Appendices

Appendix A:
Existing Conditions Report

Existing Conditions Report

Judiciary Square

Transportation and Security Study

August 2004

d.

District Department of Transportation

HNTB

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I. Introduction and Project Background

Introduction

Judiciary Square is one of Washington's oldest districts. Home to the Federal and District Courts, federal and district government agencies, and several museums and monuments, Judiciary Square has long been a thriving area with a diversity of activities. Judiciary Square also lies on the border between the District's monument core and the traditional downtown. The mix of uses in the Judiciary Square area offers points of interest to the different groups of people that frequent the two neighboring areas.

Major physical changes within Judiciary Square are planned. The Freedom Forum has obtained the necessary approvals to permit construction of the Newseum at the corner of Sixth Street and Pennsylvania Avenue, NW. The National Law Enforcement Officers Memorial Fund, a nonprofit organization that built and now oversees the National Law Enforcement Officers Memorial, has plans for a National Law Enforcement Museum to be constructed just south of the current Law Enforcement Memorial. Construction is evident elsewhere in the area, and plans — some encompassed in the DC Courts Master Plan — suggest further changes ahead.

Nationally, the effects of September 11, 2001, and bombing of the Murrah Building in Oklahoma City are but two major events that have raised awareness and heightened the desire for greater security of potential terrorist targets. The closing of Pennsylvania Avenue in front of the White House and the barriers surrounding other federal buildings and national monuments are evidence of the reaction to terrorist activities.

The Judiciary Square Transportation and Security Study was initiated by the District of Columbia Department of Transportation (DDOT), in cooperation with numerous federal, regional, and district agencies and private organizations, to come to terms with the apparently conflicting goals of increasing security while also improving access and mobility within Judiciary Square. This study represents the first comprehensive look at meeting these competing objectives and developing solutions to existing transportation and security concerns.

General Description of the Study Area

Judiciary Square, for purposes of this study, encompasses the approximately 11.5 acres of land surrounding the historic square by the same name. The study area is bordered on the west by Sixth Street, NW, on the south by Pennsylvania and Constitution Avenues, on the east by Louisiana Avenue and First and Second Streets, NW, and on the north by H Street, NW. ***Figure 1*** shows the study area boundaries.

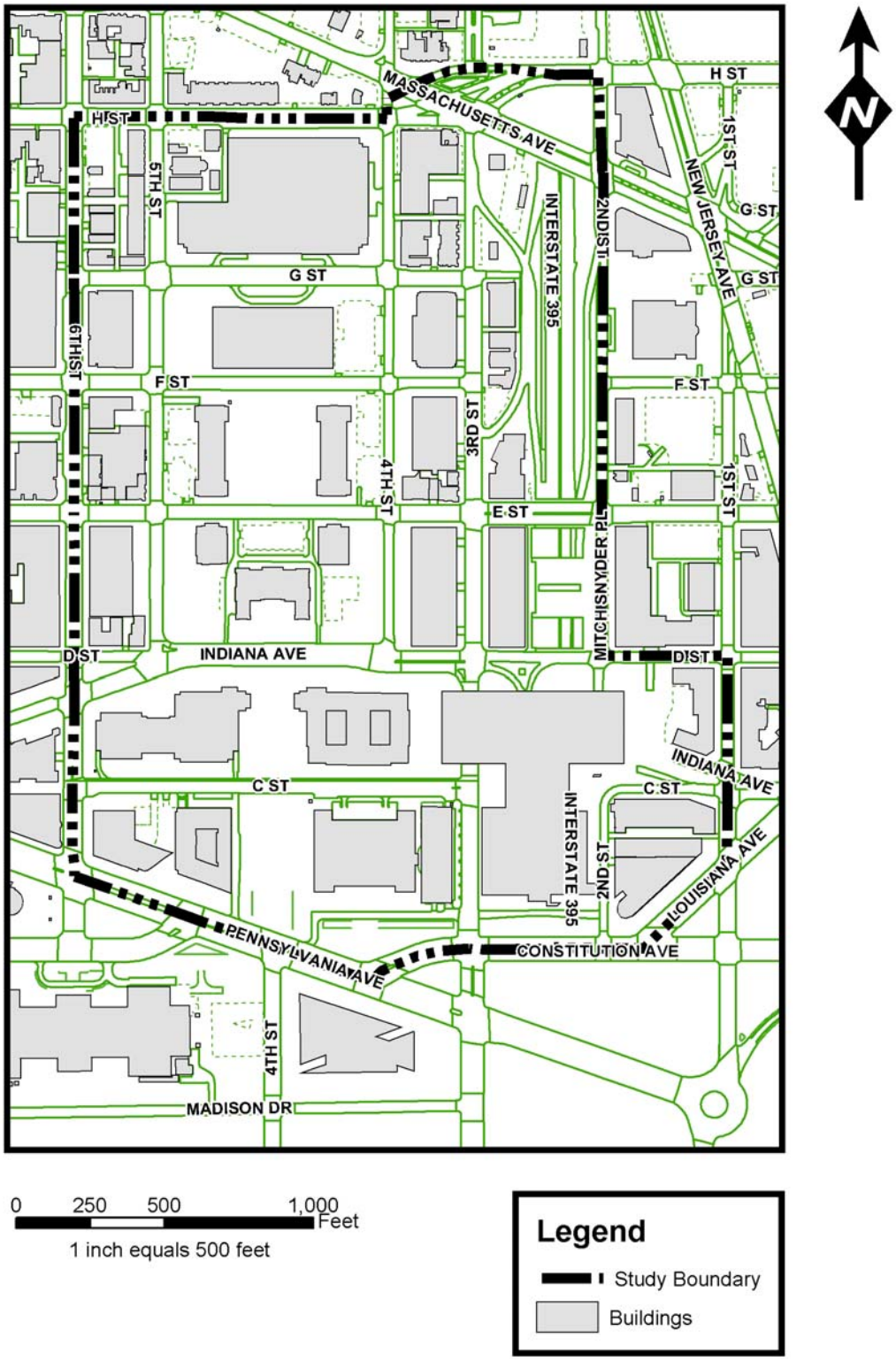
Within the study area are approximately 85 buildings with current and soon-to-commence construction that will alter that total. Approximately a dozen of these buildings house major federal and District government agencies and courts and at least one international institution. ***Table 1*** lists the major buildings within the Judiciary Square study area.

Table 1: Major buildings

General Accounting Office	FBI Field Office	Judiciary Square Building
National Building Museum	Judiciary Center	Juvenile Court
WMATA Headquarters	One Judiciary Square	Police Court
Security and Exchange Commission	Henry J Daly Building (Municipal Center)	Court of Appeals for the Armed Forces
H Carl Moultrie I Courthouse	E Barrett Prettyman Courthouse	Superior Court of D.C. (Old City Hall)
The National Academies	Department of Labor	CWA Building
Canadian Embassy	U. S. Tax Court	

Two major tourist destinations lie within the study area. The old Pension Building has been a major institution in the area for over a century and is now the home of the National Building Museum. The museum houses exhibits related to architecture and urban design. It also serves as the venue for many gatherings and events including the Presidential Inaugural Ball. The National Law Enforcement Memorial honors law enforcers who have died in the line of duty. In addition to a permanent monument, the Memorial is also the venue for an annual commemorative gathering honoring law enforcers. Both of these sites draw thousands of visitors each year.

Figure 1: Study Boundary



Anticipated Changes to Judiciary Square

Significant changes are anticipated for Judiciary Square. At least a dozen major construction projects are underway or proposed. While funding for some of these projects is uncertain and timing of construction remains open, it is appropriate to base any planning on the realization of these plans.

At the present time, buildings are being constructed at:

- Sixth and F Streets, NW
- Massachusetts Avenue and Fourth Street, NW
- Between Massachusetts and H Street, NW
- Third and C Streets, NW (an expansion of the Prettyman Courthouse).

The Newseum has received the necessary approvals and design is underway to construct an approximately 350,000 square foot mixed use facility that would include the museum itself and 126 residential units with associated parking. This building will fill the site adjacent to the Canadian Embassy and sit on the corner of Pennsylvania Avenue and Sixth Street, NW. Access to the building will be off Pennsylvania Avenue, Sixth Street, and C Street, NW.

The Law Enforcement Museum will occupy a site north of the Old City Hall to the southern limit of the National Law Enforcement Memorial including the area under E Street, NW. This 87,380 square foot facility will house museum exhibits and associated services.

The DC Courts Master Plan has proposed seven major construction projects:

- an expansion of the southern façade of the H Carl Moultrie I Courthouse
- a new northern entrance to the H Carl Moultrie I Courthouse
- a parking structure to the west of the Old City Hall
- a parking structure to the east of the Old City Hall
- an expansion to Courthouse Building A west of Judiciary Square
- an expansion to Courthouse Building B east of Judiciary Square.

Generally, these new buildings will increase the number of people attracted to the study area but are not expected to increase the amount of

vehicular traffic as they are to make no provison for visitor parking. Only limited quantities of parking are being constructed and most new parking replaces existing, surface parking. In addition, the Newseum will displace a large surface parking lot currently occupying the construction site.

Purpose of the Study

The Judiciary Square Transportation and Security Study seeks to identify means of improving transportation within the study area while improving security around the various buildings. These two goals are often viewed as being in competition; this study presents means for improving both, often with the same measures.

Transportation

The transportation element of this study will investigate the patterns and factors which effect the operation of all forms of traffic in Judiciary Square including:

- traffic behavior and conditions
- parking provision and operation
- transit ridership
- pedestrian behavior and facilities
- provision for bicycles.

Security

The security element will investigate:

- the type of threats
- the level of risk
- the existing methods of enforcing security
- the impact of existing transportation conditions on security.

This study, therefore, will identify means of:

- accommodating the mix of uses within Judiciary Square by offering an improved transportation system that safely and effectively moves people via the full range of modes
- improving access and mobility to and within Judiciary Square
- improving security of the most sensitive buildings by more efficiently moving traffic and pedestrians in and around the public streets and pedestrian ways
- creating a framework whereby public and private organizations can work together to improve transportation and security while

maintaining an open atmosphere that has always typified Judiciary Square.

Scope of the Study

The Study is organized around seven principal tasks. Technical tasks were performed by DDOT and its consultants HNTB, with coordination and collaboration maintained by a Study Advisory Committee. ***Figure 2*** depicts the seven major tasks contained within the scope of work.

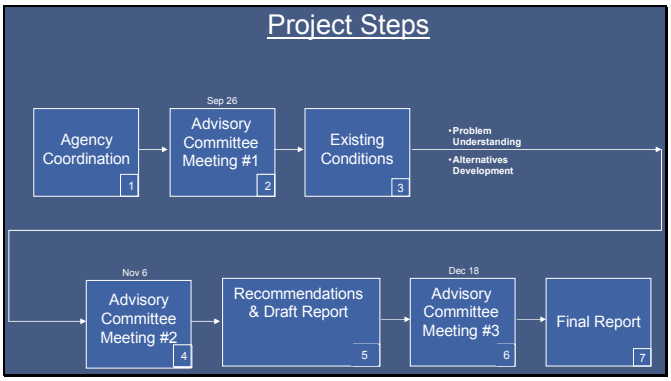


Figure 2: Major Tasks

The project commenced by organizing a Study Advisory Committee comprised of:

- representatives of the public agencies located within Judiciary Square
- representatives of the public agencies, both federal, regional, and local, who have oversight and management responsibility for various activities across a broad geographical area but including Judiciary Square
- representatives of the private organizations located or planning to locate within Judiciary Square.

A complete list of the participants to the study is shown in ***Appendix A*** of this report.

The Study Advisory Committee met with the Study Team to initiate the project. At that meeting, the Committee:

- met the principals of the Study Team
- reviewed the proposed scope of work
- received a request for data and other information
- shared priorities and concerns

- expressed expectations about the outcome of the study
- offered direction for investigation.

The next task in the process was to collect and assemble information on existing conditions within the Study Area. The Study Team consulted secondary sources including DC government files and the DC Courts Master Plan. Field inventories and studies quantified traffic and parking, and noted features and issues within the study area. Meetings with nearly all of the stakeholder agencies yielded further insights into activities within the study area. The Study Team also toured ten buildings considered to be of the greatest security concern within the study area.

The data collection and field observations combined with the discussions with Study Advisory Committee members produced many ideas on the nature of the deficiencies within Judiciary Square and concepts that might be developed to respond to those deficiencies with cost-effective, realistic solutions.

The findings from the existing conditions analysis and initial concepts for improvements were shared with the Study Advisory Committee at a second committee meeting. There, the Committee generally endorsed the findings and offered comments on the viability of the solutions.

The proposed alternatives were then developed in greater detail. Specifics of physical, operational, and institutional changes were developed and organized for consideration by the Committee.

The Committee will again meet in mid-December to review the concepts and to make decisions regarding their implementation. Further refinements are anticipated. The results of this work will be assembled into a final report document that will be presented to the Study Advisory Committee and ultimately to the DC Department of Transportation.

Data Collection

II. Data Collection

Data for this project was assembled from a variety of sources. The Study Team made use of existing information and conducted a field study. Information was acquired from:

- databases of traffic, transit, and safety
- specialized studies of transportation, urban design, and architecture relevant to specific facilities within the study area
- field inventories, counts, observations, and interviews with key individuals within the study area.

Curb side data was collected by a combination of inspection and GPS. The data is included in ***Appendix B***.

Existing Data Sources

The Judiciary Square Transportation and Security Study took advantage of other work done in the study area. Both individual efforts, such as the DC Courts Master Plan Study, and ongoing efforts, such as the accident statistics maintained by the DC Department of Transportation, were employed for this study.

Tables 2 and 3 summarize the data collected from public agency sources and the information collected from previous studies conducted within Judiciary Square.

Data Collection

Table 2: Data from public agencies

Source	Data	Details
District of Columbia Department of Transportation	Accident summaries (2000, 2001, 2002)	Number and details of reported automobile accidents
	Base mapping	Planimetric mapping of the study area
	Traffic volumes	Average daily traffic on principal streets within the study area
	Proposed Bicycle Routes	
Washington Metropolitan Area Transit Authority	Bus schedules	Current schedules for all routes running within the study area
	Bus ridership	Boardings and alightings by stop and route
	Metrorail ridership	Passenger volumes entering and exiting Metrorail stations for an average weekday

Table 3: Data from previous studies

Source	Data	Details
Wells and Associates	Law Enforcement Museum Traffic Study	Traffic counts and analysis of key intersection
Kroll	Security Considerations for Schematic Design, National Law Enforcement Museum	Analysis of security issues
Metropolitan Architects and Planners, Inc.	Judiciary Square Master Plan	Existing Conditions and Recommendations for the Judiciary Square area
Freedom Forum	Newseum Site Civil Plan	
United States Courts District of Columbia Circuit	Safety and Security Risks that would result from Tour Buses on the East End of C Street	Analysis of traffic and security on C Street
National Capital Planning Commission	Comments on Judiciary Square Master Plan Guidelines on Security Features for the Monumental Core	
Department of Motor Vehicles	Fiscal Year '05 Plan	

DC Courts Master Plan

In November 2002, the District of Columbia Courts initiated a study to formulate a master plan for expansion and improvement of the physical facilities in the Judiciary Square area. The Courts development program includes the restoration of historic buildings, expansion of an existing courts structure, and the construction of below grade parking, all within the context of a rapidly evolving and publicly-oriented area of the District of Columbia.

From a transportation perspective, the Courts Master Plan supplied important information on:

- demographics of the study area
- parking supply and demand
- traffic volumes and operations
- bicycle and pedestrian transportation
- public transit services
- on-street loading facilities and operations.

Other Sources

The Department of Motor Vehicles shared their FY '05 Plan which describes the expansion of services in the satellite facilities.

O.R. George, consultants on the Judiciary Square Master Plan, provided turning counts and Level of Service (LOS) calculations for the intersections within the study area.

Project-Specific Data Collection

ATR Counts

Automatic traffic counts were taken using pneumatic tubes on Tuesday, October 7 through Thursday, October 9, 2003. These were 24-hour counts summarized at 15-minute intervals.

Counts were taken at seven locations.

- Third Street between D and E Streets, NW
- Sixth Street between D and E Streets, NW
- C Street just east of Sixth Street, NW
- Indiana Avenue between Fourth and Fifth Streets, NW
- E Street between Fourth and Fifth Streets, NW
- F Street between Fourth and Fifth Streets, NW

- G Street between Fourth and Fifth Streets, NW.

All of these streets are two-way at the count locations, so bidirectional counts were taken. The locations of where the counts were taken are shown in ***Figure 3***

Speed and Delay

Speed and delay runs were conducted in both directions on D Street, E Street, Third Street, and Sixth Street through the study area. Measurements were taken using the average vehicle method. The test car was driven at the perceived average speed of the traffic on a particular route and the following information recorded:

- total travel time in seconds
- duration in seconds and cause of each delay
- length of route (measured from mapping).

Parking Restrictions, Rates, and Spaces

Curbside parking restrictions were inventoried throughout the study area. Restrictions, hours of the restrictions, and nature of permits were identified. The rates and restrictions on parking in the study area were recorded off the existing signage and meters. Spaces were counted in the field where there were markings or meters to indicate the number of spaces; in other cases the number of spaces available was estimated.

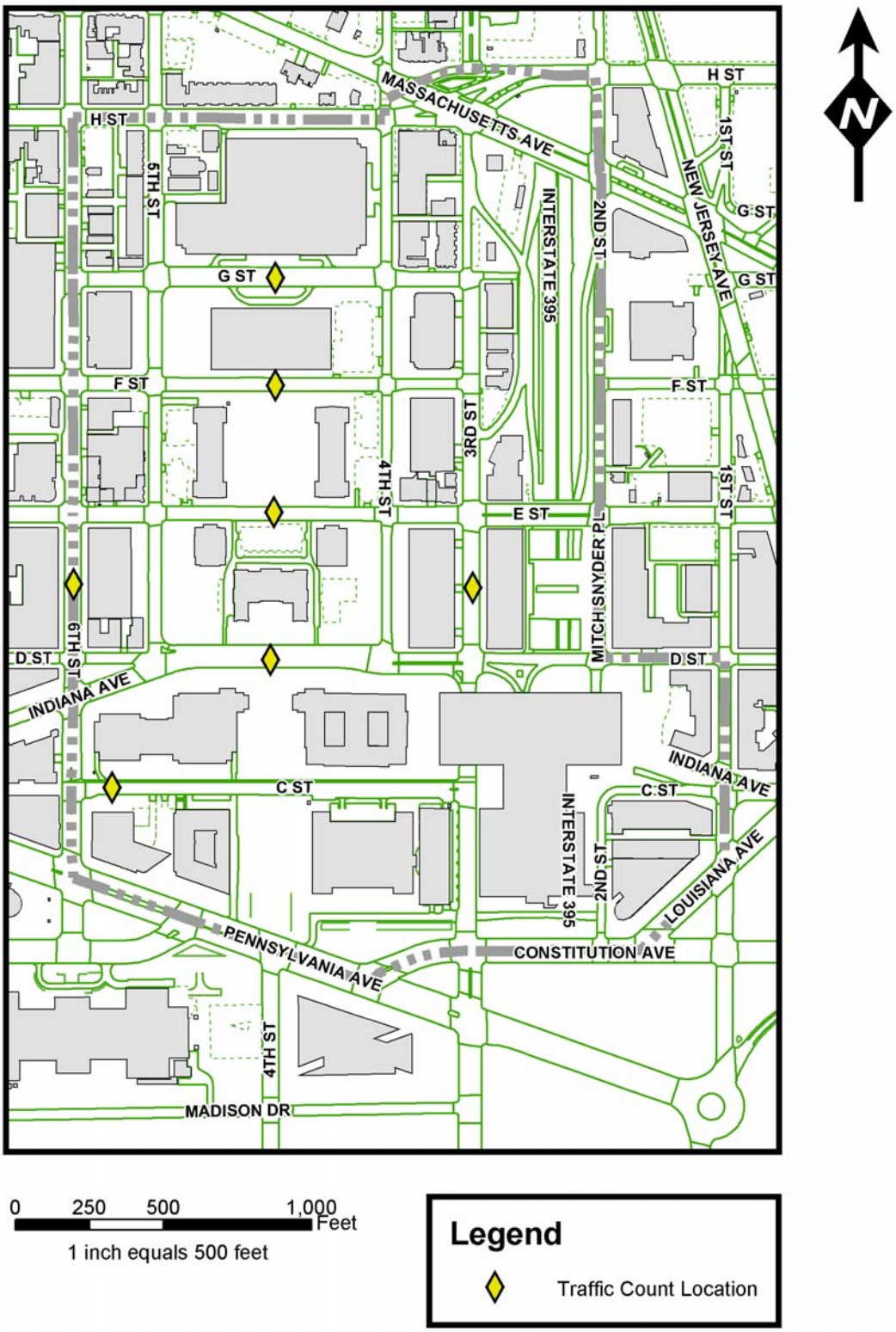
Bicycle and Pedestrian Inventory

A detailed on-the-ground investigation of the study area was undertaken to inventory bicycle and pedestrian facilities and behavior. Items observed include:

- location of bike racks
- location of parked bicycles
- principal pedestrian movements
- type and location of wheelchair ramps
- crosswalk locations.

Data Collection

Figure 3: Traffic Count Locations



Other Observations

In addition to the above the following items were also recorded:

- loading zones and bays
- bus stop locations and the provisions at those locations.

Security

The study team conducted interviews with fifteen stakeholders and carried out building tours with ten additional stakeholders in the Judiciary Square area. The objective of the interviews was to establish a base line of perceived and actual vulnerabilities and threats to the stakeholder as well as transportation issues. The interviews focused on stakeholder security concerns and issues as they relate to the:

- Judiciary Square study area
- facility they occupy
- occupants of these facilities
- operation of their department.

In addition to the stakeholder interviews described above, the security project team toured ten buildings and interviewed stakeholders associated with the facility. The project team's goal was to physically assess the security issues and concerns associated with facilities targeted as typical or requiring special needs in the study area. This scope of work focused on site related threat information that will be used to establish appropriate solution criteria in order to provide a secured operating environment.

The buildings toured were selected by the study team as potentially the most threatened on the basis of being a national symbol, a good target for disruption, or having likely enemies. The ten buildings toured are listed in ***Table 4***.

Table 4: Buildings Toured for Security Review

Henry J. Daly Building (Metropolitan Police Department & Department of Motor Vehicles)	US Court of Appeals for the Armed Forces
E. Barrett Prettyman Federal Courthouse	FBI Field Office
US Tax Court	H. Carl Moultrie I Courthouse
Canadian Embassy	Office of the US Attorney
One Judiciary Square (441 Fourth St, NW)	Supreme Court of DC Building A

III. Findings

The following are data and observations obtained from the sources listed above. This information relates to several areas affecting Judiciary Square including:

- traffic operation
- parking
- bicycles and pedestrians
- security

Traffic Operations

The traffic in the study area was observed by the Study Team in addition to volume counts being taken and speed and delay runs being made. The DC Courts Master Plan documents made the following statements regarding traffic behavior in Judiciary Square:

- Vehicles access the study area in a well distributed pattern, with C Street, E Street, Third Street, and Indiana Avenue being the more heavily used roadways and access portals.
- The study area intersections currently operate within the acceptable standards of the District of Columbia Department of Transportation (DDOT), except for the Third Street/F Street intersection that operates at a Level-of-Service E during the afternoon peak hour only.
- The intersections of Third Street at D Street and at Constitution Avenue are approaching capacity conditions during at least one peak hour.

Traffic Volume

The detailed count data are provided in ***Appendix C***. Average Daily Traffic (ADT) and peak hour volumes are shown in the ***Table 4***, below. Average total daily volumes are shown in ***Figure 4.*** Diurnal curves were prepared and are included in ***Appendix D***.

Table 5: Average Daily Traffic and Peak Hour Volumes

Street	ADT		Peak Hour	
Third Street	6,820 NB	7,647 SB	749 NB	779 SB
Sixth Street	9,366 NB	5,202 SB	803 NB	532 SB
C Street	2,899 EB	1,279 WB	350 EB	126 WB
Indiana Avenue	2,869 EB	4,421 WB	270 EB	434 WB
E Street	6,015 EB	6,281 WB	593 EB	630 WB
F Street	2,540 EB	2,538 WB	241 EB	241 WB
G Street	2,588 EB	3,888 WB	250 EB	287 WB

The east-west streets carry the lowest volumes, except for E Street, which provides the only bidirectional connection across the I-395 freeway within the study area.

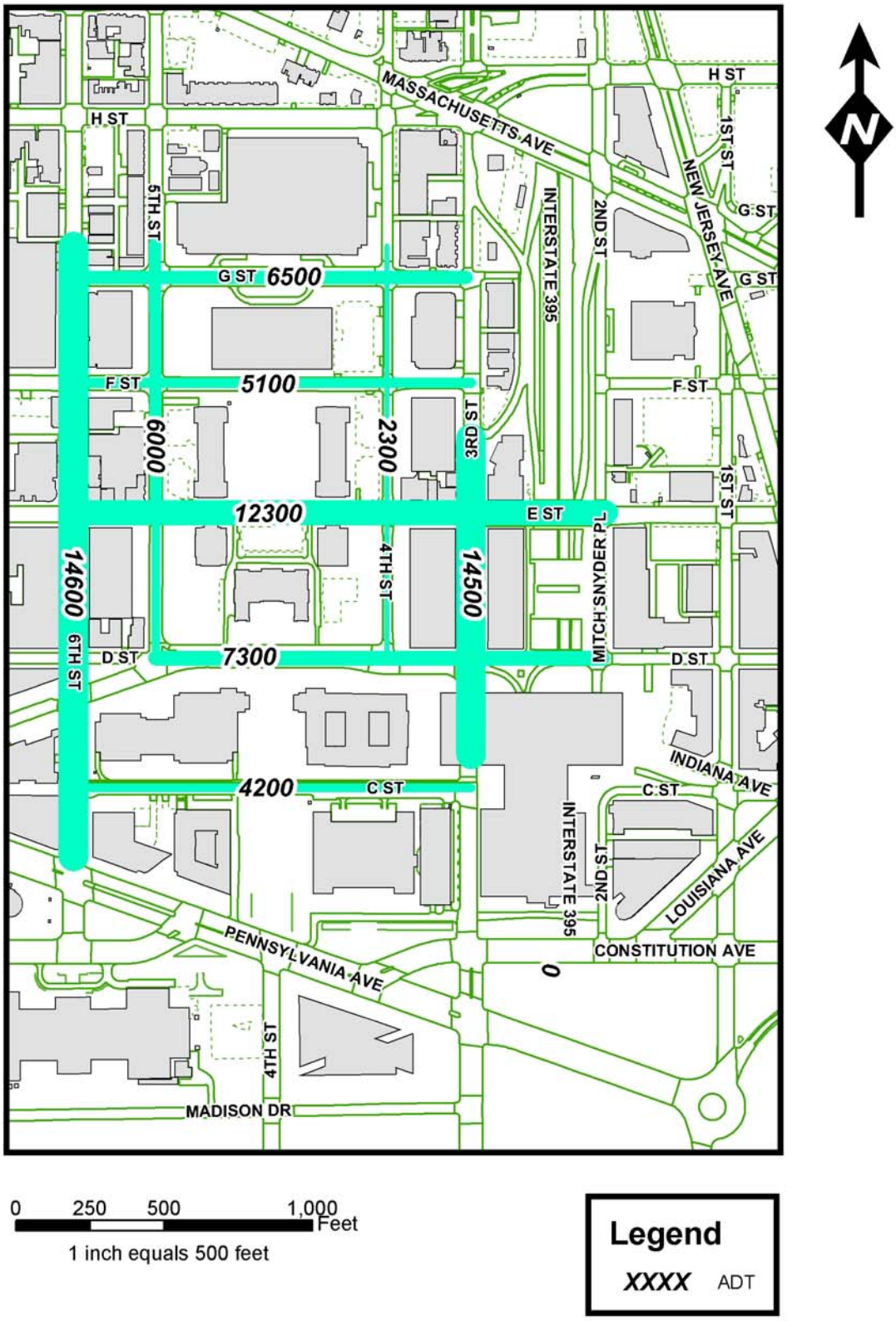
Traffic volumes on Third, Sixth, and E Streets vary over the course of the day in a pattern typical of commuter behavior. Noticeable peaks occur in the morning and evening rush hours with a smaller noon time peak in the middle of the day. Both C Street and D Street/Indiana Avenue have a different pattern—traffic rises to a peak later in the morning and then declines over the remainder of the day. This would appear to be consistent with traffic to the courts. Finally, G Street traffic follows neither pattern but instead maintains a relatively low level throughout the day.

Directional imbalances are seen on C Street, Indiana Avenue, G Street, and Sixth Street. C Street becomes one-way eastbound midway between Third and Sixth Streets lowering the westbound volume. Indiana Avenue becomes D Street east of Fourth Street, and D Street eastbound terminates in the freeway entrance ramp just east of Third Street. This limits eastbound volumes. The majority of East bound traffic is going only to the freeway while westbound traffic is coming from the freeway as well as further east. Sixth Street has a significant imbalance in directional volumes over the course of the day. Northbound Sixth Street traffic is 80 percent higher in the northbound direction over the southbound. Therefore, alternative routes are being used for the return trips. Third Street, for example, shows an imbalance in the opposite direction though not to the same order of magnitude.

C Street has a high peaking factor with twelve percent of its total daily volume being carried during the peak hour.

Findings

Figure 4: Average Daily Traffic



Findings

Speed and Delay

The speed and delay studies give an indication of the impact that intersections, parking, pedestrians and other traffic behavior have on the operation of route. The study measures the total travel time for a route between two fixed points and records the location, duration and cause of all the delays on that route. The record sheets and results summary is included in ***Appendix E***.

The following tables summarize the results of those studies.

Table 6a: Speed and Delay Summary (AM Peak Period)

Street	Direction	Travel Time (seconds)	Delay (seconds)	% Delay	Ave Speed (mph)
D	Westbound	257	68	26%	6.72
	Eastbound	98	4	4%	10.10
E	Westbound	269	37	14%	8.63
	Eastbound	134	47	35%	13.90
6th	Southbound	260	146	56%	10.00
	Northbound	155	34	22%	7.20
3rd	Southbound	312	105	33%	9.12
	Northbound	472	188	40%	13.60

Findings

Table 6b: Speed and Delay Summary (Midday Period)

Street	Direction	Travel Time (seconds)	Delay (seconds)	% Delay	Ave Speed (mph)
D	Westbound	347	176	51%	3.53
	Eastbound	130	56	43%	6.57
E	Westbound	196	118	60%	5.82
	Eastbound	131	54	41%	7.03
6th	Southbound	-	-	-	-
	Northbound	-	-	-	-
3rd	Southbound	-	-	-	-
	Northbound	-	-	-	-

* Studies were conducted only on D/Indiana and E Streets in the midday.

Table 6c: Speed and Delay Summary (PM Peak Period)

Street	Direction	Travel Time (seconds)	Delay (seconds)	% Delay	Ave Speed (mph)
D	Westbound	183	100	55%	4.78
	Eastbound	85	31	37%	8.74
E	Westbound	132	63	48%	4.25
	Eastbound	66	13	19%	6.87
6th	Southbound	191	88	46%	7.34
	Northbound	265	145	55%	12.40
3rd	Southbound	209	147	70%	6.12
	Northbound	173	39	23%	4.99

The percentage delay indicates the amount of the journey which is spent delayed (defined in this study as being stopped or moving at a negligible speed). Hence a fifty percent delay means that half the travel time of a run was spent at a stop (or near stop).

The speed and delay runs show that the higher volume streets tend to generate more delay and that the PM peak hour is worse than the AM peak. D Street, however, has a midday peak during which it is operating

at its worst. Although the percentage delay differs little for the PM peak the average speed is much slower and the travel time much greater through midday.

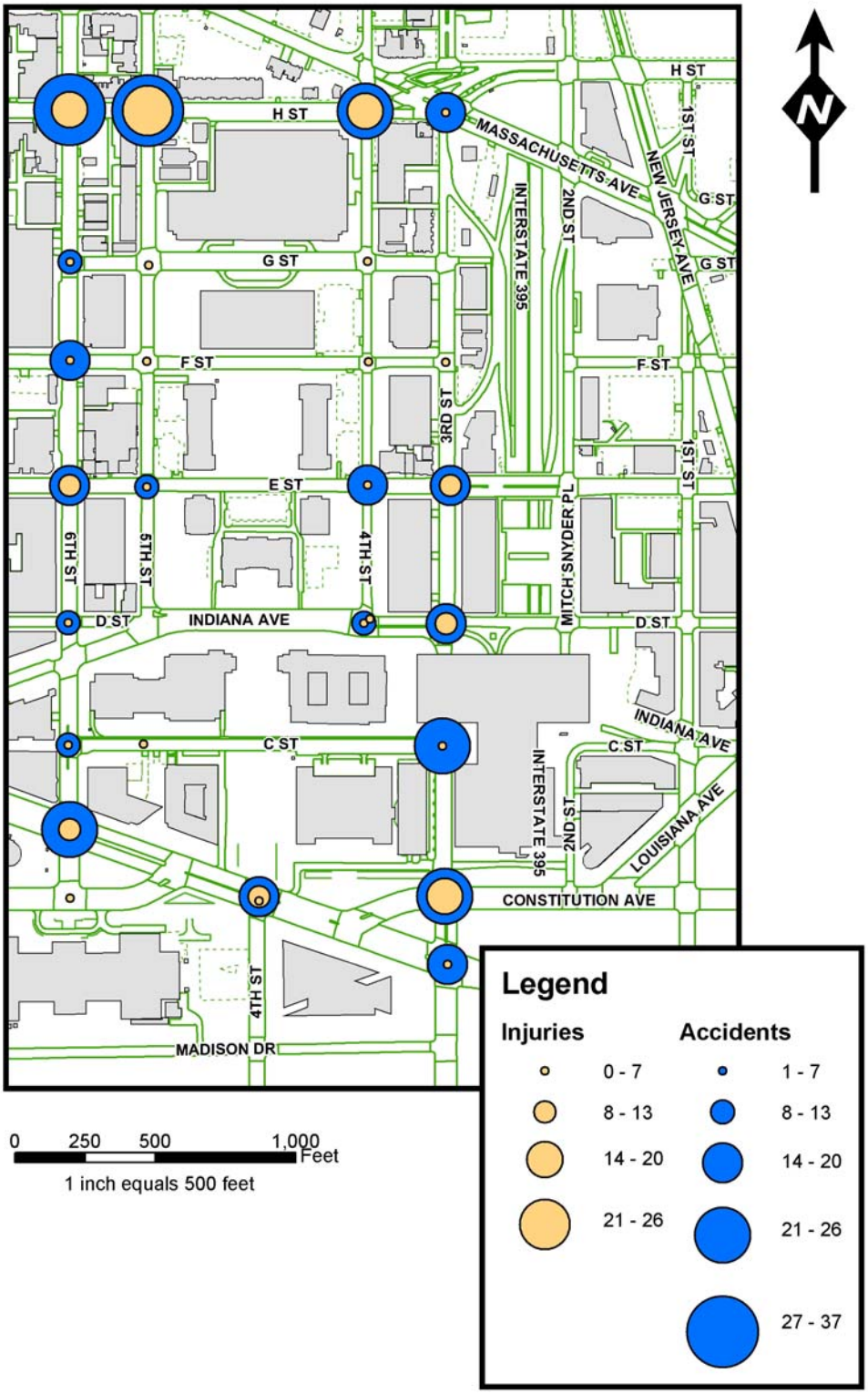
Accidents

The District Department of Transportation provided accident data for the study area for years 2000 through 2002. These data are collated in ***Figure 5.***

The intersections with the most recorded accidents are on those routes with the highest volume and are located on the periphery of the study area. The intersections within the core of Judiciary Square have considerably less accidents overall and less injuries. The accidents rates are not exceptional and are appropriate to conditions in a city and to the volume of vehicular and pedestrian traffic in the locations shown.

Findings

Figure 5: Accident Locations



Findings

Parking

The recorded parking types have been divided into four main groups:

- No Parking Permitted
- Public Parking – metered, free, and restricted
- Official Parking
- Handicapped Parking.

The official spaces were further divided into the following categories:

- Government / Official
- Police Attending Court
- Police
- US Marshals.

The total amount of spaces by type is shown in ***Table 6a and 6b.***

Table 7a: Parking Allocation by Street

Street	Public Spaces	Handicapped Spaces	Official Spaces	Total
3rd	78	-	-	78
4th	49	1	34	84
5th	108	-	-	108
6th	79	-	-	79
C	75	3	32	110
D	88	-	41	129
E	47	1	31	78
F	63	2	7	72
G	65	-	-	65
H	32	-	-	32
Total	684	7	144	**835**

Table 7b: Official Parking Allocation

	Government / Official	Police Attending Court	Police	US Marshals
Spaces	35	55	28	30

The locations of this parking are shown in ***Figures 6a and 6b***

The DC Courts Master plan stated:

- The availability of parking is a critical problem with in the master plan study area and more so within the Master Plan Site Area. This

situation results in illegal parking on several roadway segments as well as the inefficient circulation of motorists seeking parking spaces.

At present parking is disorganized and regulations are frequently violated.

Some examples of disorganization include:

- More people receive on-street parking permits than there are designated spaces to park in.
- Permits appear to be issued by several different agencies.
- Vehicles are parked in spaces reserved for official use without a permit displayed. In some cases a police uniform patch is placed in the windshield as a substitute for a permit.

Findings

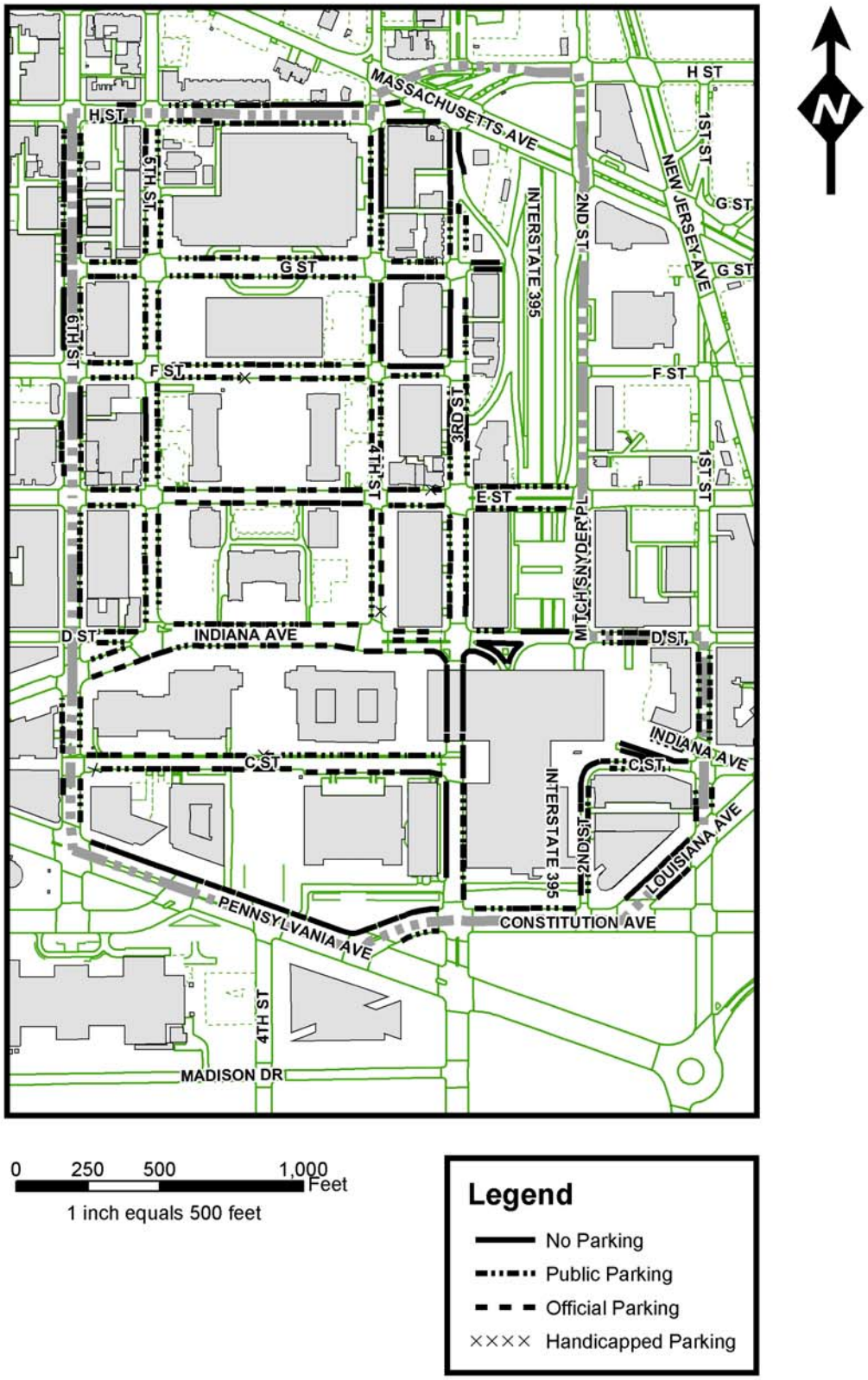
Commonly observed violations are:

- Parking all day at two-hour meters.
- Three cars are observed occupying the space of two parking meters.
- Vehicles routinely parked in crosswalks.
- Double parking or idling in travel lanes.

Early in the field investigation few vehicles were observed with tickets for parking violations. On later days more enforcement activity was observed, including ticketing and booting. Towing was not observed. District parking regulations are usually enforced by the Department of Public Works (DPW), Parking Services Division. However, in Judiciary Square there are multiple agencies responsible for parking enforcement. C Street, D Street, Indiana Avenue and the expert witness parking on E Street between 4th and 5th Streets are the responsibility of the Metropolitan Police Department. 4th Street between E Street and Indiana Avenue is covered by Protective services. All other streets are enforced by DPW.

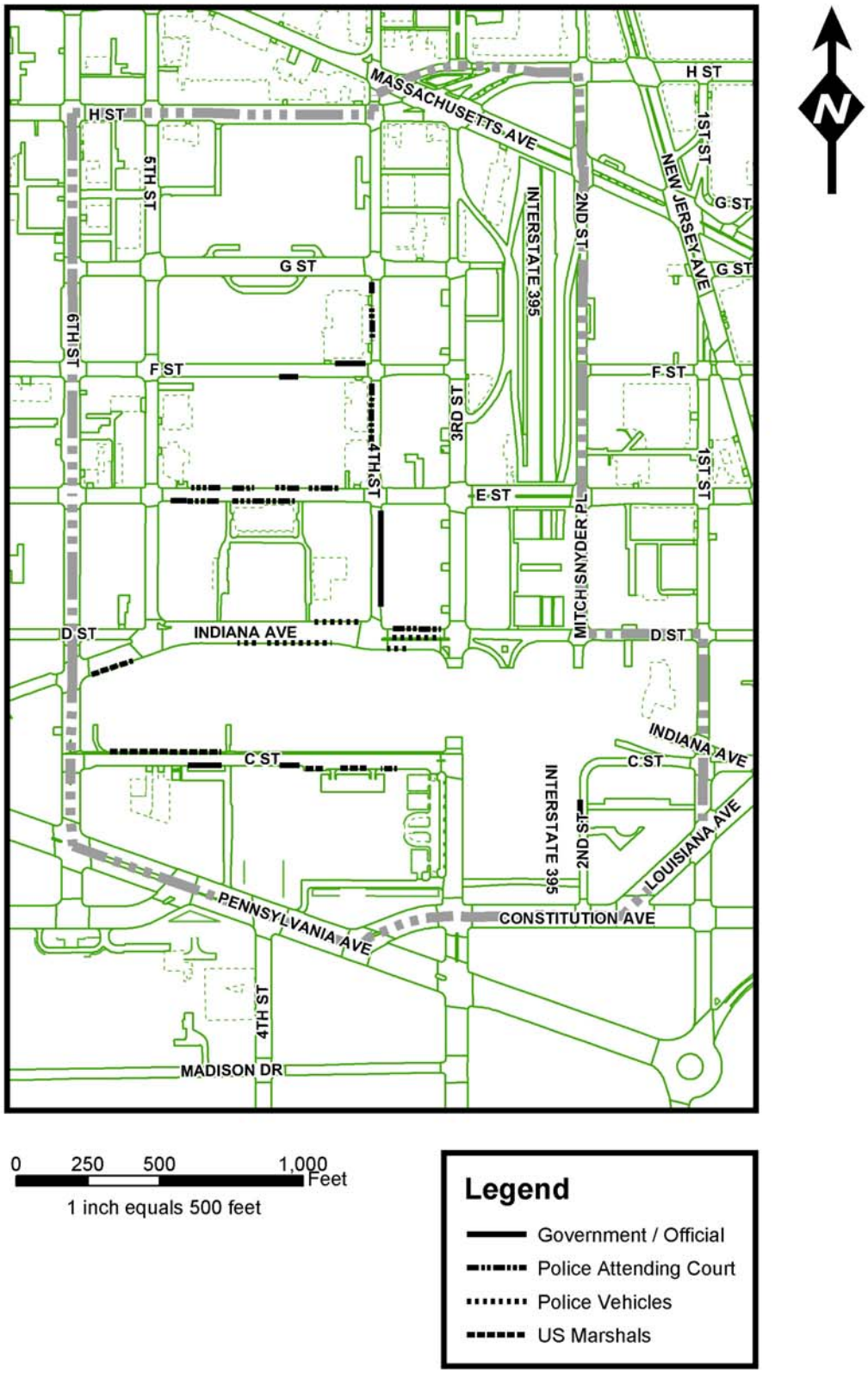
Findings

Figure 6a: Parking by Type



Findings

Figure 6b: Parking by Type



Bicycles and Pedestrians

Field observations confirmed the DC Courts Master Plan finding that:

- Pedestrian activity is significant, particularly from the Judiciary Square Metrorail Station and the land uses south of E Street. This situation contributes to significant vehicular-pedestrian conflicts at several intersections, particularly at Fourth Street and D Street

The bicycle and pedestrian inventory was mapped as shown in ***Figures 7a*** and ***7b***. The locations of the proposed cycle paths were provided by the District Department of Transportation.

Following are the observations were made:

Bicycles

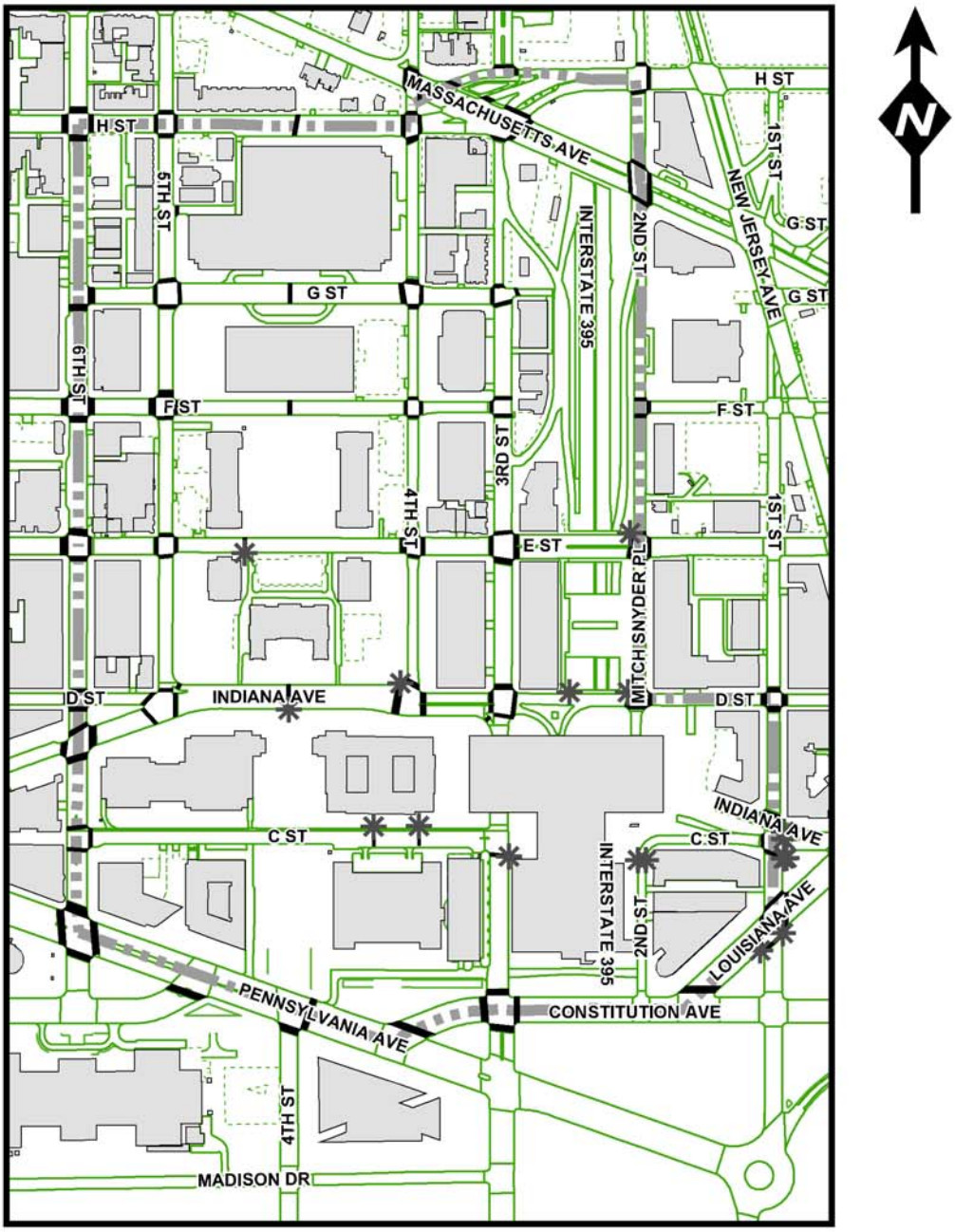
- Bike racks are not provided at every building.
- Bike racks are of inconsistent design across the study area.
- Bikes were found to be chained to parking meters and parking signs because there were no bike racks close by.
- Few bicyclists were observed over the several days of field investigation (which included a variety of weather conditions).

Pedestrians

- A mixture of new- and old-style wheelchair ramps was found. (New ramps have flared sides, old ramps have no flares.)
- A few locations had missing wheelchair ramps (for example, where a crosswalk is marked).
- Numerous cases of vehicles parked in crosswalks were observed.
- Large volumes of pedestrians cross the intersection of Fourth and Indiana, due in part to the nearby Metrorail exit. Pedestrians frequently cross outside of the striped crosswalks.
- Large volumes of pedestrians also cross the intersection of Fifth and Indiana to get to the Moultrie Courthouse. The crosswalks are oddly placed, mainly because on-street parking is oddly placed.

Findings

Figure 7a: Pedestrian Facilities



0 250 500 1,000 Feet

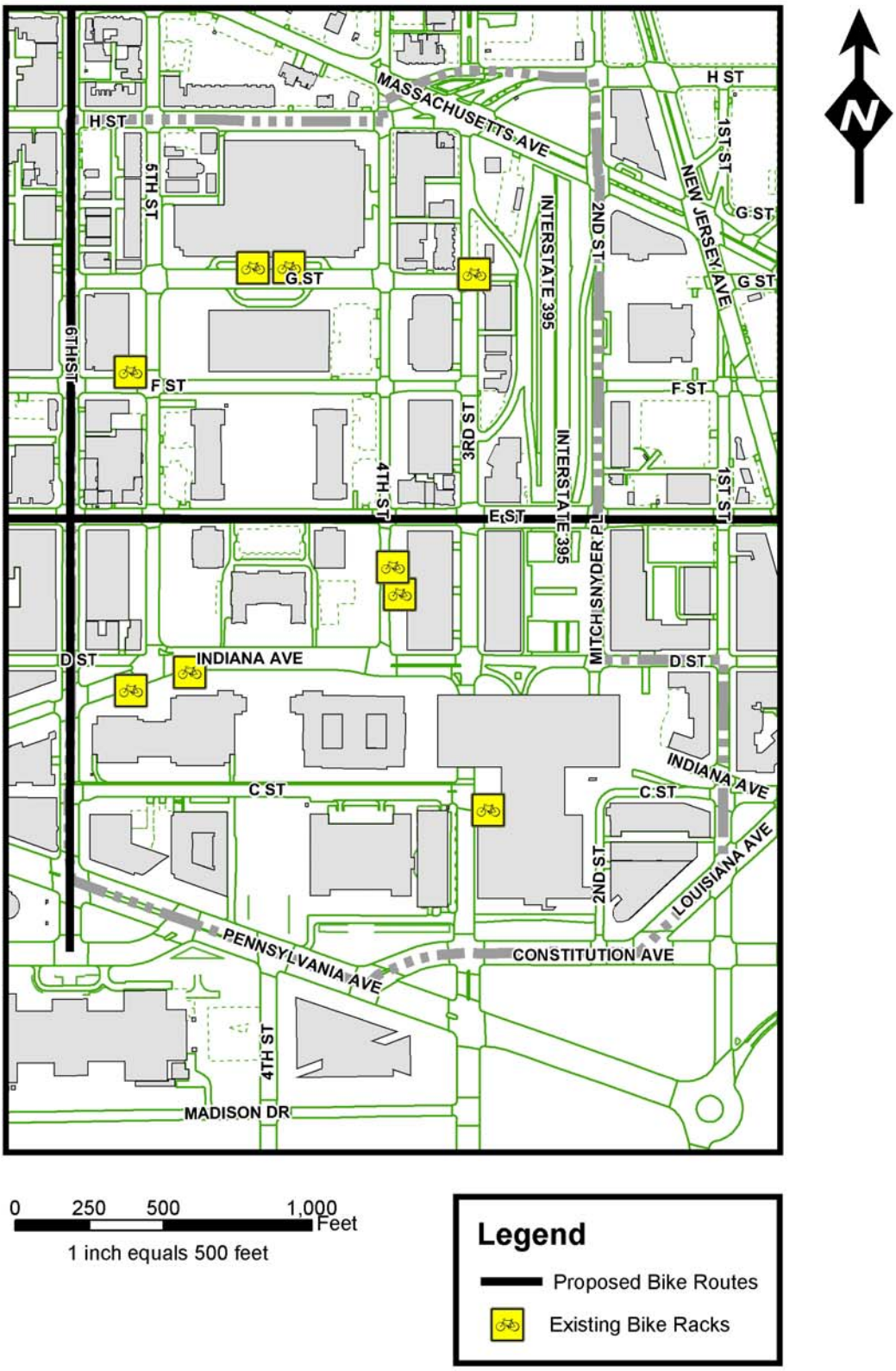
1 inch equals 500 feet

Legend

- Wheelchair Ramp Missing
- Crosswalks

Findings

Figure 7b: Bicycle Facilities



Transit

The transit provision remains as stated in the DC Courts Master Plan.

- In addition to the transit services provided by the three area Metrorail stations, Metrobus routes operate along E Street, Pennsylvania Avenue, and Seventh Street.

Washington Metropolitan Area Transit Authority provided ridership for the Metrobus and Metrorail, which are included in ***Appendix F***

The location of bus stops and shelters were recorded on site and are shown in ***Figure 8***

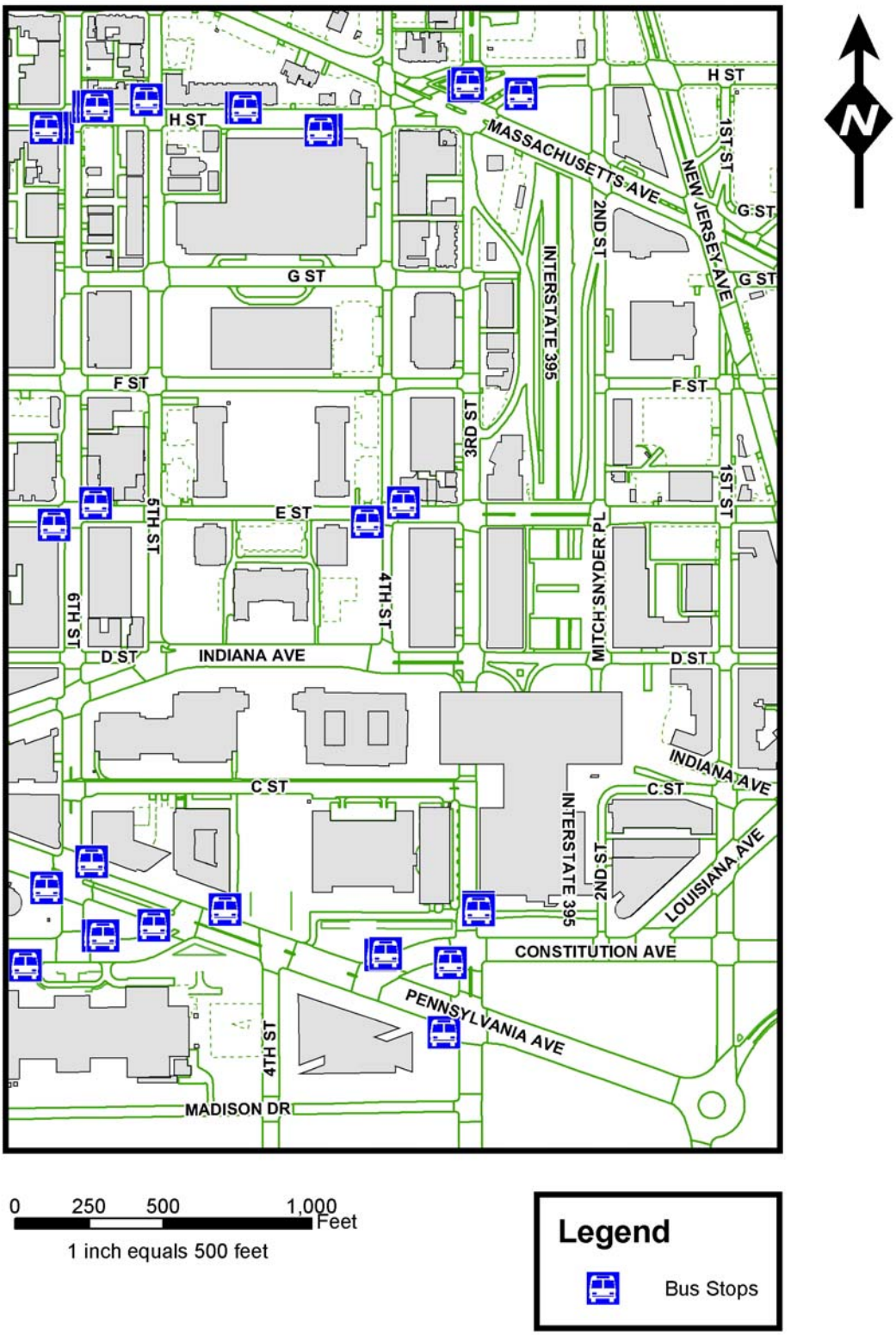
In addition to the DC Courts Master Plan statement:

- The study area consists of governmental and institutional uses that generate significant volumes of employee and visitor traffic during weekday peak and off-peak periods.

From interviews with agency representatives it is clear that most employees in the study area commute by Metro. Estimates in the 80 to 95 percent mode share for Metro were given. Two notable exceptions to this are the U.S. Court of Appeals for the Armed Forces and the Canadian Embassy, where nearly all parking needs are met on site. At all other sites, some parking is provided for select employees. Limited market-rate parking is also available at some locations.

Findings

Figure 8: Bus Stops



Findings

Construction

There are number of current and proposed construction sites intended for the Judiciary Square. These are summarized in the table below and *Figure 9*.

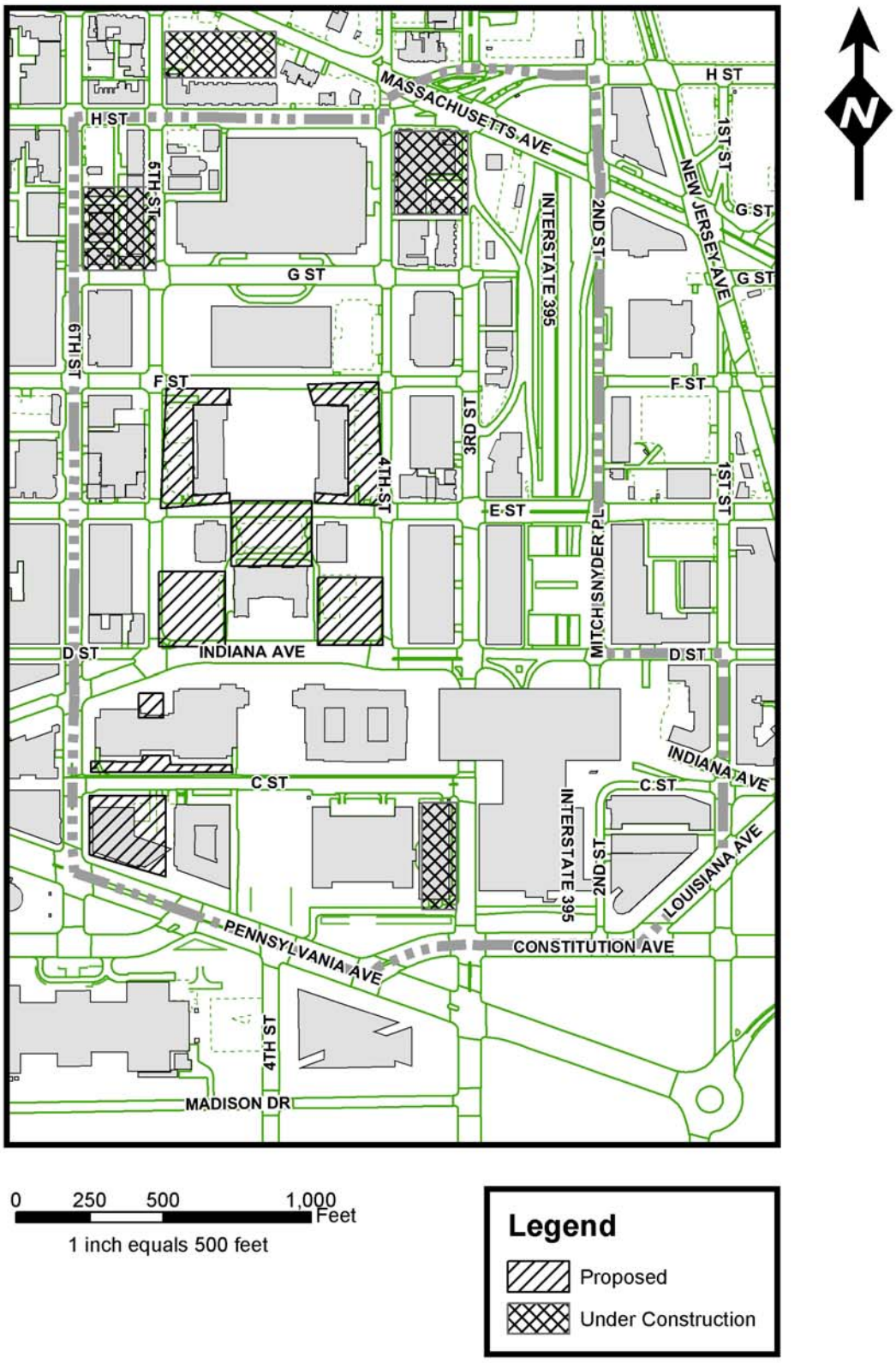
Table 8: Current and Proposed Construction

Development	Land Use	Status
Massachusetts Courts	Mixed-Use. Residential & Retail	Under Construction
Meridian at Gallery Place	Residential Luxury Apartments & Retail	Under Construction
Avalon at Gallery Place	Luxury Apartments	Under Construction
Gallery Place	Mixed-Use. Residential, Retail, Office & Entertainment	Under Construction
Jefferson at Penn Quarter	Mixed-Use. Residential, Retail and Theatre	Under Construction
Terrell Place	Mixed-Use. Office, Retail & Residential Apartments	Under Construction
Georgetown University Law School Addition	University	Under Construction
National Association of Realtors Building	Office	Under Construction
Freedom Forum – Newseum	Mixed-Use. Museum & Residential	In Design
National Law Enforcement Museum	Museum	In Design
E Barrett Prettyman Federal Courthouse	Courthouse Addition	Under Construction

There is also construction just outside of the study area on D Street and E Street which impacts the traffic in Judiciary Square.

Findings

Figure 9: Major Projects

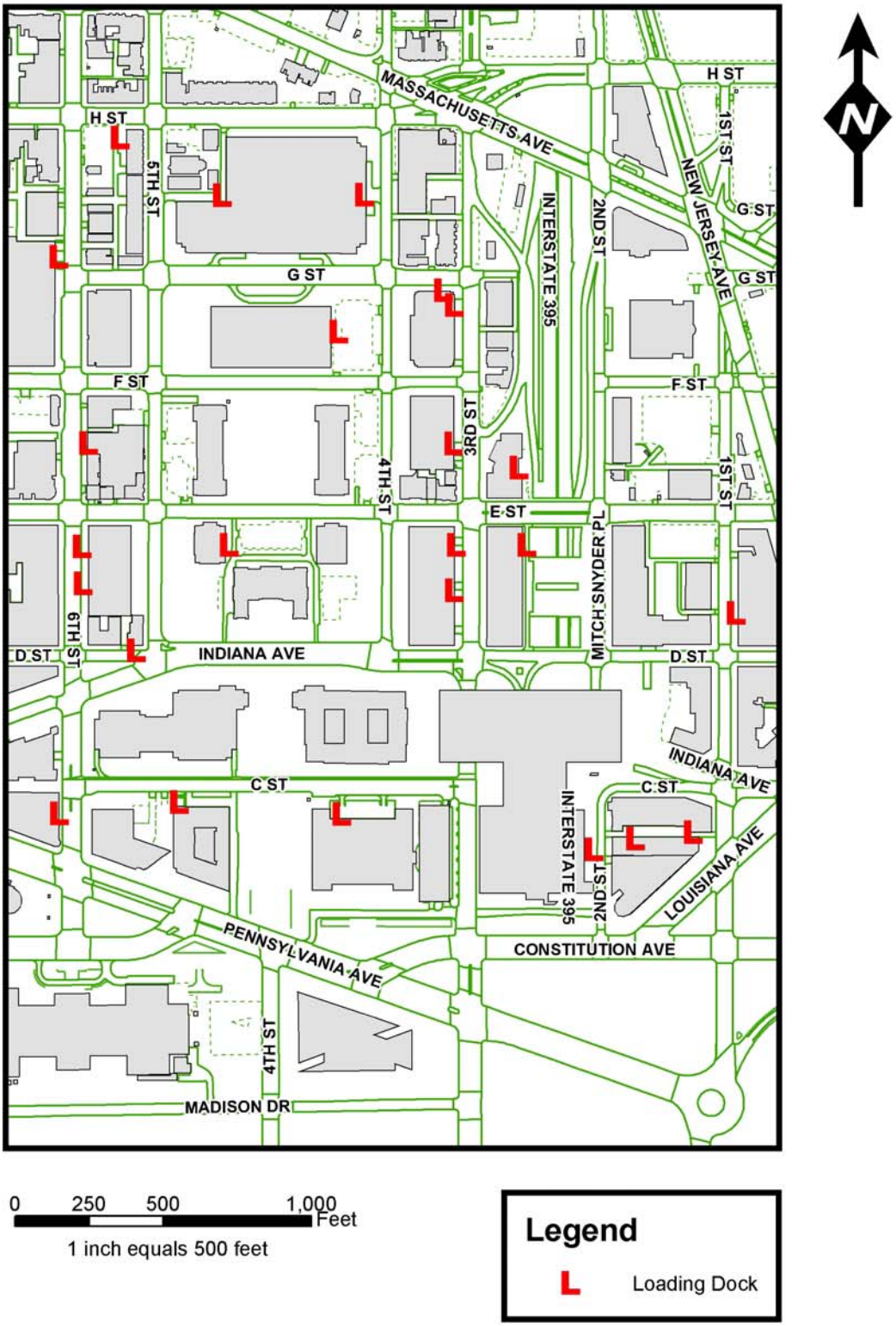


Loading

The facilities in and around the study area have multiple loading bays. These consist of both on street and off street operations. The location of loading bays is shown in ***Figure 10.*** The on-street bays are impacted by the illegal parking. On several occasions service vehicles were observed double parking because their direct access to the curb was blocked. The off-street bays tended to cater to larger trucks. The maneuvering into the bay by these vehicles took sometime, and would cause significant disruption to traffic by blocking one or both directions of flow.

Findings

Figure 10: Loading Locations



Findings

Security

During the stakeholder interview process many topics were discussed. The objective of the interviews was to establish a base line of perceived and actual vulnerabilities and threats to the stakeholder. In addition, a basic understanding of the security operations at each site was gained. Perimeter access policies and procedures were discussed, with attention paid to how employees and visitors may be treated differently.

The types of screening provisions at each facility were reviewed. Commonly used screening techniques were identification check, magnetometers, x-ray machines, and visual inspection of belongings. It was found that some facilities screen employees and visitors differently.

The operation of and security at loading docks and parking garage entrances were also reviewed during the interviews. Stakeholders were able to express concerns about vehicular access points to their buildings.

Finally, any controls placed by agencies on vehicular traffic and curbside use adjacent to their facilities were discussed. This included how access by emergency vehicles may be managed.

As part of the field investigation, access points to all study area buildings were identified. Shown in ***Figure 11*** are pedestrian doors, entry doors that are closed (such as emergency exits), and parking garage entrances. Loading dock locations are depicted in ***Figure 10*** above.

Threats

The security project team determined that the common perceived threat is based on the potential of increased pedestrian and vehicle traffic to the study area during the construction and follow on operation of the Newseum. Stakeholders are concerned that there will be a requirement to modify their operations, to maintain the way they currently conduct business, in order to continue their present level of service.

Additional concerns included inconsistent or non-existent parking enforcement and lack of stakeholder control of building access to other building tenants or visitors.

More specific threats were discussed with stakeholders at the ten identified buildings where facility tours were conducted. Based on stakeholder input and an assessment of each facility, its purpose, and its

operations, a matrix was created to summarize the perceived threats. See ***Table 9***. Threats are defined in ***Table 10***.

Table 9: Threat Matrix

Facility Toured	Bombing	Walk-Up Shooting	Drive By Shooting	Kidnapping	Disruption of Services (Communications & Utilities)	Emergency Vehicle Access	Street Crimes
Prettyman Courthouse (US Marshals Svc)							
Henry J Daly Bldg (Metropolitan Police Department)							
US Tax Court							
Canadian Embassy							
One Judiciary Square							
US Court of Appeals for the Armed Forces							
Superior Court Bldg A (Secret Service)							
FBI Field Office							
Moultrie Courthouse (DC Courts)							
Office of the US Attorney							

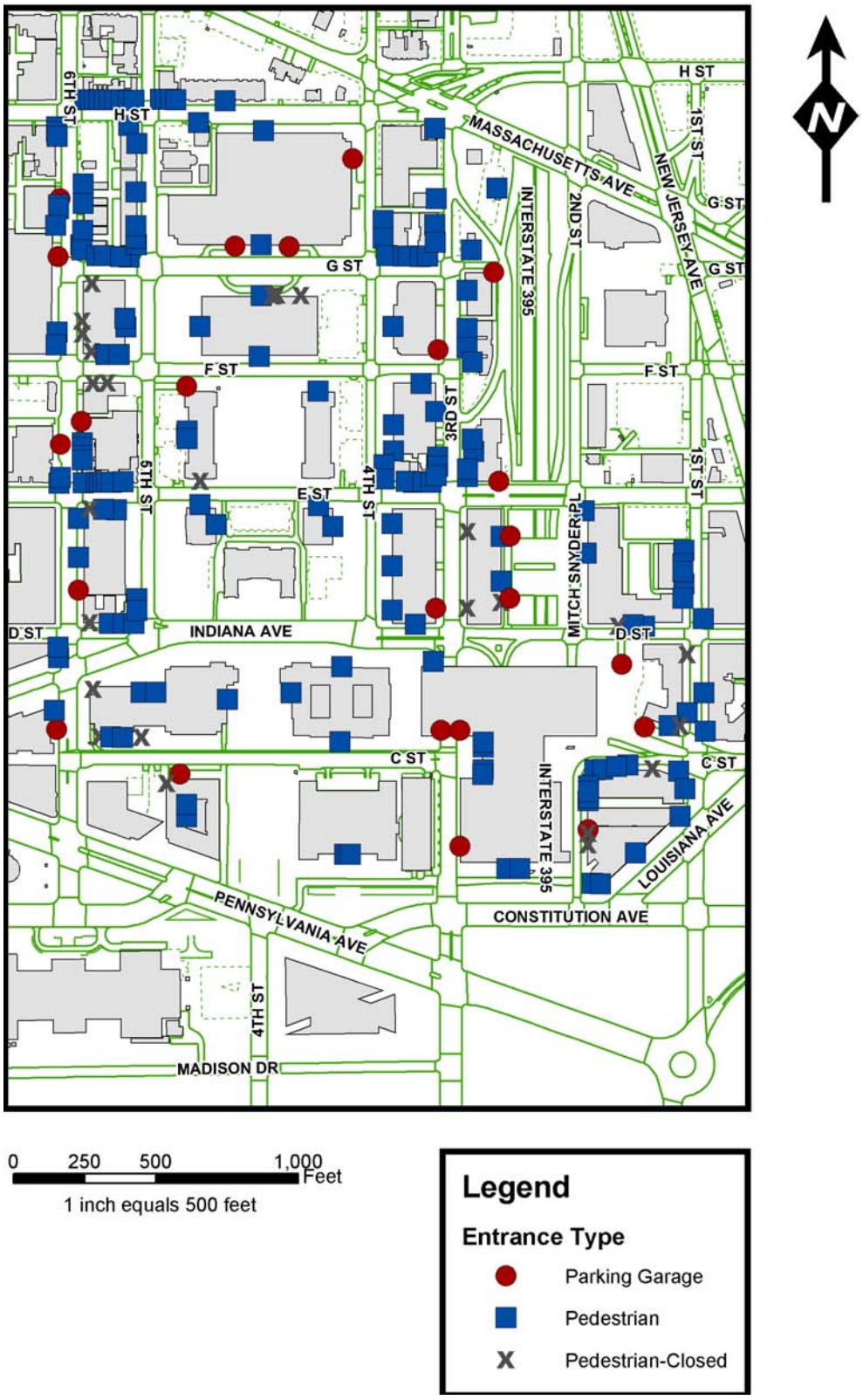
Table 10: Threat Definitions

Threat	Definition	Possible Purpose
Bombing	Car bomb, truck carrying explosives, package bomb, or bomb carried on a person.	Silence or intimidate judges, prosecutors, witnesses, or jurors. Make a political statement.
Walk-Up Shooting	Targeted shooting in which the shooter is on foot, in advance of or at the building security checkpoint.	Kill judges or witnesses in particular court cases. Grudge-motivated killing. Kill high-profile defendants in criminal cases. Political assassination.
Drive By Shooting	Targeted shooting in which the shooter is in a vehicle aimed at individuals outside a building.	Kill judges or witnesses in particular court cases. Kill high-profile defendants in criminal cases.
Kidnapping	Forcefully seizing a high-profile individual such as a judge, public official, or foreign dignitary, either within or outside a building.	Leverage to make demands for money or policy changes. Intimidate or threaten witnesses or jurors.

Threat	Definition	Possible Purpose
Disruption of Services	Severing or limiting communications or utility services, either intentionally, accidentally, or through system failure.	For intentional disruption: Make a political statement. Demand policy changes.
Emergency Vehicle Access	Limited ability to access a facility by fire truck, ambulance, or police car due to traffic congestion or improperly parked cars or delivery vehicles.	Intentional disruption of emergency vehicle access may facilitate carrying out one of the above threats. Disgruntled employee or customer.
Street Crimes	Mugging, untargeted shooting, rape, vandalism, theft, drug offenses, etc.	Obtain money or drugs. Hate crime.

Findings

Figure 11: Building Entrances



IV. Existing Conditions Assessment

An assessment of the data supplied by various participants to the study combined with that collected specifically for this effort permitted the Study Team to draw some conclusions on transportation and security in the Judiciary Square Study Area. These conclusions on the existing conditions were made for both the Study Area as a whole and for individual elements within the Study Area.

Principal findings (Area Wide)

Traffic Behavior and Conditions

The traffic counts, turning counts, and Level of Service (LOS) calculations indicate that the traffic volumes in the Judiciary Square study area are not large enough to account for congestion on their own. While a single lane is estimated to have a capacity of approximately 900 vehicles an hour, the most significant volume recorded was approaching 800 vehicles on Sixth Street. In the District of Columbia an intersection is considered to be not failing at a LOS of D or above. All of the intersections in the study area were passing with the exception of Third Street at F Street in the p.m. peak.

The congestion observed in the field was caused by operational failings in and around the study area. None of the streets in the study area is reaching capacity in terms of throughput volumes. From this it can be concluded that traffic congestion being experienced is not driven by volumes but by other factors such as signal coordination, parking maneuvers, and construction impacts.

Parking

Parking is in limited supply and results in motorists spending time searching for parking, double-parking, and illegally parking. Loading and deliveries are also affected and these activities often take place on an ad hoc basis and in undesirable locations.

Bicycle and Pedestrian

The presence of bike racks at some of the public buildings and extensive sidewalk and path network makes the study area attractive for cycling and walking. Given the transit route structure and constrained parking supply, travel within Judiciary Square is most frequently made by foot.

Pedestrian traffic is also quite high. Between transit riders walking to and from destinations within the study area, and motorists walking to and from the limited on- and off-street parking in and around the area, pedestrian activity is high throughout business hours. Pedestrians are well accommodated with marked crosswalks and handicapped ramps at most street crossings, but gaps in the pedestrian network do occur.

Transit

Judiciary Square is accessed by automobile, Metrorail, Metrobus and other private buses and shuttles, bicycle, and by foot. The DC Courts Master Plan noted that approximately 50 percent of those employees arriving in the study area do so by other than single-occupant vehicle. With one Metrorail station within the study boundaries (Judiciary Square) and two adjacent to the area (Archives-Navy Memorial, Gallery Place), and 12 Metrobus routes passing through the area, transit accessibility is as good as anywhere in the Metropolitan Washington area.

Street Closures

Temporary street closures, for deliveries of goods and people (as in the case of the courts), are done by individual organizations without coordination with other agencies. The FBI, for example, has banned all parking adjacent to the FBI Washington Field Headquarters, and the U.S. Marshals Service periodically closes C Street, NW when important prison transfers take place. No coordinating body governs these activities.

The National Building Museum and the Law Enforcement Officers Memorial each close F Street approximately once a year. In addition, the MCI Center occasionally closes F Street west of the study area, which impacts traffic operations within the study area. These street closures are coordinated through the District government.

Security

The security project team discovered that the application of security provisions throughout the study area was inconsistent. Building stand offs, to prevent accidental or intentional vehicle intrusion from the street, are hardened by parked vehicles, trees, planters, bollards, trash receptacles, and streetlights.

Building perimeter protection provisions included controlled pedestrian entry at building lobbies with security guards, photo identification verification (agency or government issued), sign in/out register, bag,

purse and briefcase inspection, electronic card readers, video surveillance, turnstiles, magnetometer (metal detectors), and x-ray machines. At some facilities, visitors are screened more rigorously than employees.

Security guards, photo identification verification (agency or government issued), sign in/out register, physical inspection, moving barriers, video surveillance, and card readers are the security provisions in place at vehicle entrances to parking garages and loading docks.

A series of problems was identified that could be addressed in a later phase of this study.

- Screening employees less rigorously than visitors may increase exposure.
- Vehicle screening at some parking garages causes queues to form blocking travel lanes.
- The level of vehicle screening at parking garages within the study area varies and may not always be appropriate for the facility.
- Inconsistent parking permits and lax parking enforcement allows unknown vehicles to park near potentially sensitive buildings.
- Insufficiently sized loading bays make it difficult for buses or other delivery vehicles to pull off the street and unload in a more secure environment.
- The Third Street Tunnel along the eastern study area boundary is of concern to adjacent stakeholders.
- Setbacks to some of the older court buildings are less than desired under current guidelines.
- Traffic congestion related to construction activities, double parked private vehicles, and idling delivery vehicles creates a security concern for transporting sensitive persons to the courts.
- There is currently no common method of coordinating operational or emergency issues between agencies or organizations within the study area.
- Some facilities used by the general public are located near facilities that may be at higher risk of being targeted by criminal activity. This increases the exposure faced by the general public.

Principal findings (By Street)

C Street

This street is wide (approximately 48 feet) with no striping to designate lanes or parking spaces. Congestion appears to be largely a result of construction of the Prettyman courthouse addition and double parked delivery vehicles. Parking regulations are routinely violated in the eastern half of this block. Vehicles are found parked in crosswalks. Cars are parked in spaces designated for motorcycles. The one-way operation of the eastern half of this block appears to function adequately.

D Street / Indiana Avenue

The presence of the H Carl Moultrie I Courthouse and the MPD Offices, in the Henry J Daly Building, account for the majority of traffic on D Street and Indiana Avenue. Very little through traffic was observed.

The worst congestion was observed at the intersection of Fifth Street and Indiana Avenue, in front of the courthouse. At peak times a number of vehicles are double parking or are otherwise parking illegally in order to drop off visitors to the courthouse. This is particularly apparent in the eastbound direction. Westbound there is a significant right turn from Fifth Street into D Street. This section of roadway rapidly fills with queuing vehicles, blocking the Fifth Street intersection and causing queues to form on Fifth Street and Indiana Avenue (principally on the westbound approach). There are three causes for this:

- Construction west of Sixth Street narrows the street to one lane, limiting capacity and preventing the through movement out of D Street.
- The signals at the Sixth Street and D Street intersection are timed for a large through movement on Sixth Street; little time is allowed for D Street to clear.
- The maneuvering of vehicles into and out of the angled parking spaces on D Street between Fifth and Sixth Streets delays the through movement.

On Indiana Avenue between Fourth and Fifth Streets there are numerous cases of illegal parking and double parking. Although this tends to reduce speeds along Indiana Avenue, the width of the roadway allows for easy passing. It should be noted that the width of roadway may be encouraging the double parking behavior.

Pedestrian activity is not restricted to the appropriate crosswalks and along the entire length of Indiana there is a considerable amount of illegal crossing. Most activity is centered at the courthouse and the MPD offices.

E Street

E Street carries predominantly through traffic, and Metrobus routes D1, D3, and D6 operate along this street. Vehicles are parked along both sides of the road, and were observed parking in no parking areas in front of the Law Enforcement Memorial, at Metrobus stops, and blocking driveways and wheelchair ramps. There is some pedestrian activity at the Law Enforcement Memorial due to the Metrorail entrance, but this is not the cause of any significant delay. There is also construction work at the Juvenile Court, which is blocking the nearside eastbound lane for about 100 feet in front of the building.

Delays on E Street were predominately at the signalized intersections at Third, Fourth, Fifth, and Sixth Streets. Further delays were observed while cars were maneuvering into parking and while a bus was unloading in the outside lane due to parked vehicles blocking the bus stop.

Fourth Street

Fourth Street operates one-way southbound. It is relatively narrow, with parking allowed on both sides of the street except in front of the FBI Field Office. Congestion during the peak period appears to be a result of (1) pedestrian crossings as stop controlled intersections and (2) queuing from parking maneuvers, particularly backing up from the General Accounting Office's parking garage on G Street. Off-peak congestion is largely a result of double parked vehicles. Frequently cars are parked in crosswalks, impeding and rerouting pedestrian flows. Much of the on-street parking is reserved for police officers. Inconsistent and unverifiable parking permits are displayed.

Conclusion

Transportation conditions in the Judiciary Square area are typical of the activity levels of vibrant, downtown locations. While congestion is evident at many locations, there are no systematic problems that render the streets unmanageable. Significant vehicular and pedestrian activity does result in periodic congestion, but is well within the range of what might be expected given the volume of people entering and circulating within the area.

Automobile traffic is moderate, particularly on the commuter routes of Third, Sixth, and E Streets, NW. While traffic volume itself is not a significant problem, the conflicts between standing and parked vehicles, pedestrians, and through traffic do produce congestion and delays to motorists and sometimes hazardous conditions for pedestrians.

It is also apparent that the transportation infrastructure within Judiciary Square has been evolutionary. Parking regulations have developed over time, resulting in confusing and occasionally conflicting regulations for the same stretch of curb. Curb cuts have been added in response to specific changes in the area, and crosswalks have been added or removed without any apparent cognizance of an overall plan.

The one-way use of Fourth Street, NW and partial one-way restrictions on C Street, NW are two examples of changes in the system that appear to have been made in response to specific needs over time. Nevertheless, most transportation needs are met by the existing transportation infrastructure. The grid system of streets is largely complete and logical.

Finally, the Study Area is managed in a very decentralized manner. Enforcement of parking, for example, is not highly regulated, at least in part due to the system of parking permits. Individual agencies and individuals issue their own parking permits, limiting the ability of District parking enforcement agents to properly ascertain legitimate and illegal parkers. Construction occurs without any apparent coordination resulting in congestion on the streets.

Generally, Judiciary Square works well. Clearly, certain operations and particular locations and specific times of the day are in need of improvement. These improvements should be made cognizant of the current functioning of the study area and with recognition of the multi-modal, evolutionary, and decentralized nature of Judiciary Square.

Appendices

Appendix B:
Study Data

Judiciary Square Transportation Security Study

Summary of Parking Spaces in Study Area

Street	Public Spaces	Handicapped Spaces	Official Spaces	Total
1st	15			15
2nd	39			39
3rd	78			78
4th	49	1	34	84
5th	108			108
6th	79			79
C	97	3	32	132
D	121		41	162
E	47	1	31	78
F	63	2	7	72
G	65			65
H	32			32
Total	793	7	144	**944**

Judiciary Square Transportation Security Study

Summary of Parking Spaces in Study Area

Street	Government / Official	Police Attending Court	Police	US Marshals
Total	35	55	28	30

Rate Table

Rate Code	Description
1	No Parking
2	4 min $0.05, 8 min $0.10, 20 min $0.25 / 2 Hour Max
3	Free
4	Curb Cut
5	Permit No. 6 - 10
6	Metrobus
7	Government Only
8	Handicapped Visitor Parking 2-Hour 7:00 - 18:30 Mon-Fri
9	Zone 6 Permit Holders Excepted
10	4 min $0.05, 8 min $0.10, 20 min $0.25 / 1 Hour Max

Rule Table

Rule Code	Description
1	No Parking / No Standing
2	2-Hour Metered 7:30 - 18:30 Mon-Fri
3	Unrestricted
4	No Parking - Curb Cut
5	Handicapped Parking
6	No Parking or Standing - Metro Bus
7	Reserved 7:00 - 18:30 Mon-Fri - Government Vehicles Only
8	No Parking 7:30-9:30, 16:00-18:30 Mon-Fri / No Parking 18:30 - 24:00
9	No Parking - Loading Zone
10	No Parking 7:30-9:30, 16:00-18:30 Mon-Fri
11	Work Zone
12	No Parking - Loading Zone 9:30 - 16:00
13	1-Hour Metered 9:30 - 16:00, 18:30 - 21:30 Mon-Sat
14	No Parking - Entrance
15	No Bus Parking - 15 min. Hotel Guest Loading Only
16	2-Hour Parking 7:00 - 21:30 Mon-Sat
17	1-Hour Parking 7:00 - 18:30 Mon-Sat
18	Reserved 9:30 - 15:00 2-Hour Parking by Permit Only Mon-Fri. 15 min. 7:00-9:30, 15:00-18:30 Mon-Fri
19	No Parking Except Official Government Vehicles 7:00 - 18:30 Mon-Fri
20	2-Hour Parking 9:30 - 18:30 Mon-Fri
21	DOD Shuttle Bus Stand 9:00-16:00
22	No Parking or Standing 16:00-18:30
23	No Parking - Entrance 7:00 - 18:30 Mon-Fri
24	No Parking Except Police Officers Attending Court with Permit Only 7:00 - 18:30 Mon-Fri
25	No Parking Except Official Permit Holders Only 7:00 - 18:30 Mon-Fri
26	Reserved Shuttle Bus Vehicles Only 7:00 - 19:00 Mon-Fri
27	No Parking - Loading Zone for Commercial Vehicles Only 7:00 - 18:30 Mon-Fri
28	No Parking Except Police Officers Attending Court with Permit Only 7:00 - 16:00 Mon-Fri
29	No Parking Except Official Permit Holders Only 7:00 - 16:00 Mon-Fri
30	No Parking Except Police Department Vehicles Only
31	No Parkign Except WMATA Emergency Vehicles
32	No Parking Except Handicapped Visitors, 4-Hour Parking 7:00 - 18:30 Mon-Fri
33	Reserved Official Government Vehicles US Marshals Service DC Superior Court Only at All Times
34	1-Hour Parking Except 7:00 - 9:30, 16:00 - 18:30
35	4-Hour Parking Motorcycles Only 7:00 - 18:30 Mon-Fri
36	1-Hour Parking 7:00 - 18:30 Mon-Fri

Rule Table

Rule Code	Description
37	No Parking 7:00 - 9:30, 16:00 - 18:30 Mon-Fri / No Parking Except Zone A Special Permit Holders Only 9:30 - 16:00 Mon-Sat
38	2-Hour Parking 7:00 - 20:30 Mon-Fri
39	15-Min. Parking 7:00 - 9:30, 15:00 - 18:30 Mon-Fri
40	Reserved Permit Only 9:30 - 18:30
41	DC Government Parking Mail Tunnel Only
42	Permit Holder Parking
43	US Marshals Only
44	Official Vehicles Only
45	Shuttle Drop-Off Pickup
46	4-Hour Handicapped Visitor Parking 7:00 - 18:30 Mon-Fri

3rd Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	2	0	2	0	Public Parking - Metered, Free or Limited	4
0	2	5	2	0	Public Parking - Metered, Free or Limited	5
0	3	1	3	0	Public Parking - Metered, Free or Limited	1
0	3	0	3	0	Public Parking - Metered, Free or Limited	3
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	20	4	2	0	Public Parking - Metered, Free or Limited	4
0	20	13	2	0	Public Parking - Metered, Free or Limited	13
0	38	0	9	0	Public Parking - Metered, Free or Limited	5
0	38	0	9	0	Public Parking - Metered, Free or Limited	5
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	39	0	3	0	Public Parking - Metered, Free or Limited	2
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	10	0	2	0	Public Parking - Metered, Free or Limited	8
0	10	4	2	0	Public Parking - Metered, Free or Limited	4
						78

4th Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Space
0	5	0	8	1	Handicapped Parking	1
						1
0	7	0	3	0	Official Parking	13
0	24	0	3	0	Official Parking	2
0	24	0	3	0	Official Parking	5
0	24	0	3	0	Official Parking	14
						34
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	2	0	3	0	Public Parking - Metered, Free or Limited	2
0	2	0	3	0	Public Parking - Metered, Free or Limited	10
0	2	1	3	0	Public Parking - Metered, Free or Limited	1
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	19	0	3	0	Public Parking - Metered, Free or Limited	2
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	38	0	9	0	Public Parking - Metered, Free or Limited	3
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
						49

5th Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	2	10	2	0	Public Parking - Metered, Free or Limited	10
0	16	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	22	0	3	0	Public Parking - Metered, Free or Limited	7
0	16	9	2	0	Public Parking - Metered, Free or Limited	9
0	22	10	2	0	Public Parking - Metered, Free or Limited	10
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	16	10	2	0	Public Parking - Metered, Free or Limited	10
0	16	7	2	0	Public Parking - Metered, Free or Limited	7
0	22	16	2	0	Public Parking - Metered, Free or Limited	16
0	22	9	2	0	Public Parking - Metered, Free or Limited	9
0	22	4	2	0	Public Parking - Metered, Free or Limited	4
0	16	0	2	0	Public Parking - Metered, Free or Limited	6
						108

6th Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	8	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	13	3	2	0	Public Parking - Metered, Free or Limited	3
0	10	0	2	0	Public Parking - Metered, Free or Limited	4
0	10	4	2	0	Public Parking - Metered, Free or Limited	4
0	10	0	2	0	Public Parking - Metered, Free or Limited	1
0	10	6	2	0	Public Parking - Metered, Free or Limited	6
0	10	2	2	0	Public Parking - Metered, Free or Limited	2
0	10	3	2	0	Public Parking - Metered, Free or Limited	3
0	10	3	2	0	Public Parking - Metered, Free or Limited	3
0	34	0	2	0	Public Parking - Metered, Free or Limited	7
0	10	5	2	0	Public Parking - Metered, Free or Limited	5
0	12	0	1	0	Public Parking - Metered, Free or Limited	1
0	12	0	1	0	Public Parking - Metered, Free or Limited	1
0	8	6	2	0	Public Parking - Metered, Free or Limited	6
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	10	12	3	0	Public Parking - Metered, Free or Limited	12
0	10	2	2	0	Public Parking - Metered, Free or Limited	2
0	10	1	2	0	Public Parking - Metered, Free or Limited	1
0	10	7	10	0	Public Parking - Metered, Free or Limited	7
						79

C Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	32	0	3	0	Handicapped Parking	2
0	32	0	3	1	Handicapped Parking	1
						3
0	33	0	3	0	Official Parking	16
0	44	0	3	0	Official Parking	5
0	44	0	3	0	Official Parking	3
0	43	0	3	0	Official Parking	3
0	43	0	3	0	Official Parking	4
0	43	0	3	0	Official Parking	2
						32
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	2	19	2	0	Public Parking - Metered, Free or Limited	19
0	35	0	2	0	Public Parking - Metered, Free or Limited	1
0	2	10	2	0	Public Parking - Metered, Free or Limited	10
0	2	10	2	0	Public Parking - Metered, Free or Limited	10
0	35	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	35	4	2	0	Public Parking - Metered, Free or Limited	4
						75

D Street / Indiana Ave

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	30	0	3	0	Official Parking	6
0	33	0	3	0	Official Parking	6
0	30	0	3	0	Official Parking	3
0	30	0	3	0	Official Parking	9
0	30	0	3	0	Official Parking	3
0	24	0	3	0	Official Parking	7
0	30	0	3	0	Official Parking	7
						41
0	16	4	2	0	Public Parking - Metered, Free or Limited	4
0	10	10	2	0	Public Parking - Metered, Free or Limited	10
0	2	6	2	0	Public Parking - Metered, Free or Limited	6
0	2	16	2	0	Public Parking - Metered, Free or Limited	16
0	36	9	2	0	Public Parking - Metered, Free or Limited	9
0	20	5	2	0	Public Parking - Metered, Free or Limited	5
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	2	5	2	0	Public Parking - Metered, Free or Limited	5
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	10	0	2	0	Public Parking - Metered, Free or Limited	3
0	10	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
						88

E Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	5	1	5	1	Handicapped Parking	1
						1
0	7	0	3	0	Official Parking	2
0	24	0	3	0	Official Parking	4
0	24	0	3	0	Official Parking	9
0	24	0	3	0	Official Parking	4
0	24	0	3	0	Official Parking	4
0	24	0	3	0	Official Parking	4
0	24	0	3	0	Official Parking	3
						31
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	3	0	3	0	Public Parking - Metered, Free or Limited	7
0	3	0	3	0	Public Parking - Metered, Free or Limited	7
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	7	2	0	Public Parking - Metered, Free or Limited	7
0	2	0	3	2	Public Parking - Metered, Free or Limited	2
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	2	5	2	0	Public Parking - Metered, Free or Limited	5
						47

F Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	32	0	1	0	Handicapped Parking	2
						2
0	25	0	3	0	Official Parking	4
0	7	0	3	0	Official Parking	3
						7
0	2	7	2	0	Public Parking - Metered, Free or Limited	7
0	2	14	2	0	Public Parking - Metered, Free or Limited	14
0	16	7	2	0	Public Parking - Metered, Free or Limited	7
0	2	9	2	0	Public Parking - Metered, Free or Limited	9
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
0	2	8	2	0	Public Parking - Metered, Free or Limited	8
						63

G Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	17	0	2	0	Public Parking - Metered, Free or Limited	3
0	17	0	2	0	Public Parking - Metered, Free or Limited	3
0	18	4	3	0	Public Parking - Metered, Free or Limited	4
0	2	10	2	0	Public Parking - Metered, Free or Limited	10
0	2	2	2	0	Public Parking - Metered, Free or Limited	2
0	20	6	2	0	Public Parking - Metered, Free or Limited	6
0	2	9	2	0	Public Parking - Metered, Free or Limited	9
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	2	9	2	0	Public Parking - Metered, Free or Limited	9
0	2	4	2	0	Public Parking - Metered, Free or Limited	4
0	38	2	9	0	Public Parking - Metered, Free or Limited	2
0	2	1	2	0	Public Parking - Metered, Free or Limited	1
0	19	0	3	0	Public Parking - Metered, Free or Limited	1
						65

H Street

Id	Rule	Num_Spaces	Rate	Num_Hndcp	TYPE	Spaces
0	2	3	2	0	Public Parking - Metered, Free or Limited	3
0	10	2	2	0	Public Parking - Metered, Free or Limited	2
0	10	6	2	0	Public Parking - Metered, Free or Limited	6
0	10	4	2	0	Public Parking - Metered, Free or Limited	4
0	10	4	2	0	Public Parking - Metered, Free or Limited	4
0	10	4	2	0	Public Parking - Metered, Free or Limited	4
0	10	9	2	0	Public Parking - Metered, Free or Limited	9
						32

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: 3NB
Station ID:

WASHINGTON DC
3RD ST BETWEEN D AND E, NW
NB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	15	110	21	107	18	100	*	*	*	*	*	*	18	106
12:15	*	*	10	101	16	103	12	102	*	*	*	*	*	*	13	102
12:30	*	*	5	96	10	92	8	93	*	*	*	*	*	*	8	94
12:45	*	*	8	72	11	80	10	116	*	*	*	*	*	*	10	89
01:00	*	*	6	84	9	76	4	108	*	*	*	*	*	*	6	89
01:15	*	*	5	100	3	93	2	82	*	*	*	*	*	*	3	92
01:30	*	*	4	90	5	101	8	112	*	*	*	*	*	*	6	101
01:45	*	*	10	100	8	90	5	92	*	*	*	*	*	*	8	94
02:00	*	*	3	89	1	84	7	98	*	*	*	*	*	*	4	90
02:15	*	*	6	110	7	122	3	83	*	*	*	*	*	*	5	105
02:30	*	*	2	92	1	95	4	92	*	*	*	*	*	*	2	93
02:45	*	*	2	88	2	92	6	95	*	*	*	*	*	*	3	92
03:00	*	*	4	77	2	83	4	95	*	*	*	*	*	*	3	85
03:15	*	*	2	98	2	106	2	109	*	*	*	*	*	*	2	104
03:30	*	*	2	81	1	73	3	101	*	*	*	*	*	*	2	85
03:45	*	*	8	**94**	11	**100**	7	94	*	*	*	*	*	*	9	96
04:00	*	*	6	**119**	6	**129**	8	104	*	*	*	*	*	*	7	**117**
04:15	*	*	7	**98**	6	**91**	10	96	*	*	*	*	*	*	8	**95**
04:30	*	*	11	**112**	8	**120**	12	**128**	*	*	*	*	*	*	10	**120**
04:45	*	*	22	88	22	90	13	**130**	*	*	*	*	*	*	19	**103**
05:00	*	*	32	98	36	87	32	**106**	*	*	*	*	*	*	33	97
05:15	*	*	37	112	31	105	30	**129**	*	*	*	*	*	*	33	115
05:30	*	*	44	81	48	77	50	114	*	*	*	*	*	*	47	91
05:45	*	*	74	119	63	110	64	110	*	*	*	*	*	*	67	113
06:00	*	*	90	109	83	101	96	119	*	*	*	*	*	*	90	110
06:15	*	*	90	98	100	96	92	114	*	*	*	*	*	*	94	103
06:30	*	*	108	88	100	77	102	92	*	*	*	*	*	*	103	86
06:45	*	*	110	70	123	59	97	80	*	*	*	*	*	*	110	70
07:00	*	*	114	58	118	66	134	66	*	*	*	*	*	*	122	63
07:15	*	*	146	34	133	38	140	44	*	*	*	*	*	*	140	39
07:30	*	*	150	21	144	21	148	44	*	*	*	*	*	*	147	29
07:45	*	*	161	38	174	36	174	34	*	*	*	*	*	*	170	36
08:00	*	*	**188**	18	**206**	14	**190**	21	*	*	*	*	*	*	**195**	18
08:15	*	*	**174**	20	**157**	23	**202**	30	*	*	*	*	*	*	**178**	24
08:30	*	*	**166**	16	**182**	12	**178**	18	*	*	*	*	*	*	**175**	15
08:45	*	*	**198**	15	**207**	17	**200**	21	*	*	*	*	*	*	**202**	18
09:00	*	*	170	26	173	22	182	32	*	*	*	*	*	*	175	27
09:15	*	*	150	26	136	28	136	26	*	*	*	*	*	*	141	27
09:30	*	*	108	16	106	15	124	24	*	*	*	*	*	*	113	18
09:45	*	*	120	21	122	20	106	38	*	*	*	*	*	*	116	26
10:00	*	*	124	46	128	54	118	28	*	*	*	*	*	*	123	43
10:15	*	*	92	76	105	72	104	29	*	*	*	*	*	*	100	59
10:30	*	*	120	58	129	47	86	25	*	*	*	*	*	*	112	43
10:45	*	*	90	61	95	72	102	16	*	*	*	*	*	*	96	50
11:00	*	*	105	60	110	53	116	17	*	*	*	*	*	*	110	43
11:15	*	*	86	36	85	30	110	17	*	*	*	*	*	*	94	28
11:30	*	*	90	42	87	37	95	20	*	*	*	*	*	*	91	33
11:45	*	*	102	38	89	31	105	11	*	*	*	*	*	*	99	27
Total	0	0	3377	3400	3422	3347	3459	3455	0	0	0	0	0	0	3422	3403
Day Total	0		6777		6769		6914		0		0		0		6825	
% Splits	0.0%	0.0%	49.8%	50.2%	50.6%	49.4%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.1%	49.9%
Peak			08:00	03:45	08:00	03:45	08:00	04:30							08:00	04:00
Vol.			726	423	752	440	770	493							750	435
P.H.F.			0.917	0.889	0.908	0.853	0.953	0.948							0.928	0.906

ADT ADT 6,820 AADT 6,820

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: 3SB
Station ID:

WASHINGTON DC
3RD ST BETWEEN D AND E, NW
SB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	24	108	22	120	35	107	*	*	*	*	*	*	27	112
12:15	*	*	21	130	22	101	28	130	*	*	*	*	*	*	24	120
12:30	*	*	19	96	16	88	17	130	*	*	*	*	*	*	17	105
12:45	*	*	19	93	5	118	16	96	*	*	*	*	*	*	13	102
01:00	*	*	14	102	10	124	8	115	*	*	*	*	*	*	11	114
01:15	*	*	9	113	7	118	0	110	*	*	*	*	*	*	5	114
01:30	*	*	6	182	11	100	0	126	*	*	*	*	*	*	6	136
01:45	*	*	8	114	10	150	0	97	*	*	*	*	*	*	6	120
02:00	*	*	7	110	6	112	0	108	*	*	*	*	*	*	4	110
02:15	*	*	2	118	9	142	0	110	*	*	*	*	*	*	4	123
02:30	*	*	8	144	7	144	4	116	*	*	*	*	*	*	6	135
02:45	*	*	3	148	4	111	4	112	*	*	*	*	*	*	4	124
03:00	*	*	2	152	5	132	4	126	*	*	*	*	*	*	4	137
03:15	*	*	8	161	5	163	8	153	*	*	*	*	*	*	7	159
03:30	*	*	9	146	10	148	6	154	*	*	*	*	*	*	8	149
03:45	*	*	2	197	4	174	8	165	*	*	*	*	*	*	5	179
04:00	*	*	2	166	2	143	6	162	*	*	*	*	*	*	3	157
04:15	*	*	0	198	6	208	4	190	*	*	*	*	*	*	3	199
04:30	*	*	4	171	2	170	4	170	*	*	*	*	*	*	3	170
04:45	*	*	10	**198**	3	**197**	11	180	*	*	*	*	*	*	8	**192**
05:00	*	*	14	**196**	18	**174**	15	**170**	*	*	*	*	*	*	16	**180**
05:15	*	*	26	**204**	24	**232**	20	**210**	*	*	*	*	*	*	23	**215**
05:30	*	*	18	**178**	32	**206**	30	**192**	*	*	*	*	*	*	27	**192**
05:45	*	*	34	190	28	171	25	**196**	*	*	*	*	*	*	29	186
06:00	*	*	42	151	41	163	38	150	*	*	*	*	*	*	40	155
06:15	*	*	46	156	41	136	44	144	*	*	*	*	*	*	44	145
06:30	*	*	41	136	44	143	43	148	*	*	*	*	*	*	43	142
06:45	*	*	48	134	46	110	46	130	*	*	*	*	*	*	47	125
07:00	*	*	49	116	52	116	48	115	*	*	*	*	*	*	50	116
07:15	*	*	54	92	65	86	66	92	*	*	*	*	*	*	62	90
07:30	*	*	54	82	56	57	62	89	*	*	*	*	*	*	57	76
07:45	*	*	80	72	82	59	82	58	*	*	*	*	*	*	81	63
08:00	*	*	80	76	92	48	92	67	*	*	*	*	*	*	88	64
08:15	*	*	86	50	91	62	98	49	*	*	*	*	*	*	92	54
08:30	*	*	109	48	112	44	**124**	52	*	*	*	*	*	*	**115**	48
08:45	*	*	108	28	119	42	**105**	45	*	*	*	*	*	*	**111**	38
09:00	*	*	**139**	54	112	48	**110**	50	*	*	*	*	*	*	**120**	51
09:15	*	*	**116**	80	124	67	**122**	63	*	*	*	*	*	*	**121**	70
09:30	*	*	**115**	91	**94**	37	108	74	*	*	*	*	*	*	106	67
09:45	*	*	**128**	126	**100**	38	110	106	*	*	*	*	*	*	113	90
10:00	*	*	112	80	**148**	44	104	112	*	*	*	*	*	*	121	79
10:15	*	*	88	78	**180**	46	106	75	*	*	*	*	*	*	125	66
10:30	*	*	79	50	88	41	104	57	*	*	*	*	*	*	90	49
10:45	*	*	138	40	96	30	84	44	*	*	*	*	*	*	106	38
11:00	*	*	96	35	102	36	77	37	*	*	*	*	*	*	92	36
11:15	*	*	92	26	123	33	92	34	*	*	*	*	*	*	102	31
11:30	*	*	72	24	80	30	102	40	*	*	*	*	*	*	85	31
11:45	*	*	92	24	106	23	94	28	*	*	*	*	*	*	97	25
Total	0	0	2333	5464	2462	5085	2314	5284	0	0	0	0	0	0	2371	5279
Day Total	0		7797		7547		7598		0		0		0		7650	
% Splits	0.0%	0.0%	29.9%	70.1%	32.6%	67.4%	30.5%	69.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	69.0%
Peak			09:00	04:45	09:30	04:45	08:30	05:00							08:30	04:45
Vol.			498	776	522	809	461	768							467	779
P.H.F.			0.896	0.951	0.725	0.872	0.929	0.914							0.934	0.906

ADT ADT 7,647 AADT 7,647

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: 6NB
Station ID:

WASHINGTON, DC
6TH ST BETWEEN D AND E, NW
NB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	22	150	20	124	26	141	*	*	*	*	*	*	23	138
12:15	*	*	27	152	25	137	18	120	*	*	*	*	*	*	23	136
12:30	*	*	13	165	8	132	18	126	*	*	*	*	*	*	13	141
12:45	*	*	9	141	8	121	11	134	*	*	*	*	*	*	9	132
01:00	*	*	11	134	13	134	10	156	*	*	*	*	*	*	11	141
01:15	*	*	9	134	8	148	12	137	*	*	*	*	*	*	10	140
01:30	*	*	10	130	6	118	13	104	*	*	*	*	*	*	10	117
01:45	*	*	7	133	10	112	5	116	*	*	*	*	*	*	7	120
02:00	*	*	11	132	9	134	11	149	*	*	*	*	*	*	10	138
02:15	*	*	4	112	5	114	10	145	*	*	*	*	*	*	6	124
02:30	*	*	4	136	2	110	7	131	*	*	*	*	*	*	4	126
02:45	*	*	6	114	8	120	9	116	*	*	*	*	*	*	8	117
03:00	*	*	5	127	6	152	8	131	*	*	*	*	*	*	6	137
03:15	*	*	1	152	11	133	0	122	*	*	*	*	*	*	4	136
03:30	*	*	3	124	7	141	2	120	*	*	*	*	*	*	4	128
03:45	*	*	3	129	4	152	12	146	*	*	*	*	*	*	6	142
04:00	*	*	8	148	8	171	9	173	*	*	*	*	*	*	8	164
04:15	*	*	11	174	9	146	13	172	*	*	*	*	*	*	11	164
04:30	*	*	16	143	16	161	14	184	*	*	*	*	*	*	15	163
04:45	*	*	32	**161**	14	144	14	162	*	*	*	*	*	*	20	156
05:00	*	*	25	**206**	19	**206**	21	207	*	*	*	*	*	*	22	206
05:15	*	*	43	**178**	36	**152**	27	204	*	*	*	*	*	*	35	178
05:30	*	*	53	**193**	64	**204**	58	**236**	*	*	*	*	*	*	58	**211**
05:45	*	*	70	151	71	**196**	77	**218**	*	*	*	*	*	*	73	**188**
06:00	*	*	84	206	87	196	83	**242**	*	*	*	*	*	*	85	**215**
06:15	*	*	84	166	77	162	78	**240**	*	*	*	*	*	*	80	**189**
06:30	*	*	102	144	87	145	95	194	*	*	*	*	*	*	95	161
06:45	*	*	100	156	118	114	128	199	*	*	*	*	*	*	115	156
07:00	*	*	156	156	149	90	153	146	*	*	*	*	*	*	153	131
07:15	*	*	146	131	142	86	154	123	*	*	*	*	*	*	147	113
07:30	*	*	172	105	188	78	162	80	*	*	*	*	*	*	174	88
07:45	*	*	177	75	148	74	174	88	*	*	*	*	*	*	166	79
08:00	*	*	174	81	172	70	**177**	60	*	*	*	*	*	*	174	70
08:15	*	*	**196**	60	174	50	**176**	58	*	*	*	*	*	*	**182**	56
08:30	*	*	**200**	52	162	50	**172**	56	*	*	*	*	*	*	**178**	53
08:45	*	*	**173**	44	**196**	53	**196**	61	*	*	*	*	*	*	**188**	53
09:00	*	*	**210**	50	**170**	46	160	44	*	*	*	*	*	*	**180**	47
09:15	*	*	184	58	**176**	34	88	52	*	*	*	*	*	*	149	48
09:30	*	*	175	68	**188**	50	159	88	*	*	*	*	*	*	174	69
09:45	*	*	158	64	174	48	156	70	*	*	*	*	*	*	163	61
10:00	*	*	154	51	134	50	156	72	*	*	*	*	*	*	148	58
10:15	*	*	158	45	147	57	134	64	*	*	*	*	*	*	146	55
10:30	*	*	168	39	130	40	132	58	*	*	*	*	*	*	143	46
10:45	*	*	143	32	122	42	116	50	*	*	*	*	*	*	127	41
11:00	*	*	133	29	131	30	145	40	*	*	*	*	*	*	136	33
11:15	*	*	114	25	124	41	112	43	*	*	*	*	*	*	117	36
11:30	*	*	178	22	127	32	121	30	*	*	*	*	*	*	142	28
11:45	*	*	166	26	124	35	144	32	*	*	*	*	*	*	145	31
Total	0	0	4108	5404	3834	5135	3776	5840	0	0	0	0	0	0	3903	5460
Day Total	0		9512		8969		9616		0		0		0		9363	
% Splits	0.0%	0.0%	43.2%	56.8%	42.7%	57.3%	39.3%	60.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.7%	58.3%
Peak			08:15	04:45	08:45	05:00	08:00	05:30							08:15	05:30
Vol.			779	738	730	758	721	936							728	803
P.H.F.			0.927	0.896	0.931	0.920	0.920	0.967							0.968	0.934

ADT ADT 9,366 AADT 9,366

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: 6SB
Station ID:

WASHINGTON, DC
6TH ST BETWEEN D AND E, SB
SB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	8	86	9	104	6	102	*	*	*	*	*	*	8	97
12:15	*	*	9	73	9	78	3	96	*	*	*	*	*	*	7	82
12:30	*	*	9	77	9	72	4	102	*	*	*	*	*	*	7	84
12:45	*	*	5	80	2	76	3	74	*	*	*	*	*	*	3	77
01:00	*	*	2	79	2	103	4	94	*	*	*	*	*	*	3	92
01:15	*	*	5	81	3	80	6	82	*	*	*	*	*	*	5	81
01:30	*	*	3	83	1	70	4	93	*	*	*	*	*	*	3	82
01:45	*	*	3	72	3	78	0	90	*	*	*	*	*	*	2	80
02:00	*	*	1	93	2	108	1	100	*	*	*	*	*	*	1	100
02:15	*	*	1	57	3	66	7	93	*	*	*	*	*	*	4	72
02:30	*	*	4	103	1	90	4	114	*	*	*	*	*	*	3	102
02:45	*	*	3	86	3	78	2	100	*	*	*	*	*	*	3	88
03:00	*	*	1	70	0	78	3	104	*	*	*	*	*	*	1	84
03:15	*	*	4	72	2	88	0	82	*	*	*	*	*	*	2	81
03:30	*	*	2	75	4	106	4	104	*	*	*	*	*	*	3	95
03:45	*	*	2	58	0	88	3	85	*	*	*	*	*	*	2	77
04:00	*	*	2	82	2	122	3	105	*	*	*	*	*	*	2	103
04:15	*	*	5	84	6	126	2	118	*	*	*	*	*	*	4	109
04:30	*	*	7	77	4	112	2	122	*	*	*	*	*	*	4	104
04:45	*	*	11	**126**	13	120	11	144	*	*	*	*	*	*	12	**130**
05:00	*	*	14	**126**	11	**140**	11	**146**	*	*	*	*	*	*	12	**137**
05:15	*	*	16	**125**	8	**122**	13	**150**	*	*	*	*	*	*	12	**132**
05:30	*	*	20	**114**	17	**124**	14	**158**	*	*	*	*	*	*	17	**132**
05:45	*	*	31	120	26	**121**	32	**147**	*	*	*	*	*	*	30	129
06:00	*	*	28	120	34	90	27	112	*	*	*	*	*	*	30	107
06:15	*	*	38	91	32	88	44	0	*	*	*	*	*	*	38	60
06:30	*	*	30	92	37	69	42	0	*	*	*	*	*	*	36	54
06:45	*	*	42	76	38	66	34	0	*	*	*	*	*	*	38	47
07:00	*	*	50	82	52	42	47	0	*	*	*	*	*	*	50	41
07:15	*	*	65	70	66	48	58	0	*	*	*	*	*	*	63	39
07:30	*	*	60	52	66	48	56	0	*	*	*	*	*	*	61	33
07:45	*	*	80	42	88	31	80	0	*	*	*	*	*	*	83	24
08:00	*	*	92	39	88	27	80	0	*	*	*	*	*	*	87	22
08:15	*	*	87	34	72	30	96	0	*	*	*	*	*	*	85	21
08:30	*	*	**108**	30	96	32	94	0	*	*	*	*	*	*	99	21
08:45	*	*	**111**	37	**116**	25	**112**	0	*	*	*	*	*	*	**113**	21
09:00	*	*	**110**	35	**107**	29	**122**	0	*	*	*	*	*	*	**113**	21
09:15	*	*	**122**	48	**109**	20	**122**	0	*	*	*	*	*	*	**118**	23
09:30	*	*	104	82	**117**	30	**110**	53	*	*	*	*	*	*	**110**	55
09:45	*	*	108	48	86	11	84	126	*	*	*	*	*	*	93	62
10:00	*	*	76	32	72	17	82	44	*	*	*	*	*	*	77	31
10:15	*	*	76	36	94	12	74	29	*	*	*	*	*	*	81	26
10:30	*	*	92	21	74	21	92	22	*	*	*	*	*	*	86	21
10:45	*	*	95	20	81	19	91	19	*	*	*	*	*	*	89	19
11:00	*	*	86	15	83	13	76	26	*	*	*	*	*	*	82	18
11:15	*	*	96	12	91	16	83	20	*	*	*	*	*	*	90	16
11:30	*	*	100	10	80	11	94	14	*	*	*	*	*	*	91	12
11:45	*	*	87	7	90	13	77	10	*	*	*	*	*	*	85	10
Total	0	0	2111	3230	2009	3158	2019	3080	0	0	0	0	0	0	2048	3154
Day Total	0		5341		5167		5099		0		0		0		5202	
% Splits	0.0%	0.0%	39.5%	60.5%	38.9%	61.1%	39.6%	60.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.4%	60.6%
Peak			08:30	04:45	08:45	05:00	08:45	05:00							08:45	04:45
Vol.			451	491	449	507	466	601							454	531
P.H.F.			0.924	0.974	0.959	0.905	0.955	0.951							0.962	0.969

ADT ADT 5,202 AADT 5,202

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: CEB
Station ID:

WASHINGTON, DC
C ST BETWEEN 3RD AND 6TH, NW
EB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	4	**68**	3	**72**	3	56	*	*	*	*	*	*	3	**65**
12:15	*	*	0	**63**	0	**58**	1	52	*	*	*	*	*	*	0	**58**
12:30	*	*	3	**62**	4	**48**	4	**59**	*	*	*	*	*	*	4	**56**
12:45	*	*	5	**56**	5	**52**	3	**56**	*	*	*	*	*	*	4	**55**
01:00	*	*	3	53	2	46	4	**56**	*	*	*	*	*	*	3	52
01:15	*	*	1	59	3	44	6	**60**	*	*	*	*	*	*	3	54
01:30	*	*	3	52	5	41	4	59	*	*	*	*	*	*	4	51
01:45	*	*	5	56	6	44	3	50	*	*	*	*	*	*	5	50
02:00	*	*	6	64	2	54	2	45	*	*	*	*	*	*	3	54
02:15	*	*	6	44	0	44	4	52	*	*	*	*	*	*	3	47
02:30	*	*	1	38	0	40	4	52	*	*	*	*	*	*	2	43
02:45	*	*	2	28	0	36	4	48	*	*	*	*	*	*	2	37
03:00	*	*	1	34	0	48	4	29	*	*	*	*	*	*	2	37
03:15	*	*	0	44	1	38	0	34	*	*	*	*	*	*	0	39
03:30	*	*	4	32	4	34	3	43	*	*	*	*	*	*	4	36
03:45	*	*	0	39	1	43	2	40	*	*	*	*	*	*	1	41
04:00	*	*	3	32	3	26	5	23	*	*	*	*	*	*	4	27
04:15	*	*	4	26	2	42	4	30	*	*	*	*	*	*	3	33
04:30	*	*	3	26	4	30	6	34	*	*	*	*	*	*	4	30
04:45	*	*	4	34	4	21	7	37	*	*	*	*	*	*	5	31
05:00	*	*	12	20	8	27	7	21	*	*	*	*	*	*	9	23
05:15	*	*	22	18	16	22	18	23	*	*	*	*	*	*	19	21
05:30	*	*	49	18	50	20	50	22	*	*	*	*	*	*	50	20
05:45	*	*	51	18	35	20	40	28	*	*	*	*	*	*	42	22
06:00	*	*	23	13	28	14	30	31	*	*	*	*	*	*	27	19
06:15	*	*	26	10	21	14	26	18	*	*	*	*	*	*	24	14
06:30	*	*	33	12	32	6	24	24	*	*	*	*	*	*	30	14
06:45	*	*	37	21	32	8	32	25	*	*	*	*	*	*	34	18
07:00	*	*	32	18	29	10	26	36	*	*	*	*	*	*	29	21
07:15	*	*	48	16	45	4	52	34	*	*	*	*	*	*	48	18
07:30	*	*	52	18	42	10	52	10	*	*	*	*	*	*	49	13
07:45	*	*	58	11	54	6	60	9	*	*	*	*	*	*	57	9
08:00	*	*	73	5	74	9	69	7	*	*	*	*	*	*	72	7
08:15	*	*	68	8	64	7	60	12	*	*	*	*	*	*	64	9
08:30	*	*	95	2	72	2	**72**	2	*	*	*	*	*	*	**80**	2
08:45	*	*	82	4	**90**	3	**81**	2	*	*	*	*	*	*	**84**	3
09:00	*	*	**106**	12	**100**	4	**98**	7	*	*	*	*	*	*	**101**	8
09:15	*	*	**78**	12	**79**	2	**98**	6	*	*	*	*	*	*	**85**	7
09:30	*	*	**86**	14	**76**	8	63	12	*	*	*	*	*	*	75	11
09:45	*	*	**94**	11	75	9	74	10	*	*	*	*	*	*	81	10
10:00	*	*	60	7	86	6	87	10	*	*	*	*	*	*	78	8
10:15	*	*	98	5	63	8	58	10	*	*	*	*	*	*	73	8
10:30	*	*	80	7	76	9	63	6	*	*	*	*	*	*	73	7
10:45	*	*	74	6	64	4	67	4	*	*	*	*	*	*	68	5
11:00	*	*	90	6	100	8	76	7	*	*	*	*	*	*	89	7
11:15	*	*	76	2	47	4	68	8	*	*	*	*	*	*	64	5
11:30	*	*	64	3	66	5	51	4	*	*	*	*	*	*	60	4
11:45	*	*	63	6	70	1	57	6	*	*	*	*	*	*	63	4
Total	0	0	1788	1213	1643	1111	1632	1309	0	0	0	0	0	0	1687	1213
Day Total	0		3001		2754		2941		0		0		0		2900	
% Splits	0.0%	0.0%	59.6%	40.4%	59.7%	40.3%	55.5%	44.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	58.2%	41.8%
Peak			09:00	12:00	08:45	12:00	08:30	00:30							08:30	12:00
Vol.			364	249	345	230	349	231							350	234
P.H.F.			0.858	0.915	0.863	0.799	0.890	0.963							0.866	0.900

ADT ADT 2,899 AADT 2,899

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: CWB
Station ID:

WASHINGTON, DC
C ST BETWEEEN 3RD AND 6TH, NW
WB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	2	18	2	18	0	20	*	*	*	*	*	*	1	19
12:15	*	*	2	22	1	15	2	20	*	*	*	*	*	*	2	19
12:30	*	*	3	22	3	20	3	24	*	*	*	*	*	*	3	22
12:45	*	*	2	18	1	16	1	16	*	*	*	*	*	*	1	17
01:00	*	*	3	17	3	27	2	22	*	*	*	*	*	*	3	22
01:15	*	*	2	22	1	17	3	15	*	*	*	*	*	*	2	18
01:30	*	*	2	15	4	23	4	24	*	*	*	*	*	*	3	21
01:45	*	*	1	12	4	26	2	16	*	*	*	*	*	*	2	18
02:00	*	*	6	33	2	28	0	23	*	*	*	*	*	*	3	28
02:15	*	*	5	26	0	17	6	30	*	*	*	*	*	*	4	24
02:30	*	*	1	23	0	24	0	28	*	*	*	*	*	*	0	25
02:45	*	*	0	20	1	22	3	28	*	*	*	*	*	*	1	23
03:00	*	*	0	17	0	26	4	22	*	*	*	*	*	*	1	22
03:15	*	*	0	**27**	1	34	0	24	*	*	*	*	*	*	0	28
03:30	*	*	1	**29**	2	25	0	26	*	*	*	*	*	*	1	27
03:45	*	*	0	**22**	0	34	0	22	*	*	*	*	*	*	0	26
04:00	*	*	0	**40**	0	28	2	27	*	*	*	*	*	*	1	32
04:15	*	*	0	18	1	17	2	24	*	*	*	*	*	*	1	20
04:30	*	*	0	22	0	25	1	23	*	*	*	*	*	*	0	23
04:45	*	*	2	30	0	20	1	**32**	*	*	*	*	*	*	1	**27**
05:00	*	*	2	40	0	**42**	0	**33**	*	*	*	*	*	*	1	**38**
05:15	*	*	1	16	6	**34**	3	**34**	*	*	*	*	*	*	3	**28**
05:30	*	*	1	30	2	**37**	6	**28**	*	*	*	*	*	*	3	**32**
05:45	*	*	2	21	2	**23**	0	30	*	*	*	*	*	*	1	25
06:00	*	*	5	26	2	11	4	24	*	*	*	*	*	*	4	20
06:15	*	*	3	28	1	18	4	19	*	*	*	*	*	*	3	22
06:30	*	*	10	9	3	20	6	21	*	*	*	*	*	*	6	17
06:45	*	*	6	20	4	11	5	16	*	*	*	*	*	*	5	16
07:00	*	*	4	16	6	14	1	16	*	*	*	*	*	*	4	15
07:15	*	*	5	4	5	12	2	11	*	*	*	*	*	*	4	9
07:30	*	*	6	10	10	13	6	8	*	*	*	*	*	*	7	10
07:45	*	*	4	4	5	4	5	7	*	*	*	*	*	*	5	5
08:00	*	*	6	6	4	6	4	9	*	*	*	*	*	*	5	7
08:15	*	*	12	8	7	6	7	6	*	*	*	*	*	*	9	7
08:30	*	*	22	5	14	4	**26**	4	*	*	*	*	*	*	21	4
08:45	*	*	56	1	30	1	**29**	5	*	*	*	*	*	*	38	2
09:00	*	*	28	15	59	0	**32**	9	*	*	*	*	*	*	40	8
09:15	*	*	20	6	28	4	**16**	7	*	*	*	*	*	*	21	6
09:30	*	*	21	18	16	3	22	14	*	*	*	*	*	*	20	12
09:45	*	*	**42**	12	26	8	20	14	*	*	*	*	*	*	**29**	11
10:00	*	*	**61**	6	28	3	26	24	*	*	*	*	*	*	**38**	11
10:15	*	*	**51**	4	**33**	5	22	20	*	*	*	*	*	*	**35**	10
10:30	*	*	**22**	8	**25**	6	23	4	*	*	*	*	*	*	**23**	6
10:45	*	*	18	1	**38**	3	20	2	*	*	*	*	*	*	25	2
11:00	*	*	45	4	**44**	4	23	9	*	*	*	*	*	*	37	6
11:15	*	*	32	0	20	3	28	5	*	*	*	*	*	*	27	3
11:30	*	*	28	2	8	2	22	1	*	*	*	*	*	*	19	2
11:45	*	*	17	3	18	1	18	8	*	*	*	*	*	*	18	4
Total	0	0	562	776	470	760	416	854	0	0	0	0	0	0	481	799
Day Total	0		1338		1230		1270		0		0		0		1280	
% Splits	0.0%	0.0%	42.0%	58.0%	38.2%	61.8%	32.8%	67.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.6%	62.4%
Peak			09:45	03:15	10:15	05:00	08:30	04:45							09:45	04:45
Vol.			176	118	140	136	103	127							125	125
P.H.F.			0.721	0.738	0.593	0.810	0.805	0.934							0.781	0.822

ADT ADT 1,279 AADT 1,279

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: DEB
Station ID:

WASHINGTON, DC
D ST BETWEEN 4TH AND 5TH, NW
EB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	7	56	6	**58**	11	60	*	*	*	*	*	*	8	**58**
12:15	*	*	4	64	4	**54**	5	54	*	*	*	*	*	*	4	**57**
12:30	*	*	6	55	8	**60**	4	59	*	*	*	*	*	*	6	**58**
12:45	*	*	6	48	8	**53**	4	48	*	*	*	*	*	*	6	**50**
01:00	*	*	4	41	6	49	8	40	*	*	*	*	*	*	6	43
01:15	*	*	4	45	4	45	1	48	*	*	*	*	*	*	3	46
01:30	*	*	2	44	6	50	4	44	*	*	*	*	*	*	4	46
01:45	*	*	3	58	2	54	8	62	*	*	*	*	*	*	4	58
02:00	*	*	5	37	6	49	2	42	*	*	*	*	*	*	4	43
02:15	*	*	8	42	1	42	5	44	*	*	*	*	*	*	5	43
02:30	*	*	6	**58**	2	49	5	49	*	*	*	*	*	*	4	52
02:45	*	*	3	**52**	2	42	4	50	*	*	*	*	*	*	3	48
03:00	*	*	0	**61**	0	49	3	66	*	*	*	*	*	*	1	59
03:15	*	*	4	**58**	4	50	2	50	*	*	*	*	*	*	3	53
03:30	*	*	1	58	1	54	1	51	*	*	*	*	*	*	1	54
03:45	*	*	1	38	1	50	3	46	*	*	*	*	*	*	2	45
04:00	*	*	2	54	4	45	2	52	*	*	*	*	*	*	3	50
04:15	*	*	2	40	0	50	1	**67**	*	*	*	*	*	*	1	52
04:30	*	*	2	46	2	28	2	**46**	*	*	*	*	*	*	2	40
04:45	*	*	1	40	2	47	3	**48**	*	*	*	*	*	*	2	45
05:00	*	*	4	63	1	60	1	**68**	*	*	*	*	*	*	2	64
05:15	*	*	6	52	4	54	2	47	*	*	*	*	*	*	4	51
05:30	*	*	1	33	8	49	4	49	*	*	*	*	*	*	4	44
05:45	*	*	5	41	5	30	8	42	*	*	*	*	*	*	6	38
06:00	*	*	7	34	6	26	8	43	*	*	*	*	*	*	7	34
06:15	*	*	7	24	6	16	5	46	*	*	*	*	*	*	6	29
06:30	*	*	5	38	4	30	3	51	*	*	*	*	*	*	4	40
06:45	*	*	15	58	12	38	16	56	*	*	*	*	*	*	14	51
07:00	*	*	21	20	18	24	22	58	*	*	*	*	*	*	20	34
07:15	*	*	23	19	23	17	21	49	*	*	*	*	*	*	22	28
07:30	*	*	21	24	23	28	22	39	*	*	*	*	*	*	22	30
07:45	*	*	22	23	24	18	22	46	*	*	*	*	*	*	23	29
08:00	*	*	23	16	26	9	48	24	*	*	*	*	*	*	32	16
08:15	*	*	42	10	33	12	60	19	*	*	*	*	*	*	45	14
08:30	*	*	58	14	46	12	55	11	*	*	*	*	*	*	53	12
08:45	*	*	56	16	58	16	55	18	*	*	*	*	*	*	56	17
09:00	*	*	60	15	**67**	15	66	14	*	*	*	*	*	*	64	15
09:15	*	*	65	12	**70**	12	64	18	*	*	*	*	*	*	66	14
09:30	*	*	63	10	**75**	10	55	10	*	*	*	*	*	*	64	10
09:45	*	*	66	25	**63**	9	74	12	*	*	*	*	*	*	68	15
10:00	*	*	76	22	67	18	61	13	*	*	*	*	*	*	68	18
10:15	*	*	62	21	69	18	63	8	*	*	*	*	*	*	65	16
10:30	*	*	64	11	68	18	**64**	20	*	*	*	*	*	*	**65**	16
10:45	*	*	**68**	14	70	18	**74**	17	*	*	*	*	*	*	**71**	16
11:00	*	*	**70**	12	63	9	**68**	17	*	*	*	*	*	*	**67**	13
11:15	*	*	**74**	14	59	10	**68**	7	*	*	*	*	*	*	**67**	10
11:30	*	*	**68**	4	62	12	53	10	*	*	*	*	*	*	61	9
11:45	*	*	65	8	63	6	52	8	*	*	*	*	*	*	60	7
Total	0	0	1188	1648	1162	1572	1192	1846	0	0	0	0	0	0	1178	1690
Day Total	0		2836		2734		3038		0		0		0		2868	
% Splits	0.0%	0.0%	41.9%	58.1%	42.5%	57.5%	39.2%	60.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.1%	58.9%
Peak			10:45	02:30	09:00	12:00	10:30	04:15							10:30	12:00
Vol.			280	229	275	225	274	229							270	223
P.H.F.			0.921	0.895	0.917	0.938	0.926	0.842							0.951	0.871

ADT ADT 2,869 AADT 2,869

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: DWB
Station ID:

WASHINGTON, DC
D ST BETWEEN 4TH AND 5TH, NW
WB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	10	**89**	8	60	8	**82**	*	*	*	*	*	*	9	**77**
12:15	*	*	9	**88**	4	67	7	**70**	*	*	*	*	*	*	7	**75**
12:30	*	*	7	**86**	7	71	6	**84**	*	*	*	*	*	*	7	**80**
12:45	*	*	6	**89**	4	80	13	**92**	*	*	*	*	*	*	8	**87**
01:00	*	*	9	64	10	69	3	76	*	*	*	*	*	*	7	70
01:15	*	*	7	84	6	70	4	76	*	*	*	*	*	*	6	77
01:30	*	*	3	76	4	64	10	83	*	*	*	*	*	*	6	74
01:45	*	*	1	55	6	**64**	8	44	*	*	*	*	*	*	5	54
02:00	*	*	3	102	8	**75**	1	60	*	*	*	*	*	*	4	79
02:15	*	*	8	64	1	**82**	4	68	*	*	*	*	*	*	4	71
02:30	*	*	10	68	0	**98**	8	72	*	*	*	*	*	*	6	79
02:45	*	*	3	42	4	58	4	55	*	*	*	*	*	*	4	52
03:00	*	*	3	68	4	74	3	68	*	*	*	*	*	*	3	70
03:15	*	*	3	44	7	58	4	53	*	*	*	*	*	*	5	52
03:30	*	*	1	44	6	60	4	56	*	*	*	*	*	*	4	53
03:45	*	*	2	52	2	38	3	60	*	*	*	*	*	*	2	50
04:00	*	*	3	54	5	52	5	54	*	*	*	*	*	*	4	53
04:15	*	*	3	54	4	44	5	57	*	*	*	*	*	*	4	52
04:30	*	*	9	52	3	53	5	56	*	*	*	*	*	*	6	54
04:45	*	*	10	60	7	60	8	59	*	*	*	*	*	*	8	60
05:00	*	*	14	66	10	40	7	52	*	*	*	*	*	*	10	53
05:15	*	*	12	64	15	70	18	59	*	*	*	*	*	*	15	64
05:30	*	*	10	66	21	52	24	63	*	*	*	*	*	*	18	60
05:45	*	*	32	66	22	52	27	57	*	*	*	*	*	*	27	58
06:00	*	*	30	20	38	54	42	53	*	*	*	*	*	*	37	42
06:15	*	*	46	22	34	48	31	56	*	*	*	*	*	*	37	42
06:30	*	*	35	62	42	50	40	60	*	*	*	*	*	*	39	57
06:45	*	*	50	86	38	44	38	53	*	*	*	*	*	*	42	61
07:00	*	*	46	74	50	34	36	64	*	*	*	*	*	*	44	57
07:15	*	*	56	64	57	23	66	50	*	*	*	*	*	*	60	46
07:30	*	*	51	62	54	27	52	46	*	*	*	*	*	*	52	45
07:45	*	*	63	32	94	22	74	37	*	*	*	*	*	*	77	30
08:00	*	*	80	22	76	26	110	33	*	*	*	*	*	*	89	27
08:15	*	*	86	18	95	20	92	29	*	*	*	*	*	*	91	22
08:30	*	*	106	26	**101**	16	106	25	*	*	*	*	*	*	**104**	22
08:45	*	*	89	13	**120**	12	87	17	*	*	*	*	*	*	**99**	14
09:00	*	*	119	28	**100**	19	113	19	*	*	*	*	*	*	**111**	22
09:15	*	*	122	16	**111**	18	127	17	*	*	*	*	*	*	**120**	17
09:30	*	*	90	24	94	13	106	21	*	*	*	*	*	*	97	19
09:45	*	*	104	28	109	19	50	24	*	*	*	*	*	*	88	24
10:00	*	*	**116**	28	98	18	86	20	*	*	*	*	*	*	100	22
10:15	*	*	**132**	22	58	30	106	26	*	*	*	*	*	*	99	26
10:30	*	*	**112**	30	113	36	**102**	34	*	*	*	*	*	*	109	33
10:45	*	*	**106**	13	98	28	**107**	26	*	*	*	*	*	*	104	22
11:00	*	*	97	16	98	27	**110**	28	*	*	*	*	*	*	102	24
11:15	*	*	110	17	98	22	**115**	26	*	*	*	*	*	*	108	22
11:30	*	*	96	11	98	23	87	17	*	*	*	*	*	*	94	17
11:45	*	*	92	15	94	15	80	14	*	*	*	*	*	*	89	15
Total	0	0	2212	2346	2136	2155	2152	2351	0	0	0	0	0	0	2171	2282
Day Total	0		4558		4291		4503		0		0		0		4453	
% Splits	0.0%	0.0%	48.5%	51.5%	49.8%	50.2%	47.8%	52.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.8%	51.2%
Peak			10:00	12:00	08:30	01:45	10:30	12:00							08:30	12:00
Vol.			466	352	432	319	434	328							434	319
P.H.F.			0.883	0.863	0.900	0.814	0.854	0.891							0.904	0.917

ADT ADT 4,451 AADT 4,451

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: EEB
Station ID:

WASHINGTON, DC
E ST BETWEEN 4TH AND 5TH, NW
EB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	17	92	19	84	16	121	*	*	*	*	*	*	17	99
12:15	*	*	21	106	22	82	21	96	*	*	*	*	*	*	21	95
12:30	*	*	12	110	8	86	10	115	*	*	*	*	*	*	10	104
12:45	*	*	12	88	10	78	11	83	*	*	*	*	*	*	11	83
01:00	*	*	12	72	6	101	9	84	*	*	*	*	*	*	9	86
01:15	*	*	9	81	5	76	5	93	*	*	*	*	*	*	6	83
01:30	*	*	5	91	8	88	9	90	*	*	*	*	*	*	7	90
01:45	*	*	9	93	8	69	11	93	*	*	*	*	*	*	9	85
02:00	*	*	7	94	9	132	5	86	*	*	*	*	*	*	7	104
02:15	*	*	2	97	5	92	11	108	*	*	*	*	*	*	6	99
02:30	*	*	2	80	3	93	8	105	*	*	*	*	*	*	4	93
02:45	*	*	1	110	8	92	7	104	*	*	*	*	*	*	5	102
03:00	*	*	4	114	0	98	9	106	*	*	*	*	*	*	4	106
03:15	*	*	2	122	6	114	5	94	*	*	*	*	*	*	4	110
03:30	*	*	2	100	5	110	1	68	*	*	*	*	*	*	3	93
03:45	*	*	3	105	3	96	5	108	*	*	*	*	*	*	4	103
04:00	*	*	6	104	12	102	7	120	*	*	*	*	*	*	8	109
04:15	*	*	8	128	3	116	12	134	*	*	*	*	*	*	8	126
04:30	*	*	10	115	9	**142**	4	138	*	*	*	*	*	*	8	132
04:45	*	*	14	148	7	**134**	9	127	*	*	*	*	*	*	10	136
05:00	*	*	10	**141**	12	**134**	13	148	*	*	*	*	*	*	12	**141**
05:15	*	*	20	**157**	14	**160**	21	**160**	*	*	*	*	*	*	18	**159**
05:30	*	*	14	**151**	18	140	16	**164**	*	*	*	*	*	*	16	**152**
05:45	*	*	38	**155**	32	119	26	**150**	*	*	*	*	*	*	32	**141**
06:00	*	*	34	96	40	106	26	**158**	*	*	*	*	*	*	33	120
06:15	*	*	34	94	40	108	38	128	*	*	*	*	*	*	37	110
06:30	*	*	41	101	31	86	33	128	*	*	*	*	*	*	35	105
06:45	*	*	42	102	40	74	50	107	*	*	*	*	*	*	44	94
07:00	*	*	34	90	54	52	40	85	*	*	*	*	*	*	43	76
07:15	*	*	41	86	50	55	62	77	*	*	*	*	*	*	51	73
07:30	*	*	48	60	47	54	61	50	*	*	*	*	*	*	52	55
07:45	*	*	54	65	76	60	63	42	*	*	*	*	*	*	64	56
08:00	*	*	64	44	85	48	90	55	*	*	*	*	*	*	80	49
08:15	*	*	88	42	90	38	83	46	*	*	*	*	*	*	87	42
08:30	*	*	72	22	82	40	134	36	*	*	*	*	*	*	96	33
08:45	*	*	70	40	78	42	92	54	*	*	*	*	*	*	80	45
09:00	*	*	92	49	78	34	100	53	*	*	*	*	*	*	90	45
09:15	*	*	82	58	93	33	104	58	*	*	*	*	*	*	93	50
09:30	*	*	80	100	81	34	71	101	*	*	*	*	*	*	77	78
09:45	*	*	90	48	**108**	35	78	77	*	*	*	*	*	*	92	53
10:00	*	*	83	38	**88**	37	80	50	*	*	*	*	*	*	84	42
10:15	*	*	96	33	**94**	41	82	45	*	*	*	*	*	*	91	40
10:30	*	*	86	25	**106**	28	**114**	31	*	*	*	*	*	*	**102**	28
10:45	*	*	**110**	36	86	32	**122**	28	*	*	*	*	*	*	**106**	32
11:00	*	*	**102**	25	74	26	**118**	34	*	*	*	*	*	*	**98**	28
11:15	*	*	**96**	23	100	32	**102**	26	*	*	*	*	*	*	**99**	27
11:30	*	*	**108**	20	78	20	108	20	*	*	*	*	*	*	98	20
11:45	*	*	93	13	78	37	96	21	*	*	*	*	*	*	89	24
Total	0	0	1980	3964	2009	3690	2198	4205	0	0	0	0	0	0	2060	3956
Day Total	0		5944		5699		6403		0		0		0		6016	
% Splits	0.0%	0.0%	33.3%	66.7%	35.3%	64.7%	34.3%	65.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.2%	65.8%
Peak			10:45	05:00	09:45	04:30	10:30	05:15							10:30	05:00
Vol.			416	604	396	570	456	632							405	593
P.H.F.			0.945	0.962	0.917	0.891	0.851	0.963							0.955	0.932

ADT ADT 6,015 AADT 6,015

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: EWB
Station ID:

WASHINGTON, DC
E ST BETWEEN 4TH AND 5TH, NW
WB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	18	72	14	76	32	100	*	*	*	*	*	*	21	83
12:15	*	*	23	86	22	82	14	95	*	*	*	*	*	*	20	88
12:30	*	*	11	88	11	89	17	95	*	*	*	*	*	*	13	91
12:45	*	*	18	72	14	82	9	78	*	*	*	*	*	*	14	77
01:00	*	*	14	89	6	78	7	88	*	*	*	*	*	*	9	85
01:15	*	*	12	77	9	72	14	90	*	*	*	*	*	*	12	80
01:30	*	*	4	77	14	74	8	86	*	*	*	*	*	*	9	79
01:45	*	*	6	58	5	82	7	105	*	*	*	*	*	*	6	82
02:00	*	*	8	75	5	76	8	92	*	*	*	*	*	*	7	81
02:15	*	*	4	74	4	**128**	9	81	*	*	*	*	*	*	6	94
02:30	*	*	5	88	4	**87**	8	94	*	*	*	*	*	*	6	90
02:45	*	*	3	97	3	**86**	9	70	*	*	*	*	*	*	5	84
03:00	*	*	2	100	6	**79**	6	112	*	*	*	*	*	*	5	97
03:15	*	*	4	94	4	94	7	88	*	*	*	*	*	*	5	92
03:30	*	*	2	104	6	92	1	90	*	*	*	*	*	*	3	95
03:45	*	*	1	96	3	82	5	159	*	*	*	*	*	*	3	112
04:00	*	*	3	82	10	70	4	80	*	*	*	*	*	*	6	77
04:15	*	*	4	69	2	86	6	89	*	*	*	*	*	*	4	81
04:30	*	*	11	79	5	73	10	95	*	*	*	*	*	*	9	82
04:45	*	*	8	80	7	80	8	110	*	*	*	*	*	*	8	90
05:00	*	*	12	90	14	90	18	110	*	*	*	*	*	*	15	97
05:15	*	*	18	96	9	90	16	94	*	*	*	*	*	*	14	93
05:30	*	*	25	90	19	84	18	118	*	*	*	*	*	*	21	97
05:45	*	*	47	89	42	87	33	112	*	*	*	*	*	*	41	96
06:00	*	*	50	92	57	82	59	**110**	*	*	*	*	*	*	55	**95**
06:15	*	*	62	**110**	62	80	74	**140**	*	*	*	*	*	*	66	**110**
06:30	*	*	62	**94**	65	82	64	**144**	*	*	*	*	*	*	64	**107**
06:45	*	*	72	**109**	74	77	66	**130**	*	*	*	*	*	*	71	**105**
07:00	*	*	71	**114**	81	72	77	92	*	*	*	*	*	*	76	93
07:15	*	*	68	110	100	46	114	72	*	*	*	*	*	*	94	76
07:30	*	*	77	83	114	53	96	64	*	*	*	*	*	*	96	67
07:45	*	*	106	56	107	44	112	63	*	*	*	*	*	*	108	54
08:00	*	*	100	50	122	54	124	52	*	*	*	*	*	*	115	52
08:15	*	*	128	61	143	50	**166**	48	*	*	*	*	*	*	146	53
08:30	*	*	144	38	**138**	24	**190**	37	*	*	*	*	*	*	**157**	33
08:45	*	*	142	34	**160**	34	**178**	39	*	*	*	*	*	*	**160**	36
09:00	*	*	143	42	**158**	35	**176**	44	*	*	*	*	*	*	**159**	40
09:15	*	*	**152**	38	**155**	43	154	40	*	*	*	*	*	*	**154**	40
09:30	*	*	**166**	34	130	29	136	46	*	*	*	*	*	*	144	36
09:45	*	*	**154**	33	131	43	122	54	*	*	*	*	*	*	136	43
10:00	*	*	**144**	44	106	32	122	52	*	*	*	*	*	*	124	43
10:15	*	*	146	30	117	32	109	35	*	*	*	*	*	*	124	32
10:30	*	*	116	24	87	32	110	33	*	*	*	*	*	*	104	30
10:45	*	*	144	26	102	43	94	22	*	*	*	*	*	*	113	30
11:00	*	*	116	29	98	37	97	21	*	*	*	*	*	*	104	29
11:15	*	*	79	21	104	33	70	24	*	*	*	*	*	*	84	26
11:30	*	*	82	24	68	28	94	25	*	*	*	*	*	*	81	26
11:45	*	*	92	16	90	26	76	22	*	*	*	*	*	*	86	21
Total	0	0	2879	3334	2807	3130	2954	3740	0	0	0	0	0	0	2883	3400
Day Total	0		6213		5937		6694		0		0		0		6283	
% Splits	0.0%	0.0%	46.3%	53.7%	47.3%	52.7%	44.1%	55.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.9%	54.1%
Peak			09:15	06:15	08:30	02:15	08:15	06:00							08:30	06:00
Vol.			616	427	611	380	710	524							630	417
P.H.F.			0.928	0.936	0.955	0.742	0.934	0.824							0.984	0.931

ADT ADT 6,281 AADT 6,281

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: FEB
Station ID:

WASHINGTON, DC
F ST BETWEEN 4TH AND 5TH, NW
EB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	4	37	6	26	2	42	*	*	*	*	*	*	4	35
12:15	*	*	1	32	5	40	5	30	*	*	*	*	*	*	4	34
12:30	*	*	3	30	1	18	5	28	*	*	*	*	*	*	3	25
12:45	*	*	2	41	0	31	3	40	*	*	*	*	*	*	2	37
01:00	*	*	1	36	6	34	3	42	*	*	*	*	*	*	3	37
01:15	*	*	1	52	3	**41**	1	34	*	*	*	*	*	*	2	42
01:30	*	*	2	28	2	**36**	4	22	*	*	*	*	*	*	3	29
01:45	*	*	3	34	2	**49**	2	30	*	*	*	*	*	*	2	38
02:00	*	*	2	23	1	**35**	7	18	*	*	*	*	*	*	3	25
02:15	*	*	0	34	1	29	1	28	*	*	*	*	*	*	1	30
02:30	*	*	2	36	1	18	2	19	*	*	*	*	*	*	2	24
02:45	*	*	1	27	1	32	1	32	*	*	*	*	*	*	1	30
03:00	*	*	1	28	5	29	1	24	*	*	*	*	*	*	2	27
03:15	*	*	1	42	2	27	1	27	*	*	*	*	*	*	1	32
03:30	*	*	3	40	2	24	2	46	*	*	*	*	*	*	2	37
03:45	*	*	2	63	1	28	3	56	*	*	*	*	*	*	2	49
04:00	*	*	1	39	2	32	1	50	*	*	*	*	*	*	1	40
04:15	*	*	3	47	3	30	1	44	*	*	*	*	*	*	2	40
04:30	*	*	5	44	2	11	5	62	*	*	*	*	*	*	4	39
04:45	*	*	2	**69**	5	39	4	53	*	*	*	*	*	*	4	54
05:00	*	*	8	**40**	12	26	5	50	*	*	*	*	*	*	8	39
05:15	*	*	7	**52**	9	27	8	40	*	*	*	*	*	*	8	40
05:30	*	*	24	**50**	15	22	24	**70**	*	*	*	*	*	*	21	**47**
05:45	*	*	22	38	15	32	19	**62**	*	*	*	*	*	*	19	**44**
06:00	*	*	17	47	32	28	19	**60**	*	*	*	*	*	*	23	**45**
06:15	*	*	28	54	23	22	38	**62**	*	*	*	*	*	*	30	**46**
06:30	*	*	33	60	48	24	37	50	*	*	*	*	*	*	39	45
06:45	*	*	22	44	46	19	44	38	*	*	*	*	*	*	37	34
07:00	*	*	33	41	38	18	34	28	*	*	*	*	*	*	35	29
07:15	*	*	59	32	43	6	42	23	*	*	*	*	*	*	48	20
07:30	*	*	42	28	38	10	48	12	*	*	*	*	*	*	43	17
07:45	*	*	42	8	53	9	64	10	*	*	*	*	*	*	53	9
08:00	*	*	55	14	**73**	12	69	9	*	*	*	*	*	*	**66**	12
08:15	*	*	42	15	**61**	6	59	8	*	*	*	*	*	*	**54**	10
08:30	*	*	48	14	**73**	5	50	21	*	*	*	*	*	*	**57**	13
08:45	*	*	53	27	**73**	13	66	20	*	*	*	*	*	*	**64**	20
09:00	*	*	**63**	16	60	7	48	18	*	*	*	*	*	*	57	14
09:15	*	*	**56**	16	40	11	44	23	*	*	*	*	*	*	47	17
09:30	*	*	**54**	26	50	11	46	25	*	*	*	*	*	*	50	21
09:45	*	*	**61**	20	45	8	40	16	*	*	*	*	*	*	49	15
10:00	*	*	49	11	48	14	40	10	*	*	*	*	*	*	46	12
10:15	*	*	58	8	35	8	48	15	*	*	*	*	*	*	47	10
10:30	*	*	64	10	34	12	44	16	*	*	*	*	*	*	47	13
10:45	*	*	40	7	44	5	46	13	*	*	*	*	*	*	43	8
11:00	*	*	45	6	36	7	**58**	10	*	*	*	*	*	*	46	8
11:15	*	*	46	9	28	3	**80**	6	*	*	*	*	*	*	51	6
11:30	*	*	40	7	34	8	**58**	7	*	*	*	*	*	*	44	7
11:45	*	*	54	19	25	7	**53**	10	*	*	*	*	*	*	44	12
Total	0	0	1205	1501	1182	989	1285	1459	0	0	0	0	0	0	1224	1317
Day Total	0		2706		2171		2744		0		0		0		2541	
% Splits	0.0%	0.0%	44.5%	55.5%	54.4%	45.6%	46.8%	53.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.2%	51.8%
Peak			09:00	04:45	08:00	01:15	11:00	05:30							08:00	05:30
Vol.			234	211	280	161	249	254							241	182
P.H.F.			0.914	0.764	0.959	0.821	0.778	0.907							0.913	0.843

ADT ADT 2,540 AADT 2,540

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: FWB
Station ID:

WASHINGTON, DC
F ST BETWEEN 4TH AND 5TH, NW
WB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	4	54	19	25	7	53	*	*	*	*	*	*	10	44
12:15	*	*	4	37	6	26	2	42	*	*	*	*	*	*	4	35
12:30	*	*	1	32	5	40	5	30	*	*	*	*	*	*	4	34
12:45	*	*	3	30	1	18	5	28	*	*	*	*	*	*	3	25
01:00	*	*	2	41	0	31	3	40	*	*	*	*	*	*	2	37
01:15	*	*	1	36	6	34	3	42	*	*	*	*	*	*	3	37
01:30	*	*	1	52	3	**41**	1	34	*	*	*	*	*	*	2	42
01:45	*	*	2	28	2	**36**	4	22	*	*	*	*	*	*	3	29
02:00	*	*	3	34	2	**49**	2	30	*	*	*	*	*	*	2	38
02:15	*	*	2	23	1	**35**	7	18	*	*	*	*	*	*	3	25
02:30	*	*	0	34	1	29	1	28	*	*	*	*	*	*	1	30
02:45	*	*	2	36	1	18	2	19	*	*	*	*	*	*	2	24
03:00	*	*	1	27	1	32	1	32	*	*	*	*	*	*	1	30
03:15	*	*	1	28	5	29	1	24	*	*	*	*	*	*	2	27
03:30	*	*	1	42	2	27	1	27	*	*	*	*	*	*	1	32
03:45	*	*	3	40	2	24	2	46	*	*	*	*	*	*	2	37
04:00	*	*	2	63	1	28	3	56	*	*	*	*	*	*	2	49
04:15	*	*	1	39	2	32	1	50	*	*	*	*	*	*	1	40
04:30	*	*	3	47	3	30	1	44	*	*	*	*	*	*	2	40
04:45	*	*	5	44	2	11	5	62	*	*	*	*	*	*	4	39
05:00	*	*	2	**69**	5	39	4	53	*	*	*	*	*	*	4	54
05:15	*	*	8	**40**	12	26	5	50	*	*	*	*	*	*	8	39
05:30	*	*	7	**52**	9	27	8	40	*	*	*	*	*	*	8	40
05:45	*	*	24	**50**	15	22	24	**70**	*	*	*	*	*	*	21	**47**
06:00	*	*	22	38	15	32	19	**62**	*	*	*	*	*	*	19	**44**
06:15	*	*	17	47	32	28	19	**60**	*	*	*	*	*	*	23	**45**
06:30	*	*	28	54	23	22	38	**62**	*	*	*	*	*	*	30	**46**
06:45	*	*	33	60	48	24	37	50	*	*	*	*	*	*	39	45
07:00	*	*	22	44	46	19	44	38	*	*	*	*	*	*	37	34
07:15	*	*	33	41	38	18	34	28	*	*	*	*	*	*	35	29
07:30	*	*	59	32	43	6	42	23	*	*	*	*	*	*	48	20
07:45	*	*	42	28	38	10	48	12	*	*	*	*	*	*	43	17
08:00	*	*	42	8	53	9	64	10	*	*	*	*	*	*	53	9
08:15	*	*	55	14	**73**	12	**69**	9	*	*	*	*	*	*	**66**	12
08:30	*	*	42	15	**61**	6	**59**	8	*	*	*	*	*	*	**54**	10
08:45	*	*	48	14	**73**	5	**50**	21	*	*	*	*	*	*	**57**	13
09:00	*	*	53	27	**73**	13	**66**	20	*	*	*	*	*	*	**64**	20
09:15	*	*	**63**	16	60	7	48	18	*	*	*	*	*	*	57	14
09:30	*	*	**56**	16	40	11	44	23	*	*	*	*	*	*	47	17
09:45	*	*	**54**	26	50	11	46	25	*	*	*	*	*	*	50	21
10:00	*	*	**61**	20	45	8	40	16	*	*	*	*	*	*	49	15
10:15	*	*	49	11	48	14	40	10	*	*	*	*	*	*	46	12
10:30	*	*	58	8	35	8	48	15	*	*	*	*	*	*	47	10
10:45	*	*	64	10	34	12	44	16	*	*	*	*	*	*	47	13
11:00	*	*	40	7	44	5	46	13	*	*	*	*	*	*	43	8
11:15	*	*	45	6	36	7	58	10	*	*	*	*	*	*	46	8
11:30	*	*	46	9	28	3	80	6	*	*	*	*	*	*	51	6
11:45	*	*	40	7	34	8	58	7	*	*	*	*	*	*	44	7
Total	0	0	1155	1536	1176	1007	1239	1502	0	0	0	0	0	0	1190	1349
Day Total	0		2691		2183		2741		0		0		0		2539	
% Splits	0.0%	0.0%	42.9%	57.1%	53.9%	46.1%	45.2%	54.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	46.9%	53.1%
Peak			09:15	05:00	08:15	01:30	08:15	05:45							08:15	05:45
Vol.			234	211	280	161	244	254							241	182
P.H.F.			0.914	0.764	0.959	0.821	0.763	0.907							0.913	0.843

ADT ADT 2,538 AADT 2,538

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: GEB
Station ID:

WASHINTON, DC
G ST BETWEEN 4TH AND 5TH, NW
EB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	5	30	4	23	6	54	*	*	*	*	*	*	5	36
12:15	*	*	4	41	2	26	4	32	*	*	*	*	*	*	3	33
12:30	*	*	1	38	3	22	2	44	*	*	*	*	*	*	2	35
12:45	*	*	1	44	4	30	4	33	*	*	*	*	*	*	3	36
01:00	*	*	4	36	2	46	2	45	*	*	*	*	*	*	3	42
01:15	*	*	2	44	1	29	1	48	*	*	*	*	*	*	1	40
01:30	*	*	1	44	4	35	0	34	*	*	*	*	*	*	2	38
01:45	*	*	0	36	0	42	2	32	*	*	*	*	*	*	1	37
02:00	*	*	1	35	1	40	1	38	*	*	*	*	*	*	1	38
02:15	*	*	2	36	0	44	1	38	*	*	*	*	*	*	1	39
02:30	*	*	0	46	2	**51**	4	44	*	*	*	*	*	*	2	47
02:45	*	*	1	41	0	**47**	1	45	*	*	*	*	*	*	1	44
03:00	*	*	0	50	1	**40**	2	44	*	*	*	*	*	*	1	45
03:15	*	*	2	31	0	**48**	2	52	*	*	*	*	*	*	1	44
03:30	*	*	0	42	3	31	0	62	*	*	*	*	*	*	1	45
03:45	*	*	1	45	2	50	2	**91**	*	*	*	*	*	*	2	62
04:00	*	*	0	50	2	36	3	**77**	*	*	*	*	*	*	2	54
04:15	*	*	1	**61**	1	43	0	**90**	*	*	*	*	*	*	1	**65**
04:30	*	*	4	**60**	0	49	3	**88**	*	*	*	*	*	*	2	**66**
04:45	*	*	5	**64**	2	46	7	80	*	*	*	*	*	*	5	**63**
05:00	*	*	7	**58**	12	28	4	84	*	*	*	*	*	*	8	**57**
05:15	*	*	14	56	6	42	9	88	*	*	*	*	*	*	10	62
05:30	*	*	9	42	18	24	14	65	*	*	*	*	*	*	14	44
05:45	*	*	12	37	7	34	8	66	*	*	*	*	*	*	9	46
06:00	*	*	16	40	18	20	24	67	*	*	*	*	*	*	19	42
06:15	*	*	19	50	16	32	18	55	*	*	*	*	*	*	18	46
06:30	*	*	24	52	21	30	20	56	*	*	*	*	*	*	22	46
06:45	*	*	20	69	24	28	20	62	*	*	*	*	*	*	21	53
07:00	*	*	33	68	30	24	28	49	*	*	*	*	*	*	30	47
07:15	*	*	30	50	38	20	32	46	*	*	*	*	*	*	33	39
07:30	*	*	**53**	48	35	12	31	31	*	*	*	*	*	*	40	30
07:45	*	*	**48**	44	44	9	46	17	*	*	*	*	*	*	**46**	23
08:00	*	*	**44**	40	38	10	45	16	*	*	*	*	*	*	**42**	22
08:15	*	*	**48**	18	44	7	**58**	17	*	*	*	*	*	*	**50**	14
08:30	*	*	38	18	**62**	7	**45**	7	*	*	*	*	*	*	**48**	11
08:45	*	*	31	11	**40**	6	**48**	9	*	*	*	*	*	*	40	9
09:00	*	*	27	7	**41**	2	**49**	10	*	*	*	*	*	*	39	6
09:15	*	*	50	16	**51**	7	43	14	*	*	*	*	*	*	48	12
09:30	*	*	36	21	40	6	38	17	*	*	*	*	*	*	38	15
09:45	*	*	35	36	35	11	27	27	*	*	*	*	*	*	32	25
10:00	*	*	37	30	34	8	34	40	*	*	*	*	*	*	35	26
10:15	*	*	45	26	36	9	32	21	*	*	*	*	*	*	38	19
10:30	*	*	50	13	42	6	42	13	*	*	*	*	*	*	45	11
10:45	*	*	36	15	32	6	42	9	*	*	*	*	*	*	37	10
11:00	*	*	40	6	32	3	41	18	*	*	*	*	*	*	38	9
11:15	*	*	32	6	34	3	37	9	*	*	*	*	*	*	34	6
11:30	*	*	34	3	23	1	39	7	*	*	*	*	*	*	32	4
11:45	*	*	36	3	40	4	41	10	*	*	*	*	*	*	39	6
Total	0	0	939	1757	927	1177	962	2001	0	0	0	0	0	0	945	1649
Day Total	0		2696		2104		2963		0		0		0		2594	
% Splits	0.0%	0.0%	34.8%	65.2%	44.1%	55.9%	32.5%	67.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.4%	63.6%
Peak			07:30	04:15	08:30	02:30	08:15	03:45							07:45	04:15
Vol.			193	243	194	186	200	346							186	251
P.H.F.			0.910	0.880	0.782	0.912	0.862	0.951							0.930	0.951

ADT ADT 2,588 AADT 2,588

Progressive Engineering Technologies, Inc
6660-H Dobbin Rd
Columbia, MD 21045
410-381-1995

Site Code: GWB
Station ID:

WASHINGTON, DC
G ST BETWEEN 4TH AND 5TH,NW
WB

Latitude: 0' 0.000 Undefined

Start	06-Oct-03		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	9	54	18	64	19	84	*	*	*	*	*	*	15	67
12:15	*	*	4	62	10	60	7	65	*	*	*	*	*	*	7	62
12:30	*	*	5	75	6	54	10	56	*	*	*	*	*	*	7	62
12:45	*	*	5	84	7	64	5	61	*	*	*	*	*	*	6	70
01:00	*	*	1	74	5	44	4	52	*	*	*	*	*	*	3	57
01:15	*	*	4	76	7	56	0	58	*	*	*	*	*	*	4	63
01:30	*	*	2	50	2	62	7	75	*	*	*	*	*	*	4	62
01:45	*	*	7	54	8	52	10	52	*	*	*	*	*	*	8	53
02:00	*	*	3	51	0	64	3	52	*	*	*	*	*	*	2	56
02:15	*	*	8	44	2	68	6	52	*	*	*	*	*	*	5	55
02:30	*	*	3	58	1	56	0	52	*	*	*	*	*	*	1	55
02:45	*	*	2	56	4	57	2	49	*	*	*	*	*	*	3	54
03:00	*	*	3	58	2	57	2	57	*	*	*	*	*	*	2	57
03:15	*	*	1	49	3	50	2	53	*	*	*	*	*	*	2	51
03:30	*	*	3	75	0	**78**	0	60	*	*	*	*	*	*	1	71
03:45	*	*	6	67	2	**68**	5	**78**	*	*	*	*	*	*	4	**71**
04:00	*	*	0	62	6	**64**	3	**76**	*	*	*	*	*	*	3	**67**
04:15	*	*	5	**70**	1	**59**	9	**69**	*	*	*	*	*	*	5	**66**
04:30	*	*	12	**102**	9	62	3	**83**	*	*	*	*	*	*	8	**82**
04:45	*	*	12	**64**	18	60	14	71	*	*	*	*	*	*	15	65
05:00	*	*	22	**90**	14	70	16	52	*	*	*	*	*	*	17	71
05:15	*	*	18	68	26	44	31	74	*	*	*	*	*	*	25	62
05:30	*	*	12	62	28	58	26	72	*	*	*	*	*	*	22	64
05:45	*	*	34	54	34	52	32	62	*	*	*	*	*	*	33	56
06:00	*	*	44	64	20	63	31	78	*	*	*	*	*	*	32	68
06:15	*	*	33	58	50	49	30	56	*	*	*	*	*	*	38	54
06:30	*	*	31	78	31	42	28	60	*	*	*	*	*	*	30	60
06:45	*	*	30	94	50	37	40	75	*	*	*	*	*	*	40	69
07:00	*	*	45	80	46	38	45	52	*	*	*	*	*	*	45	57
07:15	*	*	62	73	45	20	54	37	*	*	*	*	*	*	54	43
07:30	*	*	48	66	58	36	63	40	*	*	*	*	*	*	56	47
07:45	*	*	46	40	63	37	58	30	*	*	*	*	*	*	56	36
08:00	*	*	56	32	56	14	51	28	*	*	*	*	*	*	54	25
08:15	*	*	62	23	52	14	**62**	20	*	*	*	*	*	*	59	19
08:30	*	*	52	26	59	13	**78**	23	*	*	*	*	*	*	63	21
08:45	*	*	56	25	**91**	26	**83**	30	*	*	*	*	*	*	**77**	27
09:00	*	*	50	54	**62**	30	**75**	15	*	*	*	*	*	*	**62**	33
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09:45	*	*	**54**	56	64	16	54	56	*	*	*	*	*	*	57	43
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10:45	*	*	51	24	64	22	50	16	*	*	*	*	*	*	55	21
11:00	*	*	60	16	49	20	82	14	*	*	*	*	*	*	64	17
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11:45	*	*	54	10	44	10	68	6	*	*	*	*	*	*	55	9
Total	0	0	1539	2682	1495	2037	1577	2333	0	0	0	0	0	0	1535	2353
Day Total	0		4221		3532		3910		0		0		0		3888	
% Splits	0.0%	0.0%	36.5%	63.5%	42.3%	57.7%	40.3%	59.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.5%	60.5%
Peak			09:45	04:15	08:45	03:30	08:15	03:45							08:45	03:45
Vol.			286	326	274	269	298	306							268	286
P.H.F.			0.794	0.799	0.753	0.862	0.898	0.911							0.870	0.872

ADT ADT 3,888 AADT 3,888

3rd Street
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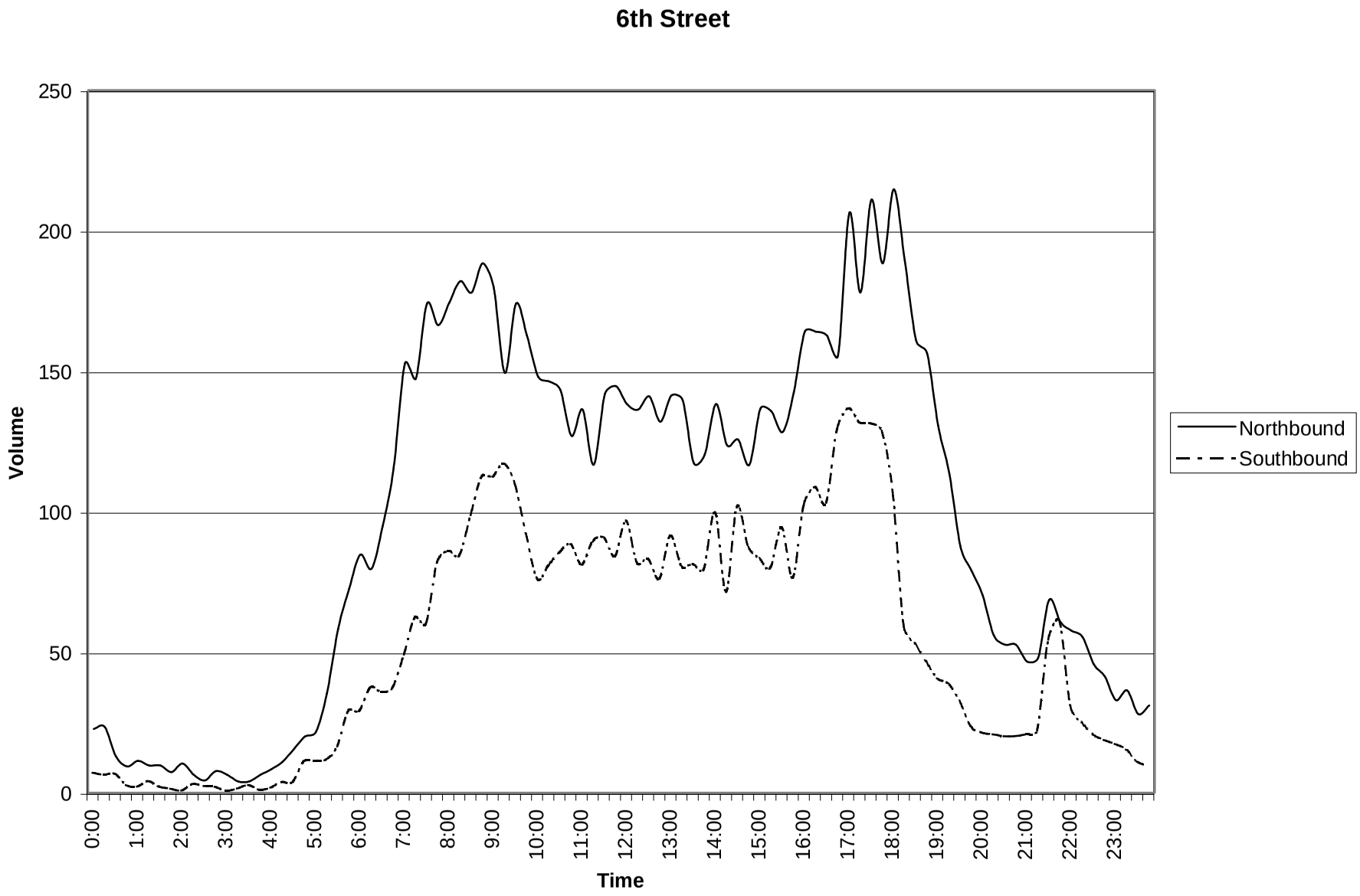
Time
Northbound
Southbound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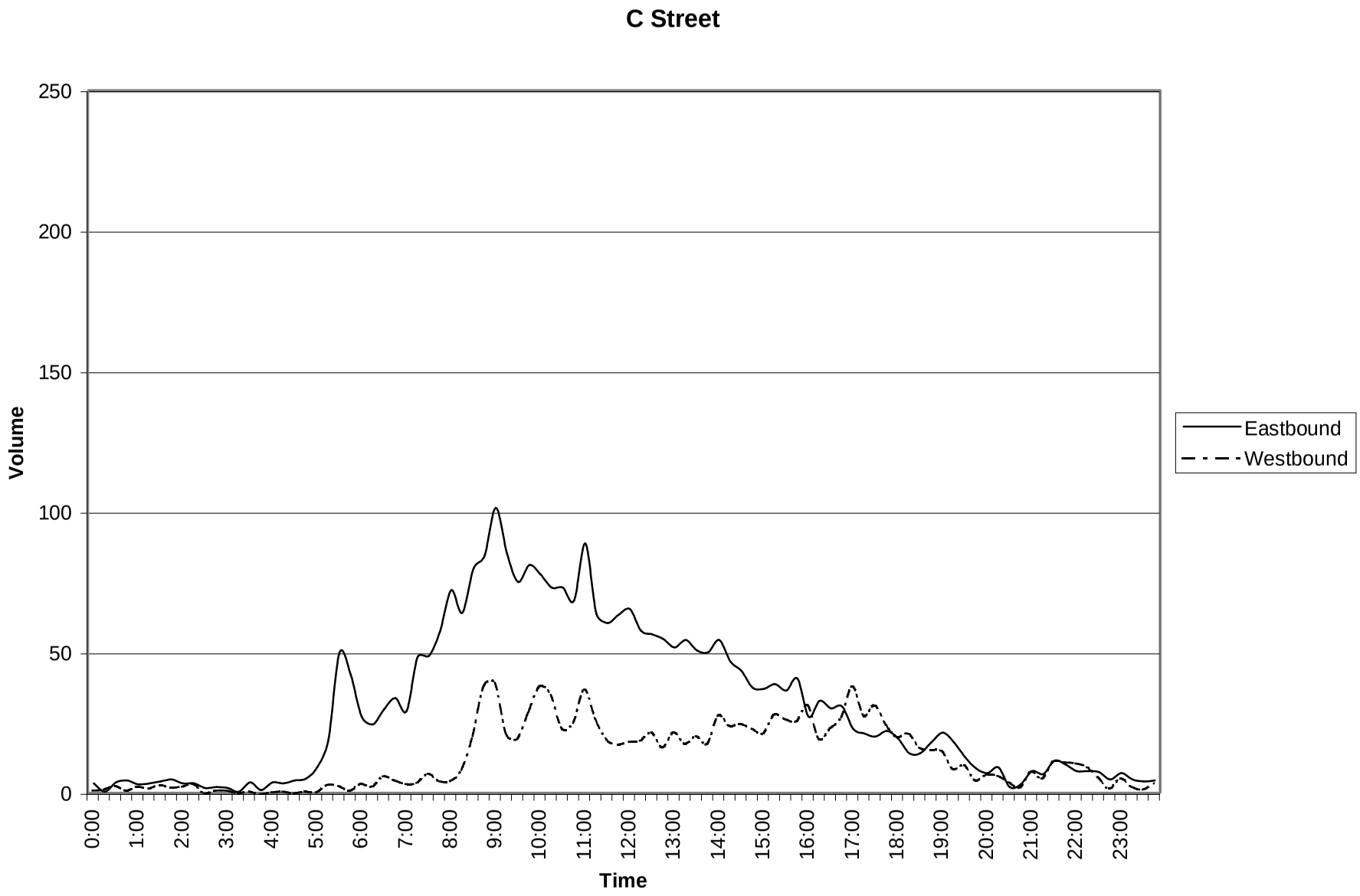
Time
Northbound
Southbound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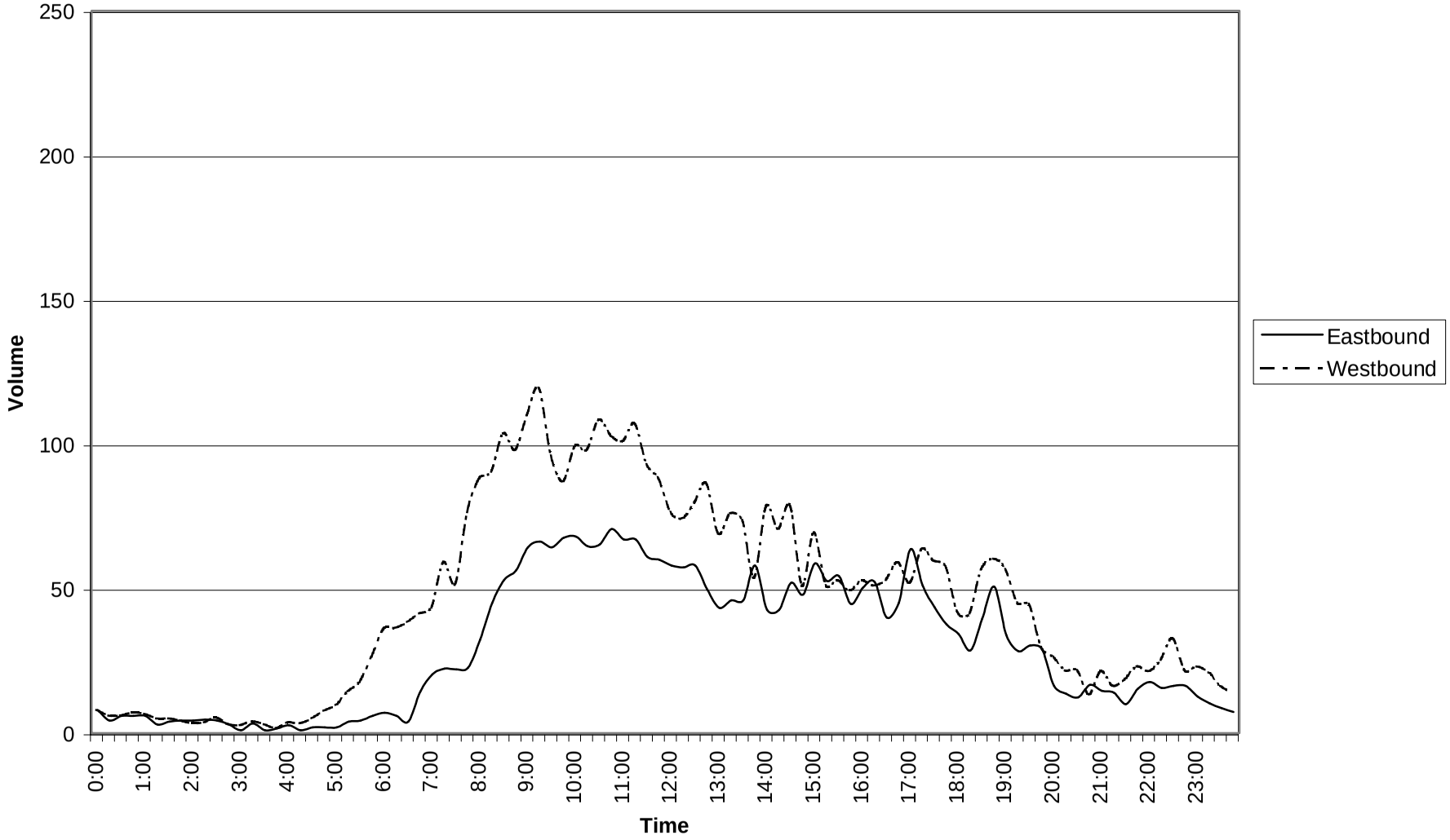
Time
Eastbound
Westbound

D Street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Time
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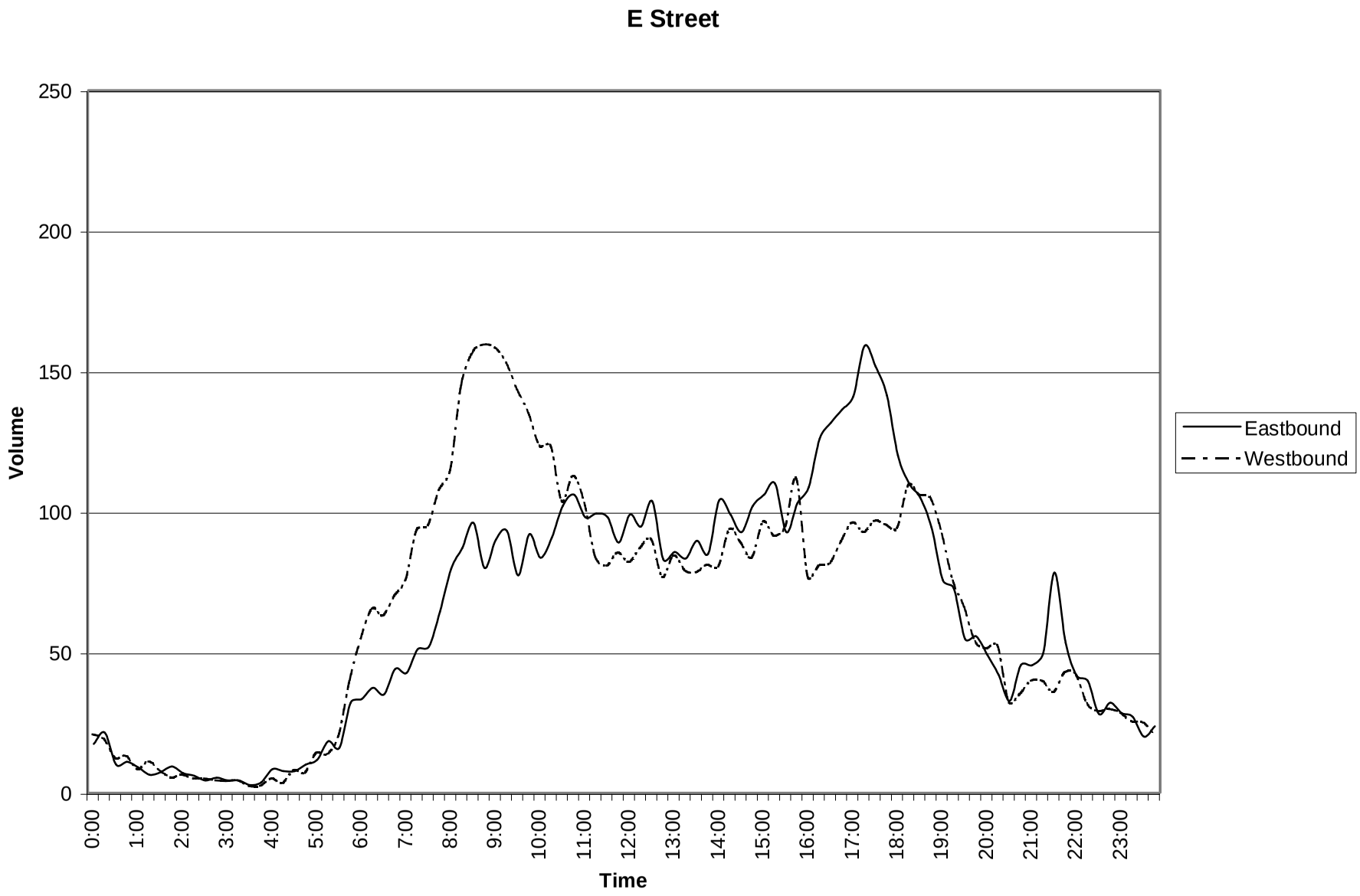
E Street
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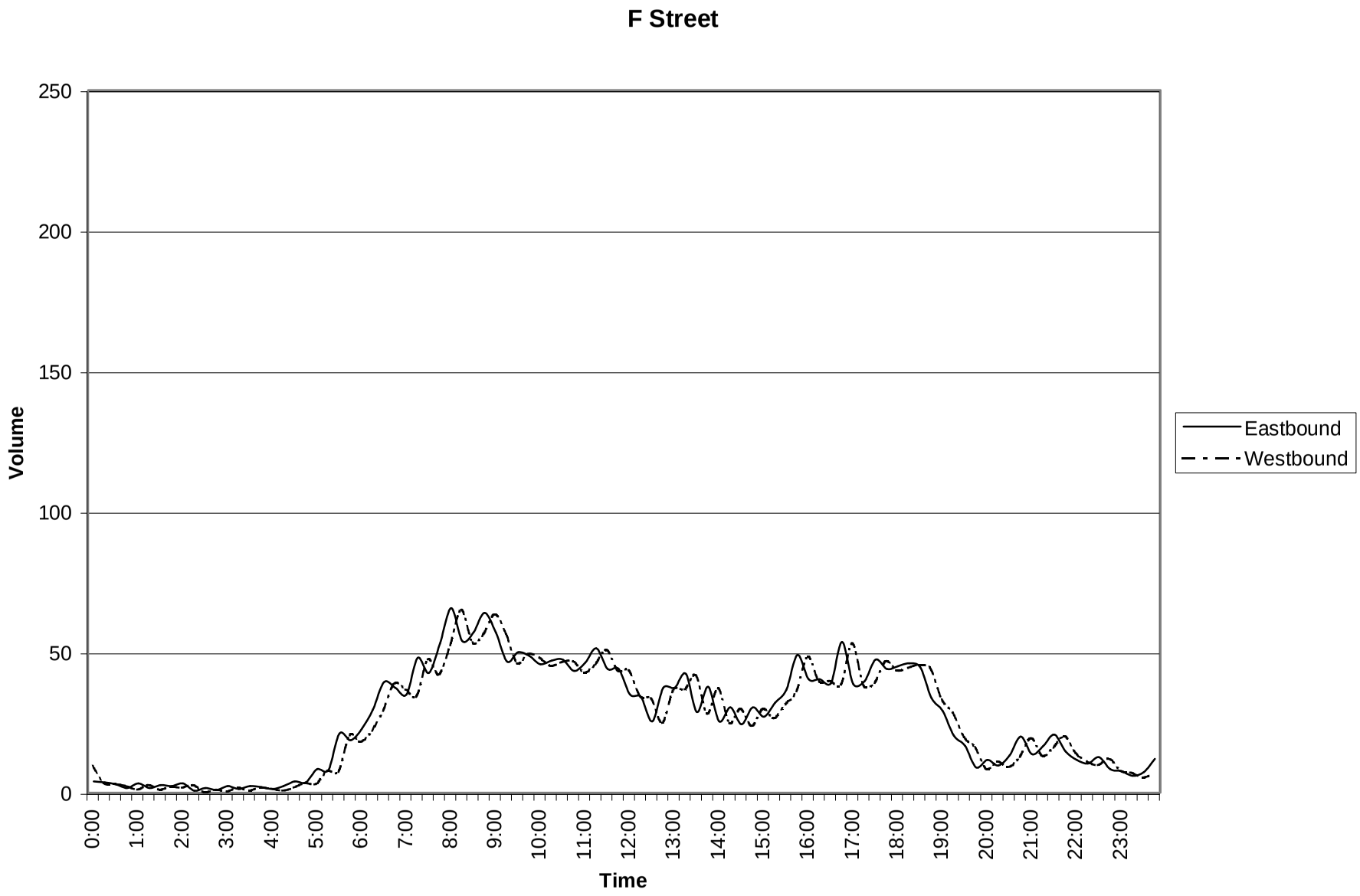
Time
Eastbound
Westbound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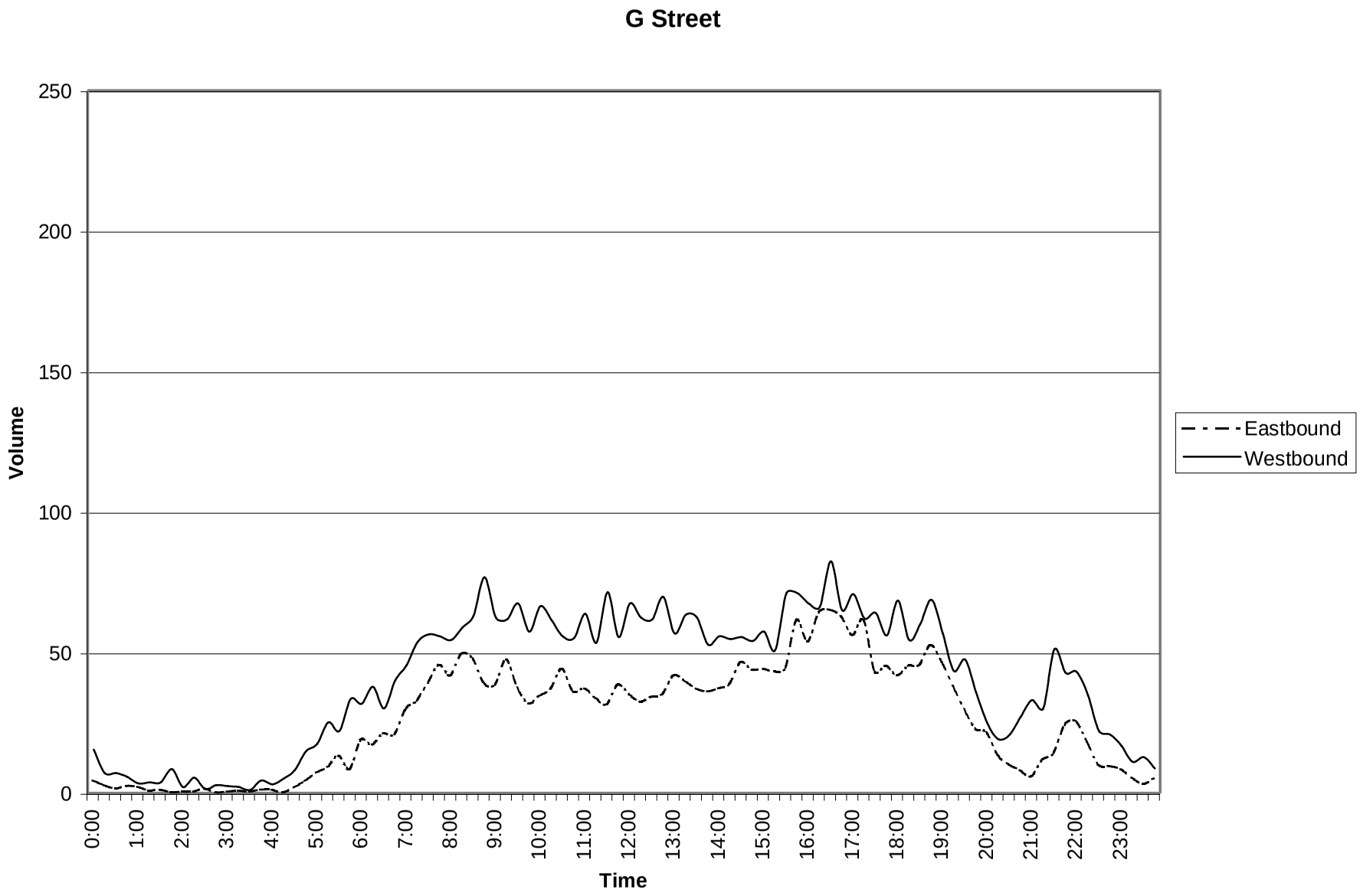
Time
Eastbound
Westbound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Time
Eastbound
Westbound

Judiciary Square Transportation Security Study

Speed and Delay

		A.M.				Mid Morning				P.M.			
		Travel Time	Delay	% Delay	Ave Speed (mph)	Travel Time	Delay	% Delay	Ave Speed (mph)	Travel Time	Delay	% Delay	Ave Speed (mph)
Dst	Westbound	257	68	26%	6.72	347	176	51%	3.53	183	100	55%	4.78
	Eastbound	98	4	4%	10.10	130	56	43%	6.57	85	31	37%	8.74
Est	Westbound	269	37	14%	8.63	196	118	60%	5.82	132	63	48%	4.25
	Eastbound	134	47	35%	13.90	131	54	41%	7.03	66	13	19%	6.87
6th	Southbound	260	146	56%	10.00	-	-	-	-	191	88	46%	7.34
	North Bound	155	34	22%	7.20	-	-	-	-	265	145	55%	12.40
3rd	Southbound	312	105	33%	9.12	-	-	-	-	209	147	70%	6.12
	North Bound	472	188	40%	13.60	-	-	-	-	173	39	23%	4.99

Judiciary Square

Transportation and Security Study

Metrorail boardings and alightings
Average weekday

		May-03		Jun-03		Jul-03		
Station	**Entrance**	**enter**	**exit**	**enter**	**exit**	**enter**	**exit**	**Entrance Description**
Judiciary Square	West	3,541	3,639	3,527	3,616	3,424	3,522	F Street, National Building Museum
	East	7,483	7,659	7,831	8,028	7,982	8,111	4th Street near D Street
	TOTAL	*11,024*	*11,298*	*11,358*	*11,644*	*11,406*	*11,633*	
Gallery Place	West	4,015	3,954	4,363	4,325	4,519	4,479	G St at 9th St
	Arena	5,047	5,275	6,021	6,499	6,461	6,699	F St at 7th St
	North	6,603	6,306	7,106	6,715	7,067	6,701	H St at 7th St
	TOTAL	*15,665*	*15,535*	*17,490*	*17,539*	*18,047*	*17,879*	
Archives	*TOTAL*	*7,740*	*7,374*	*8,283*	*7,817*	*8,419*	*7,964*	Navy Memorial Plaza

Judiciary Square

Transportation and Security Study

Bus stop boardings and alightings

	5:30 - 9:30	3:00 - 7:00	24 HOUR
SUMMARY OF STUDY AREA	MORNING	EVENING	DAILY TOTAL
BOARDINGS	965	1,886	5,511
ALIGHTINGS	1,713	1,409	5,691
	2,678	3,295	11,202

ROUTE	LINE DESCRIPTION	DIR	DATE	ON STREET	JUR	AT STREET	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD	ON	OFF	LVLD
				(WEEKDAY)		(C.P. GEORGIA AVE. &		3:00A-5:29A (4 TRIPS) (0 MISSING)			5:30A-9:29A (21 TRIPS) (0 MISSING)			9:30A-2:59P (33 TRIPS) (2 MISSING)			3:00P-6:59P (25 TRIPS) (0 MISSING)			7:00P-2:59X (31 TRIPS) (1 MISSING)			GRAND TOTALS (114 TRIPS) (3 MISSING)	
70,71	GEORGIA AVENUE - 7TH STREET	NORTHBOUND	3/99	7TH ST	NW	PENNSYLVANIA AVE (TP)	12	1	21	67	43	327	242.5	34	470.5	201	7	486	96.5	2	177	619	87	1481.5
70,71	GEORGIA AVENUE - 7TH STREET	NORTHBOUND	3/99	7TH ST	NW	E ST	4	1	24	21	26	322	73	24	519.5	94	14	566	45	4	218	237	69	1649.5
70,71	GEORGIA AVENUE - 7TH STREET	NORTHBOUND	3/99	7TH ST	NW	G ST	0	0	24	4	8	318	37.5	13.5	543.5	38	12	592	35	2	251	114.5	35.5	1728.5
70,71	GEORGIA AVENUE - 7TH STREET	NORTHBOUND	3/99	7TH ST	NW	H ST (TP)	22	0	46	142	43	417	346.5	81	809	301	64	829	1.97	11	437	1008.5	199	2538
				(WEEKDAY)		(C.P. GEORGIA AVE. &		(4 TRIPS) (0 MISSING)			(23 TRIPS) (0 MISSING)			(32 TRIPS) (0 MISSING)			(24 TRIPS) (0 MISSING)			(24 TRIPS) (2 MISSING)			(107 TRIPS) (2 MISSING)	
70,71	GEORGIA AVENUE - 7TH STREET	SOUTHBOUND	3/99	7TH ST	NW	H ST (TP)	13	24	70	67	192	555	61	328	597	35	254	400	2	85	78.5	178	883	1700.5
70,71	GEORGIA AVENUE - 7TH STREET	SOUTHBOUND	3/99	7TH ST	NW	G ST	0	3	67	2	16	541	2	33	566	3	38	365	0	0	78.5	7	90	1617.5
70,71	GEORGIA AVENUE - 7TH STREET	SOUTHBOUND	3/99	7TH ST	NW	E ST	1	6	62	14	63	492	20	74	512	12	62	315	1	18	61.5	48	223	1442.5
70,71	GEORGIA AVENUE - 7TH STREET	SOUTHBOUND	3/99	7TH ST	NW	PENNSYLVANIA AVE (TP)	0	26	36	4	160	336	31	215	328	17	125	207	4	26	39.5	56	552	946.5
70,71	GEORGIA AVENUE - 7TH STREET	SOUTHBOUND	3/99	7TH ST	NW	CONSTITUTION AVE	0	1	35	20	43	313	19	112	235	28	19	216	2	8.5	33	69	183.5	832
				(WEEKDAY)		(C.P. NORTH CAPITOL		(1 TRIP) (0 MISSING)			(15 TRIPS) (1 MISSING)			(16 TRIPS) (0 MISSING)			(18 TRIPS) (0 MISSING)			(13 TRIPS) (0 MISSING)			(63 TRIPS) (1 MISSING)	
80	NORTH CAPITOL STREET	NORTHBOUND	(12/98)	H ST	NW	7TH ST (TP)	1	1	5	52.5	8	145.5	89	43	262	94	60	437	24	12	115	260.5	124	964.5
80	NORTH CAPITOL STREET	NORTHBOUND	(12/98)	H ST	NW	6TH ST	0	0	5	7	3.5	149	34	8	288	23	12	448	7	7	115	71	30.5	1005
80	NORTH CAPITOL STREET	NORTHBOUND	(12/98)	H ST	NW	BET 4TH & 5TH STS	0	0	5	6	5	150	6	4	290	10	14	444	3	7	111	25	30	1000
				(WEEKDAY)		(C.P. NORTH CAPITOL		(3 TRIPS) (0 MISSING)			(18 TRIPS) (1 MISSING)			(17 TRIPS) (0 MISSING)			(15 TRIPS) (0 MISSING)			(12 TRIPS) (0 MISSING)			(65 TRIPS) (1 MISSING)	
80	NORTH CAPITOL STREET	SOUTHBOUND	(12/98)	H ST	NW	3RD ST	0	0	23	1.5	12	403	0	1	334	4	3	200	5	0	41	10.5	16	1001
80	NORTH CAPITOL STREET	SOUTHBOUND	(12/98)	H ST	NW	BET 4TH & 5TH STS	0	0	23	6.5	10	399.5	9	20	323	5	11	194	0	3	38	20.5	44	977.5
80	NORTH CAPITOL STREET	SOUTHBOUND	(12/98)	H ST	NW	6TH ST	0	0	23	10	19.5	390	7	54	276	6	13	187	7	5	40	30	91.5	916
80	NORTH CAPITOL STREET	SOUTHBOUND	(12/98)	H ST	NW	7TH ST (TP)	12	3	32	67	79.5	377.5	50	63	263	37	55	169	11	6	45	177	206.5	886.5
				(WEEKDAY)		(C.P. ANACOSTIA STATION)		(1 TRIP) (0 MISSING)			(22 TRIPS) (0 MISSING)			(22 TRIPS) (0 MISSING)			(17 TRIPS) (0 MISSING)			(10 TRIPS) (0 MISSING)			(72 TRIPS) (0 MISSING)	
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	CONSTITUTION AVE	NW	6TH ST	0	0	0	1	16	358	0	9	188	0	5	160	0	0	46	1	30	752
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	CONSTITUTION AVE	NW	7TH ST	0	0	0	14	16	356	0	13	175	0	13	147	0	0	46	14	42	724
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	PENNSYLVANIA AVE	NW	4TH ST X	0	0	0	1	12	245	0	5	165	0	7	138	0	1	45	1	25	593
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	PENNSYLVANIA AVE	NW	6TH ST	0	0	0	0	10	235	4	9	160	1	4	135	0	0	45	5	23	575
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	PENNSYLVANIA AVE	NW	7TH ST	0	0	0	8	41	202	8	8	160	15	9	141	4	10	39	35	68	542
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	H STREET	NW	7TH ST (TP)	1	1	3	40	15	156	56	17	188	60	7	235	17	4	74	174	44	656
P1,2,6	ANACOSTIA-ECKINGTON	NORTHBOUND	5/00	H STREET	NW	6TH ST	0	0	3	9	11	154	26	8	206	13	5	243	7	3	78	55	27	684
				(WEEKDAY)		(C.P. ANACOSTIA STATION)		(2 TRIPS) (0 MISSING)			(13 TRIPS) (0 MISSING)			(20 TRIPS) (0 MISSING)			(22 TRIPS) (0 MISSING)			(12 TRIPS) (0 MISSING)			(69 TRIPS) (0 MISSING)	
P1,2,6	ANACOSTIA-ECKINGTON	SOUTHBOUND	2/97	5TH ST	NW	H ST	0	0	27	1	15	320	2	24	202	1	11	220	4	6	76	8	56	845
P1,2,6	ANACOSTIA-ECKINGTON	SOUTHBOUND	2/97	H STREET	NW	6TH ST	0	0	27	3	13	310	3	8	197	2	5	217	0	2	74	8	28	825
P1,2,6	ANACOSTIA-ECKINGTON	SOUTHBOUND	2/97	H STREET	NW	7TH ST (TP)	2	13	16	9	83	236	14	41	170	23	50	190	2	23	53	50	210	665
P1,2,6	ANACOSTIA-ECKINGTON	SOUTHBOUND	2/97	PENNSYLVANIA AVE	NW	7TH ST	0	0	2	13	11	133	34	8	194	42	27	370	7	0	71	96	46	770
P1,2,6	ANACOSTIA-ECKINGTON	SOUTHBOUND	2/97	PENNSYLVANIA AVE	NW	6TH ST	0	0	2	3	7	129	18	2	210	17	3	384	4	0	75	42	12	800
				(WEEKDAY)				(5 TRIPS) (0 MISSING)			(26 TRIPS) (0 MISSING)			(36 TRIPS) (0 MISSING)			(38 TRIPS) (0 MISSING)			(12 TRIPS) (0 MISSING)			(117 TRIPS) (0 MISSING)	
X2	BENNING RD - H ST	EASTBOUND	KB 7/95	H ST	NW	7TH ST (TP)	7	1	35	169	18	445	330.5	77	1026.5	320	47	1192	62	10	219	888.5	153	2917.5
X2	BENNING RD - H ST	EASTBOUND	KB 7/95	H ST	NW	6TH ST	3	0	38	41	15	471	127	31	1122.5	87	16	1263	15	0	234	273	62	3128.5
X2	BENNING RD - H ST	EASTBOUND	KB 7/95	H ST	NW	BETW 5TH & 4TH STS	1	1	38	27	20	478	117	34	1205.5	80	42	1301	10	4	240	235	101	3262.5
X2	BENNING RD - H ST	EASTBOUND	KB 7/95	H ST	NW	3RD ST	1	0	39	6	9	475	12	7	1210.5	9	13	1297	0	4	236	28	33	3257.5
				(WEEKDAY)				(6 TRIPS) (0 MISSING)			(33 TRIPS) (0 MISSING)			(35 TRIPS) (0 MISSING)			(29 TRIPS) (0 MISSING)			(27 TRIPS) (0 MISSING)			(130 TRIPS) (0 MISSING)	
X2	BENNING RD - H ST	WESTBOUND	KB 7/95	H ST	NW	3RD ST	0	3	197	4	39	1234	1	16	1264	2	7	679	2	2	218	9	67	3592
X2	BENNING RD - H ST	WESTBOUND	KB 7/95	H ST	NW	BETW 4TH & 5TH STS	10	2	205	7	74	1167	20	94	1190	8	40	647	5	12	211	50	222	3420
X2	BENNING RD - H ST	WESTBOUND	KB 7/95	H ST	NW	6TH ST	0	2	203	4	70	1101	17	83	1124	19	29	637	2	7	206	42	191	3271
X2	BENNING RD - H ST	WESTBOUND	KB 7/95	H ST	NW	7TH ST (TP)	1	78	126	49	331	819	73	343	854	57	228	466	9	84	131	189	1064	2396
				(WEEKDAY)		(C.P. K STREET & CONNECTICUT AVE)		(4 TRIPS) (0 MISSING)			(34 TRIPS) (0 MISSING)			(16 TRIPS) (0 MISSINGS)			(21 TRIPS) (1 MISSING)			(11 TRIPS) (0 MISSING)			(86 TRIPS) (1 MISSING)	
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	WESTBOUND	GH 10/99	E ST	NW	BETW 1ST & 2ND STS	1	3	52	25	24	825	20	12	284	28	13	247	7	5	64	81	57	1472
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	WESTBOUND	GH 10/99	E ST	NW	4TH ST	0	3	49	14	114	725	39	37	286	46	22	271	1	2	63	100	178	1394
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	WESTBOUND	GH 10/99	E ST	NW	6TH ST	0	1	48	1	64	662	0	15	271	4	4	271	0	2	61	5	86	1313
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	WESTBOUND	GH 10/99	E ST	NW	7TH ST	1	8	41	21	86	597	18	51	238	24	47	248	0	8	53	64	200	1177
				(WEEKDAY)		(C.P. K & 17TH STREETS)		(1 TRIP) (0 MISSING)			(27 TRIPS) (0 MISSING)			(15 TRIPS) (1 MISSING)			(27 TRIPS) (0 MISSING)			(11 TRIPS) (0 MISSING)			(81 TRIPS) (1 MISSING)	
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	EASTBOUND	GH 10/99	E ST	NW	7TH ST (TP)	0	0	8	16	22	186	28	19.5	259.5	66	28	669	7	11	100	117	80.5	1222.5
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	EASTBOUND	GH 10/99	E ST	NW	6TH ST	0	0	8	7	20	173	14.5	15.5	258.5	65	21	713	2	3	99	88.5	59.5	1251.5
D1,3,6	SIBLEY HOSPITAL-STADIUM ARMORY	EASTBOUND	GH 10/99	E ST	NW	4TH ST	0	0	8	12	47	138	32	37.5	253	68	19	762	6	2	103	118	105.5	1264
				(WEEKDAY)		(C.P. BENNING ROAD		(0 TRIPS) (0 MISSING)			(17 TRIPS) (1 MISSING)			(0 TRIPS) (0 MISSING)			(0 TRIPS) (0 MISSING)			(0 TRIPS) (0 MISSING)			(17 TRIPS) (1 MISSING)	
X1,3	BENNING ROAD	WESTBOUND	GH 6/00	CONSTITUTION AVE	NW	3RD ST (X1)	0	0	0	1	17	314	0	0	0	0	0	0	0	0	0	1	17	314
X1,3	BENNING ROAD	WESTBOUND	GH 6/00	CONSTITUTION AVE	NW	6TH ST (X1)	0	0	0	0	20	294	0	0	0	0	0	0	0	0	0	0	20	294
X1,3	BENNING ROAD	WESTBOUND	GH 6/00	CONSTITUTION AVE	NW	7TH ST (X1)	0	0	0	28.5	29.5	293	0	0	0	0	0	0	0	0	0	28.5	29.5	293
				(WEEKDAY)		(C.P. BENNING ROAD		(0 TRIPS) (0 MISSING)			(0 TRIPS) (0 MISSING)			(0 TRIPS) (0 MISSING)			(11 TRIPS) (0 MISSING)			(0 TRIPS) (0 MISSING)			(11 TRIPS) (0 MISSING)	
X1,3	BENNING ROAD	EASTBOUND	GH 6/00	CONSTITUTION AVE	NW	7TH ST (X1)	0	0	0	0	0	0	0	0	0	11	10	116	0	0	0	11	10	116
X1,3	BENNING ROAD	EASTBOUND	GH 6/00	CONSTITUTION AVE	NW	6TH ST X (X1)	0	0	0	0	0	0	0	0	0	3	0	119	0	0	0	3	0	119
X1,3	BENNING ROAD	EASTBOUND	GH 6/00	CONSTITUTION AVE	NW	3RD ST (X1)	0	0	0	0	0	0	0	0	0	9	0	128	0	0	0	9	0	128
										965	1713					1886	1409					5511	5690.5	

Appendices

Appendix C:
Master Plan Traffic Data

Source: Judiciary Square Master Plan

APPENDIX

T-1

INTERSECTION TURNING MOVEMENT COUNT SUMMARIES
EXISTING TRAFFIC SITUATION

(Judiciary Square Master Plan – Washington D.C)

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

Counted by:ORGA-GC, LM
Board :D4-2237, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3RD@CON
Site Code : 12232237
Start Date : 12/19/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street NW From North					3rd Street NW From South					Constitution Avenue NW From East					Constitution Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	28	13	0	46	10	49	14	0	73	62	340	30	0	432	2	118	0	0	120	671
07:30 AM	3	14	11	0	28	14	36	22	0	72	62	306	23	0	391	1	135	1	0	137	628
07:45 AM	2	16	15	0	33	14	56	18	0	88	57	314	44	0	415	2	149	1	0	152	688
08:00 AM	3	24	16	0	43	23	65	26	0	114	56	318	26	0	400	0	170	1	0	171	728
Total	13	82	55	0	150	61	206	80	0	347	237	1278	123	0	1638	5	572	3	0	580	2715
08:15 AM	4	33	18	0	55	21	54	20	0	95	70	434	45	0	549	0	183	0	0	183	882
08:30 AM	5	24	33	0	62	25	63	27	0	115	53	453	52	0	558	1	191	1	0	193	928
08:45 AM	5	32	34	0	71	23	83	19	0	125	61	385	36	0	482	0	185	0	0	185	863
09:00 AM	7	35	59	0	101	25	70	23	0	118	59	396	35	0	490	0	231	1	0	232	941
Total	21	124	144	0	289	94	270	89	0	453	243	1668	168	0	2079	1	790	2	0	793	3614
03:45 PM	18	46	17	0	81	12	23	29	0	64	42	234	21	0	297	1	273	0	1	275	717
04:00 PM	21	58	19	0	98	11	22	36	0	69	44	215	20	0	279	1	299	0	0	300	746
Total	39	104	36	0	179	23	45	65	0	133	86	449	41	0	576	2	572	0	1	575	1463
04:15 PM	28	67	24	0	119	8	35	34	0	77	57	238	17	0	312	1	363	0	0	364	872
04:30 PM	22	78	27	0	127	6	33	23	2	64	58	217	18	0	293	1	356	2	0	359	843
04:45 PM	26	108	24	0	158	15	33	31	0	79	57	239	16	0	312	1	362	0	0	363	912
05:00 PM	30	99	25	0	154	12	21	40	1	74	60	262	22	0	344	1	412	0	0	413	985
Total	106	352	100	0	558	41	122	128	3	294	232	956	73	0	1261	4	1493	2	0	1499	3612
05:15 PM	18	91	25	0	134	12	34	34	0	80	48	259	18	0	325	1	337	2	0	340	879
05:30 PM	33	101	30	0	164	8	38	45	0	91	50	299	22	0	371	0	370	0	0	370	996
05:45 PM	25	98	27	0	150	10	37	42	0	89	46	283	19	0	348	0	393	1	0	394	981
06:00 PM	19	88	20	0	127	11	26	34	0	71	52	258	21	0	331	0	374	33	0	407	936
Total	95	378	102	0	575	41	135	155	0	331	196	1099	80	0	1375	1	1474	36	0	1511	3792
06:15 PM	20	107	33	0	160	12	28	41	0	81	59	236	7	0	302	3	324	1	0	328	871
06:30 PM	27	106	34	0	167	11	29	20	0	60	62	222	11	0	295	1	319	0	0	320	842
Grand Total	321	1253	504	0	2078	283	835	578	3	1699	1115	5908	503	0	7526	17	5544	44	1	5606	16909
Apprch %	15.4	60.3	24.3	0.0		16.7	49.1	34.0	0.2		14.8	78.5	6.7	0.0		0.3	98.9	0.8	0.0		
Total %	1.9	7.4	3.0	0.0	12.3	1.7	4.9	3.4	0.0	10.0	6.6	34.9	3.0	0.0	44.5	0.1	32.8	0.3	0.0	33.2	

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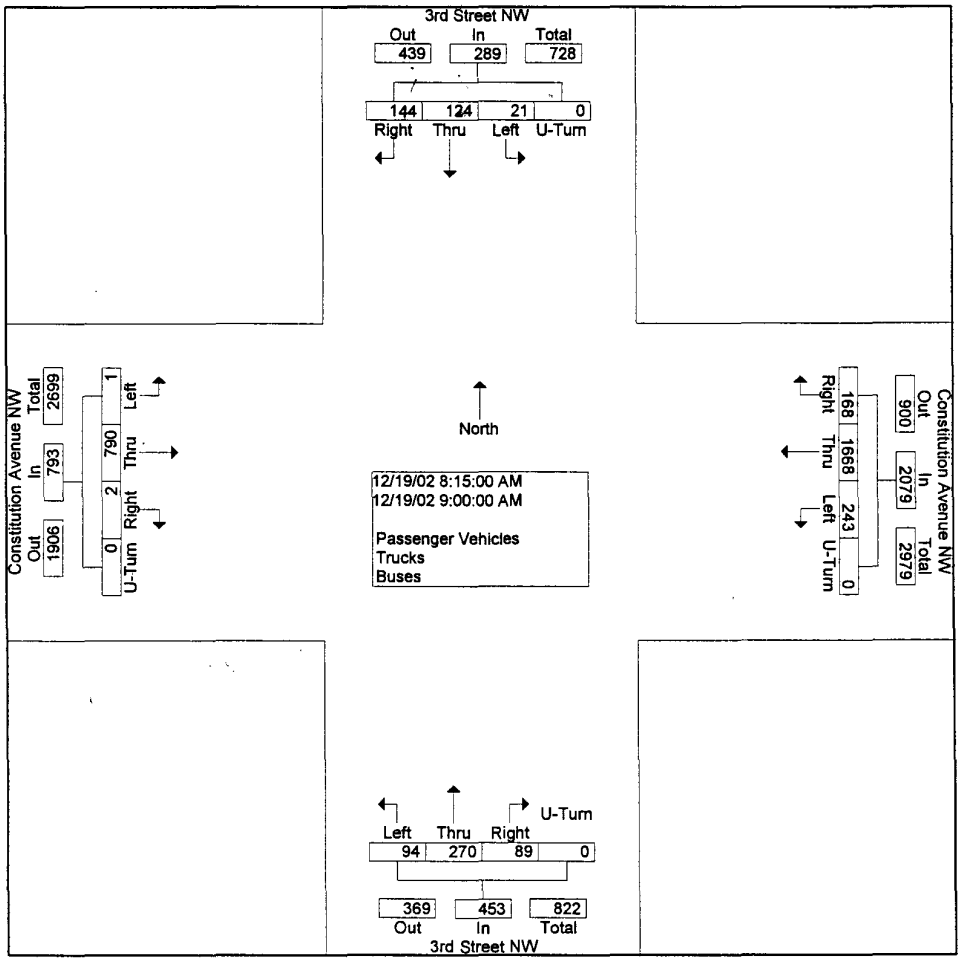
Board :D4-2237, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3RD@CON
Site Code : 12232237
Start Date : 12/19/2002
Page No : 2

	3rd Street NW From North					3rd Street NW From South					Constitution Avenue NW From East					Constitution Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	21	124	144	0	289	94	270	89	0	453	243	1668	168	0	2079	1	790	2	0	793	3614
Percent	7.3	42.9	49.8	0.0		20.8	59.6	19.6	0.0		11.7	80.2	8.1	0.0		0.1	99.6	0.3	0.0		
09:00 Volume	7	35	59	0	101	25	70	23	0	118	59	396	35	0	490	0	231	1	0	232	941
Peak Factor																					0.960
High Int.	09:00 AM					08:45 AM					08:30 AM					09:00 AM					
Volume	7	35	59	0	101	23	83	19	0	125	53	453	52	0	558	0	231	1	0	232	
Peak Factor					0.715					0.906					0.931					0.855	



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File Name : 3RD@CON
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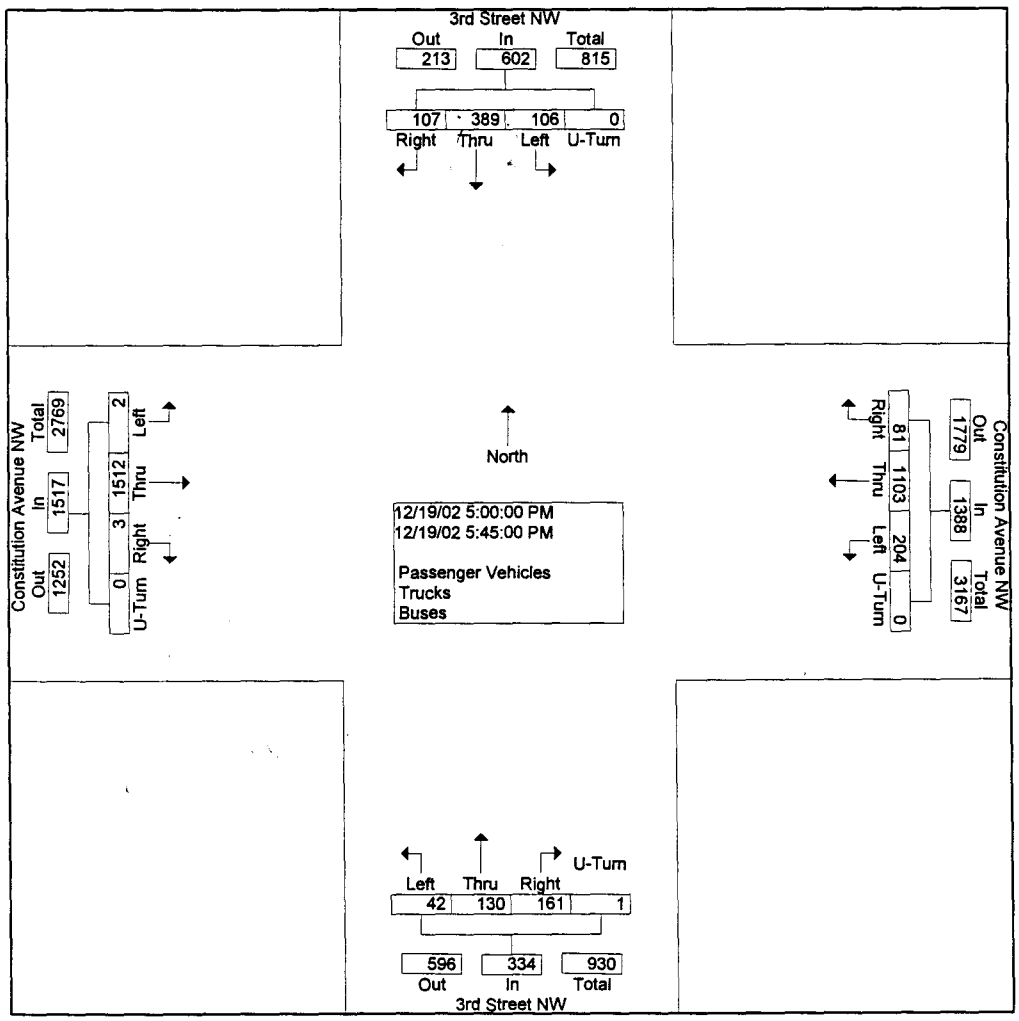
Start Date : 12/19/2002
Page No : 3

	3rd Street NW From North					3rd Street NW From South					Constitution Avenue NW From East					Constitution Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	106	389	107	0	602	42	130	161	1	334	204	1103	81	0	1388	2	1512	3	0	1517	3841
Percent	17.6	64.6	17.8	0.0		12.6	38.9	48.2	0.3		14.7	79.5	5.8	0.0		0.1	99.7	0.2	0.0		
05:30 Volume	33	101	30	0	164	8	38	45	0	91	50	299	22	0	371	0	370	0	0	370	996
Peak Factor																					0.964
High Int.	05:30 PM					05:30 PM					05:30 PM					05:00 PM					
Volume	33	101	30	0	164	8	38	45	0	91	50	299	22	0	371	1	412	0	0	413	
Peak Factor					0.918					0.918					0.935					0.918	



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Counted by :ORGA-NL
Board :D4-2237
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@C
Site Code : 11162237
Start Date : 01/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street, NW From North					3rd Street, NW From South					C Street, NW From East					C Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	30	0	0	30	0	67	0	0	67	0	0	0	0	0	12	0	2	0	14	111
07:30 AM	0	49	0	1	50	0	71	0	1	72	0	0	0	0	0	6	0	10	0	16	138
07:45 AM	0	43	2	0	45	0	81	0	0	81	4	0	0	0	4	16	0	10	0	26	156
08:00 AM	0	54	0	0	54	0	99	0	0	99	3	0	0	0	3	16	0	15	0	31	187
Total	0	176	2	1	179	0	318	0	1	319	7	0	0	0	7	50	0	37	0	87	592
08:15 AM	0	64	0	0	64	0	98	0	1	99	1	0	0	0	1	21	0	13	0	34	198
08:30 AM	0	76	0	1	77	0	102	0	0	102	1	0	0	0	1	23	1	11	0	35	215
08:45 AM	1	77	0	0	78	0	112	0	0	112	1	0	0	0	1	34	0	12	0	46	237
09:00 AM	0	96	0	0	96	0	83	0	1	84	3	0	0	0	3	31	0	33	0	64	247
Total	1	313	0	1	315	0	395	0	2	397	6	0	0	0	6	109	1	69	0	179	897
03:45 PM	0	165	0	0	165	0	58	0	1	59	0	0	0	0	0	23	0	15	0	38	262
04:00 PM	0	203	0	1	204	0	48	0	0	48	2	0	0	0	2	27	0	17	0	44	298
Total	0	368	0	1	369	0	106	0	1	107	2	0	0	0	2	50	0	32	0	82	560
04:15 PM	0	199	0	0	199	0	77	0	1	78	0	0	0	0	0	37	0	19	0	56	333
04:30 PM	0	198	0	0	198	0	42	0	0	42	0	0	0	0	0	26	0	17	0	43	283
04:45 PM	0	218	0	0	218	0	59	0	0	59	0	0	0	0	0	27	0	19	0	46	323
05:00 PM	0	216	0	1	217	0	75	0	0	75	0	0	0	0	0	15	0	19	0	34	326
Total	0	831	0	1	832	0	253	0	1	254	0	0	0	0	0	105	0	74	0	179	1265
05:15 PM	0	214	0	0	214	0	58	0	0	58	1	0	0	0	1	27	0	32	0	59	332
05:30 PM	0	207	0	0	207	0	54	0	1	55	1	0	0	0	1	22	0	21	0	43	306
05:45 PM	0	214	0	0	214	0	79	0	1	80	1	0	0	0	1	7	1	16	0	24	319
06:00 PM	0	218	0	1	219	0	64	0	0	64	0	0	0	0	0	20	0	17	0	37	320
Total	0	853	0	1	854	0	255	0	2	257	3	0	0	0	3	76	1	86	0	163	1277
06:15 PM	0	177	0	0	177	0	76	0	1	77	2	0	0	0	2	16	0	11	0	27	283
06:30 PM	0	195	0	0	195	3	52	0	0	55	3	0	0	0	3	11	0	9	0	20	273
Grand Total	1	2913	2	5	2921	3	1455	0	8	1466	23	0	0	0	23	417	2	318	0	737	5147
Apprch %	0.0	99.7	0.1	0.2		0.2	99.2	0.0	0.5		100.0	0.0	0.0	0.0		56.6	0.3	43.1	0.0		
Total %	0.0	56.6	0.0	0.1	56.8	0.1	28.3	0.0	0.2	28.5	0.4	0.0	0.0	0.0	0.4	8.1	0.0	6.2	0.0	14.3	

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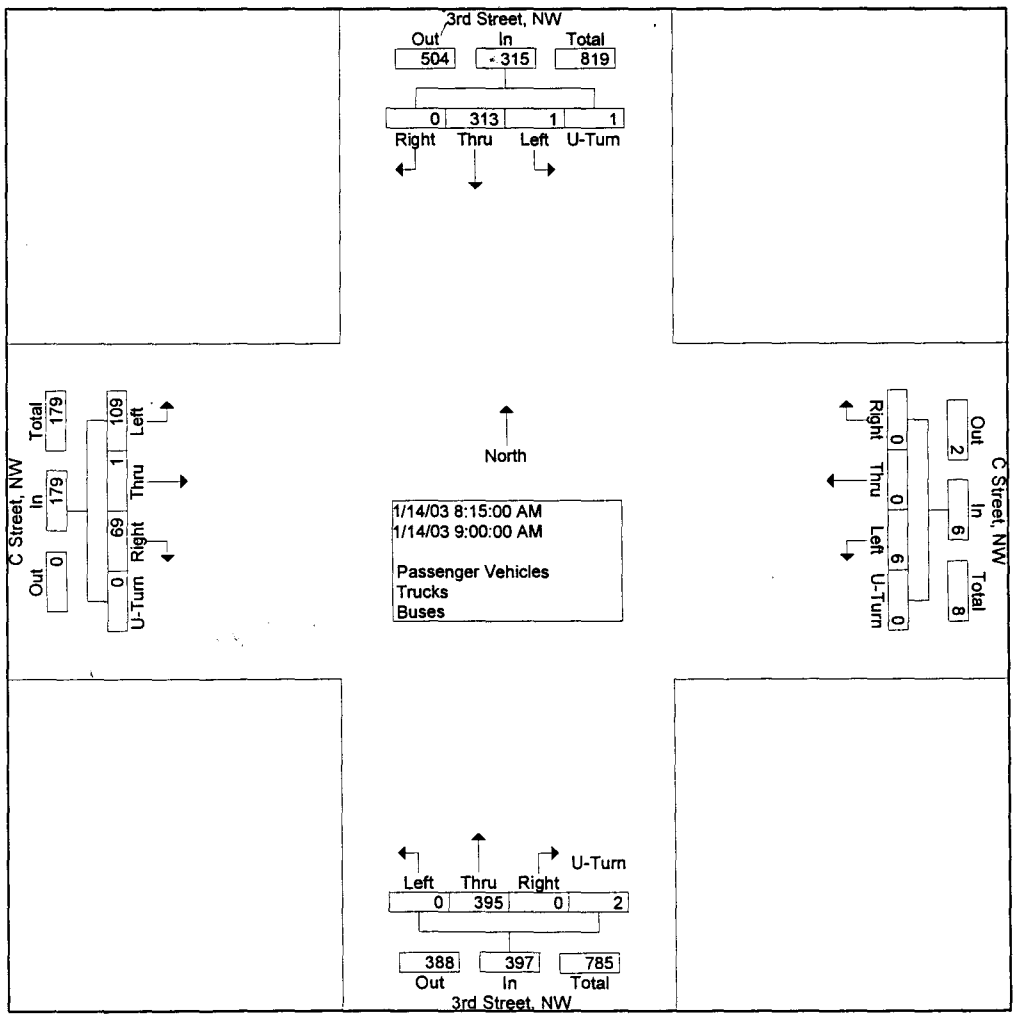
Counted by :ORGA-NL
Board :D4-2237
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@C
Site Code : 11162237
Start Date : 01/14/2003
Page No : 2

	3rd Street, NW From North					3rd Street, NW From South					C Street, NW From East					C Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	1	313	0	1	315	0	395	0	2	397	6	0	0	0	6	109	1	69	0	179	897
Percent	0.3	99.4	0.0	0.3		0.0	99.5	0.0	0.5		100.0	0.0	0.0	0.0		60.9	0.6	38.5	0.0		
09:00 Volume	0	96	0	0	96	0	83	0	1	84	3	0	0	0	3	31	0	33	0	64	247
Peak Factor																					0.908
High Int.	09:00 AM					08:45 AM					09:00 AM					09:00 AM					
Volume	0	96	0	0	96	0	112	0	0	112	3	0	0	0	3	31	0	33	0	64	
Peak Factor					0.820					0.886					0.500					0.699	



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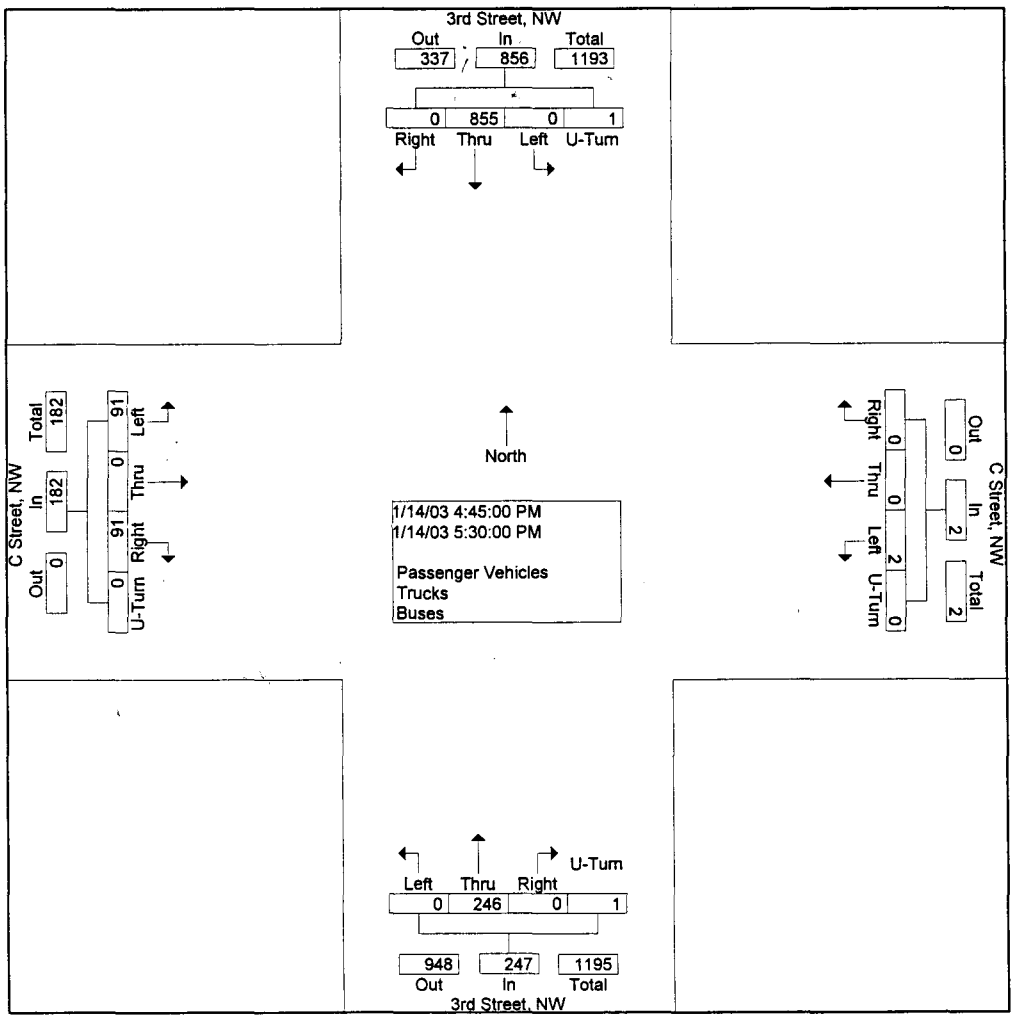
Counted by :ORGA-NL
Board :D4-2237
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@C
Site Code : 11162237
Start Date : 01/14/2003
Page No : 3

	3rd Street, NW From North					3rd Street, NW From South					C Street, NW From East					C Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	855	0	1	856	0	246	0	1	247	2	0	0	0	2	91	0	91	0	182	1287
Percent	0.0	99.9	0.0	0.1		0.0	99.6	0.0	0.4		100.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0		
05:15 Volume	0	214	0	0	214	0	58	0	0	58	1	0	0	0	1	27	0	32	0	59	332
Peak Factor																					0.969
High Int.	04:45 PM					05:00 PM					05:15 PM					05:15 PM					
Volume	0	218	0	0	218	0	75	0	0	75	1	0	0	0	1	27	0	32	0	59	
Peak Factor					0.982					0.823					0.500					0.771	



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Counted by :ORGA-OS
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@D
Site Code : 12061576
Start Date : 01/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street NW From North					3rd Street NW From South					D Street, NW From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	20	23	1	0	44	9	42	13	1	65	10	36	94	0	140	2	15	3	1	21	270
07:30 AM	22	46	5	0	73	9	46	15	1	71	23	37	113	2	175	7	14	3	1	25	344
07:45 AM	30	25	3	0	58	12	62	16	0	90	31	54	121	0	206	9	17	8	1	35	389
08:00 AM	24	45	1	0	70	16	74	8	0	98	38	50	121	1	210	16	13	10	2	41	419
Total	96	139	10	0	245	46	224	52	2	324	102	177	449	3	731	34	59	24	5	122	1422
08:15 AM	27	47	6	0	80	19	76	13	0	108	41	58	117	0	216	20	22	5	1	48	452
08:30 AM	29	52	15	0	96	15	85	19	1	120	42	62	98	0	202	27	21	3	0	51	469
08:45 AM	17	47	6	0	70	25	89	17	0	131	33	61	108	0	202	26	28	9	0	63	466
09:00 AM	33	38	10	0	81	10	79	16	0	105	40	67	75	0	182	30	22	6	0	58	426
Total	106	184	37	0	327	69	329	65	1	464	156	248	398	0	802	103	93	23	1	220	1813
04:45 PM	56	222	21	0	299	3	58	4	0	65	28	35	14	0	77	20	19	1	0	40	481
05:00 PM	50	167	9	0	226	4	54	2	0	60	10	31	11	0	52	15	23	1	0	39	377
Total	106	389	30	0	525	7	112	6	0	125	38	66	25	0	129	35	42	2	0	79	858
05:15 PM	65	177	18	0	260	3	65	6	0	74	20	27	19	0	66	21	17	0	1	39	439
05:30 PM	60	200	24	0	284	8	70	2	0	80	9	31	14	0	54	10	18	2	0	30	448
05:45 PM	43	216	22	0	281	12	51	0	0	63	18	21	15	0	54	19	20	4	0	43	441
06:00 PM	65	142	17	1	225	5	66	10	1	82	28	26	13	0	67	23	9	2	0	34	408
Total	233	735	81	1	1050	28	252	18	1	299	75	105	61	0	241	73	64	8	1	146	1736
06:15 PM	49	117	7	0	173	12	74	27	0	113	31	43	11	0	85	20	13	3	0	36	407
06:30 PM	82	147	7	0	236	3	69	20	0	92	33	43	23	0	99	15	10	1	0	26	453
Grand Total	672	1711	172	1	2556	165	1060	188	4	1417	435	682	967	3	2087	280	281	61	7	629	6689
Apprch %	26.3	66.9	6.7	0.0		11.6	74.8	13.3	0.3		20.8	32.7	46.3	0.1		44.5	44.7	9.7	1.1		
Total %	10.0	25.6	2.6	0.0	38.2	2.5	15.8	2.8	0.1	21.2	6.5	10.2	14.5	0.0	31.2	4.2	4.2	0.9	0.1	9.4	

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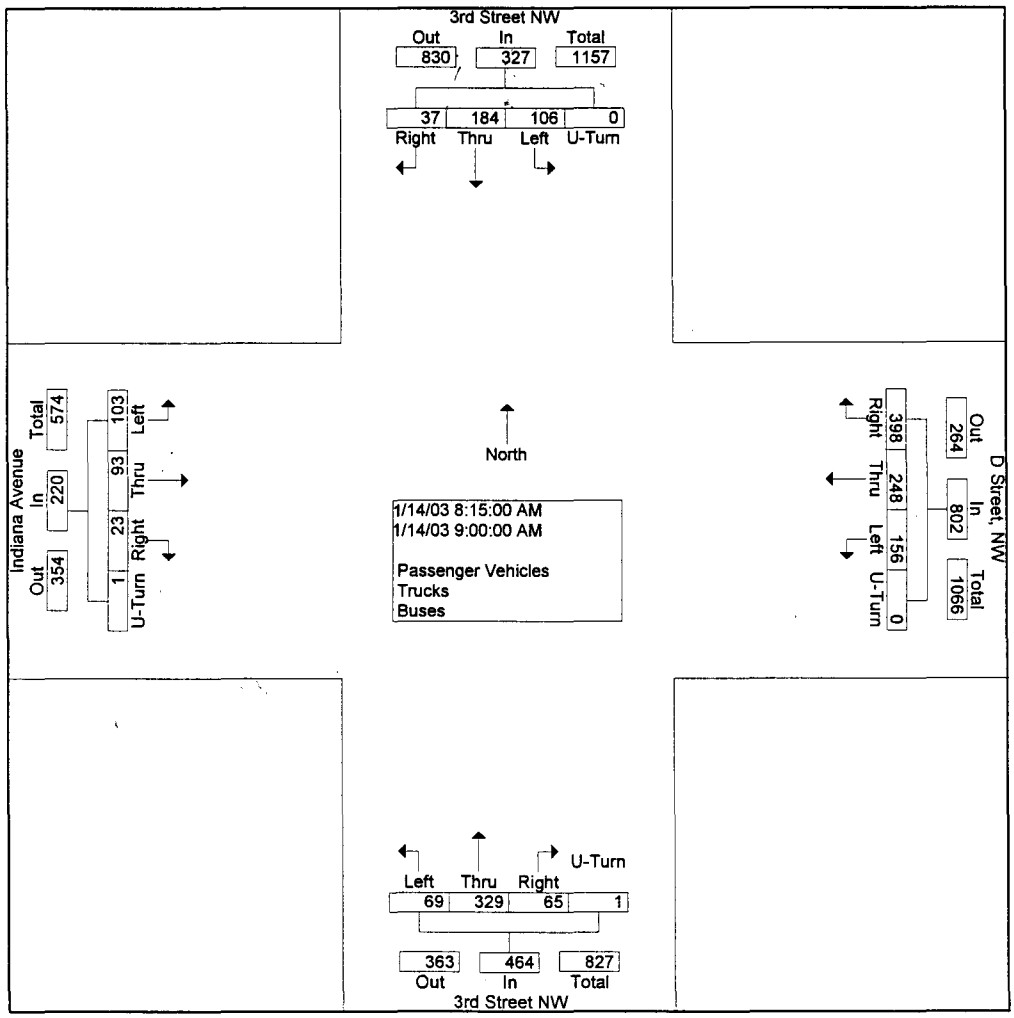
Counted by :ORGA-OS
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@D
Site Code : 12061576
Start Date : 01/14/2003
Page No : 2

	3rd Street NW From North					3rd Street NW From South					D Street, NW From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	106	184	37	0	327	69	329	65	1	464	156	248	398	0	802	103	93	23	1	220	1813
Percent	32.4	56.3	11.3	0.0		14.9	70.9	14.0	0.2		19.5	30.9	49.6	0.0		46.8	42.3	10.5	0.5		
08:30 Volume	29	52	15	0	96	15	85	19	1	120	42	62	98	0	202	27	21	3	0	51	469
Peak Factor																					0.966
High Int.	08:30 AM					08:45 AM					08:15 AM					08:45 AM					
Volume	29	52	15	0	96	25	89	17	0	131	41	58	117	0	216	26	28	9	0	63	
Peak Factor					0.852					0.885					0.928					0.873	



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Board :D4-1576
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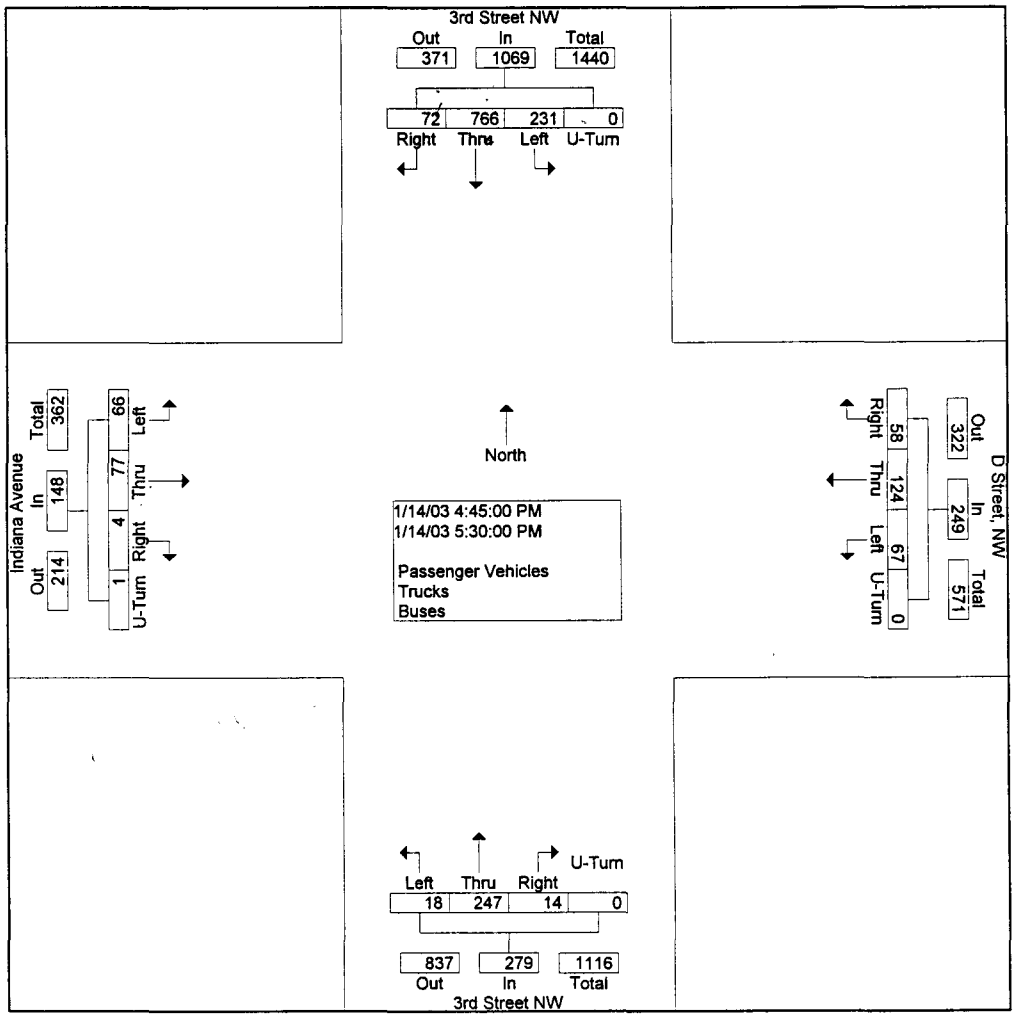
File Name : 3rd@D
Site Code : 12061576
Start Date : 01/14/2003
Page No : 3

	3rd Street NW From North					3rd Street NW From South					D Street, NW From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	231	766	72	0	1069	18	247	14	0	279	67	124	58	0	249	66	77	4	1	148	1745
Percent	21.6	71.7	6.7	0.0		6.5	88.5	5.0	0.0		26.9	49.8	23.3	0.0		44.6	52.0	2.7	0.7		
04:45 Volume	56	222	21	0	299	3	58	4	0	65	28	35	14	0	77	20	19	1	0	40	481
Peak Factor																					0.907
High Int.	04:45 PM					05:30 PM					04:45 PM					04:45 PM					
Volume	56	222	21	0	299	8	70	2	0	80	28	35	14	0	77	20	19	1	0	40	
Peak Factor					0.894					0.872					0.808					0.925	



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Counted by:ORGA-AA, OS
Board :D4-2237, D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@EST
Site Code : 04061910
Start Date : 12/04/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street NW From North					3rd Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	6	22	3	0	31	17	92	21	0	130	16	69	30	0	115	7	22	5	0	34	310
07:30 AM	7	32	2	0	41	32	94	17	0	143	16	72	24	0	112	4	29	17	0	50	346
07:45 AM	9	29	4	0	42	37	95	20	0	152	25	73	37	0	135	1	44	13	0	58	387
08:00 AM	9	37	6	0	52	28	104	24	0	156	16	100	35	0	151	2	47	10	0	59	418
Total	31	120	15	0	166	114	385	82	0	581	73	314	126	0	513	14	142	45	0	201	1461
08:15 AM	11	59	4	0	74	29	89	34	0	152	24	108	47	0	179	3	42	13	0	58	463
08:30 AM	13	55	5	0	73	37	102	26	0	165	29	99	38	0	166	6	52	10	0	68	472
08:45 AM	13	56	8	0	77	43	83	23	0	149	24	104	37	0	165	1	60	17	0	78	469
09:00 AM	18	71	8	0	97	50	77	27	0	154	25	138	39	0	202	4	49	14	0	67	520
Total	55	241	25	0	321	159	351	110	0	620	102	449	161	0	712	14	203	54	0	271	1924
03:45 PM	30	108	8	0	146	11	48	35	0	94	28	68	23	0	119	4	70	36	0	110	469
04:00 PM	26	87	4	0	117	16	53	35	0	104	26	56	13	0	95	8	73	22	0	103	419
Total	56	195	12	0	263	27	101	70	0	198	54	124	36	0	214	12	143	58	0	213	888
04:15 PM	34	151	5	0	190	16	51	41	0	108	34	79	11	0	124	4	81	37	0	122	544
04:30 PM	32	129	8	0	169	8	45	45	0	98	24	58	14	0	96	1	103	24	0	128	491
04:45 PM	45	149	7	0	201	12	37	46	0	95	34	74	24	0	132	2	105	33	0	140	568
05:00 PM	25	127	2	0	154	10	43	55	0	108	34	70	13	0	117	4	112	38	0	154	533
Total	136	556	22	0	714	46	176	187	0	409	126	281	62	0	469	11	401	132	0	544	2136
05:15 PM	31	183	3	0	217	9	46	47	0	102	27	88	14	0	129	4	126	39	0	169	617
05:30 PM	47	144	1	0	192	16	56	72	0	144	28	67	14	0	109	3	132	28	0	163	608
05:45 PM	41	191	14	0	246	13	39	61	0	113	29	77	9	0	115	4	128	29	0	161	635
06:00 PM	38	164	12	0	214	8	43	54	0	105	19	81	13	0	113	6	157	31	0	194	626
Total	157	682	30	0	869	46	184	234	0	464	103	313	50	0	466	17	543	127	0	687	2486
06:15 PM	38	123	7	0	168	9	42	46	0	97	31	71	9	0	111	2	110	32	0	144	520
06:30 PM	22	100	9	0	131	15	44	38	0	97	24	66	14	0	104	7	78	26	0	111	443
Grand Total	495	2017	120	0	2632	416	1283	767	0	2466	513	1618	458	0	2589	77	1620	474	0	2171	9858
Apprch %	18.8	76.6	4.6	0.0		16.9	52.0	31.1	0.0		19.8	62.5	17.7	0.0		3.5	74.6	21.8	0.0		
Total %	5.0	20.5	1.2	0.0	26.7	4.2	13.0	7.8	0.0	25.0	5.2	16.4	4.6	0.0	26.3	0.8	16.4	4.8	0.0	22.0	

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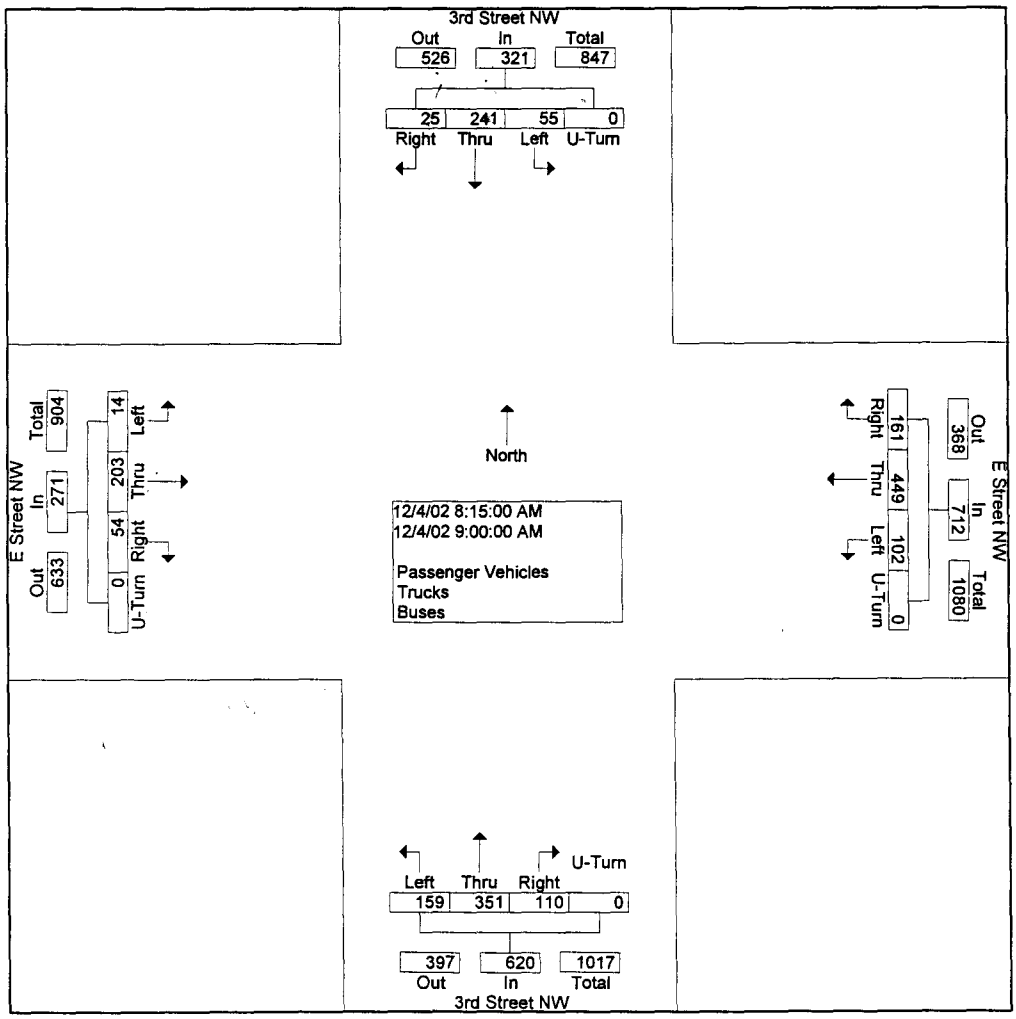
Counted by:ORGA-AA, OS
Board :D4-2237, D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@EST
Site Code : 04061910
Start Date : 12/04/2002

	3rd Street NW From North					3rd Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	55	241	25	0	321	159	351	110	0	620	102	449	161	0	712	14	203	54	0	271	1924
Percent	17.1	75.1	7.8	0.0		25.6	56.6	17.7	0.0		14.3	63.1	22.6	0.0		5.2	74.9	19.9	0.0		
09:00 Volume	18	71	8	0	97	50	77	27	0	154	25	138	39	0	202	4	49	14	0	67	520
Peak Factor																					0.925
High Int.	09:00 AM					08:30 AM					09:00 AM					08:45 AM					
Volume	18	71	8	0	97	37	102	26	0	165	25	138	39	0	202	1	60	17	0	78	
Peak Factor					0.827					0.939					0.881					0.869	



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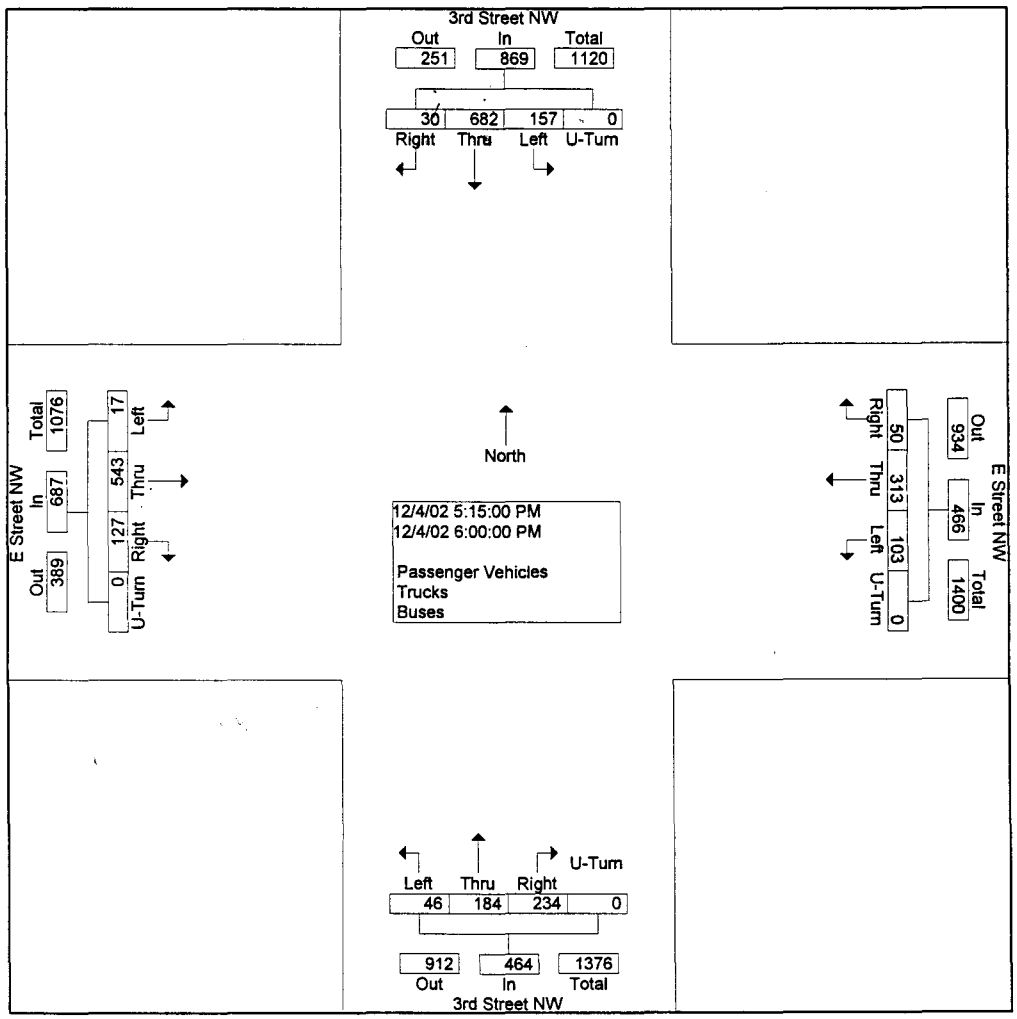
Counted by:ORGA-AA, OS
Board :D4-2237, D4-2238
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@EST
Site Code : 04061910
Start Date : 12/04/2002
Page No : 3

	3rd Street NW From North					3rd Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	157	682	30	0	869	46	184	234	0	464	103	313	50	0	466	17	543	127	0	687	2486
Percent	18.1	78.5	3.5	0.0		9.9	39.7	50.4	0.0		22.1	67.2	10.7	0.0		2.5	79.0	18.5	0.0		
05:45 Volume	41	191	14	0	246	13	39	61	0	113	29	77	9	0	115	4	128	29	0	161	635
Peak Factor																					0.979
High Int.	05:45 PM					05:30 PM					05:15 PM					06:00 PM					
Volume	41	191	14	0	246	16	56	72	0	144	27	88	14	0	129	6	157	31	0	194	
Peak Factor					0.883					0.806					0.903					0.885	



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Counted by:ORGA-CU
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@F
Site Code : 16181907
Start Date : 01/15/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street NW From North					3rd Street NW From South					Parking Lot From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	20	3	0	23	30	82	1	1	114	0	0	0	0	0	1	0	7	0	8	145
07:30 AM	0	16	1	0	17	48	97	1	2	148	0	0	0	0	0	1	0	15	0	16	181
07:45 AM	0	21	4	0	25	39	93	0	1	133	0	0	0	0	0	1	0	17	0	18	176
08:00 AM	1	40	1	0	42	34	101	1	0	136	0	0	0	0	0	2	0	17	0	19	197
Total	1	97	9	0	107	151	373	3	4	531	0	0	0	0	0	5	0	56	0	61	699
08:15 AM	0	50	0	0	50	62	100	3	2	167	0	0	0	0	0	1	1	26	0	28	245
08:30 AM	0	47	4	0	51	52	108	4	2	166	0	0	0	0	0	4	0	18	0	22	239
08:45 AM	0	56	1	0	57	53	98	1	1	153	0	0	0	0	0	5	0	24	1	30	240
09:00 AM	0	52	8	0	60	59	91	0	1	151	0	0	0	0	0	8	0	26	2	36	247
Total	0	205	13	0	218	226	397	8	6	637	0	0	0	0	0	18	1	94	3	116	971
03:45 PM	0	111	5	0	116	21	47	0	0	68	0	0	0	0	0	4	0	35	1	40	224
04:00 PM	0	81	4	0	85	15	40	0	1	56	0	0	0	0	0	3	1	30	0	34	175
Total	0	192	9	0	201	36	87	0	1	124	0	0	0	0	0	7	1	65	1	74	399
04:15 PM	0	158	30	0	188	33	46	1	0	80	0	0	0	0	0	7	0	35	0	42	310
04:30 PM	0	171	10	0	181	24	66	1	3	94	2	0	0	0	2	4	0	39	0	43	320
04:45 PM	0	98	4	0	102	16	41	0	0	57	0	0	0	0	0	2	0	30	0	32	191
05:00 PM	0	119	3	0	122	19	38	0	3	60	1	0	1	0	2	5	0	43	0	48	232
Total	0	546	47	0	593	92	191	2	6	291	3	0	1	0	4	18	0	147	0	165	1053
05:15 PM	0	139	4	0	143	24	46	0	3	73	0	0	0	0	0	5	1	48	0	54	270
05:30 PM	0	142	6	0	148	28	51	1	1	81	1	1	0	0	2	7	0	50	0	57	288
05:45 PM	0	127	4	0	131	18	45	1	1	65	1	0	0	0	1	1	2	41	0	44	241
06:00 PM	0	85	6	0	91	16	33	5	3	57	1	0	1	0	2	8	2	28	0	38	188
Total	0	493	20	0	513	86	175	7	8	276	3	1	1	0	5	21	5	167	0	193	987
06:15 PM	2	93	7	0	102	18	48	6	0	72	3	0	0	0	3	11	2	39	1	53	230
06:30 PM	4	117	7	0	128	19	42	1	0	62	1	0	1	0	2	12	3	39	0	54	246
Grand Total	7	1743	112	0	1862	628	1313	27	25	1993	10	1	3	0	14	92	12	607	5	716	4585
Apprch %	0.4	93.6	6.0	0.0		31.5	65.9	1.4	1.3		71.4	7.1	21.4	0.0		12.8	1.7	84.8	0.7		
Total %	0.2	38.0	2.4	0.0	40.6	13.7	28.6	0.6	0.5	43.5	0.2	0.0	0.1	0.0	0.3	2.0	0.3	13.2	0.1	15.6	

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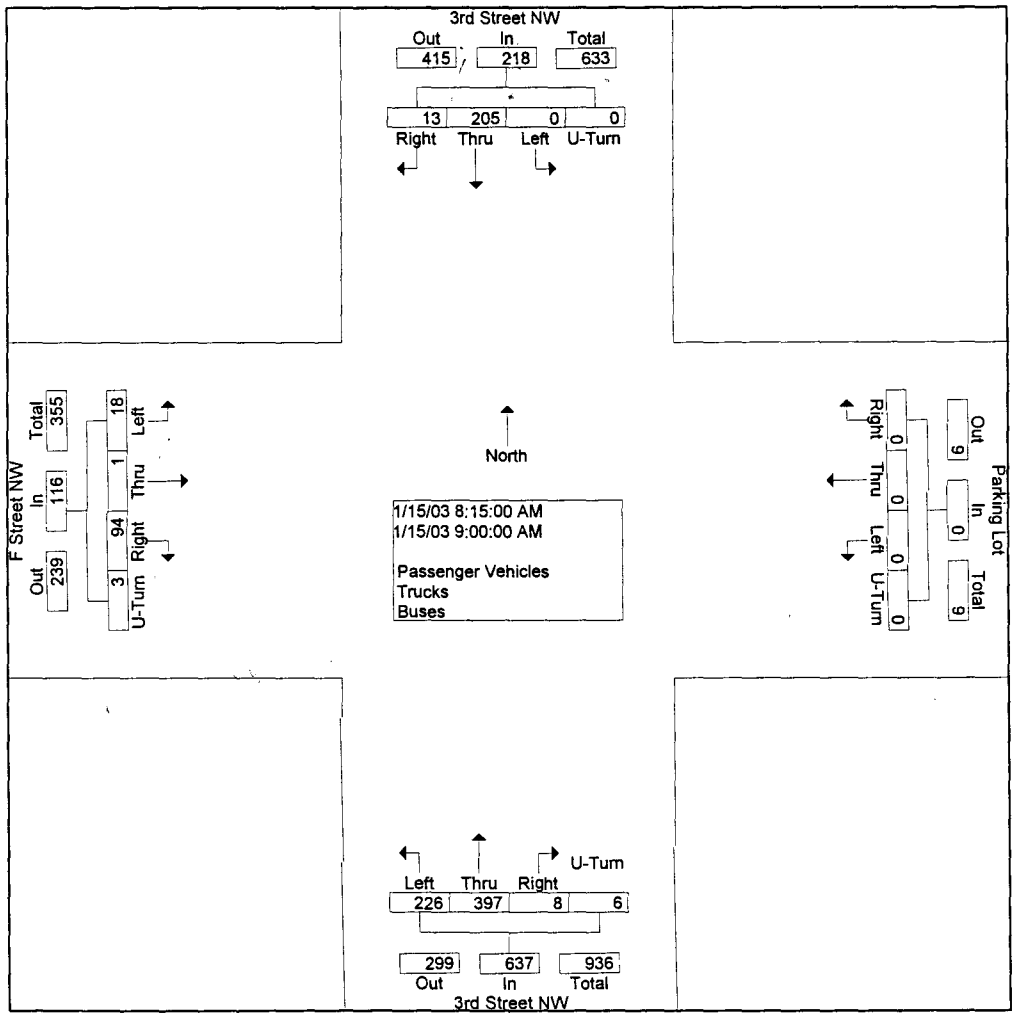
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@F
Site Code : 16181907
Start Date : 01/15/2003
Page No : 2

	3rd Street NW From North					3rd Street NW From South					Parking Lot From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	0	205	13	0	218	226	397	8	6	637	0	0	0	0	0	18	1	94	3	116	971
Percent	0.0	94.0	6.0	0.0		35.5	62.3	1.3	0.9		0.0	0.0	0.0	0.0		15.5	0.9	81.0	2.6		
09:00 Volume	0	52	8	0	60	59	91	0	1	151	0	0	0	0	0	8	0	26	2	36	247
Peak Factor																					0.983
High Int.	09:00 AM					08:15 AM					7:00:00 AM					09:00 AM					
Volume	0	52	8	0	60	62	100	3	2	167	0	0	0	0	0	8	0	26	2	36	
Peak Factor					0.908					0.954										0.806	



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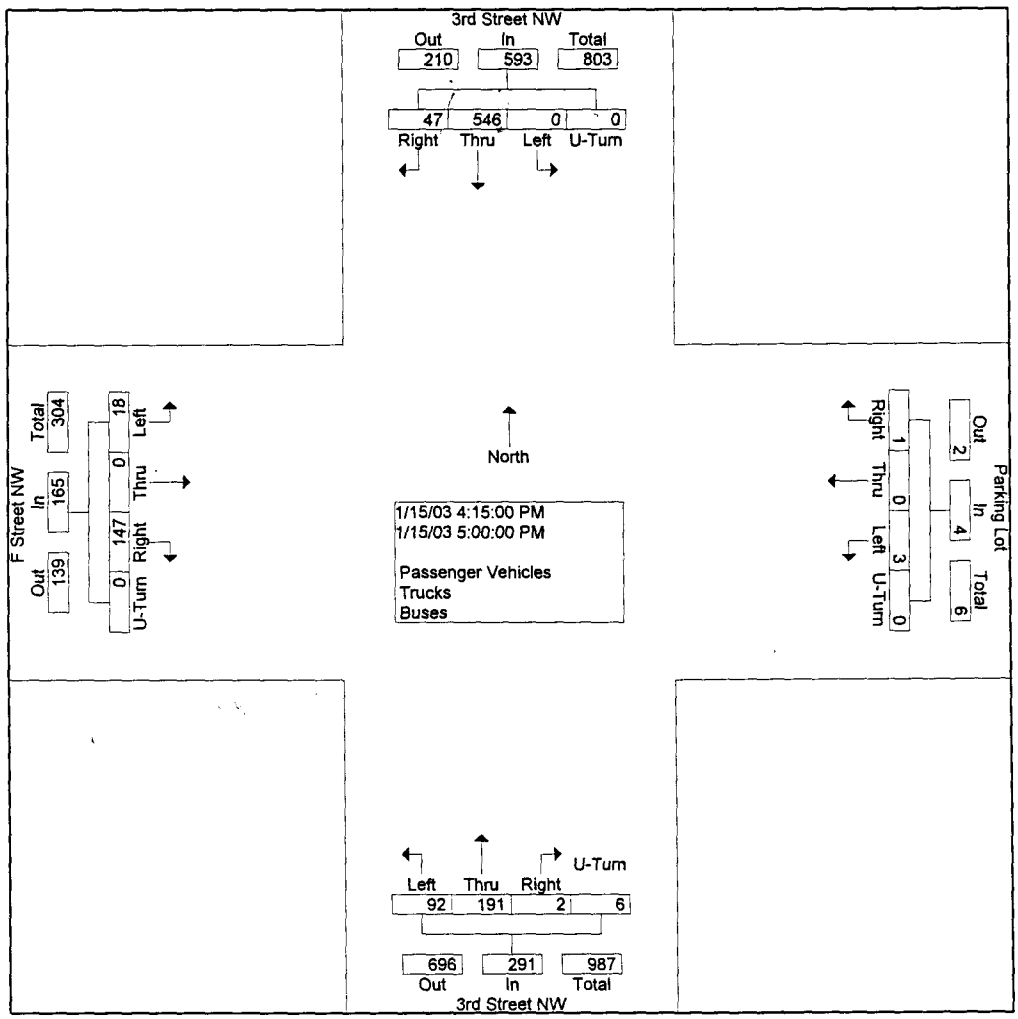
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@F
Site Code : 16181907
Start Date : 01/15/2003
Page No : 3

	3rd Street NW From North					3rd Street NW From South					Parking Lot From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	0	546	47	0	593	92	191	2	6	291	3	0	1	0	4	18	0	147	0	165	1053
Percent	0.0	92.1	7.9	0.0		31.6	65.6	0.7	2.1		75.0	0.0	25.0	0.0		10.9	0.0	89.1	0.0		
04:30 Volume	0	171	10	0	181	24	66	1	3	94	2	0	0	0	2	4	0	39	0	43	320
Peak Factor																					0.823
High Int.	04:15 PM					04:30 PM					04:30 PM					05:00 PM					
Volume	0	158	30	0	188	24	66	1	3	94	2	0	0	0	2	5	0	43	0	48	
Peak Factor					0.789					0.774					0.500					0.859	



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Counted by:ORGA-GC, MO
Board :D4-2241, D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@G
Site Code : 08222241
Start Date : 12/04/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	3rd Street NW From North					3rd Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	8	4	0	12	64	0	1	0	65	0	0	0	0	0	0	0	14	0	14	91
07:30 AM	1	18	6	0	25	76	0	3	0	79	1	0	0	0	1	0	0	13	0	13	118
07:45 AM	1	15	7	0	23	68	0	3	0	71	0	1	0	0	1	0	0	24	0	24	119
08:00 AM	0	17	6	0	23	69	0	1	0	70	0	0	0	0	0	0	1	25	0	26	119
Total	2	58	23	0	83	277	0	8	0	285	1	1	0	0	2	0	1	76	0	77	447
08:15 AM	1	21	0	0	22	62	0	5	0	67	0	0	0	0	0	0	0	29	0	29	118
08:30 AM	0	31	4	0	35	61	0	5	0	66	0	1	0	0	1	0	0	25	0	25	127
08:45 AM	0	30	5	0	35	59	0	3	0	62	0	0	0	0	0	0	1	34	0	35	132
09:00 AM	1	31	5	0	37	47	0	7	0	54	0	0	0	0	0	0	0	35	0	35	126
Total	2	113	14	0	129	229	0	20	0	249	0	1	0	0	1	0	1	123	0	124	503
03:45 PM	0	10	0	0	10	40	0	2	0	42	2	0	0	0	2	0	0	83	0	83	137
04:00 PM	0	9	3	0	12	53	0	0	0	53	4	2	0	0	6	0	0	75	0	75	146
Total	0	19	3	0	22	93	0	2	0	95	6	2	0	0	8	0	0	158	0	158	283
04:15 PM	0	6	2	0	8	35	0	0	0	35	4	0	0	0	4	0	2	86	1	89	136
04:30 PM	0	9	4	0	13	32	0	0	1	33	4	1	0	0	5	0	0	90	0	90	141
04:45 PM	0	12	1	0	13	39	0	0	1	40	6	0	0	0	6	0	0	102	0	102	161
05:00 PM	0	10	3	0	13	48	0	0	1	49	3	2	0	0	5	0	1	114	0	115	182
Total	0	37	10	0	47	154	0	0	3	157	17	3	0	0	20	0	3	392	1	396	620
05:15 PM	0	11	2	0	13	37	0	0	0	37	0	2	0	0	2	0	0	104	0	104	156
05:30 PM	0	20	1	0	21	26	0	0	0	26	1	1	0	0	2	0	0	80	0	80	129
05:45 PM	0	20	3	0	23	33	0	0	0	33	1	0	0	0	1	0	0	66	0	66	123
06:00 PM	0	17	3	0	20	40	0	0	2	42	0	1	0	0	1	0	0	67	0	67	130
Total	0	68	9	0	77	136	0	0	2	138	2	4	0	0	6	0	0	317	0	317	538
06:15 PM	0	15	1	0	16	51	0	0	0	51	1	1	0	0	2	0	0	46	0	46	115
06:30 PM	0	11	1	0	12	22	0	1	0	23	1	1	0	0	2	0	0	43	0	43	80
Grand Total	4	321	61	0	386	962	0	31	5	998	28	13	0	0	41	0	5	1155	1	1161	2586
Apprch %	1.0	83.2	15.8	0.0		96.4	0.0	3.1	0.5		68.3	31.7	0.0	0.0		0.0	0.4	99.5	0.1		
Total %	0.2	12.4	2.4	0.0	14.9	37.2	0.0	1.2	0.2	38.6	1.1	0.5	0.0	0.0	1.6	0.0	0.2	44.7	0.0	44.9	

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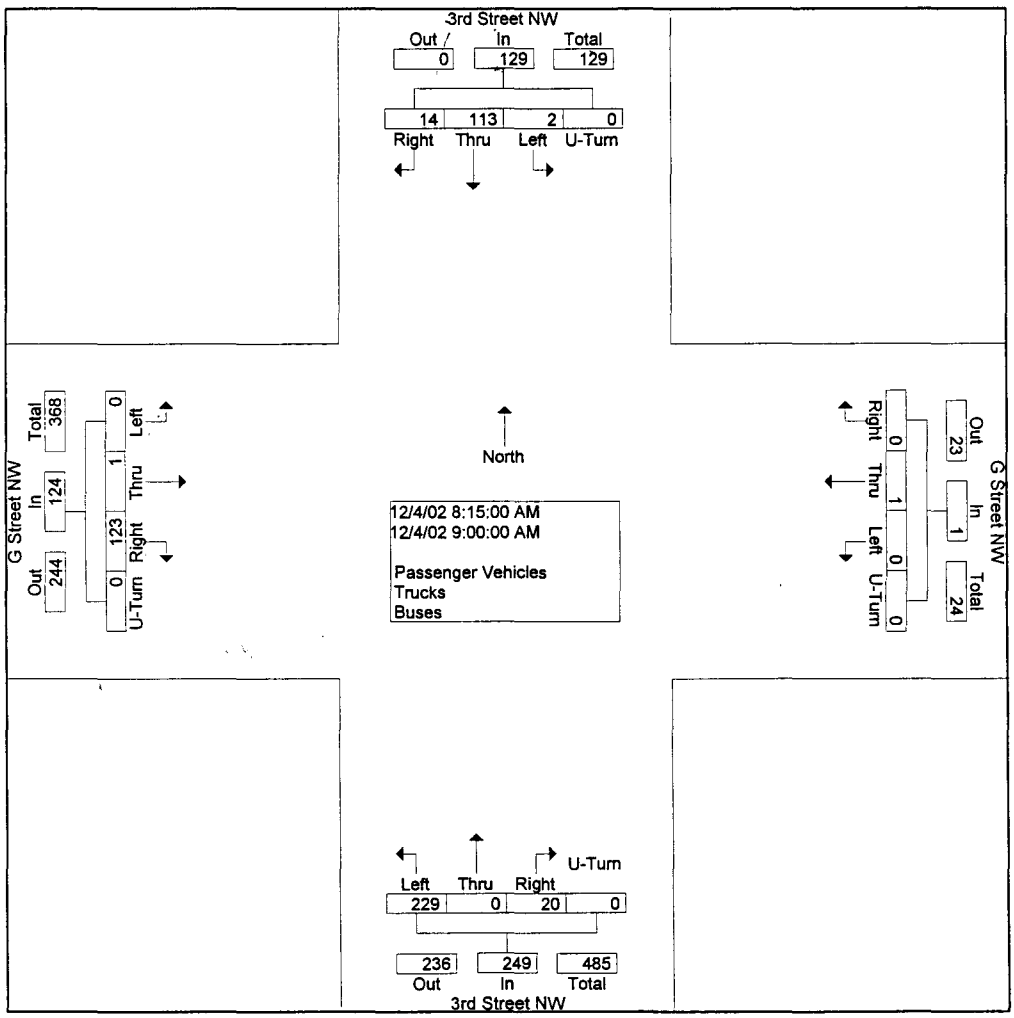
Counted by:ORGA-GC, MO
Board :D4-2241, D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 3rd@G
Site Code : 08222241
Start Date : 12/04/2002
Page No : 2

	3rd Street NW From North					3rd Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	2	113	14	0	129	229	0	20	0	249	0	1	0	0	1	0	1	123	0	124	503
Percent	1.6	87.6	10.9	0.0		92.0	0.0	8.0	0.0		0.0	100.0	0.0	0.0		0.0	0.8	99.2	0.0		
08:45 Volume	0	30	5	0	35	59	0	3	0	62	0	0	0	0	0	0	1	34	0	35	132
Peak Factor																					0.953
High Int.	09:00 AM					08:15 AM					08:30 AM					08:45 AM					
Volume	1	31	5	0	37	62	0	5	0	67	0	1	0	0	1	0	1	34	0	35	
Peak Factor					0.872					0.929					0.250					0.886	



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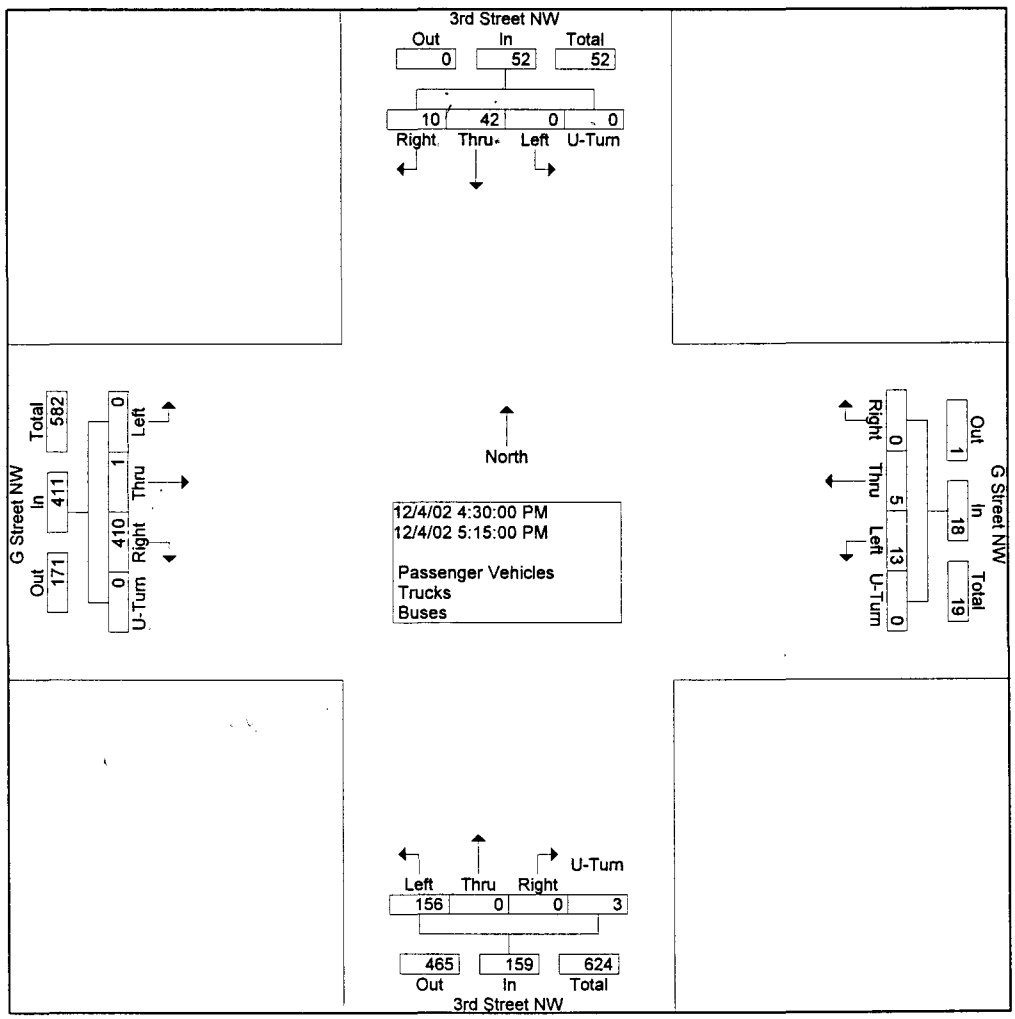
File Name : 3rd@G
Site Code : 08222241
Start Date : 12/04/2002
Page No : 3

	3rd Street NW From North					3rd Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	0	42	10	0	52	156	0	0	3	159	13	5	0	0	18	0	1	410	0	411	640
Percent	0.0	80.8	19.2	0.0		98.1	0.0	0.0	1.9		72.2	27.8	0.0	0.0		0.0	0.2	99.8	0.0		
05:00 Volume	0	10	3	0	13	48	0	0	1	49	3	2	0	0	5	0	1	114	0	115	182
Peak Factor																					0.879
High Int.	04:30 PM					05:00 PM					04:45 PM					05:00 PM					
Volume	0	9	4	0	13	48	0	0	1	49	6	0	0	0	6	0	1	114	0	115	
Peak Factor					1.000					0.811					0.750					0.893	



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Counted by:ORGA-CU
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@D
Site Code : 20181907
Start Date : 01/16/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	4th Street NW From North				D Street NW From East				D Street NW From West				
End Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
07:15 AM	3	13	0	16	51	0	0	51	0	18	0	18	85
07:30 AM	5	8	0	13	52	0	1	53	0	18	0	18	84
07:45 AM	6	10	0	16	74	0	1	75	0	23	0	23	114
08:00 AM	10	21	0	31	65	0	3	68	0	20	0	20	119
Total	24	52	0	76	242	0	5	247	0	79	0	79	402
08:15 AM	7	17	0	24	84	0	1	85	0	22	0	22	131
08:30 AM	8	20	0	28	84	0	2	86	0	11	0	11	125
08:45 AM	5	26	0	31	82	0	0	82	0	23	0	23	136
09:00 AM	9	13	0	22	90	0	0	90	0	31	0	31	143
Total	29	76	0	105	340	0	3	343	0	87	0	87	535
03:45 PM	28	16	0	44	47	0	2	49	0	53	4	57	150
04:00 PM	18	12	0	30	36	0	1	37	0	34	0	34	101
Total	46	28	0	74	83	0	3	86	0	87	4	91	251
04:15 PM	17	19	0	36	51	0	2	53	0	48	0	48	137
04:30 PM	8	20	0	28	32	0	2	34	0	45	1	46	108
04:45 PM	22	13	0	35	41	0	4	45	0	49	1	50	130
05:00 PM	22	17	0	39	41	0	3	44	0	42	1	43	126
Total	69	69	0	138	165	0	11	176	0	184	3	187	501
05:15 PM	20	13	0	33	45	0	3	48	0	54	0	54	135
05:30 PM	29	18	0	47	31	0	2	33	0	45	1	46	126
05:45 PM	30	16	0	46	47	0	3	50	0	39	1	40	136
06:00 PM	20	23	0	43	35	0	2	37	0	29	0	29	109
Total	99	70	0	169	158	0	10	168	0	167	2	169	506
06:15 PM	18	13	0	31	40	0	1	41	0	51	1	52	124
06:30 PM	12	20	0	32	45	0	2	47	0	30	0	30	109
Grand Total	297	328	0	625	1073	0	35	1108	0	685	10	695	2428
Apprch %	47.5	52.5	0.0		96.8	0.0	3.2		0.0	98.6	1.4		
Total %	12.2	13.5	0.0	25.7	44.2	0.0	1.4	45.6	0.0	28.2	0.4	28.6	

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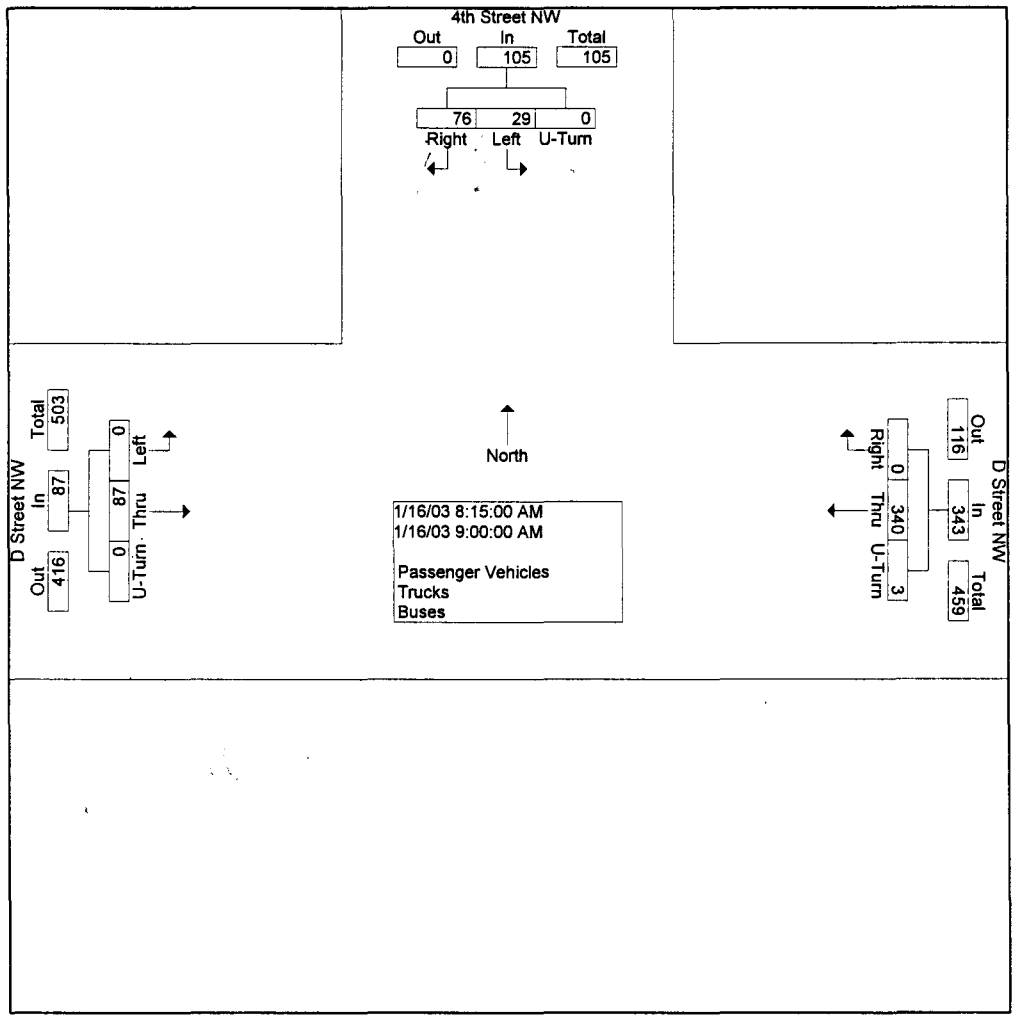
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@D
Site Code : 20181907
Start Date : 01/16/2003
Page No : 2

	4th Street NW From North				D Street NW From East				D Street NW From West				
End Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1													
Intersection	08:15 AM												
Volume	29	76	0	105	340	0	3	343	0	87	0	87	535
Percent	27.6	72.4	0.0		99.1	0.0	0.9		0.0	100.0	0.0		
09:00 Volume	9	13	0	22	90	0	0	90	0	31	0	31	143
Peak Factor													0.935
High Int.	08:45 AM				09:00 AM				09:00 AM				
Volume	5	26	0	31	90	0	0	90	0	31	0	31	
Peak Factor				0.847				0.953				0.702	



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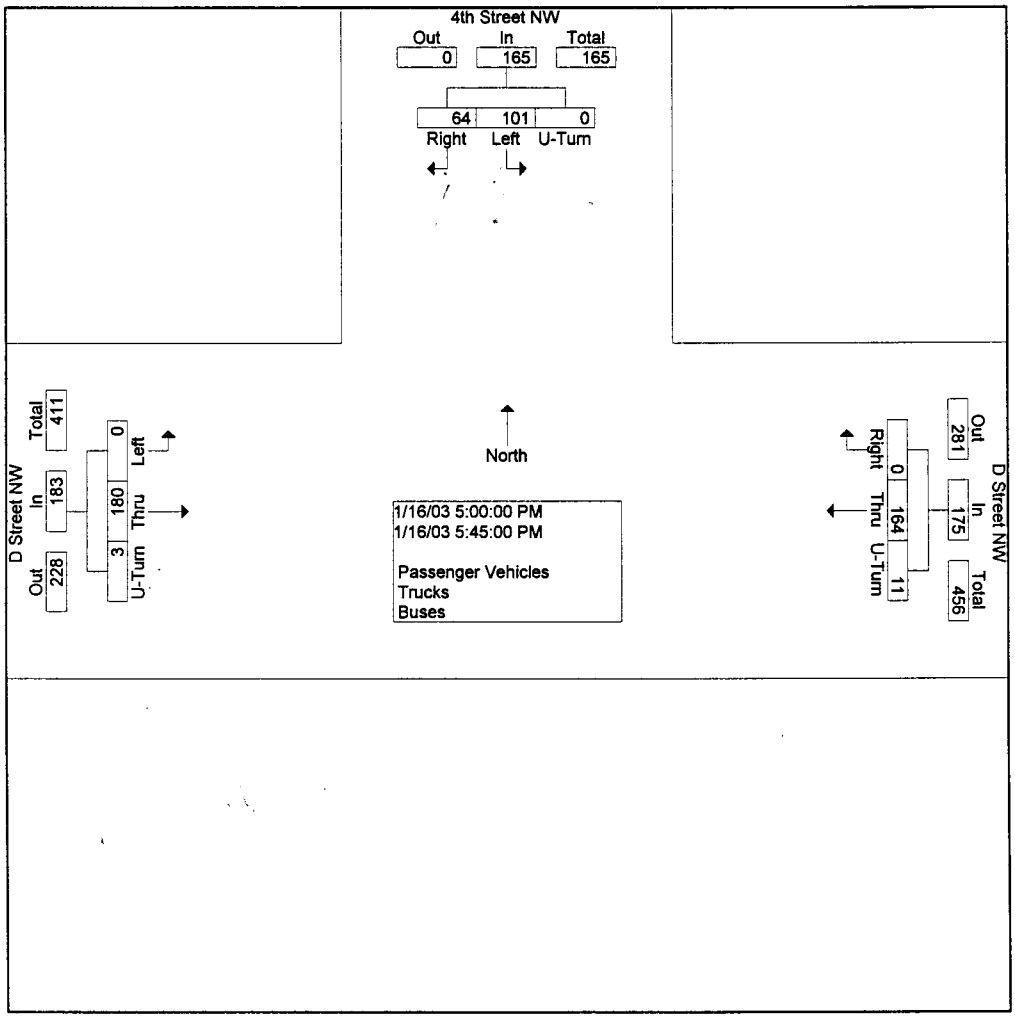
Counted by:ORGA-CU
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@D
Site Code : 20181907
Start Date : 01/16/2003
Page No : 3

	4th Street NW From North				D Street NW From East				D Street NW From West				
End Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	101	64	0	165	164	0	11	175	0	180	3	183	523
Percent	61.2	38.8	0.0		93.7	0.0	6.3		0.0	98.4	1.6		
05:45 Volume	30	16	0	46	47	0	3	50	0	39	1	40	136
Peak Factor													0.961
High Int.	05:30 PM				05:45 PM				05:15 PM				
Volume	29	18	0	47	47	0	3	50	0	54	0	54	
Peak Factor				0.878				0.875				0.847	



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Counted by:ORGA-NL
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@E
Site Code : 06161576
Start Date : 12/04/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	4th Street NW From North					4th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	4	14	6	0	24	0	0	0	0	0	8	82	0	0	90	0	32	6	0	38	152
07:30 AM	5	9	3	0	17	0	0	0	0	0	7	94	0	0	101	0	46	5	0	51	169
07:45 AM	7	8	6	0	21	0	0	0	0	0	5	103	0	0	108	0	48	7	0	55	184
08:00 AM	9	15	6	0	30	0	0	0	0	0	8	123	0	0	131	0	52	3	0	55	216
Total	25	46	21	0	92	0	0	0	0	0	28	402	0	0	430	0	178	21	0	199	721
08:15 AM	8	18	10	0	36	0	0	0	0	0	17	129	0	0	146	0	58	3	0	61	243
08:30 AM	7	19	6	0	32	0	0	0	0	0	11	129	0	0	140	0	68	8	0	76	248
08:45 AM	14	19	7	0	40	0	0	0	0	0	10	141	0	0	151	0	63	8	0	71	262
09:00 AM	8	11	13	0	32	0	0	0	0	0	27	135	0	0	162	0	79	4	0	83	277
Total	37	67	36	0	140	0	0	0	0	0	65	534	0	0	599	0	268	23	0	291	1030
03:45 PM	14	18	6	0	38	0	0	0	0	0	14	77	0	0	91	0	131	8	0	139	268
04:00 PM	21	13	3	0	37	0	0	0	0	0	10	82	0	0	92	0	102	7	0	109	238
Total	35	31	9	0	75	0	0	0	0	0	24	159	0	0	183	0	233	15	0	248	506
04:15 PM	17	19	5	0	41	0	0	0	0	0	4	84	0	0	88	0	110	11	0	121	250
04:30 PM	14	19	7	0	40	0	0	0	0	0	2	68	0	0	70	0	113	11	0	124	234
04:45 PM	13	15	2	0	30	0	0	0	0	0	17	81	0	0	98	0	132	9	0	141	269
05:00 PM	11	14	7	0	32	0	0	0	0	0	15	78	0	0	93	0	131	9	0	140	265
Total	55	67	21	0	143	0	0	0	0	0	38	311	0	0	349	0	486	40	0	526	1018
05:15 PM	22	17	6	0	45	0	0	0	0	0	13	85	0	0	98	0	148	11	0	159	302
05:30 PM	20	20	10	0	50	0	0	0	0	0	10	70	0	0	80	0	164	13	0	177	307
05:45 PM	16	15	5	0	36	0	0	0	0	0	15	79	0	0	94	0	145	7	0	152	282
06:00 PM	19	14	11	0	44	0	0	0	0	0	11	76	0	0	87	0	142	9	0	151	282
Total	77	66	32	0	175	0	0	0	0	0	49	310	0	0	359	0	599	40	0	639	1173
06:15 PM	15	13	4	0	32	0	0	0	0	0	2	70	0	0	72	0	141	2	0	143	247
06:30 PM	11	17	2	0	30	0	0	0	0	0	2	83	0	0	85	0	117	3	0	120	235
Grand Total	255	307	125	0	687	0	0	0	0	0	208	1869	0	0	2077	0	2022	144	0	2166	4930
Apprch %	37.1	44.7	18.2	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	93.4	6.6	0.0		
Total %	5.2	6.2	2.5	0.0	13.9	0.0	0.0	0.0	0.0	0.0	4.2	37.9	0.0	0.0	42.1	0.0	41.0	2.9	0.0	43.9	

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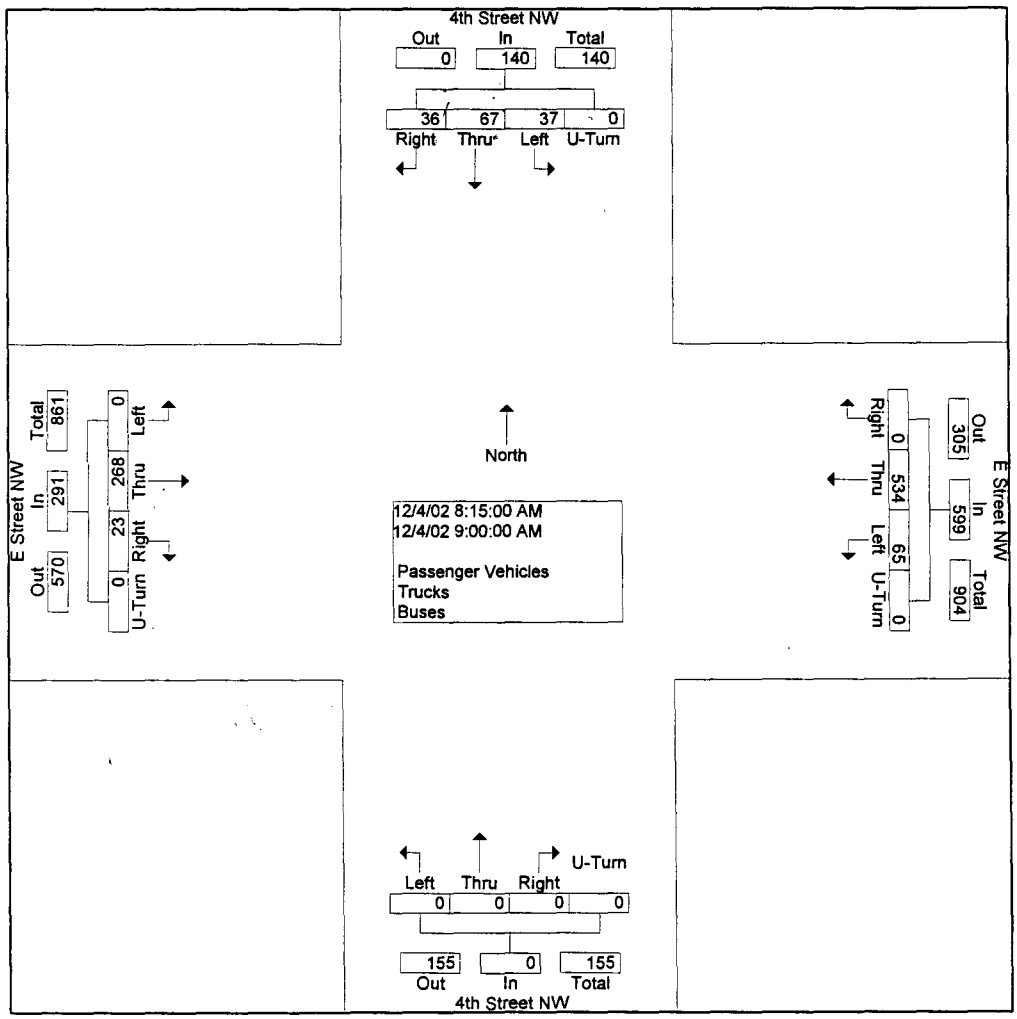
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@E
Site Code : 06161576
Start Date : 12/04/2002
Page No : 2

	4th Street NW From North					4th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	37	67	36	0	140	0	0	0	0	0	65	534	0	0	599	0	268	23	0	291	1030
Percent	26.4	47.9	25.7	0.0		0.0	0.0	0.0	0.0		10.9	89.1	0.0	0.0		0.0	92.1	7.9	0.0		
09:00 Volume	8	11	13	0	32	0	0	0	0	0	27	135	0	0	162	0	79	4	0	83	277
Peak Factor																					0.930
High Int.	08:45 AM					7:00:00 AM					09:00 AM					09:00 AM					
Volume	14	19	7	0	40	0	0	0	0	0	27	135	0	0	162	0	79	4	0	83	
Peak Factor					0.875										0.924					0.877	



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Start Date : 12/04/2002
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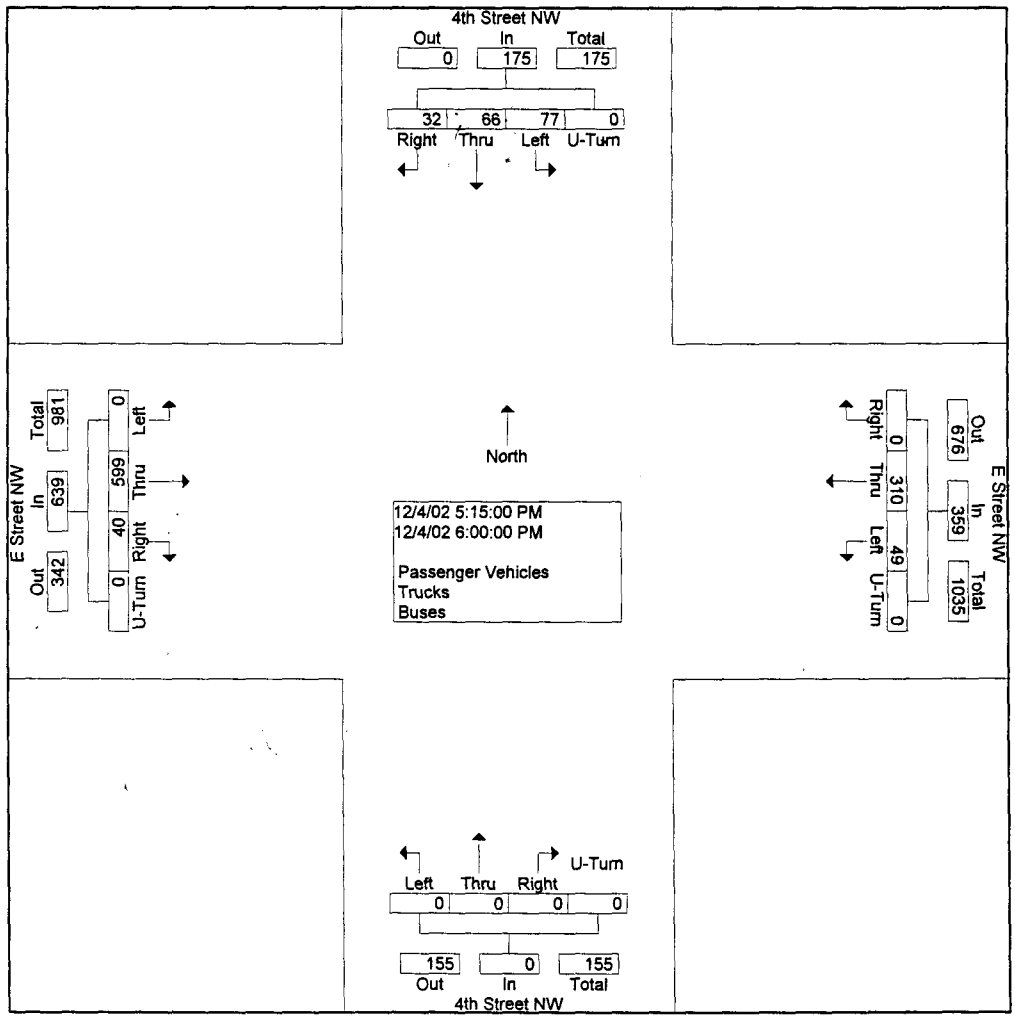
	4th Street NW From North					4th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	77	66	32	0	175	0	0	0	0	0	49	310	0	0	359	0	599	40	0	639	1173
Percent	44.0	37.7	18.3	0.0		0.0	0.0	0.0	0.0		13.6	86.4	0.0	0.0		0.0	93.7	6.3	0.0		
05:30 Volume	20	20	10	0	50	0	0	0	0	0	10	70	0	0	80	0	164	13	0	177	307
Peak Factor																					0.955
High Int.	05:30 PM										05:15 PM					05:30 PM					
Volume	20	20	10	0	50	0	0	0	0	0	13	85	0	0	98	0	164	13	0	177	
Peak Factor					0.875										0.916					0.903	



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Counted by:ORGA-MO
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@F
Site Code : 14221907
Start Date : 12/18/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	4th Street NW From North					4th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	11	6	0	19	0	0	0	0	0	4	37	0	0	41	0	3	9	1	13	73
07:30 AM	4	9	1	0	14	0	0	0	0	0	1	21	0	1	23	0	8	7	0	15	52
07:45 AM	3	12	8	0	23	0	0	0	0	0	5	41	0	0	46	0	16	6	0	22	91
08:00 AM	2	26	6	0	34	0	0	0	0	0	5	25	0	0	30	0	20	4	0	24	88
Total	11	58	21	0	90	0	0	0	0	0	15	124	0	1	140	0	47	26	1	74	304
08:15 AM	3	20	8	0	31	0	0	0	0	0	3	45	0	0	48	0	28	6	0	34	113
08:30 AM	6	27	12	0	45	0	0	0	0	0	5	52	0	1	58	0	16	13	0	29	132
08:45 AM	10	26	11	0	47	0	0	0	0	0	5	56	0	0	61	0	25	11	1	37	145
09:00 AM	7	24	16	0	47	0	0	0	0	0	8	41	0	0	49	0	22	12	0	34	130
Total	26	97	47	0	170	0	0	0	0	0	21	194	0	1	216	0	91	42	1	134	520
03:45 PM	4	10	4	0	18	0	0	0	0	0	2	10	0	0	12	0	26	12	0	38	68
04:00 PM	7	15	2	0	24	0	0	0	0	0	3	19	0	0	22	0	29	17	0	46	92
Total	11	25	6	0	42	0	0	0	0	0	5	29	0	0	34	0	55	29	0	84	160
04:15 PM	6	27	13	0	46	0	0	0	0	0	5	19	0	0	24	0	27	11	0	38	108
04:30 PM	9	17	12	0	38	0	0	0	0	0	2	25	0	0	27	0	37	22	0	59	124
04:45 PM	11	23	13	0	47	0	0	0	0	0	7	22	0	0	29	0	45	14	0	59	135
05:00 PM	16	17	13	0	46	0	0	0	0	0	3	21	0	0	24	0	34	20	0	54	124
Total	42	84	51	0	177	0	0	0	0	0	17	87	0	0	104	0	143	67	0	210	491
05:15 PM	12	21	17	0	50	0	0	0	0	0	7	35	0	0	42	0	37	20	0	57	149
05:30 PM	12	24	15	0	51	0	0	0	0	0	5	33	0	1	39	0	39	20	0	59	149
05:45 PM	7	19	9	0	35	0	0	0	0	0	5	15	0	0	20	0	41	13	1	55	110
06:00 PM	9	26	15	0	50	0	0	0	0	0	5	22	0	0	27	0	41	11	0	52	129
Total	40	90	56	0	186	0	0	0	0	0	22	105	0	1	128	0	158	64	1	223	537
06:15 PM	7	28	22	0	57	0	0	0	0	0	2	16	0	0	18	0	38	17	0	55	130
06:30 PM	7	11	23	0	41	0	0	0	0	0	3	22	0	0	25	0	29	22	0	51	117
Grand Total	144	393	226	0	763	0	0	0	0	0	85	577	0	3	665	0	561	267	3	831	2259
Apprch %	18.9	51.5	29.6	0.0		0.0	0.0	0.0	0.0		12.8	86.8	0.0	0.5		0.0	67.5	32.1	0.4		
Total %	6.4	17.4	10.0	0.0	33.8	0.0	0.0	0.0	0.0	0.0	3.8	25.5	0.0	0.1	29.4	0.0	24.8	11.8	0.1	36.8	

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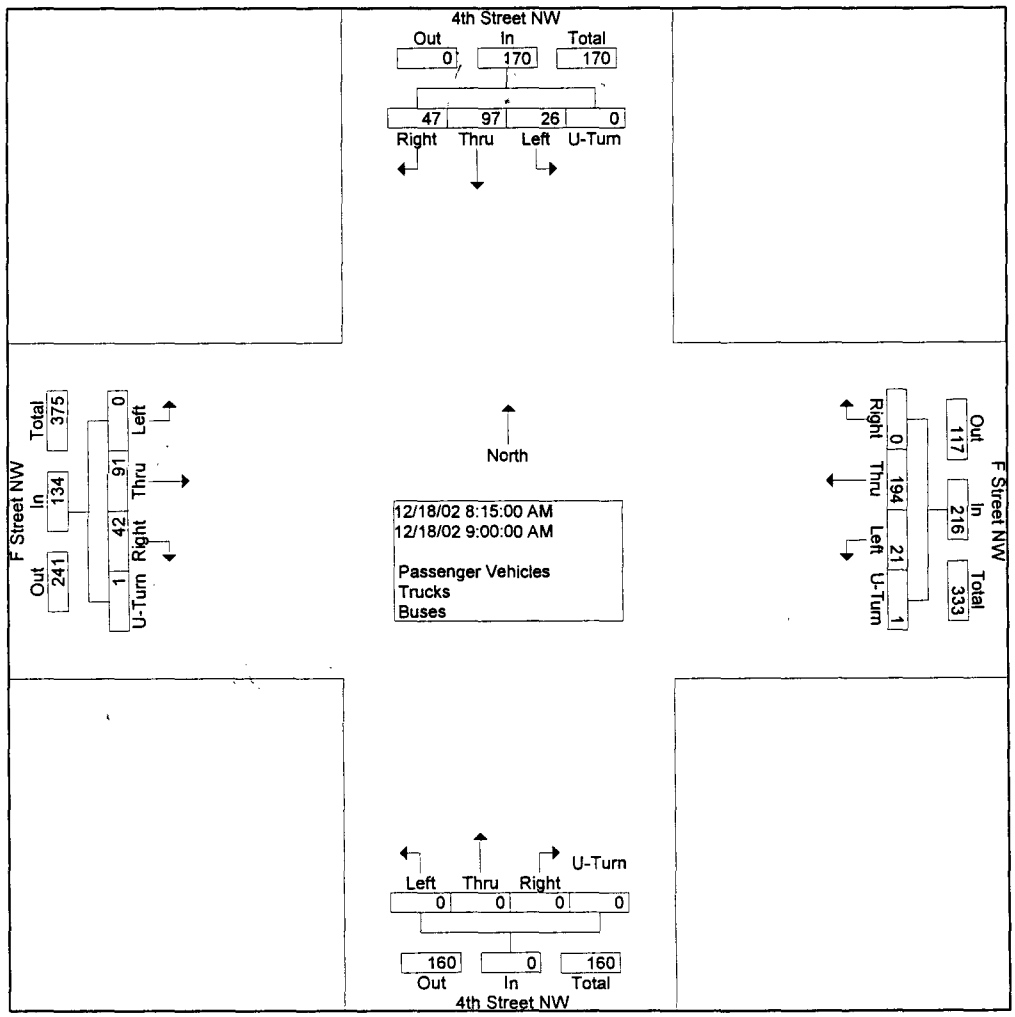
Board :D4-1907
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@F
Site Code : 14221907
Start Date : 12/18/2002
Page No : 2

	4th Street NW From North					4th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	26	97	47	0	170	0	0	0	0	0	21	194	0	1	216	0	91	42	1	134	520
Percent	15.3	57.1	27.6	0.0		0.0	0.0	0.0	0.0		9.7	89.8	0.0	0.5		0.0	67.9	31.3	0.7		
08:45 Volume	10	26	11	0	47	0	0	0	0	0	5	56	0	0	61	0	25	11	1	37	145
Peak Factor																					0.897
High Int.	08:45 AM					7:00:00 AM					08:45 AM					08:45 AM					
Volume	10	26	11	0	47	0	0	0	0	0	5	56	0	0	61	0	25	11	1	37	
Peak Factor					0.904										0.885					0.905	



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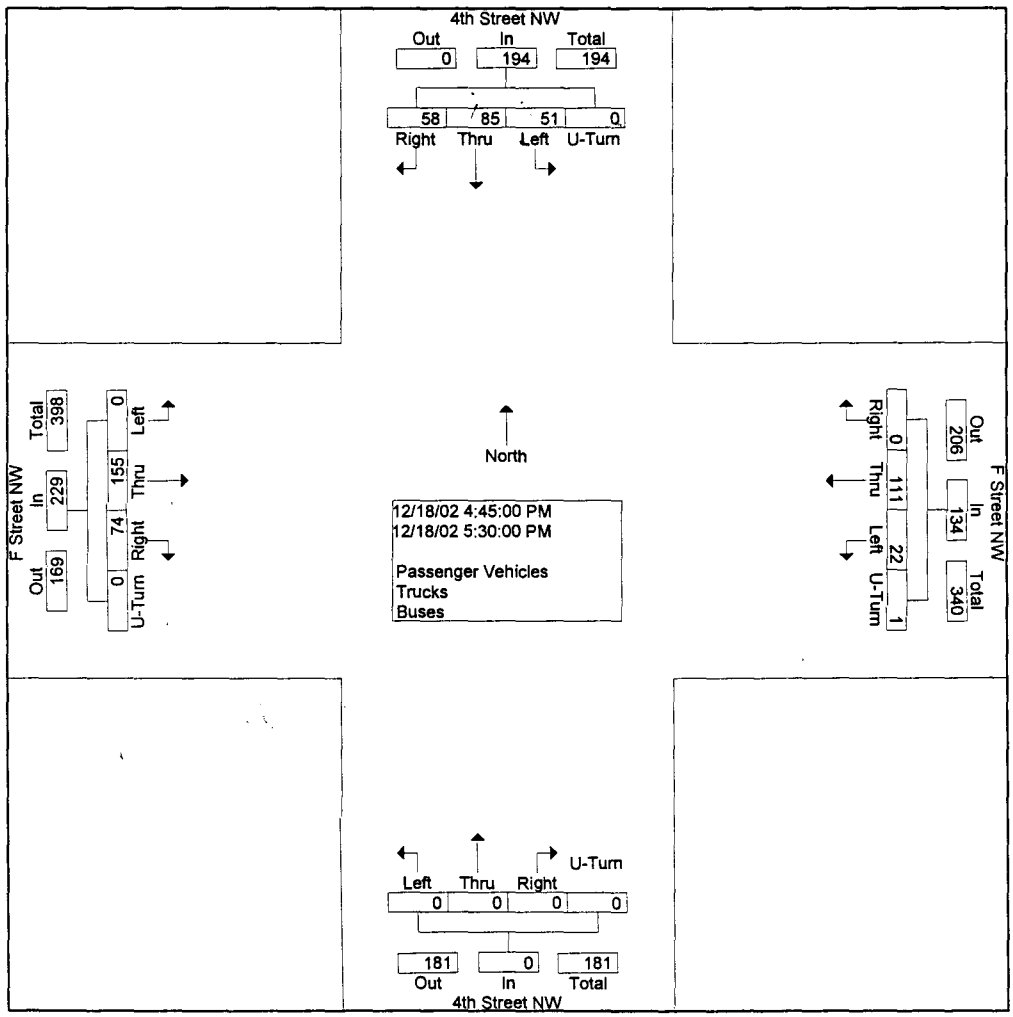
File Name : 4th@F
Site Code : 14221907
Start Date : 12/18/2002
Page No : 3

	4th Street NW From North					4th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	51	85	58	0	194	0	0	0	0	0	22	111	0	1	134	0	155	74	0	229	557
Percent	26.3	43.8	29.9	0.0		0.0	0.0	0.0	0.0		16.4	82.8	0.0	0.7		0.0	67.7	32.3	0.0		
05:30 Volume	12	24	15	0	51	0	0	0	0	0	5	33	0	1	39	0	39	20	0	59	149
Peak Factor																					0.935
High Int.	05:30 PM										05:15 PM					04:45 PM					
Volume	12	24	15	0	51	0	0	0	0	0	7	35	0	0	42	0	45	14	0	59	
Peak Factor					0.951										0.798					0.970	



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Counted by:ORGA-NL
Board :D4-1607
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@G
Site Code : 10161607
Start Date : 12/12/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	4th Street NW From North					4th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	3	16	21	0	40	0	0	0	0	0	3	52	0	0	55	0	7	5	0	12	107
07:30 AM	4	19	11	0	34	0	0	0	0	0	4	59	0	0	63	0	16	1	0	17	114
07:45 AM	3	18	23	0	44	0	0	0	0	0	2	53	0	0	55	0	18	3	0	21	120
08:00 AM	6	15	17	0	38	0	0	0	0	0	2	64	0	0	66	0	24	5	0	29	133
Total	16	68	72	0	156	0	0	0	0	0	11	228	0	0	239	0	65	14	0	79	474
08:15 AM	9	19	18	0	46	0	0	0	0	0	5	58	0	0	63	0	28	9	0	37	146
08:30 AM	7	28	15	0	50	0	0	0	8	8	1	69	0	0	70	0	23	15	0	38	166
08:45 AM	10	23	28	0	61	0	0	0	0	0	6	59	0	0	65	0	29	8	0	37	163
09:00 AM	6	32	14	0	52	0	0	0	0	0	3	80	0	0	83	0	22	14	0	36	171
Total	32	102	75	0	209	0	0	0	8	8	15	266	0	0	281	0	102	46	0	148	646
03:45 PM	44	26	10	0	80	0	0	0	0	0	3	61	0	0	64	0	31	10	0	41	185
04:00 PM	31	22	8	0	61	0	0	0	0	0	2	60	0	0	62	0	49	15	0	64	187
Total	75	48	18	0	141	0	0	0	0	0	5	121	0	0	126	0	80	25	0	105	372
04:15 PM	42	18	8	0	68	0	0	0	0	0	1	52	0	0	53	0	46	10	0	56	177
04:30 PM	44	18	10	0	72	0	0	0	0	0	2	45	0	0	47	0	47	8	0	55	174
04:45 PM	52	25	12	0	89	0	0	0	0	0	3	46	0	0	49	0	48	9	0	57	195
05:00 PM	45	17	8	0	70	0	0	0	0	0	4	40	0	0	44	0	44	9	0	53	167
Total	183	78	38	0	299	0	0	0	0	0	10	183	0	0	193	0	185	36	0	221	713
05:15 PM	47	21	5	0	73	0	0	0	0	0	1	29	0	0	30	0	46	8	0	54	157
05:30 PM	36	27	5	0	68	0	0	0	0	0	3	61	0	0	64	0	48	7	0	55	187
05:45 PM	40	38	8	0	86	0	0	0	0	0	2	43	0	0	45	0	20	5	0	25	156
06:00 PM	16	21	10	0	47	0	0	0	0	0	7	50	0	0	57	0	40	5	0	45	149
Total	139	107	28	0	274	0	0	0	0	0	13	183	0	0	196	0	154	25	0	179	649
06:15 PM	23	21	9	0	53	0	0	0	0	0	2	53	0	0	55	0	53	11	0	64	172
06:30 PM	21	19	8	0	48	0	0	0	0	0	8	33	0	0	41	0	27	4	0	31	120
Grand Total	489	443	248	0	1180	0	0	0	8	8	64	1067	0	0	1131	0	666	161	0	827	3146
Apprch %	41.4	37.5	21.0	0.0		0.0	0.0	0.0	100.0		5.7	94.3	0.0	0.0		0.0	80.5	19.5	0.0		
Total %	15.5	14.1	7.9	0.0	37.5	0.0	0.0	0.0	0.3	0.3	2.0	33.9	0.0	0.0	36.0	0.0	21.2	5.1	0.0	26.3	

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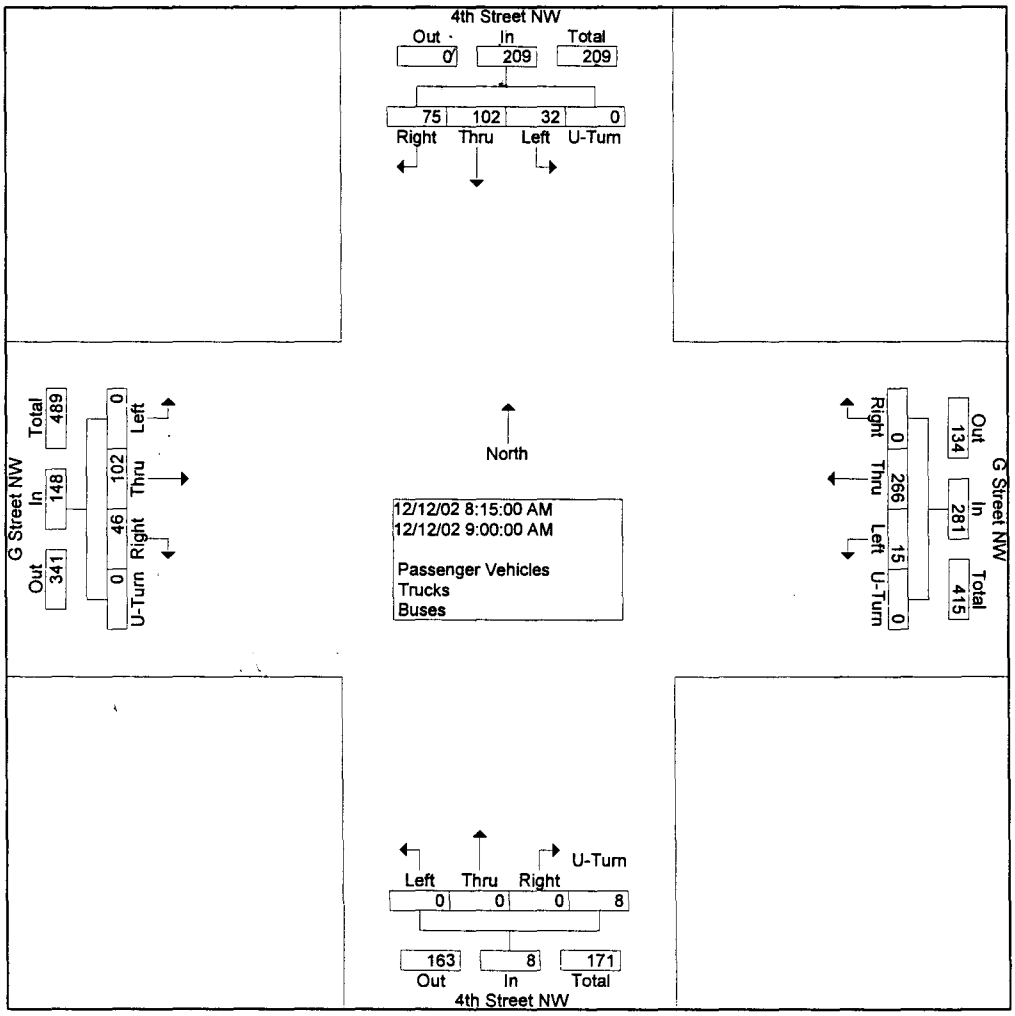
Board :D4-1607
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@G
Site Code : 10161607
Start Date : 12/12/2002
Page No : 2

	4th Street NW From North					4th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	32	102	75	0	209	0	0	0	8	8	15	266	0	0	281	0	102	46	0	148	646
Percent	15.3	48.8	35.9	0.0		0.0	0.0	0.0	100.0		5.3	94.7	0.0	0.0		0.0	68.9	31.1	0.0		
09:00 Volume	6	32	14	0	52	0	0	0	0	0	3	80	0	0	83	0	22	14	0	36	171
Peak Factor																					0.944
High Int.	08:45 AM					08:30 AM					09:00 AM					08:30 AM					
Volume	10	23	28	0	61	0	0	0	8	8	3	80	0	0	83	0	23	15	0	38	
Peak Factor					0.857					0.250					0.846					0.974	



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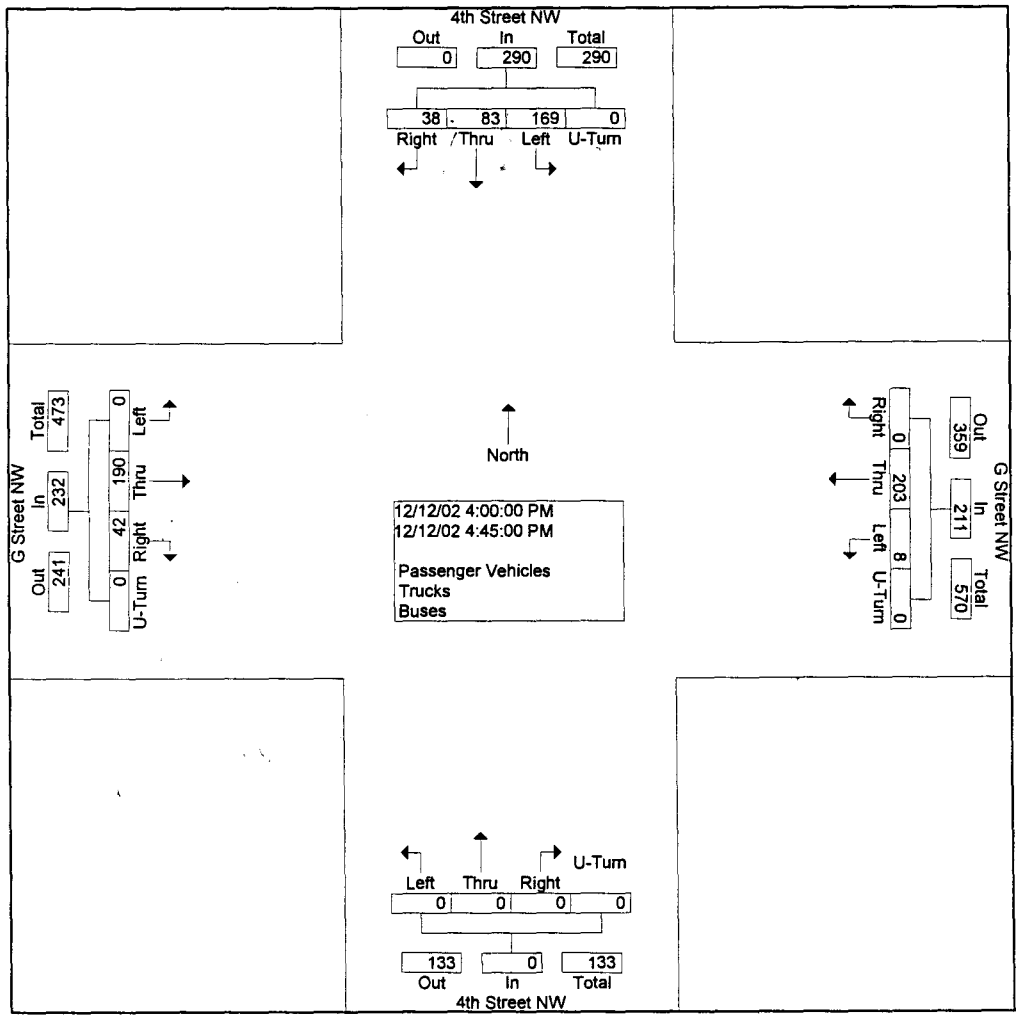
Counted by:ORGA-NL
Board :D4-1607
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 4th@G
Site Code : 10161607
Start Date : 12/12/2002
Page No : 3

	4th Street NW From North					4th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	169	83	38	0	290	0	0	0	0	0	8	203	0	0	211	0	190	42	0	232	733
Percent	58.3	28.6	13.1	0.0		0.0	0.0	0.0	0.0		3.8	96.2	0.0	0.0		0.0	81.9	18.1	0.0		
04:45 Volume	52	25	12	0	89	0	0	0	0	0	3	46	0	0	49	0	48	9	0	57	195
Peak Factor																					0.940
High Int.	04:45 PM										04:00 PM					04:00 PM					
Volume	52	25	12	0	89	0	0	0	0	0	2	60	0	0	62	0	49	15	0	64	
Peak Factor					0.815										0.851					0.906	



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Counted by:ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@D
Site Code : 21231908
Start Date : 01/16/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	5th Street NW From North				Indiana Avenue NW From Southwest				D Street NW From East				D Street NW From West					
End Time	Left	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	4	9	0	13	2	4	10	16	32	21	1	54	0	0	0	0	0	83
07:30 AM	4	12	1	17	0	6	10	16	25	16	3	44	0	0	0	0	0	77
07:45 AM	4	11	0	15	0	3	11	14	30	30	0	60	0	0	0	0	0	89
08:00 AM	13	19	0	32	5	5	11	21	34	31	2	67	0	0	0	0	0	120
Total	25	51	1	77	7	18	42	67	121	98	6	225	0	0	0	0	0	369
08:15 AM	8	19	0	27	4	14	17	35	42	41	0	83	0	0	0	0	0	145
08:30 AM	7	28	0	35	1	12	27	40	44	50	0	94	0	0	0	0	0	169
08:45 AM	20	28	0	48	2	7	22	31	55	55	1	111	0	0	0	0	0	190
09:00 AM	18	14	0	32	2	12	21	35	45	81	0	126	0	0	0	0	0	193
Total	53	89	0	142	9	45	87	141	186	227	1	414	0	0	0	0	0	697
03:45 PM	19	13	1	33	2	9	29	40	37	22	2	61	0	0	0	0	0	134
04:00 PM	13	21	1	35	4	13	18	35	23	34	1	58	0	0	0	0	0	128
Total	32	34	2	68	6	22	47	75	60	56	3	119	0	0	0	0	0	262
04:15 PM	22	24	1	47	4	15	15	34	30	23	1	54	0	0	0	0	0	135
04:30 PM	7	23	0	30	3	17	25	45	19	25	1	45	0	0	0	0	0	120
04:45 PM	10	16	0	26	3	9	24	36	26	32	0	58	0	0	0	0	0	120
05:00 PM	20	19	0	39	4	9	26	39	30	34	2	66	0	0	0	0	0	144
Total	59	82	1	142	14	50	90	154	105	114	4	223	0	0	0	0	0	519
05:15 PM	13	25	0	38	2	13	25	40	30	37	1	68	0	0	0	0	0	146
05:30 PM	13	28	0	41	2	13	22	37	31	24	1	56	0	0	0	0	0	134
05:45 PM	9	20	0	29	6	11	21	38	31	35	0	66	0	0	0	0	0	133
06:00 PM	10	19	1	30	2	10	20	32	23	29	0	52	0	0	0	0	0	114
Total	45	92	1	138	12	47	88	147	115	125	2	242	0	0	0	0	0	527
06:15 PM	20	21	1	42	1	6	21	28	26	29	1	56	0	0	0	0	0	126
06:30 PM	10	17	0	27	3	10	16	29	29	30	0	59	0	0	0	0	0	115
Grand Total	244	386	6	636	52	198	391	641	642	679	17	1338	0	0	0	0	0	2615
Apprch %	38.4	60.7	0.9		8.1	30.9	61.0		48.0	50.7	1.3		0.0	0.0	0.0	0.0		
Total %	9.3	14.8	0.2	24.3	2.0	7.6	15.0	24.5	24.6	26.0	0.7	51.2	0.0	0.0	0.0	0.0	0.0	

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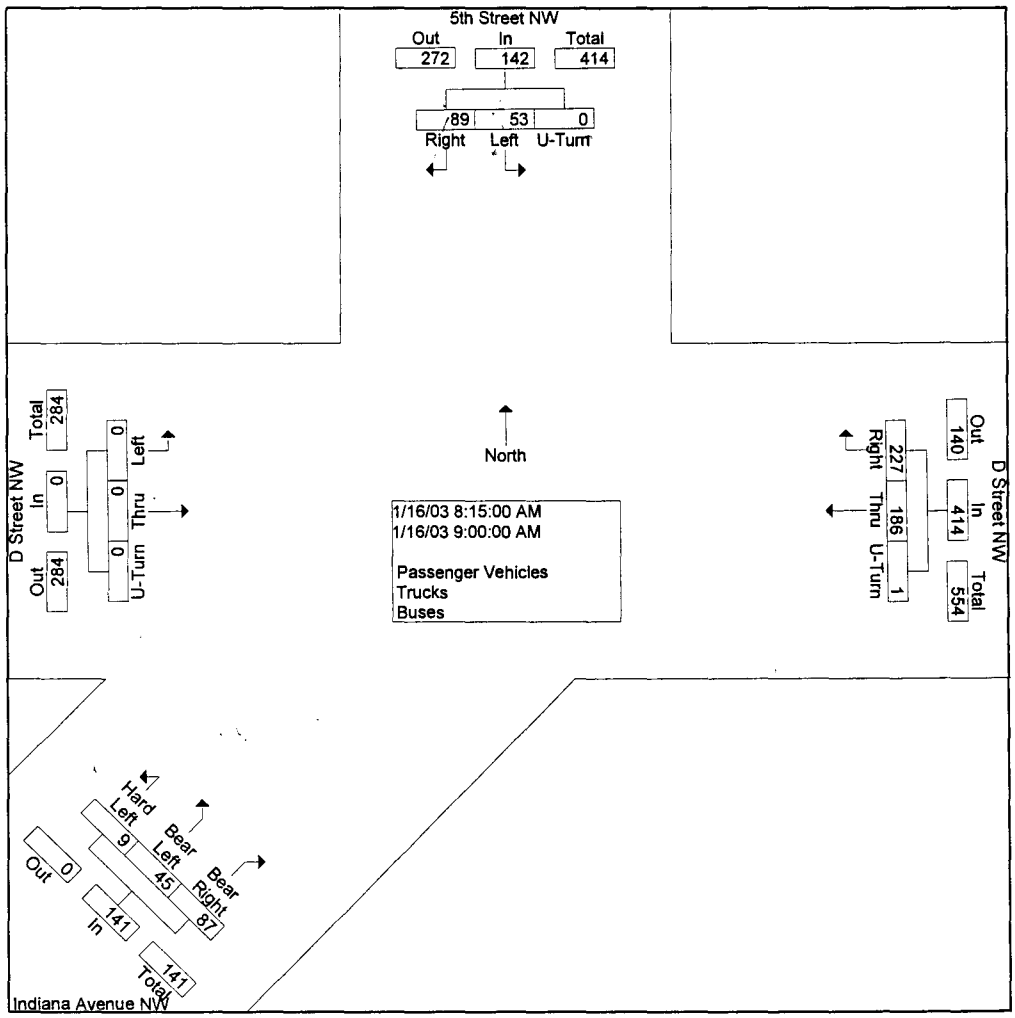
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@D
Site Code : 21231908
Start Date : 01/16/2003
Page No : 2

	5th Street NW From North				Indiana Avenue NW From Southwest				D Street NW From East				D Street NW From West					
End Time	Left	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																		
Intersection	08:15 AM																	
Volume	53	89	0	142	9	45	87	141	186	227	1	414	0	0	0	0	0	697
Percent	37.3	62.7	0.0		6.4	31.9	61.7		44.9	54.8	0.2		0.0	0.0	0.0	0.0		
09:00 Volume	18	14	0	32	2	12	21	35	45	81	0	126	0	0	0	0	0	193
Peak Factor																		0.903
High Int.	08:45 AM				08:30 AM				09:00 AM				7:00:00 AM					
Volume	20	28	0	48	1	12	27	40	45	81	0	126						
Peak Factor				0.740				0.881				0.821						



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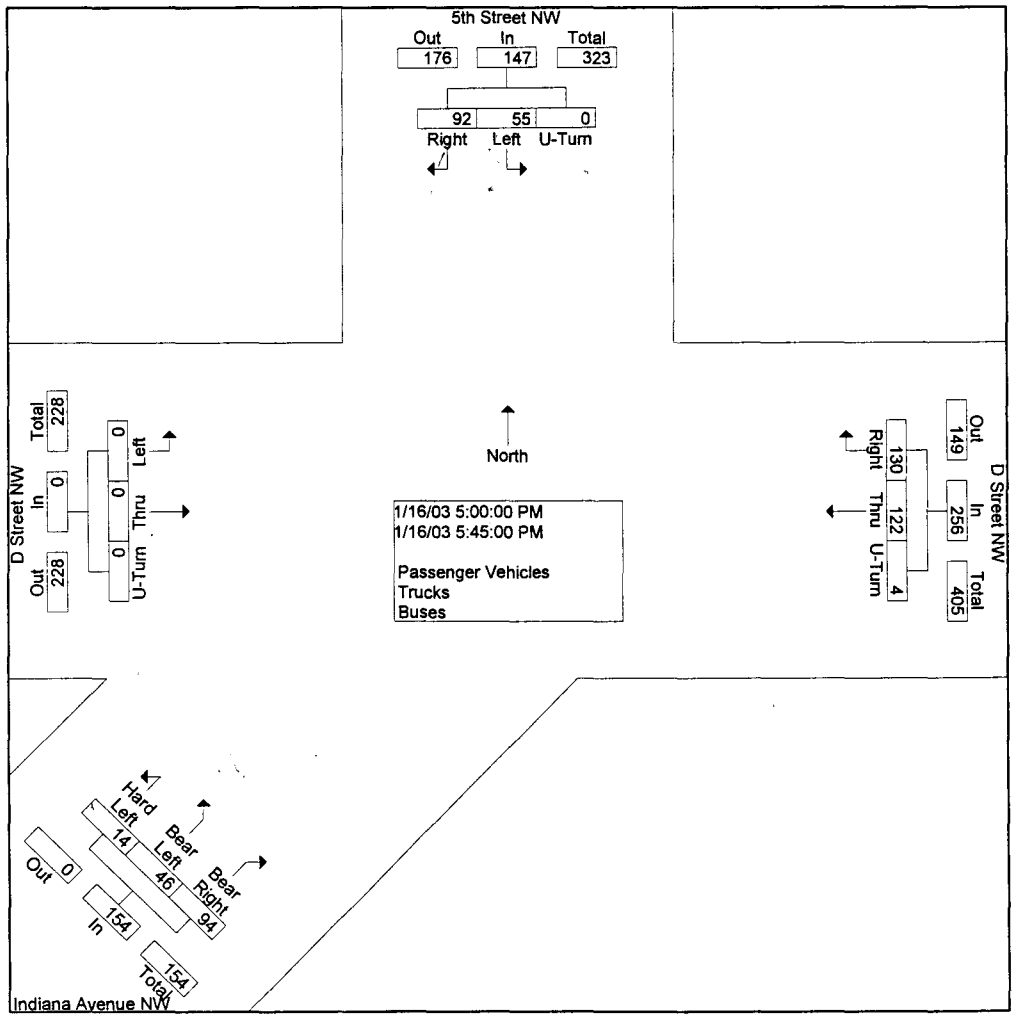
Counted by:ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@D
Site Code : 21231908
Start Date : 01/16/2003
Page No : 3

	5th Street NW From North				Indiana Avenue NW From Southwest				D Street NW From East				D Street NW From West					
End Time	Left	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																		
Intersection	05:00 PM																	
Volume	55	92	0	147	14	46	94	154	122	130	4	256	0	0	0	0	0	557
Percent	37.4	62.6	0.0		9.1	29.9	61.0		47.7	50.8	1.6		0.0	0.0	0.0	0.0		
05:15 Volume	13	25	0	38	2	13	25	40	30	37	1	68	0	0	0	0	0	146
Peak Factor																		0.954
High Int.	05:30 PM				05:15 PM				05:15 PM									
Volume	13	28	0	41	2	13	25	40	30	37	1	68						
Peak Factor				0.896				0.963				0.941						



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Counted by:ORGA-LM, CU
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@E
Site Code : 07041908
Start Date : 12/04/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	5th Street NW From North					5th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	12	11	0	28	0	17	6	0	23	0	61	7	0	68	8	30	2	0	40	159
07:30 AM	8	4	3	0	15	2	13	6	0	21	1	74	9	0	84	5	41	6	0	52	172
07:45 AM	5	21	5	0	31	5	22	7	0	34	3	94	11	0	108	7	43	8	0	58	231
08:00 AM	2	12	10	0	24	3	12	13	0	28	3	96	19	0	118	4	45	2	0	51	221
Total	20	49	29	0	98	10	64	32	0	106	7	325	46	0	378	24	159	18	0	201	783
08:15 AM	9	20	10	0	39	6	23	6	0	35	6	100	15	0	121	9	54	7	0	70	265
08:30 AM	7	12	10	0	29	8	29	8	0	45	6	109	13	0	128	12	61	7	0	80	282
08:45 AM	4	20	13	0	37	8	38	15	0	61	8	115	20	0	143	7	58	9	0	74	315
09:00 AM	7	34	10	0	51	9	36	14	0	59	11	116	19	0	146	7	59	5	0	71	327
Total	27	86	43	0	156	31	126	43	0	200	31	440	67	0	538	35	232	28	0	295	1189
03:45 PM	14	24	7	0	45	7	39	3	0	49	3	54	16	0	73	14	91	11	0	116	283
04:00 PM	23	29	8	0	60	11	19	11	0	41	5	69	7	0	81	7	72	7	0	86	268
Total	37	53	15	0	105	18	58	14	0	90	8	123	23	0	154	21	163	18	0	202	551
04:15 PM	18	29	11	0	58	5	25	9	0	39	5	79	4	0	88	16	73	6	0	95	280
04:30 PM	15	14	8	0	37	5	32	10	0	47	2	62	14	0	78	8	73	11	0	92	254
04:45 PM	19	29	7	0	55	3	25	9	0	37	8	76	7	0	91	5	110	4	0	119	302
05:00 PM	17	28	6	0	51	5	33	12	0	50	3	74	10	0	87	10	111	12	0	133	321
Total	69	100	32	0	201	18	115	40	0	173	18	291	35	0	344	39	367	33	0	439	1157
05:15 PM	21	37	6	0	64	3	35	9	0	47	3	66	16	0	85	12	125	16	0	153	349
05:30 PM	23	20	7	0	50	5	39	8	0	52	3	62	11	0	76	2	130	7	0	139	317
05:45 PM	12	22	6	0	40	5	23	8	0	36	4	70	16	0	90	7	124	7	0	138	304
06:00 PM	19	30	3	0	52	3	30	8	0	41	9	75	10	0	94	6	111	10	0	127	314
Total	75	109	22	0	206	16	127	33	0	176	19	273	53	0	345	27	490	40	0	557	1284
06:15 PM	26	12	7	0	45	1	26	5	0	32	9	67	5	0	81	8	99	4	0	111	269
06:30 PM	12	18	7	0	37	6	15	3	0	24	3	72	10	0	85	5	80	2	0	87	233
Grand Total	266	427	155	0	848	100	531	170	0	801	95	1591	239	0	1925	159	1590	143	0	1892	5466
Apprch %	31.4	50.4	18.3	0.0		12.5	66.3	21.2	0.0		4.9	82.6	12.4	0.0		8.4	84.0	7.6	0.0		
Total %	4.9	7.8	2.8	0.0	15.5	1.8	9.7	3.1	0.0	14.7	1.7	29.1	4.4	0.0	35.2	2.9	29.1	2.6	0.0	34.6	

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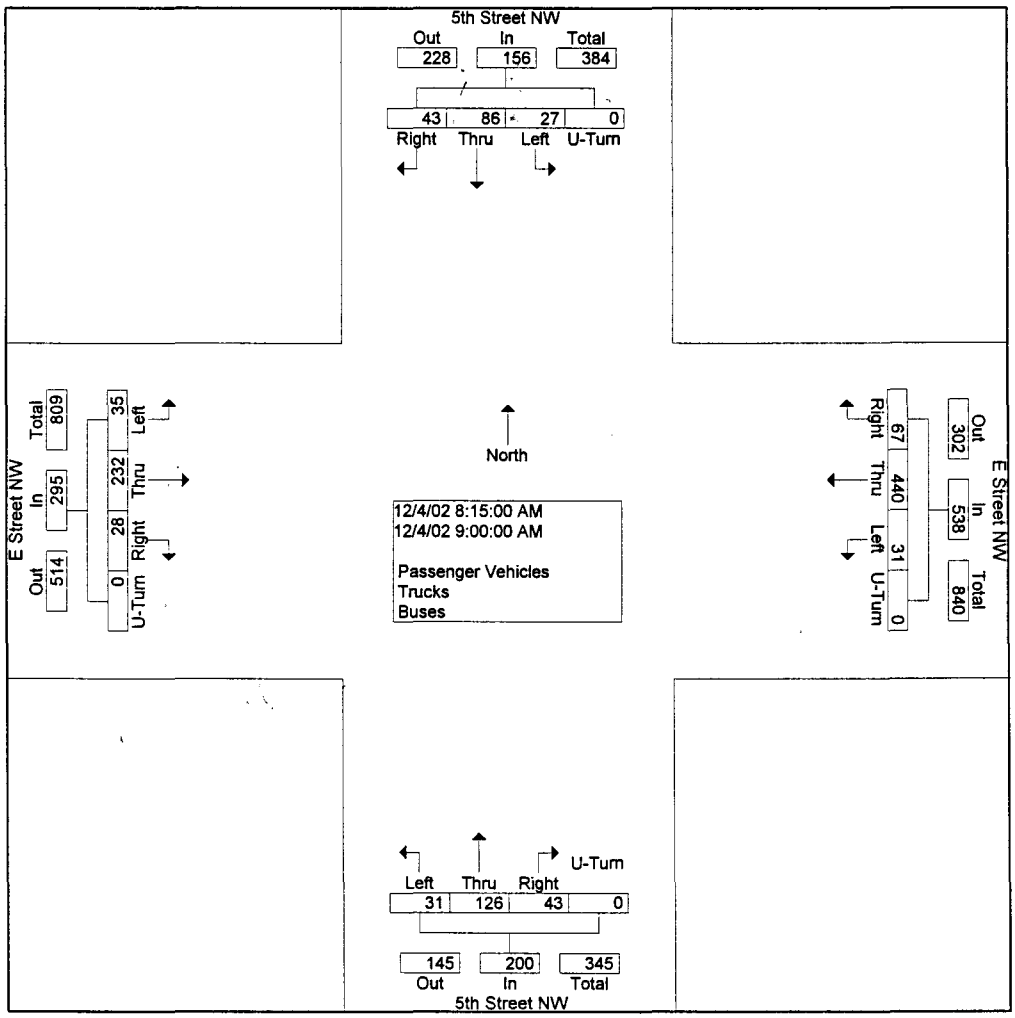
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@E
Site Code : 07041908
Start Date : 12/04/2002

	5th Street NW From North					5th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	27	86	43	0	156	31	126	43	0	200	31	440	67	0	538	35	232	28	0	295	1189
Percent	17.3	55.1	27.6	0.0		15.5	63.0	21.5	0.0		5.8	81.8	12.5	0.0		11.9	78.6	9.5	0.0		
09:00 Volume	7	34	10	0	51	9	36	14	0	59	11	116	19	0	146	7	59	5	0	71	327
Peak Factor																					0.909
High Int.	09:00 AM					08:45 AM					09:00 AM					08:30 AM					
Volume	7	34	10	0	51	8	38	15	0	61	11	116	19	0	146	12	61	7	0	80	
Peak Factor					0.765					0.820					0.921					0.922	



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Counted by:ORGA-LM, CU
Board :D4-1908, D4-1909
City/County:Washington DC
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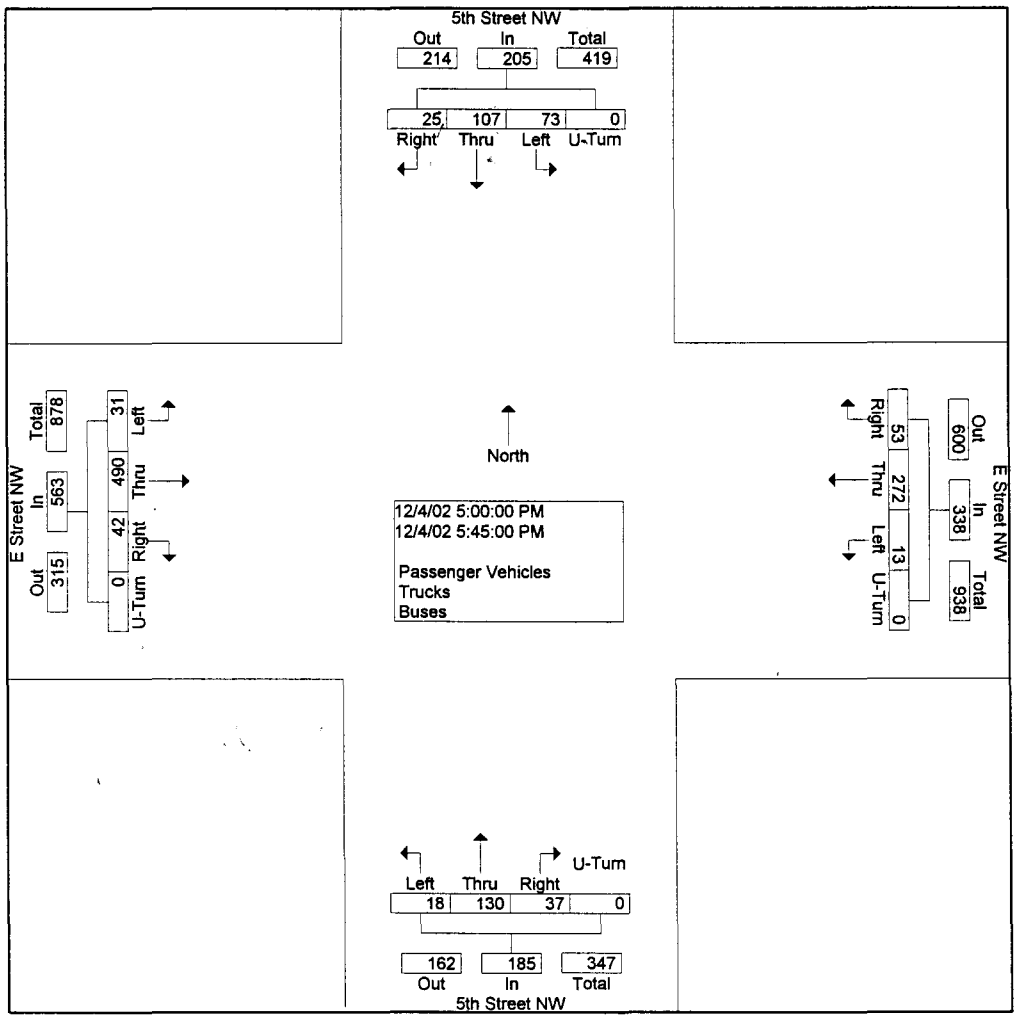
File Name : 5th@E
Site Code : 07041908
Start Date : 12/04/2002
Page No : 3

	5th Street NW From North					5th Street NW From South					E Street NW From East					E Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	73	107	25	0	205	18	130	37	0	185	13	272	53	0	338	31	490	42	0	563	1291
Percent	35.6	52.2	12.2	0.0		9.7	70.3	20.0	0.0		3.8	80.5	15.7	0.0		5.5	87.0	7.5	0.0		
05:15 Volume	21	37	6	0	64	3	35	9	0	47	3	66	16	0	85	12	125	16	0	153	349
Peak Factor																					0.925
High Int.	05:15 PM					05:30 PM					05:45 PM					05:15 PM					
Volume	21	37	6	0	64	5	39	8	0	52	4	70	16	0	90	12	125	16	0	153	
Peak Factor					0.801					0.889					0.939					0.920	



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Counted by:ORGA-NL
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@F
Site Code : 15161576
Start Date : 12/19/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	5th Street NW From North					5th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	4	21	5	0	30	3	15	1	0	19	1	27	13	0	41	3	7	8	0	18	108
07:30 AM	4	25	9	0	38	2	25	5	0	32	2	16	11	0	29	10	8	2	0	20	119
07:45 AM	7	22	7	0	36	5	23	7	0	35	3	18	10	0	31	7	6	7	0	20	122
08:00 AM	5	30	18	0	53	5	33	4	0	42	4	17	12	0	33	3	14	6	0	23	151
Total	20	98	39	0	157	15	96	17	0	128	10	78	46	0	134	23	35	23	0	81	500
08:15 AM	6	26	6	0	38	11	32	13	0	56	4	28	11	0	43	11	16	5	0	32	169
08:30 AM	9	29	9	0	47	5	29	14	0	48	5	29	8	0	42	12	16	6	0	34	171
08:45 AM	14	35	27	0	76	9	37	19	0	65	9	26	15	0	50	10	14	14	0	38	229
09:00 AM	6	37	16	0	59	11	35	12	0	58	5	31	16	0	52	9	15	16	0	40	209
Total	35	127	58	0	220	36	133	58	0	227	23	114	50	0	187	42	61	41	0	144	778
03:45 PM	8	27	8	0	43	3	45	4	0	52	0	12	11	0	23	9	28	0	0	37	155
04:00 PM	14	31	16	0	61	4	41	9	0	54	5	11	21	0	37	14	26	10	0	50	202
Total	22	58	24	0	104	7	86	13	0	106	5	23	32	0	60	23	54	10	0	87	357
04:15 PM	11	34	19	0	64	5	52	11	0	68	4	15	16	0	35	13	37	13	0	63	230
04:30 PM	8	32	14	0	54	5	46	8	0	59	2	8	20	0	30	13	24	15	0	52	195
04:45 PM	9	38	7	0	54	6	58	7	0	71	2	17	9	0	28	7	33	4	0	44	197
05:00 PM	15	37	9	0	61	7	41	7	0	55	3	23	12	0	38	3	8	9	0	20	174
Total	43	141	49	0	233	23	197	33	0	253	11	63	57	0	131	36	102	41	0	179	796
05:15 PM	7	43	19	0	69	2	38	8	0	48	6	23	17	0	46	7	16	8	0	31	194
05:30 PM	17	35	13	0	65	13	64	11	0	88	5	24	15	0	44	9	19	5	0	33	230
05:45 PM	13	29	11	0	53	6	44	9	0	59	3	20	23	0	46	16	24	8	0	48	206
06:00 PM	15	33	12	0	60	11	55	7	0	73	6	20	19	0	45	12	28	9	0	49	227
Total	52	140	55	0	247	32	201	35	0	268	20	87	74	0	181	44	87	30	0	161	857
06:15 PM	6	40	16	0	62	6	47	10	0	63	5	15	23	0	43	10	23	2	0	35	203
06:30 PM	6	46	9	0	61	11	43	11	0	65	4	21	17	0	42	7	23	3	0	33	201
Grand Total	184	650	250	0	1084	130	803	177	0	1110	78	401	299	0	778	185	385	150	0	720	3692
Apprch %	17.0	60.0	23.1	0.0		11.7	72.3	15.9	0.0		10.0	51.5	38.4	0.0		25.7	53.5	20.8	0.0		
Total %	5.0	17.6	6.8	0.0	29.4	3.5	21.7	4.8	0.0	30.1	2.1	10.9	8.1	0.0	21.1	5.0	10.4	4.1	0.0	19.5	

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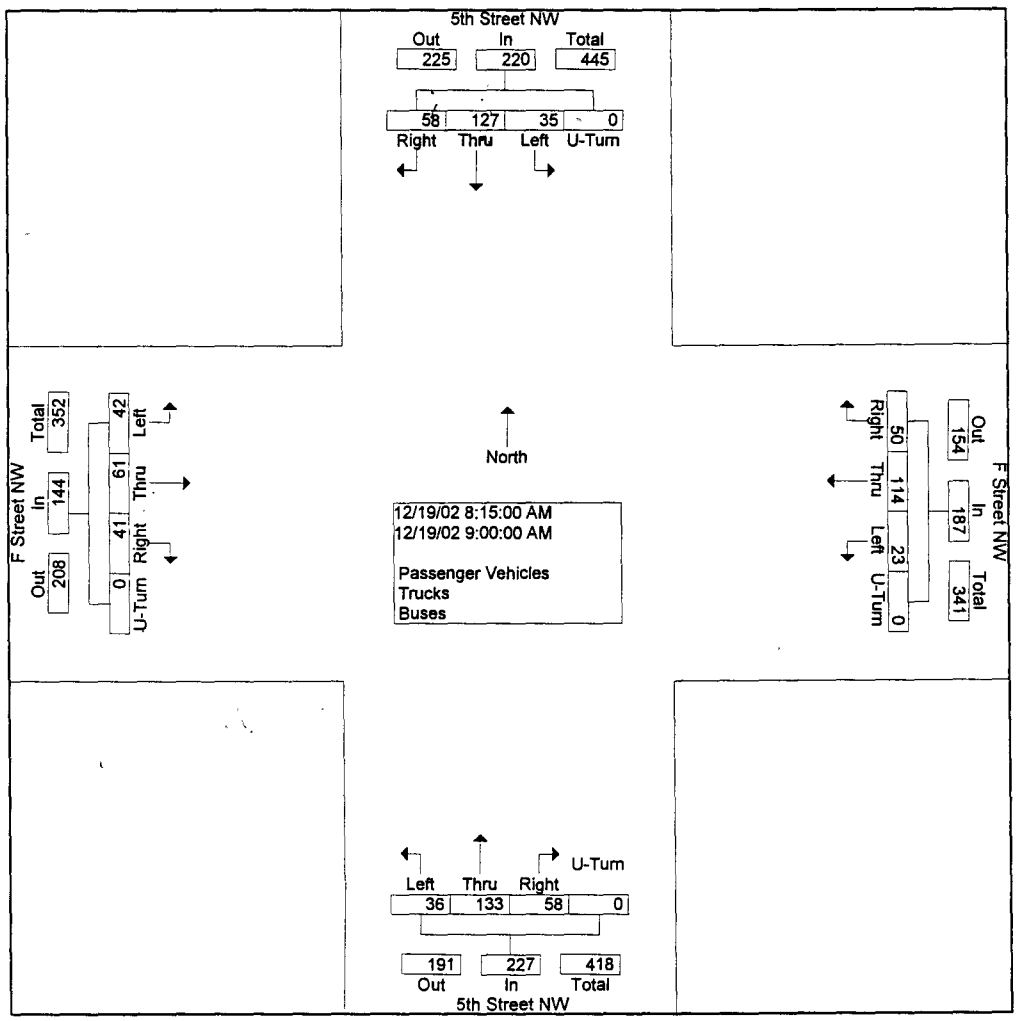
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@F
Site Code : 15161576
Start Date : 12/19/2002
Page No : 2

	5th Street NW From North					5th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	35	127	58	0	220	36	133	58	0	227	23	114	50	0	187	42	61	41	0	144	778
Percent	15.9	57.7	26.4	0.0		15.9	58.6	25.6	0.0		12.3	61.0	26.7	0.0		29.2	42.4	28.5	0.0		
08:45 Volume	14	35	27	0	76	9	37	19	0	65	9	26	15	0	50	10	14	14	0	38	229
Peak Factor																					0.849
High Int.	08:45 AM					08:45 AM					09:00 AM					09:00 AM					
Volume	14	35	27	0	76	9	37	19	0	65	5	31	16	0	52	9	15	16	0	40	
Peak Factor					0.724					0.873					0.899					0.900	



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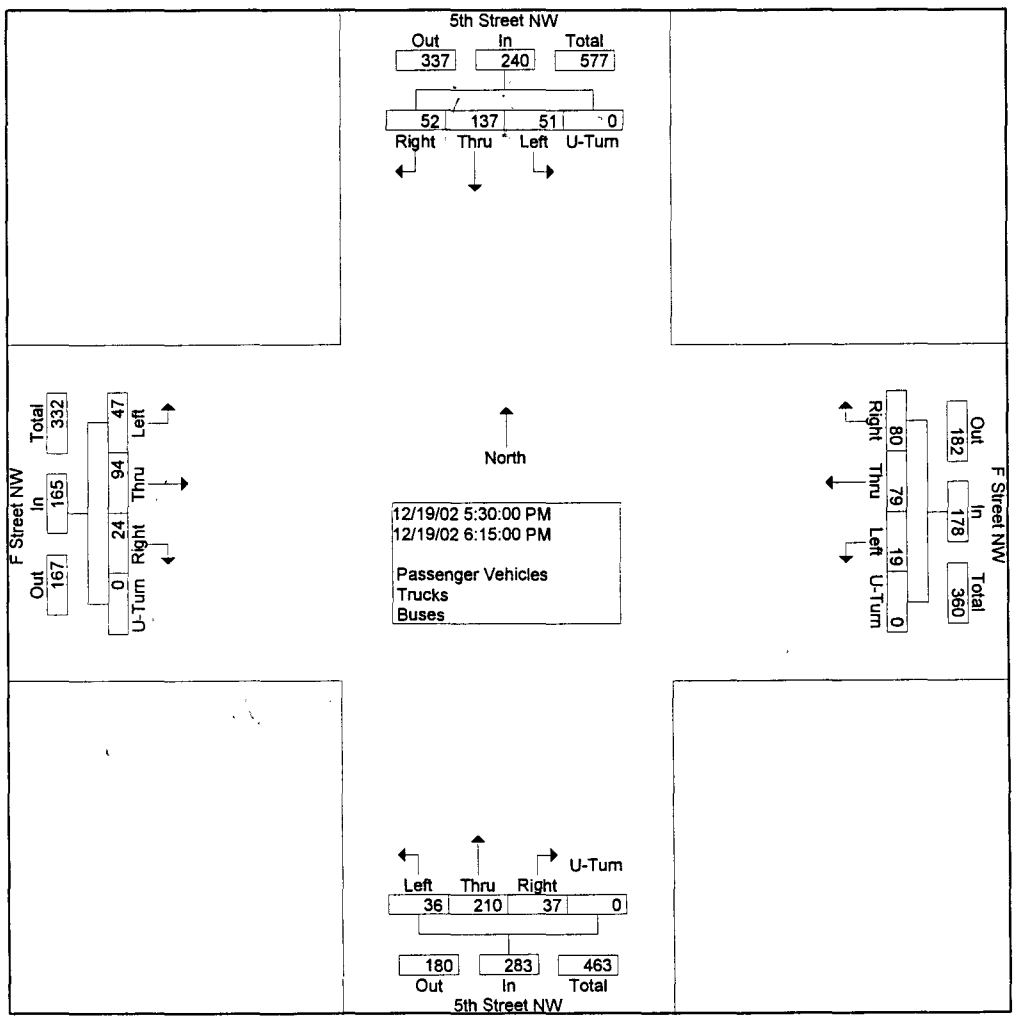
Counted by:ORGA-NL
Board :D4-1576
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@F
Site Code : 15161576
Start Date : 12/19/2002
Page No : 3

	5th Street NW From North					5th Street NW From South					F Street NW From East					F Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	51	137	52	0	240	36	210	37	0	283	19	79	80	0	178	47	94	24	0	165	866
Percent	21.3	57.1	21.7	0.0		12.7	74.2	13.1	0.0		10.7	44.4	44.9	0.0		28.5	57.0	14.5	0.0		
05:30 Volume	17	35	13	0	65	13	64	11	0	88	5	24	15	0	44	9	19	5	0	33	230
Peak Factor																					0.941
High Int.	05:30 PM					05:30 PM					05:45 PM					06:00 PM					
Volume	17	35	13	0	65	13	64	11	0	88	3	20	23	0	46	12	28	9	0	49	
Peak Factor					0.923					0.804					0.967					0.842	



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Counted by:ORGA-LM, CU
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@G
Site Code : 11181909
Start Date : 12/10/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	5th Street NW From North					5th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	3	33	7	0	43	1	29	4	0	34	1	23	28	0	52	1	14	1	0	16	145
07:30 AM	9	18	3	0	30	1	32	5	0	38	2	19	25	0	46	4	17	2	0	23	137
07:45 AM	11	33	9	0	53	3	33	20	0	56	4	19	25	0	48	2	23	3	0	28	185
08:00 AM	7	37	10	0	54	11	35	12	0	58	7	22	24	0	53	1	22	5	0	28	193
Total	30	121	29	0	180	16	129	41	0	186	14	83	102	0	199	8	76	11	0	95	660
08:15 AM	13	29	7	0	49	3	38	20	0	61	4	29	36	0	69	3	17	10	0	30	209
08:30 AM	15	40	14	0	69	3	34	17	0	54	8	28	29	0	65	3	16	5	0	24	212
08:45 AM	9	49	14	0	72	8	33	16	0	57	4	29	33	0	66	8	17	16	0	41	236
09:00 AM	16	50	10	0	76	4	49	16	0	69	9	29	40	0	78	1	26	5	0	32	255
Total	53	168	45	0	266	18	154	69	0	241	25	115	138	0	278	15	76	36	0	127	912
03:45 PM	21	30	9	0	60	3	35	7	0	45	5	24	36	0	65	6	23	7	0	36	206
04:00 PM	20	31	9	0	60	6	39	11	0	56	12	18	30	0	60	8	18	7	0	33	209
Total	41	61	18	0	120	9	74	18	0	101	17	42	66	0	125	14	41	14	0	69	415
04:15 PM	12	42	3	0	57	8	35	14	0	57	7	26	40	0	73	6	32	5	0	43	230
04:30 PM	20	37	7	0	64	3	42	9	0	54	5	23	47	0	75	5	11	5	0	21	214
04:45 PM	21	48	5	0	74	2	40	17	0	59	8	19	50	0	77	4	10	2	0	16	226
05:00 PM	21	36	3	0	60	5	50	19	0	74	6	24	42	0	72	3	14	4	0	21	227
Total	74	163	18	0	255	18	167	59	0	244	26	92	179	0	297	18	67	16	0	101	897
05:15 PM	18	52	4	0	74	14	59	10	0	83	8	21	33	0	62	7	10	12	0	29	248
05:30 PM	9	36	5	0	50	9	64	8	0	81	9	31	38	0	78	8	18	4	0	30	239
05:45 PM	11	36	5	0	52	11	66	11	0	88	3	17	41	0	61	11	12	8	0	31	232
06:00 PM	7	41	10	0	58	4	35	12	0	51	5	24	39	0	68	6	14	8	0	28	205
Total	45	165	24	0	234	38	224	41	0	303	25	93	151	0	269	32	54	32	0	118	924
06:15 PM	11	47	11	0	69	4	40	8	0	52	12	21	44	0	77	8	11	12	0	31	229
06:30 PM	12	40	17	0	69	6	49	13	0	68	12	18	46	0	76	7	14	10	0	31	244
Grand Total	266	765	162	0	1193	109	837	249	0	1195	131	464	726	0	1321	102	339	131	0	572	4281
Apprch %	22.3	64.1	13.6	0.0		9.1	70.0	20.8	0.0		9.9	35.1	55.0	0.0		17.8	59.3	22.9	0.0		
Total %	6.2	17.9	3.8	0.0	27.9	2.5	19.6	5.8	0.0	27.9	3.1	10.8	17.0	0.0	30.9	2.4	7.9	3.1	0.0	13.4	

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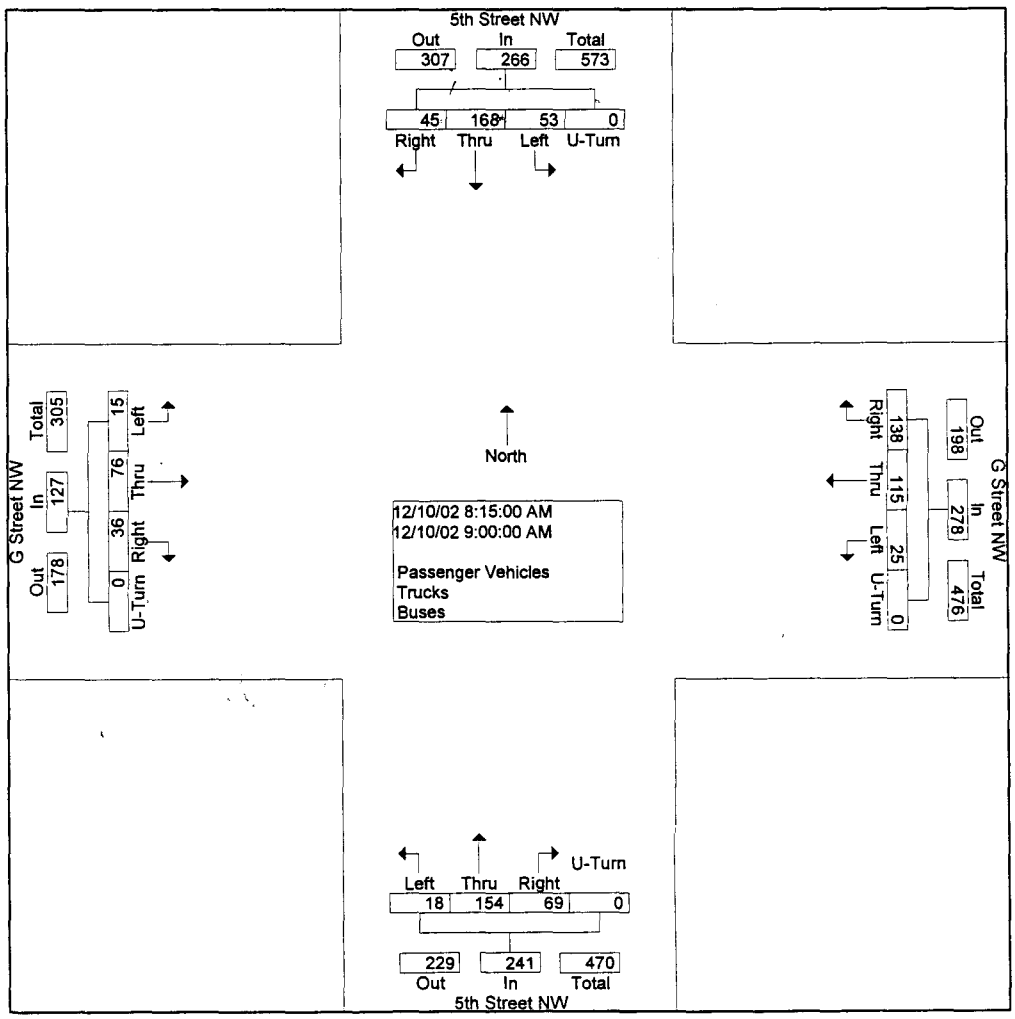
Counted by:ORGA-LM, CU
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@G
Site Code : 11181909
Start Date : 12/10/2002

	5th Street NW From North					5th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	53	168	45	0	266	18	154	69	0	241	25	115	138	0	278	15	76	36	0	127	912
Percent	19.9	63.2	16.9	0.0		7.5	63.9	28.6	0.0		9.0	41.4	49.6	0.0		11.8	59.8	28.3	0.0		
09:00 Volume	16	50	10	0	76	4	49	16	0	69	9	29	40	0	78	1	26	5	0	32	255
Peak Factor																					0.894
High Int.	09:00 AM					09:00 AM					09:00 AM					08:45 AM					
Volume	16	50	10	0	76	4	49	16	0	69	9	29	40	0	78	8	17	16	0	41	
Peak Factor					0.875					0.873					0.891					0.774	



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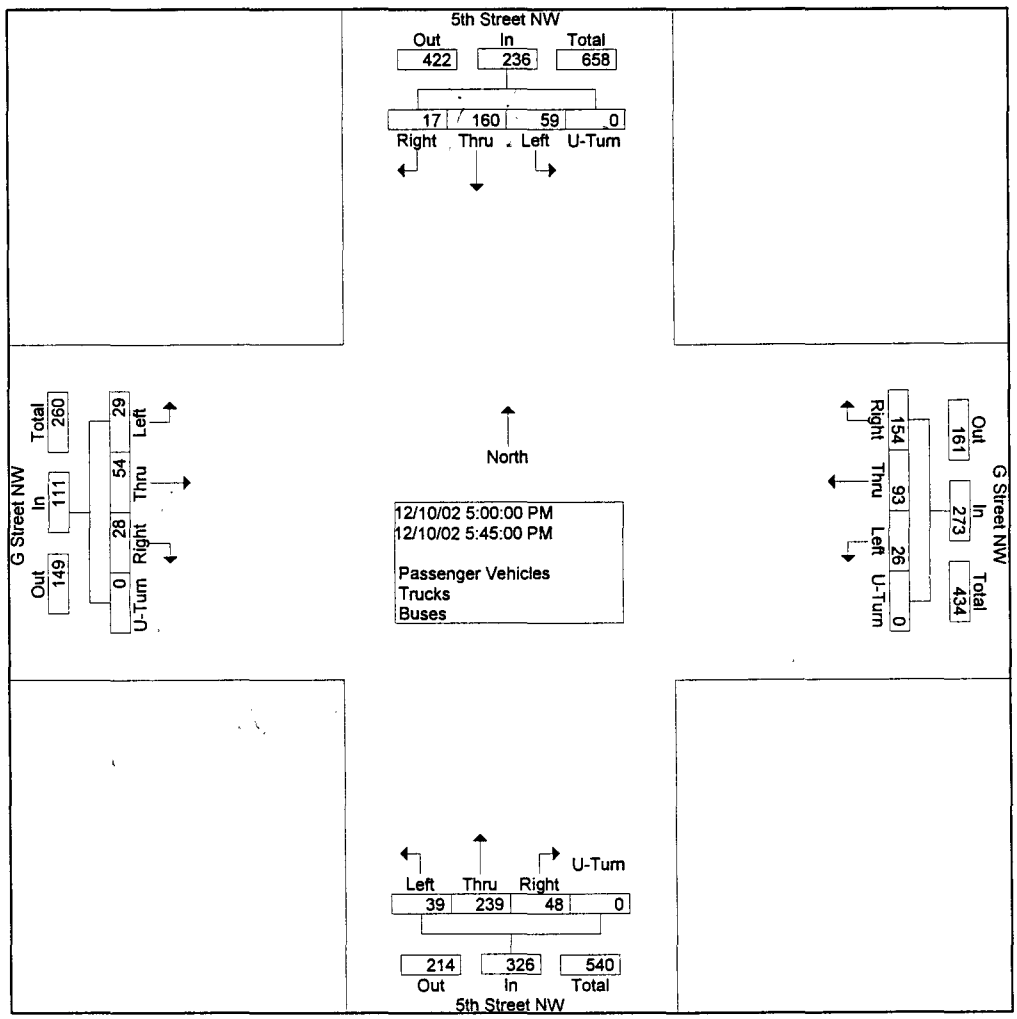
Counted by:ORGA-LM, CU
Board :D4-1908, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 5th@G
Site Code : 11181909
Start Date : 12/10/2002

	5th Street NW From North					5th Street NW From South					G Street NW From East					G Street NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	59	160	17	0	236	39	239	48	0	326	26	93	154	0	273	29	54	28	0	111	946
Percent	25.0	67.8	7.2	0.0		12.0	73.3	14.7	0.0		9.5	34.1	56.4	0.0		26.1	48.6	25.2	0.0		
05:15 Volume	18	52	4	0	74	14	59	10	0	83	8	21	33	0	62	7	10	12	0	29	248
Peak Factor																					0.954
High Int.	05:15 PM					05:45 PM					05:30 PM					05:45 PM					
Volume	18	52	4	0	74	11	66	11	0	88	9	31	38	0	78	11	12	8	0	31	
Peak Factor					0.797					0.926					0.875					0.895	



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Counted by :ORGA-GC, LM
Board :D4-2237, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@PEN
Site Code : 19041908
Start Date : 12/12/2002
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street NW From North					6th Street NW From South					Pennsylvania Avenue NW From East					Pennsylvania Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	1	28	10	0	39	2	103	1	0	106	1	121	32	0	154	4	29	0	0	33	332
07:30 AM	4	29	5	0	38	3	117	1	0	121	0	118	40	0	158	6	35	4	0	45	362
07:45 AM	2	32	11	0	45	4	143	1	0	148	0	154	46	0	200	11	47	4	0	62	455
08:00 AM	5	39	7	0	51	3	159	0	0	162	1	211	69	0	281	13	59	1	1	74	568
Total	12	128	33	0	173	12	522	3	0	537	2	604	187	0	793	34	170	9	1	214	1717
08:15 AM	6	35	6	0	47	8	111	1	0	120	1	175	88	1	265	21	49	5	1	76	508
08:30 AM	5	42	12	0	59	7	128	2	0	137	0	227	97	0	324	15	63	1	0	79	599
08:45 AM	4	39	5	0	48	1	189	0	0	190	0	239	100	0	339	7	45	2	0	54	631
09:00 AM	3	39	22	0	64	6	154	0	0	160	0	284	106	0	390	12	91	1	0	104	718
Total	18	155	45	0	218	22	582	3	0	607	1	925	391	1	1318	55	248	9	1	313	2456
03:45 PM	22	57	5	0	84	2	43	0	0	45	2	101	51	0	154	19	126	2	0	147	430
04:00 PM	20	68	17	0	105	2	85	0	0	87	0	116	35	0	151	12	173	4	0	189	532
Total	42	125	22	0	189	4	128	0	0	132	2	217	86	0	305	31	299	6	0	336	962
04:15 PM	18	72	14	0	104	2	52	2	0	56	0	110	37	0	147	12	145	0	0	157	464
04:30 PM	18	87	16	0	121	1	57	0	0	58	1	105	34	0	140	16	152	1	0	169	488
04:45 PM	22	92	16	1	131	2	66	0	0	68	1	112	37	0	150	1	162	1	1	165	514
05:00 PM	54	94	17	0	165	1	60	0	0	61	0	136	38	0	174	4	159	0	0	163	563
Total	112	345	63	1	521	6	235	2	0	243	2	463	146	0	611	33	618	2	1	654	2029
05:15 PM	38	103	17	0	158	2	73	2	0	77	0	110	24	0	134	8	179	0	0	187	556
05:30 PM	23	141	17	0	181	1	83	1	0	85	0	132	26	0	158	14	205	1	1	221	645
05:45 PM	57	145	25	0	227	1	79	4	0	84	0	134	50	0	184	11	215	1	0	227	722
06:00 PM	47	137	32	1	217	0	91	0	0	91	0	146	40	0	186	8	180	2	0	190	684
Total	165	526	91	1	783	4	326	7	0	337	0	522	140	0	662	41	779	4	1	825	2607
06:15 PM	43	145	26	0	214	2	86	1	0	89	1	139	29	0	169	11	164	2	1	178	650
06:30 PM	26	129	19	0	174	2	79	0	0	81	1	131	43	0	175	11	146	1	0	158	588
Grand Total	418	1553	299	2	2272	52	1958	16	0	2026	9	3001	1022	1	4033	216	2424	33	5	2678	11009
Apprch %	18.4	68.4	13.2	0.1		2.6	96.6	0.8	0.0		0.2	74.4	25.3	0.0		8.1	90.5	1.2	0.2		
Total %	3.8	14.1	2.7	0.0	20.6	0.5	17.8	0.1	0.0	18.4	0.1	27.3	9.3	0.0	36.6	2.0	22.0	0.3	0.0	24.3	

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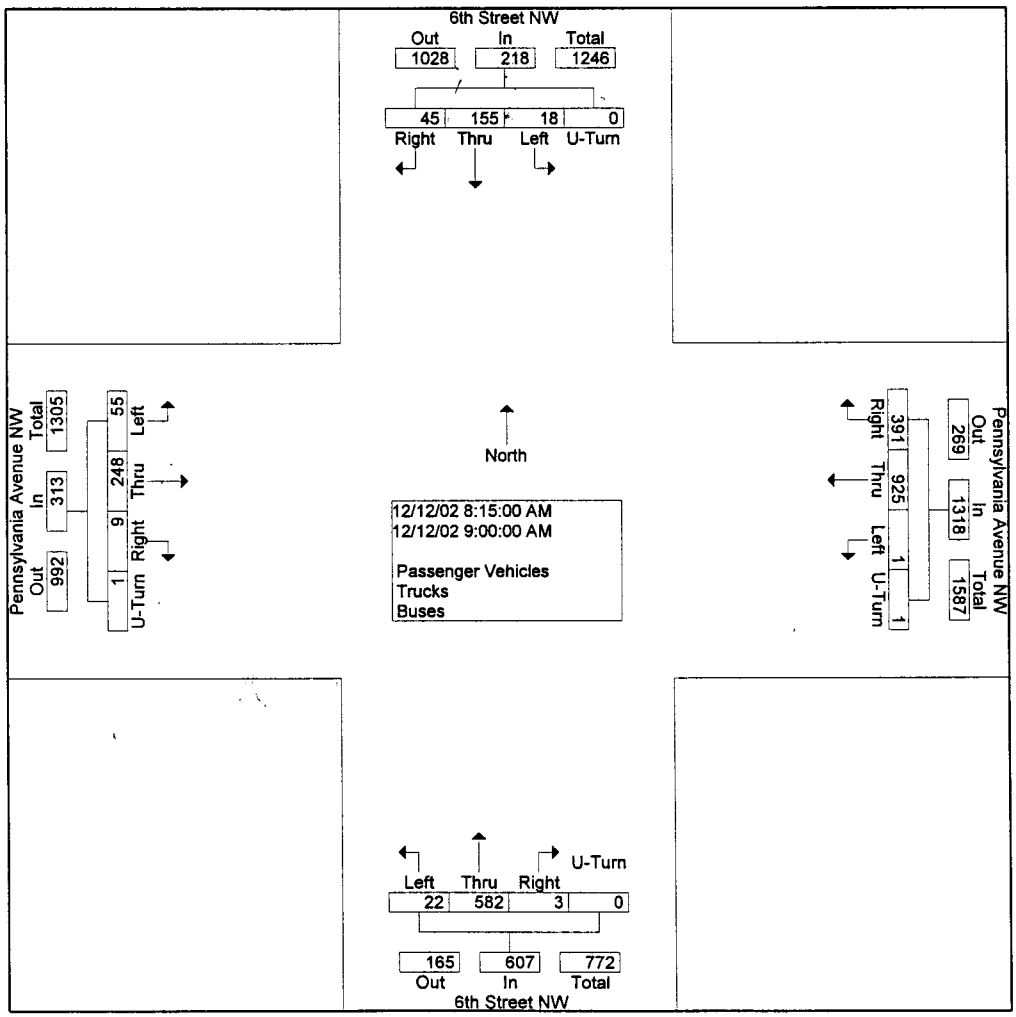
Counted by :ORGA-GC, LM
Board :D4-2237, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@PEN
Site Code : 19041908
Start Date : 12/12/2002

	6th Street NW From North					6th Street NW From South					Pennsylvania Avenue NW From East					Pennsylvania Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	18	155	45	0	218	22	582	3	0	607	1	925	391	1	1318	55	248	9	1	313	2456
Percent	8.3	71.1	20.6	0.0		3.6	95.9	0.5	0.0		0.1	70.2	29.7	0.1		17.6	79.2	2.9	0.3		
09:00 Volume	3	39	22	0	64	6	154	0	0	160	0	284	106	0	390	12	91	1	0	104	718
Peak Factor																					0.855
High Int.	09:00 AM					08:45 AM					09:00 AM					09:00 AM					
Volume	3	39	22	0	64	1	189	0	0	190	0	284	106	0	390	12	91	1	0	104	
Peak Factor					0.852					0.799					0.845					0.752	



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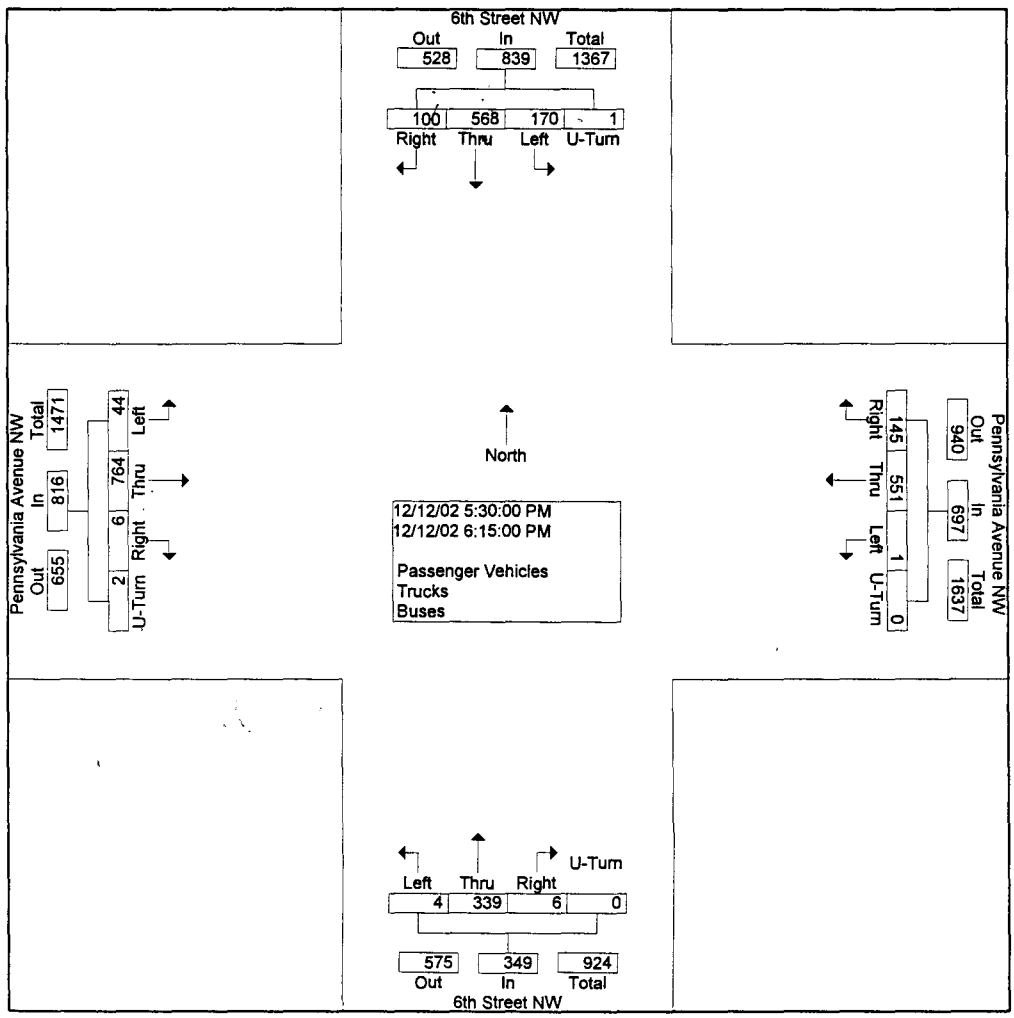
Counted by :ORGA-GC, LM
Board :D4-2237, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@PEN
Site Code : 19041908
Start Date : 12/12/2002
Page No : 3

	6th Street NW From North					6th Street NW From South					Pennsylvania Avenue NW From East					Pennsylvania Avenue NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	170	568	100	1	839	4	339	6	0	349	1	551	145	0	697	44	764	6	2	816	2701
Percent	20.3	67.7	11.9	0.1		1.1	97.1	1.7	0.0		0.1	79.1	20.8	0.0		5.4	93.6	0.7	0.2		
05:45 Volume	57	145	25	0	227	1	79	4	0	84	0	134	50	0	184	11	215	1	0	227	722
Peak Factor																					0.935
High Int.	05:45 PM					06:00 PM					06:00 PM					05:45 PM					
Volume	57	145	25	0	227	0	91	0	0	91	0	146	40	0	186	11	215	1	0	227	
Peak Factor					0.924					0.959					0.937					0.899	



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Counted by :ORGA-MO
Board :D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@C
Site Code : 10241909
Start Date : 01/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street, NW From North				6th Street, NW From South				C Street, NW From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	18	29	0	47	129	34	0	163	0	0	0	0	210
07:30 AM	20	43	0	63	148	32	0	180	0	1	0	1	244
07:45 AM	29	62	0	91	173	38	0	211	2	1	0	3	305
08:00 AM	37	67	0	104	168	44	0	212	0	1	0	1	317
Total	104	201	0	305	618	148	0	766	2	3	0	5	1076
08:15 AM	30	76	1	107	166	56	1	223	1	1	0	2	332
08:30 AM	38	62	0	100	172	65	2	239	1	1	0	2	341
08:45 AM	51	75	0	126	134	68	0	202	1	3	0	4	332
09:00 AM	54	76	0	130	97	86	0	183	1	5	0	6	319
Total	173	289	1	463	569	275	3	847	4	10	0	14	1324
04:45 PM	16	156	3	175	125	13	0	138	11	14	0	25	338
05:00 PM	21	225	0	246	135	11	0	146	9	7	0	16	408
Total	37	381	3	421	260	24	0	284	20	21	0	41	746
05:15 PM	23	192	0	215	146	21	0	167	19	9	0	28	410
05:30 PM	13	173	0	186	160	6	0	166	15	18	0	33	385
05:45 PM	16	219	0	235	152	7	0	159	9	9	0	18	412
06:00 PM	10	214	0	224	159	9	0	168	18	18	0	36	428
Total	62	798	0	860	617	43	0	660	61	54	0	115	1635
06:15 PM	23	165	0	188	157	13	0	170	18	17	0	35	393
06:30 PM	19	124	0	143	161	20	0	181	13	8	1	22	346
Grand Total	418	1958	4	2380	2382	523	3	2908	118	113	1	232	5520
Apprch %	17.6	82.3	0.2		81.9	18.0	0.1		50.9	48.7	0.4		
Total %	7.6	35.5	0.1	43.1	43.2	9.5	0.1	52.7	2.1	2.0	0.0	4.2	

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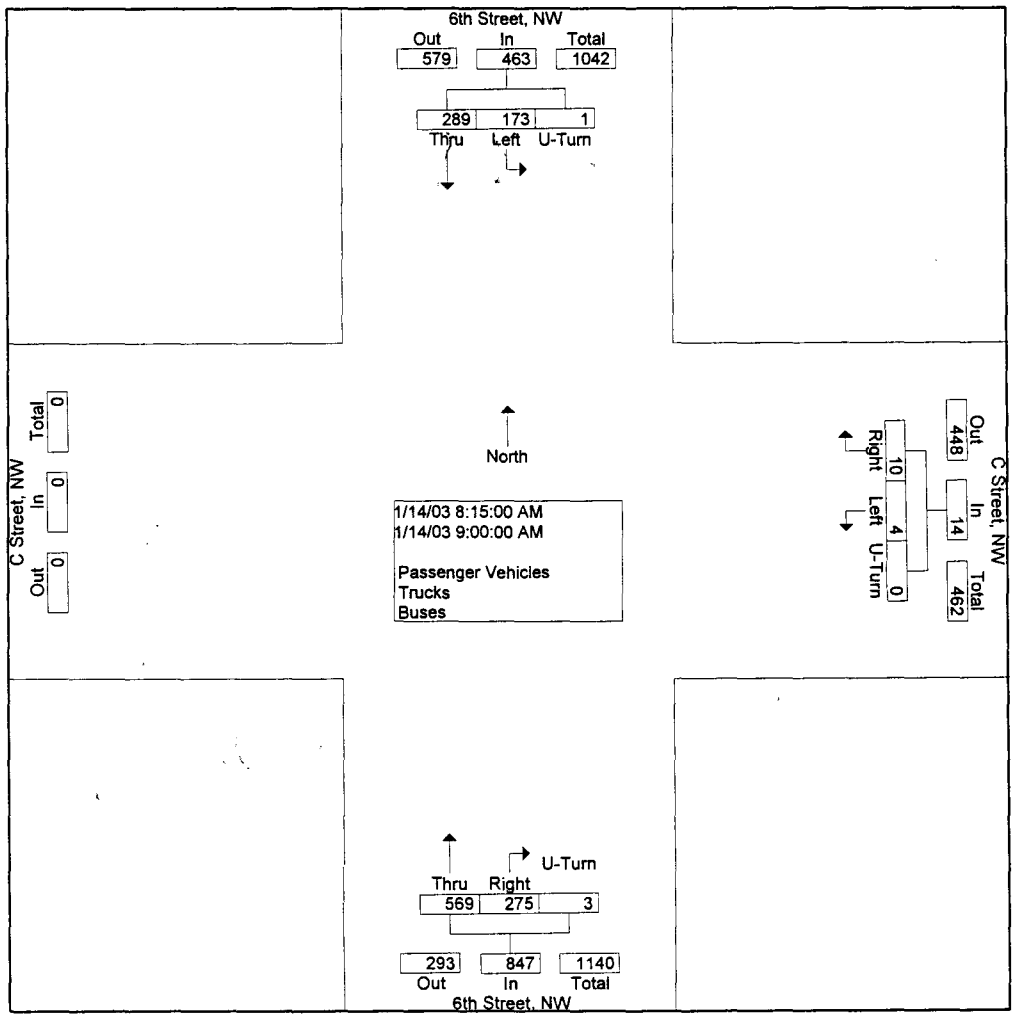
Counted by :ORGA-MO
Board :D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@C
Site Code : 10241909
Start Date : 01/14/2003

	6th Street, NW From North				6th Street, NW From South				C Street, NW From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1													
Intersection	08:15 AM												
Volume	173	289	1	463	569	275	3	847	4	10	0	14	1324
Percent	37.4	62.4	0.2		67.2	32.5	0.4		28.6	71.4	0.0		
08:30 Volume	38	62	0	100	172	65	2	239	1	1	0	2	341
Peak Factor													0.971
High Int.	09:00 AM				08:30 AM				09:00 AM				
Volume	54	76	0	130	172	65	2	239	1	5	0	6	
Peak Factor				0.890				0.886				0.583	



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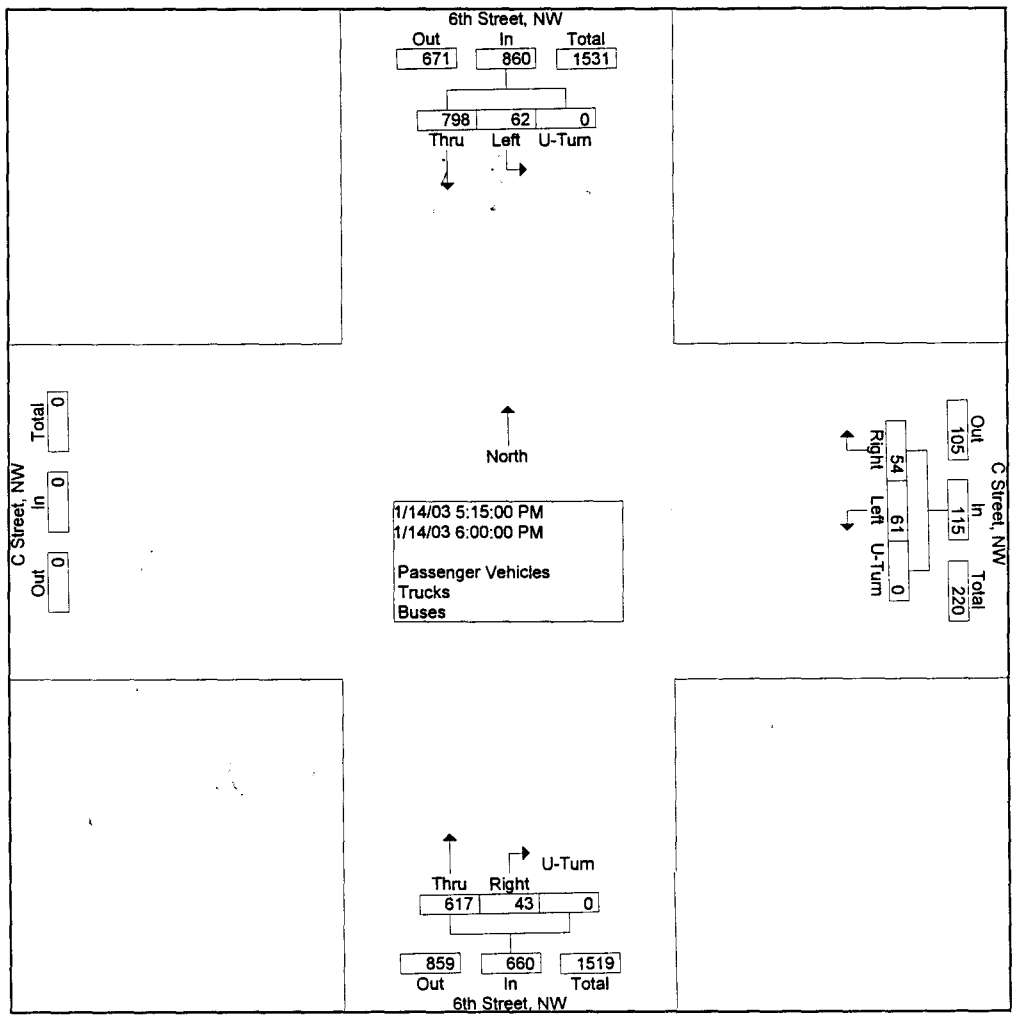
Counted by :ORGA-MO
Board :D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@C
Site Code : 10241909
Start Date : 01/14/2003
Page No : 3

	6th Street, NW From North				6th Street, NW From South				C Street, NW From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1													
Intersection	05:15 PM												
Volume	62	798	0	860	617	43	0	660	61	54	0	115	1635
Percent	7.2	92.8	0.0		93.5	6.5	0.0		53.0	47.0	0.0		
06:00 Volume	10	214	0	224	159	9	0	168	18	18	0	36	428
Peak Factor													0.955
High Int.	05:45 PM				06:00 PM				06:00 PM				
Volume	16	219	0	235	159	9	0	168	18	18	0	36	
Peak Factor				0.915				0.982				0.799	



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Counted by :ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@INDI
Site Code : 09231908
Start Date : 01/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street, NW From North					6th Street, NW From South					Indiana Avenue From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	6	46	0	0	52	0	121	5	0	126	0	0	0	0	0	6	5	15	0	26	204
07:30 AM	2	53	0	0	55	0	136	9	0	145	0	0	0	0	0	10	7	18	0	35	235
07:45 AM	5	83	0	0	88	0	166	9	0	175	0	0	0	0	0	16	11	12	0	39	302
08:00 AM	9	79	0	0	88	0	158	10	0	168	0	0	0	0	0	17	7	10	0	34	290
Total	22	261	0	0	283	0	581	33	0	614	0	0	0	0	0	49	30	55	0	134	1031
08:15 AM	5	98	0	0	103	0	158	14	0	172	0	0	0	0	0	16	13	20	0	49	324
08:30 AM	5	91	0	0	96	0	157	13	0	170	0	0	0	0	0	18	12	25	0	55	321
08:45 AM	24	116	0	0	140	0	114	15	0	129	0	0	0	0	0	24	15	28	0	67	336
09:00 AM	12	115	0	0	127	0	91	4	0	95	0	0	0	0	0	17	14	21	0	52	274
Total	46	420	0	0	466	0	520	46	0	566	0	0	0	0	0	75	54	94	0	223	1255
04:45 PM	15	170	0	0	185	0	146	15	0	161	0	0	0	0	0	18	6	17	0	41	387
05:00 PM	8	203	0	0	211	0	138	8	0	146	0	0	0	0	0	22	12	15	0	49	406
Total	23	373	0	0	396	0	284	23	0	307	0	0	0	0	0	40	18	32	0	90	793
05:15 PM	9	229	0	0	238	0	146	14	0	160	0	0	0	0	0	21	16	13	0	50	448
05:30 PM	9	218	0	0	227	0	154	8	0	162	0	0	0	0	0	22	7	12	0	41	430
05:45 PM	13	234	0	0	247	0	161	10	0	171	0	0	0	0	0	21	9	12	0	42	460
06:00 PM	14	204	0	0	218	0	168	10	0	178	0	0	0	0	0	26	5	13	0	44	440
Total	45	885	0	0	930	0	629	42	0	671	0	0	0	0	0	90	37	50	0	177	1778
06:15 PM	11	165	0	0	176	0	175	11	0	186	0	0	0	0	0	34	9	15	0	58	420
06:30 PM	3	130	0	0	133	0	180	11	0	191	0	0	0	0	0	17	5	18	0	40	364
Grand Total	150	2234	0	0	2384	0	2369	166	0	2535	0	0	0	0	0	305	153	264	0	722	5641
Apprch %	6.3	93.7	0.0	0.0		0.0	93.5	6.5	0.0		0.0	0.0	0.0	0.0		42.2	21.2	36.6	0.0		
Total %	2.7	39.6	0.0	0.0	42.3	0.0	42.0	2.9	0.0	44.9	0.0	0.0	0.0	0.0	0.0	5.4	2.7	4.7	0.0	12.8	

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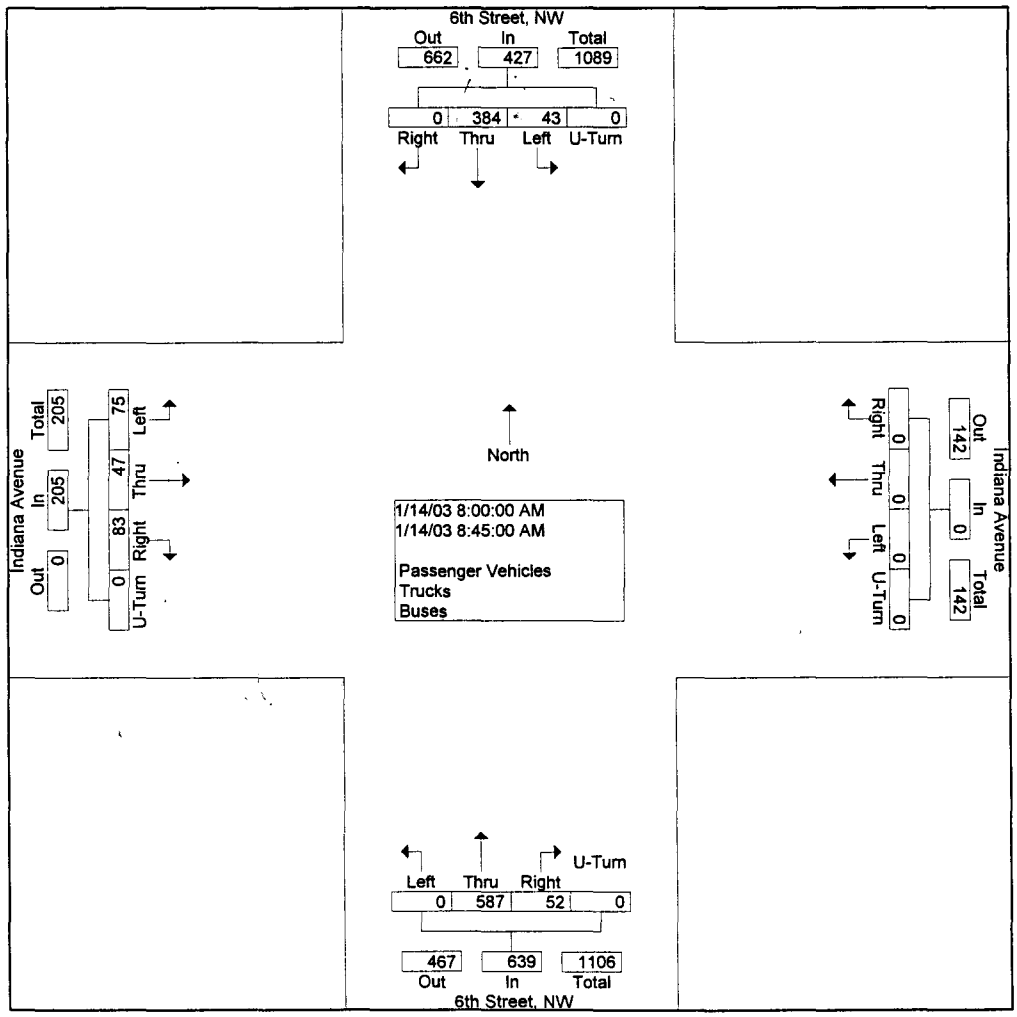
Counted by :ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@INDI
Site Code : 09231908
Start Date : 01/14/2003

	6th Street, NW From North					6th Street, NW From South					Indiana Avenue From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	43	384	0	0	427	0	587	52	0	639	0	0	0	0	0	75	47	83	0	205	1271
Percent	10.1	89.9	0.0	0.0		0.0	91.9	8.1	0.0		0.0	0.0	0.0	0.0		36.6	22.9	40.5	0.0		
08:45 Volume	24	116	0	0	140	0	114	15	0	129	0	0	0	0	0	24	15	28	0	67	336
Peak Factor																					0.946
High Int.	08:45 AM					08:15 AM					7:00:00 AM					08:45 AM					
Volume	24	116	0	0	140	0	158	14	0	172	0	0	0	0	0	24	15	28	0	67	
Peak Factor					0.763					0.929										0.765	



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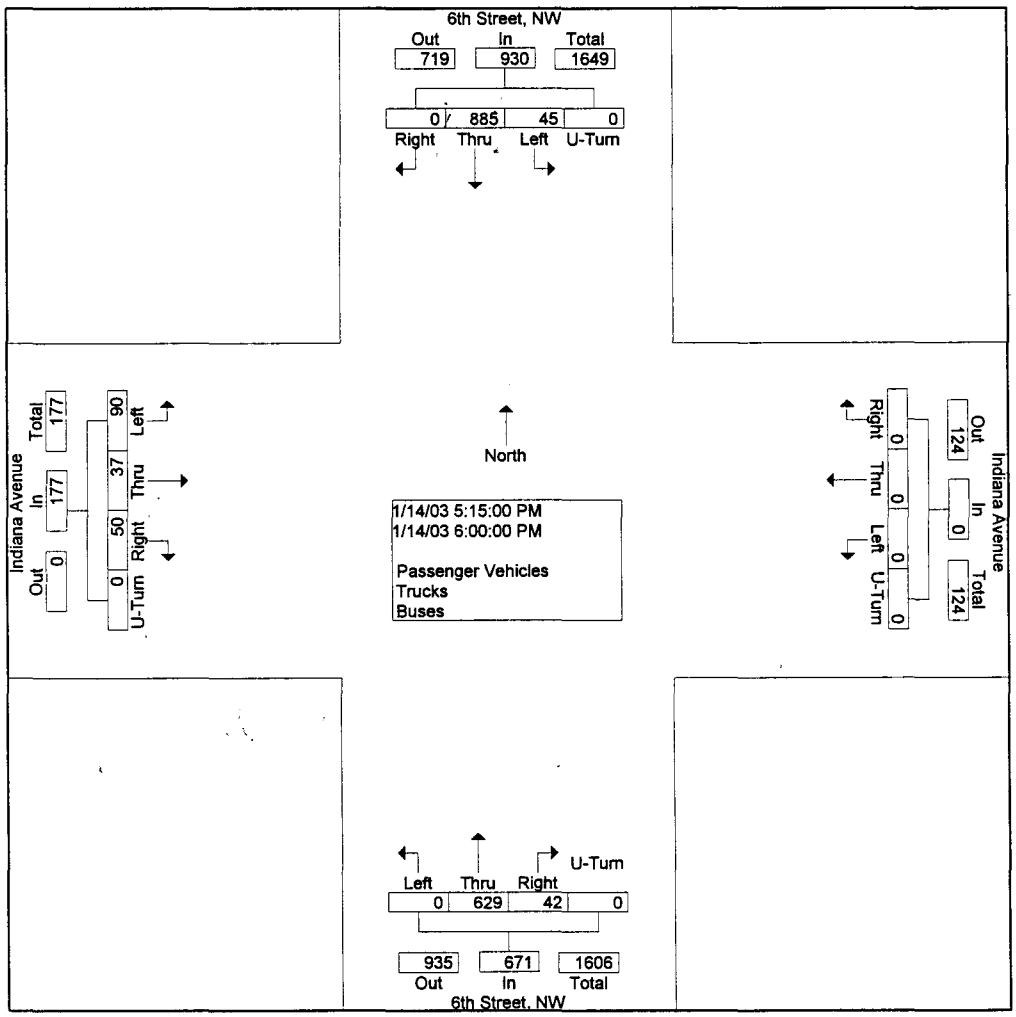
Counted by :ORGA-AL
Board :D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@INDI
Site Code : 09231908
Start Date : 01/14/2003
Page No : 3

	6th Street, NW From North					6th Street, NW From South					Indiana Avenue From East					Indiana Avenue From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	45	885	0	0	930	0	629	42	0	671	0	0	0	0	0	90	37	50	0	177	1778
Percent	4.8	95.2	0.0	0.0		0.0	93.7	6.3	0.0		0.0	0.0	0.0	0.0		50.8	20.9	28.2	0.0		
05:45 Volume	13	234	0	0	247	0	161	10	0	171	0	0	0	0	0	21	9	12	0	42	460
Peak Factor																					0.966
High Int.	05:45 PM					06:00 PM										05:15 PM					
Volume	13	234	0	0	247	0	168	10	0	178	0	0	0	0	0	21	16	13	0	50	
Peak Factor					0.941					0.942										0.885	



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Counted by :ORGA-GC
Board :D4-1910
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@D
Site Code : 08221910
Start Date : 01/14/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street, NW From North					6th Street, NW From South					D Street, NW From East					D Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	0	35	8	0	43	9	113	0	0	122	10	15	5	0	30	9	0	8	0	17	212
07:30 AM	0	37	11	0	48	12	131	0	0	143	19	8	12	0	39	7	0	3	0	10	240
07:45 AM	0	61	13	0	74	16	152	0	0	168	27	8	11	0	46	8	0	3	0	11	299
08:00 AM	0	71	10	0	81	14	145	0	0	159	25	16	15	0	56	8	0	8	0	16	312
Total	0	204	42	0	246	51	541	0	0	592	81	47	43	0	171	32	0	22	0	54	1063
08:15 AM	0	80	15	0	95	19	151	0	0	170	19	27	10	0	56	14	1	5	1	21	342
08:30 AM	0	54	11	0	65	13	148	0	0	161	33	17	24	0	74	14	0	9	0	23	323
08:45 AM	0	98	21	0	119	8	133	0	0	141	26	25	19	0	70	14	0	13	0	27	357
09:00 AM	0	82	18	0	100	12	93	0	0	105	34	20	16	0	70	16	0	8	0	24	299
Total	0	314	65	0	379	52	525	0	0	577	112	89	69	0	270	58	1	35	1	95	1321
03:45 PM	0	85	13	0	98	7	87	0	0	94	38	24	12	0	74	11	1	15	0	27	293
04:00 PM	0	117	18	0	135	6	116	0	0	122	32	24	13	0	69	14	1	16	0	31	357
Total	0	202	31	0	233	13	203	0	0	216	70	48	25	0	143	25	2	31	0	58	650
04:15 PM	0	112	16	0	128	6	124	0	0	130	31	25	10	0	66	25	1	14	0	40	364
04:30 PM	0	115	12	0	127	6	122	0	0	128	42	27	13	0	82	14	0	17	0	31	368
04:45 PM	0	110	18	0	128	11	134	0	0	145	50	17	10	0	77	18	1	22	0	41	391
05:00 PM	0	143	17	0	160	19	133	0	0	152	51	25	11	0	87	17	0	24	0	41	440
Total	0	480	63	0	543	42	513	0	0	555	174	94	44	0	312	74	2	77	0	153	1563
05:15 PM	0	150	18	0	168	5	176	0	0	181	56	22	11	0	89	32	0	16	0	48	486
05:30 PM	0	133	29	0	162	12	173	0	0	185	48	16	19	0	83	24	0	15	0	39	469
05:45 PM	0	139	20	0	159	5	162	0	0	167	37	25	16	0	78	32	0	44	1	77	481
06:00 PM	0	134	18	0	152	10	178	1	0	189	46	17	8	0	71	39	0	24	0	63	475
Total	0	556	85	0	641	32	689	1	0	722	187	80	54	0	321	127	0	99	1	227	1911
06:15 PM	0	88	27	1	116	15	191	0	0	206	38	12	13	0	63	53	0	30	0	83	468
06:30 PM	0	97	15	0	112	11	176	0	0	187	21	13	13	0	47	33	0	19	0	52	398
Grand Total	0	1941	328	1	2270	216	2838	1	0	3055	683	383	261	0	1327	402	5	313	2	722	7374
Apprch %	0.0	85.5	14.4	0.0		7.1	92.9	0.0	0.0		51.5	28.9	19.7	0.0		55.7	0.7	43.4	0.3		
Total %	0.0	26.3	4.4	0.0	30.8	2.9	38.5	0.0	0.0	41.4	9.3	5.2	3.5	0.0	18.0	5.5	0.1	4.2	0.0	9.8	

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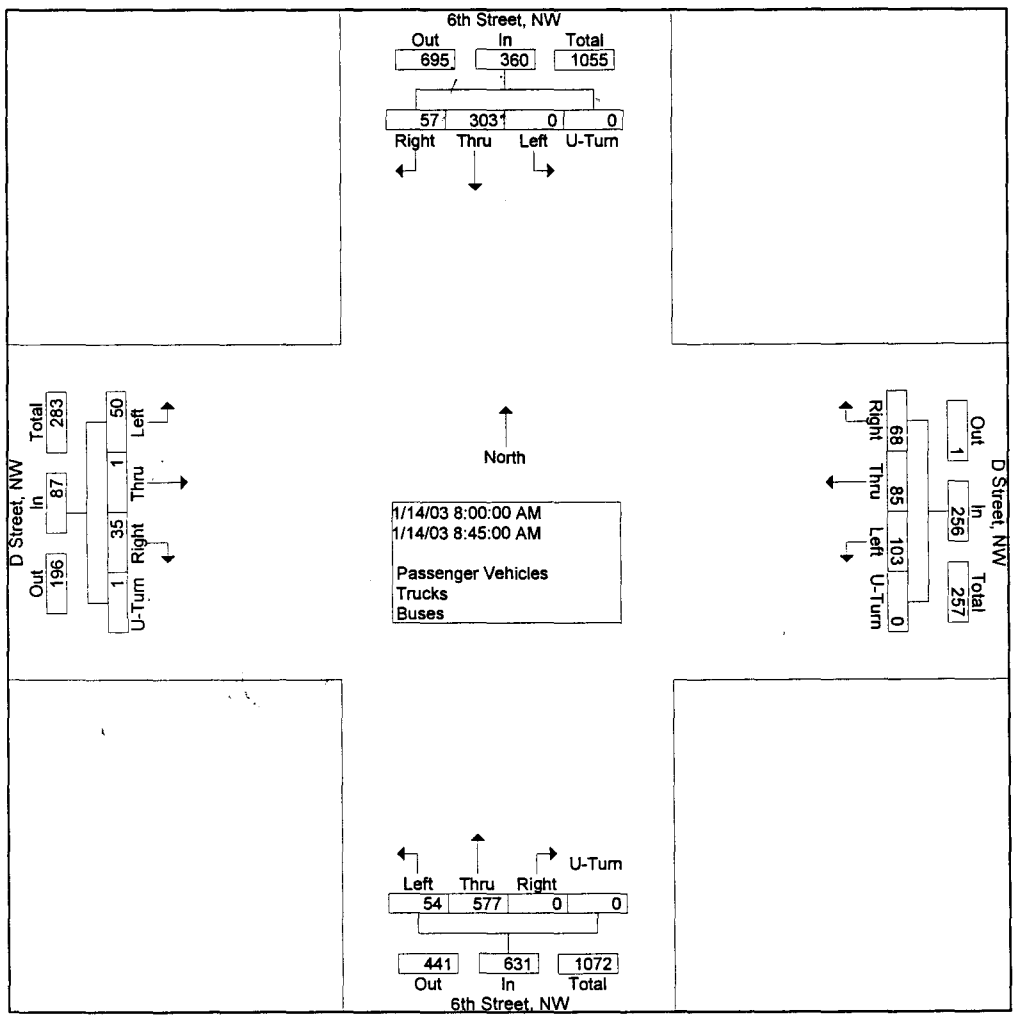
Counted by :ORGA-GC
Board :D4-1910
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@D
Site Code : 08221910
Start Date : 01/14/2003

	6th Street, NW From North					6th Street, NW From South					D Street, NW From East					D Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	303	57	0	360	54	577	0	0	631	103	85	68	0	256	50	1	35	1	87	1334
Percent	0.0	84.2	15.8	0.0		8.6	91.4	0.0	0.0		40.2	33.2	26.6	0.0		57.5	1.1	40.2	1.1		
08:45 Volume	0	98	21	0	119	8	133	0	0	141	26	25	19	0	70	14	0	13	0	27	357
Peak Factor																					0.934
High Int.	08:45 AM					08:15 AM					08:30 AM					08:45 AM					
Volume	0	98	21	0	119	19	151	0	0	170	33	17	24	0	74	14	0	13	0	27	
Peak Factor					0.756					0.928					0.865					0.806	



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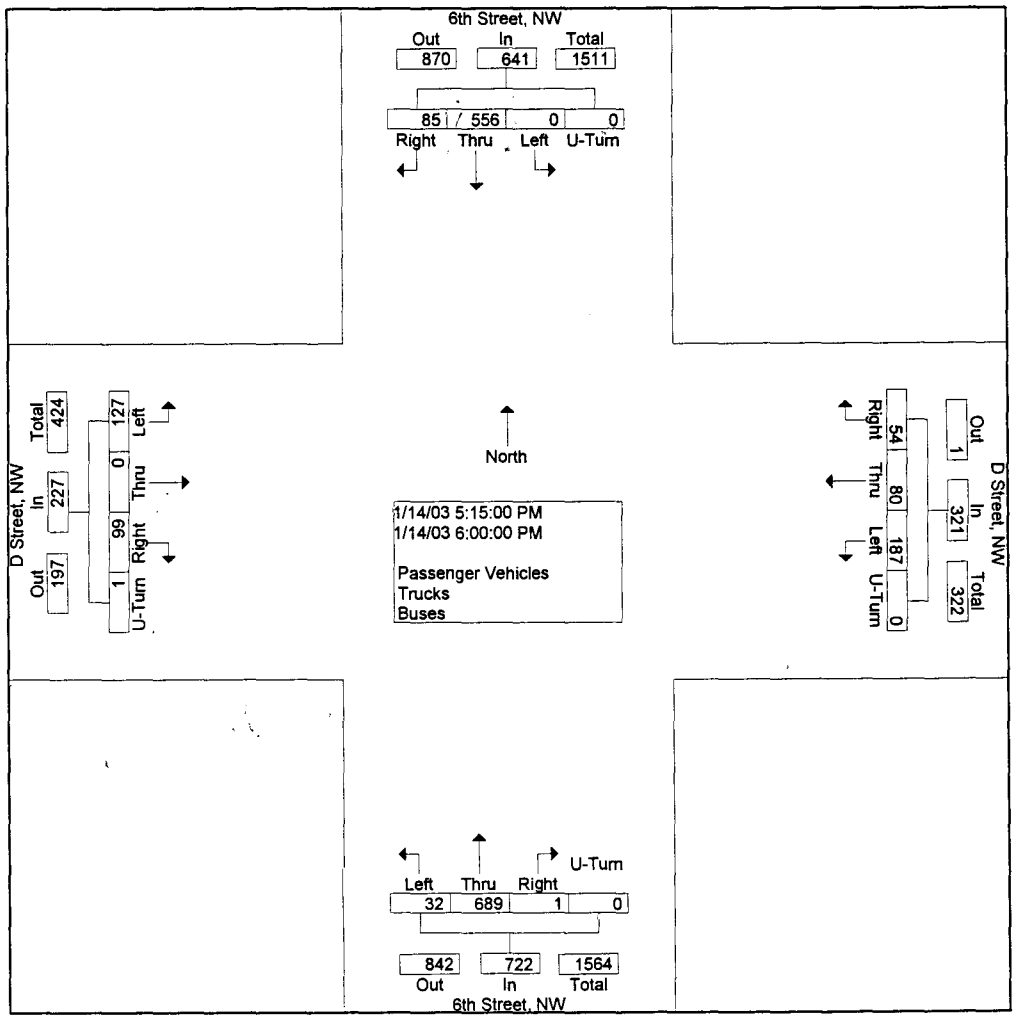
Counted by :ORGA-GC
Board :D4-1910
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@D
Site Code : 08221910
Start Date : 01/14/2003
Page No : 3

	6th Street, NW From North					6th Street, NW From South					D Street, NW From East					D Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	0	556	85	0	641	32	689	1	0	722	187	80	54	0	321	127	0	99	1	227	1911
Percent	0.0	86.7	13.3	0.0		4.4	95.4	0.1	0.0		58.3	24.9	16.8	0.0		55.9	0.0	43.6	0.4		
05:15 Volume	0	150	18	0	168	5	176	0	0	181	56	22	11	0	89	32	0	16	0	48	486
Peak Factor																					0.983
High Int.	05:15 PM					06:00 PM					05:15 PM					05:45 PM					
Volume	0	150	18	0	168	10	178	1	0	189	56	22	11	0	89	32	0	44	1	77	
Peak Factor					0.954					0.955					0.902					0.737	



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Counted by :ORGA-OS, MO
Board :D4-1576, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@E
Site Code : 15061576
Start Date : 01/15/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street, NW From North					6th Street, NW From South					E Street, NW From East					E Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	2	17	8	0	27	16	98	14	0	128	8	70	9	1	88	7	27	8	1	43	286
07:30 AM	4	38	22	0	64	21	115	19	0	155	6	59	5	0	70	3	36	7	0	46	335
07:45 AM	10	28	19	0	57	19	112	21	0	152	8	78	11	0	97	12	37	7	0	56	362
08:00 AM	3	43	23	0	69	19	144	18	0	181	9	96	13	0	118	6	37	3	1	47	415
Total	19	126	72	0	217	75	469	72	0	616	31	303	38	1	373	28	137	25	2	192	1398
08:15 AM	4	48	16	0	68	25	143	15	0	183	17	78	16	0	111	7	45	13	0	65	427
08:30 AM	7	56	38	0	101	31	122	10	0	163	8	84	15	0	107	7	61	6	0	74	445
08:45 AM	11	54	38	0	103	29	149	27	0	205	12	91	9	0	112	11	41	12	0	64	484
09:00 AM	7	53	35	0	95	26	136	21	0	183	20	109	20	0	149	8	61	11	0	80	507
Total	29	211	127	0	367	111	550	73	0	734	57	362	60	0	479	33	208	42	0	283	1863
04:00 PM	15	68	15	0	98	11	113	25	0	149	6	60	8	0	74	14	87	11	0	112	433
Total	15	68	15	0	98	11	113	25	0	149	6	60	8	0	74	14	87	11	0	112	433
04:15 PM	14	95	17	0	126	13	122	15	0	150	15	77	16	0	108	22	83	17	0	122	506
04:30 PM	9	81	20	0	110	10	121	20	0	151	10	62	16	0	88	10	83	15	0	108	457
04:45 PM	16	98	19	0	133	8	143	25	0	176	7	72	17	0	96	14	93	13	1	121	526
05:00 PM	13	88	21	0	122	15	123	19	0	157	11	62	11	0	84	23	77	15	0	115	478
Total	52	362	77	0	491	46	509	79	0	634	43	273	60	0	376	69	336	60	1	466	1967
05:15 PM	26	88	18	0	132	8	151	32	0	191	15	77	15	1	108	21	109	16	0	146	577
05:30 PM	21	99	27	0	147	9	167	32	0	208	10	66	15	0	91	24	100	28	0	152	598
05:45 PM	14	119	36	0	169	10	162	34	0	206	7	63	13	0	83	26	113	18	0	157	615
06:00 PM	11	75	28	0	114	13	178	30	0	221	12	56	9	0	77	22	76	16	0	114	526
Total	72	381	109	0	562	40	658	128	0	826	44	262	52	1	359	93	398	78	0	569	2316
06:15 PM	9	87	29	0	125	23	163	24	0	210	14	68	15	0	97	18	86	21	0	125	557
06:30 PM	21	58	33	0	112	29	158	25	0	212	17	54	12	0	83	29	84	22	0	135	542
Grand Total	217	1293	462	0	1972	335	2620	426	0	3381	212	1382	245	2	1841	284	1336	259	3	1882	9076
Apprch %	11.0	65.6	23.4	0.0		9.9	77.5	12.6	0.0		11.5	75.1	13.3	0.1		15.1	71.0	13.8	0.2		
Total %	2.4	14.2	5.1	0.0	21.7	3.7	28.9	4.7	0.0	37.3	2.3	15.2	2.7	0.0	20.3	3.1	14.7	2.9	0.0	20.7	

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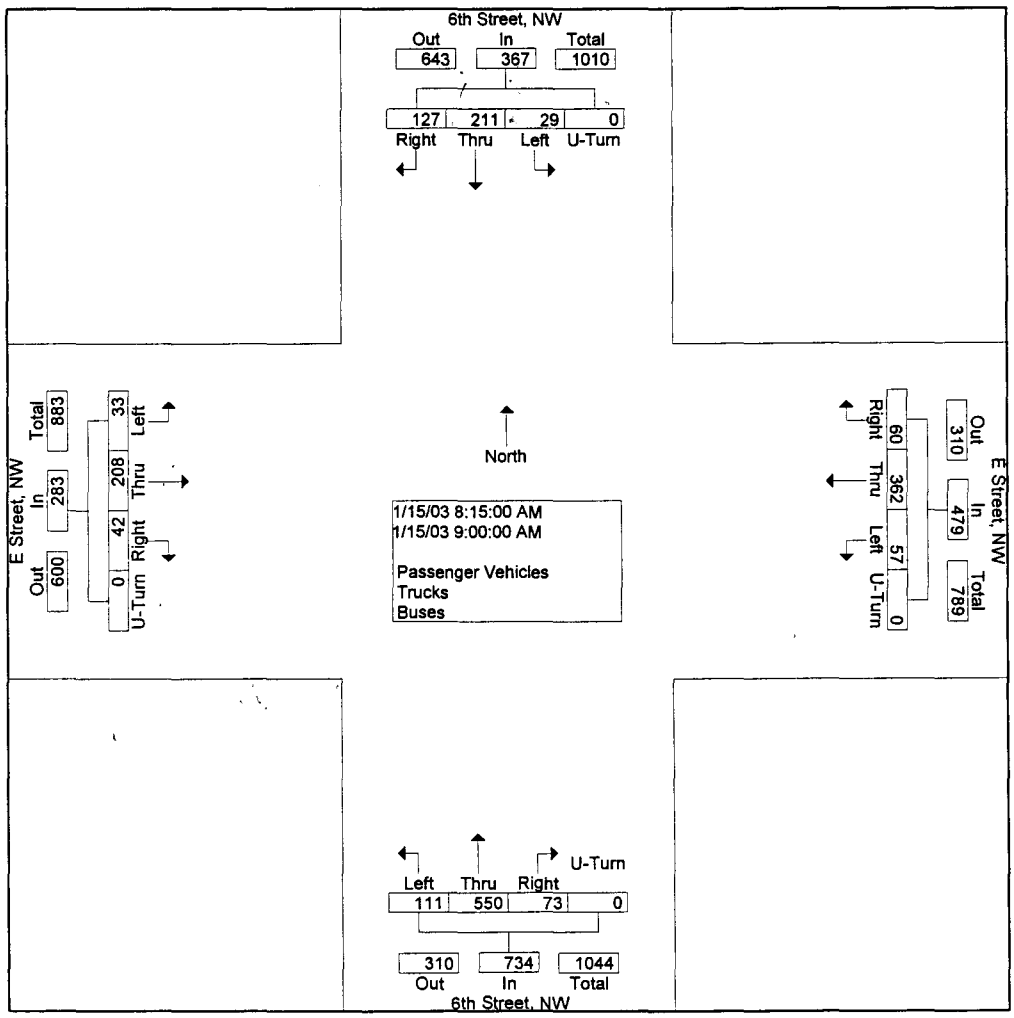
Board :D4-1576, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@E
Site Code : 15061576
Start Date : 01/15/2003
Page No : 2

	6th Street, NW From North					6th Street, NW From South					E Street, NW From East					E Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	29	211	127	0	367	111	550	73	0	734	57	362	60	0	479	33	208	42	0	283	1863
Percent	7.9	57.5	34.6	0.0		15.1	74.9	9.9	0.0		11.9	75.6	12.5	0.0		11.7	73.5	14.8	0.0		
09:00 Volume	7	53	35	0	95	26	136	21	0	183	20	109	20	0	149	8	61	11	0	80	507
Peak Factor																					0.919
High Int.	08:45 AM					08:45 AM					09:00 AM					09:00 AM					
Volume	11	54	38	0	103	29	149	27	0	205	20	109	20	0	149	8	61	11	0	80	
Peak Factor					0.891					0.895					0.804					0.884	



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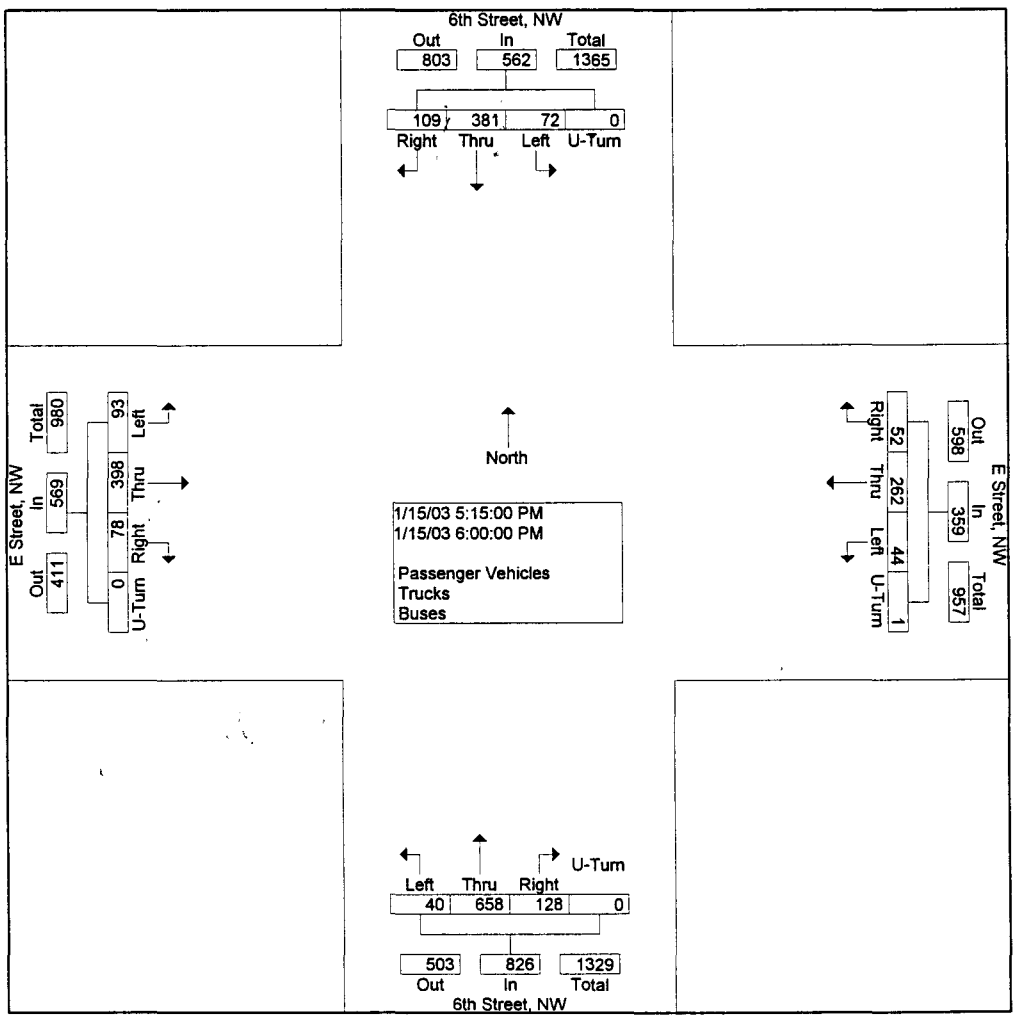
Counted by :ORGA-OS, MO
Board :D4-1576, D4-1909
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@E
Site Code : 15061576
Start Date : 01/15/2003
Page No : 3

	6th Street, NW From North					6th Street, NW From South					E Street, NW From East					E Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:15 PM																					
Volume	72	381	109	0	562	40	658	128	0	826	44	262	52	1	359	93	398	78	0	569	2316
Percent	12.8	67.8	19.4	0.0		4.8	79.7	15.5	0.0		12.3	73.0	14.5	0.3		16.3	69.9	13.7	0.0		
05:45 Volume	14	119	36	0	169	10	162	34	0	206	7	63	13	0	83	26	113	18	0	157	615
Peak Factor																					0.941
High Int.	05:45 PM					06:00 PM					05:15 PM					05:45 PM					
Volume	14	119	36	0	169	13	178	30	0	221	15	77	15	1	108	26	113	18	0	157	
Peak Factor					0.831					0.934					0.831					0.906	



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Counted by :ORGA-AL, GC
Board :D4-1910, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@F(1)
Site Code : 14221910
Start Date : 01/15/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street, NW From North					6th Street, NW From South					F Street, NW From East					F Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	3	33	11	0	47	3	100	5	0	108	5	14	15	0	34	4	14	3	0	21	210
07:30 AM	3	61	7	0	71	5	119	4	0	128	6	16	12	0	34	5	14	1	0	20	253
07:45 AM	3	77	5	0	85	4	116	4	0	124	1	17	10	0	28	15	12	6	0	33	270
08:00 AM	5	104	10	0	119	2	121	8	0	131	4	14	16	0	34	8	13	7	0	28	312
Total	14	275	33	0	322	14	456	21	0	491	16	61	53	0	130	32	53	17	0	102	1045
08:15 AM	5	64	15	0	84	7	137	8	0	152	6	23	15	0	44	4	14	7	0	25	305
08:30 AM	3	100	16	0	119	9	120	8	0	137	3	20	5	0	28	14	19	9	0	42	326
08:45 AM	5	106	19	0	130	13	144	10	0	167	3	18	16	0	37	9	30	15	0	54	388
09:00 AM	7	85	16	0	108	7	127	11	0	145	11	25	19	0	55	9	24	9	2	44	352
Total	20	355	66	0	441	36	528	37	0	601	23	86	55	0	164	36	87	40	2	165	1371
04:00 PM	0	0	0	0	0	7	132	6	0	145	0	0	0	0	0	23	26	3	1	53	198
Total	0	0	0	0	0	7	132	6	0	145	0	0	0	0	0	23	26	3	1	53	198
04:15 PM	0	0	0	0	0	6	160	10	0	176	0	0	0	0	0	16	23	4	0	43	219
04:30 PM	0	0	0	0	0	8	153	5	0	166	0	0	0	0	0	13	18	8	2	41	207
04:45 PM	0	0	0	0	0	13	155	8	0	176	0	0	0	0	0	22	25	5	0	52	228
05:00 PM	0	0	0	0	0	8	139	13	1	161	0	0	0	0	0	15	33	8	0	56	217
Total	0	0	0	0	0	35	607	36	1	679	0	0	0	0	0	66	99	25	2	192	871
05:15 PM	0	0	0	0	0	10	173	13	0	196	0	0	0	0	0	19	33	12	0	64	260
05:30 PM	0	0	0	0	0	20	175	14	2	211	0	0	0	0	0	33	30	18	0	81	292
05:45 PM	0	0	0	0	0	15	178	11	0	204	0	0	0	0	0	24	36	7	2	69	273
06:00 PM	0	0	0	0	0	6	173	15	0	194	0	0	0	0	0	34	30	8	1	73	267
Total	0	0	0	0	0	51	699	53	2	805	0	0	0	0	0	110	129	45	3	287	1092
06:15 PM	0	0	0	0	0	12	185	10	2	209	0	0	0	0	0	30	34	22	7	93	302
06:30 PM	0	0	0	0	0	18	160	12	1	191	0	0	0	0	0	28	40	14	6	88	279
Grand Total	34	630	99	0	763	173	2767	175	6	3121	39	147	108	0	294	325	468	166	21	980	5158
Apprch %	4.5	82.6	13.0	0.0		5.5	88.7	5.6	0.2		13.3	50.0	36.7	0.0		33.2	47.8	16.9	2.1		
Total %	0.7	12.2	1.9	0.0	14.8	3.4	53.6	3.4	0.1	60.5	0.8	2.8	2.1	0.0	5.7	6.3	9.1	3.2	0.4	19.0	

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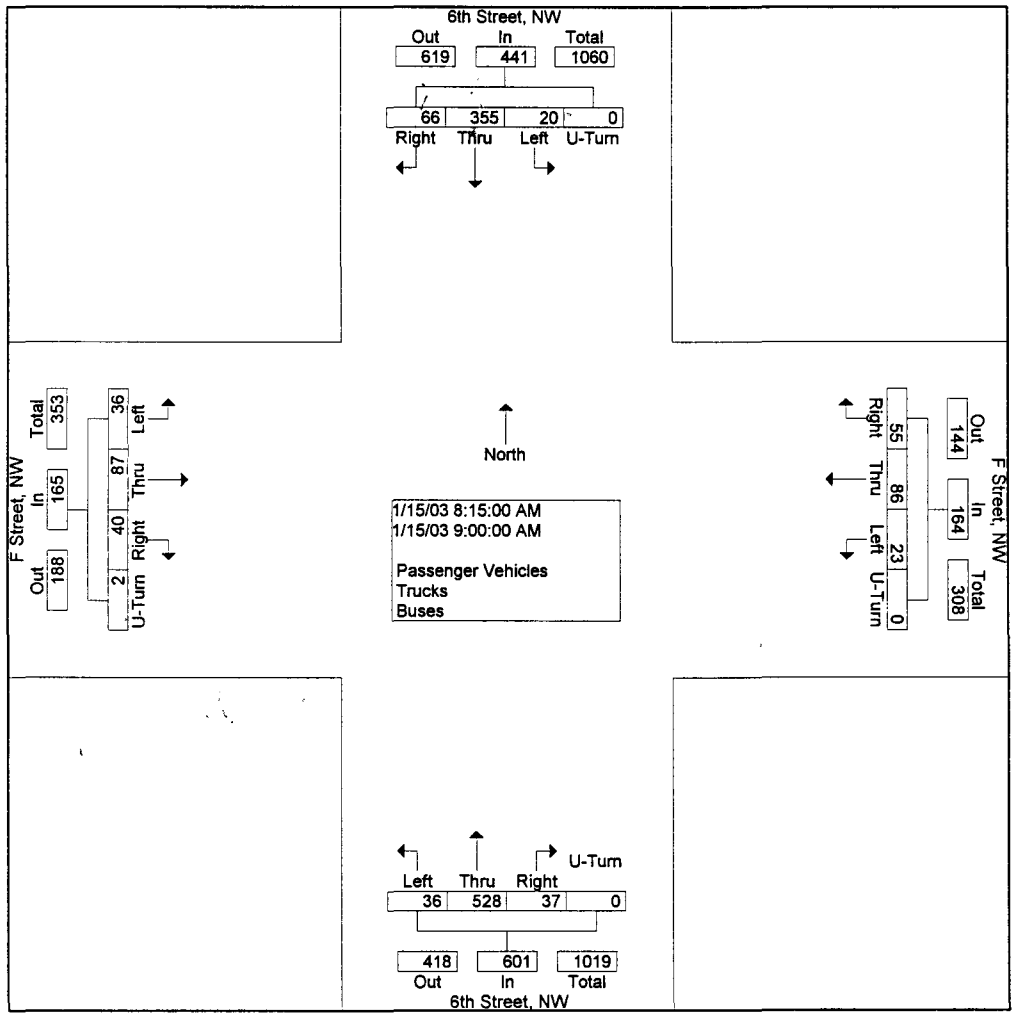
Board :D4-1910, D4-1908
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@F(1)
Site Code : 14221910
Start Date : 01/15/2003
Page No : 2

	6th Street, NW From North					6th Street, NW From South					F Street, NW From East					F Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	20	355	66	0	441	36	528	37	0	601	23	86	55	0	164	36	87	40	2	165	1371
Percent	4.5	80.5	15.0	0.0		6.0	87.9	6.2	0.0		14.0	52.4	33.5	0.0		21.8	52.7	24.2	1.2		
08:45 Volume	5	106	19	0	130	13	144	10	0	167	3	18	16	0	37	9	30	15	0	54	388
Peak Factor																					0.883
High Int.	08:45 AM					08:45 AM					09:00 AM					08:45 AM					
Volume	5	106	19	0	130	13	144	10	0	167	11	25	19	0	55	9	30	15	0	54	
Peak Factor					0.848					0.900					0.745					0.764	



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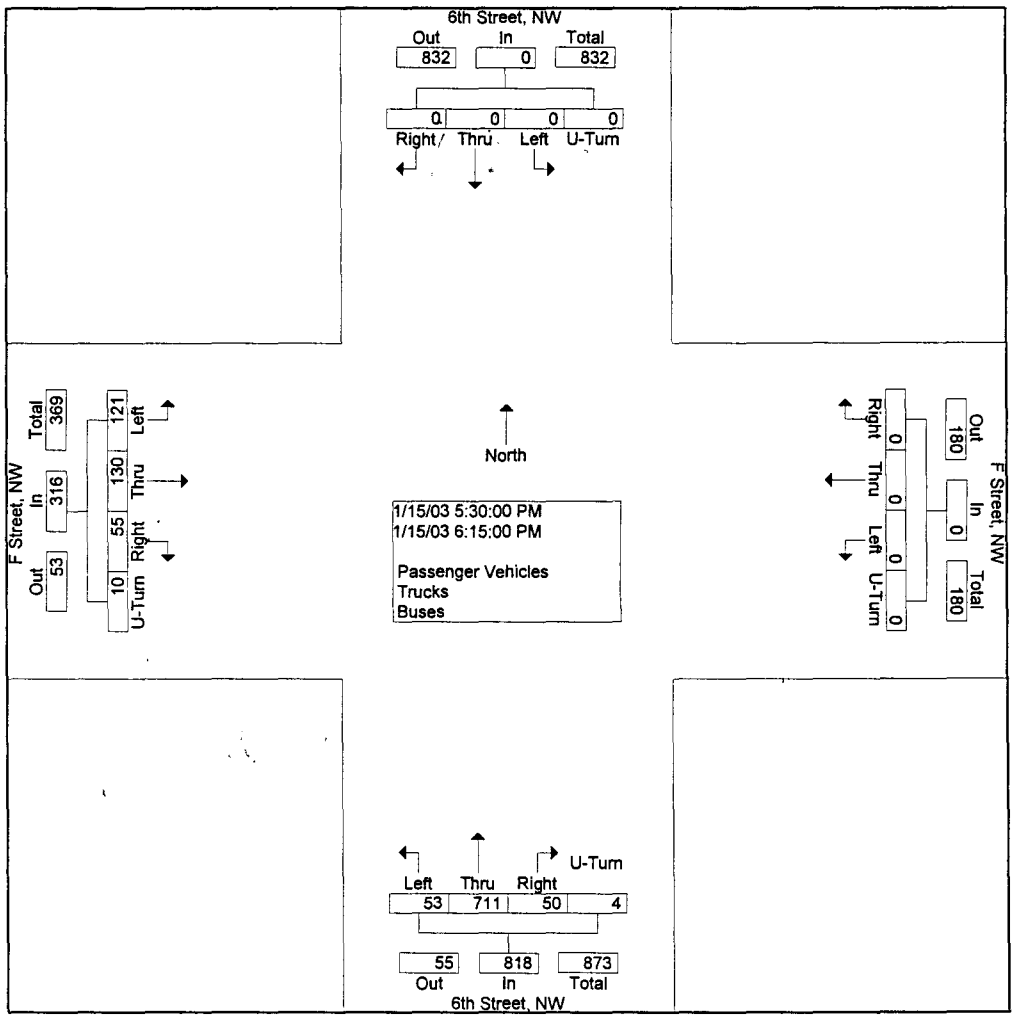
File Name : 6th@F(1)
Site Code : 14221910
Start Date : 01/15/2003
Page No : 3

	6th Street, NW From North					6th Street, NW From South					F Street, NW From East					F Street, NW From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection 05:30 PM																					
Volume	0	0	0	0	0	53	711	50	4	818	0	0	0	0	0	121	130	55	10	316	1134
Percent	0.0	0.0	0.0	0.0		6.5	86.9	6.1	0.5		0.0	0.0	0.0	0.0		38.3	41.1	17.4	3.2		
06:15 Volume	0	0	0	0	0	12	185	10	2	209	0	0	0	0	0	30	34	22	7	93	302
Peak Factor																					0.939
High Int.						05:30 PM										06:15 PM					
Volume	0	0	0	0	0	20	175	14	2	211	0	0	0	0	0	30	34	22	7	93	
Peak Factor										0.969										0.849	



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Board :D4-2237
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@G
Site Code : 13162237
Start Date : 01/15/2003
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

	6th Street NW From North					6th Street NW From South					G Street NW From East					Garage Parking From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	9	57	2	0	68	2	110	14	0	126	6	3	12	0	21	0	0	0	0	0	215
07:30 AM	3	68	3	0	74	4	117	16	0	137	5	4	18	0	27	0	0	0	0	0	238
07:45 AM	12	77	9	0	98	8	119	19	0	146	8	2	20	0	30	3	1	0	0	4	278
08:00 AM	13	118	4	0	135	6	126	14	0	146	6	3	20	0	29	0	1	0	0	1	311
Total	37	320	18	0	375	20	472	63	0	555	25	12	70	0	107	3	2	0	0	5	1042
08:15 AM	14	73	10	0	97	4	133	20	0	157	8	6	25	0	39	4	1	0	0	5	298
08:30 AM	14	107	9	0	130	9	121	8	0	138	11	3	25	0	39	0	0	0	0	0	307
08:45 AM	13	116	12	0	141	25	124	25	0	174	12	7	16	0	35	0	0	0	0	0	350
09:00 AM	17	102	18	0	137	19	124	20	0	163	7	7	32	0	46	0	0	1	0	1	347
Total	58	398	49	0	505	57	502	73	0	632	38	23	98	0	159	4	1	1	0	6	1302
03:45 PM	14	85	5	0	104	3	128	7	0	138	14	1	16	0	31	4	3	6	0	13	286
04:00 PM	14	104	5	0	123	3	148	13	0	164	6	2	15	0	23	9	3	7	0	19	329
Total	28	189	10	0	227	6	276	20	0	302	20	3	31	0	54	13	6	13	0	32	615
04:15 PM	17	111	7	0	135	3	173	10	0	186	16	0	25	0	41	4	8	9	0	21	383
04:30 PM	23	100	16	0	139	1	160	12	0	173	28	3	25	0	56	10	4	2	0	16	384
04:45 PM	21	133	14	0	168	1	176	10	0	187	15	0	24	0	39	14	8	7	0	29	423
05:00 PM	21	124	18	0	163	5	197	10	0	212	15	3	23	0	41	7	4	12	0	23	439
Total	82	468	55	0	605	10	706	42	0	758	74	6	97	0	177	35	24	30	0	89	1629
05:15 PM	4	132	16	0	152	1	206	6	0	213	18	1	20	0	39	3	4	11	0	18	422
05:30 PM	6	142	16	0	164	0	202	15	0	217	16	0	23	0	39	1	5	16	0	22	442
05:45 PM	5	168	17	0	190	0	208	6	0	214	19	0	17	0	36	1	10	24	0	35	475
06:00 PM	4	119	35	0	158	0	220	11	0	231	12	0	25	0	37	5	10	19	0	34	460
Total	19	561	84	0	664	1	836	38	0	875	65	1	85	0	151	10	29	70	0	109	1799
06:15 PM	9	149	33	0	191	1	205	17	0	223	12	1	21	0	34	1	3	4	0	8	456
06:30 PM	2	117	53	0	172	0	184	13	0	197	5	0	24	0	29	0	1	3	0	4	402
Grand Total	235	2202	302	0	2739	95	3181	266	0	3542	239	46	426	0	711	66	66	121	0	253	7245
Apprch %	8.6	80.4	11.0	0.0		2.7	89.8	7.5	0.0		33.6	6.5	59.9	0.0		26.1	26.1	47.8	0.0		
Total %	3.2	30.4	4.2	0.0	37.8	1.3	43.9	3.7	0.0	48.9	3.3	0.6	5.9	0.0	9.8	0.9	0.9	1.7	0.0	3.5	

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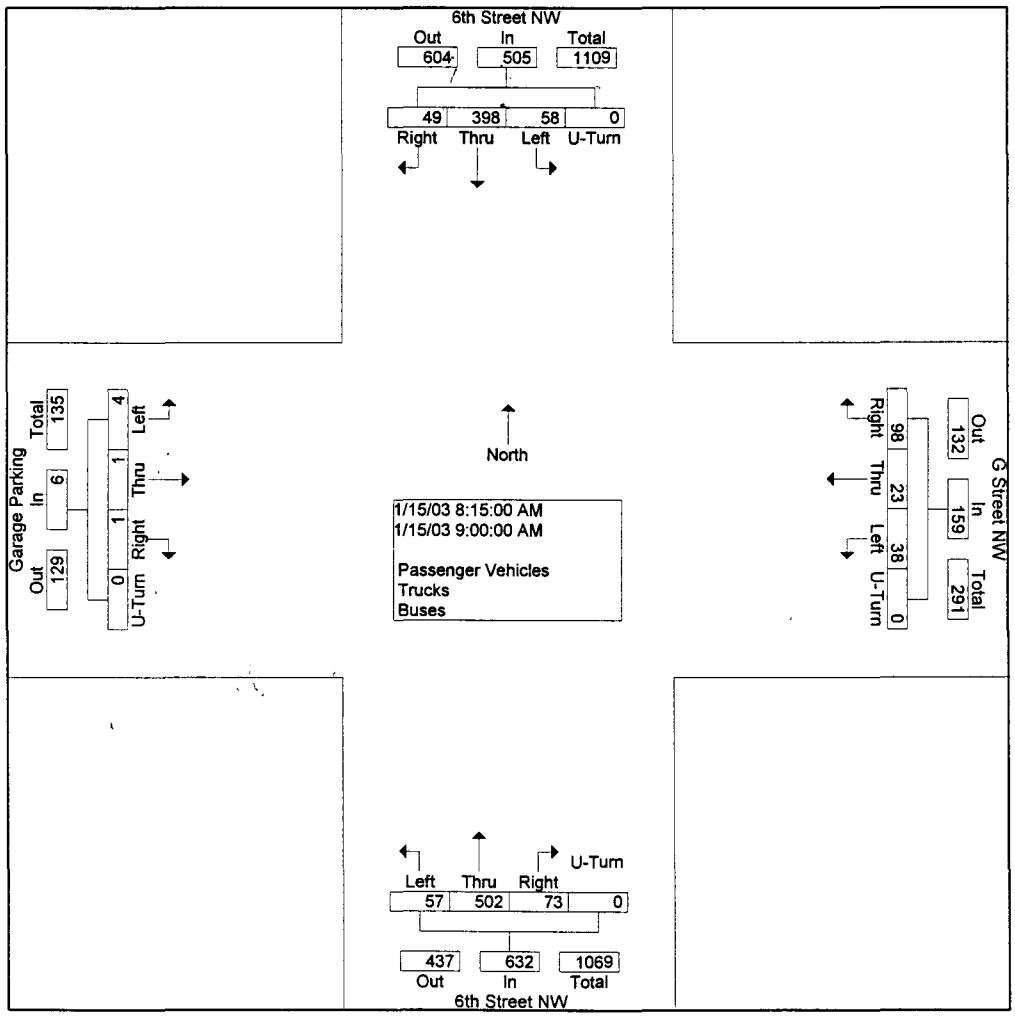
Board :D4-2237
City/County:Washington DC
Weather :Cold/Clear/Dry

File Name : 6th@G
Site Code : 13162237
Start Date : 01/15/2003
Page No : 2

	6th Street NW From North					6th Street NW From South					G Street NW From East					Garage Parking From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 01:00 PM - Peak 1 of 1																					
Intersection	08:15 AM																				
Volume	58	398	49	0	505	57	502	73	0	632	38	23	98	0	159	4	1	1	0	6	1302
Percent	11.5	78.8	9.7	0.0		9.0	79.4	11.6	0.0		23.9	14.5	61.6	0.0		66.7	16.7	16.7	0.0		
08:45 Volume	13	116	12	0	141	25	124	25	0	174	12	7	16	0	35	0	0	0	0	0	350
Peak Factor																					0.930
High Int.	08:45 AM					08:45 AM					09:00 AM					08:15 AM					
Volume	13	116	12	0	141	25	124	25	0	174	7	7	32	0	46	4	1	0	0	5	
Peak Factor					0.895					0.908					0.864					0.300	



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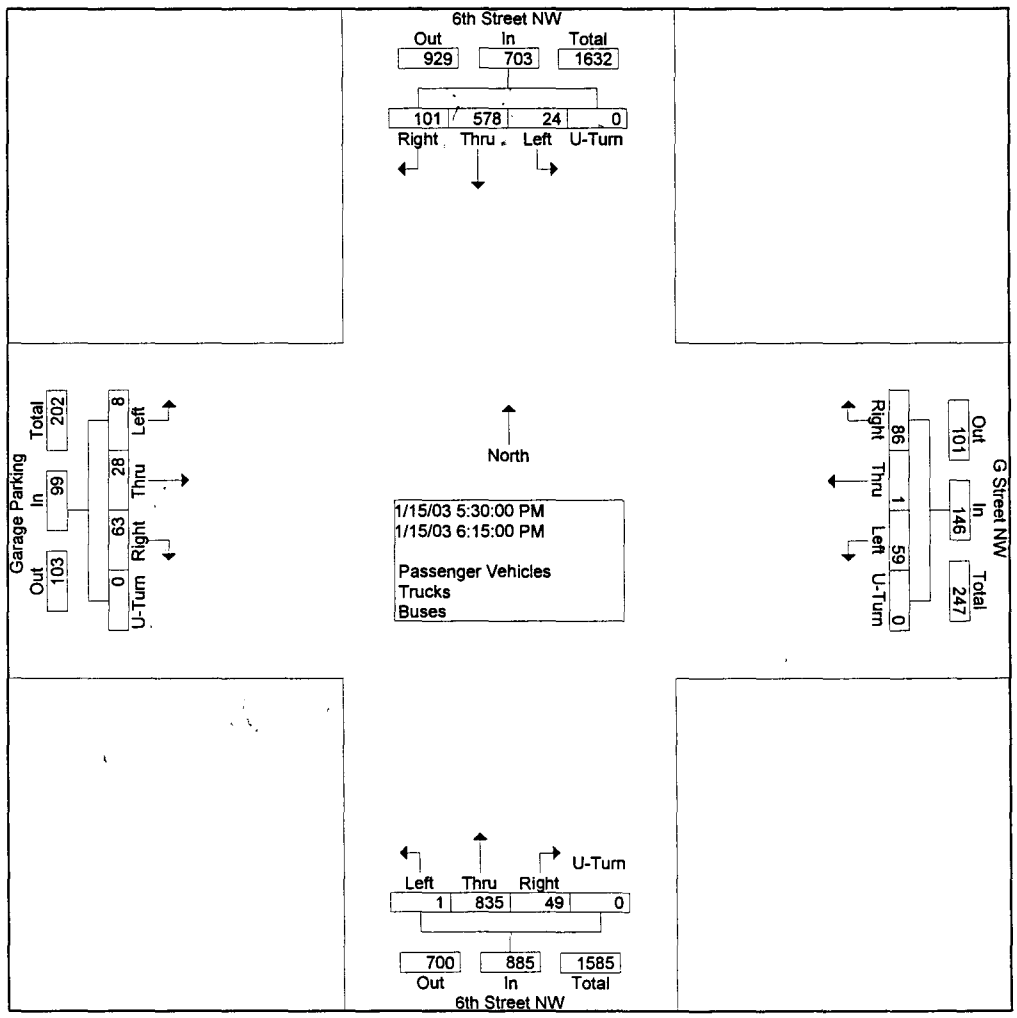
File Name : 6th@G
Site Code : 13162237
Start Date : 01/15/2003
Page No : 3

	6th Street NW From North					6th Street NW From South					G Street NW From East					Garage Parking From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 01:15 PM to 06:30 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	24	578	101	0	703	1	835	49	0	885	59	1	86	0	146	8	28	63	0	99	1833
Percent	3.4	82.2	14.4	0.0		0.1	94.4	5.5	0.0		40.4	0.7	58.9	0.0		8.1	28.3	63.6	0.0		
05:45 Volume	5	168	17	0	190	0	208	6	0	214	19	0	17	0	36	1	10	24	0	35	475
Peak Factor																					0.965
High Int.	06:15 PM					06:00 PM					05:30 PM					05:45 PM					
Volume	9	149	33	0	191	0	220	11	0	231	16	0	23	0	39	1	10	24	0	35	
Peak Factor					0.920					0.958					0.936					0.707	



APPENDIX

T-3

CAPACITY ANALYSIS LEVEL OF SERVICE AND DELAY
RANGES FOR SIGNALIZED INTERSECTIONS

(Judiciary Square Master Plan – Washington D.C)

CAPACITY ANALYSIS LEVEL OF SERVICE
AND DELAY RANGE (In Sec.)
FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

	Average Delay Per Vehicle (Sec.)	
LOS*	**Signalized**	**Unsignalized**
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15and ≤ 25
D	> 35 and ≤ 55	> 25and ≤ 35
E	> 55 and ≤ 80	> 35and ≤ 50
F	> 80	> 50

* LOS = Level of Service

Source: Highway Capacity Manual [2000 Edition].

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street NW at Constitution Avenue NW
Date: December 19, 2002

City/County: Washington DC
Counted by : ORGA-GC, LM

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street NW	SOUTH LEG 3rd Street NW	END TIME	EAST LEG Constitution Ave.	WEST LEG Constitution Ave.
7:15	1	1	7:15	6	3
7:30	5	3	7:30	5	5
7:45	5	10	7:45	7	12
8:00	6	4	8:00	8	13
TOTAL	17	18	*TOTAL*	26	33
8:15	10	8	8:15	14	12
8:30	6	6	8:30	17	5
8:45	10	7	8:45	7	7
9:00	0	6	9:00	17	2
TOTAL	26	27	*TOTAL*	55	26
15:45	12	10	15:45	20	7
16:00	5	5	16:00	9	7
TOTAL	22	15	*TOTAL*	29	14
16:15	6	11	16:15	18	14
16:30	10	17	16:30	14	19
16:45	7	7	16:45	20	7
17:00	8	12	17:00	21	9
TOTAL	19	47	*TOTAL*	73	49
17:15	3	19	17:15	25	17
17:30	1	12	17:30	15	4
17:45	2	11	17:45	12	4
18:00	0	7	18:00	4	4
TOTAL	6	49	*TOTAL*	56	29
18:15	1	6	18:15	0	3
18:30	0	6	18:30	2	3
TOTAL	1	12	*TOTAL*	2	6

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street, NW at C Street, NW
Date: January 14, 2003

City/County: Washington DC
Counted by : ORGA-NL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street, NW	SOUTH LEG 3rd Street, NW	END TIME	EAST LEG C Street, NW	WEST LEG C Street, NW
7:15	22	7	7:15	0	5
7:30	35	6	7:30	0	4
7:45	34	7	7:45	2	7
8:00	61	12	8:00	2	9
TOTAL	152	32	*TOTAL*	4	25
8:15	63	4	8:15	1	4
8:30	60	2	8:30	2	7
8:45	58	11	8:45	2	5
9:00	46	10	9:00	0	11
TOTAL	227	27	*TOTAL*	5	27
15:45	12	10	15:45	1	10
16:00	11	5	16:00	1	11
TOTAL	23	15	*TOTAL*	2	21
16:15	45	4	16:15	1	5
16:30	27	5	16:30	1	0
16:45	43	10	16:45	0	6
17:00	40	4	17:00	0	7
TOTAL	155	23	*TOTAL*	2	18
17:15	40	12	17:15	0	11
17:30	33	11	17:30	0	7
17:45	48	3	17:45	0	3
18:00	27	0	18:00	1	8
TOTAL	148	26	*TOTAL*	1	29
18:15	30	2	18:15	1	11
18:30	29	1	18:30	0	1
TOTAL	59	3	*TOTAL*	1	12

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street, NW at D Street, NW
Date: January 14, 2003

City/County: Washington DC
Counted by : ORGA-OS

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street, NW	SOUTH LEG 3rd Street, NW	END TIME	EAST LEG D Street, NW	WEST LEG Indiana Ave, NW
7:15	50	6	7:15	2	5
7:30	43	3	7:30	4	11
7:45	48	2	7:45	2	2
8:00	64	2	8:00	2	10
TOTAL	205	13	*TOTAL*	10	28
8:15	68	3	8:15	10	6
8:30	59	4	8:30	7	4
8:45	76	5	8:45	5	11
9:00	115	6	9:00	5	8
TOTAL	318	18	*TOTAL*	27	29
16:45	71	0	16:45	6	0
17:00	73	0	17:00	0	12
TOTAL	144	0	*TOTAL*	6	12
17:15	51	5	17:15	0	0
17:30	39	0	17:30	0	3
17:45	38	0	17:45	0	0
18:00	51	0	18:00	0	4
TOTAL	179	5	*TOTAL*	0	7
18:15	42	0	18:15	0	0
18:30	41	3	18:30	5	0
TOTAL	83	3	*TOTAL*	5	0

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street NW at E Street NW
Date: December 4, 2002

City/County: Washington DC
Counted by : ORGA-AL, OS

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street NW	SOUTH LEG 3rd Street NW	END TIME	EAST LEG E Street NW	WEST LEG E Street NW
7:15	31	20	7:15	12	9
7:30	49	19	7:30	7	32
7:45	70	29	7:45	20	29
8:00	53	32	8:00	24	26
TOTAL	203	100	*TOTAL*	63	96
8:15	59	46	8:15	34	27
8:30	65	31	8:30	22	28
8:45	66	45	8:45	33	28
9:00	109	83	9:00	33	94
TOTAL	299	205	*TOTAL*	122	177
15:45	43	63	15:45	28	117
16:00	21	50	16:00	32	108
TOTAL	64	113	*TOTAL*	60	225
16:15	44	40	16:15	17	140
16:30	45	46	16:30	25	135
16:45	42	69	16:45	50	165
17:00	44	46	17:00	20	155
TOTAL	175	201	*TOTAL*	112	595
17:15	59	81	17:15	24	179
17:30	60	64	17:30	31	164
17:45	92	93	17:45	53	184
18:00	30	82	18:00	34	195
TOTAL	241	320	*TOTAL*	142	722
18:15	29	39	18:15	20	151
18:30	16	34	18:30	24	117
TOTAL	45	73	*TOTAL*	44	268

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street, NW at F Street, NW
Date: January 15, 2003

City/County: Washington DC
Counted by : ORGA-CU

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street, NW	SOUTH LEG 3rd Street, NW	END TIME	EAST LEG Parking Lot	WEST LEG F Street, NW
7:15	4	8	7:15	9	8
7:30	11	9	7:30	14	4
7:45	11	8	7:45	12	11
8:00	10	15	8:00	26	8
TOTAL	36	40	TOTAL	61	31
8:15	13	15	8:15	17	4
8:30	17	15	8:30	26	9
8:45	19	10	8:45	26	8
9:00	8	15	9:00	21	7
TOTAL	57	55	TOTAL	90	28
15:45	4	4	15:45	5	4
16:00	2	5	16:00	6	4
TOTAL	6	9	TOTAL	11	8
16:15	7	7	16:15	6	5
16:30	1	8	16:30	15	11
16:45	7	11	16:45	9	7
17:00	3	5	17:00	16	7
TOTAL	18	31	TOTAL	46	30
17:15	4	12	17:15	9	9
17:30	11	6	17:30	7	5
17:45	6	5	17:45	0	7
18:00	7	3	18:00	6	4
TOTAL	28	26	TOTAL	22	25
18:15	17	15	18:15	8	5
18:30	12	6	18:30	13	14
TOTAL	29	21	TOTAL	21	19

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 3rd Street NW at G Street NW
Date: December 4, 2002

City/County: Washington DC
Counted by : ORGA-GC, MO

PEDESTRIAN SURVEY

END TIME	NORTH LEG 3rd Street NW	SOUTH LEG 3rd Street NW	END TIME	EAST LEG G Street NW	WEST LEG G Street NW
7:15	4	0	7:15	4	0
7:30	2	1	7:30	5	6
7:45	6	1	7:45	6	4
8:00	2	2	8:00	3	5
TOTAL	14	4	*TOTAL*	18	15
8:15	3	0	8:15	5	1
8:30	2	3	8:30	7	4
8:45	3	0	8:45	6	8
9:00	4	1	9:00	4	6
TOTAL	12	4	*TOTAL*	22	19
15:45	0	1	15:45	2	8
16:00	4	3	16:00	8	4
TOTAL	4	4	*TOTAL*	10	12
16:15	7	0	16:15	9	5
16:30	6	0	16:30	7	5
16:45	2	2	16:45	4	3
17:00	2	0	17:00	3	8
TOTAL	17	2	*TOTAL*	23	21
17:15	3	0	17:15	3	7
17:30	5	1	17:30	4	2
17:45	3	5	17:45	6	2
18:00	1	0	18:00	4	7
TOTAL	12	6	*TOTAL*	17	18
18:15	1	0	18:15	2	2
18:30	4	0	18:30	4	3
TOTAL	5	0	*TOTAL*	6	5

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 4th Street, NW at D Street, NW
Date: January 16, 2003

City/County: Washington DC
Counted by : ORGA-CU

PEDESTRIAN SURVEY

END TIME	NORTH LEG 4th Street, NW	SOUTH LEG 4th Street, NW	END TIME	EAST LEG D Street, NW	WEST LEG D Street, NW
7:15	33	18	7:15	62	36
7:30	56	10	7:30	70	46
7:45	61	13	7:45	57	55
8:00	84	0	8:00	152	93
TOTAL	234	41	TOTAL	341	230
8:15	71	14	8:15	106	104
8:30	99	16	8:30	136	128
8:45	96	5	8:45	141	108
9:00	141	25	9:00	213	120
TOTAL	407	60	TOTAL	596	460
15:45	94	4	15:45	45	85
16:00	113	2	16:00	63	109
TOTAL	207	6	TOTAL	108	194
16:15	111	5	16:15	108	118
16:30	87	3	16:30	109	102
16:45	125	3	16:45	118	125
17:00	103	4	17:00	77	107
TOTAL	426	15	TOTAL	412	452
17:15	116	4	17:15	85	108
17:30	82	4	17:30	76	66
17:45	59	0	17:45	94	58
18:00	66	3	18:00	70	49
TOTAL	323	11	TOTAL	325	281
18:15	57	8	18:15	65	42
18:30	49	0	18:30	48	38
TOTAL	106	8	TOTAL	113	80

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 4th Street NW at E Street NW
Date: December 4, 2002

City/County: Washington DC
Counted by : ORGA-NL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 4th Street NW	SOUTH LEG 4th Street NW	END TIME	EAST LEG E Street NW	WEST LEG E Street NW
7:15	3	6	7:15	15	8
7:30	5	4	7:30	43	10
7:45	8	19	7:45	29	11
8:00	9	17	8:00	52	20
TOTAL	25	46	TOTAL	139	49
8:15	11	23	8:15	57	22
8:30	3	19	8:30	60	13
8:45	3	16	8:45	72	24
9:00	9	27	9:00	112	24
TOTAL	26	85	TOTAL	301	83
15:45	10	11	15:45	48	18
16:00	13	23	16:00	51	20
TOTAL	23	34	TOTAL	99	38
16:15	12	18	16:15	78	15
16:30	12	19	16:30	46	26
16:45	6	4	16:45	71	20
17:00	7	13	17:00	58	20
TOTAL	37	54	TOTAL	253	81
17:15	14	6	17:15	50	11
17:30	12	14	17:30	36	8
17:45	21	9	17:45	41	14
18:00	7	13	18:00	29	10
TOTAL	54	42	TOTAL	156	43
18:15	15	16	18:15	26	8
18:30	9	12	18:30	13	4
TOTAL	24	28	TOTAL	39	12

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 4th Street NW at F Street NW
Date: December 18, 2002

City/County: Washington DC
Counted by : ORGA-MO

PEDESTRIAN SURVEY

END TIME	NORTH LEG 4th Street NW	SOUTH LEG 4th Street NW	END TIME	EAST LEG F Street NW	WEST LEG F Street NW
7:15	10	8	7:15	8	7
7:30	12	17	7:30	9	10
7:45	12	19	7:45	16	12
8:00	11	26	8:00	22	13
TOTAL	45	70	*TOTAL*	55	42
8:15	10	36	8:15	28	15
8:30	8	39	8:30	15	21
8:45	3	54	8:45	35	10
9:00	12	40	9:00	24	12
TOTAL	33	169	*TOTAL*	102	58
15:45	12	12	15:45	20	11
16:00	9	10	16:00	13	13
TOTAL	21	22	*TOTAL*	33	24
16:15	9	19	16:15	19	8
16:30	5	13	16:30	12	10
16:45	10	17	16:45	16	11
17:00	17	13	17:00	13	13
TOTAL	41	62	*TOTAL*	60	42
17:15	15	29	17:15	30	17
17:30	14	15	17:30	15	16
17:45	8	20	17:45	21	20
18:00	10	23	18:00	14	14
TOTAL	47	87	*TOTAL*	80	67
18:15	13	21	18:15	12	8
18:30	4	24	18:30	12	10
TOTAL	17	45	*TOTAL*	24	18

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 4th Street NW at G Street NW
Date: December 12, 2002

City/County: Washington DC
Counted by : ORGA-NL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 4th Street NW	SOUTH LEG 4th Street NW	END TIME	EAST LEG G Street NW	WEST LEG G Street NW
7:15	1	0	7:15	3	14
7:30	13	1	7:30	7	17
7:45	4	3	7:45	8	16
8:00	4	9	8:00	27	25
TOTAL	22	13	*TOTAL*	45	72
8:15	10	2	8:15	14	13
8:30	20	8	8:30	26	50
8:45	11	2	8:45	13	16
9:00	3	4	9:00	20	27
TOTAL	44	16	*TOTAL*	73	106
15:45	9	2	15:45	4	22
16:00	6	7	16:00	6	13
TOTAL	15	9	*TOTAL*	10	35
16:15	4	4	16:15	1	14
16:30	1	1	16:30	4	15
16:45	8	6	16:45	7	27
17:00	9	4	17:00	8	15
TOTAL	22	15	*TOTAL*	20	71
17:15	6	10	17:15	4	30
17:30	4	7	17:30	8	23
17:45	2	5	17:45	13	25
18:00	5	2	18:00	6	13
TOTAL	17	24	*TOTAL*	31	91
18:15	5	4	18:15	8	16
18:30	4	1	18:30	4	5
TOTAL	9	5	*TOTAL*	12	21

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 5th Street, NW / Indiana Avenue, NW at D Street, NW
Date: January 16, 2003

City/County: Washington DC
Counted by : ORGA-AL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 5th Street, NW	SOUTHWEST LEG Indiana Avenue, NW	END TIME	EAST LEG D Street, NW	WEST LEG D Street, NW
7:15	18	0	7:15	13	4
7:30	14	0	7:30	23	5
7:45	31	0	7:45	16	2
8:00	31	0	8:00	17	11
TOTAL	94	0	*TOTAL*	69	22
8:15	23	0	8:15	36	6
8:30	43	0	8:30	21	8
8:45	40	0	8:45	31	8
9:00	40	0	9:00	52	21
TOTAL	146	0	*TOTAL*	140	43
15:45	34	0	15:45	48	34
16:00	27	0	16:00	52	41
TOTAL	61	0	*TOTAL*	100	75
16:15	43	1	16:15	39	25
16:30	32	0	16:30	44	33
16:45	45	0	16:45	54	20
17:00	22	0	17:00	55	40
TOTAL	142	1	*TOTAL*	192	118
17:15	57	0	17:15	75	29
17:30	38	0	17:30	44	29
17:45	34	0	17:45	31	15
18:00	36	0	18:00	24	9
TOTAL	165	0	*TOTAL*	174	82
18:15	26	0	18:15	6	7
18:30	16	0	18:30	4	5
TOTAL	42	0	*TOTAL*	10	12

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 5th Street NW at E Street NW
Date: December 4, 2002

City/County: Washington DC
Counted by : ORGA-LM, CU

PEDESTRIAN SURVEY

END TIME	NORTH LEG 5th Street NW	SOUTH LEG 5th Street NW	END TIME	EAST LEG E Street NW	WEST LEG E Street NW
7:15	5	12	7:15	1	14
7:30	4	19	7:30	4	8
7:45	9	32	7:45	16	19
8:00	9	41	8:00	10	14
TOTAL	27	104	*TOTAL*	31	55
8:15	16	24	8:15	13	13
8:30	7	34	8:30	17	25
8:45	24	34	8:45	29	28
9:00	42	28	9:00	30	36
TOTAL	89	120	*TOTAL*	89	102
15:45	11	7	15:45	15	10
16:00	18	21	16:00	31	16
TOTAL	29	28	*TOTAL*	46	26
16:15	12	27	16:15	24	9
16:30	9	16	16:30	27	20
16:45	6	21	16:45	15	12
17:00	9	37	17:00	23	14
TOTAL	36	101	*TOTAL*	89	55
17:15	16	39	17:15	14	22
17:30	4	22	17:30	16	19
17:45	11	28	17:45	17	17
18:00	10	29	18:00	12	13
TOTAL	41	118	*TOTAL*	59	71
18:15	10	17	18:15	15	10
18:30	16	22	18:30	9	10
TOTAL	26	39	*TOTAL*	24	20

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 5th Street NW at F Street NW
Date: December 19, 2002

City/County: Washington DC
Counted by : ORGA-NL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 5th Street NW	SOUTH LEG 5th Street NW	END TIME	EAST LEG F Street NW	WEST LEG F Street NW
7:15	27	11	7:15	4	4
7:30	31	16	7:30	14	10
7:45	40	24	7:45	23	13
8:00	42	39	8:00	16	16
TOTAL	140	90	*TOTAL*	57	43
8:15	28	35	8:15	20	10
8:30	46	36	8:30	26	20
8:45	30	40	8:45	21	25
9:00	34	39	9:00	26	17
TOTAL	138	150	*TOTAL*	93	72
15:45	24	6	15:45	28	12
16:00	37	22	16:00	28	19
TOTAL	61	28	*TOTAL*	56	31
16:15	38	23	16:15	31	7
16:30	38	13	16:30	18	10
16:45	58	25	16:45	36	20
17:00	46	21	17:00	30	18
TOTAL	180	82	*TOTAL*	115	55
17:15	48	23	17:15	44	22
17:30	42	28	17:30	38	23
17:45	36	22	17:45	23	19
18:00	40	26	18:00	15	13
TOTAL	166	99	*TOTAL*	120	77
18:15	24	16	18:15	16	8
18:30	28	24	18:30	18	10
TOTAL	52	40	*TOTAL*	34	18

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 5th Street NW at G Street NW
Date: December 10, 2002

City/County: Washington DC
Counted by : ORGA-LM, CU

PEDESTRIAN SURVEY

END TIME	NORTH LEG 5th Street NW	SOUTH LEG 5th Street NW	END TIME	EAST LEG G Street NW	WEST LEG G Street NW
7:15	13	5	7:15	10	12
7:30	17	8	7:30	7	15
7:45	18	7	7:45	10	14
8:00	13	10	8:00	12	14
TOTAL	61	30	*TOTAL*	39	55
8:15	9	2	8:15	19	6
8:30	6	6	8:30	12	16
8:45	8	6	8:45	27	10
9:00	16	10	9:00	25	14
TOTAL	39	24	*TOTAL*	83	46
15:45	20	9	15:45	18	21
16:00	9	9	16:00	13	13
TOTAL	29	18	*TOTAL*	31	34
16:15	13	6	16:15	17	8
16:30	17	2	16:30	12	20
16:45	28	4	16:45	18	14
17:00	27	10	17:00	26	23
TOTAL	85	22	*TOTAL*	73	65
17:15	32	15	17:15	19	11
17:30	13	14	17:30	14	15
17:45	32	14	17:45	14	11
18:00	14	10	18:00	15	9
TOTAL	91	53	*TOTAL*	62	46
18:15	17	15	18:15	24	11
18:30	9	14	18:30	10	11
TOTAL	26	29	*TOTAL*	34	22

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street NW at Pennsylvania Avenue NW
Date: December 12, 2002

City/County: Washington DC
Counted by : ORGA-GC, LM

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street NW	SOUTH LEG 6th Street NW	END TIME	EAST LEG Pennsylvania Ave.	WEST LEG Pennsylvania Ave.
7:15	4	0	7:15	2	0
7:30	8	1	7:30	0	1
7:45	9	11	7:45	2	0
8:00	8	5	8:00	0	0
TOTAL	29	17	*TOTAL*	4	1
8:15	4	3	8:15	2	1
8:30	15	5	8:30	4	0
8:45	7	4	8:45	1	0
9:00	30	9	9:00	7	0
TOTAL	56	21	*TOTAL*	14	1
15:45	6	0	15:45	0	0
16:00	16	10	16:00	0	0
TOTAL	22	10	*TOTAL*	0	0
16:15	0	2	16:15	0	0
16:30	2	3	16:30	0	0
16:45	20	0	16:45	2	0
17:00	22	0	17:00	2	0
TOTAL	19	5	*TOTAL*	4	0
17:15	10	0	17:15	0	0
17:30	5	3	17:30	0	0
17:45	45	1	17:45	2	0
18:00	19	1	18:00	3	0
TOTAL	79	5	*TOTAL*	5	0
18:15	19	0	18:15	2	8
18:30	24	0	18:30	1	10
TOTAL	43	0	*TOTAL*	3	18

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street at C Street
Date: January 14, 2003

City/County: Washington DC
Counted by : ORGA-MO

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG C Street, NW	WEST LEG
7:15	5	0	7:15	2	0
7:30	10	0	7:30	3	0
7:45	8	0	7:45	3	0
8:00	16	1	8:00	2	0
TOTAL	39	1	*TOTAL*	10	0
8:15	34	20	8:15	7	0
8:30	24	22	8:30	8	0
8:45	33	22	8:45	10	0
9:00	41	26	9:00	10	0
TOTAL	132	90	*TOTAL*	35	0
16:45	36	8	16:45	15	0
17:00	25	6	17:00	21	0
TOTAL	61	14	*TOTAL*	36	0
17:15	29	20	17:15	21	0
17:30	14	3	17:30	9	0
17:45	22	8	17:45	7	0
18:00	20	4	18:00	15	0
TOTAL	85	35	*TOTAL*	52	0
18:15	12	3	18:15	4	0
18:30	8	10	18:30	11	0
TOTAL	105	48	*TOTAL*	67	0

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street, NW at Indiana Avenue, NW
Date: January 14, 2003

City/County: Washington DC
Counted by : ORGA-AL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG Indiana Ave, NW	WEST LEG Indiana Ave, NW
7:15	3	18	7:15	2	9
7:30	13	26	7:30	5	12
7:45	11	30	7:45	8	15
8:00	20	62	8:00	12	22
TOTAL	47	136	*TOTAL*	27	58
8:15	13	70	8:15	18	29
8:30	14	67	8:30	8	26
8:45	16	78	8:45	12	35
9:00	14	77	9:00	16	45
TOTAL	57	292	*TOTAL*	54	135
16:45	16	66	16:45	5	20
17:00	19	53	17:00	13	34
TOTAL	35	119	*TOTAL*	18	54
17:15	19	63	17:15	1	37
17:30	20	42	17:30	5	19
17:45	26	16	17:45	2	13
18:00	13	44	18:00	0	25
TOTAL	78	165	*TOTAL*	8	94
18:15	12	30	18:15	0	15
18:30	8	16	18:30	3	17
TOTAL	20	46	*TOTAL*	3	32

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street, NW at D Street, NW
Date: January 14, 2003

City/County: Washington DC
Counted by : ORGA-GC

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG D Street, NW	WEST LEG D Street, NW
7:15	16	10	7:15	7	39
7:30	16	16	7:30	23	39
7:45	35	13	7:45	15	36
8:00	35	12	8:00	17	56
TOTAL	102	51	*TOTAL*	62	170
8:15	51	19	8:15	33	70
8:30	36	9	8:30	24	54
8:45	54	19	8:45	23	81
9:00	63	21	9:00	18	75
TOTAL	204	68	*TOTAL*	98	280
15:45	42	23	15:45	25	48
16:00	50	36	16:00	31	32
TOTAL	92	59	*TOTAL*	56	80
16:15	53	44	16:15	31	22
16:30	42	26	16:30	14	19
16:45	60	38	16:45	16	43
17:00	36	19	17:00	16	43
TOTAL	191	127	*TOTAL*	77	127
17:15	39	28	17:15	16	30
17:30	35	24	17:30	20	43
17:45	47	35	17:45	36	29
18:00	26	15	18:00	25	50
TOTAL	147	102	*TOTAL*	97	152
18:15	30	16	18:15	21	37
18:30	26	18	18:30	16	19
TOTAL	56	34	*TOTAL*	37	56

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street, NW at E Street, NW
Date: January 15, 2003

City/County: Washington DC
Counted by : ORGA-MO, OS

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG E Street, NW	WEST LEG E Street, NW
7:15	6	3	7:15	6	22
7:30	12	12	7:30	8	19
7:45	15	16	7:45	15	29
8:00	14	13	8:00	21	51
TOTAL	47	44	*TOTAL*	50	121
8:15	9	23	8:15	18	42
8:30	8	40	8:30	23	34
8:45	28	26	8:45	25	39
9:00	13	112	9:00	36	93
TOTAL	58	201	*TOTAL*	102	208
15:45	0	0	15:45	0	0
16:00	14	9	16:00	11	20
TOTAL	14	9	*TOTAL*	11	20
16:15	27	14	16:15	10	30
16:30	20	15	16:30	17	12
16:45	19	23	16:45	25	35
17:00	30	35	17:00	18	28
TOTAL	96	87	*TOTAL*	70	105
17:15	31	41	17:15	37	28
17:30	30	30	17:30	15	17
17:45	23	23	17:45	28	16
18:00	26	16	18:00	10	18
TOTAL	110	110	*TOTAL*	90	79
18:15	23	23	18:15	28	20
18:30	15	24	18:30	28	26
TOTAL	38	47	*TOTAL*	56	46

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street, NW at F Street, NW
Date: January 15, 2003

City/County: Washington DC
Counted by : ORGA-GC, AL

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG F Street, NW	WEST LEG F Street, NW
7:15	49	6	7:15	5	19
7:30	58	12	7:30	2	36
7:45	71	4	7:45	9	28
8:00	81	14	8:00	12	41
TOTAL	259	36	*TOTAL*	28	124
8:15	74	27	8:15	11	62
8:30	89	22	8:30	19	64
8:45	77	21	8:45	14	88
9:00	81	13	9:00	23	82
TOTAL	321	83	*TOTAL*	67	296
15:45	0	0	15:45	0	0
16:00	66	6	16:00	8	27
TOTAL	66	6	*TOTAL*	8	27
16:15	66	13	16:15	17	48
16:30	81	11	16:30	12	54
16:45	115	6	16:45	17	69
17:00	79	19	17:00	20	76
TOTAL	341	49	*TOTAL*	66	247
17:15	143	20	17:15	23	118
17:30	106	19	17:30	20	94
17:45	104	14	17:45	16	110
18:00	102	21	18:00	24	121
TOTAL	455	74	*TOTAL*	83	443
18:15	101	18	18:15	28	136
18:30	108	19	18:30	22	172
TOTAL	209	37	*TOTAL*	50	308

O.R GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

Location: 6th Street, NW at G Street, NW
Date: January 15, 2003

City/County: Washington DC
Counted by : ORGA-LM

PEDESTRIAN SURVEY

END TIME	NORTH LEG 6th Street, NW	SOUTH LEG 6th Street, NW	END TIME	EAST LEG G Street, NW	WEST LEG Garage Parking
7:15	3	5	7:15	3	0
7:30	3	2	7:30	4	0
7:45	1	8	7:45	2	0
8:00	1	15	8:00	8	0
TOTAL	8	30	TOTAL	17	0
8:15	2	7	8:15	6	0
8:30	1	9	8:30	4	0
8:45	4	27	8:45	4	0
9:00	5	17	9:00	6	0
TOTAL	12	60	TOTAL	20	0
15:45	6	13	15:45	7	0
16:00	4	15	16:00	11	0
TOTAL	10	28	TOTAL	18	0
16:15	15	12	16:15	11	0
16:30	21	15	16:30	7	0
16:45	28	12	16:45	7	0
17:00	25	16	17:00	10	0
TOTAL	89	55	TOTAL	35	0
17:15	17	19	17:15	18	0
17:30	27	31	17:30	12	0
17:45	13	33	17:45	22	0
18:00	23	72	18:00	20	0
TOTAL	80	155	TOTAL	72	0
18:15	11	49	18:15	38	0
18:30	15	45	18:30	29	0
TOTAL	26	94	TOTAL	67	0

APPENDIX

T-2

CAPACITY ANALSYSIS WORKSHEETS -
EXISTING TRAFFIC SITUATION

(Judiciary Square Master Plan – Washington D.C)

SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	Constitution Ave. @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	1	3	0	0	2	1	0	2	0
Lane group		TR		L	TR			LT	R		LTR	
Volume (vph)		790	2	243	1668	168	94	270	89	21	124	144
% Heavy veh		0	0	0	0	0	0	0	0	0	0	0
PHF		0.86	0.86	0.93	0.93	0.93	0.91	0.91	0.91	0.72	0.72	0.72
Actuated (P/A)		P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0	2.0		2.0	
Ext. eff. green		2.0		2.0	2.0			2.0	2.0		2.0	
Arrival type		3		3	3			3	3		3	
Unit Extension		3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	26		0	55		0	27		0	26		0
Lane Width		11.0		11.0	11.0			11.0	11.0		11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0	0		0	
Unit Extension		3.0		3.0	3.0			3.0	3.0		3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		921		261	1975			400	98		401	
Lane group cap.		2086		191	2059			1086	632		1193	
v/c ratio		0.44		1.37	0.96			0.37	0.16		0.34	
Green ratio		0.46		0.46	0.46			0.45	0.45		0.45	
Unif. delay d1		14.5		21.5	20.8			14.5	13.0		14.3	
Delay factor k		0.50		0.50	0.50			0.50	0.50		0.50	
Increm. delay d2		0.7		194.7	12.3			1.0	0.5		0.8	
PF factor		1.000		1.000	1.000			1.000	1.000		1.000	
Control delay		15.2		216.2	33.1			15.5	13.5		15.0	
Lane group LOS		B		F	C			B	B		B	
Apprch. delay	15.2			54.5			15.1			15.0		
Approach LOS	B			D			B			B		
Intersec. delay	36.8			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	Constitution Ave. @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	1	3	0	0	2	1	0	2	0
Lane group		TR		L	TR			LT	R		LTR	
Volume (vph)		1512	3	204	1103	81	42	130	161	106	389	107
% Heavy veh		0	0	0	0	0	0	0	0	0	0	0
PHF		0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Actuated (P/A)		P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0	2.0		2.0	
Ext. eff. green		2.0		2.0	2.0			2.0	2.0		2.0	
Arrival type		3		3	3			3	3		3	
Unit Extension		3.0		3.0	3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	34		0	73		0	54		0	14		0
Lane Width		11.0		11.0	11.0			11.0	11.0		11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0		0	0			0	0		0	
Unit Extension		3.0		3.0	3.0			3.0	3.0		3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		1646		217	1259			187	175		654	
Lane group cap.		2086		90	2066			1103	632		1176	
v/c ratio		0.79		2.41	0.61			0.17	0.28		0.56	
Green ratio		0.46		0.46	0.46			0.45	0.45		0.45	
Unif. delay d1		18.2		21.5	16.1			13.1	13.8		16.1	
Delay factor k		0.50		0.50	0.50			0.50	0.50		0.50	
Increm. delay d2		3.1		667.5	1.3			0.3	1.1		1.9	
PF factor		1.000		1.000	1.000			1.000	1.000		1.000	
Control delay		21.3		689.0	17.4			13.4	14.9		18.0	
Lane group LOS		C		F	B			B	B		B	
Apprch. delay	21.3			116.2			14.1			18.0		
Approach LOS	C			F			B			B		
Intersec. delay	54.0			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	C St @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	0	1	0	0	0	0	2	0	0	2	0
Lane group	L		R					T			T	
Volume (vph)	109		69					395			313	
% Heavy veh	0		0					0			0	
PHF	0.70		0.70					0.89			0.82	
Actuated (P/A)	P		P					P			P	
Startup lost time	2.0		2.0					2.0			2.0	
Ext. eff. green	2.0		2.0					2.0			2.0	
Arrival type	3		3					3			3	
Unit Extension	3.0		3.0					3.0			3.0	
Ped/Bike/RTOR Volume	27		0	5								
Lane Width	11.0		11.0					11.0			11.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr	10		10							10		10
Bus stops/hr	0		0					0			0	
Unit Extension	3.0		3.0					3.0			3.0	

Phasing	EB Only	02	03	04	Thru Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	156		99					444			382	
Lane group cap.	617		552					1413			1272	
v/c ratio	0.25		0.18					0.31			0.30	
Green ratio	0.46		0.46					0.45			0.45	
Unif. delay d1	13.1		12.6					14.1			14.0	
Delay factor k	0.50		0.50					0.50			0.50	
Increm. delay d2	1.0		0.7					0.6			0.6	
PF factor	1.000		1.000					1.000			1.000	
Control delay	14.1		13.3					14.7			14.6	
Lane group LOS	B		B					B			B	
Apprch. delay	13.8						14.7			14.6		
Approach LOS	B						B			B		
Intersec. delay	14.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	C St @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	0	1	0	0	0	0	2	0	0	2	0
Lane group	L		R					T			T	
Volume (vph)	91		91					246			855	
% Heavy veh	0		0					0			0	
PHF	0.77		0.77					0.82			0.98	
Actuated (P/A)	P		P					P			P	
Startup lost time	2.0		2.0					2.0			2.0	
Ext. eff. green	2.0		2.0					2.0			2.0	
Arrival type	3		3					3			3	
Unit Extension	3.0		3.0					3.0			3.0	
Ped/Bike/RTOR Volume	31		0	2								
Lane Width	11.0		11.0					11.0			11.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr	10		10							10		10
Bus stops/hr	0		0					0			0	
Unit Extension	3.0		3.0					3.0			3.0	

Phasing	EB Only	02	03	04	Thru Only	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	118		118					300			872	
Lane group cap.	334		299					2081			1873	
v/c ratio	0.35		0.39					0.14			0.47	
Green ratio	0.25		0.25					0.66			0.66	
Unif. delay d1	24.7		25.0					5.0			6.6	
Delay factor k	0.50		0.50					0.50			0.50	
Increm. delay d2	2.9		3.9					0.1			0.8	
PF factor	1.000		1.000					1.000			1.000	
Control delay	27.6		28.8					5.2			7.4	
Lane group LOS	C		C					A			A	
Apprch. delay	28.2						5.2			7.4		
Approach LOS	C						A			A		
Intersec. delay	10.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D St @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	1	0	3	0	0	2	0	0	2	0
Lane group	L	LT	R		LTR			LTR			LTR	
Volume (vph)	103	93	23	156	248	398	69	329	65	106	184	37
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.87	0.87	0.87	0.93	0.93	0.93	0.89	0.89	0.89	0.85	0.85	0.85
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0	2.0		2.0			2.0			2.0	
Ext. eff. green	2.0	2.0	2.0		2.0			2.0			2.0	
Arrival type	3	3	3		3			3			3	
Unit Extension	3.0	3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	29	0	0	27	0	0	18	0	0	318	0	0
Lane Width	11.0	11.0	11.0		11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10			
Bus stops/hr	0	0	0		0			0			0	
Unit Extension	3.0	3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 22.0	G =	G = 0.0	G = 0.0	G = 51.0	G = 0.0	G = 0.0	G = 0.0
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	118	107	26		863			521			385	
Lane group cap.	90	455	318		887			1455			1342	
v/c ratio	1.31	0.24	0.08		0.97			0.36			0.29	
Green ratio	0.28	0.28	0.28		0.28			0.64			0.64	
Unif. delay d1	29.0	22.5	21.5		28.7			6.8			6.4	
Delay factor k	0.50	0.50	0.50		0.50			0.50			0.50	
Increm. delay d2	199.2	1.2	0.5		24.3			0.7			0.5	
PF factor	1.000	1.000	1.000		1.000			1.000			1.000	
Control delay	228.2	23.7	22.0		53.0			7.5			7.0	
Lane group LOS	F	C	C		D			A			A	
Apprch. delay	119.7			53.0			7.5			7.0		
Approach LOS	F			D			A			A		
Intersec. delay	40.8			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D St @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	1	0	3	0	0	2	0	0	2	0
Lane group	L	LT	R		LTR			LTR			LTR	
Volume (vph)	66	77	4	67	124	58	18	247	14	231	766	72
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.93	0.93	0.93	0.81	0.81	0.81	0.87	0.87	0.87	0.89	0.89	0.89
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0	2.0		2.0			2.0			2.0	
Ext. eff. green	2.0	2.0	2.0		2.0			2.0			2.0	
Arrival type	3	3	3		3			3			3	
Unit Extension	3.0	3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RTOR Volume	15	0	0	6	0	0	5		0	234		0
Lane Width	11.0	11.0	11.0		11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10			
Bus stops/hr	0	0	0		0			0			0	
Unit Extension	3.0	3.0	3.0		3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G = 0.0	G = 0.0	G = 0.0	G = 37.0	G = 0.0	G = 0.0	G = 0.0
	Y = 3	Y = 0	Y = 0	Y =	Y = 4	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	71	83	4		308			321			1202	
Lane group cap.	351	744	532		1560			1104			1116	
v/c ratio	0.20	0.11	0.01		0.20			0.29			1.08	
Green ratio	0.45	0.45	0.45		0.45			0.46			0.46	
Unif. delay d1	13.3	12.7	12.1		13.3			13.4			21.5	
Delay factor k	0.50	0.50	0.50		0.50			0.50			0.50	
Increm. delay d2	1.3	0.3	0.0		0.3			0.7			50.2	
PF factor	1.000	1.000	1.000		1.000			1.000			1.000	
Control delay	14.6	13.0	12.2		13.6			14.0			71.7	
Lane group LOS	B	B	B		B			B			E	
Apprch. delay	13.7			13.6			14.0			71.7		
Approach LOS	B			B			B			E		
Intersec. delay	48.8			Intersection LOS						D		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	AM Peak

Site Information

Intersection	F St at 3rd St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW*

North/South Street: *3rd Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	18	1	94	0	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	226	397	8	0	205	13
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		1.00		0.95		0.91	
Flow Rate	139		0		662		239	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.0		0.4		0.0	
Prop. Right-Turns	0.8		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.55		5.55		5.55		5.55	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.12		0.00		0.59		0.21	
hd, final value	5.55		5.55		5.55		5.55	
x, final value	0.21		0.00		0.86		0.34	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	3.6		3.6		3.6		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	389		0		763		489	
Delay	10.06		9.38		29.44		10.63	
LOS	B		A		D		B	
Approach: Delay	10.06		9.38		29.44		10.63	
LOS	B		A		D		B	
Intersection Delay	22.53							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	PM Peak

Site Information

Intersection	F St at 3rd St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW* North/South Street: *3rd Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	18	0	147	3	0	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	92	191	2	0	546	47
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.86		0.50		0.77		0.79	
Flow Rate	190		67		369		750	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0		0.3		0.0	
Prop. Right-Turns	0.9		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.07		6.07		6.07		6.07	

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.17		0.01		0.33		0.67	
hd, final value	6.07		6.07		6.07		6.07	
x, final value	0.32		0.01		0.57		1.05	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	4.1		4.1		4.1		4.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	440		256		619		750	
Delay	11.90		10.54		15.79		70.34	
LOS	B		B		C		F	
Approach: Delay	11.90		10.54		15.79		70.34	
LOS	B		B		C		F	
Intersection Delay	46.32							
Intersection LOS	E							

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G st @ 3 rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	0	0	0	1	0
Lane group		TR			LT			LR			LTR	
Volume (vph)		1	123	0	1		229		20	2	113	14
% Heavy veh		0	0	0	0		0		0	0	0	0
PHF		0.89	0.89	0.25	0.25		0.93		0.93	0.87	0.87	0.87
Actuated (P/A)		P	P	P	P		P		P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	19	0	0				4	0	0	12	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		139			4			268			148	
Lane group cap.		519			611			381			585	
v/c ratio		0.27			0.01			0.70			0.25	
Green ratio		0.46			0.46			0.45			0.45	
Unif. delay d1		13.2			11.6			17.7			13.7	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.3			0.0			10.4			1.0	
PF factor		1.000			1.000			1.000			1.000	
Control delay		14.5			11.6			28.1			14.7	
Lane group LOS		B			B			C			B	
Apprch. delay	14.5			11.6			28.1			14.7		
Approach LOS	B			B			C			B		
Intersec. delay	21.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G st @ 3 rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	0	0	0	1	0
Lane group		TR			LT			LR			LTR	
Volume (vph)		1	410	13	5		156		0	0	42	10
% Heavy veh		0	0	0	0		0		0	0	0	0
PHF		0.89	0.89	0.75	0.75		0.81		0.81	1.00	1.00	1.00
Actuated (P/A)		P	P	P	P		P		P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	21	0	0				2	0	0	17	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		462			24			193			52	
Lane group cap.		518			472			402			577	
v/c ratio		0.89			0.05			0.48			0.09	
Green ratio		0.46			0.46			0.45			0.45	
Unif. delay d1		19.7			11.8			15.4			12.6	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		20.2			0.2			4.1			0.3	
PF factor		1.000			1.000			1.000			1.000	
Control delay		39.9			12.0			19.5			12.9	
Lane group LOS		D			B			B			B	
Apprch. delay	39.9			12.0			19.5			12.9		
Approach LOS	D			B			B			B		
Intersec. delay	31.7			Intersection LOS						C		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	AM Peak

Site Information

Intersection	D St at 4th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *D Street, NW*

North/South Street: *4th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	87	0	0	340	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	29	0	79
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T		T				LR	
PHF	0.70		0.95				0.85	
Flow Rate	124		357				126	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0				0.3	
Prop. Right-Turns	0.0		0.0				0.7	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	4.60		4.60				4.60	

Departure Headway and Service Time

hd, initial value	3.20		3.20				3.20	
x, initial	0.11		0.32				0.11	
hd, final value	4.60		4.60				4.60	
x, final value	0.16		0.43				0.16	
Move-up time, m	2.0		2.0				2.0	
Service Time	2.6		2.6		2.6		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	374		607				376	
Delay	8.47		10.63				8.49	
LOS	A		B				A	
Approach: Delay	8.47		10.63				8.49	
LOS	A		B				A	
Intersection Delay	9.75							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	PM Peak

Site Information

Intersection	D St at 4th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *D Street, NW* North/South Street: *4th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	183	0	0	175	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	101	0	64
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T		T				LR	
PHF	0.85		0.88				0.88	
Flow Rate	215		198				186	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0				0.6	
Prop. Right-Turns	0.0		0.0				0.4	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	4.62		4.62				4.62	

Departure Headway and Service Time

hd, initial value	3.20		3.20				3.20	
x, initial	0.19		0.18				0.17	
hd, final value	4.62		4.62				4.62	
x, final value	0.28		0.26				0.25	
Move-up time, m	2.0		2.0				2.0	
Service Time	2.6		2.6		2.6		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	465		448				436	
Delay	9.37		9.22				9.31	
LOS	A		A				A	
Approach: Delay	9.37		9.22				9.31	
LOS	A		A				A	
Intersection Delay	9.31							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	1	2	0	0	2	0	0	2	0
Lane group		LTR		L	TR			LTR			LTR	
Volume (vph)	14	203	54	102	449	161	159	351	110	55	241	25
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.94	0.94	0.94	0.83	0.83	0.83
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0		2.0	2.0			2.0			2.0	
Arrival type		3		3	3			3			3	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	177		0	122		0	205		0	299		0
Lane Width		11.0		11.0	11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0		0	0			0			0	
Unit Extension		3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		311		116	693			659			386	
Lane group cap.		1160		363	1290			1001			987	
v/c ratio		0.27		0.32	0.54			0.66			0.39	
Green ratio		0.46		0.46	0.46			0.45			0.45	
Unif. delay d1		13.2		13.6	15.4			17.2			14.7	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		0.6		2.3	1.6			3.4			1.2	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		13.8		15.9	17.0			20.6			15.9	
Lane group LOS		B		B	B			C			B	
Apprch. delay	13.8			16.8			20.6			15.9		
Approach LOS	B			B			C			B		
Intersec. delay	17.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 3rd St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	3	0	0	2	0	0	2	0
Lane group		LTR		DefL	TR			LTR			LTR	
Volume (vph)	17	543	127	103	313	50	46	184	234	157	682	30
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.89	0.89	0.89	0.90	0.90	0.90	0.81	0.81	0.81	0.88	0.88	0.88
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0		2.0	2.0			2.0			2.0	
Ext. eff. green		2.0		2.0	2.0			2.0			2.0	
Arrival type		3		3	3			3			3	
Unit Extension		3.0		3.0	3.0			3.0			3.0	
Ped/Bike/RTOR Volume	722		0	142		0	320		0	241		0
Lane Width		11.0		11.0	11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0		0	0			0			0	
Unit Extension		3.0		3.0	3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 31.0	G = 0.0	G = 0.0	G = 0.0	G = 42.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 3	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		772		114	404			573			987	
Lane group cap.		1004		121	1102			1206			1040	
v/c ratio		0.77		0.94	0.37			0.48			0.95	
Green ratio		0.39		0.39	0.39			0.52			0.52	
Unif. delay d1		21.4		23.6	17.5			12.0			18.0	
Delay factor k		0.50		0.50	0.50			0.50			0.50	
Increm. delay d2		5.7		67.5	0.9			1.3			18.0	
PF factor		1.000		1.000	1.000			1.000			1.000	
Control delay		27.0		91.1	18.4			13.4			36.0	
Lane group LOS		C		F	B			B			D	
Apprch. delay	27.0			34.4			13.4			36.0		
Approach LOS	C			C			B			D		
Intersec. delay	28.7			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 4th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	1	0
Lane group		TR			LT						LTR	
Volume (vph)		268	23	65	534					37	67	36
% Heavy veh		0	0	0	0					0	0	0
PHF		0.88	0.88	0.92	0.92					0.88	0.88	0.88
Actuated (P/A)		P	P	P	P					P	P	P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	83		0				85			26		0
Lane Width		11.0			11.0						11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		5			5						0	
Unit Extension		3.0			3.0						3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		331			651						159	
Lane group cap.		1279			1129						567	
v/c ratio		0.26			0.58						0.28	
Green ratio		0.46			0.46						0.45	
Unif. delay d1		13.1			15.8						13.8	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		0.5			2.1						1.2	
PF factor		1.000			1.000						1.000	
Control delay		13.6			17.9						15.1	
Lane group LOS		B			B						B	
Apprch. delay	13.6			17.9						15.1		
Approach LOS	B			B						B		
Intersec. delay	16.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 4th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	1	0
Lane group		TR			LT						LTR	
Volume (vph)		599	40	49	310					77	66	32
% Heavy veh		0	0	0	0					0	0	0
PHF		0.90	0.90	0.92	0.92					0.88	0.88	0.88
Actuated (P/A)		P	P	P	P					P	P	P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	43		0				42			54		0
Lane Width		11.0			11.0						11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		5			5						0	
Unit Extension		3.0			3.0						3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		710			390						199	
Lane group cap.		1282			1043						568	
v/c ratio		0.55			0.37						0.35	
Green ratio		0.46			0.46						0.45	
Unif. delay d1		15.5			14.0						14.4	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		1.7			1.0						1.7	
PF factor		1.000			1.000						1.000	
Control delay		17.3			15.0						16.1	
Lane group LOS		B			B						B	
Apprch. delay	17.3			15.0						16.1		
Approach LOS	B			B						B		
Intersec. delay	16.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	35	232	28	31	440	67	31	126	43	27	86	43
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.82	0.82	0.82	0.77	0.77	0.77
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	102	0	0	89	0	0	120	0	0	89	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		5			5			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 42.0	G = 0.0	G = 0.0	G = 0.0	G = 31.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 3	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	320	585	244	203
Lane group cap.	1301	640	565	439
v/c ratio	0.25	0.91	0.43	0.46
Green ratio	0.52	0.52	0.39	0.39
Unif. delay d1	10.4	17.4	18.0	18.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.5	19.8	2.4	3.5
PF factor	1.000	1.000	1.000	1.000
Control delay	10.8	37.1	20.4	21.8
Lane group LOS	B	D	C	C
Apprch. delay	10.8	37.1	20.4	21.8
Approach LOS	B	D	C	C
Intersec. delay	25.6	Intersection LOS		C

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	31	490	42	13	272	53	18	130	37	73	107	25
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89	0.80	0.80	0.80
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	55	0	0	89	0	0	101	0	0	36	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		5			5			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 80.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		613			359			208			256	
Lane group cap.		1160			547			707			492	
v/c ratio		0.53			0.66			0.29			0.52	
Green ratio		0.45			0.45			0.46			0.46	
Unif. delay d1		15.9			17.2			13.4			15.2	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.7			6.0			1.1			3.9	
PF factor		1.000			1.000			1.000			1.000	
Control delay		17.6			23.2			14.4			19.1	
Lane group LOS		B			C			B			B	
Apprch. delay	17.6			23.2			14.4			19.1		
Approach LOS	B			C			B			B		
Intersec. delay	18.8			Intersection LOS						B		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	AM Peak

Site Information

Intersection	F St at 4th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW*

North/South Street: *4th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	91	43	22	194	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	26	97	47
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT				LTR	
PHF	0.91		0.89				0.90	
Flow Rate	146		241				187	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1				0.1	
Prop. Right-Turns	0.3		0.0				0.3	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	4.47		4.47				4.47	

Departure Headway and Service Time

hd, initial value	3.20		3.20				3.20	
x, initial	0.13		0.21				0.17	
hd, final value	4.47		4.47				4.47	
x, final value	0.18		0.31				0.24	
Move-up time, m	2.0		2.0				2.0	
Service Time	2.5		2.5		2.5		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	396		491				437	
Delay	8.45		9.56				9.14	
LOS	A		A				A	
Approach: Delay	8.45		9.56				9.14	
LOS	A		A				A	
Intersection Delay	9.14							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	PM Peak

Site Information

Intersection	F St at 4th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW* North/South Street: *4th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	0	155	74	23	111	0
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	0	0	51	85	58
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT				LTR	
PHF	0.97		0.80				0.95	
Flow Rate	235		166				203	
% Heavy Vehicles	0		0				0	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2				0.3	
Prop. Right-Turns	0.3		0.0				0.3	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	4.43		4.43				4.43	

Departure Headway and Service Time

hd, initial value	3.20		3.20				3.20	
x, initial	0.21		0.15				0.18	
hd, final value	4.43		4.43				4.43	
x, final value	0.29		0.22				0.27	
Move-up time, m	2.0		2.0				2.0	
Service Time	2.4		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	485		416				453	
Delay	9.22		9.04				9.39	
LOS	A		A				A	
Approach: Delay	9.22		9.04				9.39	
LOS	A		A				A	
Intersection Delay	9.23							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G @ 4th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	2	0
Lane group		TR			LT						LTR	
Volume (vph)		102	46	15	266					32	102	75
% Heavy veh		0	0	0	0					0	0	0
PHF		0.97	0.97	0.97	0.85					0.86	0.86	0.86
Actuated (P/A)		P	P	P	P					P	P	P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	106		0				16			44		0
Lane Width		11.0			11.0						11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr				10		10				10		10
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		152			328						243	
Lane group cap.		1385			1233						1195	
v/c ratio		0.11			0.27						0.20	
Green ratio		0.46			0.46						0.45	
Unif. delay d1		12.2			13.2						13.3	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		0.2			0.5						0.4	
PF factor		1.000			1.000						1.000	
Control delay		12.3			13.7						13.7	
Lane group LOS		B			B						B	
Apprch. delay	12.3			13.7						13.7		
Approach LOS	B			B						B		
Intersec. delay	13.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G @ 4th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	0	0	0	2	0
Lane group		TR			LT						LTR	
Volume (vph)		190	42	8	203					169	83	38
% Heavy veh		0	0	0	0					0	0	0
PHF		0.91	0.91	0.85	0.85					0.82	0.82	0.82
Actuated (P/A)		P	P	P	P					P	P	P
Startup lost time		2.0			2.0						2.0	
Ext. eff. green		2.0			2.0						2.0	
Arrival type		3			3						3	
Unit Extension		3.0			3.0						3.0	
Ped/Bike/RTOR Volume	71		0				15			22		0
Lane Width		11.0			11.0						11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr				10		10				10		10
Bus stops/hr		0			0						0	
Unit Extension		3.0			3.0						3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		255			248						353	
Lane group cap.		1413			1235						1212	
v/c ratio		0.18			0.20						0.29	
Green ratio		0.46			0.46						0.45	
Unif. delay d1		12.6			12.7						13.9	
Delay factor k		0.50			0.50						0.50	
Increm. delay d2		0.3			0.4						0.6	
PF factor		1.000			1.000						1.000	
Control delay		12.9			13.1						14.5	
Lane group LOS		B			B						B	
Apprch. delay	12.9			13.1						14.5		
Approach LOS	B			B						B		
Intersec. delay	13.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	0	0	0	0	0
Lane group		LT			T	R					LR	
Volume (vph)	45	87			186	227				53		89
% Heavy veh	0	0			0	0				0		0
PHF	0.88	0.88			0.82	0.82				0.74		0.74
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0	2.0					2.0	
Ext. eff. green		2.0			2.0	2.0					2.0	
Arrival type		3			3	3					3	
Unit Extension		3.0			3.0	3.0					3.0	
Ped/Bike/RTOR Volume				140		0	0			146		0
Lane Width		11.0			11.0	11.0					11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0			0	0					0	
Unit Extension		3.0			3.0	3.0					3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		150			227	277					192	
Lane group cap.		527			650	552					535	
v/c ratio		0.28			0.35	0.50					0.36	
Green ratio		0.46			0.46	0.46					0.45	
Unif. delay d1		13.3			13.8	15.0					14.4	
Delay factor k		0.50			0.50	0.50					0.50	
Increm. delay d2		1.4			1.5	3.2					1.9	
PF factor		1.000			1.000	1.000					1.000	
Control delay		14.7			15.3	18.3					16.3	
Lane group LOS		B			B	B					B	
Apprch. delay	14.7			16.9						16.3		
Approach LOS	B			B						B		
Intersec. delay	16.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	0	0	0	0	0
Lane group		LT			T	R					LR	
Volume (vph)	46	94			122	130				55		92
% Heavy veh	0	0			0	0				0		0
PHF	0.96	0.96			0.94	0.94				0.90		0.90
Actuated (P/A)	P	P			P	P				P		P
Startup lost time		2.0			2.0	2.0					2.0	
Ext. eff. green		2.0			2.0	2.0					2.0	
Arrival type		3			3	3					3	
Unit Extension		3.0			3.0	3.0					3.0	
Ped/Bike/RTOR Volume				205		0	0			151		0
Lane Width		11.0			11.0	11.0					11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0			0	0					0	
Unit Extension		3.0			3.0	3.0					3.0	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		146			130	138					163	
Lane group cap.		546			650	552					535	
v/c ratio		0.27			0.20	0.25					0.30	
Green ratio		0.46			0.46	0.46					0.45	
Unif. delay d1		13.2			12.7	13.1					14.0	
Delay factor k		0.50			0.50	0.50					0.50	
Increm. delay d2		1.2			0.7	1.1					1.5	
PF factor		1.000			1.000	1.000					1.000	
Control delay		14.4			13.4	14.2					15.5	
Lane group LOS		B			B	B					B	
Apprch. delay	14.4			13.8						15.5		
Approach LOS	B			B						B		
Intersec. delay	14.4			Intersection LOS						B		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	AM Peak

Site Information

Intersection	F St at 5th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW* North/South Street: *5th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	42	61	41	23	114	50
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	36	133	58	35	127	58
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.90		0.90		0.87	0.87	0.72	0.72
Flow Rate	158		206		116	143	135	168
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.1		0.4	0.0	0.4	0.0
Prop. Right-Turns	0.3		0.3		0.0	0.5	0.0	0.5
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.58		5.58		5.58	5.58	5.58	5.58

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.14		0.18		0.10	0.13	0.12	0.15
hd, final value	5.58		5.58		5.58	5.58	5.58	5.58
x, final value	0.24		0.31		0.20	0.23	0.23	0.26
Move-up time, m	2.0		2.0		2.3		2.3	
Service Time	3.6		3.6		3.6		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	408		456		366	393	385	418
Delay	10.38		10.93		10.23	10.08	10.44	10.35
LOS	B		B		B	B	B	B
Approach: Delay	10.38		10.93		10.15		10.39	
LOS	B		B		B		B	
Intersection Delay	10.44							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	KC
Agency/Co.	ORGA
Date Performed	1/20/2003
Analysis Time Period	PM Peak

Site Information

Intersection	F St at 5th St
Jurisdiction	District of Columbia
Analysis Year	2003

Project ID *Judiciary Square Master Plan*

East/West Street: *F Street, NW* North/South Street: *5th Street, NW*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	47	94	24	19	79	80
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	36	210	37	51	137	52
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	TR	LT	TR
PHF	0.84		0.97		0.80	0.80	0.92	0.92
Flow Rate	194		182		175	177	128	130
% Heavy Vehicles	0		0		0	0	0	0
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.1		0.3	0.0	0.4	0.0
Prop. Right-Turns	0.1		0.5		0.0	0.3	0.0	0.4
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.76		5.76		5.76	5.76	5.76	5.76

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.17		0.16		0.16	0.16	0.11	0.12
hd, final value	5.76		5.76		5.76	5.76	5.76	5.76
x, final value	0.31		0.28		0.29	0.29	0.22	0.21
Move-up time, m	2.0		2.0		2.3		2.3	
Service Time	3.8		3.8		3.8		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	444		432		425	427	378	380
Delay	11.34		10.76		11.29	10.91	10.71	10.17
LOS	B		B		B	B	B	B
Approach: Delay	11.34		10.76		11.10		10.44	
LOS	B		B		B		B	
Intersection Delay	10.91							
Intersection LOS	B							

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Lane group		LTR			LT	R		LTR			LTR	
Volume (vph)	15	76	36	25	115	138	18	154	69	53	168	45
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.77	0.77	0.77	0.89	0.89	0.89	0.87	0.87	0.87	0.87	0.88	0.88
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0	2.0		2.0			2.0	
Ext. eff. green		2.0			2.0	2.0		2.0			2.0	
Arrival type		3			3	3		3			3	
Unit Extension		3.0			3.0	3.0		3.0			3.0	
Ped/Bike/RTOR Volume	46	0	0	83	0	0	24	0	0	39	0	0
Lane Width		11.0			11.0	11.0		11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0	0		0			0	
Unit Extension		3.0			3.0	3.0		3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		165			157	155		277			303	
Lane group cap.		541			592	488		563			527	
v/c ratio		0.30			0.27	0.32		0.49			0.57	
Green ratio		0.45			0.45	0.45		0.46			0.46	
Unif. delay d1		14.0			13.7	14.1		15.0			15.7	
Delay factor k		0.50			0.50	0.50		0.50			0.50	
Increm. delay d2		1.5			1.1	1.7		3.1			4.5	
PF factor		1.000			1.000	1.000		1.000			1.000	
Control delay		15.5			14.8	15.8		18.0			20.3	
Lane group LOS		B			B	B		B			C	
Apprch. delay	15.5			15.3			18.0			20.3		
Approach LOS	B			B			B			C		
Intersec. delay	17.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G @ 5th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Lane group		LTR			LT	R		LTR			LTR	
Volume (vph)	29	54	28	26	93	154	39	239	48	59	160	17
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.93	0.93	0.93	0.80	0.80	0.80
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0	2.0		2.0			2.0	
Ext. eff. green		2.0			2.0	2.0		2.0			2.0	
Arrival type		3			3	3		3			3	
Unit Extension		3.0			3.0	3.0		3.0			3.0	
Ped/Bike/RTOR Volume	60	0	0	73	0	0	53	0	0	104	0	0
Lane Width		11.0			11.0	11.0		11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0	0		0			0	
Unit Extension		3.0			3.0	3.0		3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		123			136	175		351			295	
Lane group cap.		513			585	494		552			505	
v/c ratio		0.24			0.23	0.35		0.64			0.58	
Green ratio		0.45			0.45	0.45		0.46			0.46	
Unif. delay d1		13.6			13.5	14.4		16.4			15.8	
Delay factor k		0.50			0.50	0.50		0.50			0.50	
Increm. delay d2		1.1			0.9	2.0		5.5			4.9	
PF factor		1.000			1.000	1.000		1.000			1.000	
Control delay		14.7			14.4	16.4		21.9			20.7	
Lane group LOS		B			B	B		C			C	
Apprch. delay	14.7			15.5			21.9			20.7		
Approach LOS	B			B			C			C		
Intersec. delay	18.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	Pennsylvania Ave @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	4	0	0	4	0	0	3	0	0	2	0
Lane group	L	TR			LTR			LTR			LTR	
Volume (vph)	55	248	9	1	925	391	22	582	3	18	155	45
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.75	0.75	0.75	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0			2.0			2.0			2.0	
Ext. eff. green	2.0	2.0			2.0			2.0			2.0	
Arrival type	3	3			3			3			3	
Unit Extension	3.0	3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	1	0	0	14	0	0	21	0	0	56	0	0
Lane Width	11.0	11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10			
Bus stops/hr	5	5			5			0			0	
Unit Extension	3.0	3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 34.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	73	343			1549			758			256	
Lane group cap.	90	2866			2527			1651			1134	
v/c ratio	0.81	0.12			0.61			0.46			0.23	
Green ratio	0.50	0.50			0.50			0.43			0.43	
Unif. delay d1	16.8	10.6			14.4			16.4			14.6	
Delay factor k	0.50	0.50			0.50			0.50			0.50	
Increm. delay d2	52.9	0.1			1.1			0.9			0.5	
PF factor	1.000	1.000			1.000			1.000			1.000	
Control delay	69.7	10.7			15.5			17.4			15.1	
Lane group LOS	E	B			B			B			B	
Apprch. delay	21.1			15.5			17.4			15.1		
Approach LOS	C			B			B			B		
Intersec. delay	16.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	Pennsylvania Ave @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	4	0	0	4	0	0	3	0	0	2	0
Lane group	L	TR			LTR			LTR			LTR	
Volume (vph)	44	764	6	1	551	145	4	339	6	170	568	100
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0	2.0			2.0			2.0			2.0	
Ext. eff. green	2.0	2.0			2.0			2.0			2.0	
Arrival type	3	3			3			3			3	
Unit Extension	3.0	3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	8	0	0	7	0	0	5	0	0	88	0	0
Lane Width	11.0	11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10			
Bus stops/hr	5	5			5			0			0	
Unit Extension	3.0	3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 40.0	G =	G =	G =	G = 34.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate	49	856			741			363			911	
Lane group cap.	234	2878			2566			1667			994	
v/c ratio	0.21	0.30			0.29			0.22			0.92	
Green ratio	0.50	0.50			0.50			0.43			0.43	
Unif. delay d1	11.2	11.7			11.7			14.6			21.7	
Delay factor k	0.50	0.50			0.50			0.50			0.50	
Increm. delay d2	2.0	0.3			0.3			0.3			14.4	
PF factor	1.000	1.000			1.000			1.000			1.000	
Control delay	13.2	12.0			12.0			14.9			36.0	
Lane group LOS	B	B			B			B			D	
Apprch. delay	12.1			12.0			14.9			36.0		
Approach LOS	B			B			B			D		
Intersec. delay	19.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	C St @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	1	0	2	0
Lane group					LR			T	R	DefL	T	
Volume (vph)				4		10		569	275	173	289	
% Heavy veh				0		0		0	0	0	0	
PHF				0.58		0.58		0.89	0.89	0.89	0.89	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0	2.0	2.0	2.0	
Ext. eff. green					2.0			2.0	2.0	2.0	2.0	
Arrival type					3			3	3	3	3	
Unit Extension					3.0			3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0			35		0	90		0			
Lane Width					11.0			11.0	11.0	11.0	11.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr				10		10	10		10			
Bus stops/hr					0			0	0	0	0	
Unit Extension					3.0			3.0	3.0	3.0	3.0	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate					24			639	309	194	325	
Lane group cap.					531			1344	552	255	765	
v/c ratio					0.05			0.48	0.56	0.76	0.42	
Green ratio					0.45			0.46	0.46	0.46	0.46	
Unif. delay d1					12.4			14.8	15.6	17.8	14.4	
Delay factor k					0.50			0.50	0.50	0.50	0.50	
Increm. delay d2					0.2			1.2	4.1	19.1	1.7	
PF factor					1.000			1.000	1.000	1.000	1.000	
Control delay					12.5			16.0	19.7	36.9	16.1	
Lane group LOS					B			B	B	D	B	
Apprch. delay				12.5			17.2			23.9		
Approach LOS				B			B			C		
Intersec. delay	19.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	C St @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	1	0	2	0
Lane group					LR			T	R		LT	
Volume (vph)				61		54		617	43	62	798	
% Heavy veh				0		0		0	0	0	0	
PHF				0.80		0.80		0.98	0.98	0.91	0.91	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0	2.0		2.0	
Ext. eff. green					2.0			2.0	2.0		2.0	
Arrival type					3			3	3		3	
Unit Extension					3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0			52		0	35		0			
Lane Width					11.0			11.0	11.0		11.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr				10		10	10		10			
Bus stops/hr					0			0	0		0	
Unit Extension					3.0			3.0	3.0		3.0	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate					143			630	44		945	
Lane group cap.					543			1344	552		1252	
v/c ratio					0.26			0.47	0.08		0.75	
Green ratio					0.45			0.46	0.46		0.46	
Unif. delay d1					13.7			14.8	12.0		17.8	
Delay factor k					0.50			0.50	0.50		0.50	
Increm. delay d2					1.2			1.2	0.3		4.3	
PF factor					1.000			1.000	1.000		1.000	
Control delay					14.9			15.9	12.3		22.0	
Lane group LOS					B			B	B		C	
Apprch. delay				14.9			15.7			22.0		
Approach LOS				B			B			C		
Intersec. delay	19.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	INDIANA AVE @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	0	0	0	3	0	0	2	0
Lane group		LTR						TR			LT	
Volume (vph)	75	47	83					587	52	43	384	
% Heavy veh	0	0	0					0	0	0	0	
PHF	0.77	0.77	0.77					0.93	0.93	0.76	0.76	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time		2.0						2.0			2.0	
Ext. eff. green		2.0						2.0			2.0	
Arrival type		3						3			3	
Unit Extension		3.0						3.0			3.0	
Ped/Bike/RTOR Volume	112	0	0	50			277	0	0			
Lane Width		11.0						11.0			11.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr	10		10				10		10			
Bus stops/hr		0						0			0	
Unit Extension		3.0						3.0			3.0	

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		266						687			562	
Lane group cap.		444						2189			1393	
v/c ratio		0.60						0.31			0.40	
Green ratio		0.38						0.54			0.54	
Unif. delay d1		20.2						10.3			10.9	
Delay factor k		0.50						0.50			0.50	
Increm. delay d2		5.9						0.4			0.9	
PF factor		1.000						1.000			1.000	
Control delay		26.0						10.7			11.8	
Lane group LOS		C						B			B	
Apprch. delay	26.0						10.7			11.8		
Approach LOS	C						B			B		
Intersec. delay	13.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	INDIANA AVE @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	0	0	0	3	0	0	2	0
Lane group		LTR						TR			LT	
Volume (vph)	90	37	50					629	42	45	885	
% Heavy veh	0	0	0					0	0	0	0	
PHF	0.89	0.89	0.89					0.94	0.94	0.94	0.94	
Actuated (P/A)	P	P	P					P	P	P	P	
Startup lost time		2.0						2.0			2.0	
Ext. eff. green		2.0						2.0			2.0	
Arrival type		3						3			3	
Unit Extension		3.0						3.0			3.0	
Ped/Bike/RTOR Volume	94	0	0	8			165	0	0			
Lane Width		11.0						11.0			11.0	
Parking/Grade/Parking	N	0	N	N		N	N	0	N	N	0	N
Parking/hr	10		10				10		10			
Bus stops/hr		0						0			0	
Unit Extension		3.0						3.0			3.0	

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 30.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		199						714			989	
Lane group cap.		455						2221			1494	
v/c ratio		0.44						0.32			0.66	
Green ratio		0.38						0.54			0.54	
Unif. delay d1		18.7						10.3			13.3	
Delay factor k		0.50						0.50			0.50	
Increm. delay d2		3.0						0.4			2.3	
PF factor		1.000						1.000			1.000	
Control delay		21.7						10.7			15.6	
Lane group LOS		C						B			B	
Apprch. delay	21.7						10.7			15.6		
Approach LOS	C						B			B		
Intersec. delay	14.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	3	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	50		35	103	85	68	54	577			303	57
% Heavy veh	0		0	0	0	0	0	0			0	0
PHF	0.81		0.81	0.87	0.87	0.87	0.93	0.93			0.76	0.76
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	280		0	98		0				204		0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		105			294			678			474	
Lane group cap.		429			578			1760			1242	
v/c ratio		0.24			0.51			0.39			0.38	
Green ratio		0.46			0.46			0.45			0.45	
Unif. delay d1		13.0			15.1			14.6			14.6	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.4			3.2			0.6			0.9	
PF factor		1.000			1.000			1.000			1.000	
Control delay		14.4			18.3			15.3			15.5	
Lane group LOS		B			B			B			B	
Apprch. delay	14.4			18.3			15.3			15.5		
Approach LOS	B			B			B			B		
Intersec. delay	15.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	D @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	1	0	0	3	0	0	2	0
Lane group		LR			LTR			LT			TR	
Volume (vph)	127		99	187	80	54	32	689			556	85
% Heavy veh	0		0	0	0	0	0	0			0	0
PHF	0.74		0.74	0.90	0.90	0.90	0.96	0.96			0.96	0.96
Actuated (P/A)	P		P	P	P	P	P	P			P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	152		0	97		0				147		0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10				10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 3	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	306	357	751	668
Lane group cap.	380	565	1863	1281
v/c ratio	0.81	0.63	0.40	0.52
Green ratio	0.45	0.45	0.46	0.46
Unif. delay d1	19.0	16.9	14.2	15.2
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	16.5	5.3	0.7	1.5
PF factor	1.000	1.000	1.000	1.000
Control delay	35.5	22.2	14.9	16.7
Lane group LOS	D	C	B	B
Apprch. delay	35.5	22.2	14.9	16.7
Approach LOS	D	C	B	B
Intersec. delay	19.8	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	3	0	0	2	1
Lane group		LTR			LTR			LTR			LT	R
Volume (vph)	33	208	42	57	362	60	111	550	73	29	211	127
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.88	0.88	0.88	0.80	0.80	0.80	0.90	0.90	0.90	0.89	0.89	0.89
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	2.0
Ext. eff. green		2.0			2.0			2.0			2.0	2.0
Arrival type		3			3			3			3	3
Unit Extension		3.0			3.0			3.0			3.0	3.0
Ped/Bike/RTOR Volume	208	0	0	102	0	0	201	0	0	58	0	0
Lane Width		11.0			11.0			11.0			11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		5			5			0			0	0
Unit Extension		3.0			3.0			3.0			3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		322			598			815			270	143
Lane group cap.		1564			1596			1538			1084	517
v/c ratio		0.21			0.37			0.53			0.25	0.28
Green ratio		0.46			0.46			0.45			0.45	0.45
Unif. delay d1		12.8			14.0			15.9			13.6	13.8
Delay factor k		0.50			0.50			0.50			0.50	0.50
Increm. delay d2		0.3			0.7			1.3			0.5	1.3
PF factor		1.000			1.000			1.000			1.000	1.000
Control delay		13.1			14.7			17.2			14.2	15.1
Lane group LOS		B			B			B			B	B
Apprch. delay	13.1			14.7			17.2			14.5		
Approach LOS	B			B			B			B		
Intersec. delay	15.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	E @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	3	0	0	2	1
Lane group		LTR			LTR			LTR			LT	R
Volume (vph)	93	398	78	44	262	52	40	658	128	72	381	109
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.91	0.91	0.91	0.83	0.83	0.83	0.93	0.93	0.93	0.83	0.83	0.83
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	2.0
Ext. eff. green		2.0			2.0			2.0			2.0	2.0
Arrival type		3			3			3			3	3
Unit Extension		3.0			3.0			3.0			3.0	3.0
Ped/Bike/RTOR Volume	79	0	0	90	0	0	110	0	0	110	0	0
Lane Width		11.0			11.0			11.0			11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		5			5			0			0	0
Unit Extension		3.0			3.0			3.0			3.0	3.0

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 37.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		625			432			889			546	131
Lane group cap.		1499			1543			1633			931	498
v/c ratio		0.42			0.28			0.54			0.59	0.26
Green ratio		0.46			0.46			0.45			0.45	0.45
Unif. delay d1		14.3			13.3			16.0			16.4	13.7
Delay factor k		0.50			0.50			0.50			0.50	0.50
Increm. delay d2		0.9			0.5			1.3			2.7	1.3
PF factor		1.000			1.000			1.000			1.000	1.000
Control delay		15.2			13.7			17.3			19.1	15.0
Lane group LOS		B			B			B			B	B
Apprch. delay	15.2			13.7			17.3			18.3		
Approach LOS	B			B			B			B		
Intersec. delay	16.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	F @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	3	0	0	3	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	36	87	40	23	86	55	36	528	37	20	355	66
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.76	0.76	0.76	0.75	0.75	0.75	0.90	0.90	0.90	0.85	0.85	0.85
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	296	0	0	67	0	0	83	0	0	321	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	214	219	668	519
Lane group cap.	994	1048	1698	1659
v/c ratio	0.22	0.21	0.39	0.31
Green ratio	0.45	0.45	0.46	0.46
Unif. delay d1	13.4	13.4	14.1	13.5
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.5	0.5	0.7	0.5
PF factor	1.000	1.000	1.000	1.000
Control delay	13.9	13.8	14.8	14.0
Lane group LOS	B	B	B	B
Apprch. delay	13.9	13.8	14.8	14.0
Approach LOS	B	B	B	B
Intersec. delay	14.3	Intersection LOS		B

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	F @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	0	0	2	0	0	3	0	0	3	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	121	130	55	27	77	70	53	711	50	78	445	139
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.89	0.89	0.89	0.86	0.86	0.86	0.97	0.97	0.97	0.83	0.83	0.83
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	443	0	0	83	0	0	74	0	0	455	0	0
Lane Width		11.0			11.0			11.0			11.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr	10		10	10		10	10		10	10		10
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 3	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate		344			202			840			797	
Lane group cap.		873			998			1618			1358	
v/c ratio		0.39			0.20			0.52			0.59	
Green ratio		0.45			0.45			0.46			0.46	
Unif. delay d1		14.7			13.3			15.2			15.9	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		1.3			0.5			1.2			1.9	
PF factor		1.000			1.000			1.000			1.000	
Control delay		16.0			13.8			16.4			17.7	
Lane group LOS		B			B			B			B	
Apprch. delay	16.0			13.8			16.4			17.7		
Approach LOS	B			B			B			B		
Intersec. delay	16.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G St @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	AM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	3	0	0	3	0
Lane group				L		R		TR			LT	
Volume (vph)				38		98		502	73	58	398	
% Heavy veh				0		0		0	0	0	0	
PHF				0.88		0.88		0.94	0.94	0.94	0.94	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time				2.0		2.0		2.0			2.0	
Ext. eff. green				2.0		2.0		2.0			2.0	
Arrival type				3		3		3			3	
Unit Extension				3.0		3.0		3.0			3.0	
Ped/Bike/RTOR Volume	0			20		0	60	0	0			
Lane Width				11.0		11.0		11.0			11.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr				10		10				10		10
Bus stops/hr				0		0		0			0	
Unit Extension				3.0		3.0		3.0			3.0	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G = 0.0	G = 0.0	G = 0.0	G = 37.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 3	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				43		111		612			485	
Lane group cap.				601		537		2030			1593	
v/c ratio				0.07		0.21		0.30			0.30	
Green ratio				0.45		0.45		0.46			0.46	
Unif. delay d1				12.5		13.3		13.4			13.5	
Delay factor k				0.50		0.50		0.50			0.50	
Increm. delay d2				0.2		0.9		0.4			0.5	
PF factor				1.000		1.000		1.000			1.000	
Control delay				12.7		14.2		13.8			13.9	
Lane group LOS				B		B		B			B	
Apprch. delay				13.8			13.8			13.9		
Approach LOS				B			B			B		
Intersec. delay	13.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	KC	Intersection	G St @ 6th St
Agency or Co.	ORGA	Area Type	CBD or Similar
Date Performed	5/9/03	Jurisdiction	DC
Time Period	PM	Analysis Year	2003

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	1	0	1	0	3	0	0	3	0
Lane group				L		R		TR			LT	
Volume (vph)				59		86		835	49	24	578	
% Heavy veh				0		0		0	0	0	0	
PHF				0.94		0.94		0.96	0.96	0.92	0.92	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time				2.0		2.0		2.0			2.0	
Ext. eff. green				2.0		2.0		2.0			2.0	
Arrival type				3		3		3			3	
Unit Extension				3.0		3.0		3.0			3.0	
Ped/Bike/RTOR Volume	0			72		0	155	0	0			
Lane Width				11.0		11.0		11.0			11.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr				10		10				10		10
Bus stops/hr				0		0		0			0	
Unit Extension				3.0		3.0		3.0			3.0	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = 36.0	G = 0.0	G = 0.0	G = 0.0	G = 37.0	G = 0.0	G = 0.0	G = 0.0
	Y = 4	Y = 0	Y = 0	Y =	Y = 3	Y =	Y = 0	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 80.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adj. flow rate				63		91		921			654	
Lane group cap.				601		537		2051			1727	
v/c ratio				0.10		0.17		0.45			0.38	
Green ratio				0.45		0.45		0.46			0.46	
Unif. delay d1				12.7		13.1		14.6			14.0	
Delay factor k				0.50		0.50		0.50			0.50	
Increm. delay d2				0.4		0.7		0.7			0.6	
PF factor				1.000		1.000		1.000			1.000	
Control delay				13.0		13.8		15.3			14.6	
Lane group LOS				B		B		B			B	
Apprch. delay				13.5			15.3			14.6		
Approach LOS				B			B			B		
Intersec. delay	14.9			Intersection LOS						B		

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Appendices

Appendix D:
Interagency Coordination

Appendix D: Interagency Coordination

The Judiciary Square Transportation and Security Study was conducted in a highly collaborative manner. Under the direction of the District of Columbia Department of Transportation (DDOT), a Study Advisory Committee (SAC) was assembled. This committee was comprised of representatives from the principal agencies and organizations located within the study area and other agencies with transportation and security responsibilities that affected the study area. The membership of that committee is shown in the Introduction and Overview Section of the project report.

DDOT worked with the SAC to develop the scope of work that was subsequently carried out with the assistance of HNTB Corporation. The SAC convened three formal meetings to review progress and direction of the study. DDOT and their consultants shared information and requested guidance in interpreting data, formulating potential solutions to issues identified, and final recommendations.

Meetings were conducted on:

- September 26 – Review of scope and identification of principal issues
- November 6 – Review of existing conditions and direction for formulating potential solutions
- December 18 – Review of potential solutions

Subsequent to the third SAC meeting, the Study Team convened a series of four working group meetings to investigate whole categories of recommendations. The working group included representatives of those agencies and organizations with a direct interest in the particular topic. All representatives expressing an interest in attending were invited to participate.

The first such working group examined the DC Courts Master Plan recommendations in light of the current project. Central to that meeting was a discussion of the configuration of Indiana Avenue and E Street. Security barriers, pedestrian circulation, and service access were also discussed.

The second working group examined C Street. The treatment of C Street, NW was reviewed. Of particular interest was the future operational plan for C Street after the Prettyman Courthouse extension is completed.

The third working group considered the family of parking and on-street loading issues in Judiciary Square. Permitting, parking supply, and enforcement were included in the discussion.

The fourth working group assessed alternative means of improving security in the study area. Discussion focused on communication between agencies and extending building security to the areas surrounding each building.

Many smaller meetings were convened between members of the Study Team and individual agencies within DDOT and the District Government at large. Working with agency experts, the Study Team was able to more fully develop or alternatively, eliminate from further consideration, several potential solutions.

The recommendations contained within the final report therefore, represent a consensus among the various participants and affected parties.

Appendices

Appendix E:
Potential Solutions Summary

Appendix E: Potential Solutions Summary

The Study Team, in cooperation with the Study Advisory Committee and other agencies and organizations, developed the following list of potential solutions to the deficiencies in transportation and security within the study area. Descriptions of the initial concepts follow this list.

Parking

P-1. Rationalize curbside use
P-2. Centralize secure parking permits
P-3. Improve parking enforcement
P-4. Simplify signing
P-5. Construct parking for MPD
P-6. Ban general parking in front of DMV
P-7. Bus police officers for court appearances
P-8. Construct off-site official vehicle parking with shuttle service
P-9. Broadcast lack of parking in Judiciary Square

Loading

L-1. Reserve on-street loading zones
L-2. Improve loading docks
L-3. Coordinate loading zone activities
L-4. Distribute schedules for delivery
L-5. Set aside curbside passenger loading zones for shuttle services

Vehicular Traffic

V-1. Coordinate traffic signals
V-2. Install overheight detectors
V-3. Improve quality of control at entrances
V-4. Install signal at Fourth and D Streets
V-5. Close east end of C Street
V-6. Manage traffic operations during construction
V-7. Provide for temporary street closures

General

G-1. Relocate curbs on Indiana Ave and E Street
G-2. DC Courts Master Plan improvements (disaggregate)
G-3. Construct wall in John Marshall Park
G-4. Review perimeter security for all buildings

G-5. Transfer certain public service activities to other locations

Foot Traffic

F-1. Create pedestrian route through the study core
F-2. Repair / replace wheelchair ramps

Security

S-1. Coordinate between agencies and organizations
S-2. Establish security protocols
S-3. Improve communications between security departments

Transit

T-1. Support the Downtown Circulator plan with routes on E, F, and Seventh Streets.
T-2. Adopt uniform bus stop amenities on E Street.

Bicycles

B-1. Adopt a uniform bicycle rack design for the study area. Install bike racks at all public buildings.
B-2. Support the addition of bike lanes on E Street.

Potential Solutions Summary

Judiciary Square

Transportation and Security Study

December 2003

d.

District Department of Transportation

HNTB

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S-6	Transfer certain public service activities to other locations	43
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B-2	Endorse proposed bike lanes on E Street, NW and accommodate through design of the streetscape	50

Introduction

This document outlines thirty-six potential solutions to transportation and security issued identified in Judiciary Square. The alternatives are organized into eight categories:

- Parking
- Loading
- Vehicular
- General
- Pedestrian
- Security
- Transit
- Bicycles

The complex interaction of transportation, security, and the day-to-day activities within Judiciary Square does not lend itself to a single solution. None of the alternatives described in this document standing on its own would make much progress toward addressing the transportation and security needs of the study area. Many of the potential solutions would need to be implemented in concert in order to work. Some solutions contradict one another, and so at most one of these should be implemented. Packages of solutions, drawn from the alternatives here, can be implemented to address the issues in Judiciary Square.

The description of each alternative is organized as a table. Each table:

- explains the issue needing attention
- describes the potential solution
- lists agencies to be involved in decisions and implementation
- outlines advantages and disadvantages
- identifies other actions that would support or detract
- proposes a plan for continued study, design, and/or implementation.

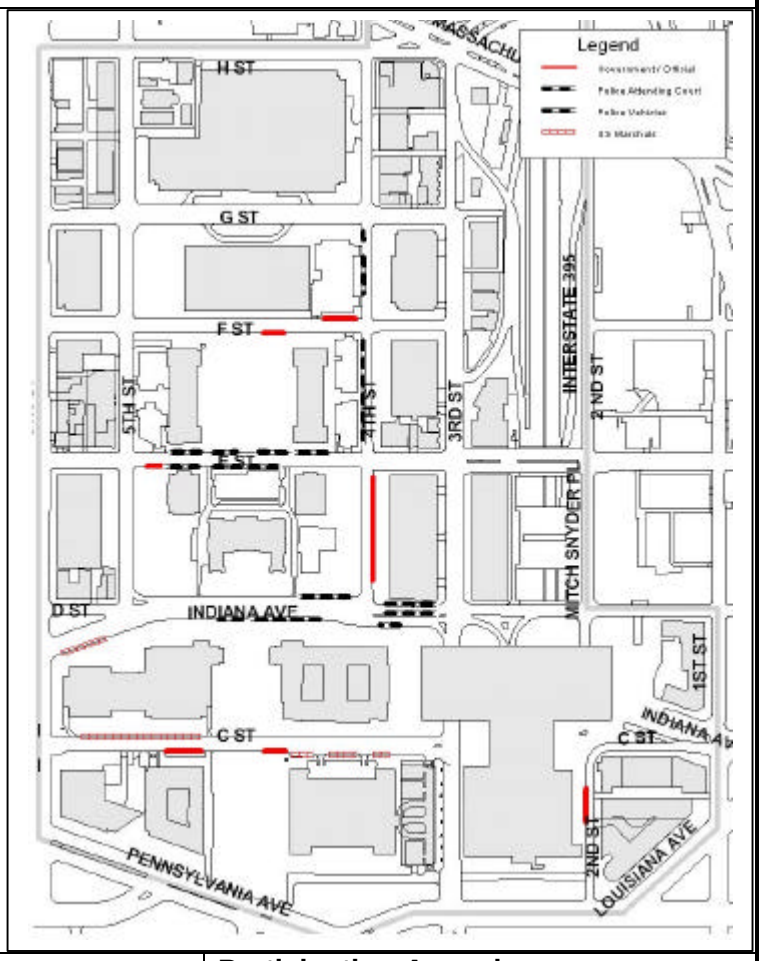
The color in the upper right corner of each table documents the ultimate disposition of the alternative as decided by the Study Advisory Committee. Green indicates the solution was recommended for implementation, red means the solution was rejected, and yellow signifies solutions the committee will examine further on its own.

Parking

Alternative Action: Rationalize Curbside Use	**P-1**

Issue: Current parking regulations do not meet the needs of official vehicles or the general public. Agency parking is scattered across the study area and is inadequate for current needs.

Description: The Judiciary Square Study Area contains approximately 835 curbside spaces. Approximately 684 spaces are designated for the general public while 7 are designated as handicapped. The remaining 144 spaces are assigned under various permits to public agencies. The number of spaces available for each agency and the locations of those spaces are not ideal. On-street parking should be reorganized to better meet the needs of the affected agencies and the general public.

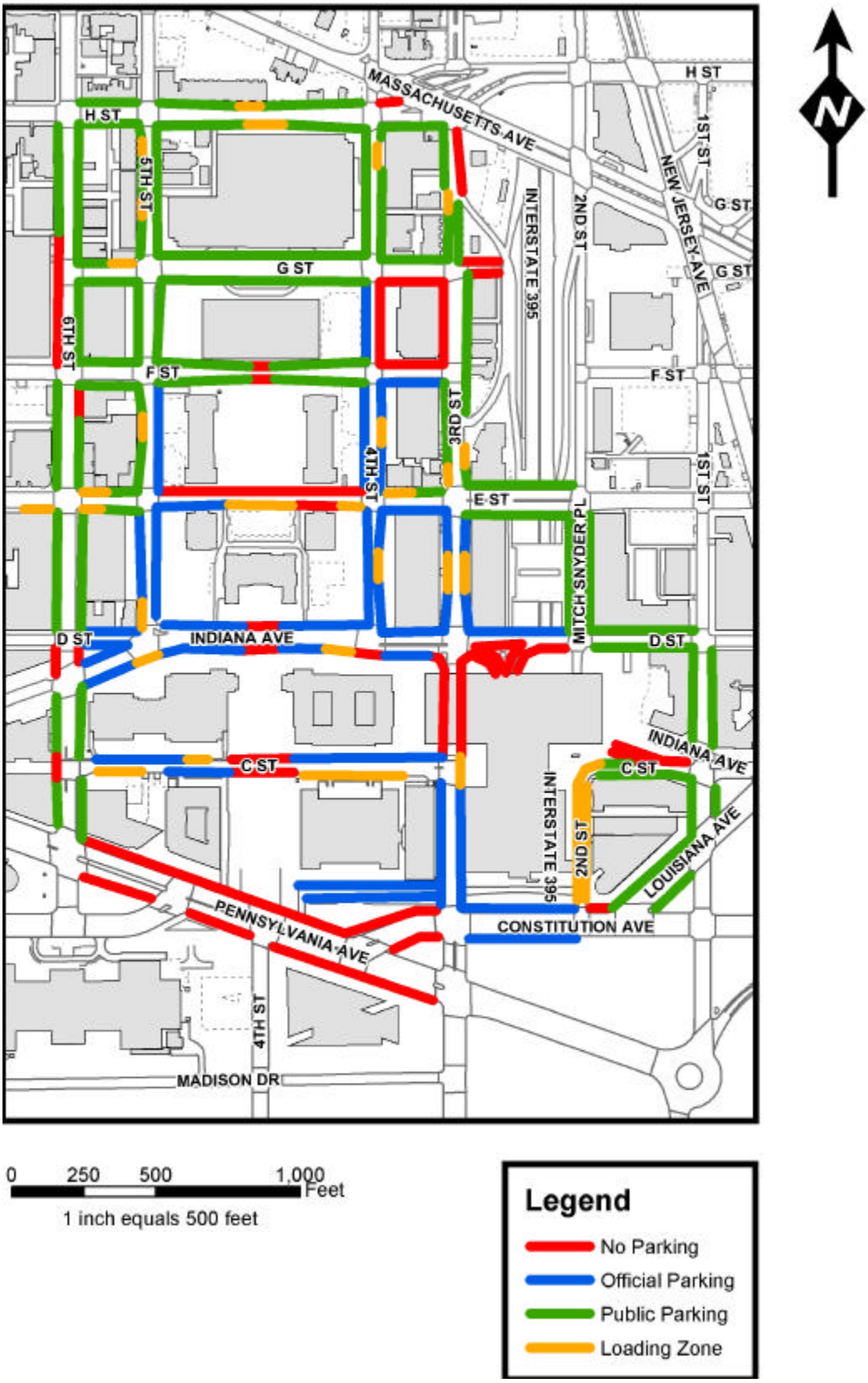


Responsible Agency:	**Participating Agencies**:
District Department of Transportation	U.S. Marshals Service, Metropolitan Police Department, District and Federal Courts, Mental Health/Development Disability Agency.
Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Eliminate the need for official vehicles to park in public parking spaces. 2. Ensure sufficient on-street parking for all relevant agencies consistent with expectations. 3. Increase respect for parking regulations by matching regulations	1. Reduction in on-street public parking may be met with resistance. 2.

to actual practices. 4. Encourage use of alternative modes by reducing on-street public parking.	
Associated Actions: • Centralization of secure parking permits • Improved parking enforcement • Simplify and clarify signing	**Conflicting Actions:** • Constructing off-street parking for official use may eliminate need for providing additional official-use on-street spaces.
Action Plan: *During Study* 1. Consult with DPW on feasibility of redesignating parking. 2. Consult with U.S. Attorneys Office regarding their understanding of an agreement that gives all federal agencies 4 on-street spaces. 3. Consult with US Marshals Service, MPD, and District and Federal Courts regarding parking needs and use of on-street spaces. *Post-Study* 1. Develop curb use plan providing requisite reserved spaces. 2. Redesignate parking (with signage) through DPW and DDOT Curbside Management 3. Announce and educate.	

Parking

Proposed Parking Distribution



Parking

Alternative Action: Create system of centralized and secure parking permits	**P-2**

Issue: A variety of parking permits (or substitutes for parking permits) are being used for official vehicles. The legitimacy of the permits is difficult to verify. Consequently, cars parked in official parking spaces located close to sensitive buildings may pose a security risk. Without a secure permit, counterfeits may be produced. The difficulty in distinguishing between official and unofficial parkers makes enforcement difficult and ineffective.

Description: This alternative action proposes that a common permit be issued for all on-street official parking within Judiciary Square. Under a centralized approach, the issuing agency would distribute a fixed number of permits to each participating agency which, in turn, would distribute the permits to eligible employees. Parking permits would be designed to discourage duplication, would have control numbers that are issued to individuals are agencies, and would have expiration dates. Lost permits would be reported and violation of the provisions of use would result in sanctions.

Responsible Agency:	**Participating Agencies:**
Either a central clearing house (e.g., DDOT) or coordination between those agencies using on-street, restricted spaces.	DDOT, Courts, MPD, US Marshals Service, DPW - Parking Services
Advantages to Proposed Action: 1. Assists in matching parking permission to parking supply. 2. Simplifies enforcement. 3. Improves security by allowing verification of curbside vehicles.	**Disadvantages of Proposed Action:** 1. Requires periodic updates of permits.
Associated Actions: • Rationalizing curb use. • Enforcement.	**Conflicting Actions:** 1. Relocating official parking into a new garage or an off-site lot may make this alternative action redundant.

Action Plan:

During Study

1. Meet with Parking Services to explore how this could be implemented.

Post-Study

1. Identify which agencies require permits and how many they need.
2. Design permit.
3. Print permits.
4. Distribute permits to agencies. Agencies will be responsible for distributing permits to their own employees.
5. Educate employees on the rules governing permit use.
6. Enforce.

Parking

Alternative Action: Improve parking enforcement	**P-3**
Issue: Double parking is frequently practiced in Judiciary Square. Parking permits are inconsistent and unverifiable. Frequently police armbands and patches are used as substitutes for legitimate parking permits. Parked vehicles are often found blocking curb cuts and crosswalks. Because many parking violations are by law enforcement officers, enforcement is reluctantly undertaken, if at all.	
Description: This alternative action proposes improved enforcement of parking regulations within Judiciary Square. Ticketing and towing of illegally parked vehicles should be increased. Booting can also be used for vehicles not interfering with a travel way and not posing a security risk. All cars without official plates located in "official parking only" spaces should be ticketed. A separate parking enforcement agency could also be established to control parking in the Judiciary Square Study Area.	
Responsible Agency: DPW – Parking Services	**Participating Agencies:** MPD, U.S. Marshals Service, DDOT.
Advantages to Proposed Action: 1. Reduces parking violations which impede vehicular and pedestrian flows. 2. Improves security by removing unverifiable vehicles from the curbside.	**Disadvantages of Proposed Action:** 1. Potential for ill-will among law enforcement agencies.
Associated Actions: 7. Rationalizing curb use. 8. Centralizing secure permits.	**Conflicting Actions:** None
Action Plan: *During Study* 1. Meet with Parking Services to explore how this could be implemented. *Post-Study* 1. Identify single agency to be responsible for parking enforcement within the study area. 2. Educate employees on parking regulations. 3. Enforce, using ticketing and towing.	

Parking

Alternative Action: Simplify signing regulating on-street parking	**P-4**

Issue: The Judiciary Square study area has approximately 46 different signed restrictions for on-street parking. This is unnecessarily complex and can be greatly simplified. Many restrictions differ from each other only slightly.

Description: This alternative action proposes to reduce the number of restrictions to eight. Signing will be replaced with panels with simple, clear legends. The District should consider painting curbs to indicate no parking areas.
The eight proposed parking regulations are:

1. Unrestricted
2. No Parking [for example at fire hydrants, curb cuts, FBI buildings]
3. No Parking or Standing – Loading Zone
4. No Parking or Standing – Bus/Shuttle Stop
5. No Parking – 7:00 – 9:30, 16:00 – 18:30 Mon-Fri
6. Permit Parking – Cars with government tags only – 7:00 – 18:30 Mon-Fri
7. Reserved – Handicapped Parking Only
8. Two-Hour Metered Parking [can be paired with #5 or #7]

Responsible Agency:	**Participating Agencies:**
The District Department of Transportation – Curbside Management	Department of Public Works – Parking Enforcement
Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Improves compliance with parking regulations.	1.
Associated Actions:	**Conflicting Actions:**
Requires enforcement of parking regulations. This alternative action goes hand-in-hand with rationalizing curbside use.	If an underground parking garage is constructed for official vehicles, regulation #6 becomes redundant.

Action Plan:

During Study

1. Discuss with DDOT – Curbside Management

Post-Study

1. Identify the needed restrictions.
2. Develop plan (map) of new curbside zones as part of rationalizing curbside use.
3. Adopt the plan.
4. Fund.
5. Replace the signing.

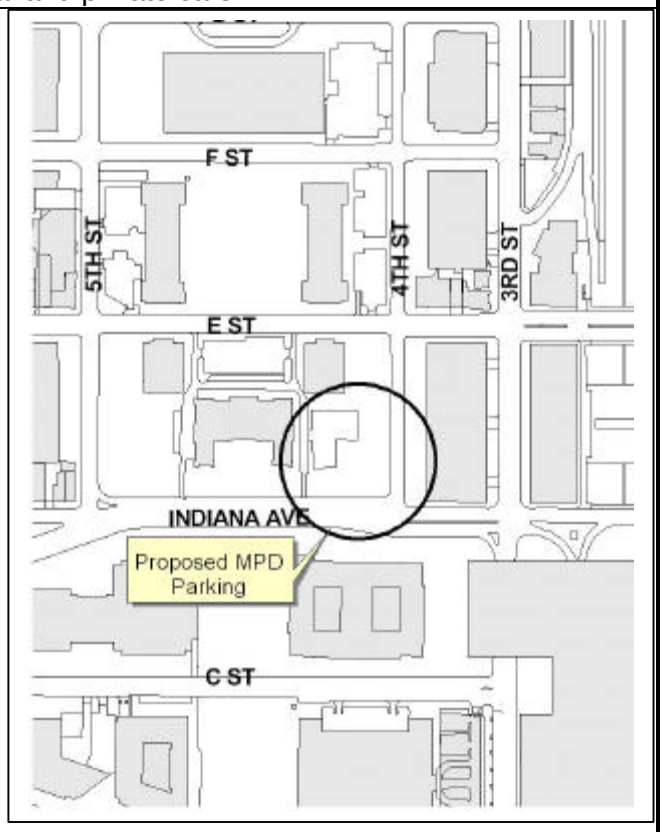
Parking

Alternative Action:
Construct parking for MPD

P-5

Issue: There are fewer on-street spaces reserved for police officers attending court than needed. Furthermore, without uniform, verifiable permits it is difficult to determine whether vehicles are parked legally. In general, on-street parking is in disarray, and this alternative action will help provide some organization. Parking is needed for police officers in official and private cars.

Description: The Courts Master Plan proposed the construction of an underground parking garage east of the Old City Hall and across Fourth Street from One Judiciary Square. This alternative action proposes dedicating that parking for law enforcement officers (including MPD and U.S. Marshals Service) who are making court appearances. The garage would have the following features:



- Access-controlled so that vehicle occupants' credentials could be checked and the vehicles inspected.
- Access to the garage would be from Fourth Street. The entrance should be designed to minimize queuing onto Fourth Street during the a.m. peak.
- A footprint of 180 ft by 195 ft with three underground levels should provide a maximum of 300 spaces. This is approximately double the present amount of on-street parking reserved for police, U.S. Marshals, and official government vehicles.

The surface would be restored as a landscaped public space. Ventilation stacks should be sensitively placed to minimize impacts on views and interference with pedestrian ways.

Responsible Agency:
Metropolitan Police Department should be the lead agency, with support from the U.S. Marshals Service and the District Courts.

Participating Agencies:
The National Capital Planning Commission has approval authority over this project. The Commission on Fine Arts and the DC State Historic Preservation Officer have oversight roles as well.

Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Provides parking for which there is high demand 2. Improves security by allowing verification and inspection of parked vehicles 3. Improves security and traffic flow by allowing the elimination of on-street parking	1. Cost (approximately $9-10M for construction) that is unrecoverable by user parking fees 2. Disruption to the public space 3. Potential induced traffic congestion on Fourth Street by concentrating parking
Associated Actions: Implement interim measures such as parking enforcement, centralizing parking permits, and providing off-site parking for official vehicles.	**Conflicting Actions:** Permanent off-site parking for official vehicles with shuttles to the courts would render the present alternative action redundant.
Action Plan: 1. Proceed with detailed feasibility analysis to identify costs, funding mechanisms, and revenue streams.	

Parking

Parking

Alternative Action:
Ban or convert public parking in front of Department of Motor Vehicles (Henry J Daly Building)

P-6

Issue: Short-term, metered parking is designated along the north side of C Street, NW. This parking is intended for use by DMV customers and others having business in the Municipal Building. Because of the lack of enforcement, this parking is being used by employees in the study area and others, preventing DMV customers from taking advantage of the parking. In addition, the presence of public parking in close proximity to the Federal Courthouse creates an unnecessary risk to occupants of both the Federal Courthouse and the Municipal Building.

Parking Restrictions in Front of the Henry J Daly Building

Number of Spaces (or equivalent)	Parking Restriction
4	4-hour metered motorcycle parking
32	2-hour metered parking
1	No parking/no standing
7	Loading zone

Description: In the approximately 175 feet of the north side of C Street, NW, between 3rd Street, NW and John Marshall Park, lie approximately 44 parking spaces. Spaces are designated as shown in the above table. These parking spaces should be eliminated or alternatively, turned over to MPD and the U.S. Marshals Service for their use.

Responsible Agency:
The DC Department of Transportation - Curbside Management, DPW - Parking Services Division, Metropolitan Police Department.

Participating Agencies:
Department of Motor Vehicles, U.S. Marshals Service

Advantages to Proposed Action:

1. Removes private vehicles from potential hazard in front of the E. Barrett Prettyman Federal Courthouse. Any attack on judges, witnesses, and prisoners at the Federal Courthouse could pose a risk to individuals on the north side of the street.
2. Parking appears not to be used primarily by DMV customers. Elimination of parking would reduce expectations to be considered with the realities of the limited parking supply in the vicinity of the DMV.
3. Parking could be reassigned to Official Vehicles for which there appears to be a significant shortage.

Disadvantage of Proposed Action:

1. Inability to park private vehicles at the DMV violates customer expectations.

Parking

Associated Actions:	**Conflicting Actions:**
1. Increase enforcement to ensure that curb space is not used by unauthorized vehicles. 2. Increase public awareness of lack of parking in the Judiciary Square Area and to take public transportation. 3. Advise DMV customers of services available at other DMV locations. 4. Relocating some public functions away from this DMV location will ease parking demand.	None.

Action Plan:

During Study

1. Conduct license plate survey of DMV parking. Note permitted vehicles separately.
2. Contact DPW on rules regarding parking restrictions and enforcement.

Post-Study

1. Meet with stakeholders to resolve.
2. Implement by changing signage on C Street as part of any C Street reconfiguration.

Alternative Action:

Bus police officers for court appearances

P-7

Issue: There are fewer on-street spaces reserved for police officers attending court than needed. As a result police officers park in crosswalks and occasionally double park.

Description: An agreement between MPD and the police officers' union grants police officers free parking in the Judiciary Square area for their court appearances. Bringing large numbers of private single-occupancy vehicles to Judiciary Square and trying to park them results in traffic disruptions and chaotic curbside conditions. This alternative action proposes reducing reserved police parking in Judiciary Square and replacing it with a shuttle system that collects officers from the various precincts and/or and off-site lot and brings them to Judiciary Square for their court appearances.

Responsible Agency:	**Participating Agencies:**
MPD	DDOT
Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Reduces traffic congestion and parking issues in Judiciary Square 2. Improves security by allowing the elimination of on-street parking close to sensitive buildings	1. Operations cost requires funding 2. Shuttle service will likely increase travel time to the courts for the officers 3. Requires re-negotiating a provision in the union contract

Associated Actions:	**Conflicting Actions:**
Implement interim measures such as parking enforcement and centralizing parking permits. Curbside passenger loading zones would need to be reserved for safe and efficient operations of the shuttle service.	Constructing a parking garage for MPD within Judiciary Square would render the present alternative action redundant.

Action Plan:

During Study

1. Meet with MPD to discuss feasibility and union policy
2. Identify logical shuttle route(s).

Post-Study

3. Proceed with detailed feasibility analysis to identify costs, funding mechanisms, and revenue streams.

Parking

Alternative Action: Construct off-site official vehicle parking with shuttle service	**P-8**

Issue: There are fewer on-street spaces reserved for official vehicles than needed. As a result vehicles are found parked in crosswalks and occasionally double parked.

Description: An agreement between MPD and the police officers' union grants police officers free parking in the Judiciary Square area for their court appearances. Other officials such as the U.S. Marshals similarly are provided reserved on-street parking. Bringing large numbers of private single-occupancy vehicles to Judiciary Square and trying to park them results in traffic disruptions and chaotic curbside conditions. This alternative action proposes reducing reserved official vehicle parking in Judiciary Square and replacing it with off-site parking and a shuttle system between the parking area and Judiciary Square.

Candidate sites need to be researched. A rational shuttle route and schedule need to be determined as described in Alternative P-7.

Responsible Agency:	**Participating Agencies:**
MPD	DDOT, U.S. Marshals Service

Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Reduces traffic congestion and parking issues in Judiciary Square 2. Improves security by allowing the elimination of on-street parking close to sensitive buildings	1. Operations cost requires funding 2. Identification of a suitable site nearby may be difficult 3. Security must be provided at the site 4. Shuttle service will likely increase travel time to the courts for the officers 5. Requires re-negotiating a provision in the union contract

Associated Actions: Implement interim measures such as parking enforcement and centralizing parking permits. Curbside passenger loading zones would need to be reserved for safe and efficient operations of the shuttle service.	**Conflicting Actions:** Constructing a parking garage for MPD within Judiciary Square would render the present alternative action redundant.
Action Plan: *During Study* 1. Meet with MPD, Courts, US Marshals, and DDOT to discuss *Post-Study* 1. Proceed with detailed feasibility analysis to identify costs, funding mechanisms, revenue streams, and a suitable site.	

Alternative Action: Broadcast the lack of parking in Judiciary Square	**P-9**
Issue: Parking at Judiciary Square is disorganized and regulations are frequently violated. Activities such as double parking impede traffic flow and introduce security vulnerabilities.	
Description: As parking in Judiciary Square (public and private, on-street and off-street) is constrained and the number of spaces vastly smaller than the number of daily trips to the area, communicating the lack of parking is essential. This alternative action contemplates a lead agency coordinating with all agencies present in Judiciary Square to disseminate information about the lack of parking and the availability of alternative travel modes. Information needs to cater to employees and visitors alike.	
Responsible Agency: The District Department of Transportation	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum, DMV
Advantages to Proposed Action: 1. Reduces traffic congestion and parking issues in Judiciary Square 2. Improves mode share for alternative travel modes	**Disadvantages of Proposed Action:** 1. Securing a responsible lead agency may prove difficult.
Associated Actions: None	**Conflicting Actions:** None

Parking

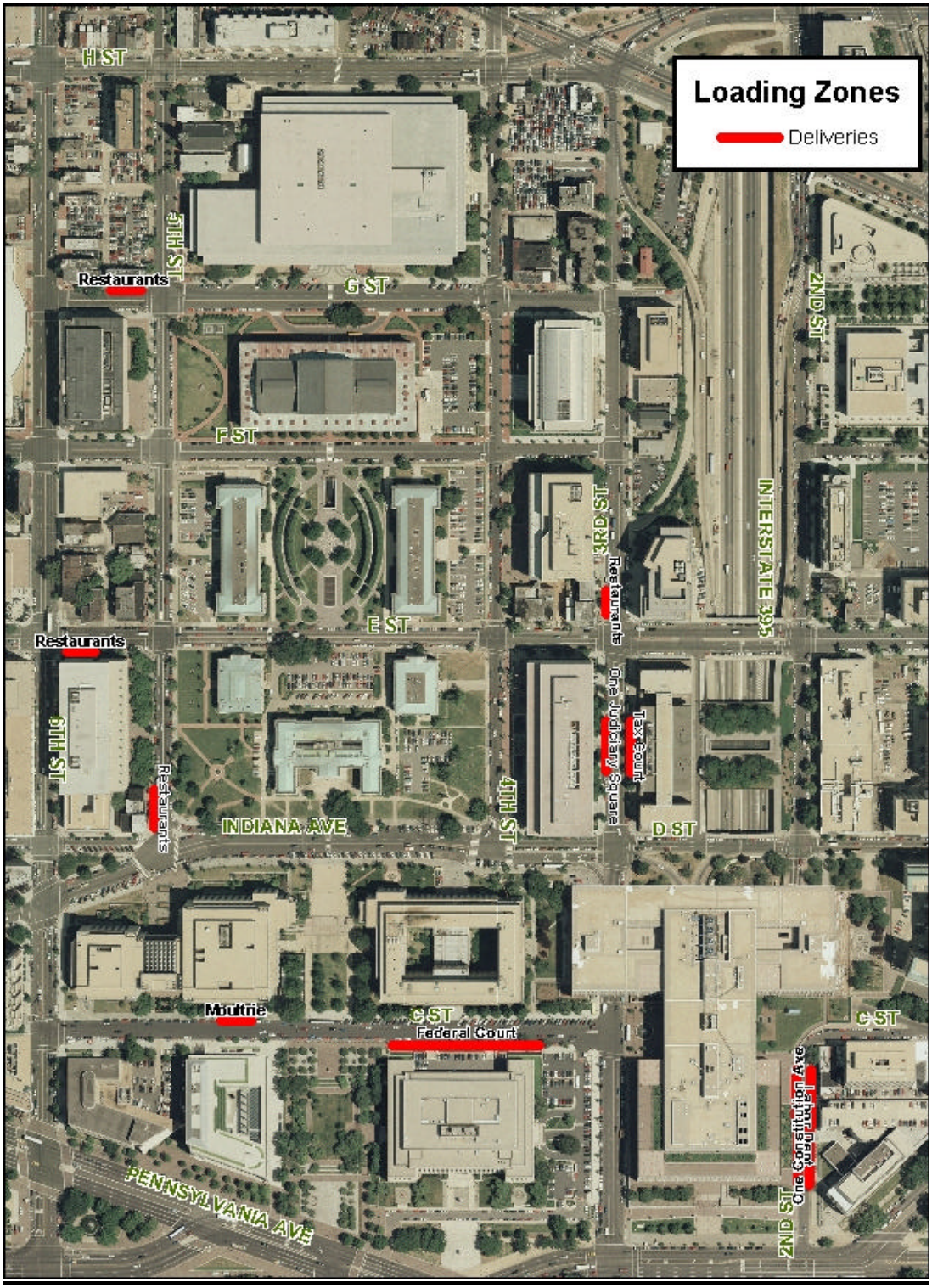
Action Plan:
Post-Study
1. Steering committee to secure agreement with a responsible lead agency to take on the project.
2. Meet with Parking Services.
3. Implement immediately.

Parking

Loading

Alternative Action: Designate additional on-street loading zones	**L-1**
Issue: The vast majority of curbside in the study area is being used for parking, leaving little space for unloading goods from delivery vehicles. As a result, frequently delivery vehicles block travel lanes during their unloading operations. These conditions are unsafe for delivery workers, tie up traffic, and pose a security risk.	
Description: Curbside space is needed to allow delivery vehicles to load and unload without interfering with the travel way. This alternative action proposes to set aside loading zones in strategic locations.	
Responsible Agency: The District Department of Transportation – Traffic Services Administration, Curbside Management	**Participating Agencies:** DC Courts, Federal Courts, Office of Property Management
Advantages to Proposed Action: 1. Reduces traffic congestion in Judiciary Square by removing stopped delivery vehicles from travelway. 2. Improves safety for motorists and delivery workers. 3. Improves security by reducing traffic congestion.	**Disadvantages of Proposed Action:** 1. The resulting reduction in on-street parking spaces may need to be mitigated by the construction of new off-street parking 2. Requires labor for enforcement
Associated Actions: Requires enforcement of no parking in loading zones. Constructing off-street (including off-site) parking will ease the implementation of this alternative action. This alternative action goes hand-in-hand with rationalizing curbside use.	**Conflicting Actions:** None
Action Plan: *During Study* 1. Meet with DDOT and stakeholders to discuss *Post-Study* 1. Reach agreement on loading zone locations. 2. Implement by installing signs, painting curbs, and removing parking meters. 3. Enforce through ticketing and towing.	

Loading


Loading Zones
Deliveries
H ST
G ST
F ST
E ST
D ST
C ST
INDIANA AVE
PENNSYLVANIA AVE
INTERSTATE 395
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
Restaurants
Restaurants
Restaurants
Restaurants
Restaurants
One Judiciary Square
Tax Court
Moultrie
Federal Court
One Constitution Ave
Lobbyist

Loading

Alternative Action: Improve loading docks	**L-2**
Issue: At some study area buildings the loading docks have insufficient size or capacity to serve the needs of the facility. For example, the loading dock may not be large enough for the types of vehicles making deliveries. It may not have enough bays to for the number of vehicles that need to visit the facility at the same time. These insufficiencies may cause delivery vehicles to queue in active travel lanes, creating vehicular delay and potentially posing security risks.	
Description: This alternative action calls for expansion of loading dock facilities to meet the requirements of the building and agency being served. Each agency should review its loading dock to determine if the capacity is adequate. If the capacity is lower than required, a higher capacity needs to be set and a feasibility study undertaken to determine if the loading dock can be sufficiently expanded. It is possible that the loading dock cannot be sufficiently expanded, in which case operational changes should be made such as those in L-1 and L-3.	
Responsible Agency: General Services Administration, District Office of Property Management	**Participating Agencies:** DC and federal courts, DMV, MPD, U.S. Marshals Service.
Advantages to Proposed Action: 1. Improve security for buildings. 2. Increase efficiency of loading operations. 3. Reduce traffic congestion by reducing street blockages.	**Disadvantages of Proposed Action:** 1. No “one size fits all” solution.
Associated Actions: None	**Conflicting Actions:** None
Action Plan:	

Loading

Alternative Action: Coordinate loading zone activities	**L-3**
Issue: Simultaneous deliveries at the same or adjacent buildings can block travel lanes, leading to vehicular delay. This is of particular concern if delayed vehicles are carrying prisoners, defendants, witnesses, or jurors, as they have special security needs.	
Description: This alternative action contemplates active coordination among Judiciary Square tenants and agencies for the scheduling of deliveries. This requires delivery companies to schedule deliveries with the recipient agencies so that the information can be shared. In this instance, deliveries would include tour groups being transported to venues such as the Newseum, National Law Enforcement Museum, and National Building Museum. Coordination will help minimize impacts of loading zones on traffic and security. Agencies responsible for transporting sensitive persons can target those drop-offs during times when no deliveries are scheduled. Coordination may best be handled by telephone.	
Responsible Agency: No likely agency identified	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum
Advantages to Proposed Action: 1. Reduces congestion due to delivery vehicles blocking travel lanes.	**Disadvantages of Proposed Action:** 1. Loading zone schedules may contain sensitive information that agencies may be unwilling to share.
Associated Actions: None	**Conflicting Actions:** This is a more active version of L-4. If L-3 is implemented, L-4 is redundant.
Action Plan: Study Advisory Committee should decide between alternatives L-3 and L-4 as to which works better for their needs. It is possible that the study area can be divided into subareas in which L-3 is applied for some and L-4 is applied for others. Each participating agency should appoint and empower a staff person to act as coordinator. This coordinator: • schedules loading zone activities at his or her agency's building • contacts nearby agencies' coordinator to inform them of times and durations of deliveries and to determine if conflicts may occur • keeps an up-to-date list of other agency coordinators • keeps a schedule of neighboring agency deliveries • reschedules deliveries at his or her own agency as needed	

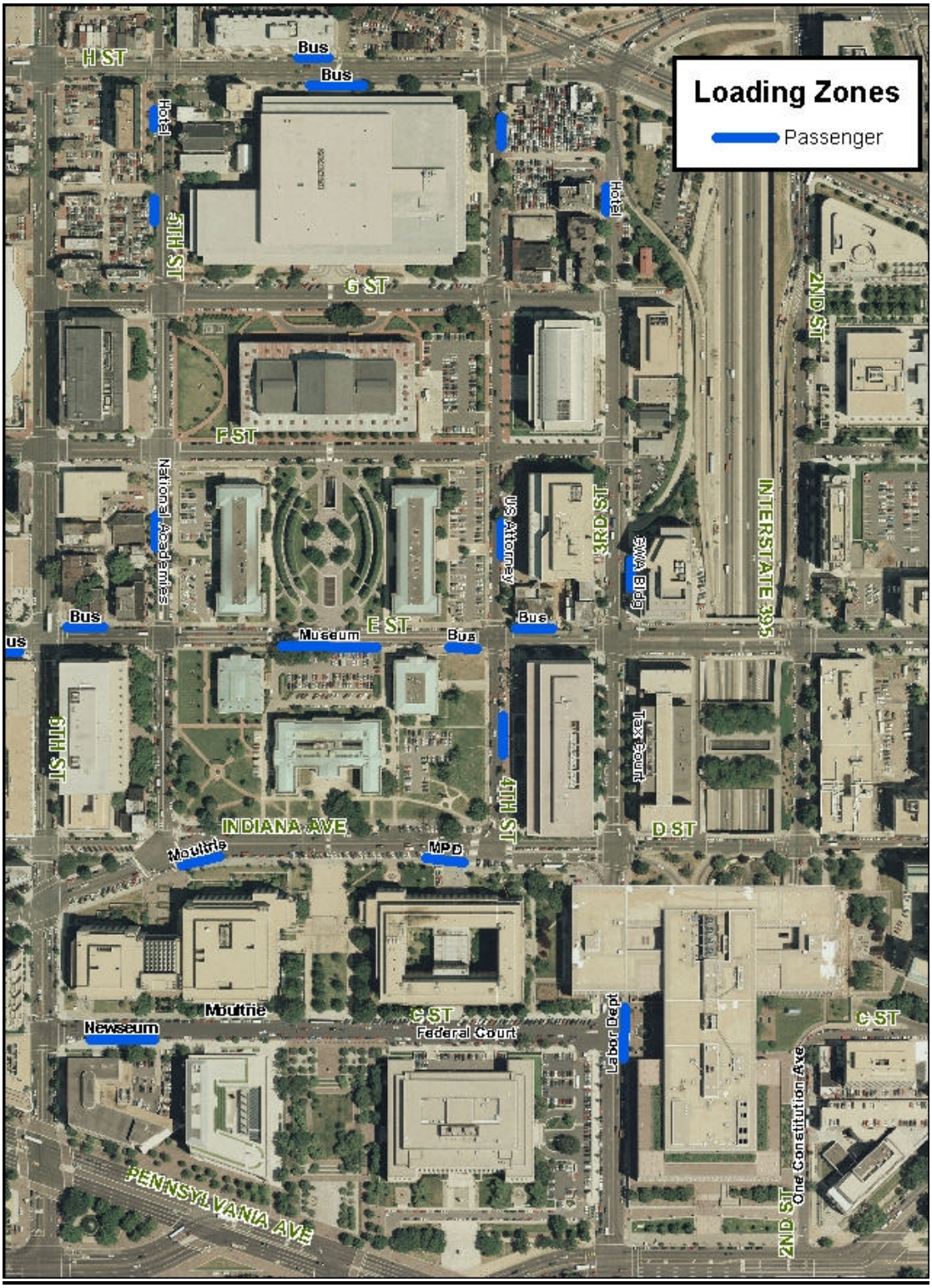
Loading

Alternative Action: Distribute schedules for deliveries	**L-4**
Issue: This alternative action addresses the same issue as L-3. Simultaneous deliveries at the same or adjacent buildings can block travel lanes, leading to vehicular delay. This is of particular concern if delayed vehicles are carrying prisoners, defendants, witnesses, or jurors.	
Description: This alternative action is a more passive form of L-3. It contemplates sharing among Judiciary Square tenants and agencies the schedules for deliveries. This requires delivery companies to schedule deliveries with the recipient agencies so that the information can be shared. In this instance, deliveries would include tour groups being transported to venues such as the Newseum, National Law Enforcement Museum, and National Building Museum. With shared delivery schedules, agencies can schedule their own deliveries so as not to interfere with neighboring facilities and street traffic. Agencies responsible for transporting sensitive persons can target those drop-offs during times when no other deliveries are scheduled. Sharing of schedules, being a passive activity as compared to full coordination, may best be done using email or fax.	
Responsible Agency: Emergency Management Agency or a committee of affected organizations	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum
Advantages to Proposed Action: 1. Reduces congestion due to delivery vehicles blocking travel lanes.	**Disadvantages of Proposed Action:** 1. Loading zone schedules may contain sensitive information that agencies may be unwilling to share.
Associated Actions: None	**Conflicting Actions:** This is a passive version of L-3. If L-3 is implemented, L-4 is redundant.
Action Plan: Study Advisory Committee should decide between alternatives L-3 and L-4 as to which works better for their needs. It is possible that the study area can be divided into subareas in which L-3 is applied for some and L-4 is applied for others. Each participating agency should appoint and empower a staff person to act as scheduler. This scheduler: • schedules loading zone activities at his or her agency's building • faxes or emails loading schedule to nearby agencies' schedulers • keeps an up-to-date list of other agency schedulers • reviews incoming schedules from neighboring agencies • reschedules deliveries at his or her own agency as needed	

Loading

Alternative Action: Set aside curbside passenger loading zones for shuttles and emergency vehicles	**L-5**
Issue: The vast majority of curbside in the study area is being used for parking. At the same time, shuttles and private vehicles are being used to discharge passengers at many locations within the study area. These vehicles are unable to pull up to the curb in many instances, and as a result passengers are being discharged in active travel lanes. These conditions are unsafe for passengers and drivers, tie up traffic, and pose a security risk.	
Description: Curbside space is needed to allow passenger shuttles, and private vehicles, and emergency vehicles to load and unload without interfering with the travel way. This alternative action proposes to set aside passenger loading zones in strategic locations. Not only will this be beneficial for traffic flow and passenger safety, it will also increase the viability and desirability of passenger shuttle service.	
Responsible Agency: The District Department of Transportation – Traffic Services Administration, Curbside Management	**Participating Agencies:** DC Courts, Federal Courts, National Law Enforcement Museum, Newseum
Advantages to Proposed Action: 1. Reduces traffic congestion in Judiciary Square 2. Supports increasing shuttle services 3. Improves safety 4. Improves security	**Disadvantages of Proposed Action:** 1. The resulting reduction in on-street parking spaces may need to be mitigated by the construction of new off-street parking 2. Requires labor for enforcement
Associated Actions: Requires enforcement of no parking in loading zones. Constructing off-street (including off-site) parking will ease the implementation of this alternative action. This alternative action goes hand-in-hand with rationalizing curbside use.	**Conflicting Actions:** None
Action Plan: *During Study* 1. Meet with DDOT and stakeholders to discuss. *Post-Study* 1. Reach agreement on loading zone locations. 2. Implement by installing signs, painting curbs, and removing parking meters. 3. Enforce through ticketing and towing.	

Loading


Loading Zones
Passenger
H ST
Bus
Bus
Hotel
Hotel
7TH ST
G ST
F ST
National Academies
Bus
Museum
E ST
Bus
Bus
US Attorney
3RD ST
SWA Bldg
INTERSTATE 395
2ND ST
6TH ST
INDIANA AVE
Moultrie
MPD
4TH ST
Tax Court
D ST
Moultrie
Newseum
C ST
Federal Court
Labor Dept
C ST
One Constitution Ave
2ND ST
PENNSYLVANIA AVE

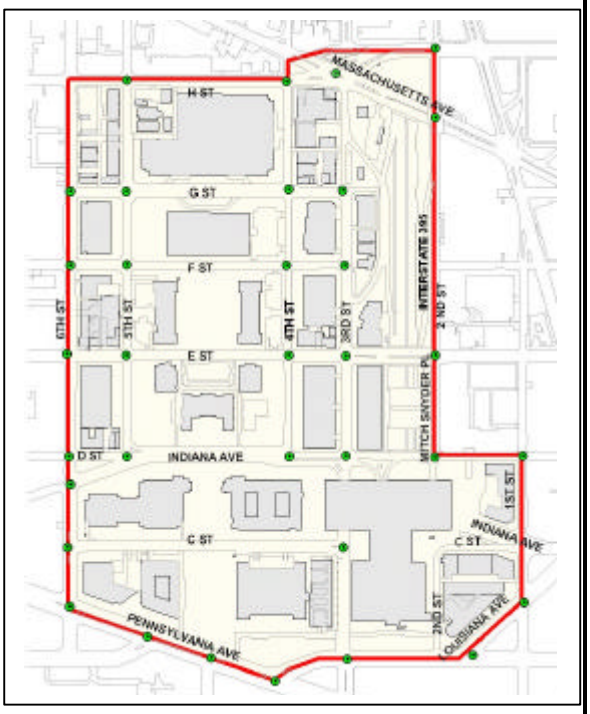
Vehicular

Alternative Action:
Periodically coordinate traffic signals throughout the study area.

V-1

Issue: Thirty-four intersections within the Judiciary Square study area are controlled by traffic signals. Most signals operate under three timing plans, depending upon the time of day. Each is programmed, in order of priority, to: 1) accommodate pedestrian movements throughout the study area, and 2) expedite traffic flows on the city streets. Changes in traffic volumes over time, and minor errors in the timing equipment result in signal timings that are no longer optimal.

Description: Traffic signals in the study area should be retimed periodically to expedite the flow of traffic through the study area. Timing plans should continue to promote pedestrian movements through the intersections.



Responsible Agency:
The DC Department of Transportation, Traffic Services Administration

Participating Agencies:
Agencies noting problems with signal timing issues are encouraged to contact DDOT through the Mayor's Call Center.

Advantages to Proposed Action:
1. Optimize signal timing to afford "green" time to vehicles traveling through the intersection.
2. Progress signals to promote efficient flow of traffic through the study area.
3. Reduce delay on the streets of Judiciary Square.

Disadvantages of Proposed Action:
1. Requires monitoring.
2. Disadvantages the minor movements.
3. May disadvantage pedestrians.

Associated Actions:
None

Conflicting Actions:
None

Vehicular

Action Plan:
Post-Study
1. Traffic Services Administration to continue its program of signal coordination.
2. Study Area agencies to contact DDOT through Mayor's Call Center with specific signal timing issues.

Alternative Action:
Install overheight detectors in advance of Third Street Tunnel and improve signage

V-2

Issue: Vertical clearance in the 3rd Street tunnel is 13 feet, lower than the standard for interstate highways. Consequently, taller trucks can become lodged in the tunnel under the Department of Labor. Because advance signing is limited, truck drivers may not be aware of the low clearance.

Description: Vehicle height detectors should be installed in advance of the entrance to the 3rd Street tunnel. Detectors should be placed in a position to warn truck drivers prior to entering the final approach to the tunnel enabling them to divert to another route. Advance signing should be installed at all approaches to the intersection of 3rd and C Streets.

Responsible Agency:
District Department of Transportation – Traffic Services Administration, Traffic Operations

Participating Agencies:
No other agencies.

Advantages to Proposed Action:
1. Reduces risk of an overheight vehicle getting stuck in the tunnel and blocking 3rd Street Tunnel traffic.
2. Improves traffic-related safety and security.

Disadvantages of Proposed Action:
1. Capital and operating cost.
2. On-going maintenance.

Associated Actions:
None

Conflicting Actions:
None

Action Plan:
During Study
1. Consult with DDOT on feasibility of installing detector and signs.
2. Identify detector and sign locations.

Post-Study
1. DDOT to fund and implement.

Vehicular

Overheight Vehicle Detectors

Vehicular

Alternative Action: Improve quality of control at entrances to parking garages	**V-3**

Issue: Different buildings within Judiciary Square have different levels of control at the entrances to their underground parking garages. Some have full vehicle inspections while others have only automated ticket machines. In addition, at some buildings it is possible to bypass security by entering through the parking garage. Security procedures at some parking garage entrances create queues that extend into travel lanes, leading to vehicular delay.

Description:

- Control at parking garage entrances should be reviewed to make sure it is appropriate for the facility.
- If the building requires passing through security screening to enter from the street, the same screening should be used to enter from the garage. This may entail adding a new security checkpoint or routing people from the garage to an existing security checkpoint.
- The number of parking garage entrances used and the staffing at each entrance should be determined to handle the load at the peak hour while minimizing on-street queuing.

Responsible Agency:	**Participating Agencies:**
Emergency Management Agency or a committee of affected organizations	DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, Canadian Embassy, Newseum
Advantages of Proposed Action:	**Disadvantages of Proposed Action:**
1. Improves building security 2. Reduces delay associated with queuing at garage entrances	1. No "one size fits all" solution 2. Likely requires increase in staffing
Associated Actions:	**Conflicting Actions:**
None	None

Action Plan:

During Study

1. Meet with stakeholders to discuss.

Post-Study

1. Each study area building should examine operations at their parking garages to determine if there is queuing in the peak arrival period.
2. If queuing routinely occurs, additional provisions for loading parking garages while maintaining security should be made.
3. Paths from the parking garage into the building should be examined to make sure the building's security needs are being met.

Vehicular

Alternative Action: Install a traffic signal at the intersection of Fourth and D Streets, NW	V-4

Issue: The intersection of Fourth and D Streets, NW is currently all-way stop-controlled. Large volumes of pedestrians cross D Street at this intersection, particularly during peak hours but with significant volumes all day long.

Description: This alternative action proposes to install a traffic signal at this intersection. Crosswalks need to be restriped, and curb cuts be completed. DDOT, Traffic Services Administration reports this intersection has been studied regularly and has yet to meet the necessary warrants for a signal.

Responsible Agency:	**Participating Agencies:**
District Department of Transportation, TSA, Traffic Signals System Division	none
Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Reduce pedestrian / vehicular conflicts.	1. The intersection is operating at a good level of service, so it may be hard to meet the warrants.
Associated Actions:	**Conflicting Actions:**
None	None

Action Plan:

Post-Study

1. Re-perform signal warrant analysis. If warrants are not met, discontinue pursuing this alternative.

Vehicular

Alternative Action: Close east end of C Street, NW	**V-5**

Issue: C Street, NW offers access to the Newseum bus loading zone, I Carl Moultrie Courthouse garage, and Canadian Embassy loading dock and driveway. C Street, NW is also the access route to the backside of the E Barrett Prettyman Federal Courthouse, where prisoners enter and leave the building, and the Henry J Daly Building, which houses the Department of Motor Vehicles. The east end of C Street, NW, (in the vicinity of the federal courthouse) is considered a higher risk security area, and general traffic should not be permitted to pass close to the building and in the vicinity of where prisoners are being loaded and unloaded.

The John Marshall Park, which extends from Pennsylvania Avenue to Indiana Avenue, NW, is interrupted by vehicular traffic at C Street. Illegally parked vehicles block the pedestrian crossings of C Street and the shuttle bus stop located on the south curb.

Description: Several actions might be employed to reduce general traffic, and therefore the security risk to the federal courthouse:

- Close C Street west of John Marshall Park to all but official vehicles.
- Install a speed table the full width of the park, in C street, to reinforce the pedestrian crossing and emphasize the special nature of the street
- Construct an area adjacent to the park for vehicles to make U-turns and to exit C Street to the west
- Place appropriate signs and barricades across C Street to restrict general traffic from entering the east end of the street
- Ban all parking on the west end of C Street to give additional space for vehicles to turn around
- Place appropriate warning signs on C Street at 6th Street to advise approaching motorists of the restrictions on C Street

Responsible Agency:	**Participating Agencies:**
District Department of Transportation, City Council	Federal and District Courts, Department of Motor Vehicles, Canadian Embassy and National Capital Planning Commission.
Advantages to Proposed Action: 1. Assists in creating pedestrian core through study area. 2. Reduces traffic in front of federal courthouse to only authorized vehicles, thereby improving security.	**Disadvantages of Proposed Action:** 1. Enforcement will require personnel that may not be available. 2. Turnaround for Newseum buses will be disruptive. 3. Access to the Canadian Embassy will be impaired. 4. Potential backups on 6th Street, NW, may occur. 5. Access to the DMV will be denied from C Street. 6. Access to the I Carl Moultrie Building Garage will be impaired

Associated Actions:	**Conflicting Actions:**
None	None
Action Plan: Discontinue pursuing this alternative.	

Alternative Action: Manage traffic operations during construction	**V-6**
Issue: Several major construction projects are underway within and adjacent to the study area. In the near future several additional construction projects will commence, including the Newseum, the National Law Enforcement Museum, the Old City Hall renovation, the Moultrie Courthouse renovation, and the Courts parking garage. Construction related impacts are a major cause of traffic congestion in Judiciary Square.	
Description: Additional District oversight of construction projects is needed to ensure traffic control plans are properly designed and implemented. Traffic disruptions caused by building construction on D and E Streets west of the study area propagate several blocks. Were similar disruptions to occur during the construction of the Newseum on C Street, the security of sensitive persons being transported to the Moultrie and Prettyman Courthouses could be compromised. Alternatives include: • DDOT reviews and approves the traffic control plans for all construction projects in and around Judiciary Square. Defects to the traffic control plans must be corrected before approval is granted. Approval of the traffic control plan is required before a building permit is issued. • DDOT has a construction inspector that visits construction sites to ensure compliance with the approved traffic control plan. If the approved plan is not working, deficiencies must be corrected. • Project Owners shall be represented by a professional engineer (as part of the Project Architect team) responsible for ensuring day-to-day compliance with the traffic control plan. This engineer will interface with the DDOT construction inspector and the contractor.	
Responsible Agency: District Department of Transportation	**Participating Agencies:** DPW, Owners of the construction projects
Advantages to Proposed Action: 1. Reduces construction-related traffic congestion. 2. Improves security by reducing congestion.	**Disadvantages of Proposed Action:** 1. DDOT staffing limitations. 2. Political pressure to get building projects constructed with limited interference.
Associated Actions: Elimination of on-street parking in strategic areas.	**Conflicting Actions:** None

Vehicular

Action Plan:
During Study
1. Meet with DDOT to determine their existing policies regarding construction-related traffic control plans.

Post-Study
1. Adjust, communicate, and enforce policies.

Alternative Action: Provide for temporary street closures	**V-7**
Issue: Streets within the study area may be closed under emergency conditions. Closures may be of a short duration as is the case when prisoners are transferred to the federal courthouse. Closures may extend for longer periods such as during major demonstrations within the District of Columbia. Prolonged closures could occur in times of national emergency. Deliveries and other local operations should be organized to respond to these closures.	
Description: Through a centralized agency or by cooperative efforts through committee, plans for closures, including pedestrian and vehicular access to buildings, deliveries, and service visits should be formulated.	
Responsible Agency: MPD or committee composed of relevant agencies.	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum, DDOT
Advantages to Proposed Action: 1. Allows study area tenants to tailor their operation plans to accommodate street closures and minimize disruptions to the extent possible. 2. Improves security within Judiciary Square by controlling access to streets.	**Disadvantages of Proposed Action:** 1. Disrupts normal business activities.
Associated Actions: None	**Conflicting Actions:** None
Action Plan: *Post-Study* 1. Identify participating agencies and individuals. 2. Meet to develop protocol to include notification, limits and duration of closures, and detour routes. 3. Communicate protocol as needed.	

Vehicular

Vehicular

Alternative Action: Restore C Street to two-way operation	**V-8**

Issue: C Street, NW offers access to the Newseum bus loading zone, I Carl Moultrie Courthouse garage, and Canadian Embassy loading dock and driveway. C Street, NW is also the access route to the backside of the E Barrett Prettyman Federal Courthouse, where prisoners enter and leave the building, and the Henry J Daly Building, which houses the Department of Motor Vehicles. The east end of C Street, NW, (in the vicinity of the federal courthouse) is considered a higher risk security area, and general traffic should not be permitted to pass close to the building and in the vicinity of where prisoners are being loaded and unloaded.

The John Marshall Park, which extends from Pennsylvania Avenue to Indiana Avenue, NW, is interrupted by vehicular traffic at C Street. Illegally parked vehicles block the pedestrian crossings of C Street and the shuttle bus stop located on the south curb.

Description: This alternative action contemplates altering the operation of C Street, either by restoring two-way operation or by making the street one-way its entire length.

Responsible Agency:	**Participating Agencies:**
DDOT	DC and federal courts, District Protective Services, U.S. Marshals Service, Canadian Embassy, Newseum, DMV, MPD, DC Office of Planning, NCPC
Advantages to Proposed Action: 1. Improves accessibility and circulation to C Street properties.	**Disadvantages of Proposed Action:** 1. May involve some street reconstruction. 2. May reduce the amount of on-street parking. 3. Reduces eastbound roadway capacity.
Associated Actions: Remove or reassign parking along C Street in front of the DMV.	**Conflicting Actions:** None

Action Plan:

During Study

1. Develop alternative intersection and street layout.
2. Perform operational analysis.
3. Identify specific needs met by changing operation.

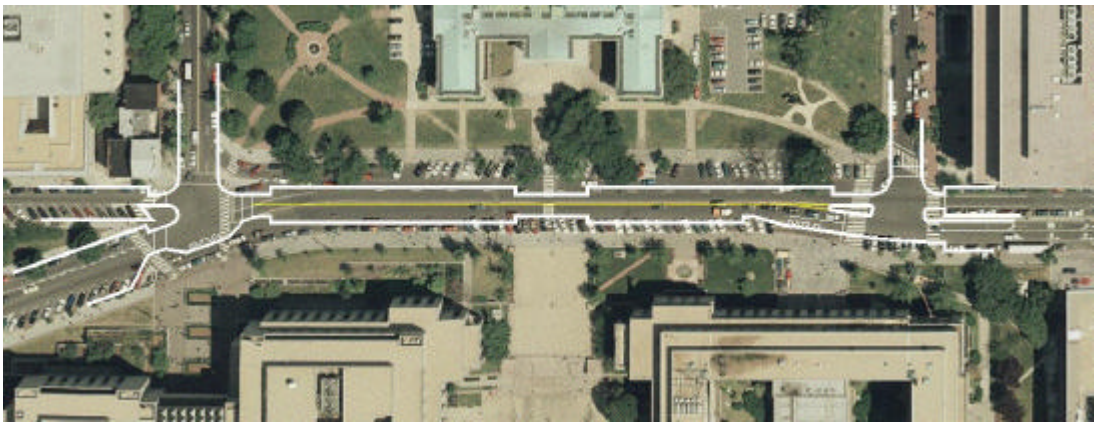
Post-Study

1. DDOT to implement through minor street reconstruction and signing.

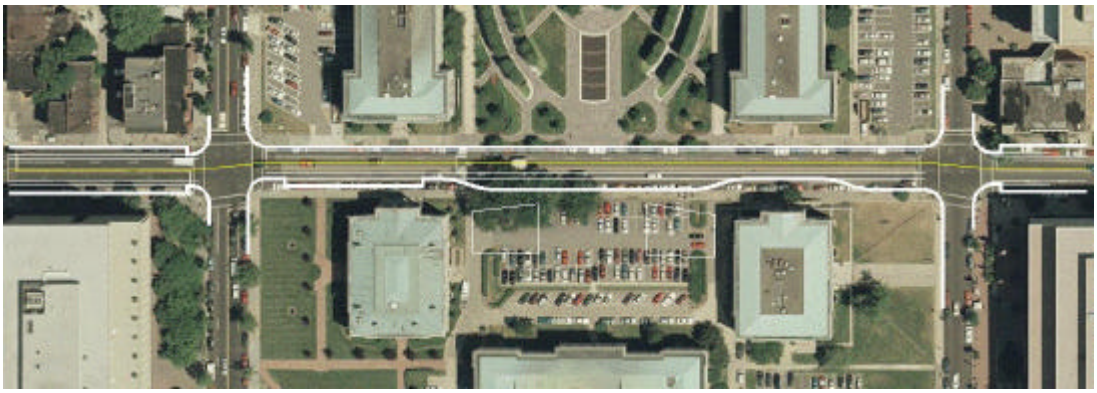
General

Alternative Action: Relocate curbs on Indiana Avenue and E Street	**G-1**
Issue: Traffic management is inhibited because of the width of Indiana Avenue. Double and triple-parking is prevalent and back-ups of through traffic result. Building set-backs along E Street are small, leading to security concerns.	
Description: • Narrow Indiana Avenue between Fourth and Fifth and covert parking to parallel a configuration. For approximately 80 feet midblock (near John Marshall Plaza and the Lincoln statue), narrow the street further to 24 feet. Texture the pavement for traffic calming and make this area a mixed vehicle / pedestrian zone. This area could also be raised (speed table). • Reconstruct E Street between Fourth and Fifth Street at 44-ft width with two 10-foot travel lanes and two 12-foot curb lanes for buses and bikes. • Raise the central 300 feet of the block between the proposed Law Enforcement Memorial and Museum as a speed table. Texture the pavement for traffic calming, making this a mixed vehicle / pedestrian zone. • Eliminate on-street parking along this block.	
Responsible Agency: National Law Enforcement Museum, DC and Federal Courts	**Participating Agencies:** NCPC, National Law Enforcement Museum, MPD, DDOT
Advantages to Proposed Action: 1. Allows expansion of pedestrian zones.	**Disadvantages of Proposed Action:** 1. Interference with bus operations
Associated Actions: • Rationalizing curb use	**Conflicting Actions:** • Because this alternative reduces on-street parking, creating additional on-street parking for official vehicles becomes more difficult. • May be incompatible with bike lanes on E Street.
Action Plan: *During Study* 1. Set up and conduct a coordination meeting among DDOT, NLEM, and DC Courts. *Post-Study* 1. Develop mutually agreeable conceptual plans. 2. Prepare final design of E Street as part of the National Law Enforcement Museum project. 3. Prepare final design of Indiana Avenue as part of the parking garage project.	

General



Proposed E Street



Proposed Indiana Avenue

Alternative Action: DC Courts Master Plan Improvements	**G-2**
Issue: The DC Courts Master Plan presents a framework for future development of Judiciary Square. The recommendations contained within this document would be implemented in the future and therefore should be considered in light of the transportation and security issues raised in the current study.	
Description: (See list on following pages.)	
Responsible Agency: DC Courts	**Participating Agencies:** DDOT, DPW, MPD, US Marshals Service, NCPC
Advantages to Proposed Action: Varied.	**Disadvantages of Proposed Action:** Varied.
Associated Actions: Various.	**Conflicting Actions:** Few, if any.

Action Plan:
During Study
1. Meet with DDOT and stakeholders to discuss

Post-Study
1. Study Advisory Committee endorses DC Courts Master Plan when it accepts the final report.

General

General

Principal Recommendations:

1. Reclaim open space between Judiciary Square buildings:
    - Narrow E Street, NW between Fourth and Fifth Streets.
    - Extend sidewalks on both sides of E Street, NW between Fourth and Fifth Streets.
    - Extend north sidewalk of Indiana Avenue to align with north sidewalk of D Street west of Fifth Street, NW.
2. Plant a double row of trees along Judiciary Square along Indiana Avenue, Fourth and Fifth Streets, NW.
3. Reinforce John Marshall Park as a connection to the National Mall through the planting of canopy trees and related landscape recommendations.
4. Create a system of linked interior strolling walks that link Court and Municipal buildings.
5. Construct underground parking structures under the northeast, southeast, and southwest corners of Judiciary Square with new landscaping.
6. Realign E Street to eliminate parking lanes, strengthen the connection between the north and south portions of Judiciary Square, and increase stand-off distances. Maintain one lane of traffic in both the eastbound and westbound direction and create a no-parking lane in the eastbound direction to be used as a drop-off area for the Courts and the National Law Enforcement Museum (NLEM). Maintain the existing bus stop on the south east side of E Street. Provide a curb cut to service the future NLEM. Widen sidewalks.
7. Realign Indiana Avenue to align with curbs west of Fifth Street and east of Fourth Street. Narrow the drive lane and reconfigure parking from angled to parallel parking and widen sidewalks.
8. Use a decorative pavement for the major pedestrian crossings of C Street, Indiana, E, and F Streets.
9. Construct bus drop-offs for the National Law Enforcement Museum and Memorial along F Street between Fifth Street and the Law Enforcement Memorial.
10. Construct a bus drop-off for the Newseum on the south side of C Street adjacent to the proposed building.
11. Maximize stand-off distances from roadways to courts facilities and use plinth walls, hardened fences, bollards, and hardened street furniture as designated in Figure M-5, Security Guidelines Map.
12. Service areas outside buildings and access driveways to service areas should be separated from Courts parking facilities.
13. Locate garage and service area curb cuts as designated in Figure M-4, Circulation Guidelines Map.
14. Construct a below grade service area adjacent to the east side of the Old D.C. Courthouse (Old City Hall) and the south side of Building C with an entry from Fourth Street to service the D.C. Courts and the Court of Appeals for the Armed Forces as designated on Figure M-4, Circulation Guidelines Map.
15. Implement special sidewalk treatments around the interior sidewalks of Judiciary Square as indicated in Figures M-6 thru M-11 Proposed Plans and Sections. Implement D.C. Downtown Streetscape Regulations around Judiciary Square as designated in Figure M-3, Open Space Guidelines Map.
16. Coordinate primary building entries and handicap entries for Judiciary Square buildings, including the designation of a ceremonial entrance and new primary

entrance with handicap accessibility for the Old D.C. Courthouse (Old City Hall) in accordance with Figure M-4, Circulation Guidelines Map.

Security Guidelines

1. 30" high plinth wall along north side of Indiana Avenue between Fourth Street and Fifth Street and up Fourth and Fifth Streets, halfway along the blocks between Indiana Avenue and E Street.
2. Hardened fence along the Fourth Street facing Building C and Fifth Street facing the Court of Appeals for the Armed Forces and predominantly on the block bordered by Fourth Street, Fifth Street, E Street, and F Street.
3. Hardened streetscape elements along the south side of F Street west of the Law Enforcement Memorial and along portions of the north side of C Street in front of the Moultrie Courthouse and Municipal Center.
4. Bollards on the north and south sides of the Law Enforcement Memorial and the south side of E Street securing the open plaza between the NLEM pavilions and Courts' buildings. Bollards on the north-south axis of the John Marshall Park on the south side of Indiana Avenue and the north side of C Street. Bollards at the entries to the Moultrie Courthouse and Municipal Center.
5. Three security posts, the first at Fifth Street entry to the underground garage west of the Old D.C. Courthouse (Old City Hall), the second at the Fourth Street entry to the underground parking garage& service area east of the Old D.C. Courthouse (Old City Hall), the third at the F Street entry to the underground parking garage east of Building B.

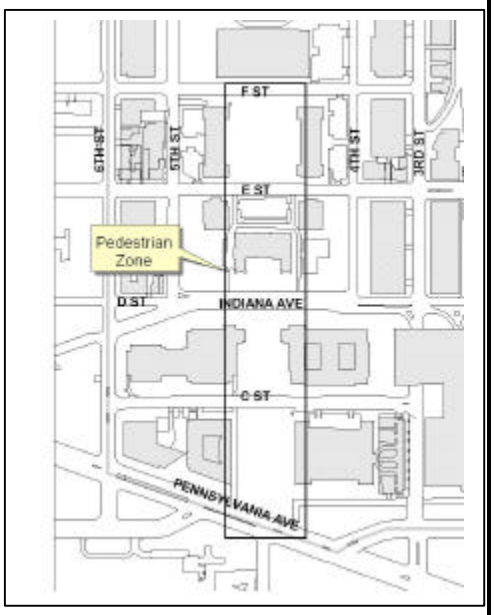
General

Pedestrian

Alternative Action: Create a pedestrian route through the core of the study area	**F-1**

Issue: Many pedestrians traverse the study area, particularly crossing Indiana Avenue. New developments such as the National Law Enforcement Museum and the Newseum will bring more visitors to the area who will be getting around on foot.

Description: A strong north-south axis through the study area begins at the intersection of Fourth and Pennsylvania and terminates at the National Building Museum. This axis could be reinforced as a pedestrian zone.



This alternative action contemplates a pedestrian zone the width of John Marshall Plaza from Pennsylvania Avenue to the south face of the Old City Hall. Another pedestrian zone the width of the Law Enforcement Officers Memorial extends from the north face of the Old City Hall to the south face of the National Building Museum. Pedestrian connections around the Old City Hall need to be reinforced through wide sidewalks and formal landscaping.

On-street parking within the pedestrian core will be eliminated. C Street and Indiana Avenue could be narrowed to make the street crossing shorter for pedestrians. C Street, Indiana Avenue, E Street, and F Street could all have special pavement treatment within the pedestrian core, including possible raised speed tables.

Responsible Agency:	**Participating Agencies:**
DDOT	NCPC, NPS, District Courts
Advantages to Proposed Action: 1. Encourages walking among study area buildings 2. Creates a connection among cultural sites within the study area 3. Helps to calm traffic	**Disadvantages of Proposed Action:** 1. High pedestrian volumes may decrease the effective vehicular capacity of the streets.
Associated Actions: Master plan landscape and circulation guidelines.	**Conflicting Actions:** None

Pedestrian

Action Plan:

During Study

1. Complete coordination between DC Courts Master Plan and National Law Enforcement Museum.

Post-Study

1. Identify pedestrian crossing treatments at C Street, Indiana Avenue, and E Street — interim and ultimate.
2. Prepare landscape design for John Marshall Plaza and the Old City Hall rehabilitation in accordance with the DC Courts Master Plan.
3. Integrate future E Street and Indiana Avenue streetscapes into the design.
4. Construct interim pedestrian crossings.
5. Implement landscaping as part of other projects and as funding becomes available.
6. Construct ultimate pedestrian crossings as C Street, Indiana Avenue, and E Street are redeveloped.

Alternative Action:

Repair and replace wheelchair ramps

F-2

Issue: Handicapped access ramps should be located along all pedestrian routes. Marked crosswalks guide and protect pedestrians across streets at the intersections and designated mid-block locations. Many crosswalks, however, lack handicapped accessible ramps to enable physically-challenged pedestrians to cross.

Description: Replace, repair, or install handicapped access ramps at all street crossings as noted in the figure. All ramps should be upgraded to the current standards.

Responsible Agency: DDOT - IPMA, Infrastructure	**Participating Agencies:** None
Advantages to Proposed Action: 1. Improves handicapped accessibility among study area buildings.	**Disadvantages of Proposed Action:** None
Associated Actions: Coordinate with street narrowing. Coordinate with rationalizing curb use.	**Conflicting Actions:** None

Action Plan:

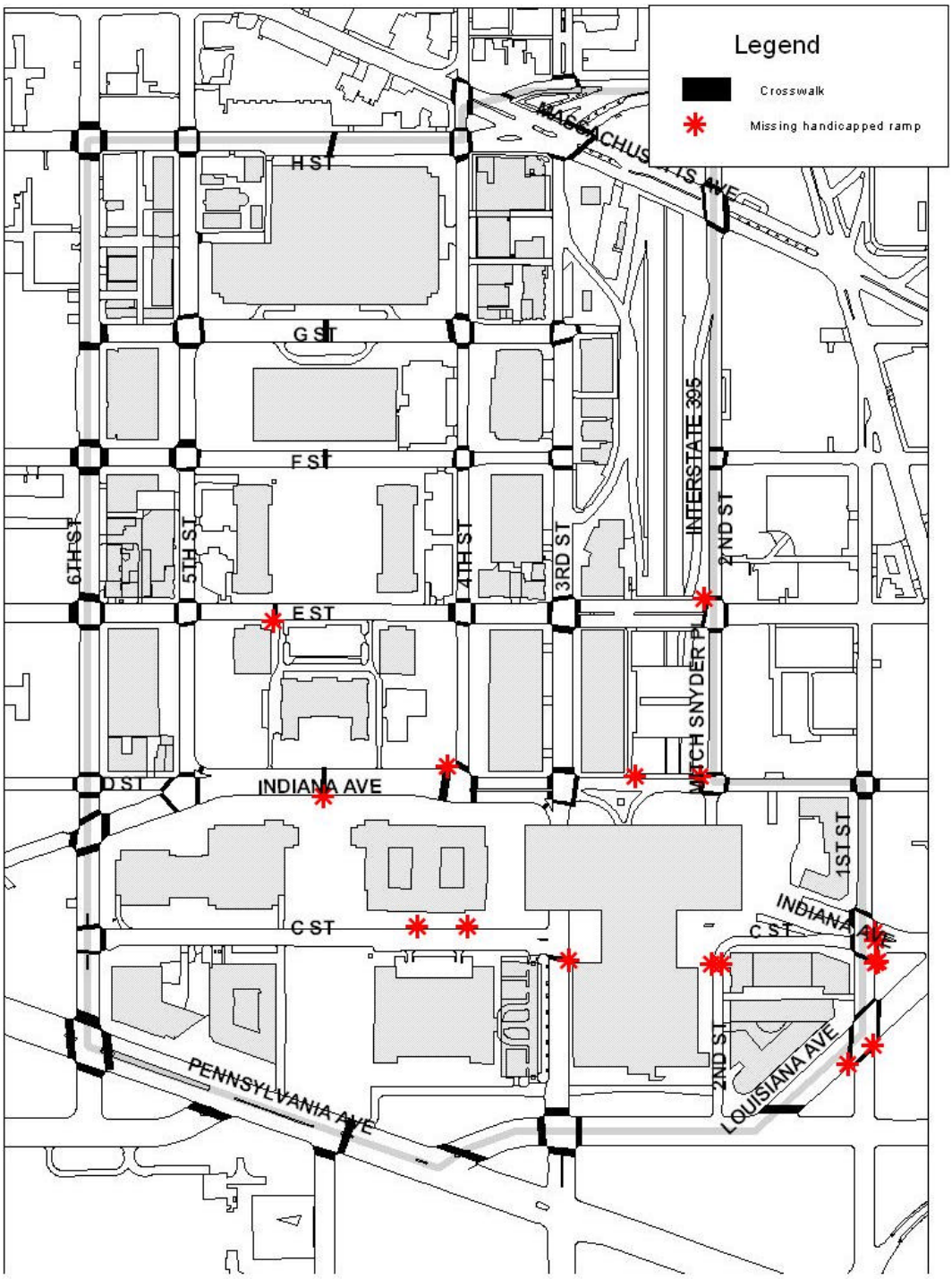
During Study

1. Finalize locations requiring improvements.
2. Develop table of improvements and associated costs.

Post-Study

1. DDOT to fund and construct.

Pedestrian


Legend
Crosswalk
Missing handicapped ramp
MASSACHUSETTS AVE
H ST
G ST
F ST
E ST
D ST
C ST
INDIANA AVE
INDIANA AVE
PENNSYLVANIA AVE
LOUISIANA AVE
6TH ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
INTERSTATE 395
MITCH SNYDER PL
2ND ST

Security

Alternative Action: Coordinate between agencies and organizations	**S-1**
Issue: There is currently no common method of coordinating operational or emergency issues between agencies or organizations within the study area. Situations such as prisoner or witness delivery to courts (resulting in armed personnel closing off sections of streets), emergency building evacuations, life safety emergencies, fire drills, or other high profile occurrences cause disruption in business activities due to a need to respond to these (real or perceived) incidences. Alternatively, confusion can occur when responses to incidences real or perceived are executed improperly. The creation of unsafe situations can easily occur due to ineffective coordination of planned or unplanned events, lack of distributed information regarding deliveries and activities, and construction related street closures, for example.	
Description: A network of individuals representing each agency or organization needs to be created. Each agency or organization, for example could appoint a primary and secondary individual who would update via e-mail, a weekly events calendar with activities that could affect other agencies. These emails would be sent to a coordinator who would compile this information and redistribute the combined calendar to all of the participants. A review of possible conflicts could take place and a resolution coordinated between the conflicting parties. The network could meet periodically as well.	
Responsible Agency: Department of Homeland Security, Emergency Management Agency	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum
Advantages to Proposed Action: Improves security through better communication.	**Disadvantages of Proposed Action:** None.
Associated Actions: Establish security protocols. Improve communications between security departments.	**Conflicting Actions:** None.
Action Plan: *Post-Study* 1. Identify participating agencies and individuals. 2. Set up schedule for regular coordination meetings, including meeting locations. 3. At initial meeting develop the purview of this coordination committee.	

Security

Alternative Action: Establish security protocols	**S-2**
Issue: Organizations within the study area conduct security activities in differing ways. Responses to threats are only occasionally coordinated between organizations. While some coordination and cooperative planning does take place between certain facilities, the introduction of new organizations into the study area requires extending coordination.	
Description: Procedures for responding to threats and coordinating security activities should be developed so that all organizations work from a common base. These procedures should be worked out cooperatively and should instruct each agency on: • Who to notify in adjacent facilities and under what circumstances • What response should be made to different types of threats • How routines should be altered in response to various actions in and around the study area • When specific actions should take place • What actions other organizations will take in the event of each threat • Who is responsible and who should assist in response to particular actions These protocols can be developed through a single coordinating organization or developed cooperatively by organizations in common geographical locations. Protocols, for example, could be organized by street, recognizing that most organizations would have to coordinate with other organizations on more than one street.	
Responsible Agency: Department of Homeland Security, Emergency Management Agency, Judiciary Square coordinating committee	**Participating Agencies:** DC and federal courts, District Protective Services, U.S. Marshals Service, MPD, National Law Enforcement Museum, National Building Museum, Canadian Embassy, Newseum
Advantages to Proposed Action: Improves security during emergencies or similar events.	**Disadvantages of Proposed Action:** None.
Associated Actions: Coordinate between organizations and agencies.	**Conflicting Actions:** None.
Action Plan: *Post-Study* 1. Identify participating agencies and individuals. 2. Decide on geographical boundaries within which to organize. 3. Establish schedule for meetings to develop protocols. 4. Identify threats and threat levels for which to plan. 5. Identify range of responses to match threats or threat levels.	

Security

Alternative Action: Improve communications between security departments	**S-3**
Issue: There is currently no common method of coordinating security or emergency issues between agencies or organizations within the study area. Prisoner or witness delivery, bus tours, court activity, street crime, protests/demonstrations, and other high profile situations are handled internally to the affected agency or organization. Neighboring buildings are notified of these occurrences by varying methods, if at all. Many of these instances can interfere with traffic flow, disrupt business activities, and create unsafe situations due to the inability to effectively move traffic and emergency vehicles in the affected area. The resulting confusion can also provide individuals or groups with and opportunity to exploit the situation to their advantage.	
Description: Utilizing the same methodology mentioned in the description S-1, a similar network of security professionals from each agency or organization could update other security professionals via e-mail method and augment this by attending a regular coordination meeting. This would allow for a free and open exchange of ideas and information regarding agency activities, criminal activities, description of problem individuals, upcoming events, etc. Updates of these activities could be distributed as needed via the e-mail network. Additionally a "situation room" could be set up in one or more agencies for individuals from this group to utilize in the event of a problematic situations affecting the area. This would provide a method for rapid response to situations affecting security in the area.	
Responsible Agency: Emergency Management Agency or MPD and U.S. Marshals Service	**Participating Agencies:** DC and federal courts, District Protective Services
Advantages to Proposed Action: Improves security through better coordination among security departments.	**Disadvantages of Proposed Action:** None.
Associated Actions: Coordinate between agencies and organizations.	**Conflicting Actions:** None.
Action Plan: *Post-Study* 1. Identify participating agencies and individuals. 2. Find meeting space. 3. Develop schedule for regular coordination meetings. 4. Establish e-mail network.	

Security

Alternative Action: Review perimeter security for all buildings	**S-4**

Issue: Security varies for the various buildings in the study area. Building inspections in the course of this study identified deficiencies in security that while not central to this work should nonetheless be examined in a comprehensive manner.

All of the agencies observed lacked commonality in the methods used for building perimeter security, screening of visitors, employees, vehicles and deliveries. Screening equipment, sensitivity and techniques varied greatly as did the personnel employed to perform the security tasks. Some of the screening operations in the building and garages were desensitized to a level that prevented detection of common electronic equipment, while others were so sensitive that all entrants activated the alarm. At some locations the secondary screening was ineffective at best, while at others the additional screening created queuing problems in lobbies and obstructing garage entrances, sidewalks and streets. Many times these issues became distractions to the screening personnel to be distracted or overwhelmed.

Description: The services of an independent professional security consulting firm should be retained to observe and document the security practices and methods employed by all of the agencies and organizations within the study area. This would serve to determine the effectiveness of the current level of protection and screening provided for security at each location. A multi-level threat assessment should then be developed utilizing data from local authorities and input from staff from each organization. An analysis of this data coupled with industry standards and "best practice" methodology would provide a basis for developing standards for levels of protection, screening and security, while reducing queuing and related problems. The standards should incorporate greater restrictions and increased controls as threat levels increase depending on the affected agencies needs. These standards should be tested and the results reviewed annually at a minimum for effectiveness.

Responsible Agency:	**Participating Agencies:**
U.S. Marshals Service, MPD, Committee of Affected Organizations	DC and federal courts, District Protective Services
Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
Improves security.	None.
Associated Actions:	**Conflicting Actions:**
None.	None.

Action Plan:

Post-Study

1. Retain independent professional security consulting firm.
2. Conduct multi-level threat assessment.
3. Develop standards for levels of protection, screening, and security.
4. Review and update standards annually.

Security

Alternative Action: Construct wall on C Street	**S-5**
Issue: Federal prisoners are unloaded in C Street, NW, exposed to both pedestrians and vehicles on the street.	
Description: A wall, constructed along C Street, NW, would shield the U.S. Marshals Service bus and afford some protection from threats along C Street.	
Responsible Agency: U.S. Marshals Service	**Participating Agencies:** General Services Administration
Advantages to Proposed Action: 1. Improves security by segregating sensitive persons from the general public.	**Disadvantages of Proposed Action:** 1. Visual impacts.
Associated Actions: 1. Reducing or eliminating parking in front of the DMV. 2. Restoring C Street to two-way operation.	**Conflicting Actions:** 1. May interfere with creating a pedestrian core through the study area.
Action Plan: *During Study* 1. Set up a meeting with stakeholders to identify the location and size of the wall and to examine operational, visual, and pedestrian impacts. *Post-Study* 1. Design and construct wall as part of C Street reconfiguration.	

Alternative Action: Transfer certain public service activities to other locations	**S-6**
Issue: Heightened security concerns suggest that general traffic to public buildings should be reduced to minimize the risk to visitors.	
Description: Public services, such as those occurring at the Department of Motor Vehicles, should be distributed to other locations around the District.	
Responsible Agency: DMV, other District agencies with public outreach activities	**Participating Agencies:** District Protective Services, MPD
Advantages to Proposed Action: 1. Reduces public exposure to security risks associated with the Federal Courts.	**Disadvantages of Proposed Action:** 1. Possible resistance from the DMV.
Associated Actions: Reduction of parking on C Street in front of the DMV.	**Conflicting Actions:** None.

Action Plan:
Post-Study
Conduct a feasibility study for relocating the DMV, to include:

- Identifying and evaluating alternate sites
- Security risk assessment of existing site
- Financial analysis
- Estimated relocation costs
- Determining the disposition of facilities vacated by DMV

Security

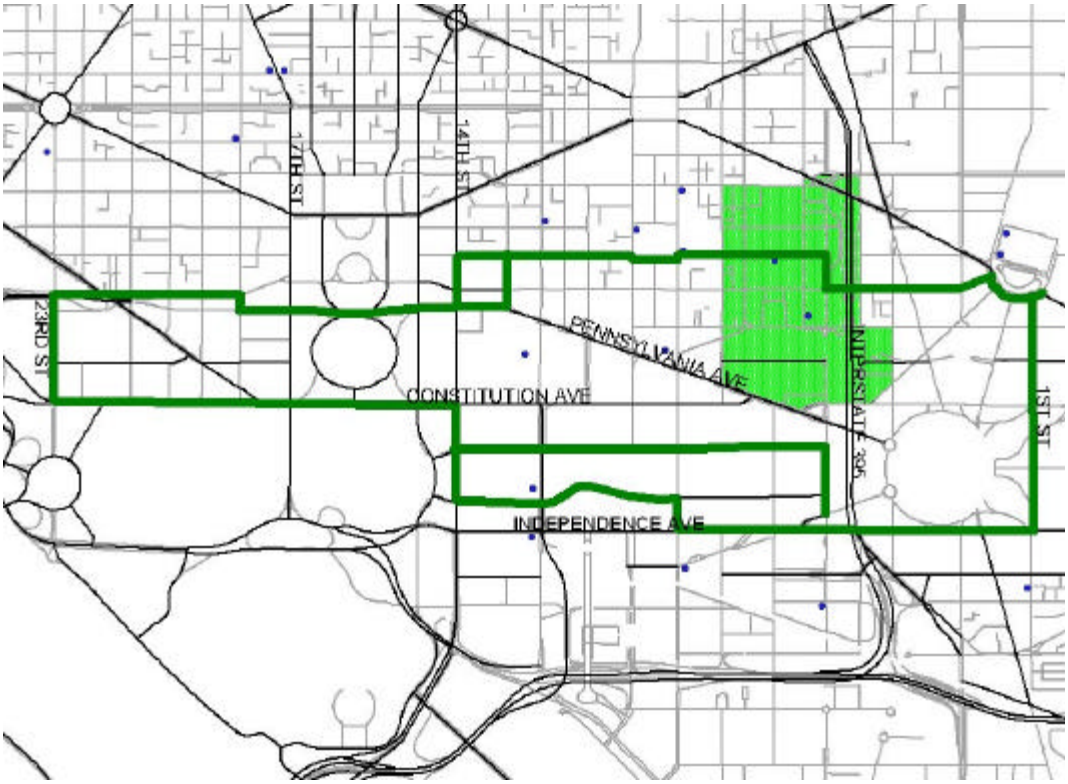
Transit

Alternative Action:
Endorse implementation of Downtown Circulator Routes and specifically the *White House/Capitol* Route

T-1

Issue: The DDOT Office of Mass Transit is currently finalizing planning for four bus routes that offer continual daylong and evening transit service throughout the downtown. The *White House/Capitol* route would traverse the Judiciary Square study area, primarily along F Street, NW. The route would link the Red and Orange Metrorail Lines and extend from Union Station to 23rd Street, NW and from F Street, NW to Independence Avenue, SW.

Description: The Downtown Circulator is proposed to serve as a network of four shuttle buses that will connect tourist landmarks, major employment centers, entertainment destinations, and public services throughout the heart of Washington.



Responsible Agency: Washington Metropolitan Area Transit Authority	**Participating Agencies:** DDOT – Office of Mass Transit
Advantages to Proposed Action: 1. Additional transit service will support new and existing cultural venues within the study area. 2. Increase transit service will allow fewer people to drive to Judiciary Square.	**Disadvantages of Proposed Action:** 1. WMATA may lose ridership on full-fare buses within the Downtown Circulator service area.

Associated Actions:	**Conflicting Actions:**
None	None

Action Plan:
Study Advisory Committee endorses the Downtown Circulator when it accepts the final report.

Alternative Action: Adopt uniform bus stop amenities on E Street	**T-2**

Issue: Bus stops on the D1, D3, and D6 routes on E Street lack passenger amenities.

Description: This alternative action proposes that uniform bus stop amenities be adopted and installed at the four E Street bus stops in the Judiciary Square area. Suggested amenities include benches, trash cans, route maps, and shelters.

This action could be implemented in conjunction with WMATA's Downtown Circulator plan.

Responsible Agency:	**Participating Agencies:**
Washington Metropolitan Area Transit Authority	DDOT-Office of Mass Transit

Advantages to Proposed Action:	**Disadvantages of Proposed Action:**
1. Amenities may increase bus ridership, reducing the demand for parking.	1. There may be insufficient space on the sidewalk for some amenities, such as bus shelters. 2. Bus shelters may block views, which may have security impacts.

Associated Actions:	**Conflicting Actions:**
Narrowing E Street may change the layout of bus stops.	None

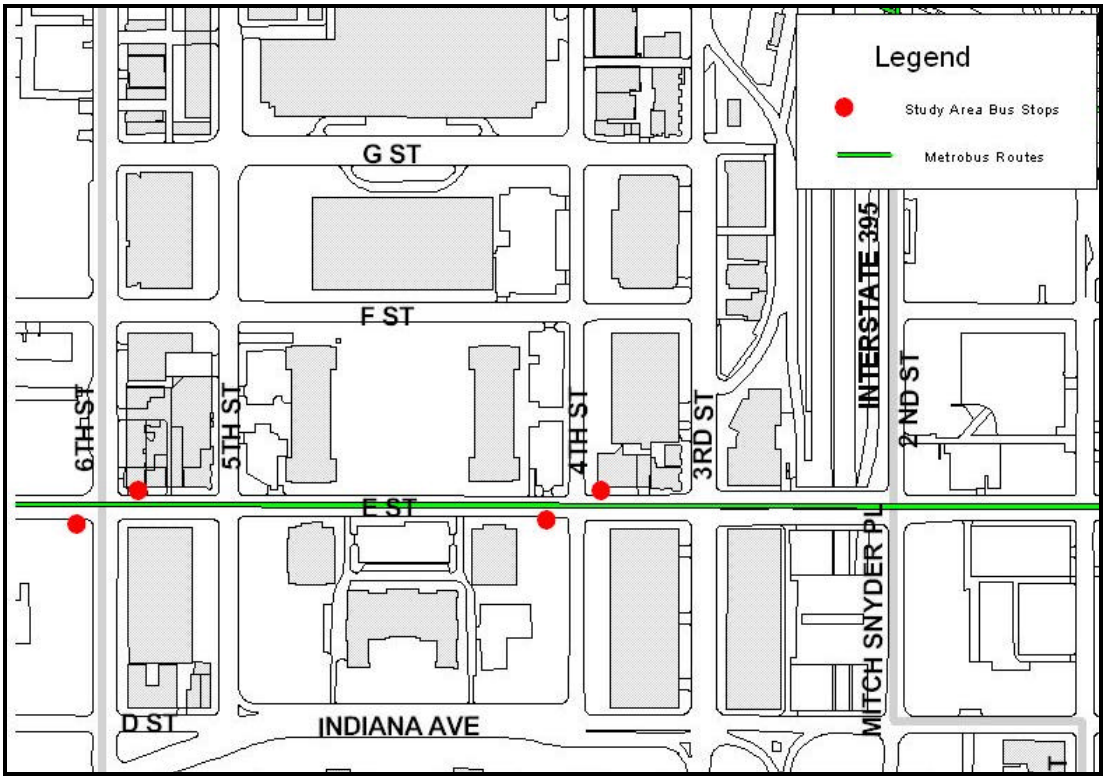
Action Plan:
During Study
1. Identify specific needed amenities at the four bus stops.
2. Prepare cost estimate.

Post-Study
1. Study Advisory Committee requests amenities when it accepts the final report.

Transit

Transit

	Amenity						
Bus Stop Location	Sign	Trash Can	Route Map	Schedule	Bench	Shelter	Daily Boardings
E Street at Fourth Street WB	E	P	P	P	E	P	100
E Street at Fourth Street EB	E	P	P	P	P	P	118
E Street at Sixth Street WB	E	P	P	P			5
E Street at Sixth Street EB	E	P	P	P	P	E	89
E = Existing							
P = Proposed							

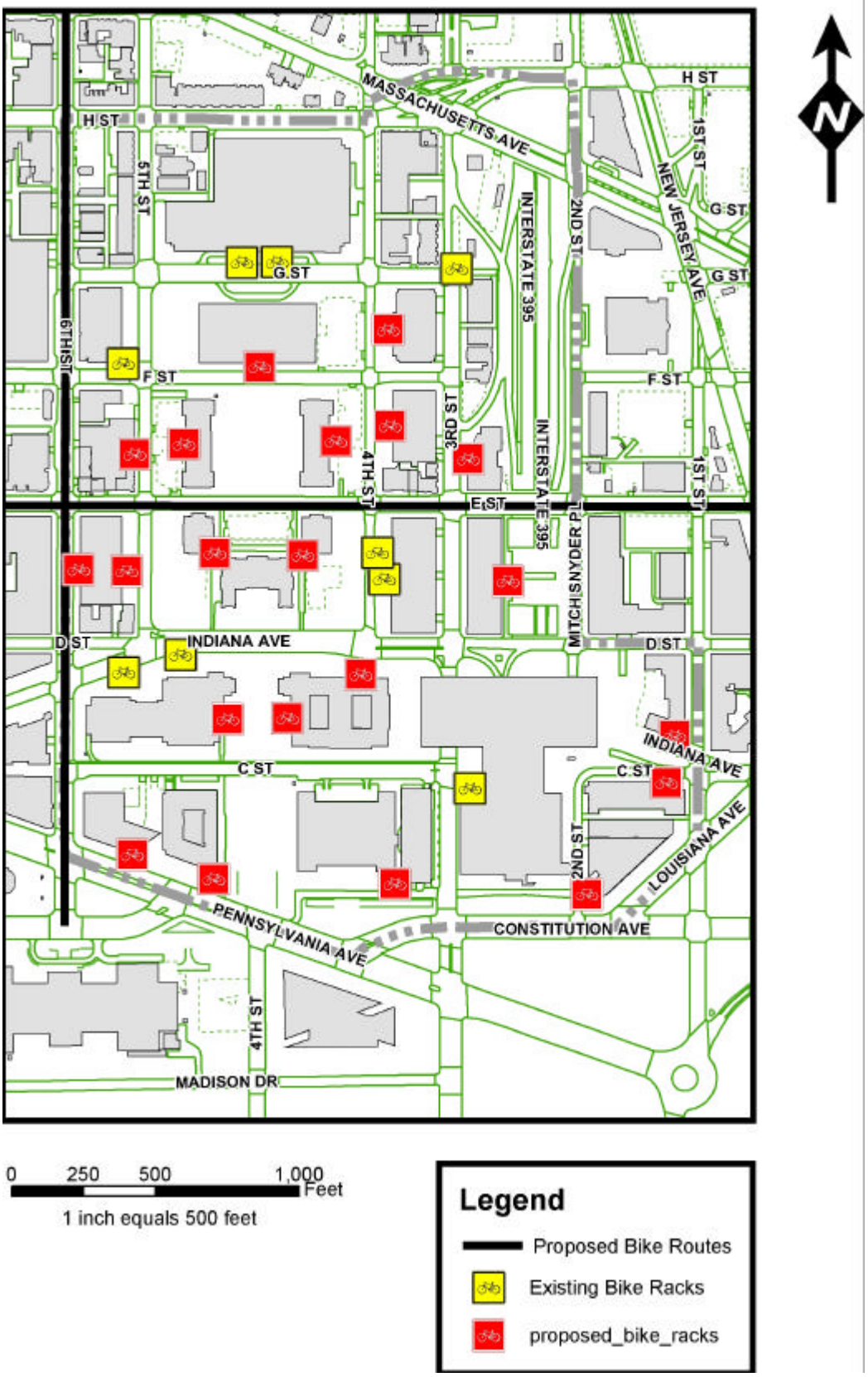


Bicycle

Alternative Action: Install bicycle racks throughout the Judiciary Square Study Area	**B-1**
Issue: Bicycle racks should be provided for employees and visitors to Judiciary Square. Currently, racks are located at several locations around the study area, are of inconsistent design, and do not consistently meet the needs of cyclists. Municipal Regulations require that all buildings with off-street parking provide bicycle parking equivalent to five percent of the off-street parking supply. While most buildings within the Study Area are not required to comply with Municipal Regulations, the Study recommends compliance to promote alternative transportation to and around Judiciary Square.	
Description: This alternative action proposes that a uniform bicycle rack design be installed at appropriate locations throughout the Judiciary Square Study Area. DDOT recommends the racks illustrated in the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines*. Placement and installation should comply with the recommendations contained in those guidelines. Agencies should also create facilities that promote bike use (e.g., lockers, showers).	
Responsible Agency: District Department of Transportation	**Participating Agencies:** DC Courts, MPD, Office of Property Management, FBI, National Building Museum, WMATA, National Academies, US Department of Labor
Advantages to Proposed Action: 1. Encourages bicycle use to and among study area buildings. 2. Complies with District regulations for providing bicycle parking facilities. 3. Bike racks are more secure for locking bicycles than fences and parking meters.	**Disadvantages of Proposed Action:** 1. Bicycle riding is prohibited in the National Law Enforcement Officers Memorial.
Associated Actions: None	**Conflicting Actions:** None
Action Plan: *During Study* 1. Identify and map specific bike rack locations. 2. Prepare a cost estimate. *Post-Study* 1. Study Advisory Committee requests bike racks when it accepts the final report.	

Bicycle

Proposed Bicycle Facilities



Bicycle

Alternative Action: Endorse proposed bike lanes on E Street, NW and accommodate through design of the streetscape	**B-2**
Issue: DDOT is currently developing a Bicycle Master Plan for the District of Columbia. The draft plan contemplates a bike route that would extend across the Judiciary Square Study Area along E Street, NW and on Sixth Street, NW.	
Description: Bicycle lanes are proposed to run on both the north and south sides of the street, between the parking lane and the travel lanes. Appropriate signing and marking would be installed to clearly denote the route.	
Responsible Agency: District Department of Transportation	**Participating Agencies:** National Law Enforcement Museum
Advantages to Proposed Action: 1. Encourages bicycle use. 2. Potentially increases bicycle safety.	**Disadvantages of Proposed Action:** 1. E Street is also a bus route and is one of the busier east-west streets in the study area.
Associated Actions: None	**Conflicting Actions:** None
Action Plan: *Post-Study* 1. Study Advisory Committee endorses the proposed bike lanes when it accepts the final report. 2. DDOT completes its bicycle master plan and implements the bike lanes.	

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Sample Security Master Plan Table of Contents

Appendix F: Sample Security Master Plan Table of Contents

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