 0 | 0 | | | | | 0 | 0 | 0 |
| 7:00 - 8:00 | 0 | 3 | | 1 | 1 | | 0 | 1 | | | | | 1 | 5 | 6 |
| 8:00 - 9:00 | 0 | 0 | | 16 | 9 | | 0 | 4 | | | | | 16 | 13 | 29 |
| 9:00 - 10:00 | 0 | 4 | | 0 | 1 | | 0 | 0 | | | | | 0 | 5 | 5 |
| 10:00 - 11:00 | 0 | 6 | | 0 | 3 | | 0 | 0 | | | | | 0 | 9 | 9 |
| 11:00 - 12:00 | 0 | 3 | | 0 | 2 | | 0 | 0 | | | | | 0 | 5 | 5 |
| 12:00 - 1:00 | 0 | 1 | | 0 | 2 | | 0 | 2 | | | | | 0 | 5 | 5 |
| 1:00 - 2:00 | 0 | 1 | | 0 | 1 | | 0 | 0 | | | | | 0 | 2 | 2 |
| 2:00 - 3:00 | 0 | 0 | | 0 | 2 | | 0 | 1 | | | | | 0 | 3 | 3 |
| 3:00 - 4:00 | 18 | 5 | | 2 | 3 | | 1 | 3 | | | | | 21 | 11 | 32 |
| 4:00 - 5:00 | 3 | 1 | | 3 | 4 | | 0 | 0 | | | | | 6 | 5 | 11 |
| 5:00 - 6:00 | 4 | 13 | | 0 | 8 | | 0 | 3 | | | | | 4 | 24 | 28 |
| 6:00 - 7:00 | 0 | 1 | | 0 | 1 | | 0 | 0 | | | | | 0 | 2 | 2 |
| TOTAL | 25 | 38 | 0 | 22 | 37 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

12 HOUR SUMMARY



SIGNAL WARRANT ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (CONDITION A)

ATTACHMENT E-1

MAJOR ROAD : Elvans Road, SE
 MINOR ROAD : Gainesville Street, SE

COUNT DATE: 5/30/2007
 CONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | Urban Condition SPEEDS < 40 MPH | | |
|---|--|--|--|--|--|--|--|---|--|--|--|--|--|-----|---------------------------------|------------------|------------------|
| | MAJOR ROAD - 1 LANE Elvans Road, SE | | | | | | A | MINOR ROAD - 1 LANE Gainesville Street, SE | | | | | | B | WARRANT No. 1 (CONDITION A) | | |
| | Northbound | | | Southbound | | | | TOTAL BOTH APPROACHES | Eastbound | | | Westbound | | | MAXIMUM VOLUME - ONE APPROACH | Major (Column A) | Minor (Column B) |
| | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | 500 | | 150 | |
| 6:00 - 7:00 AM | 2 | 34 | 1 | 5 | 12 | 1 | 54 | 4 | 0 | 13 | 13 | 0 | 18 | 31 | | | NO |
| 7:00 - 8:00 AM | 3 | 78 | 2 | 0 | 32 | 1 | 115 | 6 | 0 | 17 | 16 | 0 | 41 | 57 | | | NO |
| 8:00 - 9:00 AM | 4 | 89 | 4 | 0 | 59 | 1 | 157 | 6 | 0 | 19 | 18 | 0 | 35 | 53 | | | NO |
| 9:00 - 10:00 AM | 5 | 50 | 8 | 1 | 34 | 2 | 100 | 3 | 0 | 10 | 14 | 0 | 4 | 18 | | | NO |
| 10:00 - 11:00 AM | 4 | 32 | 6 | 0 | 27 | 1 | 70 | 2 | 0 | 6 | 20 | 0 | 2 | 22 | | | NO |
| 11:00 AM- 12:00 PM | 8 | 27 | 12 | 1 | 41 | 3 | 91 | 2 | 0 | 6 | 14 | 0 | 5 | 19 | | | NO |
| 12:00 - 1:00 PM | 9 | 33 | 7 | 1 | 25 | 3 | 78 | 2 | 0 | 6 | 7 | 0 | 3 | 10 | | | NO |
| 1:00 - 2:00 PM | 8 | 40 | 20 | 4 | 36 | 3 | 111 | 3 | 0 | 9 | 18 | 0 | 8 | 26 | | | NO |
| 2:00 - 3:00 PM | 10 | 53 | 15 | 2 | 92 | 3 | 175 | 2 | 0 | 7 | 10 | 0 | 6 | 16 | | | NO |
| 3:00 - 4:00 PM | 12 | 36 | 29 | 7 | 116 | 4 | 204 | 3 | 0 | 8 | 35 | 0 | 4 | 39 | | | NO |
| 4:00 - 5:00 PM | 18 | 64 | 24 | 12 | 136 | 6 | 260 | 3 | 0 | 9 | 21 | 0 | 11 | 32 | | | NO |
| 5:00 - 6:00 PM | 26 | 44 | 33 | 9 | 90 | 9 | 211 | 3 | 0 | 8 | 16 | 0 | 9 | 25 | | | NO |
| 6:00 - 7:00 PM | 21 | 31 | 7 | 6 | 89 | 7 | 161 | 4 | 0 | 12 | 21 | 0 | 30 | 51 | | | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | | 0 | 0 | 0 |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | | NO | | |

TRAFFIC SIGNAL ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (CONDITION B)

ATTACHMENT E-1

MAJOR ROAD : Elvans Road, SE
 MINOR ROAD : Gainesville Street, SE

COUNT DATE: 5/30/2007
 CONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | Urban Condition SPEEDS < 40 MPH | | |
|---|--|--|--|--|--|--|----------------------------------|---|--|--|--|--|--|--|------------------------------------|---------------------------|-------------------------------|
| | MAJOR ROAD - 1 LANE Elvans Road, SE | | | | | | A TOTAL BOTH APPROACHES | MINOR ROAD - 1 LANE Gainesville Street, SE | | | | | | B MAXIMUM VOLUME - ONE APPROACH | WARRANT No. 1 (CONDITION B) | | |
| | Northbound | | | Southbound | | | | Eastbound | | | Westbound | | | | Major (Column A) 750 | Minor (Column B) 75 | Major & Minor Satisfied |
| | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | | | | |
| 6:00 - 7:00 AM | 2 | 34 | 1 | 5 | 12 | 1 | 54 | 4 | 0 | 13 | 13 | 0 | 18 | 31 | | | NO |
| 7:00 - 8:00 AM | 3 | 78 | 2 | 0 | 32 | 1 | 115 | 6 | 0 | 17 | 16 | 0 | 41 | 57 | | | NO |
| 8:00 - 9:00 AM | 4 | 89 | 4 | 0 | 59 | 1 | 157 | 6 | 0 | 19 | 18 | 0 | 35 | 53 | | | NO |
| 9:00 - 10:00 AM | 5 | 50 | 8 | 1 | 34 | 2 | 100 | 3 | 0 | 10 | 14 | 0 | 4 | 18 | | | NO |
| 10:00 - 11:00 AM | 4 | 32 | 6 | 0 | 27 | 1 | 70 | 2 | 0 | 6 | 20 | 0 | 2 | 22 | | | NO |
| 11:00 AM- 12:00 PM | 8 | 27 | 12 | 1 | 41 | 3 | 91 | 2 | 0 | 6 | 14 | 0 | 5 | 19 | | | NO |
| 12:00 - 1:00 PM | 9 | 33 | 7 | 1 | 25 | 3 | 78 | 2 | 0 | 6 | 7 | 0 | 3 | 10 | | | NO |
| 1:00 - 2:00 PM | 8 | 40 | 20 | 4 | 36 | 3 | 111 | 3 | 0 | 9 | 18 | 0 | 8 | 26 | | | NO |
| 2:00 - 3:00 PM | 10 | 53 | 15 | 2 | 92 | 3 | 175 | 2 | 0 | 7 | 10 | 0 | 6 | 16 | | | NO |
| 3:00 - 4:00 PM | 12 | 36 | 29 | 7 | 116 | 4 | 204 | 3 | 0 | 8 | 35 | 0 | 4 | 39 | | | NO |
| 4:00 - 5:00 PM | 18 | 64 | 24 | 12 | 136 | 6 | 260 | 3 | 0 | 9 | 21 | 0 | 11 | 32 | | | NO |
| 5:00 - 6:00 PM | 26 | 44 | 33 | 9 | 90 | 9 | 211 | 3 | 0 | 8 | 16 | 0 | 9 | 25 | | | NO |
| 6:00 - 7:00 PM | 21 | 31 | 7 | 6 | 89 | 7 | 161 | 4 | 0 | 12 | 21 | 0 | 30 | 51 | | | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | | 0 | 0 | 0 |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | | NO | | |

TRAFFIC SIGNAL ANALYSIS WORKSHEET - TRAFFIC SIGNAL WARRANT No. 1 (COMBINATION OF CONDITIONS A and B)

ATTACHMENT E-1

MAJOR ROAD : Elvans Road, SE
 MINOR ROAD : Gainesville Street, SE

COUNT DATE: 5/30/2007
 CONDITION DATE Total Future Traffic (2011)

| TIME | VOLUMES COUNTED | | | | | | | | | | | | | | 80% VOLUMES SPEEDS < 40 MPH | | | | Combination A & B Satisfied | |
|---|--|--|--|--|--|--|--|---|--|--|--|--|--|--|-------------------------------|--|--|-----------|-----------------------------|-----------|
| | MAJOR ROAD - 1 LANE Elvans Road, SE | | | | | | 1 | MINOR ROAD - 1 LANE Gainesville Street, SE | | | | | | 2 | CONDITION A | | CONDITION B | | | |
| | Northbound | | | Southbound | | | | TOTAL BOTH APPROACHES | Eastbound | | | Westbound | | | MAXIMUM VOLUME - ONE APPROACH | Major (1) | Minor (2) | Major (1) | | Minor (1) |
| | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | <input checked="" type="checkbox"/> LT | | <input checked="" type="checkbox"/> TH | <input checked="" type="checkbox"/> RT | 400 | | 120 |
| 6:00 - 7:00 AM | 2 | 34 | 1 | 5 | 12 | 1 | 54 | 4 | 0 | 13 | 13 | 0 | 18 | 31 | | | | | | NO |
| 7:00 - 8:00 AM | 3 | 78 | 2 | 0 | 32 | 1 | 115 | 6 | 0 | 17 | 16 | 0 | 41 | 57 | | | | | | NO |
| 8:00 - 9:00 AM | 4 | 89 | 4 | 0 | 59 | 1 | 157 | 6 | 0 | 19 | 18 | 0 | 35 | 53 | | | | | | NO |
| 9:00 - 10:00 AM | 5 | 50 | 8 | 1 | 34 | 2 | 100 | 3 | 0 | 10 | 14 | 0 | 4 | 18 | | | | | | NO |
| 10:00 - 11:00 AM | 4 | 32 | 6 | 0 | 27 | 1 | 70 | 2 | 0 | 6 | 20 | 0 | 2 | 22 | | | | | | NO |
| 11:00 AM- 12:00 PM | 8 | 27 | 12 | 1 | 41 | 3 | 91 | 2 | 0 | 6 | 14 | 0 | 5 | 19 | | | | | | NO |
| 12:00 - 1:00 PM | 9 | 33 | 7 | 1 | 25 | 3 | 78 | 2 | 0 | 6 | 7 | 0 | 3 | 10 | | | | | | NO |
| 1:00 - 2:00 PM | 8 | 40 | 20 | 4 | 36 | 3 | 111 | 3 | 0 | 9 | 18 | 0 | 8 | 26 | | | | | | NO |
| 2:00 - 3:00 PM | 10 | 53 | 15 | 2 | 92 | 3 | 175 | 2 | 0 | 7 | 10 | 0 | 6 | 16 | | | | | | NO |
| 3:00 - 4:00 PM | 12 | 36 | 29 | 7 | 116 | 4 | 204 | 3 | 0 | 8 | 35 | 0 | 4 | 39 | | | | | | NO |
| 4:00 - 5:00 PM | 18 | 64 | 24 | 12 | 136 | 6 | 260 | 3 | 0 | 9 | 21 | 0 | 11 | 32 | | | | | | NO |
| 5:00 - 6:00 PM | 26 | 44 | 33 | 9 | 90 | 9 | 211 | 3 | 0 | 8 | 16 | 0 | 9 | 25 | | | | | | NO |
| 6:00 - 7:00 PM | 21 | 31 | 7 | 6 | 89 | 7 | 161 | 4 | 0 | 12 | 21 | 0 | 30 | 51 | | | | | | NO |
| NUMBER OF HOURS SATISFIED | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| SIGNAL WARRANTED (8 HRS OR MORE MAJOR & MINOR SATISFIED) | | | | | | | | | | | | | | | NO | | | | | |

FOUR HOUR VOLUME WARRANT

ELVANS ROAD @ GAINESVILLE STREET

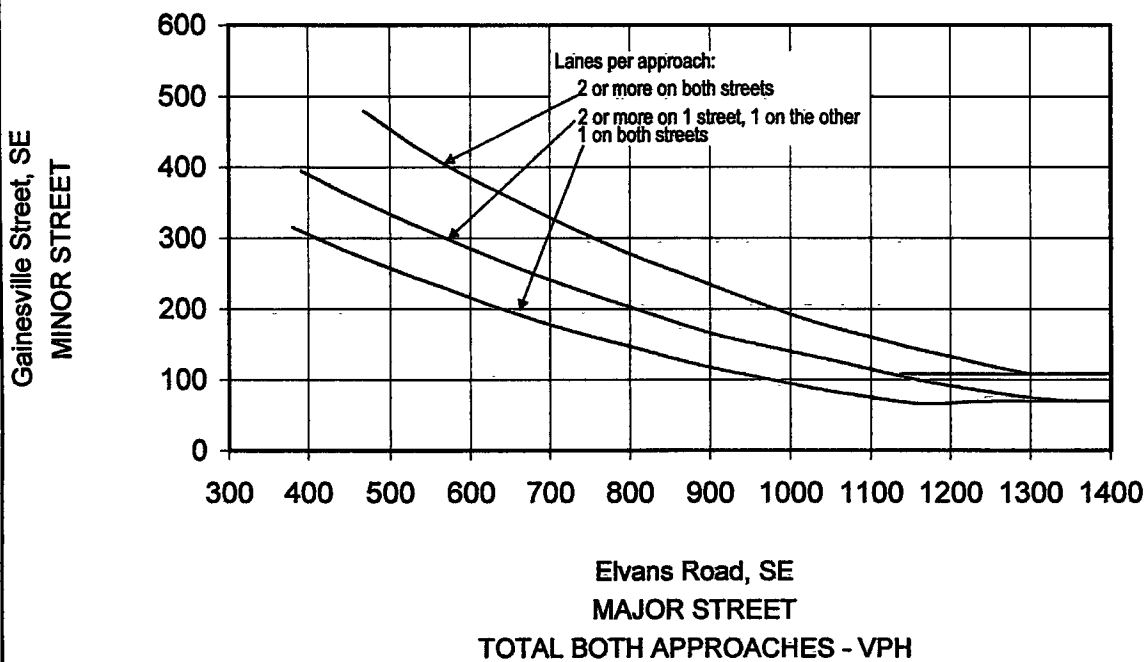
a:(157,53)

b:(204,39)

c:(260,32)

d:(211,25)

URBAN LOCATION



WARRANT MET: No

NOTE: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume for minor street approach with one lane

O.R. GEORGE & ASSOCIATES, INC

Attachment E-2: MUTCD Application
For Warrant No. 2 -
Four Hour Volumes

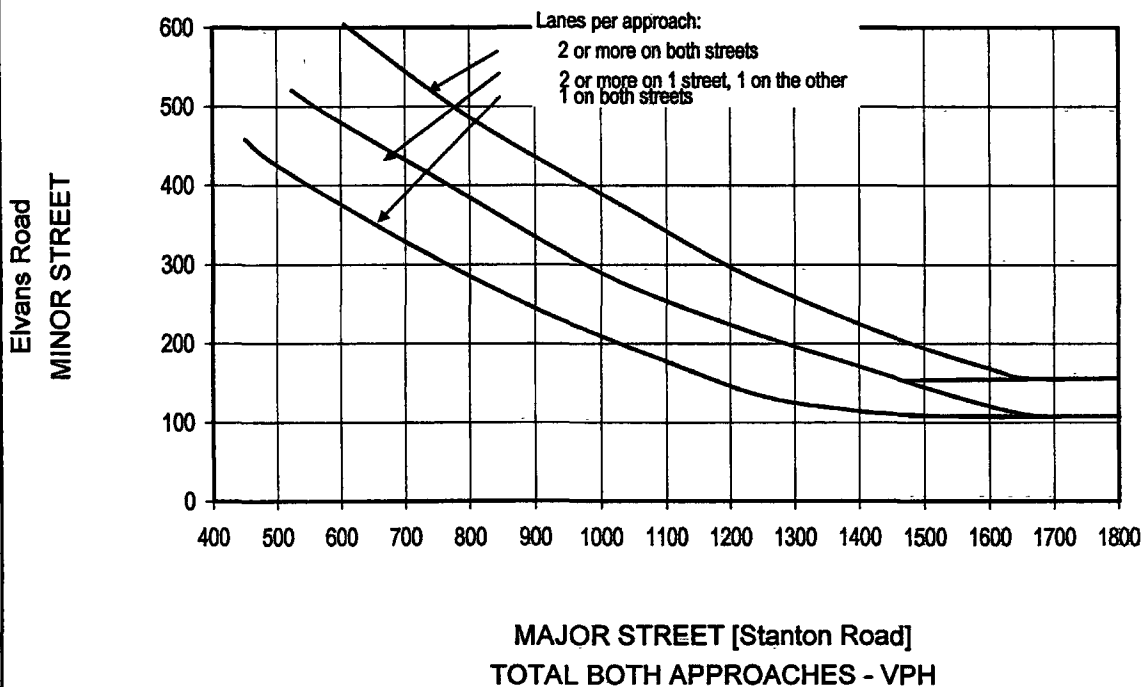
PEAK HOUR VOLUME WARRANT

ELVANS ROAD @ GAINESVILLE STREET

a:(157,53)

b:(260,32)

URBAN LOCATION



WARRANT MET: No

NOTE: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for minor street approach with one lane

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

Attachment E-3: MUTCD Application
For Warrant No. 3 -
Peak Hour Volumes