BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

IN COOPERATION WITH THE
NATIONAL CAPITAL PLANNING COMMISSION

FINAL ENVIRONMENTAL ASSESSMENT

WILLIAM MCCHESNEY MARTIN, JR. BUILDING
PROPOSED VISITOR SCREENING CENTER and CONFERENCE CENTER

DECEMBER 1, 2010

KARN CHARUHAS CHAPMAN & TWOHEY
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Wells & Associates
Robinson & Associates

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BOARD OF GOVERNORS of the FEDERAL RESERVE SYSTEM

Final Environmental Assessment

WILLIAM McCHESNEY MARTIN, JR. BUILDING
PROPOSED VISITOR SCREENING CENTER and CONFERENCE CENTER

RESPONSIBLE AGENCY:
Board of Governors of the Federal Reserve System

COOPERATING AGENCY:
National Capital Planning Commission

PROJECT ABSTRACT

The Board of Governors of the Federal Reserve System, in cooperation with the National Capital Planning Commission, has prepared this Environmental Assessment for the proposed construction of a Visitor Screening Center and Conference Center at the Federal Reserve Board William McChesney Martin Jr., Building in Washington, DC. This EA considers the environmental effects of implementing the No Action, the Preferred Action and the Alternative Action. The Preferred and Alternative Actions differ in the amount of proposed additional square footage and configuration.

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BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM, WASHINGTON, DC

FINDING OF NO SIGNIFICANT IMPACT for the WILLIAM McCHESNEY MARTIN, JR., BUILDING PROPOSED VISITOR SCREENING CENTER AND CONFERENCE CENTER

In compliance with the National Environmental Policy Act (NEPA) of 1969, as amended; the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Parts 1500 through 1508); and Section 106 of the National Historic Preservation Act (NHPA), the Board of Governors of the Federal Reserve System (Board) has prepared this Environmental Assessment (EA) to evaluate and document the potential environmental impacts associated with the proposed construction of a Visitor Screening Center and two podium-level Conference Center pavilions for its William McChesney Martin, Jr., Building (Martin Building) in Washington, DC.

Background

The Martin Building and the Board of Governors of the Federal Reserve System, Marriner S. Eccles Building (Eccles Building) are located in the northwest quadrant of Washington, DC. At present, the primary entrance to the Eccles–Martin Building complex is located at the Martin Building. The Martin Building is bounded to the north by Virginia Avenue, NW; to the east by 20th Street, NW; to the west by 21st Street, NW; and to the south by C Street, NW. The current location of the security screening area at this facility poses high-security risks to other areas within the building and lacks adequate visitor waiting room space, restrooms, and a proper parcel screening area. The existing, internal screening and security equipment is temporary and does not meet current security standards recommended by United States Secret Service. In addition to its security needs, the Board's active conference and meeting needs are not currently being met by the existing meeting facilities at the Martin Building.

Description of Actions

No Action

The No Action would allow current conditions to remain the same and would provide neither reprogrammed interior space nor additional square footage beyond that which exists today. The Board would continue to use the existing entrances to both the Eccles and Martin buildings. Conferences hosted by the Board would continue to be held in terrace level dining rooms and would be limited by their current size and audio/visual capabilities.

Preferred Action

To further address security concerns, the Board proposes building a new Visitor Screening Center that will become the primary entrance to both the Martin and Eccles buildings. The Board also proposes building a new Conference Center on the podium level of the Martin Building that will provide a secure facility for the assembly and conference needs of all building occupants. As described in the *William McChesney Martin, Jr., Building Proposed Visitor Screening Center and Conference Center Final Environmental Assessment*, the proposed Visitor Screening Center will be located at the main entrance to the Martin Building on C Street, NW. Additionally, the Visitor Screening Center will serve as the single point of entry for Board occupants, will accommodate holding and waiting areas suitable for visitors, and will provide separate security vestibules for both employees and visitors. The new facility will contain state-of-the-art security technology and a redesigned exterior wall that meets current blast and ballistic protection standards. The new Conference Center will provide reprogrammed space within the existing podium level of the Martin Building as well as two new pavilions, one each on the east and west sides of the building. The new Conference Center will provide the Board with the additional conference and training space needed to bring on site those functions that are currently held at less secure and controlled off-site locations, as well as accommodate both current and future identified operational requirements.

Alternative Action

The Alternative Action would accommodate the Visitor Screening Center and a smaller Conference Center through both interior renovations and the creation of a single new pavilion on the west side of the Martin Building. The Visitor Screening Center in this alternative is identical to that described in the Preferred Action; however, the interior programming of the existing podium level would be modified to accommodate a smaller amount of square footage.

Potential Impacts

Potential impacts associated with the No Action, Preferred Action, and Alternative Action scenarios were assessed with regard to the physical and human environments, specifically: geology and topography, soils, water resources and quality, air quality, floodplains and wetlands, terrestrial environment, threatened and endangered species, solid and hazardous waste, land use, socioeconomic resources, cultural and historic resources, visual resources, noise, public utilities and services, transportation, public health and safety, and the local economy. The Final EA documents the overall effects of the No Action, Preferred Action, and Alternative Action scenarios and finds that the majority of impacts associated with the Preferred Action will be negligible. However, some impacts will be minor and temporary in nature, while others have the potential to be minor to moderate in the long term.

As a result of construction-related activities such as earth-moving, grading and clearing, resource areas that will receive minor, adverse impacts in the short term will be soils, water resources, air quality, the terrestrial environment, and noise. Mitigation for these impacts will include a Soil Erosion and Sedimentation Control Plan, implementation of Best Management Practices, compliance with local and regional air quality regulations and speed controls, watering of exposed soil, Low-Impact Development strategies, and planting of permanent vegetation upon completion of construction. Impacts to land use, public utilities and services, and transportation will be minor in the long term as a result of the removal of the existing staircase from the east pavilion to the Robert Latham Owen Park and the relocation of the existing guard booth from the east plaza to the Robert Latham Owen Park; the new utility connections from 21st Street, NW, and within the building; and from occasional events that will add new vehicle trips to the adjacent road network. Mitigation for impacts to land use will include the replacement of the staircase at the Robert Latham Owen Park with landscaping and additional vegetation. Proposed mitigation efforts to reduce impacts to transportation will include providing website information to encourage conference attendees to access the site via an alternative form of transportation, assisting staff/visitors in making effective and efficient commuting choices to the new conference facility, and preparing area-wide maps that show the locations of local mass transportation facilities and public parking garages as well as time restrictions on nearby curb parking spaces.

Impacts to visual resources will be moderate, in the long term, to views south, north, east, and west of the proposed Visitor Screening Center and of the east and west pavilions, as a result of the construction of these three structures. Mitigation for the impacts to visual resources will include the installation of a water feature on the 21st street side of the west pavilion, a green roof on each of the proposed pavilions and the proposed Visitor Screening Center, and the installation of new landscape treatments in the Robert Latham Owen Park. This action will soften the visual appearance of the hardscape environment.

Decision

The decision to issue a Finding of No Significant Impact is based on the following factors:

- No significant environmental impact is anticipated as a result of the implementation of the proposed construction.

- All requirements of the National Historic Preservation Act of 1969, as amended, have been met to ensure that potential adverse effects to the historic resources of the Martin Building and surrounding area will be avoided or minimized. This includes coordination with the District of Columbia State Historic Preservation Office which on January 22, 2010, determined that the Visitor Screening Center and Conference Center will have "no adverse effect" on historic properties. The Advisory Council on Historic Preservation, therefore, informed the Board on April 2, 2010, that its participation in the Section 106 process was not warranted at this time.

Finding of No Significant Impact

Upon reviewing the Final EA, I find that the implementation of the Preferred Action, as described in the *William McChesney Martin, Jr., Building Proposed Visitor Screening Center and Conference Center Final Environmental Assessment*, will not constitute a major federal action that would have significant impact upon the quality of the human environment within the meaning of Section 102 (2c) of the National Environmental Policy Act of 1969. Accordingly, the preparation of an Environmental Impact Statement for the proposed action is not required. This statement has been prepared in accordance with NEPA 1969, as amended.

H. Fay Peters

H. Fay Peters
Director, Management Division
Board of Governors of the Federal Reserve System

12/01/2010
Date

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List of Abbreviations

ABA	Architectural Barriers Act
ACHP	Advisory Council for Historic Preservation
APE	Area of Potential Effects
Ave.	Avenue
BMPs	Best Management Practices
Board	Board of Governors of the Federal Reserve System
CAA	Clean Air Act
CBR	chemical, biological and radiological
CO	Carbon Monoxide
CSO	Combined Sewer Overflow
dB	decibels
DC	District of Columbia
DCOP	District of Columbia Office of Planning
DCSHPO	District of Columbia State Historic Preservation Office
DOE	Determination of Eligibility
EA	Environmental Assessment
Eccles Building	Federal Reserve Board Marriner S. Eccles Building
EO	Executive Order
EPA	Environmental Protection Agency
FIRM	Flood Insurance Rate Map
GWU	George Washington University
IMF	International Monetary Fund
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
Martin Building	Federal Reserve Board William McChesney Martin, Jr. Building
NAAQS	National Ambient Air Quality Standards
NAS	National Academy of Sciences
NCPC	National Capital Planning Commission
NPS	National Park Service
NO_2	Nitrogen Dioxide
NO	Nitrogen Oxide
NW	Northwest
O_3	Ozone
Pb	Lead
PC	Personal Computer
PM	Particulate Matter
PM_{10}	Particulate matter equal to, or less than, 10 microns in size
$PM_{2.5}$	Fine particulate matter
SESC	Soil Erosion and Sedimentation Control
SF	Square Feet
SO_2	Sulfur Dioxide
St.	Street
TMP	Transportation Management Plan
VOC	Volatile Organic Compound
WMATA	Washington Metropolitan Area Transit Authority

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1.1 Project Background

The existing, primary entrance to the Board of Governors of the Federal Reserve System Marriner S. Eccles Building - McChesney Martin, Jr. Building complex in Washington, DC is located at the William McChesney Martin, Jr. Building (Martin Building). The current location of the security screening area at this facility poses high security risks to other areas within the building. In addition to security concerns, the entrance lacks both adequate visitor waiting room space and restrooms. The entrance also neither ensures comfort nor safety for employees or visitors as they queue to pass through security; a process which now frequently requires visitors to wait in long lines stretching outside of the building. Currently, all internal screening and security equipment are temporary fixtures, installed after the events on 9/11, and are meant to be upgraded to more permanent installations that can meet current security standards as well as those recommended by United States Secret Service. The current entrance configuration also lacks a proper parcel screening area, which would increase security for all occupants. A decision was made to relocate the existing security facilities to a new visitor screening space, separate from the footprint of the existing building, to better accommodate this function.

In addition to its security needs, the Board of Governors of the Federal Reserve System (Board) has found that its active conference and meeting needs are inadequately accommodated by the existing facilities at the Martin Building. At present, the Board utilizes all available areas of the Martin Building for conferences and meetings, including dining facilities on the terrace level, and smaller meeting rooms that were not designed to handle large corporate events and all-day conferences. As a consequence, most of the current meeting rooms are reconfigured daily to accommodate different meeting sizes and functions, and lack proper audiovisual and acoustic capabilities. Additionally, the location of these rooms on the terrace level of the Martin Building does not sufficiently isolate these functions from employee offices; thus, presenting a substantial security risk for all occupants and requiring each visitor to have a Board employee escort at all times. Continued use of the Board's existing facilities limits the number of people accommodated at each meeting and the number and types of functions that can be held at the Board. Additionally, the Board prefers to host all of its meetings onsite, where it can better control the security arrangements, instead of at offsite locations.

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1.2 Purpose and Need

The purpose of this Environmental Assessment (EA) is to analyze alternatives for constructing and operating a new Visitor Screening Center and a new Conference Center for the Martin Building and to identify the impacts associated with each of the alternatives. This EA evaluates each alternative and determines the extent to which the proposed actions respect and protect the environmental setting, as well as whether the proposed actions provide a development solution that meets the needs of the Board.

Inadequate security and space shortfalls have resulted in the need to screen visitors/employees outside the footprint of the existing Martin Building. There is also a need to keep all visitors and employees inside a safe and secure structure, instead of one located outside and exposed to exterior elements, and to provide the space necessary to accommodate all visitors and employees on-site, in a safe, secure and controlled environment. New, expanded, and more secure facilities are needed on-site, at the Martin Building, to decrease the security risk to employees and visitors at off-site locations. The current security screening area and facilities are considered temporary until a more permanent design can be implemented. In addition, expanded meeting space is needed to accommodate the increasing demand for conference and meeting facilities in order to fulfill the Board's mission. Finally, modifications to the exit stairs inside the Martin Building are needed to comply with current egress codes adopted by the District of Columbia.

The programming changes and building additions proposed in this document are needed to increase spatial efficiency and provide a more secure environment for building occupants, while accommodating the growing needs of the Board and its visitors. Implementation of a well-designed entrance that reflects the stature of the Board is needed to set a tone that is appropriate for the headquarters of the nation's central bank, and to meet the security needs of both employees and visitors. A separate, but connected, interior screening facility, with ample space for visitors, is needed to ensure employee and visitor safety when queuing for entry processing. Currently, queuing often extends outside the building entrance and down the front steps. In addition, the design of the current entrance structure offers no protection from ballistic/blast threats or chemical, biological and radiological (CBR) agents. Currently, the entrance lacks adequate visitor waiting space and a proper parcel screening area, both of which are needed to ensure the safety of employees and visitors. Implementation of a new conference center facility would provide the Board with much needed space for internal meetings and larger conferences.

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1.3 Project Setting

The Martin Building and the Board of Governors of the Federal Reserve System Marriner S. Eccles Building (Eccles Building) are located in the Northwest Quadrant of Washington, DC. The Martin Building is bounded to the north by Virginia Ave. NW, to the east by 20th St. NW, to the west by 21st St. NW, and to the south by C St. NW. North of the Martin Building is Edward J. Kelly Park, which is owned by the United States Government under the jurisdiction of the Department of the Interior, but maintained by the Board, and includes a tennis court and a large planted area with walkways and benches. Two large plazas are located on the east and west sides of the Martin Building. East of the east plaza is Robert Latham Owen Park, which is also owned by the United States Government under the jurisdiction of the Department of the Interior, but maintained by the Board, and contains steps from the east plaza that lead to a large water fountain and a planted area. Both Edward J. Kelly Park and Robert Latham Owen Park are accessible to the public via sidewalks from Virginia Ave. NW, C St. NW and 21st St. NW. Both parks are located within National Park Service Reservation 378; however, the northwest corner of Edward J. Kelly Park is located within National Park Service (NPS) Reservation 105 (Figure 1.1 – Property Map).

Surrounding buildings include the Department of State to the west of the Martin Building, across 21st St. NW; the National Academy of Sciences (NAS) to the south and west, across 21st St. NW and C St. NW; the Eccles Building to the south, across C St. NW; the Department of the Interior South Annex to the south and east, across 20th St. NW and C St. NW; and the Office of Personnel Management to the north and east, across Virginia Ave. NW and 20th St. NW (Figure 1.2 – Vicinity Map)

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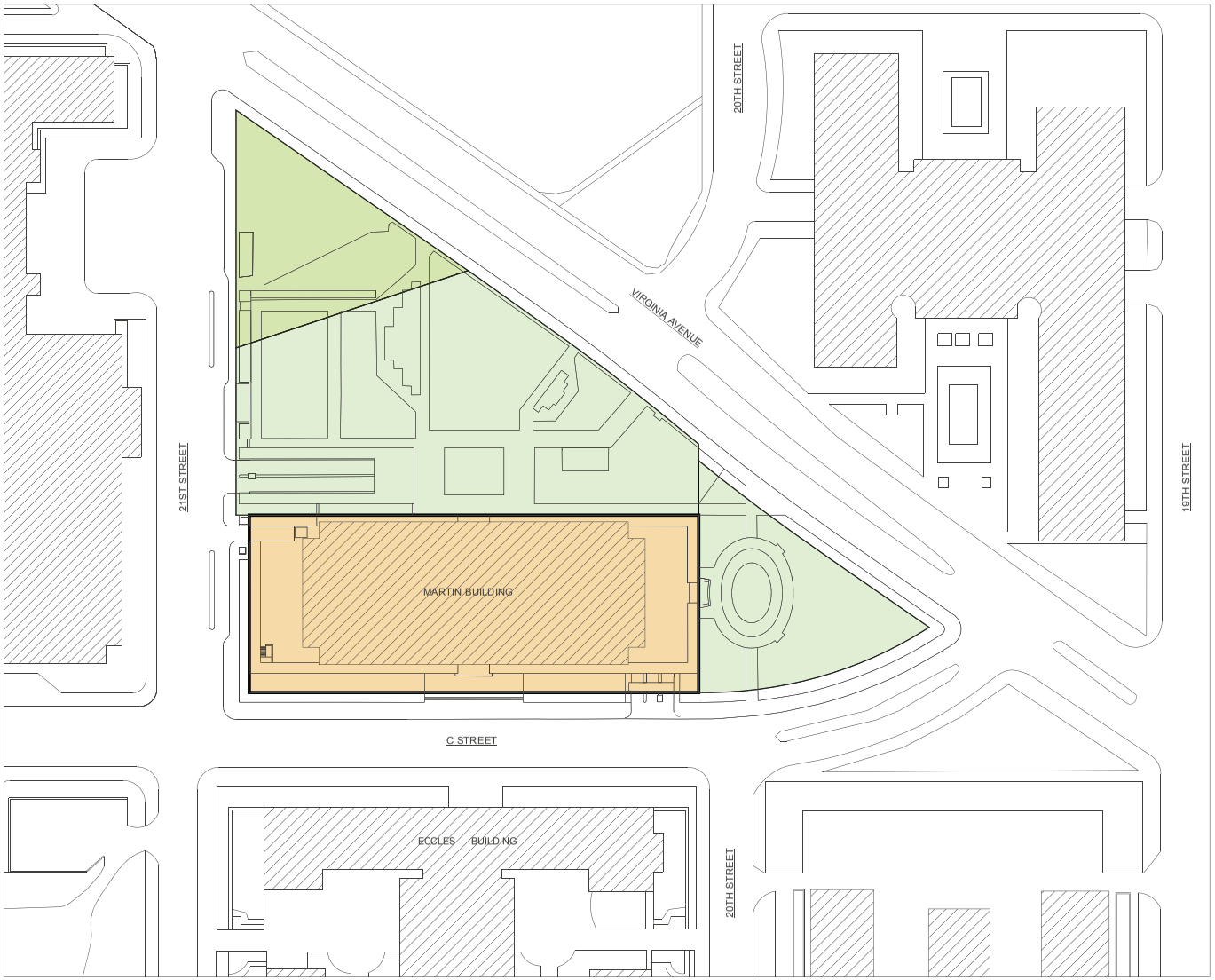

LEGEND:

- U.S. Reservation 105: Property of the United States Department of Interior, National Park Service
- U.S. Reservation 378: Property of the United States Department of Interior, National Park Service
- Property of the Board of Governors of the Federal Reserve System

Figure 1.1 - Property Map

Drawing 3-A
November 5, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH
0 50' 100'

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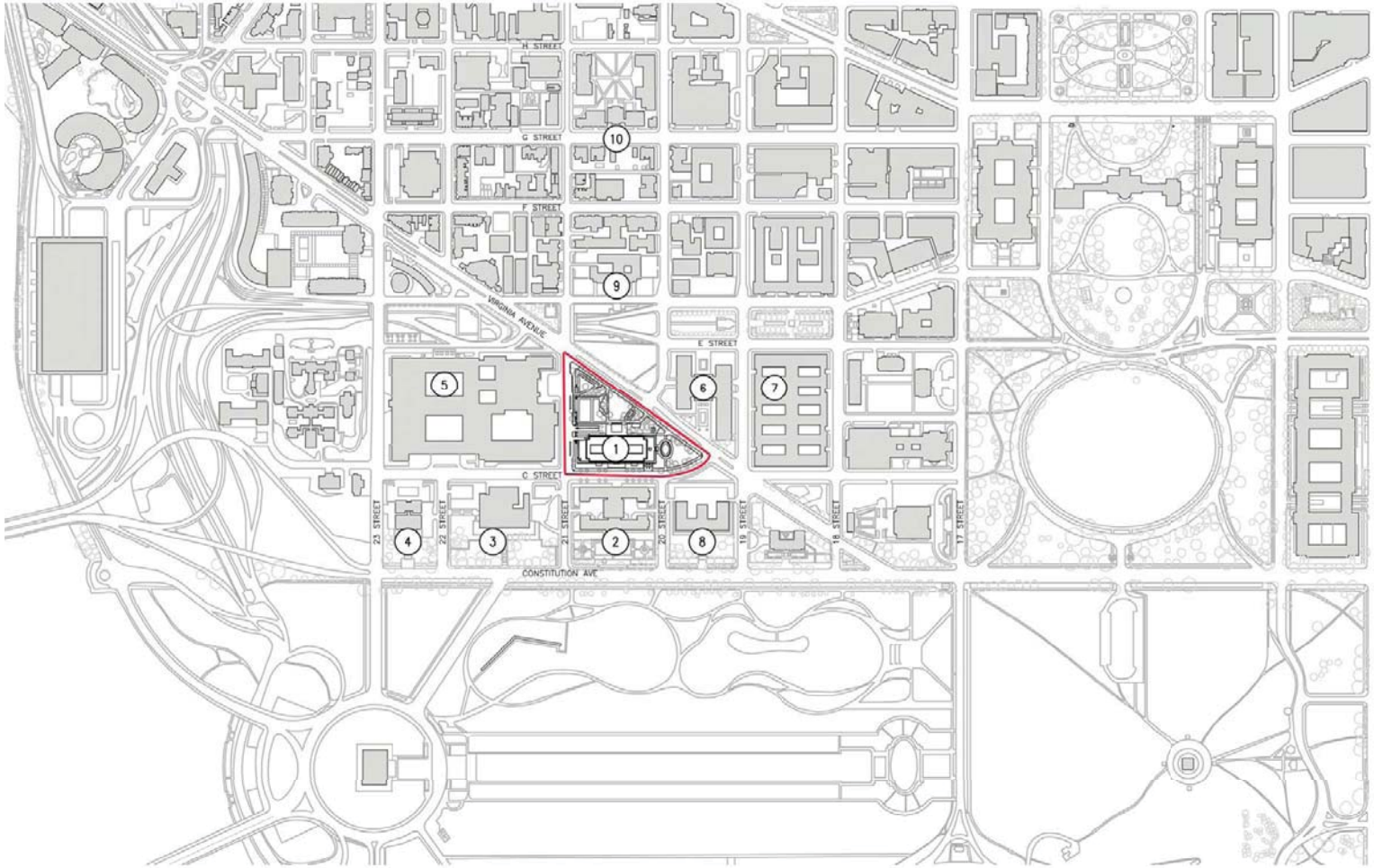

KEY NOTES:

1. FEDERAL RESERVE BOARD WILLIAM McCHESNEY MARTIN, Jr BUILDING
2. FEDERAL RESERVE BOARD MARRINER S. ECCLES BUILDING
3. NATIONAL ACADEMY OF SCIENCES
4. AMERICAN PHARMACISTS ASSOCIATION (APHA)
5. DEPARTMENT OF STATE
6. OFFICE OF PERSONNEL MANAGEMENT
7. DEPARTMENT OF THE INTERIOR
8. DEPARTMENT OF THE INTERIOR - SOUTH
9. RED CROSS
10. GEORGE WASHINGTON UNIVERSITY

LEGEND:

OUTLINE OF SITE

Figure 1.2 - Vicinity Map

Drawing A-1
August 3, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center: Vicinity Map

NORTH 0 300' 600'

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1.4 Public Involvement

As part of the NEPA documentation process, the Board has met with the following agencies to introduce the project, identify potential environmental concerns, and receive feedback on the proposed concept.

AGENCY (REPRESENTATIVES)	DATE
DC Department of Transportation *(Chris Ziemann & Courtney Williams)*	7/14/09
Advisory Neighborhood Commission 2A	7/15/09
National Park Service *(Glenn DeMarr)*	7/30/09
Department of State *(Mark Butowsky)*	7/30/09
American Pharmacists Association[1] *(Ann Dubas)*	7/30/09
Office of Personnel Management *(Mariano Aquino)*	7/30/09
Department of the Interior *(Gary Peacock)*	8/13/09
National Academy of Sciences *(Joseph Papa)*	8/13/09
National Capital Planning Commission *(David Levy & Nancy Witherell)*	8/28/09

The EA scoping letter and Section 106 initiation letter, along with a full list of agencies, organizations, and individuals involved in the scoping process and Section 106 consultation, can be found in Appendix A.

A Draft EA will be made available to the public for review and comment in early 2010. A Notice of Availability will be published in *The Washington Post* newspaper.

[1] Historically referred to as the American Pharmaceutical Association.

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2.0 Description of Alternatives

Alternatives Considered and Dismissed

Approximately two years prior to the initiation of the current EA, the Board launched a formal review of the spatial and functional needs at its complex in Washington, DC, which includes the Eccles and Martin Buildings. The result of this analysis is documented in an exhaustive programming report, *The Board of Governors of the Federal Reserve System, Eccles-Martin Complex Visitor and Conference Centers Program Requirements*, prepared by Karn, Charuhas, Chapman, and Twohey. The report documented spatial needs identified by key Board employees and translated these into conceptual options, with corresponding square footage approximations. The most significant needs identified in the programming report included (1) improving facility security, as identified by the United States Secret Service, through the provision of an adequately-sized, secure, formal area in which to receive employees and invited guests, and (2) providing additional space to accommodate large meetings and meeting support facilities. These priorities evolved into a series of potential concepts for a new Visitor Screening Center and a Conference Center. An extensive range of layouts and configurations were explored for structuring these accommodations. Several of the options looked at ways to better accommodate both improved security screening and conferencing needs within the existing building. These options were dismissed from further consideration by the Board because they could neither accommodate the current demand for meeting space nor address long-term needs.

Other options included actions to both reuse existing building space and expand the existing building in various ways by building out within the property boundaries. This would include adding pavilions in areas adjacent to C St. NW and adjacent to both the east and west sides of the existing structure. Among these options, those that could not accommodate at least seventy percent of the Board's identified space needs for visitor screening and conferencing were dismissed as impractical.

Alternatives 2 and 3, discussed below, were deemed to be the two strategies that most closely satisfy the immediate and longer-term spatial, functional and safety needs of the Board.

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2.1 Alternative 1 - No Action

This alternative would allow current conditions to remain the same and would provide neither reprogrammed interior space nor additional square footage beyond that which exists today. The lack of a new, single entrance to the Board complex would require the continued use of existing entrances to both the Eccles and Martin Buildings. Additionally, the front entry stairs would remain the same, and would not meet current Architectural Barriers Act (ABA) requirements for the population served. The existing interior configuration of the Martin Building C St. NW entrance, which was implemented post-9/11was intended to be temporary, would remain as is and would not undergo any security upgrades. The existing interior configuration of the Eccles Building C St. NW entrance, which contains a vestibule added in the 1970s, would remain open and would not undergo any security upgrades (Figure 2.1 – Existing Conditions).

Conferences hosted by the Board would continue to be held in terrace level dining rooms, which would continue to limit the size and number of events that could be accommodated at the Martin Building. Additionally, these facilities would continue to be limited by their current audio/visual capabilities. The terrace level would remain open and accessible to the office floors, which would continue to be a high security risk for building occupants. All visitors would also continue to be required to have a Board employee escort at all times.

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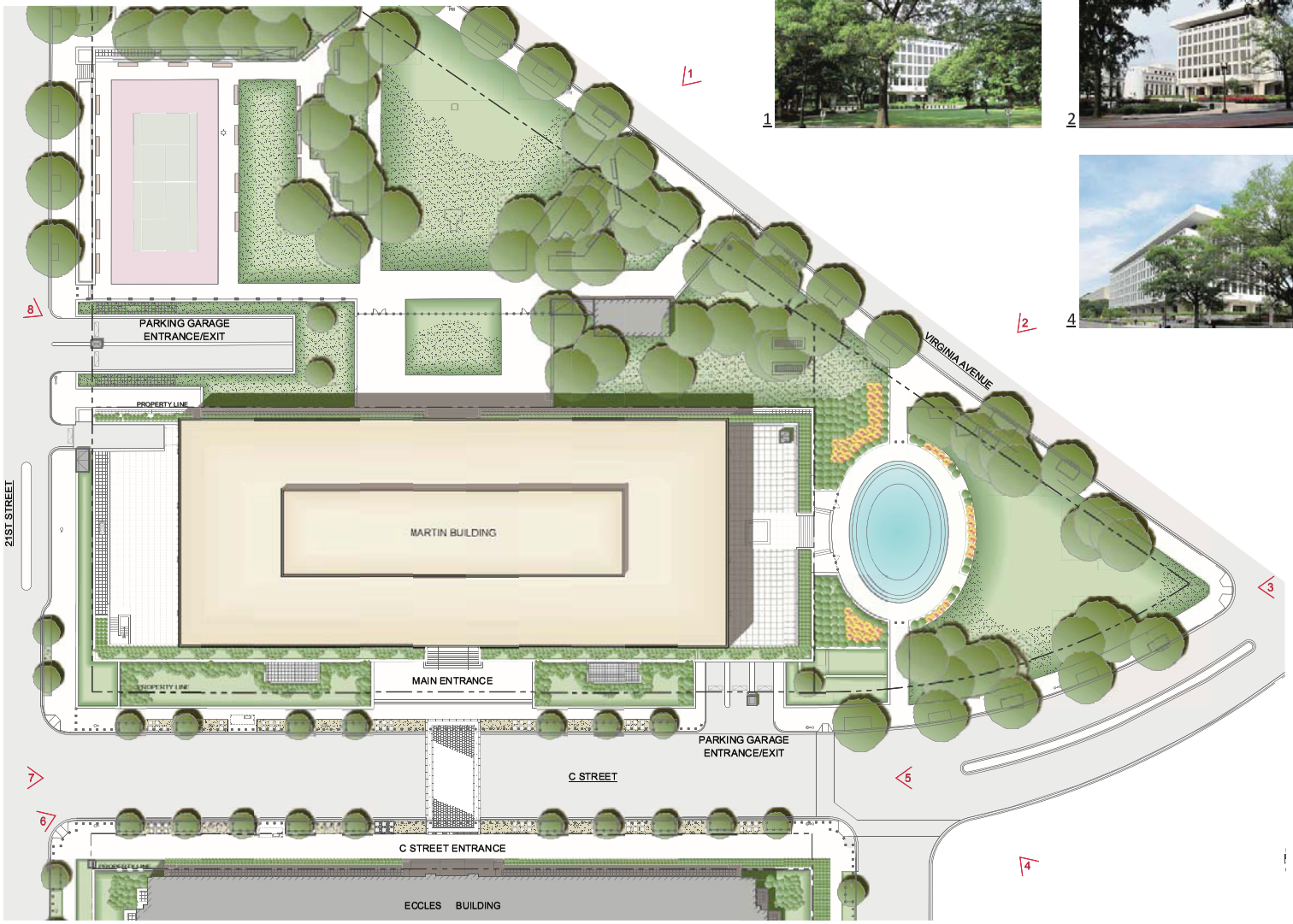

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Figure 2.1 - Existing Conditions

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center: Existing Site Plan and Photos

NORTH 15' 0 30' 60'

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2.2 Alternative 2 - Preferred Action

To further address security concerns, and to safeguard the Martin and Eccles Buildings' entrances from ground attack, the Board proposes building a new Visitor Screening Center that would become the primary entrance to both buildings. The Board also proposes building a new Conference Center on the podium level of the Martin Building that would provide a secure facility for the assembly needs of all building occupants. In total, the Preferred Action would meet approximately ninety-two percent of the Board's projected space and programming needs (Figure 2.2 – Preferred Action).

The proposed 11,000± SF Visitor Screening Center would be located at the main entrance to the Martin Building on C St. NW. The new Visitor Screening Center would provide a single point of entry for receiving Board occupants, would accommodate holding and waiting areas suitable for visitors, and would provide separate security vestibules for both employees and visitors. The new facility would contain state-of-the-art security technology, including a courier drop-off to screen packages and other items and a redesigned exterior wall that meets current blast and ballistic protection standards. A new, dedicated HVAC system would provide the desired CBR agent protection, while allowing comfort control not currently provided by the existing system. The new circulation core for the Visitor Screening Center would consist of a new, central staircase and two elevators to access the Conference Center and concourse level, which is common to both the Eccles and Martin Buildings. The elevator lobby in the concourse level would also be expanded and remodeled. The Visitor Screening Center would become the main screening area for the Martin and Eccles Buildings. A second circulation core would provide an egress stairway from the Visitor Screening Center with a direct emergency exit from the concourse level to the exterior.

The new 35,000± SF Conference Center would provide approximately 25,000± SF of reprogrammed space within the existing podium level of the Martin Building as well as two new 5,000± SF pavilions, one each on the east and west sides of the building. The new Conference Center would provide the Board with the additional conference and training space needed to bring on-site those functions that are currently held at less secure and controlled off-site locations; this site would accommodate both current and future identified operational requirements. Specifically, new facilities provided by the Conference Center could accommodate approximately 650 visitors, including a multipurpose room that could accommodate approximately 325 visitors seated, small conference rooms, break-out rooms, classrooms, training rooms, conference registration space, and pre-function and break areas suitable for receptions. However, the Board does not intend to host 650 visitors at one time. Although the proposed Conference Center would not completely replace current meeting and training facilities, it would accommodate the variety of the Board's conferencing needs while providing optimal security and alleviate current overcrowding. The location of the Conference Center on the podium level would allow visitors to attend functions without a Board employee escort, and would provide controlled access to the remainder of the Martin and Eccles Buildings.

The central portion of the existing interior podium level would include a renovated elevator lobby with stair and elevator functions for visitors from the new Visitor Screening Center to the podium level. Additionally, separate stair and elevator functions would be provided for employees traveling up to the podium level and down to the concourse level. The western portion of the existing interior podium level would include a pre-function area adjacent to the lecture hall and video conference area, three new conference rooms, one business center, two classrooms, two storage closets, a restroom facility, and a coat closet. The eastern portion of the existing interior podium level would include a pre-function area adjacent to the multipurpose room, two new conference rooms, three break-out rooms, a personal computer (PC) training room, a visitor services center, two storage rooms, a restroom facility, a coat closet, a pantry, and a food service vestibule.

A new, single-story west pavilion would be constructed within the footprint of the existing west plaza, and would face 21st St. NW and the Department of State to the west, Virginia Ave. NW to the north, and C St. NW to the south. The pavilion would house a lecture hall that could accommodate approximately 75 seated visitors, and, because it requires windowless space, is better suited for the west side of the building, due to the less inviting exterior views from that side. Additionally, the new west pavilion would provide a video conference center and PC training room.

A new, single-story east pavilion would be constructed within the footprint of the existing east plaza, and would face the Virginia Ave. NW/C St. NW intersection to the east, C St. NW to the south, and Virginia Ave. NW to the north. The east pavilion would house a new multipurpose room, divisible into three separate rooms for added conference flexibility, with views of the exterior oval fountain, located in Robert Latham Owen Park, on the eastern side of the building.

Additional exterior changes to the Martin Building under the Preferred Action include:

- Relocating the existing northwest guard booth from its current location on the sidewalk between 21st St. NW and the existing west plaza, to the northern edge of the loading dock on 21st St. NW
- Relocating the existing northeast guard booth from its current location on the northern corner of the east plaza, to the outside of the northern edge of the existing east plaza
- Installing a new water feature and public seating area along the western-most wall of the new west pavilion that faces 21st St. NW
- Providing areas for displaying new public art in unoccupied plaza space on the southern portions of both the east and west plazas, adjacent to the new Visitor Screening Center and facing C St. NW
- Modifying the egress stairwell within the western plaza that leads from the parking garage G1-Level to 21st St. NW
- Removing and relocating the existing air intake vent on the ground level of the west plaza to the roof of the new west pavilion
- Replacing the existing staircase that leads from the existing east plaza to the fountain with a new planted/landscaped area. The two existing sidewalks in Robert Latham Owen Park will remain, providing north-south access to the fountain from Virginia Ave. NW and C St. NW.
- Integrating bicycle racks and other features to encourage alternative transportation practices
- Installing green roofs on the new east and west pavilions and the new Visitor Screening Center
- Providing areas of additional landscaping along C St. NW between the Visitor Screening Center and the sidewalk

The design of the Visitors Screening Center and both pavilions aims to maximize opportunities for vistas, public art, and public amenities in both the exterior and interior spaces. The design also optimizes opportunities for sustainable design features, including green roofs, energy conservation, and other strategies consistent with the Leadership in Energy and Environmental Design (LEED) Green Building Rating System guidelines.

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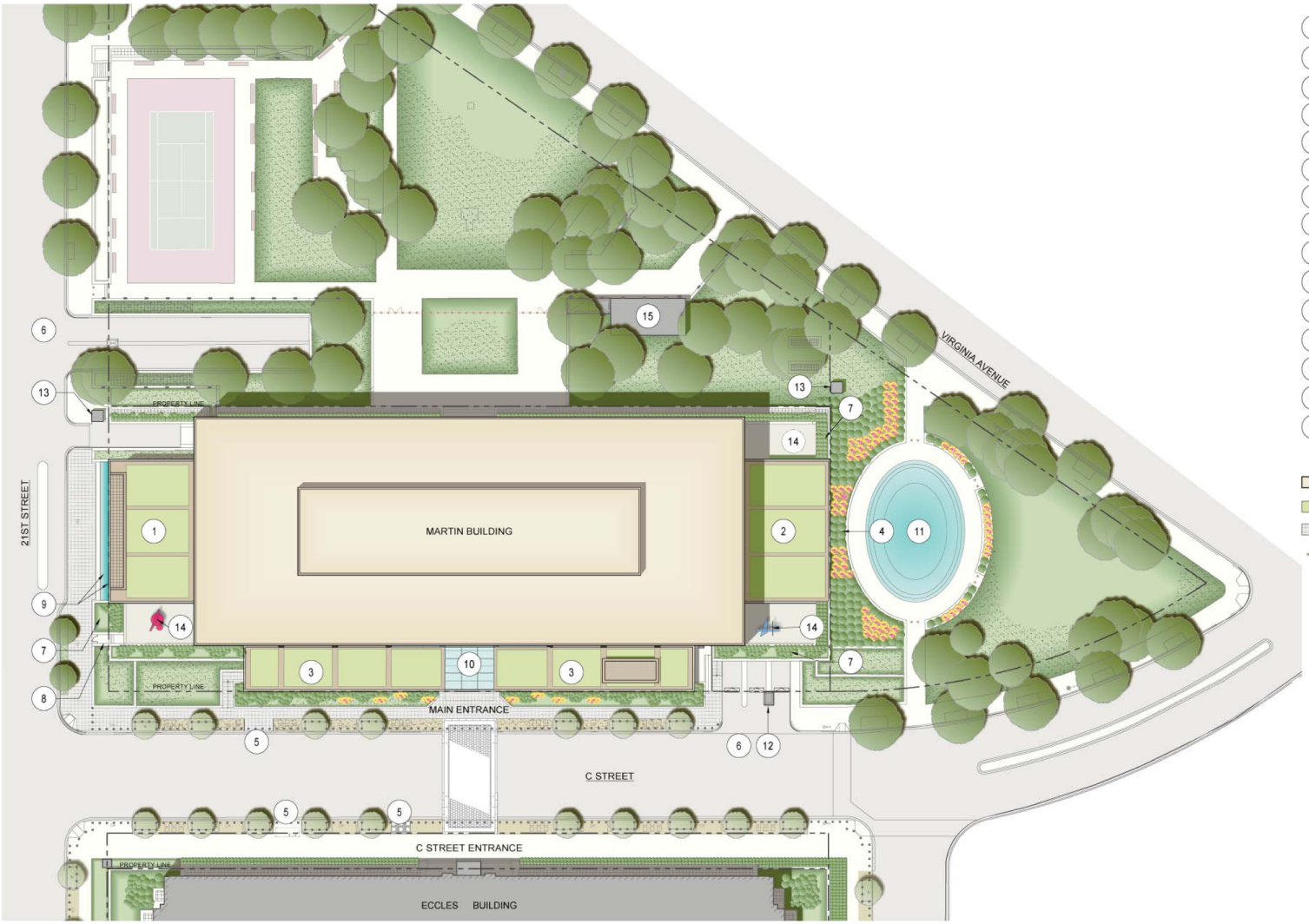

KEY NOTES:

1. PROPOSED WEST PAVILION CONFERENCE CENTER WITH GREEN ROOF
2. PROPOSED EAST PAVILION CONFERENCE CENTER WITH GREEN ROOF
3. PROPOSED VISITOR SCREENING CENTER GREEN ROOF
4. PROPOSED LANDSCAPED AREA
5. EXISTING BUS STOP
6. EXISTING GARAGE ENTRANCE/EXIT
7. PROPOSED MODIFIED PLANTER
8. PROPOSED EGRESS STAIR FROM G1-LEVEL TO STREET LEVEL
9. PROPOSED FOUNTAIN WALL & BASIN
10. PROPOSED VISITOR SCREENING CENTER SKYLIGHT
11. EXISTING FOUNTAIN
12. EXISTING GUARD BOOTH
13. PROPOSED RELOCATED GUARD BOOTH
14. PROPOSED SCULPTURE AREA
15. EXISTING NORTH PARKING GARAGE EXIT PAVILION

LEGEND:

- EXISTING BUILDING
- GREEN ROOF
- NEW PAVED AREA
- EXISTING PERIMETER SECURITY
- EXISTING LIGHT POST

Figure 2.2 - Preferred Action

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH

8' 0 16' 32'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE NW SUITE 1250
WASHINGTON DC 20036 202.659.5600

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2.3 Alternative 3 – Alternative Action

The Alternative Action is proposed as an alternative to the Preferred Action. This approximately 30,000± SF design alternative would accommodate the Visitor Screening Center and a smaller Conference Center through both interior renovations and the creation of a single new pavilion on the west side of the building. The Visitor Screening Center in this alternative is identical to that described in the Preferred Action; however, the interior programming of the existing podium level would be modified to accommodate the smaller amount of square footage. This alternative would meet approximately seventy-three percent of the Board's projected space and programming needs (Figure 2.3 – Alternative Action).

The central portion of the existing interior podium level under this alternative would remain the same as the scheme proposed under the Preferred Action, and would include a renovated elevator lobby with stair and elevator functions for visitors from the new Visitor Screening Center to the podium level. Additionally, separate stair and elevator functions would be provided for employees traveling up to the podium level and down to the concourse level. The western portion of the existing interior podium level would include a pre-function area adjacent to the lecture hall and video conference area, three new conference rooms, one teleconference room, one visitor services office, a restroom facility, a janitor's closet, a coat closet, a business center, and a storage closet. The eastern portion of the existing interior podium level would include a restroom facility, a storage closet, a janitor's closet, a coat closet, a pantry, a food service vestibule, two conference rooms, one break-out room, and a multipurpose room of a smaller scale than the multipurpose room proposed in the Preferred Action. The multipurpose room under this alternative would accommodate 160 visitors seated.

A new, single-story west pavilion would be constructed within the footprint of the existing west plaza, facing 21st St. NW and the Department of State to the west, Virginia Ave. NW to the north, and C St. NW to the south. Similar to the Preferred Action, the west pavilion would include a video-conference room, a PC training room and a lecture hall that could accommodate approximately 75 seated visitors.

Exterior modifications to the surrounding grounds would be the same as those proposed by the Preferred Action.

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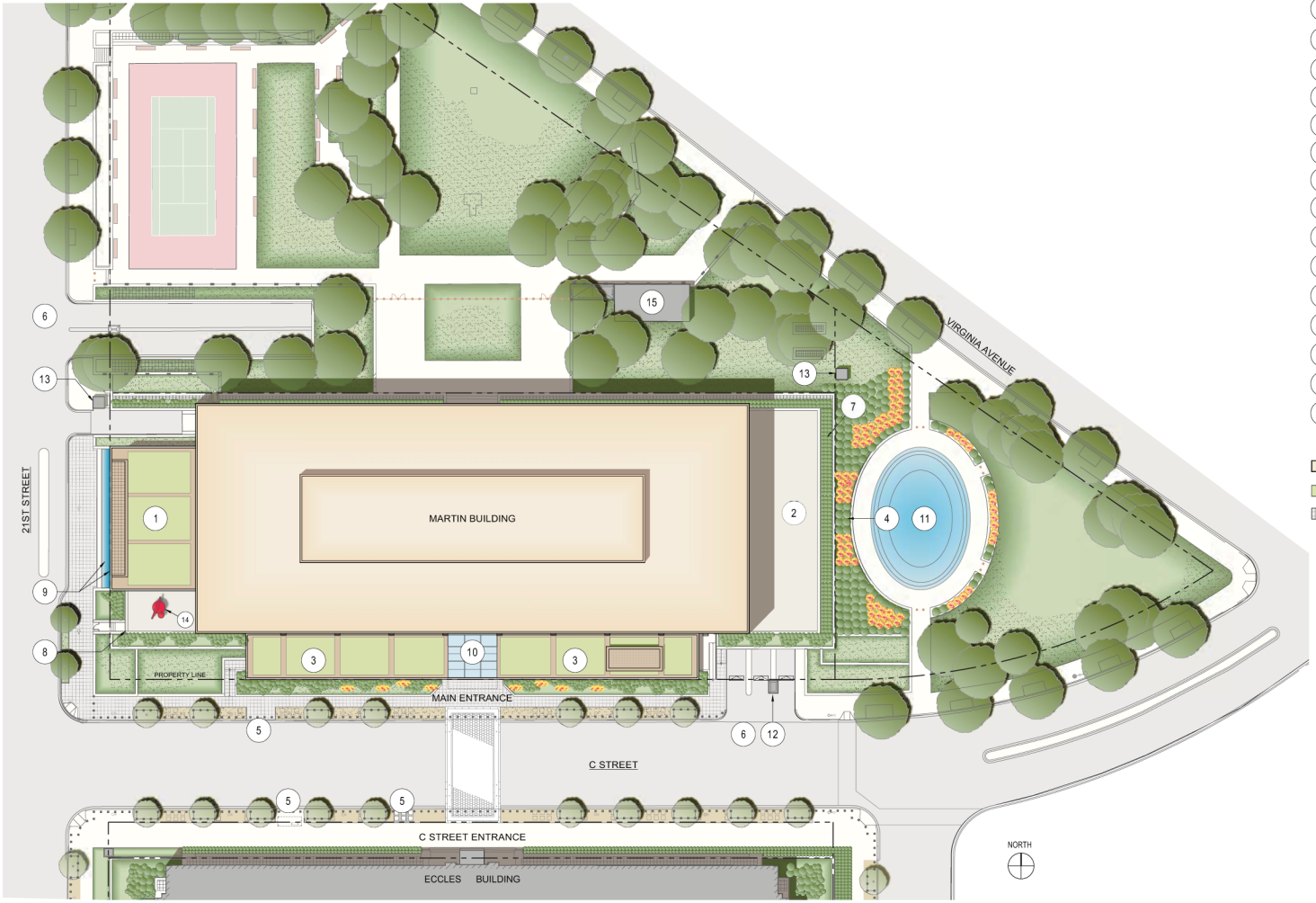

KEY NOTES:

1. PROPOSED WEST PAVILION CONFERENCE CENTER WITH GREEN ROOF
2. EXISTING EAST PODIUM LEVEL PLAZA
3. PROPOSED VISITOR SCREENING CENTER GREEN ROOF
4. PROPOSED LANDSCAPED AREA
5. EXISTING BUS STOP
6. EXISTING GARAGE ENTRANCE/ EXIT
7. PROPOSED MODIFIED PLANTER
8. PROPOSED EGRESS STAIR FROM G1-LEVEL TO STREET LEVEL
9. PROPOSED FOUNTAIN WALL & BASIN
10. PROPOSED VISITOR SCREENING CENTER SKYLIGHT
11. EXISTING FOUNTAIN
12. EXISTING GUARD BOOTH
13. PROPOSED RELOCATED GUARD BOOTH
14. PROPOSED SCULPTURE AREA
15. EXISTING NORTH PARKING GARAGE EXIT PAVILION

LEGEND:

- EXISTING BUILDING
- GREEN ROOF
- NEW PAVED AREA
- EXISTING PERIMETER SECURITY
- EXISTING LIGHT POST

Figure 2.3 - Alternative Action

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH 8' 0 16' 32'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
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WASHINGTON DC 20036 202.659.5600

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3.0 Affected Environment and Environmental Consequences

The following chapter assesses the impacts of the Preferred Action, the Alternative Action and the No Action on the affected environment. These impacts are characterized by **type**, **intensity** and **duration**.

Type

The impact type refers to whether it is negative or positive (*beneficial)*. Beneficial impacts would improve resource conditions and negative impacts would not. All impacts in this assessment are assumed to be negative, unless identified as beneficial.

Intensity

The intensity of a negative impact describes the magnitude of change that the negative impact generates. The intensity thresholds are as follows:

> *Negligible:* There would be no impact, or the impact does not result in a noticeable change in the resource
>
> *Minor:* The impact would be slight, but detectable, resulting in a small but measurable change in the resource.
>
> *Moderate:* The impact would be readily apparent and/or easily detectable
>
> *Major:* The impact would be widespread and would substantially alter the resource. A major impact would be considered significant under NEPA.

Duration

The duration of an impact identifies whether it occurs over a restricted period of time (*short-term*), or persists over a longer period (*long-term*). For the purposes of this analysis, it is assumed that short-term impacts would occur during the construction of the improvements, while long-term impacts would persist once the construction is complete.

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3.1 PHYSICAL ENVIRONMENT

3.1.1 GEOLOGY AND TOPOGRAPHY

Washington, DC is diagonally divided by the Fall Line, which separates the mid-Atlantic Piedmont physiographic province to the northwest from the mid-Atlantic Coastal Plain province to the southeast. The mid-Atlantic Piedmont province comprises old, metamorphosed, igneous, and sedimentary rocks of the Wissahickon Formation, while the mid-Atlantic Coastal Plain province is underlain by younger, unconsolidated sediments; however, small areas of both provinces contain unconsolidated terrace and alluvial deposits. East of the Fall Line, unconsolidated sand, gravel, and clay sediments of the mid-Atlantic Coastal Plain overlap the hard rock of the mid-Atlantic Piedmont.

Topography in Washington, DC is generally of moderate relief and defined by level to gently rolling uplands, steep valley walls, widely separated interstream divides, and narrow valley bottoms. The greatest relief occurs approximately 260 feet upstream from Great Falls. For the most part, the topographic boundary between the mid-Atlantic Piedmont and the mid-Atlantic Coastal Plain is gentle, causing sediments to "feather out" in the mid-Atlantic Piedmont when deposited. The proposed project area resides on nearly level lowland topography, formed on river terrace deposits, alluvium, and artificial fill (URS EA, 2003).

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts would be negligible. It is not anticipated that bedrock would be encountered during construction activities. No change to the project area's topography is anticipated.

ALTERNATIVE ACTION
Under the Alternative Action, impacts would be negligible. It is not anticipated that bedrock would be encountered during construction activities. No change to the project area's topography is anticipated.

3.1.2 SOILS

Artificial fill covers the lower, southeast corner of the Martin Building parcel, and is of a heterogeneous composition and texture, with the largest portions having been filled for building purposes. Deposits of Colluvium cover the remaining portion of the parcel, which is composed of a generally unsorted mixture of pebbles in clayey sand or sandy clay. Below the layers of artificial fill and Colluvium is a layer of Alluvium deposits, which consist of gravel, sand, silt, and clay. Beneath the layer of Alluvium deposits lies a base layer of Potomac Group soils, comprised of variegated gravel, sand, silt and clay (USGS, 1994).

The Farmland Protection Policy Act (P.L. 97-98, Sec. 1539-1549; 7 U.S.C. 4201, et seq.), states that Federal agencies must "minimize the extent to which Federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses." The Martin Building is located within a highly developed urban area in Washington, DC; as such, it is not subject to the Farmland Protection Policy Act, and coordination with the Natural Resource Conservation Service was not initiated (URS EA, 2003).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, short-term, minor impacts would occur due to disturbance to surface soils during the replacement of the existing staircase to Robert Latham Owen Park with a new planted/landscaped area; however, the addition of landscaping and removal of hardscape would provide a long-term, beneficial impact to the soil. Short-term, minor impacts, due to disturbance to surface soil, would also occur during the construction of the Visitor Screening Center and during the replacement of the existing concrete walkways along 21st St. NW and C St. NW.

ALTERNATIVE ACTION

Under the Alternative Action, short-term, minor impacts would occur due to disturbance to surface soils during the replacement of the existing staircase to Robert Latham Owen Park with a new planted/landscaped area; however, the addition of landscaping and removal of hardscape would provide a long-term, beneficial impact to the soil. Short-term, minor impacts, due to disturbance to surface soil, would also occur during the construction of the Visitor Screening Center and during the replacement of the existing concrete walkways along 21st St. NW and C St. NW.

MITIGATION

To reduce the potential impacts associated with soil disturbance, a Soil Erosion and Sedimentation Control (SESC) plan for construction activities on the property would be developed. The SESC plan would incorporate best management practices (BMPs) to prevent erosion of soils from the property. Grading and excavation of soils within the project area would be minimized to the greatest extent possible. BMPs, such as silt fences, would be used to prevent the loss of soils. Permanent vegetation would be established as soon as possible after final grading, and disturbed areas would be replanted.

3.1.3 WATER RESOURCES AND WATER QUALITY

The District of Columbia is located in the Middle Potomac-Anacostia-Occoquan watershed. The Martin Building is located in a portion of the watershed that is highly developed with impervious area and includes small areas of pervious landscape and urban parks. There are no streams within the project site or within the immediate vicinity of the project site. Stormwater drains from the project area via a network of combined sewer overflows (CSOs) that discharge into the Potomac River, which is located approximately one mile southwest of the project area. Potable water and sanitary sewer service is supplied to the Martin Building by the District of Columbia Water and Sewer Authority (URS EA, 2003).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, impacts would be negligible. The decrease in impervious surface associated with the proposed removal of the east plaza staircase, and the installation of green roofs on the east and west pavilions and Visitor Screening Center, would provide long-term, beneficial impacts by reducing overland surface runoff into the CSOs. Overall, the quantity of paved area would be reduced; however, 5,500 SF would remain, and be repaved. Any potential sedimentation from proposed construction would be short-term and would not likely impact the overall water quality of the Potomac River.

ALTERNATIVE ACTION

Under the Alternative Action, impacts would be negligible. The decrease in impervious surface associated with the proposed removal of the east plaza staircase, and the installation of green roof on the west pavilion and Visitor Screening Center, would provide long-term, beneficial impacts by reducing overland surface runoff into the CSOs; however, this alternative would not provide the same reduction of overland surface runoff as the Preferred Action, since the east plaza would not contain a pavilion with a green roof. Overall, the quantity of paved area would be reduced; however, 5,500 SF of repaved area would remain. Any potential sedimentation from proposed construction would be short-term and would not likely impact the overall water quality of the Potomac River.

MITIGATION

A SESC plan for construction activities on the property would be developed that incorporates BMPs to mitigate potential sedimentation impacts to receiving waters. Additionally, LID strategies have been considered in the development of all design alternatives. Enhancement of the ecological integrity of the site is achieved primarily through a net reduction of impervious areas. The Board also intends to collect rain water and store it in cisterns, located in the parking garage and mechanical plant, to be used for irrigation. This reduction yields an improved hydrology, compared to the preconstruction system.

As the design progresses, additional factors, such as the magnitude of hydraulic change, runoff travel times, and degree of hydraulic connection, would be considered to result in an overall benefit to the existing ecology.

3.1.4 FLOODPLAIN

The 100-year floodplain designates the area that, when inundated during a storm, has a 1.0 percent chance of occurring in any given year. Executive Order (EO) 11988, regarding floodplain management issues, requires federal agencies to minimize occupancy and modification to the floodplain and specifically prohibits them from funding construction in the 100-year floodplain unless there are no practicable alternatives. As indicated on the District of Columbia Flood Insurance Rate Map (FIRM) 110001, Panel 0015 B, dated November 15, 1985, the project area is located outside the 100-year floodplain (URS EA, 2003).

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts would be negligible.

ALTERNATIVE ACTION
Under the Alternative Action, impacts would be negligible.

3.1.5 AIR QUALITY

The Martin Building is located in the Metropolitan Washington Air Quality Control Region. The U.S. Environmental Protection Agency (EPA), under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants – ozone (O_3), carbon monoxide (CO), nitrogen oxides (NO_x), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), particulate matter (PM) equal to or less than 10 microns in size (PM_{10}), and fine particulate matter ($PM_{2.5}$).

Areas that meet the NAAQS criteria for pollutants are designated as being "in attainment", and areas where a criteria pollutant level exceeds the NAAQS are designated as being "in nonattainment." Nonattainment areas are rated on the severity of their pollution problem— marginal, moderate, serious, severe, or extreme. The Washington metropolitan region is in nonattainment for ozone. The region is currently in compliance for CO, but has violated NAAQS for CO in the recent years and, therefore, has been designated by EPA as a CO maintenance area. The region does have concentrations of the criteria pollutants NO_2, SO_2, Pb, PM_{10}, and $PM_{2.5}$ below the NAAQS.

Attainment plans for reducing ozone-causing emissions and achieving attainment with the NAAQS for the criteria pollutants are required by the EPA. Federal agencies responsible for an action in a non-attainment area are required to determine that the action either meets the regulations of the attainment plan, or is exempt from determining conformity. Federal actions are exempt from conformity determinations where the total of all reasonably foreseeable direct and indirect emissions of nonattainment pollutants would be less than their specified emission rate thresholds (known as *de minimis* limits), and less than 10 percent of the area's annual emission budget. The *de minimis* limits for "severe" non-attainment of ozone are 25 tons per year each for emissions of volatile organic compounds (VOCs) and NO_x, the primary constituents in the formation of ozone (USIP EA, 2006).

NO ACTION

Under the No Action, impacts would be negligible..

PREFERRED ACTION

Under the Preferred Action, short-term, minor impacts emanating from local and regional mobile source air emissions, such as trucks and heavy equipment, would occur during construction; however, these impacts are not expected to occur past the construction phase. The temporary emissions would primarily consist of NO_x, SO_2, PM, CO, and VOCs, which are common at construction sites. Emissions from operating equipment and vehicles during hot summer months would contribute to ozone formation. Any vehicular congestion resulting in construction-related traffic would temporarily increase emissions in the area surrounding the construction site. In addition, some construction phases would result in short-term odors near the project site. Fugitive PM_{10} and $PM_{2.5}$ emissions could result from activities that include site preparation, demolition, ground excavation, grading, cut-and-fill operations, structure erection, construction-related traffic, and wind erosion of uncovered demolition and excavation areas.

Slight increases in the number of visitors and delivery trips are anticipated as a result of the Preferred Action, however, it is not anticipated that these trips would cause vehicles to idle for long periods of time, or cause significant intersection congestion (see section 3.4.6 for additional information). Additionally, there would be a slight decrease in the number of parking spaces at the Martin Building. No additional stationary sources of air emissions are likely to impact air quality, and it is not anticipated that the Preferred Action would result in additional fuel-burning equipment for heating.

ALTERNATIVE ACTION

Under the Alternative Action, short-term, minor impacts emanating from local and regional mobile source air emissions, such as trucks and heavy equipment, would occur during construction; however, these impacts are not expected to occur past the construction phase. The temporary emissions would primarily consist of NO_x, SO_2, PM, CO, and VOCs, which are common at construction sites. Emissions from operating equipment and vehicles during hot summer months would contribute to ozone formation. Any vehicular congestion resulting in construction-related traffic would temporarily increase emissions in the area surrounding the construction site.

In addition, some construction phases would result in short-term odors near the project site. Fugitive PM_{10} and $PM_{2.5}$ emissions could result from activities that include site preparation, demolition, ground excavation, grading, cut-and-fill operations, structure erection, construction-related traffic, and wind erosion of uncovered demolition and excavation areas.

Slight increases in the number of visitors and delivery trips are anticipated as a result of the Alternative Action, however, it is not anticipated that these trips would cause vehicles to idle for long periods of time, or cause significant intersection congestion (see section 3.4.6 for additional information). Additionally, there would be a slight decrease in the number of parking spaces at the Martin Building. No additional stationary sources of air emissions are likely to impact air quality, and it is not anticipated that the Alternative Action would result in additional fuel-burning equipment for heating.

MITIGATION

All construction activities would comply with local and regional air quality regulations. Impacts associated with minimal earth-moving activity would be minimized by soil erosion and sedimentation control, restrictions on where vehicles can travel onsite, speed controls for construction vehicles and equipment, and watering of exposed soil and demolition debris to control dust.

3.2 BIOLOGICAL ENVIRONMENT

3.2.1 TERRESTRIAL ENVIRONMENT

The Martin Building is surrounded by city streets and neighboring institutional buildings within a very urban environment. Most of the project area is covered by impervious concrete and stone, with the exception of the Edward J. Kelly Park, the Robert Latham Owen Park, and the landscaped streetscapes along 21st, 20th and C Sts. NW and Virginia Ave. NW.

Woody vegetation within the project study area includes weeping willow (*Saux babylonica*), honey locust (*Gleditisia triacanthos*), tulip-poplar (*Liriodendron tulipifera*), red oak *(Quercus rubra*), American holly (*Ilex opaca*), and southern magnolia (*Magnolia grandifolia*). Landscaped vegetation within the project study area includes turf grass, liriope (*Liriope muscari*), and English ivy (*Hedra helix*). Transient wildlife in the area includes squirrels (*Sciurus carolinenis*), pigeons (*Columga livia*), and various songbirds (URS EA, 2003).

NO ACTION

Under the No Action Alternative, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, short-term, minor impacts to terrestrial resources are anticipated during construction. The proposed replacement of impervious surfaces with landscaping at Robert Latham Owen Park would provide a long-term, beneficial impact by increasing absorption and creating additional terrestrial habitat within the project area. Under this action, approximately 6,290 SF of vegetation would be removed and approximately 14,310 SF would be added (including green roofs), for a net gain of 8,020 SF. The clearing of existing vegetation, which consists of cultivated species of grass and ornamental species of trees and shrubs, would be minimized as much as possible during construction. Although limited wildlife habitat would be temporarily disturbed for the duration of the construction activities, vegetation would be reestablished and would likely provide similar habitat after construction.

As recommended in the *Monumental Core Framework Plan*, the Preferred Action supports the National Capital Planning Commission's (NCPC) strategy for integrating natural elements into every scale of design, and promoting human connections to the natural environment, increasing the environmental benefits derived from these elements, and softening the built environment. This is achieved in the Preferred Action by proposing landscape treatments along the built edge of the new east and west conference pavilions, increasing the ground cover at Robert Latham Owen Park, planting additional trees along the C St. NW corridor, installing green roofs, and suggesting seasonal landscaped treatments for the fountain during months when the water flow is disconnected. These proposed improvements also support the Plan's strategy for reestablishing the urban tree canopy along streetscapes and development sites.

ALTERNATIVE ACTION

Under the Alternative Action, impacts would be negligible. The proposed replacement of impervious surfaces with landscaping at Robert Latham Owen Park would provide a beneficial impact by increasing absorption and the creation of additional terrestrial habitat within the project area. Under this action, approximately 5,770 SF of vegetation would be removed and approximately 10,490 SF would be added (including green roofs), for a net gain of 4,720 SF. The clearing of existing vegetation, which consists of cultivated species of grass and ornamental species of trees and shrubs, would be minimized as much as possible during construction. Although limited wildlife habitat would be temporarily disturbed for the duration of the construction activities, vegetation would be reestablished and likely provide similar habitat after construction.

As recommended in the *Monumental Core Framework Plan*, the Preferred Action supports the National Capital Planning Commission's (NCPC) strategy for integrating natural elements into every scale of design, and promoting human connections to the natural environment, increasing the environmental benefits derived from these elements, and softening the built environment. This is achieved in the Alternative Action by proposing landscape treatments along the built edge of the new west conference pavilion, increasing the ground cover at Robert Latham Owen Park, planting additional trees along the C St. NW corridor, installing green roofs, and suggesting seasonal landscaped treatments for the fountain during months when the water flow is disconnected. These

proposed improvements also support the Plan's strategy for reestablishing the urban tree canopy along streetscapes and development sites.

3.2.2 WETLANDS

Per EO 11990, Protection of Wetlands, the term "wetland" refers to areas that are inundated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. According to EO 11990, federal agencies are required to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance their natural and beneficial values. The United States Army Corps of Engineers would be contacted for appropriate permitting requirements, if a Federal action had the potential to impact jurisdictional waters of the United States, as defined by Section 404 of the federal Clean Water Act.

No wetlands were observed within the proposed project area during a site visit performed by URS biologists on June 13, 2003 (URS EA, 2003).

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts would be negligible.

ALTERNATIVE ACTION
Under the Alternative Action, impacts would be negligible.

3.2.3 THREATENED AND ENDANGERED SPECIES

The Endangered Species Act of 1973, as amended, requires Federal agencies to determine the effects of their actions on threatened and endangered species and habitats of fish, wildlife, and plants, in an effort to conserve and protect these species. Special Status species are plants or animals that are candidates for, proposed as, or listed as, sensitive, threatened, or endangered by the United States Fish and Wildlife Service.

A preliminary database search identified that the federally endangered Hay's Spring Amphipod (*Stygobromus hayi*), the federally endangered American peregrine falcon (*Falco peregrinus anatum*), and the threatened bald eagle (*Haliaeetus leucocephalus*) have been documented in Washington, DC. Because the proposed project area is significantly developed and has been modified by landscaping and development, it is unlikely that special status species or their habitats occur at or near the Martin Building. Although a survey was not conducted, none of the three threatened and endangered species listed above, nor their habitat, was observed during a site visit by biologists in June 2003 (URS EA, 2003).

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts would be negligible. This alternative occurs on already developed land in a highly urbanized environment, and would include the same land uses that are currently present. No significant habitat loss or conversion would result from this action.

ALTERNATIVE ACTION
Under the Alternative Action, impacts would be negligible. This alternative occurs on already developed land in a highly urbanized environment, and would include the same land uses that are currently present. No significant habitat loss or conversion would result from this action.

3.3 SOLID AND HAZARDOUS WASTE

Hazardous materials and wastes are regulated in Washington, DC via a combination of federally mandated laws and District of Columbia laws. Per the 2003 EA provided by URS, no known hazardous materials were located in the project area, according to a database search of federal, state and local hazardous materials and underground storage tanks, and based on reported historical uses of the properties (URS EA, 2003).

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts are anticipated to be negligible. No hazardous waste sites or materials were identified within the vicinity of the project area and subsurface hazardous materials are not anticipated to be present. If, during construction, unknown subsurface hazardous wastes or materials are exposed or affected during the implementation of this alternative, they would be handled in accordance with applicable local and federal regulations.

ALTERNATIVE ACTION
Under the Alternative Action, impacts are anticipated to be negligible. No hazardous waste sites or materials were identified within the vicinity of the project area, and subsurface hazardous materials are not anticipated to be present. If, during construction, unknown subsurface hazardous wastes or materials are exposed or affected during the implementation of this alternative, they would be handled in accordance with applicable local and federal regulations.

3.4 SOCIOECONOMICS

3.4.1 LAND USE

According to the 2006 Comprehensive Plan by the DC Office of Planning (DCOP), the area of the District that contains the Martin Building is referred to as "Central Washington." This area encompasses approximately 6.8 miles and includes the District's Monumental Core, as well as the traditional downtown, and the majority of Ward 2. Also included in this area is the portion of DC known as the West End, which comprises hotels, retail, and offices, including the Board. Another term commonly used to describe the area of federal and institutional buildings just north of the Mall, between 17th and 23rd Sts. NW, is the "Northwest Rectangle." As described in the National Capital Planning Commission's *Monumental Core Framework Plan*, the majority of buildings that comprise the Northwest Rectangle are owned by the federal government and are known for their modern classical architecture.

Per the April 2006 DCOP Land Use Map, the Martin Building is shown as parks and open space; however, the land use designation for the Eccles Building is Federal Public. The zoning designation for the Martin Building is shown on Map 10 of the January 2003 DC Zoning Map Series as a Major Federal Tract. Edward J. Kelly Park, north of the Martin Building, is located within the same land parcel as the Martin Building and is owned by the United States Government under the jurisdiction of the Department of the Interior. Additionally, Robert Latham Owen Park, just east of the Martin Building, is located within the same land parcel as the Martin Building and is also owned by the United States Government under the jurisdiction of the Department of the Interior.

Located just west of the Martin Building, across 21st St. NW, is the Department of State, which is also zoned as a Major Federal Tract. The NAS is located southwest of the Martin Building, across 21st and C Sts. NW, and is zoned for medium-density residential/limited office use. The Eccles Building borders the southern side of the Martin Building, across C St. NW, and is zoned as a Major Federal Tract. The Department of the Interior South Annex to the southeast of the Martin Building, across C and 20th Sts. NW, and the Office of Personnel Management to the northeast of the Martin Building, across 20th St. NW and Virginia Ave. NW, are both zoned as Major Federal Tracts. The large park to the north of the Martin Building, across Virginia Ave. NW, is owned by the United States Government under the jurisdiction of the Department of the Interior, and is zoned as a Major Federal Tract.

All of the buildings that neighbor the Martin Building are designated as Federal Public land uses, with the exception of the NAS, which is designated as a Public, Quasi-Public, Institutional land use.

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, impacts to land use would be minor in the long-term, due to the removal of the existing staircase from the east pavilion to Robert Latham Owen Park, and the relocation of the existing guard booth, from the east plaza, to Robert Latham Owen Park; however, the Park would remain open to the public.

The design of the new Visitor Screening Center and east and west pavilions would not change the existing use of the Board's property. The primary change of existing features on the Board's property would be the proposed construction of the two pavilions on the existing east and west plazas, and the new Visitor Screening Center, within the existing entrance plaza on C St. NW.

As recommended in the *Monumental Core Framework Plan*, the Preferred Action supports NCPC's strategies for reinventing civic corridors and urban spaces to promote livability, and for supporting workers, visitors and residents. This would be achieved, as recommended in the Plan, by designing streets that emphasize walkability, and by establishing public spaces that relate to important cultural landmarks. The Preferred Action also supports the creation of an interconnected open space network to establish walkable links between parks, plazas, circles and squares within DC that accommodate visitors, workers and residents by maintaining public access to the Edward J. Kelly and Robert Latham Owen Parks.

ALTERNATIVE ACTION

Under the Alternative Action, impacts to land use would be minor in the long-term, due to the removal of the existing staircase from the east pavilion to Robert Latham Owen Park, and the relocation of the existing guard booth, from the east plaza, to Robert Latham Owen Park; however, the Park would remain open to the public.

The design of the new Visitor Screening Center and west pavilion would not change the existing use of the Board's property. The primary change to existing features would be the proposed construction of a pavilion on the west plaza, and the new Visitor Screening Center, within the entrance plaza on C St. NW.

Similar to the Preferred Action, the Alternative Action supports NCPC's strategies for reinventing civic corridors and urban spaces to promote livability, and for supporting workers, visitors and residents. This would be achieved, as recommended in the Plan, by designing streets that emphasize walkability, and by establishing public spaces that relate to important cultural landmarks. The Alternative Action also supports the creation of an interconnected open space network to establish walkable links between parks, plazas, circles and squares within DC that accommodate visitors, workers and residents by maintaining public access to the Edward J. Kelly and Robert Latham Owen Parks.

3.4.2 ECONOMIC RESOURCES

The U.S. Census Bureau Zip Code Business Patterns of the 20520 zone listed 20 establishments employing 380 people. The median household income of the block area was estimated in 2004 to be $46,543, with a lower bound of $45,371 and the upper bound of $47,777 (American Communities Survey, 2004).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, impacts would be negligible. The District's percentage of long-term employment is not expected to change in a positive or negative direction for any place of business in the immediate area of the project site. Beneficial impacts would result in the short-term, due to the increase in employment in the District for the duration of the construction phase of the project. Those working on the construction of the Visitor Screening Center and Conference Center could contribute to the city's economy by frequenting local food chains or retail stores in the vicinity of the project's location. Fuel costs for the project could benefit the District if workers and construction vehicles use gas stations close to the project area. The renovation of the Martin Building's podium level would displace existing office space, resulting in a reduction of approximately 55 employees who would be re-located off-site to another Board location in the DC metropolitan region.

ALTERNATIVE ACTION

Under the Alternative Action, impacts would be negligible. The District's percentage of long-term employment is not expected to change in a positive or negative direction for any place of business in the immediate area of the project site. Beneficial impacts would result in the short-term, due to the increase in employment in the District for the duration of the construction phase of the project. Those working on the construction of the Visitor Screening Center and Conference Center could contribute to the city's economy by frequenting local food chains or retail stores in the vicinity of the project's location. Fuel costs for the project could benefit the District if workers and construction vehicles use gas stations close to the project area. The renovation of the Martin Building's podium level would displace existing office space, resulting in a reduction of approximately 55 employees who would be re-located off-site to another Board location in the DC metropolitan region.

3.4.3 VISUAL RESOURCES

Visual resources refer to the landscape character (i.e., what is seen), visual sensitivity (i.e., human preferences and values regarding what is seen), scenic integrity (i.e., degree of intactness and wholeness in the landscape character), and landscape visibility (i.e., relative distances of seen areas) of a geographically defined viewshed (URS EA, 2003).

The NCPC *Monumental Core Framework Plan* identifies key axes in the historic plan as emanating from a point in the middle of Virginia Ave. NW, just north of Edward J. Kelly Park, to the north, the south, the northeast, and the southwest. Virginia Ave. NW is also identified in the Plan as an enhanced symbolic connection that contains natural and designed views and vistas which are integral parts of Washington's image and should be protected and enhanced.

Entry

The viewshed from the entrance of the Martin Building on C St. NW to the west includes the Department of State across 21st St. NW, and the NAS, across 21st St. NW and south of C St. NW. This viewshed also includes landscaping along C St. NW, which continues across 21st St. NW, as part of temporary and permanent perimeter security improvements at the Department of State and the Martin Building. The viewshed from the entrance of the Martin Building, looking south, includes the northern face of the Eccles Building, south of C St. NW.

The viewshed from the entry of the Martin Building looking east includes the Department of the Interior South Annex, south of C St. NW and east of 20th St. NW, and a small green area on the north side of the building. This viewshed also includes the large fountain, east plaza, Robert Latham Owen Park, and the southern edge of the Department of the Interior Museum. The intersection of Virginia Ave. NW and C St. NW is also clearly seen from this vantage point.

East Plaza

The viewshed from the east plaza of the Martin Building, looking north, includes the Edward J. Kelly Park. Looking east from the plaza are views of Robert Latham Owen Park, Virginia Ave. NW, the Office of Personnel Management, the Department of the Interior Museum, and the Washington Monument. Looking south from the east plaza, down 20th St. NW, are views of the upper floors of the Eccles Building, the Department of the Interior South Annex, and the National Mall in the distance. The podium level of the Martin Building can be seen to the west.

West Plaza

The viewshed from the west plaza looking north, across Virginia Ave. NW, includes the Edward J. Kelly Park, the eastern face of the Department of State, the southern face of the Office of Personnel Management, and the American Red Cross National Headquarters. Views to the west are of the eastern face of the Department of State. Looking south, views include the upper floors of the Eccles Building, the NAS property, and the National Mall in the far distance. The podium level of the Martin Building can be seen to the east.

North

The viewshed from Virginia Ave. NW, looking south, includes Robert Latham Owen Park and the guard booth on the east plaza. The Eccles Building can also be seen further in the distance.

The viewshed from the corner of 21st St. NW and Virginia Ave. NW, looking south, includes the guard booths on the east side of 21st St. NW and the east side of the Department of State. Views further down the street include the Eccles Building and the green space on the northeast corner of the NAS site.

South

The viewshed from the corner of 21st St. NW and C St. NW, looking north, includes the raised west plaza that is bordered by plantings, the eastern face of the Department of State, the top of the Office of Personnel Management, and the western side of the Martin Building.

Views from the corner of 20th St. NW and C St. NW, looking north, include the large, prominent fountain and surrounding landscaping in the Robert Latham Owen Park, the eastern plaza of the Martin Building, the eastern face of the Martin Building, Edward J. Kelly Park in the distance, the Office of Personnel Management, and the Department of the Interior Museum.

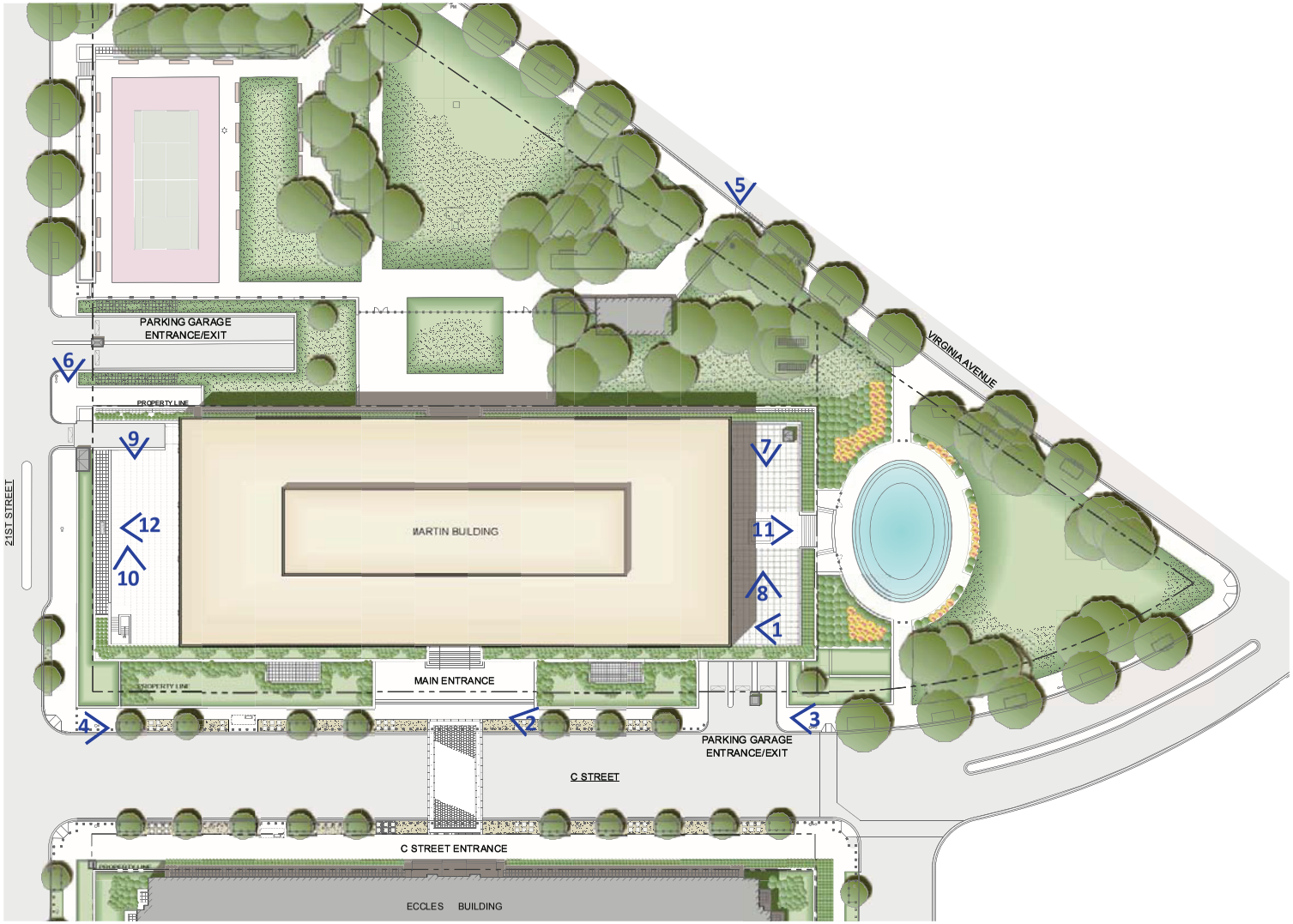
West

Views from the corner of 21st St. NW and C St. NW, looking east, include the C St. NW entrance to the Martin Building, the northern face of the Eccles Building, and the top of the Department of the Interior South Annex.

East

The viewshed from the corner of Virginia Ave. NW and C St. NW, looking west, includes the southern face of the Martin Building and its C Street NW entrance, as well as the northern entrance of the Eccles Building. Views along the southern side of C Street NW include the NAS, the small green space in front of the NAS main entrance, and the American Pharmacists Association along the southern side of C St. NW can also be seen from this vantage point. Further in the distance are views of the Old Naval Observatory on 23rd St. NW.

Photographs on the following pages depict these viewsheds as they appear today.



Viewshed Vantage Points

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VIEWSHEDS

(1) EAST side of Entrance looking WEST

(2) C Street NW Entrance

(3) 20th and C Sts. NW looking WEST on C Street NW

(4) 21st and C Sts. NW looking EAST on C Street NW

(5) Virginia Ave. NW looking SOUTH

(6) 21st St. NW looking SOUTH

VIEWSHEDS

(7) East Plaza looking SOUTH

(8) East Plaza looking NORTH

(9) West Plaza looking SOUTH

(10) West Plaza looking NORTH

(11) East Plaza looking EAST

(12) West Plaza looking WEST

NO ACTION
Under the No Action, impacts would be negligible.

PREFERRED ACTION
Under the Preferred Action, impacts would be moderate, in the long-term, to views south, north, east and west of the proposed Visitor Screening Center, and of the east and west pavilions. To determine the potential visual impacts caused by the Preferred Alternative, a visual analysis was performed by overlaying 3-D visualizations of the proposed construction onto photographs of the existing site conditions. These visualizations can be found on the following page. Visits to the site were then compared with the 3-D visual analysis to assess the intensity of these impacts. The descriptions of these intensities are provided at the beginning of section 3.0.

Entry

The position of the proposed Visitor Screening Center, within the Board's property line and partially beneath the existing pilotis, would have long-term, moderate impacts to views of the Martin Building from the Eccles Building, the NAS, the Department of State, the Department of the Interior South Annex and Robert Latham Owen Park, along C St. NW. The open setting of the entryway along C Street, as intended in the original design of the Martin Building, would be compromised by the construction of the proposed Visitor Screening Center. Additionally, the position of the proposed Visitor Screening Center would impact the existing openness of the C Street corridor along the east/west and north/south axes.

East Pavilion

The proposed east pavilion would stand higher above street level than the Visitor Screening Center and would project from the Martin Building. The east pavilion would have long-term, moderate impacts to views of the Martin Building, and points beyond, west from Robert Latham Owen Park, north from the Department of the Interior South Annex, north and east from the National Academy of Sciences, south from the Office of Personnel Management and north from the Eccles Building. The open setting of the east plaza, as intended in the original design of the Martin Building, would be compromised by the construction of the proposed east pavilion. Additionally, the position of the proposed east pavilion would affect the open views of the Martin Building and Robert Latham Owen Park from Virginia Avenue at C Street looking northwest, and from 20th Street at Virginia Avenue looking southeast.

The proposed removal of the exterior staircase -- from the plaza on the east podium to the plaza area around the fountain -- would provide a beneficial impact to the park and would improve the security of the Martin Building. This staircase would be replaced by a terrace of landscaping. The relocation of the guard booth from the east plaza to Robert Latham Owen Park would constitute a minor encroachment on views of and within the park, especially views south, to the Eccles Building, and east, from the proposed pavilion and existing plaza.

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VIEWS OF CURRENT CONDITIONS

PROPOSED VIEWS OF THE PREFERRED ACTION

NORTHEAST

C STREET

SOUTHEAST

SOUTHWEST

21ST STREET

VIEWS OF CURRENT CONDITIONS

PROPOSED VIEWS OF THE ALTERNATIVE ACTION

NORTHEAST

C STREET

SOUTHEAST

SOUTHWEST

21ST STREET

The spatial organization of Robert Latham Owen Park would be compromised by the proposed location of the guard booth; however, trees in full foliage would likely hide the guard booth from views west and south.

West Pavilion

The proposed west pavilion would stand higher above street level than the Visitor Screening Center and would project from the Martin Building. The west pavilion and associated construction (reflecting pool) would have long-term, moderate impacts to views of the Martin Building, and points beyond, east from the Department of State, north from the National Academy of Sciences, north from the Eccles Building, and south from the Office of Personnel Management and Edward J. Kelly Park. The pavilion and would also have moderate impacts to views of the Edward J. Kelly Park from 21st St. NW. The new location of the guard booth is not expected to significantly alter current views or the existing spatial organization of 21st St. NW.

The open setting of the west plaza, as intended in the original design of the Martin Building, would be compromised by the construction of the proposed pavilion. Additionally, the position of the proposed west pavilion would affect the existing open views of the Martin Building and Edward J. Kelly Park along the north/south axis, and from 21st Street at Virginia Avenue looking southwest, and from 21st Street at C Street looking northeast.

North

The viewshed from the western side of Virginia Ave. NW, looking south, would include the west pavilion, which would have long-term, moderate impacts to views of the Eccles Building. The new location of the guard booth is not expected to significantly alter current views, or the existing spatial organization of views, south, from Virginia Ave. NW.

The viewshed from the eastern side of Virginia Ave. NW, looking south, would include the east pavilion and relocated guard booth, which would have moderate impacts to views of the Eccles Building, Robert Latham Owen Park and the intended open setting of the east plaza of the Martin Building. This viewshed would also include the proposed new landscaping at Robert Latham Owen Park, which would have beneficial impacts on views of Robert Latham Owen Park and the east plaza.

South

Views from eastern side of C St. NW, looking north, would include the proposed east pavilion, the relocated guard booth, and the new landscaping at Robert Latham Owen Park; these actions, would have long-term, moderate impacts to views of the Edward J. Kelly Park, Robert Latham Owen Park, the Office of Personnel Management, the Department of the Interior Museum and the intended open setting of the east plaza of the Martin Building.

However, beneficial impacts would result from the potential installation of public art and surrounding landscaping on the south side of the east pavilion. The viewshed from the western side of C St. NW, looking north, would include the proposed west pavilion, which would have long-term, moderate impacts to views of Edward J. Kelly Park. However, beneficial impacts would result from the potential installation of public art and surrounding landscaping on the south side of the west pavilion. The new location of the guard booth is not expected to significantly alter current views, or the existing spatial organization of the views north from C St. NW.

West

Views from the corner of 21st and C Sts. NW, looking east, would include the proposed Visitor Screening Center, which would have long-term, moderate impacts to eastern views of the C St. NW corridor.

East

The viewshed from the corner of Virginia Ave. NW and C St. NW, looking west, would include the proposed Visitor Screening Center and the relocated guard booth, which would have long-term, moderate impacts to western views of the C St. NW corridor and Robert Latham Owen Park.

ALTERNATIVE ACTION

Under the Alternative Action, impacts would be moderate, in the long-term, to views south, north, east, and west of the proposed Visitor Screening Center, and of the west pavilion. To determine the potential visual impacts caused by the Alternative Alternative, a visual analysis was performed by overlaying 3-D visualizations of the proposed construction onto photographs of the existing site conditions. Visits to the existing site were then compared with the 3-D visual analysis to assess the intensity of these impacts, the descriptions of which are provided at the beginning of section 3.0.

Entry

The position of the proposed Visitor Screening Center within the Board's property line and partially beneath the existing pilotis would have long-term, moderate impacts to views of the Martin Building from the Eccles Building, the NAS, the Department of State, the Department of the Interior South Annex and Robert Latham Owen Park, along C St. NW. The open setting of the entryway along C Street, as intended in the original design of the Martin Building, would be compromised by the construction of the proposed Visitor Screening Center. Additionally, the position of the proposed Visitor Screening Center would impact the existing openness of the C Street corridor along the east/west and north/south axes.

West Pavilion

The proposed west pavilion would stand higher above street level than the Visitor Screening Center and would project from the Martin Building. The west pavilion and associated construction (seating wall and reflecting pool) would have long-term, moderate impacts to views of the Martin Building, and points beyond, east from the Department of State, north from the National Academy of Sciences, north from the Eccles Building, and south from the Office of Personnel Management and Edward J. Kelly Park. The pavilion would also have moderate impacts to views of the Edward J. Kelly Park from 21st St. NW. The new location of the guard booth is not expected to significantly alter current views or the existing spatial organization of 21st St. NW.

The open setting of the west plaza, as intended in the original design of the Martin Building, would be compromised by the construction of the proposed pavilion. Additionally, the position of the proposed west pavilion would affect the existing open views of the Martin Building and Edward J. Kelly Park along the north/south axis, and from 21st Street at Virginia Avenue looking southwest, and from 21st Street at C Street looking northeast.

North

The viewshed from the western side of Virginia Ave. NW, looking south, would include the west pavilion, which would have long-term, moderate impacts to views of the Eccles Building. The new location of the guard booth is not expected to significantly alter current views, or the existing spatial organization of views, south, from Virginia Ave. NW.

The viewshed from the eastern side of Virginia Ave. NW, looking south, would include the relocated guard booth, which would have moderate impacts to views of the Eccles Building, Robert Latham Owen Park and the intended open setting of the east plaza of the Martin Building. This viewshed would also include the proposed new landscaping at Robert Latham Owen Park, which would have beneficial impacts on views of Robert Latham Owen Park and the east plaza.

South

Views from eastern side of C St. NW, looking north, would include the relocated guard booth and the new landscaping at Robert Latham Owen Park; these actions, would have long-term, moderate impacts to views of the Edward J. Kelly Park, Robert Latham Owen Park, the Office of Personnel Management, the Department of the Interior Museum and the intended open setting of the east plaza of the Martin Building. However, beneficial impacts would result from the potential installation of public art and surrounding landscaping on the south side of the east pavilion.

The viewshed from the western side of C St. NW, looking north, would include the proposed west pavilion, which would have long-term, moderate impacts to views of Edward J. Kelly Park. However, beneficial impacts would result from the potential installation of public art and surrounding landscaping on the south side of the west pavilion. The new location of the guard booth is not expected to significantly alter current views, or the existing spatial organization of views, north, from C St. NW.

West

Views from the corner of 21st St. NW and C St. NW, looking east, would include the proposed Visitor Screening Center, which would have long-term, moderate impacts to eastern views of the C St. NW corridor.

East

The viewshed from the corner of Virginia Ave. NW and C St. NW, looking west, would include the proposed Visitor Screening Center and the relocated guard booth, which would have long-term, moderate impacts to western views of the C St. NW corridor and Robert Latham Owen Park.

MITIGATION

The proposed installation of a green roof on the Visitor Screening Center would soften the impacts of the proposed construction by breaking up the monotonous hardscape with a view of vegetation, especially from the upper floors of the Martin Building looking directly down at the proposed Visitor Screening Center. Additionally, the greenroof would be visible from the upper floors of buildings adjacent to the Martin Building, such as the Eccles Building and Harry S Truman Building. Other mitigation measures include the installation of new landscape treatments, such as the plantings proposed to replace the steps at Robert Latham Owen Park and the water feature along the west pavilion, which will soften the visual appearance of the hardscape environment.

3.4.4 NOISE

Vehicular traffic constitutes the largest source of noise in the project area, in addition to sirens from emergency vehicles, aircraft flyovers, construction equipment operations at nearby sites, and the operation of other equipment used for building or landscape maintenance (HSTBPS EA, 2009). Facilities that are most sensitive to noise sources include residences, hospitals, libraries, schools, day care centers, recreation areas, and other similar uses. It is preferable for areas associated with hospitals and schools to measure less than 45 decibels, and for areas in which outdoor human activities are allowed, such as a park, to measure less than 55 decibels (URS EA, 2003). In the vicinity of the project site, sensitive noise receptors include the National Mall and associated memorials, the George Washington University and Hospital, and park areas within and surrounding the Martin Building property.

The District of Columbia requires all construction activity to comply with Chapter 28 of the District of Columbia Noise Control Act of 1977, which requires that, from 7:00 AM to 7:00 PM on weekdays, noise levels resulting from construction or demolition (excluding pile driver devices) should not exceed eighty (80) decibels (dB), unless a variance or temporary exemption is granted to the applicant. A permit for construction would not be issued unless the permit application verifies, in writing, that the noise associated with the proposed construction would comply with the limitations described in Chapters 27 and 28 of the District of Columbia Noise Control Act of 1977. In addition, the federal Occupational Safety and Health Administration regulates noise as an occupational hazard and provides its own standards based on decibel levels and hours of duration (29 CFR Parts 1910.5 and 1926.52) (HSTBSP EA, 2009).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, short-term, minor impacts would occur from increases in noise associated with the mechanical equipment used for the proposed construction activities. Persons within the immediate construction area would be subjected to construction related noise during normal daytime business hours. Construction vehicles going to and from the project area would increase vehicular traffic and noise. All construction would occur during normal business hours. Once the proposed project is completed, the site would have noise levels similar to those that existed prior to construction activities.

ALTERNATIVE ACTION

Under the Alternative Action, short-term, minor impacts would occur from increases in noise associated with the mechanical equipment used for the proposed construction activities. Persons within the immediate construction area would be subjected to construction related noise during normal daytime business hours. Construction vehicles going to and from the project area would increase vehicular traffic and noise. All construction would occur during normal business hours.

Once the proposed project is completed, the site would have noise levels similar to those that existed prior to construction activities.

MITIGATION

Best management practices and construction procedures would meet the District of Columbia Noise Control Regulations standards. Construction noise would be monitored to keep noise within regulated standards.

3.4.5 PUBLIC SERVICES AND UTILITIES

The existing utilities within C St. NW, between 21st St. NW and Virginia Ave. NW include the following:

- An eight-inch water main along the north side of C St. NW, and a six-inch gas line along the north side of C St. NW
- An abandoned six-inch gas line south of the existing six-inch gas line described above that terminates 240 feet east of 21st St. NW
- Electrical duct banks and manholes along the center of C St. NW, with a loop under the sidewalk along the property line of the Martin Building
- An 11-foot, three-inch box culvert combination sewer along the center of C St. NW, under the electrical duct banks
- A six-foot by seven-foot steam tunnel under the south sidewalk of C St. NW
- A fifteen-inch drain and manholes from the Martin Building that connect to the existing combination sewer on C St. NW, near the intersection with 21st St. NW
- A 21-inch combined sewer and manholes that connect the Martin Building to the existing combination sewer on C St. NW
- An existing pedestrian tunnel under C St. NW that connects the Martin Building to the Eccles Building
- Underground phone lines that serve the Eccles Building, on the south side of C St. NW, from a telephone manhole near the ramp down to the underground parking deck beneath the Martin Building
- A six-inch gas line and underground electrical lines that serve the Eccles Building.

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, construction of the west pavilion and east pavilion would result in long-term, minor impacts on utility connections from 21st St. NW and within the building. The existing utility services from C St. NW to the Martin Building - including the 15-inch and 21-inch combined sewers, the eight-inch water line, and the telephone and power lines - would be removed, and new services would be provided for the Visitor Screening Center.

As recommended in the *Monumental Core Framework Plan*, the Preferred Action supports NCPC's strategies for investing in high-performance buildings and designed landscapes to reduce energy consumption and generate renewable energy. An example of sustainable design that supports this strategy would be the installation of green roofs on the Visitor Screening Center and on the east and west pavilions. The installation of green roofs would reduce stormwater runoff, energy consumption, and the "heat island effect."

ALTERNATIVE ACTION

Under the Alternative Action, construction of the west pavilion would result in long-term, minor impacts on utility connections from 21st St. NW. The new Visitor Screening Center would impact the same existing utility service connections as those identified in the Preferred Alternative, and would require the provision of new services. As recommended in the *Monumental Core Framework Plan*, the Alternative Action supports NCPC's strategies for investing in high-performance buildings and designed landscapes to reduce energy consumption and generate renewable energy. An example of sustainable design that supports this strategy would be the installation of green roofs on the Visitor Screening Center and the west pavilion; however, the lack of a green roof on the east plaza means that this alternative would provide fewer benefits than the Preferred Action. The installation of green roofs would reduce stormwater runoff, energy consumption, and the "heat island effect".

3.4.6 TRANSPORTATION

The results of the existing level of service analysis at the key study intersections and driveways in the study area are based on recent weekday vehicular traffic counts, pedestrian counts, bicycle counts, existing lane use and traffic controls, existing signal timings, and field visits. The complete transportation report can be found in Appendix B.

The existing lane use and traffic controls are shown in Figure 3.1. The following study intersections operate under signal control:

1) 21st St. NW/Constitution Ave. NW
2) 20th St. NW/Constitution Ave. NW
3) 21st St. NW/C St. NW
4) C St. NW/Virginia Ave. NW
5) 20th St. NW/Virginia Ave. NW
6) 21st St. NW/ Virginia Ave. NW

The following study intersections currently operate under stop sign control:

1) 20th St. NW/C St. NW
2) 21st St. NW/Board (Eccles) Driveway
3) 20th St. NW/Board (Eccles) Driveway
4) Board (Martin) Driveway/C St. NW
5) 21st St. NW/Board (Martin)/DOI Driveway
6) 20th St. NW/Interior Department Driveway
7) 21st St. NW/NAS Exit
8) 21st St. NW/NAS Driveway

21st St. NW/Department of State Driveway

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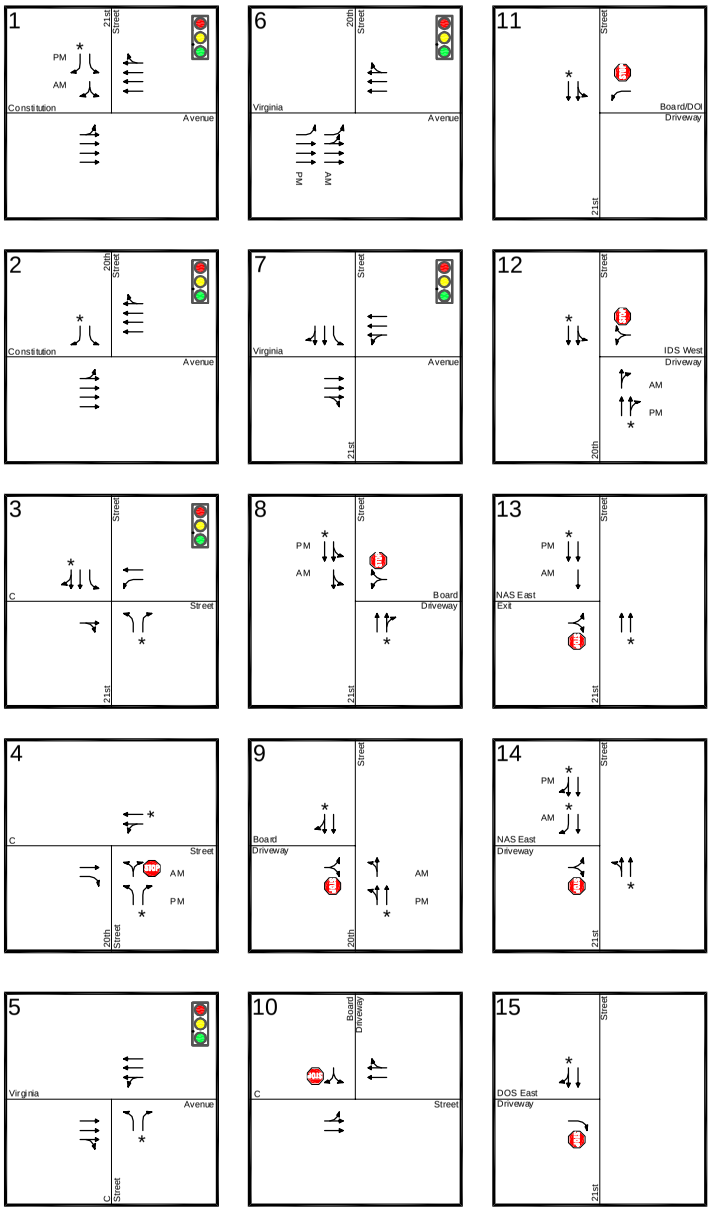

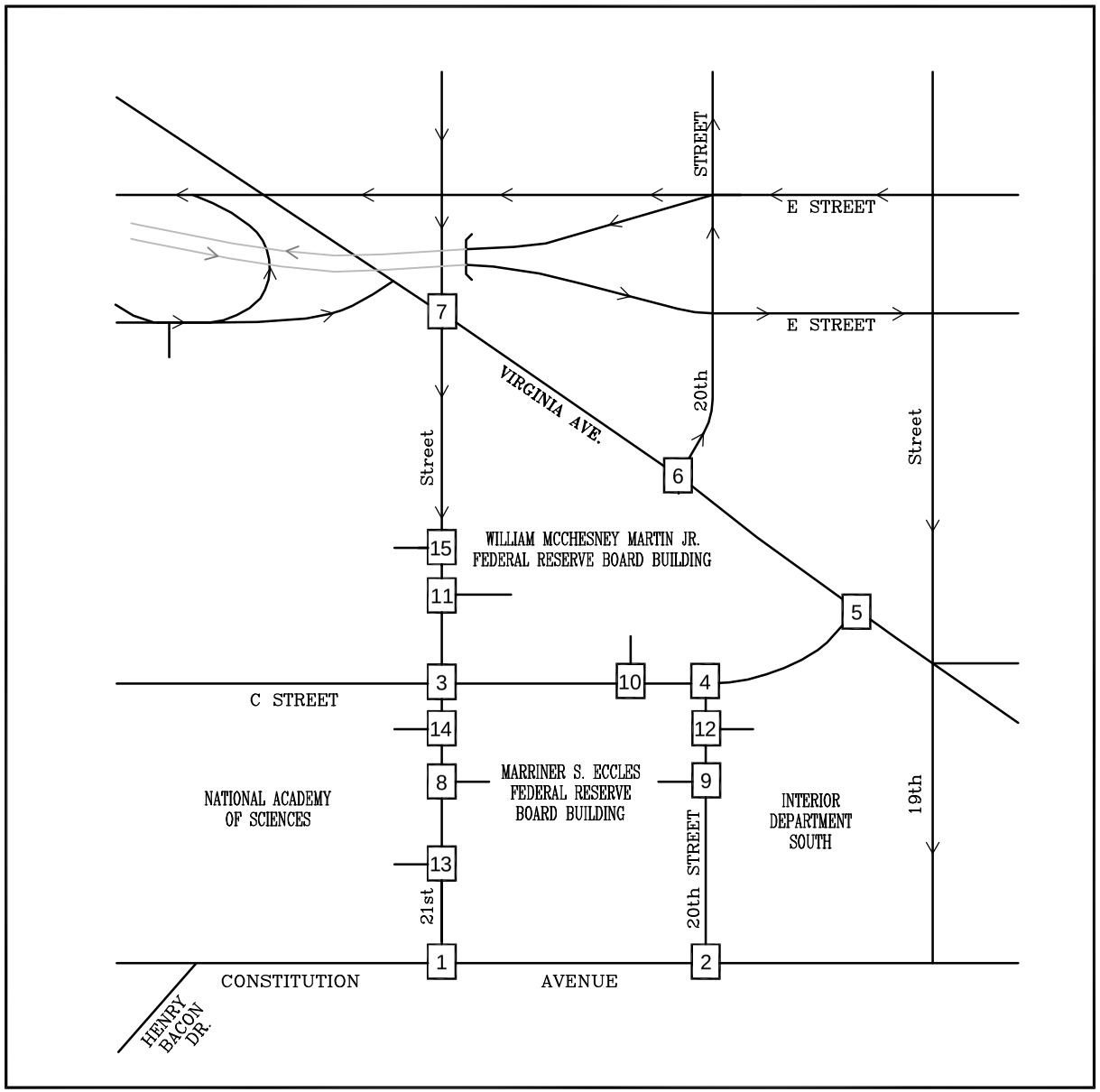

Figure 3.1
Existing Lane Use and Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign
* Unstriped Travel Lane

North

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It should be noted that, on the day of the traffic count, two (2) through lanes on the northwest-bound approach of Virginia Ave. NW at C St. NW were closed due to construction. In addition, a traffic incident occurred within the Virginia Ave. NW/C St. NW intersection during the end of the PM period count. It was determined that the traffic incident did not occur during the PM peak hour of the adjacent street and would therefore not affect the analysis results.

Individual intersection peak hours varied throughout the study area. For the purposes of this baseline analysis, it was determined that the peak hours of adjacent street traffic generally occurred from 8:15 to 9:15 AM and from 4:45 to 5:45 PM. Thus, the vehicular traffic counts were adjusted or balanced to reflect these periods (Figure 3.2 – Existing Street Peak Hour Vehicular Traffic Counts). Existing peak hour pedestrian counts can be found in Figure 3.3, and existing peak hour bicyclist counts can be found in Figure 3.4.

The peak hours of shared Board and Department of the Interior traffic entering and exiting the Martin Building (north/south) garages occurred earlier in the AM from 7:00 to 8:00 AM and later in the PM from 5:00 to 6:00 PM. The peak hours of traffic entering and exiting the Eccles Building on 20th St. NW occurred earlier in the AM from 7:00 to 8:00 AM and later in the PM from 5:45 to 6:45 PM. The average volume of vehicles entering and exiting each driveway to the Martin and Eccles Buildings are shown in Table 3.1 – Traffic Count Summary. These counts are reported by 15-minute intervals from 7:00 to 10:00 AM and from 4:00 to 7:00 PM.

The Martin Building generated a peak of 219 vehicle-trips from 7:00 to 8:00 AM and 211 vehicle-trips from 5:00 to 6:00 PM. The Eccles Building generated a peak of 13 vehicle-trips from 7:00 to 8:00 AM, and 10 vehicle-trips from 5:45 to 6:45 PM. The Martin Building generated 172 vehicle-trips during the street peak hour from 8:15 to 9:15 AM and 204 vehicle-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour trip generation was 79 percent of the Martin Building peak hour traffic during the AM peak hour and 97 percent of the Martin Building peak hour traffic during the PM peak hour.

The Eccles Building generated six (6) vehicle-trips during the street peak hour from 8:15 to 9:15 AM and six (6) vehicle-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour trip generation was 46 percent of the Eccles Building peak hour traffic during the AM peak hour and 60 percent of the Eccles Building peak hour traffic during the PM peak hour. The average volume of pedestrians entering and exiting the Martin and Eccles Buildings is shown in Table 3.2. These counts are reported by 15-minute interval from 7:00 to 10:00 AM and from 4:00 to 7:00 PM.

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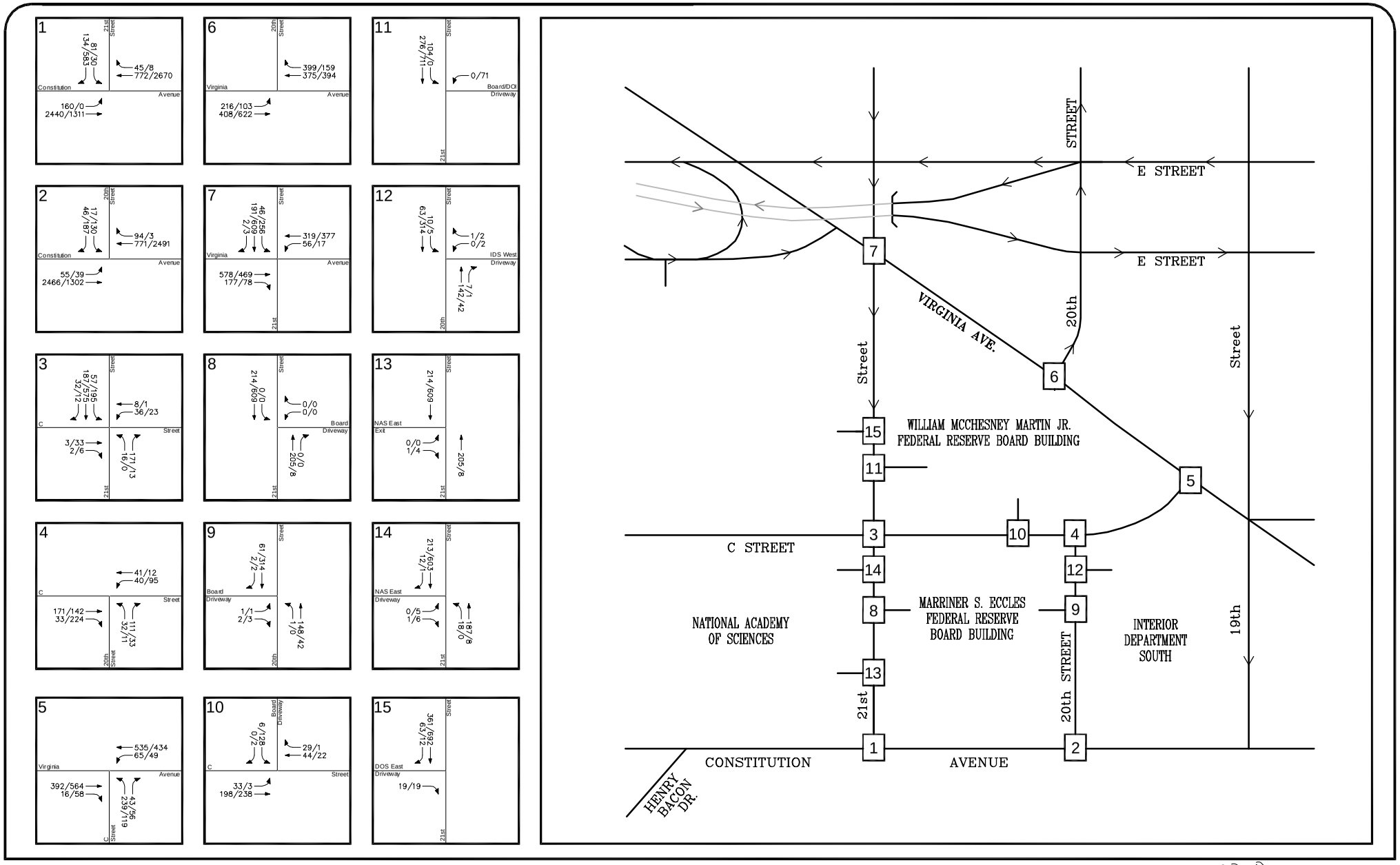

Figure 3.2
Existing Street Peak Hour Vehicular Traffic Counts
(8:15–9:15 AM & 4:45–5:45 PM)

AM PEAK HOUR
(8:15–9:15 AM)
PM PEAK HOUR
(4:45–5:45 PM)
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North

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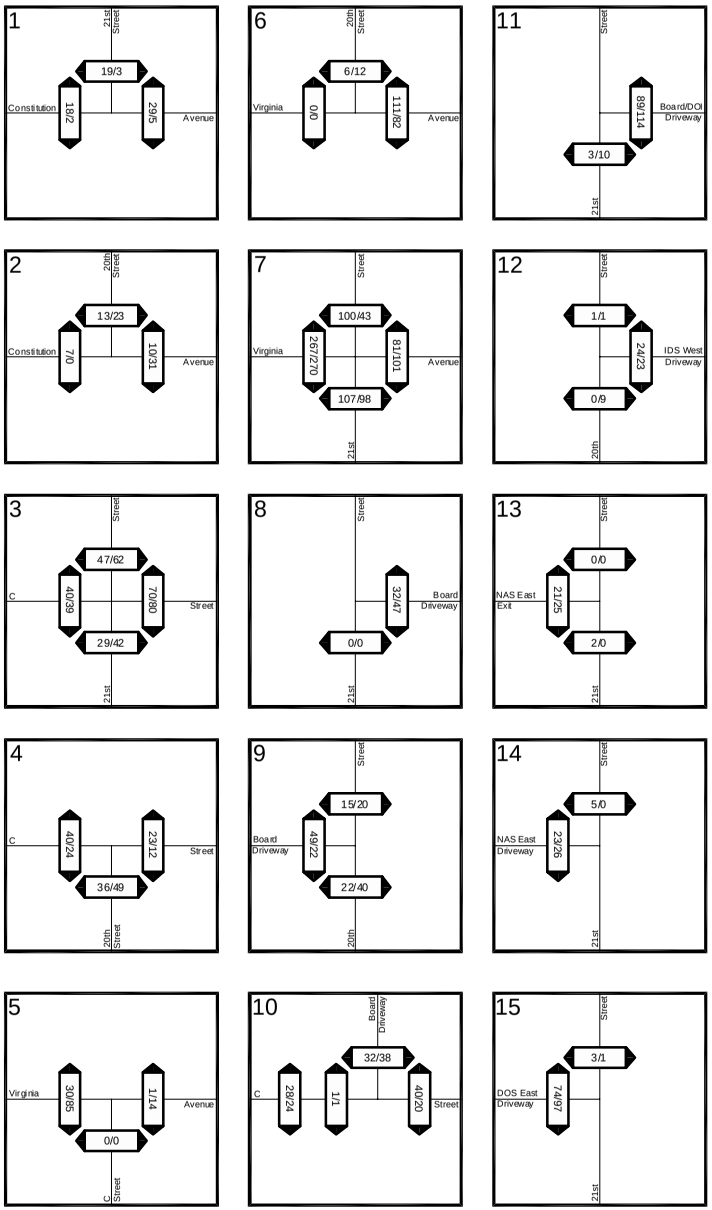

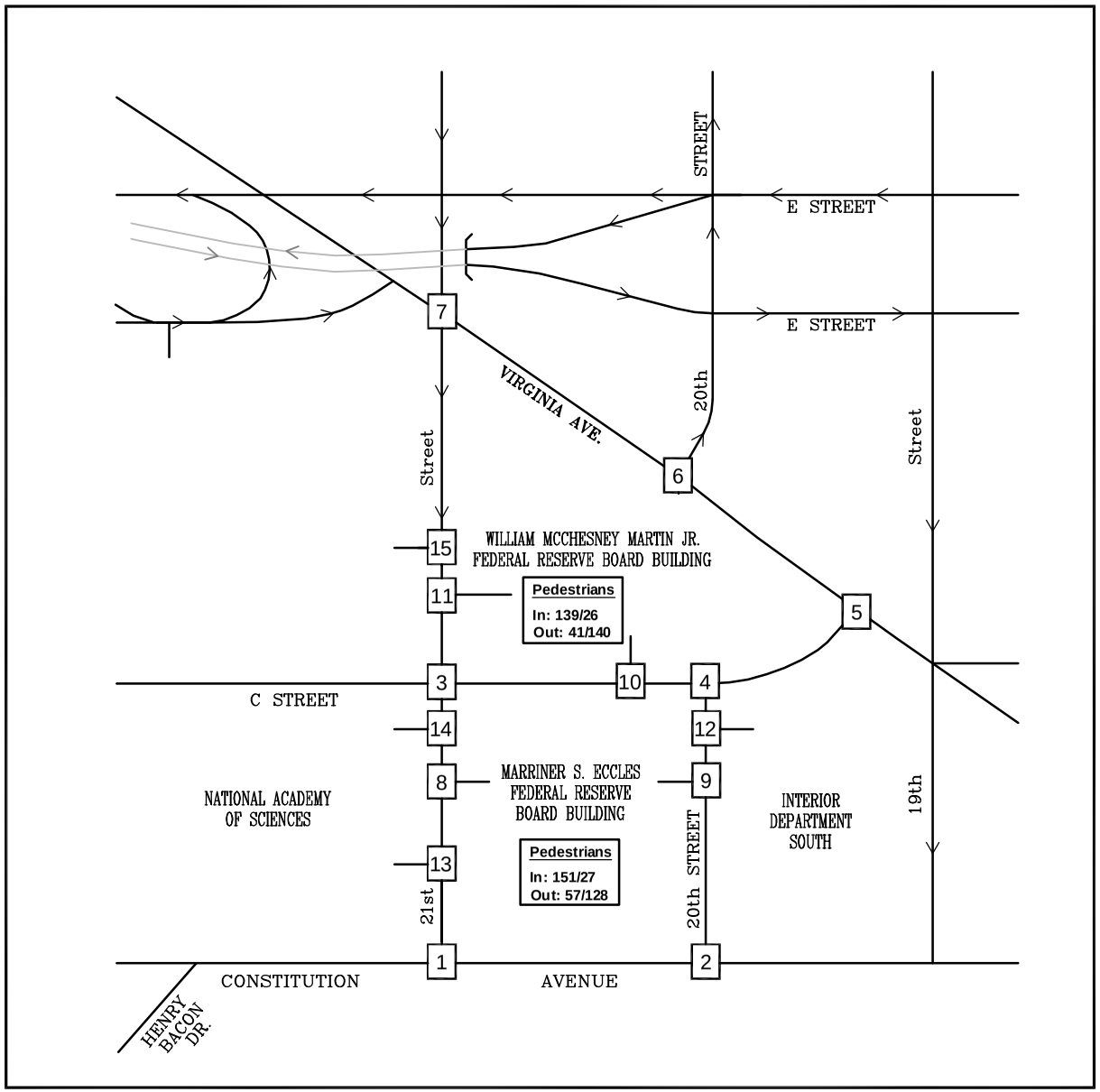

Figure 3.3
Existing Street Peak Hour Pedestrian Counts
(8:15–9:15 AM & 4:45–5:45 PM)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (4:45–5:45 PM)
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North

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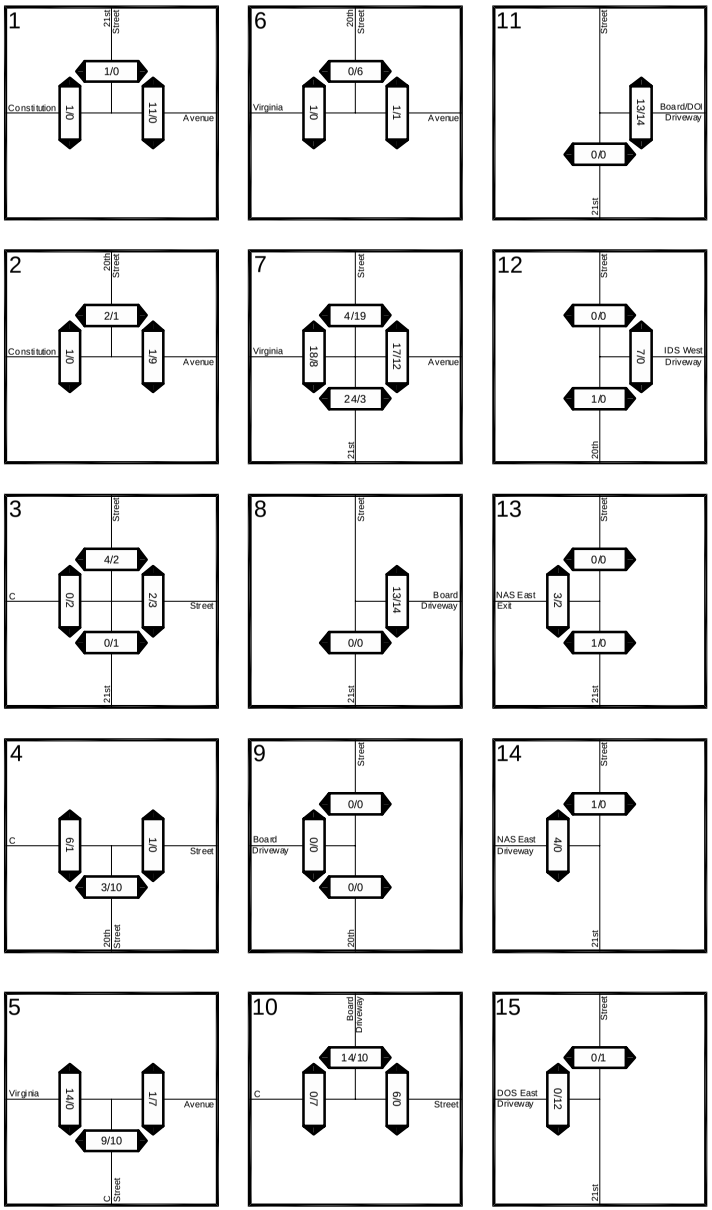

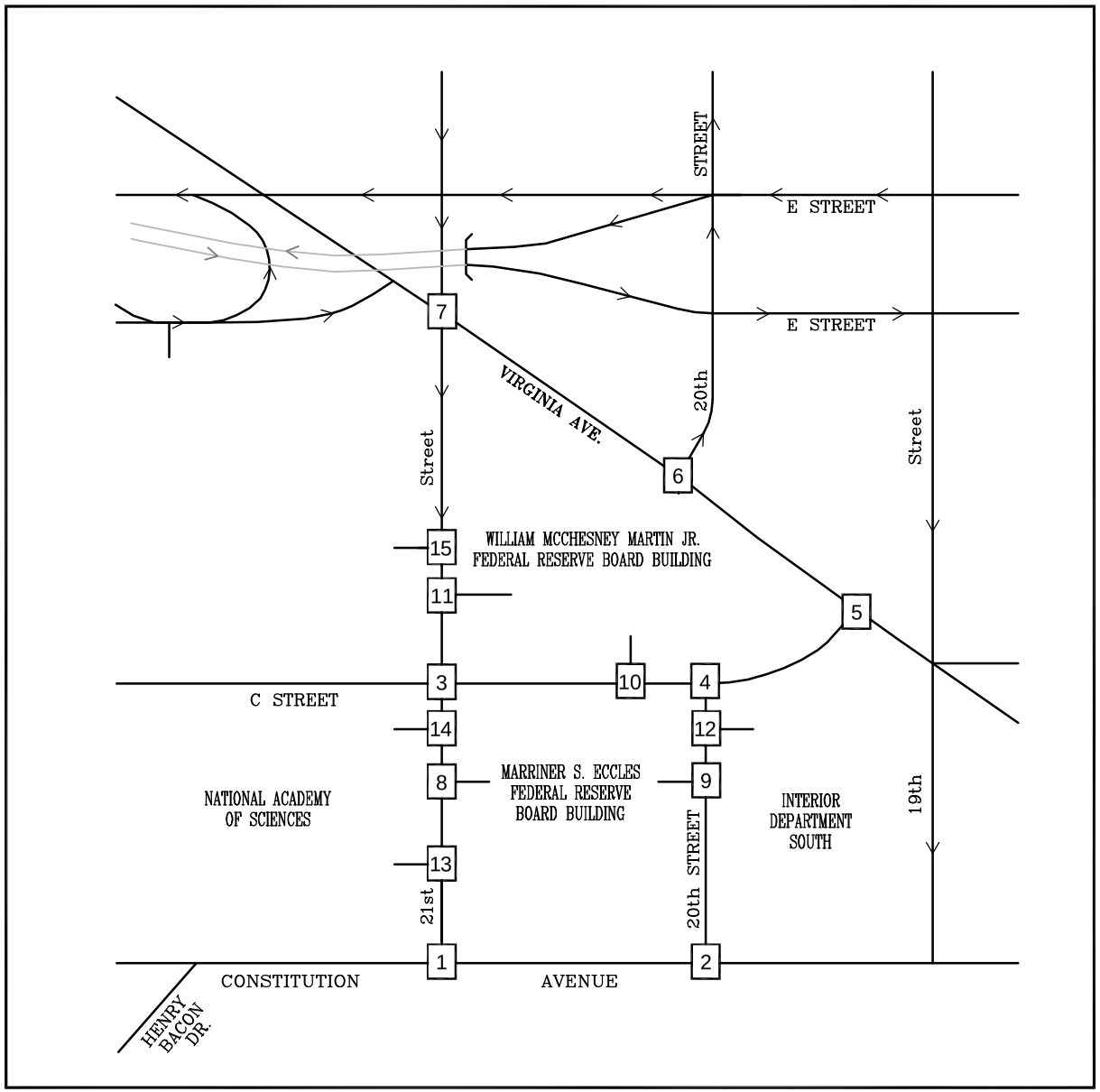

Figure 3.4
Existing Street Peak Hour Bicycle Counts
(8:15–9:15 AM & 4:45–5:45 PM)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (4:45–5:45 PM)
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North

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Table 3.1
Martin and Eccles Building Traffic Count Summary (1)
Board of Governors of the Federal Reserve System (Board)

15-Minute Interval	Vehicles											
	Martin Building (2)							Eccles Building				
	21st Street		C Street		Sub-Total			20th Street		Sub-Total		
	In	Out	In	Out	In	Out	Total	In	Out	In	Out	Total
7:00-7:15 AM	21	-	31	2	52	2	54	1	1	1	1	2
7:15-7:30 AM	28	-	21	4	49	4	53	1	-	1	-	1
7:30-7:45 AM	23	-	29	1	52	1	53	4	-	4	-	4
7:45-8:00 AM	30	-	29	-	59	-	59	3	3	3	3	6
8:00-8:15 AM	26	-	23	2	49	2	51	1	1	1	1	2
8:15-8:30 AM	28	-	23	-	51	-	51	1	-	1	-	1
8:30-8:45 AM	31	-	17	3	48	3	51	1	1	1	1	2
8:45-9:00 AM	25	-	8	1	33	1	34	1	1	1	1	2
9:00-9:15 AM	20	-	14	2	34	2	36	-	1	-	1	1
9:15-9:30 AM	21	-	13	1	34	1	35	-	1	-	1	1
9:30-9:45 AM	10	-	8	-	18	-	18	3	-	3	-	3
9:45-10:00 AM	-	-	24	2	24	2	26	-	-	-	-	-
Total	263	-	240	18	503	18	521	16	9	16	9	25
	AM Peak Hour 7:00-8:00 AM							AM Peak Hour 7:00-8:00 AM				
	102	-	110	7	212	7	219	9	4	9	4	13
	Street AM Peak Hour 8:15-9:15 AM							Street AM Peak Hour 8:15-9:15 AM				
	104	-	62	6	166	6	172	3	3	3	3	6
4:00-4:15 PM	-	11	3	15	3	26	29	1	-	1	-	1
4:15-4:30 PM	-	12	1	20	1	32	33	2	1	2	1	3
4:30-4:45 PM	-	17	2	37	2	54	56	-	-	-	-	-
4:45-5:00 PM	-	12	2	28	2	40	42	1	1	1	1	2
5:00-5:15 PM	-	18	1	38	1	56	57	-	3	-	3	3
5:15-5:30 PM	-	21	-	30	-	51	51	1	-	1	-	1
5:30-5:45 PM	-	20	1	33	1	53	54	-	-	-	-	-
5:45-6:00 PM	-	12	-	37	-	49	49	1	-	1	-	1
6:00-6:15 PM	-	17	-	30	-	47	47	1	1	1	1	2
6:15-6:30 PM	-	8	-	29	-	37	37	1	3	1	3	4
6:30-6:45 PM	-	-	1	33	1	33	34	1	2	1	2	3
6:45-7:00 PM	-	-	-	22	-	22	22	-	-	-	-	-
Total	-	148	11	352	11	500	511	9	11	9	11	20
	PM Peak Hour 5:00-6:00 PM							PM Peak Hour 5:45-6:45 PM				
	-	71	2	138	2	209	211	4	6	4	6	10
	Street PM Peak Hour 4:45-5:45 PM							Street PM Peak Hour 4:45-5:45 PM				
	-	71	4	129	4	200	204	2	4	2	4	6

Note(s):

(1) Counts conducted on Wednesday, June 3, 2008

(2) Martin Building North/South Garage shares Board and DOI traffic.

Table 3.2
Martin and Eccles Building Pedestrian Access/Egress Summary (1)
Board of Governors of the Federal Reserve System (Board)

15-Minute Interval	Pedestrians											
	Martin Building					Eccles Building						
	C Street		Sub-Total			C Street		20th Street		Sub-Total		
	In	Out	In	Out	Total	In	Out	In	Out	In	Out	Total
7:00-7:15 AM	21	8	21	8	29	10	1	6	9	16	10	26
7:15-7:30 AM	24	2	24	2	26	28	5	3	7	31	12	43
7:30-7:45 AM	36	5	36	5	41	9	1	3	9	12	10	22
7:45-8:00 AM	28	6	28	6	34	21	2	2	9	23	11	34
8:00-8:15 AM	33	6	33	6	39	33	2	1	1	34	3	37
8:15-8:30 AM	52	15	52	15	67	33	6	2	18	35	24	59
8:30-8:45 AM	26	8	26	8	34	40	2	3	11	43	13	56
8:45-9:00 AM	34	10	34	10	44	42	1	7	8	49	9	58
9:00-9:15 AM	27	8	27	8	35	20	1	4	10	24	11	35
9:15-9:30 AM	23	10	23	10	33	49	7	10	9	59	16	75
9:30-9:45 AM	30	8	30	8	38	51	1	3	3	54	4	58
9:45-10:00 AM	23	12	23	12	35	33	7	2	5	35	12	47
Total	357	98	357	98	455	369	36	46	99	369	36	550
	AM Peak Hour 8:00-9:00 AM					AM Peak Hour 8:45-9:45 AM						
	145	39	145	39	184	162	10	24	30	186	40	226
	Street AM Peak Hour 8:15-9:15 AM					Street AM Peak Hour 8:15-9:15 AM						
	139	41	139	41	180	135	10	16	47	151	57	208
4:00-4:15 PM	12	26	12	26	38	8	17	6	1	14	18	32
4:15-4:30 PM	9	29	9	29	38	8	10	4	3	12	13	25
4:30-4:45 PM	9	27	9	27	36	3	17	7	7	10	24	34
4:45-5:00 PM	9	35	9	35	44	6	21	2	3	8	24	32
5:00-5:15 PM	1	35	1	35	36	-	28	3	5	3	33	36
5:15-5:30 PM	14	42	14	42	56	3	34	6	5	9	39	48
5:30-5:45 PM	2	28	2	28	30	2	30	5	2	7	32	39
5:45-6:00 PM	-	9	-	9	9	-	20	2	7	2	27	29
6:00-6:15 PM	-	10	-	10	10	2	38	4	10	6	48	54
6:15-6:30 PM	3	22	3	22	25	1	25	-	5	1	30	31
6:30-6:45 PM	1	7	1	7	8	4	16	2	1	6	17	23
6:45-7:00 PM	4	7	4	7	11	3	22	3	2	6	24	30
Total	64	277	64	277	341	40	278	44	51	40	278	413
	PM Peak Hour 4:30-5:30 PM					PM Peak Hour 5:15-6:15 PM						
	33	139	33	139	172	7	122	17	24	24	146	170
	Street PM Peak Hour 4:45-5:45 PM					Street PM Peak Hour 4:45-5:45 PM						
	26	140	26	140	166	11	113	16	15	27	128	155

Note(s):

(1) Counts conducted on Wednesday, June 3, 2009

The Martin Building pedestrian access point on C St. NW generated a peak of 184 pedestrian-trips from 8:00 to 9:00 AM and 172 pedestrian-trips from 4:30 to 5:30 PM. The Eccles Building access points on C St. NW and 20th St. NW generated a peak of 172 pedestrian-trips from 8:45 to 9:45 AM and 129 pedestrian-trips from 5:15 to 6:15 PM. The Martin Building generated 180 pedestrian-trips during the street peak hour from 8:15 to 9:15 AM and 166 pedestrian-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour pedestrian trip generation was 98 percent of the Martin Building peak hour pedestrian volume during the AM peak hour and 97 percent of the Martin Building peak hour pedestrian volume during the PM peak hour.

The Eccles Building generated 145 pedestrian-trips during the street peak hour of 8:15 to 9:15 AM and 124 pedestrian-trips during the street peak hour of 4:45 to 5:45 PM. Thus, the street peak hour pedestrian trip generation was 84 percent of the Eccles Building peak hour pedestrian volume during the AM peak hour and 96 percent of the Eccles Building peak hour pedestrian volume during the PM peak hour.

AM and PM peak hour counts on 21st and 20th Streets NW, and Constitution and Virginia Aves. NW, are presented below:

Street	**AM**	**PM**
21st St. NW, North of Constitution Ave. NW	420	621
20th St. NW, North of Constitution Ave. NW	212	359
Virginia Ave. NW, between 20th and C Sts. NW	1,182	1,175
Constitution Ave. NW between 20th and 21st	3,338	4,019

The highest numbers of pedestrians were observed crossing Virginia Ave. NW on the west side of 21st St. NW and crossing 21st St. NW on both sides of Virginia Ave. NW In comparison, the highest bicycle volumes were observed along 21st St. NW and Virginia Ave. NW.

Existing intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls (Figure 3.1), existing peak hour vehicular traffic counts (Figure 3.2), existing pedestrian counts (Figure 3.3), existing bicycle counts (Figure 3.4), existing traffic signal timings obtained from DDOT, and the Synchro capacity analysis technique (Highway Capacity Manual methodologies). The capacity results are presented in Table 3.3 – Existing Levels of Service. All of the study intersections currently operate at Level of Service (LOS) "D" or better during all of the peak study hours, with the exception of the 21st St. NW/ Constitution Ave. NW signalized intersection. During the AM peak hour, the westbound approach of the 21st St. NW/Constitution Ave. NW intersection operates near capacity (LOS "E"). The southbound right-turn lane group operates at capacity (LOS "F") during the PM peak hour due to the heavy volume of vehicles turning right onto Constitution Ave. NW.

Table 3.3
Existing Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing	
			AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)
		WBTR	E (60.4)	A (2.2)
		SBLR/SBL	D (54.7)	B (19.1)
		SBR	N/A	F (369.5)
		Overall	**C (26.0)**	**D (50.9)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)
		WBTR	C (21.4)	C (22.0)
		SBL	C (22.0)	C (26.8)
		SBR	C (27.3)	C (21.4)
		Overall	**C (20.9)**	**B (17.4)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)
		WBL	C (27.4)	C (31.5)
		WBT	C (25.7)	C (30.9)
		NBL	B (11.6)	A (0.0)
		NBR	B (13.9)	A (4.4)
		SBL	A (7.4)	A (4.3)
		SBTR	A (6.9)	A (4.6)
		Overall	**B (11.3)**	**A (6.2)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]
		NBLR	B [12.7]	N/A
		NBL	N/A	B [13.6]
		NBR	N/A	B [10.3]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)
		NWLT	A (9.2)	A (9.8)
		NEL	D (39.1)	C (25.3)
		NER	C (22.4)	A (9.7)
		Overall	**C (24.0)**	**C (24.3)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)
		SET	A (0.6)	A (6.8)
		NWTR	C (24.7)	A (9.8)
		Overall	**B (14.9)**	**A (9.0)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)
		SBTR	C (21.6)	B (15.4)
		SETR	B (12.7)	C (20.4)
		NWLT	A (6.7)	C (21.8)
		Overall	**B (12.6)**	**B (18.3)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]
		NBLT	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]
		SBLR	B [11.1]	B [11.3]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]
		SBLT	A [4.6]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]
		SBLT	A [2.6]	A [0.4]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]
		NBLT	A [1.9]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

It is noted that Constitution Ave. NW experiences heavy eastbound traffic during the AM peak hour and westbound traffic during the PM peak hour; traffic is regulated by the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported. Full descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in the full report in Appendix B.

During the AM peak hour, the majority of traffic is oriented eastbound on Constitution Ave. NW. Eastbound queues on Constitution Ave. NW at 20th St. NW extend back to 21st St. NW. During the PM peak hour, the majority of traffic is oriented westbound on Constitution Ave. NW. Westbound queues on Constitution Ave. NW at 20th St. NW extend back to 19th St. NW. The southbound queue on 21st St. NW extends back past upstream driveways during peak periods due to the heavy volume of vehicles turning right onto Constitution Ave. NW. Side street queues at the signalized study intersections on Virginia Ave. NW extend back to adjacent intersections during one or more peak periods. A summary of the vehicle queues is presented in Table 3.4.

NO ACTION

The evaluation of future transportation conditions under the No Action does not include the proposed Visitor Screening Center and Conference Center. It includes derivation of 2015 traffic forecasts and an analysis of future levels of service under the No Action.

A background traffic growth rate was used to account for near-term future developments in the District of Columbia and general background traffic growth. Consistent with previous studies for this area in the District of Columbia, a one (1.0) percent annual growth rate was applied for six (6) years, from 2009 to 2015. The resulting traffic growth is shown in Figure 3.5. Future (2015) traffic forecasts under the No Action were developed as a composite of existing vehicular traffic counts (Figure 3.2), regional traffic growth (Figure 3.5), and pipeline development trips/adjustments (Figure 3.6). The resulting 2015 background future traffic forecasts are shown in Figure 3.7. For the purpose of future analysis, the bicycle and pedestrian counts were assumed to remain the same. In response to subsequent NCPC comments, supplemental analyses were presented that accounted for a two (2.0) percent bicycle and pedestrian annual growth rate that was applied for six (6) years. The results were found to be consistent with the previous findings.

Background future intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls (Figure 3.1), pedestrian counts (Figure 3.3), bicycle counts (Figure 3.4), background peak hour vehicular traffic forecasts (Figure 3.7), existing signal timings, and the Synchro capacity analysis technique. The results are summarized in Table 3.5 – 2015 Background Future (No Action) Traffic Forecast.

Table 3.4
Existing Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing	
				AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125
		WBTR	410	210	31
		SBLR/SBL	145	174	43
		SBR	145	N/A	#833
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85
		WBTR	320	144	453
		SBL	280	28	124
		SBR	280	37	97
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41
		WBL	190	50	m32
		WBT	190	m18	m3
		NBL	20	m10	0
		NBR	20	m109	m5
		SBL	180	27	33
		SBTR	180	34	43
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9
		NBLR	60	26	N/A
		NBL	60	N/A	2
		NBR	60	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210
		NWLT	75	70	60
		NEL	200	252	113
		NER	200	26	12
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90
		SET	410	0	73
		NWTR	320	151	57
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158
		SBTR	140	73	170
		SETR	170	116	115
		NWLT	420	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0
		SBLT	50	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0
		NBLT	280	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0
		SBLR	N/A	1	19
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12
		SBLT	20	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0
		SBLT	60	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2
		NBLT	50	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

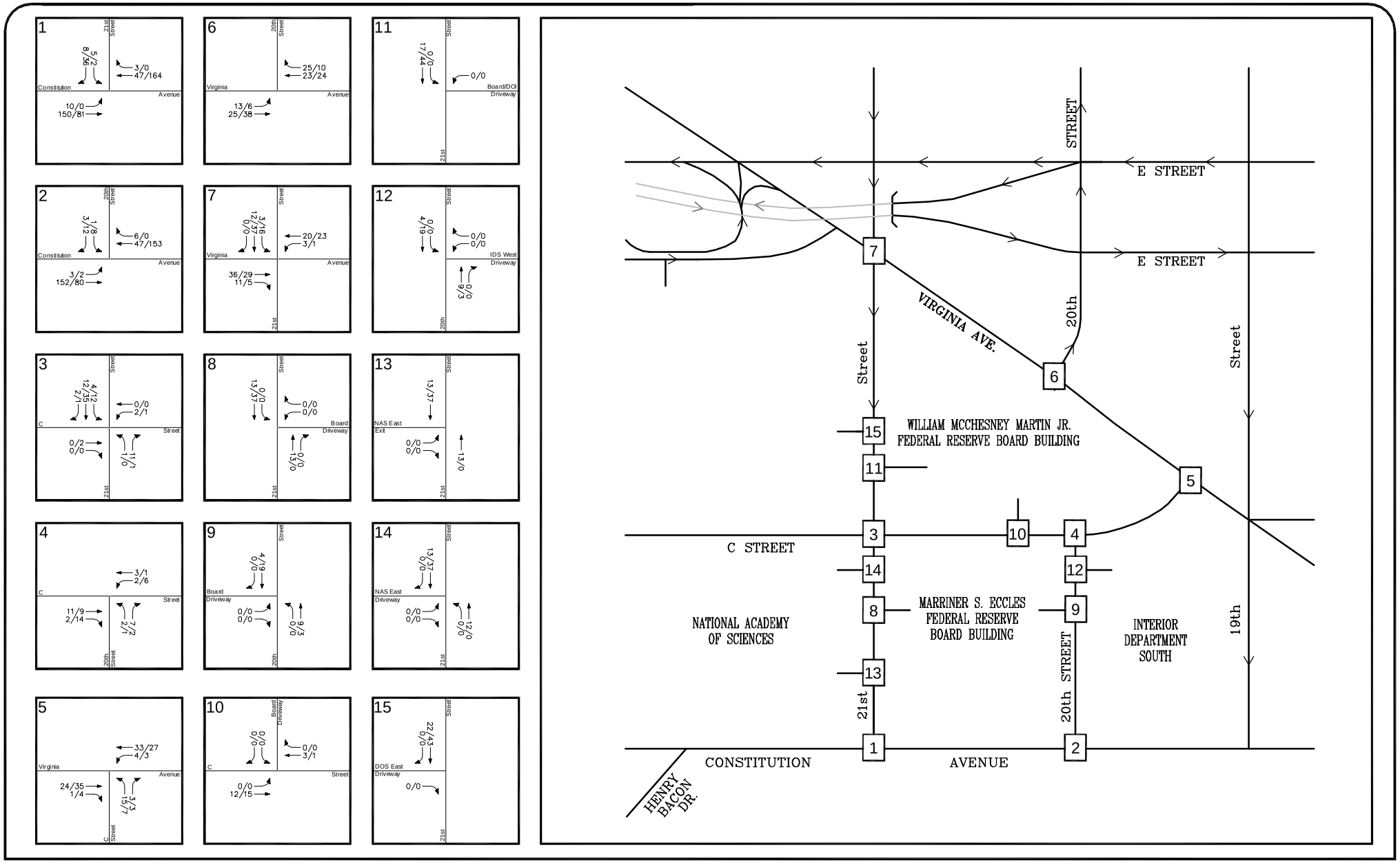

Figure 3.5
Regional Peak Hour Traffic Growth
(6 years at 1%, 8:15–9:15 AM & 4:45–5:45 PM)

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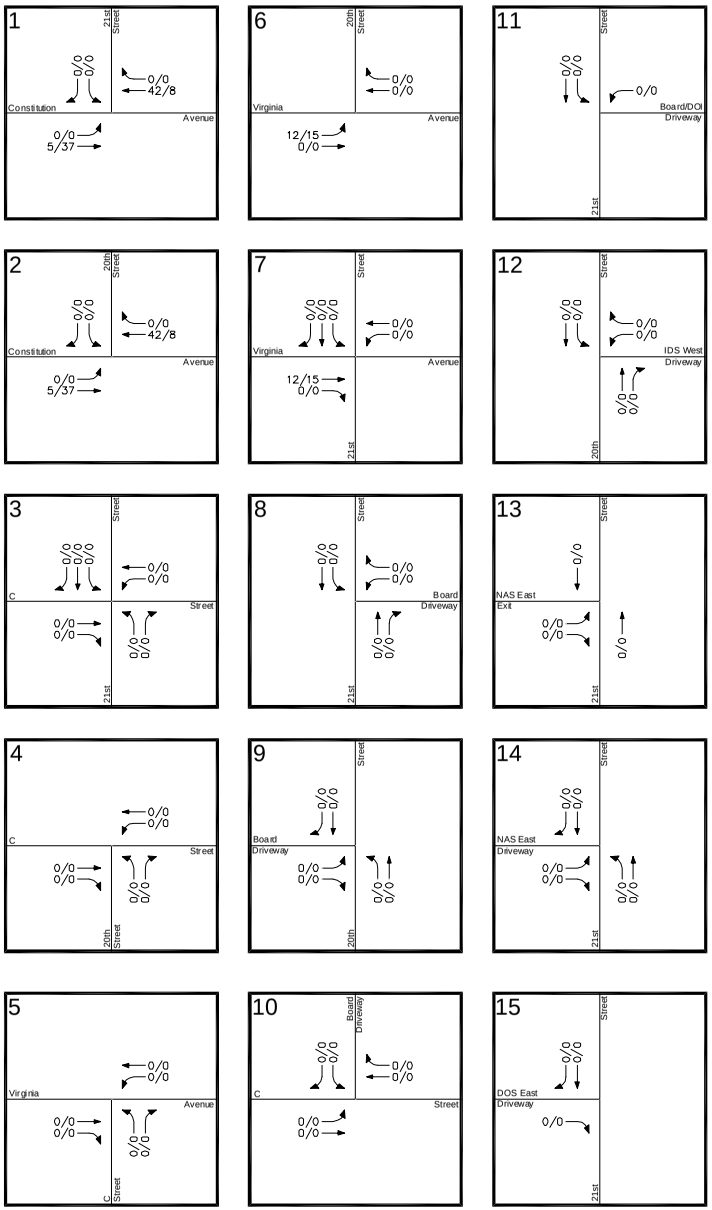

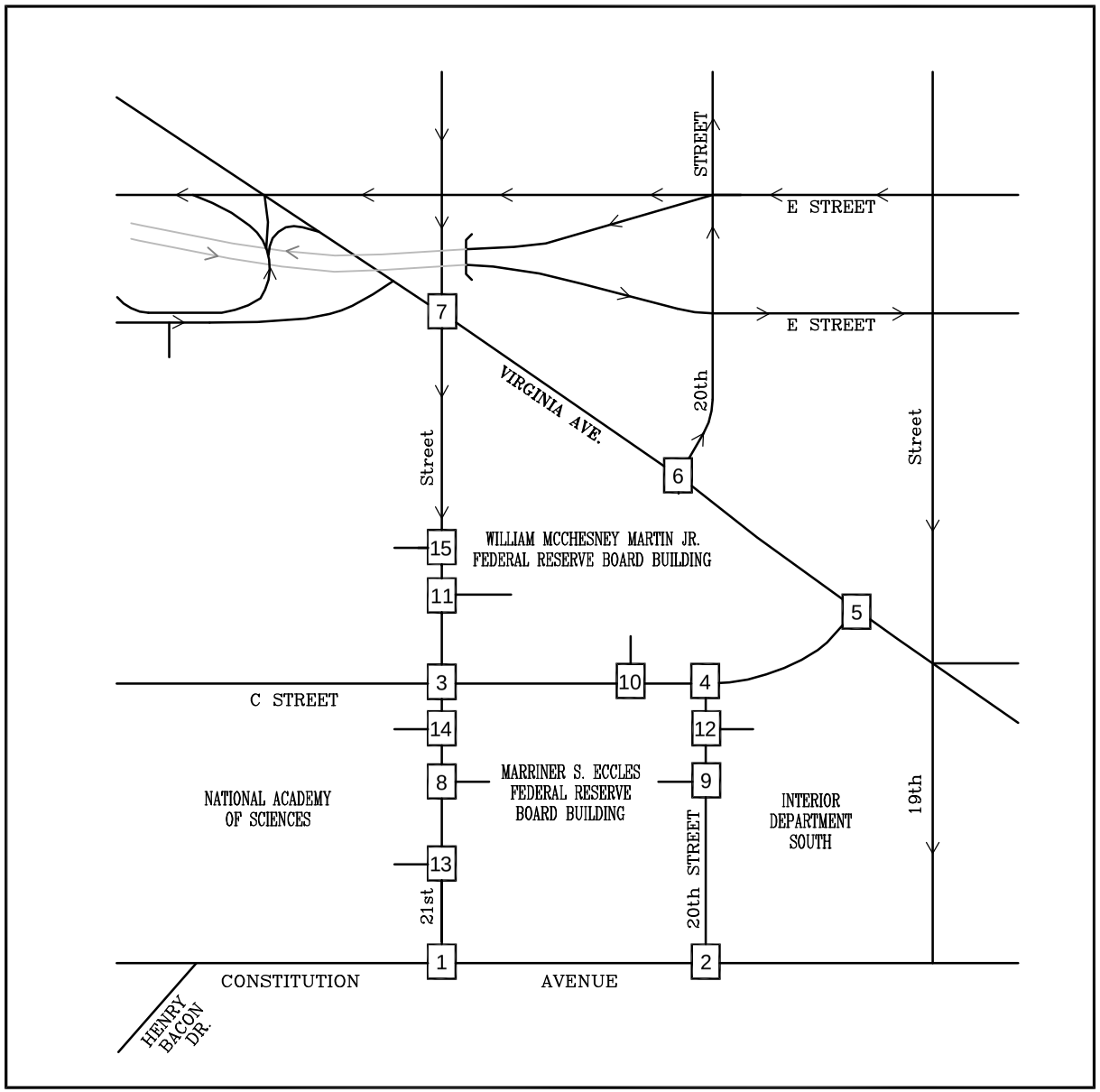

Figure 3.6
Total Pipeline Development Trips/Adjustments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

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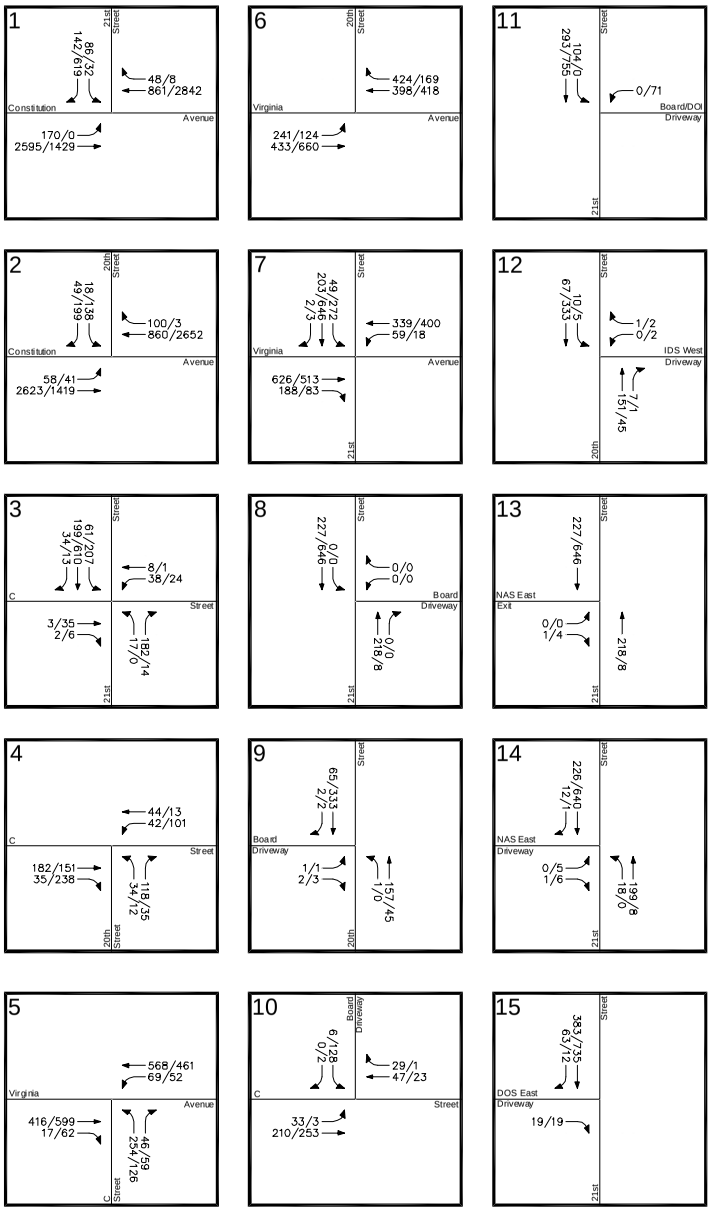

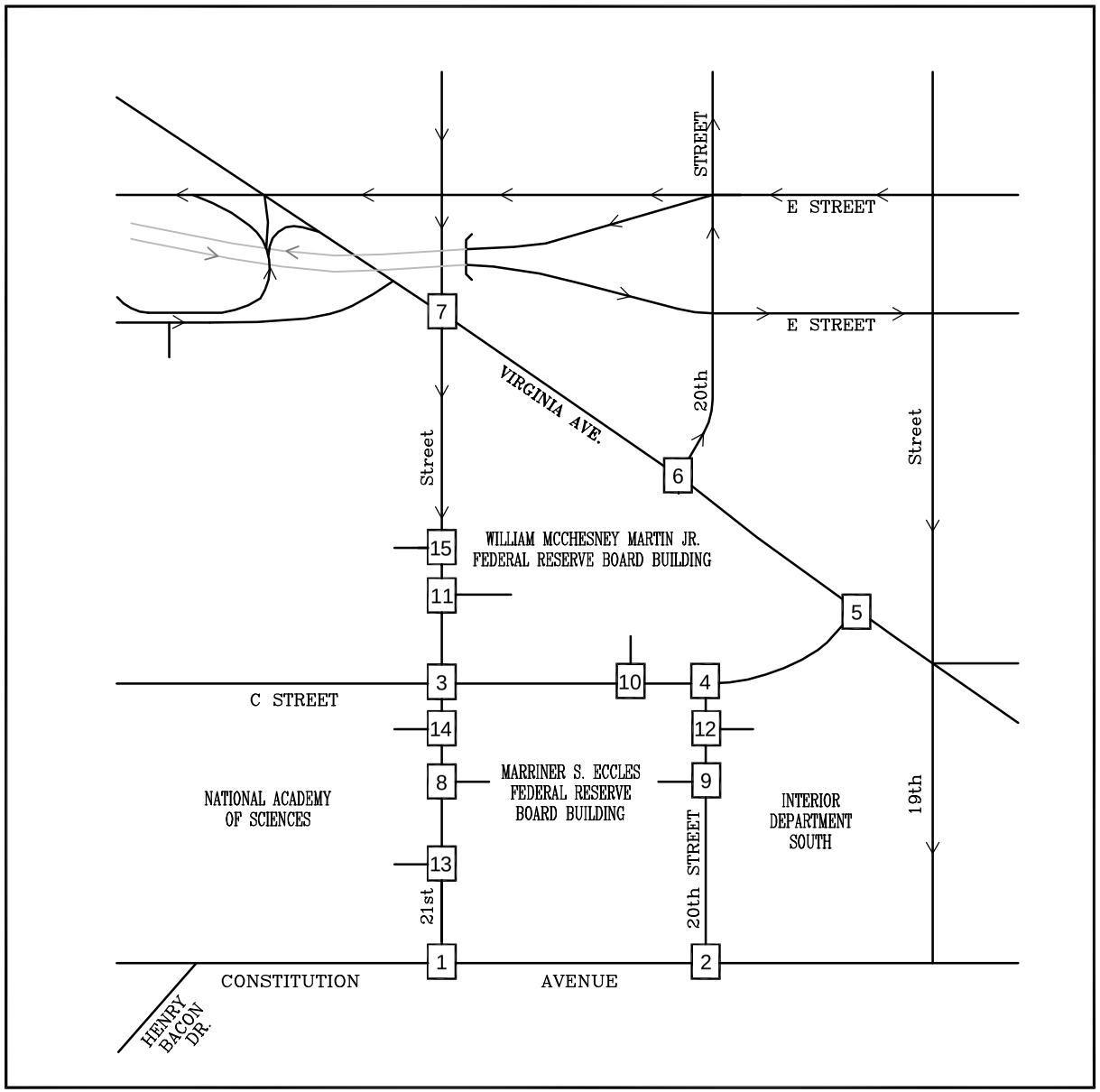

Figure 3.7
2015 Background Future ("No Action") Traffic Forecasts
(8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

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As shown in Table 3.5, all the study intersections would continue to operate at LOS "D" or better during all the peak study hours, with the exception of the 21st St. NW/ Constitution Ave. NW signalized intersection. The intersection would operate at an overall LOS "E" during the PM peak hour with some movements operating near, or at capacity, during both peak periods. Minor increases in delay would be realized through increases in regional traffic at the remaining study intersections. Supplemental analysis described under the "No Action" account for the area growth of pedestrians and bicycles, which would result in a negligible increase in delay.

The queuing and progression comments as provided under existing conditions apply. The observed queues outlined under existing conditions would experience slight increases in the future due to ambient traffic growth. A summary of the queues, as calculated by the Synchro software, is presented in Table 3.6 – 2015 Background Future (No Action) Intersection Queue Summary.

PREFERRED AND ALTERNATIVE ACTIONS

Implementation of the Preferred or Alternative Actions would result in long-term, minor impacts from occasional events that would add new vehicle trips to the adjacent road network, primarily in the form of new shuttles and taxi/hired vehicles dropping-off/picking-up attendees. A limited number of new private vehicle trips choosing to drive to the "Board" to attend events would be oriented to area public garages. The complete information can be found in the transportation study dated January 22, 2010 found in Appendix B.

The Preferred Action Conference Center would expand the existing meeting space from 331 persons to 650 persons in a state of the art facility. The Preferred Action would represent the "worst case," and its results, for planning purposes, are assumed to be shared with the Alternative Action, which results in a smaller conference area. The Visitor Screening Center, identical under the Preferred and Alternative Actions, enhances the existing screening procedures and it would not generate new vehicle trips.

The Board operates seven days a week and 24 hours a day. A maximum of 1,200 employees pass through the facility between 6:30 AM and 7:15 PM. Law enforcement officials at the Board provided data that was incorporated into the program and conceptual design of the Visitor Screening Center. Based on employee arrival data from 2010, an average of approximately 135 employees were screened through security each hour. The highest number of employees was approximately 360 in one hour. Additional data indicate that the existing screening equipment processes a maximum of 200 employees per hour. The proposed employee screening portion of the Visitor Screening Center would include five screening stations, capable of processing a total of 1,000 employees within an hour, or 100 employees in six minutes. Based on the high figure of 360 employees in one hour or 36 employees in six minutes, it is not anticipated that the employee screening portion would ever reach its planned capacity of 100 in one increment of time.

Table 3.5
2015 Background Future ("No Action") Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing		2015 Background Future	
			AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)	B (14.7)	A (9.6)
		WBTR	E (60.4)	A (2.2)	E (61.1)	A (2.6)
		SBLR/SBL	D (54.7)	B (19.1)	E (57.8)	B (18.8)
		SBR	N/A	F (369.5)	N/A	F (417.4)
		Overall	**C (26.0)**	**D (50.9)**	**C (28.0)**	**E (56.8)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)	C (22.0)	A (7.7)
		WBTR	C (21.4)	C (22.0)	C (22.0)	C (24.5)
		SBL	C (22.0)	C (26.8)	C (21.4)	C (27.0)
		SBR	C (27.3)	C (21.4)	C (27.5)	C (22.0)
		Overall	**C (20.9)**	**B (17.4)**	**C (22.0)**	**B (19.0)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)	C (23.3)	C (24.0)
		WBL	C (27.4)	C (31.5)	C (27.4)	C (31.4)
		WBT	C (25.7)	C (30.9)	C (25.5)	C (31.5)
		NBL	B (11.6)	A (0.0)	B (11.9)	A (0.0)
		NBR	B (13.9)	A (4.4)	B (14.5)	A (4.6)
		SBL	A (7.4)	A (4.3)	A (7.9)	A (4.5)
		SBTR	A (6.9)	A (4.6)	A (7.6)	A (4.8)
		Overall	**B (11.3)**	**A (6.2)**	**B (11.8)**	**A (6.3)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]	A [6.2]	A [8.7]
		NBLR	B [12.7]	N/A	B [13.1]	N/A
		NBL	N/A	B [13.6]	N/A	B [14.0]
		NBR	N/A	B [10.3]	N/A	B [10.4]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)	D (37.4)	D (36.7)
		NWLT	A (9.2)	A (9.8)	A (9.4)	A (9.9)
		NEL	D (39.1)	C (25.3)	D (41.3)	C (25.5)
		NER	C (22.4)	A (9.7)	C (23.8)	A (9.4)
		Overall	**C (24.0)**	**C (24.3)**	**C (24.6)**	**C (24.4)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)	A (9.4)	B (19.1)
		SET	A (0.6)	A (6.8)	A (0.7)	A (6.7)
		NWTR	C (24.7)	A (9.8)	C (24.7)	B (10.3)
		Overall	**B (14.9)**	**A (9.0)**	**B (14.9)**	**A (9.4)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)	C (20.9)	B (15.8)
		SBTR	C (21.6)	B (15.4)	C (21.7)	B (15.7)
		SETR	B (12.7)	C (20.4)	B (12.9)	C (20.8)
		NWLT	A (6.7)	C (21.8)	A (6.5)	C (21.6)
		Overall	**B (12.6)**	**B (18.3)**	**B (12.7)**	**B (18.5)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]	A [9.7]	B [10.5]
		NBLT	A [0.1]	A [0.0]	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]	A [2.6]	A [0.3]
		SBLR	B [11.1]	B [11.3]	B [11.2]	B [11.4]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]	A [0.0]	B [12.0]
		SBLT	A [4.6]	A [0.0]	A [4.5]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]	A [9.6]	A [9.5]
		SBLT	A [2.6]	A [0.4]	A [2.5]	A [0.4]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]	A [9.9]	A [9.5]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]	A [9.8]	B [11.0]
		NBLT	A [1.9]	A [0.0]	A [1.8]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]	B [10.8]	B [10.7]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

Table 3.6
2015 Background Future ("No Action") Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing		2015 Background Future	
				AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125	320	139
		WBTR	410	210	31	231	33
		SBLR/SBL	145	174	43	#180	44
		SBR	145	N/A	#833	N/A	#891
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85	493	92
		WBTR	320	144	453	163	509
		SBL	280	28	124	31	131
		SBR	280	37	97	39	107
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41	10	43
		WBL	190	50	m32	52	m33
		WBT	190	m18	m3	m18	m4
		NBL	20	m10	0	m9	0
		NBR	20	m109	m5	m114	m6
		SBL	180	27	33	29	35
		SBTR	180	34	43	37	46
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9	3	10
		NBLR	60	26	N/A	29	N/A
		NBL	60	N/A	2	N/A	2
		NBR	60	N/A	4	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210	143	221
		NWLT	75	70	60	74	64
		NEL	200	252	113	#267	119
		NER	200	26	12	28	12
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90	143	107
		SET	410	0	73	0	76
		NWTR	320	151	57	164	65
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158	48	168
		SBTR	140	73	170	77	182
		SETR	170	116	115	128	126
		NWLT	420	24	56	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0	0	0
		SBLT	50	0	0	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0	0	1
		NBLT	280	0	0	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0	2	0
		SBLR	N/A	1	19	1	19
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12	0	12
		SBLT	20	7	0	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0	0	0
		SBLT	60	1	0	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2	0	2
		NBLT	50	1	0	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

The Martin and Eccles Buildings would not be able to facilitate parking for outside attendees, so a transportation program designed to encourage outside participants to walk or to utilize the existing Board shuttle system, local public transportation, and existing public parking garages would be necessary to accommodate conference participants.

A significant number of conferences would include major organizations that are located in the general walking proximity to the Board and near Board shuttle bus routes. These organizations include:

1) International Monetary Fund (IMF) Headquarters, located to the north-northeast at 700 19th St. NW, is an approximate 0.4 mile walk (3-4 city blocks) to the Martin Building C St. NW entrance.
2) World Bank Headquarters, located at 2121 Pennsylvania Ave. NW, is the building immediately to the east of the IMF Headquarters.
3) Federal Deposit Insurance Corporation (FDIC) Headquarters, located to the northeast at 550 17th St., NW, is an approximate 0.5 mile walk to the Martin Building C Street entrance.
4) United States Department of Treasury Headquarters, located to the east at 1500 Pennsylvania Ave. NW, is approximately one (1) mile travel distance away to the Martin Building C Street entrance.
5) Board office space is located to the northeast at New York Ave. NW and 17th St. which is an approximate 0.4 mile walk (3-4 city blocks) and serves as a Board shuttle bus stop.
6) The Board has additional office space located proximate to the 18th St. NW/I St. NW intersection and proximate to the Farragut West metro station. This office space also serves as a Board shuttle bus stop.

The Board shuttle bus system operates two shuttle buses with a 35-person seat capacity that connects the Martin and Eccles Buildings to Board office space throughout the District. The shuttle routes are provided in the full report. It is anticipated that the Board would provide ongoing evaluation of their shuttle route system to determine needs for additional and/or larger shuttle buses to accommodate future larger conferences.

The Martin and Eccles Buildings are transit-oriented and served by multiple Metrobus routes and three Metrorail stations. The nearest Metrorail station serving the subject site is the Foggy Bottom-GWU station (Orange/Blue Line), which is located to the northwest and is an approximate 0.70 mile walk to the Martin Building C St. NW entrance. The Farragut West station (Orange/Blue Line) is located to the northeast and is an approximate 0.75 mile walk to the Martin Building C St. NW entrance. The Farragut North station (Red Line) is also located to the northeast and is an approximate 1-mile walk to the Martin Building's C St. NW entrance. The Farragut West and Farragut North Metrorail stations are proximate to Board office space downtown, and are served by a Board shuttle bus system. The subject site is directly served by fourteen weekday Metrobus lines on Constitution Ave. NW, Virginia Ave. NW, and C St. NW. These lines include: 13A, 13B, 13F, 13G, 32, 36, 39, 80, S1, H1, L1, N3, P1, and X1.

Nearby public parking garages would serve participants who prefer, or must drive, to a conference. The nearest public parking facilities are located at 511 20th St. NW and 533 21st St. NW, about a ¼ mile walk north of the Martin Building's C St. NW entrance. The Columbia Plaza Garage is located about a 0.45-mile walk northwest of the Martin Building's C St. NW entrance. The George Washington University – APG Garage is located about a 0.6 mile walk away from the northwest to the Martin Building's C St. NW entrance.

Conference participants from out of town and elsewhere in the District may choose to be dropped off by a taxi or hired car at the Martin/Eccles Buildings. It is anticipated that the drop-off/pick-up for these attendees would occur proximate to and/or nearby the perimeter of the Martin and Eccles Buildings on Virginia Ave. NW, 21st St. NW, 20th St. NW, and C St. NW.

A majority of drop-offs/pick-ups would occur on the north and south sides of C St. NW between 21st and 20th Streets NW in the lanes where the on-street parking has been permanently removed.

The current meeting space in the Martin Building is designed to accommodate 331 seated persons in various meeting spaces. At the time of the June 3, 2009 traffic data collection, a meeting for approximately 120 attendees took place, and participants arrived from the nearby World Bank Headquarters. The proposed new Conference Center would accommodate 650 persons, or 319 more persons than the current capacity of the various existing meeting rooms in the Martin Building. The new conference space would accommodate 530 more persons than the meeting held during the June 3, 2009 traffic data collection effort. Conferences at the Board are typically all-day events that, on occasion, cater breakfast and lunch for events.

The following are approximate start/end times:

- Start: 7:00 to 9:00 AM
- End: 4:00 to 6 PM.

For the purpose of this evaluation, it is assumed the peak arrivals/departures occur during the adjacent street peak hour (8:15 – 9:15 AM and 4:45 – 5:45 PM). New conference facility trips that would be added to the AM and PM street peak hours would be taxis/hired cars for the reasons described previously. To determine the peak hour trips that the Board would generate during maximum events, the following factors were assumed:

1) The maximum event size is approximately 650 persons.
2) Based on programming information provided by the Board, typical occupancy is expected to be approximately 40 to 50 percent for most events. The additional space and capacity in the building provides flexibility in how the space is used. To represent a conservative condition, this study utilized the 75th percentile for a "design capacity" of the facility.

3) Assume 95 percent attendance of the event.
4) Assume 90 percent of outside participants arrive/depart during the adjacent street peak hours.
5) Auto-occupancies for guests arriving by taxi/hired car is 2.0 persons per vehicle. Auto-occupancy was based on Board visitors that typically arrive in groups rather than individuals from the nearby organizations and from out of town.
6) Mode-splits are based on coordination with Board staff and engineering judgment.
7) The Board shuttle system would be adjusted through ongoing evaluation of its capacity requirements and augmented as required, if appropriate.
8) The following was assumed for the modes of arrival and departure, based on discussions with Board staff and engineering judgment:

Arrival/Departure Modes

Work in Martin/Eccles	20%
Off-site Shuttle Employee	15%
Off-site Shuttle Guest	15%
Private Auto (Public Garage)	10%
Taxi/Hired Car	25%
Metrorail/Bus/Walk/Bike	15%
Total	100%

As shown in Table 3.7, the proposed Conference Center would generate new vehicle trips by attendees choosing to arrive in private vehicles and by those choosing to be dropped off by taxi/hired vehicles (the conference trip generation assumptions are also summarized in Table 3.7). Approximately 10 percent of attendees were assumed to arrive by private vehicle. Those choosing to arrive by private vehicle for all day events must park in public parking garages in the surrounding area due to parking time limits and restrictions in the immediate vicinity. New trips destined for these off-site facilities do not impact the intersections within the study area. An example would be vehicles utilizing the E St. NW Expressway to/from the west to access public parking garages to the north of the study area.

The proposed new Conference Center would generate the following new off-site public garage destination vehicle trips (Table 3.7):

- 15 new inbound trips during the AM street peak hour, and
- 15 new outbound trips during the PM street peak hour.

Approximately 25 percent of attendees were assumed to arrive by taxi/hired vehicle. Based on the trip generation analysis (Table 3.7), the approximate number of trips is as follows:

- 37 new inbound drop-off trips and corresponding departure trips during the AM street peak hour, and
- 37 new inbound pick-up trips and corresponding outbound departure trips during the PM street peak hour.

It is anticipated that additional arranged shuttle buses would be utilized to transport larger groups to the new facility from nearby hotels/organizations. Approximately 15 percent of attendees were assumed to arrive by shuttle bus. Based on the trip generation analysis on Table 3.7, the approximate number of shuttle bus trips is as follows:

- 2 new inbound drop-off trips and corresponding departure trips during the AM street peak hour, and
- 2 new inbound pick-up trips and corresponding outbound departure trips during the PM street peak hour.

As described earlier, the renovation of the Martin Building's podium level would displace existing office space, resulting in a reduction of approximately 55 employees who would be relocated off-site. The podium expansion will displace approximately 25 sub-grade parking spaces. In the interest of conservatism, existing trips were not removed from the Martin Building driveways or the area road network.

The percent distribution and corresponding new site-generated trips occurring during the street peak hours were assigned to the roadway network based on review of existing traffic counts, previous nearby studies, field observations, and engineering judgment, as shown in Figure 3.8 – Site Trip Assignment and Percent Distribution.

The site traffic assignments shown in Figure 3.8 were added to the background of the No Action future traffic forecasts (Figure 3.7) to yield the total future traffic forecasts with the Preferred/Alternative Action shown in Figure 3.9. For planning purposes, taxi/hired vehicle trips were oriented to C St. NW between 21st and 20th Streets NW. Taxi/hired vehicles were re-distributed evenly throughout the network once the drop-off was made. Arriving vehicles for pick-up arrived in a similar distributed manner. The new shuttle trips for visitors were primarily oriented to/from the north and the west.

Total future (2015) intersection levels of service, during the street AM peak hour (8:15-9:15 AM) and street PM peak hour (4:45-5:45 PM), for the Preferred and Alternative Actions were calculated at the study intersections based on existing lane use and traffic controls (Figure 3.1), pedestrian counts (Figure 3.3), bicycle counts (Figure 3.4), total future peak hour vehicular traffic forecasts (Figure 3.9), existing signal timings, and the Synchro capacity analysis technique. The results are summarized in Table 3.8 – 2015 Total Future (Preferred/Alternative Action) Level of Service Summary.

Table 3.7
Trip Generation Analysis
Board of Governors of the Federal Reserve System (Board)

CRITERIA	EXISTING CONDITIONS (June 3, 2009*)		FUTURE CONDITIONS (Preferred Alternative)		DIFFERENCE (Future - Existing)	
Conference Space Area:	12,900	S.F.	35,000	S.F.	22,100	S.F.
Maximum Person capacity:	331	Attendees	650	Attendees	319	Attendees
75th Percentile Design Capacity (x 75%) (1)	249	Attendees	488	Attendees	239	Attendees
Conference Attendees:	140	Attendees*	488	Attendees	348	Attendees
Maximum Attendance (Assumes Cancelations)	95%		95%		95%	
Percentage Arriving/Departing during Peak Hour (2)	90%		90%		90%	
Total Attendees Arriving/Departing during Peak Hour	120	Attendees	418	Attendees	298	Attendees
Mode Share (3)	Percentage	Attendees	Percentage	Attendees	Percentage	Attendees
Work in Martin/Eccles Building	20%	24	20%	84	20%	60
Off-site Shuttle (For Board Employees)	15%	18	15%	63	15%	45
Off-site Shuttle (For Board Guests)	15%	18	15%	63	15%	45
Private Auto Drivers (Off-Site Public Garage)	10%	12	10%	42	10%	30
Taxi/Hired Vehicle	25%	30	25%	104	25%	74
Metrorail/Bus/Walk/Bike	15%	18	15%	63	15%	45
Total	100%	120	100%	419	100%	299
Vehicle Occupancy Assumptions						
Shuttle Bus	35.0	Attendees/veh.	35.0	Attendees/veh.	35.0	Attendees/veh.
Private Vehicles	2.0	Attendees/veh.	2.0	Attendees/veh.	2.0	Attendees/veh.
Taxi/Hired Vehicle	2.0	Attendees/veh.	2.0	Attendees/veh.	2.0	Attendees/veh.
Peak Hour Vehicles						
Shuttle Bus (Existing Board Employee Shuttle System)	1	vehicles	2	vehicles	1	vehicles
Shuttle Bus (Provided for Board Guests)	0	vehicles	2	vehicles	2	vehicles
Off-Site Road Network: Private Vehicles	6	vehicles	21	vehicles	15	vehicles
On-Site Road Network: Taxi/Hired Vehicles	15	vehicles	52	vehicles	37	vehicles

NET NEW SITE TRIPS: Private/Taxi/Hired Vehicles (Difference: Future - Existing)	AM STREET PEAK HOUR (8:15 - 9:15 AM) In	Out	Total	PM STREET PEAK HOUR (4:45 - 5:45 PM) In	Out	Total
New Existing Shuttle System Trips (4)	**0**	**0**	**0**	**0**	**0**	**0**
New Shuttle Bus Trips for Board Guests	**2**	**2**	**4**	**2**	**2**	**4**
Off-Site Road Network: New Private Vehicles Trips	**15**	**0**	**15**	**0**	**15**	**15**
On-Site Road Network: New Taxi/Hired Vehicles Trips	**37**	**37**	**74**	**37**	**37**	**74**
Total Road Network New Trips	**54**	**39**	**93**	**39**	**54**	**93**

Note(s):
(1) Based on programming information provided by The Board and KCCT. This represents a conservative condition. Typical occupancy is expected to be approximately 40 to 50 percent for most events. This additional space and capacity provided in the building provides for flexibility in the use of the space.
(2) Events typically would begin betweeen 8:30 AM and 9:00 AM and end between 4:00 PM and 5:00 PM. The street peak hours are 8:15-9:15 AM and 4:45-5:45 PM.
(3) Modes of arrival/departure based on discussions with Board staff and engineering judgment.
(4) Existing shuttle system schedule provides eight (8) trips during the AM peak hour (4 inbound, 4 outbound) and 10 trips during the PM peak hour (5 inbound, 5 outbound).

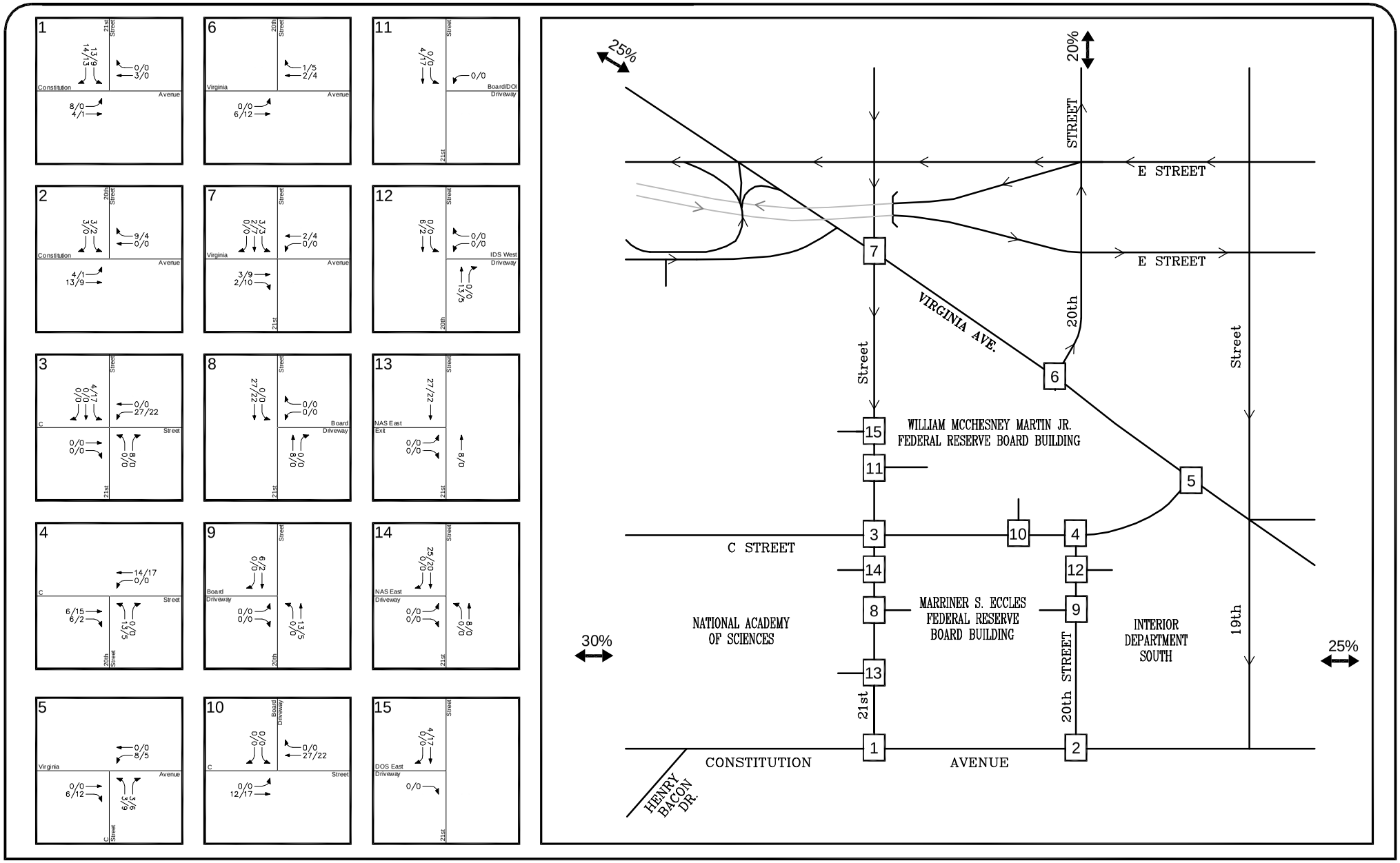

Figure 3.8
Site Trip Assignment and Percent Distribution
(8:15 – 9:15 AM and 4:45 – 5:45 PM)

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Table 3.8
2015 Total Future ("Preferred/Action Alternative") Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing		2015 Background Future		2015 Total Future	
			AM	PM	AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)	B (14.7)	A (9.6)	B (14.9)	A (9.6)
		WBTR	E (60.4)	A (2.2)	E (61.1)	A (2.6)	E (60.9)	A (2.6)
		SBLR/SBL	D (54.7)	B (19.1)	E (57.8)	B (18.8)	E (60.7)	C (20.5)
		SBR	N/A	F (369.5)	N/A	F (417.4)	N/A	F (435.6)
		Overall	**C (26.0)**	**D (50.9)**	**C (28.0)**	**E (56.8)**	**C (28.5)**	**E (60.0)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)	C (22.0)	A (7.7)	C (22.0)	A (7.7)
		WBTR	C (21.4)	C (22.0)	C (22.0)	C (24.5)	C (22.0)	C (24.6)
		SBL	C (22.0)	C (26.8)	C (21.4)	C (27.0)	C (21.6)	C (26.9)
		SBR	C (27.3)	C (21.4)	C (27.5)	C (22.0)	C (27.2)	C (21.4)
		Overall	**C (20.9)**	**B (17.4)**	**C (22.0)**	**B (19.0)**	**C (22.0)**	**B (19.0)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)	C (23.3)	C (24.0)	C (23.3)	C (24.0)
		WBL	C (27.4)	C (31.5)	C (27.4)	C (31.4)	C (28.8)	C (34.9)
		WBT	C (25.7)	C (30.9)	C (25.5)	C (31.5)	C (25.7)	C (34.5)
		NBL	B (11.6)	A (0.0)	B (11.9)	A (0.0)	B (11.9)	A (0.0)
		NBR	B (13.9)	A (4.4)	B (14.5)	A (4.6)	B (14.5)	A (4.6)
		SBL	A (7.4)	A (4.3)	A (7.9)	A (4.5)	A (8.1)	A (4.8)
		SBTR	A (6.9)	A (4.6)	A (7.6)	A (4.8)	A (7.6)	A (5.1)
		Overall	**B (11.3)**	**A (6.2)**	**B (11.8)**	**A (6.3)**	**B (12.8)**	**A (7.3)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]	A [6.2]	A [8.7]	A [5.8]	A [8.4]
		NBLR	B [12.7]	N/A	B [13.1]	N/A	B [13.9]	N/A
		NBL	N/A	B [13.6]	N/A	B [14.0]	N/A	B [14.5]
		NBR	N/A	B [10.3]	N/A	B [10.4]	N/A	B [10.5]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)	D (37.4)	D (36.7)	D (37.4)	D (36.9)
		NWLT	A (9.2)	A (9.8)	A (9.4)	A (9.9)	A (9.4)	A (10.0)
		NEL	D (39.1)	C (25.3)	D (41.3)	C (25.5)	D (41.6)	C (25.6)
		NER	C (22.4)	A (9.7)	C (23.8)	A (9.4)	C (24.3)	A (8.6)
		Overall	**C (24.0)**	**C (24.3)**	**C (24.6)**	**C (24.4)**	**C (24.7)**	**C (24.4)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)	A (9.4)	B (19.1)	A (9.4)	B (19.1)
		SET	A (0.6)	A (6.8)	A (0.7)	A (6.7)	A (0.7)	A (6.7)
		NWTR	C (24.7)	A (9.8)	C (24.7)	B (10.3)	C (24.9)	B (10.1)
		Overall	**B (14.9)**	**A (9.0)**	**B (14.9)**	**A (9.4)**	**B (14.9)**	**A (9.3)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)	C (20.9)	B (15.8)	C (21.0)	B (15.9)
		SBTR	C (21.6)	B (15.4)	C (21.7)	B (15.7)	C (21.7)	B (15.7)
		SETR	B (12.7)	C (20.4)	B (12.9)	C (20.8)	B (13.0)	C (20.9)
		NWLT	A (6.7)	C (21.8)	A (6.5)	C (21.6)	A (6.4)	C (21.2)
		Overall	**B (12.6)**	**B (18.3)**	**B (12.7)**	**B (18.5)**	**B (12.7)**	**B (18.6)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]	A [9.7]	B [10.5]	A [9.8]	B [10.5]
		NBLT	A [0.1]	A [0.0]	A [0.1]	A [0.0]	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]	A [2.6]	A [0.3]	A [2.6]	A [0.3]
		SBLR	B [11.1]	B [11.3]	B [11.2]	B [11.4]	B [11.5]	B [11.8]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]	A [0.0]	B [12.0]	A [0.0]	B [12.1]
		SBLT	A [4.6]	A [0.0]	A [4.5]	A [0.0]	A [4.4]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]	A [9.6]	A [9.5]	A [9.7]	A [9.6]
		SBLT	A [2.6]	A [0.4]	A [2.5]	A [0.4]	A [2.3]	A [0.3]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]	A [9.9]	A [9.5]	B [10.1]	A [9.6]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]	A [9.8]	B [11.0]	A [9.9]	B [11.2]
		NBLT	A [1.9]	A [0.0]	A [1.8]	A [0.0]	A [1.8]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]	B [10.8]	B [10.7]	B [10.8]	B [10.8]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

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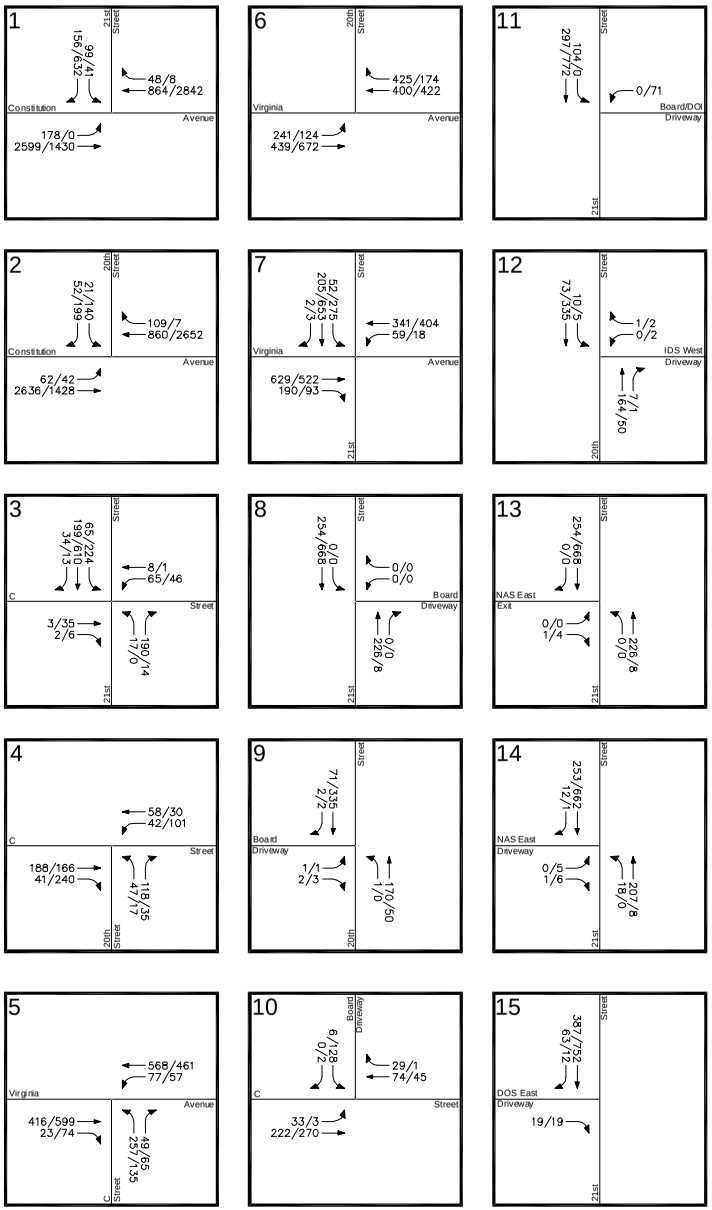

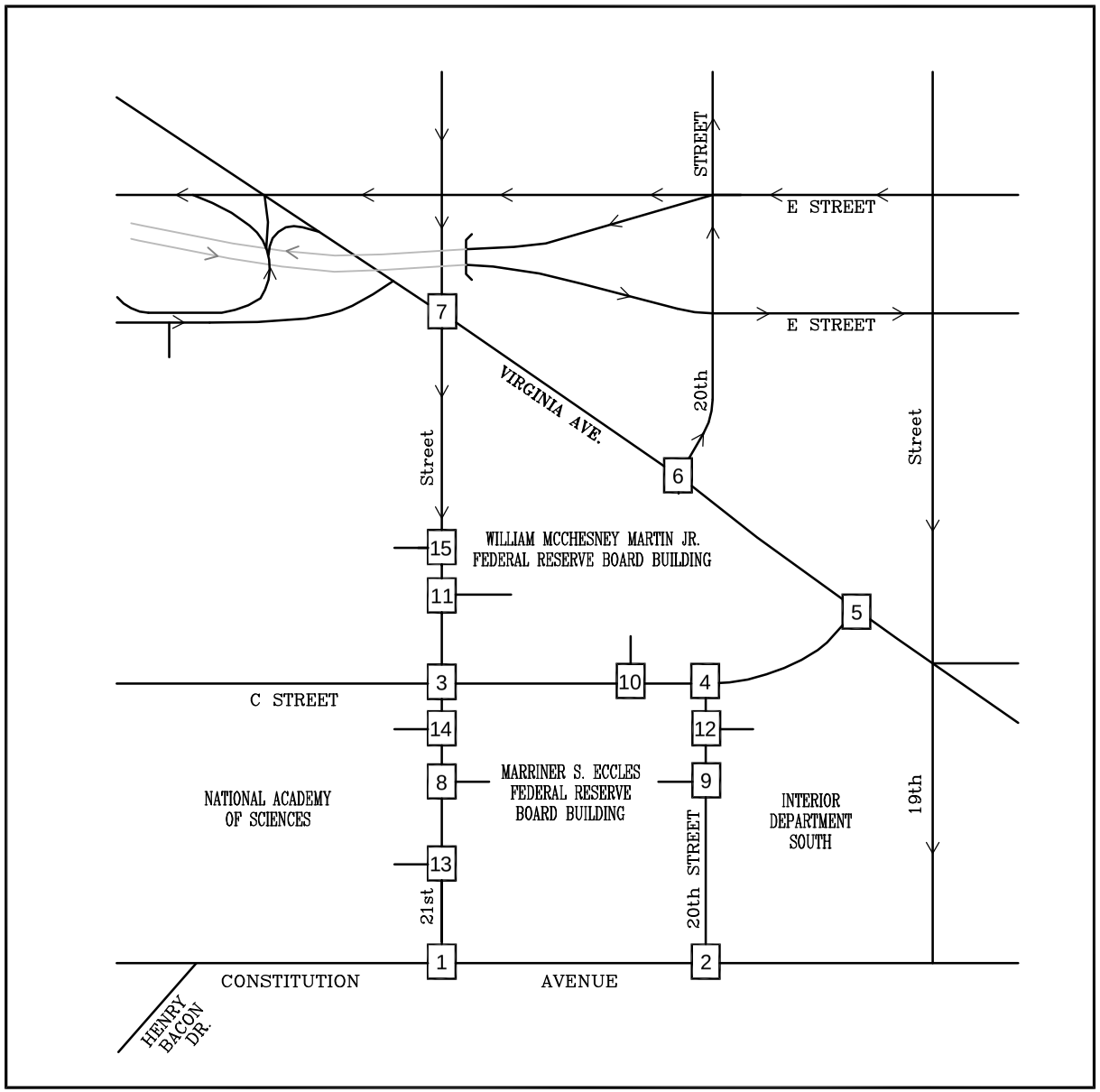

Figure 3.9
2015 Total Future ("Preferred/Action Alternative") Traffic Forecasts
(8:15 – 9:15 AM and 4:45 – 5:45 PM)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

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As shown in Table 3.8, all the study intersections would continue to operate at LOS "D" or better during all the peak study hours, with the exception of the 21st St. NW/ Constitution Ave. NW signalized intersection. This intersection would operate at an overall LOS "E" during the PM peak hour with some movements operating near, or at capacity, during both peak periods. Minor increases in delay would be realized through minor increases with site trips at the remaining study intersections.

The southbound right-turn movement at the Constitution Ave. NW/21st St. NW intersection would continue to degrade as a result of new site trips and the heavy through movements on Constitution Ave. NW. Supplemental analysis as described under the "No Action" to account for the area growth of pedestrians and bicycles with additional pedestrians generated by the proposed action resulted in a negligible increase in delay. The results were found to be consistent with the previous findings.

It should be noted that Synchro capacity results reported a decrease in delay at the Constitution Ave. NW/20th St. NW and Virginia Ave. NW/20th St. NW signalized intersections. The Synchro capacity results also reported a decrease in delay for the following unsignalized intersections: 20th St. NW/C St. NW, 21st St. NW/Martin Building driveway, and 20th St. NW/DOI driveway. This decrease in delay occurred as a result of adding new trips to the through movements and adjusting the calculation of the weighted average delay.

The impact of new trips associated with additional taxi/hired vehicles that would drop-off/pick-up of C Street, NW is described herein. C Street, NW in between 21st Street and 20th Street is a four-lane undivided roadway. New pick-up/drop-offs trip that would occur on the northern westbound lane and southern eastbound lane operate today as ad hoc pick-up/drop-off lanes while the interior lanes run unimpeded. The majority of this existing activity currently occurs on both sides of the roadway at designated Metrobus stop areas that serve Metrobus, commuter buses, and shuttle buses. The majority of the new activity would occur on the north side, or northern westbound lanes, which carry significantly fewer peak hour vehicles than the eastbound lanes.

As shown on Figure 3.9 (or Figure 6-1 in the transportation report in Appendix B), approximately 255 AM peak hour and 273 PM peak hour vehicles would travel eastbound on C Street, NW versus only 74 AM peak hour and 47 PM peak hour vehicles that would travel westbound on C Street, NW. Based on existing and future peak hour volumes, there would be adequate capacity even if this section of roadway were to operate as a two-lane divided roadway. Pick-up/drop-offs would be allowed to occur in the designated bus stop area as long as they do not impede the existing bus service. Existing taxi pick-up service also already exists on nearby 22nd Street. These new trips were shown to occur on C Street, NW to reflect a conservative analysis of the immediate area. The queuing and progression comments as provided under existing conditions, apply. The observed queues outlined under existing and future background in the No Action conditions would experience negligible increases in the future due to site traffic. A summary of the queues, as calculated by the Synchro software, is presented in Table 3.9.

Table 3.9
2015 Total Future ("Preferred/Action Alternative") Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing		2015 Background Future		2015 Total Future	
				AM	PM	AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125	320	139	323	140
		WBTR	410	210	31	231	33	232	33
		SBLR/SBL	145	174	43	#180	44	#235	55
		SBR	145	N/A	#833	N/A	#891	N/A	#913
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85	493	92	495	94
		WBTR	320	144	453	163	509	164	510
		SBL	280	28	124	31	131	34	133
		SBR	280	37	97	39	107	41	105
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41	10	43	10	43
		WBL	190	50	m32	52	m33	79	m56
		WBT	190	m18	m3	m18	m4	m18	m3
		NBL	20	m10	0	m9	0	m9	0
		NBR	20	m109	m5	m114	m6	m117	m6
		SBL	180	27	33	29	35	31	39
		SBTR	180	34	43	37	46	38	48
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9	3	10	3	10
		NBLR	60	26	N/A	29	N/A	34	N/A
		NBL	60	N/A	2	N/A	2	N/A	4
		NBR	60	N/A	4	N/A	4	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210	143	221	144	224
		NWLT	75	70	60	74	64	75	65
		NEL	200	252	113	#267	119	#277	127
		NER	200	26	12	28	12	30	11
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90	143	107	141	107
		SET	410	0	73	0	76	1	77
		NWTR	320	151	57	164	65	165	65
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158	48	168	51	170
		SBTR	140	73	170	77	182	77	184
		SETR	170	116	115	128	126	130	130
		NWLT	420	24	56	24	56	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0	0	0	0	0
		SBLT	50	0	0	0	0	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0	0	1	0	1
		NBLT	280	0	0	0	0	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0	2	0	2	0
		SBLR	N/A	1	19	1	19	1	21
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12	0	12	0	12
		SBLT	20	7	0	7	0	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0	0	0	0	0
		SBLT	60	1	0	1	0	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0	0	0	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2	0	2	0	2
		NBLT	50	1	0	1	0	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3	3	3	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

POTENTIAL MITIGATION

The Board currently operates various transportation measures in order to reduce peak hour trips made by employees and visitors to the building. The following potential recommendations were developed in order to enhance the existing measures and manage the additional visitors expected to travel to the Board for conferences:

1) Designate a member(s) of the Martin Building management team as a Conference Facility Transportation Coordinator responsible for implementing trip reducing measures.
2) The Martin Building Conference Facility Transportation Coordinator would implement the following potential measures:
    a. Provide website information to encourage conference attendees to visit the site as a pedestrian, with a bicycle, by public transportation, shuttle bus, or by other alternate means, such as carpooling. This information should be provided with advance notice to enable attendees to coordinate their method of travel.
    b. Assist staff/visitors in making effective and efficient commuting choices to the new conference facility.
    c. Prepare an area-wide map that shows the locations of the local transportation facilities (bus/rail).
    d. Prepare an area-wide map that shows public parking garages and notes any time restrictions on nearby curb parking spaces (as provided in the Transportation Impact Study, located in Appendix B).

3.4.7 PUBLIC HEALTH AND SAFETY

The Department of Health is the primary local agency tasked to promote and protect the health, safety, and quality of the life of residents, visitors, and those doing business in Washington, DC. Within the project area, police protection is provided through the Metropolitan Police Department District 2, Police Service Area 207. In addition, various Federal law enforcement agencies provide security for the Board's property. The Washington, DC Fire and Emergency Medical Services, Engine Company #1, provides fire protection and medical attention to residents and visitors in the project area. The nearest hospital to the subject area is George Washington University Hospital (URS EA, 2003).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under the Preferred Action, impacts would be negligible. The proposed construction of the Visitor Screening Center and east and west pavilions is not expected to put an undue hardship on the local police, fire or emergency medical services. The proposed construction of the Visitor Screening Center would provide a beneficial impact by enhancing security for employees and visitors to the Martin Building. The proposed

removal of the exterior staircase -- from the plaza on the east podium to the plaza area around the fountain -- would improve the security of the Martin Building.

ALTERNATIVE ACTION

Under the Alternative Action, impacts would be negligible. The proposed construction of the Visitor Screening Center and west pavilion is not expected to put an undue hardship on the local police, fire or emergency medical services. The proposed construction of the Visitor Screening Center would provide a beneficial impact by enhancing security for employees and visitors to the Martin Building.

The proposed removal of the exterior staircase -- from the plaza on the east podium to the plaza area around the fountain -- would improve the security of the Martin Building.

3.4.8 ENVIRONMENTAL JUSTICE

Executive Order (EO) 12898 requires Federal agencies to make achieving environmental justice part of their mission by identifying and correcting programs, policies, and activities that have disproportionately high and adverse human health effects or environmental effects on minority and low income populations.

Currently, there are Washington Metropolitan Area Transit Authority (WMATA) Metrobus stops on the north and south sides of C St. NW, in front of the entrance to the Martin Building and the Eccles Building.
Additionally, there is a commuter bus stop on C St. NW, across 21st St. NW, in front of the Department of State. No residences are located within the vicinity of the project area (URS EA, 2003).

NO ACTION

Under the No Action, impacts would be negligible.

PREFERRED ACTION

Under this Preferred Action, impacts would be negligible. The proposed project would provide a safeguard for all employees and visitors to the Martin Building from potential security threats.

ALTERNATIVE ACTION

Under this Alternative Action, impacts would be negligible. The proposed project would provide a safeguard for all employees and visitors to the Martin Building from potential security threats.

3.5 CULTURAL RESOURCES

As required under 36 CFR § 800.3, historic preservation consultation on the William McChesney Martin, Jr., Building Visitor Screening Center and Conference Center began with a Section 106 initiation letter, dated August 12, 2009, from the Board (the lead agency for Section 106 consultation) to the District of Columbia State Historic Preservation Office (DCSHPO). The Advisory Council on Historic Preservation (ACHP) received information on the undertaking on February 22, 2010. The letters identified historic resources in the vicinity of the Martin Building and its current National Register of Historic Places status. (It is not listed, either individually or as a contributing building in a historic district.) In response to this letter, the DCSHPO requested, on September 17, 2009, a formal determination of the eligibility (DOE) of the Martin Building for the National Register. The study was completed and concluded that the Martin Building was not eligible for the National Register, either as an individual property or as a contributing building in the Northwest Rectangle Historic District, within the boundaries of which it stands. The DOE was forwarded to the DCSHPO on October 21, 2009, which concurred with the determination by the letter dated November 12, 2009 (see Appendix A).

Subsequent correspondence between the Federal Reserve and the DCSHPO, including a conceptual submission to the SHPO on December 9, 2010, resulted in a determination, communicated by the DCSHPO by letter dated January 22, 2010, that the Visitor Screening and Conference Center would have "no adverse effect" on historic properties (Appendix A). The DCSHPO's letter stated that, because the proposed Visitor Screening and Conference Center would be constructed within the Federal Reserve's property lines, it would not directly impact vistas associated with the L'Enfant Plan. The DCSHPO also found that, because the materials and general architectural style of the new construction would be similar to the existing Martin Building, the Visitor Screening and Conference Center would be unlikely to result in an adverse visual effect on contributing features of adjacent historic districts or buildings. Based on this finding and the criteria for council involvement, the ACHP, by letter dated April 2, 2010 (Appendix A), informed the Federal Reserve that its participation in the Section 106 process was not warranted at this time.

Regulations for the implementation of the National Historic Preservation Act (36 CFR § 800.5(c)) requires a 30-day review by consulting parties of findings of no adverse effect. The DCSHPO, by electronic mail communication on January 28, 2010, and the ACHP, by telephone call on April 1, 2010, agreed that distributing the DCSHPO's no adverse effect letter with EA, which has a 30-day comment period, would meet the Federal Reserve's obligations in this regard. Announcements of the availability of the EA stated its function in the Section 106 process.

3.5.1 HISTORIC BUILDINGS AND STRUCTURES

To identify historic resources in the areas of potential effects, historical materials provided by the Board and the DC. State Historic Preservation Office, as well as published information, National Register of Historic Places documentation, the DC. Inventory of Historic Sites, and Historic American Buildings Survey records were reviewed.

Individually Landmarked Properties

The draft Area of Potential Effects (APE) includes five buildings either listed in or determined eligible for the National Register as individual properties (Figure 3.10 – Historic Properties).

Buildings

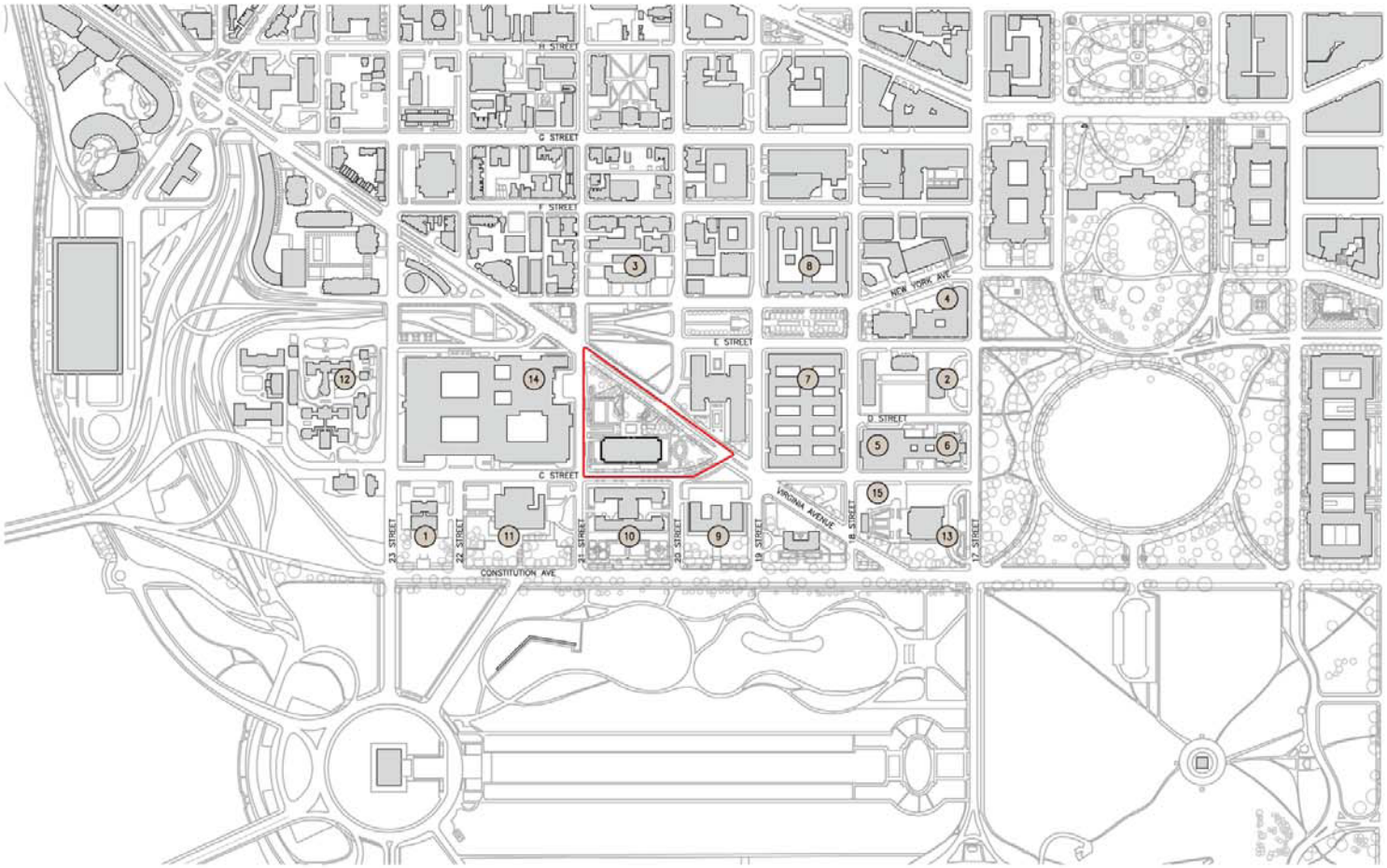
1. Department of the Interior, South Building (Public Health Service), 1951 Constitution Ave. NW – DC. Inventory of Historic Sites, April 26, 2007; National Register of Historic Places, July 5, 2007
2. Eccles Building, Constitution Ave. NW between 20th and 21st Sts., NW – DC Inventory of Historic Sites, November 8, 1964
3. National Academy of Sciences, 2101 Constitution Ave. NW – DC Inventory of Historic Sites, November 8, 1964; National Register of Historic Places, March 15, 1974
4. New Department of the Interior Building, 18th and C Sts. NW – DC Inventory of Historic Sites, November 8, 1964; National Register of Historic Places , November 10, 1986
5. State Department/War Department, 21st and E Sts. NW – determined potentially eligible for the National Register by GSA, April 23, 1992

Contributing Historic District Properties

The APE also includes seven buildings and two objects identified as contributing elements of the Northwest Rectangle Historic District, which was determined eligible for the National Register on December 10, 1998 (Figure 3.11 – Historic Districts):

Buildings

1. Department of the Interior, South Building, (Public Health Service), 1951 Constitution Ave. NW
2. Eccles Building, Constitution Ave. NW between 20th and 21st Sts. NW
3. National Academy of Sciences, 2101 Constitution Ave. NW
4. Office of Personnel Management (Civil Service Commission), 19th and E Sts. NW
5. War Department, 21st and E Sts. NW
6. State Department Extension, 23rd and C Sts. NW
7. New Department of the Interior Building, 18th and C Sts. NW



INDIVIDUALLY LISTED HISTORIC PROPERTIES

DC DISTRICT OF COLUMBIA INVENTORY OF HISTORIC SITES
NR NATIONAL REGISTER OF HISTORIC PLACES
NHL NATIONAL HISTORIC LANDMARK

1. American Pharmacists Association (DC, NR)
2. American National Red Cross (DC, NR, NHL)
3. American Red Cross - DC Chapter (DC)
4. Corcoran Gallery of Art (DC, NR, NHL)
5. DAR Constitution Hall (DC, NR, NHL)
6. DAR Memorial Continental Hall (DC, NR, NHL)
7. New Department of the Interior Building (DC, NR)
8. Old Department of the Interior / GSA (NR)
9. Department of the Interior - South (NR Eligible)
10. Federal Reserve Board - Marriner S. Eccles Building (DC)
11. National Academy of Sciences (DC, NR)
12. Old Naval Observatory (DC, NR, NHL)
13. Pan American Union / Organization of American States (DC, NR)
14. State Department - Marshall Wing (War Dept.) (NR Eligible)
15. Van Ness Stables (DC)

LEGEND

Project Boundary
Federal Reserve Board
William McChesney Martin, Jr. Building

Figure 3.10 - Historic Properties

August 6, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH 0 300' 600'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE NW SUITE 1250
WASHINGTON DC 20036 202.659.560
Robinson & Associates - Historic Preservation

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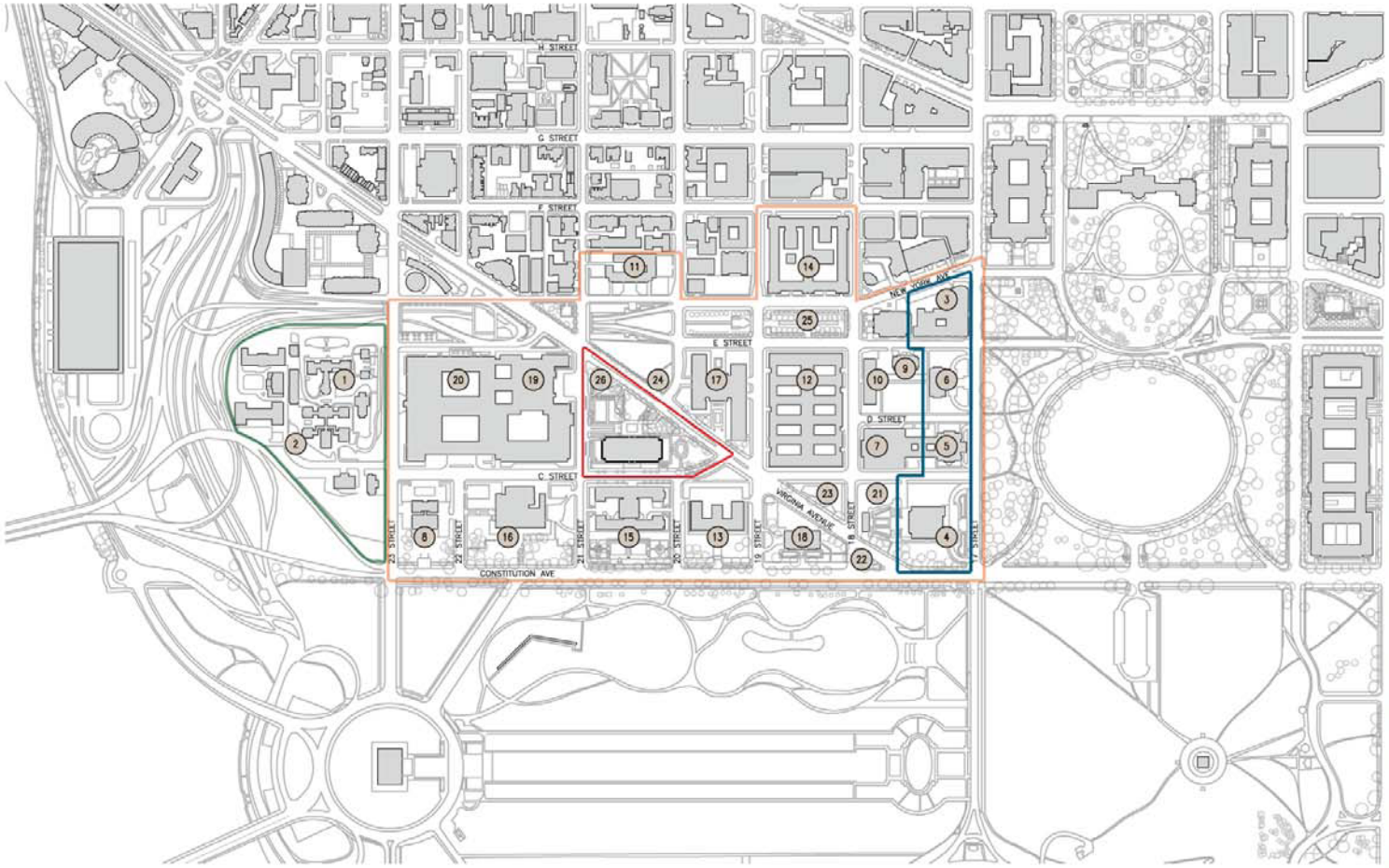

HISTORIC DISTRICT BOUNDARIES AND CONTRIBUTING ELEMENTS

POTOMAC ANNEX HISTORIC DISTRICT

CONTRIBUTING BUILDINGS

1. Old Naval Observatory
2. Potomac Annexes Nos. 1- 7

SEVENTEENTH STREET HISTORIC DISTRICT

CONTRIBUTING BUILDINGS

3. Corcoran Gallery of Art
4. Pan American Union / Organization of American States
5. DAR Memorial Continental Hall
6. American National Red Cross

NORTHWEST RECTANGLE HISTORIC DISTRICT

CONTRIBUTING BUILDINGS

3. Corcoran Gallery of Art
4. Pan American Union / Organization of American States
5. DAR Memorial Continental Hall
6. American National Red Cross
7. DAR Constitution Hall
8. American Pharmacists Association
9. American National Red Cross Administration Building
10. American National Red Cross Office
11. American Red Cross - DC Chapter
12. New Department of the Interior Building
13. Department of the Interior - South
14. Old Department of the Interior / GSA
15. Federal Reserve Board - Marriner S. Eccles Building
16. National Academy of Sciences
17. Office of Personnel Management
18. Pan American Union Annex
19. State Department - Marshall Wing (War Dept.)
20. State Department Expansion
21. Van Ness Stables

CONTRIBUTING STATUARY

22. Jose Artigas Statue
23. Simon Bolivar Statue
24. General Jose de San Martin Statue
25. Major General John A. Rawlins Statue
26. Reproduction of Discus Thrower

LEGEND

Project Boundary
Federal Reserve Board
William McChesney Martin, Jr. Building

Figure 3.11 - Historic Districts

August 6, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH

0 300' 600'

KARN CHARUHAS CHAPMAN & TWOHEY
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Objects

1. Discus Thrower (reproduction), Virginia Ave. NW and 21st St., NW (Reservation No. 105)
2. General Jose de San Martin Statue, Virginia Ave. NW and 20th St., NW (Reservation No. 106)

The statue of General Jose de San Martin has also been listed in the DC Inventory and the National Register as part of the Memorials in Washington, DC, multiple property documentation (DC Inventory of Historic Sites, February 22, 2007; National Register of Historic Places, October 12, 2007).

Contributing Features of the Plan of the City of Washington

Three reservations, seven streets, and one vista that are contributing elements of the Plan of the City of Washington landmark documentation are included within the area of potential effects. Major elements of the L'Enfant Plan for the City of Washington were identified for listing in the DC Inventory of Historic Sites on November 8, 1964. The major elements were designated on January 19, 1971, and the documentation was expanded on January 23, 1997. L'Enfant Plan elements became part of the National Register of Historic Places on April 24, 1997. A draft National Historic Landmark nomination for the L'Enfant Plan as modified by the McMillan Plan (prepared by Robinson & Associates, dated January 4, 2001, and currently on file at the DCSHPO), updated and expanded the National Register documentation (Figure 3.12 – Plan of the City of Washington).

Reservations

1. Reservation No. 105, east side of 21st St. NW, below Virginia Ave. NW
2. Reservation No. 106, west side of 20th St. NW, above Virginia Ave. NW
3. Reservation No. 378, Virginia Ave. NW, C and 21st Sts. NW

Streets

1. 19th St. NW
2. 20th St. NW
3. 21st St. NW
4. 22nd St. NW
5. C St. NW
6. E St. NW
7. Virginia Ave. NW

Views and Vistas

1. Virginia Ave., NW

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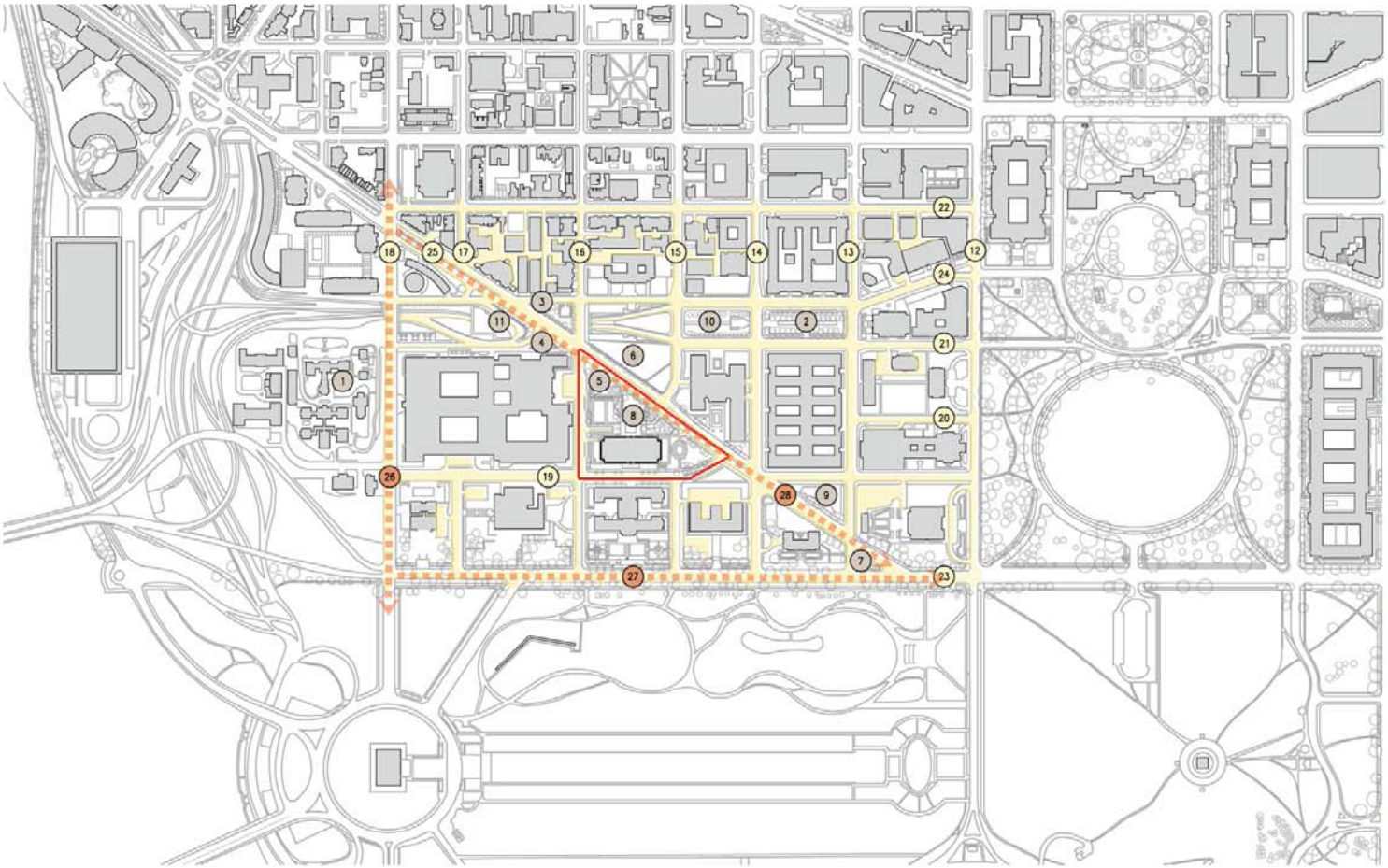

PLAN OF THE CITY OF WASHINGTON DC
NATIONAL REGISTER DOCUMENTATION
CONTRIBUTING STREETS, RESERVATIONS, APPROPRIATIONS, AND VISTAS

APPROPRIATIONS AND RESERVATIONS

1. L'Enfant Original Appropriation No. 4
2. L'Enfant Reservation No. 13
3. L'Enfant Reservation No. 103
4. L'Enfant Reservation No. 104
5. L'Enfant Reservation No. 105
6. L'Enfant Reservation No. 106
7. L'Enfant Reservation No. 110
8. McMillan Reservation No. 378
9. McMillan Reservation No. 383
10. McMillan Reservation No. 715
11. McMillan Reservation No. 720

STREETS

12. 17th Street
13. 18th Street
14. 19th Street
15. 20th Street
16. 21st Street
17. 22nd Street
18. 23rd Street
19. C Street
20. D Street
21. E Street
22. F Street
23. Constitution Avenue
24. New York Avenue
25. Virginia Avenue

VISTAS

26. 23rd Street (Between Washington Circle and the Lincoln Memorial)
27. Constitution Avenue
28. Virginia Avenue (To Washington Monument)

LEGEND

Project Boundary
Federal Reserve Board
William McChesney Martin, Jr. Building

Figure 3.12 - Plan of the City of Washington

August 6, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH

0 300' 600'

KARN CHARUHAS CHAPMAN & TWOHEY
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WASHINGTON DC 20036 202.659.560

Robinson & Associates - Historic Preservation

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NO ACTION

Under the No Action, impacts would be negligible. The C St. NW entrances of both the Martin and Eccles Buildings would continue to be used, and no changes would be made to either the noncontributing Martin Building or the National Register-listed Eccles Building or to L'Enfant-McMillan Plan streets and vistas in the vicinity of the Board. The No Action would therefore have no impact on historic resources within the APE as they currently exist.

PREFERRED ACTION

The Preferred Action proposes additions to the Martin Building on its west, south, and east sides at the podium level to accommodate security, access, and functional needs. A one-story, flat-roofed Visitor Screening Center would be located on the C St. NW side of the building (south), facing the National Register-listed Eccles Building, and would replace the present entrance plaza and steps and a portion of the existing terraced green space adjacent to the C St. NW sidewalk. The new structure remains within the Board's property line, and new landscaping consisting of low vegetation would be established in the border between the Visitor Screening Center and the sidewalk. Totaling 11,000 square feet of space, the Visitor Screening Center would be set in from the outermost of the Martin Building's ten pilotis, and its roof would be lower than the pilotis' soffits.

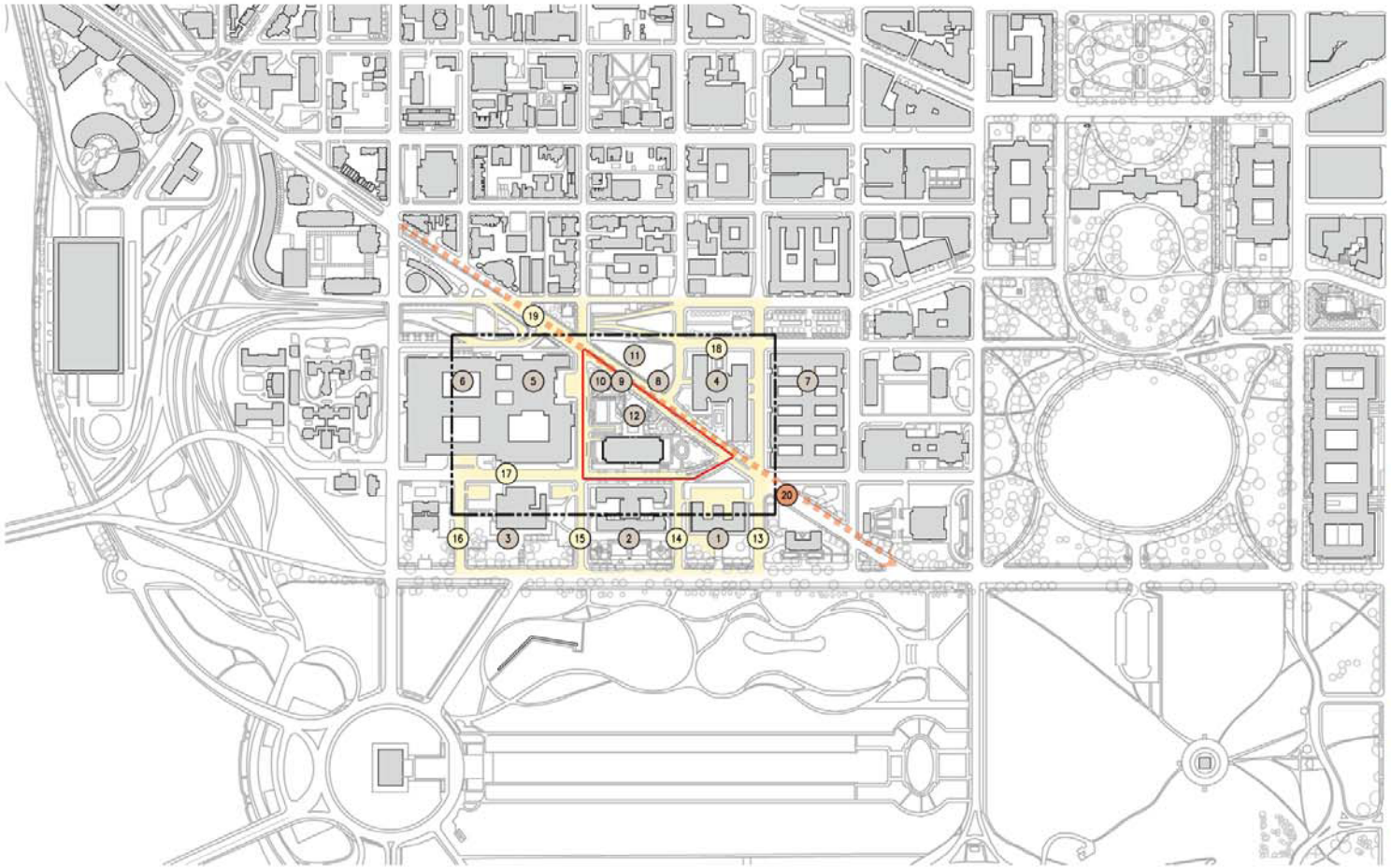
The Preferred Action also proposes to create a new conference center by renovating the current podium level of the Martin Building and adding one-story, flat-roofed pavilions on its east and west sides to expand this space. Each pavilion would provide approximately 5,000 square feet of space and would be constructed within the existing footprints of the plazas that flank the Martin Building. In deference to the Formalist style of the existing building, the pavilions and the Visitor Screening Center would adhere to the Martin Building's strict symmetry, and the vertical supports of the new construction would echo the form and rhythm of the original building's pilotis.

Site work proposed in the Preferred Action includes construction of a public seating area facing 21st St. and a narrow reflecting pool outside the proposed west pavilion, as well as the relocation of the existing 21st St. guard booth to a site near the loading dock entrance. On the east, a new, landscaped area would replace the existing steps from the east plaza to the fountain in Reservation No. 378, a contributing element in the Plan of the City of Washington draft National Historic Landmark documentation. Neither the fountain nor the steps are contributing elements of the reservation. The current guard booth standing within the Martin Building's east plaza would be moved a short distance northeast to a location immediately adjacent to the Board's property line in Reservation No. 378.

Since the determination of eligibility for the Martin Building concluded that the building did not qualify for listing in the National Register, the impacts of the undertaking to be evaluated are those related to contributing spatial and visual features of surrounding listed or eligible properties. Contributing features potentially subject to impacts include the spatial organization of contributing buildings in the Northwest Rectangle Historic District, which were generally set within generous green space to enhance their monumentality; views of historic buildings along Plan of the City of Washington streets; and the streets and reservations of that plan. In its January 22, 2010 finding of no adverse effect (Appendix A), the DCSHPO stated that the proposed Visitor Screening Center and Conference Center at the Martin Building did not constitute an adverse effect on L'Enfant Plan resources, historic districts, or individually designated buildings within the area of potential effect (APE) (Figure 3.13 – Area of Potential Effects and Contributing Resources). In accordance with this determination, the EA concludes that the Preferred Action has no impact on historic properties.

ALTERNATIVE ACTION

Exterior changes proposed in the Alternative Action would be the same as those contemplated in Preferred Action, with one exception: The east pavilion would not be built. As with the Preferred Action, therefore, the Alternative Action would have no impact on historic properties.



AREA OF POTENTIAL EFFECTS AND CONTRIBUTING RESOURCES

BUILDINGS

1. Department of the Interior - South
2. Federal Reserve Board - Marriner S. Eccles Building
3. National Academy of Sciences
4. Office of Personnel Management
5. State Department - Marshall Wing (War Dept.)
6. State Department Expansion
7. New Department of the Interior

STATUARY

8. General Jose de San Martin Statue
9. Reproduction of Discus Thrower

APPROPRIATIONS AND RESERVATIONS

10. L'Enfant Reservation No. 105
11. L'Enfant Reservation No. 106
12. McMillan Reservation No. 378

STREETS

13. 19th Street
14. 20th Street
15. 21st Street
16. 22nd Street
17. C Street
18. E Street
19. Virginia Avenue

VISTA

20. Virginia Avenue (To Washington Monument)

LEGEND

Project Boundary
Federal Reserve Board
William McChesney Martin, Jr. Building

Area of Potential Effects

Figure 3.13 - Area of Potential Effects and Contributing Resources

August 6, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH 0 300' 600'

KARN CHARUHAS CHAPMAN & TWOHEY
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WASHINGTON DC 20036 202.659.560

Robinson & Associates - Historic Preservation

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3.6 CUMULATIVE IMPACTS

Cumulative impacts reflect effects on the environment resulting from the incremental increase in impacts related to the implementation of a proposed action, when added with other past, present, and future actions and regardless of which agency (federal or non-federal) or person undertakes such actions. Cumulative impacts may be beneficial or detrimental and can result from individually minor but collectively significant actions taking place over a period of time (40 CFR Parts 1508.7 and 1508.8). The following analysis of potential cumulative impacts addresses the impact's duration (long- or short-term), the type of impact (beneficial or adverse) and the intensity of the impact (negligible, minor, moderate and major).

When taken together, the Preferred and Alternative Actions and ongoing/planned projects in the vicinity of the project site could result in cumulative impacts. Projects in the vicinity of the proposed construction at the Board include the following:

- **Lincoln Memorial Circle Rehabilitation and Security Improvements** would provide tour bus parking, increase visitor safety, improve the cultural integrity of the Lincoln Memorial, and improve the overall visitor experience in the vicinity of the Memorial. A new vehicular barrier system would consist of a retaining wall, bollards, a secure gate, and two visitor service areas that would impact the west, north and south sides of the Memorial, Daniel Chester French Drive, and Henry Bacon Drive.
- **American Pharmacists Association** is in the process of designing and implementing perimeter security improvements to the new office building addition on C St. NW, between 22nd and 23rd Sts. NW.
- **Vietnam Veterans Memorial Visitor Center** is being proposed on a site bounded by Henry Bacon Drive, Lincoln Memorial Circle, 23rd St. NW, and Constitution Ave. NW.
- **US Department of State Harry S Truman Building Renovation and Perimeter Security Improvements,** located along C and 23rd Sts., NW, comprises new, permanent perimeter security improvements and entrance pavilions.
- **National Academy of Sciences** is constructing a small museum, located on Constitution Ave. NW between 21st and 22nd Sts. NW.
- **Nearby Road Improvements** include rehabilitation of the Theodore Roosevelt Bridge, rehabilitation of Constitution Ave. NW from 15th St. NW to 23rd St. NW, and rehabilitation of Ohio Drive from 23rd St. to Rock Creek and Potomac Parkways. The Theodore Roosevelt Bridge improvement project is currently in the preliminary planning stage and construction is not expected to begin until after the Lincoln Memorial Project is complete.
- **United States Institute of Peace Headquarters** is under construction on the northwest corner of the intersection of 23rd St. NW and Constitution Ave. NW. The building comprises 154,000 SF.

TRANSPORTATION

This project, in combination with other improvement projects within the vicinity and DC overall, could have minor, adverse cumulative impacts in the long-term. The traffic that would be generated by the United States Institute of Peace, the American Pharmacists Association expansion, and the trip re-distributions resulting from the Department of State's proposal to reconfigure the E St. NW off-ramp to Virginia Ave. NW, was included in the transportation analysis. Each pipeline project location is shown in Figure 3.14. The total projected vehicular traffic volumes generated, or adjusted, by these pipeline projects are presented in Figure 3.6, in section 3.4.6. Individual project vehicular traffic volumes, or adjustments, along with corresponding trip generation tables are summarized in the transportation report in Appendix B. It could be assumed that a general increase in pedestrian traffic and the need for additional parking would occur as a result of development of the surrounding projects. It is anticipated that the majority of new Veterans Memorial Visitor Center pedestrians would be realized on holidays and weekends when the Preferred or Alternative Actions would not typically be applicable.

The Board currently coordinates events with all neighbors within a two-block radius, as do they with the Board, as well as others outside of this radius, as do they with the Board, including The George Washington University, the World Bank, the International Monetary Fund, the Pan American Health Organization and the Red Cross. This is done in an effort to minimize parking demands and encourage alternative modes of transportation to and from planned events at all locations.

CULTURAL RESOURCES

The District of Columbia State Historic Preservation Office concluded, on January 22, 2010, that the Federal Reserve Board's proposed Visitor Screening and Conference Center would have no impact on historic properties, including historic districts, individually landmarked buildings, or the Plan of the City of Washington. On April 2, 2010, the Advisory Council on Historic Preservation determined not to participate in Section 106 consultation on the project due to the DCSHPO's finding. Cumulative impacts on cultural resources associated with the undertaking therefore derive exclusively from other actions within the area of potential effects – chiefly from perimeter security improvements at the Harry S Truman Building and the American Pharmacists Association headquarters. NEPA analysis of the impacts of these undertakings is ongoing.

The security improvements include construction on DOS, APhA, and NAS property and in the rights of way of C, 21st, 22nd, and 23rd streets (roadways, sidewalks, open space). The streets are all contributing features of the Plan of the City of Washington National Register documentation. Placing security elements in the rights of way of the L'Enfant-McMillan Plan streets would cumulatively impact the open setting of portions of these streets and the characteristic relationship of roadway to flanking public space and adjacent buildings within the APE.

Due to its confined location relative to the entire scope of the L'Enfant and McMillan designs, the security construction surrounding the Truman and APhA buildings does not prevent an understanding of the overall character of the L'Enfant-McMillan Plan for Washington, and the cumulative effect on the city plan as a whole is deemed long-term, adverse, and minor. On individual streets, however, the adverse impact varies. Long-term, adverse impacts to C Street are judged to be moderate to major because the street itself is closed to traffic between 21st and 23rd Streets, it receives more security construction (bollards, cheek walls, guard booths) than other streets, and the contributing segment of the street is only five blocks long in the area.

Twenty-First Street remains open, but is narrowed significantly, and traffic islands and security construction obscure the intended open, symmetrical disposition of the street. Twenty-Second Street is closed with bollards at its intersection with C Street and security barriers will intrude on the street's right of way. Impacts to both streets are judged to be long-term, moderate, and adverse. The movement of the curb on 23rd Street to the west restores the roadway between C and D streets to the center of the right of way, its location during the period of significance, but security construction impinges on the east side of the right of way, creating long-term, minor, adverse impacts.

The principal building adversely impacted by the security construction within the APE is the Truman Building, which is individually eligible for the National Register and a contributing feature of the Northwest Rectangle Historic District. The Truman Building will receive security barriers on all four of its sides. In addition, new canopies at the entrances to the Harry S Truman Building would impact the original building fabric, as well as views of its facades. Impacts to the Harry S Truman Building are also judged to be long-term, moderate, and adverse overall, with a greater intensity of impact on C Street.

The most significant facades of APhA, NAS, and the Federal Reserve's Eccles Building, all of which are individually listed in the National Register and are contributing buildings of the Northwest Rectangle Historic District, are the south facades facing West Potomac Park. These facades are set back from Constitution Avenue and provide dignified and spacious framing for the Lincoln Memorial and the Reflecting Pool. They receive negligible impacts from the security construction, which occurs along the northern margin of their sites. On the north, the contributing C Street façade of John Russell Pope's APhA building has already been obscured by a large addition, and those of the National Academy of Sciences and the Eccles Building are secondary facades. The north NAS façade is a windowless addition constructed in 1969-70 in the same materials as the original building; the Eccles façade stands in the block beyond the security construction. Barriers in the form of walls on the east and west sides of NAS impact that building's setting. Due to the relatively minor significance of the affected facades and the small scale of the security improvements, the adverse cumulative impacts to APhA, NAS, and the Eccles Building are judged to be long-term and minor.

PUBLIC SPACE

This project, in combination with the installation of temporary and permanent security improvements within the project vicinity and DC overall, could have moderate to major cumulative impacts in the long-term, resulting from the alteration of the traditional open space of the streetscape, adjacent parks and building sites; however, the proposed improvements to the Martin Building would not be a contributing factor to the impacts, as they are not located within public space. Impacts are likely to be most severe in areas where perimeter improvements significantly alter the streetscape for several blocks, such as C Street NW and 21st St. NW. Additional cumulative impacts could be expected during construction of the other security improvements across the District.

VISUAL RESOURCES

The combined impact of construction on C, 21st and 20th Streets—as a result of the proposed action and the construction of the Harry S Truman Building Perimeter Security Improvements—would change the visual character of 21st Street between C Street and Virginia Avenue, and C Street between 20th and 23rd Streets. Some of these changes could be considered beneficial, in that new urban design elements would be provided; however, many of these changes would result in cumulative impacts.

The widespread installation of temporary and permanent security improvements across the District have the potential to cause long-term, moderate to major, adverse cumulative impacts to visual resources. Cumulatively, the installation of perimeter features complicates views of streets that are generally open in character and clutters the landscape, altering views of streetscapes within the District. The impacts of these treatments are likely to be most severe in areas where perimeter improvements significantly alter the streetscape for several blocks, such as along C Street NW and 21st St. NW.

Partial mitigation is expected in some instances by planting additional street trees, renovations to the street and public space around buildings, and the integration of security features into established street features (e. g. existing landscape walls).

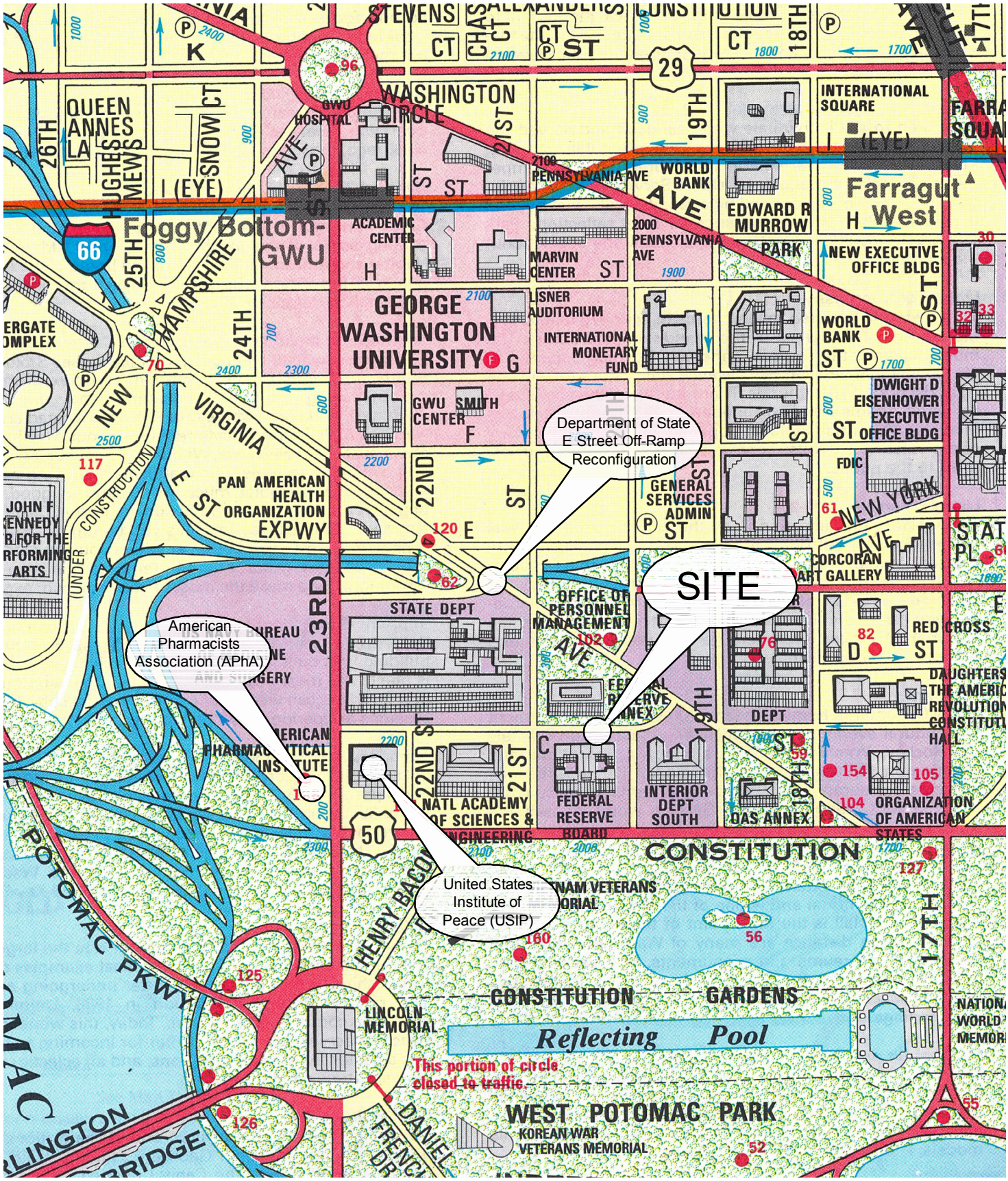

Figure 3.14
Location of Pipeline Projects

North

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JCP

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4.0 References and List of Preparers

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APPENDIX A:

1. *EA Scoping Letter Distribution List, Scoping Letter and Responses*

2. *Section 106 Scoping Letters, Determination of Eligibility Letter and Responses*

3. *Letter Requesting NCPC to be a Cooperating Agency*

4. *Preliminary Draft Comments/Response Matrix*

5. *Draft Distribution List, Cover Letter and Responses*

6. *Draft Notice of Availability and Public Meeting Materials*

7. *Draft Comment/Response Matrix*

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APPENDIX A:

1. *EA Scoping Letter Distribution List, Scoping Letter and Responses*

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RHODESIDE & HARWELL

12 August 2009

RE: Federal Reserve Martin Building Environmental Assessment

Dear _____,

Rhodeside and Harwell is assisting KCCT Architects and the Board of Governors of the Federal Reserve System (Board) in preparing the Environmental Assessment (EA) to assess the potential effects of constructing and operating a new, self-contained Visitor Screening Center and Conference Center space on the podium level of the Federal Reserve William McChesney Martin, Jr. Building (Martin Building) in Washington, DC. The EA is being prepared in accordance with the National Environmental Policy Act of 1969, the Council of Environmental Quality's Regulations for Implementing NEPA (40 CFR 1500-1508), and the National Capital Planning Commission's (NCPC) 2004 Environmental and Historic Preservation Policies and Procedures.

The Board occupies a compound located within the Northwest Rectangle Historic District of Washington, D.C. (Drawing A-1). This property is bounded to the south by Constitution Avenue, to the west by 21st Street NW, to the north by Virginia Avenue NW, and to the east by 20th Street NW. C Street NW divides the southern quadrant from the northern triangular quadrant. The Board's Marriner S. Eccles Building (Eccles Building) is situated on the southern quadrant facing Constitution Avenue NW. The Martin Building faces C Street NW and occupies the northern quadrant. The Department of Interior (DOI) owns the triangular parcels of park land located to the north and east of the Martin Building.

The Department of State Harry S Truman Building is located to the west of the site, the National Academy of Sciences to the south and west, the National Mall to the south, the DOI South Annex to the south and east, the Office of Personnel Management to the north and east, and the DOI park property to the north.

Visitor Screening Center

The proposed **11,000 square foot (SF)** "Visitor Screening Center" would be located on C Street NW at the main entrance to the Eccles-Martin Complex, for both employees and visitors. The "Visitor Screening Center" would provide ample space to screen visitors and employees in a covered vestibule. The vestibule would meet new security measures mandated by current threats. Currently, visitors and employees who are screened at the Martin Building C Street NW entrance must enter the main portion of the building to be screened, creating inherent security issues. Due to limited screening space, current conditions create lengthy queues that frequently extend outside the building as well as lengthy waiting times during the security screening process.

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Conference Center

The Board proposes a new **35,000 SF** "Conference Center" to be located on the existing podium level of the Martin Building. As summarized below, this would be achieved by renovating and expanding the existing **19,700 SF** podium level by **5,300 SF** and constructing a new **5,000 SF** pavilion on its east side, and a new **5,000 SF** pavilion on its west side:

Existing Podium Level	**19,700 SF**
Existing Podium Expansion	***5,300 SF***
New East Pavilion	***5,000 SF***
New West Pavilion	***5,000 SF***
Proposed Podium Level "Conference Center"	**35,000 SF**

The new "Conference Center" will enable the Board to provide conferencing and training facilities for its current activities, to hold functions on-site that are currently forced to be held at off-site locations, and to add new conferences and meetings to support the Board's mission. The proposed podium plan, supported by the proposed **15,300** SF of additional space, described above, would include:

- 5 conference rooms
- 3 break-out rooms
- 2 classrooms
- 2 PC training rooms
- Conference registration and conference management offices
- A business center
- A pantry designed for serving catered events
- 3 pre-function/lounge areas suitable for receptions
- A west pavilion that will enclose a 75-seat lecture hall, a smaller 30-seat video and teleconference room, and one of two PC training rooms
- An east pavilion that will incorporate a dividable 325-seat multi-purpose room

Presently, events that occur on-site take place in a cafeteria and dining rooms on the terrace level of the Martin Building, in addition to various conference rooms within the two (2) building compound. The proposed "Conference Center" would provide an expanded and modern venue for these events, and others held off-site, in a consolidated space that offers the necessary security for employees and visitors in attendance.

Employees

Existing office space will be displaced to make room for the new Visitor Screening and Conference Centers, resulting in a net decrease of approximately 55 Board employees. These employees will likely be relocated to leased office space located in the District of Columbia.

Parking

With the reconstruction of the podium level of the Martin Building to accommodate a new "Visitor Screening Center" and "Conference Center," structural improvements that include additional support columns may result in a net loss of approximately 25 parking spaces in the sub-grade parking garage beneath the Martin Building.

The EA will identify and examine the potential effects of constructing and operating three project alternatives: 1) a No Action, 2) a Proposed Action, and 3) an Action Alternative, on the Martin Building site. The purposes of the alternatives presented in this EA are to improve the efficiency of the building's interior programming, and ensure the safety of all visitors and employees at the Martin Building. The two action alternatives are similar in that they both propose to improve current occupational space deficiencies at the Martin Building; however, the primary difference is the extent of new construction proposed to meet these needs. A diagram of the Preliminary Concept has been attached.

The purpose of this correspondence is to request any comments, specific to your agency's expertise, regarding the proposed improvements to the Martin Building. On behalf of the Federal Reserve, we request that your agency review the proposed action and provide any comments or information about resources under your agency's jurisdiction within the project area. The scoping period begins on August 14, 2009, and ends on September 11, 2009. Comments received during the scoping period will be used to refine alternatives and issues analyzed in the EA, so we would appreciate your timely response. Upon completion, the Draft EA will be made available to the public for review and comment for a period of 30 days. Availability of the Draft EA will be advertised in the Washington Post and the Washington Times.

If you have any questions or need additional information, please contact me by phone at (703)683-7447 or by emailing me at deanar@rhodeside-harwell.com. Thank you in advance for your assistance.

Sincerely,

Rhodeside & Harwell

Deana Rhodeside
Director

Enclosures:

Drawing A-1 (Vicinity Map)
Drawing A-2 (Existing Site Plan and Photos)
Drawing A-3 (Preliminary Design Concept)

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WELLS + ASSOCIATES

August 07, 2009

VIA ELECTRONIC DELIVERY

Christopher Ziemann, AICP
Transportation Planner, Ward 2
District Department of Transportation (DDOT)
2000 14th Street, NW
6th Floor
Washington, DC 20009

Subject: Updated Scoping Meeting Request and Project Description for an Environmental Assessment
Eccles-Martin Building Complex Visitor Screening and Conference Center
Board of Governors of the Federal Reserve System

Dear Chris,

This letter presents an updated scope for the transportation study being prepared as part of the Eccles-Martin Building Complex Visitor Screening and Conference Center project. It is based on the results of our meeting held on July 14, 2009. As discussed at the meeting, the Board of Governors of the Federal Reserve System ("Board") seeks to build a new Visitor Screening Center to provide an enhanced, self-contained security screening area for visitors and employees and to add a Conference Center on the podium level of the Martin Building. This project will be submitted for review through the course of an Environmental Assessment (EA) and Section 106.

The Marriner S. Eccles and William McChesney Martin, Jr. Federal Reserve buildings occupy the entire blocks bounded by Constitution Avenue on the south, Virginia Avenue to the north and east, 21st Street on the west, and 20th Street on the east, in the northwest section of Washington, D.C. in Ward 2, as shown on Attachment 1. The Department of State building is located to the north and west of the site, the National Academy of Sciences to the south and west, and the Department of Interior South Building to the south and east. A portion of the Martin Building city block is owned by the Department of Interior.

Visitor Screening Center. The proposed 11,000± square foot (S.F.) "Visitor Screening Center" would be located on C Street at the main entrance to the Eccles-Martin Complex for both employees and visitors. The "Visitor Screening Center" would provide ample space to screen visitors and employees in a covered vestibule. The vestibule would meet new security measures mandated by current threats. Presently, visitors and employees that are screened at the Martin Building C Street entrance must enter the main portion of the building to be screened creating inherent security issues. Due to limited screening space, current conditions create lengthy pedestrian queues and waiting times in the weather

during the security screening process. An existing site plan and conceptual site plan is provided as Attachment II and Attachment III, respectively.

Conference Center. The Board proposes a new 35,000± S.F. "Conference Center" to be located on the existing podium level of the Martin Building. As summarized below, this would be achieved by renovating and expanding the existing 19,700± S.F. podium level by 15,300± S.F. which includes the construction of two (2) new pavilions and relocating the perimeter wall closer to the exterior columns:

Existing Podium Level	19,700± S.F.
Existing Podium Expansion	*5,300± S.F.*
New East Pavilion	*5,000± S.F.*
New West Pavilion	*5,000± S.F.*
Proposed Podium Level "Conference Center"	35,000± S.F.

The new "Conference Center" will enable the Board to provide conferencing and training facilities for all of its current activities, to hold functions onsite that are currently forced to be held at offsite locations, and to add new conferences and meetings to support the Board's mission. The proposed podium plan, supported with 15,300± S.F. of new additional space, would include:

- 5 conference rooms,
- 3 break-out rooms,
- 2 classrooms,
- 2 PC training rooms,
- Conference registration and conference management offices,
- a business center,
- a pantry designed for serving catered events,
- 3 pre-function/lounge areas suitable for receptions,
- a west pavilion that will enclose a 75-seat lecture hall, a smaller 30 seat video and teleconference room, and one of two PC training rooms; and
- an east pavilion will incorporate a dividable 325-seat multi-purpose room.

Presently, events that occur on-site take place in the dining rooms and cafeteria on the terrace level of the Martin Building and various conference rooms within the two (2) building compound. The proposed "Conference Center" would provide an expanded and modern venue for these events and others held off-site. This consolidation would offer the necessary security for those employees and visitors in attendance.

Employees. Existing office space will be displaced to make room for the new visitor screening and conference centers, resulting in a net decrease of approximately 55 Board employees. These employees will likely be relocated to other Board facilities in the District of Columbia.

Parking. With the reconstruction of the Martin Building's podium level to accommodate a new "Visitor Screening Center" and "Conference Center," structural improvements that include additional support columns will result in a net loss of parking spaces in the sub-grade south parking garage beneath the Martin Building.

Transportation Management. The following transportation management measures are currently in place at the Martin and Eccles Buildings:

- nontaxable transportation subsidies for public transportation,
- bicycle facilities,
- gym facilities with lockers and showers,
- extensive shuttle service connecting Board office space throughout the District,
- public transportation bus stops on C Street between the Martin and Eccles Buildings,
- commuter bus stops on C Street between the Martin and Eccles Buildings,
- Foggy Bottom metro rail station is located approximately seven (7) blocks northeast,
- on-site cafeteria and food services, and
- parking lottery system.

Transportation Study Methodology

Study Intersections. The transportation study for the Environmental Assessment will include vehicular, pedestrian, and bicycle counts conducted on a typical weekday during the AM and PM periods at the following intersections and driveways:

1) C Street/21st Street,
2) C Street/20th Street,
3) C Street/Virginia Avenue,
4) Virginia Avenue/21st Street,
5) Virginia Avenue/20th Street,
6) Constitution Avenue/21st Street,
7) Constitution Avenue/20th Street,
8) 20th Street/Interior Dept South Driveway,
9) 21st Street/National Academy of Sciences Driveway (exit),
10) 21st Street/National Academy of Sciences Driveway,
11) 21st Street/Dept of State Driveway,
12) C Street mid-block pedestrian crossing (between 21st and 20th Streets)
13) C Street/FRB driveway,
14) 20th Street/FRB driveway,
15) 21st Street/FRB driveway north, and
16) 21st Street/FRB driveway south.

Peak hour traffic, pedestrian, and bicycle counts were collected on a typical weekday from 7 AM – 10 AM and 4 PM to 7 PM.

Regional Growth. A regional growth rate of one (1) percent compounded per year from 2009 to an anticipated buildout year of 2015 is anticipated to be used in this study based on recently approved studies in the area.

Present and Future Developments.

- United States Institute of Peace (USIP),
    - a 248,000 gross square foot (GSF) headquarters to be located in the northwest quadrant of the 23rd/Constitution Avenue intersection in the northwest section of Washington, D.C. This project is currently approved and under construction. Information will be based on the "United States Institute of Peace Transportation Impact Study" dated March 13, 2006 with subsequent addendum dated February 13, 2007.
- American Pharmacists Association (APhA), and
    - a 161,800 GSF building expansion located in the area bounded by C Street on the north, Constitution Avenue on the south, 22nd Street on the east, and 23rd Street on the west in the northwest section of Washington, D.C. This project is nearing completion and approved for occupancy. APhA is planning to design and construct a perimeter security system. Information will be based on the "American Pharmacists Association Traffic Impact Study" dated May 21, 2002 as revised on January 08, 2004 and May 11, 2004.
- Trip re-distributions resulting from the Department of State's proposal to reconfigure the E Street off-ramp to Virginia Avenue.
    - based on information obtained from the "Harry S Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study – Reconfiguration of the E Street/Virginia Avenue Intersection" dated October 06, 2006.

Site Trips. The site peak hour trip generation is anticipated to decrease at the site driveways as a result of fewer parking spaces and fewer Board employees. Discussion of the impact of the additional conference center space was suggested at the scoping meeting. We will estimate the impact of vehicle, pedestrian, and bicycle trips associated with the re-configuration of the building through a combination of existing traffic counts and the anticipated use of the building. This impact will account for the expected reduction in parking and employees. We will provide the trip generation estimates to DDOT for approval prior to using it in the transportation study.

Parking. We will identify the number of parking spaces to be eliminated as a result of the project.

Bikes racks. We will identify the existing location and number of bike racks and usage within the site area and adjoining streets. We will consider the potential to provide additional bike racks at convenient locations around the building.

Pedestrian Access. We will identify the existing and proposed locations for pedestrian access and circulation to the Martin Building.

Handicapped Ramp Locations. We will review the intersection geometry at any locations where sidewalk changes or reconstruction are proposed to ensure that appropriate accommodations for handicapped persons are provided. This will include a review of the locations of handicapped ramps.

Commuter Buses. We will quantify the number and location of commuter buses that currently travel on C Street adjacent to the site and document these findings in the traffic report.

Transportation Management. We will identify in detail the transportation measures that are currently in place that include public transportation subsidies, parking lottery, bicycles, shuttle service (including routes, schedules, and approximate ridership), and other actions.

Other Items. Other topics of discussion at the meeting included the need and details of public space permits. These include the use of pavers, the construction of a new fountain, and staging areas. These items will be pursued by the Board and its contractors separately and will not be included in the traffic report.

Thank you for meeting with us to review and discuss the scope of this project. Please provide any comments within one-week of receiving this information. Otherwise, we will assume that this scope is acceptable to DDOT. If you have any questions or comments, feel free to contact me or Kevin Fellin at 703-917-6620.

Sincerely,

Michael J. Workosky, PTP, TOPS
Principal Associate

Cc Keith Bates, Board of Governors of the Federal Reserve System
Enrique Bellini, Karn Charuhas Chapman & Twohey
James Dudney, Karn Charuhas Chapman & Twohey
Deana Rhodeside, Rhodeside & Harwell, Inc.
Emily Brodhag, Rhodeside & Harwell, Inc.
Judith Robinson, Robinson & Associates, Inc.
Martin J. Wells, Wells + Associates, Inc.

Enclosures

O:\Projects\4501-5000\4574 FRB - EA (KCCT)\Documents\Correspondence\FRB Scoping Meeting Request and Project Description for DDOT (Updated 8 7 09).doc

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District of Columbia Office of Planning

August 27, 2009

Ms. Deana Rhodeside
Director
Rhodeside & Harwell
320 King Street
Suite 202
Alexandria, VA 22314

Dear Ms. Rhodeside,

Thank you for contacting the Office of Planning in regards to preparing the Environmental Assessment (EA) to assess the potential effects of constructing and operating a new, self-contained Visitor Screening Center and Conference Center space on the podium level of the Federal Reserve William McChesney Martin, Jr. Building (Martin Building) in Washington, D.C.

At this time, the Office of Planning has no comment. In the case that you have not contacted the District Department of Transportation (DDOT), we recommend reaching out to them regarding the location of the guard booth on 21st street and the potential need for review by the Public Space Committee.

Thank you again, and if we can be of further assistance please do not hesitate to contact us.

Sincerely,

Geraldine Gardner
Associate Director

2000 14th Street NW, 4th Floor, Washington, DC 20009 voice 202.442.7600 fax 202.442.7637 or 7638

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United States Department of State

Washington, D.C. 20520

September 4, 2009

Ms. Deana Rhodeside, Director
Rhodeside and Harwell
320 King Street
Suite 202
Alexandria, Virginia 22314

Ref: Federal Reserve Martin Building Environmental Assessment

Dear Ms. Rhodeside:

Thank you for your consideration of the Department of State in the preparation of the Environmental Assessment for the proposed Visitor Screening Center and Conference Center on the podium level of the Federal Reserve William McChesney Martin Jr. Building in Washington, DC.

We have reviewed the proposed project description and its relationship to the Department of State and the design work in progress on our Perimeter Security Improvements project for the Harry S Truman (HST) Building. The Federal Reserve is welcome to utilize information provided in the HST Building Draft Environmental Assessment to the extent considered applicable for the Martin Building project. Otherwise, we have no further comments on the scope and project and this time.

If you have any further questions, please contact Mark Butowsky on 202-647-7455 or me on 202-736-0340.

Sincerely,

Robert H. Sanders
Chief, Special Projects Division
Office of Real Property Management

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NATIONAL ACADEMY OF SCIENCES
THE NATIONAL ACADEMIES

Office of the General Counsel

September 9, 2009

VIA MESSENGER

Ms. Deana Rhodeside
Rhodeside & Harwell
320 King Street, Suite 202
Alexandria, VA 22314

Re: Federal Reserve Martin Building Environmental Assessment

Dear Ms. Rhodeside:

In response to your letter dated August 12, 2009 and the presentation made at the scoping meeting held on August 13, 2009, the National Academy of Sciences (NAS) would like to present its comments on the proposed improvements to the Martin Building.

Because of the serious impact the closure of C Street to the north of the NAS has on the access to the NAS Building by employees and visitors, NAS would like to express its concern regarding any impact that construction and operation of the project would have on vehicular and pedestrian traffic in the area.

NAS specifically requests that the improvements when finally constructed do not result in any permanent loss of pedestrian or vehicular access to either 21st Street to the west of the Martin Building or C Street to the south of the Building. It is also requested that steps be taken to minimize any temporary disruptions in access which may be required during the construction period. NAS is particularly concerned with any disruption to the flow of traffic on 21st Street during the construction period and requests that measures be undertaken to minimize any such temporary disruptions.

These comments are based on the description of the project received in the above-reference correspondence and meeting. NAS reserves it right to make additional comments if there are any changes in the description and in connection with the Draft Environmental Assessment.

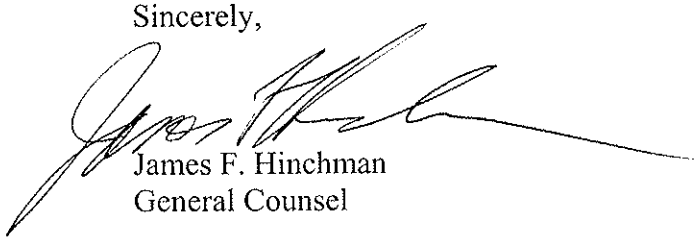
THE NATIONAL ACADEMIES
Advisers to the Nation on Science, Engineering, and Medicine

2101 Constitution Avenue, NW
Washington, DC 20418

Phone: 202 334 2440
Fax: 202 334 1684

Thank you for the opportunity to present these comments.

Sincerely,



James F. Hinchman
General Counsel

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:
D20 (NCR-LRP)

SEP 21 2009

Ms. Deana Rhodeside
Rhodeside & Harwell
320 King Street, Suite 202
Alexandria, Virginia 22314

Dear Ms. Rhodeside:

We appreciate the opportunity to comment on the scope of the new Visitor Screening and Conference Center space proposed for the Federal Reserve William McChesney Martin, Jr. Building, in Washington, D.C. At this time, the National Park Service (NPS) has no comments on the scope of this project. However, we note that the NPS has administrative jurisdiction of Reservation 378, which consists of two small parcels that lie adjacent to the northern and eastern edge of the William McChesney Martin, Jr. Building and within your identified project area. Therefore, we would like to be kept informed throughout this planning process.

Again we appreciate the opportunity to participate in this process and look forward to reviewing the Environmental Assessment when it becomes available. If you have questions or concerns, please do not hesitate to contact Joel Gorder, Regional Environmental Coordinator for Lands, Resources and Planning at (202) 619-7405.

Sincerely,

Peter May
Associate Regional Director
Lands, Resources and Planning

TAKE PRIDE® IN AMERICA

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APPENDIX A:

2. *Section 106 Scoping Letters, Determination of Eligibility Letter and Responses*

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BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551

MANAGEMENT DIVISION

August 13, 2009

Mr. Reid Nelson
Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, N.W., Suite 803
Washington, D.C. 20004

Dear Mr. Nelson:

The Board of Governors of the Federal Reserve (Board) has begun its consultation efforts under section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), with the District of Columbia State Historic Preservation Office regarding the proposed addition of a visitor screening and conference center to the Board's William McChesney Martin, Jr. building (Martin building). Due to the historic resources in the vicinity of the project and the importance of the L'Enfant-McMillan Plan for the City of Washington, this project is considered an undertaking under §106 of the NHPA. Accordingly, the Board invites the National Advisory Council on Historic Preservation (Advisory Council) to participate in the section 106 consultation process.

Under the NHPA, the Board is required to assess the historic significance of its holdings. Therefore, the Board is seeking a determination as to whether the Martin building is eligible for listing on the National Register for Historic Places (National Register). The Martin building is bounded by C Street, 21st Street, and Virginia Avenue, N.W. The main entrance to the Martin building is on C Street; however, the original entrance faced Virginia Avenue. The Martin building, which was designed by the Philadelphia architectural firm of Harbeson, Hough, Livingston, and Larson (H2L2) and constructed in 1975 is not listed in the District of Columbia Inventory of Historic Sites or on the National Register. Although it exists within the boundaries of the National Register-eligible Northwest Rectangle Historic District, the Martin building was not found to contribute to the district's significance.

The Martin building stands near several designated historic resources. Nearby contributing or individually listed landmark buildings are Paul Cret's 1937 Board of Governors of the Federal Reserve Eccles building, the Bertram Grosvenor Goodhue's 1924 National Academy of Sciences building, and the Harry S. Truman Department of State building (1941, 1960). Three contributing streets in the Plan of the City of Washington National Register documentation (L'Enfant-McMillan Plan) border the block in which the Martin building is located. The open park land adjacent to the building on the north and east comprises National Park Service Reservation No. 378, also a contributing feature of the Plan of the City of Washington nomination.

The undertaking involves planned additions to the Martin building on its west, south, and east sides at the podium level to accommodate security, access and functional needs. The visitor screening center would be located on the C Street side of the building (south) and would replace the present screening process, which, contrary to current security standards, takes place within the main portion of the building. The Board also proposes creating a new conference center by renovating the current podium level of the Martin building and adding pavilions on its east and west sides to expand this space.

At this early stage of the undertaking, the Board has not made a formal determination of the effects of the project on historic resources. A preliminary section 106 scoping meeting will be scheduled in the near future and will be coordinated with the appropriate section 106 parties. Please let me know whether you intend to participant or if you have other questions regarding this project.

Sincerely,

H. Fay Peters
Director

cc: David Maloney, District of Columbia State Historic Preservation Office
Nancy Witherell, National Capital Planning Commission
Tom Luebke, U.S. Commission of Fine Arts
Enrique Bellini, Karn Charuhas Chapman & Twohey
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell

BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551

MANAGEMENT DIVISION

August 13, 2009

Mr. David Maloney
State Historic Preservation Officer
for the District of Columbia
D.C. Office of Planning
2000 14th Street, N.W., 4th Floor
Washington, DC 20009

Dear Mr. Maloney:

The purpose of this letter is to formally initiate consultation with your office under section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), regarding the proposed addition of a visitor screening and conference center to the Board of Governors of the Federal Reserve System's (Board) William McChesney Martin, Jr. Building (Martin building).

The Martin building is bounded by C Street, 21st Street, and Virginia Avenue, N.W. The main entrance to the Martin building is on C Street; however, the original entrance faced Virginia Avenue. The Martin building, which was designed by the Philadelphia architectural firm of Harbeson, Hough, Livingston, and Larson (H2L2) and constructed in 1975 is not listed in the District of Columbia Inventory of Historic Sites or on the National Register of Historic Places (National Register). Although it exists within the boundaries of the National Register-eligible Northwest Rectangle Historic District, the Martin building was not found to contribute to the district's significance. Fulfilling our obligations under the NHPA to assess the historic significance of its holdings, the Board is seeking a determination as to whether the Martin building is eligible for listing on the National Register.

The Martin building stands near several designated historic resources. Nearby contributing or individually listed landmark buildings are Paul Cret's 1937 Board of Governors of the Federal Reserve System Eccles building, the Bertram Grosvenor Goodhue's 1924 National Academy of Sciences building, and the Harry S. Truman Department of State building (1941, 1960). Three contributing streets in the Plan of the City of Washington National Register documentation (L'Enfant-McMillan Plan) border the block in which the Martin building is located. The open park land adjacent to the building on the north and east comprises National Park Service Reservation No. 378, also a contributing feature of the Plan of the City of Washington nomination.

The project involves planned additions to the Martin building on its west, south, and east sides at the podium level to accommodate security, access, and functional needs. The visitor screening center would be located on the C Street side of the building (south) and would replace the present screening process, which, contrary to current security standards, takes place within the main portion of the building. The Board also proposes to create a new conference center by renovating the current podium level of the Martin building and adding pavilions on its east and west sides to expand this space.

At this early stage of the undertaking, the Board has not determined the effects of the project on historic resources. The project has been informally reviewed by staffs of the National Capital Planning Commission and Commission of Fine Arts, and we are now undergoing formal review of the project by both agencies. An environmental assessment of the project has been initiated to satisfy the requirements of the National Environment Protection Act. The section 106 consultation kickoff scoping meeting will be scheduled soon and will be coordinated with the appropriate section 106 parties.

I look forward to working with your staff, other agencies, and interested organizations as this project proceeds.

Sincerely,

H. Fay Peters
Director

cc: Nancy Witherell, National Capital Planning Commission
Reid Nelson, Advisory Council on Historic Preservation
Tom Luebke, U.S. Commission of Fine Arts
Enrique Bellini, Karn Charuhas Chapman & Twohey
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER

September 17, 2009

Mr. H. Fay Peters, Director
Board of Governors of the
Federal Reserve System
Washington, DC 20551

RE: Proposed Visitor Screening and Conference Center; Federal Reserve System's William McChesney Martin, Jr. Building (Martin Building)

Dear Mr. Peters:

Thank you for contacting the DC State Historic Preservation Office (SHPO) regarding the above-referenced undertaking. We have reviewed the project information in accordance with Section 106 of the National Historic Preservation Act and are writing to provide our initial comments regarding effects on historic properties.

As you are aware, one of the earliest steps required by the regulations that implement Section 106 (36 CFR Part 800), is to identify the historic properties that may be affected by a proposed undertaking. Your submittal contains relevant information about known historic properties in the project area that will prove useful in defining the Area of Potential Effects (APE). It also documents that the Martin Building was constructed in 1975, is not yet 50 years of age and, therefore, does not contribute to the National Register of Historic Places-eligible Northwest Rectangle Historic District in which it is located.

On the other hand, your submittal did not provide information to document and explain how the Federal Reserve applied the National Register criteria to the Martin Building as required pursuant to 36 CFR 800.4(c). In order to continue consultation on this undertaking, a determination of eligibility (DOE) must be completed by the Federal Reserve and submitted for our review.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we look forward to receiving the DOE at your earliest convenience and to assisting you in fulfilling your Section 106 responsibilities for this undertaking.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

09-228
cc: Deana Rhodeside, Rhodeside & Harwell
Nancy Witherell, NCPC

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BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551

H. FAY PETERS
DIRECTOR, MANAGEMENT DIVISION

October 21, 2009

Mr. C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historical Preservation Office
2000 14th Street N.W.
Washington, D.C. 20009

RE: Proposed Visitor Screening and Conference Center: Federal Reserve System's William McChesney Martin Jr. Building (Martin Building)

Dear Mr. Lewis.

Attached to this letter you will find the results of our "determination of eligibility" (DOE) for the Board of Governor's Martin building located at 2000 C Street N.W. Your reference number for this project is 09-228.

An electronic copy (PDF format) is available and will be sent to you at your request. Our staff and consultants are available to discuss any aspect of the document or the proposed construction. Please contact Keith Bates, telephone number 202.452.3720 or keith.f.bates@frb.gov with any questions or requests.

Sincerely,

H. Fay Peters

cc. Enrique Bellini, KCCT
Deanna Rhodeside, Rhodeside & Harwell
Shane Dettman, National Capital Planning Commission

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER

November 12, 2009

Mr. H. Fay Peters, Director
Board of Governors of the
Federal Reserve System
Washington, DC 20551

RE: Proposed Visitor Screening and Conference Center; Federal Reserve System's William McChesney Martin, Jr. Building (Martin Building)

Dear Mr. Peters:

Thank you for providing the DC State Historic Preservation Office (SHPO) with the determination of eligibility (DOE) requested in our September 17, 2009 letter regarding the above-referenced undertaking. We have reviewed the DOE in accordance with Section 106 of the National Historic Preservation Act and are writing to provide further comments regarding effects on historic properties.

Based upon our review, we agree that the Martin Building does not meet or demonstrate exceptional significance under any of the National Register Criteria. Therefore, we concur with the Federal Reserve's determination that the Martin Building is not eligible for listing in the National Register of Historic Places. We would appreciate receiving an electronic copy of the DOE information at your earliest convenience.

Since the proposed new construction has the potential to affect the surrounding Northwest Rectangle Historic District and any other historic properties within the Area of Potential Effect (APE), however, we request the Federal Reserve to define the APE and forward it for our review along with elevations that depict the proposed new visitor screening and conference center. Any other information you would like to provide to address other steps in the Section 106 review process would also be welcomed. We will review the submitted information and provide additional comments as soon as we have an opportunity to review it.

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we appreciate your on-going cooperation and look forward to receiving additional information as soon as it becomes available.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

09-228
cc: Deana Rhodeside, Rhodeside & Harwell
Nancy Witherell, NCPC

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER

January 22, 2009

Mr. H. Fay Peters, Director
Board of Governors of the
Federal Reserve System
Washington, DC 20551

RE: Proposed Visitor Screening and Conference Center; Federal Reserve System's William McChesney Martin, Jr. Building (Martin Building)

Dear Mr. Peters:

Thank you for providing the DC State Historic Preservation Office (SHPO) with the additional information we requested regarding the above-referenced undertaking. We have reviewed the document entitled *District of Columbia State Historic Preservation Office Conceptual Submission* in accordance with Section 106 of the National Historic Preservation Act and are writing to provide further comments regarding effects on historic properties.

Since the Martin Building has been determined ineligible for listing in the National Register of Historic Places, we have evaluated the undertaking for its potential effects on the surrounding historic districts, individually listed historic buildings and the Plan of the City of Washington (L'Enfant Plan).

Based upon our review of the additional information, we understand that the proposed new Visitor Screening and Conference Center pavilions will be constructed entirely within the boundaries of the Federal Reserve System's property lines. For this reason, the new construction will not directly impede any of the views or vistas associated with the L'Enfant Plan. And since the proposed materials and general architectural style of the new pavilions are similar to those of the existing Martin Building, the new construction is unlikely to constitute an adverse visual effect on adjacent historic districts or buildings. Therefore, we have determined that the proposed Visitor Screening and Conference Center will have "no adverse effect" on historic properties.

Despite this determination, we note that the very generous and beautifully landscaped open space surrounding the Martin Building has long been one of the most attractive characteristics of the site. The original design of the building reinforced the sense of openness through the piloti which elevated the building above ground and provided views underneath. Given these circumstances, the new pavilions may be perceived as intruding upon the quality of the space and further compromising the original design intent of the complex. This would appear especially true on the C Street side of the building where the largest of the three new pavilions is proposed.

We encourage the Federal Reserve System and the architectural team to continue to work closely with the Commission of Fine Arts, the National Capital Planning Commission and other involved parties to minimize the size and scale of the proposed new Visitor Screening and Conference Center and to design new pavilions which are as compatible as possible with the original design intent of the building.

2000 14th Street, N.W., 4th Fl., Washington, D.C. 20009 202-442-7600, fax 202-442-7638

If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Otherwise, we would appreciate receiving an electronic copy of the DOE Form for the Martin Building and we thank you for providing this opportunity to review and comment.

Sincerely,

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

09-228
cc: Deana Rhodeside, Rhodeside & Harwell
Nancy Witherell, NCPC

Tim Kerr

From: Lewis, Andrew (OP) [andrew.lewis@dc.gov]
Sent: Thursday, January 28, 2010 9:24 AM
To: Judith Robinson
Cc: Tim Kerr; Daria Gasparini
Subject: RE: SHPO DOE - Martin Building

Hello Judy:

I believe distributing the "no adverse effect" letter with the draft EA is a reasonable means to meet the requirements specified at 36 CFR 800.5(c) and to fulfill the Federal Reserve Board's Section 106 responsibilities for the undertaking. Please be sure that all consulting parties receive a copy. It may also be worthwhile to specifically reference the Section 106 determination of effect in the cover letter for the EA.

Best regards,

Andrew Lewis
DC State Historic Preservation Office.

From: Judith Robinson [mailto:jrobinson@robinson-inc.com]
Sent: Wednesday, January 27, 2010 5:11 PM
To: Lewis, Andrew (OP)
Cc: Tim Kerr; Daria Gasparini
Subject: FW: SHPO DOE - Martin Building

Hi Andrew. Thanks for sending a copy of the consultation letter with the "no adverse effect" determination. To close out Section 106 responsibilities for the FRB undertaking, the S106 regulations require a 30-day public comment period on the finding. We are thinking that the finding of "no adverse effect" letter could be distributed with the undertaking's draft EA, and that the 30-day comment period for both could coincide. The EA would give the public and relevant review agencies the background data to comment if they want to. Let us know if you think this approach is right to satisfy the FRB's S106 responsibility. Thanks again.

Judith H. Robinson, Principal
Robinson & Associates, Inc.
1909 Q Street, N.W., Suite 300
Washington, D.C. 20009
Telephone: 202.234.2333
Fax: 202.234.5642
www.robinson-inc.com

From: Lewis, Andrew (OP) [mailto:andrew.lewis@dc.gov]
Sent: Friday, January 22, 2010 4:45 PM
To: Judith Robinson
Subject: Martin Building

Hello Judy:

We've completed our review of this project (see attached letter FYI) but would like an electronic copy of the DOE for the Martin Building to close out our files. I seem to recall requesting a copy before but have been unable to locate one so would appreciate it if you wouldn't mind forwarding a copy when you have an opportunity.

Thank you,

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Preserving America's Heritage

April 2, 2010

Ms. H. Fay Peters
Board of Governors of the Federal Reserve System
Washington, DC 20551

Ref: ***Proposed Visitor Screening and Conference Center***
William McChesney Martin, Jr. Building
Washington, District of Columbia

Dear Ms. Peters:

In August 2009, the Federal Reserve System sent a letter to the Advisory Council on Historic Preservation (ACHP) regarding the proposed project. However, the ACHP did not receive the letter until February 22, 2010. Based on information provided in the letter and additional information received after informal requests, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking due to the preliminary determination of no adverse effect to historic properties.

However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Thank you for providing us the opportunity to comment on the undertaking. If you have any questions or require our further assistance, please contact me at (202) 606-8534 or via e-mail at kkerr@achp.gov.

Sincerely,

Katharine R. Kerr

Katharine R. Kerr
Program Analyst
Federal Property Management Section
Office of Federal Agency Programs

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APPENDIX A:

3. *Letter Requesting NCPC to be a Cooperating Agency*

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31 August 2009
David W. Levy
Director, Urban Design Plan Review Division
National Capital Planning Commission
401 9th St. NW
North Lobby, Suite 500
Washington, DC 20004

RE: Federal Reserve Martin Building Environmental Assessment

Dear David,

It was a pleasure to see you last week and to have the opportunity to discuss the Federal Reserve Martin Building Environmental Assessment. During our meeting, you requested that the National Capital Planning Commission (NCPC) be included as a cooperating agency for this Environmental Assessment process. Please consider this letter as our formal request to NCPC with regard to this role.

We would appreciate your confirmation of this request.

Yours sincerely,

Keith Bates
Assistant Director for Facilities
Federal Reserve Board

FW Fed Reserve Confirmation

From: Deana Rhodeside
Sent: Wednesday, September 23, 2009 3:46 PM
To: Emily Brodhag
Subject: FW: Fed Reserve Confirmation

FYI...

-----Original Message-----
From: Keith.F.Bates@frb.gov [mailto:Keith.F.Bates@frb.gov]
Sent: Wednesday, September 23, 2009 3:37 PM
To: Deana Rhodeside; eabellini@kcct.com
Subject: Fw: Fed Reserve Confirmation

FYI

Keith Bates, P.E.
Assistant Director for Facilities
Tel 202-452-3720
----- Forwarded by Keith F Bates/BOARD/FRS on 09/23/2009 03:35 PM -----

"Levy, David W." <david.levy@ncpc.gov>		To
09/10/2009 11:17 AM	"'Keith.F.Bates@frb.gov'" <Keith.F.Bates@frb.gov>	cc
	"Dettman, Shane" <shane.dettman@ncpc.gov>	Subject
	FW: Fed Reserve Confirmation	

Keith-

Thank you for your letter dated September 4, 2009 inviting the National Capital Planning Commission (NCPC) to be a cooperating agency in the preparation of an Environmental Assessment (EA) for the proposed additions to the Federal Reserve's Martin Building. NCPC accepts your invitation. The NCPC staff member that will serve as the main point of contact throughout this process will be Shane L. Dettman. He may be reached by phone at 202-482-7267 or by email at shane.dettman@ncpc.gov.

We look forward to working with you.

David Levy

_____
David W. Levy | RA | AICP
Director | Urban Design and Plan Review

National Capital Planning Commission
401 9th Street, N.W. | Suite 500
Washington, D.C., 20004 | 202-482-7247
www.ncpc.gov

Please consider the environment before printing this e-mail

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APPENDIX A:

4. Preliminary Draft Comments and Responses

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National Capital Planning Commission

401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 6985

March 25, 2010

Ms. Deana Rhodeside, Director
Rhodeside & Harwell
320 King Street
Suite 202
Alexandria, VA 22314

Re: Comments on Preliminary Draft Environmental Assessment for Proposed Additions to the Federal Reserve's William McChesney Martin Building (2000 C Street NW)

Dear Ms. Rhodeside,

The National Capital Planning Commission (NCPC) has completed its review of the preliminary Environmental Assessment (EA) prepared for the proposed additions to the Federal Reserve's William McChesney Martin Building located at 2000 C Street NW. NCPC is a cooperating agency in the preparation of this EA and will rely upon the information contained within this document when the Commission reviews the project to take a formal action. We offer the following staff comments to assist you in preparing the final draft of the EA prior to the required 30-day public comment period.

3.1.2 SOILS

The discussion of the potential environmental impacts of the proposed action on soils includes a notation that granite pavers will replace the existing concrete walkways along C and 21st Streets. NCPC is currently working with the Federal Reserve and the District of Columbia Government to determine which paving material(s) are most appropriate for the public space surrounding the Martin Building taking in consideration surrounding existing conditions and local public space regulations. Therefore, as it has not yet been determined which paving material will be used for the sidewalks along C and 21st Streets, the notation "with granite pavers" should be removed from the discussion of the "Preferred Action" and "Alternative Action" on Page 28 of the EA.

3.1.3 WATER RESOURCES AND WATER QUALITY

The first sentence under the discussion of mitigation states "Any potential sedimentation from the proposed construction would be short-term and would not likely cause adverse impacts to the water quality of the Potomac River." NCPC does not consider this statement to be mitigation, but rather a statement of potential environmental impact, and therefore should be included in the discussion of the proposed action.

3.4.1 LAND USE

The EA describes the Federal Reservations that are located to the north and east of the Martin Building as being "owned by the Department of Interior" when in actuality this land should be described as being owned by the United States Government under the jurisdiction of the Department of Interior. Please make the necessary corrections in this section of the EA, as well as any other section(s) where this may occur.

3.4.3 VISUAL RESOURCES

In order for NCPC to fully understand the potential environmental impacts of the proposed action on visual resources, a discussion of the rational, methodology, or basis employed to analyze impacts on views, and the relative intensity of those impacts, needs to be included in the EA. Please also describe the relative thresholds that were used to differentiate between beneficial, negligible, minor, moderate, and/or significant impacts. This information will allow NCPC to determine the adequacy of the standard used for evaluating potential impacts to visual resources, and whether the impacts identified by the EA adhere to this standard.

In addition, NCPC does not consider the installation of green roofs atop the proposed Visitor Screening and Conference Center pavilions to be something that will provide beneficial impacts to visual resources, as indicated on Pages 47 and 48 of the EA. Instead, NCPC suggests including the green roofs as possible mitigation to visual impacts caused by the proposed action. Also, NCPC disagrees with the statement on Page 48 of the EA that "views from the Visitor Screening Center of the Martin Building would remain unchanged," and that impacts would be negligible from surrounding sites and along C Street. NCPC recommends that impacts of the proposed action on existing views, the general sense of openness of the area, and the original design intent of the building be reevaluated.

Finally, NCPC requires that if the relocation of the east guard booth to a place within Robert Latham Owen Park remains part of the scope of the proposed action that it be incorporated in the analysis of impacts on visual resources. Also, if the Federal Reserve is able to identify a way to relocate the west guard booth to a location within the project site, the impacts of this should also be reflected in the EA. NCPC recommends that any outstanding issues related to the location or relocation of existing guard booths be substantially resolved prior to circulating a Draft EA for public comment.

3.4.6 TRANSPORTATION

NCPC has completed a review of the Transportation Impact Study (TIS) and notes the following:

- The analysis / discussion of pedestrian access should address the ability of the proposed Visitor Screening Center to accommodate employee / visitor queuing entirely within the

building. Currently, it is unclear whether the proposed action will lead to impacts to pedestrian access and circulation along the C Street sidewalk as a result of spillover queuing at the Martin Building.

- The TIS analysis of queuing and future level of service (LOS) for 21st Street needs clarification. For example, it is unclear how the queuing capacity of southbound lanes at Constitution Avenue and 21st Street can be exceeded during the AM and PM peak hours, while the intersection of C and 21st Streets continues to operate at LOS "A." (refer to Pages 79 and 91 of the EA). Also, the EA needs to address the potential impacts of the proposed action on continued access to and from existing driveways located along 21st Street between Virginia and Constitution Avenues.
- The Trip Generation Analysis table on Page 83 of the EA indicates that the proposed action will generate 15 new private vehicle trips to the project site during the AM and PM street peak hour. If parking for these additional trips is to be accommodated at the Martin Building, then the EA will need to assess the impact of these trips on available on-site and on-street parking.
- According to Page 81 of the EA, the majority of drop-offs / pick-ups will occur on the north and south sides of C Street NW between 20th and 21st Streets. The EA needs to address the potential impacts this could have on peak hour traffic along C Street. This should include the 37 additional taxi / hired vehicle trips and 3 additional shuttle bus trips identified in the EA.
- There are conflicting statements regarding the incorporation of background future pedestrian counts. On Page 68 of the EA, it is noted that "for purposes of future analysis, the bicycle and pedestrian counts were assumed to remain the same." However, Page 114 states "it could be assumed that a general increase in pedestrian traffic ...would occur as a result of development of the surrounding projects." Due to the anticipated increase in employees and visitors to the area resulting from construction of the Martin Building conference center, United States Institute of Peace (USIP) headquarters, American Pharmacists Association addition, and Vietnam Veterans Memorial Visitor Center, the EA should include an analysis of direct and cumulative impacts to pedestrian safety and circulation.

3.5 CULTURAL RESOURCES

The last paragraph on Page 95 of the EA states that "all Federal agencies are required to involve the public in the Section 106 process;" however, no additional information is included in the EA to explain efforts the Federal Reserve has made to include the public. Furthermore, the last sentence on Page 95 needs clarification. It states "since the consensus has been reached, Section 106 will continue." However, it does not explain what issue the consensus was reached on, and how this influences Section 106 consultation.

3.5.2 HISTORIC BUILDINGS AND STRUCTURES

According to the Historic Buildings and Structures section of the EA, it has been determined that the proposed action will have "negligible to minor adverse effects on historic resources with the area of potential effects. Specifically, the EA states that the proposed Visitor Screening Center will have negligible visual effects on existing historic resources, the spatial organization of the Northwest Rectangle Historic District, and the L'Enfant Plan. The EA also stipulates that the proposed east and west pavilions will have negligible adverse effects on views of the U.S. Department of State headquarters, and "direct, long-term, minor adverse effects on views" of nearby historic parkland. Finally, the EA indicates that the "relocation of the guard booth from the east plaza to the Reservation No. 378 boundary does constitute a minor encroachment on views and spatial organization of this small park; however, trees lining the streets, in full foliage, will render the guard booth unnoticeable from most viewsheds."

NCPC was under the impression that Section 106 consultation was completed for this project with the District of Columbia State Historic Preservation Officer (DC SHPO) making a determination of "no adverse effect" on historic properties[1]. However, the EA suggests otherwise. If the project will in fact cause the adverse effects that are described in the EA, the next step in the Section 106 process would be to establish a Memorandum of Agreement with the DC SHPO to avoid, minimize, or mitigate the adverse effects. Therefore, this apparent discrepancy will need to be resolved prior to the EA being circulated for 30-day public comment.

3.6 CUMULATIVE IMPACTS

In addition to an analysis of potential direct and indirect environmental impacts, an EA is required to include an analysis of the proposed action's potential cumulative impacts. As described on Page 113 of the EA, "cumulative impacts reflect effects on the environment resulting from the incremental increase in impacts related to the implementation of a proposed action, when added with other past, present, and future actions regardless of which agency or person undertakes such action."

NCPC finds that the analysis of cumulative impacts for the proposed action is lacking and needs to be expanded to include the cumulative impacts of permanent perimeter security projects on cultural and visual resources, public space, and pedestrian circulation. Although located entirely within the Martin Building's property lines, NCPC considers the proposed Visitor Screening Center to be a security project that when analyzed together with other perimeter security projects recently constructed or planned in the surrounding area could have cumulative adverse environmental impacts on the topic areas noted above.

---

[1] Memorandum from C. Andrew Lewis, DC SHPO, to H. Fay Peters, Federal Reserve, dated January 22, 2010 (sic)

GENERAL

In addition to the substantive comments provided above, the following typographic errors need to be corrected in the EA. In addition to making these specific corrections, NCPC recommends that a thorough editorial review of the EA be completed prior to its circulation for 30-day public comment.

Page	Correction
1	Insert "the" in the last sentence of the first paragraph
1	Insert "s" in the last sentence of the second paragraph
3	Typo in sentence beginning with "Currently, the entrance" in second paragraph
27	Typo under the "Alternative Action" section
29	Typo under both actions. Change "pervious" to "impervious."
37	Typo under "Preferred Action" in second paragraph "supports."
47	Typo in second sentence under "North," "from 'the' eastern."
47	Two typos under "South," "from 'the' eastern" and "from 'the' western."
63	Typo in 6th paragraph describing the Martin building pedestrian peak interval.

As a cooperating agency, NCPC appreciates the opportunity to participate in this phase of the EA, and looks forward to continued involvement in the preparation of this document. If you have any questions about these comments please contact Shane L. Dettman, AICP at (202) 482-7267 or shane.dettman@ncpc.gov.

Sincerely,

David W. Levy, RA, AICP
Director, Urban Design and Plan Review

cc: Keith Bates, Assistant Director of Facilities, Federal Reserve
James Dudney, Project Manager, KCCT
Ellyn Goldkind, Lead Architect, DOS
Thomas Luebke, Secretary, CFA
David Maloney, State Historic Preservation Officer, DC SHPO
Peter May, Associate Regional Director for Lands, Resources and Planning, NPS
Charles Nelson, Vice President, USIP
Karina Ricks, Associate Director, DDOT
Harriet Tregoning, Director, DCOP

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From: Glenn_DeMarr@nps.gov
To: Keith.F.Bates@frb.gov
Cc: Peter_May@nps.gov, Steve_Lorenzetti@nps.gov
Sent: 06/01/2010 03:51 PM
Subject: Amendments of the site at US Reservation 378

Mr. Bates:

The National Park Service, National Capital Region and National Mall and Memorial Parks appreciated your efforts to coordinate the alterations that are proposed to occur on Reservation #378; a triangle of federal land that is under the jurisdiction of the National Park Service. We have no objection to the proposed changes.

The area under discussion is located at the eastern end of the Federal Reserve's Martin building at the corner of C St NW and Virginia Ave, Washington, D.C.. Currently, a section of garage for the Martin building is located below this section and a large ornamental fountain and small park open to the public is on the surface.

We trust that this contact is deemed to be sufficient.

The fountain and the grounds are maintained by the Federal Reserve by Agreement.

Sincerely,

Glenn M. DeMarr, for and at the request of Peter May, Associate Regional Director, Office of Lands, Resources and Planning

From: Keith.F.Bates@frb.gov [mailto:Keith.F.Bates@frb.gov]
To: Glenn_DeMarr@nps.gov
Cc: James Dudney
Sent: Friday, May 21, 2010 4:30 PM
Subject: Martin Visitors Screening /Conference Center for the Federal Reserve Board

Mr. DeMarr,

Have you had a chance to discuss the Visitors/Conference center yet? Do you require any other documents or briefings?

NCPC requires your comments as to the placement of the Law Enforcement Kiosk before we can make our EA public and it is now complete except for your agencies comments. Please let me know if there is anything we can do to assist you in the endeavor

Keith

Keith Bates, P.E.
Assistant Director for Facilities
Tel 202-452-3720

From: Glenn_DeMarr@nps.gov
To: Keith.F.Bates@frb.gov
Sent: 05/06/2010 12:38 PM
Subject: Re: FRB Visitors Screening / Conference Center presentation

Keith:

I believe the relocation will be OK. I have discussed it with the park managers of the property.

It would be helpful to have an image of what it will look like, size, color, height, and proposed location.

The area that is being considered is a former street area and is not part of an original reservation. Too, there is an agreement for the underground parking lot - to expire in August 2010. The booth in some manner - while protecting the building- may also be viewed as providing some level of security for the parking structure and its users.

Glenn

From: Keith.F.Bates@frb.gov
To: Glenn_DeMarr@nps.gov
cc: "James Dudney" jdudney@kcct.com
Sent: 05/06/2010 09:57 AM
Subject: Re: FRB Visitors Screening/Conference Center presentation

Glenn,

Did you get a chance to discuss our project? The NCPC would like some reference in the EA that your office has looked at the east side (fountain side) and that we have addressed any of your issue(s). I think an Email would do. If we need more discussion our architect or I would be glad to come and discuss it with you or your staff.

Keith

Keith Bates, P.E.
Assistant Director for Facilities
Board of Governors of the Federal Reserve System
Telephone 202-452-3710

From: Glenn_DeMarr@nps.gov
To: Steven.A.Farber@frb.gov
cc: Keith.F.Bates@frb.gov
Sent: 03/25/2010 02:55 PM
Subject: Re: FRB Visitors Screening/Conference Center presentation

Thanks - I have it now.

Glenn

From: Steven.A.Farber@frb.gov
To: Glenn_DeMarr@nps.gov
cc: Keith.F.Bates@frb.gov
Sent: 03/25/2010 12:52 PM
Subject: FRB Visitors Screening/Conference Center presentation

Hello Mr. DeMarr,

I have sent the hard copy presentation of the "William McChesney Martin Building Visitors Screening and Conference Center Additions 2000" to you, via courier. It should be delivered within the next few hours.

Thank You
Steven

Steven Farber
Federal Reserve Board

PRELIMINARY DRAFT ENVIRONMENTAL ASSESSMENT COMMENT/RESPONSE MATRIX

#	Agency	Section	Comment	Response
1	NCPC	Soils	Because it has not yet been determined which paving materials will be used for the sidewalks along C and 21st Streets, the notation "with granite pavers" should be removed from the discussions of the Preferred and Alternative Actions.	Agree – removed.
2	NCPC	Water Resources	The first sentence under the discussion of mitigation should be included in the discussion of the proposed action.	Agree – relocated and replaced with appropriate BMP measures.
3	NCPC	Land Use	The Federal Reservations located to the east and north of the Martin Building should be described as being owned by the United States Government under the jurisdiction of the Department of the Interior.	Agree – revised in this section and others.
4	NCPC	Visual Resources	A discussion of the rationale, methodology or basis employed to analyze impacts on views, and the relative intensity of those impacts, needs to be included in the EA. Describe the relative thresholds that were used to differentiate between beneficial, negligible, minor, moderate and/or significant impacts. It is suggested that the proposed green roofs be included in the discussion of possible mitigation to visual impacts caused by the proposed alternative. It is recommended that impacts of the proposed action on existing view, the general sense of openness of the area, and the original design intent of the building be reevaluated. If the relocation of the east guard booth within Robert Latham Owen Park is required, it should be incorporated in the analysis if impacts on visual resources. Also include the impacts of relocating the west guard booth to a location within the project site, if possible. Resolve any outstanding uses related to the location or relocation of the guard booths prior to releasing the Draft EA.	Agree – text has been revised and coordination with NPS regarding the location of the guard booths has been initiated.
5	NCPC	Transportation	Address the ability of the proposed Visitor Screening Center to accommodate employee/visitor queuing entirely within the building. Currently, it is unclear whether the proposed action will lead to impacts to pedestrian access and circulation along the C Street sidewalk as a result of spillover queuing at the Martin Building.	Per International Building Code (IBC) 1004.1.1, *Assembly without Fixed Seats*, the visitor portion of the Visitor Screening Center can accommodate approximately 220 people at any one time, while the employee portion of the Visitor Screening Center can accommodate approximately 100 people at any one time. Generally, the Board can expect 150 visitors to undergo security screening at the Visitor Screening Center, during the hours of 7:00 AM to 7:00 PM. A total of 1,200 employees will pass through

				the employee screening center during those same hours; however, employee screening will only occur when warranted by high security threat levels.
			The TIS analysis of queuing and future LOS for 21st Street needs clarification. It is unclear how the queuing capacity of southbound lanes at Constitution Avenue and 21st Street can be exceeded during the AM and PM peak hours, while the intersection of C and 21st Streets continues to operate at LOS A. The EA needs to address the potential impacts of the proposed action on continued access to and from existing driveways located along 21st Street between Virginia and Constitution Avenues.	Please refer to pages 66 and 91 of the EA for queuing capacity.
			The Trip Generation Analysis table indicates that the proposed action will generate 15 new private vehicle trips to the project site during the AM and PM street peak hour. If parking for these additional trips is to be accommodated at the Martin Building, then the EA will need to assess the impact of these trips on available on-site and on-street parking.	The driveways included in the TIS are: 21st Street, NW/Emergency only Eccles Building 21st Street, NW/National Academy of Sciences exit only 21st Street, NW/National Academy of Sciences full-movement 21st Street, NW/"Board" and Department of Interior garage 21st Street, NW/Harry S Truman
			Address the potential impacts that will occur from stationing the majority of pick-ups and drop-offs on the north and south sides of C Street. This should include the 37 additional taxi/hired vehicle trips and 3 additional shuttle bus trips.	Please refer to pages 81 and 84 of the EA for vehicle trip information.
			There are conflicting statements regarding the incorporation of background future pedestrian counts. Due to the anticipated increase in employees and visitors to the area resulting from construction of the Martin Building conference center, USIP headquarters, APhA addition, and Vietnam Veterans Memorial Visitor Center, the EA should include an analysis of direct and cumulative impacts to pedestrian safety and circulation.	It is anticipated that the majority of new Veterans Memorial Visitor Center pedestrian trips would occur on holidays and weekends when the proposed action would not typically be operating. The results shown on Table 1 indicate a negligible increase in future traffic delays with the added pedestrian and bicycle trips when compared to Table 3.8 on page 91 of the EA.

6	NCPC	Cultural Resources	Explain the efforts the Federal Reserve has made to include the public in the Section 106 process, as stated in the EA. Also, explain the issues surrounding the consensus that was reached, as described in this section, as it relates to the Section 106 process.	Agree – revised.
7	NCPC	Historic Buildings & Structures	NCPC was under the impression that Section 106 consultation was completed for this project with the DCSHPO making a determination of "no adverse effect" on historic properties, as described in the January 22, 2010 memo from Andy Lewis; however, the EA suggests otherwise. If the project will in fact cause the adverse effects that are described in the EA, then an MOA would need to be established to minimize or mitigate these adverse effects. Please resolve this issue prior to the public comment period.	Agree – revised.
8	NCPC	Cumulative Impacts	Expand this analysis to include the cumulative impacts of permanent security projects on cultural and visual resources, public space, and pedestrian circulation. The proposed Visitor Screening Center, when analyzed together with the other perimeter security projects in the area, could have cumulative adverse environmental impacts.	Agree – revised.
9	NCPC	General	Insert "the" in the last sentence of the first paragraph, and "s" in the last sentence of the second paragraph on Page 1.	Edited.
10	NCPC	General	Typo in sentence beginning with "Currently, the entrance" in the second paragraph on Page 3.	Edited.
11	NCPC	General	Typo under the "Alternative Action" section on Page 27.	Edited.
12	NCPC	General	Typo under both actions on Page 29 – change "pervious" to "impervious."	Edited.
13	NCPC	General	Typo under "Preferred Action" in second paragraph "supports."	Edited.
14	NCPC	General	Typo in second sentence under "North," "from 'the' eastern", and two typos under "South," "from 'the' eastern" and "from 'the' western" on Page 47.	Edited.
15	NCPC	General	Typo in 6th paragraph describing the Martin Building pedestrian peak interval on Page 63.	Edited.

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APPENDIX A:

5. *Draft Distribution List, Cover Letter and Responses*

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DRAFT EA Distribution List

General Services Administration
301 7th Street, SW
Room 7600
Washington, DC 20405

District of Columbia West End Public Library
1101 24th Street NW
Washington, DC 20037

District of Columbia Martin Luther King, Jr.
Memorial Central Public Library
901 G Street, NW
Washington, DC 20001

National Capital Planning Commission
401 9th Street, NW,
North Lobby
Suite 500
Washington, DC 20004

Ms. Ann T. Dubas
Property Management
American Pharmacists Association
2215 Constitution Avenue NW
Washington, DC 20037

Mr. Thomas Luebke, Secretary
U.S. Commission of Fine Arts
401 F Street NW, Suite 312
Washington, DC 20001

Mr. Chris Zeimann
Ward 2 Transportation Planner
District Department of Transportation
2000 14th Street, NW
6th Floor
Washington, DC 20009

Mr. John Piltzecker
Superintendent
National Mall and Memorial Parks
National Park Service
900 Ohio Drive, SW
Washington, DC 20024

Ms. Peggy O'Dell
Regional Director
National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

Ms. Kirsten Brinker Kulis
Historic Preservation Specialist
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW
Suite 809
Washington, DC 20004

Mr. Chris Shaheen
Revitalization Program Manager
District of Columbia Office of Planning
1100 4th Street SW
Suite E650
Washington, DC 20024

Mr. Andrew Lewis
Senior Historic Preservation Specialist
District of Columbia State Historic Preservation Office
1100 4th Street SW, Suite E650
Washington, DC 20024

Mr. Joseph Papa
Director
Office of Administration
National Academy of Sciences
500 Fifth Street, NW
Washington, DC 20001

Mr. Willie R. Taylor
Director
Office of Environmental Policy and Compliance
U.S. Department of the Interior
1849 C Street, NW
Washington DC 20240

Mr. Bob Sanders
Chief
Office of Real Property Management
Special Projects Division
United States Department of State
2201 C Street NW
Washington, DC 20520

Mr. Eric Malinen
Vice Chair
Advisory Neighborhood Commission 2A
2440 Virginia Avenue, NW
Washington, DC 20037

Councilman Jack Evans
Chair Pro Tempore
District of Columbia Council, Ward 2
1350 PA Ave, NW
Room 106
Washington, DC 20004

Mr. Jesus Aguirre
District of Columbia Department of Parks and Recreation
Government of the District of Columbia
3149 16th Street NW
Washington, DC 20010

Mr. William Howland
Director
District of Columbia Department of Public Works
2000 14th Street, NW
Washington, DC 20009

Mr. George S. Hawkins
General Manager
District of Columbia Water and Sewer Authority
5000 Overlook Drive, SE
Washington, DC 20032

Captain Chris Roggerson
District of Columbia Fire and Emergency Medical Services Department
Office of the Fire Marshall
441 4th Street, NW
Room 370
Washington, DC 20001

Ms. Barbara Rudnick
NEPA Team Leader
Environmental Protection Agency
US EPA Region 3
1650 Arch Street
Mail Code 3EA30
Philadelphia, PA 19103-2029

Mr. Devin Ray
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

Dr. Judy Scott Feldman
Chairman and President
National Coalition to Save Our Mall
9507 Overlea Drive
Rockville, MD 20850

Dr. Mirta Roses Periago
Director
Pan American Health Organizations
525 23rd St. NW
Washington, DC 20037

Mr. Donald R. Schregardus
Federal Preservation Officer
Deputy Assistant Secretary of the Navy
United States Department of the Navy
1000 Navy Pentagon
Room BF986
Washington, DC 20350-1000

Mr. Charles E. Nelson
Senior Counselor/Vice President for Headquarters Project
United States Institute of Peace
1200 17th Street, NW
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Ms. Laura M. Richards, Esq.
Chair
Committee of 100 for the Federal City
1317 G Street NW
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Ms. Rebecca A. Miller
Executive Director
District of Columbia Preservation League
401 F Street, NW
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Mr. Michael M. Kaiser, President
Kennedy Center
2700 F Street NW
Washington, DC 20566

Mr. David Langseder
Potomac Electric Power Company
Mail Code 88 MK 64
630 Martin Luther King Jr. Boulevard
Wilmington, DE 19801

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Safety and Occupational Health Manager
U.S. Office of Personnel Management
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National Trust for Historic Preservation
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Mr. George Nunez
Office of Operations and Safety
The George Washington University
Office of Community Relations
2121 I Street, NW
Washington, DC 20052

Mr. Ibrahim Bullo
Environmental Review Coordinator
District Department of the Environment
1200 First Street, NE
5th Floor
Washington, DC 20002

Mr. Jack VanDop
Federal Highway Administration
21400 Ridgetop Circle
Sterling, VA 20166

Mayor Adrian M. Fenty
Executive Office of the Mayor
1350 Pennsylvania Avenue, NW
Suite 316
Washington, DC 20004

Ms. Melissa Adams
Division Head
Sustainability and Business Development
Washington Gas
6801 Industrial Road
Springfield, VA 22151

Mr. Asher Corson
President
Foggy Bottom Association
PO Box 58087
Washington, DC 20037-8087

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BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551

MANAGEMENT DIVISION

June 4, 2010

Dear Interested Party:

Please find enclosed the Draft Environmental Assessment for the proposed Visitor Screening Center and Conference Center at the Board of Governors of the Federal Reserve System William McChesney Martin Jr. Building. We are requesting your agency's review of this document pursuant to the National Environmental Policy Act, as amended (NEPA) (42 U.S.C.4321, et seq) and the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508). Please note that, as provided for by regulations guiding the implementation of the National Historic Preservation Act, as amended (NHPA), the Draft EA also provides documentation to comply with Section 106 of that act in support of a finding of no adverse effect on cultural resources (36 CFR 800.8(c). The District of Columbia State Historic Preservation Office (DCSHPO) made this determination on January 22, 2010, and the Advisory Council on Historic Preservation concluded on April 2, 2010, that its participation in Section 106 consultation on the undertaking was not warranted due to the DCSHPO's finding. Consulting parties wishing to comment on the finding of no adverse effect may do so by commenting on the Draft EA, and the public meeting for the Draft EA will function as a consulting parties meeting for NHPA.

The William McChesney Martin Jr. Building (Martin Building) and the Board of Governors of the Federal Reserve System Marriner S. Eccles Building (Eccles Building) are located in the Northwest Quadrant of Washington, DC. The Martin Building is bounded to the north by Virginia Ave. NW, to the east by 20th St. NW, to the west by 21st St. NW, and to the south by C St. NW. The U.S. Department of State Harry S Truman Building is located to the west of the Martin Building, between 21st and 23rd Streets, and C and D Streets, NW.

The proposed programming changes and building additions at the Martin Building would increase spatial efficiency and provide a more secure environment for building occupants, while accommodating the growing needs of the Board and its visitors. A separate, but connected, interior screening facility, with ample space for visitors, would ensure employee and visitor safety when queuing for entry processing. Today, this function often results in queues that extend outside the building entrance and down the front steps. Additionally, the design of the current entrance structure offers no protection from ballistic/blast threats or chemical, biological and radiological agents. In addition, implementation of a new conference center facility would provide the Board with much needed, secure space for internal meetings and larger conferences.

The Preferred Action proposes a new Visitor Screening Center that would become the primary entrance to both the Board of Governors of the Federal Reserve System Marriner S. Eccles and William McChesney Martin, Jr. Buildings, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. The Conference Center would comprise two pavilions within the existing footprints of the east and west plazas of the William McChesney Martin, Jr. Building. The Alternative Action proposes a new Visitor Screening Center that would become the primary entrance to both the Board of Governors of the Federal Reserve System Marriner S. Eccles and William McChesney Martin, Jr. Buildings, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. The Conference Center would comprise only one pavilion within the existing footprint of the west plaza of the William McChesney Martin, Jr. Building, and would provide a secure facility for the assembly needs of all building occupants. The Draft EA analyzes the impacts of several alternatives on the natural and human environment.

Opportunity to Comment and Timeframe

We would appreciate receiving your review comments no later than July 15, 2010. Please mail your comments to the address below, or email them to FRB_EA_Comments@FRB.GOV.

Keith Bates, Assistant Director Facility Services
Board of Governors of the Federal Reserve System
20th Street and Constitution Avenue NW
Washington, DC 20551

In addition, a public meeting will be held to present and discuss the Draft EA on June 24, 2010, from 7:00 to 9:00 PM. The meeting will be held in the Law Enforcement Conference Room at the Federal Reserve Eccles Building, located on 20th Street NW, between C Street NW and Constitution Avenue NW.

Please do not hesitate to call me at 202.452.3720 if you have any questions, or require any additional information. Additionally, please also call this number if special assistance is needed to attend and participate in the public meeting. Thank you for your assistance in this matter.

Sincerely,

Keith Bates
Assistant Director for Facilities
Board of Governors of the Federal Reserve System

Attachments: *Draft Environmental Assessment for the Proposed Visitor Screening Center and Conference Center at the Board of Governors of the Federal Reserve System William McChesney Martin, Jr. Building*

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

July 14, 2010

Mr. Keith Bates
Assistant Director Facility Services
Board of Governors of the Federal Reserve System
20th Street and Constitution Avenue NW
Washington, DC 20551

Re: William McChesney Martin, Jr. Building Proposed Visitor Screening Center and Conference Center, Washington, DC Draft Environmental Assessment

Dear Mr. Bates:

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Assessment for the William McChesney Martin, Jr. Building Proposed Visitor Screening Center and Conference Center in Washington, DC.

The purpose of the proposed action is to construct and operate a new Visitor Screening Center and a new Conference Center for the Martin Building. New, expanded, and more secure facilities are needed on-site, at the Martin Building, to decrease the security risk to employees and visitors.

The Draft Environmental Assessment (EA) proposes three alternatives: Alternative 1 – No Action, Alternative 2 – Preferred Action, and Alternative 3 – Alternative Action. The Preferred Action alternative would construct a 11,000± SF Visitor Screening Center to be located at the main entrance to the Martin Building on C St. NW and a new 35,000± SF Conference Center would provide approximately 25,000± SF of reprogrammed space within the existing podium level of the Martin Building as well as two new 5,000± SF pavilions, one each on the east and west sides of the building. The Action Alternative proposes approximately 30,000± SF design which would accommodate the Visitor Screening Center and a smaller Conference Center through both interior renovations and the creation of a single new pavilion on the west side of the building. The Visitor Screen Center in this alternative is identical to the Preferred Action; however, the interior programming of the existing podium level would be modified to accommodate a smaller amount of square footage.

EPA offers the following comments for you consideration in the Final EA.

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Terrestrial Environment

As noted on page 34, under the Preferred Action, there will be a clearing of existing vegetation, which consists of cultivated species of grass and ornamental species of trees and shrubs. The Final EA should quantify the area to be impacted and identify the vegetation to be cleared as well as discuss ways to mitigate for this loss, possibly through the new landscaping to be introduced.

Low Impact Development

New construction presents an excellent opportunity to incorporate low impact development (LID) into project design. LID is a natural approach to land-development and stormwater management designed to reduce impacts on watershed hydrology and aquatic resources. It is important to incorporate LID efforts to mitigate the effects of development through traditional stormwater management practices which have proven to not be entirely successful. EPA commends the Board for incorporating green roof(s) into its project design and offers the following websites for additional and more comprehensive LID information:

- http://www.epa.gov/owow/nps/lid_hydr.pdf (LID Manual)
- http://www.epa.gov/owow/nps/lidnatl/pdf (LID Manual)
- http://www.bmpdatabas.org
- http://www.txnpsbook.org/
- http://www.epa.gov/ednnrmrl/

In addition, Figures 2.2 and 2.3 identify new paved areas. The Final EA should quantify the proposed new paved areas and discuss ways to incorporate LID into this phase of the project design, i.e. utilizing pervious pavers, etc.

Miscellaneous

If possible, it is suggested that simulated views of the proposed additions to the Martin Building, etc. be provided in the Final EA to provide a more accurate visual aide in addition to the overhead drawings depicted in Figures 2.2 and 2.3.

Thank you for the opportunity to review and comment on this project. If you have any questions regarding these comments, please feel free to contact Karen DelGrosso, the staff contact for this review, at 215-814-2765.

Sincerely,

Barbara J. Rudnick
NEPA Team Leader
Office of Environmental Programs

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Customer Service Hotline: 1-800-438-2474

National Capital Planning Commission

401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 6985

July 16, 2010

Mr. Keith Bates
Assistant Director Facility Services
Board of Governors of the Federal Reserve System
20th Street and Constitution Avenue NW
Washington, DC 20551

Re: Comments on Final Draft Environmental Assessment for Proposed Additions to the Federal Reserve's William McChesney Martin Building (2000 C Street NW)

Dear Mr. Bates:

The National Capital Planning Commission (NCPC) has completed its review of the Final Draft Environmental Assessment (EA) prepared for the proposed additions to the Federal Reserve's William McChesney Martin Building located at 2000 C Street NW, to which NCPC is a cooperating agency. We appreciate your efforts to modify the preliminary draft EA per our previous staff comments, submitted by letter dated March 22, 2010, and the opportunity to provide comments on the final draft version of the EA contained herein.

3.4.3 VISUAL RESOURCES

Staff notes that many of our previous comments regarding the analysis of, and potential impacts to, visual resources have been incorporated into the final draft EA. Specifically, the EA now includes definitions of intensity thresholds that describe the magnitude of a particular environmental impact. These definitions are found on Page 27 of the EA and range between negligible and major. Based on these definitions however, staff disagrees with the determination that potential impacts to visual resources for the proposed action would be "minor." According to the EA, minor impacts are those that "would be slight, but detectable, resulting in a small but measurable change in the resource." Based on a review of the plans for the proposed action, NCPC staff considers the potential impacts to visual resources to be "moderate," as that term is defined in the EA, and recommends that the EA be modified accordingly. Furthermore, staff recommends that the 3-D visualizations referenced on Page 49 be included in the EA in order to better demonstrate the proposed action's impacts to visual resources, and that these visualizations be paired with a photograph showing existing conditions.

3.4.6 TRANSPORTATION

NCPC staff has reviewed the EA in conjunction with the comments submitted previously and finds that the following four items still require additional information:

1. The information provided regarding the ability of the proposed screening center to accommodate employee queuing entirely onsite is inadequate. According to the comment/response matrix, the visitor portion of the Visitor Screening Center will likely accommodate the number of anticipated visitors. However, the information provided in the matrix does not satisfactorily demonstrate whether peak-hour employee queuing will be accommodated entirely within the building. The draft EA states that "the employee portion of the Visitor Screening Center can accommodate approximately 100 people at one time." The EA also states that "a total of 1,200 employees will pass through the employee screening center" between 7:00 AM and 7:00 PM. Based on a conservative assumption of approximately 10% (120 employees) of the total daily employees arriving at one time, it would appear that the employee portion of the proposed screening facility would not be able to accommodate employee queuing entirely within the building. This issue is of particular interest to NCPC staff given the close proximity of the proposed screening center entryway to the adjacent sidewalk along C Street, and the need to maintain free-flowing, east-west pedestrian circulation. Therefore, we recommend that the EA be amended to include additional information on the potential for employee queuing to spillover onto the adjacent sidewalk at any time.

2. Pages 66 and 91 - The issue of large traffic queues and their impact on Levels of Service (LOS) for adjacent, "upstream" intersections is not satisfactorily explained by the comment/response matrix. Please explain if/how the LOS for the 21st and C Street intersection is affected by a peak-hour traffic queue extending from the intersection of Constitution Avenue and 21st Street. Based on the information contained within the traffic study, it remains unclear how the 21st and C Street intersection can continue to operate at a peak-hour LOS "A," while the stacking capacity of that portion of 21st Street between Constitution Avenue and C Street is exceeded.

3. There is no parking demand analysis to ensure adequate on-site/off-site parking to accommodate additional net new private vehicle trips generated by the proposed action. The draft EA states that there will be 55 fewer employees at the Martin Building, 25 fewer parking spaces at the Martin Building, and 15 net new private vehicle trips. Furthermore, the EA states that "the Martin and Eccles Buildings would not be able to facilitate parking for outside attendees, so a transportation program designed to encourage outside participants to walk or to utilize the existing Board shuttle system, local public transportation, and existing public parking garages would be necessary to accommodate conference participants." The traffic study should analyze future projected on-site parking demand at the Martin Building, and capacity at other nearby parking garages, to ensure that there is adequate parking to accommodate additional private vehicle trips generated by the proposed action.

4. The EA currently does not contain a specific discussion on how the additional taxi, hired vehicle, and shuttle bus trips will affect peak hour traffic along C Street. Although the EA does include a 2015 Background Future Intersection Queue Summary on Page 81, and a discussion of forecast assumptions on Page 84, there is no specific discussion about how this additional on-street activity will impact the overall local traffic conditions. Therefore, NCPC staff recommends that the EA be amended to include this information.

3.6 CUMULATIVE IMPACTS

The following three items need to be addressed in the Cumulative Impacts section:

1. An analysis of potential cumulative impacts of any proposed action should be carried out in the same manner as an analysis of direct and indirect environmental impacts. This includes an accurate assessment of an impact's duration (short-term, long-term), type (beneficial, adverse), and intensity (negligible, minor, moderate, major). NCPC staff notes that this has been done only partially and recommends that the EA be modified to include this information for all environmental topic areas where there is potential for cumulative impacts.

2. Some of the language used to describe the cumulative impacts is inaccurate and/or understates the magnitude of potential impacts:

   - Page 114 - "The security construction could also have minor, cumulative impacts on the settings of contributing buildings in the Northwest Rectangle Historic District…" NCPC staff disagrees with the overarching assessment that construction of permanent perimeter security could have only minor cumulative impacts on cultural resources. Rather, staff finds that continued construction of permanent perimeter security, especially within public space, could cause long-term, moderate to major, adverse cumulative impacts to cultural resources such as the L'Enfant Plan. Therefore, staff recommends that the EA be modified.

   - Page 114 - "This project, in combination with the installation of temporary and permanent security improvements within the project vicinity and DC overall, could have cumulative impacts on public space…" Similar to the previous comment, NCPC staff recommends that this statement be modified to indicate that installation of temporary and permanent security improvements could cause long-term, moderate to major, adverse cumulative impacts to public space.

   - Page 115 - "The widespread installation of temporary and permanent security improvements across the District could have cumulative impacts on visual resources." NCPC staff recommends that this statement be modified to indicate that the widespread installation of temporary and permanent security improvements across the District the could cause long-term, moderate to major, adverse cumulative impacts to visual resources.

3. There is no parking demand analysis to ensure adequate on-site/off-site parking for the proposed action, U.S. Institute of Peace, and the American Pharmacists Association expansion. The EA traffic study does not analyze whether local area garages will have the capacity to accommodate the future "cumulative", net new, private vehicle parking demand generated by the proposed action, U.S. Institute of Peace, and American Pharmacists Association expansion. Thus, the traffic study and transportation section of the EA should be amended to include this information.

These comments have been prepared in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures, and reflect the information that NCPC will require to take a final action on the project. As a cooperating agency, NCPC appreciates the opportunity to comment on the final draft EA for proposed additions to the Federal Reserve's William McChesney Martin Building, and looks forward to continued involvement in the project. If you have any questions about these comments please contact Shane L. Dettman, AICP at (202) 482-7267 or shane.dettman@ncpc.gov.

Sincerely,

David W. Levy, RA, AICP FOR D.L.
Director, Urban Design and Plan Review Division

cc: James Dudney, Project Manager, KCCT
Ellen Goldkind, Lead Architect, DOS
Thomas Luebke, Secretary, CFA
David Maloney, State Historic Preservation Officer, DC SHPO
Peter May, Associate Regional Director for Lands, Resources and Planning, NPS
Charles Nelson, Vice President, USIP
Deana Rhodeside, Director, Rhodeside and Harwell
Karina Ricks, Associate Director, DDOT
Harriet Tregoning, Director, DCOP

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
http://www.fws.gov/chesapeakebay

August 4, 2010

Board of Governors of the Federal Reserve System
20th Street and Constitution Avenue NW
Washington, DC 20551

RE: William McChesney Martin Jr. Building Proposed Visitors Screening Center & Conference Center

Dear Keith Bates:

This responds to your letter, received, June 4, 2010, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.

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If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at:
http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf.

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Supervisor

APPENDIX A:

6. *Draft Notice of Availability and Public Meeting Materials*

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BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551
MANAGEMENT DIVISION

NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT

Board of Governors of the Federal Reserve System William McChesney Martin, Jr. Building
Proposed Visitor Screening Center and Conference Center

Pursuant to the National Environmental Policy Act, as amended (NEPA) (42 U.S.C. 4321, et seq.), and the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508), the Board of Governors of the Federal Reserve System (Board), in cooperation with the National Capital Planning Commission (NCPC), has prepared a Draft Environmental Assessment (EA) to examine the environmental impacts of the Preferred and Alternative Actions.

The Preferred Action proposes a new Visitor Screening Center that would become the primary entrance to both the Board of Governors of the Federal Reserve System Marriner S. Eccles and William McChesney Martin, Jr. Buildings, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. The Conference Center would comprise two pavilions within the existing footprints of the east and west plazas of the William McChesney Martin, Jr. Building. The Alternative Action proposes a similar Visitor Screening Center, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. However, under the Alternative Action, the Conference Center would comprise only one pavilion within the existing footprint of the west plaza of the William McChesney Martin, Jr. Building. The Draft EA analyzes the impacts of several alternatives on the natural and human environment.

As provided for by regulations guiding the implementation of the National Historic Preservation Act, as amended (NHPA), the Draft EA also provides documentation to comply with Section 106 of that act in support of a finding of no adverse effect on cultural resources (36 CFR 800.8(c)). The District of Columbia State Historic Preservation Office (DCSHPO) made this determination on January 22, 2010, and the Advisory Council on Historic Preservation concluded on April 2, 2010, that its participation in Section 106 consultation on the undertaking was not warranted due to the DCSHPO's finding. Consulting parties wishing to comment on the finding of no adverse effect may do so by commenting on the Draft EA.

The Draft EA is being made available to the public and federal and local government agencies for review and comment. Comments must be submitted prior to **July 16, 2010**. Please send all written comments to *Keith Bates, Assistant Director Facility Services, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue NW, Washington, DC 20551*. Comments can also be emailed to FRB_EA_Comments@FRB.GOV.

A copy of the Draft EA is available for public review at the following locations: *National Capital Planning Commission*, 401 9th Street, NW; North Lobby, Suite 500; Washington, DC 20004; *Martin Luther King, Jr. Memorial Library*, 901 G Street, NW; Washington DC 20001; *West End Neighborhood Library*, 1101 24th Street, NW; Washington, DC 20005, and *General Services Administration*, NCR, 301 7th Street, SW; Room 7600; Washington DC 20407. An electronic version of the Draft EA can be found on the National Capital Planning Commission website - http://www.ncpc.gov/.

There will be a public meeting for the Draft EA on June 24, 2010, from 7:00 to 9:00 PM. The meeting will be held in the Law Enforcement Conference Room at the Federal Reserve Eccles Building, located on 20th Street NW, between C Street NW and Constitution Avenue NW. Please come prepared to show photo identification. If you need special accommodations or assistance to attend and/or participate in the public meeting, please contact Mr. Keith Bates at 202-452-3720.

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PROOF OF PUBLICATION

District of Columbia, ss., Personally appeared before me, a Notary Public in and for the said District, Nicole McKinney well known to me to be BILLING MANAGER of The Washington Post, a daily newspaper published in the City of Washington, District of Columbia, and making oath in due form of law that an advertisement containing the language annexed hereto was published in said newspaper on the dates mentioned in the certificate herein.

I Hereby Certify that the attached advertisement was published in The Washington Post, a daily newspaper, upon the following date(s) at a cost of $1,599.00 and was circulated in the Washington metropolitan area.

Published 1 time(s). Date(s):04 of June 2010

Account 2010146500

Witness my hand and official seal this 14th day of June 2010

My commission expires

Nicole Morton-McFadden
Notary Public District of Columbia
My Commission Expires 05-31-2011

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM
WASHINGTON, D.C. 20551
MANAGEMENT DIVISION

NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT
Board of Governors of the Federal Reserve System
William McChesney Martin, Jr. Building
Proposed Visitor Screening Center and Conference Center

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AFFIDAVIT OF PUBLICATION

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DISTRICT OF COLUMBIA, ss,
Personally appeared before me, CHIZUKO CARTER,
a Notary Public in and for the District of Columbia,

CARL S. JOHNSON, who is being duly sworn according to law, an oath says that he is an AUTHORIZED AGENT of THE WASHINGTON TIMES, L.L.C., publisher of

The Washington Times

Circulated daily, in the City of Washington, District of Columbia, and that the advertisement, of which the annexed is a true copy, was published in said newspaper 1 time(s) on the following dates:

2010 JUNE 4

at the rate of $ DISPLAY per line

Total Cost $ 843.32 Dollars

Subscribed and sworn to before me

JUNE 4, 2010

Notary Public

Chizuko Carter
Notary Public, District of Columbia
My Commission Expires 7/31/2011

My Commission expires

BOARD OF GOVERNORS
OF THE
FEDERAL RESERVE SYSTEM
WASHINGTON, D. C. 20551
MANAGEMENT DIVISION

NOTICE OF AVAILABILITY

DRAFT ENVIRONMENTAL ASSESSMENT
Board of Governors of the Federal Reserve System
William McChesney Martin, Jr. Building
Proposed Visitor Screening Center and Conference Center

Pursuant to the National Environmental Policy Act, as amended (NEPA) (42 U.S.C. 4321, et seq.), and the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508), the Board of Governors of the Federal Reserve System (Board), in cooperation with the National Capital Planning Commission (NCPC), has prepared a Draft Environmental Assessment (EA) to examine the environmental impacts of the Preferred and Alternative Actions.

The Preferred Action proposes a new Visitor Screening Center that would become the primary entrance to both the Board of Governors of the Federal Reserve System Marriner S. Eccles and William McChesney Martin, Jr. Buildings, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. The Conference Center would comprise two pavilions within the existing footprints of the east and west plazas of the William McChesney Martin, Jr. Building. The Alternative Action proposes a similar Visitor Screening Center, as well as a new Conference Center on the podium level of the William McChesney Martin, Jr. Building. However, under the Alternative Action, the Conference Center would comprise only one pavilion within the existing footprint of the west plaza of the William McChesney Martin, Jr. Building. The Draft EA analyzes the impacts of several alternatives on the natural and human environment.

As provided for by regulations guiding the implementation of the National Historic Preservation Act, as amended (NHPA), the Draft EA also provides documentation to comply with Section 106 of that act in support of a finding of no adverse effect on cultural resources (36 CFR 800.8(c)). The District of Columbia State Historic Preservation Office (DCSHPO) made this determination on January 22, 2010, and the Advisory Council on Historic Preservation concluded on April 2, 2010, that its participation in Section 106 consultation on the undertaking was not warranted due to the DCSHPO's finding. Consulting parties wishing to comment on the finding of no adverse effect may do so by commenting on the Draft EA.

The Draft EA is being made available to the public and federal and local government agencies for review and comment. Comments must be submitted prior to **July 16, 2010**. Please send all written comments to *Keith Bates, Assistant Director Facility Services, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue NW, Washington, DC 20551*. Comments can also be emailed to FRB_EA_Comments@FRB.GOV.

A copy of the Draft EA is available for public review at the following locations: *National Capital Planning Commission*, 401 9th Street, NW; North Lobby, Suite 500; Washington, DC 20004; *Martin Luther King, Jr. Memorial Library*, 901 G Street, NW; Washington DC 20001; *West End Neighborhood Library*, 1101 24th Street, NW; Washington, DC 20005, and *General Services Administration*, NCR, 301 7th Street, SW; Room 7600; Washington DC 20407. An electronic version of the Draft EA can be found on the National Capital Planning Commission website - http://www.ncpc.gov/.

There will be a public meeting for the Draft EA on June 24, 2010, from 7:00 to 9:00 PM. The meeting will be held in the Law Enforcement Conference Room at the Federal Reserve Eccles Building, located on 20th Street NW, between C Street NW and Constitution Avenue NW. Please come prepared to show photo identification. If you need special accommodations or assistance to attend and/or participate in the public meeting, please contact Mr. Keith Bates at 202-452-3720.

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM
WILLIAM McCHESNEY MARTIN, JR. BUILDING
PROPOSED VISITOR SCREENING CENTER AND CONFERENCE CENTER
Draft Environmental Assessment

Public Meeting: June 24th, 2010

Agenda

- OPEN HOUSE: BROWSE THE DISPLAYS 7:00 – 7:30 PM
- PRESENTATION 7:30 – 8:00 PM
- PUBLIC COMMENTS 8:00 – 9:00 PM

BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM
WILLIAM McCHESNEY MARTIN, JR. BUILDING
PROPOSED VISITOR SCREENING CENTER AND CONFERENCE CENTER
Draft Environmental Assessment

Public Meeting: June 24th, 2010

Speaker Sign-Up Form

Name and Affiliation	Mailing Address	E-Mail Address
ENRIQUE BELLINI		EABELLINI@KCCT.COM
Audley Mosley		AMosley@NAS.edu

APPENDIX A:

7. Draft Comment/Response Matrix

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#	Section	Agency	Comment	Response
1	Visual Resources	NCPC	The definitions found on pg. 27 of the EA range between negligible and major. Based on these definitions, staff disagrees with the determination that potential impacts to visual resources for the proposed action would be "minor." According to the EA, minor impacts are those that "would be slight, but detectable, resulting in a small but measurable change in the resource." Based on a review of the plans for the proposed action, NCPC staff considers the potential impacts to visual resources to be "moderate," as that term is defined in the EA, and recommends that the EA be modified accordingly.	*The Final EA states that visual impacts would be moderate in the long-term.*
2	Visual Resources	NCPC	Staff recommends that the 3-D visualizations referenced on pg. 49 be included in the EA in order to better demonstrate the proposed action's impacts to visual resources, and that these visualizations be paired with a photograph showing existing conditions.	*The Final EA includes the visualizations.*
3	Transportation	NCPC	The information provided regarding the ability of the proposed screening center to accommodate employee queuing entirely onsite is inadequate. According to the comment/response matrix, the visitor portion of the Visitor Screening Center will likely accommodate the number of anticipated visitors. However, the information provided in the matrix does not satisfactorily demonstrate whether peak-hour employee queuing will be accommodated entirely within the building. The draft EA states that "the employee portion of the Visitor Screening Center can accommodate approximately 100 people at one time." The EA also states that "a total of 1,200 employees will pass through the employee screening center between 7:00 AM and 7:00 PM. Based on a conservative assumption of approximately 10% (120 employees) of the total daily employees arriving at one time, it would appear that the employee portion of the proposed screening facility would not be able to accommodate employee queuing entirely within the building. This issue is of particular interest to NCPC staff given the close proximity of the proposed screening center entryway to the adjacent sidewalk along C Street, and the need to maintain free-flowing, east-west pedestrian circulation. NCPC recommends that the EA be amended to include additional information on the potential for employee queuing to spill over onto the adjacent sidewalk at any time.	*The Final EA states that the Board operates seven days a week, 24 hours a day, and that a maximum of 1,200 employees pass through the facility between 6:30am and 7:15pm. Law enforcement officials at the Board provided data that was incorporated into the program and conceptual design of the Visitor Screening Center.* *Based on employee arrival data from 2010, an average of approximately 135 employees were screened through security each hour. The highest number was approximately 360 in one hour. Additional data indicate that the existing screening equipment processes a maximum of 200 employees per hour.* *The proposed employee screening portion of the Visitor Center would include five screening stations, capable of processing a total of 1,000 employees within an hour, or 100 employees in 6 minutes. Based on the high figure of 360 employees in 1 hour or 36 employees in 6 minutes, it is not anticipated that the employee screening portion would ever reach its planned capacity of 100 in one increment of time.*

#	Section	Agency	Comment	Response
4	Transportation	NCPC	The issue of large traffic queues and their impact on LOS for adjacent, "upstream" intersections is not satisfactorily explained by the comment/response matrix. Please explain if/how LOS for the 21st and C Streets intersection is affected by a peak-hour traffic queue extending from the intersection of Constitution Avenue and 21st Street. Based on the information contained within the traffic study, it remains unclear how the 21st and C Street intersection can continue to operate at a peak-hour LOS 'A,' while the stacking capacity of that portion of 21st Street between Constitution Avenue and C Street is exceeded.	*A more detailed description is provided in the first paragraph on page 70, of the Draft EA, and in the last paragraph on page 31 of the Transportation Impact Study, located in Appendix B of the Draft EA. This description points out, through field observations of area vehicle queues, that the calculated delay times for some vehicles may be longer than those reported in the level of service tables. This detailed description is below:* "All of the study intersections currently operate at Level of Service (LOS) "D" or better during all of the peak study hours, with the exception of the 21st St. NW/ Constitution Ave. NW signalized intersection. During the AM peak hour, the westbound approach of the 21st St. NW/Constitution Ave. NW intersection operates near capacity (LOS "E"). The southbound right-turn lane group operates at capacity (LOS "F") during the PM peak hour due to the heavy volume of vehicles turning right onto Constitution Ave. NW. It is noted that Constitution Ave. NW experiences heavy eastbound traffic during the AM peak hour and westbound traffic during the PM peak hour; traffic is regulated by the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported. Full descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in the full report in Appendix B. During the AM peak hour, the majority of traffic is oriented eastbound on Constitution Ave. NW. Eastbound queues on Constitution Ave. NW at 20th St. NW extend back to 21st St. NW. During the PM peak hour, the majority of traffic is oriented westbound on Constitution Ave. NW. Westbound queues on Constitution Ave. NW at 20th St. NW extend back to 19th St. NW. The southbound queue on 21st St. NW extends back past upstream driveways during peak periods due to the heavy volume of vehicles turning right onto Constitution Ave. NW. Side street queues at the signalized study intersections on Virginia Ave. NW extend back to adjacent intersections during one or more peak periods. A summary of the vehicle queues is presented in Table 3.4."

#	Section	Agency	Comment	Response
5	Transportation	NCPC	There is no parking demand analysis to ensure adequate on-site/off-site parking to accommodate additional net new private vehicle trips generated by the proposed action. The draft EA states that there will be 55 fewer employees at the Martin Building, 25 fewer parking spaces at the Martin Building, and 15 net new private vehicle trips. Furthermore, the EA states that "the Martin and Eccles Buildings would not be able to facilitate parking for outside attendees, so a transportation program designed to encourage outside participants to walk or to utilize the existing Board shuttle system, local public transportation, and existing public parking garages would be necessary to accommodate conference participants." The traffic study should analyze future projected on-site parking demand at the Martin Building, and capacity at other nearby parking garages, to ensure that there is adequate parking to accommodate additional private vehicle trips.	*The Board indicated they currently have adequate onsite parking and would continue to do so with 55 fewer employees and 25 fewer parking spaces in the Martin Building. The Board does not intend to provide parking for attendees and it is the intention that all attendees to future Board functions would arrive by other means than private vehicles. In the event participants choose to drive, as some inevitably will, we recognize that nearby public garages serve area users on a first come, first serve basis and some reach capacity at some point during the day. As a result, attendees would also be informed that this may be the case if they choose to drive and should plan accordingly which may include a choice of a non-driving trip. For those still choosing to drive, at least four (4) garage options would be provided to attendees to aid in their choices. The four garage options were shown on page 17 of the Transportation Impact Study located in Appendix B of the Draft EA.*
6	Transportation	NCPC	The EA currently does not contain a specific discussion on how the additional taxi, hired vehicle, and shuttle bus trips will affect peak hour traffic along C Street. Although the EA does include a 2015 Background Future Intersection Queue Summary on pg. 81, and a discussion of forecast assumptions on pg. 84, there is no specific discussion about how this additional on-street activity will impact the overall local traffic conditions. NCPC recommends that the EA be amended to include this information.	*A more detailed description is provided in the last two paragraphs on page 87 in the Draft EA. This detailed description which describes the pick-up/drop-offs on C Street with respect to lane capacity, is below:* "The impact of new trips associated with additional taxi/hired vehicles that would drop-off/pick-up of C Street, NW is described herein. C Street, NW in between 21st Street and 20th Street is a four-lane undivided roadway. New pick-up/drop-offs trip that would occur on the northern westbound lane and southern eastbound lane operate today as ad hoc pick-up/drop-off lanes while the interior lanes run unimpeded. The majority of this existing activity currently occurs on both sides of the roadway at designated Metrobus stop areas that serve Metrobus, commuter buses, and shuttle buses. The majority of the new activity would occur on the north side, or northern westbound lanes, which carry significantly fewer peak hour vehicles than the eastbound lanes."
7	Cumulative Impacts	NCPC	The analysis of potential cumulative impacts of any proposed action should be carried out in the same manner as the analysis of direct and indirect environmental impacts. This includes the impact's duration (long- or short-term), type (beneficial or adverse) and intensity (negligible, minor, moderate, major). NCPC staff notes that this has been done only partially and recommends that the EA be modified to include this information for all environmental topic areas where there is potential for cumulative impacts.	*The Final EA includes an analysis of each cumulative impact area that describes the duration, type and intensity of the impact.*

#	Section	Agency	Comment	Response
8	Cumulative Impacts	NCPC	NCPC staff disagrees with the overarching assessment on pg. 114 that, "The security construction could also have minor, cumulative impacts on the settings of contributing buildings in the Northwest Rectangle Historic District…", and that construction of permanent perimeter security could have only minor cumulative impacts on cultural resources. Rather, staff finds that continued construction of permanent perimeter security, <u>especially within public space</u>, could cause long-term, moderate to major, adverse cumulative impacts to cultural resources such as the L'Enfant Plan. Therefore, staff recommends that the EA be modified.	*The EA has been revised to address this comment in a more detailed manner. Resources, such as the Plan of the City of Washington, have been addressed as a whole, and impacts on individual contributing elements of the resources have also been evaluated. Please see the description below on last page of this matrix.*
9	Cumulative Impacts	NCPC	On pg. 114, the draft EA states, "This project, in combination with the installation of temporary and permanent security improvements within the project vicinity and DC overall, could have cumulative impacts on public space…" Similar to the previous comment, NCPC staff recommends that this statement be modified to indicate that installation of temporary and permanent security improvements could cause long-term, moderate to major adverse cumulative impacts to public space.	*The Final EA includes a revised statement that indicates that cumulative impacts to public space have the potential to be moderate to major in the long-term; however, the proposed improvements to the Martin Building would not be a contributing factor to the impacts, as they are not located within public space.*
10	Cumulative Impacts	NCPC	On pg. 115, the draft EA states, "The widespread installation of temporary and permanent security improvements across the District could have cumulative impacts on visual resources." NCPC staff recommends that this statement be modified to indicate that the widespread installation of temporary and permanent security improvements across the District could cause long-term, moderate to major, adverse cumulative impacts to visual resources.	*The Final EA includes a revised statement that indicates that cumulative impacts to visual resources have the potential to be moderate to major in the long-term.*
11	Cumulative Impacts	NCPC	There is no parking demand analysis to ensure adequate on-site/off-site parking for the proposed action, USIP, and the APhA addition. The EA traffic study does not analyze whether local area garages will have the capacity to accommodate the future "cumulative," net, new private vehicle parking demand generated by the proposed action, USIP, and APhA expansion. Thus, the traffic study and transportation section of the EA should be amended to include this information.	*We assume adequate on-site parking was deemed appropriate for the USIP and American Pharmacists Association Expansion during their approval review process. For additional information with respect to off-site parking, please see our response to "Transportation" comment #3 above.* *Additionally, the Board currently coordinates events with all neighbors within a two-block radius, as do they with the Board, as well as others outside of this radius, as do they with the Board, including GWU, the World Bank, the International Monetary Fund, the Pan American Health Organization and the Red Cross. This is done in an effort to minimize parking demands and encourage alternative modes of transportation to and from planned events at all locations.*
12	Terrestrial Environment	EPA	As noted on pg. 34, there will be clearing of existing vegetation. The Final EA should quantify the area to be impacted and identify the vegetation to be cleared, as well as discuss ways to mitigate for this loss, possibly through the new landscaping to be introduced.	*The Final EA states that, under the Preferred Action, approximately 6,290 SF of vegetation would be removed and approximately 14,310 SF would be added, for a net gain of 8,020 SF. Under the Alternative Action, approximately 5,770 SF of vegetation would be removed and approximately 10,490 SF would be added, for a net gain of 4,720 SF. These calculations account for the green roofs, as well.*

#	Section	Agency	Comment	Response
13	Water Resources	EPA	New construction presents an excellent opportunity to incorporate low impact development (LID) into project design. LID is a natural approach to land-development and stormwater management designed to reduce impacts on watershed hydrology and aquatic resources. It is important to incorporate LID efforts to mitigate the effects of development through traditional stormwater management practices, which have proven not to be entirely successful. EPA commends the Board for incorporating green roof(s) into its project design.	*The Final EA states that LID strategies have been considered in the development of all design alternatives. Enhancement of the ecological integrity of the site is achieved primarily through a net reduction of impervious areas. Additionally, the Board also intends to collect rain water and store it in cisterns, located in the parking garage and mechanical plant, to be used for irrigation. This reduction yields an improved hydrology, compared to the preconstruction system. As the design progresses, additional factors, such as the magnitude of hydraulic change, runoff travel times, and degree of hydraulic connection, would be further considered to result in an overall benefit to the existing ecology.*
14	Water Resources	EPA	In addition, Figures 2.2 and 2.3 identify new paved areas. The Final EA should quantify the proposed new paved areas and discuss ways to incorporate LID into this phase of the project design, i.e. utilizing pervious pavers, etc.	*The Final EA states that the quantity of new paved area is approximately 5,500 SF.* *LID measures are discussed in the previous response.*
15	Visual Resources	EPA	It is suggested that simulated views of the proposed additions to the Martin Building be provided in the Final EA to provide a more accurate visual aide in addition to the overhead drawings provided in Section 2.	*Please see response to comment #2.*
16	Threatened and Endangered Species	US Fish and Wildlife Service	Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered. Beginning August 3, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.	*Noted.*
17	Wetlands	US Fish and Wildlife Service	An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements.	*Noted. There are no wetlands within the project area, as identified in Section 3.2.2 of the EA.*

Cumulative Impacts: Cultural Resources (comment #8)

The District of Columbia State Historic Preservation Office concluded, on January 22, 2010, that the Federal Reserve Board's proposed Visitor Screening and Conference Center would have no impact on historic properties, including historic districts, individually landmarked buildings, or the Plan of the City of Washington. On April 2, 2010, the Advisory Council on Historic Preservation determined not to participate in Section 106 consultation on the project due to the DCSHPO's finding. Cumulative impacts on cultural resources associated with the undertaking therefore derive exclusively from other actions within the area of potential effects – chiefly from perimeter security improvements at the Harry S Truman Building and the American Pharmacists Association headquarters. NEPA analysis of the impacts of these undertakings is ongoing.

The security improvements include construction on DOS, APhA, and NAS property and in the rights of way of C, 21st, 22nd, and 23rd streets (roadways, sidewalks, open space). The streets are all contributing features of the Plan of the City of Washington National Register documentation. Placing security elements in the rights of way of the L'Enfant-McMillan Plan streets would cumulatively impact the open setting of portions of these streets and the characteristic relationship of roadway to flanking public space and adjacent buildings within the APE. Due to its confined location relative to the entire scope of the L'Enfant and McMillan designs, the security construction surrounding the Truman and APhA buildings does not prevent an understanding of the overall character of the L'Enfant-McMillan Plan for Washington, and the cumulative effect on the city plan as a whole is deemed long-term, adverse, and minor. On individual streets, however, the adverse impact varies. Long-term, adverse impacts to C Street are judged to be moderate to major because the street itself is closed to traffic between 21st and 23rd Streets, it receives more security construction (bollards, cheek walls, guard booths) than other streets, and the contributing segment of the street is only five blocks long in the area. Twenty-first Street remains open, but is narrowed significantly, and traffic islands and security construction obscure the intended open, symmetrical disposition of the street. Twenty-second Street is closed with bollards at its intersection with C Street and security barriers will intrude on the street's right of way. Impacts to both streets are judged to be long-term, moderate, and adverse. The movement of the curb on 23rd Street to the west restores the roadway between C and D streets to the center of the right of way, its location during the period of significance, but security construction impinges on the east side of the right of way, creating long-term, minor, adverse impacts.

The principal building adversely impacted by the security construction within the APE is the Truman Building, which is individually eligible for the National Register and a contributing feature of the Northwest Rectangle Historic District. The Truman Building will receive security barriers on all four of its sides. In addition, new canopies at the entrances to the Harry S Truman Building would impact the original building fabric, as well as views of its facades. Impacts to the Harry S Truman Building are also judged to be long-term, moderate, and adverse overall, with a greater intensity of impact on C Street.

The most significant facades of APhA, NAS, and the Federal Reserve's Eccles Building, all of which are individually listed in the National Register and are contributing buildings of the Northwest Rectangle Historic District, are the south facades facing West Potomac Park. These facades are set back from Constitution Avenue and provide dignified and spacious framing for the Lincoln Memorial and the Reflecting Pool. They receive negligible impacts from the security construction, which occurs along the northern margin of their sites. On the north, the contributing C Street façade of John Russell Pope's APhA building has already been obscured by a large addition, and those of the National Academy of Sciences and the Eccles Building are secondary facades. The north NAS façade is a windowless addition constructed in 1969-70 in the same materials as the original building; the Eccles façade stands in the block beyond the security construction. Barriers in the form of walls on the east and west sides of NAS impact that building's setting. Due to the relatively minor significance of the affected facades and the small scale of the security improvements, the adverse cumulative impacts to APhA, NAS, and the Eccles Building are judged to be long-term and minor.

APPENDIX B:

Proposed Visitor Screening Center & Conference Center Transportation Impact Study

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PROPOSED VISITOR SCREENING CENTER
&
CONFERENCE CENTER

TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.

Submitted on behalf of the:
Board of Governors of the Federal Reserve System
William McChesney Martin, Jr. Building

Prepared by:
Wells + Associates, Inc.

January 22, 2010

DRAFT

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SECTION 1
INTRODUCTION

PURPOSE

The purpose of this transportation study is to evaluate the adequacy of the existing transportation network for the proposed "Alternative 2 – Preferred Action" (or "Preferred Alternative") for the Board of Governors of the Federal Reserve System (hereinafter referred to as the "Board") Eccles-Martin Complex Visitor and Conference Center. The results for the "Preferred Alternative" would also apply for the "Alternative 3 – Action Alternative." This study will be evaluated as part of the review and approval process of an Environmental Assessment (EA) and Section 106.

STUDY SCOPE

The Board seeks to add an approximate 11,000± square foot (S.F.) "Visitor Screening Center" to be located on C Street at the main entrance to the Eccles-Martin Complex for both employees and visitors to meet new security measures mandated by current threats. Additionally, the Board seeks to renovate and expand the existing podium level by 15,300± S.F. to provide a new 35,000± S.F. "Conference Center." This new facility will enable the Board to provide conferencing and training facilities for all its current activities that presently are forced at times to occur at offsite locations. This new "Conference Center" will support the Board's mission.

The existing meeting space is 12,900± S.F. and has a maximum capacity of 331 attendees. The proposed expansion would increase this space to 35,000± S.F. and provide for a maximum capacity of 650 attendees.

STUDY OBJECTIVES/METHODOLOGY

Tasks undertaken in this study included the following:

1. A review of the design concept plans prepared by Karn Charuhas Chapman & Twohey and other background materials.

2. A scoping meeting with District Department of Transportation staff, including the Ward 2 Neighborhood Transportation Planning Coordinator, regarding the proposed traffic analysis scope, trip generation, and analysis procedures. The scoping letter of agreement is included as Appendix A.

3. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasings/timings, speed limits, parking facilities (on- and off-street), pedestrian handicap ramps, and the public transportation system.

4. Vehicular traffic and pedestrian counts at major off-site intersections and driveways during the weekday AM and PM peak periods.

5. Analysis of existing levels of service at key off-site study intersections and driveways.

6. Estimation of regional growth during the weekday AM and PM peak periods.

7. Forecasted 2015 background traffic volumes, without the proposed development in place ("no action").

8. Estimation of the number of weekday AM and PM peak hour and evening conference trips that would be generated by the proposed "Preferred Alternative" Conference Center.

9. Projection of 2015 total future traffic volumes with the proposed development.

10. Identification of potential improvements/ programs to mitigate site traffic impacts.

Sources of data for this analysis included traffic counts conducted by Wells + Associates; conceptual design plans provided by Karn Charuhas Chapman & Twohey; Rhodeside & Harwell; the Institute of Transportation Engineers (ITE); DDOT; and the Board.

STUDY AREA

Wells + Associates studied the following area intersections and driveways:

1. C Street, NW/21 Street, NW,
2. C Street, NW/20th Street, NW,
3. C Street, NW/Virginia Avenue, NW,
4. Virginia Avenue, NW/21st Street, NW,
5. Virginia Avenue, NW/20th Street, NW,
6. Constitution Avenue, NW/21st Street, NW,
7. Constitution Avenue, NW/20th Street, NW
8. 20th Street, NW/Department of Interior (DOI) South Driveway,
9. 21st Street, NW/National Academy of Sciences Driveway (exit only),
10. 21st Street, NW/National Academy of Sciences Driveway,
11. 21st Street, NW/Department of State Driveway,
12. C Street, NW/Board driveway,
13. 20th Street, NW/Board driveway,
14. 21st Street, NW/Board driveway north,
15. 21st Street, NW/Board driveway south, and
16. C Street mid-block pedestrian crossing (between 21st and 20th Streets).

Figure 1-1 shows the limits of the study area.

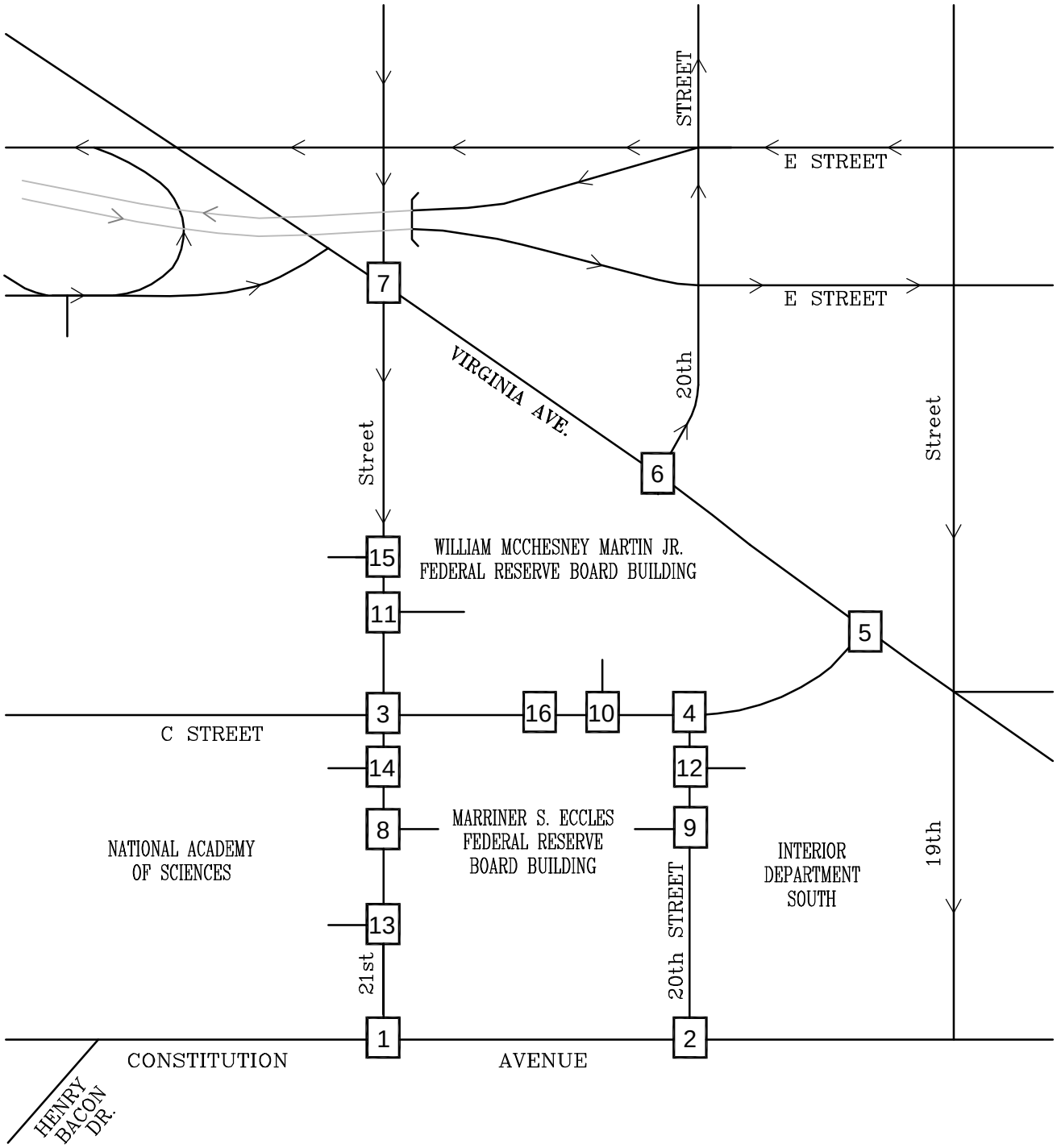

Figure 1–1
Limits of Study Area

1 Study Intersection

North

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SECTION 2
BACKGROUND INFORMATION

SITE LOCATION

The Marriner S. Eccles and William McChesney Martin, Jr. buildings that make up the subject Board buildings and occupy the entire blocks bounded by Constitution Avenue on the south, Virginia Avenue to the north and east, 21st Street on the west, and 20th Street on the east, in the northwest section of Washington, D.C. in Ward 2, as shown on Figure 2-1. The Department of State building is located to the north and west of the site, the National Academy of Sciences to the south and west, and the Department of Interior South Building to the south and east. A portion of the Martin Building city block is owned by the Department of Interior.

BUILDING PROGRAM

The Martin Building currently provides approximately 12,900 S.F. of meeting space for up to 331 seated attendees in various meeting rooms. The dining rooms and cafeteria on the terrace level are occasionally used to accommodate meetings.

Approximately 1,085 off-street parking spaces are located with the Martin Building area. There are approximately 333 parking spaces dedicated to the Board and 752 parking spaces dedicated to Department of Interior. The Martin and Eccles buildings are served by approximately eight (8) bicycle racks of various sizes beneath the Martin Building providing a bicycle parking capacity for approximately 81 bicycles. There are approximately 37 parking spaces provided at the Eccles Building.

DESCRIPTION OF PREFERRED ALTERNATIVE

Visitor Screening Center. The proposed 11,000± S.F. "Visitor Screening Center" would be located on C Street at the main entrance to the Eccles-Martin Complex for both employees and visitors. The "Visitor Screening Center" would provide ample space to screen visitors and employees in a covered vestibule. The vestibule would meet new security measures mandated by current threats. Presently, visitors and employees that are screened at the Martin Building C Street entrance must enter the main portion of the building to be screened creating inherent security issues. Due to limited screening space, current conditions create lengthy pedestrian queues and waiting times in the weather during the security screening process.

Conference Center. The Board proposes a new 35,000± S.F. "Conference Center" to be located on the existing podium level of the Martin Building. As summarized below, this would be achieved by renovating and expanding the existing 19,700± S.F. podium level by 15,300± S.F. which includes the construction of two (2) new pavilions and

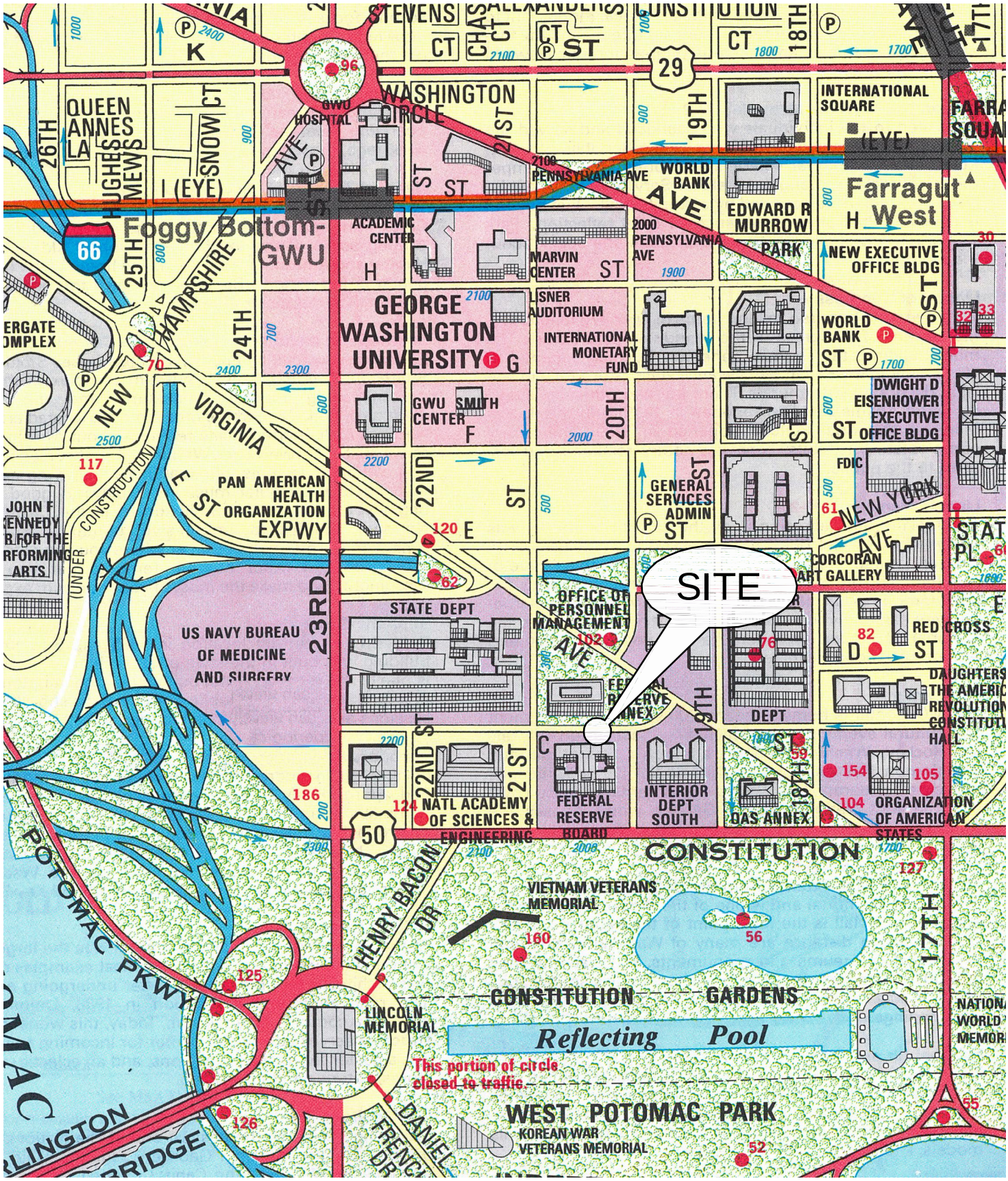

Figure 2–1
Site Location Map

North

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relocating the perimeter wall closer to the exterior columns:

Existing Podium Level	19,700± S.F.
Existing Podium Expansion	5,300± S.F.
New East Pavilion	5,000± S.F.
New West Pavilion	5,000± S.F.
"Conference Center"	35,000± S.F.

The new "Conference Center" will enable the Board to provide conferencing and training facilities up to 650 persons for all of its current activities. It will allow the Board to hold functions onsite that are currently forced to be held at offsite locations, and to add new conferences and meetings to support the Board's mission. The proposed podium plan, supported with 15,300± S.F. of new additional space, would include:

- 5 conference rooms,
- 3 break-out rooms,
- 2 classrooms,
- 2 PC training rooms,
- Conference registration and conference management offices,
- a business center,
- a pantry designed for serving catered events,
- 3 pre-function/lounge areas suitable for receptions,
- a west pavilion that will enclose a 75-seat lecture hall, a smaller 30 seat video and teleconference room, and one of two PC training rooms; and
- an east pavilion will incorporate a dividable 325-seat multi-purpose room.

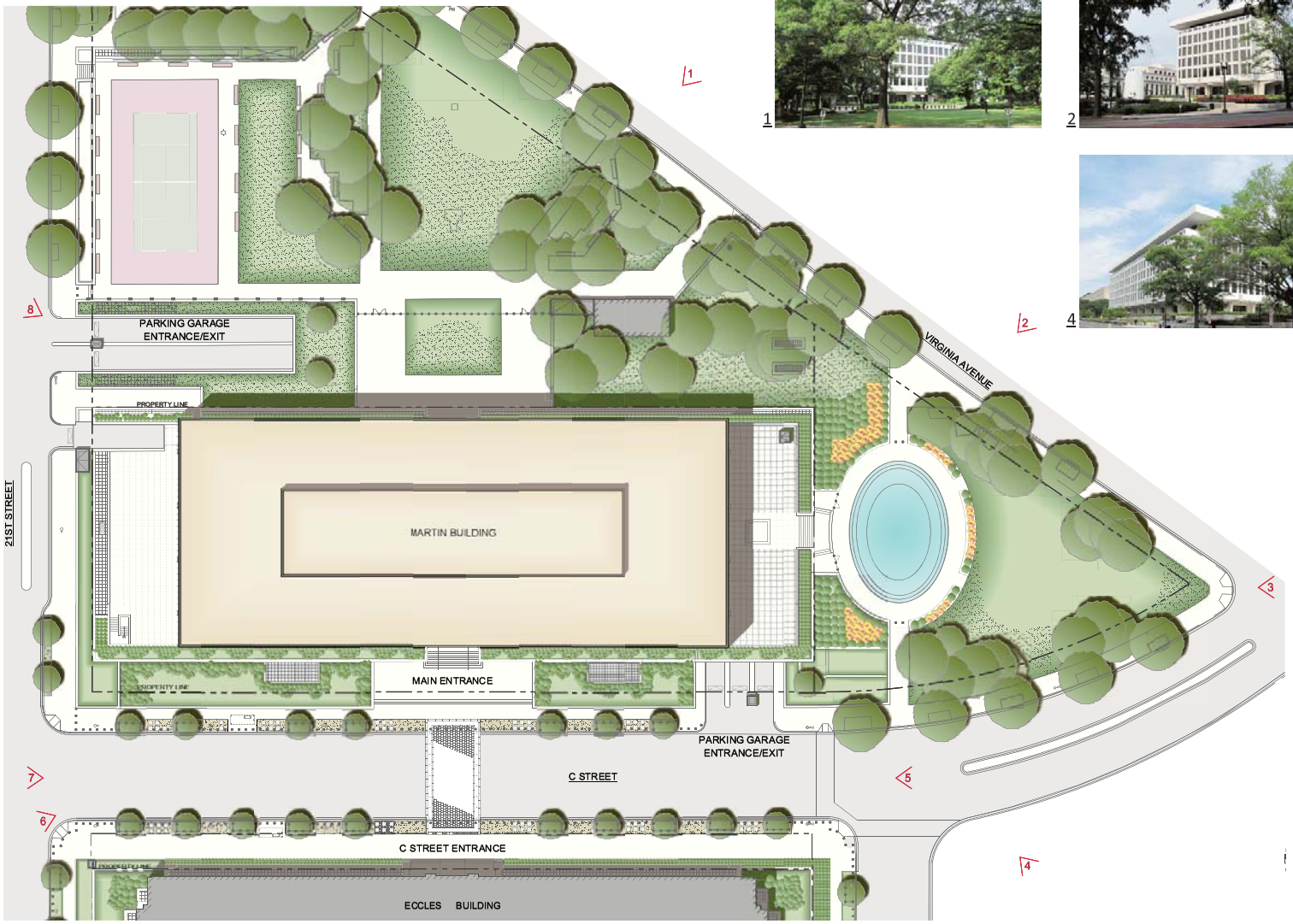
Presently, events that occur on-site take place in the dining rooms and cafeteria on the terrace level of the Martin Building and various conference rooms within the two (2) building compound. The proposed "Conference Center" would provide an expanded and modern venue for these events and others held off-site. This consolidation would offer the necessary security for those employees and visitors in attendance.

Employees. Existing office space will be displaced to make room for the new visitor screening and conference centers, this result in a net decrease of approximately 55 Board employees at this location. These employees will likely be relocated to other Board facilities in the District of Columbia.

Parking. With the reconstruction of the Martin Building's podium level to accommodate a new "Visitor Screening Center" and "Conference Center," structural improvements that include additional support columns will result in a net loss of approximately 25 parking spaces in the sub-grade south parking garage beneath the Martin Building. No new parking is proposed with the subject application.

The existing site plan is shown on Figure 2-2; the proposed preferred alternative concept plan is shown on Figure 2-3.

The entire development is expected to be fully complete and operational by 2015 for planning purposes.



1

2

3

4

5

6

7

8

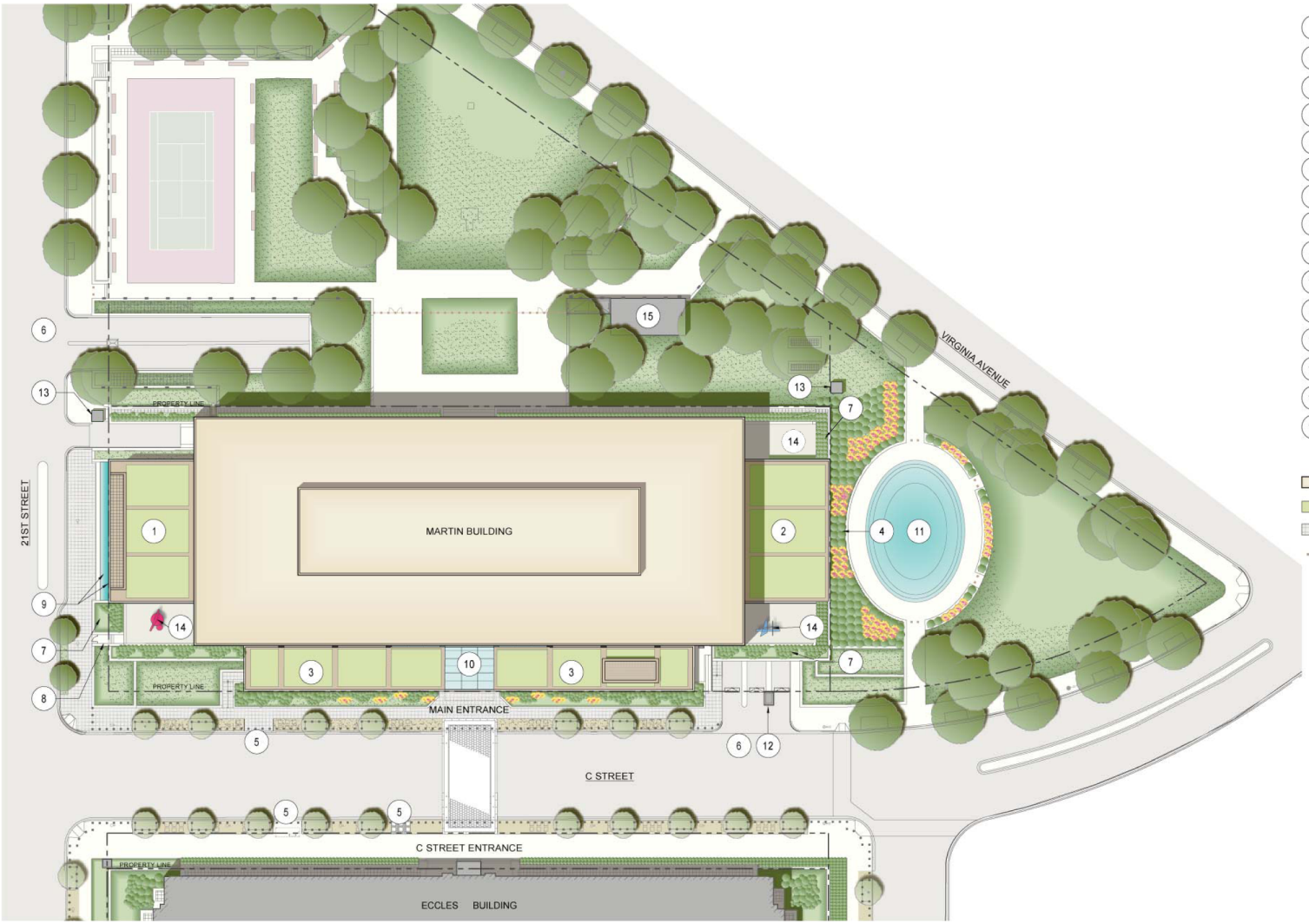
Figure 2-2
Existing Site Plan

Drawing A-2
August 3, 2009

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center: Existing Site Plan and Photos

NORTH
15' 0 30' 60'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE NW SUITE 1250
WASHINGTON DC 20036 202.659.5600



KEY NOTES:

1. PROPOSED WEST PAVILION CONFERENCE CENTER WITH GREEN ROOF
2. PROPOSED EAST PAVILION CONFERENCE CENTER WITH GREEN ROOF
3. PROPOSED VISITOR SCREENING CENTER GREEN ROOF
4. PROPOSED LANDSCAPED AREA
5. EXISTING BUS STOP
6. EXISTING GARAGE ENTRANCE/EXIT
7. PROPOSED MODIFIED PLANTER
8. PROPOSED EGRESS STAIR FROM G1-LEVEL TO STREET LEVEL
9. PROPOSED FOUNTAIN WALL & BASIN
10. PROPOSED VISITOR SCREENING CENTER SKYLIGHT
11. EXISTING FOUNTAIN
12. EXISTING GUARD BOOTH
13. PROPOSED RELOCATED GUARD BOOTH
14. PROPOSED SCULPTURE AREA
15. EXISTING NORTH PARKING GARAGE EXIT PAVILION

LEGEND:

- EXISTING BUILDING
- GREEN ROOF
- NEW PAVED AREA
- EXISTING PERIMETER SECURITY
- EXISTING LIGHT POST

Figure 2-3
Preferred Action

Board of Governors - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center

NORTH
8' 0 16' 32'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE NW SUITE 1250
WASHINGTON DC 20036 202.659.5600

ACTION ALTERNATIVE

The "Action Alternative" (Alternative 3 – Action Alternative) would maintain the Visitor Screening Center identical to the "Preferred Alternative." The programming area in the podium level would be reduced for the conference center. For planning purposes, the results and mitigation for the evaluated worst case "Preferred Alternative" would apply to the "Action Alternative."

PEDESTRIAN ACCESS/EGRESS

Pedestrian entrances/exits are currently located on the south side of the Martin Building on C Street, north side of the Eccles Building on C Street, and the east side of the Eccles Building on 20th Street.

The new "Visitor Screening Center" would provide a single point of entry for Martin and Eccles Building employees and visitors.

INTERSECTION HANDICAP RAMP INVENTORY

An inventory of handicap ramps by location at each study intersection is summarized on Figure 2-4. Each handicap ramp is identified as being a flared or non-flared.

VEHICULAR ACCESS/EGRESS

Martin Building. Garage entrances and exits for the Martin Building are located mid-block on 21st Street between C Street and Virginia Avenue and on C Street just east of 20th Street. The Martin Building driveways are shared by both Board and Department of Interior employees.

Eccles Building. Garage entrances and exits for the Eccles Building are located at mid-block on 20th and 21st Streets between C Street and Constitution Avenue. The Eccles Building driveway on 21st Street is limited to emergency egress or high profile visitors.

Each vehicular access location accommodates entering and exiting vehicles.

LOADING ACCESS

Martin Building. The Martin Building driveway for deliveries is located on 21st Street, north of C Street. On-street deliveries are also accommodated on the north side of C Street just west of the 20th Street/C Street intersection.

Eccles Building. The Eccles Building is served by an above-grade loading dock accessed from the 20th Street driveway. All deliveries are inspected on 20th Street before serving the building.

Additional loading facilities are not required or proposed as part of the anticipated building modifications.

PUBLIC STREET NETWORK

The subject site area is located within a connected network of arterial, collector, and local streets. Constitution Avenue and C Street are east-west streets. 21st and 20th Streets are north-south streets. Virginia

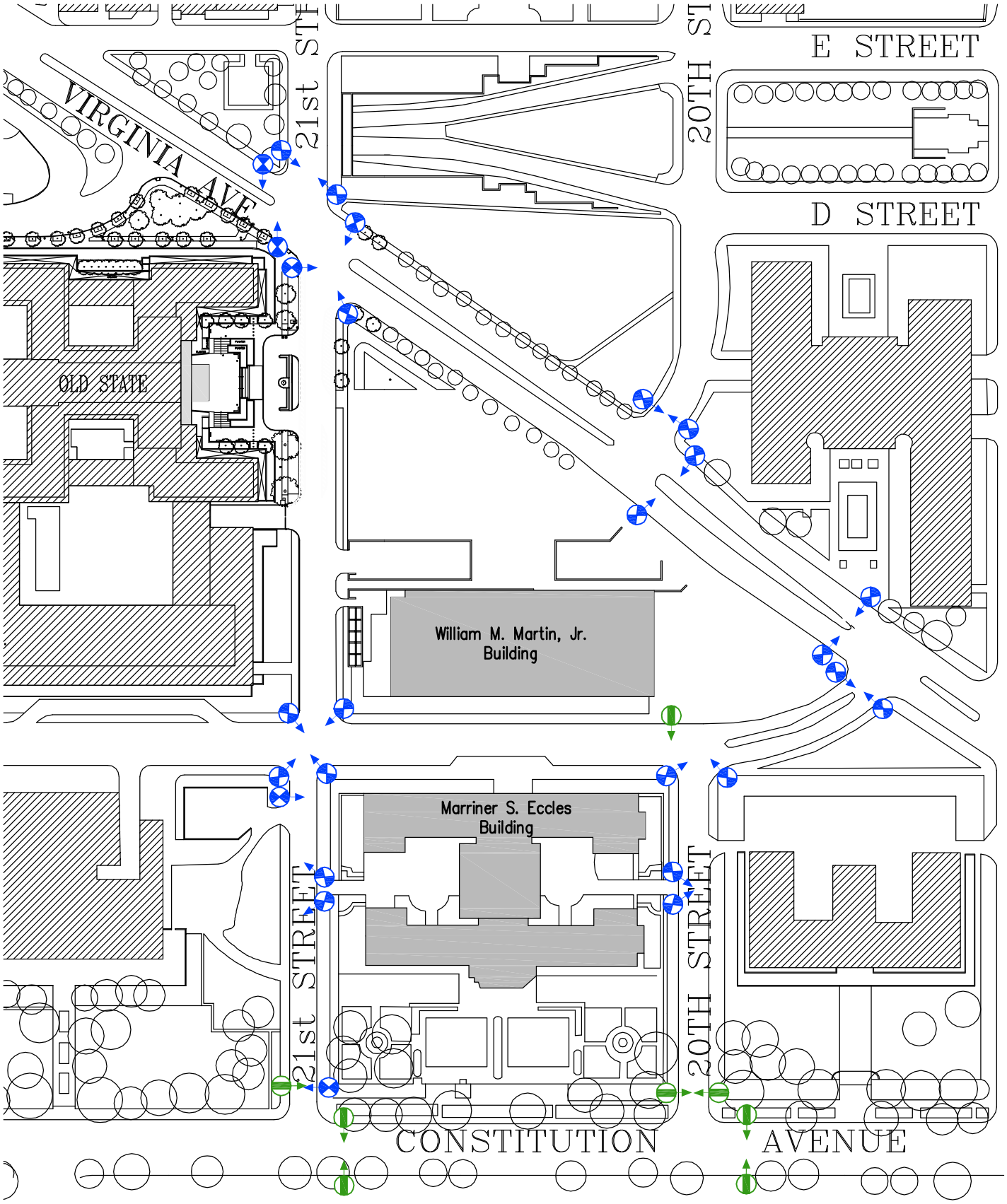


Figure 2-4
Intersection Handicap Ramp Inventory

Flared Ramp

Non-Flared Ramp

North

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Avenue is northwest to/from southeast diagonal street. Each street has a posted or assumed when not posted, speed limit of 25 miles per hour (mph).

DDOT's "Functional Classification Map" classifies each street noted above as the following:

- Constitution Avenue as a "principal arterial";
- Virginia Avenue as a "minor arterial";
- 20th Street as a "minor arterial" north of Virginia Avenue and as a "local" south of C Street;

21st Street as a "collector"; and

- C Street as a "collector" street.

In the vicinity of the site, the following streets operate as one-way:

- 20th Street operates one-way northbound north of Virginia Avenue and
- 21st Street operates one way southbound north of C Street.

BICYCLE FACILITIES

Currently, no designated bicycle lanes or routes exist within the study area vicinity. Bicyclists must share the roads with vehicular and pedestrian traffic. According to the District of Columbia Master Plan – Proposed Bicycle Facilities Map (April 2005), bicycle lanes are proposed along Virginia Avenue and 21st Street in the vicinity of the proposed intersection re-configuration. In addition, bicycle lanes are proposed on E Street (westbound) between Virginia Avenue and 17th Street (see Figure 2-5).

Approximately eight (8) bicycle racks of various sizes are provided within the Martin Building south garage providing a bicycle parking capacity for approximately 81 bicycles. Two (2) U-shaped bicycle racks are located on the east side of 21st Street just south of Virginia Avenue.

ON-STREET PARKING RESTRICTIONS

During the weekday AM and PM peak traffic periods, certain on-street parking areas are restricted to allow for additional travel lanes. These restrictions occur during the following periods at the following locations, as summarized on Figure 2-6 and Table 2-1:

No Standing or Parking
7 AM – 9:30 AM, 4 PM – 6:30 PM
3 Hour Parking, 9:30 AM – 4 PM

1. South side of Constitution Avenue within the study area between 21st and 19th Street.

2. North side of Constitution Avenue within the study area between 22nd and 21st Street.

3. North side of Constitution Avenue within the study area between 21st and 20th Street.

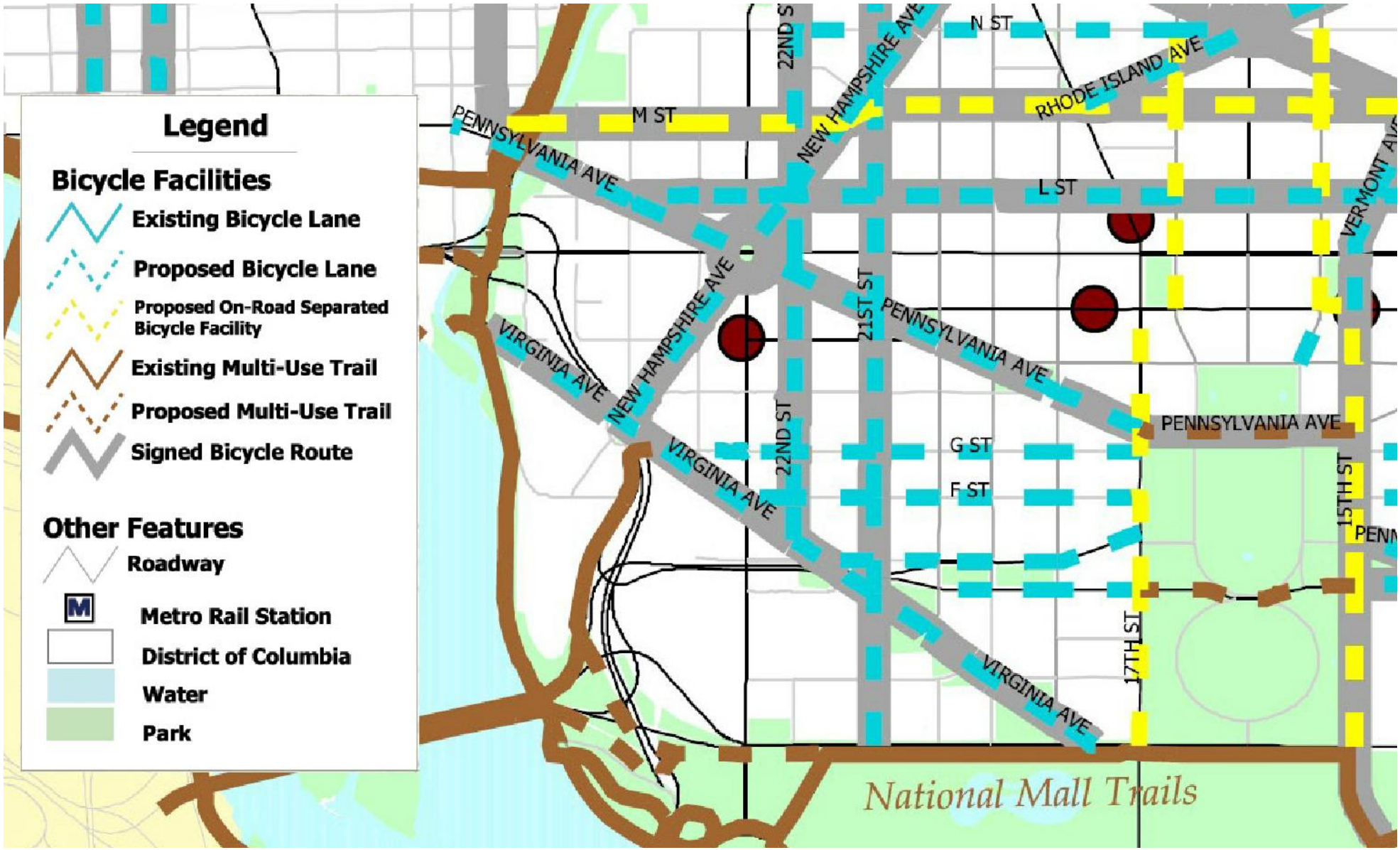

Figure 2-5
Bicycle Facilities

Reference: "District of Columbia Master Plan - Proposed Bicycle Facilities Map (April 2005)"

North

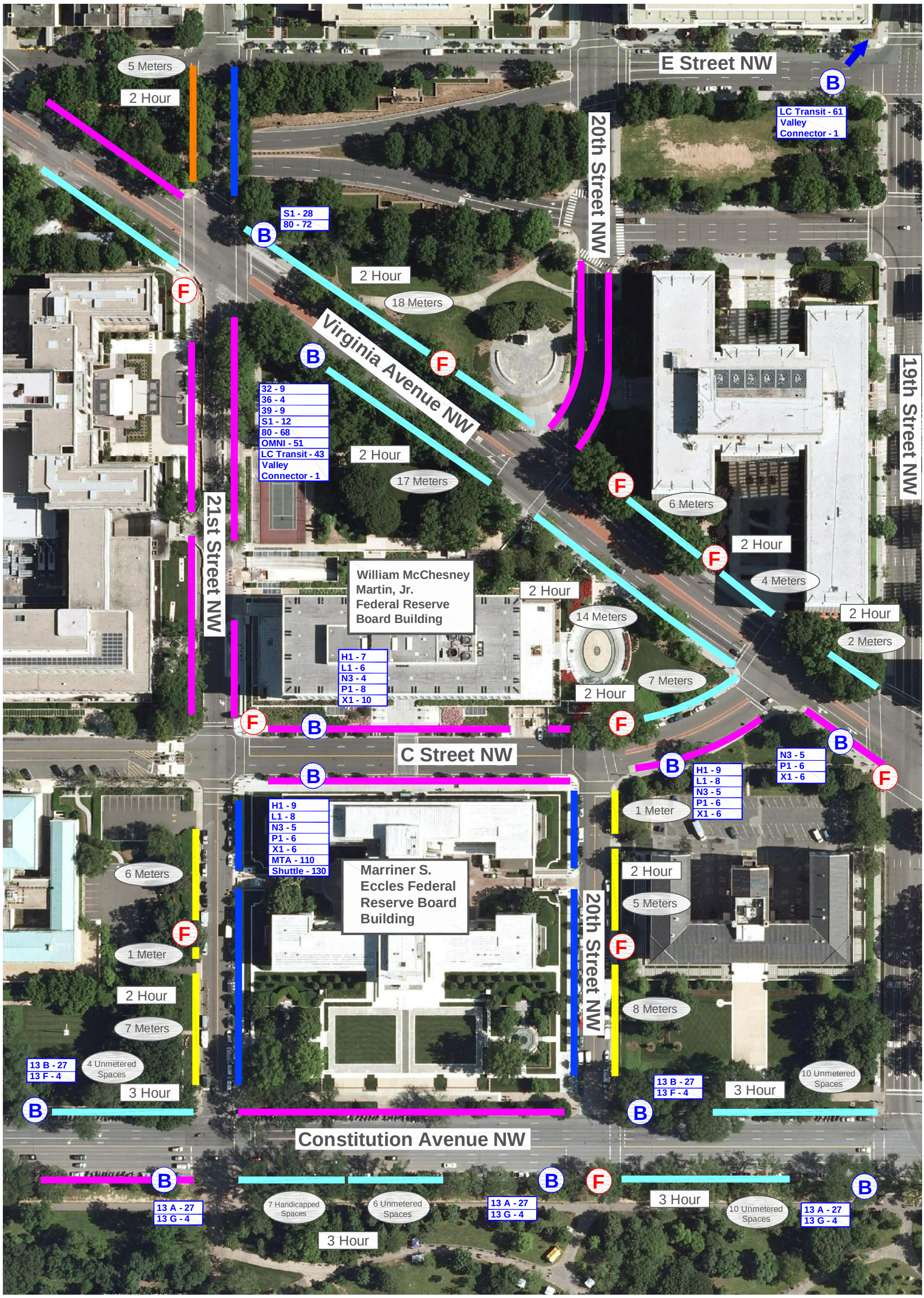

Figure 2-6
Existing Transportation Facilities

F Fire Hydrant

B Bus Stop

X Hour Weekday Parking Limit

XX - XX (Bus Line; No. of Buses per Day)

No Parking PM Peak Period

No Parking AM Peak Period PM Peak Period

Parking Permitted Anytime

No Parking Anytime

No Parking Anytime (Weekdays)

North

Table 2-1
Existing On-Street Parking Summary
Board of Governors of the Federal Reserve System (Board)

Street	Side	From	To	Spaces	Control	Restrictions
1. 21st Street	West	C Street	Constitution Avenue	14	Metered	No Standing or Parking 4 PM - 6:30 PM (M-F); 2 Hour Parking 7:00 - 4:00 PM
	East	Constitution Avenue	C Street	0	N/A	No Parking Monday - Friday 6:00 AM - 8:00 PM Except Holidays
2. 21st Street	West	Virginia Avenue	C Street	0	N/A	No Stopping or Standing Anytime
	East	C Street	Virginia Avenue	0	N/A	No Parking Anytime
3. 21st Street	West	E Street	Virginia Avenue	5	Metered	2 Hour Parking 7:00 AM to 6:30 PM
	East	Virginia Avenue	E Street	0	N/A	No Standing or Parking 7 - 9:30 AM 4 - 6:30 PM (M-F); No Parking 9:30 AM - 4 PM (M-F);
4. 20th Street	West	C Street	Constitution Avenue	0	N/A	No Parking Monday - Friday 6:00 AM - 8:00 PM Except Holidays
	East	Constitution Avenue	C Street	14	Metered	No Standing or Parking 4 PM - 6:30 PM (M-F); 2 Hour Parking 7:00 - 4:00 PM
5. 20th Street	West	E Street	Virginia Avenue	0	N/A	No Standing or Parking Anytime
	East	Virginia Avenue	E Street	0	N/A	No Standing or Parking Anytime
6. C Street	North	20th Street	21st Street	0	N/A	No Parking
	South	21st Street	20th Street	0	N/A	No Parking
7. C Street	North	Virginia Avenue	20th Street	7	Metered	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 2 Hour Parking 9:30 AM - 4:00 PM (M-F)
	South	20th Street	Virginia Avenue	0	N/A	No Standing or Parking Anytime
8. Virginia Avenue	North	21st Street	D Street	0	N/A	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); No Standing or Parking Metro Bus Stand at All Other Times
	South	D Street	21st Street	0	N/A	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F)
9. Virginia Avenue	North	20th Street	21st Street	18	Metered	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 2 Hour Parking 9:30 AM - 4 PM (M-F)
						No Standing or Parking 7AM - 9:30 AM (M-F); No Parking Metro Bus Stand 3:30 - 6:30 PM (M-F)
	South	21st Street	20th Street	17	Metered	2 Hour Parking 9:30 AM - 3:30 PM (M-F)
10. Virginia Avenue	North	C Street	20th Street	10	Metered	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 2 Hour Parking 9:30 AM - 4:00 PM (M-F)
	South	20th Street	C Street	14	Metered	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 2 Hour Parking 9:30 AM - 4:00 PM (M-F)
11. Virginia Avenue	North	19th Street	C Street	2	Metered	No Standing or Parking 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 2 Hour Parking 9:30 AM - 4:00 PM (M-F)
	South	C Street	19th Street	0	N/A	No Standing or Parking Anytime
12. Constitution Avenue	North	21st Street	Henry Bacon Drive	4	Un-Metered	No Stopping 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 3 Hour Parking 9:30 AM - 4:00 PM (M-F)
	South	Henry Bacon Drive	21st Street	0	N/A	No Standing Bus Zone; No Stopping or Standing; No Stopping 7 - 9:30 AM 4-6:30 PM (M-F)
13. Constitution Avenue	North	20th Street	21st Street	0	N/A	No Stopping 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); No Standing Bus Loading and Unloading Zone
	South	21st Street	20th Street	13	Un-Metered	No Stopping 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 3 Hour Parking 9:30 AM - 4:00 PM (M-F); Includes 7 handicap spaces.
14. Constitution Avenue	North	19th Street	20th Street	10	Un-Metered	No Stopping 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 3 Hour Parking 9:30 AM - 4:00 PM (M-F)
	South	20th Street	19th Street	10	Un-Metered	No Stopping 7AM - 9:30 AM 4 PM - 6:30 PM (M-F); 3 Hour Parking 9:30 AM - 4:00 PM (M-F)
			Metered Subtotal	84	Spaces	
			Un-Metered Subtotal	37	Spaces	
			Total On-Street	121	Spaces	

No Standing or Parking
7 AM – 9:30 AM, 4 PM – 6:30 PM
2 Hour Parking, 9:30 AM – 4 PM

1. Southwest side of Virginia Avenue between D Street and 21st Street.
2. Southwest side of Virginia Avenue between 20th Street and C Street.
3. Northeast side of Virginia Avenue between 21st and 19th Street.
4. North side of C Street between 20th Street and Virginia Avenue.

No Standing or Parking
7 AM – 9:30 AM
No Parking Metrobus Stand
3:30 PM – 6:30 PM
2 Hour Parking, 9:30 AM – 3:30 PM

1. Southwest side of Virginia Avenue between 21st and 20th Street

2 Hour Parking, 7 AM – 6:30 PM

1. West side of 21st Street between E Street and Virginia Avenue.

No Standing or Parking
7 AM – 9:30 PM, 4 PM – 6:30 PM
No Standing or Parking, Metrobus Stand/Loading and Unloading zone at all other times.

1. North side of Constitution Avenue between 21st and 20th Street.
2. South side of Constitution Avenue west of 21st Street.
3. Northeast side of Virginia Avenue west of 21st Street.

No Standing or Parking
7 AM – 9:30 PM, 4 PM – 6:30 PM
No Parking except Shuttle Buses
9:30 AM – 4 PM

1. North side of the C Street/20th Street intersection.

No Standing or Parking
4 PM – 6:30 PM
2 Hour Parking, 7 AM – 4 PM

1. West side of 21st Street between Constitution Avenue and C Street.
2. East side of 20th Street between Constitution Avenue and C Street.

No Parking
6 AM – 8 PM

1. East side of 21st Street between Constitution Avenue and C Street.
2. West side of 20th Street between Constitution Avenue and C Street.

No Parking Anytime

1. North and south side of C Street between 21st and 20th Street.
2. East and West side of 21st Street between Virginia Avenue and C Street.
3. South side of C Street between 20th Street and Virginia Avenue.
4. Southeast side of Virginia Avenue between C Street and 19th Street.
5. East side of 21st Street between E Street and Virginia Avenue.
6. East and west sides of 20th Street between E Street and Virginia Avenue.

ON-STREET PARKING INVENTORY

Weekday business hour perimeter curb parking for the Martin and Eccles Buildings is not permitted except on the northeast side along Virginia Avenue.

The on-street curb parking inventory immediately serving the Board is also summarized Figure 2-6 and Table 2-1. In the study area, there are 121 on-street parking spaces of which 84 are controlled by parking meters and 37 are un-metered with a 3-hour parking limit.

PUBLIC PARKING FACILITIES

The nearest public parking facilities are located at 511 20th Street and 533 21st Street about a ¼ mile walk from the north to the Martin Building's C Street entrance. The Columbia Plaza Garage is located about a 0.45 mile walk away from the northwest to the Martin Building's C Street entrance. The George Washington University – APG Garage is located about a 0.6 mile walk away from the northwest to the Martin Building's C Street entrance. Each location is summarized on Figure 2-7.

BOARD SHUTTLE SYSTEM

The Board operates two (2) shuttle buses with a 35-person seat capacity that connects the Martin and Eccles Buildings to Board office space throughout the District.

AM and afternoon period (6:30 AM to 3 PM). Shuttle bus service headways at the Martin/Eccles Buildings C Street stop occur every 15 minutes under two (2) shuttle routes.

- Shuttle Bus #1 operates a route to/from C Street and Board office space located at 18th and I Streets.
- Shuttle Bus #2 operates a route to/from C Street and Board office space located at New York Avenue and 17th Street.

PM Period (3 PM to 7:15 PM). Shuttle bus service headways at the Martin/Eccles Buildings alternative between 10 minutes and 15 minutes at the C Street stop with two (2) shuttle buses operating the same route.

- Shuttle Bus #1 and #2 operate a route from C Street to 18th and I Streets follow by New York Avenue and 17th Street.

The shuttle routes are summarized on Figure 2-8. The shuttle bus schedule and monthly ridership numbers are provided in Appendix B.

PUBLIC TRANSPORTATION SERVICES

The subject area is served by Metrorail, Metrobus, and commuter bus.

Metrorail. The nearest Metrorail station serving the subject site is the Foggy Bottom-GWU station (Orange/Blue Line) located to the northwest and is an approximate 0.70 mile walk to the Martin Building C Street entrance. The Farragut West station (Orange/Blue Line) is located to the

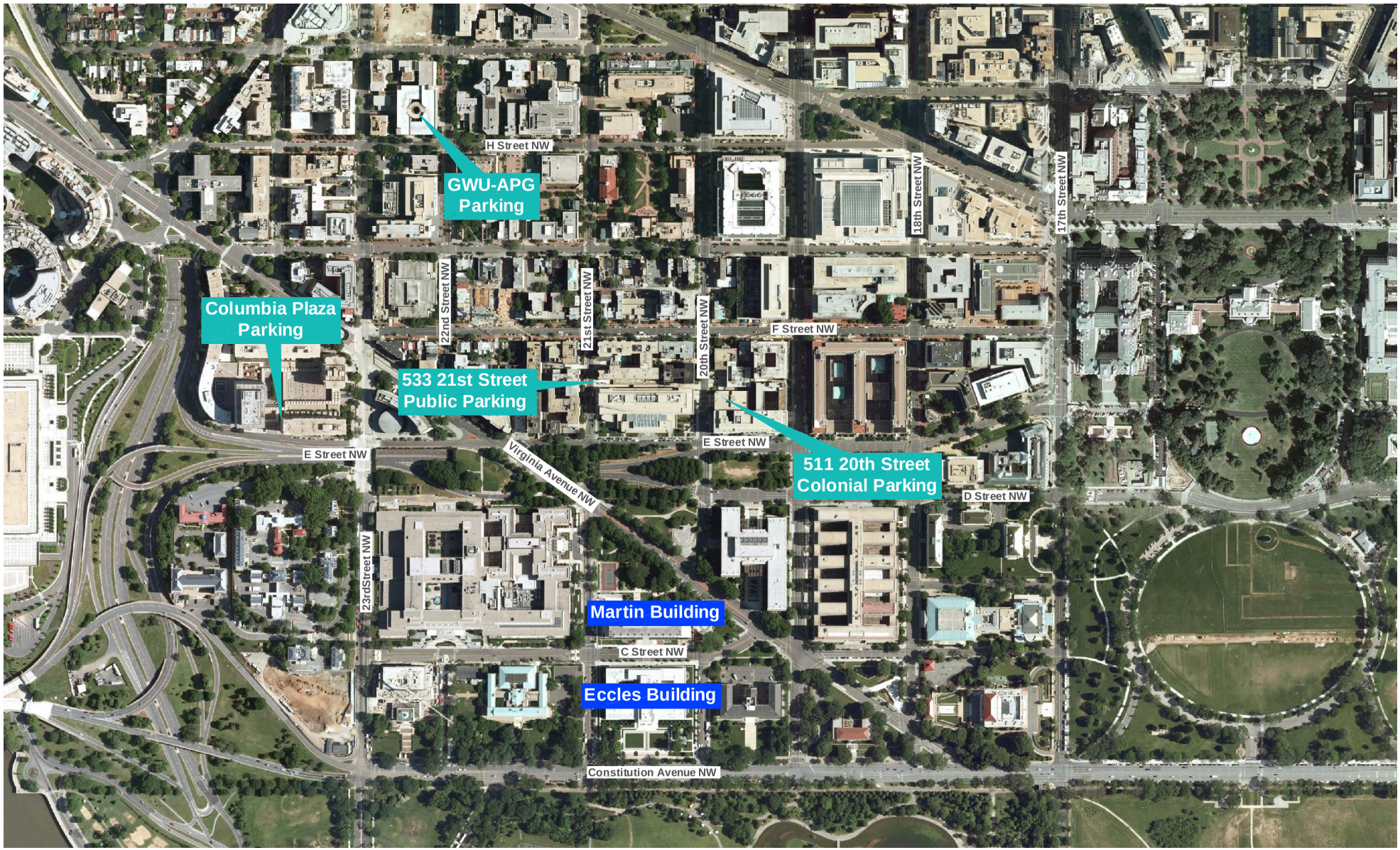

Figure 2-7
Public Parking Facility Locations

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.

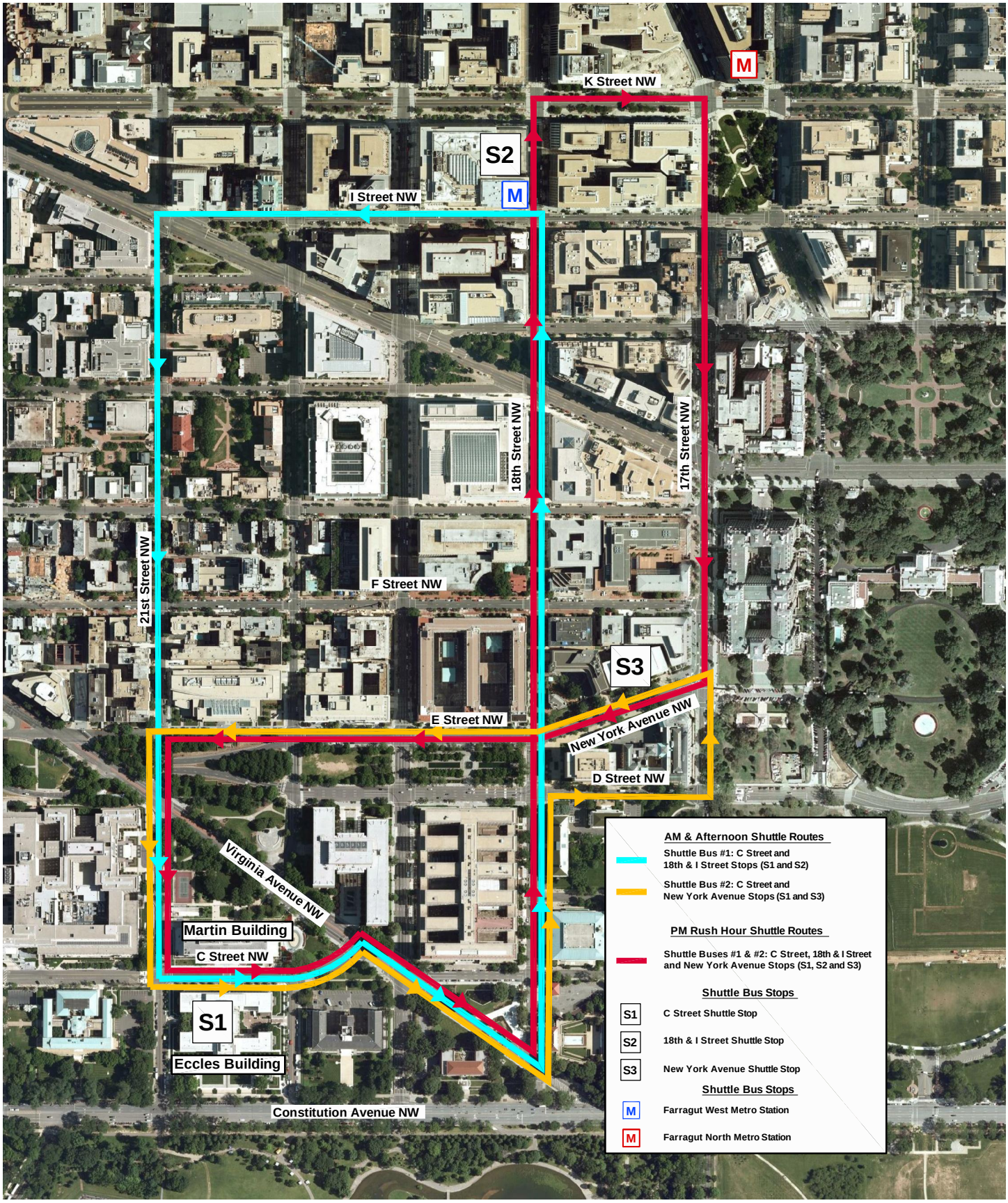

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Figure 2-8
Board Shuttle Route Summary

North

JFC

Board of Governors of the Federal Reserve System (Board)
Washington, DC

Wells + Associates, Inc.

northeast and is an approximate 0.75 mile walk to the Martin Building C Street entrance. The Farragut North station (Red Line) is also located to the northeast and is an approximate one (1) mile walk to the Martin Building C Street entrance.

Metrobus. The subject site also is served directly by 14 weekday Metrobus lines on Constitution Avenue, Virginia Avenue, and C Street.

- Constitution Avenue is served by four (4) Metrobus lines: 13A, 13B, 13F, and 13G.
    - National Airport-Pentagon-Washington Line.

- Virginia Avenue is served by five (5) Metrobus lines: 32, 36, 39, 80, and S1.
    - Pennsylvania Avenue Line (MB 32, 36)
    - Pennsylvania Avenue Express (MB 39)
    - North Capitol Street Line (MB 80)
    - 16th Street-Potomac Park Line (MB S1)

- C Street is served by five (5) bus lines: H1, L1, N3, P1, and X1.
    - Brookland-Potomac Park Line (MB H1)
    - Connecticut Avenue Line (MB L1)
    - Massachusetts Avenue Line (MB N3)
    - Annocastia-Eckington Line (MB P1)
    - Benning Road Line (MB X1)

A summary of the each bus line including the number of weekday daily buses and area bus stops is summarized on Figure 2-6 and Table 2-2. Metrobus route schedules and ridership information is provided in Appendix C.

Commuter Bus. The subject site is served by various "long haul" commuter buses: OmniRide, Loudoun County Transit (LCT), Valley Connector, and MTA Commuter Bus. Each line provides express bus service from regional jurisdictions including Loudoun County, Virginia; Prince William County, Virginia; Manassas, Virginia; Warren County, Virginia; Clarke County, Virginia; Prince George's County, Maryland, Charles County, Maryland; Anne Arundel County, Maryland; and Calvert County, Maryland.

- OmniRide serves the subject site with four (4) commuter bus lines with a stop (drop-off/pick-up) located on Virginia Avenue on the northeast perimeter of the Martin Building: R1, R2, R3, and R5.
    - Dale City – Washington (R1)
    - Lake Ridge – Washington (R2)
    - Manassas (R3)
    - Route 1/South Route 1 (R5)

  OminRide serves commuters from Prince William County, Virginia and Manassas, Virginia.

- Loudoun County Transit serves the subject site with five (5) commuter bus lines. The drop-off stop is located on Virginia Avenue along the northeast perimeter of the Martin Building and the pick-up stop is

Table 2-2
Existing Metrobus/Commuter Bus Inventory
Board of Governors of the Federal Reserve System (Board)

	Route	Name	Primary Roadway	Direction of Travel	AM Peak Period 5:00 – 9:29 AM		Mid-Day 9:30 – 2:59 PM		PM Peak Period 3:00 – 6:59 PM		Evening 7:00 – 1:31 AM		All Times
					Bus-Trips	Head-Ways (Min.)	Bus-Trips	Head-Ways (Min.)	Bus-Trips	Head-Ways (Min.)	Bus-Trips	Head-Ways (Min.)	Bus-Trips
Weekday	Metrobus 13 A,B,F,G	National Airport-Pentagon-Washington Line	Constitution Avenue NW	CW (EB)	16	15	1	NA	9	23	1	NA	27
				CCW (WB)	11	20	1	NA	14	15	1	NA	27
	Metrobus 32, 36	Pennsylvania Avenue Line	Virginia Avenue NW	EB	0	NA	1	NA	13	15	0	NA	14
				WB	13	15	0	NA	0	NA	0	NA	13
	Metrobus 39	Pennsylvania Avenue Express	Virginia Avenue NW	EB	0	NA	0	NA	9	16	0	NA	9
				WB	9	16	0	NA	0	NA	0	NA	9
	Metrobus 80	North Capitol Street Line	Virginia Avenue NW	NB	16	15	22	15	15	16	15	27	68
				SB	22	12	22	15	14	17	14	26	72
	Metrobus H1	Brookland-Potomac Park Line	C Street NW	NB	0	NA	0	NA	7	22	0	NA	7
				SB	8	19	1	NA	0	NA	0	NA	9
	Metrobus L1	Connecticut Avenue Line	C Street NW	NB	0	NA	0	NA	6	23	0	NA	6
				SB	8	15	0	NA	0	NA	0	NA	8
	Metrobus N3	Massachusetts Avenue Line	C Street NW	EB	5	30	0	NA	0	NA	0	NA	5
				WB	0	NA	0	NA	4	29	0	NA	4
	Metrobus P1	Anacostia-Eckington Line	C Street NW	NB	7	21	1	NA	0	NA	0	NA	8
				SB	0	NA	0	NA	6	21	0	NA	6
	Metrobus S1	16th Street-Potomac Park Line	Virginia Avenue NW	NB	0	NA	0	NA	11	16	1	NA	12
				SB	26	8	2	15	0	NA	0	NA	28
	Metrobus X1	Benning Road Line	C Street NW	EB	0	NA	0	NA	6	25	0	NA	6
				WB	10	18	0	NA	0	NA	0	NA	10
	MTA 901	La Plata/Waldorf to Washington, DC	C Street NW	NB	14	16	1	NA	0	NA	0	NA	15
				SB	0	NA	3	76	28	8	0	NA	31
	MTA 902	St. Leonard/Prince Frederick to Washington, DC	C Street NW	NB	17	10	0	NA	0	NA	0	NA	17
				SB	0	NA	3	85	15	11	0	NA	18
	MTA 904	North Beach/Pindell to Washington, DC	C Street NW	NB	14	13	0	NA	0	NA	0	NA	14
				SB	0	NA	1	NA	14	12	0	NA	15
	OmniRide R1	Dale City - Washington	Virginia Avenue NW	NB	21	11	0	NA	0	NA	0	NA	21
				SB	0	NA	3	78	19	11	1	NA	23
	OmniRide R2	Lake Ridge - Washington	Virginia Avenue NW	NB	9	22	2	116	0	NA	0	NA	11
				SB	0	NA	1	NA	14	16	1	NA	16
	OmniRide R3	Manassas	Virginia Avenue NW	NB	11	18	0	NA	0	NA	0	NA	11
				SB	0	NA	2	103	8	25	1	NA	11
	OmniRide R5	Route 1 / South Route 1	Virginia Avenue NW	NB	1	NA	0	NA	0	NA	0	NA	1
				SB	0	NA	0	NA	1	NA	0	NA	1
	Loudoun County Transit	Purcellville to Washington DC	Virginia Avenue NW E Street NW	EB	9	21	0	NA	0	NA	0	NA	9
				WB	0	NA	0	NA	12	14	0	NA	12
	Loudoun County Transit	Leesburg to Washington DC	Virginia Avenue NW E Street NW	EB	12	15	0	NA	0	NA	0	NA	12
				WB	0	NA	1	NA	14	14	0	NA	15
	Loudoun County Transit	Dulles North Transit Center to Washington DC	Virginia Avenue NW E Street NW	EB	13	17	0	NA	0	NA	0	NA	13
				WB	0	NA	1	NA	17	11	0	NA	18
	Loudoun County Transit	Dulles South/Stone Ridge to Washington DC	Virginia Avenue NW E Street NW	EB	5	44	0	NA	0	NA	0	NA	5
				WB	0	NA	0	NA	12	11	0	NA	12
	Loudoun County Transit	Ashburn North to Washington DC	Virginia Avenue NW E Street NW	EB	4	23	0	NA	0	NA	0	NA	4
				WB	0	NA	0	NA	4	29	0	NA	4
	Valley Connector	Valley Connector Route 57	Virginia Avenue NW E Street NW	EB	1	NA	0	NA	0	NA	0	NA	1
				WB	0	NA	0	NA	1	NA	0	NA	1
	Weekday Total				**282**	**NA**	**69**	**NA**	**273**	**NA**	**35**	**NA**	**659**
Saturday	Metrobus 13 A,B,F,G	National Airport-Pentagon-Washington Line	Constitution Avenue NW	CW (EB)	4	35	0	NA	0	NA	0	NA	4
				CCW (WB)	4	30	0	NA	0	NA	0	NA	4
	Metrobus 80	North Capitol Street Line	Virginia Avenue NW	NB	8	26	13	26	9	26	14	29	44
				SB	9	27	12	26	10	26	13	29	44
	Saturday Total				**25**	**NA**	**25**	**NA**	**19**	**NA**	**27**	**NA**	**96**
Sunday	Metrobus 13 A,B,F,G	National Airport-Pentagon-Washington Line	Constitution Avenue NW	CW (EB)	3	53	0	NA	0	NA	0	NA	3
				CCW (WB)	2	53	0	NA	0	NA	0	NA	2
	Metrobus 80	North Capitol Street Line	Virginia Avenue NW	NB	6	33	11	30	8	30	10	32	35
				SB	7	34	11	30	8	30	9	34	35
	Sunday Total				**18**	**NA**	**22**	**NA**	**16**	**NA**	**19**	**NA**	**75**

located proximate to the E Street/19th Street intersection:

- Purcellville to Washington, DC
- Leesburg to Washington DC
- Dulles North Transit Center to Washington, DC
- Dulles South/Stone Ridge to Washington, DC
- Ashburn North to Washington, DC

Loudoun County Transit serves commuters from Loudoun County, Virginia.

- Valley Connector serves the subject site with one (1) commuter bus line. The drop-off stop is located on Virginia Avenue along the northeast perimeter of the Martin Building and the pick-up stop is located proximate to the E Street/19th Street intersection:
  - Front Royal – Washington (Route 57)

  Valley Connector serves commuters from Warren County and Clarke County, Virginia.

- Maryland Transit Administration (MTA) serves the subject site with three (3) commuter bus lines with a stop (drop-off/pick-up) located on the south side of C Street between the Martin and Eccles Buildings: MTA 901, MTA 902, and MTA 903.
  - La Plata/Waldorf to Washington, DC (MTA 901)
  - St. Leonard/Prince Frederick to Washington, DC (MTA 902)
  - North Beach/Pindell to Washington, DC (MTA 904)

  MTA serves commuters from Prince George's County, Maryland; Charles County, Maryland; Anne Arundel County, Maryland; and Calvert County, Maryland.

A summary of the each commuter bus line including the number of weekday buses and area commuter bus stops is summarized on Figure 2-6 and Table 2-2. Ridership information is provided in Appendix D for all commuter buses except the MTA and Valley Connector.

BOARD TRANSPORTATION MANAGEMENT ELEMENTS

The following transportation management measures are currently in place at the Martin and Eccles Buildings:

- nontaxable transportation subsidies for public transportation are available to all Board employees (up to $230 per month),
- individuals who are issued a parking pass are ineligible for a transportation subsidy,
- organize car pools and provide parking for car pools,
- parking spaces are provided for van pools if the driver(s) are Board employees,
- parking lottery system is available to Board employees after 10 AM when garage spaces are available.
- bicycle facilities,
- gym facilities with lockers and showers,

- extensive shuttle service connecting Board office space throughout the District,
- on-site cafeteria and food services,
- public transportation bus stops on C Street between the Martin and Eccles Buildings, Virginia Avenue, and Constitution Avenue,
- commuter bus stops on C Street between the Martin and Eccles Buildings and Virginia Avenue, and
- Foggy Bottom and Farragut West Metrorail stations are located approximately seven (7) blocks northeast and nine (9) blocks northwest, respectively.

As evidenced by these measures, the Martin and Eccles buildings have substantial transportation management measures that reduce the impact of peak hour trips on the surrounding roadway network.

SECTION 3
ANALYSIS OF EXISTING CONDITIONS

OVERVIEW

The following section presents an existing level of service analysis at the key study intersections and driveways in the study area. The results are based on recent weekday vehicular traffic counts, pedestrian counts, bicycle counts, existing lane use and traffic controls, existing signal timings, and field visits.

EXISTING LANE USE AND TRAFFIC CONTROL

The following study intersections operate under signal control:

1. 21st Street, NW/Constitution Avenue, NW
2. 20th Street, NW/Constitution Avenue, NW
3. 21st Street, NW/C Street, NW
4. C Street, NW/Virginia Avenue, NW
5. 20th Street, NW/Virginia Avenue, NW
6. 21st Street, NW/Virginia Avenue, NW

The following study intersections currently operate under stop sign control:

7. 20th Street, NW/C Street, NW
8. 21st Street, NW/Board (Eccles) Driveway
9. 20th Street, NW/Board (Eccles) Driveway
10. Board (Martin) Driveway/C Street, NW
11. 21st Street, NW/Board (Martin)/DOI Driveway
12. 20th Street, NW/Interior Department Driveway
13. 21st Street, NW/National Academy of Sciences Exit
14. 21st Street, NW/National Academy of Sciences Driveway
15. 21st Street, NW/Department of State Driveway

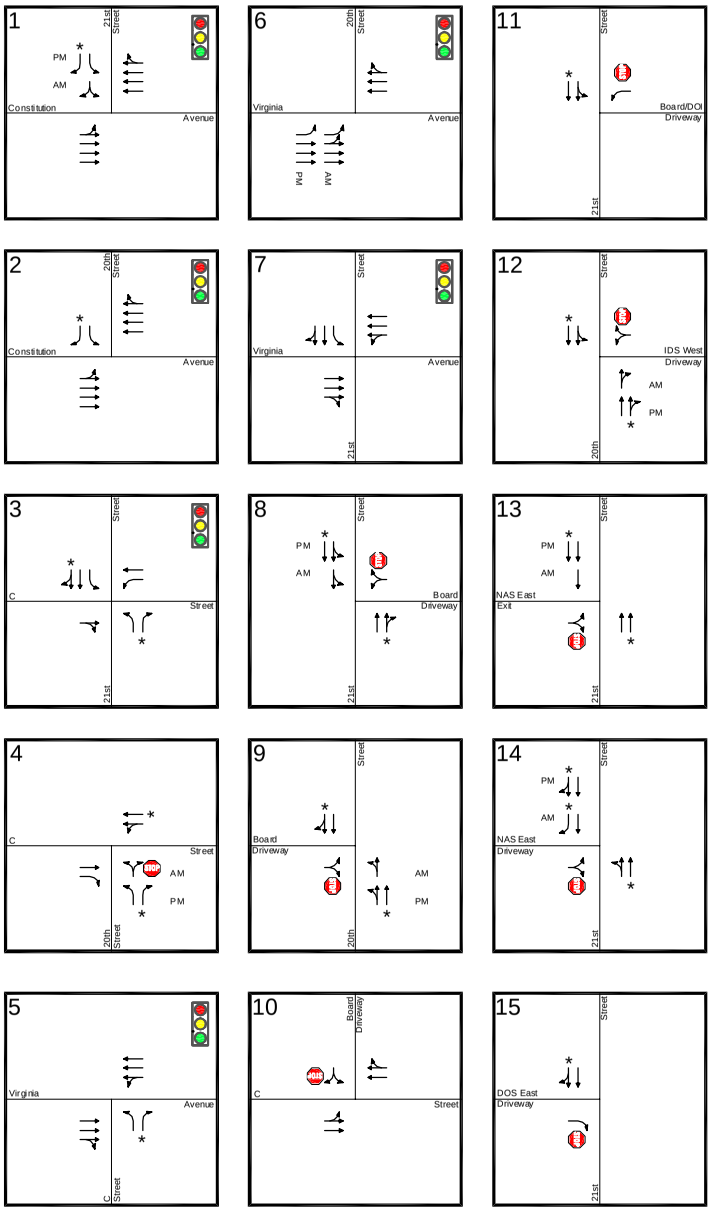
An additional pedestrian count was collected at the mid-block raised pedestrian speed table located in-between the Martin and Eccles building.

The existing lane use and traffic controls are shown on Figure 3-1.

EXISTING TRAFFIC, PEDESTRIAN AND BICYCLE COUNTS

Wells + Associates conducted AM and PM peak period vehicular, pedestrian and bicycle traffic counts on a typical weekday (Wednesday, June 3rd, 2009) from 7:00 to 10:00 AM and from 4:00 to 7:00 PM at the key off-site intersections and driveways described above.

It should be noted that on the day of the traffic count, two (2) through lanes on the northwest bound approach of Virginia Avenue at C Street were closed due to construction. In addition, a traffic incident occurred within the Virginia Avenue/C Street intersection during the end of the PM



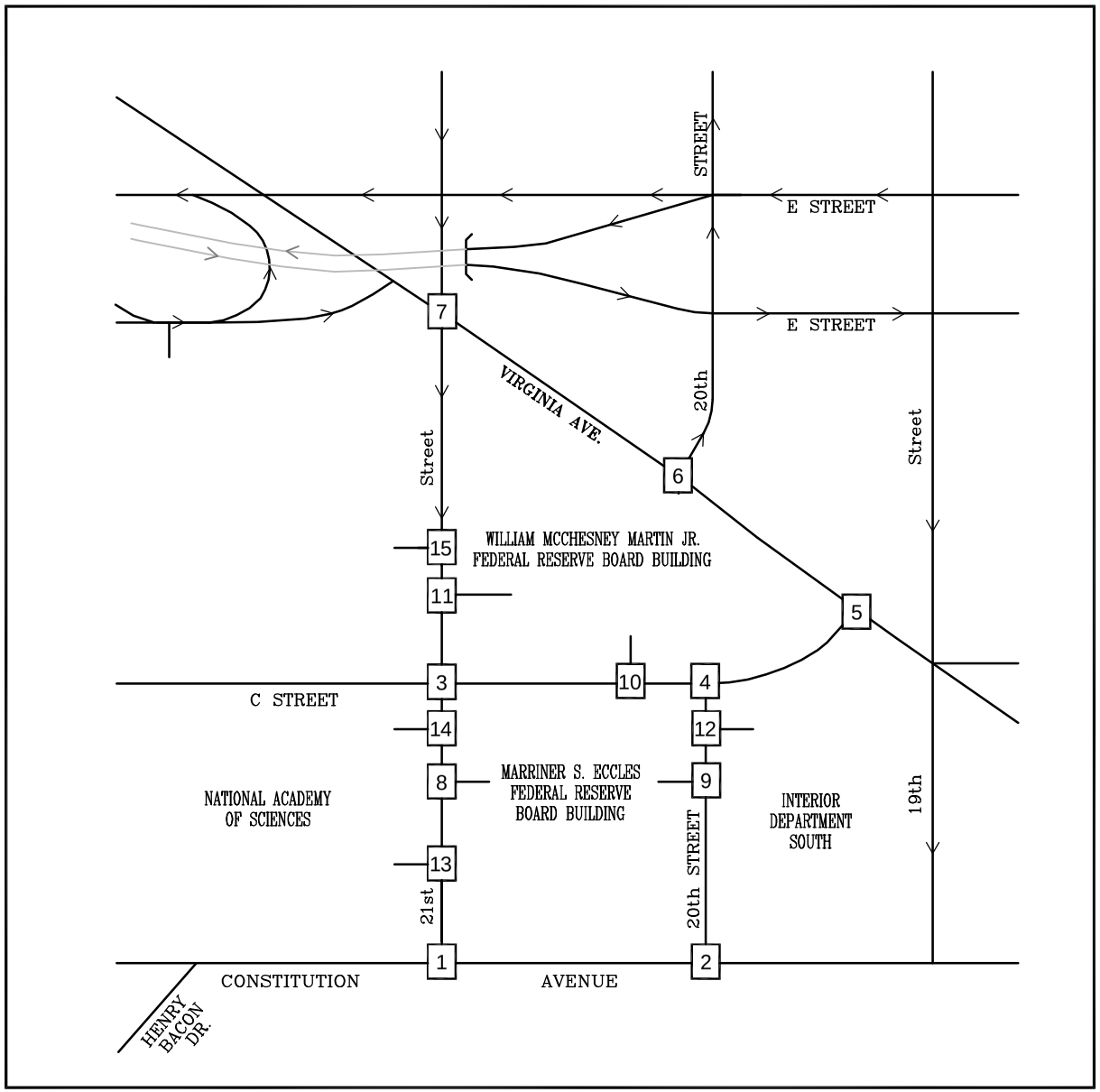


Figure 3-1
Existing Lane Use and Traffic Control

← Represents One Travel Lane
Signalized Intersection
Stop Sign
* Unstriped Travel Lane

North

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Washington, D.C.

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period count. It was determined that the traffic incident did not occur during the PM peak hour of the adjacent street and would therefore not affect the analysis results.

Peak Hours. Individual intersection peak hours varied throughout the study area. For purposes of this baseline analysis, it was determined that the peak hours of adjacent street traffic generally occurred from 8:15 to 9:15 AM and 4:45 to 5:45 PM. Thus, the vehicular traffic counts were adjusted or balanced to reflect these periods.

Vehicular traffic counts are presented in Appendix E and summarized and balanced on Figure 3-2. Pedestrian counts are presented in Appendix F and summarized on Figure 3-3. Bicycle traffic counts are presented in Appendix G and summarized on Figure 3-4.

The peak hours of shared Board and DOI traffic entering and exiting the Martin Building (north/south) garages occurred earlier in the AM from 7:00 to 8:00 AM and later in the PM from 5:00 to 6:00 PM.

The peak hours of Board traffic entering and exiting the Eccles Building on 20th Street occurred earlier in the AM from 7:00 to 8:00 AM and later in the PM from 5:45 to 6:45 PM.

Martin and Eccles Driveway Traffic Volumes. The average volume of vehicles entering and exiting each driveway to the Martin and Eccles Buildings are shown in Table 3-1. These counts are reported by 15-minute intervals from 7:00 to 10:00 AM and from 4:00 to 7:00 PM.

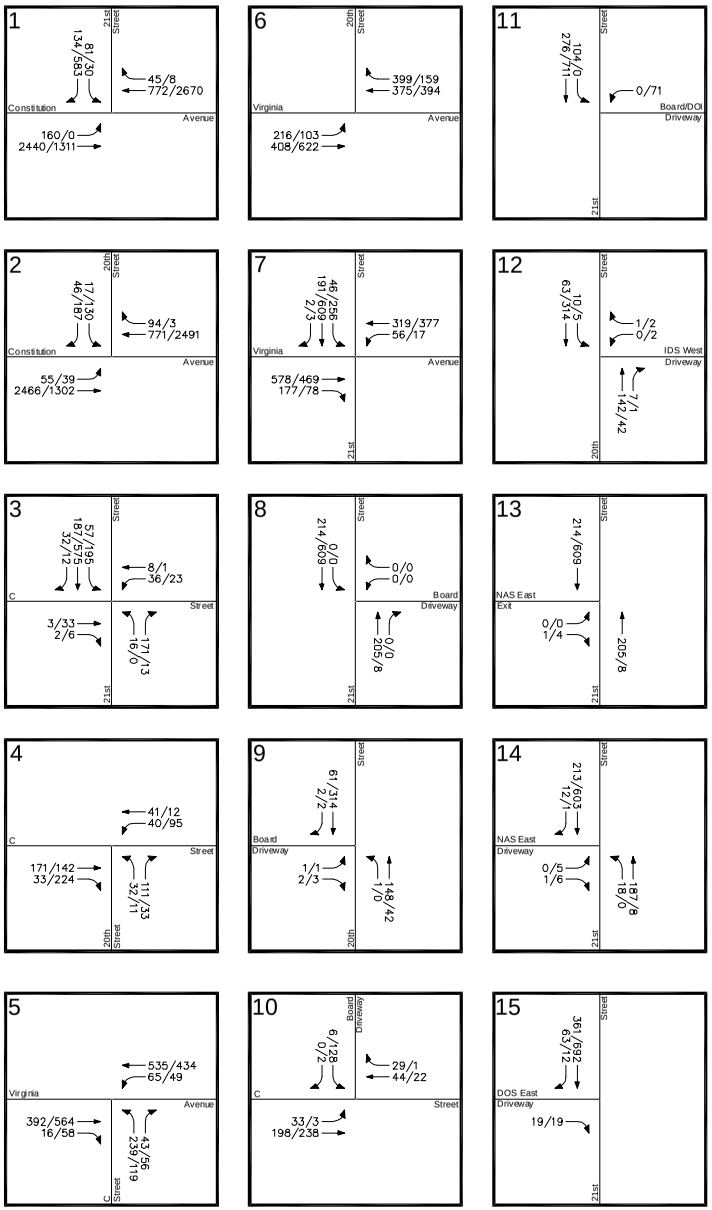
The Martin Building generated a peak of 219 vehicle-trips from 7:00 to 8:00 AM and 211 vehicle-trips from 5:00 to 6:00 PM. The Eccles Building generated a peak of 13 vehicle-trips from 7:00 to 8:00 AM, and 10 vehicle-trips from 5:45 to 6:45 PM.

The Martin Building generated 172 vehicle-trips during the street peak hour from 8:15 to 9:15 AM and 204 vehicle-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour trip generation was 79 percent of the Martin Building peak hour traffic during the AM peak hour and 97 percent of the Martin Building peak hour traffic during the PM peak hour.

The Eccles Building generated six (6) vehicle-trips during the street peak hour from 8:15 to 9:15 AM and six (6) vehicle-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour trip generation was 46 percent of the Eccles Building peak hour traffic during the AM peak hour and 60 percent of the Eccles Building peak hour traffic during the PM peak hour.

Martin and Eccles Pedestrian Ingress/Egress Volumes. The average volume of pedestrians entering and exiting each building is shown in Table 3-2. These counts are reported by 15-minute interval from 7:00 to 10:00 AM and from 4:00 to 7:00 PM.

The Martin Building pedestrian access point on C Street generated a peak of 184 pedestrian-trips from 8:00 to 8:00 AM and 172 pedestrian-trips from 4:30 to 5:30 PM. The Eccles Building access points on C Street and 20th Street generated a peak of 172 pedestrian-trips from 8:45 to 9:45 AM and 129 pedestrian-trips from 5:15 to 6:15



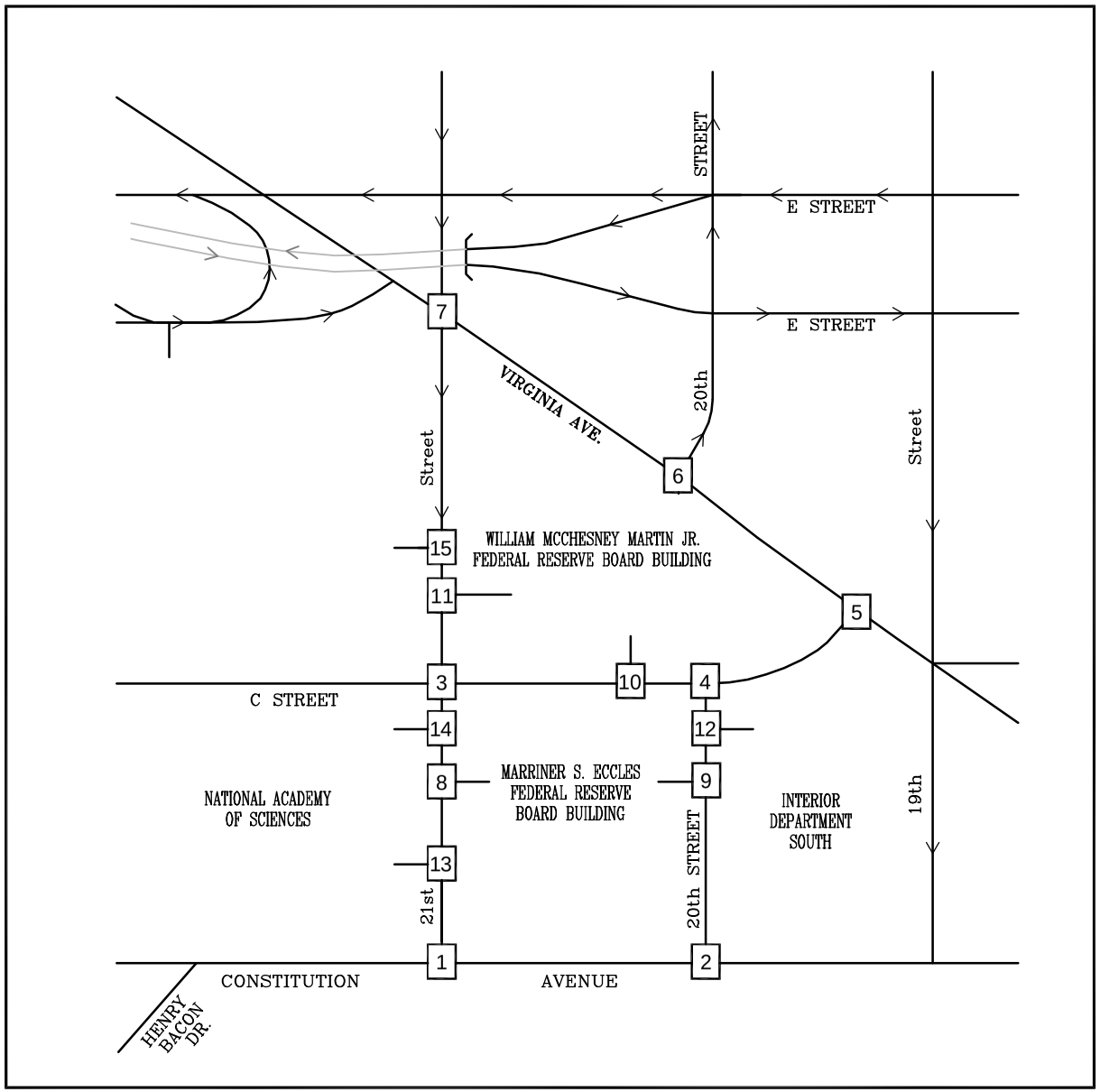
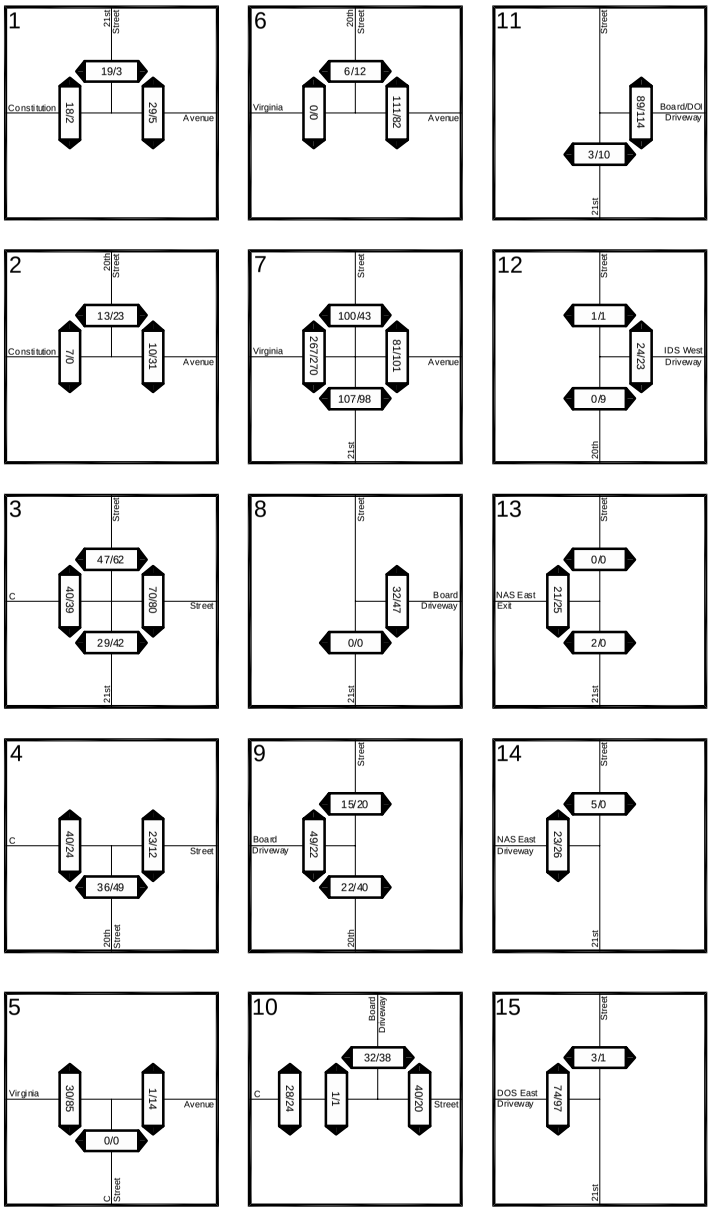


Figure 3-2
Existing Street Peak Hour Vehicular Traffic Counts
(8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR (8:15-9:15 AM)
PM PEAK HOUR (4:45-5:45 PM)
000/000

North



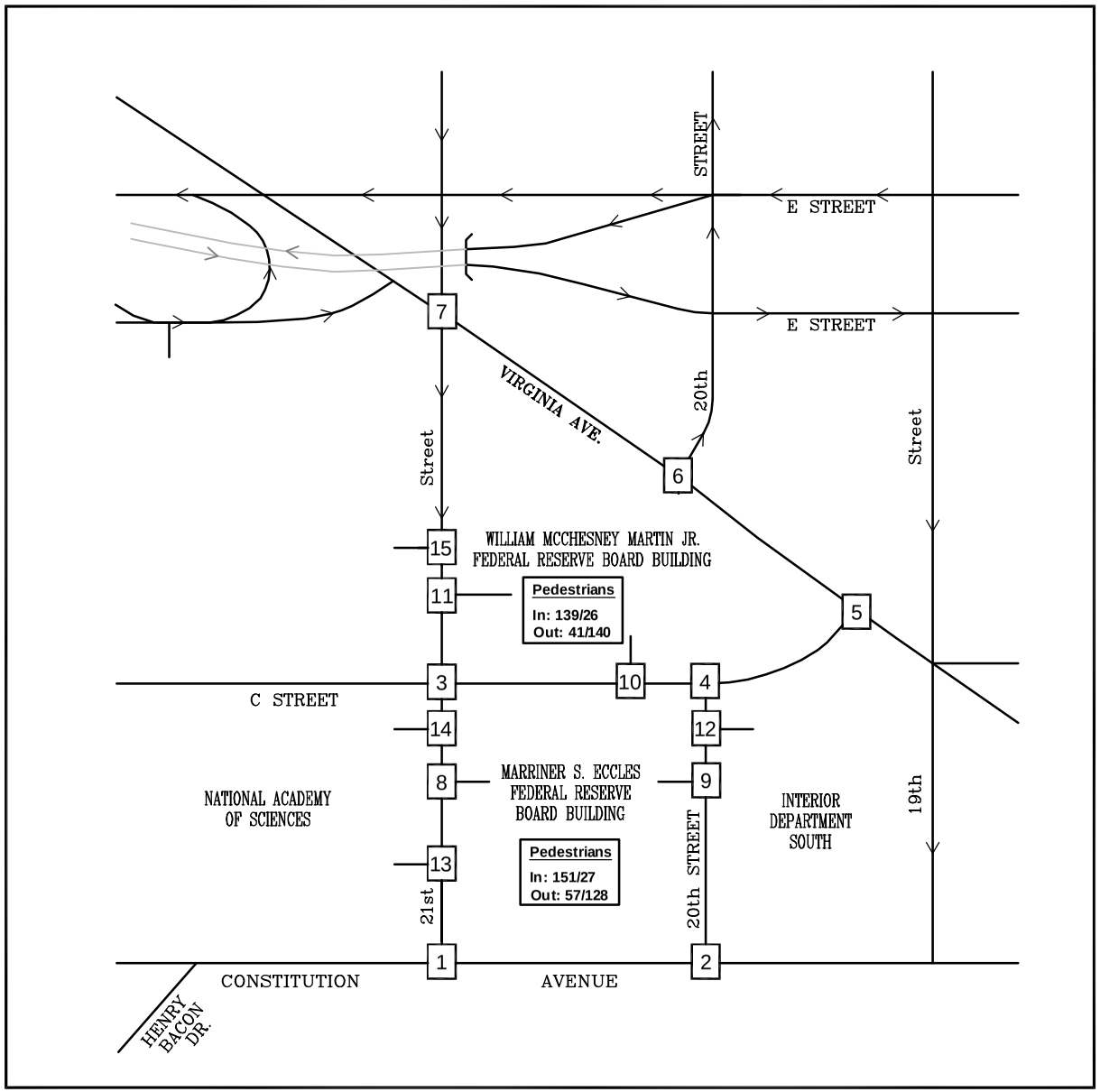


Figure 3-3
Existing Street Peak Hour Pedestrian Counts
(8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR (8:15-9:15 AM)
PM PEAK HOUR (4:45-5:45 PM)
000/000

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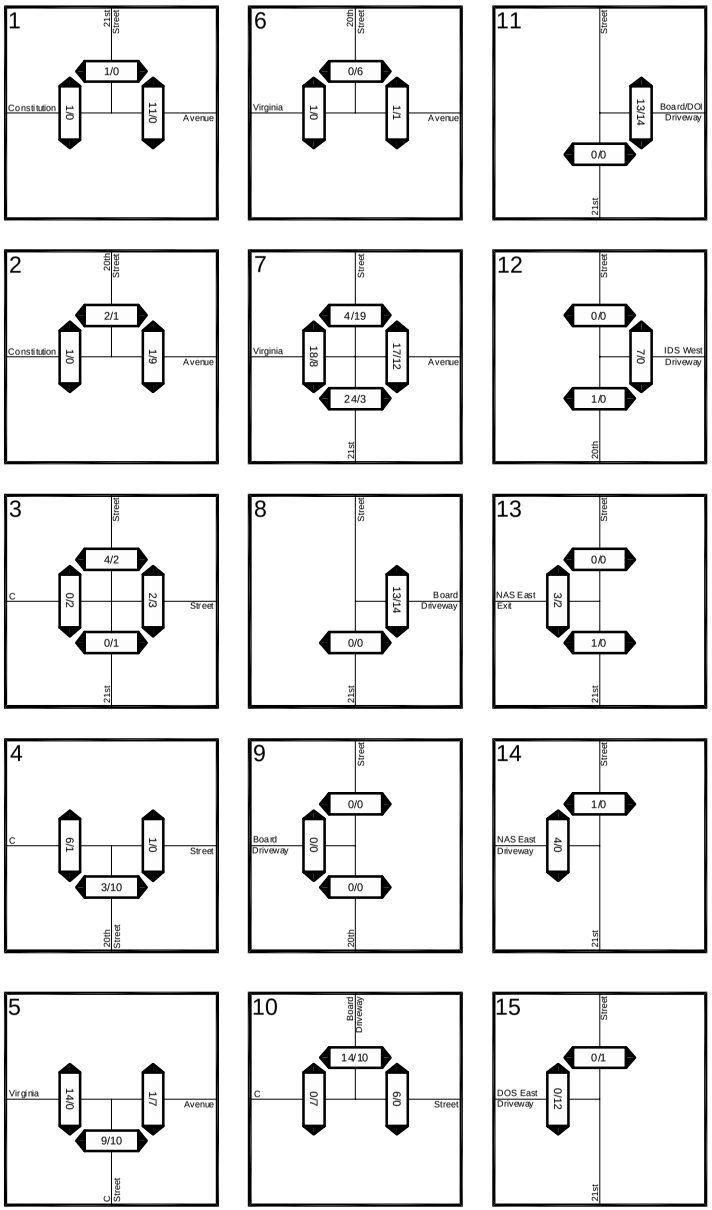


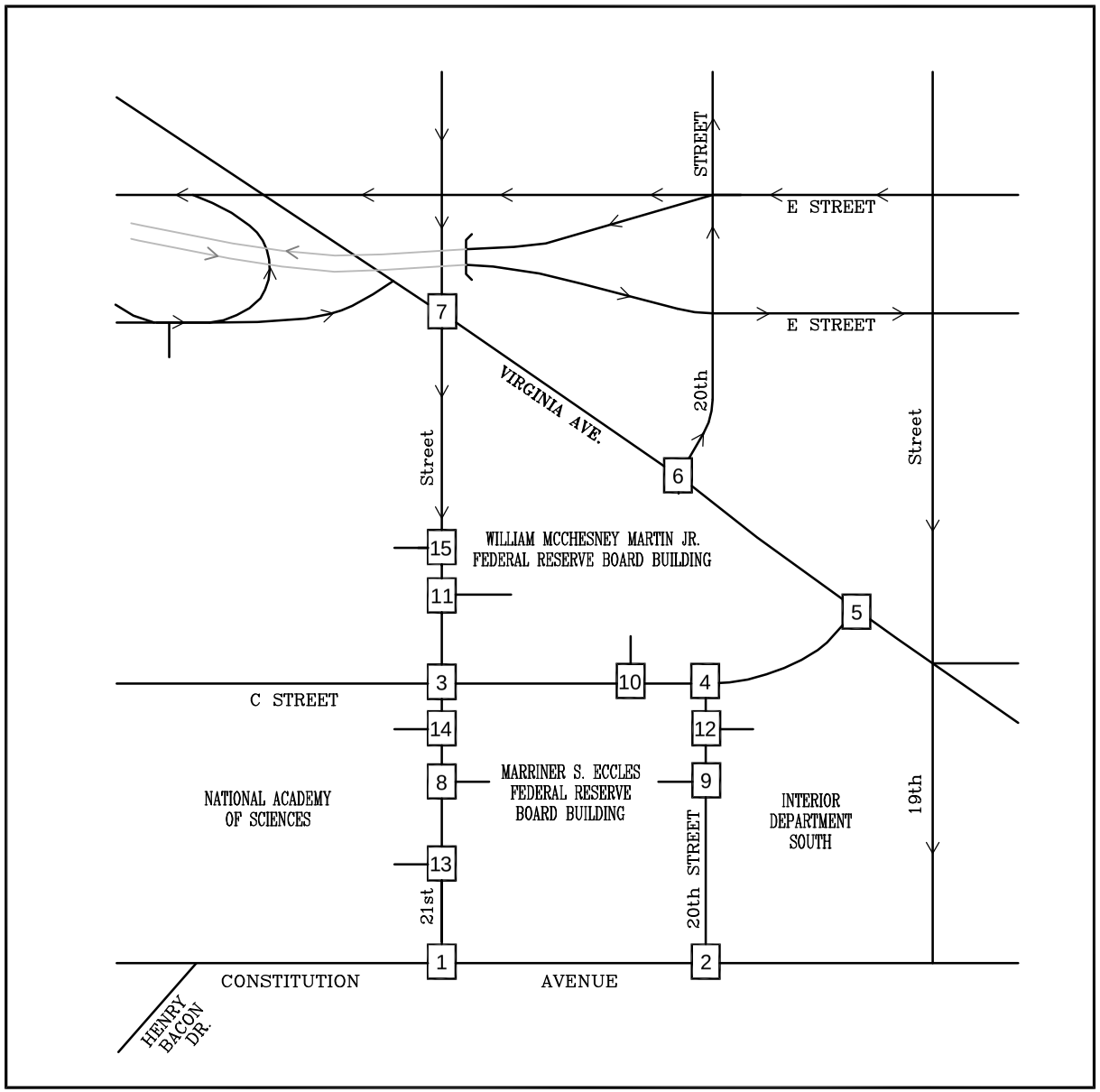


Figure 3-4
Existing Street Peak Hour Bicycle Counts
(8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR (8:15-9:15 AM)
PM PEAK HOUR (4:45-5:45 PM)
000/000

North

Table 3-1
Martin and Eccles Building Traffic Count Summary (1)
Board of Governors of the Federal Reserve System (Board)

15-Minute Interval	Vehicles											
	Martin Building (2)							Eccles Building				
	21st Street		C Street		Sub-Total			20th Street		Sub-Total		
	In	Out	In	Out	In	Out	Total	In	Out	In	Out	Total
7:00-7:15 AM	21	-	31	2	52	2	54	1	1	1	1	2
7:15-7:30 AM	28	-	21	4	49	4	53	1	-	1	-	1
7:30-7:45 AM	23	-	29	1	52	1	53	4	-	4	-	4
7:45-8:00 AM	30	-	29	-	59	-	59	3	3	3	3	6
8:00-8:15 AM	26	-	23	2	49	2	51	1	1	1	1	2
8:15-8:30 AM	28	-	23	-	51	-	51	1	-	1	-	1
8:30-8:45 AM	31	-	17	3	48	3	51	1	1	1	1	2
8:45-9:00 AM	25	-	8	1	33	1	34	1	1	1	1	2
9:00-9:15 AM	20	-	14	2	34	2	36	-	1	-	1	1
9:15-9:30 AM	21	-	13	1	34	1	35	-	1	-	1	1
9:30-9:45 AM	10	-	8	-	18	-	18	3	-	3	-	3
9:45-10:00 AM	-	-	24	2	24	2	26	-	-	-	-	-
Total	263	-	240	18	503	18	521	16	9	16	9	25
	AM Peak Hour 7:00-8:00 AM							AM Peak Hour 7:00-8:00 AM				
	102	-	110	7	212	7	219	9	4	9	4	13
	Street AM Peak Hour 8:15-9:15 AM							Street AM Peak Hour 8:15-9:15 AM				
	104	-	62	6	166	6	172	3	3	3	3	6
4:00-4:15 PM	-	11	3	15	3	26	29	1	-	1	-	1
4:15-4:30 PM	-	12	1	20	1	32	33	2	1	2	1	3
4:30-4:45 PM	-	17	2	37	2	54	56	-	-	-	-	-
4:45-5:00 PM	-	12	2	28	2	40	42	1	1	1	1	2
5:00-5:15 PM	-	18	1	38	1	56	57	-	3	-	3	3
5:15-5:30 PM	-	21	-	30	-	51	51	1	-	1	-	1
5:30-5:45 PM	-	20	1	33	1	53	54	-	-	-	-	-
5:45-6:00 PM	-	12	-	37	-	49	49	1	-	1	-	1
6:00-6:15 PM	-	17	-	30	-	47	47	1	1	1	1	2
6:15-6:30 PM	-	8	-	29	-	37	37	1	3	1	3	4
6:30-6:45 PM	-	-	1	33	1	33	34	1	2	1	2	3
6:45-7:00 PM	-	-	-	22	-	22	22	-	-	-	-	-
Total	-	148	11	352	11	500	511	9	11	9	11	20
	PM Peak Hour 5:00-6:00 PM							PM Peak Hour 5:45-6:45 PM				
	-	71	2	138	2	209	211	4	6	4	6	10
	Street PM Peak Hour 4:45-5:45 PM							Street PM Peak Hour 4:45-5:45 PM				
	-	71	4	129	4	200	204	2	4	2	4	6

Note(s):

(1) Counts conducted on Wednesday, June 3, 2008

(2) Martin Building North/South Garage shares Board and DOI traffic.

Table 3-2
Martin and Eccles Building Pedestrian Access/Egress Summary (1)
Board of Governors of the Federal Reserve System (Board)

15-Minute Interval	Pedestrians											
	Martin Building					Eccles Building						
	C Street		Sub-Total			C Street		20th Street		Sub-Total		
	In	Out	In	Out	Total	In	Out	In	Out	In	Out	Total
7:00-7:15 AM	21	8	21	8	29	10	1	6	9	16	10	26
7:15-7:30 AM	24	2	24	2	26	28	5	3	7	31	12	43
7:30-7:45 AM	36	5	36	5	41	9	1	3	9	12	10	22
7:45-8:00 AM	28	6	28	6	34	21	2	2	9	23	11	34
8:00-8:15 AM	33	6	33	6	39	33	2	1	1	34	3	37
8:15-8:30 AM	52	15	52	15	67	33	6	2	18	35	24	59
8:30-8:45 AM	26	8	26	8	34	40	2	3	11	43	13	56
8:45-9:00 AM	34	10	34	10	44	42	1	7	8	49	9	58
9:00-9:15 AM	27	8	27	8	35	20	1	4	10	24	11	35
9:15-9:30 AM	23	10	23	10	33	49	7	10	9	59	16	75
9:30-9:45 AM	30	8	30	8	38	51	1	3	3	54	4	58
9:45-10:00 AM	23	12	23	12	35	33	7	2	5	35	12	47
Total	357	98	357	98	455	369	36	46	99	369	36	550
	AM Peak Hour 8:00-9:00 AM					AM Peak Hour 8:45-9:45 AM						
	145	39	145	39	184	162	10	24	30	186	40	226
	Street AM Peak Hour 8:15-9:15 AM					Street AM Peak Hour 8:15-9:15 AM						
	139	41	139	41	180	135	10	16	47	151	57	208
4:00-4:15 PM	12	26	12	26	38	8	17	6	1	14	18	32
4:15-4:30 PM	9	29	9	29	38	8	10	4	3	12	13	25
4:30-4:45 PM	9	27	9	27	36	3	17	7	7	10	24	34
4:45-5:00 PM	9	35	9	35	44	6	21	2	3	8	24	32
5:00-5:15 PM	1	35	1	35	36	-	28	3	5	3	33	36
5:15-5:30 PM	14	42	14	42	56	3	34	6	5	9	39	48
5:30-5:45 PM	2	28	2	28	30	2	30	5	2	7	32	39
5:45-6:00 PM	-	9	-	9	9	-	20	2	7	2	27	29
6:00-6:15 PM	-	10	-	10	10	2	38	4	10	6	48	54
6:15-6:30 PM	3	22	3	22	25	1	25	-	5	1	30	31
6:30-6:45 PM	1	7	1	7	8	4	16	2	1	6	17	23
6:45-7:00 PM	4	7	4	7	11	3	22	3	2	6	24	30
Total	64	277	64	277	341	40	278	44	51	40	278	413
	PM Peak Hour 4:30-5:30 PM					PM Peak Hour 5:15-6:15 PM						
	33	139	33	139	172	7	122	17	24	24	146	170
	Street PM Peak Hour 4:45-5:45 PM					Street PM Peak Hour 4:45-5:45 PM						
	26	140	26	140	166	11	113	16	15	27	128	155

Note(s):

(1) Counts conducted on Wednesday, June 3, 2009

PM.

The Martin Building generated 180 pedestrian-trips during the street peak hour from 8:15 to 9:15 AM and 166 pedestrian-trips during the street peak hour of 4:45 to 5:45 PM. Thus, the street peak hour pedestrian trip generation was 98 percent of the Martin Building peak hour pedestrian volume during the AM peak hour and 97 percent of the Martin Building peak hour pedestrian volume during the PM peak hour.

The Eccles Building generated 145 pedestrian-trips during the street peak hour from 8:15 to 9:15 AM and 124 pedestrian-trips during the street peak hour from 4:45 to 5:45 PM. Thus, the street peak hour pedestrian trip generation was 84 percent of the Eccles Building peak hour pedestrian volume during the AM peak hour and 96 percent of the Eccles Building peak hour pedestrian volume during the PM peak hour.

Roadway Link Volumes. AM and PM peak hour counts on 21st Street, 20th Street, Constitution, and Virginia Avenue are presented below:

Street	AM	PM
21st Street, North of Constitution Avenue	420	621
20th Street, North of Constitution Avenue	212	359
Virginia Avenue, bet. 20th and C Street	1,182	1,175
Constitution, bet. 20th and 21st	3,338	4,019

Pedestrian and Bicycle Observations. The highest numbers of pedestrians were observed crossing Virginia Avenue, N.W. on the west side of 21st Street, N.W. and crossing 21st Street, N.W. on both sides of Virginia Avenue, N.W. In comparison, the highest bicycle volumes were observed along 21st Street N.W. and Virginia Avenue N.W.

LEVELS OF SERVICE

Existing intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls shown on Figure 3-1, existing peak hour vehicular traffic counts shown on Figure 3-2, existing pedestrian counts shown on Figure 3-3, existing bicycle counts shown on Figure 3-4, existing traffic signal timings obtained from DDOT, and the Synchro capacity analysis technique (Highway Capacity Manual methodologies). The DDOT signal timing sheets are presented in Appendix H.

The capacity results are presented in Appendix I and summarized in Table 3-3. All of the study intersections currently operate at Level of Service (LOS) “D” or better during all the peak study hours, with the exception of the 21st Street/ Constitution Avenue signalized intersection.

During the AM peak hour, the westbound approach of the 21st Street/Constitution Avenue intersection operates near capacity (LOS “E”). The southbound right-turn lane group operates at capacity (LOS “F”) during the PM peak hour due to the heavy volume of vehicles turning right onto Constitution Avenue.

It is noted that Constitution Avenue experiences heavy eastbound traffic during the AM peak hour and westbound traffic during the PM peak hour that is regulated by

Table 3-3
Existing Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing	
			AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)
		WBTR	E (60.4)	A (2.2)
		SBLR/SBL	D (54.7)	B (19.1)
		SBR	N/A	F (369.5)
		Overall	**C (26.0)**	**D (50.9)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)
		WBTR	C (21.4)	C (22.0)
		SBL	C (22.0)	C (26.8)
		SBR	C (27.3)	C (21.4)
		Overall	**C (20.9)**	**B (17.4)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)
		WBL	C (27.4)	C (31.5)
		WBT	C (25.7)	C (30.9)
		NBL	B (11.6)	A (0.0)
		NBR	B (13.9)	A (4.4)
		SBL	A (7.4)	A (4.3)
		SBTR	A (6.9)	A (4.6)
		Overall	**B (11.3)**	**A (6.2)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]
		NBLR	B [12.7]	N/A
		NBL	N/A	B [13.6]
		NBR	N/A	B [10.3]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)
		NWLT	A (9.2)	A (9.8)
		NEL	D (39.1)	C (25.3)
		NER	C (22.4)	A (9.7)
		Overall	**C (24.0)**	**C (24.3)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)
		SET	A (0.6)	A (6.8)
		NWTR	C (24.7)	A (9.8)
		Overall	**B (14.9)**	**A (9.0)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)
		SBTR	C (21.6)	B (15.4)
		SETR	B (12.7)	C (20.4)
		NWLT	A (6.7)	C (21.8)
		Overall	**B (12.6)**	**B (18.3)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]
		NBLT	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]
		SBLR	B [11.1]	B [11.3]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]
		SBLT	A [4.6]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]
		SBLT	A [2.6]	A [0.4]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]
		NBLT	A [1.9]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported.

Full descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in Appendix J.

QUEUES

During the AM peak hour, the majority of traffic is oriented eastbound on Constitution Avenue. Eastbound queues on Constitution Avenue at 20th Street extend back to 21st Street. During the PM peak hour, the majority of traffic is oriented westbound on Constitution Avenue. Westbound queues on Constitution Avenue at 20th Street extend back to 19th Street.

The southbound queue on 21th Street extends back past upstream driveways during peak periods due to the heavy volume of vehicles turning right onto Constitution Avenue.

Side street queues at the signalized study intersections on Virginia Avenue extend back to adjacent intersections during one or more peak periods.

A summary of the vehicle queues are presented on Table 3-4. The queuing analysis worksheets are presented in Appendix K.

Table 3-4
Existing Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing	
				AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125
		WBTR	410	210	31
		SBLR/SBL	145	174	43
		SBR	145	N/A	#833
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85
		WBTR	320	144	453
		SBL	280	28	124
		SBR	280	37	97
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41
		WBL	190	50	m32
		WBT	190	m18	m3
		NBL	20	m10	0
		NBR	20	m109	m5
		SBL	180	27	33
		SBTR	180	34	43
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9
		NBLR	60	26	N/A
		NBL	60	N/A	2
		NBR	60	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210
		NWLT	75	70	60
		NEL	200	252	113
		NER	200	26	12
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90
		SET	410	0	73
		NWTR	320	151	57
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158
		SBTR	140	73	170
		SETR	170	116	115
		NWLT	420	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0
		SBLT	50	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0
		NBLT	280	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0
		SBLR	N/A	1	19
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12
		SBLT	20	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0
		SBLT	60	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2
		NBLT	50	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

SECTION 4
ANALYSIS OF FUTURE CONDITIONS UNDER NO ACTION

OVERVIEW

This section evaluates future transportation conditions under "no action" or without the proposed visitor and conference center. It includes derivation of 2015 traffic forecasts and an analysis of future levels of service under "no action."

REGIONAL TRAFFIC GROWTH

A background traffic growth rate was used to account for near-term future developments in the District of Columbia and general background traffic growth. Consistent with previous studies for this area in the District of Columbia, a one (1.0) percent annual growth rate was applied for six (6) years, from 2009 to 2015. The resulting traffic growth is shown on Figure 4-1.

PIPELINE DEVELOPMENTS

In addition to regional growth, this study took into account the traffic that would be generated/ adjusted by three (3) not yet constructed/occupied area projects (i.e., pipeline projects):

1. United States Institute of Peace (USIP).
2. American Pharmacists Association Expansion (APhA).
3. Trip re-distributions resulting from the Department of State's proposal to reconfigure the E Street off-ramp to Virginia Avenue

Each project location is shown on Figure 4-2.

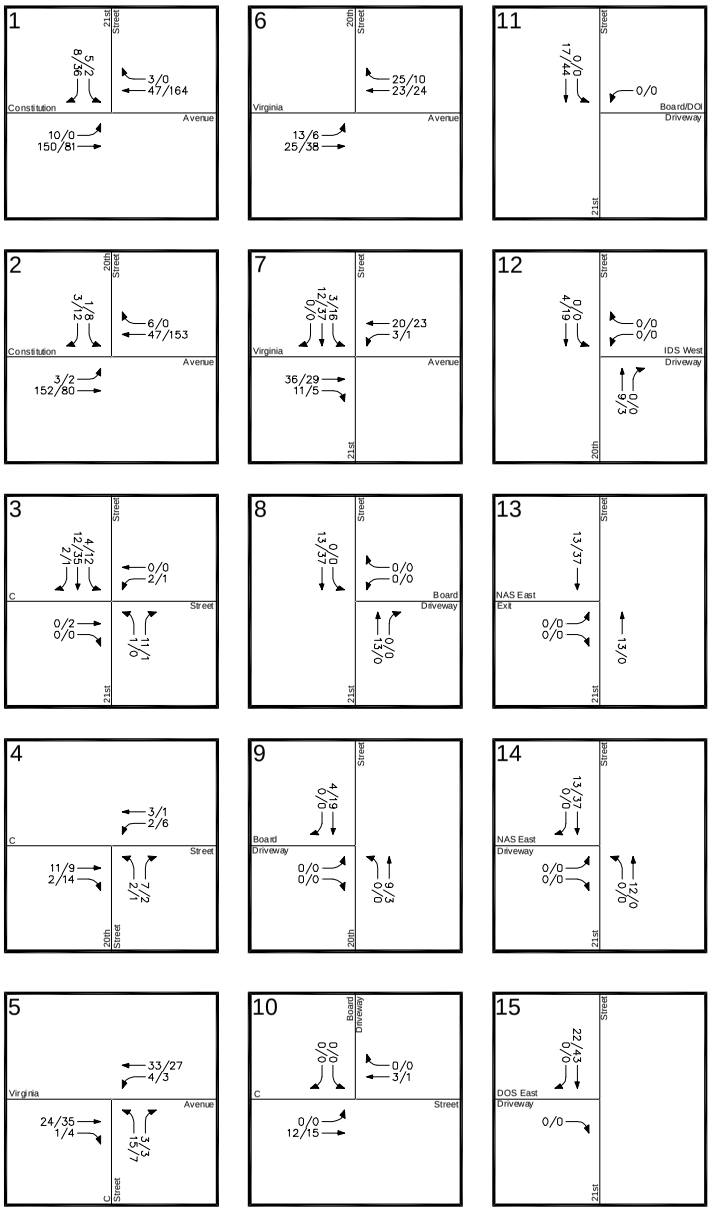
The total projected vehicular traffic volumes generated, or adjusted, by these pipeline projects are presented on Figure 4-3. Individual project vehicular traffic volumes, or adjustments, along with corresponding trip generation tables are summarized in Appendix L.

BACKGROUND FUTURE TRAFFIC FORECASTS

Future (2015) traffic forecasts under "no action" were developed as a composite of existing vehicular traffic counts (Figure 3-2), regional traffic growth (Figure 4-1), and pipeline development trips/adjustments (Figure 4-3). The resulting 2015 background future traffic forecasts are shown on Figure 4-4. For the purpose of future analysis, the bicycle and pedestrian counts were assumed to remain the same.

LEVELS OF SERVICE

Background future intersection levels of service were calculated at the study intersections based on existing lane use and



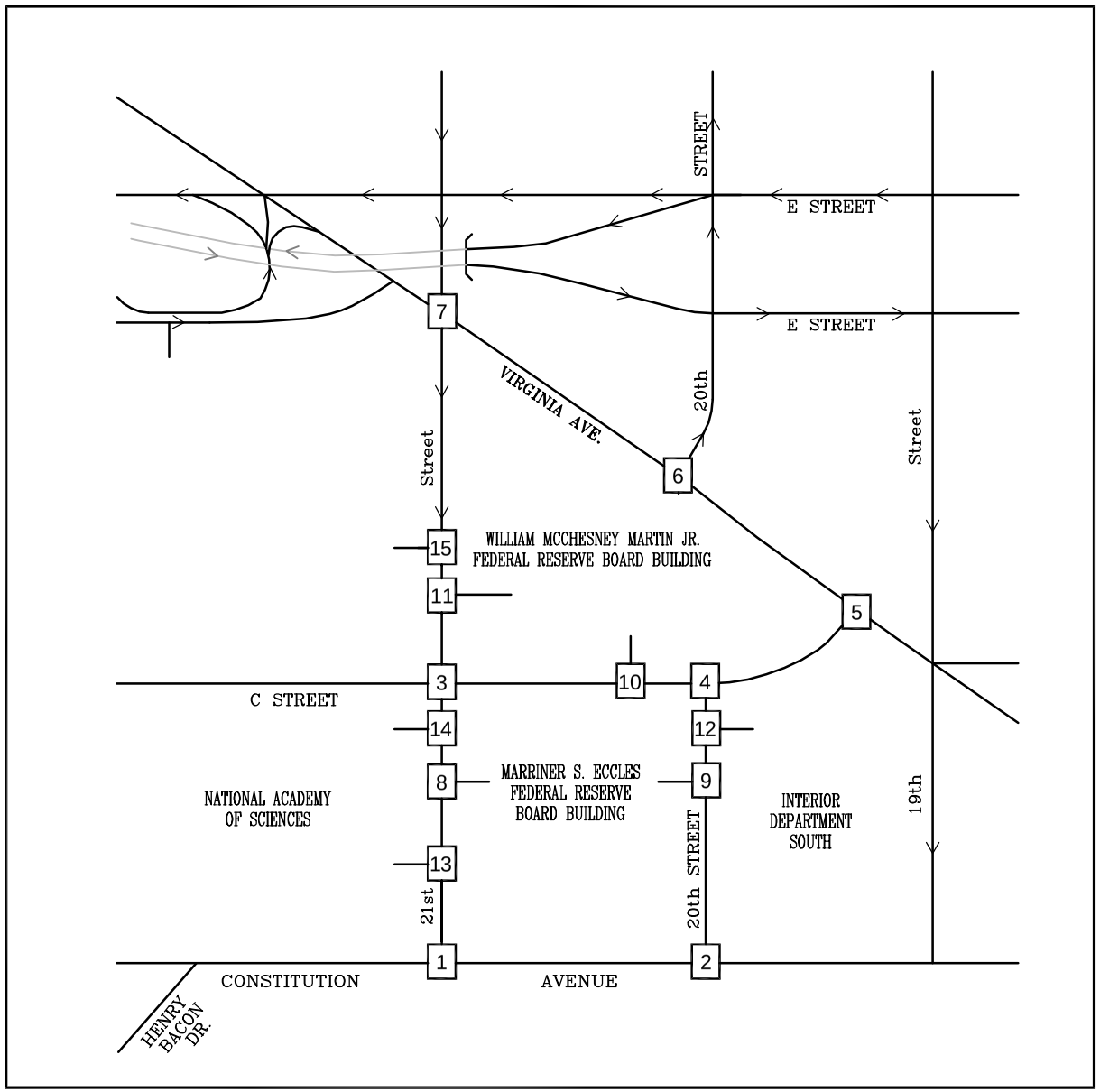


Figure 4-1
Regional Peak Hour Traffic Growth
(6 years at 1%, 8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

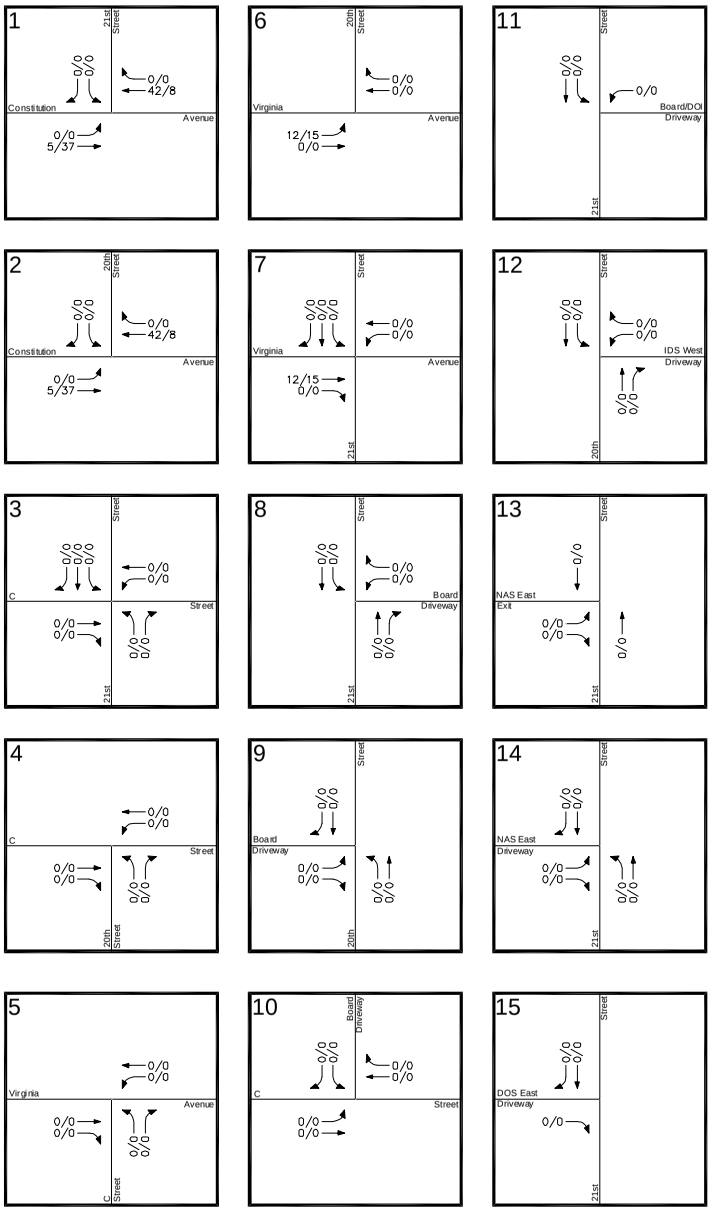
Wells + Associates, Inc.

Figure 4–2
Location of Pipeline Projects

North

O:\PROJECTS\4501–5000\4574 FRB – EA (KCCT)\GRAPHICS\4574 – RPT GRAPHICS.DWG

JGP



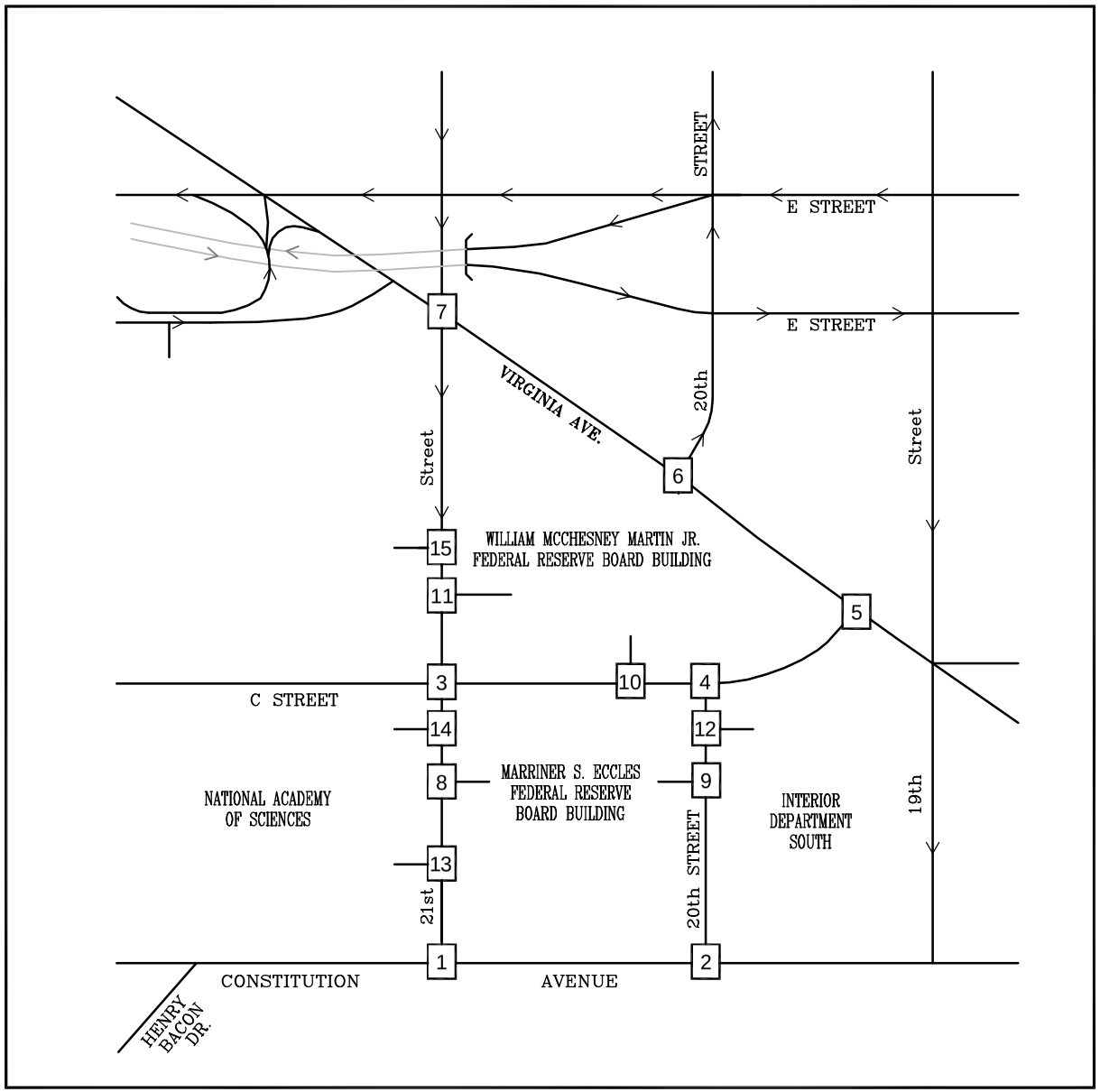


Figure 4-3
Total Pipeline Development Trips/Adjustments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

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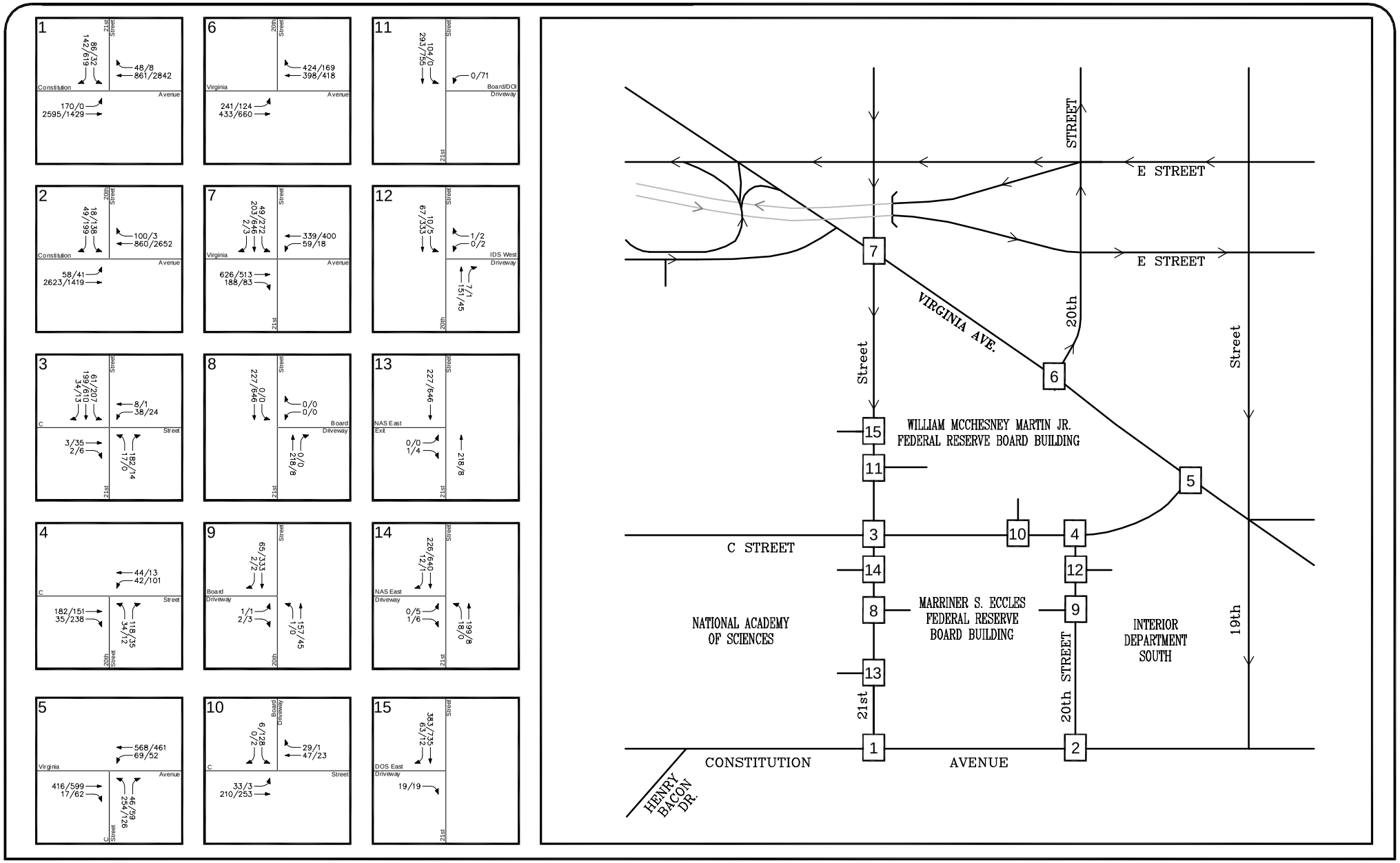


Figure 4-4
2015 Background Future ("No Action") Traffic Forecasts
(8:15-9:15 AM & 4:45-5:45 PM)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.

traffic controls shown on Figure 3-1, pedestrian counts shown on Figure 3-3, bicycle counts shown on Figure 3-4, background peak hour vehicular traffic forecasts shown on Figure 4-4, existing signal timings, and the Synchro capacity analysis technique. The results are presented in Appendix M and summarized in Table 4-1.

As shown on Table 4-1, all the study intersections would continue to operate at LOS "D" or better during all the peak study hours, with the exception of the 21st Street/ Constitution Avenue signalized intersection. The intersection would operate at an overall LOS "E" during the PM peak hour with some movements operating near, or at capacity, during both peak periods. Minor increases in delay would be realized through increases in regional traffic at the remaining study intersections.

The queuing and progression comments as provided under existing conditions apply.

QUEUES

The observed queues outlined under existing conditions would experience slight increases in the future due to ambient traffic growth. A summary of the queues as calculated by the Synchro software is presented on Table 4-2. The queuing analysis worksheets are presented in Appendix N.

Table 4-1
2015 Background Future ("No Action") Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing		2015 Background Future	
			AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)	B (14.7)	A (9.6)
		WBTR	E (60.4)	A (2.2)	E (61.1)	A (2.6)
		SBLR/SBL	D (54.7)	B (19.1)	E (57.8)	B (18.8)
		SBR	N/A	F (369.5)	N/A	F (417.4)
		Overall	**C (26.0)**	**D (50.9)**	**C (28.0)**	**E (56.8)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)	C (22.0)	A (7.7)
		WBTR	C (21.4)	C (22.0)	C (22.0)	C (24.5)
		SBL	C (22.0)	C (26.8)	C (21.4)	C (27.0)
		SBR	C (27.3)	C (21.4)	C (27.5)	C (22.0)
		Overall	**C (20.9)**	**B (17.4)**	**C (22.0)**	**B (19.0)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)	C (23.3)	C (24.0)
		WBL	C (27.4)	C (31.5)	C (27.4)	C (31.4)
		WBT	C (25.7)	C (30.9)	C (25.5)	C (31.5)
		NBL	B (11.6)	A (0.0)	B (11.9)	A (0.0)
		NBR	B (13.9)	A (4.4)	B (14.5)	A (4.6)
		SBL	A (7.4)	A (4.3)	A (7.9)	A (4.5)
		SBTR	A (6.9)	A (4.6)	A (7.6)	A (4.8)
		Overall	**B (11.3)**	**A (6.2)**	**B (11.8)**	**A (6.3)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]	A [6.2]	A [8.7]
		NBLR	B [12.7]	N/A	B [13.1]	N/A
		NBL	N/A	B [13.6]	N/A	B [14.0]
		NBR	N/A	B [10.3]	N/A	B [10.4]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)	D (37.4)	D (36.7)
		NWLT	A (9.2)	A (9.8)	A (9.4)	A (9.9)
		NEL	D (39.1)	C (25.3)	D (41.3)	C (25.5)
		NER	C (22.4)	A (9.7)	C (23.8)	A (9.4)
		Overall	**C (24.0)**	**C (24.3)**	**C (24.6)**	**C (24.4)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)	A (9.4)	B (19.1)
		SET	A (0.6)	A (6.8)	A (0.7)	A (6.7)
		NWTR	C (24.7)	A (9.8)	C (24.7)	B (10.3)
		Overall	**B (14.9)**	**A (9.0)**	**B (14.9)**	**A (9.4)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)	C (20.9)	B (15.8)
		SBTR	C (21.6)	B (15.4)	C (21.7)	B (15.7)
		SETR	B (12.7)	C (20.4)	B (12.9)	C (20.8)
		NWLT	A (6.7)	C (21.8)	A (6.5)	C (21.6)
		Overall	**B (12.6)**	**B (18.3)**	**B (12.7)**	**B (18.5)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]	A [9.7]	B [10.5]
		NBLT	A [0.1]	A [0.0]	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]	A [2.6]	A [0.3]
		SBLR	B [11.1]	B [11.3]	B [11.2]	B [11.4]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]	A [0.0]	B [12.0]
		SBLT	A [4.6]	A [0.0]	A [4.5]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]	A [9.6]	A [9.5]
		SBLT	A [2.6]	A [0.4]	A [2.5]	A [0.4]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]	A [9.9]	A [9.5]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]	A [9.8]	B [11.0]
		NBLT	A [1.9]	A [0.0]	A [1.8]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]	B [10.8]	B [10.7]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

Table 4-2
2015 Background Future ("No Action") Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing		2015 Background Future	
				AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125	320	139
		WBTR	410	210	31	231	33
		SBLR/SBL	145	174	43	#180	44
		SBR	145	N/A	#833	N/A	#891
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85	493	92
		WBTR	320	144	453	163	509
		SBL	280	28	124	31	131
		SBR	280	37	97	39	107
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41	10	43
		WBL	190	50	m32	52	m33
		WBT	190	m18	m3	m18	m4
		NBL	20	m10	0	m9	0
		NBR	20	m109	m5	m114	m6
		SBL	180	27	33	29	35
		SBTR	180	34	43	37	46
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9	3	10
		NBLR	60	26	N/A	29	N/A
		NBL	60	N/A	2	N/A	2
		NBR	60	N/A	4	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210	143	221
		NWLT	75	70	60	74	64
		NEL	200	252	113	#267	119
		NER	200	26	12	28	12
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90	143	107
		SET	410	0	73	0	76
		NWTR	320	151	57	164	65
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158	48	168
		SBTR	140	73	170	77	182
		SETR	170	116	115	128	126
		NWLT	420	24	56	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0	0	0
		SBLT	50	0	0	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0	0	1
		NBLT	280	0	0	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0	2	0
		SBLR	N/A	1	19	1	19
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12	0	12
		SBLT	20	7	0	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0	0	0
		SBLT	60	1	0	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2	0	2
		NBLT	50	1	0	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

SECTION 5
TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

OVERVIEW

The Board seeks to renovate and expand the existing podium level by 15,300± S.F. to provide a new 35,000± S.F. "Conference Center" under the "Preferred Alternative." This new facility will enable the Board to provide conferencing and training facilities for all its current activities that presently are forced at times to occur at offsite locations. This new "Conference Center" will support the Board's mission.

PURPOSE

This section evaluates the number of new trips that would be generated by the worst case "Preferred Alternative" Conference Center during the weekday AM and PM street peak hours and the distribution of those trips on the public street network. The Conference Center would expand the existing meeting space from 331 persons to 650 persons in a state of the art facility. The "Preferred Alternative" would represent the worst case and its results, for planning purposes, are assumed to be shared with the "Action Alternative" that results in a smaller conference area. The Visitor Screening Center, identical under the Preferred/ Action Alternative, enhances the existing screening procedures and it would not generate new vehicle trips.

Presently, events and conferences at the existing Martin and Eccles buildings have been forced to utilize the dining rooms and cafeteria on the terrace level of the Martin Building and various conference rooms within the two (2) building compound. The proposed "Conference Center" would provide an expanded and modern venue for these events. It would also accommodate the various other events and conferences forced to be held off-site due to lack of on-site space. This consolidation would allow a majority existing Board employees who work at the Martin and Eccles buildings to remain on-site rather than travel to off-site venues.

MODES OF TRAVEL FOR CONFERENCE ATTENDEES

The Martin and Eccles Buildings will not be able to facilitate parking for outside attendees so a transportation program designed to encourage outside participants to walk, utilize the existing Board shuttle system, local public transportation, and existing public parking garages will be necessary to accommodate conference participants.

Nearby/Frequent Conference Participants. A significant number of conferences would include major organizations that are located in the general walking proximity to the Board that would also have access to nearby Board operated shuttle bus routes. These organizations include:

1) International Monetary Fund (IMF) Headquarters which is located to the north-northeast at 700 19th Street, is an approximate 0.4 mile walk (3-4 city blocks) to the Martin Building C Street entrance.

2) World Bank Headquarters which is located at 2121 Pennsylvania Avenue is the building immediately to the east of the IMF Headquarters.

3) Federal Deposit Insurance Corporation (FDIC) Headquarters which is located to the northeast at 550 17th Street, NW, is an approximate 0.5 mile walk to the Martin Building C Street entrance.

4) United States Department of Treasury Headquarters which is located to the east at 1500 Pennsylvania Avenue, NW, is approximately one (1) mile travel distance away to the Martin Building C Street entrance.

5) Board office space is located to the northeast at New York Avenue and 17th Street which is an approximate 0.4 mile walk (3-4 city blocks) and serves as a Board shuttle bus stop.

6) Board has additional office space located proximate to the 18th Street/I Street intersection located near to the Farragut West metro station and this office space also serves as a Board shuttle bus stop.

Board Shuttle Bus System. The Board operates two (2) shuttle buses with a 35-person seat capacity that connects the Martin and Eccles Buildings to Board office space throughout the District. The shuttle routes are summarized on Figure 2-8 in the previous Section 2. It is anticipated the Board will provide ongoing evaluation of their shuttle route system to determine needs of additional and/or larger shuttle buses to accommodate future larger conferences.

Public Transportation. The Martin and Eccles buildings are transit oriented to multiple Metrobus routes and transit adjacent to three (3) Metrorail stations.

The nearest Metrorail station serving the subject site is the Foggy Bottom-GWU station (Orange/Blue Line) located to the northwest and is an approximate 0.70 mile walk to the Martin Building C Street entrance. The Farragut West station (Orange/Blue Line) is located to the northeast and is an approximate 0.75 mile walk to the Martin Building C Street entrance. The Farragut North station (Red Line) is also located to the northeast and is an approximate one (1) mile walk to the Martin Building C Street entrance. The Farragut West and Farragut North Metrorail stations are proximate to Board office space that are also served by the Board shuttle bus system.

The subject site is directly served by 14 weekday Metrobus lines on Constitution Avenue, Virginia Avenue, and C Street. These lines include: 13A, 13B, 13F, 13G, 32, 36, 39, 80, S1, H1, L1, N3, P1, and X1.

Public Parking Facilities. Nearby parking garages will serve participants who prefer, or must, drive to a conference. As provided in Section 2 of this document, the nearest public parking facilities are located at 511

20th Street and 533 21st Street about a ¼ mile walk from the north to the Martin Building's C Street entrance. The Columbia Plaza Garage is located about a 0.45 mile walk away from the northwest to the Martin Building's C Street entrance. The George Washington University – APG Garage is located about a 0.6 mile walk away from the northwest to the Martin Building's C Street entrance. Each location is summarized on Figure 2-7 in the previous Section 2.

Taxi/Hired Cars. Participants from out of town and within the city may choose to be dropped off at the Martin/Eccles buildings to attend a conference. It is anticipated that the drop-off/pick-up for these attendees would occur proximate and/or nearby to Martin and Eccles building perimeter of Virginia Avenue, 21st Street, 20th Street, and C Street. A majority of drop-offs/pick-ups would occur on the north and south sides of C Streets between 21st Street and 20th Street in the lanes where the on-street parking has been permanently removed.

STREET PEAK HOUR TRIP GENERATION METHODOLOGY (8:15-9:15 AM AND 4:45-5:45 PM)

The current meeting space in the Martin Building is designed to accommodate 331 seated persons in various meeting space. At the time of the June 3, 2009 traffic data collection, a conference took place for approximately 120 attendees that included participants arriving from the nearby World Bank Headquarters.

The proposed new 35,000± S.F. "Conference Center" would accommodate 650 persons, or 319 more persons than current capacities allow for in various existing meeting rooms in the Martin Building. The new conference space would accommodate 530 more persons than the meeting held during the June 3, 2009 traffic data collection effort.

Conference Start and End Times. Conferences at the Board are typically all day events that on occasion cater breakfast and lunch for events. The following are approximate start/end times:

- Start: 7:00 to 9:00 AM
- End: 4:00 to 6 PM.

For the purpose of this evaluation, it is assumed the peak arrivals/departures occur during the adjacent street peak hour (8:15 – 9:15 AM and 4:45 – 5:45 PM).

The new conference facility trips that would be added to the AM and PM street peak hours would be taxi/hired cars for the reasons described previously.

To determine the peak hour trips the Board would generate during maximum events, the following factors were assumed:

1. The maximum event size is approximately 650 persons.

2. Based on programming information provided by the Board, typical occupancy is expected to be approximately 40 to 50 percent for most events. The additional space and capacity provided in the building provides for flexibility in the uses. To represent a conservative condition, this study utilized the 75th

percentile for a "design capacity" of the facility.

3. Assume 95 percent attendance of the event.

4. Assume 90 percent of outside participants arrive/depart during the adjacent street peak hours.

5. Auto-occupancies for guests arriving by taxi/hired car is 2.0 persons per vehicle. Auto-occupancy was based on Board visitors that typically arrive in groups rather than individuals from the nearby organizations and from out of town.

6. Mode-splits based on coordination with Board staff and engineering judgment.

7. The Board shuttle system will be adjusted through ongoing evaluation of its capacity requirements and augmented as required, if appropriate.

8. The following was assumed for the modes of arrival and departure based on discussions with Board staff and engineering judgment:

Arrival/Departure Modes

Work in Martin/Eccles	20%
Off-site Shuttle Employee	15%
Off-site Shuttle Guest	15%
Private Auto (Public Garage)	10%
Taxi/Hired Car	25%
Metrorail/Bus/Walk/Bike	15%
Total	100%

The conference trip generation assumptions are summarized on Table 5-1.

TRIP GENERATION SUMMARY

As shown on Table 5-1, the proposed conference center would generate new vehicle trips from both attendees choosing to arrive in private vehicles and those choosing to be dropped off by taxi/hired vehicles.

Private Vehicles. Approximately 10% of attendees were assumed to arrive by private vehicle. Those choosing to arrive by private vehicle for all day events must park in area public parking garages due to immediate area parking time limits and restrictions. The location of some of these public parking facilities is described in Section 2 and shown on Figure 2-7. New trips destined for these off-site facilities do not impact the intersections within the study area. An example would be vehicles utilizing the E Street Expressway to/from the west to access public parking garages to the north of the study area.

The proposed new conference center would generate the following new off-site public garage destination vehicle trips as described in Table 5-1:

- 15 new inbound trips during the AM street peak hour, and
- 15 new outbound trips during the PM street peak hour.

Taxi/Hired Vehicles. Approximately 25% of attendees were assumed to arrive by taxi/hired vehicle. Based on the trip generation analysis on Table 5-1, approximately:

Table 5-1
Trip Generation Analysis
Board of Governors of the Federal Reserve System (Board)

CRITERIA	EXISTING CONDITIONS (June 3, 2009*)		FUTURE CONDITIONS (Preferred Alternative)		DIFFERENCE (Future - Existing)	
Conference Space Area:	12,900 S.F.		35,000 S.F.		22,100 S.F.	
Maximum Person capacity:	331 Attendees		650 Attendees		319 Attendees	
75th Percentile Design Capacity (x 75%) (1)	249 Attendees		488 Attendees		239 Attendees	
Conference Attendees:	140 Attendees*		488 Attendees		348 Attendees	
Maximum Attendance (Assumes Cancelations)	95%		95%		95%	
Percentage Arriving/Departing during Peak Hour (2)	90%		90%		90%	
Total Attendees Arriving/Departing during Peak Hour	120 Attendees		418 Attendees		298 Attendees	
Mode Share (3)	Percentage	Attendees	Percentage	Attendees	Percentage	Attendees
Work in Martin/Eccles Building	20%	24	20%	84	20%	60
Off-site Shuttle (For Board Employees)	15%	18	15%	63	15%	45
Off-site Shuttle (For Board Guests)	15%	18	15%	63	15%	45
Private Auto Drivers (Off-Site Public Garage)	10%	12	10%	42	10%	30
Taxi/Hired Vehicle	25%	30	25%	104	25%	74
Metrorail/Bus/Walk/Bike	15%	18	15%	63	15%	45
Total	100%	120	100%	419	100%	299
Vehicle Occupancy Assumptions						
Shuttle Bus	35.0 Attendees/veh.		35.0 Attendees/veh.		35.0 Attendees/veh.	
Private Vehicles	2.0 Attendees/veh.		2.0 Attendees/veh.		2.0 Attendees/veh.	
Taxi/Hired Vehicle	2.0 Attendees/veh.		2.0 Attendees/veh.		2.0 Attendees/veh.	
Peak Hour Vehicles						
Shuttle Bus (Existing Board Employee Shuttle System)	1 vehicles		2 vehicles		1 vehicles	
Shuttle Bus (Provided for Board Guests)	0 vehicles		2 vehicles		2 vehicles	
Off-Site Road Network: Private Vehicles	6 vehicles		21 vehicles		15 vehicles	
On-Site Road Network: Taxi/Hired Vehicles	15 vehicles		52 vehicles		37 vehicles	

NET NEW SITE TRIPS: Private/Taxi/Hired Vehicles (Difference: Future - Existing)	**AM STREET PEAK HOUR (8:15 - 9:15 AM)**			**PM STREET PEAK HOUR (4:45 - 5:45 PM)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
New Existing Shuttle System Trips (4)	**0**	**0**	**0**	**0**	**0**	**0**
New Shuttle Bus Trips for Board Guests	**2**	**2**	**4**	**2**	**2**	**4**
Off-Site Road Network: New Private Vehicles Trips	**15**	**0**	**15**	**0**	**15**	**15**
On-Site Road Network: New Taxi/Hired Vehicles Trips	**37**	**37**	**74**	**37**	**37**	**74**
Total Road Network New Trips	**54**	**39**	**93**	**39**	**54**	**93**

Note(s):

(1) Based on programming information provided by The Board and KCCT. This represents a conservative condition. Typical occupancy is expected to be approximately 40 to 50 percent for most events. This additional space and capacity provided in the building provides for flexibility in the use of the space.

(2) Events typically would begin betweeen 8:30 AM and 9:00 AM and end between 4:00 PM and 5:00 PM. The street peak hours are 8:15-9:15 AM and 4:45-5:45 PM.

(3) Modes of arrival/departure based on discussions with Board staff and engineering judgment.

(4) Existing shuttle system schedule provides eight (8) trips during the AM peak hour (4 inbound, 4 outbound) and 10 trips during the PM peak hour (5 inbound, 5 outbound).

- 37 new inbound drop-off trips and corresponding departure trips during the AM street peak hour, and
- 37 new inbound pick-up trips and corresponding outbound departure trips during the PM street peak hour.

Off-site Shuttle for Guests. It is anticipated additional arranged shuttle buses would be utilized to transport large groups to the new facility from nearby hotels/organizations. Approximately 15% of attendees were assumed to arrive by shuttle bus. Based on the trip generation analysis on Table 5-1, approximately:

- 2 new inbound drop-off trips and corresponding departure trips during the AM street peak hour, and
- 2 new inbound pick-up trips and corresponding outbound departure trips during the PM street peak hour.

Martin Building Parking/Staff Reductions. As described earlier, the renovation of the Martin Building's podium level will displace existing office space resulting in a reduction of approximately 55 employees who will be re-located off-site. The podium expansion will displace approximately 25 sub-grade parking spaces. In the interest of conservatism, existing trips were not removed from the Martin Building driveways or area road network.

SITE TRIP DISTIBUTION AND ASSIGNMENT

The percent distribution and corresponding new site-generated trips occurring during the street peak hours were assigned to the roadway network based on review of existing traffic counts, previous nearby studies, field observations, and engineering judgment, as shown on Figure 5-1.

For planning purposes, taxi/hired vehicle trips were oriented to C Street in between 21st and 20th Street. Taxi/hired vehicles were re-distributed evenly throughout the network once the drop-off was made. Arriving vehicles for pick-up arrived in a similar distributed manor.

The new shuttle trips for visitors were primarily oriented to/from the north and west.

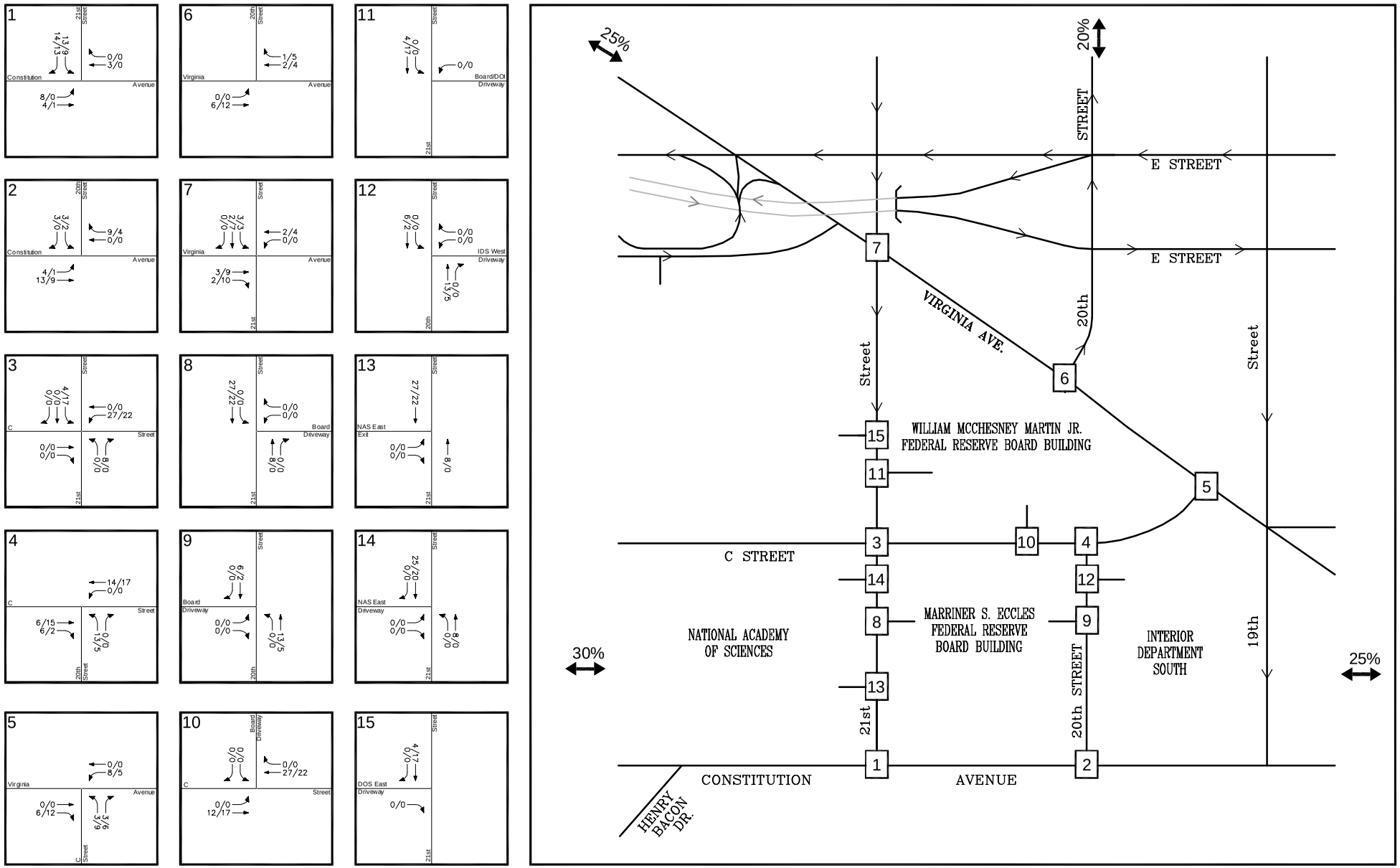


Figure 5-1
Site Trip Assignment and Percent Distribution
(8:15 - 9:15 AM and 4:45 - 5:45 PM)

SECTION 6
ANALYSIS OF FUTURE CONDITIONS WITH THE PREFERRED/ACTION ALTERNATIVE

OVERVIEW

This section presents 2015 traffic forecasts with the "Preferred/Action Alternative" and intersection levels of service during the street AM peak hour (8:15-9:15 AM) and street PM peak hour (4:45-5:45 PM).

TOTAL FUTURE TRAFFIC FORECASTS

The site traffic assignments shown on Figure 5-1 were added to the background "no action" future traffic forecasts (Figure 4-4) to yield the total future traffic forecasts with the Preferred/Action Alternative shown on Figure 6-1.

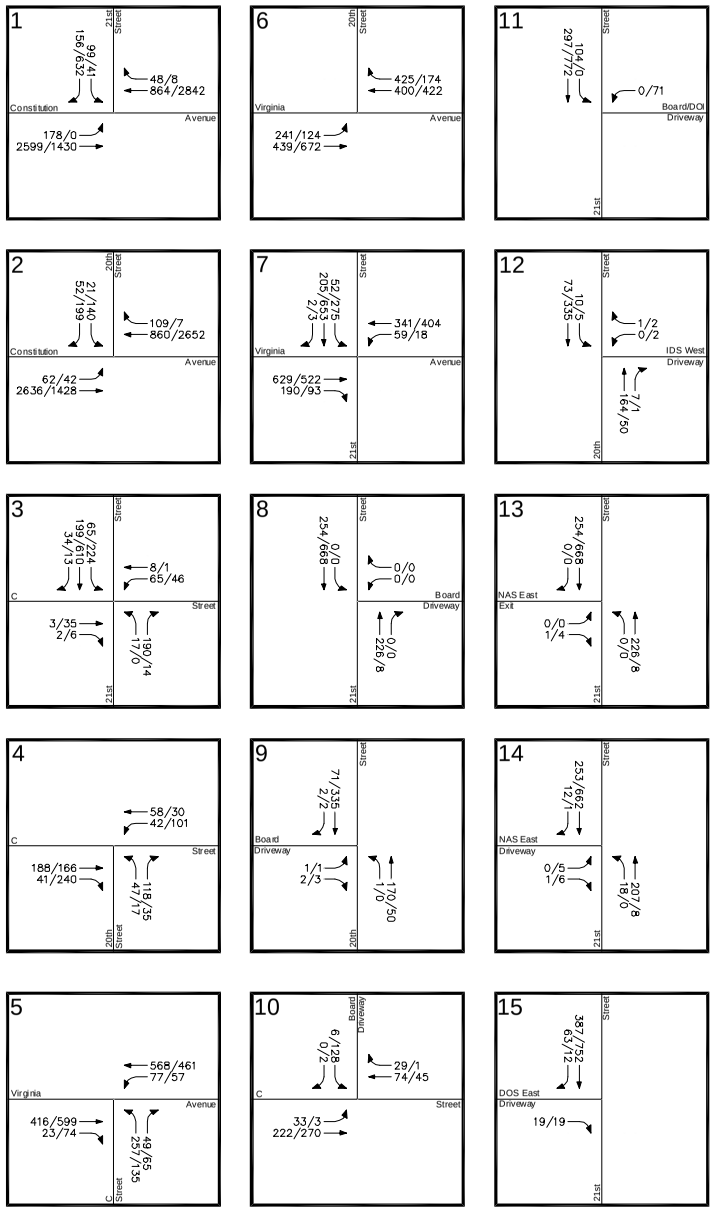
LEVELS OF SERVICE

Total future intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls shown on Figure 3-1, pedestrian counts shown on Figure 3-3, bicycle counts shown on Figure 3-4, total future peak hour vehicular traffic forecasts shown on Figure 6-1, existing signal timings, and the Synchro capacity analysis technique. The results are presented in Appendix O and summarized in Table 6-1.

As shown on Table 6-1, all the study intersections would continue to operate at LOS "D" or better during all the peak study hours, with the exception of the 21st Street/ Constitution Avenue signalized intersection. The intersection would operate at an overall LOS "E" during the PM peak hour with some movements operating near, or at capacity, during both peak periods. Minor increases in delay would be realized through minor increases with site trips at the remaining study intersections. The southbound right-turn movement at the Constitution Avenue/21st Street intersection would continue to degrade as a result of new site trips and the heavy through movements on Constitution Avenue.

It should be noted Synchro capacity results reported a decrease in delay at the Constitution Avenue/20th Street and Virginia Avenue/20th Street signalized intersections. The Synchro capacity results also reported a decrease in delay the following unsignalized intersections: 20th Street/C Street, 21st Street/Martin Building driveway, and 20th Street/DOI driveway. This decrease in delay occurred as a result of adding new trips to the through movements adjusting the calculation of the weighted average delay.

The queuing and progression comments as provided under existing conditions apply.



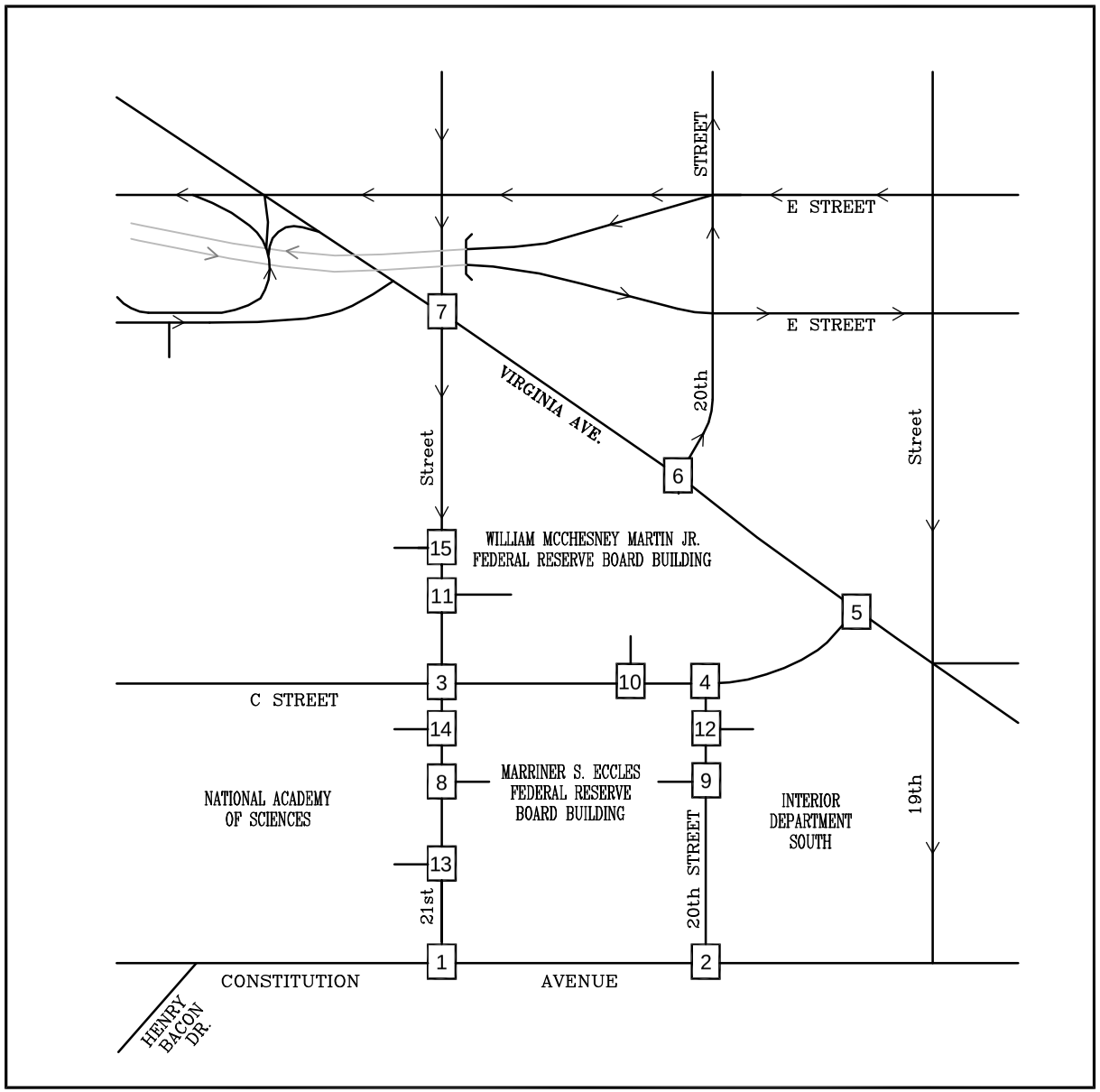


Figure 6-1
2015 Total Future ("Preferred/Action Alternative") Traffic Forecasts
(8:15 - 9:15 AM and 4:45 - 5:45 PM)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.

Table 6-1
2015 Total Future ("Preferred/Action Alternative") Level of Service Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	2009 Existing		2015 Background Future		2015 Total Future	
			AM	PM	AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	B (12.9)	A (9.3)	B (14.7)	A (9.6)	B (14.9)	A (9.6)
		WBTR	E (60.4)	A (2.2)	E (61.1)	A (2.6)	E (60.9)	A (2.6)
		SBLR/SBL	D (54.7)	B (19.1)	E (57.8)	B (18.8)	E (60.7)	C (20.5)
		SBR	N/A	F (369.5)	N/A	F (417.4)	N/A	F (435.6)
		Overall	**C (26.0)**	**D (50.9)**	**C (28.0)**	**E (56.8)**	**C (28.5)**	**E (60.0)**
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	C (20.6)	A (7.3)	C (22.0)	A (7.7)	C (22.0)	A (7.7)
		WBTR	C (21.4)	C (22.0)	C (22.0)	C (24.5)	C (22.0)	C (24.6)
		SBL	C (22.0)	C (26.8)	C (21.4)	C (27.0)	C (21.6)	C (26.9)
		SBR	C (27.3)	C (21.4)	C (27.5)	C (22.0)	C (27.2)	C (21.4)
		Overall	**C (20.9)**	**B (17.4)**	**C (22.0)**	**B (19.0)**	**C (22.0)**	**B (19.0)**
3. 21st Street NW/ C Street NW	Signal	EBTR	C (23.3)	C (23.9)	C (23.3)	C (24.0)	C (23.3)	C (24.0)
		WBL	C (27.4)	C (31.5)	C (27.4)	C (31.4)	C (28.8)	C (34.9)
		WBT	C (25.7)	C (30.9)	C (25.5)	C (31.5)	C (25.7)	C (34.5)
		NBL	B (11.6)	A (0.0)	B (11.9)	A (0.0)	B (11.9)	A (0.0)
		NBR	B (13.9)	A (4.4)	B (14.5)	A (4.6)	B (14.5)	A (4.6)
		SBL	A (7.4)	A (4.3)	A (7.9)	A (4.5)	A (8.1)	A (4.8)
		SBTR	A (6.9)	A (4.6)	A (7.6)	A (4.8)	A (7.6)	A (5.1)
		Overall	**B (11.3)**	**A (6.2)**	**B (11.8)**	**A (6.3)**	**B (12.8)**	**A (7.3)**
4. 20th Street NW/ C Street NW	STOP	WBLT	A [6.2]	A [8.6]	A [6.2]	A [8.7]	A [5.8]	A [8.4]
		NBLR	B [12.7]	N/A	B [13.1]	N/A	B [13.9]	N/A
		NBL	N/A	B [13.6]	N/A	B [14.0]	N/A	B [14.5]
		NBR	N/A	B [10.3]	N/A	B [10.4]	N/A	B [10.5]
5. C Street NW/ Virginia Avenue NW	Signal	SETR	D (37.2)	D (36.7)	D (37.4)	D (36.7)	D (37.4)	D (36.9)
		NWLT	A (9.2)	A (9.8)	A (9.4)	A (9.9)	A (9.4)	A (10.0)
		NEL	D (39.1)	C (25.3)	D (41.3)	C (25.5)	D (41.6)	C (25.6)
		NER	C (22.4)	A (9.7)	C (23.8)	A (9.4)	C (24.3)	A (8.6)
		Overall	**C (24.0)**	**C (24.3)**	**C (24.6)**	**C (24.4)**	**C (24.7)**	**C (24.4)**
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	A (9.3)	B (18.7)	A (9.4)	B (19.1)	A (9.4)	B (19.1)
		SET	A (0.6)	A (6.8)	A (0.7)	A (6.7)	A (0.7)	A (6.7)
		NWTR	C (24.7)	A (9.8)	C (24.7)	B (10.3)	C (24.9)	B (10.1)
		Overall	**B (14.9)**	**A (9.0)**	**B (14.9)**	**A (9.4)**	**B (14.9)**	**A (9.3)**
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	C (20.9)	B (15.5)	C (20.9)	B (15.8)	C (21.0)	B (15.9)
		SBTR	C (21.6)	B (15.4)	C (21.7)	B (15.7)	C (21.7)	B (15.7)
		SETR	B (12.7)	C (20.4)	B (12.9)	C (20.8)	B (13.0)	C (20.9)
		NWLT	A (6.7)	C (21.8)	A (6.5)	C (21.6)	A (6.4)	C (21.2)
		Overall	**B (12.6)**	**B (18.3)**	**B (12.7)**	**B (18.5)**	**B (12.7)**	**B (18.6)**
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		SBLT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	A [9.7]	B [10.4]	A [9.7]	B [10.5]	A [9.8]	B [10.5]
		NBLT	A [0.1]	A [0.0]	A [0.1]	A [0.0]	A [0.1]	A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	A [2.7]	A [0.3]	A [2.6]	A [0.3]	A [2.6]	A [0.3]
		SBLR	B [11.1]	B [11.3]	B [11.2]	B [11.4]	B [11.5]	B [11.8]
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	A [0.0]	B [12.0]	A [0.0]	B [12.0]	A [0.0]	B [12.1]
		SBLT	A [4.6]	A [0.0]	A [4.5]	A [0.0]	A [4.4]	A [0.0]
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	A [9.5]	A [9.5]	A [9.6]	A [9.5]	A [9.7]	A [9.6]
		SBLT	A [2.6]	A [0.4]	A [2.5]	A [0.4]	A [2.3]	A [0.3]
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]	A [9.9]	A [9.5]	B [10.1]	A [9.6]
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	A [9.7]	B [10.8]	A [9.8]	B [11.0]	A [9.9]	B [11.2]
		NBLT	A [1.9]	A [0.0]	A [1.8]	A [0.0]	A [1.8]	A [0.0]
15. 21st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]	B [10.8]	B [10.7]	B [10.8]	B [10.8]

Notes:
(1) Analysis performed using Synchro software, version 7
(2) Values in parentheses, ( ), represent signalized delay in seconds
(3) Values in brackets, [ ], represent unsignalized delay in seconds

QUEUES

The observed queues outlined under existing and future background "no action" conditions would experience negligible increases in the future due to site traffic. A summary of the queues as calculated by the Synchro software is presented on Table 6-2. The queuing analysis worksheets are presented in Appendix P.

POTENTIAL MITIGATION MEASURES

The Board currently operates various transportation measures in order to reduce peak hour trips made by employees and visitors to the building. The following potential recommendations were developed in order to enhance the existing measures and manage the additional visitors expected to travel to the Board for conferences:

1. Designate a member(s) of the Martin Building management team as a Conference Facility Transportation Coordinator responsible for implementing trip reducing measures.

2. The Martin Building Conference Facility Transportation Coordinator would implement the following potential measures:

    a. Provide website information to encourage conference attendees to visit the site as a pedestrian, with a bicycle, by public transportation, shuttle bus, or other alternate means such as carpooling. This information should be provided with advanced notice to allow for attendees to coordinate their method of travel.

    b. Assist staff/visitors in making effective and efficient commuting choices to the new conference facility

    c. Prepare an area-wide map that shows the locations of the local transportation facilities (bus/rail).

    d. Prepare an area-wide map that shows public parking garages and should also note any time restrictions on nearby curb parking spaces

Table 6-2
2015 Total Future ("Preferred/Action Alternative") Intersection Queue Summary (1) (2) (3)
Board of Governors of the Federal Reserve System (Board)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing		2015 Background Future		2015 Total Future	
				AM	PM	AM	PM	AM	PM
1. 21st Street NW/ Constitution Avenue NW	Signal	EBLT	290	285	125	320	139	323	140
		WBTR	410	210	31	231	33	232	33
		SBLR/SBL	145	174	43	#180	44	#235	55
		SBR	145	N/A	#833	N/A	#891	N/A	#913
2. 20th Street NW/ Constitution Avenue NW	Signal	EBLT	410	457	85	493	92	495	94
		WBTR	320	144	453	163	509	164	510
		SBL	280	28	124	31	131	34	133
		SBR	280	37	97	39	107	41	105
3. 21st Street NW/ C Street NW	Signal	EBTR	N/A	10	41	10	43	10	43
		WBL	190	50	m32	52	m33	79	m56
		WBT	190	m18	m3	m18	m4	m18	m3
		NBL	20	m10	0	m9	0	m9	0
		NBR	20	m109	m5	m114	m6	m117	m6
		SBL	180	27	33	29	35	31	39
		SBTR	180	34	43	37	46	38	48
4. 20th Street NW/ C Street NW	STOP	WBLT	180	3	9	3	10	3	10
		NBLR	60	26	N/A	29	N/A	34	N/A
		NBL	60	N/A	2	N/A	2	N/A	4
		NBR	60	N/A	4	N/A	4	N/A	4
5. C Street NW/ Virginia Avenue NW	Signal	SETR	320	135	210	143	221	144	224
		NWLT	75	70	60	74	64	75	65
		NEL	200	252	113	#267	119	#277	127
		NER	200	26	12	28	12	30	11
6. 20th Street NW/ Virginia Avenue NW	Signal	SEL	160	131	90	143	107	141	107
		SET	410	0	73	0	76	1	77
		NWTR	320	151	57	164	65	165	65
7. 21st Street NW/ Virginia Avenue NW	Signal	SBL	150	46	158	48	168	51	170
		SBTR	140	73	170	77	182	77	184
		SETR	170	116	115	128	126	130	130
		NWLT	420	24	56	24	56	24	56
8. 21st Street NW/ Board (Eccles) Driveway	STOP	WBLR	N/A	0	0	0	0	0	0
		SBLT	50	0	0	0	0	0	0
9. 20th Street NW/ Board (Eccles) Driveway	STOP	EBLR	N/A	0	0	0	1	0	1
		NBLT	280	0	0	0	0	0	0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT	125	2	0	2	0	2	0
		SBLR	N/A	1	19	1	19	1	21
11. 21st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL	N/A	0	12	0	12	0	12
		SBLT	20	7	0	7	0	7	0
12. 20th Street NW/ Interior Department Driveway	STOP	WBLR	N/A	0	0	0	0	0	0
		SBLT	60	1	0	1	0	1	0
13. 21st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0	0	0	0	0
14. 21st Street NW/ National Academy of Sciences Driveway	STOP	EBLR	N/A	0	2	0	2	0	2
		NBLT	50	1	0	1	0	1	0
15. 21st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3	3	3	3	3

Notes:
(1) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
(2) "#" - 95th percentile volume exceeds capacity, queue may be longer.
(3) "m" - Volume for 95th percentile queue is metered by upstream signal.

SECTION 7
CONCLUSIONS AND RECOMMENDATIONS

The conclusions of this study are as follows:

1. All of the existing study intersections and driveways presently operate an at acceptable level of service "D" or better during all the peak study periods with the exception of Constitution Avenue intersection with 21st that currently has movements operating at, or near capacity.

2. The Martin Building is currently served with 12,900 S.F.± of meeting space in various meeting rooms accommodating approximately 331 seated persons. Due to the lack of on-site space, current conferences are either forced to take place in the Martin Building Terrace Level cafeteria or moved off-site.

3. The Board proposes to expand the Martin Building's Podium level by 15,300± S.F. to provide a 35,000± S.F. conference center to serve up to approximately 650± persons under the "Preferred Alternative." This will allow a portion of the current attendees who work in the Martin Building to reside on-site versus travel off-site.

4. The Board proposes a new "Visitor Screening Center" that will allow visitors to be screen in an approximate 11,000± S.F. security vestibule prior to entering the main portion of the Martin Building and/or conference area. Since these visitors and staff currently use this facility, the "Visitors Screening Center" is not expected to generate additional vehicle trips.

5. No additional parking is proposed or will be provided to visiting attendees with this project. Existing sub-grade parking in the Martin Building will be displaced (approximately 25 spaces) with construction of the conference center and existing podium office staff (approximately 55 employees) will be re-located to Board offices within the District.

6. A trip generation analysis based on existing transportation facilities, area public parking garages, existing shuttle service, and assumed non-Board employees resulted in approximately 74 new trips (37 inbound, 37 outbound) would be added to the on-site road network during the AM and PM commuter peak hours. All these trips were assumed to be taxi/hired vehicles dropping-off/picking-up. An additional four (4) new shuttle trips (2 inbound, 2 outbound) would also be added to the road network during the AM and PM commuter peak hours. The trip generation was based on the worst case "Preferred Alternative" and assumed to also apply to the "Action Alternative."

7. The future study conditions under "no action" and the "Preferred/Action Alternative" indicated the general

operation of the study intersections to continue to operate similar to existing conditions with minor increases in delay. The Constitution Avenue intersection with 21st Streets would continue to operate at, or near, capacity.

The following potential recommendations were developed in order to enhance existing manage measures for the additional visitors expected to travel to the Board for conferences:

1. Designate a member(s) of the Martin Building management team as a Conference Facility Transportation Coordinator.

2. The Martin Building Conference Facility Transportation Coordinator should implement the following:

    a. Provide advance website information to encourage conference attendees to visit the site as a pedestrian, with a bicycle, by public transportation, shuttle bus, or other alternate means such as carpooling.

    b. Assist staff/visitors in making effective and efficient commuting choices to the new conference facility

    c. Prepare an area-wide map that shows the locations of the local transportation facilities (bus/rail) and information on the existing shuttle bus system.

    d. Prepare an area-wide map that shows public parking garages and should also note any time restrictions on nearby curb parking spaces

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APPENDIX A

DDOT SCOPING LETTER

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WELLS + ASSOCIATES

August 07, 2009

VIA ELECTRONIC DELIVERY

Christopher Ziemann, AICP
Transportation Planner, Ward 2
District Department of Transportation (DDOT)
2000 14th Street, NW
6th Floor
Washington, DC 20009

Subject: Updated Scoping Meeting Request and Project Description for an Environmental Assessment
Eccles-Martin Building Complex Visitor Screening and Conference Center
Board of Governors of the Federal Reserve System

Dear Chris,

This letter presents an updated scope for the transportation study being prepared as part of the Eccles-Martin Building Complex Visitor Screening and Conference Center project. It is based on the results of our meeting held on July 14, 2009. As discussed at the meeting, the Board of Governors of the Federal Reserve System ("Board") seeks to build a new Visitor Screening Center to provide an enhanced, self-contained security screening area for visitors and employees and to add a Conference Center on the podium level of the Martin Building. This project will be submitted for review through the course of an Environmental Assessment (EA) and Section 106.

The Marriner S. Eccles and William McChesney Martin, Jr. Federal Reserve buildings occupy the entire blocks bounded by Constitution Avenue on the south, Virginia Avenue to the north and east, 21st Street on the west, and 20th Street on the east, in the northwest section of Washington, D.C. in Ward 2, as shown on Attachment 1. The Department of State building is located to the north and west of the site, the National Academy of Sciences to the south and west, and the Department of Interior South Building to the south and east. A portion of the Martin Building city block is owned by the Department of Interior.

Visitor Screening Center. The proposed 11,000± square foot (S.F.) "Visitor Screening Center" would be located on C Street at the main entrance to the Eccles-Martin Complex for both employees and visitors. The "Visitor Screening Center" would provide ample space to screen visitors and employees in a covered vestibule. The vestibule would meet new security measures mandated by current threats. Presently, visitors and employees that are screened at the Martin Building C Street entrance must enter the main portion of the building to be screened creating inherent security issues. Due to limited screening space, current conditions create lengthy pedestrian queues and waiting times in the weather

during the security screening process. An existing site plan and conceptual site plan is provided as Attachment II and Attachment III, respectively.

Conference Center. The Board proposes a new 35,000± S.F. "Conference Center" to be located on the existing podium level of the Martin Building. As summarized below, this would be achieved by renovating and expanding the existing 19,700± S.F. podium level by 15,300± S.F. which includes the construction of two (2) new pavilions and relocating the perimeter wall closer to the exterior columns:

Existing Podium Level	19,700± S.F.
Existing Podium Expansion	*5,300± S.F.*
New East Pavilion	*5,000± S.F.*
New West Pavilion	*5,000± S.F.*
Proposed Podium Level "Conference Center"	35,000± S.F.

The new "Conference Center" will enable the Board to provide conferencing and training facilities for all of its current activities, to hold functions onsite that are currently forced to be held at offsite locations, and to add new conferences and meetings to support the Board's mission. The proposed podium plan, supported with 15,300± S.F. of new additional space, would include:

- 5 conference rooms,
- 3 break-out rooms,
- 2 classrooms,
- 2 PC training rooms,
- Conference registration and conference management offices,
- a business center,
- a pantry designed for serving catered events,
- 3 pre-function/lounge areas suitable for receptions,
- a west pavilion that will enclose a 75-seat lecture hall, a smaller 30 seat video and teleconference room, and one of two PC training rooms; and
- an east pavilion will incorporate a dividable 325-seat multi-purpose room.

Presently, events that occur on-site take place in the dining rooms and cafeteria on the terrace level of the Martin Building and various conference rooms within the two (2) building compound. The proposed "Conference Center" would provide an expanded and modern venue for these events and others held off-site. This consolidation would offer the necessary security for those employees and visitors in attendance.

Employees. Existing office space will be displaced to make room for the new visitor screening and conference centers, resulting in a net decrease of approximately 55 Board employees. These employees will likely be relocated to other Board facilities in the District of Columbia.

Parking. With the reconstruction of the Martin Building's podium level to accommodate a new "Visitor Screening Center" and "Conference Center," structural improvements that include additional support columns will result in a net loss of parking spaces in the sub-grade south parking garage beneath the Martin Building.

Transportation Management. The following transportation management measures are currently in place at the Martin and Eccles Buildings:

- nontaxable transportation subsidies for public transportation,
- bicycle facilities,
- gym facilities with lockers and showers,
- extensive shuttle service connecting Board office space throughout the District,
- public transportation bus stops on C Street between the Martin and Eccles Buildings,
- commuter bus stops on C Street between the Martin and Eccles Buildings,
- Foggy Bottom metro rail station is located approximately seven (7) blocks northeast,
- on-site cafeteria and food services, and
- parking lottery system.

Transportation Study Methodology

Study Intersections. The transportation study for the Environmental Assessment will include vehicular, pedestrian, and bicycle counts conducted on a typical weekday during the AM and PM periods at the following intersections and driveways:

1) C Street/21st Street,
2) C Street/20th Street,
3) C Street/Virginia Avenue,
4) Virginia Avenue/21st Street,
5) Virginia Avenue/20th Street,
6) Constitution Avenue/21st Street,
7) Constitution Avenue/20th Street,
8) 20th Street/Interior Dept South Driveway,
9) 21st Street/National Academy of Sciences Driveway (exit),
10) 21st Street/National Academy of Sciences Driveway,
11) 21st Street/Dept of State Driveway,
12) C Street mid-block pedestrian crossing (between 21st and 20th Streets)
13) C Street/FRB driveway,
14) 20th Street/FRB driveway,
15) 21st Street/FRB driveway north, and
16) 21st Street/FRB driveway south.

Peak hour traffic, pedestrian, and bicycle counts were collected on a typical weekday from 7 AM – 10 AM and 4 PM to 7 PM.

Regional Growth. A regional growth rate of one (1) percent compounded per year from 2009 to an anticipated buildout year of 2015 is anticipated to be used in this study based on recently approved studies in the area.

Present and Future Developments.

- United States Institute of Peace (USIP),
    - a 248,000 gross square foot (GSF) headquarters to be located in the northwest quadrant of the 23rd/Constitution Avenue intersection in the northwest section of Washington, D.C. This project is currently approved and under construction. Information will be based on the "United States Institute of Peace Transportation Impact Study" dated March 13, 2006 with subsequent addendum dated February 13, 2007.
- American Pharmacists Association (APhA), and
    - a 161,800 GSF building expansion located in the area bounded by C Street on the north, Constitution Avenue on the south, 22nd Street on the east, and 23rd Street on the west in the northwest section of Washington, D.C. This project is nearing completion and approved for occupancy. APhA is planning to design and construct a perimeter security system. Information will be based on the "American Pharmacists Association Traffic Impact Study" dated May 21, 2002 as revised on January 08, 2004 and May 11, 2004.
- Trip re-distributions resulting from the Department of State's proposal to reconfigure the E Street off-ramp to Virginia Avenue.
    - based on information obtained from the "Harry S Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study – Reconfiguration of the E Street/Virginia Avenue Intersection" dated October 06, 2006.

Site Trips. The site peak hour trip generation is anticipated to decrease at the site driveways as a result of fewer parking spaces and fewer Board employees. Discussion of the impact of the additional conference center space was suggested at the scoping meeting. We will estimate the impact of vehicle, pedestrian, and bicycle trips associated with the re-configuration of the building through a combination of existing traffic counts and the anticipated use of the building. This impact will account for the expected reduction in parking and employees. We will provide the trip generation estimates to DDOT for approval prior to using it in the transportation study.

Parking. We will identify the number of parking spaces to be eliminated as a result of the project.

Bikes racks. We will identify the existing location and number of bike racks and usage within the site area and adjoining streets. We will consider the potential to provide additional bike racks at convenient locations around the building.

Pedestrian Access. We will identify the existing and proposed locations for pedestrian access and circulation to the Martin Building.

Handicapped Ramp Locations. We will review the intersection geometry at any locations where sidewalk changes or reconstruction are proposed to ensure that appropriate accommodations for handicapped persons are provided. This will include a review of the locations of handicapped ramps.

Commuter Buses. We will quantify the number and location of commuter buses that currently travel on C Street adjacent to the site and document these findings in the traffic report.

Transportation Management. We will identify in detail the transportation measures that are currently in place that include public transportation subsidies, parking lottery, bicycles, shuttle service (including routes, schedules, and approximate ridership), and other actions.

Other Items. Other topics of discussion at the meeting included the need and details of public space permits. These include the use of pavers, the construction of a new fountain, and staging areas. These items will be pursued by the Board and its contractors separately and will not be included in the traffic report.

Thank you for meeting with us to review and discuss the scope of this project. Please provide any comments within one-week of receiving this information. Otherwise, we will assume that this scope is acceptable to DDOT. If you have any questions or comments, feel free to contact me or Kevin Fellin at 703-917-6620.

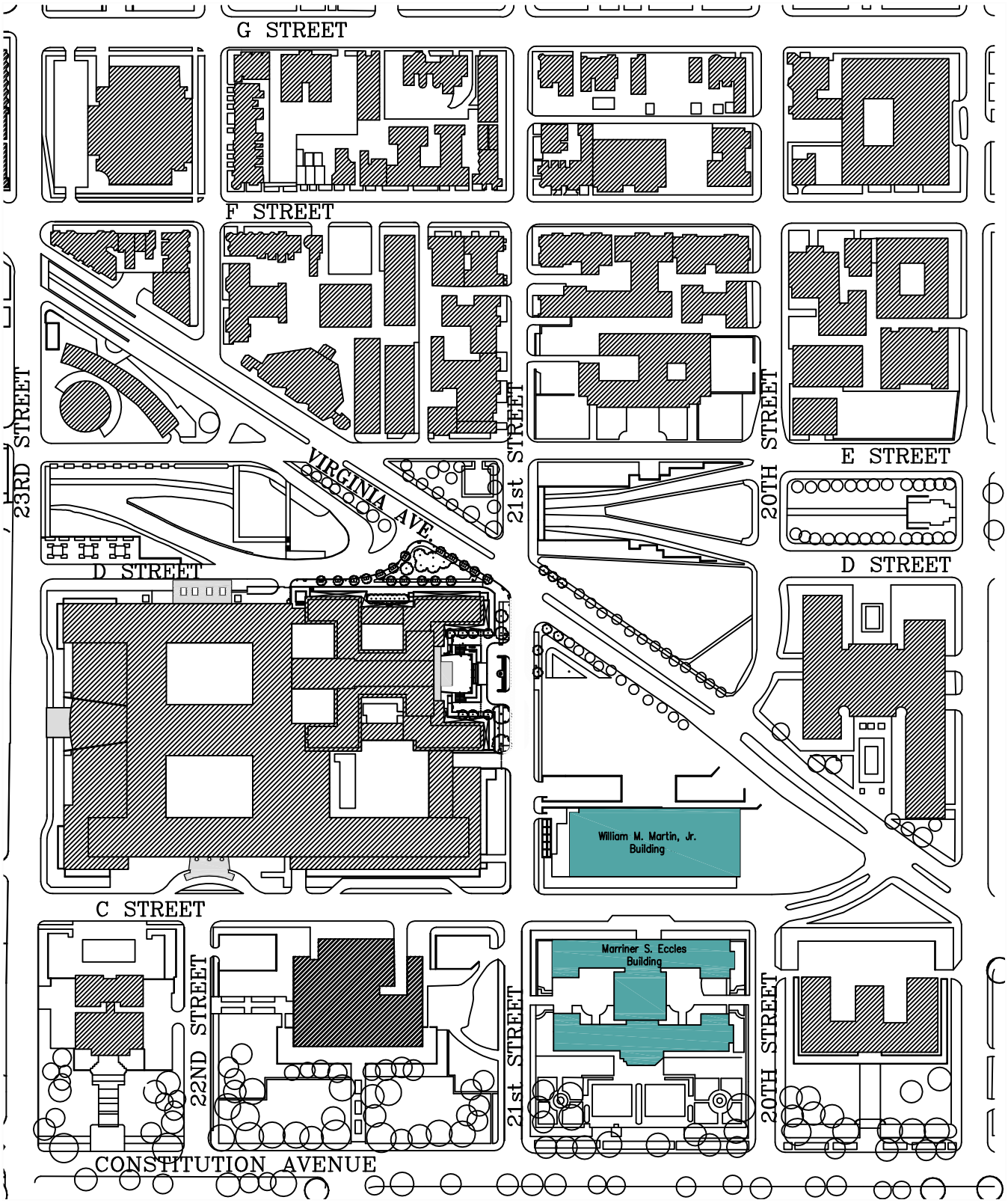
Sincerely,

Michael J. Workosky, PTP, TOPS
Principal Associate

Cc Keith Bates, Board of Governors of the Federal Reserve System
Enrique Bellini, Karn Charuhas Chapman & Twohey
James Dudney, Karn Charuhas Chapman & Twohey
Deana Rhodeside, Rhodeside & Harwell, Inc.
Emily Brodhag, Rhodeside & Harwell, Inc.
Judith Robinson, Robinson & Associates, Inc.
Martin J. Wells, Wells + Associates, Inc.

Enclosures

O:\Projects\4501-5000\4574 FRB - EA (KCCT)\Documents\Correspondence\FRB Scoping Meeting Request and Project Description for DDOT (Updated 8 7 09).doc



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Attachment 1

Site Location

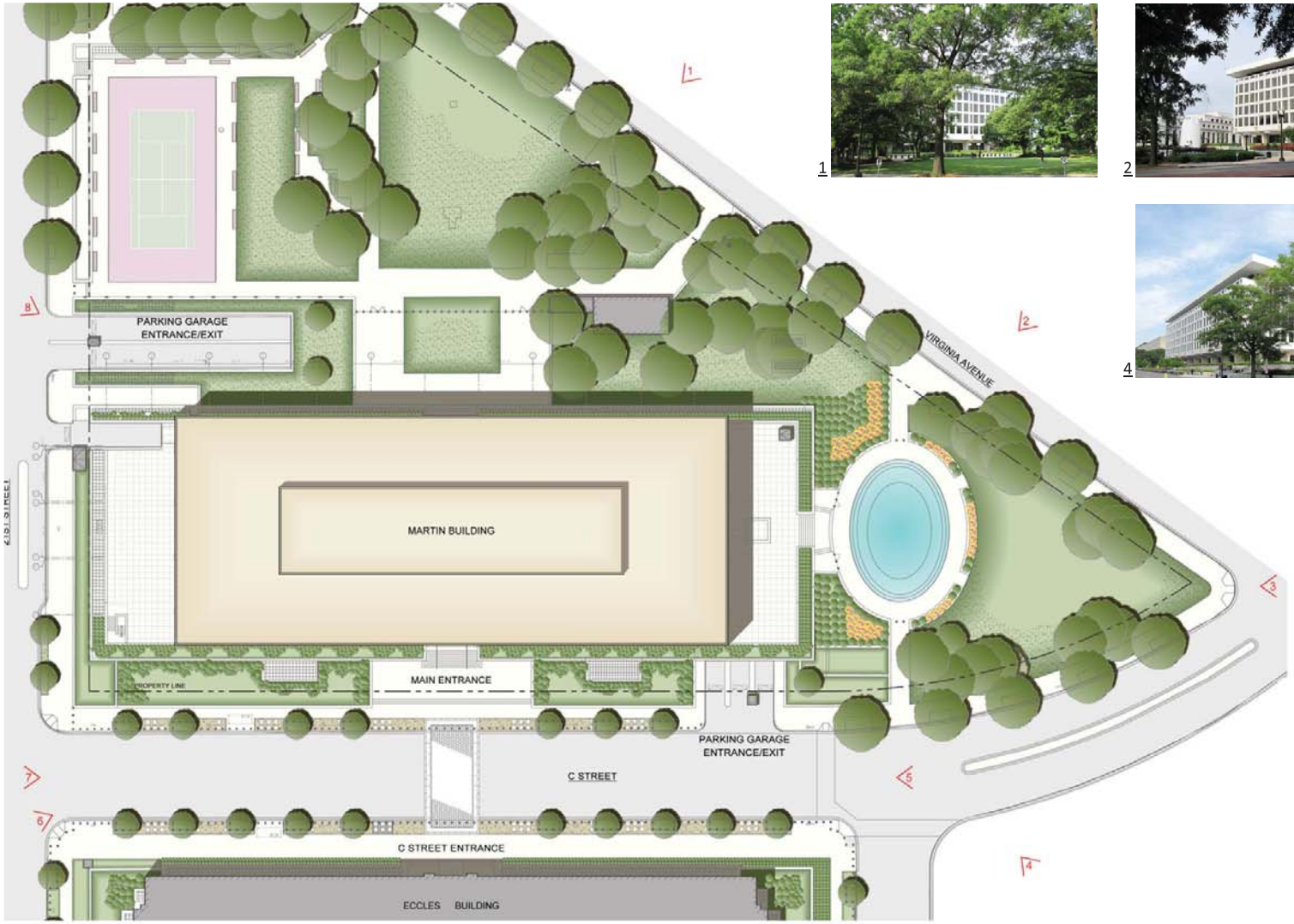
North
Schematic

Federal Reserve Building
Washington, D.C.

June 30, 2009

A-6

Wells + Associates, INC



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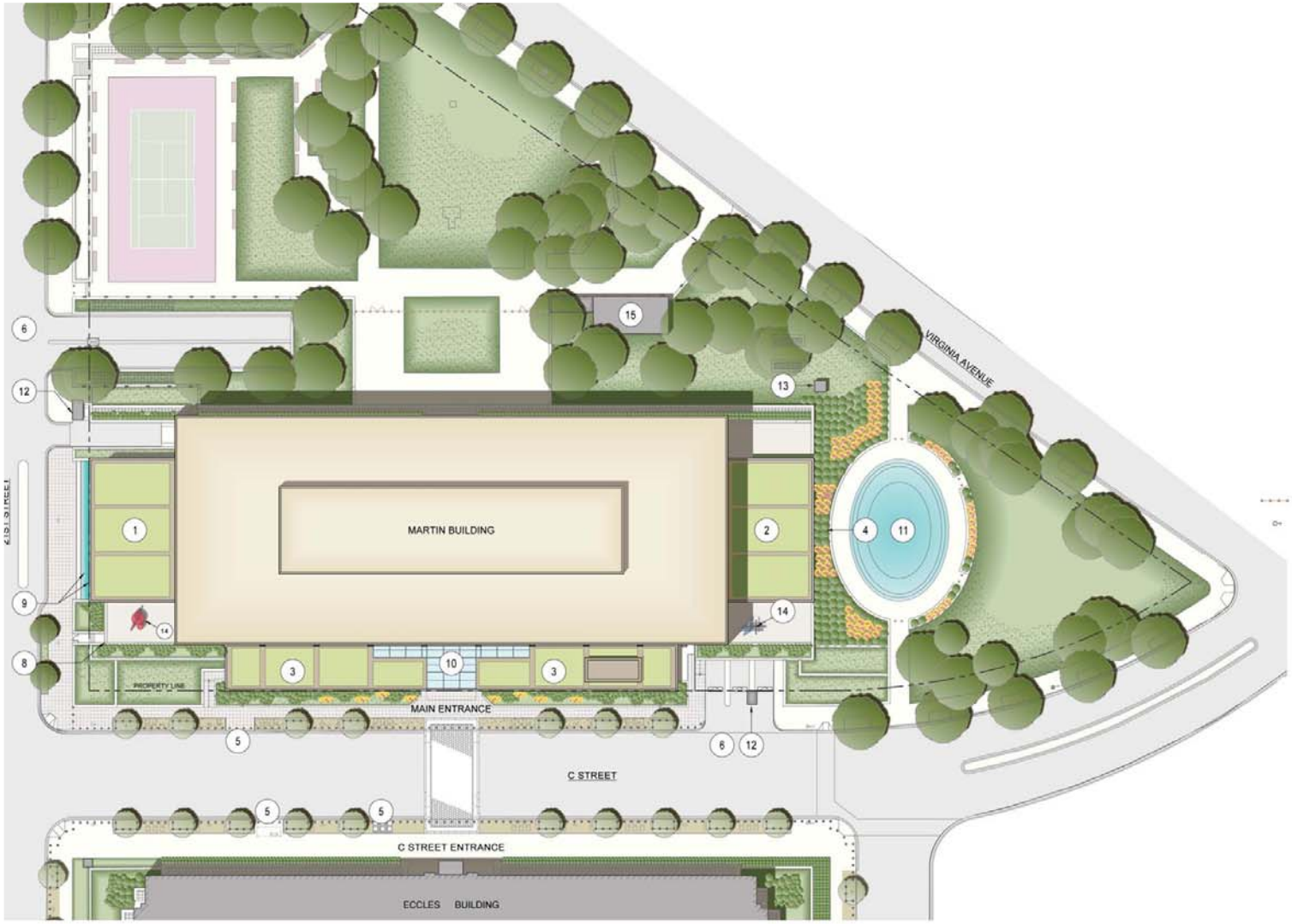
8

ATTACHMENT II - EXISTING SITE PLAN

Federal Reserve System - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center: Existing Site Plan and Photos

NORTH 15' 0 30' 60'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036



KEY NOTES:

1. WEST PAVILION CONFERENCE CENTER WITH GREEN ROOF
2. EAST PAVILION CONFERENCE CENTER WITH GREEN ROOF
3. VISITORS CENTER GREEN ROOF
4. NEW LANDSCAPED AREA
5. BUS STOP
6. GARAGE ENTRANCE/EXIT
7. MODIFIED PLANTER
8. MODIFIED EGRESS STAIR FROM G1-LEVEL TO STREET LEVEL.
9. FOUNTAIN WALL & BASIN
10. VISITORS CENTER SKYLIGHT
11. EXISTING FOUNTAIN
12. EXISTING GUARD BOOTH
13. RELOCATED GUARD BOOTH
14. SCULPTURE AREA
15. NORTH PARKING GARAGE EXIT PAVILION

LEGEND:

- EXISTING BUILDING
- GREEN ROOF
- NEW PAVED AREA
- EXISTING PERIMETER SECURITY

ATTACHMENT III - PROPOSED SITE PLAN

Federal Reserve System - William McChesney Martin, Jr. Building
Proposed Visitor Screening Center & Conference Center: Proposed Site Plan

NORTH 15' 0 30' 60'

KARN CHARUHAS CHAPMAN & TWOHEY
ARCHITECTURE | PLANNING | INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

APPENDIX B

BOARD SHUTTLE BUS SCHEDULE & RIDERSHIP INFORMATION

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Shuttle Schedule--Buses #1 and #2 P.M. Rush Hour

(between C Street, 18th and I Streets and New York Avenue)

Eccles C Street	18th & I (Farragut West Metro)	New York Avenue
3:10 P.M.	3:20 P.M.	3:30 P.M.
3:35 P.M.	3:45 P.M.	3:50 P.M.
3:45 P.M.	3:55 P.M.	4:05 P.M.
4:00 P.M.	4:10 P.M.	4:20 P.M.
4:10 P.M.	4:20 P.M.	4:30 P.M.
4:25 P.M.	4:35 P.M.	4:45 P.M.
4:35 P.M.	4:45 P.M.	4:55 P.M.
4:50 P.M.	5:00 P.M.	5:10 P.M.
5:00 P.M.	5:10 P.M.	5:20 P.M.
5:15 P.M.	5:25 P.M.	5:35 P.M.
5:25 P.M.	5:35 P.M.	5:45 P.M.
5:40 P.M.	5:50 P.M.	6:00 P.M.
5:50 P.M.	6:00 P.M.	6:10 P.M.
6:05 P.M.	6:15 P.M.	6:25 P.M.
6:15 P.M.	6:25 P.M.	6:35 P.M.
6:30 P.M.	6:40 P.M.	6:50 P.M.
6:40 P.M.	6:50 P.M.	7:00 P.M.
6:55 P.M.	7:05 P.M.	7:15 P.M.
7:10 P.M.	7:20 P.M.	

Shuttle Schedule--Buses #1 and #2 A.M & Afternoon

(between C Street and New York Avenue & C Street and 18th and I Streets)

Eccles C Street	18th & I / New York Avenue	Eccles C Street	18th & I / New York Avenue
***6:25 A.M.**	***6:35 A.M.**	12:25 P.M.	12:35 P.M.
6:40 A.M.	6:50 A.M.	12:40 P.M.	12:50 P.M.
6:55 A.M.	7:05 A.M.	12:55 P.M.	1:05 P.M.
7:10 A.M.	7:20 A.M.	1:10 P.M.	1:20 P.M.
7:25 A.M.	7:35 A.M.	1:25 P.M.	1:35 P.M.
7:40 A.M.	7:50 A.M.	1:40 P.M.	1:50 P.M.
7:55 A.M.	8:05 A.M.	1:55 P.M.	2:05 P.M.
8:10 A.M.	8:20 A.M.	2:10 P.M.	2:20 P.M.
8:25 A.M.	8:35 A.M.	2:25 P.M.	2:35 P.M.
8:40 A.M.	8:50 A.M.	2:40 P.M.	2:50 P.M.
8:55 A.M.	9:05 A.M.	***2:55 P.M.**	***3:05 P.M.**
9:10 A.M.	9:20 A.M.	***3:10 P.M.**	***3:20 P.M.**
9:25 A.M.	9:35 A.M.	***3:25 P.M.**	***3:35 P.M.**
9:40 A.M.	9:50 A.M.		
9:55 A.M.	10:05 A.M.		
10:10 A.M.	10:20 A.M.		
10:25 A.M.	10:35 A.M.		
10:40 A.M.	10:50 A.M.		
10:55 A.M.	11:05 A.M.		
11:10 A.M.	11:20 A.M.		
11:25 A.M.	11:35 A.M.		
11:40 A.M.	11:50 A.M.		
11:55 A.M.	12:05 P.M.		
12:10 P.M.	12:20 P.M.		

*** Service between Eccles C Street and New York Avenue only**

Table B-1
Board Shuttle Ridership Summary
Board of Governors of the Federal Reserve System (Board)

Monthly Ridership	August 2008	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	July 2009
Shuttle #1	6,223	6,789	6,572	6,028	7,577	6,055	6,419	7,273	7,668	8,227	10,334	11,351
Shuttle #2	9,112	8,973	9,434	7,282	8,547	8,705	8,933	10,129	9,948	8,985	11,390	8,324
Total Shuttle Ridership	**15,335**	**15,762**	**16,006**	**13,310**	**16,124**	**14,760**	**15,352**	**17,402**	**17,616**	**17,212**	**21,724**	**19,675**

Notes:
(1) Data provided by the Federal Reserve Board.

APPENDIX C

METRO BUS SCHEDULES & RIDERSHIP INFORMATION

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How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

METROBUS - VA

13A,B,F,G

National Airport-Pentagon-Washington Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

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Brinda servicio a estas ubicaciones

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Crystal City (13F,G)
Pentagon station
Potomac Park
Federal Triangle
Southwest employment area

Schedule 9-24-06

INFORMATION ANYTIME 202-637-7000

TTY 202-638-3780

MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Reagan National Airport-Pentagon-Washington Line

Routes 13A,B,F,G

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

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When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

WMATA ©2005 For information regarding this map contact <R•A•D•S>.

13A,B,F,G

National Airport-Pentagon-
Washington Line

Weekday Clockwise Service
Servicio en dirección de las manecillas del reloj los días de semana

Route Number	Pentagon	Constitution Ave. & 22nd St. NW	10th St. & Pennsylvania Ave. NW	7th St. & Independence Ave. SW	14th & C Sts. SW	PENTAGON
AM Service — Servicio matutino						
13A	5:09	5:21	5:26	5:29	5:32	5:37
13A	5:34	5:46	5:51	5:54	5:57	6:02
13A	5:53	6:08	6:16	6:20	6:24	6:29
13A	6:13	6:28	6:36	6:40	6:44	6:49
13A	6:33	6:48	6:56	7:00	7:04	7:09
13A	6:53	7:08	7:16	7:20	7:24	7:29
13A	7:05	7:20	7:31	7:35	7:40	7:45
13A	7:19	7:34	7:45	7:49	7:54	7:59
13A	7:31	7:46	7:57	8:01	8:06	8:11
13A	7:39	7:54	8:05	8:09	8:14	8:19
13A	7:47	8:02	8:13	8:17	8:22	8:27
13A	7:55	8:10	8:21	8:25	8:30	8:35
13A	8:03	8:19	8:30	8:34	8:39	8:44
13A	8:13	8:29	8:40	8:44	8:49	8:54
13A	8:30	8:46	8:57	9:01	9:06	9:11
13A	8:48	9:04	9:15	9:19	9:24	9:29
13A	9:15	9:31	9:42	9:46	9:51	9:56
PM Service — Servicio vespertino						
13A	3:18	3:33	3:41	3:46	3:51	3:57
13A	3:30	3:45	3:53	3:58	4:03	4:09
13A	3:45	4:00	4:08	4:13	4:18	4:24
13A	4:03	4:18	4:26	4:31	4:36	4:42
13A	4:28	4:44	4:52	4:57	5:02	5:09
13A	4:53	5:09	5:17	5:22	5:27	5:34
13A	5:20	5:36	5:44	5:49	5:54	6:01
13A	5:50	6:06	6:14	6:19	6:24	6:31
13A	6:18	6:33	6:40	6:45	6:48	6:53
13A	6:48	7:03	7:10	7:15	7:18	7:23

Weekday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los días de semana

Route Number	Pentagon	14th & C Sts. SW	7th St. & Independence Ave. SW	10th St. & Pennsylvania Ave. NW	Constitution Ave. & 21st St. NW	PENTAGON
AM Service — Servicio matutino						
13B	5:42	5:48	5:52	5:57	6:03	6:11
13B	6:10	6:16	6:20	6:25	6:31	6:39
13B	6:35	6:41	6:45	6:50	6:56	7:04
13B	6:50	6:56	7:00	7:05	7:11	7:19
13B	7:10	7:16	7:20	7:25	7:31	7:39
13B	7:25	7:31	7:35	7:40	7:46	7:54
13B	7:45	7:51	7:55	8:00	8:06	8:14
13B	8:00	8:08	8:13	8:18	8:25	8:33
13B	8:16	8:24	8:29	8:34	8:41	8:49
13B	8:34	8:44	8:48	8:55	9:02	9:11
13B	8:53	9:03	9:07	9:14	9:21	9:30
13B	9:10	9:20	9:24	9:31	9:38	9:47
PM Service — Servicio vespertino						
13B	2:55	3:01	3:06	3:12	3:20	3:31
13B	3:25	3:31	3:36	3:42	3:50	4:01
13B	3:40	3:46	3:51	3:57	4:05	4:16
13B	3:57	4:02	4:08	4:14	4:23	4:34
13B	4:12	4:18	4:23	4:29	4:41	4:53
13B	4:25	4:31	4:36	4:42	4:54	5:06
13B	4:38	4:44	4:49	4:55	5:07	5:19
13B	-	-	-	5:01	5:13	5:25
13B	4:50	4:56	5:01	5:06	5:18	5:28
13B	5:02	5:08	5:13	5:18	5:30	5:40
13B	5:15	5:21	5:26	5:31	5:43	5:53
13B	5:30	5:36	5:41	5:46	5:58	6:08
13B	5:45	5:51	5:56	6:01	6:13	6:23
13B	6:10	6:16	6:21	6:26	6:38	6:48
13B	6:40	6:45	6:48	6:54	7:03	7:13

13A,B,F,G

National Airport-Pentagon-
Washington Line

Saturday Clockwise Service
Servicio en dirección de las manecillas del reloj los sábados

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	Consti-tution Ave. & 22nd St. NW	10th St. & Pennsyl-vania Ave. NW	7th St. & Indepen-dence Ave SW	14th & C Sts. SW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13G	-	-	5:18	5:30	5:37	5:40	5:42	5:46	5:51	5:56
13G	-	-	6:03	6:15	6:22	6:25	6:27	6:31	6:36	6:41
13G	6:22	6:27	6:33	6:45	6:52	6:56	7:00	7:04	7:10	7:15
13G	6:52	6:57	7:03	7:15	7:22	7:26	7:30	7:34	7:40	7:45

NOTE: Routes 13B, F, G operate to and from the upper level terminal (Gate B, Entrance # 1) at National Airport.
NOTA: Las rutas 13B, F, G ofrecen servicio hacia y desde el terminal superior (Puerta B, Entrada # 1) del Aeropuerto Nacional Ronald Reagan Washington.

Saturday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los sábados

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	14th & C Sts. SW	7th St. & Indepen-dence Ave SW	10th St. & Pennsyl-vania Ave. NW	Consti-tution Ave. & 21st St. NW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13F	-	-	5:54	6:00	6:03	6:07	6:12	6:20	6:26	6:31
13F	6:13	6:18	6:24	6:30	6:33	6:37	6:42	6:50	6:56	7:01
13F	6:43	6:48	6:54	7:00	7:03	7:07	7:12	7:20	7:26	7:31
13F	7:13	7:18	7:24	7:30	7:33	7:37	7:42	7:50	7:56	8:01

13A,B,F,G

National Airport-Pentagon-
Washington Line

Sunday Clockwise Service
Servicio en dirección de las manecillas del reloj los domingos

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	Constitution Ave. & 22nd St. NW	10th St. & Pennsylvania Ave. NW	7th St. & Independence Ave SW	14th & C Sts. SW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13G	-	-	5:33	5:43	5:50	5:54	5:56	6:00	6:05	6:10
13G	6:17	6:22	6:28	6:38	6:45	6:49	6:51	6:55	7:00	7:05
13G	7:06	7:11	7:18	7:29	7:37	7:41	7:44	7:48	7:53	7:59

NOTE: Routes 13B, F, G operate to and from the upper level terminal (Gate B, Entrance # 1) at Reagan National Airport.

NOTA: Las rutas 13B, F, G ofrecen servicio hacia y desde el terminal superior (Puerta B, Entrada # 1) del Aeropuerto Nacional Ronald Reagan Washington.

Sunday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los domingos

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	14th & C Sts. SW	7th St. & Independence Ave SW	10th St. & Pennsylvania Ave. NW	Constitution Ave. & 21st St. NW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13F	-	-	6:06	6:11	6:13	6:16	6:20	6:28	6:33	6:38
13F	6:48	6:53	6:59	7:04	7:06	7:09	7:13	7:21	7:26	7:31

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

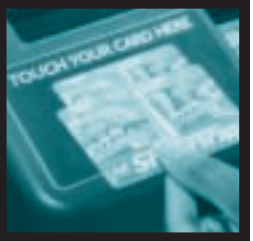
- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

32,36

Weekday only
Pennsylvania Avenue Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Wisconsin Ave. N.W.
Tenleytown-AU station
Washington National Cathedral
Georgetown
White House
Federal Triangle
The National Mall
Capitol Hill
Eastern Market station
Potomac Avenue station
L'Enfant Square
Hillcrest (36)
Naylor and Good Hope Roads, SE (32)
Naylor Road station (36)
Southern Ave station (32)

Schedule 12-28-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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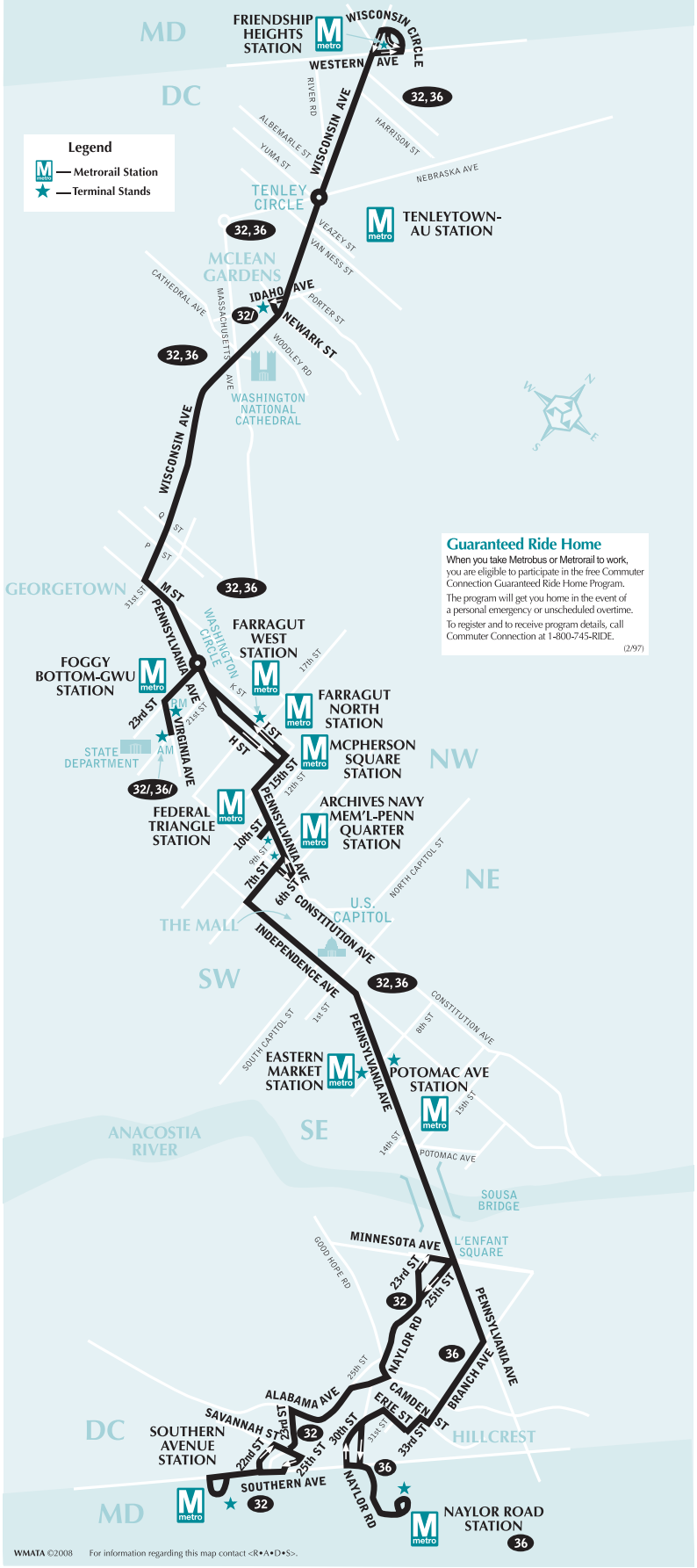
Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Pennsylvania Avenue Line
Routes 32, 36

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

WMATA ©2008 For information regarding this map contact <R•A•D•S>.

32,36

Weekday only

Pennsylvania Avenue Line

Weekday Westbound —
Entre semana con dirección al oeste

Route Number	Southern Ave M metro	Naylor Road M metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) M metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M metro	10th St. & Pennsylvania Ave. NW (Federal Triangle)	I & 17th Sts. NW (FARRAGUT SQUARE)	Virginia Ave. & 21st St. NW (Potomac Park) ●	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Newark St. & Wisconsin Ave, NW (MCLEAN GARDENS)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
AM Service — Servicio matutino															
32	4:15	-	-	4:25	4:31	4:37	4:46	-	4:54	-	5:02	5:10	-	5:15	5:20
32	4:40	-	-	4:50	4:56	5:02	5:11	-	5:19	-	5:27	5:35	-	5:40	5:45
36	-	4:54	5:01	-	5:09	5:15	5:24	-	5:32	-	5:40	5:48	-	5:53	5:58
32	5:05	-	-	5:15	5:21	5:27	5:36	-	5:44	-	5:52	6:00	-	6:05	6:10
36	-	5:19	5:26	-	5:34	5:40	5:49	-	5:57	-	6:05	6:13	-	6:18	6:23
32	5:25	-	-	5:36	5:43	5:49	5:59	-	6:07	-	6:17	6:27	-	6:33	6:40
32/	5:36	-	-	5:47	5:54	6:00	6:10	-	6:18	6:28	-	-	-	-	-
36	-	5:40	5:47	-	5:56	6:02	6:12	-	6:20	-	6:30	6:40	-	6:46	6:53
32/	5:45	-	-	5:56	6:03	6:09	6:19	-	6:27	6:37	-	-	-	-	-
32	5:54	-	-	6:05	6:12	6:18	6:28	-	6:37	-	6:47	6:57	-	7:03	7:12
32/	6:03	-	-	6:14	6:21	6:27	6:37	-	6:46	6:56	-	-	-	-	-
36	-	6:04	6:12	-	6:23	6:29	6:39	-	6:48	-	6:58	7:08	-	7:14	7:23
32	6:11	-	-	6:24	6:32	6:39	6:50	-	6:59	-	7:10	7:21	-	7:29	7:37
36/	-	6:15	6:24	-	6:36	6:43	6:54	-	7:03	7:14	-	-	-	-	-
32/	6:20	-	-	6:33	6:41	6:48	6:59	-	7:08	7:19	-	-	-	-	-
36	-	6:28	6:37	-	6:49	6:56	7:07	-	7:16	-	7:27	7:38	-	7:46	7:54
32/	6:30	-	-	6:43	6:51	6:58	7:09	-	7:18	7:29	-	-	-	-	-
32	6:38	-	-	6:51	6:59	7:06	7:17	-	7:26	-	7:37	7:48	-	7:56	8:04
36	-	6:44	6:54	-	7:08	7:15	7:28	-	7:40	-	7:52	8:05	-	8:13	8:22
32/	6:48	-	-	7:02	7:13	7:20	7:33	-	7:45	7:57	-	-	-	-	-
32	6:56	-	-	7:10	7:21	7:28	7:41	-	7:53	-	8:05	8:18	-	8:26	8:35
36/	-	7:02	7:12	-	7:26	7:33	7:46	-	7:58	8:10	-	-	-	-	-
32	7:03	-	-	7:17	7:28	7:35	7:48	-	8:00	-	8:12	8:25	-	8:33	8:42
32/	7:12	-	-	7:26	7:37	7:44	7:57	-	8:09	8:21	-	-	-	-	-
36	-	7:14	7:24	-	7:38	7:45	7:58	-	8:10	-	8:22	8:35	-	8:43	8:52
32	7:20	-	-	7:34	7:45	7:52	8:05	-	8:17	-	8:29	8:42	-	8:50	8:59
32	7:29	-	-	7:43	7:54	8:01	8:14	-	8:26	-	8:38	8:51	-	8:59	9:08
36/	-	7:32	7:42	-	7:56	8:03	8:16	-	8:28	8:40	-	-	-	-	-
32	7:38	-	-	7:52	8:03	8:10	8:23	-	8:35	-	8:47	9:00	-	9:08	9:17
36	-	7:44	7:54	-	8:08	8:15	8:28	-	8:40	-	8:52	9:05	-	9:13	9:22
32/	7:48	-	-	8:02	8:13	8:20	8:33	-	8:45	8:57	-	-	-	-	-
32	7:58	-	-	8:12	8:23	8:30	8:43	-	8:55	-	9:07	9:20	-	9:28	9:37
36/	-	8:02	8:12	-	8:26	8:33	8:46	-	8:58	9:10	-	-	-	-	-
36	-	8:16	8:23	-	8:33	8:39	8:51	-	9:04	-	9:16	9:30	-	9:40	9:50
32/	8:18	-	-	8:30	8:39	8:45	8:57	-	9:10	9:22	-	-	-	-	-
36	-	8:32	8:39	-	8:49	8:55	9:07	-	9:20	-	9:32	9:46	-	9:56	10:06
32	8:33	-	-	8:45	8:54	9:00	9:12	-	9:25	-	9:37	9:51	-	10:01	10:11
36	-	8:46	8:53	-	9:03	9:09	9:21	-	9:34	-	9:46	10:00	-	10:10	10:20
32/	8:48	-	-	9:00	9:09	9:15	9:27	-	9:40	-	-	-	-	-	-
32	9:00	-	-	9:12	9:21	9:27	9:39	-	9:52	-	10:04	10:18	-	10:28	10:38
36	-	9:16	9:23	-	9:33	9:39	9:51	-	10:04	-	10:16	10:30	-	10:40	10:50
32/	9:20	-	-	9:32	9:41	9:47	9:59	-	10:12	-	-	-	-	-	-
32	9:30	-	-	9:42	9:51	9:57	10:09	-	10:22	-	10:34	10:48	-	10:58	11:08
36	-	9:46	9:53	-	10:03	10:09	10:21	-	10:34	-	10:46	11:00	-	11:10	11:20
32/	9:50	-	-	10:02	10:11	10:17	10:29	-	10:42	-	-	-	-	-	-
32	10:00	-	-	10:12	10:21	10:27	10:39	-	10:52	-	11:04	11:18	-	11:28	11:38
36	-	10:16	10:23	-	10:33	10:39	10:51	-	11:04	-	11:16	11:30	-	11:40	11:50
32	10:30	-	-	10:42	10:51	10:57	11:09	-	11:22	-	11:34	11:48	-	11:58	12:08
36	-	10:46	10:53	-	11:03	11:09	11:21	-	11:34	-	11:46	12:00	-	12:10	12:20
32	11:00	-	-	11:12	11:21	11:27	11:39	-	11:52	-	12:04	12:18	-	12:28	12:38
36	-	11:16	11:23	-	11:33	11:39	11:51	-	12:04	-	12:16	12:30	-	12:40	12:50
32	11:30	-	-	11:42	11:51	11:57	12:09	-	12:22	-	12:34	12:48	-	12:58	1:08
36	-	11:46	11:53	-	12:03	12:09	12:21	-	12:34	-	12:46	1:00	-	1:10	1:20
PM Service — Servicio vespertino															
32	12:00	-	-	12:12	12:21	12:27	12:39	-	12:52	-	1:04	1:18	-	1:28	1:38
36	-	12:16	12:23	-	12:33	12:39	12:51	-	1:04	-	1:16	1:30	-	1:40	1:50

● — *Buses sign FOGGY BOTTOM STATION.*

32,36

Weekday only

Pennsylvania Avenue Line

Weekday Westbound —
Entre semana con dirección al oeste

Route Number	Southern Ave M metro	Naylor Road M metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) M metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M metro	10th St. & Pennsylvania Ave. NW (Federal Triangle)	I & 17th Sts. NW (FARRAGUT SQUARE)	Virginia Ave. & 21st St. NW (Potomac Park) ●	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Newark St. & Wisconsin Ave, NW (MCLEAN GARDENS)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
PM Service — Servicio vespertino															
32	12:30	-	-	12:42	12:51	12:57	1:09	-	1:22	-	1:34	1:48	-	1:58	2:08
36	-	12:46	12:53	-	1:03	1:09	1:21	-	1:34	-	1:46	2:00	-	2:10	2:20
32	1:00	-	-	1:12	1:21	1:27	1:39	-	1:52	-	2:04	2:18	-	2:28	2:38
36	-	1:16	1:23	-	1:33	1:39	1:51	-	2:04	-	2:16	2:30	-	2:40	2:50
32	1:30	-	-	1:42	1:51	1:57	2:09	-	2:22	-	2:34	2:48	-	2:58	3:08
36	-	1:46	1:53	-	2:03	2:09	2:21	-	2:34	-	2:46	3:00	-	3:10	3:20
32	2:00	-	-	2:12	2:21	2:27	2:39	-	2:52	-	3:04	3:18	-	3:28	3:38
36	-	2:16	2:23	-	2:33	2:39	2:51	-	3:04	-	3:16	3:30	-	3:40	3:50
32	2:30	-	-	2:42	2:51	2:57	3:09	-	3:22	-	3:34	3:48	-	3:58	4:08
36	-	2:50	2:56	-	3:05	3:11	3:25	-	3:36	-	3:48	4:02	-	4:11	4:21
32	3:00	-	-	3:11	3:20	3:26	3:40	-	3:51	-	4:03	4:17	-	4:26	4:36
36	-	3:21	3:27	-	3:36	3:42	3:56	-	4:07	-	4:19	4:33	-	4:42	4:52
32	3:32	-	-	3:43	3:52	3:58	4:12	-	4:23	-	4:35	4:49	-	4:58	5:08
36	-	3:51	3:57	-	4:06	4:12	4:26	-	4:37	-	4:49	5:03	-	5:12	5:22
32	4:00	-	-	4:13	4:20	4:26	4:40	-	4:54	-	5:08	5:23	-	5:32	5:40
32/	-	-	-	-	-	-	-	4:48	5:02	-	5:16	5:31	5:34	-	-
36	-	4:19	4:26	-	4:35	4:41	4:55	-	5:09	-	5:23	5:38	-	5:47	5:55
32/	-	-	-	-	-	-	-	5:03	5:17	-	5:31	5:46	5:49	-	-
32	4:30	-	-	4:43	4:50	4:56	5:10	-	5:24	-	5:38	5:53	-	6:02	6:10
32/	-	-	-	-	-	-	-	5:18	5:32	-	5:46	6:01	6:04	-	-
36	-	4:49	4:56	-	5:05	5:11	5:25	-	5:39	-	5:53	6:08	-	6:17	6:25
32/	-	-	-	-	-	-	-	5:33	5:47	-	6:01	6:16	6:19	-	-
32	5:00	-	-	5:13	5:20	5:26	5:40	-	5:54	-	6:08	6:23	-	6:32	6:40
32/	-	-	-	-	-	-	-	5:48	6:02	-	6:16	6:31	6:34	-	-
32/	5:17	-	-	5:30	5:37	5:43	-	-	-	-	-	-	-	-	-
36	-	5:18	5:25	-	5:34	5:40	5:54	-	6:08	-	6:22	6:37	-	6:46	6:54
36/	-	5:32	5:39	-	5:48	5:54	-	-	-	-	-	-	-	-	-
32	5:32	-	-	5:43	5:50	5:56	6:08	-	6:22	-	6:36	6:50	-	6:58	7:06
36	-	5:48	5:55	-	6:03	6:09	6:21	-	6:35	-	6:49	7:03	-	7:11	7:19
32/	5:52	-	-	6:03	6:10	6:16	-	-	-	-	-	-	-	-	-
36/	-	6:03	6:10	-	6:18	6:24	-	-	-	-	-	-	-	-	-
32	6:02	-	-	6:13	6:20	6:26	6:38	-	6:52	-	7:06	7:20	-	7:28	7:36
36	-	6:18	6:25	-	6:33	6:39	6:51	-	7:05	-	7:19	7:33	-	7:41	7:49
32	6:32	-	-	6:43	6:50	6:56	7:08	-	7:22	-	7:36	7:50	-	7:58	8:06
36	-	6:45	6:52	-	7:00	7:06	7:18	-	7:32	-	7:46	8:00	-	8:08	8:16
32	7:00	-	-	7:11	7:18	7:24	7:36	-	7:50	-	8:04	8:18	-	8:26	8:34
36	-	7:24	7:30	-	7:36	7:42	7:51	-	8:00	-	8:10	8:22	-	8:29	8:36
32	7:40	-	-	7:50	7:56	8:02	8:11	-	8:20	-	8:30	8:42	-	8:49	8:56
36	-	7:59	8:05	-	8:11	8:17	8:26	-	8:35	-	8:45	8:57	-	9:04	9:11
32	8:15	-	-	8:25	8:31	8:37	8:46	-	8:55	-	9:05	9:17	-	9:24	9:31
36	-	8:26	8:32	-	8:38	8:44	8:53	-	9:02	-	9:12	9:24	-	9:31	9:38
32	8:45	-	-	8:55	9:01	9:07	9:16	-	9:25	-	9:35	9:47	-	9:54	10:01
36	-	8:59	9:05	-	9:11	9:17	9:26	-	9:35	-	9:45	9:57	-	10:04	10:11
32	9:15	-	-	9:25	9:31	9:37	9:46	-	9:55	-	10:05	10:17	-	10:24	10:31
36	-	9:34	9:40	-	9:46	9:52	10:01	-	10:10	-	10:20	10:32	-	10:39	10:46
32	9:55	-	-	10:04	10:09	10:15	10:23	-	10:31	-	10:39	10:49	-	10:56	11:03
36	-	10:27	10:32	-	10:38	10:44	10:52	-	11:00	-	11:08	11:18	-	11:25	11:32
32	10:54	-	-	11:03	11:08	11:14	11:22	-	11:30	-	11:38	11:48	-	11:55	12:02
36	-	11:27	11:32	-	11:38	11:44	11:52	-	12:00	-	12:08	12:18	-	12:25	12:32
32	11:54	-	-	12:02	12:07	12:13	12:21	-	12:28	-	12:34	12:42	-	12:47	12:54
After Midnight Service — Servicio después de la medianoche															
36	-	12:27	12:32	-	12:37	12:43	12:51	-	12:58	-	1:04	1:12	-	1:17	1:24
32	12:54	-	-	1:02	1:07	1:13	1:21	-	1:28	-	1:34	1:42	-	1:47	1:54
36	-	1:27	1:32	-	1:37	1:43	1:51	-	1:58	-	2:04	2:12	-	2:17	2:24
32	1:54	-	-	2:01	2:06	2:12	2:19	-	2:25	-	2:30	2:36	-	2:40	2:46
36	-	2:22	2:27	-	2:31	2:37	2:44	-	2:50	-	2:55	3:01	-	3:05	3:11
32	2:49	-	-	2:56	3:01	3:07	3:14	-	3:20	-	3:25	3:31	-	3:35	3:41

● — *Buses sign FOGGY BOTTOM STATION.*

32,36

Weekday only

Pennsylvania Avenue Line

Weekday Eastbound —
Entre semana con dirección al este

Route Number	Friendship Heights Metrorail	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metrorail	Newark St. & Wisconsin Ave. NW (McLean Gardens)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	Virginia Ave. & 21st St. NW (Potomac Park)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (ARCHIVES-Navy Mem'l-Penn Quarter) Metrorail	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metrorail	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor Rd. & Alabama Ave. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metrorail	SOUTHERN AVE Metrorail
AM Service — Servicio matutino														
32	4:16	4:22	-	4:28	4:35	-	4:41	4:49	4:58	5:03	5:08	-	-	5:17
36	4:29	4:35	-	4:41	4:48	-	4:54	5:02	5:11	5:16	-	5:22	5:26	-
32	4:41	4:47	-	4:53	5:00	-	5:06	5:14	5:23	5:28	5:33	-	-	5:42
36	4:57	5:03	-	5:09	5:16	-	5:22	5:30	5:39	5:44	-	5:50	5:54	-
32	5:16	5:22	-	5:28	5:35	-	5:41	5:49	5:58	6:03	6:08	-	-	6:17
36	5:30	5:36	-	5:42	5:49	-	5:56	6:04	6:14	6:19	-	6:26	6:30	-
36	-	-	-	-	-	-	-	-	6:29	6:34	-	6:42	6:46	-
32	5:45	5:51	-	5:57	6:04	-	6:11	6:19	6:29	6:34	6:39	-	-	6:48
36	5:59	6:05	-	6:11	6:19	-	6:26	6:33	6:43	6:48	-	6:56	7:00	-
32	-	-	-	-	-	-	-	-	6:45	6:51	6:57	-	-	7:06
32	6:04	6:11	-	6:18	6:27	-	6:36	6:44	6:55	7:01	7:07	-	-	7:16
36	-	-	-	-	-	-	-	-	6:57	7:03	-	7:10	7:16	-
36	6:12	6:19	-	6:27	6:37	-	6:49	6:58	7:08	7:14	-	7:21	7:27	-
32	-	-	-	-	-	-	-	-	7:11	7:17	7:23	-	-	7:35
32	6:25	6:32	-	6:40	6:50	-	7:02	7:11	7:21	7:27	7:33	-	-	7:45
36	6:40	6:47	-	6:55	7:05	-	7:17	7:26	7:36	7:42	-	7:49	7:55	-
32	6:55	7:02	-	7:10	7:20	-	7:32	7:41	7:51	7:57	8:03	-	-	8:15
36	7:04	7:13	-	7:23	7:36	-	7:48	7:57	8:09	8:15	-	8:25	8:31	-
32	7:20	7:29	-	7:39	7:52	-	8:04	8:13	8:25	8:31	8:38	-	-	8:50
32	-	-	7:45	7:48	8:01	-	8:13	8:22	8:34	8:40	8:47	-	-	8:59
36	7:35	7:44	-	7:54	8:07	-	8:19	8:28	8:40	8:46	-	8:56	9:02	-
32/	-	-	8:00	8:03	8:16	-	8:28	8:37	-	-	-	-	-	-
32	7:50	7:59	-	8:09	8:22	-	8:34	8:43	8:55	9:01	9:08	-	-	9:20
32/	-	-	8:15	8:18	8:31	-	8:43	8:52	-	-	-	-	-	-
36	8:04	8:13	-	8:23	8:36	-	8:48	8:57	9:09	9:15	-	9:25	9:31	-
32/	-	-	8:30	8:33	8:48	-	9:00	9:09	-	-	-	-	-	-
32	8:17	8:27	-	8:37	8:52	-	9:04	9:13	9:25	9:31	9:37	-	-	9:49
32/	-	-	8:44	8:47	9:01	-	9:13	9:22	-	-	-	-	-	-
36	8:34	8:43	-	8:52	9:06	-	9:18	9:27	9:40	9:46	-	9:57	10:02	-
32	8:47	8:56	-	9:05	9:19	-	9:31	9:40	9:53	9:59	10:06	-	-	10:18
36	9:02	9:11	-	9:20	9:34	-	9:46	9:55	10:08	10:14	-	10:25	10:30	-
32	9:17	9:27	-	9:36	9:50	-	10:02	10:13	10:26	10:32	10:39	-	-	10:51
36	9:32	9:42	-	9:51	10:05	-	10:17	10:28	10:41	10:47	-	10:56	11:02	-
32	9:47	9:57	-	10:06	10:20	-	10:32	10:43	10:56	11:02	11:09	-	-	11:21
36	9:59	10:09	-	10:18	10:32	-	10:44	10:55	11:08	11:14	-	11:23	11:29	-
32	10:17	10:27	-	10:36	10:50	-	11:02	11:13	11:26	11:32	11:39	-	-	11:51
36	10:29	10:39	-	10:48	11:02	-	11:14	11:25	11:38	11:44	-	11:53	11:59	-
32	10:47	10:57	-	11:06	11:20	-	11:32	11:43	11:56	12:02	12:09	-	-	12:21
36	10:59	11:09	-	11:18	11:32	-	11:44	11:55	12:08	12:14	-	12:23	12:29	-
32	11:17	11:27	-	11:36	11:50	-	12:02	12:13	12:26	12:32	12:39	-	-	12:51
36	11:29	11:39	-	11:48	12:02	-	12:14	12:25	12:38	12:44	-	12:53	12:59	-
32	11:47	11:57	-	12:06	12:20	-	12:32	12:43	12:56	1:02	1:09	-	-	1:21
36	11:59	12:09	-	12:18	12:32	-	12:44	12:55	1:08	1:14	-	1:23	1:29	-
PM Service — Servicio vespertino														
32	12:17	12:27	-	12:36	12:50	-	1:02	1:13	1:26	1:32	1:39	-	-	1:51
36	12:29	12:39	-	12:48	1:02	-	1:14	1:25	1:38	1:44	-	1:53	1:59	-
32	12:47	12:57	-	1:06	1:20	-	1:32	1:43	1:56	2:02	2:09	-	-	2:21
36	12:59	1:09	-	1:18	1:32	-	1:44	1:55	2:08	2:14	-	2:23	2:29	-
32	1:17	1:27	-	1:36	1:50	-	2:02	2:13	2:26	2:32	2:39	-	-	2:51
36	1:29	1:39	-	1:48	2:02	-	2:14	2:25	2:38	2:44	-	2:53	2:59	-
32	1:42	1:52	-	2:01	2:15	-	2:29	2:40	2:53	3:00	3:10	-	-	3:22
36	1:56	2:06	-	2:15	2:29	-	2:43	2:54	3:07	3:14	-	3:26	3:34	-
32	-	-	-	-	-	2:33	2:45	2:58	3:11	3:18	3:28	-	-	3:40
32	2:10	2:20	-	2:29	2:43	-	2:57	3:08	3:21	3:28	3:38	-	-	3:50
36	2:25	2:35	-	2:44	2:58	-	3:12	3:23	3:36	3:43	-	3:55	4:03	-
32	-	-	-	-	-	3:01	3:13	3:26	3:39	3:46	3:56	-	-	4:08

32,36

Weekday only

Pennsylvania Avenue Line

Weekday Eastbound —
Entre semana con dirección al este

Route Number	Friendship Heights Metrobus	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metrobus	Newark St. & Wisconsin Ave. NW (McLean Gardens)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	Virginia Ave. & 21st St. NW (Potomac Park)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (ARCHIVES-Navy Mem'l-Penn Quarter) Metrobus	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metrobus	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor Rd. & Alabama Ave. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metrobus	SOUTHERN AVE Metrobus
PM Service — Servicio vespertino														
32	2:40	2:50	-	2:59	3:13	-	3:27	3:38	3:51	3:58	4:08	-	-	4:20
36	-	-	-	-	-	3:17	3:29	3:42	3:55	4:02	-	4:14	4:22	-
36	2:54	3:04	-	3:13	3:27	-	3:41	3:52	4:05	4:12	-	4:24	4:32	-
32	-	-	-	-	-	3:31	3:43	3:56	4:09	4:16	4:26	-	-	4:38
32	3:03	3:15	-	3:27	3:41	-	3:55	4:07	4:21	4:29	4:40	-	-	4:52
36	-	-	-	-	-	3:44	3:56	4:10	4:24	4:32	-	4:46	4:55	-
36	3:18	3:30	-	3:42	3:56	-	4:10	4:22	4:36	4:44	-	4:58	5:07	-
32	-	-	-	-	-	3:59	4:11	4:25	4:39	4:47	4:58	-	-	5:10
32	3:33	3:45	-	3:56	4:10	-	4:24	4:36	4:50	4:58	5:09	-	-	5:21
36	-	-	-	-	-	4:13	4:25	4:39	4:53	5:01	-	5:16	5:25	-
36	3:48	4:00	-	4:11	4:25	-	4:39	4:51	5:05	5:13	-	5:28	5:37	-
32	-	-	-	-	-	4:28	4:40	4:54	5:08	5:16	5:27	-	-	5:39
32	4:03	4:15	-	4:26	4:40	-	4:54	5:06	5:20	5:28	5:39	-	-	5:51
36	-	-	-	-	-	4:43	4:55	5:09	5:23	5:31	-	5:46	5:55	-
36	4:18	4:29	-	4:39	4:53	-	5:09	5:23	5:37	5:44	-	5:57	6:07	-
32	-	-	-	-	-	4:56	5:10	5:26	5:40	5:47	5:57	-	-	6:09
32	4:33	4:44	-	4:54	5:08	-	5:24	5:38	5:52	5:59	6:09	-	-	6:21
36	-	-	-	-	-	5:11	5:25	5:41	5:55	6:02	-	6:15	6:25	-
36	4:48	4:59	-	5:09	5:23	-	5:39	5:53	6:07	6:14	-	6:27	6:37	-
32	-	-	-	-	-	5:26	5:40	5:56	6:10	6:17	6:27	-	-	6:39
32	5:04	5:14	-	5:24	5:40	-	5:56	6:08	6:20	6:27	6:35	-	-	6:47
36	-	-	-	-	-	5:42	5:56	6:10	6:22	6:29	-	6:40	6:48	-
36	5:20	5:30	-	5:40	5:54	-	6:10	6:22	6:34	6:40	-	6:51	6:58	-
32	-	-	-	-	-	5:58	6:12	6:26	6:38	6:44	6:53	-	-	7:05
32	5:35	5:45	-	5:55	6:09	-	6:25	6:37	6:49	6:55	7:04	-	-	7:16
36	5:50	6:00	-	6:10	6:24	-	6:40	6:52	7:04	7:10	-	7:21	7:28	-
32	6:05	6:15	-	6:25	6:39	-	6:55	7:07	7:19	7:25	7:34	-	-	7:46
36	6:23	6:33	-	6:43	6:56	-	7:07	7:17	7:27	7:33	-	7:42	7:49	-
32	6:35	6:45	-	6:55	7:08	-	7:19	7:29	7:39	7:45	7:52	-	-	8:05
36	6:53	7:03	-	7:13	7:26	-	7:37	7:47	7:57	8:03	-	8:12	8:19	-
32	7:05	7:15	-	7:25	7:38	-	7:49	7:59	8:09	8:15	8:22	-	-	8:35
36	7:23	7:33	-	7:43	7:56	-	8:07	8:17	8:27	8:33	-	8:42	8:49	-
32	7:35	7:45	-	7:55	8:08	-	8:19	8:29	8:39	8:45	8:52	-	-	9:05
36	8:03	8:11	-	8:19	8:30	-	8:40	8:50	8:59	9:05	-	9:14	9:19	-
32	8:25	8:33	-	8:41	8:52	-	9:02	9:12	9:21	9:27	9:33	-	-	9:44
36	8:57	9:05	-	9:13	9:23	-	9:33	9:42	9:50	9:55	-	10:05	10:10	-
32	9:27	9:35	-	9:43	9:53	-	10:03	10:12	10:20	10:25	10:32	-	-	10:42
36	9:57	10:05	-	10:13	10:23	-	10:33	10:42	10:50	10:55	-	11:05	11:10	-
32	10:27	10:35	-	10:43	10:53	-	11:03	11:12	11:20	11:25	11:32	-	-	11:42
36	10:57	11:05	-	11:13	11:23	-	11:33	11:42	11:50	11:55	-	12:05	12:10	-
32	11:40	11:48	-	11:55	12:03	-	12:12	12:21	12:29	12:34	12:39	-	-	12:47
After Midnight Service — Servicio después de la medianoche														
36	12:10	12:18	-	12:25	12:33	-	12:42	12:51	12:59	1:04	-	1:14	1:19	-
32	12:45	12:51	-	12:56	1:03	-	1:10	1:18	1:25	1:30	1:35	-	-	1:42
36	1:15	1:20	-	1:25	1:32	-	1:38	1:46	1:54	1:59	-	2:05	2:10	-
32	1:45	1:50	-	1:55	2:02	-	2:08	2:16	2:24	2:29	2:33	-	-	2:41

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

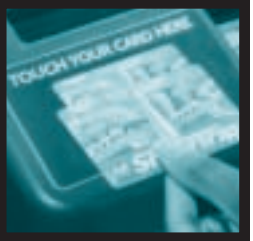
- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

32,36

Weekend only
Pennsylvania Avenue Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Wisconsin Ave. N.W.
Tenleytown-AU station
Washington National Cathedral
Georgetown
White House
Federal Triangle
The National Mall
Capitol Hill
Eastern Market station
Potomac Avenue station
L'Enfant Square
Hillcrest (36)
Naylor and Good Hope Roads, SE (32)
Naylor Road station (36)
Southern Ave station (32)

Schedule 7-20-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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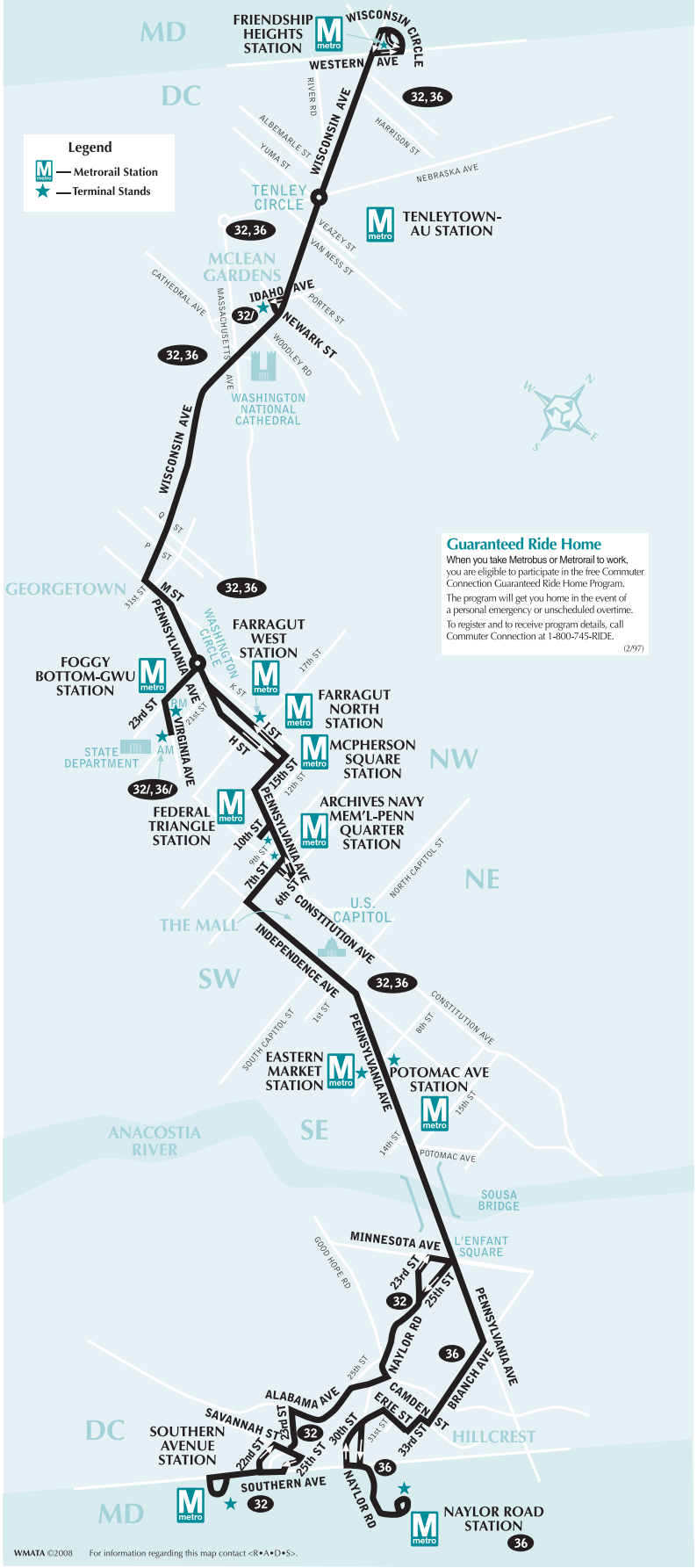
Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Pennsylvania Avenue Line

Routes 32, 36

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



32,36

Weekend only

Pennsylvania Avenue Line

Saturday Westbound — En sábados con dirección al oeste

Route Number	Southern Ave	Naylor Road	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter)	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU)	FRIENDSHIP HEIGHTS
AM Service — Servicio matutino												
32	4:50	-	-	4:59	5:03	5:09	5:17	5:25	5:32	5:39	5:45	5:50
36	-	5:13	5:18	-	5:23	5:29	5:37	5:45	5:52	5:59	6:05	6:10
32	5:30	-	-	5:39	5:43	5:49	5:57	6:05	6:12	6:19	6:25	6:30
36	-	5:49	5:56	-	6:02	6:08	6:17	6:25	6:33	6:41	6:47	6:53
32	6:10	-	-	6:19	6:25	6:31	6:40	6:48	6:56	7:04	7:10	7:16
36	-	6:24	6:31	-	6:37	6:43	6:52	7:00	7:08	7:16	7:22	7:28
32	6:40	-	-	6:49	6:55	7:01	7:10	7:18	7:26	7:34	7:40	7:46
36	-	6:54	7:01	-	7:07	7:13	7:22	7:30	7:38	7:46	7:52	7:58
32	7:10	-	-	7:19	7:25	7:31	7:40	7:48	7:56	8:04	8:10	8:16
36	-	7:24	7:31	-	7:37	7:43	7:52	8:00	8:08	8:16	8:22	8:28
32	7:40	-	-	7:49	7:55	8:01	8:10	8:18	8:26	8:34	8:40	8:46
36	-	7:48	7:55	-	8:04	8:10	8:20	8:30	8:38	8:49	8:56	9:05
32	8:05	-	-	8:15	8:22	8:28	8:38	8:48	8:56	9:07	9:14	9:23
36	-	8:18	8:25	-	8:34	8:40	8:50	9:00	9:08	9:19	9:26	9:35
32	8:35	-	-	8:45	8:52	8:58	9:08	9:18	9:26	9:37	9:44	9:53
36	-	8:48	8:55	-	9:04	9:10	9:20	9:30	9:38	9:49	9:56	10:05
32	9:05	-	-	9:15	9:22	9:28	9:38	9:48	9:56	10:07	10:14	10:23
36	-	9:16	9:24	-	9:32	9:39	9:50	10:00	10:11	10:26	10:37	10:47
32	9:30	-	-	9:40	9:48	9:55	10:06	10:16	10:27	10:42	10:53	11:03
36	-	9:44	9:52	-	10:00	10:07	10:18	10:28	10:39	10:54	11:05	11:15
32	10:00	-	-	10:10	10:18	10:25	10:36	10:46	10:57	11:12	11:23	11:33
36	-	10:14	10:22	-	10:30	10:37	10:48	10:58	11:09	11:24	11:35	11:45
32	10:30	-	-	10:40	10:48	10:55	11:06	11:16	11:27	11:42	11:53	12:03
36	-	10:44	10:52	-	11:00	11:07	11:18	11:28	11:39	11:54	12:05	12:15
32	11:00	-	-	11:10	11:18	11:25	11:36	11:46	11:57	12:12	12:23	12:33
36	-	11:14	11:22	-	11:30	11:37	11:48	11:58	12:09	12:24	12:35	12:45
32	11:30	-	-	11:40	11:48	11:55	12:06	12:16	12:27	12:42	12:53	1:03
36	-	11:44	11:52	-	12:00	12:07	12:18	12:28	12:39	12:54	1:05	1:15

32,36
Weekend only
Pennsylvania Avenue Line

Saturday Westbound — En sábados con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
PM Service — Servicio vespertino												
32	12:00	-	-	12:10	12:18	12:25	12:36	12:46	12:57	1:12	1:23	1:33
36	-	12:14	12:22	-	12:30	12:37	12:48	12:58	1:09	1:24	1:35	1:45
32	12:30	-	-	12:40	12:48	12:55	1:06	1:16	1:27	1:42	1:53	2:03
36	-	12:44	12:52	-	1:00	1:07	1:18	1:28	1:39	1:54	2:05	2:15
32	1:00	-	-	1:10	1:18	1:25	1:36	1:46	1:57	2:12	2:23	2:33
36	-	1:14	1:22	-	1:30	1:37	1:48	1:58	2:09	2:24	2:35	2:45
32	1:30	-	-	1:40	1:48	1:55	2:06	2:16	2:27	2:42	2:53	3:03
36	-	1:44	1:52	-	2:00	2:07	2:18	2:28	2:39	2:54	3:05	3:15
32	2:00	-	-	2:10	2:18	2:25	2:36	2:46	2:57	3:12	3:23	3:33
36	-	2:14	2:22	-	2:30	2:37	2:48	2:58	3:09	3:24	3:35	3:45
32	2:30	-	-	2:40	2:48	2:55	3:06	3:16	3:27	3:42	3:53	4:03
36	-	2:44	2:52	-	3:00	3:07	3:18	3:28	3:39	3:54	4:05	4:15
32	3:00	-	-	3:10	3:18	3:25	3:36	3:46	3:57	4:12	4:23	4:33
36	-	3:14	3:22	-	3:30	3:37	3:48	3:58	4:09	4:24	4:35	4:45
32	3:30	-	-	3:40	3:48	3:55	4:06	4:16	4:27	4:42	4:53	5:03
36	-	3:44	3:52	-	4:00	4:07	4:18	4:28	4:39	4:54	5:05	5:15
32	4:00	-	-	4:10	4:18	4:25	4:36	4:46	4:57	5:12	5:23	5:33
36	-	4:14	4:22	-	4:30	4:37	4:48	4:58	5:09	5:24	5:35	5:45
32	4:30	-	-	4:40	4:48	4:55	5:06	5:16	5:27	5:42	5:53	6:03
36	-	4:44	4:52	-	5:00	5:07	5:18	5:28	5:39	5:54	6:05	6:15
32	5:00	-	-	5:10	5:18	5:25	5:36	5:46	5:57	6:12	6:23	6:33
36	-	5:14	5:22	-	5:30	5:37	5:48	5:58	6:09	6:24	6:35	6:45
32	5:30	-	-	5:40	5:48	5:55	6:06	6:16	6:27	6:42	6:53	7:03
36	-	5:44	5:52	-	6:00	6:07	6:18	6:28	6:39	6:54	7:05	7:15
32	6:02	-	-	6:11	6:18	6:24	6:32	6:41	6:52	7:05	7:12	7:20
36	-	6:16	6:21	-	6:30	6:36	6:44	6:53	7:04	7:17	7:24	7:32
32	6:30	-	-	6:39	6:46	6:52	7:00	7:09	7:20	7:33	7:40	7:48
36	-	6:44	6:49	-	6:58	7:04	7:12	7:21	7:32	7:45	7:52	8:00
32	7:00	-	-	7:09	7:16	7:22	7:30	7:39	7:50	8:03	8:10	8:18
36	-	7:14	7:19	-	7:28	7:34	7:42	7:51	8:02	8:15	8:22	8:30
32	7:31	-	-	7:39	7:45	7:51	8:00	8:08	8:19	8:32	8:39	8:46
36	-	7:45	7:50	-	7:57	8:03	8:12	8:20	8:31	8:44	8:51	8:58
32	8:01	-	-	8:09	8:15	8:21	8:30	8:38	8:49	9:02	9:09	9:16
36	-	8:15	8:20	-	8:27	8:33	8:42	8:50	9:01	9:14	9:21	9:28
32	8:31	-	-	8:39	8:45	8:51	9:00	9:08	9:19	9:32	9:39	9:46
36	-	8:45	8:50	-	8:57	9:03	9:12	9:20	9:31	9:44	9:51	9:58
32	9:01	-	-	9:09	9:15	9:21	9:30	9:38	9:49	10:02	10:09	10:16
36	-	9:25	9:30	-	9:37	9:43	9:51	10:00	10:11	10:23	10:29	10:35
32	9:48	-	-	9:55	10:01	10:07	10:15	10:24	10:35	10:47	10:53	10:59
36	-	10:19	10:24	-	10:31	10:37	10:45	10:54	11:05	11:17	11:23	11:29
32	10:48	-	-	10:55	11:01	11:07	11:15	11:24	11:35	11:47	11:53	11:59
36	-	11:19	11:24	-	11:31	11:37	11:45	11:54	12:05	12:17	12:23	12:29
32	11:48	-	-	11:55	12:01	12:07	12:15	12:24	12:35	12:47	12:53	12:59
After Midnight Service — Servicio después de la medianoche												
36	-	12:19	12:24	-	12:30	12:36	12:43	12:50	12:59	1:09	1:13	1:19
32	12:48	-	-	12:55	1:00	1:06	1:13	1:20	1:29	1:39	1:43	1:49
36	-	1:18	1:23	-	1:29	1:35	1:42	1:49	1:58	2:08	2:12	2:18
32	1:47	-	-	1:54	1:59	2:05	2:12	2:19	2:28	2:38	2:42	2:48
36	-	2:18	2:23	-	2:29	2:35	2:42	2:49	2:58	3:08	3:12	3:18

32,36

Weekend only

Pennsylvania Avenue Line

Saturday Eastbound — En sábados con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metro	SOUTHERN AVE Metro
AM Service — Servicio matutino												
32	4:31	4:37	4:42	4:48	4:53	5:00	5:07	5:11	5:15	-	-	5:22
36	4:46	4:52	4:57	5:03	5:08	5:15	5:22	5:26	-	5:31	5:35	-
32	5:06	5:12	5:17	5:23	5:28	5:35	5:42	5:46	5:50	-	-	5:57
36	5:18	5:24	5:29	5:35	5:40	5:47	5:54	5:58	-	6:03	6:07	-
32	5:30	5:36	5:42	5:49	5:55	6:03	6:11	6:15	6:20	-	-	6:28
36	5:42	5:48	5:54	6:01	6:07	6:15	6:23	6:27	-	6:33	6:37	-
32	6:00	6:06	6:12	6:19	6:25	6:33	6:41	6:45	6:50	-	-	6:58
36	6:12	6:18	6:24	6:31	6:37	6:45	6:53	6:57	-	7:03	7:07	-
32	6:30	6:36	6:42	6:49	6:55	7:03	7:11	7:15	7:20	-	-	7:28
36	6:41	6:47	6:53	7:00	7:06	7:14	7:22	7:26	-	7:32	7:36	-
32	6:49	6:56	7:02	7:11	7:18	7:26	7:35	7:40	7:45	-	-	7:53
36	7:01	7:08	7:14	7:23	7:30	7:38	7:47	7:52	-	7:58	8:03	-
32	7:19	7:26	7:32	7:41	7:48	7:56	8:05	8:10	8:15	-	-	8:23
36	7:29	7:36	7:42	7:51	7:58	8:06	8:15	8:20	-	8:26	8:31	-
32	7:45	7:52	7:58	8:07	8:14	8:22	8:31	8:36	8:41	-	-	8:49
36	7:50	7:59	8:07	8:18	8:27	8:36	8:47	8:53	-	9:00	9:05	-
32	8:00	8:09	8:17	8:28	8:37	8:46	8:57	9:03	9:09	-	-	9:19
36	8:12	8:21	8:29	8:40	8:49	8:58	9:09	9:15	-	9:22	9:27	-
32	8:30	8:39	8:47	8:58	9:07	9:16	9:27	9:33	9:39	-	-	9:49
36	8:42	8:51	8:59	9:10	9:19	9:28	9:39	9:45	-	9:52	9:57	-
32	9:00	9:09	9:17	9:28	9:37	9:46	9:57	10:03	10:09	-	-	10:19
36	9:12	9:21	9:29	9:40	9:49	9:58	10:09	10:15	-	10:22	10:27	-
32	9:30	9:39	9:47	9:58	10:07	10:16	10:27	10:33	10:39	-	-	10:49
36	9:42	9:51	9:59	10:10	10:19	10:28	10:39	10:45	-	10:52	10:57	-
32	9:58	10:07	10:15	10:26	10:35	10:44	10:55	11:01	11:07	-	-	11:17
36	10:03	10:14	10:26	10:42	10:53	11:03	11:15	11:21	-	11:30	11:35	-
32	10:16	10:27	10:39	10:55	11:06	11:16	11:28	11:34	11:41	-	-	11:51
36	10:28	10:39	10:51	11:07	11:18	11:28	11:40	11:46	-	11:55	12:00	-
32	10:46	10:57	11:09	11:25	11:36	11:46	11:58	12:04	12:11	-	-	12:21
36	10:58	11:09	11:21	11:37	11:48	11:58	12:10	12:16	-	12:25	12:30	-
32	11:16	11:27	11:39	11:55	12:06	12:16	12:28	12:34	12:41	-	-	12:51
36	11:28	11:39	11:51	12:07	12:18	12:28	12:40	12:46	-	12:55	1:00	-
32	11:46	11:57	12:09	12:25	12:36	12:46	12:58	1:04	1:11	-	-	1:21
36	11:58	12:09	12:21	12:37	12:48	12:58	1:10	1:16	-	1:25	1:30	-

32,36

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PM Service — Servicio vespertino												
32	12:16	12:27	12:39	12:55	1:06	1:16	1:28	1:34	1:41	-	-	1:51
36	12:28	12:39	12:51	1:07	1:18	1:28	1:40	1:46	-	1:55	2:00	-
32	12:46	12:57	1:09	1:25	1:36	1:46	1:58	2:04	2:11	-	-	2:21
36	12:58	1:09	1:21	1:37	1:48	1:58	2:10	2:16	-	2:25	2:30	-
32	1:16	1:27	1:39	1:55	2:06	2:16	2:28	2:34	2:41	-	-	2:51
36	1:28	1:39	1:51	2:07	2:18	2:28	2:40	2:46	-	2:55	3:00	-
32	1:46	1:57	2:09	2:25	2:36	2:46	2:58	3:04	3:11	-	-	3:21
36	1:58	2:09	2:21	2:37	2:48	2:58	3:10	3:16	-	3:25	3:30	-
32	2:16	2:27	2:39	2:55	3:06	3:16	3:28	3:34	3:41	-	-	3:51
36	2:28	2:39	2:51	3:07	3:18	3:28	3:40	3:46	-	3:55	4:00	-
32	2:46	2:57	3:09	3:25	3:36	3:46	3:58	4:04	4:11	-	-	4:21
36	2:58	3:09	3:21	3:37	3:48	3:58	4:10	4:16	-	4:25	4:30	-
32	3:16	3:27	3:39	3:55	4:06	4:16	4:28	4:34	4:41	-	-	4:51
36	3:28	3:39	3:51	4:07	4:18	4:28	4:40	4:46	-	4:55	5:00	-
32	3:46	3:57	4:09	4:25	4:36	4:46	4:58	5:04	5:11	-	-	5:21
36	3:58	4:09	4:21	4:37	4:48	4:58	5:10	5:16	-	5:25	5:30	-
32	4:16	4:27	4:39	4:55	5:06	5:16	5:28	5:34	5:41	-	-	5:51
36	4:28	4:39	4:51	5:07	5:18	5:28	5:40	5:46	-	5:55	6:00	-
32	4:46	4:57	5:09	5:25	5:36	5:46	5:58	6:04	6:11	-	-	6:21
36	4:58	5:09	5:21	5:37	5:48	5:58	6:10	6:16	-	6:25	6:30	-
32	5:16	5:27	5:39	5:55	6:06	6:16	6:28	6:34	6:41	-	-	6:51
36	5:28	5:39	5:51	6:07	6:18	6:28	6:40	6:46	-	6:55	7:00	-
32	5:48	5:59	6:08	6:22	6:32	6:41	6:50	6:56	7:03	-	-	7:12
36	6:02	6:13	6:22	6:36	6:46	6:55	7:04	7:10	-	7:19	7:24	-
32	6:20	6:31	6:40	6:54	7:04	7:13	7:22	7:28	7:35	-	-	7:44
36	6:34	6:45	6:54	7:08	7:18	7:27	7:36	7:42	-	7:51	7:56	-
32	6:54	7:05	7:14	7:28	7:38	7:47	7:56	8:02	8:09	-	-	8:18
36	7:08	7:19	7:28	7:42	7:52	8:01	8:10	8:16	-	8:25	8:30	-
32	7:28	7:39	7:48	8:02	8:12	8:21	8:30	8:36	8:43	-	-	8:52
36	7:50	8:01	8:10	8:24	8:34	8:43	8:52	8:58	-	9:07	9:12	-
32	8:22	8:31	8:39	8:51	9:01	9:10	9:18	9:24	9:30	-	-	9:39
36	8:52	9:01	9:09	9:21	9:31	9:40	9:48	9:54	-	10:01	10:07	-
32	9:26	9:35	9:43	9:55	10:05	10:12	10:20	10:25	10:31	-	-	10:39
36	9:56	10:05	10:13	10:25	10:35	10:42	10:50	10:55	-	11:02	11:07	-
32	10:26	10:35	10:43	10:55	11:05	11:12	11:20	11:25	11:31	-	-	11:39
36	10:56	11:05	11:13	11:25	11:35	11:42	11:50	11:55	-	12:02	12:07	-
32	11:26	11:35	11:43	11:55	12:05	12:12	12:20	12:25	12:31	-	-	12:39
After Midnight Service — Servicio después de la medianoche												
36	12:10	12:17	12:23	12:31	12:38	12:44	12:51	12:55	-	1:02	1:07	-
32	12:40	12:47	12:53	1:01	1:08	1:14	1:21	1:25	1:29	-	-	1:37
36	1:10	1:17	1:23	1:31	1:38	1:44	1:51	1:55	-	2:02	2:07	-
32	1:40	1:47	1:53	2:01	2:08	2:14	2:21	2:25	2:29	-	-	2:37

32,36

Weekend only

Pennsylvania Avenue Line

Sunday Westbound — En domingo con dirección al oeste

Route Number	Southern Ave M metro	Naylor Road M metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) M metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
AM Service — Servicio matutino												
32	4:54	-	-	5:01	5:05	5:11	5:19	5:28	5:35	5:43	5:48	5:55
36	-	5:19	5:24	-	5:30	5:36	5:44	5:53	6:00	6:08	6:13	6:20
32	5:36	-	-	5:46	5:51	5:57	6:06	6:14	6:21	6:29	6:35	6:43
36	-	6:09	6:14	-	6:21	6:27	6:36	6:44	6:51	6:59	7:05	7:13
32	6:21	-	-	6:31	6:38	6:44	6:54	7:03	7:11	7:21	7:28	7:37
36	-	6:46	6:52	-	6:58	7:04	7:14	7:23	7:31	7:41	7:48	7:57
32	7:01	-	-	7:11	7:18	7:24	7:34	7:43	7:51	8:01	8:08	8:17
36	-	7:26	7:32	-	7:38	7:44	7:54	8:03	8:11	8:21	8:28	8:37
32	7:41	-	-	7:51	7:58	8:04	8:14	8:23	8:31	8:41	8:48	8:57
36	-	8:06	8:12	-	8:18	8:24	8:34	8:43	8:51	9:01	9:08	9:17
32	8:21	-	-	8:31	8:38	8:44	8:54	9:03	9:11	9:21	9:28	9:37
36	-	8:38	8:44	-	8:50	8:56	9:06	9:15	9:23	9:33	9:40	9:49
32	8:51	-	-	9:03	9:10	9:16	9:26	9:36	9:46	10:00	10:09	10:18
36	-	9:08	9:14	-	9:22	9:28	9:38	9:48	9:58	10:12	10:21	10:30
32	9:23	-	-	9:35	9:42	9:48	9:58	10:08	10:18	10:32	10:41	10:50
36	-	9:40	9:46	-	9:54	10:00	10:10	10:20	10:30	10:44	10:53	11:02
32	9:53	-	-	10:05	10:12	10:18	10:28	10:38	10:48	11:02	11:11	11:20
36	-	10:10	10:16	-	10:24	10:30	10:40	10:50	11:00	11:14	11:23	11:32
32	10:23	-	-	10:35	10:42	10:48	10:58	11:08	11:18	11:32	11:41	11:50
36	-	10:40	10:46	-	10:54	11:00	11:10	11:20	11:30	11:44	11:53	12:02
32	10:53	-	-	11:05	11:12	11:18	11:28	11:38	11:48	12:02	12:11	12:20
36	-	11:10	11:16	-	11:24	11:30	11:40	11:50	12:00	12:14	12:23	12:32
32	11:25	-	-	11:37	11:44	11:50	12:00	12:10	12:20	12:34	12:43	12:52
36	-	11:42	11:48	-	11:56	12:02	12:12	12:22	12:32	12:46	12:55	1:04
32	11:55	-	-	12:07	12:14	12:20	12:30	12:40	12:50	1:04	1:13	1:22

32,36

Weekend only

Pennsylvania Avenue Line

Sunday Westbound — En domingo con dirección al oeste

Route Number	Southern Ave M metro	Naylor Road M metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) M metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
PM Service — Servicio vespertino												
36	-	12:12	12:18	-	12:26	12:32	12:42	12:52	1:02	1:16	1:25	1:34
32	12:27	-	-	12:39	12:46	12:52	1:02	1:12	1:22	1:36	1:45	1:54
36	-	12:44	12:50	-	12:58	1:04	1:14	1:24	1:34	1:48	1:57	2:06
32	12:57	-	-	1:09	1:16	1:22	1:32	1:42	1:52	2:06	2:15	2:24
36	-	1:14	1:20	-	1:28	1:34	1:44	1:54	2:04	2:18	2:27	2:36
32	1:27	-	-	1:39	1:46	1:52	2:02	2:12	2:22	2:36	2:45	2:54
36	-	1:44	1:50	-	1:58	2:04	2:14	2:24	2:34	2:48	2:57	3:06
32	1:57	-	-	2:09	2:16	2:22	2:32	2:42	2:52	3:06	3:15	3:24
36	-	2:14	2:20	-	2:28	2:34	2:44	2:54	3:04	3:18	3:27	3:36
32	2:27	-	-	2:39	2:46	2:52	3:02	3:12	3:22	3:36	3:45	3:54
36	-	2:44	2:50	-	2:58	3:04	3:14	3:24	3:34	3:48	3:57	4:06
32	2:57	-	-	3:09	3:16	3:22	3:32	3:42	3:52	4:06	4:15	4:24
36	-	3:14	3:20	-	3:28	3:34	3:44	3:54	4:04	4:18	4:27	4:36
32	3:27	-	-	3:39	3:46	3:52	4:02	4:12	4:22	4:36	4:45	4:54
36	-	3:44	3:50	-	3:58	4:04	4:14	4:24	4:34	4:48	4:57	5:06
32	3:57	-	-	4:09	4:16	4:22	4:32	4:42	4:52	5:06	5:15	5:24
36	-	4:14	4:20	-	4:28	4:34	4:44	4:54	5:04	5:18	5:27	5:36
32	4:27	-	-	4:39	4:46	4:52	5:02	5:12	5:22	5:36	5:45	5:54
36	-	4:44	4:50	-	4:58	5:04	5:14	5:24	5:34	5:48	5:57	6:06
32	4:57	-	-	5:09	5:16	5:22	5:32	5:42	5:52	6:06	6:15	6:24
36	-	5:14	5:20	-	5:28	5:34	5:44	5:54	6:04	6:18	6:27	6:36
32	5:27	-	-	5:39	5:46	5:52	6:02	6:12	6:22	6:36	6:45	6:54
36	-	5:44	5:50	-	5:58	6:04	6:14	6:24	6:34	6:48	6:57	7:06
32	5:54	-	-	6:06	6:13	6:19	6:29	6:39	6:49	7:03	7:12	7:21
36	-	6:13	6:18	-	6:25	6:31	6:39	6:47	6:55	7:05	7:11	7:18
32	6:28	-	-	6:38	6:43	6:49	6:57	7:05	7:13	7:23	7:29	7:36
36	-	6:43	6:48	-	6:55	7:01	7:09	7:17	7:25	7:35	7:41	7:48
32	6:58	-	-	7:08	7:13	7:19	7:27	7:35	7:43	7:53	7:59	8:06
36	-	7:13	7:18	-	7:25	7:31	7:39	7:47	7:55	8:05	8:11	8:18
32	7:28	-	-	7:38	7:43	7:49	7:57	8:05	8:13	8:23	8:29	8:36
36	-	7:43	7:48	-	7:55	8:01	8:09	8:17	8:25	8:35	8:41	8:48
32	7:58	-	-	8:08	8:13	8:19	8:27	8:35	8:43	8:53	8:59	9:06
36	-	8:13	8:18	-	8:25	8:31	8:39	8:47	8:55	9:05	9:11	9:18
32	8:28	-	-	8:38	8:43	8:49	8:57	9:05	9:13	9:23	9:29	9:36
36	-	8:43	8:48	-	8:55	9:01	9:09	9:17	9:25	9:35	9:41	9:48
32	8:58	-	-	9:08	9:13	9:19	9:27	9:35	9:43	9:53	9:59	10:06
36	-	9:31	9:36	-	9:43	9:49	9:57	10:05	10:13	10:23	10:29	10:36
32	9:58	-	-	10:08	10:13	10:19	10:27	10:35	10:43	10:53	10:59	11:06
36	-	10:29	10:34	-	10:40	10:46	10:54	11:02	11:09	11:18	11:23	11:29
32	10:58	-	-	11:05	11:10	11:16	11:24	11:32	11:39	11:48	11:53	11:59
36	-	11:25	11:30	-	11:36	11:42	11:50	11:57	12:02	12:08	12:12	12:17
32	11:50	-	-	11:58	12:02	12:08	12:16	12:23	12:28	12:34	12:38	12:43
After Midnight Service — Servicio después de la medianoche												
36	-	12:21	12:26	-	12:32	12:38	12:46	12:53	12:58	1:04	1:08	1:13
32	12:50	-	-	12:58	1:02	1:08	1:16	1:23	1:28	1:34	1:38	1:43
36	-	1:15	1:20	-	1:26	1:32	1:40	1:47	1:52	1:58	2:02	2:07
32	1:40	-	-	1:48	1:52	1:58	2:06	2:13	2:18	2:24	2:28	2:33
36	-	2:10	2:15	-	2:21	2:27	2:35	2:42	2:47	2:53	2:57	3:02

32,36
Weekend only
Pennsylvania Avenue Line

Sunday Eastbound — En domingo con dirección al este

Route Number	Friendship Heights	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter)	Pennsylvania Ave. & 8th St. SE (Eastern Market)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD	SOUTHERN AVE
AM Service — Servicio matutino												
32	4:27	4:35	4:40	4:46	4:52	4:59	5:06	5:11	5:15	-	-	5:25
36	4:51	4:59	5:04	5:10	5:16	5:23	5:30	5:35	-	5:41	5:46	-
32	5:11	5:19	5:24	5:30	5:36	5:43	5:50	5:55	5:59	-	-	6:09
36	5:31	5:39	5:44	5:50	5:56	6:03	6:10	6:15	-	6:21	6:26	-
32	5:51	5:59	6:04	6:10	6:16	6:23	6:30	6:35	6:39	-	-	6:49
36	6:11	6:19	6:24	6:30	6:36	6:43	6:50	6:55	-	7:01	7:06	-
32	6:31	6:39	6:44	6:50	6:56	7:03	7:10	7:15	7:19	-	-	7:29
36	6:43	6:51	6:57	7:06	7:13	7:22	7:30	7:35	-	7:42	7:47	-
32	7:01	7:09	7:15	7:24	7:31	7:40	7:48	7:53	7:58	-	-	8:08
36	7:14	7:22	7:28	7:37	7:44	7:53	8:01	8:06	-	8:13	8:18	-
32	7:31	7:39	7:45	7:54	8:01	8:10	8:18	8:23	8:28	-	-	8:38
36	7:43	7:51	7:57	8:06	8:13	8:22	8:30	8:35	-	8:42	8:47	-
32	8:00	8:09	8:17	8:26	8:34	8:42	8:50	8:56	9:01	-	-	9:11
36	8:12	8:21	8:29	8:38	8:46	8:54	9:02	9:08	-	9:15	9:20	-
32	8:30	8:39	8:47	8:56	9:04	9:12	9:20	9:26	9:31	-	-	9:41
36	8:42	8:51	8:59	9:08	9:16	9:24	9:32	9:38	-	9:45	9:50	-
32	9:00	9:09	9:17	9:26	9:34	9:42	9:50	9:56	10:01	-	-	10:11
36	9:12	9:21	9:29	9:38	9:46	9:54	10:02	10:08	-	10:15	10:20	-
32	9:30	9:39	9:47	9:56	10:04	10:12	10:20	10:26	10:31	-	-	10:41
36	9:37	9:47	9:55	10:05	10:15	10:24	10:33	10:39	-	10:46	10:51	-
32	9:55	10:05	10:13	10:23	10:33	10:42	10:51	10:57	11:05	-	-	11:15
36	10:07	10:17	10:25	10:35	10:45	10:54	11:03	11:09	-	11:16	11:21	-
32	10:25	10:35	10:43	10:53	11:03	11:12	11:21	11:27	11:35	-	-	11:45
36	10:35	10:45	10:53	11:03	11:13	11:22	11:31	11:37	-	11:44	11:49	-
32	10:50	11:00	11:09	11:22	11:32	11:42	11:52	11:58	12:05	-	-	12:16
36	11:02	11:12	11:21	11:34	11:44	11:54	12:04	12:10	-	12:18	12:24	-
32	11:20	11:30	11:39	11:52	12:02	12:12	12:22	12:28	12:35	-	-	12:46
36	11:32	11:42	11:51	12:04	12:14	12:24	12:34	12:40	-	12:48	12:54	-
32	11:50	12:00	12:09	12:22	12:32	12:42	12:52	12:58	1:05	-	-	1:16

32,36

Weekend only

Pennsylvania Avenue Line

Sunday Eastbound — En domingo con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metro	SOUTHERN AVE Metro
PM Service — Servicio vespertino												
36	12:02	12:12	12:21	12:34	12:44	12:54	1:04	1:10	-	1:18	1:24	-
32	12:20	12:30	12:39	12:52	1:02	1:12	1:22	1:28	1:35	-	-	1:46
36	12:32	12:42	12:51	1:04	1:14	1:24	1:34	1:40	-	1:48	1:54	-
32	12:50	1:00	1:09	1:22	1:32	1:42	1:52	1:58	2:05	-	-	2:16
36	1:02	1:12	1:21	1:34	1:44	1:54	2:04	2:10	-	2:18	2:24	-
32	1:20	1:30	1:39	1:52	2:02	2:12	2:22	2:28	2:35	-	-	2:46
36	1:32	1:42	1:51	2:04	2:14	2:24	2:34	2:40	-	2:48	2:54	-
32	1:50	2:00	2:09	2:22	2:32	2:42	2:52	2:58	3:05	-	-	3:16
36	2:02	2:12	2:21	2:34	2:44	2:54	3:04	3:10	-	3:18	3:24	-
32	2:20	2:30	2:39	2:52	3:02	3:12	3:22	3:28	3:35	-	-	3:46
36	2:32	2:42	2:51	3:04	3:14	3:24	3:34	3:40	-	3:48	3:54	-
32	2:50	3:00	3:09	3:22	3:32	3:42	3:52	3:58	4:05	-	-	4:16
36	3:02	3:12	3:21	3:34	3:44	3:54	4:04	4:10	-	4:18	4:24	-
32	3:20	3:30	3:39	3:52	4:02	4:12	4:22	4:28	4:35	-	-	4:46
36	3:32	3:42	3:51	4:04	4:14	4:24	4:34	4:40	-	4:48	4:54	-
32	3:50	4:00	4:09	4:22	4:32	4:42	4:52	4:58	5:05	-	-	5:16
36	4:04	4:13	4:21	4:32	4:42	4:51	5:00	5:06	-	5:14	5:19	-
32	4:24	4:33	4:41	4:52	5:02	5:11	5:20	5:26	5:32	-	-	5:43
36	4:38	4:47	4:55	5:06	5:16	5:25	5:34	5:40	-	5:48	5:53	-
32	4:58	5:07	5:15	5:26	5:36	5:45	5:54	6:00	6:06	-	-	6:17
36	5:10	5:19	5:27	5:38	5:48	5:57	6:06	6:12	-	6:20	6:25	-
32	5:28	5:37	5:45	5:56	6:06	6:15	6:24	6:30	6:36	-	-	6:47
36	5:40	5:49	5:57	6:08	6:18	6:27	6:36	6:42	-	6:50	6:55	-
32	5:58	6:07	6:15	6:26	6:36	6:45	6:54	7:00	7:06	-	-	7:17
36	6:10	6:19	6:27	6:38	6:48	6:57	7:06	7:12	-	7:20	7:25	-
32	6:28	6:37	6:45	6:56	7:06	7:15	7:24	7:30	7:36	-	-	7:47
36	6:40	6:49	6:57	7:08	7:18	7:27	7:36	7:42	-	7:50	7:55	-
32	6:58	7:07	7:15	7:26	7:36	7:45	7:54	8:00	8:06	-	-	8:17
36	7:10	7:19	7:27	7:38	7:48	7:57	8:06	8:12	-	8:20	8:25	-
32	7:28	7:37	7:45	7:56	8:06	8:15	8:24	8:30	8:36	-	-	8:47
36	7:58	8:07	8:15	8:26	8:36	8:45	8:54	9:00	-	9:08	9:13	-
32	8:28	8:37	8:45	8:56	9:06	9:15	9:24	9:30	9:36	-	-	9:47
36	8:58	9:07	9:15	9:26	9:36	9:45	9:54	10:00	-	10:08	10:13	-
32	9:28	9:37	9:45	9:56	10:06	10:15	10:24	10:30	10:36	-	-	10:47
36	10:02	10:10	10:16	10:25	10:34	10:43	10:50	10:56	-	11:02	11:07	-
32	10:32	10:40	10:46	10:55	11:04	11:13	11:20	11:26	11:31	-	-	11:41
36	11:02	11:10	11:16	11:25	11:34	11:43	11:50	11:56	-	12:02	12:07	-
32	11:32	11:40	11:46	11:55	12:04	12:13	12:20	12:26	12:31	-	-	12:41
After Midnight Service — Servicio después de la medianoche												
36	12:09	12:13	12:18	12:25	12:32	12:40	12:46	12:51	-	12:56	1:00	-
32	12:40	12:44	12:49	12:56	1:03	1:11	1:17	1:22	1:26	-	-	1:34
36	1:10	1:14	1:19	1:26	1:33	1:41	1:47	1:52	-	1:57	2:01	-
32	1:40	1:44	1:49	1:56	2:03	2:11	2:17	2:22	2:26	-	-	2:34

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

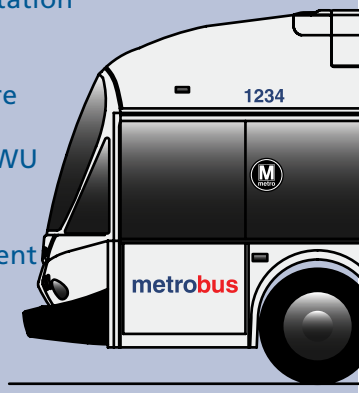
39 metrobus Pennsylvania Ave. express

Limited-Stop Service

- Service every 15 minutes weekdays 6:35 a.m. to 8:39 a.m. westbound and 4:01 p.m. to 6:09 p.m. eastbound
- Limited stops. For more frequent stops, please use Metrobus 32, 34 or 36
- Same fare as a regular Metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

Naylor Road station
Fairfax Village
L'Enfant Square
Potomac Ave station
Eastern Market station
Capitol Hill
Federal Triangle
McPherson Square
Farragut Square
Foggy Bottom-GWU station
Potomac Park/ State Department



Schedule 6-29-08 Reprinted 7-14-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780

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Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

39 metrobus Pennsylvania Ave. express

Limited-Stop Service

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

FOGGY BOTTOM-GWU STATION

WASHINGTON CIRCLE

FARRAGUT WEST STATION

McPHERSON SQ STATION

ARCHIVES-NAVY MEM'L-PENN QUARTER STATION

FEDERAL TRIANGLE STATION

EASTERN MARKET STATION

POTOMAC AVE STATION

NAYLOR ROAD STATION

STATE DEPARTMENT

POTOMAC PARK

U.S. CAPITOL

L'ENFANT SQUARE

FAIRFAX VILLAGE

NW

SW

SE

MD

23rd ST

VIRGINIA AVE

PENNSYLVANIA AVE

22nd ST

21st ST

19th ST

17th ST

15th ST

I ST

H ST

MADISON PL

15th ST

12th ST

7th ST

CONSTITUTION AVE

6th ST

INDEPENDENCE AVE

3rd ST

1st ST SE

8th ST

POTOMAC AVE

MINNESOTA AVE

30th ST

BRANCH AVE

ALABAMA AVE

FORT DAVIS ST

SOUTHERN AVE

SUITLAND RD

PM

AM

Legend

- Metrorail Station
- Terminal Stands
- Serves Only Selected Stops

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

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39

Pennsylvania Avenue Express Limited-Stop Service

Weekday Westbound — Entre semana con dirección al oeste

Route Number	Naylor Road M	Pennsylvania Ave. & Fort Davis St. SE (Alabama Ave.)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) M	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M	I & 17th Sts. NW (Farragut Square)	Virginia Ave. & 21st St. NW (Potomac Park) ●
AM Service — Servicio matutino							
39	6:35	6:40	6:48	6:54	7:03	7:10	7:19
39	6:50	6:55	7:03	7:09	7:18	7:25	7:34
39	7:05	7:10	7:21	7:27	7:38	7:47	7:57
39	7:20	7:25	7:36	7:42	7:53	8:02	8:12
39	7:35	7:40	7:51	7:57	8:08	8:17	8:27
39	7:50	7:55	8:06	8:12	8:23	8:32	8:42
39	8:05	8:10	8:21	8:27	8:38	8:47	8:57
39	8:20	8:25	8:36	8:42	8:53	9:02	9:12
39	8:39	8:44	8:52	8:57	9:07	9:17	9:27

● *Buses sign FOGGY BOTTOM STATION*

Weekday Eastbound — Entre semana con dirección al este

Route Number	Virginia Ave. & 21st St. NW (Potomac Park)	H & 17th Sts. NW	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) M	Pennsylvania Ave. & 8th St. SE (Eastern Market) M	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & Alabama Ave. SE (Fairfax Village)	NAYLOR ROAD M
PM Service — Servicio vespertino							
39	4:01	4:09	4:21	4:32	4:39	4:47	4:52
39	4:17	4:25	4:38	4:49	4:56	5:05	5:10
39	4:33	4:41	4:54	5:05	5:12	5:21	5:26
39	4:49	4:57	5:10	5:21	5:28	5:37	5:42
39	5:05	5:15	5:29	5:40	5:46	5:55	6:00
39	5:21	5:31	5:45	5:56	6:02	6:11	6:16
39	5:37	5:47	6:01	6:12	6:18	6:27	6:32
39	5:53	6:03	6:16	6:26	6:32	6:40	6:45
39	6:09	6:19	6:32	6:42	6:48	6:56	7:01

Designated Stops

Pennsylvania Avenue Limited trips only serve the following stops:

Route 39 designated stops-westbound

- Naylor Road station
- Branch & Southern Aves. (Md.)
- Southern Ave & Suitland Rd. SE
- Pennsylvania Ave. & Fort Davis St. SE (Alabama Ave.)
- Pennsylvania & Branch Aves. SE
- Pennsylvania Ave. & 30th St. SE
- Pennsylvania & Minnesota Aves. SE (L'Enfant Sq.)
- Pennsylvania & Potomac Aves. SE (Potomac Ave station)
- Pennsylvania Ave. & 8th St. SE (Eastern Market station)
- Independence Ave. & 1st St. SE (Capitol Hill)
- Independence Ave. & 3rd St. SW
- 7th St. & Independence Ave. SW
- Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter station)
- Pennsylvania Ave. & 12th St. NW (Federal Triangle)
- I (Eye) & 15th Sts. NW (McPherson Square)
- I (Eye) & 17th Sts. NW (Farragut Square)
- I (Eye) & 19th Sts. NW
- Pennsylvania Ave. & 22nd St. NW
- 23rd & I (Eye) Sts. NW (Foggy Bottom-GWU station)
- Virginia Ave. & 21st St. NW (Potomac Park/State Department)

Route 39 designated stops-eastbound

- Virginia Ave. & 21st St. NW (Potomac Park/State Department)
- 23rd & I (Eye) Sts. NW (Foggy Bottom-GWU station)
- Pennsylvania Ave. & 21st St. NW
- H & 17th Sts. NW
- H St. & Madison Pl. NW
- Pennsylvania Ave. & 12th St. NW (Federal Triangle)
- Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter station)
- Independence Ave. & 6th St. SW
- Independence Ave. & 3rd St. SW
- Independence Ave. & 1st St. SE (Capitol Hill)
- Pennsylvania Ave. & 8th St. SE (Eastern Market station)
- Pennsylvania & Potomac Aves. SE (Potomac Ave station)
- Pennsylvania & Minnesota Aves. SE (L'Enfant Sq.)
- Pennsylvania Ave. & 30th St. SE
- Pennsylvania & Branch Aves. SE
- Pennsylvania & Alabama Aves. SE (Fairfax Village)
- Southern Ave & Suitland Rd. SE (Fairfax Village)
- Branch & Southern Aves. (Md.)
- Naylor Road station

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

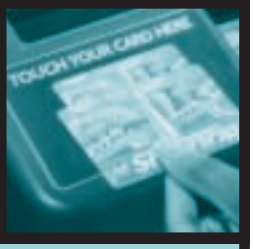
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

80
North Capitol Street Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Fort Totten station
Providence Hospital
Brookland-CUA station
Catholic University
Government Printing Office
Union Station
Gallery Pl-Chinatown station
Metro Center station
McPherson Square station
Farragut North station
Farragut West station
State Department
Kennedy Center

Schedule 9-24-06 Reprinted 3-20-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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Washington Metropolitan Area Transit Authority

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North Capitol Street Line
Route 80

For route and schedule information
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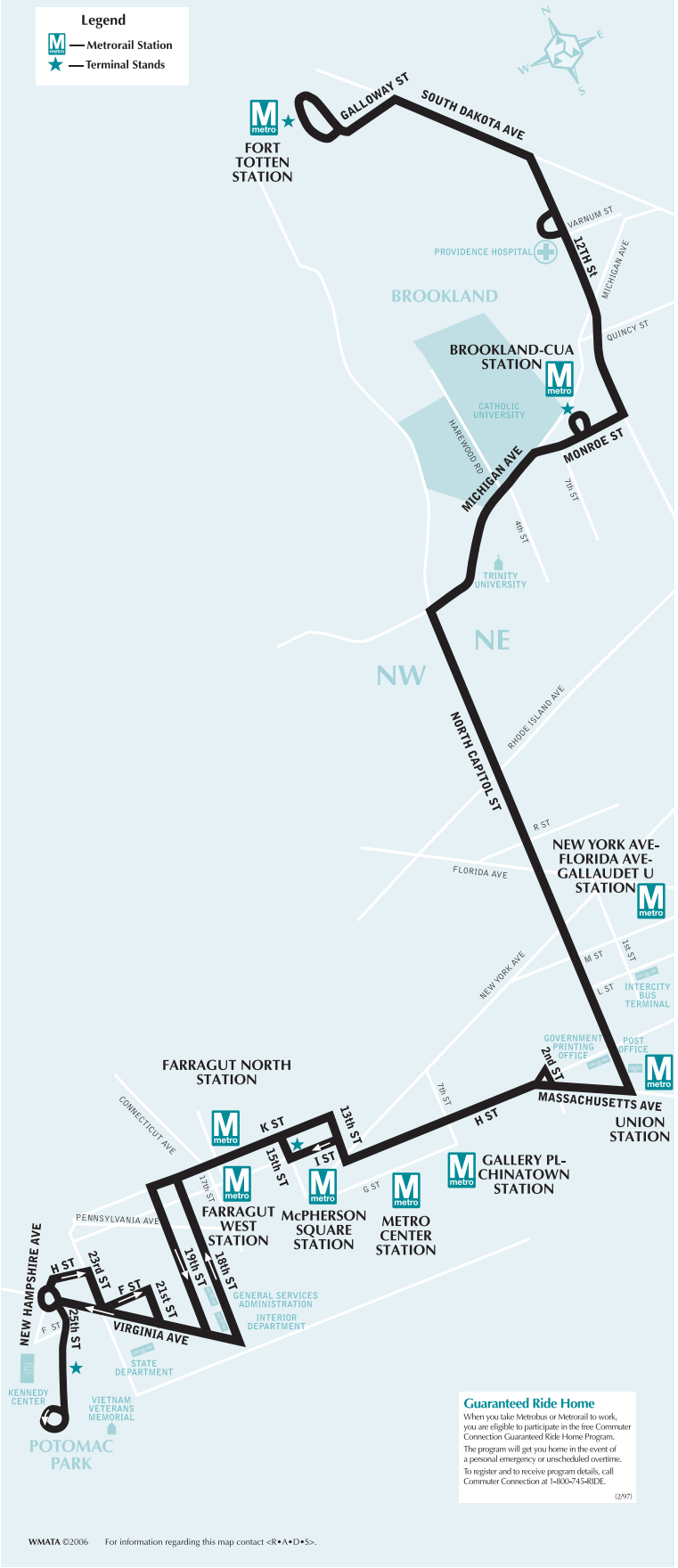

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(2/97)

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80
North Capitol Street Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	Fort Totten M metro	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA M metro	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-China-town) M metro	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) M metro	K St. & Connecticut Ave NW (Farragut N & W) M metro	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80	-	-	4:33	4:43	4:47	4:54	4:58	-	5:03	5:07	5:17
80	-	-	4:52	5:02	5:06	5:13	5:17	-	5:22	5:26	5:36
80	4:57	5:02	5:07	5:17	5:21	5:28	5:32	-	5:37	5:41	5:51
80	5:12	5:17	5:22	5:32	5:36	5:43	5:47	-	5:52	5:56	6:06
80	5:24	5:29	5:34	5:45	5:51	5:58	6:03	-	6:10	6:14	6:23
80	5:39	5:44	5:49	6:00	6:06	6:13	6:18	-	6:25	6:29	6:38
80	5:54	5:59	6:04	6:15	6:21	6:28	6:33	-	6:40	6:44	6:53
80	6:09	6:14	6:19	6:30	6:36	6:43	6:48	-	6:55	6:59	7:08
80	6:24	6:29	6:34	6:45	6:51	6:58	7:03	-	7:10	7:14	7:23
80	-	-	6:41	6:53	7:01	7:08	7:12	-	7:21	7:26	7:38
80	6:40	6:46	6:51	7:03	7:11	7:18	7:22	-	7:31	7:36	7:48
80	6:50	6:56	7:01	7:13	7:21	7:28	7:32	-	7:41	7:46	7:58
80	7:00	7:06	7:11	7:23	7:31	7:38	7:42	-	7:51	7:56	8:08
80	7:10	7:16	7:21	7:33	7:41	7:48	7:52	-	8:01	8:06	8:18
80	7:20	7:26	7:31	7:43	7:51	7:58	8:02	-	8:11	8:16	8:28
80	7:30	7:36	7:41	7:53	8:01	8:08	8:12	-	8:21	8:26	8:38
80	7:38	7:44	7:49	8:01	8:09	8:16	8:20	-	8:29	8:34	8:46
80	7:46	7:52	7:57	8:09	8:17	8:24	8:28	-	8:37	8:42	8:54
80	7:54	8:00	8:05	8:17	8:25	8:32	8:36	-	8:45	8:50	9:02
80	8:02	8:08	8:13	8:25	8:33	8:40	8:44	-	8:53	8:58	9:10
80	8:11	8:17	8:22	8:34	8:42	8:49	8:53	-	9:02	9:07	9:19
80	8:20	8:26	8:33	8:47	8:54	9:02	9:06	-	9:15	9:20	9:30
80	8:35	8:41	8:48	9:02	9:09	9:17	9:21	-	9:30	9:35	9:45
80	8:50	8:56	9:03	9:17	9:24	9:32	9:36	-	9:45	9:50	10:00
80	9:05	9:10	9:17	9:30	9:40	9:48	9:53	-	10:01	10:06	10:15
80	9:20	9:25	9:32	9:45	9:55	10:03	10:08	-	10:16	10:21	10:30
80	9:35	9:40	9:47	10:00	10:10	10:18	10:23	-	10:31	10:36	10:45
80	9:50	9:55	10:02	10:15	10:25	10:33	10:38	-	10:46	10:51	11:00
80	10:05	10:10	10:17	10:30	10:40	10:48	10:53	-	11:01	11:06	11:15
80	10:20	10:25	10:32	10:45	10:55	11:03	11:08	-	11:16	11:21	11:30
80	10:35	10:40	10:47	11:00	11:10	11:18	11:23	-	11:31	11:36	11:45
80	10:50	10:55	11:02	11:15	11:25	11:33	11:38	-	11:46	11:51	12:00
80	11:05	11:10	11:17	11:30	11:40	11:48	11:53	-	12:01	12:06	12:15
80	11:20	11:25	11:32	11:45	11:55	12:03	12:08	-	12:16	12:21	12:30
80	11:35	11:40	11:47	12:00	12:10	12:18	12:23	-	12:31	12:36	12:45
80	11:50	11:55	12:02	12:15	12:25	12:33	12:38	-	12:46	12:51	1:00

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North Capitol Street Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	Fort Totten M metro	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA M metro	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-China-town) M metro	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) M metro	K St. & Connecticut Ave NW (Farragut N & W) M metro	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
PM Service — Servicio vespertino											
80	12:05	12:10	12:17	12:30	12:40	12:48	12:53	-	1:01	1:06	1:15
80	12:18	12:24	12:31	12:46	12:55	1:04	1:09	-	1:16	1:21	1:31
80	12:33	12:39	12:46	1:01	1:10	1:19	1:24	-	1:31	1:36	1:46
80	12:48	12:54	1:01	1:16	1:25	1:34	1:39	-	1:46	1:51	2:01
80	1:03	1:09	1:16	1:31	1:40	1:49	1:54	-	2:01	2:06	2:16
80	1:18	1:24	1:31	1:46	1:55	2:04	2:09	-	2:16	2:21	2:31
80	1:33	1:39	1:46	2:01	2:10	2:19	2:24	-	2:31	2:36	2:46
80	1:48	1:54	2:01	2:16	2:25	2:34	2:39	-	2:46	2:51	3:01
80	2:03	2:09	2:16	2:31	2:40	2:49	2:54	-	3:01	3:06	3:16
80	2:18	2:24	2:31	2:46	2:55	3:04	3:09	-	3:16	3:21	3:31
80	2:33	2:39	2:46	3:01	3:10	3:19	3:24	-	3:31	3:36	3:46
80	2:48	2:54	3:01	3:16	3:25	3:34	3:39	-	3:46	3:51	4:01
80	3:03	3:09	3:16	3:31	3:40	3:49	3:54	-	4:01	4:06	4:16
80	3:15	3:21	3:28	3:43	3:52	4:01	4:06	-	4:13	4:18	4:28
80/	3:25	3:31	3:38	3:53	4:02	4:11	4:16	4:18	-	-	-
80	3:33	3:39	3:46	4:01	4:10	4:19	4:24	-	4:31	4:36	4:46
80	3:42	3:48	3:55	4:14	4:23	4:33	4:38	-	4:45	4:52	5:03
80	3:53	3:59	4:06	4:25	4:34	4:44	4:49	-	4:56	5:03	5:14
80	4:04	4:10	4:17	4:36	4:45	4:55	5:00	-	5:07	5:14	5:25
80/	4:18	4:24	4:31	4:50	4:59	5:09	5:14	5:16	-	-	-
80	4:32	4:38	4:45	5:04	5:13	5:23	5:28	-	5:35	5:42	5:53
80	4:46	4:52	4:59	5:18	5:27	5:37	5:42	-	5:49	5:56	6:07
80/	4:58	5:04	5:11	5:30	5:39	5:49	5:54	5:56	-	-	-
80	5:18	5:24	5:30	5:45	5:52	5:59	6:03	-	6:10	6:16	6:27
80/	5:33	5:39	5:45	6:00	6:07	6:14	6:18	6:20	-	-	-
80	5:48	5:54	6:00	6:15	6:22	6:29	6:33	-	6:40	6:46	6:57
80	6:12	6:18	6:25	6:38	6:45	6:52	6:57	-	7:03	7:06	7:15
80	6:36	6:42	6:49	7:02	7:09	7:16	7:21	-	7:27	7:30	7:39
80	7:00	7:06	7:13	7:26	7:33	7:40	7:45	-	7:51	7:54	8:03
80	7:22	7:28	7:35	7:48	7:55	8:02	8:07	-	8:13	8:16	8:25
80	7:53	7:59	8:04	8:16	8:22	8:29	8:34	-	8:40	8:43	8:49
80	8:23	8:29	8:34	8:46	8:52	8:59	9:04	-	9:10	9:13	9:19
80	8:53	8:59	9:04	9:16	9:22	9:29	9:34	-	9:40	9:43	9:49
80	9:21	9:27	9:32	9:44	9:50	9:57	10:02	-	10:08	10:11	10:17
80	9:51	9:57	10:02	10:14	10:20	10:27	10:32	-	10:38	10:41	10:47
80	10:21	10:27	10:32	10:44	10:50	10:57	11:02	-	11:08	11:11	11:17
80	11:01	11:06	11:11	11:21	11:25	11:30	11:34	-	11:39	11:41	11:47
80	11:31	11:36	11:41	11:51	11:55	12:00	12:04	-	12:09	12:11	12:17
After Midnight Service — Servicio después de la medianoche											
80	12:01	12:06	12:11	12:21	12:25	12:30	12:34	-	12:39	12:41	12:47
80	12:31	12:36	12:41	12:51	12:55	1:00	1:04	-	1:09	1:11	1:17

80
North Capitol Street Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W)	15th St. (W) NW between I & K Sts. (McPherson Sq)	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN
AM Service — Servicio matutino											
80	-	-	-	5:07	5:09	5:12	5:19	5:23	5:33	5:38	5:44
80	5:22	5:27	5:32	-	5:36	5:40	5:47	5:54	6:04	6:09	6:14
80	5:42	5:47	5:52	-	5:56	6:00	6:07	6:14	6:24	6:29	6:34
80	5:58	6:03	6:08	-	6:12	6:16	6:23	6:30	6:40	6:45	6:50
80	6:14	6:19	6:24	-	6:28	6:32	6:39	6:46	6:56	7:01	7:06
80	6:29	6:35	6:41	-	6:46	6:50	6:58	7:05	7:15	7:21	7:27
80	6:44	6:50	6:56	-	7:01	7:05	7:13	7:20	7:30	7:36	7:42
80	6:59	7:05	7:11	-	7:16	7:20	7:28	7:35	7:45	7:51	7:57
80	-	-	-	7:22	7:24	7:29	7:38	7:46	7:58	8:07	8:13
80	7:16	7:23	7:31	-	7:37	7:42	7:51	7:59	8:11	8:20	8:26
80	7:30	7:37	7:45	-	7:51	7:56	8:05	8:13	8:25	8:34	8:40
80	7:45	7:52	8:00	-	8:06	8:11	8:20	8:28	8:40	8:49	8:55
80	8:00	8:07	8:15	-	8:21	8:26	8:35	8:43	8:55	9:04	9:10
80	8:15	8:22	8:30	-	8:36	8:41	8:50	8:58	9:10	9:19	9:25
80	8:26	8:31	8:41	-	8:48	8:55	9:05	9:13	9:23	9:34	9:40
80	8:40	8:45	8:55	-	9:02	9:09	9:19	9:27	9:37	9:48	9:54
80	8:55	9:00	9:10	-	9:17	9:24	9:34	9:42	9:52	10:03	10:09
80	9:10	9:15	9:25	-	9:32	9:39	9:49	9:57	10:07	10:18	10:24
80	9:25	9:33	9:42	-	9:49	9:55	10:05	10:14	10:24	10:32	10:38
80	9:40	9:48	9:57	-	10:04	10:10	10:20	10:29	10:39	10:47	10:53
80	9:55	10:03	10:12	-	10:19	10:25	10:35	10:44	10:54	11:02	11:08
80	10:10	10:18	10:27	-	10:34	10:40	10:50	10:59	11:09	11:17	11:23
80	10:25	10:33	10:42	-	10:49	10:55	11:05	11:14	11:24	11:32	11:38
80	10:40	10:48	10:57	-	11:04	11:10	11:20	11:29	11:39	11:47	11:53
80	10:55	11:03	11:12	-	11:19	11:25	11:35	11:44	11:54	12:02	12:08
80	11:10	11:18	11:27	-	11:34	11:40	11:50	11:59	12:09	12:17	12:23
80	11:25	11:33	11:42	-	11:49	11:55	12:05	12:14	12:24	12:32	12:38
80	11:40	11:48	11:57	-	12:04	12:10	12:20	12:29	12:39	12:47	12:53
80	11:55	12:03	12:12	-	12:19	12:25	12:35	12:44	12:54	1:02	1:08

80
North Capitol Street Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W) M	15th St. (W) NW between I & K Sts. (McPherson Sq) M	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown) M	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA M	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN M
PM Service — Servicio vespertino											
80	12:10	12:18	12:27	-	12:34	12:40	12:50	12:59	1:09	1:17	1:23
80	12:25	12:33	12:42	-	12:49	12:55	1:05	1:14	1:24	1:32	1:38
80	12:40	12:48	12:57	-	1:04	1:10	1:20	1:29	1:39	1:47	1:53
80	12:55	1:03	1:12	-	1:19	1:25	1:35	1:44	1:54	2:02	2:08
80	1:10	1:18	1:27	-	1:34	1:40	1:50	1:59	2:09	2:17	2:23
80	1:25	1:33	1:42	-	1:49	1:55	2:05	2:14	2:24	2:32	2:38
80	1:40	1:48	1:57	-	2:04	2:10	2:20	2:29	2:39	2:47	2:53
80	1:55	2:02	2:14	-	2:21	2:27	2:35	2:44	2:57	3:04	3:10
80	2:10	2:17	2:29	-	2:36	2:42	2:50	2:59	3:12	3:19	3:25
80	2:25	2:32	2:44	-	2:51	2:57	3:05	3:14	3:27	3:34	3:40
80	2:40	2:47	2:59	-	3:06	3:12	3:20	3:29	3:42	3:49	3:55
80	2:55	3:02	3:14	-	3:21	3:27	3:35	3:44	3:57	4:04	4:10
80	-	-	-	3:28	3:31	3:37	3:45	3:54	4:07	4:14	4:20
80	3:15	3:22	3:34	-	3:41	3:47	3:55	4:04	4:17	4:24	4:30
80	3:25	3:32	3:44	-	3:51	3:57	4:05	4:14	4:27	4:34	4:40
80	-	-	-	3:58	4:01	4:07	4:15	4:24	4:37	4:44	4:50
80	3:45	3:52	4:04	-	4:11	4:17	4:25	4:34	4:47	4:54	5:00
80	3:55	4:02	4:14	-	4:21	4:27	4:35	4:44	4:57	5:04	5:10
80	-	-	-	4:33	4:36	4:42	4:50	4:58	5:10	5:17	5:23
80	4:15	4:23	4:38	-	4:46	4:52	5:00	5:08	5:20	5:27	5:33
80	4:25	4:33	4:48	-	4:56	5:02	5:10	5:18	5:30	5:37	5:43
80	-	-	-	5:03	5:06	5:12	5:20	5:28	5:40	5:47	5:53
80	4:45	4:53	5:08	-	5:16	5:22	5:30	5:38	5:50	5:57	6:03
80	4:55	5:03	5:18	-	5:26	5:32	5:40	5:48	6:00	6:07	6:13
80	-	-	-	5:32	5:35	5:43	5:53	6:00	6:12	6:19	6:26
80	5:11	5:22	5:37	-	5:44	5:52	6:02	6:09	6:21	6:28	6:35
80	5:22	5:33	5:48	-	5:55	6:03	6:13	6:20	6:32	6:39	6:46
80	-	-	-	6:04	6:07	6:15	6:25	6:32	6:44	6:51	6:58
80	5:42	5:53	6:08	-	6:15	6:23	6:33	6:40	6:52	6:59	7:06
80	6:01	6:10	6:22	-	6:29	6:36	6:45	6:51	7:03	7:10	7:15
80	6:21	6:30	6:42	-	6:49	6:56	7:05	7:11	7:23	7:30	7:35
80	6:45	6:52	7:00	-	7:06	7:10	7:18	7:24	7:36	7:42	7:47
80	7:05	7:12	7:20	-	7:26	7:30	7:38	7:44	7:56	8:02	8:07
80	7:25	7:32	7:40	-	7:46	7:50	7:58	8:04	8:16	8:22	8:27
80	7:48	7:55	8:01	-	8:06	8:14	8:22	8:27	8:37	8:42	8:47
80	8:10	8:17	8:23	-	8:28	8:36	8:44	8:49	8:59	9:04	9:09
80	8:32	8:39	8:45	-	8:50	8:58	9:06	9:11	9:21	9:26	9:31
80	8:55	9:02	9:08	-	9:13	9:21	9:29	9:34	9:44	9:49	9:54
80	9:25	9:32	9:38	-	9:43	9:51	9:59	10:04	10:14	10:19	10:24
80	9:55	10:02	10:08	-	10:13	10:21	10:29	10:34	10:44	10:49	10:54
80	10:25	10:32	10:38	-	10:43	10:51	10:59	11:04	11:14	11:19	11:24
80	10:55	11:02	11:08	-	11:13	11:21	11:29	11:34	11:44	11:49	11:54
80	11:25	11:32	11:38	-	11:43	11:51	11:59	12:04	12:14	12:19	12:24
80	11:55	12:01	12:08	-	12:15	12:19	12:26	12:31	12:40	12:44	12:49
After Midnight Service — Servicio después de la medianoche											
80	12:25	12:31	12:38	-	12:45	12:49	12:56	1:01	1:10	1:14	1:19
80	12:55	1:01	1:08	-	1:15	1:19	1:26	1:31	1:40	1:44	1:49
80	1:25	1:31	1:38	-	1:45	1:49	1:56	2:01	2:10	2:14	2:19

80
North Capitol Street Line

Saturday Southbound —
En sábados con dirección al sur

Route Number	Fort Totten Metro	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA Metro	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-Chinatown) Metro	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) Metro	K St. & Connecticut Ave NW (Farragut N & W) Metro	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80/	-	-	4:49	4:57	5:02	5:07	5:10	5:12	-	-	-
80	-	-	5:20	5:28	5:33	5:38	5:41	-	5:45	5:52	5:55
80	5:38	5:43	5:48	5:57	6:02	6:07	6:11	-	6:15	6:22	6:25
80	6:01	6:06	6:12	6:22	6:27	6:33	6:37	-	6:42	6:49	6:53
80	6:26	6:31	6:37	6:47	6:52	6:58	7:02	-	7:07	7:14	7:18
80	6:51	6:56	7:02	7:12	7:17	7:23	7:27	-	7:32	7:39	7:43
80	7:13	7:19	7:25	7:36	7:42	7:49	7:54	-	8:00	8:08	8:12
80	7:39	7:45	7:51	8:02	8:08	8:15	8:20	-	8:26	8:34	8:38
80	8:05	8:11	8:17	8:28	8:34	8:41	8:46	-	8:52	9:00	9:04
80	8:31	8:37	8:43	8:54	9:00	9:07	9:12	-	9:18	9:26	9:30
80	8:57	9:03	9:09	9:20	9:26	9:33	9:38	-	9:44	9:52	9:56
80	9:23	9:29	9:35	9:46	9:52	9:59	10:04	-	10:10	10:18	10:22
80	9:49	9:55	10:01	10:12	10:18	10:25	10:30	-	10:36	10:44	10:48
80	10:15	10:21	10:27	10:38	10:44	10:51	10:56	-	11:02	11:10	11:14
80	10:41	10:47	10:53	11:04	11:10	11:17	11:22	-	11:28	11:36	11:40
80	11:07	11:13	11:19	11:30	11:36	11:43	11:48	-	11:54	12:02	12:06
80	11:33	11:39	11:45	11:56	12:02	12:09	12:14	-	12:20	12:28	12:32
80	11:59	12:05	12:11	12:22	12:28	12:35	12:40	-	12:46	12:54	12:58
PM Service — Servicio vespertino											
80	12:25	12:31	12:37	12:48	12:54	1:01	1:06	-	1:12	1:20	1:24
80	12:51	12:57	1:03	1:14	1:20	1:27	1:32	-	1:38	1:46	1:50
80	1:17	1:23	1:29	1:40	1:46	1:53	1:58	-	2:04	2:12	2:16
80	1:43	1:49	1:55	2:06	2:12	2:19	2:24	-	2:30	2:38	2:42
80	2:09	2:15	2:21	2:32	2:38	2:45	2:50	-	2:56	3:04	3:08
80	2:35	2:41	2:47	2:58	3:04	3:11	3:16	-	3:22	3:30	3:34
80	3:01	3:07	3:13	3:24	3:30	3:37	3:42	-	3:48	3:56	4:00
80	3:27	3:33	3:39	3:50	3:56	4:03	4:08	-	4:14	4:22	4:26
80	3:53	3:59	4:05	4:16	4:22	4:29	4:34	-	4:40	4:48	4:52
80	4:19	4:25	4:31	4:42	4:48	4:55	5:00	-	5:06	5:14	5:18
80	4:45	4:51	4:57	5:08	5:14	5:21	5:26	-	5:32	5:40	5:44
80	5:11	5:17	5:23	5:34	5:40	5:47	5:52	-	5:58	6:06	6:10
80	5:37	5:43	5:49	6:00	6:06	6:13	6:18	-	6:24	6:32	6:36
80	6:03	6:09	6:15	6:26	6:32	6:39	6:44	-	6:50	6:58	7:02
80	6:31	6:36	6:41	6:52	6:57	7:03	7:08	-	7:13	7:21	7:25
80	6:56	7:01	7:06	7:17	7:22	7:28	7:33	-	7:38	7:46	7:50
80	7:21	7:26	7:31	7:42	7:47	7:53	7:58	-	8:03	8:11	8:15
80	7:51	7:56	8:01	8:12	8:17	8:23	8:28	-	8:33	8:41	8:45
80	8:24	8:29	8:34	8:44	8:49	8:55	9:00	-	9:04	9:11	9:15
80	8:54	8:59	9:04	9:14	9:19	9:25	9:30	-	9:34	9:41	9:45
80	9:24	9:29	9:34	9:44	9:49	9:55	10:00	-	10:04	10:11	10:15
80	9:54	9:59	10:04	10:14	10:19	10:25	10:30	-	10:34	10:41	10:45
80	10:24	10:29	10:34	10:44	10:49	10:55	11:00	-	11:04	11:11	11:15
80	10:54	10:59	11:04	11:14	11:19	11:25	11:30	-	11:34	11:41	11:45
80	11:24	11:29	11:33	11:42	11:47	11:52	11:56	-	12:00	12:07	12:10
80	11:54	11:59	12:03	12:12	12:17	12:22	12:26	-	12:30	12:37	12:40
After Midnight Service — Servicio después de la medianoche											
80	12:24	12:29	12:33	12:42	12:47	12:52	12:56	-	1:00	1:07	1:10

80
North Capitol Street Line

Saturday Northbound —
En sábados con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W)	15th St. (W) NW between I & K Sts. (McPherson Sq)	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN
AM Service — Servicio matutino											
80	-	-	-	5:23	5:25	5:27	5:31	5:35	5:44	5:48	5:53
80	-	-	-	6:03	6:05	6:07	6:11	6:15	6:25	6:29	6:34
80	6:08	6:16	6:23	-	6:28	6:31	6:36	6:41	6:51	6:55	7:00
80	6:34	6:42	6:49	-	6:54	6:57	7:02	7:07	7:17	7:21	7:26
80	7:00	7:08	7:15	-	7:20	7:23	7:28	7:33	7:43	7:47	7:52
80	7:26	7:34	7:41	-	7:46	7:49	7:54	7:59	8:09	8:13	8:18
80	7:52	8:00	8:07	-	8:12	8:15	8:20	8:25	8:35	8:39	8:44
80	8:18	8:26	8:33	-	8:38	8:41	8:46	8:51	9:01	9:05	9:10
80	8:43	8:51	8:59	-	9:05	9:08	9:14	9:19	9:30	9:35	9:41
80	9:09	9:17	9:25	-	9:31	9:34	9:40	9:45	9:56	10:01	10:07
80	9:35	9:43	9:51	-	9:57	10:00	10:06	10:11	10:22	10:27	10:33
80	10:01	10:09	10:17	-	10:23	10:26	10:32	10:37	10:48	10:53	10:59
80	10:27	10:35	10:43	-	10:49	10:52	10:58	11:03	11:14	11:19	11:25
80	10:53	11:01	11:09	-	11:15	11:18	11:24	11:29	11:40	11:45	11:51
80	11:19	11:27	11:35	-	11:41	11:45	11:51	11:57	12:09	12:14	12:20
80	11:45	11:53	12:01	-	12:07	12:11	12:17	12:23	12:35	12:40	12:46
PM Service — Servicio vespertino											
80	12:11	12:19	12:27	-	12:33	12:37	12:43	12:49	1:01	1:06	1:12
80	12:37	12:45	12:53	-	12:59	1:03	1:09	1:15	1:27	1:32	1:38
80	1:03	1:11	1:19	-	1:25	1:29	1:35	1:41	1:53	1:58	2:04
80	1:29	1:37	1:45	-	1:51	1:55	2:01	2:07	2:19	2:24	2:30
80	1:55	2:03	2:11	-	2:17	2:21	2:27	2:33	2:45	2:50	2:56
80	2:21	2:29	2:37	-	2:43	2:47	2:53	2:59	3:11	3:16	3:22
80	2:47	2:55	3:03	-	3:09	3:13	3:19	3:25	3:37	3:42	3:48
80	3:13	3:21	3:29	-	3:35	3:39	3:45	3:51	4:03	4:08	4:14
80	3:39	3:47	3:55	-	4:01	4:05	4:11	4:17	4:29	4:34	4:40
80	4:05	4:13	4:21	-	4:27	4:31	4:37	4:43	4:55	5:00	5:06
80	4:31	4:39	4:47	-	4:53	4:57	5:03	5:09	5:21	5:26	5:32
80	4:57	5:05	5:13	-	5:19	5:23	5:29	5:35	5:47	5:52	5:58
80	5:23	5:31	5:39	-	5:45	5:49	5:55	6:01	6:13	6:18	6:24
80	5:49	5:57	6:04	-	6:09	6:12	6:18	6:23	6:34	6:39	6:45
80	6:15	6:23	6:30	-	6:35	6:38	6:44	6:49	7:00	7:05	7:11
80	6:41	6:49	6:56	-	7:01	7:04	7:10	7:15	7:26	7:31	7:37
80	7:07	7:15	7:22	-	7:27	7:30	7:36	7:41	7:52	7:57	8:03
80	7:32	7:40	7:47	-	7:52	7:55	8:01	8:06	8:17	8:22	8:28
80	7:57	8:05	8:12	-	8:17	8:20	8:25	8:30	8:40	8:44	8:49
80	8:22	8:30	8:37	-	8:42	8:45	8:50	8:55	9:05	9:09	9:14
80	8:52	9:00	9:07	-	9:12	9:15	9:20	9:25	9:35	9:39	9:44
80	9:22	9:30	9:37	-	9:42	9:45	9:50	9:55	10:05	10:09	10:14
80	9:52	10:00	10:07	-	10:12	10:15	10:20	10:25	10:35	10:39	10:44
80	10:22	10:30	10:37	-	10:42	10:45	10:50	10:55	11:05	11:09	11:14
80	10:52	11:00	11:07	-	11:12	11:14	11:19	11:23	11:33	11:37	11:42
80	11:22	11:30	11:37	-	11:42	11:44	11:49	11:53	12:03	12:07	12:12
80	11:52	12:00	12:07	-	12:12	12:14	12:19	12:23	12:33	12:37	12:42
After Midnight Service — Servicio después de la medianoche											
80	12:22	12:30	12:37	-	12:42	12:44	12:49	12:53	1:03	1:07	1:12
80	12:50	12:58	1:05	-	1:10	1:12	1:17	1:21	1:31	1:35	1:40
80	1:20	1:28	1:35	-	1:40	1:42	1:47	1:51	2:01	2:05	2:10

80
North Capitol Street Line

Sunday Southbound —
En domingo con dirección al sur

Route Number	Fort Totten M metro	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA M metro	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-China-town) M metro	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) M metro	K St. & Connecticut Ave NW (Farragut N & W) M metro	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80/	-	-	4:55	5:04	5:08	5:12	5:15	5:17	-	-	-
80	-	-	5:30	5:39	5:43	5:47	5:50	-	5:53	5:59	6:02
80	6:00	6:05	6:10	6:19	6:23	6:27	6:30	-	6:33	6:39	6:42
80	6:31	6:36	6:41	6:52	6:56	7:02	7:05	-	7:09	7:16	7:19
80	7:06	7:11	7:16	7:27	7:31	7:37	7:40	-	7:44	7:51	7:54
80	7:36	7:41	7:46	7:57	8:01	8:07	8:10	-	8:14	8:21	8:24
80	8:06	8:11	8:16	8:27	8:31	8:37	8:40	-	8:44	8:51	8:54
80	8:32	8:37	8:42	8:53	8:58	9:04	9:08	-	9:13	9:20	9:24
80	9:02	9:07	9:12	9:23	9:28	9:34	9:38	-	9:43	9:50	9:54
80	9:32	9:37	9:42	9:53	9:58	10:04	10:08	-	10:13	10:20	10:24
80	10:02	10:07	10:12	10:23	10:28	10:34	10:38	-	10:43	10:50	10:54
80	10:32	10:37	10:42	10:53	10:58	11:04	11:08	-	11:13	11:20	11:24
80	11:02	11:07	11:12	11:23	11:28	11:34	11:38	-	11:43	11:50	11:54
80	11:32	11:37	11:42	11:53	11:58	12:04	12:08	-	12:13	12:20	12:24
PM Service — Servicio vespertino											
80	12:02	12:07	12:12	12:23	12:28	12:34	12:38	-	12:43	12:50	12:54
80	12:32	12:37	12:42	12:53	12:58	1:04	1:08	-	1:13	1:20	1:24
80	1:02	1:07	1:12	1:23	1:28	1:34	1:38	-	1:43	1:50	1:54
80	1:32	1:37	1:42	1:53	1:58	2:04	2:08	-	2:13	2:20	2:24
80	2:02	2:07	2:12	2:23	2:28	2:34	2:38	-	2:43	2:50	2:54
80	2:32	2:37	2:42	2:53	2:58	3:04	3:08	-	3:13	3:20	3:24
80	3:02	3:07	3:12	3:23	3:28	3:34	3:38	-	3:43	3:50	3:54
80	3:32	3:37	3:42	3:53	3:58	4:04	4:08	-	4:13	4:20	4:24
80	4:02	4:07	4:12	4:23	4:28	4:34	4:38	-	4:43	4:50	4:54
80	4:34	4:39	4:44	4:55	4:59	5:05	5:09	-	5:14	5:20	5:24
80	5:04	5:09	5:14	5:25	5:29	5:35	5:39	-	5:44	5:50	5:54
80	5:34	5:39	5:44	5:55	5:59	6:05	6:09	-	6:14	6:20	6:24
80	6:04	6:09	6:14	6:25	6:29	6:35	6:39	-	6:44	6:50	6:54
80	6:34	6:39	6:44	6:55	6:59	7:05	7:09	-	7:14	7:20	7:24
80	7:04	7:09	7:14	7:25	7:29	7:35	7:39	-	7:44	7:50	7:54
80	7:35	7:40	7:45	7:56	8:00	8:06	8:10	-	8:15	8:21	8:25
80	8:16	8:21	8:25	8:35	8:39	8:44	8:47	-	8:52	8:57	9:00
80	8:51	8:56	9:00	9:10	9:14	9:19	9:22	-	9:27	9:32	9:35
80	9:26	9:31	9:35	9:45	9:49	9:54	9:57	-	10:02	10:07	10:10
80	10:01	10:06	10:10	10:20	10:24	10:29	10:32	-	10:37	10:42	10:45
80	10:36	10:41	10:45	10:55	10:59	11:04	11:07	-	11:12	11:17	11:20
80	11:15	11:20	11:23	11:31	11:36	11:40	11:43	-	11:47	11:52	11:55
80/	11:45	11:50	11:53	12:01	12:06	12:10	12:13	12:15	-	-	-

80
North Capitol Street Line

Sunday Northbound —
En domingo con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W) M	15th St. (W) NW between I & K Sts. (McPherson Sq) M	13th & I Sts NW	H & 7th Sts. NW (Gallery Pl-Chinatown) M	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA M	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN M
AM Service — Servicio matutino											
80	-	-	-	5:21	5:23	5:26	5:31	5:35	5:42	5:46	5:51
80	-	-	-	5:55	5:57	6:00	6:05	6:09	6:16	6:20	6:25
80	6:15	6:22	6:27	-	6:32	6:35	6:40	6:44	6:51	6:55	7:00
80	6:55	7:03	7:08	-	7:13	7:15	7:21	7:25	7:34	7:39	7:44
80	7:30	7:38	7:43	-	7:48	7:50	7:56	8:00	8:09	8:14	8:19
80	8:00	8:08	8:15	-	8:20	8:23	8:29	8:34	8:44	8:50	8:56
80	8:30	8:38	8:45	-	8:50	8:53	8:59	9:04	9:14	9:20	9:26
80	9:00	9:08	9:15	-	9:20	9:23	9:29	9:34	9:44	9:50	9:56
80	9:30	9:38	9:45	-	9:50	9:53	9:59	10:04	10:14	10:20	10:26
80	10:00	10:08	10:15	-	10:20	10:23	10:29	10:34	10:44	10:50	10:56
80	10:30	10:38	10:45	-	10:50	10:53	10:59	11:04	11:14	11:20	11:26
80	11:00	11:08	11:15	-	11:20	11:23	11:29	11:34	11:44	11:50	11:56
80	11:30	11:38	11:45	-	11:50	11:53	11:59	12:04	12:14	12:20	12:26
PM Service — Servicio vespertino											
80	12:00	12:08	12:15	-	12:20	12:23	12:29	12:34	12:44	12:50	12:56
80	12:30	12:38	12:45	-	12:50	12:53	12:59	1:04	1:14	1:20	1:26
80	1:00	1:08	1:15	-	1:20	1:23	1:29	1:34	1:44	1:50	1:56
80	1:30	1:38	1:45	-	1:50	1:53	1:59	2:04	2:14	2:20	2:26
80	2:00	2:08	2:15	-	2:20	2:23	2:29	2:34	2:44	2:50	2:56
80	2:30	2:38	2:45	-	2:50	2:53	2:59	3:04	3:14	3:20	3:26
80	3:00	3:08	3:15	-	3:20	3:23	3:29	3:34	3:44	3:50	3:56
80	3:30	3:38	3:45	-	3:50	3:53	3:59	4:04	4:14	4:20	4:26
80	4:00	4:08	4:15	-	4:20	4:23	4:29	4:34	4:44	4:50	4:56
80	4:30	4:38	4:45	-	4:50	4:53	4:59	5:04	5:14	5:20	5:26
80	5:00	5:08	5:15	-	5:20	5:23	5:29	5:34	5:44	5:50	5:56
80	5:30	5:38	5:45	-	5:50	5:53	5:59	6:04	6:14	6:20	6:26
80	6:00	6:08	6:15	-	6:20	6:23	6:29	6:34	6:44	6:50	6:56
80	6:30	6:38	6:45	-	6:50	6:53	6:59	7:04	7:14	7:20	7:26
80	7:00	7:08	7:15	-	7:20	7:23	7:29	7:34	7:44	7:50	7:56
80	7:30	7:38	7:44	-	7:48	7:51	7:57	8:01	8:11	8:16	8:21
80	8:00	8:08	8:14	-	8:18	8:21	8:27	8:31	8:41	8:46	8:51
80	8:30	8:38	8:44	-	8:48	8:51	8:57	9:01	9:11	9:16	9:21
80	9:05	9:13	9:19	-	9:23	9:26	9:32	9:36	9:46	9:51	9:56
80	9:40	9:48	9:54	-	9:58	10:01	10:07	10:11	10:21	10:26	10:31
80	10:15	10:23	10:29	-	10:33	10:36	10:42	10:46	10:56	11:01	11:06
80	10:50	10:57	11:02	-	11:06	11:09	11:13	11:17	11:27	11:30	11:34
80	11:25	11:32	11:37	-	11:41	11:44	11:48	11:52	12:02	12:05	12:09
After Midnight Service — Servicio después de la medianoche											
80	12:00	12:07	12:12	-	12:16	12:18	12:21	12:25	12:32	12:36	12:40

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

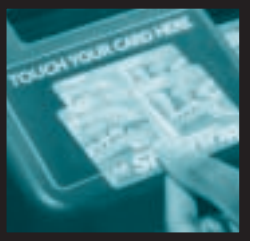
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

H1
Brookland-Potomac Park Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Brookland-CUA station
Columbia Heights station
Adams Morgan
Dupont Circle station
Foggy Bottom-GWU station
Potomac Park/State Dept.

Schedule 12-30-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Brookland-Potomac Park Line
Route H1

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

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H1
Brookland-Potomac Park Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	Brook-land -CUA	Michigan Ave. & 1st St. NW	Columbia Rd. & Georgia Ave. NW	Columbia Rd. & 14th St. NW (Colum-bia Heights)	Columbia Rd. & Biltmore St. NW (18th St.) (Adams Morgan)	20th & Q Sts. NW (Dupont Circle)	23rd & I Sts. NW (Foggy Bottom-GWU)	18th & E Sts. NW (POTO-MAC PARK)
AM Service — Servicio matutino								
H1	6:20	6:26	6:29	6:33	6:38	6:43	6:52	7:01
H1	6:42	6:48	6:51	6:55	7:00	7:05	7:14	7:23
H1	7:02	7:08	7:11	7:15	7:20	7:25	7:34	7:43
H1	7:22	7:28	7:32	7:37	7:44	7:50	7:58	8:07
H1	7:38	7:44	7:48	7:53	8:00	8:06	8:14	8:23
H1	7:55	8:01	8:05	8:10	8:17	8:23	8:31	8:40
H1	8:13	8:19	8:23	8:28	8:35	8:41	8:49	8:58
H1	8:31	8:37	8:41	8:46	8:53	8:59	9:07	9:16
H1	8:57	9:03	9:07	9:12	9:19	9:25	9:33	9:42

Weekday Northbound —
Entre semana con dirección al norte

Route Number	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU)	Massa-chusetts Ave. & 20th St. NW (Dupont Circle)	Columbia Rd. & 18th St. NW (Adams Morgan)	Irving & 14th Sts. NW (Colum-bia Heights)	Irving St. & Georgia Ave. NW	Michigan Ave. & 1st St. NW	BROOK-LAND -CUA
PM Service — Servicio vespertino								
H1	4:20	4:29	4:37	4:44	4:54	5:00	5:04	5:09
H1	4:40	4:53	5:01	5:09	5:18	5:23	5:27	5:34
H1	5:00	5:13	5:21	5:29	5:38	5:43	5:47	5:54
H1	5:20	5:30	5:38	5:46	5:55	6:00	6:04	6:10
H1	5:45	5:55	6:03	6:11	6:20	6:25	6:29	6:35
H1	6:10	6:20	6:28	6:36	6:45	6:50	6:54	7:00

How to use this timetable

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- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
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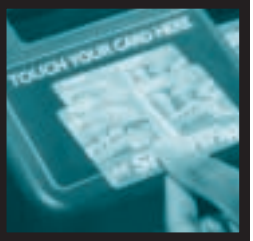
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

L1,2,4
Connecticut Avenue Line



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Serves these locations-
Brinda servicio a estas ubicaciones
Chevy Chase Circle
Van Ness-UDC station
Cleveland Park station
Woodley Park-Zoo/Adams Morgan station
Adams Morgan (L2)
Dupont Circle station
Farragut North station (L2)
Farragut West station (L2)
McPherson Sq station (L2)
Foggy Bottom-GWU station (L1)
Potomac Park (L1)

Schedule 3-29-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Connecticut Avenue Line
Routes L1, L2, L4

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

Guaranteed Ride Home

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(2/97)

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L1,2,4
Connecticut Avenue Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC)	Connecticut Ave. & Veazey Terr. NW (Northbound stop) (VAN NESS-UDC)	Connecticut Ave. & Porter St. NW (Cleveland Park)	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/Adams Morgan)	New Hampshire Ave. & Dupont Circle NW (north side)	Connecticut Ave. & 20th St. NW (DUPONT CIRCLE)	20th & Q Sts. NW (Dupont Circle)	23rd & I Sts. NW (Foggy Bottom-GWU)	18th & E Sts. NW (POTOMAC PARK)	K & 17th Sts. NW (Farragut North & Farragut West)	15th St. (W) & K St. NW (MCPHERSON SQ)
AM Service — Servicio matutino													
L2	5:05	5:09	5:12	-	5:15	5:19	5:25	-	-	-	-	5:30	5:34
L2	5:35	5:39	5:42	-	5:45	5:49	5:55	-	-	-	-	6:00	6:04
L2	5:55	5:59	6:02	-	6:05	6:09	6:15	-	-	-	-	6:20	6:24
L2	6:12	6:16	6:20	-	6:23	6:28	6:35	-	-	-	-	6:41	6:45
L2	6:30	6:34	6:38	-	6:41	6:46	6:53	-	-	-	-	6:59	7:03
L2	6:48	6:52	6:56	-	6:59	7:04	7:11	-	-	-	-	7:17	7:21
L1	6:58	7:03	7:09	-	7:12	7:18	-	-	7:23	7:29	7:38	-	-
L2	7:07	7:12	7:18	-	7:21	7:27	7:36	-	-	-	-	7:44	7:49
L1	7:15	7:20	7:26	-	7:29	7:35	-	-	7:40	7:46	7:55	-	-
L2	7:22	7:27	7:33	-	7:36	7:42	7:51	-	-	-	-	7:59	8:04
L1	7:30	7:35	7:41	-	7:44	7:50	-	-	7:55	8:01	8:10	-	-
L2	7:37	7:42	7:48	-	7:51	7:57	8:06	-	-	-	-	8:14	8:19
L1	7:45	7:51	7:57	-	8:02	8:09	-	-	8:14	8:22	8:30	-	-
L2	7:52	7:58	8:04	-	8:09	8:16	8:25	-	-	-	-	8:34	8:38
L1	7:59	8:05	8:11	-	8:16	8:23	-	-	8:28	8:36	8:44	-	-
L2	8:05	8:11	8:17	-	8:22	8:29	8:38	-	-	-	-	8:47	8:51
L1	8:11	8:17	8:23	-	8:28	8:35	-	-	8:40	8:48	8:56	-	-
L2	8:17	8:23	8:29	-	8:34	8:41	8:50	-	-	-	-	8:59	9:03
L1	8:23	8:29	8:35	-	8:40	8:47	-	-	8:52	9:00	9:08	-	-
L2	8:30	8:36	8:42	-	8:47	8:54	9:03	-	-	-	-	9:12	9:16
L1	8:37	8:43	8:49	-	8:54	9:01	-	-	9:06	9:14	9:22	-	-
L2	8:47	8:54	8:59	-	9:03	9:10	9:18	-	-	-	-	9:28	9:33
L2	9:00	9:07	9:12	-	9:16	9:23	9:31	-	-	-	-	9:41	9:46
L4	9:15	9:22	9:27	-	9:31	9:38	-	9:43	-	-	-	-	-
L2	9:30	9:37	9:42	-	9:46	9:53	10:01	-	-	-	-	10:11	10:16
L4	9:45	9:52	9:57	-	10:01	10:08	-	10:13	-	-	-	-	-
L2	10:00	10:07	10:12	-	10:16	10:23	10:31	-	-	-	-	10:41	10:46
L4	10:15	10:22	10:27	-	10:31	10:38	-	10:43	-	-	-	-	-
L2	10:30	10:37	10:42	-	10:46	10:53	11:01	-	-	-	-	11:11	11:16
L4	10:45	10:52	10:57	-	11:01	11:08	-	11:13	-	-	-	-	-
L2	11:00	11:07	11:12	-	11:16	11:23	11:31	-	-	-	-	11:41	11:46
L4	11:15	11:22	11:27	-	11:31	11:38	-	11:43	-	-	-	-	-
L2	11:30	11:37	11:42	-	11:46	11:53	12:01	-	-	-	-	12:11	12:16
L4	11:45	11:52	11:57	-	12:01	12:08	-	12:13	-	-	-	-	-
PM Service — Servicio vespertino													
L2	12:00	12:07	12:12	-	12:16	12:23	12:31	-	-	-	-	12:41	12:46
L4	12:15	12:22	12:27	-	12:31	12:38	-	12:43	-	-	-	-	-
L2	12:30	12:37	12:42	-	12:46	12:53	1:01	-	-	-	-	1:11	1:16
L4	12:45	12:52	12:57	-	1:01	1:08	-	1:13	-	-	-	-	-
L2	1:00	1:07	1:12	-	1:16	1:23	1:31	-	-	-	-	1:41	1:46
L4	1:15	1:22	1:27	-	1:31	1:38	-	1:43	-	-	-	-	-
L2	1:30	1:37	1:42	-	1:46	1:53	2:01	-	-	-	-	2:11	2:16
L4	1:45	1:52	1:57	-	2:01	2:08	-	2:13	-	-	-	-	-
L2	2:00	2:07	2:12	-	2:16	2:23	2:31	-	-	-	-	2:41	2:46
L4	2:15	2:22	2:27	-	2:31	2:38	-	2:43	-	-	-	-	-
L2	2:30	2:37	2:42	-	2:46	2:53	3:01	-	-	-	-	3:11	3:16
L4	2:45	2:52	2:57	-	3:01	3:08	-	3:13	-	-	-	-	-
L2	3:00	3:05	3:10	-	3:13	3:21	3:29	-	-	-	-	3:38	3:44
L4	3:15	3:20	3:25	-	3:28	3:36	-	3:42	-	-	-	-	-
L2	3:30	3:35	3:40	-	3:43	3:51	3:59	-	-	-	-	4:08	4:14
L2	3:42	3:47	3:52	-	3:55	4:03	4:11	-	-	-	-	4:20	4:26

L1,2,4
Connecticut Avenue Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M	Connecticut Ave. & Veazey Terr. NW (Northbound stop) (VAN NESS-UDC) M	Connecticut Ave. & Porter St. NW (Cleveland Park) M	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/Adams Morgan) M	New Hampshire Ave. & Dupont Circle NW (north side) M	Connecticut Ave. & 20th St. NW (DUPONT CIRCLE) M	20th & Q Sts. NW (Dupont Circle) M	23rd & I Sts. NW (Foggy Bottom-GWU) M	18th & E Sts. NW (POTOMAC PARK)	K & 17th Sts. NW (Farragut North & Farragut West) M	15th St. (W) & K St. NW (MCPHERSON SQ) M
PM Service — Servicio vespertino													
L4	3:52	3:57	4:02	-	4:05	4:13	-	4:19	-	-	-	-	-
L2	4:02	4:07	4:12	-	4:15	4:23	4:31	-	-	-	-	4:40	4:46
L4	4:12	4:17	4:22	-	4:25	4:33	-	4:39	-	-	-	-	-
L2	4:22	4:27	4:32	-	4:35	4:43	4:51	-	-	-	-	5:00	5:06
L4	4:32	4:38	4:43	-	4:47	4:54	-	4:59	-	-	-	-	-
L2	4:42	4:48	4:53	-	4:57	5:04	5:12	-	-	-	-	5:24	5:29
L2/	4:48	4:54	4:59	5:06	-	-	-	-	-	-	-	-	-
L4	4:52	4:58	5:03	-	5:07	5:14	-	5:19	-	-	-	-	-
L2/	5:00	5:06	5:11	5:18	-	-	-	-	-	-	-	-	-
L2	5:03	5:09	5:14	-	5:18	5:25	5:33	-	-	-	-	5:45	5:50
L2/	5:13	5:19	5:24	5:31	-	-	-	-	-	-	-	-	-
L4	5:15	5:21	5:26	-	5:30	5:37	-	5:42	-	-	-	-	-
L2/	5:23	5:29	5:34	5:41	-	-	-	-	-	-	-	-	-
L2	5:30	5:36	5:41	-	5:45	5:52	6:00	-	-	-	-	6:12	6:17
L2/	5:33	5:39	5:44	5:51	-	-	-	-	-	-	-	-	-
L4	5:44	5:50	5:55	-	5:59	6:06	-	6:10	-	-	-	-	-
L2/	5:47	5:53	5:58	6:05	-	-	-	-	-	-	-	-	-
L2/	5:55	6:01	6:06	6:13	-	-	-	-	-	-	-	-	-
L2	5:58	6:04	6:09	-	6:13	6:20	6:28	-	-	-	-	6:36	6:40
L2/	6:09	6:15	6:20	6:27	-	-	-	-	-	-	-	-	-
L4	6:14	6:20	6:25	-	6:29	6:36	-	6:40	-	-	-	-	-
L2/	6:21	6:27	6:32	6:39	-	-	-	-	-	-	-	-	-
L2	6:28	6:34	6:39	-	6:43	6:50	6:58	-	-	-	-	7:06	7:10
L2/	6:31	6:37	6:42	6:49	-	-	-	-	-	-	-	-	-
L4	6:44	6:50	6:55	-	6:59	7:06	-	7:10	-	-	-	-	-
L2/	6:47	6:52	6:57	7:04	-	-	-	-	-	-	-	-	-
L2/	6:56	7:01	7:06	7:13	-	-	-	-	-	-	-	-	-
L2	7:00	7:05	7:10	-	7:13	7:19	7:27	-	-	-	-	7:34	7:38
L2/	7:07	7:12	7:17	7:24	-	-	-	-	-	-	-	-	-
L4	7:15	7:20	7:25	-	7:28	7:34	-	7:37	-	-	-	-	-
L2	7:30	7:35	7:40	-	7:43	7:49	7:57	-	-	-	-	8:04	8:08
L4	7:45	7:50	7:55	-	7:58	8:04	-	8:07	-	-	-	-	-
L2	8:00	8:05	8:10	-	8:13	8:19	8:27	-	-	-	-	8:34	8:38
L4	8:15	8:20	8:25	-	8:28	8:34	-	8:37	-	-	-	-	-
L2	8:30	8:34	8:38	-	8:41	8:46	8:56	-	-	-	-	9:02	9:05
L2	9:00	9:04	9:08	-	9:11	9:16	9:26	-	-	-	-	9:32	9:35
L2	9:30	9:34	9:38	-	9:41	9:46	9:56	-	-	-	-	10:02	10:05
L2	10:00	10:04	10:08	-	10:11	10:16	10:26	-	-	-	-	10:32	10:35
L2	10:30	10:34	10:38	-	10:41	10:46	10:56	-	-	-	-	11:02	11:05
L2	11:00	11:04	11:08	-	11:11	11:16	11:26	-	-	-	-	11:32	11:35
L2	11:25	11:29	11:33	-	11:36	11:41	11:51	-	-	-	-	11:57	12:00
After Midnight Service — Servicio después de la medianoche													
L2	12:00	12:03	12:05	-	12:08	12:12	12:18	-	-	-	-	12:25	12:27

L1,2,4
Connecticut Avenue Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	15th St.(W) & K St. NW (Mc-Pherson Sq) M metro	K St. & Connec-ticut Ave. NW (Farragut North & Farragut West) M metro	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	Connec-ticut Ave. & 20th St. NW (Dupont Circle) M metro	New Hamp-shire Ave. & Dupont Circle NW (south side) M metro	Massa-chusetts Ave. & 20th St. NW (Dupont Circle) M metro	Connecti-cut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connec-ticut Ave. & Porter St. NW (Cleve-land Park) M metro	Connec-ticut Ave & Veazey Terr. NW (Van Ness-UDC) M metro	Connec-ticut & Nebra-ska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino												
L2	5:40	5:42	-	-	-	5:46	-	5:52	5:55	5:57	6:01	6:05
L2	6:10	6:12	-	-	-	6:17	-	6:25	6:29	6:32	6:36	6:41
L2	6:32	6:34	-	-	-	6:40	-	6:49	6:54	6:57	7:01	7:06
L2	6:52	6:54	-	-	-	7:00	-	7:09	7:14	7:17	7:21	7:26
L2	7:11	7:13	-	-	-	7:19	-	7:28	7:33	7:36	7:40	7:45
L2	7:27	7:30	-	-	-	7:35	-	7:46	7:53	7:57	8:03	8:08
L2	7:42	7:45	-	-	-	7:50	-	8:01	8:08	8:12	8:18	8:23
L2	7:57	8:00	-	-	-	8:05	-	8:16	8:23	8:27	8:33	8:38
L2	8:12	8:15	-	-	-	8:20	-	8:31	8:38	8:42	8:48	8:53
L2	8:27	8:30	-	-	-	8:35	-	8:46	8:53	8:57	9:03	9:08
L4	-	-	-	-	8:51	-	8:53	9:00	9:07	9:11	9:17	9:22
L2	8:52	8:56	-	-	-	9:03	-	9:14	9:20	9:24	9:29	9:35
L4	-	-	-	-	9:21	-	9:23	9:29	9:35	9:39	9:44	9:50
L2	9:22	9:26	-	-	-	9:33	-	9:44	9:50	9:54	9:59	10:05
L4	-	-	-	-	9:51	-	9:53	9:59	10:05	10:09	10:14	10:20
L2	9:52	9:56	-	-	-	10:03	-	10:14	10:20	10:24	10:29	10:35
L4	-	-	-	-	10:21	-	10:23	10:29	10:35	10:39	10:44	10:50
L2	10:22	10:26	-	-	-	10:33	-	10:44	10:50	10:54	10:59	11:05
L4	-	-	-	-	10:51	-	10:53	10:59	11:05	11:09	11:14	11:20
L2	10:52	10:56	-	-	-	11:03	-	11:14	11:20	11:24	11:29	11:35
L4	-	-	-	-	11:21	-	11:23	11:29	11:35	11:39	11:44	11:50
L2	11:22	11:26	-	-	-	11:33	-	11:44	11:50	11:54	11:59	12:05
L4	-	-	-	-	11:51	-	11:53	11:59	12:05	12:09	12:14	12:20
L2	11:52	11:56	-	-	-	12:03	-	12:14	12:20	12:24	12:29	12:35
PM Service — Servicio vespertino												
L4	-	-	-	-	12:21	-	12:23	12:29	12:35	12:39	12:44	12:50
L2	12:22	12:26	-	-	-	12:33	-	12:44	12:50	12:54	12:59	1:05
L4	-	-	-	-	12:51	-	12:53	12:59	1:05	1:09	1:14	1:20
L2	12:52	12:56	-	-	-	1:03	-	1:14	1:20	1:24	1:29	1:35
L4	-	-	-	-	1:21	-	1:23	1:29	1:35	1:39	1:44	1:50
L2	1:22	1:26	-	-	-	1:33	-	1:44	1:50	1:54	1:59	2:05
L4	-	-	-	-	1:51	-	1:53	1:59	2:05	2:09	2:14	2:20
L2	1:52	1:56	-	-	-	2:03	-	2:14	2:20	2:24	2:29	2:35
L4	-	-	-	-	2:21	-	2:23	2:29	2:35	2:39	2:44	2:50
L2	2:22	2:25	-	-	-	2:33	-	2:45	2:52	2:57	3:03	3:09
L4	-	-	-	-	2:51	-	2:53	2:59	3:06	3:11	3:17	3:23
L2	2:52	2:55	-	-	-	3:03	-	3:15	3:22	3:27	3:33	3:39
L4	-	-	-	-	3:21	-	3:23	3:29	3:36	3:41	3:47	3:53
L2	3:22	3:25	-	-	-	3:33	-	3:45	3:52	3:57	4:03	4:09
L4	-	-	-	-	3:50	-	3:52	3:58	4:05	4:10	4:16	4:22
L2	3:52	3:56	-	-	-	4:03	-	4:14	4:20	4:24	4:29	4:35
L2	-	-	-	-	-	-	-	-	-	4:33	4:38	4:44
L1	-	-	4:09	4:17	-	-	4:23	4:29	4:34	4:39	4:45	4:52
L2	-	-	-	-	-	-	-	-	-	4:45	4:51	4:58
L2	4:20	4:23	-	-	-	4:30	-	4:42	4:47	4:52	4:58	5:05

L1,2,4
Connecticut Avenue Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	15th St.(W) & K St. NW (Mc-Pherson Sq) M metro	K St. & Connec-ticut Ave. NW (Farragut North & Farragut West) M metro	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	Connec-ticut Ave. & 20th St. NW (Dupont Circle) M metro	New Hamp-shire Ave. & Dupont Circle NW (south side) M metro	Massa-chusetts Ave. & 20th St. NW (Dupont Circle) M metro	Connecti-cut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connec-ticut Ave. & Porter St. NW (Cleve-land Park) M metro	Connec-ticut Ave & Veazey Terr. NW (Van Ness-UDC) M metro	Connec-ticut & Nebra-ska Aves. NW	CHEVY CHASE CIRCLE
PM Service — Servicio vespertino												
L2	-	-	-	-	-	-	-	-	-	4:58	5:04	5:11
L1	-	-	4:32	4:40	-	-	4:46	4:52	4:57	5:02	5:08	5:15
L2	-	-	-	-	-	-	-	-	-	5:07	5:13	5:20
L2	4:40	4:43	-	-	-	4:50	-	5:02	5:07	5:12	5:18	5:25
L2	-	-	-	-	-	-	-	-	-	5:19	5:24	5:30
L1	-	-	4:52	4:59	-	-	5:07	5:15	5:21	5:24	5:29	5:35
L2	-	-	-	-	-	-	-	-	-	5:32	5:37	5:43
L2	5:00	5:03	-	-	-	5:12	-	5:25	5:31	5:34	5:39	5:45
L2	-	-	-	-	-	-	-	-	-	5:42	5:47	5:53
L1	-	-	5:12	5:19	-	-	5:27	5:35	5:41	5:44	5:49	5:55
L2	-	-	-	-	-	-	-	-	-	5:52	5:57	6:03
L2	5:20	5:23	-	-	-	5:32	-	5:45	5:51	5:54	5:59	6:05
L1	-	-	5:32	5:39	-	-	5:47	5:55	6:01	6:04	6:09	6:15
L2	-	-	-	-	-	-	-	-	-	6:06	6:11	6:17
L2	-	-	-	-	-	-	-	-	-	6:16	6:22	6:27
L2	5:40	5:44	-	-	-	5:56	-	6:14	6:20	6:24	6:30	6:35
L2	-	-	-	-	-	-	-	-	-	6:28	6:34	6:39
L1	-	-	5:57	6:05	-	-	6:13	6:21	6:27	6:31	6:37	6:42
L2	-	-	-	-	-	-	-	-	-	6:40	6:46	6:51
L2	6:00	6:04	-	-	-	6:16	-	6:34	6:40	6:44	6:50	6:55
L2	-	-	-	-	-	-	-	-	-	6:50	6:56	7:02
L2	6:27	6:29	-	-	-	6:37	-	6:47	6:54	6:57	7:03	7:09
L1	-	-	6:28	6:36	-	-	6:44	6:52	6:59	7:02	7:08	7:13
L2	-	-	-	-	-	-	-	-	-	7:05	7:11	7:17
L4	-	-	-	-	6:48	-	6:51	6:58	7:05	7:08	7:14	7:20
L2	-	-	-	-	-	-	-	-	-	7:14	7:20	7:26
L2	6:47	6:49	-	-	-	6:57	-	7:07	7:14	7:17	7:23	7:29
L2	-	-	-	-	-	-	-	-	-	7:25	7:31	7:37
L4	-	-	-	-	7:14	-	7:17	7:24	7:31	7:34	7:40	7:46
L2	7:17	7:19	-	-	-	7:27	-	7:37	7:44	7:47	7:53	7:59
L4	-	-	-	-	7:45	-	7:47	7:53	7:58	8:00	8:05	8:10
L2	7:47	7:49	-	-	-	7:56	-	8:06	8:11	8:13	8:18	8:23
L4	-	-	-	-	8:13	-	8:15	8:21	8:26	8:28	8:33	8:38
L2	8:17	8:19	-	-	-	8:26	-	8:36	8:41	8:43	8:48	8:53
L4	-	-	-	-	8:43	-	8:45	8:51	8:56	8:58	9:03	9:08
L2	8:49	8:51	-	-	-	8:58	-	9:08	9:13	9:15	9:20	9:25
L2	9:15	9:17	-	-	-	9:24	-	9:34	9:39	9:41	9:46	9:51
L2	9:42	9:44	-	-	-	9:51	-	10:01	10:06	10:08	10:13	10:18
L2	10:12	10:14	-	-	-	10:21	-	10:31	10:36	10:38	10:43	10:48
L2	10:42	10:44	-	-	-	10:51	-	11:01	11:06	11:08	11:13	11:18
L2	11:12	11:15	-	-	-	11:19	-	11:27	11:32	11:35	11:39	11:43
L2	11:42	11:45	-	-	-	11:49	-	11:57	12:02	12:05	12:09	12:13
After Midnight Service — Servicio después de la medianoche												
L2	12:05	12:08	-	-	-	12:12	-	12:20	12:25	12:28	12:32	12:36
L2	12:35	12:37	-	-	-	12:40	-	12:48	12:51	12:53	12:56	12:58

L1,2,4
Connecticut Avenue Line

Saturday Southbound — En sábados con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	New Hampshire Ave. & Dupont Circle NW (north side) M metro	K & 17th Sts. NW (Farragut North & Farragut West) M metro	15th St. (W) & K St. NW (MC-PHERSON SQ) M metro
AM Service — Servicio matutino								
L2	6:15	6:19	6:23	6:26	6:31	6:38	6:43	6:46
L2	6:45	6:49	6:53	6:56	7:01	7:08	7:13	7:16
L2	7:05	7:09	7:13	7:16	7:21	7:28	7:33	7:36
L2	7:25	7:30	7:34	7:37	7:43	7:50	7:56	7:59
L2	7:45	7:50	7:54	7:57	8:03	8:10	8:16	8:19
L2	8:03	8:08	8:12	8:15	8:22	8:30	8:36	8:40
L2	8:23	8:28	8:32	8:35	8:42	8:50	8:56	9:00
L2	8:43	8:48	8:52	8:55	9:02	9:10	9:16	9:20
L2	9:03	9:08	9:12	9:15	9:22	9:30	9:36	9:40
L2	9:23	9:28	9:32	9:35	9:42	9:50	9:56	10:00
L2	9:43	9:48	9:52	9:55	10:02	10:10	10:16	10:20
L2	9:55	10:01	10:06	10:10	10:19	10:27	10:36	10:40
L2	10:15	10:21	10:26	10:30	10:39	10:47	10:56	11:00
L2	10:35	10:41	10:46	10:50	10:59	11:07	11:16	11:20
L2	10:55	11:01	11:06	11:10	11:19	11:27	11:36	11:40
L2	11:15	11:21	11:26	11:30	11:39	11:47	11:56	12:00
L2	11:35	11:41	11:46	11:50	11:59	12:07	12:16	12:20
L2	11:55	12:01	12:06	12:10	12:19	12:27	12:36	12:40
PM Service — Servicio vespertino								
L2	12:15	12:21	12:26	12:30	12:39	12:47	12:56	1:00
L2	12:35	12:41	12:46	12:50	12:59	1:07	1:16	1:20
L2	12:55	1:01	1:06	1:10	1:19	1:27	1:36	1:40
L2	1:15	1:21	1:26	1:30	1:39	1:47	1:56	2:00
L2	1:35	1:41	1:46	1:50	1:59	2:07	2:16	2:20
L2	1:55	2:01	2:06	2:10	2:19	2:27	2:36	2:40
L2	2:15	2:21	2:26	2:30	2:39	2:47	2:56	3:00
L2	2:35	2:41	2:46	2:50	2:59	3:07	3:16	3:20
L2	2:55	3:01	3:06	3:10	3:19	3:27	3:36	3:40
L2	3:15	3:21	3:26	3:30	3:39	3:47	3:56	4:00
L2	3:35	3:41	3:46	3:50	3:59	4:07	4:16	4:20
L2	3:55	4:01	4:06	4:10	4:19	4:27	4:36	4:40
L2	4:15	4:21	4:26	4:30	4:39	4:47	4:56	5:00
L2	4:35	4:41	4:46	4:50	4:59	5:07	5:16	5:20
L2	4:55	5:01	5:06	5:10	5:19	5:27	5:36	5:40
L2	5:15	5:21	5:26	5:30	5:39	5:47	5:56	6:00
L2	5:35	5:41	5:46	5:50	5:59	6:07	6:16	6:20
L2	6:06	6:12	6:16	6:20	6:26	6:34	6:42	6:45
L2	6:36	6:42	6:46	6:50	6:56	7:04	7:12	7:15
L2	7:08	7:14	7:18	7:22	7:28	7:36	7:44	7:47
L2	7:38	7:44	7:48	7:52	7:58	8:06	8:14	8:17
L2	8:08	8:14	8:18	8:22	8:28	8:36	8:44	8:47
L2	8:38	8:44	8:48	8:52	8:58	9:06	9:14	9:17
L2	9:08	9:14	9:18	9:22	9:28	9:36	9:44	9:47
L2	9:38	9:44	9:48	9:52	9:58	10:06	10:14	10:17
L2	10:08	10:14	10:18	10:22	10:28	10:36	10:44	10:47
L2	10:38	10:44	10:48	10:52	10:58	11:06	11:14	11:17
L2	11:08	11:14	11:18	11:22	11:28	11:36	11:44	11:47
L2	11:38	11:44	11:48	11:52	11:58	12:06	12:14	12:17
After Midnight Service — Servicio después de la medianoche								
L2	12:12	12:16	12:19	12:21	12:25	12:35	12:41	12:43

L1,2,4
Connecticut Avenue Line

Saturday Northbound — En sábados con dirección al norte

Route Number	15th St, (W) & K St. NW (Mc Pherson Sq) M metro	K St. & Connecticut Ave. NW (Farragut North & Farragut West) M metro	New Hampshire Ave. & Dupont Circle NW (south side) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino								
L2	6:10	6:12	6:16	6:25	6:29	6:32	6:36	6:40
L2	6:50	6:52	6:56	7:05	7:09	7:12	7:16	7:20
L2	7:20	7:23	7:28	7:37	7:42	7:45	7:49	7:53
L2	7:45	7:48	7:53	8:02	8:07	8:10	8:14	8:18
L2	8:05	8:08	8:13	8:22	8:27	8:30	8:34	8:38
L2	8:25	8:28	8:33	8:42	8:47	8:50	8:54	8:58
L2	8:45	8:48	8:53	9:02	9:07	9:10	9:14	9:18
L2	9:05	9:08	9:13	9:22	9:27	9:30	9:34	9:38
L2	9:25	9:28	9:33	9:44	9:51	9:54	9:59	10:05
L2	9:45	9:48	9:53	10:04	10:11	10:14	10:19	10:25
L2	10:05	10:08	10:13	10:24	10:31	10:34	10:39	10:45
L2	10:25	10:28	10:33	10:44	10:51	10:54	10:59	11:05
L2	10:45	10:48	10:53	11:04	11:11	11:14	11:19	11:25
L2	11:05	11:08	11:13	11:24	11:31	11:34	11:39	11:45
L2	11:25	11:28	11:33	11:44	11:51	11:54	11:59	12:05
L2	11:45	11:48	11:53	12:04	12:11	12:14	12:19	12:25
PM Service — Servicio vespertino								
L2	12:05	12:08	12:13	12:24	12:31	12:34	12:39	12:45
L2	12:25	12:28	12:33	12:44	12:51	12:54	12:59	1:05
L2	12:45	12:48	12:53	1:04	1:11	1:14	1:19	1:25
L2	1:05	1:08	1:13	1:24	1:31	1:34	1:39	1:45
L2	1:25	1:28	1:33	1:44	1:51	1:54	1:59	2:05
L2	1:45	1:48	1:53	2:04	2:11	2:14	2:19	2:25
L2	2:05	2:08	2:13	2:24	2:31	2:34	2:39	2:45
L2	2:25	2:28	2:33	2:44	2:51	2:54	2:59	3:05
L2	2:45	2:48	2:53	3:04	3:11	3:14	3:19	3:25
L2	3:05	3:08	3:13	3:24	3:31	3:34	3:39	3:45
L2	3:25	3:28	3:33	3:44	3:51	3:54	3:59	4:05
L2	3:45	3:48	3:53	4:04	4:11	4:14	4:19	4:25
L2	4:05	4:08	4:13	4:24	4:31	4:34	4:39	4:45
L2	4:25	4:28	4:33	4:44	4:51	4:54	4:59	5:05
L2	4:45	4:48	4:53	5:04	5:11	5:14	5:19	5:25
L2	5:05	5:08	5:13	5:24	5:31	5:34	5:39	5:45
L2	5:25	5:28	5:33	5:44	5:51	5:54	5:59	6:05
L2	5:45	5:48	5:53	6:04	6:11	6:14	6:19	6:25
L2	6:05	6:08	6:13	6:24	6:31	6:34	6:39	6:45
L2	6:27	6:30	6:34	6:48	6:53	6:56	7:00	7:03
L2	6:52	6:55	6:59	7:13	7:18	7:21	7:25	7:28
L2	7:22	7:25	7:29	7:43	7:48	7:51	7:55	7:58
L2	7:52	7:55	7:59	8:13	8:18	8:21	8:25	8:28
L2	8:22	8:25	8:29	8:43	8:48	8:51	8:55	8:58
L2	8:52	8:55	8:59	9:13	9:18	9:21	9:25	9:28
L2	9:22	9:25	9:29	9:43	9:48	9:51	9:55	9:58
L2	9:52	9:55	9:59	10:13	10:18	10:21	10:25	10:28
L2	10:22	10:25	10:29	10:43	10:48	10:51	10:55	10:58
L2	10:52	10:55	10:59	11:13	11:18	11:21	11:25	11:28
L2	11:22	11:25	11:29	11:43	11:48	11:51	11:55	11:58
L2	11:52	11:55	11:59	12:13	12:18	12:21	12:25	12:28
After Midnight Service — Servicio después de la medianoche								
L2	12:22	12:25	12:29	12:43	12:48	12:51	12:55	12:58
L2	12:49	12:52	12:56	1:10	1:15	1:18	1:22	1:25

L1,2,4
Connecticut Avenue Line

Sunday Southbound — En domingo con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M	Connecticut Ave. & Porter St. NW (Cleveland Park) M	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M	New Hampshire Ave. & Dupont Circle NW (north side) M	K & 17th Sts. NW (Farragut North & Farragut West) M	15th St. (W) & K St. NW (MC-PHERSON SQ) M
AM Service — Servicio matutino								
L2	6:12	6:17	6:20	6:23	6:29	6:35	6:41	6:44
L2	6:48	6:53	6:56	6:59	7:05	7:11	7:17	7:20
L2	7:20	7:25	7:28	7:31	7:37	7:43	7:49	7:52
L2	7:40	7:45	7:48	7:51	7:57	8:03	8:09	8:12
L2	8:00	8:05	8:08	8:11	8:17	8:23	8:29	8:32
L2	8:30	8:35	8:38	8:41	8:47	8:53	8:59	9:02
L2	9:00	9:05	9:09	9:12	9:20	9:27	9:34	9:37
L2	9:30	9:35	9:39	9:42	9:50	9:57	10:04	10:07
L2	10:00	10:05	10:09	10:12	10:20	10:27	10:34	10:37
L2	10:30	10:35	10:39	10:42	10:50	10:57	11:04	11:07
L2	11:00	11:05	11:09	11:12	11:20	11:27	11:34	11:37
L2	11:30	11:35	11:39	11:42	11:50	11:57	12:04	12:07
PM Service — Servicio vespertino								
L2	12:00	12:05	12:10	12:13	12:22	12:30	12:38	12:41
L2	12:30	12:35	12:40	12:43	12:52	1:00	1:08	1:11
L2	1:00	1:05	1:10	1:13	1:22	1:30	1:38	1:41
L2	1:30	1:35	1:40	1:43	1:52	2:00	2:08	2:11
L2	2:00	2:05	2:10	2:13	2:22	2:30	2:38	2:41
L2	2:30	2:35	2:40	2:43	2:52	3:00	3:08	3:11
L2	3:00	3:05	3:10	3:13	3:22	3:30	3:38	3:41
L2	3:30	3:35	3:40	3:43	3:52	4:00	4:08	4:11
L2	4:00	4:05	4:10	4:13	4:22	4:30	4:38	4:41
L2	4:30	4:35	4:40	4:43	4:52	5:00	5:08	5:11
L2	5:00	5:05	5:10	5:13	5:22	5:30	5:38	5:41
L2	5:30	5:35	5:40	5:43	5:52	6:00	6:08	6:11
L2	6:00	6:05	6:10	6:13	6:22	6:30	6:38	6:41
L2	6:30	6:35	6:40	6:43	6:52	7:00	7:08	7:11
L2	7:00	7:04	7:08	7:11	7:17	7:24	7:30	7:33
L2	7:30	7:34	7:38	7:41	7:47	7:54	8:00	8:03
L2	8:00	8:04	8:08	8:11	8:17	8:24	8:30	8:33
L2	8:30	8:34	8:38	8:41	8:47	8:54	9:00	9:03
L2	9:00	9:04	9:08	9:11	9:17	9:24	9:30	9:33
L2	9:37	9:41	9:45	9:48	9:54	10:01	10:07	10:10
L2	10:13	10:17	10:21	10:24	10:30	10:37	10:43	10:46
L2	10:49	10:53	10:57	11:00	11:06	11:13	11:19	11:22
L2	11:25	11:29	11:33	11:36	11:42	11:49	11:55	11:58
After Midnight Service — Servicio después de la medianoche								
L2	12:05	12:08	12:11	12:13	12:19	12:26	12:31	12:33

L1,2,4
Connecticut Avenue Line

Sunday Northbound — En domingo con dirección al norte

Route Number	15th St, (W) & K St. NW (Mc Pherson Sq)	K St. & Connecticut Ave. NW (Farragut North & Farragut West)	New Hampshire Ave. & Dupont Circle NW (south side)	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan)	Connecticut Ave. & Porter St. NW (Cleveland Park)	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC)	Connecticut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino								
L2	6:13	6:15	6:19	6:27	6:31	6:33	6:36	6:40
L2	6:49	6:51	6:55	7:03	7:07	7:09	7:12	7:16
L2	7:25	7:27	7:31	7:39	7:43	7:45	7:48	7:52
L2	7:57	7:59	8:03	8:11	8:15	8:17	8:20	8:24
L2	8:23	8:25	8:29	8:37	8:41	8:43	8:46	8:50
L2	8:45	8:47	8:52	9:00	9:07	9:09	9:14	9:19
L2	9:15	9:17	9:22	9:30	9:37	9:39	9:44	9:49
L2	9:45	9:47	9:52	10:00	10:07	10:09	10:14	10:19
L2	10:15	10:17	10:22	10:30	10:37	10:39	10:44	10:49
L2	10:45	10:48	10:53	11:04	11:11	11:14	11:19	11:25
L2	11:15	11:18	11:23	11:34	11:41	11:44	11:49	11:55
L2	11:45	11:48	11:53	12:04	12:11	12:14	12:19	12:25
PM Service — Servicio vespertino								
L2	12:15	12:18	12:23	12:34	12:41	12:44	12:49	12:55
L2	12:45	12:48	12:53	1:04	1:11	1:14	1:19	1:25
L2	1:15	1:18	1:23	1:34	1:41	1:44	1:49	1:55
L2	1:45	1:48	1:53	2:04	2:11	2:14	2:19	2:25
L2	2:15	2:18	2:23	2:34	2:41	2:44	2:49	2:55
L2	2:45	2:48	2:53	3:04	3:11	3:14	3:19	3:25
L2	3:15	3:18	3:23	3:34	3:41	3:44	3:49	3:55
L2	3:45	3:48	3:53	4:04	4:11	4:14	4:19	4:25
L2	4:15	4:18	4:23	4:34	4:41	4:44	4:49	4:55
L2	4:45	4:48	4:53	5:04	5:11	5:14	5:19	5:25
L2	5:15	5:18	5:23	5:34	5:41	5:44	5:49	5:55
L2	5:45	5:48	5:53	6:04	6:11	6:14	6:19	6:25
L2	6:15	6:17	6:21	6:31	6:36	6:39	6:43	6:47
L2	6:45	6:47	6:51	7:01	7:06	7:09	7:13	7:17
L2	7:15	7:17	7:21	7:31	7:36	7:39	7:43	7:47
L2	7:45	7:47	7:51	8:01	8:06	8:09	8:13	8:17
L2	8:15	8:17	8:21	8:31	8:36	8:39	8:43	8:47
L2	8:45	8:47	8:51	9:01	9:06	9:09	9:13	9:17
L2	9:15	9:17	9:21	9:31	9:36	9:39	9:43	9:47
L2	9:45	9:47	9:51	10:01	10:06	10:09	10:13	10:17
L2	10:15	10:17	10:20	10:28	10:32	10:34	10:38	10:43
L2	10:51	10:53	10:56	11:04	11:08	11:10	11:14	11:19
L2	11:27	11:29	11:32	11:40	11:44	11:46	11:50	11:55
After Midnight Service — Servicio después de la medianoche								
L2	12:06	12:08	12:11	12:19	12:23	12:25	12:29	12:34
L2	12:39	12:41	12:44	12:52	12:56	12:58	1:02	1:07

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

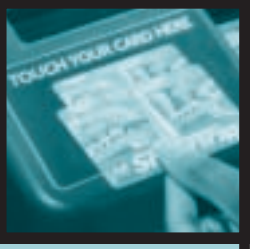
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

N2,3,4,6
Massachusetts Avenue Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Tenleytown-AU station (N2)
American University Park
Spring Valley (N3,N4,N6)
American University
Ward Circle
Wesley Heights (N2,N6)
Berkshire Apts. (N3,N4,N6)
Washington National Cathedral
Massachusetts Ave. Heights
Embassy Row
Dupont Circle (N2,N4,N6)
Farragut North station (N2,N4,N6)
Farragut West station (N2,N4,N6)
Foggy Bottom-GWU station (N3)
Potomac Park/State Dept. (N3)
Federal Triangle station (N3)

Schedule 12-28-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Massachusetts Avenue Line
Routes N2,3,4,6

For route and schedule information
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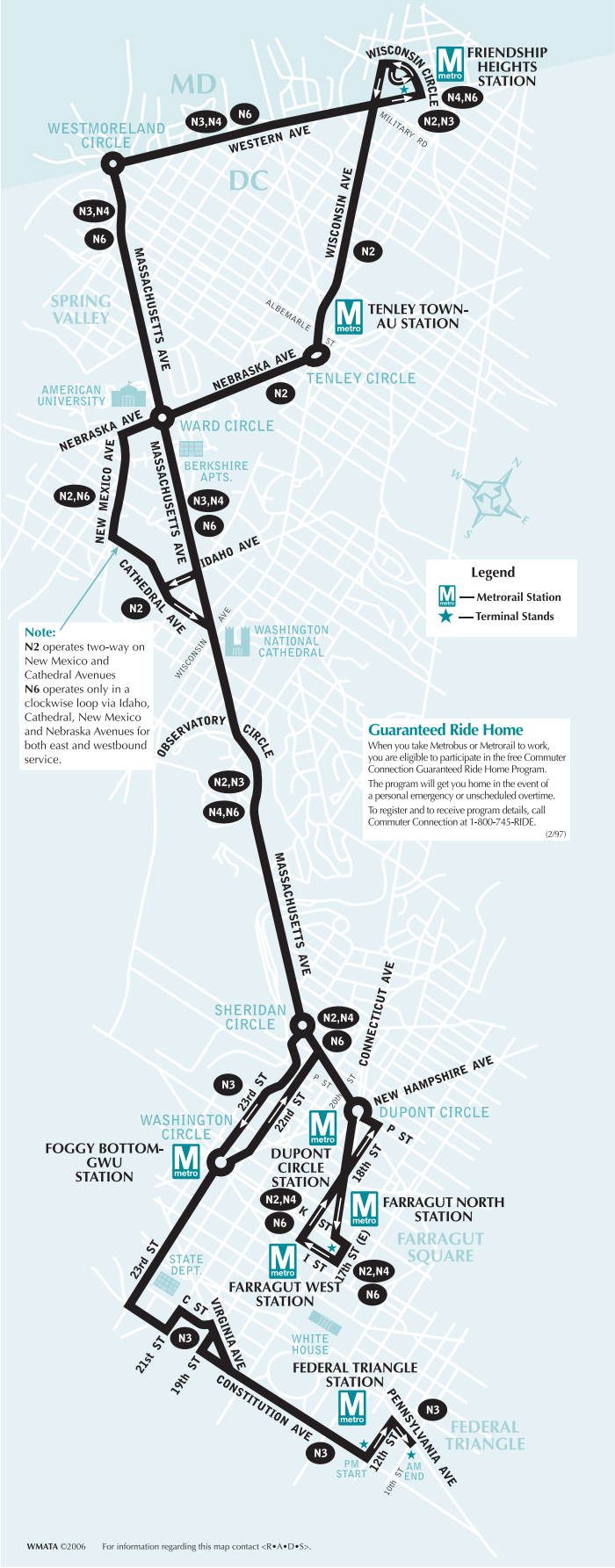

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N2,3,4,6
Massachusetts Avenue Line

Weekday Eastbound — Entre semana con dirección al este

Route Number	Friendship Heights (Metro)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) (Metro)	Westmoreland Circle NW	Nebraska Ave. & Ward Circle NW (south side) (American University)	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights)	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) (Metro)	17th St. (E) & I St. NW (FARRAGUT N & W) (Metro)	23rd & I Sts. NW (Foggy Bottom-GWU) (Metro)	Pennsylvania Ave. & 10th St. NW (FEDERAL TRIANGLE)
AM Service — Servicio matutino												
N4	5:35	-	5:40	-	5:43	-	5:44	5:48	5:55	6:01	-	-
N2	5:48	5:54	-	5:58	-	6:02	-	6:06	6:13	6:19	-	-
N4	6:10	-	6:15	-	6:18	-	6:19	6:23	6:30	6:36	-	-
N2	6:18	6:24	-	6:28	-	6:32	-	6:36	6:43	6:49	-	-
N4	6:35	-	6:40	-	6:44	-	6:45	6:48	6:56	7:02	-	-
N3	6:43	-	6:48	-	6:52	-	6:53	6:56	-	-	7:08	7:21
N2	6:42	6:49	-	6:53	-	6:57	-	7:00	7:08	7:14	-	-
N4	6:53	-	6:58	-	7:02	-	7:03	7:06	7:14	7:20	-	-
N4	7:01	-	7:06	-	7:10	-	7:11	7:14	7:22	7:28	-	-
N2	7:00	7:07	-	7:10	-	7:16	-	7:21	7:32	7:39	-	-
N3	7:06	-	7:14	-	7:20	-	7:21	7:26	-	-	7:40	7:58
N4	7:13	-	7:21	-	7:27	-	7:28	7:33	7:44	7:51	-	-
N2	7:17	7:24	-	7:27	-	7:33	-	7:38	7:49	7:56	-	-
N4	7:28	-	7:36	-	7:42	-	7:43	7:48	7:59	8:06	-	-
N2	7:32	7:39	-	7:42	-	7:48	-	7:53	8:04	8:11	-	-
N3	7:36	-	7:44	-	7:50	-	7:51	7:56	-	-	8:10	8:28
N4	7:41	-	7:49	-	7:55	-	7:56	8:01	8:12	8:19	-	-
N2	7:47	7:54	-	7:57	-	8:03	-	8:08	8:19	8:26	-	-
N4	7:51	-	8:00	-	8:05	-	8:06	8:12	8:26	8:35	-	-
N4	7:59	-	8:08	-	8:13	-	8:14	8:20	8:34	8:43	-	-
N3	8:02	-	8:11	-	8:16	-	8:17	8:23	-	-	8:38	8:56
N2	8:05	8:12	-	8:16	-	8:21	-	8:25	8:39	8:48	-	-
N4	8:07	-	8:16	-	8:21	-	8:22	8:28	8:42	8:51	-	-
N4	8:15	-	8:24	-	8:29	-	8:30	8:36	8:50	8:59	-	-
N2	8:21	8:28	-	8:32	-	8:37	-	8:41	8:55	9:04	-	-
N4	8:23	-	8:32	-	8:37	-	8:38	8:44	8:58	9:07	-	-
N3	8:28	-	8:37	-	8:42	-	8:43	8:49	-	-	9:04	9:22
N4	8:33	-	8:42	-	8:47	-	8:48	8:54	9:08	9:17	-	-
N2	8:37	8:44	-	8:48	-	8:53	-	8:57	9:11	9:20	-	-
N4	8:45	-	8:54	-	8:59	-	9:00	9:06	9:20	9:29	-	-
N2	8:58	9:05	-	9:09	-	9:13	-	9:16	9:25	9:33	-	-
N4	9:05	-	9:12	-	9:17	-	9:18	9:21	9:30	9:38	-	-
N4	9:20	-	9:27	-	9:32	-	9:33	9:36	9:45	9:53	-	-
N2	9:28	9:35	-	9:39	-	9:43	-	9:46	9:55	10:03	-	-
N4	9:45	-	9:52	-	9:57	-	9:58	10:01	10:10	10:18	-	-
N2	9:58	10:05	-	10:09	-	10:13	-	10:16	10:25	10:33	-	-
N4	10:15	-	10:22	-	10:27	-	10:28	10:31	10:40	10:48	-	-
N2	10:28	10:35	-	10:39	-	10:43	-	10:46	10:55	11:03	-	-
N4	10:45	-	10:52	-	10:57	-	10:58	11:01	11:10	11:18	-	-
N2	10:58	11:05	-	11:09	-	11:13	-	11:16	11:25	11:33	-	-
N4	11:15	-	11:22	-	11:27	-	11:28	11:31	11:40	11:48	-	-
N2	11:28	11:35	-	11:39	-	11:43	-	11:46	11:55	12:03	-	-
N4	11:45	-	11:52	-	11:57	-	11:58	12:01	12:10	12:18	-	-
N2	11:58	12:05	-	12:09	-	12:13	-	12:16	12:25	12:33	-	-

N2,3,4,6
Massachusetts Avenue Line

Weekday Eastbound — Entre semana con dirección al este

Route Number	Friendship Heights (Metro)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) (Metro)	Westmoreland Circle NW	Nebraska Ave. & Ward Circle NW (south side) (American University)	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights)	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) (Metro)	17th St. (E) & I St. NW (FARRAGUT N & W) (Metro)	23rd & I Sts. NW (Foggy Bottom-GWU) (Metro)	Pennsylvania Ave. & 10th St. NW (FEDERAL TRIANGLE)
PM Service — Servicio vespertino												
N4	12:15	-	12:22	-	12:27	-	12:28	12:31	12:40	12:48	-	-
N2	12:28	12:35	-	12:39	-	12:43	-	12:46	12:55	1:03	-	-
N4	12:45	-	12:52	-	12:57	-	12:58	1:01	1:10	1:18	-	-
N2	12:58	1:05	-	1:09	-	1:13	-	1:16	1:25	1:33	-	-
N4	1:15	-	1:22	-	1:27	-	1:28	1:31	1:40	1:48	-	-
N2	1:28	1:35	-	1:39	-	1:43	-	1:46	1:55	2:03	-	-
N4	1:45	-	1:52	-	1:57	-	1:58	2:01	2:10	2:18	-	-
N2	1:58	2:05	-	2:09	-	2:13	-	2:16	2:25	2:33	-	-
N4	2:15	-	2:22	-	2:27	-	2:28	2:31	2:40	2:48	-	-
N2	2:28	2:35	-	2:39	-	2:43	-	2:46	2:55	3:03	-	-
N4	2:45	-	2:52	-	2:57	-	2:58	3:01	3:10	3:18	-	-
N2	2:58	3:05	-	3:09	-	3:13	-	3:16	3:25	3:33	-	-
N4	3:15	-	3:22	-	3:27	-	3:29	3:32	3:41	3:50	-	-
N2	3:26	3:33	-	3:39	-	3:44	-	3:47	3:56	4:05	-	-
N4	3:41	-	3:48	-	3:53	-	3:55	3:58	4:07	4:16	-	-
N2	3:56	4:03	-	4:09	-	4:14	-	4:17	4:26	4:35	-	-
N4	4:13	-	4:20	-	4:25	-	4:27	4:30	4:39	4:48	-	-
N2	4:19	4:26	-	4:32	-	4:37	-	4:40	4:49	4:58	-	-
N4	4:33	-	4:40	-	4:45	-	4:47	4:50	4:59	5:08	-	-
N2	4:39	4:46	-	4:52	-	4:57	-	5:00	5:09	5:18	-	-
N4	4:53	-	5:00	-	5:05	-	5:07	5:10	5:19	5:28	-	-
N2	4:59	5:06	-	5:12	-	5:17	-	5:20	5:29	5:38	-	-
N4	5:13	-	5:20	-	5:25	-	5:27	5:30	5:39	5:48	-	-
N2	5:23	5:30	-	5:36	-	5:41	-	5:44	5:53	6:02	-	-
N4	5:35	-	5:42	-	5:47	-	5:49	5:52	6:01	6:10	-	-
N2	5:46	5:53	-	5:59	-	6:04	-	6:07	6:16	6:25	-	-
N4	6:03	-	6:09	-	6:14	-	6:16	6:19	6:26	6:33	-	-
N2	6:16	6:24	-	6:28	-	6:33	-	6:36	6:43	6:50	-	-
N4	6:33	-	6:39	-	6:44	-	6:46	6:49	6:56	7:03	-	-
N2	6:46	6:54	-	6:58	-	7:03	-	7:06	7:13	7:20	-	-
N4	7:03	-	7:09	-	7:14	-	7:16	7:19	7:26	7:33	-	-
N2	7:16	7:24	-	7:28	-	7:33	-	7:36	7:43	7:50	-	-
N4	7:33	-	7:39	-	7:44	-	7:46	7:49	7:56	8:03	-	-
N6	7:49	-	7:55	-	8:00	■ 8:05	8:09	8:12	8:19	8:26	-	-
N6	8:11	-	8:17	-	8:22	■ 8:27	8:31	8:34	8:41	8:48	-	-
N6	8:33	-	8:39	-	8:44	■ 8:49	8:53	8:56	9:03	9:10	-	-
N6	8:55	-	9:01	-	9:06	■ 9:11	9:15	9:18	9:25	9:32	-	-
N6	9:25	-	9:31	-	9:36	■ 9:41	9:45	9:48	9:55	10:02	-	-
N6	9:55	-	10:01	-	10:06	■10:11	10:15	10:18	10:25	10:32	-	-
N6	10:27	-	10:33	-	10:38	■10:43	10:47	10:50	10:57	11:04	-	-
N6	11:02	-	11:08	-	11:11	■11:16	11:20	11:22	11:28	11:33	-	-
N6	11:32	-	11:38	-	11:41	■11:46	11:50	11:52	11:58	12:03	-	-

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	12th St. & Constitution Ave. NW (Federal Triangle)	23rd & I Sts. NW (Foggy Bottom-GWU)	17th St. (E) & I St. NW (Farragut N & W)	Massachusetts Ave. & 20th St. NW (Dupont Circle)	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave NW (Berkshire Apts.)	Catherdal & New Mexico Aves. NW (Wesley Heights)	Massachuetts Ave. & Ward Circle NW (American University)	Nebraska Ave. & Ward Circle NW (south side) (American University)	Westmoreland Circle NW	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU)	FRIENDSHIP HEIGHTS
AM Service — Servicio matutino												
N4	-	-	5:40	5:49	5:56	5:59	-	6:00	-	6:04	-	6:09
N2	-	-	5:55	6:04	6:11	-	6:14	-	6:17	-	6:21	6:27
N4	-	-	6:10	6:20	6:28	6:31	-	6:32	-	6:36	-	6:41
N2	-	-	6:25	6:35	6:43	-	6:46	-	6:50	-	6:55	7:02
N4	-	-	6:40	6:50	6:58	7:01	-	7:02	-	7:06	-	7:11
N2	-	-	6:55	7:05	7:13	-	7:16	-	7:20	-	7:25	7:32
N4	-	-	7:10	7:21	7:30	7:34	-	7:35	-	7:39	-	7:45
N2	-	-	7:27	7:38	7:47	-	7:51	-	7:55	-	8:00	8:06
N4	-	-	7:44	7:55	8:04	8:08	-	8:09	-	8:13	-	8:19
N2	-	-	7:56	8:07	8:16	-	8:20	-	8:24	-	8:29	8:35
N4	-	-	8:07	8:19	8:29	8:33	-	8:34	-	8:39	-	8:46
N2	-	-	8:17	8:29	8:39	-	8:42	-	8:46	-	8:51	8:58
N4	-	-	8:28	8:40	8:50	8:54	-	8:55	-	9:00	-	9:07
N2	-	-	8:40	8:52	9:02	-	9:05	-	9:09	-	9:14	9:21
N4	-	-	8:55	9:06	9:17	9:20	-	9:22	-	9:27	-	9:35
N2	-	-	9:10	9:21	9:32	-	9:35	-	9:39	-	9:43	9:49
N4	-	-	9:25	9:36	9:47	9:50	-	9:52	-	9:57	-	10:05
N2	-	-	9:40	9:51	10:02	-	10:05	-	10:09	-	10:13	10:19
N4	-	-	9:57	10:08	10:19	10:22	-	10:24	-	10:29	-	10:37
N2	-	-	10:10	10:21	10:32	-	10:35	-	10:39	-	10:43	10:49
N4	-	-	10:25	10:36	10:47	10:50	-	10:52	-	10:57	-	11:05
N2	-	-	10:40	10:51	11:02	-	11:05	-	11:09	-	11:13	11:19
N4	-	-	10:55	11:06	11:17	11:20	-	11:22	-	11:27	-	11:35
N2	-	-	11:10	11:21	11:32	-	11:35	-	11:39	-	11:43	11:49
N4	-	-	11:25	11:36	11:47	11:50	-	11:52	-	11:57	-	12:05
N2	-	-	11:40	11:51	12:02	-	12:05	-	12:09	-	12:13	12:19
N4	-	-	11:55	12:06	12:17	12:20	-	12:22	-	12:27	-	12:35

N2,3,4,6
Massachusetts Avenue Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	12th St. & Constitution Ave. NW (Federal Triangle)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	17th St. (E) & I St. NW (Farragut N & W) M metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) M metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave NW (Berkshire Apts.)	Catherdal & New Mexico Aves. NW (Wesley Heights)	Massachuetts Ave. & Ward Circle NW (American University)	Nebraska Ave. & Ward Circle NW (south side) (American University)	Westmoreland Circle NW	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
PM Service — Servicio vespertino												
N2	-	-	12:10	12:21	12:32	-	12:35	-	12:39	-	12:43	12:49
N4	-	-	12:25	12:36	12:47	12:50	-	12:52	-	12:57	-	1:05
N2	-	-	12:40	12:51	1:02	-	1:05	-	1:09	-	1:13	1:19
N4	-	-	12:55	1:06	1:17	1:20	-	1:22	-	1:27	-	1:35
N2	-	-	1:10	1:21	1:32	-	1:35	-	1:39	-	1:43	1:49
N4	-	-	1:25	1:36	1:47	1:50	-	1:52	-	1:57	-	2:05
N2	-	-	1:40	1:51	2:02	-	2:05	-	2:09	-	2:13	2:19
N4	-	-	1:55	2:06	2:17	2:20	-	2:22	-	2:27	-	2:35
N2	-	-	2:10	2:21	2:32	-	2:35	-	2:39	-	2:43	2:49
N4	-	-	2:25	2:36	2:47	2:50	-	2:52	-	2:57	-	3:05
N2	-	-	2:40	2:51	3:02	-	3:05	-	3:09	-	3:13	3:19
N4	-	-	2:55	3:06	3:17	3:20	-	3:22	-	3:27	-	3:35
N2	-	-	3:10	3:21	3:32	-	3:35	-	3:39	-	3:43	3:49
N4	-	-	3:25	3:36	3:47	3:50	-	3:52	-	3:57	-	4:05
N2	-	-	3:40	3:51	4:02	-	4:05	-	4:09	-	4:13	4:19
N4	-	-	3:55	4:08	4:18	4:21	-	4:22	-	4:28	-	4:37
N2	-	-	4:10	4:23	4:33	-	4:36	-	4:42	-	4:45	4:54
N4	-	-	4:22	4:35	4:45	4:48	-	4:49	-	4:55	-	5:04
N2	-	-	4:32	4:45	4:55	-	4:58	-	5:04	-	5:07	5:16
N4	-	-	4:44	4:57	5:07	5:10	-	5:11	-	5:17	-	5:26
N3	4:43	4:59	-	-	5:13	5:16	-	5:17	-	5:23	-	5:32
N2	-	-	4:54	5:07	5:17	-	5:20	-	5:26	-	5:29	5:38
N4	-	-	5:03	5:16	5:26	5:29	-	5:30	-	5:36	-	5:45
N2	-	-	5:11	5:27	5:39	-	5:42	-	5:47	-	5:51	5:58
N3	5:11	5:27	-	-	5:41	5:45	-	5:46	-	5:51	-	5:59
N4	-	-	5:19	5:35	5:47	5:51	-	5:52	-	5:57	-	6:05
N2	-	-	5:28	5:44	5:56	-	5:59	-	6:04	-	6:08	6:15
N4	-	-	5:37	5:53	6:05	6:09	-	6:10	-	6:15	-	6:23
N3	5:40	5:56	-	-	6:10	6:14	-	6:15	-	6:20	-	6:28
N2	-	-	5:46	6:02	6:14	-	6:17	-	6:22	-	6:26	6:33
N4	-	-	5:55	6:11	6:23	6:27	-	6:28	-	6:33	-	6:41
N2	-	-	6:07	6:23	6:35	-	6:38	-	6:43	-	6:47	6:54
N3	6:10	6:26	-	-	6:40	6:44	-	6:45	-	6:50	-	6:58
N4	-	-	6:17	6:33	6:45	6:49	-	6:50	-	6:55	-	7:03
N2	-	-	6:31	6:47	6:59	-	7:02	-	7:07	-	7:11	7:18
N4	-	-	6:42	6:54	7:03	7:07	-	7:09	-	7:14	-	7:21
N2	-	-	6:56	7:08	7:17	-	7:21	-	7:26	-	7:30	7:37
N4	-	-	7:08	7:20	7:29	7:33	-	7:35	-	7:40	-	7:47
N2	-	-	7:26	7:38	7:47	-	7:51	-	7:56	-	8:00	8:07
N4	-	-	7:38	7:50	7:59	8:03	-	8:05	-	8:10	-	8:17
N2	-	-	7:56	8:08	8:17	-	8:21	-	8:26	-	8:30	8:37
N4	-	-	8:08	8:20	8:29	8:33	-	8:35	-	8:40	-	8:47
N6	-	-	8:32	8:40	8:48	8:52	8:57	9:01	-	9:05	-	9:11
N6	-	-	8:54	9:02	9:10	9:14	9:19	9:23	-	9:27	-	9:33
N6	-	-	9:16	9:24	9:32	9:36	9:41	9:45	-	9:49	-	9:55
N6	-	-	9:38	9:46	9:54	9:58	10:03	10:07	-	10:11	-	10:17
N6	-	-	10:08	10:16	10:24	10:28	10:33	10:37	-	10:41	-	10:47
N6	-	-	10:38	10:46	10:54	10:58	11:03	11:07	-	11:11	-	11:17
N6	-	-	11:10	11:16	11:24	11:27	11:31	11:35	-	11:39	-	11:44
N6	-	-	11:40	11:46	11:54	11:57	12:01	12:05	-	12:09	-	12:14
After Midnight Service — Servicio después de la medianoche												
N6	-	-	12:10	12:16	12:24	12:27	12:31	12:35	-	12:39	-	12:44

N2,3,4,6
Massachusetts Avenue Line

Saturday Eastbound —
En sábados con dirección al este

Route Number	Friendship Heights (Metro)	Westmoreland Circle NW	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights) ■	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) (Metro)	17th St. (E) & I St. NW (FARRAGUT N & W) (Metro)
AM Service — Servicio matutino								
N6	5:47	5:52	5:55	5:57	6:03	6:05	6:10	6:14
N6	6:22	6:28	6:31	6:34	6:40	6:43	6:49	6:54
N6	7:02	7:08	7:11	7:14	7:20	7:23	7:29	7:34
N6	7:41	7:47	7:50	7:53	7:59	8:02	8:08	8:14
N6	8:21	8:27	8:30	8:33	8:39	8:42	8:48	8:54
N6	8:51	8:57	9:00	9:03	9:09	9:12	9:18	9:24
N6	9:21	9:27	9:30	9:33	9:39	9:42	9:48	9:54
N6	9:46	9:53	9:57	10:01	10:08	10:11	10:18	10:24
N6	10:10	10:17	10:21	10:25	10:32	10:35	10:42	10:48
N6	10:34	10:41	10:45	10:49	10:56	10:59	11:06	11:12
N6	10:58	11:05	11:09	11:13	11:20	11:23	11:30	11:36
N6	11:22	11:29	11:33	11:37	11:44	11:47	11:54	12:00
N6	11:46	11:53	11:57	12:01	12:08	12:11	12:18	12:24
PM Service — Servicio vespertino								
N6	12:10	12:17	12:21	12:25	12:32	12:35	12:42	12:48
N6	12:34	12:41	12:45	12:49	12:56	12:59	1:06	1:12
N6	12:58	1:05	1:09	1:13	1:20	1:23	1:30	1:36
N6	1:22	1:29	1:33	1:37	1:44	1:47	1:54	2:00
N6	1:46	1:53	1:57	2:01	2:08	2:11	2:18	2:24
N6	2:10	2:17	2:21	2:25	2:32	2:35	2:42	2:48
N6	2:34	2:41	2:45	2:49	2:56	2:59	3:06	3:12
N6	2:58	3:05	3:09	3:13	3:20	3:23	3:30	3:36
N6	3:22	3:29	3:33	3:37	3:44	3:47	3:54	4:00
N6	3:46	3:53	3:57	4:01	4:08	4:11	4:18	4:24
N6	4:10	4:17	4:21	4:25	4:32	4:35	4:42	4:48
N6	4:34	4:41	4:45	4:49	4:56	4:59	5:06	5:12
N6	4:58	5:05	5:09	5:13	5:20	5:23	5:30	5:36
N6	5:22	5:29	5:33	5:37	5:44	5:47	5:54	6:00
N6	5:51	5:57	6:00	6:03	6:09	6:12	6:19	6:24
N6	6:15	6:21	6:24	6:27	6:33	6:36	6:43	6:48
N6	6:39	6:45	6:48	6:51	6:57	7:00	7:07	7:12
N6	7:03	7:09	7:12	7:15	7:21	7:24	7:31	7:36
N6	7:32	7:38	7:41	7:44	7:50	7:53	8:00	8:05
N6	8:12	8:18	8:21	8:24	8:30	8:33	8:40	8:45
N6	8:54	8:59	9:02	9:05	9:11	9:13	9:19	9:24
N6	9:34	9:39	9:42	9:45	9:51	9:53	9:59	10:04
N6	10:14	10:19	10:22	10:25	10:31	10:33	10:39	10:44
N6	10:54	10:59	11:02	11:05	11:11	11:13	11:19	11:24
N6	11:34	11:39	11:42	11:45	11:51	11:53	11:59	12:04

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Saturday Westbound —
En sábados con dirección al oeste

Route Number	17th St. (E) & I St. NW (Farragut N & W)	Massachusetts Ave. & 20th St. NW (Dupont Circle)	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave. NW (Berkshire Apts.)	Cathedral & New Mexico Aves. NW (Wesley Heights)	Massachusetts Ave. & Ward Circle NW (American University)	Westmoreland Circle NW	FRIENDSHIP HEIGHTS
AM Service — Servicio matutino								
N6	6:20	6:29	6:35	6:37	6:41	6:45	6:48	6:52
N6	7:00	7:09	7:15	7:17	7:21	7:25	7:28	7:32
N6	7:40	7:50	7:58	8:00	8:04	8:08	8:11	8:15
N6	8:20	8:30	8:40	8:42	8:46	8:51	8:54	9:00
N6	9:00	9:10	9:20	9:22	9:26	9:31	9:34	9:40
N6	9:30	9:40	9:50	9:52	9:56	10:01	10:04	10:10
N6	10:00	10:10	10:19	10:22	10:27	10:31	10:35	10:41
N6	10:30	10:40	10:49	10:52	10:57	11:01	11:05	11:11
N6	10:54	11:04	11:13	11:16	11:21	11:25	11:29	11:35
N6	11:18	11:28	11:37	11:40	11:45	11:49	11:53	11:59
N6	11:42	11:52	12:01	12:04	12:09	12:13	12:17	12:23
PM Service — Servicio vespertino								
N6	12:06	12:16	12:25	12:28	12:33	12:37	12:41	12:47
N6	12:30	12:40	12:49	12:52	12:57	1:01	1:05	1:11
N6	12:54	1:04	1:13	1:16	1:21	1:25	1:29	1:35
N6	1:18	1:28	1:37	1:40	1:45	1:49	1:53	1:59
N6	1:42	1:52	2:01	2:04	2:09	2:13	2:17	2:23
N6	2:06	2:16	2:25	2:28	2:33	2:37	2:41	2:47
N6	2:30	2:40	2:49	2:52	2:57	3:01	3:05	3:11
N6	2:54	3:04	3:13	3:16	3:21	3:25	3:29	3:35
N6	3:18	3:28	3:37	3:40	3:45	3:49	3:53	3:59
N6	3:42	3:52	4:01	4:04	4:09	4:13	4:17	4:23
N6	4:06	4:16	4:25	4:28	4:33	4:37	4:41	4:47
N6	4:30	4:40	4:49	4:52	4:57	5:01	5:05	5:11
N6	4:54	5:04	5:13	5:16	5:21	5:25	5:29	5:35
N6	5:18	5:28	5:37	5:40	5:45	5:49	5:53	5:59
N6	5:42	5:52	6:01	6:04	6:09	6:13	6:17	6:23
N6	6:06	6:16	6:25	6:28	6:33	6:37	6:41	6:47
N6	6:30	6:39	6:47	6:50	6:54	6:58	7:02	7:07
N6	6:54	7:03	7:11	7:14	7:18	7:22	7:26	7:31
N6	7:18	7:27	7:35	7:38	7:42	7:46	7:50	7:55
N6	7:42	7:51	7:59	8:02	8:06	8:10	8:14	8:19
N6	8:10	8:19	8:27	8:30	8:34	8:38	8:42	8:47
N6	8:50	8:59	9:07	9:10	9:14	9:18	9:22	9:27
N6	9:30	9:38	9:47	9:50	9:54	9:58	10:01	10:06
N6	10:10	10:18	10:27	10:30	10:34	10:38	10:41	10:46
N6	10:50	10:58	11:07	11:10	11:14	11:18	11:21	11:26
N6	11:30	11:38	11:47	11:50	11:54	11:58	12:01	12:06
After Midnight Service — Servicio después de la medianoche								
N6	12:10	12:18	12:27	12:30	12:34	12:38	12:41	12:46

N2,3,4,6
Massachusetts Avenue Line

Sunday Eastbound —
En domingo con dirección al este

Route Number	Friendship Heights (Metro)	Westmoreland Circle NW	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights) ■	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) (Metro)	17th St. (E) & I St. NW (FARRAGUT N & W) (Metro)
AM Service — Servicio matutino								
N6	6:00	6:05	6:09	6:11	6:16	6:18	6:23	6:26
N6	6:40	6:45	6:49	6:52	6:58	7:00	7:06	7:11
N6	7:20	7:25	7:29	7:32	7:38	7:40	7:46	7:51
N6	8:00	8:05	8:09	8:12	8:18	8:20	8:26	8:31
N6	8:40	8:45	8:49	8:52	8:58	9:00	9:06	9:11
N6	9:20	9:25	9:29	9:32	9:38	9:40	9:46	9:51
N6	9:46	9:52	9:56	10:00	10:07	10:10	10:17	10:23
N6	10:16	10:22	10:26	10:30	10:37	10:40	10:47	10:53
N6	10:46	10:52	10:56	11:00	11:07	11:10	11:17	11:23
N6	11:16	11:22	11:26	11:30	11:37	11:40	11:47	11:53
N6	11:46	11:52	11:56	12:00	12:07	12:10	12:17	12:23
PM Service — Servicio vespertino								
N6	12:16	12:22	12:26	12:30	12:37	12:40	12:47	12:53
N6	12:46	12:52	12:56	1:00	1:07	1:10	1:17	1:23
N6	1:16	1:22	1:26	1:30	1:37	1:40	1:47	1:53
N6	1:46	1:52	1:56	2:00	2:07	2:10	2:17	2:23
N6	2:16	2:22	2:26	2:30	2:37	2:40	2:47	2:53
N6	2:46	2:52	2:56	3:00	3:07	3:10	3:17	3:23
N6	3:18	3:24	3:28	3:31	3:38	3:41	3:47	3:52
N6	3:48	3:54	3:58	4:01	4:08	4:11	4:17	4:22
N6	4:18	4:24	4:28	4:31	4:38	4:41	4:47	4:52
N6	4:48	4:54	4:58	5:01	5:08	5:11	5:17	5:22
N6	5:18	5:24	5:28	5:31	5:38	5:41	5:47	5:52
N6	5:48	5:54	5:58	6:01	6:08	6:11	6:17	6:22
N6	6:18	6:24	6:28	6:31	6:38	6:41	6:47	6:52
N6	6:48	6:54	6:58	7:01	7:08	7:11	7:17	7:22
N6	7:28	7:34	7:38	7:41	7:48	7:51	7:57	8:02
N6	8:12	8:18	8:22	8:25	8:32	8:35	8:41	8:46
N6	8:53	8:59	9:03	9:07	9:13	9:15	9:20	9:24
N6	9:33	9:39	9:43	9:47	9:53	9:55	10:00	10:04
N6	10:13	10:19	10:23	10:27	10:33	10:35	10:40	10:44

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Sunday Westbound —
En domingo con dirección al oeste

Route Number	17th St. (E) & I St. NW (Farragut N & W) M metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) M metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave. NW (Berkshire Apts.)	Cathedral & New Mexico Aves. NW (Wesley Heights)	Massachusetts Ave. & Ward Circle NW (American University)	Westmoreland Circle NW	FRIENDSHIP HEIGHTS M metro
AM Service — Servicio matutino								
N6	6:39	6:47	6:53	6:55	6:59	7:02	7:06	7:10
N6	7:19	7:27	7:33	7:35	7:39	7:42	7:46	7:50
N6	7:59	8:07	8:13	8:15	8:19	8:22	8:26	8:30
N6	8:36	8:45	8:53	8:56	9:01	9:05	9:09	9:14
N6	9:16	9:25	9:33	9:36	9:41	9:45	9:49	9:54
N6	9:56	10:05	10:13	10:16	10:21	10:25	10:29	10:34
N6	10:30	10:39	10:47	10:50	10:55	10:59	11:03	11:08
N6	11:00	11:09	11:17	11:20	11:25	11:29	11:33	11:38
N6	11:30	11:39	11:47	11:50	11:55	11:59	12:03	12:08
PM Service — Servicio vespertino								
N6	12:00	12:09	12:17	12:20	12:25	12:29	12:33	12:38
N6	12:30	12:39	12:47	12:50	12:55	12:59	1:03	1:08
N6	1:00	1:09	1:17	1:20	1:25	1:29	1:33	1:38
N6	1:30	1:39	1:47	1:50	1:55	1:59	2:03	2:08
N6	2:00	2:09	2:17	2:20	2:25	2:29	2:33	2:38
N6	2:30	2:39	2:47	2:50	2:55	2:59	3:03	3:08
N6	3:00	3:09	3:17	3:20	3:25	3:29	3:33	3:38
N6	3:30	3:39	3:47	3:50	3:55	3:59	4:03	4:08
N6	4:00	4:09	4:17	4:20	4:25	4:29	4:33	4:38
N6	4:30	4:39	4:47	4:50	4:55	4:59	5:03	5:08
N6	5:00	5:09	5:17	5:20	5:25	5:29	5:33	5:38
N6	5:30	5:39	5:47	5:50	5:55	5:59	6:03	6:08
N6	6:00	6:09	6:17	6:20	6:25	6:29	6:33	6:38
N6	6:30	6:39	6:47	6:50	6:55	6:59	7:03	7:08
N6	7:00	7:09	7:17	7:20	7:25	7:29	7:33	7:38
N6	7:30	7:39	7:47	7:50	7:55	7:59	8:03	8:08
N6	8:10	8:19	8:27	8:30	8:35	8:39	8:43	8:48
N6	8:50	8:59	9:07	9:10	9:15	9:19	9:23	9:28
N6	9:30	9:38	9:46	9:48	9:51	9:54	9:57	10:01
N6	10:10	10:18	10:26	10:28	10:31	10:34	10:37	10:41
N6	10:50	10:58	11:06	11:08	11:11	11:14	11:17	11:21

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

METROBUS - DC

P1,2,6

Anacostia-Eckington Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Anacostia station
Navy Yard
Capitol Hill (P6)
Navy Yard station (P1,2)
Waterside Mall (P1,2)
Archives
Potomac Park/State Dept. (P1)
Metro Center station (P6)
Chinatown (P6)
Edgewood (P6)
Rhode Island Ave-Brentwood station (P6)

Schedule 6-29-03 Reprinted 9-1-06

INFORMATION ANYTIME 202-637-7000

TTY 202-638-3780

MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Anacostia-Eckington Line

Routes P1, 2, 6

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

P1,2,6

Anacostia-Eckington Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Anacostia	M & 8th Sts. SE (Navy Yard)	I & 8th Sts. SE (Navy Yard)	M & Half Sts SE (Navy Yard)	C & 3rd Sts. SW #	D & 3rd Sts. SW (Federal Center SW)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	Constitution Ave. & 10th St. NW	C & 21st Sts. NW (POTOMAC PARK)	H & 7th Sts. NW (Gallery Pl - Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino														
P6	-	-	-	-	-	-	5:10	-	-	-	5:15	5:24	5:29	5:32
P6	-	-	-	-	-	-	5:30	-	-	-	5:35	5:44	5:49	5:52
P6	5:30	-	5:39	-	5:46	-	-	5:51	-	-	5:56	6:05	6:10	6:13
P6	5:50	-	5:59	-	6:06	-	-	6:11	-	-	6:16	6:25	6:30	6:33
P6	6:10	-	6:19	-	6:26	-	-	6:31	-	-	6:36	6:45	6:50	6:53
P6	6:25	-	6:35	-	6:42	-	-	6:49	-	-	6:54	7:04	7:10	7:13
P1	6:35	6:44	-	6:48	-	6:54	-	-	7:02	7:11	-	-	-	-
P6	6:45	-	6:55	-	7:02	-	-	7:09	-	-	7:14	7:24	7:30	7:33
P1	6:55	7:04	-	7:08	-	7:14	-	-	7:22	7:31	-	-	-	-
P6	7:05	-	7:16	-	7:23	-	-	7:30	-	-	7:36	7:47	7:54	7:57
P1	7:15	7:25	-	7:29	-	7:36	-	-	7:45	7:54	-	-	-	-
P6	7:25	-	7:36	-	7:43	-	-	7:50	-	-	7:56	8:07	8:14	8:17
P1	7:37	7:47	-	7:51	-	7:58	-	-	8:07	8:16	-	-	-	-
P6	7:45	-	7:56	-	8:03	-	-	8:10	-	-	8:16	8:27	8:34	8:37
P1	7:55	8:05	-	8:09	-	8:16	-	-	8:25	8:34	-	-	-	-
P6	8:05	-	8:16	-	8:23	-	-	8:30	-	-	8:36	8:47	8:54	8:57
P1	8:15	8:25	-	8:29	-	8:36	-	-	8:45	8:54	-	-	-	-
P6	8:25	-	8:36	-	8:43	-	-	8:50	-	-	8:56	9:07	9:14	9:17
P1	8:35	8:45	-	8:49	-	8:56	-	-	9:05	9:14	-	-	-	-
P6	8:45	-	8:56	-	9:03	-	-	9:10	-	-	9:16	9:27	9:34	9:37
P1	9:00	9:10	-	9:14	-	9:21	-	-	9:30	9:39	-	-	-	-
P6	9:15	-	9:25	-	9:33	-	-	9:40	-	-	9:47	9:58	10:04	10:08
P2	9:25	9:35	-	9:39	-	9:45	9:53	-	-	-	-	-	-	-
P6	9:45	-	9:55	-	10:03	-	-	10:10	-	-	10:17	10:28	10:34	10:38
P2	9:57	10:07	-	10:11	-	10:17	10:25	-	-	-	-	-	-	-
P6	10:15	-	10:25	-	10:33	-	-	10:40	-	-	10:47	10:58	11:04	11:08
P2	10:27	10:37	-	10:41	-	10:47	10:55	-	-	-	-	-	-	-
P6	10:45	-	10:55	-	11:03	-	-	11:10	-	-	11:17	11:28	11:34	11:38
P2	10:57	11:07	-	11:11	-	11:17	11:25	-	-	-	-	-	-	-
P6	11:15	-	11:25	-	11:33	-	-	11:40	-	-	11:47	11:58	12:04	12:08
P2	11:27	11:37	-	11:41	-	11:47	11:55	-	-	-	-	-	-	-
P6	11:45	-	11:55	-	12:03	-	-	12:10	-	-	12:17	12:28	12:34	12:38
P2	11:57	12:07	-	12:11	-	12:18	12:26	-	-	-	-	-	-	-

❍ *— Trip operates Friday only.*
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Anacostia	M & 8th Sts. SE (Navy Yard)	I & 8th Sts. SE (Navy Yard)	M & Half Sts SE (Navy Yard)	C & 3rd Sts. SW #	D & 3rd Sts. SW (Federal Center SW)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	Constitution Ave. & 10th St. NW	C & 21st Sts. NW (POTOMAC PARK)	H & 7th Sts. NW (Gallery Pl - Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
PM Service — Servicio vespertino														
P6	12:15	-	12:25	-	12:33	-	-	12:39	-	-	12:45	12:56	1:02	1:05
P2	12:27	12:37	-	12:41	-	12:48	12:56	-	-	-	-	-	-	-
P6	12:45	-	12:55	-	1:03	-	-	1:09	-	-	1:15	1:26	1:32	1:35
P2	12:58	1:08	-	1:12	-	1:19	1:27	-	-	-	-	-	-	-
P6	1:15	-	1:25	-	1:33	-	-	1:39	-	-	1:45	1:56	2:02	2:05
P2	1:28	1:38	-	1:42	-	1:49	1:57	-	-	-	-	-	-	-
P6	1:45	-	1:55	-	2:03	-	-	2:09	-	-	2:15	2:26	2:32	2:35
P2	1:59	2:09	-	2:13	-	2:20	2:28	-	-	-	-	-	-	-
P6	2:15	-	2:25	-	2:33	-	-	2:39	-	-	2:45	2:56	3:02	3:05
P2	2:30	2:40	-	2:44	-	2:51	2:59	-	-	-	-	-	-	-
P6	2:37	-	2:47	-	2:55	-	-	3:01	-	-	3:07	3:18	3:24	3:27
P6	2:52	-	3:02	-	3:10	-	-	3:16	-	-	3:22	3:33	3:39	3:42
P6	3:02	-	3:12	-	3:20	-	-	3:26	-	-	3:32	3:43	3:49	3:52
P2	3:06	3:16	-	3:20	-	3:27	3:35	-	-	-	-	-	-	-
P6	3:15	-	3:26	-	3:34	-	-	3:40	-	-	3:47	3:58	4:04	4:08
P6	3:33	-	3:44	-	3:52	-	-	3:58	-	-	4:05	4:16	4:22	4:26
P2	3:43	3:54	-	3:58	-	4:06	4:14	-	-	-	-	-	-	-
P6	3:53	-	4:04	-	4:12	-	-	4:18	-	-	4:25	4:36	4:42	4:46
P6	4:14	-	4:26	-	4:34	-	-	4:40	-	-	4:46	4:57	5:03	5:07
P2	4:23	4:35	-	4:39	-	4:46	4:54	-	-	-	-	-	-	-
P6	4:34	-	4:46	-	4:54	-	-	5:00	-	-	5:06	5:17	5:23	5:27
P6	4:54	-	5:06	-	5:14	-	-	5:20	-	-	5:26	5:37	5:43	5:47
P2	5:03	5:15	-	5:19	-	5:26	5:34	-	-	-	-	-	-	-
P6	5:14	-	5:26	-	5:34	-	-	5:40	-	-	5:46	5:57	6:03	6:07
P6	5:34	-	5:46	-	5:54	-	-	6:00	-	-	6:06	6:17	6:23	6:27
P2	5:45	5:57	-	6:01	-	6:08	6:16	-	-	-	-	-	-	-
P6	5:57	-	6:06	-	6:16	-	-	6:22	-	-	6:28	6:38	6:44	6:47
P6	6:20	-	6:29	-	6:39	-	-	6:45	-	-	6:51	7:01	7:07	7:10
P2	6:25	6:35	-	6:39	-	6:45	6:53	-	-	-	-	-	-	-
P6	6:45	-	6:54	-	7:04	-	-	7:10	-	-	7:16	7:26	7:32	7:35
P2	7:00	7:10	-	7:14	-	7:20	7:28	-	-	-	-	-	-	-
P6	7:14	-	7:24	-	7:31	-	-	7:37	-	-	7:42	7:53	7:59	8:02
P6	7:48	-	7:58	-	8:05	-	-	8:11	-	-	8:16	8:27	8:33	8:36
P6	8:22	-	8:32	-	8:39	-	-	8:45	-	-	8:50	9:01	9:07	9:10
P6	8:57	-	9:07	-	9:14	-	-	9:20	-	-	9:25	9:36	9:42	9:45
P6	9:31	-	9:41	-	9:48	-	-	9:54	-	-	9:59	10:10	10:16	10:19
P6	10:05	-	10:15	-	10:22	-	-	10:28	-	-	10:33	10:44	10:50	10:53
P6	10:40	-	10:49	-	10:57	-	-	11:03	-	-	11:07	11:15	11:20	11:22
P6	11:14	-	11:23	-	11:31	-	-	11:37	-	-	11:41	11:49	11:54	11:56
P6	11:44	-	11:53	-	12:01	-	-	12:07	-	-	12:11	12:19	12:24	12:26
After Midnight Service — Servicio después de la medianoche														
❍ **P6**	-	-	-	-	-	-	12:37	-	-	-	12:41	12:49	12:54	12:56
❍ **P6**	-	-	-	-	-	-	1:07	-	-	-	1:11	1:19	1:24	1:26
❍ **P6**	-	-	-	-	-	-	1:37	-	-	-	1:41	1:49	1:54	1:56
❍ **P6**	-	-	-	-	-	-	2:07	-	-	-	2:11	2:19	2:24	2:26
❍ **P6**	-	-	-	-	-	-	3:07	-	-	-	3:11	3:19	3:24	3:26

❍ — Trip operates Friday only.
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	C & 21st Sts. NW (Potomac Park)	Rhode Island Ave-Brentwood	4th & W Sts. NE (Edge-wood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown)	10th St. & Pennsyl-vania Ave. NW (ARCH-IVES)	Pennsyl-vania Ave. & 10th St. NW (Archives)	D & 3rd Sts. SW (Federal Center SW)	C & 3rd Sts. SW #	M & Half Sts. SE (Navy Yard)	M & 9th Sts. SE (Navy Yard)	ANACOSTIA
AM Service — Servicio matutino												
P6/	-	5:00	5:04	5:09	5:18	5:24	-	-	-	-	-	-
P6	-	5:19	5:23	5:28	5:37	-	5:41	-	5:46	-	5:56	6:02
P6	-	5:40	5:44	5:50	5:59	-	6:03	-	6:08	-	6:19	6:26
P6	-	6:05	6:09	6:15	6:24	-	6:28	-	6:33	-	6:44	6:51
P6	-	6:25	6:29	6:36	6:47	-	6:53	-	7:00	-	7:11	7:18
P6	-	6:45	6:49	6:56	7:07	-	7:13	-	7:20	-	7:31	7:38
P6	-	7:05	7:09	7:16	7:27	-	7:33	-	7:40	-	7:51	7:58
P6	-	7:25	7:29	7:36	7:47	-	7:53	-	8:00	-	8:11	8:18
P6	-	7:40	7:44	7:51	8:02	-	8:08	-	8:15	-	8:26	8:33
P6	-	7:55	7:59	8:06	8:17	-	8:23	-	8:30	-	8:41	8:48
P6	-	8:10	8:14	8:21	8:32	-	8:38	-	8:45	-	8:56	9:03
P6	-	8:26	8:30	8:37	8:47	-	8:53	-	9:01	-	9:11	9:18
P6	-	8:45	8:49	8:56	9:06	-	9:12	-	9:20	-	9:30	9:37
P2	-	-	-	-	-	9:26	-	9:34	-	9:41	9:45	9:52
P6	-	9:05	9:09	9:16	9:26	-	9:32	-	9:40	-	9:50	9:57
P6	-	9:25	9:29	9:36	9:46	-	9:52	-	10:00	-	10:10	10:17
P2	-	-	-	-	-	9:57	-	10:05	-	10:12	10:16	10:23
P6	-	9:46	9:50	9:57	10:07	-	10:13	-	10:21	-	10:31	10:38
P2	-	-	-	-	-	10:28	-	10:36	-	10:43	10:47	10:54
P6	-	10:16	10:20	10:27	10:37	-	10:43	-	10:51	-	11:01	11:08
P2	-	-	-	-	-	10:58	-	11:06	-	11:13	11:17	11:24
P6	-	10:46	10:50	10:57	11:07	-	11:13	-	11:21	-	11:31	11:38
P2	-	-	-	-	-	11:28	-	11:36	-	11:43	11:47	11:54
P6	-	11:16	11:20	11:27	11:37	-	11:43	-	11:51	-	12:01	12:08
P2	-	-	-	-	-	11:58	-	12:06	-	12:13	12:17	12:24
P6	-	11:46	11:50	11:57	12:07	-	12:13	-	12:21	-	12:31	12:38

❍ — Trip operates Friday only.
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	C & 21st Sts. NW (Potomac Park)	Rhode Island Ave-Brentwood	4th & W Sts. NE (Edge-wood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown)	10th St. & Pennsyl-vania Ave. NW (ARCH-IVES)	Pennsyl-vania Ave. & 10th St. NW (Archives)	D & 3rd Sts. SW (Federal Center SW)	C & 3rd Sts. SW #	M & Half Sts. SE (Navy Yard)	M & 9th Sts. SE (Navy Yard)	ANACOSTIA
PM Service — Servicio vespertino												
P2	-	-	-	-	-	12:29	-	12:37	-	12:44	12:48	12:55
P6	-	12:16	12:20	12:27	12:37	-	12:43	-	12:51	-	1:01	1:08
P2	-	-	-	-	-	12:59	-	1:07	-	1:14	1:18	1:25
P6	-	12:46	12:50	12:57	1:07	-	1:13	-	1:21	-	1:31	1:38
P2	-	-	-	-	-	1:30	-	1:38	-	1:45	1:49	1:56
P6	-	1:16	1:20	1:27	1:37	-	1:43	-	1:51	-	2:01	2:08
P2	-	-	-	-	-	2:00	-	2:08	-	2:15	2:19	2:26
P6	-	1:46	1:50	1:57	2:07	-	2:13	-	2:21	-	2:31	2:38
P2	-	-	-	-	-	2:31	-	2:39	-	2:46	2:50	2:57
P6	-	2:16	2:20	2:27	2:37	-	2:43	-	2:51	-	3:01	3:08
P2	-	-	-	-	-	3:02	-	3:10	-	3:17	3:21	3:28
P6	-	2:43	2:48	2:55	3:03	-	3:09	-	3:17	-	3:29	3:38
P2	-	-	-	-	-	3:24	-	3:33	-	3:40	3:45	3:54
P6	-	3:13	3:18	3:25	3:33	-	3:39	-	3:47	-	3:59	4:08
P2	-	-	-	-	-	3:48	-	3:57	-	4:04	4:09	4:18
P6	-	3:33	3:38	3:45	3:53	-	3:59	-	4:07	-	4:19	4:28
P1	3:56	-	-	-	-	4:07	-	4:16	-	4:24	4:29	4:38
P6	-	3:53	3:57	4:04	4:13	-	4:21	-	4:29	-	4:39	4:48
P1	4:16	-	-	-	-	4:27	-	4:36	-	4:44	4:49	4:58
P6	-	4:13	4:17	4:24	4:33	-	4:41	-	4:49	-	4:59	5:08
P1	4:36	-	-	-	-	4:47	-	4:56	-	5:04	5:09	5:18
P6	-	4:33	4:37	4:44	4:53	-	5:01	-	5:09	-	5:19	5:28
P1	4:56	-	-	-	-	5:07	-	5:16	-	5:24	5:29	5:38
P6	-	4:53	4:57	5:04	5:13	-	5:21	-	5:29	-	5:39	5:48
P1	5:16	-	-	-	-	5:27	-	5:36	-	5:44	5:49	5:58
P6	-	5:13	5:17	5:24	5:33	-	5:41	-	5:49	-	5:59	6:08
P1	5:43	-	-	-	-	5:52	-	6:00	-	6:07	6:11	6:18
P6	-	5:38	5:42	5:49	5:58	-	6:05	-	6:12	-	6:21	6:28
P6	-	5:56	6:00	6:07	6:16	-	6:23	-	6:30	-	6:39	6:46
P2	-	-	-	-	-	6:28	-	6:36	-	6:43	6:47	6:54
P6	-	6:19	6:23	6:30	6:39	-	6:46	-	6:53	-	7:02	7:09
P2	-	-	-	-	-	7:00	-	7:08	-	7:15	7:19	7:26
P6	-	6:53	6:57	7:04	7:13	-	7:20	-	7:27	-	7:36	7:43
P2	-	-	-	-	-	7:35	-	7:43	-	7:50	7:54	8:01
P6	-	7:27	7:31	7:38	7:47	-	7:54	-	8:01	-	8:10	8:17
P6	-	8:07	8:11	8:16	8:25	-	8:31	-	8:37	-	8:46	8:52
P6	-	8:41	8:45	8:50	8:59	-	9:05	-	9:11	-	9:20	9:26
P6	-	9:15	9:19	9:24	9:33	-	9:39	-	9:45	-	9:54	10:00
P6	-	9:50	9:54	9:59	10:08	-	10:14	-	10:20	-	10:29	10:35
P6	-	10:24	10:28	10:33	10:42	-	10:48	-	10:54	-	11:03	11:09
P6	-	10:58	11:02	11:07	11:14	-	11:19	-	11:26	-	11:33	11:39
P6	-	11:27	11:31	11:36	11:43	-	11:48	-	11:55	-	12:02	12:08
After Midnight Service — Servicio después de la medianoche												
P6/	-	12:01	12:05	12:10	12:17	12:24	-	-	-	-	-	-
P6/	-	12:31	12:35	12:40	12:47	12:54	-	-	-	-	-	-
❍ **P6/**	-	1:01	1:05	1:10	1:17	1:24	-	-	-	-	-	-
❍ **P6/**	-	1:31	1:35	1:40	1:47	1:54	-	-	-	-	-	-
❍ **P6/**	-	2:01	2:05	2:10	2:17	2:24	-	-	-	-	-	-
❍ **P6/**	-	2:31	2:35	2:40	2:47	2:54	-	-	-	-	-	-

❍ — Trip operates Friday only.
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Saturday Northbound —
En sábados con dirección al norte

Route Number	Anacostia	I & 8th Sts. SE (Navy Yard)	C & 3rd Sts. SW #	10th St. & Pennsylvania Ave. NW (Archives)	Pennsylvania Ave. & 10th St. NW (Archives)	H & 7th Sts. NW (Gallery Pl - Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino									
P6	-	-	-	5:48	-	5:52	6:02	6:07	6:10
P6	-	-	-	6:18	-	6:22	6:32	6:37	6:40
P6	-	-	-	6:48	-	6:52	7:02	7:07	7:10
P6	-	-	-	7:18	-	7:23	7:33	7:39	7:43
P6	-	-	-	7:48	-	7:53	8:03	8:09	8:13
P6	-	-	-	8:08	-	8:13	8:23	8:29	8:33
P6	8:12	8:22	8:30	-	8:36	8:41	8:51	8:57	9:01
P6	8:42	8:52	9:00	-	9:06	9:11	9:21	9:27	9:31
P6	9:12	9:22	9:30	-	9:36	9:41	9:51	9:57	10:01
P6	9:42	9:52	10:00	-	10:06	10:11	10:21	10:27	10:31
P6	10:12	10:22	10:30	-	10:36	10:41	10:51	10:57	11:01
P6	10:42	10:52	11:00	-	11:06	11:11	11:21	11:27	11:31
P6	11:12	11:22	11:30	-	11:36	11:41	11:51	11:58	12:02
P6	11:42	11:52	12:00	-	12:06	12:11	12:21	12:28	12:32
PM Service — Servicio vespertino									
P6	12:12	12:22	12:30	-	12:36	12:41	12:51	12:58	1:02
P6	12:42	12:52	1:00	-	1:06	1:11	1:21	1:28	1:32
P6	1:12	1:22	1:30	-	1:36	1:41	1:51	1:58	2:02
P6	1:42	1:52	2:00	-	2:06	2:11	2:21	2:28	2:32
P6	2:12	2:22	2:30	-	2:36	2:41	2:51	2:58	3:02
P6	2:42	2:52	3:00	-	3:06	3:11	3:21	3:28	3:32
P6	3:12	3:22	3:30	-	3:36	3:41	3:51	3:58	4:02
P6	3:42	3:52	4:00	-	4:06	4:11	4:21	4:28	4:32
P6	4:12	4:22	4:30	-	4:36	4:41	4:51	4:58	5:02
P6	4:42	4:52	5:00	-	5:06	5:11	5:21	5:28	5:32
P6	5:12	5:22	5:30	-	5:36	5:41	5:51	5:58	6:02
P6	5:42	5:52	6:00	-	6:06	6:11	6:21	6:28	6:32
P6	6:10	6:19	6:27	-	6:32	6:37	6:46	6:51	6:55
P6	6:42	6:51	6:59	-	7:04	7:09	7:18	7:23	7:27
P6	7:15	7:24	7:32	-	7:37	7:42	7:51	7:56	8:00
P6	7:48	7:57	8:05	-	8:10	8:15	8:24	8:29	8:33
P6	8:21	8:30	8:38	-	8:43	8:48	8:57	9:02	9:06
P6	8:54	9:03	9:11	-	9:16	9:21	9:30	9:35	9:39
P6	9:29	9:36	9:43	-	9:47	9:51	10:01	10:06	10:09
P6	10:01	10:08	10:15	-	10:19	10:23	10:33	10:38	10:41
P6	10:34	10:41	10:48	-	10:52	10:56	11:06	11:11	11:14
P6	11:05	11:12	11:19	-	11:23	11:27	11:37	11:42	11:45
P6	11:36	11:43	11:50	-	11:54	11:58	12:08	12:13	12:16
After Midnight Service — Servicio después de la medianoche									
P6	-	-	-	12:24	-	12:28	12:38	12:43	12:46
P6	-	-	-	12:54	-	12:58	1:08	1:13	1:16
P6	-	-	-	1:24	-	1:28	1:38	1:43	1:46
P6	-	-	-	1:54	-	1:58	2:08	2:13	2:16
P6	-	-	-	2:54	-	2:58	3:08	3:13	3:16

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Saturday Southbound —
En sábados con dirección al sur

Route Number	Rhode Island Ave-Brentwood Metro	4th & W Sts. NE (Edge-wood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - China-town) Metro	10th St. & Pennsyl-vania Ave. NW (ARCHIVES)	Pennsyl-vania Ave. & 10th St. NW (Archives)	C & 3rd Sts. SW #	M & 9th Sts. SE (Navy Yard)	ANACOSTIA Metro
AM Service — Servicio matutino									
P6/	5:20	5:23	5:27	5:36	5:42	-	-	-	-
P6/	5:50	5:53	5:57	6:06	6:12	-	-	-	-
P6/	6:20	6:23	6:27	6:36	6:42	-	-	-	-
P6/	6:50	6:53	6:57	7:06	7:12	-	-	-	-
P6/	7:20	7:23	7:27	7:36	7:42	-	-	-	-
P6	7:48	7:52	7:58	8:07	-	8:11	8:17	8:25	8:32
P6	8:18	8:22	8:28	8:37	-	8:41	8:47	8:55	9:02
P6	8:48	8:52	8:58	9:07	-	9:11	9:17	9:25	9:32
P6	9:18	9:22	9:28	9:37	-	9:41	9:47	9:55	10:02
P6	9:48	9:52	9:58	10:07	-	10:11	10:17	10:25	10:32
P6	10:18	10:22	10:28	10:37	-	10:41	10:47	10:55	11:02
P6	10:46	10:50	10:56	11:06	-	11:11	11:18	11:27	11:34
P6	11:16	11:20	11:26	11:36	-	11:41	11:48	11:57	12:04
P6	11:46	11:50	11:56	12:06	-	12:11	12:18	12:27	12:34
PM Service — Servicio vespertino									
P6	12:16	12:20	12:26	12:36	-	12:41	12:48	12:57	1:04
P6	12:46	12:50	12:56	1:06	-	1:11	1:18	1:27	1:34
P6	1:16	1:20	1:26	1:36	-	1:41	1:48	1:57	2:04
P6	1:46	1:50	1:56	2:06	-	2:11	2:18	2:27	2:34
P6	2:16	2:20	2:26	2:36	-	2:41	2:48	2:57	3:04
P6	2:46	2:50	2:56	3:06	-	3:11	3:18	3:27	3:34
P6	3:16	3:20	3:26	3:36	-	3:41	3:48	3:57	4:04
P6	3:46	3:50	3:56	4:06	-	4:11	4:18	4:27	4:34
P6	4:16	4:20	4:26	4:36	-	4:41	4:48	4:57	5:04
P6	4:46	4:50	4:56	5:06	-	5:11	5:18	5:27	5:34
P6	5:16	5:20	5:26	5:36	-	5:41	5:48	5:57	6:04
P6	5:49	5:53	5:59	6:09	-	6:14	6:21	6:30	6:37
P6	6:22	6:26	6:32	6:42	-	6:47	6:54	7:03	7:10
P6	7:00	7:03	7:08	7:18	-	7:22	7:28	7:36	7:43
P6	7:33	7:36	7:41	7:51	-	7:55	8:01	8:09	8:16
P6	8:06	8:09	8:14	8:24	-	8:28	8:34	8:42	8:49
P6	8:39	8:42	8:47	8:57	-	9:01	9:07	9:15	9:22
P6	9:12	9:15	9:20	9:30	-	9:34	9:40	9:48	9:55
P6	9:46	9:49	9:54	10:03	-	10:07	10:12	10:20	10:26
P6	10:17	10:20	10:25	10:34	-	10:38	10:43	10:51	10:57
P6	10:48	10:51	10:56	11:05	-	11:09	11:14	11:22	11:28
P6	11:19	11:22	11:27	11:36	-	11:40	11:45	11:53	11:59
P6/	11:50	11:53	11:58	12:07	12:13	-	-	-	-
After Midnight Service — Servicio después de la medianoche									
P6/	12:20	12:23	12:28	12:37	12:43	-	-	-	-
P6/	12:50	12:53	12:58	1:07	1:13	-	-	-	-
P6/	1:20	1:23	1:28	1:37	1:43	-	-	-	-
P6/	1:50	1:53	1:58	2:07	2:13	-	-	-	-
P6/	2:20	2:23	2:28	2:37	2:43	-	-	-	-

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Sunday Northbound —
En domingo con dirección al norte

Route Number	Anacostia	I & 8th Sts. SE (Navy Yard)	C & 3rd Sts. SW #	10th St. & Pennsylvania Ave. NW (Archives)	Pennsylvania Ave. & 10th St. NW (Archives)	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino									
P6	-	-	-	6:50	-	6:54	7:04	7:09	7:12
P6	-	-	-	7:20	-	7:24	7:34	7:39	7:42
P6	-	-	-	7:50	-	7:54	8:04	8:09	8:12
P6	8:01	8:09	8:16	-	8:20	8:24	8:34	8:39	8:42
P6	8:35	8:44	8:52	-	8:57	9:01	9:11	9:16	9:19
P6	9:10	9:19	9:27	-	9:32	9:36	9:46	9:51	9:54
P6	9:45	9:54	10:02	-	10:07	10:11	10:21	10:26	10:29
P6	10:20	10:29	10:37	-	10:42	10:46	10:56	11:01	11:04
P6	10:55	11:04	11:12	-	11:17	11:21	11:31	11:36	11:39
P6	11:30	11:39	11:47	-	11:52	11:56	12:06	12:11	12:14
PM Service — Servicio vespertino									
P6	12:05	12:14	12:22	-	12:27	12:31	12:41	12:46	12:49
P6	12:40	12:49	12:57	-	1:02	1:06	1:16	1:21	1:24
P6	1:14	1:23	1:31	-	1:37	1:41	1:52	1:58	2:01
P6	1:50	1:59	2:07	-	2:13	2:17	2:28	2:34	2:37
P6	2:26	2:35	2:43	-	2:49	2:53	3:04	3:10	3:13
P6	3:02	3:11	3:19	-	3:25	3:29	3:40	3:46	3:49
P6	3:38	3:47	3:55	-	4:01	4:05	4:16	4:22	4:25
P6	4:14	4:23	4:31	-	4:37	4:41	4:52	4:58	5:01
P6	4:50	4:59	5:07	-	5:13	5:17	5:28	5:34	5:37
P6	5:26	5:35	5:43	-	5:49	5:53	6:02	6:07	6:10
P6	6:02	6:11	6:19	-	6:25	6:29	6:38	6:43	6:46
P6	6:38	6:47	6:55	-	7:01	7:05	7:14	7:19	7:22
P6	7:13	7:22	7:30	-	7:35	7:39	7:48	7:53	7:56
P6	7:46	7:55	8:03	-	8:08	8:12	8:21	8:26	8:29
P6	8:19	8:28	8:36	-	8:41	8:45	8:54	8:59	9:02
P6	8:52	8:59	9:06	-	9:10	9:14	9:23	9:28	9:31
P6	9:25	9:32	9:39	-	9:43	9:47	9:56	10:01	10:04
P6	9:58	10:05	10:12	-	10:16	10:20	10:29	10:34	10:37
P6	10:31	10:38	10:45	-	10:49	10:53	11:02	11:07	11:10
P6	11:04	11:11	11:18	-	11:22	11:26	11:35	11:40	11:43
P6	11:37	11:44	11:51	-	11:55	11:59	12:08	12:13	12:16

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Sunday Southbound —
En domingo con dirección al sur

Route Number	Rhode Island Ave-Brentwood Metro	4th & W Sts. NE (Edgewood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown) Metro	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	C & 3rd Sts. SW #	M & 9th Sts. SE (Navy Yard)	ANACOSTIA Metro
AM Service — Servicio matutino									
P6/	6:20	6:23	6:28	6:37	6:44	-	-	-	-
P6/	6:50	6:53	6:58	7:07	7:14	-	-	-	-
P6/	7:20	7:23	7:28	7:37	7:44	-	-	-	-
P6	7:50	7:53	7:58	8:07	-	8:12	8:17	8:23	8:28
P6	8:25	8:28	8:33	8:42	-	8:47	8:52	8:58	9:03
P6	8:51	8:55	9:00	9:09	-	9:16	9:23	9:31	9:37
P6	9:26	9:30	9:35	9:44	-	9:51	9:58	10:06	10:12
P6	10:01	10:05	10:10	10:19	-	10:26	10:33	10:41	10:47
P6	10:36	10:40	10:45	10:54	-	11:01	11:08	11:16	11:22
P6	11:11	11:15	11:20	11:29	-	11:36	11:43	11:51	11:57
P6	11:46	11:50	11:55	12:04	-	12:11	12:18	12:26	12:32
PM Service — Servicio vespertino									
P6	12:19	12:23	12:28	12:38	-	12:45	12:52	1:01	1:08
P6	12:55	12:59	1:04	1:14	-	1:21	1:28	1:37	1:44
P6	1:31	1:35	1:40	1:50	-	1:57	2:04	2:13	2:20
P6	2:07	2:11	2:16	2:26	-	2:33	2:40	2:49	2:56
P6	2:43	2:47	2:52	3:02	-	3:09	3:16	3:25	3:32
P6	3:19	3:23	3:28	3:38	-	3:45	3:52	4:01	4:08
P6	3:55	3:59	4:04	4:14	-	4:21	4:28	4:37	4:44
P6	4:31	4:35	4:40	4:50	-	4:57	5:04	5:13	5:20
P6	5:08	5:11	5:16	5:25	-	5:32	5:39	5:48	5:55
P6	5:43	5:46	5:51	6:00	-	6:07	6:14	6:23	6:30
P6	6:18	6:21	6:26	6:35	-	6:42	6:49	6:58	7:05
P6	6:55	6:58	7:03	7:12	-	7:18	7:24	7:32	7:38
P6	7:28	7:31	7:36	7:45	-	7:51	7:57	8:05	8:11
P6	8:01	8:04	8:09	8:18	-	8:24	8:30	8:38	8:44
P6	8:34	8:37	8:42	8:51	-	8:57	9:03	9:11	9:17
P6	9:07	9:10	9:15	9:24	-	9:30	9:36	9:44	9:50
P6	9:40	9:43	9:48	9:57	-	10:03	10:09	10:17	10:23
P6	10:13	10:16	10:21	10:30	-	10:36	10:42	10:50	10:56
P6	10:46	10:49	10:54	11:03	-	11:09	11:15	11:23	11:29
P6	11:19	11:22	11:27	11:36	-	11:42	11:48	11:56	12:02

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

Note: For early morning and late night service between Anacostia and Archives, see timetable for Routes A42, A46, A48.

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

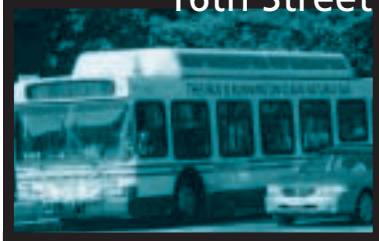
Cómo Usar este Horario

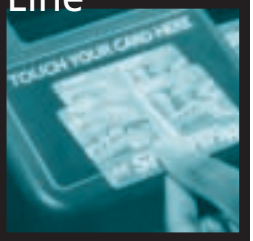
- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

S1
16th Street-Potomac Park Line
S2,4
16th Street Line





♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Silver Spring station (S2,4)
16th St. and Eastern Ave. N.W. (S2,4)
Alaska Ave. and Kalmia Rd. N.W. (S2)
Walter Reed Army Medical Center (S2,4)
Carter Barron Park & Ride Lot
McPherson Sq station (S2,4)
Metro Center station (S2,4)
Federal Triangle (S2,4)
(10th St. and Constitution Ave. N.W.)
Potomac Park/State Dept. (S1)

Schedule 3-29-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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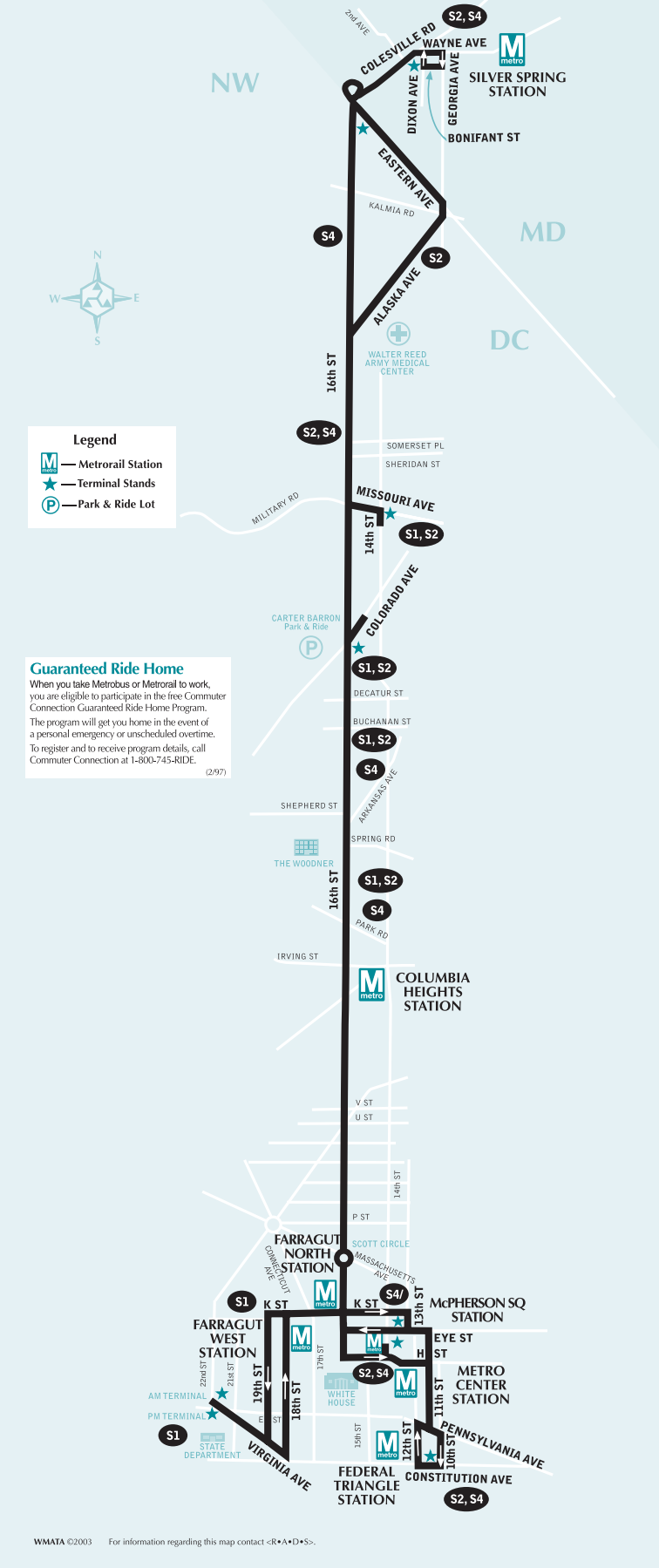
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

16th Street Line—Routes S2, S4
16th Street-Potomac Park Line—Route S1

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Legend

- Metrorail Station
- Terminal Stands
- Park & Ride Lot

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

WMATA ©2003 For information regarding this map contact <R•A•D•S>.

16th Street-Potomac Park Line

Monday thru Friday —
Lunes por Viernes
(except holidays - ex cepto los días festivos)

Southbound — Dirección al sur

Route Number	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	K St. & Connecticut Ave. NW (Farragut N & W) M	Virginia Ave. & 22nd St. NW (POTOMAC PARK)
AM Service — Servicio matutino						
S1	5:50	5:55	6:01	6:04	6:10	6:17
S1	6:03	6:08	6:14	6:17	6:23	6:30
S1	6:18	6:24	6:30	6:35	6:41	6:50
S1	6:31	6:37	6:43	6:48	6:54	7:03
S1	6:43	6:49	6:55	7:00	7:06	7:15
S1	6:55	7:01	7:07	7:12	7:18	7:27
S1	7:05	7:11	7:17	7:22	7:28	7:37
S1	7:12	7:18	7:24	7:29	7:35	7:44
S1	7:17	7:23	7:30	7:35	7:41	7:51
S1	7:23	7:29	7:36	7:42	7:49	8:00
S1	7:28	7:34	7:41	7:47	7:54	8:05
S1	7:33	7:39	7:46	7:52	7:59	8:10
S1	7:38	7:44	7:51	7:57	8:04	8:15
S1	7:43	7:49	7:56	8:02	8:09	8:20
S1	7:48	7:54	8:01	8:07	8:14	8:25
S1	7:53	7:59	8:06	8:12	8:19	8:30
S1	7:58	8:04	8:11	8:17	8:24	8:35
S1	8:03	8:09	8:16	8:22	8:29	8:40
S1	8:08	8:14	8:21	8:27	8:34	8:45
S1	8:13	8:19	8:26	8:32	8:39	8:50
S1	8:18	8:24	8:31	8:37	8:44	8:55
S1	8:23	8:29	8:36	8:42	8:49	9:00
S1	8:28	8:34	8:41	8:47	8:54	9:05
S1	8:34	8:40	8:47	8:53	9:00	9:11
S1	8:42	8:48	8:55	9:00	9:07	9:18
S1	8:52	8:58	9:05	9:10	9:17	9:28
S1	9:07	9:13	9:20	9:25	9:32	9:43
S1	9:22	9:28	9:35	9:40	9:47	9:58

Northbound — Dirección al norte

Route Number	Virginia Ave. & E St. NW (Potomac Park)	K & 17th Sts. NW (Farragut N & W) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖
PM Service — Servicio vespertino						
S1	3:58	4:08	4:17	4:22	4:29	4:32
S1	4:13	4:23	4:32	4:37	4:44	4:47
S1	4:28	4:38	4:47	4:52	4:59	5:02
S1	4:43	4:53	5:03	5:08	5:15	5:18
S1	4:58	5:08	5:18	5:23	5:30	5:33
S1	5:13	5:23	5:33	5:38	5:45	5:48
S1	5:28	5:38	5:48	5:53	6:00	6:03
S1	5:45	5:55	6:04	6:09	6:16	6:19
S1	6:03	6:13	6:22	6:27	6:34	6:37
S1	6:20	6:30	6:39	6:44	6:51	6:54
S1	6:40	6:50	6:59	7:04	7:11	7:14
S1	7:02	7:12	7:21	7:26	7:33	7:36

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (Mc-Pherson Sq)	I & 13th Sts. NW (MC-PHER-SON SQ)	14th & I Sts. NW (MC-PHER-SON SQ)	10th St. & Consti-tution Ave. NW (FEDERAL TRI-ANGLE)
AM Service — Servicio matutino													
S2	4:09	-	4:15	4:18	4:22	-	4:27	4:34	4:38	4:46	-	-	4:51
S4	4:26	4:32	-	-	4:37	-	4:42	4:49	4:53	5:01	-	-	5:06
S2	4:37	-	4:43	4:46	4:50	-	4:55	5:02	5:06	5:14	-	-	5:19
S4	4:48	4:54	-	-	4:59	-	5:04	5:11	5:15	5:23	-	-	5:28
S2	4:55	-	5:01	5:04	5:08	-	5:13	5:20	5:24	5:32	-	-	5:37
S4	5:05	5:11	-	-	5:16	-	5:21	5:28	5:32	5:40	-	-	5:45
S2	5:09	-	5:15	5:18	5:22	-	5:27	5:34	5:38	5:46	-	-	5:51
S4	5:17	5:23	-	-	5:28	-	5:33	5:40	5:44	5:52	-	-	5:57
S2	5:21	-	5:27	5:30	5:34	-	5:39	5:46	5:50	5:58	-	-	6:03
S4	5:29	5:35	-	-	5:40	-	5:45	5:52	5:56	6:04	-	-	6:09
S2/	-	-	5:39	5:42	5:46	-	5:51	5:58	6:02	-	-	6:10	-
S2	5:40	-	5:46	5:49	5:53	-	5:58	6:05	6:09	6:17	-	-	6:22
S4	5:49	5:55	-	-	6:00	-	6:05	6:12	6:16	6:24	-	-	6:29
S2	-	-	5:58	6:01	6:05	-	6:10	6:17	6:21	6:29	-	-	6:34
S2/	-	-	-	-	-	6:11	6:16	6:23	6:28	-	-	6:37	-
S2	5:59	-	6:06	6:10	6:16	-	6:21	6:28	6:33	6:42	-	-	6:48
S4	6:09	6:16	-	-	6:21	-	6:26	6:33	6:38	6:47	-	-	6:53
S2/	-	-	-	-	-	6:28	6:33	6:40	6:45	-	-	6:54	-
S2	6:15	-	6:22	6:26	6:32	-	6:37	6:44	6:49	6:58	-	-	7:04
S2/	-	-	-	-	-	6:36	6:42	6:49	6:55	-	-	7:04	-
S4	6:25	6:33	-	-	6:39	-	6:45	6:52	6:58	7:07	-	-	7:14
S2/	-	-	-	-	-	6:47	6:53	7:00	7:06	-	-	7:15	-
S2	6:32	-	6:40	6:44	6:50	-	6:56	7:03	7:09	7:18	-	-	7:25
S2/	-	-	-	-	-	6:55	7:01	7:08	7:14	-	-	7:23	-
S4	6:44	6:52	-	-	6:58	-	7:04	7:11	7:17	7:26	-	-	7:33
S2/	-	-	-	-	-	7:05	7:11	7:18	7:24	-	-	7:33	-
S2	6:50	-	6:58	7:02	7:08	-	7:14	7:22	7:28	7:38	-	-	7:45
S4	6:58	7:06	-	-	7:12	-	7:18	7:26	7:32	7:42	-	-	7:49
S2/	-	-	7:09	7:13	7:19	-	7:25	7:33	7:39	-	-	7:49	-
S2	7:06	-	7:14	7:18	7:24	-	7:30	7:38	7:45	7:55	-	-	8:03
S2/	-	-	-	-	-	7:29	7:35	7:43	7:50	-	-	8:00	-
S4	7:17	7:25	-	-	7:31	-	7:37	7:45	7:52	8:02	-	-	8:10
S2/	-	-	-	-	-	7:36	7:42	7:50	7:57	-	-	8:07	-
S2	7:21	-	7:29	7:33	7:39	-	7:45	7:53	8:00	8:10	-	-	8:18
S2/	-	-	-	-	-	7:44	7:50	7:58	8:05	-	-	8:15	-
S4	7:32	7:40	-	-	7:46	-	7:52	8:00	8:07	8:17	-	-	8:25
S2/	-	-	7:40	7:44	7:50	-	7:56	8:04	8:11	-	-	8:21	-
S2/	-	-	-	-	-	7:55	8:01	8:09	8:16	-	-	8:26	-
S2	7:39	-	7:47	7:51	7:57	-	8:03	8:11	8:18	8:28	-	-	8:36
S2/	-	-	-	-	-	8:01	8:07	8:15	8:22	-	-	8:32	-
S4	7:49	7:57	-	-	8:03	-	8:09	8:17	8:24	8:34	-	-	8:42
S2/	-	-	7:55	7:59	8:05	-	8:11	8:19	8:26	-	-	8:36	-
S2/	-	-	-	-	-	8:09	8:15	8:23	8:30	-	-	8:40	-
S2	7:53	-	8:01	8:05	8:11	-	8:17	8:25	8:32	8:42	-	-	8:50
S2/	-	-	-	-	-	8:15	8:21	8:29	8:36	-	-	8:46	-
S4	8:03	8:11	-	-	8:17	-	8:23	8:31	8:38	8:48	-	-	8:56
S2/	-	-	8:10	8:14	8:20	-	8:26	8:34	8:41	-	-	8:51	-
S2/	-	-	-	-	-	8:23	8:29	8:37	8:44	-	-	8:54	-
S2/	-	-	-	-	-	8:26	8:32	8:40	8:47	-	-	8:57	-
S2	8:09	-	8:17	8:21	8:27	-	8:33	8:41	8:48	8:58	-	-	9:06
S2/	-	-	-	-	-	8:30	8:36	8:44	8:51	-	-	9:01	-
S4	8:18	8:26	-	-	8:32	-	8:38	8:46	8:53	9:03	-	-	9:11
S2/	-	-	-	-	-	8:37	8:43	8:51	8:58	-	-	9:08	-
S2	8:26	-	8:33	8:37	8:41	-	8:46	8:54	9:00	9:12	-	-	9:20
S2/	-	-	-	-	-	8:44	8:50	8:58	9:04	-	-	9:16	-
S4	8:34	8:41	-	-	8:47	-	8:52	9:00	9:06	9:18	-	-	9:26
S2/	-	-	-	-	-	8:49	8:55	9:03	9:09	-	-	9:21	-
S2/	-	-	-	-	-	8:53	8:59	9:07	9:13	-	-	9:25	-
S2	8:41	-	8:48	8:52	8:56	-	9:01	9:09	9:15	9:27	-	-	9:35
S2/	-	-	-	-	-	9:00	9:06	9:14	9:20	-	-	9:32	-
S4	8:51	8:58	-	-	9:04	-	9:09	9:17	9:23	9:35	-	-	9:43
S2/	-	-	-	-	-	9:09	9:15	9:23	9:29	-	-	9:41	-

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (Mc-Pherson Sq)	I & 13th Sts. NW (MC-PHER-SON SQ)	14th & I Sts. NW (MC-PHER-SON SQ)	10th St. & Consti-tution Ave. NW (FEDERAL TRI-ANGLE)
AM Service — Servicio matutino													
S2	8:59	-	9:06	9:10	9:14	-	9:19	9:27	9:33	9:45	-	-	9:53
S2/	-	-	-	-	-	9:19	9:25	9:33	9:39	-	-	9:51	-
S4	9:10	9:17	-	-	9:23	-	9:28	9:36	9:42	9:54	-	-	10:02
S2/	-	-	-	-	-	9:29	9:35	9:43	9:49	-	-	10:01	-
S2	9:18	-	9:25	9:29	9:33	-	9:38	9:46	9:52	10:04	-	-	10:12
S2	-	-	-	-	-	9:40	9:46	9:54	10:00	10:12	-	-	10:20
S4	9:32	9:39	-	-	9:45	-	9:50	9:58	10:04	10:16	-	-	10:24
S2/	-	-	-	-	-	9:49	9:55	10:03	10:09	-	-	10:21	-
S2	9:39	-	9:46	9:50	9:54	-	9:59	10:07	10:13	10:25	-	-	10:33
S4	9:49	9:56	-	-	10:02	-	10:07	10:15	10:21	10:33	-	-	10:41
S2	9:55	-	10:02	10:06	10:10	-	10:15	10:23	10:29	10:41	-	-	10:49
S4	10:05	10:12	-	-	10:18	-	10:23	10:31	10:37	10:49	-	-	10:57
S2	10:11	-	10:18	10:22	10:26	-	10:31	10:39	10:45	10:57	-	-	11:05
S4	10:21	10:28	-	-	10:34	-	10:39	10:47	10:53	11:05	-	-	11:13
S2	10:27	-	10:34	10:38	10:42	-	10:47	10:55	11:01	11:13	-	-	11:21
S4	10:37	10:44	-	-	10:50	-	10:55	11:03	11:09	11:21	-	-	11:29
S2	10:43	-	10:50	10:54	10:58	-	11:03	11:11	11:17	11:29	-	-	11:37
S4	10:53	11:00	-	-	11:06	-	11:11	11:19	11:25	11:37	-	-	11:45
S2	10:59	-	11:06	11:10	11:14	-	11:19	11:27	11:33	11:45	-	-	11:53
S4	11:09	11:16	-	-	11:22	-	11:27	11:35	11:41	11:53	-	-	12:01
S2	11:15	-	11:22	11:26	11:30	-	11:35	11:43	11:49	12:01	-	-	12:09
S4	11:25	11:32	-	-	11:38	-	11:43	11:51	11:57	12:09	-	-	12:17
S2	11:31	-	11:38	11:42	11:46	-	11:51	11:59	12:05	12:17	-	-	12:25
S4	11:41	11:48	-	-	11:54	-	11:59	12:07	12:13	12:25	-	-	12:33
S2	11:47	-	11:54	11:58	12:02	-	12:07	12:15	12:21	12:33	-	-	12:41
S4	11:57	12:04	-	-	12:10	-	12:15	12:23	12:29	12:41	-	-	12:49
PM Service — Servicio vespertino													
S2	12:03	-	12:10	12:14	12:18	-	12:23	12:31	12:37	12:49	-	-	12:57
S4	12:13	12:20	-	-	12:26	-	12:31	12:39	12:45	12:57	-	-	1:05
S2	12:19	-	12:26	12:30	12:34	-	12:39	12:47	12:53	1:05	-	-	1:13
S4	12:29	12:36	-	-	12:42	-	12:47	12:55	1:01	1:13	-	-	1:21
S2	12:35	-	12:42	12:46	12:50	-	12:55	1:03	1:09	1:21	-	-	1:29
S4	12:45	12:52	-	-	12:58	-	1:03	1:11	1:17	1:29	-	-	1:37
S2	12:51	-	12:58	1:02	1:06	-	1:11	1:19	1:25	1:37	-	-	1:45
S4	1:00	1:07	-	-	1:13	-	1:18	1:26	1:32	1:44	-	-	1:52
S2	1:06	-	1:13	1:17	1:21	-	1:26	1:34	1:40	1:52	-	-	2:00
S4	1:16	1:23	-	-	1:29	-	1:34	1:42	1:48	2:00	-	-	2:08
S2	1:22	-	1:29	1:33	1:37	-	1:42	1:50	1:56	2:08	-	-	2:16
S4	1:32	1:39	-	-	1:45	-	1:50	1:58	2:04	2:16	-	-	2:24
S2	1:38	-	1:45	1:49	1:53	-	1:58	2:06	2:12	2:24	-	-	2:32
S4	1:48	1:55	-	-	2:01	-	2:06	2:14	2:20	2:32	-	-	2:40
S2	1:54	-	2:01	2:05	2:09	-	2:14	2:22	2:28	2:40	-	-	2:48
S4	2:03	2:10	-	-	2:16	-	2:21	2:29	2:35	2:47	-	-	2:55
S2	2:10	-	2:17	2:21	2:25	-	2:30	2:38	2:44	2:56	-	-	3:04
S4	2:20	2:27	-	-	2:33	-	2:38	2:46	2:52	3:04	-	-	3:12
S2	2:26	-	2:33	2:37	2:41	-	2:46	2:54	3:00	3:12	-	-	3:20
S4	2:35	2:42	-	-	2:48	-	2:53	3:01	3:07	3:19	-	-	3:27
S2	2:41	-	2:48	2:52	2:56	-	3:01	3:09	3:15	3:27	-	-	3:35
S4	2:51	2:58	-	-	3:04	-	3:09	3:17	3:23	3:35	-	-	3:43
S2	2:55	-	3:02	3:06	3:10	-	3:15	3:23	3:29	3:41	-	-	3:49
S4	3:05	3:12	-	-	3:18	-	3:23	3:31	3:37	3:49	-	-	3:57
S2	3:09	-	3:16	3:20	3:24	-	3:29	3:37	3:43	3:55	-	-	4:03
S2	3:17	-	3:26	3:29	3:34	-	3:40	3:48	3:54	4:06	-	-	4:14
S4	3:28	3:37	-	-	3:43	-	3:49	3:57	4:03	4:15	-	-	4:23
S2	3:36	-	3:45	3:48	3:53	-	3:59	4:07	4:13	4:25	-	-	4:33
S4	3:45	3:54	-	-	4:00	-	4:06	4:14	4:20	4:32	-	-	4:40
S2	-	-	-	-	-	4:06	4:11	4:19	4:25	4:37	-	-	4:45
S2	3:54	-	4:03	4:06	4:11	-	4:17	4:25	4:31	4:43	-	-	4:51
S4	4:00	4:09	-	-	4:15	-	4:21	4:29	4:35	4:47	-	-	4:55
S2	4:04	-	4:13	4:16	4:21	-	4:27	4:35	4:41	4:53	-	-	5:01
S4	4:10	4:19	-	-	4:25	-	4:31	4:39	4:45	4:57	-	-	5:05

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (Mc-Pherson Sq)	I & 13th Sts. NW (MC-PHER-SON SQ)	14th & I Sts. NW (MC-PHER-SON SQ)	10th St. & Consti-tution Ave. NW (FEDERAL TRI-ANGLE)
PM Service — Servicio vespertino													
S2	-	-	-	-	-	4:31	4:36	4:44	4:50	5:02	-	-	5:10
S2	4:18	-	4:27	4:30	4:35	-	4:41	4:49	4:55	5:07	-	-	5:15
S4/	-	-	-	-	-	4:38	4:43	4:51	4:57	-	5:09	-	-
S4	4:28	4:37	-	-	4:43	-	4:49	4:57	5:03	5:15	-	-	5:23
S2	-	-	-	-	-	4:48	4:53	5:01	5:07	5:19	-	-	5:27
S2	4:34	-	4:43	4:46	4:51	-	4:57	5:05	5:11	5:23	-	-	5:31
S4/	-	-	-	-	-	4:55	5:00	5:08	5:14	-	5:26	-	-
S4	4:42	4:51	-	-	4:57	-	5:03	5:11	5:17	5:29	-	-	5:37
S4/	-	-	-	-	-	5:02	5:07	5:15	5:21	-	5:33	-	-
S2	4:47	-	4:56	4:59	5:04	-	5:10	5:18	5:24	5:36	-	-	5:44
S2	-	-	-	-	-	5:08	5:13	5:21	5:27	5:39	-	-	5:47
S4	4:56	5:05	-	-	5:11	-	5:17	5:25	5:31	5:43	-	-	5:51
S4/	-	-	-	-	-	5:15	5:20	5:28	5:34	-	5:46	-	-
S2	4:59	-	5:08	5:11	5:16	-	5:22	5:30	5:36	5:48	-	-	5:56
S4/	-	-	-	-	-	5:23	5:28	5:36	5:42	-	5:54	-	-
S4	5:09	5:18	-	-	5:24	-	5:30	5:38	5:44	5:56	-	-	6:04
S2	5:12	-	5:21	5:24	5:29	-	5:35	5:43	5:49	6:01	-	-	6:09
S4/	-	-	-	-	-	5:34	5:39	5:47	5:53	-	6:05	-	-
S4	5:20	5:29	-	-	5:35	-	5:41	5:49	5:55	6:07	-	-	6:15
S2	5:26	-	5:35	5:39	5:44	-	5:49	5:56	6:02	6:13	-	-	6:20
S4	5:36	5:45	-	-	5:50	-	5:55	6:02	6:08	6:19	-	-	6:26
S2	5:41	-	5:50	5:54	5:59	-	6:04	6:11	6:17	6:28	-	-	6:35
S4	5:49	5:58	-	-	6:03	-	6:08	6:15	6:21	6:32	-	-	6:39
S2	5:52	-	6:01	6:05	6:10	-	6:15	6:22	6:28	6:39	-	-	6:46
S4	6:02	6:11	-	-	6:16	-	6:21	6:28	6:34	6:45	-	-	6:52
S2	6:08	-	6:17	6:21	6:26	-	6:31	6:38	6:44	6:55	-	-	7:02
S4	6:19	6:28	-	-	6:33	-	6:38	6:45	6:51	7:02	-	-	7:09
S2	6:24	-	6:33	6:37	6:42	-	6:47	6:54	7:00	7:11	-	-	7:18
S4	6:34	6:43	-	-	6:48	-	6:53	7:00	7:06	7:17	-	-	7:24
S2	6:40	-	6:49	6:53	6:58	-	7:03	7:10	7:16	7:27	-	-	7:34
S4	6:52	7:01	-	-	7:06	-	7:11	7:18	7:24	7:35	-	-	7:42
S2	7:03	-	7:10	7:14	7:18	-	7:23	7:30	7:35	7:45	-	-	7:51
S4	7:16	7:23	-	-	7:28	-	7:33	7:40	7:45	7:55	-	-	8:01
S2	7:24	-	7:31	7:35	7:39	-	7:44	7:51	7:56	8:06	-	-	8:12
S4	7:37	7:44	-	-	7:49	-	7:54	8:01	8:06	8:16	-	-	8:22
S2	7:45	-	7:52	7:56	8:00	-	8:05	8:12	8:17	8:27	-	-	8:33
S4	7:57	8:04	-	-	8:09	-	8:14	8:21	8:26	8:36	-	-	8:42
S2	8:08	-	8:15	8:19	8:23	-	8:28	8:34	8:39	8:47	-	-	8:53
S4	8:20	8:27	-	-	8:32	-	8:37	8:43	8:48	8:56	-	-	9:02
S2	8:29	-	8:36	8:40	8:44	-	8:49	8:55	9:00	9:08	-	-	9:14
S4	8:41	8:48	-	-	8:53	-	8:58	9:04	9:09	9:17	-	-	9:23
S2	8:49	-	8:56	9:00	9:04	-	9:09	9:15	9:20	9:28	-	-	9:34
S4	9:01	9:08	-	-	9:13	-	9:18	9:24	9:29	9:37	-	-	9:43
S2	9:09	-	9:16	9:20	9:24	-	9:29	9:35	9:40	9:48	-	-	9:54
S4	9:21	9:28	-	-	9:33	-	9:38	9:44	9:49	9:57	-	-	10:03
S2	9:29	-	9:36	9:40	9:44	-	9:49	9:55	10:00	10:08	-	-	10:14
S4	9:49	9:55	-	-	10:00	-	10:04	10:09	10:13	10:20	-	-	10:26
S2	10:01	-	10:07	10:10	10:14	-	10:18	10:23	10:27	10:34	-	-	10:40
S4	10:09	10:15	-	-	10:20	-	10:24	10:29	10:33	10:40	-	-	10:46
S2	10:19	-	10:25	10:28	10:32	-	10:36	10:41	10:45	10:52	-	-	10:58
S4	10:31	10:37	-	-	10:42	-	10:46	10:51	10:55	11:02	-	-	11:08
S2	10:43	-	10:49	10:52	10:56	-	11:00	11:05	11:09	11:16	-	-	11:22
S4	11:02	11:08	-	-	11:13	-	11:17	11:22	11:26	11:33	-	-	11:39
S2	11:17	-	11:23	11:26	11:30	-	11:34	11:39	11:43	11:50	-	-	11:56
S4	11:45	11:51	-	-	11:55	-	11:58	12:03	12:07	12:14	-	-	12:19
After Midnight Service — Servicio después de la medianoche													
S2	12:09	-	12:15	12:17	12:21	-	12:24	12:29	12:33	12:40	-	-	12:45
S4	12:32	12:38	-	-	12:42	-	12:45	12:50	12:54	1:01	-	-	1:06
S2	1:04	-	1:10	1:12	1:16	-	1:19	1:24	1:28	1:35	-	-	1:40
❍ **S2**	1:37	-	1:43	1:45	1:49	-	1:52	1:57	2:01	2:08	-	-	2:13
❍ **S2**	2:29	-	2:35	2:37	2:41	-	2:44	2:49	2:53	3:00	-	-	3:05

❍ — *Trip operates Friday only. Los autobuses funcionan solamente el viernes.*

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) M
AM Service — Servicio matutino												
S2	4:42	-	4:50	4:58	5:02	5:08	-	5:12	5:17	5:20	-	5:23
S4	4:58	-	5:06	5:14	5:18	5:24	-	5:28	-	-	5:34	5:37
S2	5:12	-	5:20	5:28	5:32	5:38	-	5:42	5:47	5:50	-	5:53
S4	5:24	-	5:32	5:40	5:44	5:50	-	5:54	-	-	6:00	6:03
S2	5:34	-	5:42	5:51	5:55	6:02	-	6:07	6:12	6:15	-	6:18
S4	5:43	-	5:51	6:00	6:04	6:11	-	6:16	-	-	6:22	6:25
S2	5:52	-	6:00	6:09	6:13	6:20	-	6:25	6:30	6:33	-	6:36
S4	5:59	-	6:07	6:16	6:20	6:27	-	6:32	-	-	6:38	6:41
S2	6:06	-	6:14	6:23	6:27	6:34	-	6:39	6:44	6:47	-	6:50
S4	6:12	-	6:20	6:29	6:33	6:40	-	6:45	-	-	6:51	6:54
S2	6:20	-	6:28	6:37	6:41	6:48	-	6:53	6:58	7:01	-	7:04
S4	6:28	-	6:36	6:46	6:51	6:58	-	7:04	-	-	7:10	7:14
S2	6:36	-	6:44	6:54	6:59	7:06	-	7:12	7:17	7:21	-	7:25
S4	6:44	-	6:52	7:02	7:07	7:14	-	7:20	-	-	7:26	7:30
S2	6:53	-	7:01	7:11	7:16	7:23	-	7:29	7:34	7:38	-	7:42
S4	7:00	-	7:08	7:18	7:23	7:30	-	7:36	-	-	7:42	7:46
S2	7:10	-	7:20	7:31	7:36	7:43	-	7:49	7:54	7:58	-	8:02
S4	7:20	-	7:30	7:41	7:46	7:53	-	7:59	-	-	8:05	8:09
S2	7:30	-	7:40	7:51	7:56	8:03	-	8:09	8:14	8:18	-	8:22
S4	7:40	-	7:50	8:01	8:06	8:13	-	8:19	-	-	8:25	8:29
S2	7:50	-	8:01	8:13	8:18	8:25	-	8:31	8:35	8:39	-	8:43
S4	8:00	-	8:11	8:23	8:28	8:35	-	8:41	-	-	8:47	8:51
S2	8:10	-	8:21	8:33	8:38	8:45	-	8:51	8:55	8:59	-	9:03
S4	8:19	-	8:30	8:42	8:47	8:54	-	9:00	-	-	9:06	9:10
S2	8:31	-	8:42	8:54	8:59	9:06	-	9:12	9:16	9:20	-	9:24
S4	8:41	-	8:52	9:04	9:09	9:16	-	9:22	-	-	9:28	9:32
S2	8:50	-	9:00	9:11	9:16	9:23	-	9:28	9:32	9:36	-	9:40
S4	8:58	-	9:08	9:19	9:24	9:31	-	9:36	-	-	9:42	9:46
S2	9:06	-	9:16	9:27	9:32	9:39	-	9:44	9:48	9:52	-	9:56
S4	9:14	-	9:24	9:35	9:40	9:47	-	9:52	-	-	9:58	10:02
S2	9:22	-	9:32	9:43	9:48	9:55	-	10:00	10:04	10:08	-	10:12
S4	9:30	-	9:40	9:51	9:56	10:03	-	10:08	-	-	10:14	10:18
S2	9:38	-	9:48	9:59	10:04	10:11	-	10:16	10:20	10:24	-	10:28
S4	9:46	-	9:56	10:07	10:12	10:19	-	10:24	-	-	10:30	10:34
S2	9:54	-	10:04	10:15	10:20	10:27	-	10:32	10:36	10:40	-	10:44
S4	10:02	-	10:12	10:23	10:28	10:35	-	10:40	-	-	10:46	10:50
S2	10:10	-	10:20	10:31	10:36	10:43	-	10:48	10:52	10:56	-	11:00
S4	10:18	-	10:28	10:39	10:44	10:51	-	10:56	-	-	11:02	11:06
S2	10:26	-	10:36	10:47	10:52	10:59	-	11:04	11:08	11:12	-	11:16
S4	10:34	-	10:44	10:55	11:00	11:07	-	11:12	-	-	11:18	11:22
S2	10:42	-	10:52	11:03	11:08	11:15	-	11:20	11:24	11:28	-	11:32
S4	10:50	-	11:00	11:11	11:16	11:23	-	11:28	-	-	11:34	11:38
S2	10:58	-	11:08	11:19	11:24	11:31	-	11:36	11:40	11:44	-	11:48
S4	11:06	-	11:16	11:27	11:32	11:39	-	11:44	-	-	11:50	11:54
S2	11:14	-	11:24	11:35	11:40	11:47	-	11:52	11:56	12:00	-	12:04
S4	11:22	-	11:32	11:43	11:48	11:55	-	12:00	-	-	12:06	12:10
S2	11:30	-	11:40	11:51	11:56	12:03	-	12:08	12:12	12:16	-	12:20
S4	11:38	-	11:48	11:59	12:04	12:11	-	12:16	-	-	12:22	12:26
S2	11:46	-	11:56	12:07	12:12	12:19	-	12:24	12:28	12:32	-	12:36
S4	11:54	-	12:04	12:15	12:20	12:27	-	12:32	-	-	12:38	12:42
PM Service — Servicio vespertino												
S2	12:02	-	12:12	12:23	12:28	12:35	-	12:40	12:44	12:48	-	12:52
S4	12:10	-	12:20	12:31	12:36	12:43	-	12:48	-	-	12:54	12:58
S2	12:18	-	12:28	12:39	12:44	12:51	-	12:56	1:00	1:04	-	1:08
S4	12:26	-	12:36	12:47	12:52	12:59	-	1:04	-	-	1:10	1:14
S2	12:34	-	12:44	12:55	1:00	1:07	-	1:12	1:16	1:20	-	1:24
S4	12:42	-	12:52	1:03	1:08	1:15	-	1:20	-	-	1:26	1:30
S2	12:50	-	1:00	1:11	1:16	1:23	-	1:28	1:32	1:36	-	1:40
S4	12:58	-	1:08	1:19	1:24	1:31	-	1:36	-	-	1:42	1:46
S2	1:06	-	1:16	1:27	1:32	1:39	-	1:44	1:48	1:52	-	1:56
S4	1:14	-	1:24	1:35	1:40	1:47	-	1:52	-	-	1:58	2:02
S2	1:22	-	1:32	1:43	1:48	1:55	-	2:00	2:04	2:08	-	2:12
S4	1:30	-	1:40	1:51	1:56	2:03	-	2:08	-	-	2:14	2:18

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) M
PM Service — Servicio vespertino												
S2	1:38	-	1:48	1:59	2:04	2:11	-	2:16	2:20	2:24	-	2:28
S4	1:45	-	1:55	2:06	2:11	2:18	-	2:23	-	-	2:29	2:33
S2	1:52	-	2:02	2:13	2:19	2:26	-	2:32	2:37	2:41	-	2:45
S4	1:59	-	2:09	2:20	2:26	2:33	-	2:39	-	-	2:45	2:49
S2	2:06	-	2:16	2:27	2:33	2:40	-	2:46	2:51	2:55	-	2:59
S2/	2:15	-	2:25	2:36	2:42	2:49	2:51	-	-	-	-	-
S4	2:20	-	2:30	2:41	2:47	2:54	-	3:00	-	-	3:06	3:10
S2	2:27	-	2:37	2:48	2:54	3:01	-	3:07	3:12	3:16	-	3:20
S2/	2:36	-	2:46	2:57	3:03	3:10	3:12	-	-	-	-	-
S4	2:40	-	2:50	3:01	3:07	3:14	-	3:20	-	-	3:26	3:30
S2	2:46	-	2:56	3:07	3:13	3:20	-	3:26	3:31	3:35	-	3:39
S2/	2:53	-	3:03	3:14	3:20	3:27	3:29	-	-	-	-	-
S4	-	3:07	3:08	3:19	3:25	3:32	-	3:38	-	-	3:44	3:48
S2	3:02	-	3:12	3:23	3:29	3:36	-	3:42	3:47	3:51	-	3:55
S2	3:09	-	3:19	3:30	3:36	3:43	-	3:49	3:54	3:58	-	4:02
S4	-	3:26	3:27	3:38	3:44	3:51	-	3:57	-	-	4:03	4:07
S2/	3:22	-	3:32	3:44	3:49	3:56	3:59	-	-	-	-	-
S2	3:28	-	3:38	3:50	3:55	4:02	-	4:08	4:13	4:17	-	4:22
S4	-	3:42	3:43	3:55	4:00	4:07	-	4:13	-	-	4:21	4:26
S2/	3:38	-	3:48	4:00	4:05	4:12	4:15	-	-	-	-	-
S2	3:42	-	3:52	4:04	4:09	4:16	-	4:22	4:27	4:31	-	4:36
S4	-	3:57	3:58	4:10	4:15	4:22	-	4:28	-	-	4:36	4:41
S2/	3:52	-	4:02	4:14	4:19	4:26	4:29	-	-	-	-	-
S2	3:56	-	4:06	4:18	4:23	4:30	-	4:36	4:41	4:45	-	4:50
S4	-	4:09	4:10	4:22	4:27	4:34	-	4:40	-	-	4:48	4:53
S2/	4:05	-	4:15	4:27	4:32	4:39	4:42	-	-	-	-	-
S2	4:09	-	4:19	4:31	4:36	4:43	-	4:49	4:54	4:58	-	5:03
PM Service — Servicio vespertino												
S4	-	4:21	4:22	4:34	4:39	4:46	-	4:52	-	-	5:00	5:05
S2/	4:17	-	4:27	4:39	4:44	4:51	4:54	-	-	-	-	-
S2	4:20	-	4:30	4:42	4:47	4:54	-	5:00	5:05	5:09	-	5:14
S4	-	4:32	4:33	4:45	4:50	4:57	-	5:03	-	-	5:11	5:16
S2/	4:28	-	4:38	4:50	4:55	5:02	5:05	-	-	-	-	-
S2	4:31	-	4:41	4:53	4:58	5:05	-	5:11	5:16	5:20	-	5:25
S4	-	4:43	4:44	4:56	5:01	5:08	-	5:14	-	-	5:22	5:27
S2/	4:37	-	4:48	5:00	5:05	5:12	5:15	-	-	-	-	-
S2	4:40	-	4:51	5:03	5:08	5:15	-	5:21	5:27	5:31	-	5:36
S4	-	4:54	4:55	5:07	5:12	5:19	-	5:25	-	-	5:33	5:38
S2/	4:47	-	4:58	5:10	5:15	5:22	5:25	-	-	-	-	-
S2	4:51	-	5:02	5:14	5:19	5:26	-	5:32	5:38	5:42	-	5:47
S4	-	5:04	5:05	5:17	5:22	5:29	-	5:35	-	-	5:43	5:48
S2/	4:58	-	5:09	5:21	5:26	5:33	5:36	-	-	-	-	-
S2	5:01	-	5:12	5:24	5:29	5:36	-	5:42	5:48	5:52	-	5:57
S4	-	5:14	5:15	5:27	5:32	5:39	-	5:45	-	-	5:53	5:58
S2/	5:08	-	5:19	5:31	5:36	5:43	5:46	-	-	-	-	-
S2	5:11	-	5:22	5:34	5:39	5:46	-	5:52	5:58	6:02	-	6:07
S4	-	5:24	5:25	5:37	5:42	5:49	-	5:55	-	-	6:03	6:08
S2/	5:18	-	5:29	5:41	5:46	5:53	5:56	-	-	-	-	-
S2	5:21	-	5:32	5:44	5:49	5:56	-	6:02	6:08	6:12	-	6:17
S4	-	5:34	5:35	5:47	5:52	5:59	-	6:05	-	-	6:13	6:18
S2/	5:30	-	5:39	5:51	5:56	6:03	6:06	-	-	-	-	-
S2	5:33	-	5:42	5:54	5:59	6:06	-	6:12	6:17	6:21	-	6:25
S4	-	5:44	5:45	5:57	6:02	6:09	-	6:15	-	-	6:22	6:26
S2/	5:40	-	5:49	6:01	6:06	6:13	6:16	-	-	-	-	-
S2	5:43	-	5:52	6:04	6:09	6:16	-	6:22	6:26	6:30	-	6:34
S4	-	5:54	5:55	6:07	6:12	6:19	-	6:25	-	-	6:31	6:35
S2/	5:50	-	5:59	6:11	6:16	6:23	6:26	-	-	-	-	-
S2	5:53	-	6:02	6:14	6:19	6:26	-	6:32	6:36	6:40	-	6:44
S4	-	6:04	6:05	6:17	6:22	6:29	-	6:35	-	-	6:41	6:45
S2/	6:00	-	6:09	6:21	6:26	6:33	6:36	-	-	-	-	-
S2	6:03	-	6:12	6:24	6:29	6:36	-	6:42	6:46	6:50	-	6:54

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) Metro	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) Metro
PM Service — Servicio vespertino												
S4	-	6:14	6:15	6:27	6:32	6:39	-	6:45	-	-	6:51	6:55
S2/	6:11	-	6:20	6:32	6:37	6:44	6:47	-	-	-	-	-
S2	6:15	-	6:24	6:36	6:41	6:48	-	6:54	6:58	7:02	-	7:06
S4	-	6:26	6:27	6:39	6:44	6:51	-	6:57	-	-	7:03	7:07
S2/	6:23	-	6:32	6:44	6:49	6:56	6:59	-	-	-	-	-
S2	6:27	-	6:36	6:48	6:53	7:00	-	7:06	7:10	7:14	-	7:18
S4	6:32	-	6:41	6:53	6:58	7:05	-	7:11	-	-	7:17	7:21
S2	6:41	-	6:50	7:01	7:06	7:13	-	7:18	7:22	7:25	-	7:28
S4	6:46	-	6:55	7:06	7:11	7:18	-	7:23	-	-	7:28	7:31
S2	6:52	-	7:01	7:12	7:17	7:24	-	7:29	7:33	7:36	-	7:39
S4	6:58	-	7:07	7:18	7:23	7:30	-	7:35	-	-	7:40	7:43
S2	7:04	-	7:13	7:24	7:29	7:36	-	7:41	7:45	7:48	-	7:51
S4	7:10	-	7:19	7:30	7:35	7:42	-	7:47	-	-	7:52	7:55
S2	7:16	-	7:25	7:36	7:41	7:48	-	7:53	7:57	8:00	-	8:03
S4	7:24	-	7:33	7:44	7:49	7:56	-	8:01	-	-	8:06	8:09
S2	7:32	-	7:41	7:52	7:57	8:04	-	8:09	8:13	8:16	-	8:19
S4	7:40	-	7:49	8:00	8:05	8:12	-	8:17	-	-	8:22	8:25
S2	7:49	-	7:58	8:09	8:14	8:21	-	8:26	8:30	8:33	-	8:36
S4	7:59	-	8:08	8:19	8:24	8:31	-	8:36	-	-	8:41	8:44
S2	8:09	-	8:18	8:29	8:34	8:41	-	8:46	8:50	8:53	-	8:56
S4	8:19	-	8:28	8:39	8:44	8:51	-	8:56	-	-	9:01	9:04
S2	8:29	-	8:38	8:49	8:54	9:01	-	9:06	9:10	9:13	-	9:16
S4	8:39	-	8:48	8:59	9:04	9:11	-	9:16	-	-	9:21	9:24
S2	8:49	-	8:58	9:09	9:14	9:21	-	9:26	9:30	9:33	-	9:36
S4	8:59	-	9:08	9:19	9:24	9:31	-	9:36	-	-	9:41	9:44
S2	9:09	-	9:18	9:29	9:34	9:41	-	9:46	9:50	9:53	-	9:56
S4	9:19	-	9:28	9:38	9:43	9:50	-	9:54	-	-	9:58	10:01
S2	9:29	-	9:38	9:48	9:53	10:00	-	10:04	10:08	10:11	-	10:14
S2/	9:35	-	9:44	9:54	9:59	10:06	10:08	-	-	-	-	-
S4	9:40	-	9:49	9:59	10:04	10:11	-	10:15	-	-	10:19	10:22
S2/	9:42	-	9:51	10:01	10:06	10:13	10:15	-	-	-	-	-
S2	9:48	-	9:57	10:07	10:12	10:19	-	10:23	10:27	10:30	-	10:33
S2/	9:53	-	10:02	10:12	10:17	10:24	10:26	-	-	-	-	-
S4	9:59	-	10:08	10:18	10:23	10:30	-	10:34	-	-	10:38	10:41
S2/	10:04	-	10:13	10:23	10:28	10:35	10:37	-	-	-	-	-
S2	10:10	-	10:19	10:29	10:34	10:41	-	10:45	10:49	10:52	-	10:55
S2/	10:19	-	10:28	10:38	10:43	10:50	10:52	-	-	-	-	-
S4	10:25	-	10:34	10:44	10:49	10:56	-	11:00	-	-	11:04	11:07
S2	10:32	-	10:41	10:51	10:56	11:03	-	11:07	11:11	11:14	-	11:17
S2/	10:40	-	10:49	10:59	11:04	11:11	11:13	-	-	-	-	-
S4	10:47	-	10:56	11:06	11:11	11:18	-	11:22	-	-	11:26	11:29
S2	10:54	-	11:03	11:13	11:18	11:25	-	11:29	11:33	11:36	-	11:39
S2/	11:03	-	11:12	11:22	11:27	11:34	11:36	-	-	-	-	-
S4	11:09	-	11:18	11:28	11:33	11:40	-	11:44	-	-	11:48	11:51
S2	11:16	-	11:25	11:35	11:40	11:47	-	11:51	11:55	11:58	-	12:01
S2/	11:28	-	11:37	11:47	11:52	11:59	12:01	-	-	-	-	-
S4	11:39	-	11:48	11:58	12:03	12:10	-	12:14	-	-	12:18	12:21
S2	11:51	-	12:00	12:10	12:15	12:22	-	12:26	12:30	12:33	-	12:36
After Midnight Service — Servicio después de la medianoche												
S4	12:09	-	12:18	12:28	12:33	12:40	-	12:44	-	-	12:48	12:51
S2	12:27	-	12:36	12:46	12:51	12:58	-	1:02	1:06	1:09	-	1:12
S4	12:51	-	12:58	1:06	1:10	1:15	-	1:18	-	-	1:22	1:25
S2	1:20	-	1:27	1:35	1:39	1:44	-	1:47	1:50	1:52	-	1:55
S2	1:50	-	1:57	2:05	2:09	2:14	-	2:17	2:20	2:22	-	2:25
❍ **S2**	2:20	-	2:27	2:35	2:39	2:44	-	2:47	2:50	2:52	-	2:55
❍ **S2**	3:10	-	3:17	3:25	3:29	3:34	-	3:37	3:40	3:42	-	3:45

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

❍ — *Trip operates Friday only.*
Los autobuses funcionan solamente el viernes.

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Southbound — En sábados con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring) Ⓜ	16th St. & Eastern Ave. NW (D.C. Line)	Eastern Ave. & 16th St. NW (D.C. Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq) Ⓜ	10th St. & Constitution Ave. NW (FED. TRIANGLE)
AM Service — Servicio matutino										
S2	4:17	-	4:23	4:26	4:31	4:34	4:39	4:43	4:50	4:58
S4	4:37	4:43	-	-	4:48	4:51	4:56	5:00	5:07	5:15
S2	4:49	-	4:55	4:58	5:03	5:06	5:11	5:15	5:22	5:30
S4	5:05	5:11	-	-	5:16	5:19	5:24	5:28	5:35	5:43
S2	5:15	-	5:21	5:24	5:29	5:32	5:37	5:41	5:48	5:56
S4	5:28	5:34	-	-	5:39	5:42	5:47	5:51	5:58	6:06
S2	5:35	-	5:41	5:44	5:49	5:52	5:57	6:01	6:08	6:16
S4	5:46	5:52	-	-	5:57	6:00	6:05	6:09	6:16	6:24
S2	5:53	-	5:59	6:02	6:07	6:10	6:15	6:19	6:26	6:34
S4	6:04	6:10	-	-	6:15	6:18	6:23	6:27	6:34	6:42
S2	6:11	-	6:17	6:20	6:25	6:28	6:33	6:37	6:44	6:52
S4	6:20	6:26	-	-	6:32	6:35	6:40	6:45	6:52	7:01
S2	6:27	-	6:33	6:36	6:42	6:45	6:50	6:55	7:02	7:11
S4	6:34	6:41	-	-	6:47	6:51	6:57	7:03	7:11	7:20
S2	6:39	-	6:46	6:49	6:55	6:59	7:05	7:11	7:19	7:28
S4	6:50	6:57	-	-	7:03	7:07	7:13	7:19	7:27	7:36
S2	6:55	-	7:02	7:05	7:11	7:15	7:21	7:27	7:35	7:44
S4	7:05	7:12	-	-	7:18	7:22	7:28	7:34	7:42	7:51
S2	7:10	-	7:17	7:20	7:26	7:30	7:36	7:42	7:50	7:59
S4	7:20	7:27	-	-	7:33	7:37	7:43	7:49	7:57	8:06
S2	7:25	-	7:32	7:35	7:41	7:45	7:51	7:57	8:05	8:14
S4	7:35	7:42	-	-	7:48	7:52	7:58	8:04	8:12	8:21
S2	7:40	-	7:47	7:50	7:56	8:00	8:06	8:12	8:20	8:29
S4	7:47	7:55	-	-	8:01	8:05	8:12	8:18	8:27	8:37
S2	7:52	-	8:00	8:03	8:10	8:14	8:21	8:27	8:36	8:46
S4	8:02	8:10	-	-	8:16	8:20	8:27	8:33	8:42	8:52
S2	8:07	-	8:15	8:18	8:25	8:29	8:36	8:42	8:51	9:01
S4	8:17	8:25	-	-	8:31	8:35	8:42	8:48	8:57	9:07
S2	8:22	-	8:30	8:33	8:40	8:44	8:51	8:57	9:06	9:16
S4	8:32	8:40	-	-	8:46	8:50	8:57	9:03	9:12	9:22
S2	8:37	-	8:45	8:48	8:55	8:59	9:06	9:12	9:21	9:31
S4	8:47	8:55	-	-	9:01	9:05	9:12	9:18	9:27	9:37
S2	8:52	-	9:00	9:03	9:10	9:14	9:21	9:27	9:36	9:46
S4	9:02	9:10	-	-	9:16	9:20	9:27	9:33	9:42	9:52
S2	9:07	-	9:15	9:18	9:25	9:29	9:36	9:42	9:51	10:01
S4	9:17	9:25	-	-	9:31	9:35	9:42	9:48	9:57	10:07
S2	9:22	-	9:30	9:33	9:40	9:44	9:51	9:57	10:06	10:16
S4	9:32	9:40	-	-	9:46	9:50	9:57	10:03	10:12	10:22
S2	9:37	-	9:45	9:48	9:55	9:59	10:06	10:12	10:21	10:31
S4	9:47	9:55	-	-	10:01	10:05	10:12	10:18	10:27	10:37
S2	9:52	-	10:00	10:03	10:10	10:14	10:21	10:27	10:36	10:46
S4	10:02	10:10	-	-	10:16	10:20	10:27	10:33	10:42	10:52
S2	10:07	-	10:15	10:18	10:25	10:29	10:36	10:42	10:51	11:01
S4	10:17	10:25	-	-	10:31	10:35	10:42	10:48	10:57	11:07
S2	10:22	-	10:30	10:33	10:40	10:44	10:51	10:57	11:06	11:16
S4	10:32	10:40	-	-	10:46	10:50	10:57	11:03	11:12	11:22
S2	10:37	-	10:45	10:48	10:55	10:59	11:06	11:12	11:21	11:31
S4	10:47	10:55	-	-	11:01	11:05	11:12	11:18	11:27	11:37
S2	10:52	-	11:00	11:03	11:10	11:14	11:21	11:27	11:36	11:46
S4	11:02	11:10	-	-	11:16	11:20	11:27	11:33	11:42	11:52
S2	11:07	-	11:15	11:18	11:25	11:29	11:36	11:42	11:51	12:01
S4	11:17	11:25	-	-	11:31	11:35	11:42	11:48	11:57	12:07
S2	11:22	-	11:30	11:33	11:40	11:44	11:51	11:57	12:06	12:16
S4	11:32	11:40	-	-	11:46	11:50	11:57	12:03	12:12	12:22
S2	11:37	-	11:45	11:48	11:55	11:59	12:06	12:12	12:21	12:31
S4	11:47	11:55	-	-	12:01	12:05	12:12	12:18	12:27	12:37
S2	11:52	-	12:00	12:03	12:10	12:14	12:21	12:27	12:36	12:46
PM Service — Servicio vespertino										
S4	12:02	12:10	-	-	12:16	12:20	12:27	12:33	12:42	12:52
S2	12:07	-	12:15	12:18	12:25	12:29	12:36	12:42	12:51	1:01
S4	12:17	12:25	-	-	12:31	12:35	12:42	12:48	12:57	1:07
S2	12:22	-	12:30	12:33	12:40	12:44	12:51	12:57	1:06	1:16
S4	12:32	12:40	-	-	12:46	12:50	12:57	1:03	1:12	1:22
S2	12:37	-	12:45	12:48	12:55	12:59	1:06	1:12	1:21	1:31
S4	12:47	12:55	-	-	1:01	1:05	1:12	1:18	1:27	1:37
S2	12:52	-	1:00	1:03	1:10	1:14	1:21	1:27	1:36	1:46
S4	1:02	1:10	-	-	1:16	1:20	1:27	1:33	1:42	1:52
S2	1:07	-	1:15	1:18	1:25	1:29	1:36	1:42	1:51	2:01

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Southbound — En sábados con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (D.C. Line)	Eastern Ave. & 16th St. NW (D.C. Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq)	10th St. & Constitution Ave. NW (FED. TRIANGLE)
PM Service — Servicio vespertino										
S4	1:17	1:25	-	-	1:31	1:35	1:42	1:48	1:57	2:07
S2	1:22	-	1:30	1:33	1:40	1:44	1:51	1:57	2:06	2:16
S4	1:32	1:40	-	-	1:46	1:50	1:57	2:03	2:12	2:22
S2	1:37	-	1:45	1:48	1:55	1:59	2:06	2:12	2:21	2:31
S4	1:47	1:55	-	-	2:01	2:05	2:12	2:18	2:27	2:37
S2	1:52	-	2:00	2:03	2:10	2:14	2:21	2:27	2:36	2:46
S4	2:02	2:10	-	-	2:16	2:20	2:27	2:33	2:42	2:52
S2	2:07	-	2:15	2:18	2:25	2:29	2:36	2:42	2:51	3:01
S4	2:17	2:25	-	-	2:31	2:35	2:42	2:48	2:57	3:07
S2	2:22	-	2:30	2:33	2:40	2:44	2:51	2:57	3:06	3:16
S4	2:32	2:40	-	-	2:46	2:50	2:57	3:03	3:12	3:22
S2	2:37	-	2:45	2:48	2:55	2:59	3:06	3:12	3:21	3:31
S4	2:47	2:55	-	-	3:01	3:05	3:12	3:18	3:27	3:37
S2	2:52	-	3:00	3:03	3:10	3:14	3:21	3:27	3:36	3:46
S4	3:02	3:10	-	-	3:16	3:20	3:27	3:33	3:42	3:52
S2	3:07	-	3:15	3:18	3:25	3:29	3:36	3:42	3:51	4:01
S4	3:17	3:25	-	-	3:31	3:35	3:42	3:48	3:57	4:07
S2	3:22	-	3:30	3:33	3:40	3:44	3:51	3:57	4:06	4:16
S4	3:32	3:40	-	-	3:46	3:50	3:57	4:03	4:12	4:22
S2	3:37	-	3:45	3:48	3:55	3:59	4:06	4:12	4:21	4:31
S4	3:47	3:55	-	-	4:01	4:05	4:12	4:18	4:27	4:37
S2	3:52	-	4:00	4:03	4:10	4:14	4:21	4:27	4:36	4:46
S4	4:02	4:10	-	-	4:16	4:20	4:27	4:33	4:42	4:52
S2	4:07	-	4:15	4:18	4:25	4:29	4:36	4:42	4:51	5:01
S4	4:17	4:25	-	-	4:31	4:35	4:42	4:48	4:57	5:07
S2	4:22	-	4:30	4:33	4:40	4:44	4:51	4:57	5:06	5:16
S4	4:32	4:40	-	-	4:46	4:50	4:57	5:03	5:12	5:22
S2	4:37	-	4:45	4:48	4:55	4:59	5:06	5:12	5:21	5:31
S4	4:47	4:55	-	-	5:01	5:05	5:12	5:18	5:27	5:37
S2	4:53	-	5:01	5:04	5:11	5:15	5:22	5:28	5:37	5:47
S4	5:06	5:14	-	-	5:20	5:24	5:31	5:37	5:46	5:56
S2	5:13	-	5:21	5:24	5:31	5:35	5:42	5:48	5:57	6:07
S4	5:26	5:34	-	-	5:40	5:44	5:51	5:57	6:06	6:16
S2	5:38	-	5:45	5:48	5:54	5:58	6:04	6:10	6:18	6:27
S4	5:51	5:58	-	-	6:04	6:08	6:14	6:20	6:28	6:37
S2	5:59	-	6:06	6:09	6:15	6:19	6:25	6:31	6:39	6:48
S4	6:11	6:18	-	-	6:24	6:28	6:34	6:40	6:48	6:57
S2	6:22	-	6:29	6:32	6:38	6:42	6:48	6:54	7:02	7:11
S4	6:38	6:45	-	-	6:51	6:55	7:01	7:07	7:15	7:24
S2	6:50	-	6:57	7:00	7:06	7:10	7:16	7:22	7:30	7:39
S4	7:07	7:14	-	-	7:20	7:24	7:30	7:36	7:44	7:53
S2	7:20	-	7:27	7:30	7:36	7:40	7:46	7:52	8:00	8:09
S4	7:37	7:44	-	-	7:50	7:54	8:00	8:06	8:14	8:23
S2	7:50	-	7:57	8:00	8:06	8:10	8:16	8:22	8:30	8:39
S4	8:07	8:14	-	-	8:20	8:24	8:30	8:36	8:44	8:53
S2	8:20	-	8:27	8:30	8:36	8:40	8:46	8:52	9:00	9:09
S4	8:37	8:44	-	-	8:50	8:54	9:00	9:06	9:14	9:23
S2	8:50	-	8:57	9:00	9:06	9:10	9:16	9:22	9:30	9:39
S4	9:11	9:18	-	-	9:24	9:28	9:34	9:40	9:48	9:57
S2	9:32	-	9:39	9:42	9:47	9:50	9:56	10:02	10:09	10:17
S4	9:54	10:01	-	-	10:07	10:10	10:16	10:22	10:29	10:37
S2	10:12	-	10:19	10:22	10:27	10:30	10:36	10:42	10:49	10:57
S4	10:34	10:41	-	-	10:47	10:50	10:56	11:02	11:09	11:17
S2	10:54	-	11:01	11:04	11:09	11:12	11:18	11:23	11:30	11:38
S4	11:17	11:24	-	-	11:30	11:33	11:39	11:44	11:51	11:59
S2	11:35	-	11:42	11:45	11:50	11:53	11:59	12:04	12:11	12:19
S4	11:57	12:04	-	-	12:10	12:13	12:19	12:24	12:31	12:39
After Midnight Service — Servicio después de la medianoche										
S2	12:26	-	12:32	12:35	12:40	12:42	12:48	12:54	12:58	1:06
S4	12:56	1:02	-	-	1:08	1:10	1:16	1:22	1:26	1:34
S2	1:29	-	1:35	1:38	1:43	1:45	1:51	1:57	2:01	2:09
S2	2:24	-	2:30	2:33	2:38	2:40	2:46	2:52	2:56	3:04

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Northbound — En sábados con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (D.C. Line)	16th St. & Eastern Ave. NW (D.C. Line)	Wayne & Dixon Aves (SILVER SPRING) M
AM Service — Servicio matutino										
S2	5:05	5:11	5:17	5:21	5:26	5:29	5:33	5:36	-	5:39
S4	5:20	5:26	5:32	5:36	5:41	5:44	-	-	5:50	5:53
S2	5:37	5:43	5:49	5:53	5:58	6:01	6:05	6:08	-	6:11
S4	5:48	5:55	6:03	6:07	6:13	6:16	-	-	6:23	6:26
S2	6:01	6:08	6:16	6:20	6:26	6:29	6:34	6:37	-	6:40
S4	6:11	6:18	6:26	6:30	6:36	6:39	-	-	6:46	6:49
S2	6:21	6:28	6:36	6:40	6:46	6:49	6:54	6:57	-	7:00
S4	6:30	6:37	6:45	6:49	6:55	6:58	-	-	7:05	7:08
S2	6:39	6:47	6:55	6:59	7:05	7:08	7:13	7:16	-	7:19
S4	6:48	6:56	7:04	7:08	7:14	7:17	-	-	7:23	7:26
S2	6:58	7:06	7:14	7:18	7:24	7:27	7:32	7:35	-	7:38
S4	7:08	7:16	7:24	7:28	7:34	7:37	-	-	7:43	7:46
S2	7:18	7:26	7:34	7:38	7:44	7:47	7:52	7:55	-	7:58
S4	7:26	7:35	7:44	7:49	7:55	7:59	-	-	8:07	8:10
S2	7:34	7:43	7:52	7:57	8:03	8:07	8:12	8:16	-	8:19
S4	7:42	7:51	8:00	8:05	8:11	8:15	-	-	8:23	8:26
S2	7:50	7:59	8:08	8:13	8:19	8:23	8:28	8:32	-	8:35
S4	7:58	8:07	8:16	8:21	8:27	8:31	-	-	8:39	8:42
S2	8:06	8:15	8:24	8:29	8:35	8:39	8:44	8:48	-	8:51
S4	8:14	8:23	8:32	8:37	8:43	8:47	-	-	8:55	8:58
S2	8:22	8:31	8:40	8:45	8:51	8:55	9:00	9:04	-	9:07
S4	8:29	8:38	8:47	8:52	8:58	9:02	-	-	9:10	9:13
S2	8:37	8:46	8:55	9:00	9:06	9:10	9:15	9:19	-	9:22
S4	8:44	8:53	9:02	9:07	9:13	9:17	-	-	9:25	9:28
S2	8:52	9:01	9:10	9:15	9:21	9:25	9:30	9:34	-	9:37
S4	8:59	9:08	9:17	9:22	9:28	9:32	-	-	9:40	9:43
S2	9:07	9:16	9:25	9:30	9:36	9:40	9:45	9:49	-	9:52
S4	9:14	9:23	9:32	9:37	9:43	9:47	-	-	9:55	9:58
S2	9:22	9:31	9:40	9:45	9:51	9:55	10:00	10:04	-	10:07
S4	9:29	9:38	9:47	9:52	9:58	10:02	-	-	10:10	10:13
S2	9:37	9:46	9:55	10:00	10:06	10:10	10:15	10:19	-	10:22
S4	9:44	9:53	10:02	10:07	10:13	10:17	-	-	10:25	10:28
S2	9:52	10:01	10:10	10:15	10:21	10:25	10:30	10:34	-	10:37
S4	9:59	10:08	10:17	10:22	10:28	10:32	-	-	10:40	10:43
S2	10:07	10:16	10:25	10:30	10:36	10:40	10:45	10:49	-	10:52
S4	10:14	10:23	10:32	10:37	10:43	10:47	-	-	10:55	10:58
S2	10:22	10:31	10:40	10:45	10:51	10:55	11:00	11:04	-	11:07
S4	10:29	10:38	10:47	10:52	10:58	11:02	-	-	11:10	11:13
S2	10:37	10:46	10:55	11:00	11:06	11:10	11:15	11:19	-	11:22
S4	10:44	10:53	11:02	11:07	11:13	11:17	-	-	11:25	11:28
S2	10:52	11:01	11:10	11:15	11:21	11:25	11:30	11:34	-	11:37
S4	10:59	11:08	11:17	11:22	11:28	11:32	-	-	11:40	11:43
S2	11:07	11:16	11:25	11:30	11:36	11:40	11:45	11:49	-	11:52
S4	11:14	11:23	11:32	11:37	11:43	11:47	-	-	11:55	11:58
S2	11:22	11:31	11:40	11:45	11:51	11:55	12:00	12:04	-	12:07
S4	11:29	11:38	11:47	11:52	11:58	12:02	-	-	12:10	12:13
S2	11:37	11:47	11:57	12:03	12:09	12:13	12:18	12:22	-	12:25
S4	11:44	11:54	12:04	12:10	12:16	12:20	-	-	12:28	12:31
S2	11:52	12:02	12:12	12:18	12:24	12:28	12:33	12:37	-	12:40
S4	11:59	12:09	12:19	12:25	12:31	12:35	-	-	12:43	12:46
PM Service — Servicio vespertino										
S2	12:07	12:17	12:27	12:33	12:39	12:43	12:48	12:52	-	12:55
S4	12:14	12:24	12:34	12:40	12:46	12:50	-	-	12:58	1:01
S2	12:22	12:32	12:42	12:48	12:54	12:58	1:03	1:07	-	1:10
S4	12:29	12:39	12:49	12:55	1:01	1:05	-	-	1:13	1:16
S2	12:37	12:47	12:57	1:03	1:09	1:13	1:18	1:22	-	1:25
S4	12:44	12:54	1:04	1:10	1:16	1:20	-	-	1:28	1:31
S2	12:52	1:02	1:12	1:18	1:24	1:28	1:33	1:37	-	1:40
S4	12:59	1:09	1:19	1:25	1:31	1:35	-	-	1:43	1:46
S2	1:07	1:17	1:27	1:33	1:39	1:43	1:48	1:52	-	1:55
S4	1:14	1:24	1:34	1:40	1:46	1:50	-	-	1:58	2:01
S2	1:22	1:32	1:42	1:48	1:54	1:58	2:03	2:07	-	2:10
S4	1:29	1:39	1:49	1:55	2:01	2:05	-	-	2:13	2:16
S2	1:37	1:47	1:57	2:03	2:09	2:13	2:18	2:22	-	2:25
S4	1:44	1:54	2:04	2:10	2:16	2:20	-	-	2:28	2:31
S2	1:52	2:02	2:12	2:18	2:24	2:28	2:33	2:37	-	2:40
S4	1:59	2:09	2:19	2:25	2:31	2:35	-	-	2:43	2:46
S2	2:07	2:17	2:27	2:33	2:39	2:43	2:48	2:52	-	2:55

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Northbound — En sábados con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (D.C. Line)	16th St. & Eastern Ave. NW (D.C. Line)	Wayne & Dixon Aves (SILVER SPRING) M
PM Service — Servicio vespertino										
S4	2:14	2:24	2:34	2:40	2:46	2:50	-	-	2:58	3:01
S2	2:22	2:32	2:42	2:48	2:54	2:58	3:03	3:07	-	3:10
S4	2:29	2:39	2:49	2:55	3:01	3:05	-	-	3:13	3:16
S2	2:37	2:47	2:57	3:03	3:09	3:13	3:18	3:22	-	3:25
S4	2:44	2:54	3:04	3:10	3:16	3:20	-	-	3:28	3:31
S2	2:52	3:02	3:12	3:18	3:24	3:28	3:33	3:37	-	3:40
S4	2:59	3:09	3:19	3:25	3:31	3:35	-	-	3:43	3:46
S2	3:07	3:17	3:27	3:33	3:39	3:43	3:48	3:52	-	3:55
S4	3:14	3:24	3:34	3:40	3:46	3:50	-	-	3:58	4:01
S2	3:22	3:32	3:42	3:48	3:54	3:58	4:03	4:07	-	4:10
S4	3:29	3:39	3:49	3:55	4:01	4:05	-	-	4:13	4:16
S2	3:37	3:47	3:57	4:03	4:09	4:13	4:18	4:22	-	4:25
S4	3:44	3:54	4:04	4:10	4:16	4:20	-	-	4:28	4:31
S2	3:52	4:02	4:13	4:19	4:25	4:29	4:34	4:38	-	4:41
S4	3:59	4:09	4:20	4:26	4:32	4:36	-	-	4:44	4:47
S2	4:07	4:17	4:28	4:34	4:40	4:44	4:49	4:53	-	4:56
S4	4:14	4:24	4:35	4:41	4:47	4:51	-	-	4:59	5:02
S2	4:22	4:32	4:43	4:49	4:55	4:59	5:04	5:08	-	5:11
S4	4:29	4:39	4:50	4:56	5:02	5:06	-	-	5:14	5:17
S2	4:37	4:47	4:58	5:04	5:10	5:14	5:19	5:23	-	5:26
S4	4:44	4:54	5:05	5:11	5:17	5:21	-	-	5:29	5:32
S2	4:52	5:02	5:13	5:19	5:25	5:29	5:34	5:38	-	5:41
S4	4:59	5:09	5:20	5:26	5:32	5:36	-	-	5:44	5:47
S2	5:07	5:17	5:28	5:34	5:40	5:44	5:49	5:53	-	5:56
S4	5:14	5:24	5:35	5:41	5:47	5:51	-	-	5:59	6:02
S2	5:22	5:32	5:43	5:49	5:55	5:59	6:04	6:08	-	6:11
S4	5:29	5:39	5:50	5:56	6:02	6:06	-	-	6:14	6:17
S2	5:37	5:47	5:58	6:04	6:10	6:14	6:19	6:23	-	6:26
S4	5:45	5:55	6:06	6:12	6:18	6:22	-	-	6:30	6:33
S2	5:54	6:04	6:15	6:21	6:27	6:31	6:36	6:40	-	6:43
S4	6:04	6:14	6:24	6:30	6:36	6:40	-	-	6:48	6:51
S2	6:14	6:24	6:34	6:40	6:46	6:50	6:55	6:59	-	7:02
S4	6:24	6:34	6:44	6:50	6:56	7:00	-	-	7:08	7:11
S2	6:34	6:44	6:54	7:00	7:06	7:10	7:15	7:19	-	7:22
S4	6:44	6:54	7:04	7:10	7:16	7:20	-	-	7:28	7:31
S2	6:54	7:04	7:14	7:20	7:26	7:30	7:35	7:39	-	7:42
S4	7:04	7:14	7:24	7:30	7:36	7:40	-	-	7:48	7:51
S2	7:17	7:27	7:37	7:43	7:49	7:53	7:58	8:02	-	8:05
S4	7:30	7:39	7:49	7:54	8:00	8:04	-	-	8:10	8:13
S2	7:45	7:54	8:04	8:09	8:15	8:19	8:24	8:27	-	8:30
S4	8:00	8:09	8:19	8:24	8:30	8:34	-	-	8:40	8:43
S2	8:15	8:24	8:34	8:39	8:45	8:49	8:54	8:57	-	9:00
S4	8:30	8:39	8:49	8:54	9:00	9:04	-	-	9:10	9:13
S2	8:45	8:53	9:02	9:07	9:13	9:17	9:21	9:24	-	9:27
S4	9:00	9:08	9:17	9:22	9:28	9:32	-	-	9:38	9:41
S2	9:15	9:23	9:32	9:37	9:43	9:47	9:51	9:54	-	9:57
S4	9:30	9:38	9:47	9:52	9:58	10:02	-	-	10:08	10:11
S2	9:45	9:53	10:02	10:07	10:13	10:17	10:21	10:24	-	10:27
S4	10:03	10:11	10:20	10:25	10:31	10:35	-	-	10:41	10:44
S2	10:23	10:31	10:40	10:45	10:51	10:55	10:59	11:02	-	11:05
S4	10:43	10:51	11:00	11:05	11:11	11:15	-	-	11:21	11:24
S2	11:03	11:11	11:20	11:25	11:31	11:35	11:39	11:42	-	11:45
S4	11:23	11:31	11:40	11:45	11:51	11:55	-	-	12:01	12:04
S2	11:44	11:52	12:01	12:06	12:12	12:16	12:20	12:23	-	12:26
After Midnight Service — Servicio después de la medianoche										
S4	12:05	12:13	12:22	12:27	12:33	12:37	-	-	12:43	12:46
S2	12:25	12:33	12:41	12:45	12:51	12:54	12:58	1:01	-	1:04
S4	12:45	12:53	1:01	1:05	1:11	1:14	-	-	1:20	1:23
S2	1:12	1:20	1:28	1:32	1:38	1:41	1:45	1:48	-	1:51
S4	1:40	1:46	1:53	1:56	2:01	2:04	-	-	2:10	2:13
S2	2:15	2:21	2:28	2:31	2:36	2:39	2:43	2:46	-	2:49
S2	3:10	3:16	3:23	3:26	3:31	3:34	3:38	3:41	-	3:44

S2,4

16th Street Line Weekend/ Holiday Only

Sunday Southbound — En domingo con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheri-dan Sts. NW	16th & Buch-anan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (Mc-Pherson Sq)	10th St. & Consti-tution Ave. NW (FED. TRI-ANGLE)
AM Service — Servicio matutino										
S2	4:33	-	4:39	4:42	4:45	4:49	4:55	4:59	5:06	5:12
S4	4:51	4:57	-	-	5:01	5:05	5:11	5:15	5:22	5:28
S2	5:05	-	5:11	5:14	5:17	5:21	5:27	5:31	5:38	5:44
S4	5:25	5:31	-	-	5:35	5:39	5:45	5:49	5:56	6:02
S2	5:37	-	5:43	5:46	5:49	5:53	5:59	6:03	6:10	6:16
S4	5:53	5:59	-	-	6:03	6:07	6:13	6:17	6:24	6:30
S2	6:05	-	6:11	6:14	6:17	6:21	6:27	6:31	6:38	6:44
S4	6:21	6:27	-	-	6:31	6:35	6:41	6:45	6:52	6:58
S2	6:28	-	6:35	6:38	6:43	6:47	6:54	6:59	7:06	7:12
S4	6:46	6:53	-	-	6:57	7:01	7:08	7:13	7:20	7:26
S2	6:56	-	7:03	7:06	7:11	7:15	7:22	7:27	7:34	7:40
S4	7:13	7:20	-	-	7:24	7:28	7:35	7:40	7:47	7:53
S2	7:22	-	7:29	7:32	7:37	7:41	7:48	7:53	8:00	8:06
S4	7:38	7:45	-	-	7:49	7:53	8:00	8:05	8:12	8:18
S2	7:48	-	7:55	7:58	8:03	8:07	8:14	8:19	8:26	8:32
S4	8:04	8:11	-	-	8:15	8:19	8:26	8:31	8:38	8:44
S2	8:14	-	8:21	8:24	8:29	8:33	8:40	8:45	8:52	8:58
S4	8:29	8:36	-	-	8:40	8:44	8:51	8:56	9:03	9:09
S2	8:35	-	8:42	8:45	8:50	8:54	9:01	9:06	9:13	9:19
S4	8:48	8:55	-	-	8:59	9:03	9:10	9:15	9:22	9:28
S2	8:52	-	8:59	9:02	9:07	9:11	9:18	9:23	9:30	9:36
S4	8:59	9:06	-	-	9:11	9:16	9:26	9:31	9:39	9:46
S2	9:06	-	9:13	9:16	9:20	9:25	9:35	9:40	9:48	9:55
S4	9:18	9:25	-	-	9:30	9:35	9:45	9:50	9:58	10:05
S2	9:27	-	9:34	9:37	9:41	9:46	9:56	10:01	10:09	10:16
S4	9:39	9:46	-	-	9:51	9:56	10:06	10:11	10:19	10:26
S2	9:47	-	9:54	9:57	10:01	10:06	10:16	10:21	10:29	10:36
S4	10:00	10:07	-	-	10:12	10:17	10:27	10:32	10:40	10:47
S2	10:08	-	10:15	10:18	10:22	10:27	10:37	10:42	10:50	10:57
S4	10:20	10:27	-	-	10:32	10:37	10:47	10:52	11:00	11:07
S2	10:29	-	10:36	10:39	10:43	10:48	10:58	11:03	11:11	11:18
S4	10:41	10:48	-	-	10:53	10:58	11:08	11:13	11:21	11:28
S2	10:50	-	10:57	11:00	11:04	11:09	11:19	11:24	11:32	11:39
S4	10:59	11:06	-	-	11:11	11:17	11:27	11:33	11:42	11:49
S2	11:07	-	11:15	11:18	11:22	11:28	11:38	11:44	11:53	12:00
S4	11:20	11:27	-	-	11:32	11:38	11:48	11:54	12:03	12:10
S2	11:28	-	11:36	11:39	11:43	11:49	11:59	12:05	12:14	12:21
S4	11:41	11:48	-	-	11:53	11:59	12:09	12:15	12:24	12:31
S2	11:49	-	11:57	12:00	12:04	12:10	12:20	12:26	12:35	12:42

S2,4

16th Street Line Weekend/ Holiday Only

Sunday Southbound —
En domingo con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring) M	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheri-dan Sts. NW	16th & Buch-anan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (Mc-Pherson Sq) M	10th St. & Consti-tution Ave. NW (FED. TRI-ANGLE)
PM Service — Servicio vespertino										
S4	12:02	12:09	-	-	12:14	12:20	12:30	12:36	12:45	12:52
S2	12:09	-	12:17	12:20	12:24	12:30	12:40	12:46	12:55	1:02
S4	12:22	12:29	-	-	12:34	12:40	12:50	12:56	1:05	1:12
S2	12:30	-	12:38	12:41	12:45	12:51	1:01	1:07	1:16	1:23
S4	12:43	12:50	-	-	12:55	1:01	1:11	1:17	1:26	1:33
S2	12:51	-	12:59	1:02	1:06	1:12	1:22	1:28	1:37	1:44
S4	1:04	1:11	-	-	1:16	1:22	1:32	1:38	1:47	1:54
S2	1:11	-	1:19	1:22	1:26	1:32	1:42	1:48	1:57	2:04
S4	1:24	1:31	-	-	1:36	1:42	1:52	1:58	2:07	2:14
S2	1:31	-	1:39	1:42	1:46	1:52	2:02	2:08	2:17	2:24
S4	1:44	1:51	-	-	1:56	2:02	2:12	2:18	2:27	2:34
S2	1:51	-	1:59	2:02	2:06	2:12	2:22	2:28	2:37	2:44
S4	2:04	2:11	-	-	2:16	2:22	2:32	2:38	2:47	2:54
S2	2:11	-	2:19	2:22	2:26	2:32	2:42	2:48	2:57	3:04
S4	2:24	2:31	-	-	2:36	2:42	2:52	2:58	3:07	3:14
S2	2:34	-	2:42	2:45	2:49	2:55	3:04	3:09	3:18	3:24
S4	2:47	2:54	-	-	2:59	3:05	3:14	3:19	3:28	3:34
S2	2:54	-	3:02	3:05	3:09	3:15	3:24	3:29	3:38	3:44
S4	3:07	3:14	-	-	3:19	3:25	3:34	3:39	3:48	3:54
S2	3:14	-	3:22	3:25	3:29	3:35	3:44	3:49	3:58	4:04
S4	3:27	3:34	-	-	3:39	3:45	3:54	3:59	4:08	4:14
S2	3:34	-	3:42	3:45	3:49	3:55	4:04	4:09	4:18	4:24
S4	3:47	3:54	-	-	3:59	4:05	4:14	4:19	4:28	4:34
S2	3:54	-	4:02	4:05	4:09	4:15	4:24	4:29	4:38	4:44
S4	4:07	4:14	-	-	4:19	4:25	4:34	4:39	4:48	4:54
S2	4:14	-	4:22	4:25	4:29	4:35	4:44	4:49	4:58	5:04
S4	4:27	4:34	-	-	4:39	4:45	4:54	4:59	5:08	5:14
S2	4:34	-	4:42	4:45	4:49	4:55	5:04	5:09	5:18	5:24
S4	4:47	4:54	-	-	4:59	5:05	5:14	5:19	5:28	5:34
S2	4:54	-	5:02	5:05	5:09	5:15	5:24	5:29	5:38	5:44
S4	5:07	5:14	-	-	5:19	5:25	5:34	5:39	5:48	5:54
S2	5:18	-	5:25	5:28	5:32	5:37	5:44	5:49	5:57	6:04
S4	5:30	5:37	-	-	5:42	5:47	5:54	5:59	6:07	6:14
S2	5:38	-	5:45	5:48	5:52	5:57	6:04	6:09	6:17	6:24
S4	5:54	6:01	-	-	6:06	6:11	6:18	6:23	6:31	6:38
S2	6:07	-	6:14	6:17	6:21	6:26	6:33	6:38	6:46	6:53
S4	6:24	6:31	-	-	6:36	6:41	6:48	6:53	7:01	7:08
S2	6:37	-	6:44	6:47	6:51	6:56	7:03	7:08	7:16	7:23
S4	6:54	7:01	-	-	7:06	7:11	7:18	7:23	7:31	7:38
S2	7:11	-	7:18	7:21	7:25	7:30	7:37	7:42	7:50	7:57
S4	7:39	7:45	-	-	7:50	7:54	8:00	8:05	8:12	8:17
S2	7:57	-	8:03	8:06	8:10	8:14	8:20	8:25	8:32	8:37
S4	8:19	8:25	-	-	8:30	8:34	8:40	8:45	8:52	8:57
S2	8:37	-	8:43	8:46	8:50	8:54	9:00	9:05	9:12	9:17
S4	8:59	9:05	-	-	9:10	9:14	9:20	9:25	9:32	9:37
S2	9:17	-	9:23	9:26	9:30	9:34	9:40	9:45	9:52	9:57
S4	9:39	9:45	-	-	9:50	9:54	10:00	10:05	10:12	10:17
S2	9:57	-	10:03	10:06	10:10	10:14	10:20	10:25	10:32	10:37
S4	10:19	10:25	-	-	10:30	10:34	10:40	10:45	10:52	10:57
S2	10:42	-	10:48	10:50	10:54	10:57	11:02	11:06	11:12	11:17
S4	11:07	11:13	-	-	11:18	11:21	11:26	11:30	11:36	11:41
S2	11:29	-	11:35	11:37	11:41	11:44	11:49	11:53	11:59	12:04
S4	11:48	11:54	-	-	11:59	12:02	12:07	12:11	12:17	12:22
After Midnight Service — Servicio después de la medianoche										
S2	12:06	-	12:12	12:14	12:18	12:21	12:26	12:30	12:36	12:41
S4	12:30	12:36	-	-	12:41	12:44	12:49	12:53	12:59	1:04
S2	1:05	-	1:11	1:13	1:17	1:20	1:25	1:29	1:35	1:40

S2,4
16th Street Line Weekend/ Holiday Only

Sunday Northbound —
En domingo con dirección al norte

Route Number	10th St. & Consti-tution Ave. NW (Fed. Triangle)	I & 14th Sts. NW (Mc-Pherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buch-anan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves (SILVER SPRING) M
AM Service — Servicio matutino										
S2	5:17	5:23	5:29	5:33	5:38	5:41	5:44	5:48	-	5:51
S4	5:33	5:39	5:45	5:49	5:54	5:57	-	-	6:02	6:05
S2	5:49	5:57	6:05	6:09	6:15	6:19	6:22	6:25	-	6:28
S4	6:07	6:15	6:23	6:27	6:33	6:37	-	-	6:41	6:44
S2	6:22	6:30	6:38	6:42	6:48	6:52	6:55	6:58	-	7:01
S4	6:36	6:44	6:52	6:56	7:02	7:06	-	-	7:10	7:13
S2	6:50	6:58	7:06	7:10	7:16	7:20	7:23	7:26	-	7:29
S4	7:04	7:12	7:20	7:24	7:30	7:34	-	-	7:38	7:41
S2	7:18	7:26	7:34	7:38	7:44	7:48	7:51	7:54	-	7:57
S4	7:32	7:40	7:48	7:52	7:58	8:02	-	-	8:06	8:09
S2	7:46	7:54	8:02	8:06	8:12	8:16	8:19	8:22	-	8:25
S4	7:59	8:07	8:16	8:21	8:28	8:33	-	-	8:39	8:43
S2	8:12	8:20	8:29	8:34	8:41	8:46	8:51	8:55	-	8:59
S4	8:24	8:32	8:41	8:46	8:53	8:58	-	-	9:04	9:08
S2	8:37	8:45	8:54	8:59	9:06	9:11	9:16	9:20	-	9:24
S4	8:50	8:58	9:07	9:12	9:19	9:24	-	-	9:30	9:34
S2	9:03	9:11	9:20	9:25	9:32	9:37	9:42	9:46	-	9:50
S4	9:16	9:24	9:33	9:38	9:45	9:50	-	-	9:56	10:00
S2	9:26	9:34	9:43	9:48	9:55	10:00	10:05	10:09	-	10:13
S4	9:35	9:43	9:52	9:57	10:04	10:09	-	-	10:15	10:19
S2	9:44	9:52	10:01	10:06	10:13	10:18	10:23	10:27	-	10:31
S4	9:53	10:01	10:10	10:15	10:22	10:27	-	-	10:33	10:37
S2	10:01	10:11	10:21	10:27	10:36	10:42	10:46	10:50	-	10:53
S4	10:11	10:21	10:31	10:37	10:46	10:52	-	-	10:58	11:01
S2	10:22	10:32	10:42	10:48	10:57	11:03	11:07	11:11	-	11:14
S4	10:32	10:42	10:52	10:58	11:07	11:13	-	-	11:19	11:22
S2	10:42	10:52	11:02	11:08	11:17	11:23	11:27	11:31	-	11:34
S4	10:53	11:03	11:13	11:19	11:28	11:34	-	-	11:40	11:43
S2	11:03	11:13	11:23	11:29	11:38	11:44	11:48	11:52	-	11:55
S4	11:13	11:23	11:33	11:39	11:48	11:54	-	-	12:00	12:03
S2	11:24	11:34	11:44	11:50	11:59	12:05	12:09	12:13	-	12:16
S4	11:34	11:44	11:54	12:00	12:09	12:15	-	-	12:21	12:24
S2	11:45	11:55	12:05	12:11	12:20	12:26	12:30	12:34	-	12:37
S4	11:55	12:05	12:15	12:21	12:30	12:36	-	-	12:42	12:45

S2,4
16th Street Line Weekend/ Holiday Only

Sunday Northbound —
En domingo con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Fed. Triangle)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th & Sheridan Sts. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	SILVER SPRING M
PM Service — Servicio vespertino										
S2	12:06	12:16	12:26	12:32	12:41	12:47	12:51	12:55	-	12:58
S4	12:16	12:26	12:36	12:42	12:51	12:57	-	-	1:03	1:06
S2	12:27	12:37	12:47	12:53	1:01	1:06	1:10	1:13	-	1:16
S4	12:37	12:47	12:57	1:03	1:11	1:16	-	-	1:22	1:25
S2	12:48	12:58	1:08	1:14	1:22	1:27	1:31	1:34	-	1:37
S4	12:58	1:08	1:18	1:24	1:32	1:37	-	-	1:43	1:46
S2	1:08	1:18	1:28	1:34	1:42	1:47	1:51	1:54	-	1:57
S4	1:18	1:28	1:38	1:44	1:52	1:57	-	-	2:03	2:06
S2	1:29	1:39	1:49	1:55	2:03	2:08	2:12	2:15	-	2:18
S4	1:39	1:49	1:59	2:05	2:13	2:18	-	-	2:24	2:27
S2	1:50	2:00	2:10	2:16	2:24	2:29	2:33	2:36	-	2:39
S4	2:00	2:10	2:20	2:26	2:34	2:39	-	-	2:45	2:48
S2	2:10	2:20	2:30	2:36	2:44	2:49	2:53	2:56	-	2:59
S4	2:20	2:30	2:40	2:46	2:54	2:59	-	-	3:05	3:08
S2	2:30	2:40	2:50	2:56	3:04	3:09	3:13	3:16	-	3:19
S4	2:40	2:50	3:00	3:06	3:14	3:19	-	-	3:25	3:28
S2	2:50	3:00	3:10	3:16	3:24	3:29	3:33	3:36	-	3:39
S4	3:00	3:10	3:20	3:26	3:34	3:39	-	-	3:45	3:48
S2	3:10	3:20	3:30	3:36	3:44	3:49	3:53	3:56	-	3:59
S4	3:20	3:30	3:40	3:46	3:54	3:59	-	-	4:05	4:08
S2	3:30	3:40	3:50	3:56	4:04	4:09	4:13	4:16	-	4:19
S4	3:40	3:50	4:00	4:06	4:14	4:19	-	-	4:25	4:28
S2	3:50	4:00	4:10	4:16	4:24	4:29	4:33	4:36	-	4:39
S4	4:00	4:10	4:20	4:26	4:34	4:39	-	-	4:45	4:48
S2	4:10	4:20	4:30	4:36	4:44	4:49	4:53	4:56	-	4:59
S4	4:20	4:30	4:40	4:46	4:54	4:59	-	-	5:05	5:08
S2	4:30	4:40	4:50	4:56	5:04	5:09	5:13	5:16	-	5:19
S4	4:40	4:50	5:00	5:06	5:14	5:19	-	-	5:25	5:28
S2	4:50	5:00	5:10	5:16	5:24	5:29	5:33	5:36	-	5:39
S4	5:00	5:10	5:20	5:26	5:34	5:39	-	-	5:45	5:48
S2	5:10	5:20	5:30	5:36	5:44	5:49	5:53	5:56	-	5:59
S4	5:20	5:30	5:40	5:46	5:54	5:59	-	-	6:05	6:08
S2	5:30	5:40	5:50	5:56	6:04	6:09	6:13	6:16	-	6:19
S4	5:40	5:50	6:00	6:06	6:14	6:19	-	-	6:25	6:28
S2	5:50	5:59	6:08	6:14	6:21	6:25	6:29	6:33	-	6:36
S4	6:00	6:09	6:18	6:24	6:31	6:35	-	-	6:40	6:43
S2	6:10	6:19	6:28	6:34	6:41	6:45	6:49	6:53	-	6:56
S4	6:20	6:29	6:38	6:44	6:51	6:55	-	-	7:00	7:03
S2	6:30	6:39	6:48	6:54	7:01	7:05	7:09	7:13	-	7:16
S4	6:44	6:53	7:02	7:08	7:15	7:19	-	-	7:24	7:27
S2	6:59	7:08	7:17	7:23	7:30	7:34	7:38	7:42	-	7:45
S4	7:14	7:23	7:32	7:38	7:45	7:49	-	-	7:54	7:57
S2	7:29	7:38	7:47	7:53	8:00	8:04	8:08	8:12	-	8:15
S4	7:44	7:53	8:02	8:08	8:15	8:19	-	-	8:24	8:27
S2	8:03	8:12	8:21	8:27	8:34	8:38	8:42	8:46	-	8:49
S4	8:23	8:32	8:41	8:45	8:51	8:55	-	-	8:59	9:02
S2	8:43	8:52	9:01	9:05	9:11	9:15	9:18	9:21	-	9:24
S4	9:03	9:12	9:21	9:25	9:31	9:35	-	-	9:39	9:42
S2	9:23	9:32	9:41	9:45	9:51	9:55	9:58	10:01	-	10:04
S4	9:43	9:52	10:01	10:05	10:11	10:15	-	-	10:19	10:22
S2	10:03	10:12	10:21	10:25	10:31	10:35	10:38	10:41	-	10:44
S4	10:23	10:32	10:41	10:45	10:51	10:55	-	-	10:59	11:02
S2	10:43	10:52	11:01	11:05	11:11	11:15	11:18	11:21	-	11:24
S4	11:03	11:12	11:21	11:25	11:31	11:35	-	-	11:39	11:42
S2	11:23	11:30	11:37	11:41	11:47	11:50	11:54	11:56	-	11:59
S4	11:47	11:54	12:01	12:05	12:11	12:14	-	-	12:18	12:21
After Midnight Service — Servicio después de la medianoche										
S2	12:10	12:17	12:24	12:28	12:34	12:37	12:41	12:43	-	12:46
S4	12:28	12:35	12:41	12:44	12:49	12:52	-	-	12:56	12:58
S2	12:47	12:54	1:00	1:03	1:08	1:11	1:14	1:16	-	1:18
S4	1:10	1:17	1:23	1:26	1:31	1:34	-	-	1:38	1:40
S2	1:45	1:52	1:58	2:01	2:06	2:09	2:12	2:14	-	2:16

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end- of- the- line or last stop is listed in ALL CAPS on the schedule.

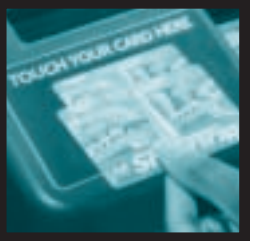
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

X1,3
Benning Road Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Minnesota Ave station
Benning Rd. N.E.
Hechinger Mall
H St. N.E. (X1)
Government Printing Office (X1)
Federal Triangle (X1)
Potomac Park/State Dept. (X1)
Gallaudet University (X3)
New York Ave-Florida Ave-Gallaudet U station (X3)
U St/African-Amer Civil War Memorial/ Cardozo station (X3)
Reeves Center (X3)
Adams Morgan (X3)
Woodley Park-Zoo/ Adams Morgan station (X3)
McLean Gardens (X3)

Schedule 12-30-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Benning Road Line

Routes X1,3

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

Legend
M — Metrorail Station
★ — Terminal Stands

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

MINNESOTA AVE STATION
MINNESOTA AVE
BENNING RD
X1,X3
X1,X3
HECHINGER MALL
BLADENSBURG RD
16th ST
15th ST
X1
8th ST
NEW YORK AVE-FLORIDA AVE-GALLAUDET U STATION
FLORIDA AVE
H ST
NE
G PL
X1
X3
NORTH CAPITOL ST
NW
GOVT. PRINTING OFFICE
LOUISIANA AVE
X1
GEORGIA AVE
7th ST
U ST/AFRICAN-AMER CIVIL WAR MEMORIAL/CARDOZO STATION
U ST
13th ST
14th ST
FEDERAL TRIANGLE STATION
10th ST
CONSTITUTION AVE
ADAMS MILL RD
X3
16th ST
X1
18th ST
POTOMAC PARK
WOODLEYPARK-ZOO/ ADAMS MORGAN STATION
DUKE ELLINGTON BRIDGE
CALVERT ST
ADAMS MORGAN
VIRGINIA AVE
24th ST
21st ST
A.M. END
P.M. START
CONNECTICUT AVE
29th ST
STATE DEPT.
C ST
X1
WOODLEY RD
CATHEDRAL AVE
X3
WISCONSIN AVE
IDAHO AVE
NEWARK ST
X3
McLEAN GARDENS

WMATA ©2005 For information regarding this map contact <R•A•D•S>.

X1,3
Benning Road Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	Minnesota Ave M metro	Benning Rd. & 16th St. NE (Hechinger Mall)	H & 8th Sts. NE	Florida Ave. & North Capitol St. NW	North Capitol St. & G Pl. NW (Govt. Printing Office)	Florida & Georgia Aves. NW	U & 14th Sts. NW (Reeves Center)	Constitution Ave. & 10th St. NW	Duke Ellington Bridge	C & 21st Sts. NW (POTOMAC PARK)	Newark St. & Wisconsin Ave. NW (MCLEAN GARDENS)
AM Service — Servicio matutino											
X3	6:00	6:08	-	6:20	-	6:24	6:28	-	6:36	-	6:48
X1	6:06	6:14	6:19	-	6:23	-	-	6:31	-	6:40	-
X1	6:23	6:31	6:36	-	6:40	-	-	6:48	-	6:57	-
X3	6:28	6:38	-	6:50	-	6:55	7:00	-	7:08	-	7:22
X1	6:38	6:48	6:53	-	6:58	-	-	7:07	-	7:16	-
X3	6:50	7:00	-	7:12	-	7:17	7:22	-	7:30	-	7:44
X1	6:53	7:03	7:08	-	7:13	-	-	7:22	-	7:31	-
X1	7:08	7:18	7:23	-	7:28	-	-	7:37	-	7:46	-
X3	7:13	7:23	-	7:35	-	7:40	7:45	-	7:53	-	8:07
X1	7:26	7:36	7:41	-	7:46	-	-	7:55	-	8:04	-
X3	7:33	7:43	-	7:55	-	8:00	8:05	-	8:13	-	8:27
X1	7:40	7:52	7:58	-	8:04	-	-	8:13	-	8:22	-
X3	7:58	8:10	-	8:24	-	8:30	8:35	-	8:45	-	8:58
X1	8:00	8:12	8:18	-	8:24	-	-	8:33	-	8:42	-
X1	8:17	8:29	8:35	-	8:41	-	-	8:50	-	8:59	-
X3	8:19	8:31	-	8:45	-	8:51	8:56	-	9:06	-	9:19
X1	8:39	8:51	8:57	-	9:03	-	-	9:12	-	9:21	-

Weekday Eastbound — Entre semana con dirección al este

Route Number	Newark St. & Wisconsin Ave. NW (McLean Gardens)	C & 21st Sts. NW (Potomac Park)	Duke Ellington Bridge	Constitution Ave. & 10th St. NW	U & 14th Sts. NW (Reeves Center)	North Capitol & H Sts. NE (Govt. Printing Office)	Florida Ave. & 7th St. NW	Florida Ave. & North Capitol St. NW	H & 8th Sts. NE	Benning Rd. & 15th St. NE (Hechinger Mall)	MINNESOTA AVE M metro
PM Service — Servicio vespertino											
X1	-	3:40	-	3:50	-	4:01	-	-	4:07	4:13	4:26
X3	3:40	-	3:51	-	3:59	-	4:04	4:10	-	4:24	4:37
X1	-	4:05	-	4:15	-	4:26	-	-	4:32	4:38	4:51
X3	4:00	-	4:11	-	4:19	-	4:24	4:30	-	4:44	4:57
X1	-	4:30	-	4:40	-	4:51	-	-	4:57	5:03	5:16
X3	4:34	-	4:45	-	4:53	-	4:58	5:06	-	5:19	5:34
X1	-	4:55	-	5:07	-	5:19	-	-	5:25	5:31	5:46
X3	5:08	-	5:19	-	5:27	-	5:32	5:40	-	5:53	6:08
X1	-	5:20	-	5:32	-	5:44	-	-	5:50	5:56	6:11
X1	-	5:45	-	5:54	-	6:01	-	-	6:06	6:11	6:24
X3	5:45	-	5:56	-	6:04	-	6:10	6:16	-	6:26	6:39

Table C-1
Metro Bus Ridership Summary (1)
Board of Governors of the Federal Reserve System (Board)

Route	Name	Total Monthly Ridership	Average Weekday Ridership
Metro Bus 13 A,B,F,G	National Airport-Pentagon-Washington Line	19,846	873
Metro Bus 32, 36	Pennsylvania Avenue Line	333,139	12,534
Metro Bus 39	Pennsylvania Avenue Express	12,190	580
Metro Bus 80	North Capitol Street Line	195,223	8,074
Metro Bus H1	Brookland-Potomac Park Line	11,159	531
Metro Bus L1, L2, L4	Connecticut Avenue Line	103,835	4,166
Metro Bus N2, N3, N4, N6	Massachusetts Avenue Line	91,053	3,840
Metro Bus P1, P2, P6	Anacostia-Eckington Line	84,412	3,458
Metro Bus S1	16th Street-Potomac Park Line	32,512	1,548
Metro Bus X1, X3	Benning Road-Line	21,510	1,024
Metro Bus Subtotal (1)		**904,879**	**36,628**

Notes:
(1) WMATA Bus ridership data based on August 2009 records provided by WMATA

APPENDIX D

COMMUTER BUS SCHEDULES & RIDERSHIP INFORMATION

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Fares

From LaPlata and Waldorf to Washington, D.C. is Zone 3.

	Zone 3
One-Way Full Fare	$4.25
One-Way Senior/Disability Fare	$3.20
Ten-Trip Ticket	$38.25
Sen./Dis. Ten-Trip	$32.00
Monthly Pass	$144.50
Transit Link Card	$219.50

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the U.S. 301 Park & Ride to southbound trips heading towards Smallwood Village Center, Southern Maryland Blue Crabs Stadium, South Potomac Church, or La Plata.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 454-7039
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Keller Transportation, Inc.	1 (800) 273-8618
WMATA Metrorail and Metrobus	(202) 637-7000
Prince George's TheBus	(301) 324-2877
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

This timetable is printed on recycled paper.
This document is available in alternate format upon request.

COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 901

LA PLATA, CHARLES COUNTY
WALDORF, CHARLES COUNTY
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 210 TO:

La Plata Park & Ride
South Potomac Church
Smallwood Village Center
Southern Maryland Blue Crabs Stadium
U.S. 301 Park & Ride
St. Charles Towne Center Mall
L'Enfant Plaza
Federal Triangle
Farragut Square
George Washington University
State Department

MTA Maryland

www.mtamaryland.com
410-539-5000 • 1-866-RIDE-MTA
Operated under a service contract with
Keller Transportation, Inc. • 1-800-273-8618

NO SMOKING | NO EATING OR DRINKING | NO LOUD TALKING OR PROFANITY | NO RADIOS WITHOUT HEADPHONES

Effective January 12, 2009

NO. 901 LINE
NORTHBOUND FROM LA PLATA / WALDORF TO WASHINGTON, D.C. (A.M.)

Trip No.	S 1	L 2	S 3	4	S 5	6	L/S 7	8	S 9	L 10	S 11	12	S 13	14	S 15
CHARLES COUNTY															
La Plata Park & Ride (Washington Ave.)	4:24	4:34	4:42	--	4:58	5:06	--	5:21	--	5:35	5:45	--	--	5:54	6:00
South Potomac Church (U.S. 301, White Plains)	4:30	4:40	4:48	--	5:04	5:12	--	5:27	--	5:41	5:51	--	--	6:00	6:06
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	--	--	--	4:54	--	--	5:18	--	5:32	--	--	--	--	--	--
Smallwood Village Center	--	--	--	5:02	--	--	5:26	--	5:40	--	6:05	--	--	--	--
U.S. 301 Park & Ride (U.S. 301 & Smallwood Dr.)	4:46	4:56	5:04	5:12	5:20	5:28	5:36	5:43	5:50	5:57	--	6:04	6:10	6:16	6:22
St. Charles Towne Mall (J.C. Penney)	--	5:00	--	5:16	--	5:32	--	5:47	--	6:01	--	--	6:14	--	6:26
St. Charles Towne Mall (Dick's Sporting Goods)	4:50	--	5:08	--	5:24	--	5:40	--	5:54	--	--	6:08	--	6:20	--
WASHINGTON D.C.															
7th St. bet. E & D Sts., S.W. (HUD)	5:30	5:40	5:48	5:56	6:04	6:13	6:23	6:31	6:39	6:46	6:50	6:54	7:02	7:10	7:17
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	5:32	5:42	5:50	5:58	6:06	6:15	6:25	6:33	6:41	6:48	6:52	6:56	7:04	7:12	7:19
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	5:35	5:45	5:53	6:01	6:09	6:18	6:28	6:36	6:44	6:51	6:55	6:59	7:07	7:15	7:22
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	5:37	5:47	5:55	6:03	6:11	6:20	6:30	6:38	6:46	6:53	6:57	7:01	7:09	7:17	7:24
Pennsylvania Ave. & 12th St., N.W. (Fed Triangle)	5:39	5:49	5:57	6:05	6:13	6:22	6:32	6:40	6:48	6:55	6:59	7:03	7:11	7:19	7:26
12th St. & G St., N.W. (Metro Center Ⓜ)	5:41	5:51	5:59	6:07	6:15	6:24	6:34	6:42	6:50	6:57	7:01	7:05	7:13	7:21	7:28
K St. & 14th St., N.W.	5:44	5:54	6:02	6:10	6:18	6:27	6:37	6:45	6:53	7:00	7:04	7:08	7:16	7:24	7:31
K St. & 16th St., N.W.	5:46	5:56	6:04	6:12	6:20	6:29	6:39	6:47	6:55	7:02	7:06	7:10	7:18	7:26	7:33
K St. & 18th St., N.W.	5:48	5:58	6:06	6:14	6:22	6:31	6:41	6:49	6:57	7:04	7:08	7:12	7:20	7:28	7:35
K St. & 20th St., N.W.	5:50	6:00	6:08	6:16	6:24	6:33	6:43	6:51	6:59	7:06	7:10	7:14	7:22	7:30	7:37
K St. & 22nd St., N.W.	5:52	6:02	6:10	6:18	6:26	6:35	6:45	6:53	7:01	7:08	7:12	7:16	7:24	7:32	7:39
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	5:54	6:04	6:12	6:20	6:28	6:37	6:47	6:55	7:03	7:10	7:14	7:18	7:26	7:34	7:41
21st St. & C St., N.W. (State Department)	5:57	6:07	6:15	6:23	6:31	6:40	6:50	6:58	7:06	7:13	7:17	7:21	7:29	7:37	7:44

Effective January 12, 2009

NO. 901 LINE
NORTHBOUND FROM LA PLATA / WALDORF TO WASHINGTON, D.C. (A.M.)

Trip No.	L 16	S 17	18	S 19	L 20	S 21	22	S 23	L 24	L/S 25	26	L/S 27	28	L/S 29	30
CHARLES COUNTY															
La Plata Park & Ride (Washington Ave.)	--	6:12	6:18	--	6:31	--	6:45	--	--	6:59	--	7:18	7:28	7:38	7:48
South Potomac Church (U.S. 301, White Plains)	--	6:18	6:24	--	6:37	--	6:51	--	--	7:05	--	7:24	7:34	7:44	7:54
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	6:10	--	--	6:28	--	6:42	--	--	--	--	7:12	--	--	--	--
Smallwood Village Center	6:18	--	--	6:36	--	6:50	7:05	--	--	--	7:20	--	--	--	--
U.S. 301 Park & Ride (U.S. 301 & Smallwood Dr.)	6:28	6:34	6:40	6:46	6:53	7:00	--	7:07	7:14	7:21	7:30	7:40	7:50	8:00	8:10
St. Charles Towne Mall (J.C. Penney)	--	6:38	--	6:50	--	7:04	--	--	7:18	--	7:34	--	7:54	--	8:14
St. Charles Towne Mall (Dick's Sporting Goods)	6:32	--	6:44	--	6:57	--	--	7:11	--	7:25	--	7:44	--	8:04	8:16
WASHINGTON D.C.															
7th St. bet. E & D Sts., S.W. (HUD)	7:24	7:32	7:39	7:45	7:52	7:59	8:00	8:06	8:13	8:20	8:29	8:39	8:49	8:59	9:11
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	7:26	7:34	7:41	7:47	7:54	8:01	8:02	8:08	8:15	8:22	8:31	8:41	8:51	9:01	9:13
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	7:29	7:37	7:44	7:50	7:57	8:04	8:05	8:11	8:18	8:25	8:34	8:44	8:54	9:04	9:16
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	7:31	7:39	7:46	7:52	7:59	8:06	8:07	8:13	8:20	8:27	8:36	8:46	8:56	9:06	9:18
Pennsylvania Ave. & 12th St., N.W. (Fed Triangle)	7:33	7:41	7:48	7:54	8:01	8:08	8:09	8:15	8:22	8:29	8:38	8:48	8:58	9:08	9:20
12th St. & G St., N.W. (Metro Center Ⓜ)	7:35	7:43	7:50	7:56	8:03	8:10	8:11	8:17	8:24	8:31	8:40	8:50	9:00	9:10	9:22
K St. & 14th St., N.W.	7:38	7:46	7:53	7:59	8:06	8:13	8:14	8:20	8:27	8:34	8:43	8:53	9:03	9:13	9:25
K St. & 16th St., N.W.	7:40	7:48	7:55	8:01	8:08	8:15	8:16	8:22	8:29	8:36	8:45	8:55	9:05	9:15	9:27
K St. & 18th St., N.W.	7:42	7:50	7:57	8:03	8:10	8:17	8:18	8:24	8:31	8:38	8:47	8:57	9:07	9:17	9:29
K St. & 20th St., N.W.	7:44	7:52	7:59	8:05	8:12	8:19	8:20	8:26	8:33	8:40	8:49	8:59	9:09	9:19	9:31
K St. & 22nd St., N.W.	7:46	7:54	8:01	8:07	8:14	8:21	8:22	8:28	8:35	8:42	8:51	9:01	9:11	9:21	9:33
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	7:48	7:56	8:03	8:09	8:16	8:23	8:24	8:30	8:37	8:44	8:53	9:03	9:13	9:23	9:35
21st St. & C St., N.W. (State Department)	7:51	7:59	8:06	8:12	8:19	8:26	8:27	8:33	8:40	8:47	8:56	9:06	9:16	9:26	9:38

Effective January 12, 2009

NO. 901 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO WALDORF/LA PLATA (P.M.)

Trip No.	S 31	L 32	S 33	34	S 35	L 36	S 37	38	S 39	L 40	S 41	42	S 43	44	L/S 45	46
WASHINGTON D.C.																
C St. & 21st St., N.W. (State Department)	12:20	2:40	2:52	3:04	3:16	3:26	3:32	3:38	3:44	3:50	3:56	4:03	4:10	4:15	4:17	4:24
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	12:22	2:43	2:55	3:07	3:19	3:29	3:35	3:41	3:47	3:53	3:59	4:06	4:13	4:18	4:20	4:27
K St. & 22nd St., N.W.	12:24	2:46	2:58	3:10	3:22	3:32	3:38	3:44	3:50	3:56	4:02	4:09	4:16	4:21	4:23	4:30
K St. & 20th St., N.W.	12:26	2:48	3:00	3:12	3:24	3:34	3:40	3:46	3:52	3:58	4:04	4:11	4:18	4:23	4:25	4:32
K St. & 18th St., N.W.	12:28	2:50	3:02	3:14	3:26	3:36	3:42	3:48	3:54	4:00	4:06	4:13	4:20	4:25	4:27	4:34
K St. & 16th St., N.W.	12:30	2:52	3:04	3:16	3:28	3:38	3:44	3:50	3:56	4:02	4:08	4:15	4:22	4:27	4:29	4:36
K St. & 14th St., N.W.	12:32	2:54	3:06	3:18	3:30	3:40	3:46	3:52	3:58	4:04	4:10	4:17	4:24	4:29	4:31	4:38
11th St. & H St., N.W. (Metro Center Ⓜ)	12:35	2:58	3:10	3:22	3:34	3:44	3:50	3:56	4:02	4:08	4:14	4:21	4:28	4:33	4:35	4:42
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	12:38	3:02	3:14	3:26	3:38	3:48	3:54	4:00	4:06	4:12	4:18	4:25	4:32	4:37	4:39	4:46
Pennsylvania Ave. & 9th St., N.W.	12:39	3:03	3:15	3:27	3:39	3:49	3:55	4:01	4:07	4:13	4:19	4:26	4:33	4:38	4:40	4:47
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	12:43	3:08	3:20	3:32	3:44	3:54	4:00	4:06	4:12	4:18	4:24	4:31	4:38	4:43	4:45	4:52
7th St. bet. D & E Sts., S.W. (HUD)	12:45	3:10	3:22	3:34	3:46	3:56	4:02	4:08	4:14	4:20	4:26	4:33	4:40	4:45	4:47	4:54
CHARLES COUNTY																
St. Charles Towne Mall (JC Penney)	1:25	3:52	4:05	4:18	4:31	4:44	4:51	4:58	5:04	5:10	5:16	5:24	5:31	--	5:39	5:46
St. Charles Towne Mall (Dick's Sporting Goods)	1:29	3:56	4:09	4:22	4:35	4:48	4:55	5:02	5:08	5:14	5:20	5:28	5:35	--	5:43	5:50
U.S. 301 Park & Ride (U.S 301 & Smallwood Dr.)	1:31	3:58	4:11	4:24	4:37	4:50	4:57	5:04	5:10	5:16	5:22	5:30	5:37	--	5:45	5:52
St. Charles Towne Plaza (behind Jo-Ann's)	*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Smallwood Village Center	1:37	--	--	4:30	--	4:56	--	--	5:16	--	--	5:36	--	5:35	--	--
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	*	--	--	4:38	--	5:04	--	--	5:24	--	--	5:44	--	--	--	--
South Potomac Church (U.S. 301, White Plains)	1:50	4:08	4:21	--	4:47	--	5:07	5:14	--	5:26	5:32	--	--	5:48	--	6:02
La Plata Park & Ride (Washington Ave.)	1:54	4:12	4:25	--	4:51	--	5:11	5:18	--	5:30	5:36	--	--	5:52	--	6:06

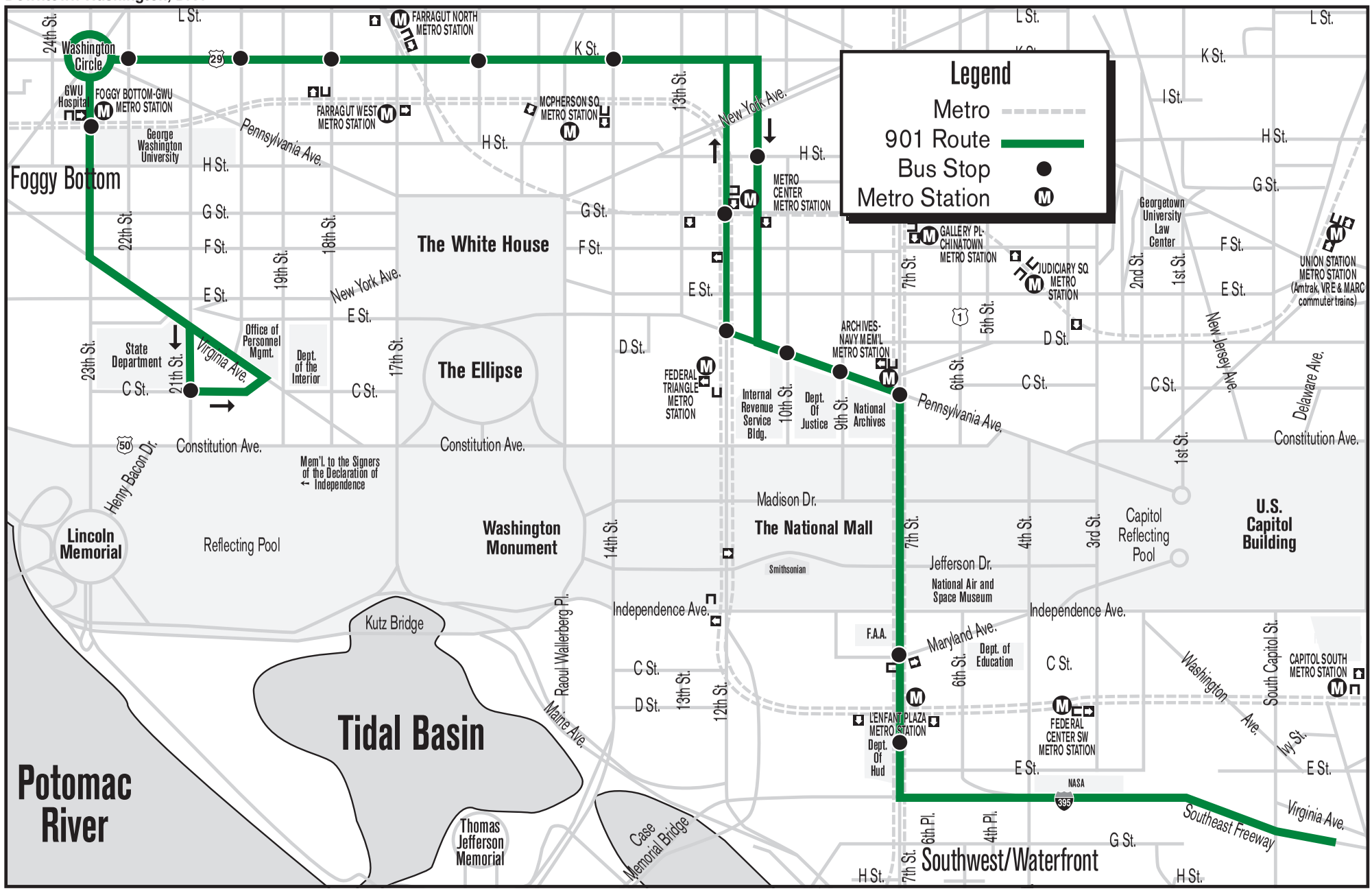
Effective January 12, 2009

NO. 901 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO WALDORF/LA PLATA (P.M.)

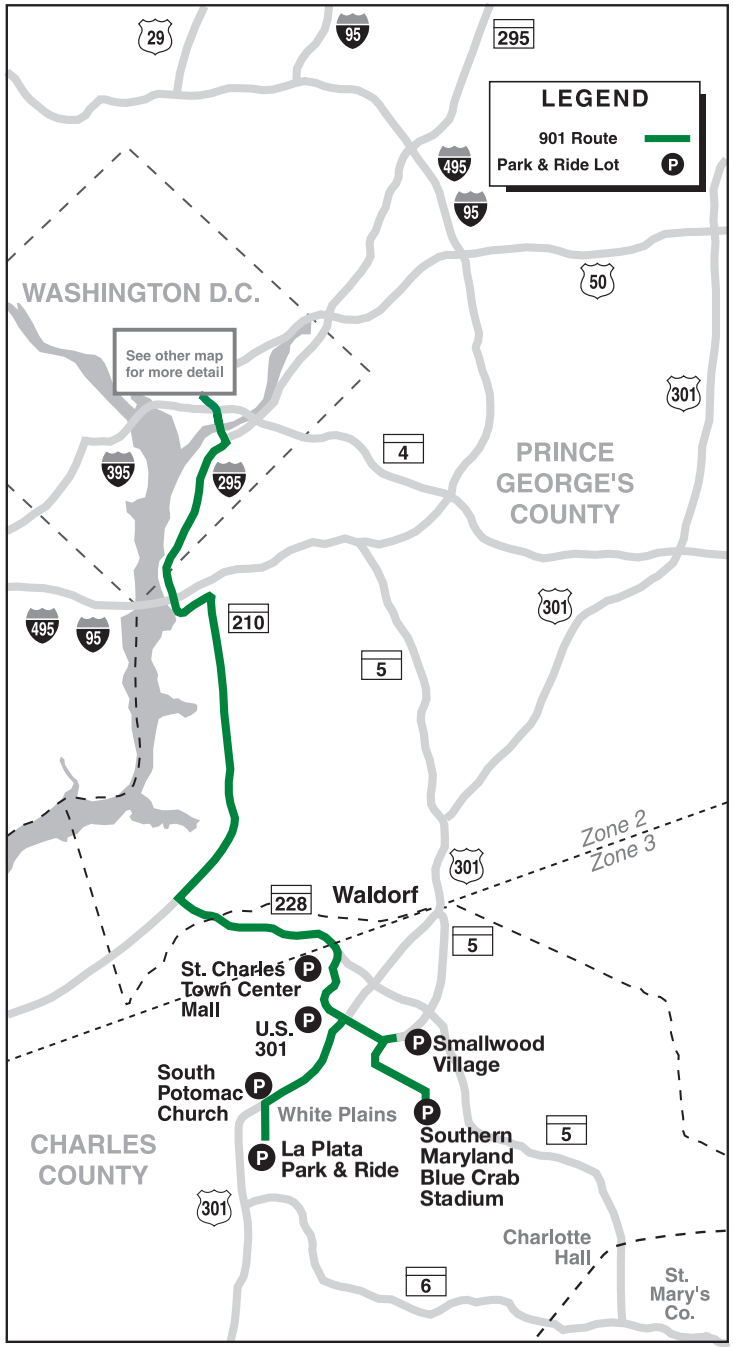
Trip No.	S 47	L 48	S 49	50	L/S 51	52	S 53	L 54	S 55	56	L/S 57	58	S 59	60	L/S 61
WASHINGTON D.C.															
C St. & 21st St., N.W. (State Department)	4:31	4:38	4:44	4:50	4:56	5:02	5:05	5:08	5:14	5:20	5:30	5:40	5:50	6:00	6:30
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	4:34	4:41	4:47	4:53	4:59	5:05	5:08	5:11	5:17	5:23	5:33	5:43	5:53	6:03	6:33
K St. & 22nd St., N.W.	4:37	4:44	4:50	4:56	5:02	5:08	5:11	5:14	5:20	5:26	5:36	5:46	5:56	6:06	6:36
K St. & 20th St., N.W.	4:39	4:46	4:52	4:58	5:04	5:10	5:13	5:16	5:22	5:28	5:38	5:48	5:58	6:08	6:38
K St. & 18th St., N.W.	4:41	4:48	4:54	5:00	5:06	5:12	5:15	5:18	5:24	5:30	5:40	5:50	6:00	6:10	6:40
K St. & 16th St., N.W.	4:43	4:50	4:56	5:02	5:08	5:14	5:17	5:20	5:26	5:32	5:42	5:52	6:02	6:12	6:42
K St. & 14th St., N.W.	4:45	4:52	4:58	5:04	5:10	5:16	5:19	5:22	5:28	5:34	5:44	5:54	6:04	6:14	6:44
11th St. & H St., N.W. (Metro Center Ⓜ)	4:49	4:56	5:02	5:08	5:14	5:20	5:23	5:26	5:32	5:38	5:48	5:58	6:08	6:18	6:48
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	4:53	5:00	5:06	5:12	5:18	5:24	5:27	5:30	5:36	5:42	5:52	6:02	6:12	6:22	6:52
Pennsylvania Ave. & 9th St., N.W.	4:54	5:01	5:07	5:13	5:19	5:25	5:28	5:31	5:37	5:43	5:53	6:03	6:13	6:23	6:53
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	4:59	5:06	5:12	5:18	5:24	5:30	5:33	5:36	5:42	5:48	5:58	6:08	6:18	6:28	6:58
7th St. bet. D & E Sts., S.W. (HUD)	5:01	5:08	5:14	5:20	5:26	5:32	5:35	5:38	5:44	5:50	6:00	6:10	6:20	6:30	7:00
CHARLES COUNTY															
St. Charles Towne Mall (JC Penney)	5:53	6:00	6:06	6:12	6:18	6:24	--	6:30	6:36	6:42	6:50	6:58	7:08	7:16	7:38
St. Charles Towne Mall (Dick's Sporting Goods)	5:57	6:04	6:10	6:16	6:22	6:28	--	6:34	6:40	6:46	6:54	7:02	7:12	7:20	7:42
U.S. 301 Park & Ride (U.S 301 & Smallwood Dr.)	5:59	6:06	6:12	6:18	6:24	6:30	--	6:36	6:42	6:48	6:56	7:04	7:14	7:22	7:44
St. Charles Towne Plaza (behind Jo-Ann's)	--	--	--	--	--	--	--	--	--	--	*	--	*	*	*
Smallwood Village Center	6:05	--	--	6:24	--	--	6:25	--	--	6:54	--	7:10	--	--	7:50
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	6:13	--	--	6:32	--	--	--	--	--	7:02	--	7:18	--	--	*
South Potomac Church (U.S. 301, White Plains)	--	6:16	6:22	--	6:34	--	6:38	--	6:52	--	7:06	--	7:24	7:32	8:03
La Plata Park & Ride (Washington Ave.)	--	6:20	6:26	--	6:38	--	6:42	--	6:56	--	7:10	--	7:28	7:36	8:07

* Will stop upon request only

Downtown Washington, D.C.



No. 901 Line



Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 1:00, 1:05, 1:10, 1:15,1:20, 1:25, 1:30, 1:35, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:40, 5:00, 5:30, 6:00, and 6:30 p.m.

- Before 2:00 p.m., buses will depart at 2:00, 2:05, 2:10, 2:15, 2:20, 2:25, 2:30, 2:35, 2:40, 2:45, 2:50, 2:55, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 6:00, and 6:30 p.m.

- After 2:00 p.m., coaches will operate on their regular schedules.

  Midday service will operate on its regular schedule.

  All trips will serve St. Charles Towne Center Mall stops, U.S. 301 Park & Ride, Smallwood Village Center, Southern Maryland Blue Crabs Stadium, South Potomac Church, and La Plata Park & Ride.

The MTA will generate e-notices and post announcements on the Commuter Bus Service Update Center online once changes in service occur.

Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.

Days of Operation

The No. 901 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 12th below Constitution (Federal Triangle), 11th & G (Metro Center), 14th & I (McPherson Square), 18th & I (Farragut West), and 23rd & I (Foggy Bottom-GWU)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza) and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Additional Service

No. 907 line operates between LaPlata, Waldorf, and Downtown Washington D.C.

Nos. 903 and 905 lines operate between Waldorf Mattawoman-Beantown Park & Ride) and downtown Washington, D.C. **No. 903** line also serves the Suitland Green Line Metro Station.

A **Guaranteed Ride Home** program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Fares

From Dunkirk to Washington, D.C. is Zone 2; all stops between Fairgrounds and Sunderland to Washington, D.C. are Zone 3; from St. Leonard to Washington, D.C. is Zone 4.

	Zone 2	Zone 3	Zone 4
One-Way Full Fare	$3.50	$4.25	$5.00
One-Way Senior/Disability Fare	$2.45	$3.20	$3.95
Ten-Trip Ticket	$31.50	$38.25	$45.00
Sen./Dis. Ten-Trip Ticket	$24.50	$32.00	$39.50
Monthly Pass	$119.00	$144.50	$170.00
Transit Link Card	$194.00	$219.50	$245.00

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the Dunkirk Park & Ride to all outbound trips heading towards St. Leonard or the Calvert County Fairgrounds.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 767-3439
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Keller Transportation, Inc.	1 (800) 273-8618
WMATA Metrorail and Metrobus	(202) 637-7000
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

This timetable is printed on recycled paper.
This document is available in alternate format upon request.

COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 902

ST. LEONARD, CALVERT COUNTY
PRINCE FREDERICK, CALVERT CO.
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 2 & MD 4 TO:

Calvert County Fairgrounds
Prince Frederick
Sunderland
Dunkirk
Capitol Hill
L'Enfant Plaza
Federal Triangle
Farragut Square
State Department

MTA Maryland

www.mtamaryland.com
410-539-5000 • 1-866-RIDE-MTA
Operated under a service contract with
Keller Transportation, Inc. • 1-800-273-8618

NO SMOKING | NO EATING OR DRINKING | NO LOUD TALKING OR PROFANITY | NO RADIOS WITHOUT HEADPHONES

Effective January 12, 2009

NO. 902 LINE
NORTHBOUND FROM ST. LEONARD / PRINCE FREDERICK TO WASHINGTON, D.C. (A.M.)

Trip No.	S 1	L 2	S 3	4	L/S 5	6	S 7	L 8	S 9	10	L/S 11	12	S 13	L 14	S 15	16	L/S 17
CALVERT COUNTY																	
St. Leonard (Crossroad Church, MD 2-4 & Ball Rd.)	4:35	--	4:53	--	5:11	--	5:29	--	5:46	--	6:02	--	6:18	--	6:34	--	6:50
Calvert County Fairgrounds (MD 231)	--	4:51	--	5:09	--	5:27	--	5:45	--	6:01	--	6:17	--	6:33	--	6:49	--
Prince Frederick Park & Ride (Fairgrounds & Armory Rds.)	4:50	4:59	5:08	5:17	5:26	5:35	5:44	5:53	6:01	6:09	6:17	6:25	6:33	6:41	6:49	6:57	7:05
Sunderland Park & Ride (MD 2 near MD 4 & MD 262)	5:05	5:14	5:23	5:32	5:41	5:50	5:59	6:08	6:16	6:24	6:32	6:40	6:48	6:56	7:04	7:12	7:20
Dunkirk Park & Ride (Ferry Landing Rd.)	5:15	5:24	5:33	5:42	5:51	6:00	6:09	6:18	6:26	6:34	6:42	6:50	6:58	7:06	7:14	7:22	7:30
WASHINGTON D.C.																	
Independence Ave. & 1 St., S.E. (Library of Congress)	5:55	6:05	6:15	6:25	6:36	6:46	6:56	7:06	7:15	7:24	7:33	7:42	7:50	7:58	8:06	8:14	8:22
Independence Ave. & 4th St., S.W. (HHS, Voice of America)	5:57	6:07	6:17	6:27	6:38	6:48	6:58	7:08	7:17	7:26	7:35	7:45	7:53	8:01	8:09	8:17	8:25
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	5:59	6:09	6:19	6:29	6:40	6:50	7:00	7:10	7:19	7:28	7:37	7:48	7:56	8:04	8:12	8:20	8:28
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	6:02	6:12	6:22	6:32	6:43	6:53	7:03	7:13	7:22	7:31	7:40	7:51	7:59	8:07	8:15	8:23	8:31
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	6:04	6:14	6:24	6:34	6:45	6:55	7:05	7:15	7:24	7:33	7:42	7:54	8:02	8:10	8:18	8:26	8:34
Pennsylvania Ave. & 12th St., N.W. (Federal Triangle)	6:05	6:15	6:25	6:35	6:46	6:56	7:06	7:16	7:25	7:34	7:43	7:56	8:04	8:12	8:20	8:28	8:36
12th & G Sts., N.W. (Metro Center Ⓜ)	6:07	6:17	6:27	6:37	6:48	6:58	7:08	7:18	7:27	7:36	7:45	8:00	8:08	8:16	8:24	8:32	8:40
K & 13th Sts., N.W.	6:09	6:19	6:29	6:39	6:50	7:00	7:10	7:20	7:29	7:38	7:47	8:03	8:11	8:19	8:27	8:35	8:43
K & 15th Sts., N.W.	6:10	6:20	6:30	6:40	6:51	7:01	7:11	7:21	7:30	7:39	7:48	8:05	8:13	8:21	8:29	8:37	8:45
K & 17th/Connecticut Ave., N.W. (Farragut Ⓜ)	6:11	6:21	6:31	6:41	6:52	7:02	7:12	7:22	7:31	7:40	7:49	8:06	8:14	8:22	8:30	8:38	8:46
K & 19th Sts., N.W.	6:12	6:22	6:32	6:42	6:53	7:03	7:13	7:23	7:32	7:41	7:50	8:08	8:16	8:24	8:32	8:40	8:48
21 St & M Sts., N.W.	6:14	6:24	6:34	6:44	6:55	7:05	7:15	7:25	7:34	7:43	7:52	8:10	8:18	8:26	8:34	8:42	8:50
19th St. bet. Penn. Ave. & H St., N.W. (World Bank)	6:16	6:26	6:36	6:46	6:57	7:07	7:17	7:27	7:36	7:45	7:54	8:12	8:20	8:28	8:36	8:44	8:52
19th & E Sts., N.W. (Office of Personnel Mgmt.)	6:18	6:28	6:38	6:48	6:59	7:09	7:19	7:29	7:38	7:47	7:56	8:14	8:22	8:30	8:38	8:46	8:54
21st St & C Sts., N.W. (State Department)	6:20	6:30	6:40	6:50	7:01	7:11	7:21	7:31	7:40	7:49	7:58	8:16	8:24	8:32	8:40	8:48	8:56

Effective January 12, 2009

NO. 902 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO PRINCE FREDERICK / ST. LEONARD (P.M.)

Trip No.	L/S 18	S 19	20	L/S 21	22	S 23	L 24	S 25	26	L/S 27	28	S 29	L 30	S 31	L 32	S 33	34	L/S 35
WASHINGTON D.C.																		
C & 21st Sts., N.W. (State Department)	12:05	2:45	2:55	3:10	3:25	3:40	3:50	4:00	4:09	4:18	4:27	4:36	4:44	4:52	5:00	5:08	5:20	5:40
20th & E Sts., N.W. (Office of Personnel Mgmt.)	12:07	2:48	2:58	3:13	3:28	3:43	3:53	4:03	4:12	4:21	4:30	4:39	4:47	4:55	5:03	5:11	5:23	5:43
20th St. & Pennsylvania Ave., N.W.	12:09	2:50	3:00	3:15	3:30	3:45	3:55	4:05	4:14	4:23	4:32	4:41	4:49	4:57	5:05	5:13	5:25	5:45
K & 19th Sts., N.W.	12:10	2:52	3:02	3:17	3:32	3:47	3:57	4:07	4:16	4:25	4:34	4:43	4:51	4:59	5:07	5:15	5:27	5:47
K & 17th St./Connecticut Ave., N.W. (Farragut Ⓜ)	12:12	2:55	3:05	3:20	3:35	3:50	4:00	4:10	4:19	4:28	4:37	4:46	4:54	5:02	5:10	5:18	5:30	5:50
K & 15th Sts., N.W.	12:14	2:57	3:07	3:22	3:37	3:52	4:02	4:12	4:21	4:30	4:39	4:48	4:56	5:04	5:12	5:20	5:32	5:52
K & 13th Sts., N.W.	12:16	2:59	3:09	3:24	3:39	3:54	4:04	4:14	4:23	4:32	4:41	4:50	4:58	5:06	5:14	5:22	5:34	5:54
11th & H Sts., N.W.	12:18	3:01	3:11	3:26	3:41	3:56	4:06	4:16	4:25	4:34	4:43	4:52	5:00	5:08	5:16	5:24	5:36	5:56
11th & E Sts., N.W.	12:19	3:03	3:13	3:28	3:43	3:58	4:08	4:18	4:27	4:36	4:45	4:54	5:02	5:10	5:18	5:26	5:38	5:58
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	12:22	3:07	3:17	3:32	3:47	4:02	4:12	4:22	4:31	4:40	4:49	4:58	5:06	5:14	5:22	5:30	5:42	6:02
Pennsylvania Ave. & 9th St., N.W.	12:23	3:08	3:18	3:33	3:48	4:03	4:13	4:23	4:32	4:41	4:50	4:59	5:07	5:15	5:23	5:31	5:43	6:03
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	12:27	3:13	3:23	3:38	3:53	4:08	4:18	4:28	4:37	4:46	4:55	5:04	5:12	5:20	5:28	5:36	5:48	6:08
Ind. Ave. bet. 4th & 3rd Sts., S.W. (HHS, Voice of America)	12:29	3:15	3:25	3:40	3:55	4:10	4:20	4:30	4:39	4:48	4:57	5:06	5:14	5:22	5:30	5:38	5:50	6:10
Independence Ave. & 1st St., S.E. (Library of Congress)	12:32	3:19	3:29	3:44	3:59	4:14	4:24	4:34	4:43	4:52	5:01	5:10	5:18	5:26	5:34	5:42	5:54	6:14
CALVERT COUNTY																		
Dunkirk Park & Ride (Ferry Landing Rd.)	1:09	3:56	4:06	4:23	4:39	4:56	5:08	5:18	5:27	5:36	5:45	5:54	6:02	6:10	6:18	6:26	6:38	6:54
Sunderland Park & Ride (MD 2 near MD 4 & MD 262)	1:19	4:06	4:16	4:33	4:49	5:06	5:18	5:28	5:37	5:46	5:55	6:04	6:12	6:20	6:28	6:36	6:48	7:04
Prince Frederick Park & Ride (Fairgrounds & Armory Rds.)	1:33	4:19	4:29	4:46	5:02	5:19	5:31	5:41	5:50	5:59	6:08	6:17	6:25	6:33	6:41	6:49	7:01	7:17
Calvert County Fairgrounds (MD 231)	1:40	--	4:36	--	5:09	--	5:38	--	5:57	--	6:15	--	6:32	--	6:48	--	--	7:24
St. Leonard (Crossroad Church, MD 2-4 & Ball Rd.)	1:50	4:31	--	4:58	--	5:31	--	5:53	--	6:11	--	6:29	--	6:45	--	7:01	7:13	7:34

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 11th & G (Metro Center), 14th & I (McPherson) Square), and 18th & I (Farragut West)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza), and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Days of Operation

The No. 902 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Additional Service

No. 904 line operates from North Beach, Owings, Pindell, and points north to Downtown Washington, D.C.

Guaranteed Ride Home Program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 12:05, 1:00, 1:10: 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:45, 3:00, 3:30, 4:00, 4:30, 5:00, and 5:40 p.m.
- Before 2:00 p.m., buses will depart at 12:05, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:15, 4:30, 5:00, and 5:40 p.m.
- After 2:00 p.m., buses will operate on their regular schedules.

  Midday service will operate on its regular schedule.

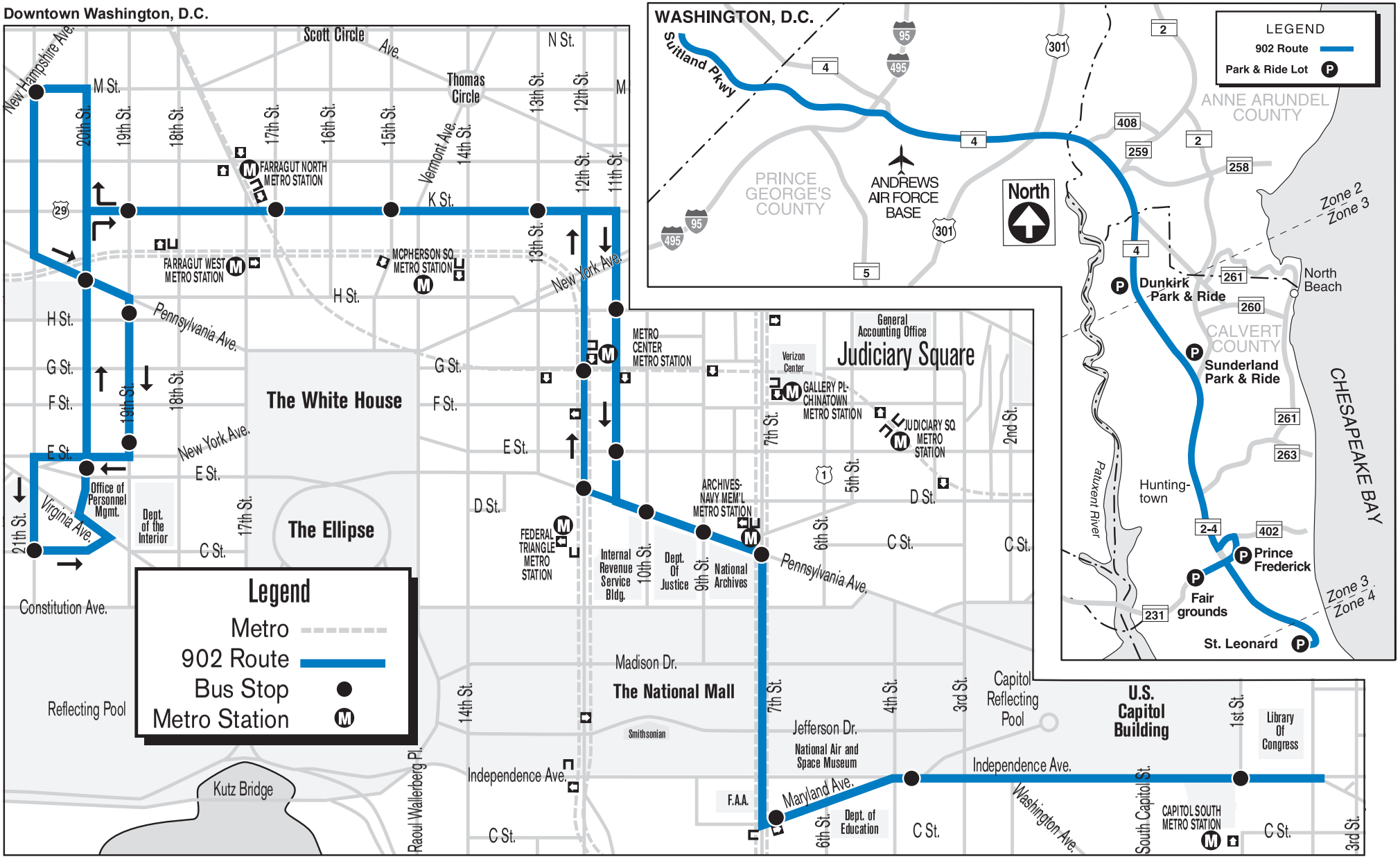
  When the early release plan is in effect, all buses will stop at both the Calvert County Fairgrounds and St. Leonard stops.

Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.


Downtown Washington, D.C.
Calvert County
WASHINGTON, D.C.
Suitland Pkwy
PRINCE GEORGE'S COUNTY
ANDREWS AIR FORCE BASE
North
ANNE ARUNDEL COUNTY
CALVERT COUNTY
CHESAPEAKE BAY
Zone 2
Zone 3
Zone 4
North Beach
Dunkirk Park & Ride
Sunderland Park & Ride
Hunting-town
Prince Frederick
Fair grounds
St. Leonard
Patuxent River
LEGEND
902 Route
Park & Ride Lot
Scott Circle
Thomas Circle
New Hampshire Ave.
M St.
N St.
K St.
H St.
G St.
F St.
E St.
D St.
C St.
Pennsylvania Ave.
New York Ave.
Vermont Ave.
Virginia Ave.
Constitution Ave.
Madison Dr.
Jefferson Dr.
Maryland Ave.
Independence Ave.
Washington Ave.
Raoul Wallerberg Pl.
South Capitol St.
20th St.
19th St.
18th St.
17th St.
16th St.
15th St.
14th St.
13th St.
12th St.
11th St.
10th St.
9th St.
7th St.
6th St.
5th St.
4th St.
3rd St.
2nd St.
1st St.
21st St.
FARRAGUT NORTH METRO STATION
FARRAGUT WEST METRO STATION
MCPHERSON SQ. METRO STATION
METRO CENTER METRO STATION
General Accounting Office
Judiciary Square
Verizon Center
GALLERY PL-CHINATOWN METRO STATION
JUDICIARY SQ. METRO STATION
ARCHIVES-NAVY MEM'L METRO STATION
FEDERAL TRIANGLE METRO STATION
The White House
The Ellipse
Office of Personnel Mgmt.
Dept. of the Interior
Internal Revenue Service Bldg.
Dept. Of Justice
National Archives
The National Mall
Smithsonian
National Air and Space Museum
F.A.A.
Dept. of Education
Capitol Reflecting Pool
U.S. Capitol Building
Library Of Congress
CAPITOL SOUTH METRO STATION
Reflecting Pool
Kutz Bridge
Legend
Metro
902 Route
Bus Stop
Metro Station

Fares

- All stops between Pindell and Equestrian Center to Washington, D.C. are Zone 2. All stops between North Beach and Owings to Washington, D.C. are Zone 3.

	Zone 2	Zone 3
One-Way Full Fare	$3.50	$4.25
One-Way Senior/Disability Fare	$2.45	$3.20
Ten-Trip Ticket	$31.50	$38.25
Sen./Dis. Ten-Trip Ticket	$24.50	$32.00
Monthly Pass	$119.00	$144.50
Transit Link Card	$194.00	$219.50

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the Equestrian Center to all southbound trips heading towards North Beach.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 767-3439
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Dillon's Bus Service, Inc.	1 (800) 827-3490
WMATA Metrorail and Metrobus	(202) 637-7000
Prince George's TheBus	(301) 324-2877
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

This timetable is printed on recycled paper.
This document is available in alternate format upon request.

COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 904

NORTH BEACH, CALVERT COUNTY
PINDELL, ANNE ARUNDEL COUNTY
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 4 TO:

Owings
Bristol
Wayson's Corner
Prince George's Equestrian Center
Capitol Hill
L'Enfant Plaza
Federal Triangle
Farragut Square
State Department

MTA Maryland

www.mtamaryland.com
410-539-5000 • 1-866-RIDE-MTA
Operated under a service contract with Dillon's Bus Service Inc. • 1-800-827-3490

NO SMOKING | NO EATING OR DRINKING | NO LOUD TALKING OR PROFANITY | NO RADIOS WITHOUT HEADPHONES

Effective January 12, 2009

NO. 904 LINE
NORTHBOUND FROM NORTH BEACH/PINDELL TO WASHINGTON, D.C. (A.M.)

Trip No.	1	L/S 2	3	4	L/S 5	6	L/S 7	8	9	L/S 10	11	L/S 12	13	L/S 14
CALVERT COUNTY														
North Beach (Municipal Lot, 5th St. & Chesapeake Ave.)	-	5:15	-	-	5:45	-	6:15	-	-	6:45	-	6:57	-	7:21
Owings (Dash-In, MD 2 & MD 260)	-	5:24	-	-	5:54	-	6:24	-	-	6:54	-	7:06	-	7:30
ANNE ARUNDEL COUNTY														
Pindell Park & Ride (MD 4 & Lower Pindell Rd.)	5:15	5:30	5:40	5:50	6:00	6:15	*	6:30	6:45	*	7:00	7:12	7:24	7:36
Bristol Park & Ride (MD 4 & MD 258)	5:20	5:35	5:45	5:55	6:05	6:20	*	6:35	6:50	*	7:05	7:17	7:29	7:41
Wayson's Corner Park & Ride (MD 4 near MD 408)	5:25	5:40	5:50	6:00	6:10	6:25	*	6:40	6:55	*	7:10	7:22	7:34	7:46
PRINCE GEORGE'S COUNTY														
Equestrian Center (MD 4 west of U.S. 301, Upper Marlboro)	5:33	5:48	5:58	6:08	6:18	6:33	6:40	6:48	7:03	7:10	7:18	7:30	7:42	7:54
WASHINGTON, D.C.														
Independence Ave. & 1st St., S.E. (Library of Congress)	6:05	6:22	6:33	6:43	6:54	7:11	7:20	7:29	7:48	7:56	8:06	8:18	8:30	8:42
Independence Ave. & 4th St., S.W. (HHS, Voice of America)	6:07	6:25	6:36	6:46	6:57	7:14	7:23	7:32	7:51	7:59	8:09	8:21	8:33	8:45
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	6:09	6:27	6:38	6:48	6:59	7:16	7:25	7:34	7:54	8:02	8:12	8:24	8:36	8:48
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	6:12	6:30	6:41	6:51	7:02	7:18	7:28	7:37	7:57	8:05	8:15	8:27	8:39	8:51
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	6:14	6:32	6:43	6:53	7:04	7:20	7:30	7:39	8:00	8:08	8:18	8:30	8:42	8:54
Pennsylvania Ave. & 12th St., N.W. (Federal Triangle)	6:15	6:33	6:44	6:54	7:05	7:22	7:32	7:41	8:02	8:10	8:20	8:32	8:44	8:56
12th & G Sts., N.W. (Metro Center Ⓜ)	6:17	6:35	6:46	6:56	7:08	7:25	7:35	7:44	8:05	8:13	8:23	8:35	8:47	8:59
K & 13th Sts., N.W.	6:19	6:37	6:48	6:58	7:11	7:28	7:38	7:47	8:08	8:16	8:26	8:38	8:50	9:02
K & 15th Sts., N.W.	6:20	6:38	6:49	6:59	7:12	7:29	7:39	7:48	8:09	8:18	8:28	8:40	8:52	9:04
K St. & 17th St./Connecticut Ave., N.W. (Farragut Ⓜ)	6:21	6:39	6:50	7:00	7:13	7:30	7:40	7:49	8:10	8:19	8:29	8:41	8:53	9:05
K & 19th Sts., N.W.	6:22	6:40	6:52	7:02	7:15	7:32	7:42	7:51	8:12	8:21	8:31	8:43	8:55	9:07
21st & M Sts., N.W.	6:24	6:42	6:54	7:04	7:17	7:34	7:44	7:53	8:14	8:23	8:33	8:45	8:57	9:09
19th St. bet. Penn. Ave. & H St., N.W. (World Bank)	6:26	6:44	6:56	7:06	7:19	7:36	7:46	7:55	8:16	8:25	8:35	8:47	8:59	9:11
19th & E Sts., N.W. (Office of Personnel Mgmt.)	6:28	6:46	6:58	7:08	7:21	7:38	7:48	7:57	8:18	8:27	8:37	8:49	9:01	9:13
21st & C Sts., N.W. (State Department)	6:30	6:48	7:00	7:10	7:23	7:40	7:50	7:59	8:20	8:29	8:39	8:51	9:03	9:15

* On Limited/Special Service days ONLY, trips 7 & 10 will make all stops.

Days of Operation

The No. 904 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 11th & G (Metro Center), 14th & I (McPherson) Square), and 18th & I (Farragut West)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza), and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Prince George's TheBus at Prince George's Equestrian Center.

Additional Service

No. 902 line operates from Dunkirk and points south to Downtown Washington, D.C.

Prince George's TheBus Route 21 operates between the Equestrian Center and New Carrollton Metrorail Station with connecting service to downtown Washington, D.C. via **Metro Orange Line.**

Guaranteed Ride Home Program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Effective January 12, 2009

NO. 904 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO PINDELL/NORTH BEACH (P.M.)

Trip No.	L/S 15	L/S 16	17	L/S 18	19	L/S 20	21	22	L/S 23	24	25	L/S 26	27	L/S 28	29
WASHINGTON, D.C.															
C & 21st Sts., N.W. (State Department)	12:15	3:00	3:15	3:30	3:45	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:40
20th & E Sts., N.W. (Office of Personnel Mgmt.)	12:17	3:03	3:18	3:33	3:48	4:03	4:13	4:23	4:33	4:43	4:53	5:03	5:13	5:23	5:43
20th St. & Pennsylvania Ave., N.W.	12:19	3:05	3:20	3:35	3:50	4:05	4:15	4:25	4:35	4:45	4:55	5:05	5:15	5:25	5:45
K & 19th Sts., N.W.	12:20	3:07	3:22	3:37	3:52	4:07	4:17	4:27	4:37	4:47	4:57	5:07	5:17	5:27	5:47
K St. & 17th St./Connecticut Ave., N.W. (Farragut Ⓜ)	12:22	3:10	3:25	3:40	3:55	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:50
K & 15th Sts., N.W.	12:24	3:12	3:27	3:42	3:57	4:12	4:22	4:32	4:42	4:52	5:02	5:12	5:22	5:32	5:52
K & 13th Sts., N.W.	12:26	3:14	3:29	3:44	3:59	4:14	4:24	4:34	4:44	4:54	5:04	5:14	5:24	5:34	5:54
11th & H Sts., N.W.	12:28	3:16	3:31	3:46	4:01	4:16	4:26	4:36	4:46	4:56	5:06	5:16	5:26	5:36	5:56
11th & E Sts., N.W.	12:29	3:18	3:33	3:48	4:03	4:18	4:28	4:38	4:48	4:58	5:08	5:18	5:28	5:38	5:58
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	12:32	3:22	3:37	3:52	4:07	4:22	4:32	4:42	4:52	5:02	5:12	5:22	5:32	5:42	6:02
Pennsylvania Ave. & 9th St., N.W.	12:33	3:23	3:38	3:53	4:08	4:23	4:33	4:43	4:53	5:03	5:13	5:23	5:33	5:43	6:03
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	12:37	3:28	3:43	3:58	4:13	4:28	4:38	4:48	4:58	5:08	5:18	5:28	5:38	5:48	6:08
Ind. Ave. bet. 4th & 3rd Sts., S.W. (HHS, Voice of America)	12:39	3:30	3:45	4:00	4:15	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:10
Independence Ave. & 1st St., S.E. (Library of Congress)	12:42	3:34	3:49	4:04	4:19	4:34	4:44	4:54	5:04	5:14	5:24	5:34	5:44	5:54	6:14
PRINCE GEORGE'S COUNTY															
Equestrian Center (MD 4 west of U.S. 301, Upper Marlboro)	1:12	4:07	4:22	4:37	4:52	5:07	5:17	5:27	5:37	5:47	5:57	6:07	6:17	6:27	6:47
ANNE ARUNDEL COUNTY															
Wayson's Corner Park & Ride (MD 4 near MD 408)	1:19	4:14	4:29	4:44	4:59	5:14	5:24	5:34	**	5:54	6:04	6:14	6:24	**	6:54
Bristol Park & Ride (MD 4 & MD 258)	1:23	4:18	4:33	4:48	5:03	5:18	5:28	5:38	**	5:58	6:08	6:18	6:28	**	6:58
Pindell Park & Ride (MD 4 & Lower Pindell Rd.)	1:26	4:21	4:36	4:51	5:06	5:21	5:31	5:41	**	6:01	6:11	6:21	6:31	**	7:01
CALVERT COUNTY															
Owings (Dash-In, MD 2 & MD 260)	1:32	4:27	-	4:57	-	5:27	-	-	5:51	-	-	6:27	-	6:41	-
North Beach (Municipal Lot, 5th St. & Chesapeake Ave.)	1:40	4:35	-	5:05	-	5:35	-	-	5:59	-	-	6:35	-	6:49	-

** On Limited/Special Service days ONLY, trips 23 & 28 will make all stops.

Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 1:00 (NB), 1:10: 1:20 (NB), 1:30, 1:40 (NB), 1:50, 2:00, 2:30 (NB), 3:00, 3:30, 4:00 (NB), 4:30, 5:00 (NB), and 5:40 p.m.
- Before 2:00 p.m., buses will depart at 2:00 (NB), 2:10, 2:20 (NB), 2:30, 2:40 (NB), 2:50, 3:00, 3:10 (NB), 3:20, 3:30, 4:00 (NB), 4:30, 5:00 (NB), and 5:40 p.m.
- After 2:00 p.m., buses will operate on their regular schedules. Midday service will operate on its regular schedule.

(NB) trip operates to North Beach.

All trips to Pindell and North Beach will make all intermediate stops.

The MTA will generate e-notices and post announcements on the Commuter Bus Service Update Center online once changes in service occur.

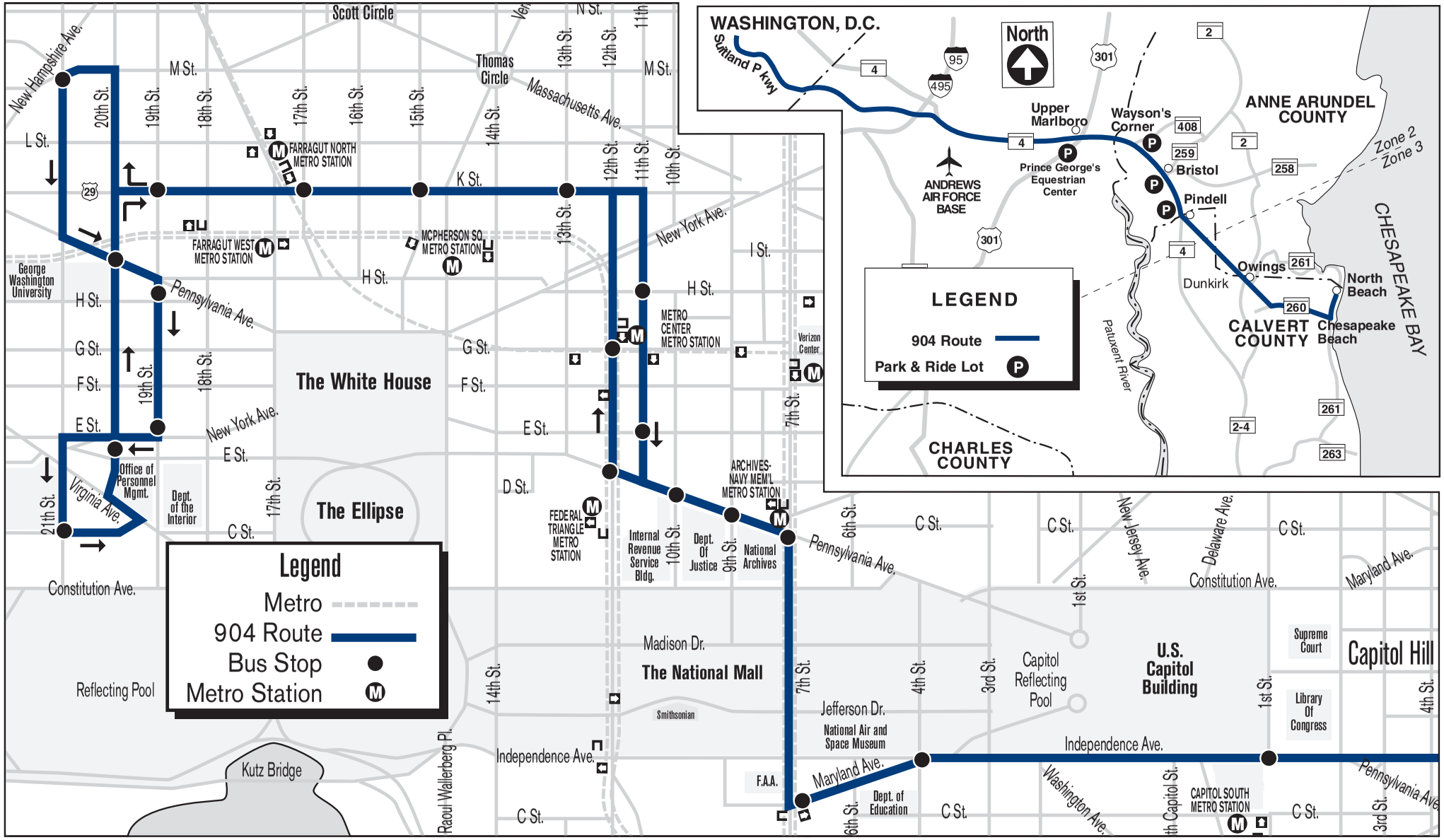
Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

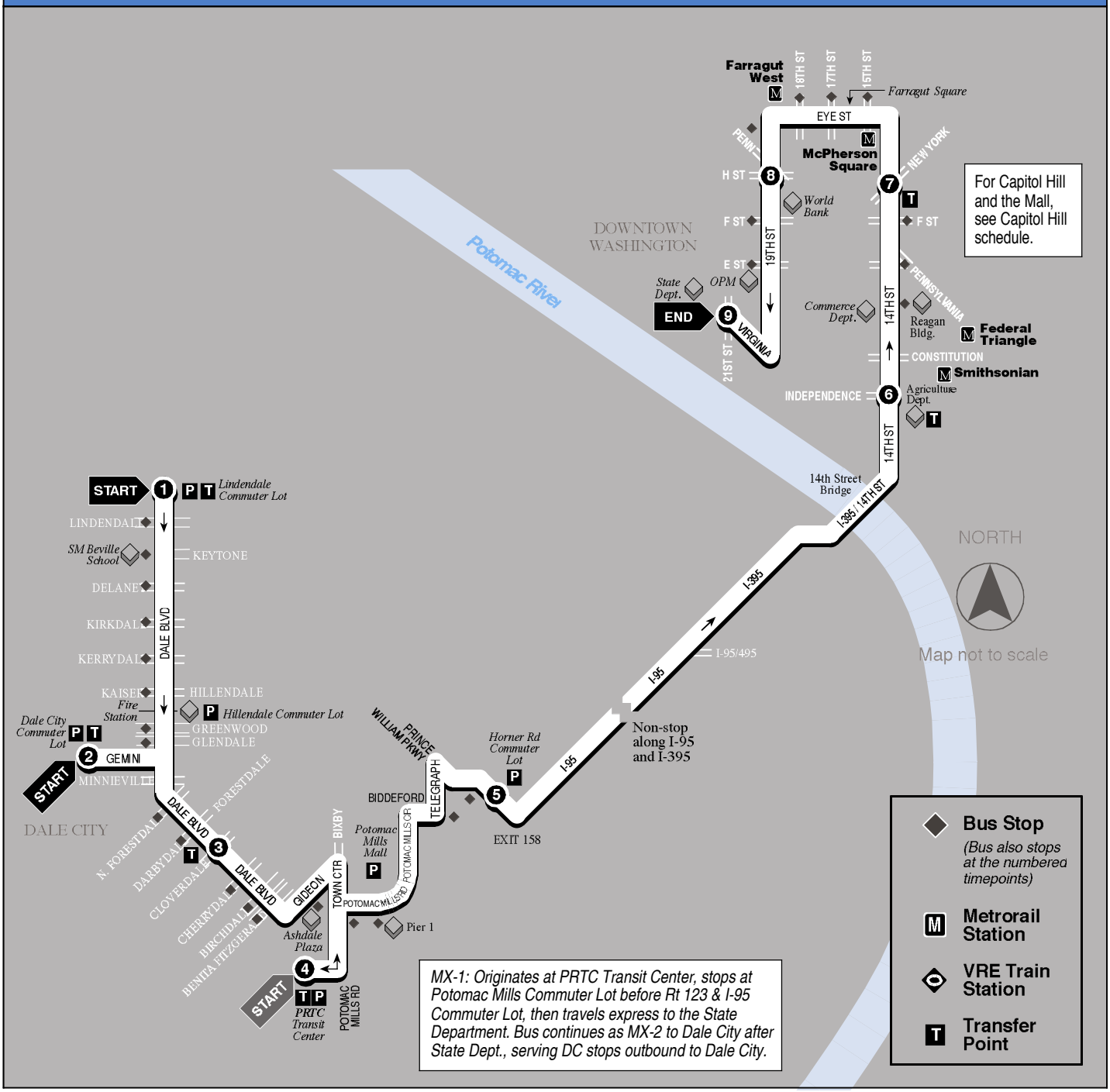
- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.

Downtown Washington, D.C.



DALE CITY – WASHINGTON



Trip Number		1 BUS STARTS at Lindendale Commuter Lot	2 Bus Leaves from Dale City Commuter Lot	3 Bus Leaves from Cloverdale & Dale Blvd.	4 Bus Leaves from PRTC Transit Center	5 Bus Leaves from Horner Rd./ I-95 Commuter Lot	6 Bus Leaves from 14th St and Indep (Agri Dept)	7 Bus Leaves from 14th St and New York	8 Bus Leaves from 19th St and H St	9 BUS ENDS at Virginia and 21st St (State Dept)
WEEKDAYS										
D-101	A.M.	4:20	4:27	4:31	4:38	4:50	5:13	5:19	5:26	5:31
D-102T		—	—	—	4:54	5:06	5:36	5:42	5:49	5:54
D-103C		—	4:53	4:57	5:04	5:16	5:48	5:54	6:01	6:06
D-104		5:03	5:12	5:16	5:23	5:35	6:07	6:13	6:20	6:25
D-105C		—	5:23	5:28	5:37	5:51	6:21	6:28	6:35	6:40
D-106T		—	—	—	5:48	6:02	6:34	6:41	6:49	6:54
D-107		5:32	5:42	5:47	5:56	6:10	6:40	6:47	6:54	6:59
D-108C		—	5:49	5:54	6:03	6:17	6:47	6:54	7:01	7:06
D-109		5:44	5:54	5:59	6:08	6:22	6:52	6:59	7:06	7:11
D-110C		—	6:02	6:07	6:16	6:30	7:00	7:07	7:14	7:19
D-111		5:59	6:09	6:14	6:23	6:37	7:09	7:16	7:24	7:29
D-112C		—	6:17	6:22	6:31	6:45	7:15	7:22	7:29	7:34
D-113T		—	—	—	6:38	6:52	7:24	7:31	7:39	7:44
D-114		6:20	6:30	6:35	6:44	6:58	7:30	7:37	7:45	7:50
D-115C		—	6:38	6:43	6:52	7:06	7:38	7:45	7:53	7:58
D-116T		—	—	—	6:59	7:13	7:45	7:52	8:00	8:05
D-117		6:40	6:51	6:56	7:05	7:19	7:51	7:58	8:06	8:11
D-118C		—	7:02	7:07	7:14	7:28	8:05	8:14	8:22	8:27
D-119		7:02	7:11	7:16	7:23	7:37	8:14	8:23	8:31	8:36
D-120C		—	7:27	7:32	7:39	7:53	8:30	8:39	8:47	8:52
D-121		7:37	7:46	7:51	7:58	8:12	8:49	8:58	9:06	9:11
MX-1		*See note above on map*		—	11:20	—	—	—	12:07	—

Shaded trips operate on Modified Holidays - See below. See other side for trip to Dale City.

INSTRUCTIONS

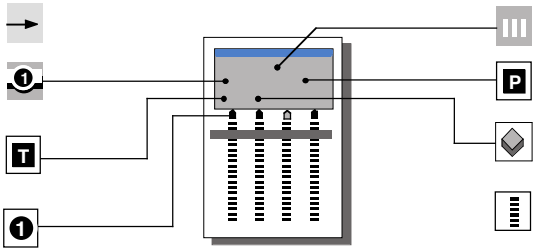
For your safety, do not run along side or after buses.

The route always runs from left to right. The map and timetable are also read from left to right.

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

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Design by Smartmaps, Inc.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington ..... **$ 6.50**
One-way SmarTrip fare ..... **$ 4.75**
Local destinations within Prince William (Cash Only) ..... **$ 1.10**
Local Bus Day Pass—Cash Only (see below) ..... **$ 2.50**

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM
MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare ..... **$ 3.25**
Local Bus Day Pass (see below) ..... **$ 1.25**

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)
Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card.

Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS

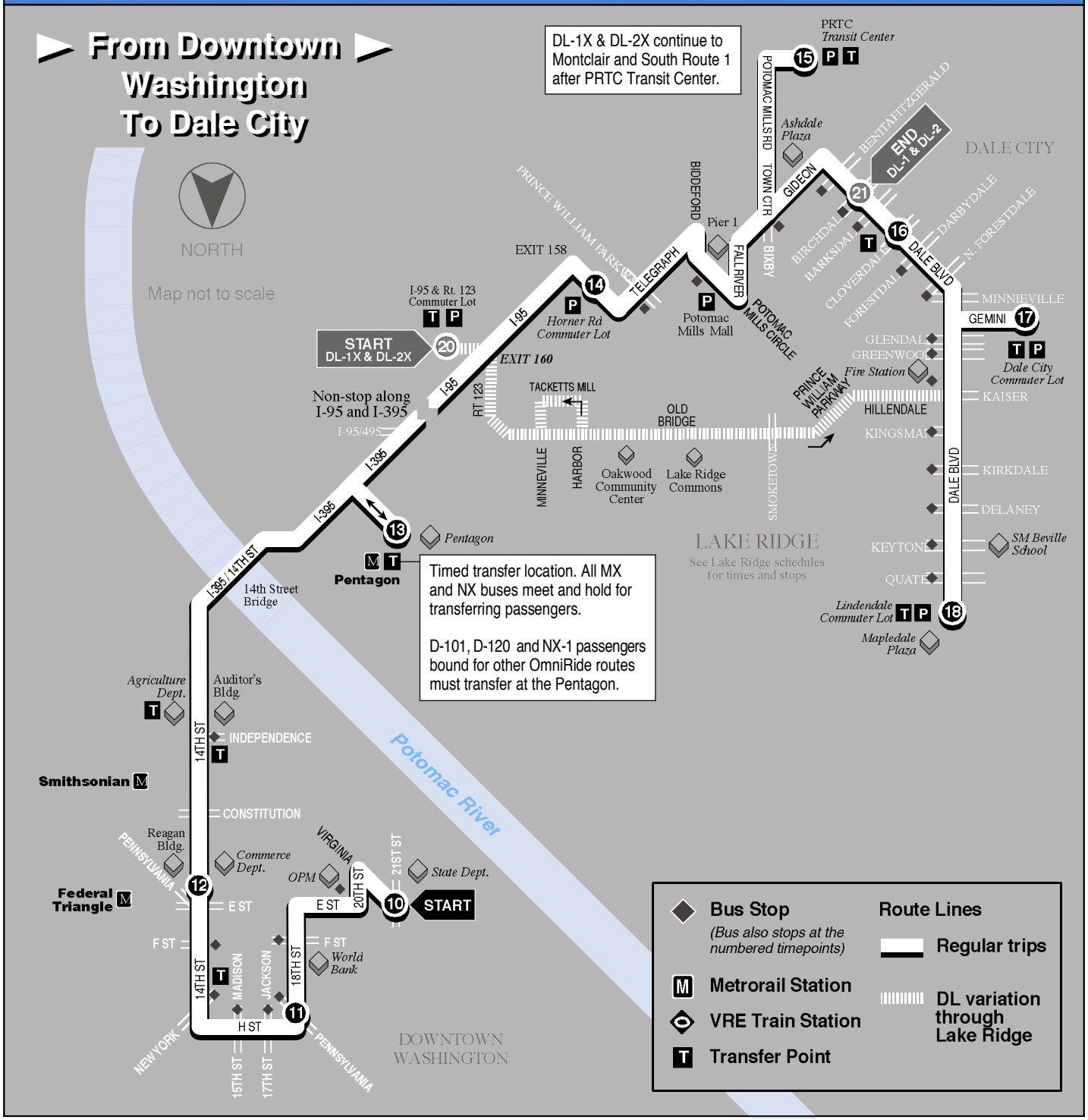
Transfers good for 3 hours on the day issued. Please request when you board.

Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.
Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.
Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.
Local bus to/from Metro Direct—For cash fare, pay and request transfer.
OmniRide to/from OmniRide—FREE with transfer
OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.
Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

DALE CITY – WASHINGTON



Trip Number		10 BUS STARTS at Virginia and 21st St (State Dept)	11 Bus Leaves from 18th St and Penn	12 Bus Leaves from 14th St and Penn (Commerce Dept)	13 Bus Leaves from Pentagon (Bus Bay L1– near Metro)	14 Bus Leaves from Horner Rd./ I-95 Commuter Lot	15 Bus Leaves from PRTC Transit Center	16 Bus Leaves from Cloverdale and Dale Blvd.	17 Bus Leaves from Dale City Commuter Lot	18 BUS ENDS at Lindendale Commuter Lot
WEEKDAYS STATE DEPARTMENT TO DALE CITY TRIPS										
MX-2	P.M.	12:20	12:26	12:35	—	1:08	1:16	1:21	1:26	1:34
D-101		1:50	1:56	2:05	2:17	2:44	2:52	2:57	3:02	3:10
D-102		2:55	3:01	3:13	—	3:46	4:00	4:06	4:12	4:18
D-103		3:10	3:16	3:25	—	3:58	4:12	4:18	4:24	4:30
D-104		3:25	3:31	3:40	—	4:13	4:27	4:33	4:39	4:45
D-105		3:40	3:46	3:58	—	4:31	4:47	4:53	5:01	5:07
D-106		3:55	4:01	4:13	—	4:46	5:02	5:08	5:16	5:22
D-107		4:05	4:11	4:23	—	4:56	5:12	5:18	5:26	5:32
D-108		4:15	4:21	4:33	—	5:06	5:22	5:28	5:36	5:42
D-109		4:23	4:29	4:41	—	5:14	5:30	5:36	5:44	5:50
D-110		4:31	4:37	4:49	—	5:30	5:46	5:52	6:00	6:06
D-111		4:39	4:45	4:57	—	5:38	5:54	6:00	6:08	6:14
D-112		4:47	4:53	5:05	—	5:46	6:02	6:08	6:16	6:22
D-113		4:55	5:01	5:13	—	5:54	6:10	6:16	6:24	6:30
D-114		5:03	5:09	5:24	—	6:09	6:25	6:32	6:39	6:45
D-115		5:11	5:17	5:32	—	6:17	6:33	6:40	6:47	6:53
D-116		5:21	5:27	5:42	—	6:27	6:40	6:47	6:54	7:00
D-117		5:33	5:39	5:54	—	6:39	6:52	6:59	7:06	7:12
D-118		5:45	5:51	6:06	—	6:51	7:04	7:11	7:18	7:24
D-119		6:00	6:06	6:21	—	7:06	7:19	7:26	7:33	7:39
D-120		6:15	6:21	6:36	6:50	7:19	7:30	7:35	7:40	7:46
D-121		6:30	6:36	6:51	7:05	7:34	7:45	7:50	7:55	8:01
NX-1		7:34	7:39	7:50	8:00	8:29	8:40	8:45	8:50	8:58

Shaded trips operate on Modified Holidays - see instruction panel. See other side for trip from Dale City.

Trip Number		10 BUS STARTS at Virginia and 21st St (State Dept)	11 Bus Leaves from 18th St and Penn	12 Bus Leaves from 14th St and Penn (Commerce Dept)	13 Bus Leaves from Pentagon (Bus Bay L1– near Metro)	20 Bus Leaves from 123 & I-95 Commuter Lot	14 Bus Leaves from Horner Rd./ I-95 Commuter Lot	15 BUS ENDS at PRTC Transit Center	17 Bus Leaves from Dale City Commuter Lot	21 BUS ENDS at Dale and Birchdale
WEEKDAYS COMBINED LAKE RIDGE / DALE CITY TRIPS (SEE NOTES ON MAP)										
DL-1	P.M.	6:45	6:51	7:02	7:13	7:42	—	—	8:12	8:14
DL-1X		—	—	—	—	7:42	7:45	7:53	—	—
DL-2		7:10	7:16	7:27	7:38	8:07	—	—	8:37	8:39
DL-2X		—	—	—	—	8:07	8:10	8:18	—	—

Shaded trips operate on Modified Holidays - see instruction panel.

Welcome Aboard!

What is OmniRide?

OmniRide offers commuters weekday rush hour service (excluding holidays) from locations throughout Prince William County and the City of Manassas to destinations that include the Vienna, West Falls Church and Franconia-Springfield Metro Stations, the Pentagon, Crystal City, Rosslyn/Ballston, downtown Washington, DC, Capitol Hill, Washington Navy Yard, Bolling AFB and Anacostia NAS.

Customer Service

PRTC Customer Service Office is open Monday-Friday, 5:30 AM to 8:30 PM (except some holidays). To contact us:

- Call (703) 730-6664 or (888) 730-6664
- Email Omni@OmniRide.com
- Write to 14700 Potomac Mills Road, Woodbridge, VA 22192

Schedules and other service related information is available on the web at www.PRTCtransit.org. For the latest service updates by email, subscribe to our Rider Express email list at PRTCtransit.org.

Emergency Service Policy

Pick up a copy of the Emergency Service Plan brochure, which details procedures for snow and non-weather related emergencies. The plan is also available at PRTCtransit.org or call Customer Service to have a brochure mailed to you.

Lost and Found

Items found on buses will be held at the OmniRide Transit Center at 14700 Potomac Mills Road, Woodbridge, VA for 30 days. To inquire about a lost item, please call (703) 730-6664 or email to Omni@OmniRide.com.

Priority Seating and Special Needs

Front row "Priority Seating" has been designated on every Metro Direct bus. Please accommodate the special needs of mobility-impaired passengers by giving up those seats as needed.

Passengers requiring lift-equipped buses are requested to confirm travel arrangements with Customer Service at (703) 730-6664 24 hours prior to their trip. For Virginia Relay Center–TDD call 711

SmarTrip® Sales Locations

PRTC Transit Center
Administrative Office (6 AM – 8 PM)
14700 Potomac Mills Rd.
Woodbridge, VA
(703) 730-6664

The Commuter Stores

- Ballston
  4238 Wilson Blvd., Suite 1244
  Arlington, VA
  (703) 528-3541
- Crystal City
  1615-B Crystal Square Arcade
  Arlington, VA
  (703) 413-4287
- Rosslyn
  1700 N. Moore Street, Suite 235
  Arlington, VA
  (703) 525-1995

Manassas Area Giant Grocery Stores

- Westgate Plaza
  8025 Sudley Rd.
- Manassas Junction
  8819 Centerville Rd.
- Wellington Station
  10100 Dumfries Rd.

Vending machines located at the Franconia-Springfield, Vienna and West Falls Church Metro Stations and other locations with large parking facilities.

Online at SmarTrip.com and CommuterPage.com.

Other PRTC Services

Metro Direct offers three routes to connect you with nearby Metrorail stations. Prince William-Metro Direct connects eastern Prince William with the Franconia-Springfield Metro Station, with stops at OmniRide Transfer Center, Potomac Mills Mall and Route 1 in Woodbridge. Manassas Metro Direct connects Manassas with the West Falls Church Metro Station, with stops at Manassas Mall and Manassas VRE Station. And the Linton Hall Metro Direct serves stops along the Linton Hall Corridor then travels express on I-66 to the West Falls Church Metro Station.

OmniLink¨ local (demand responsive) buses serve six routes in Prince William and the Manassas area. With advanced notice, buses can leave the route to serve locations up to 3/4 mile off the route.

Cross County Connector connects Eastern Prince William and the Manassas area, with transfers to local OmniLink buses and OmniRide commuter buses.

OmniMatch¨ is a FREE ridematching service that matches you with a carpool or vanpool that best suits your commute needs.

Connecting Service

OmniRide connects to these other regional transit providers.

Metrorail and Metrobus system provides service throughout the Washington Metropolitan area. (202) 637-7000

Fairfax Connector buses serve northern Virginia, including shuttles to Tysons Corner from West Falls Church Metro Station. (703) 339-7200

Virginia Railway Express has six commuter rail stations in the Prince William and Manassas areas. (800) RIDE-VRE

Other Commuter Services

OmniRide also participates in these regional commuter programs:

SmartBenefits® is a tax-free, employer-sponsored transit benefit. It is electronically paid monthly and can be downloaded to SmarTrip cards. (202) 962-1326.

Guaranteed Ride Home (GRH)—This program relieves commuters of the fear of being stranded in the event of a personal emergency or unscheduled overtime by providing up to four free rides home per year. (800) 745-RIDE

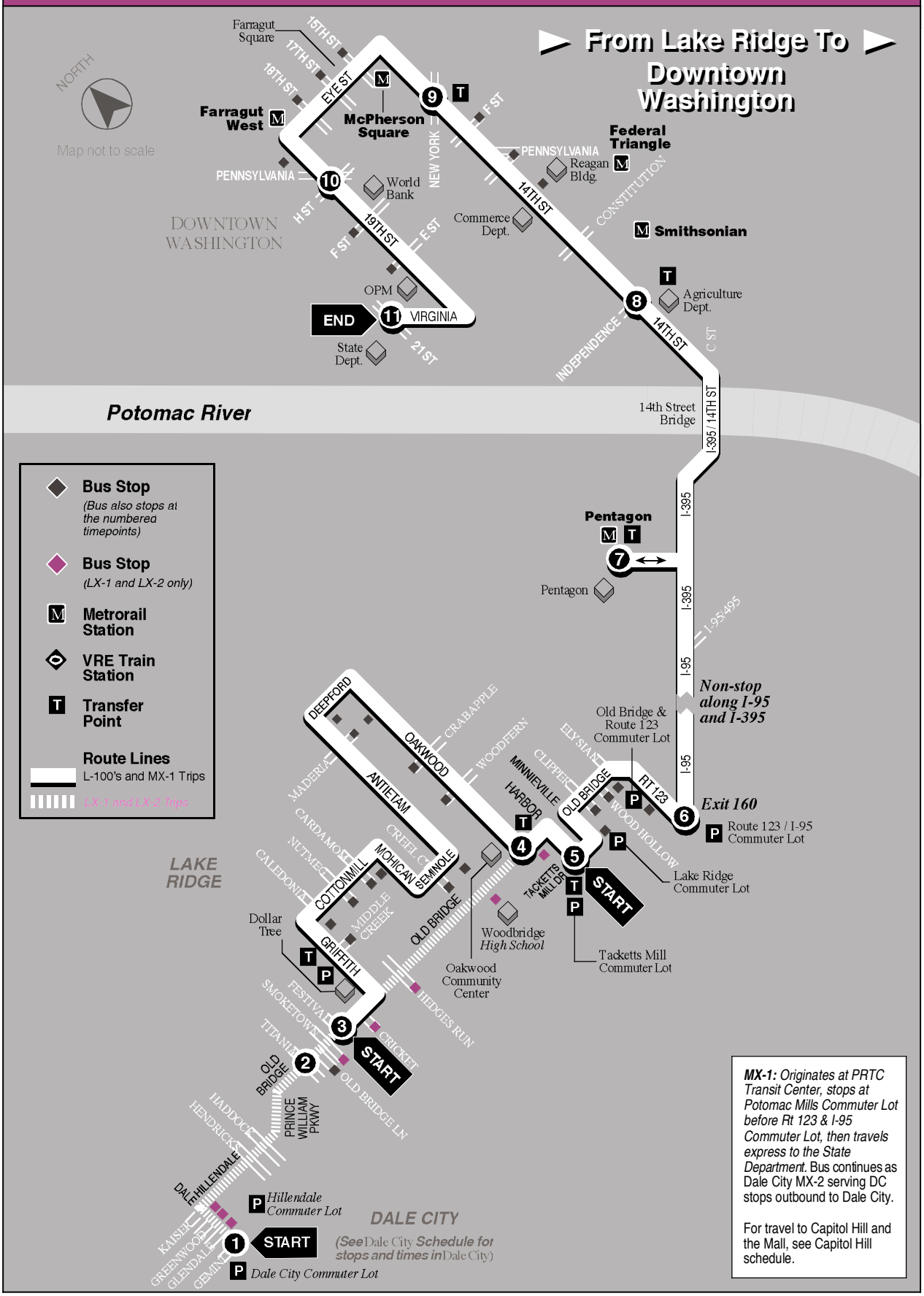
Passenger Conduct

PRTC reserves the right to deny entry to, expel and/or temporarily or permanently ban any person from PRTC property and/or vehicles, who in the judgement of the PRTC management or its agent, is imperiling public safety or being a public nuisance. Actions that could imperil public safety or quality as a public nuisance include, but are not limited to, 1) verbal or physical intimidation; 2) disrespecting the rights of other PRTC patrons; 3) use of profanity; 4) lewd behavior; 5) refusal to pay a fare; and 6) defacing or otherwise damaging PRTC-owned assets.

Title VI Policy

In compliance with Title VI of the Civil Rights Act of 1964, it is PRTC's policy to use its best efforts to assure that no person shall be excluded from participation or denied the benefits of PRTC's services, on the grounds of race, color or national origin. To file a complaint, contact PRTC's Customer Service or visit the "Passenger Rights" page at PRTCtransit.org.

LAKE RIDGE – WASHINGTON



Trip Number	1 BUS STARTS at Dale City Commuter Lot	2 Bus Leaves from Old Bridge and Titania	3 BUS STARTS at Festival at Old Bridge (Dollar Tree)	4 Bus Leaves from Oakwood and Old Bridge	5 Bus Leaves from Tackett's Mill Commuter Lot	6 Bus Leaves from Rt 123 and I-95 Commuter Lot	7 Bus Leaves from Pentagon (Bus Bay L2)	8 Bus Leaves from 14th and Indep (Agric Dept)	9 Bus Leaves from 14th and New York	10 Bus Leaves from 19th and H	11 BUS ENDS at Virginia and 21st (State Dept)
WEEKDAYS—(AM)											
L-101	—	—	5:15	5:27	5:35	5:47	—	6:13	6:19	6:26	6:31
L-102C	—	—	—	—	5:55	6:09	—	6:39	6:46	6:53	6:58
L-103	—	—	5:55	6:07	6:15	6:29	—	6:59	7:06	7:13	7:18
L-104C	—	—	—	—	6:36	6:50	—	7:20	7:27	7:35	7:40
L-105	—	—	6:35	6:48	6:56	7:12	—	7:42	7:49	7:57	8:02
L-106C	—	—	—	—	7:16	7:32	—	8:02	8:09	8:17	8:22
L-107	—	—	7:15	7:28	7:36	7:50	—	8:22	8:31	8:39	8:44
L-108C	—	—	—	—	7:56	8:10	—	8:42	8:51	8:59	9:04
LX-1	**7:43**	**7:51**	**—**	**7:56**	**8:06**	**8:20**	**8:54**	**9:06**	**9:13**	**9:21**	**9:26**
LX-2	**8:28**	**8:36**	**—**	**8:41**	**8:51**	**9:05**	**9:39**	**9:51**	**9:58**	**10:06**	**10:11**
MX-1	*See note above on map*		—	—	—	11:35	—	—	—	—	12:07

Shaded trips operate on Modified Holidays - see other side. See other side for trip to Lake Ridge.

INSTRUCTIONS

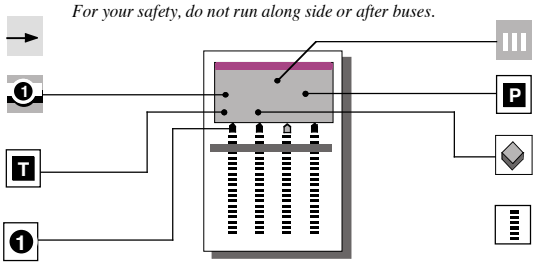
For your safety, do not run along side or after buses.

The route always runs from left to right. The map and timetable are also read from left to right.

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington	$ 6.50
One-way SmarTrip fare	$ 4.75
Local destinations within Prince William (Cash Only)	$ 1.10
Local Bus Day Pass—Cash Only (see below)	$ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM

MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare	$ 3.25
Local Bus Day Pass (see below)	$ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)

Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.
Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card. Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS Transfers good for 3 hours on the day issued. Please request when you board.
Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.
Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.
Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.
Local bus to/from Metro Direct—For cash fare, pay and request transfer.
OmniRide to/from OmniRide—FREE with transfer
OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.
Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Welcome Aboard!

What is OmniRide?

OmniRide offers commuters weekday rush hour service (excluding holidays) from locations throughout Prince William County and the City of Manassas to destinations that include the Vienna, West Falls Church and Franconia-Springfield Metro Stations, the Pentagon, Crystal City, Rosslyn/Ballston, downtown Washington, DC, Capitol Hill, Washington Navy Yard, Bolling AFB and Anacostia NAS.

Customer Service

PRTC Customer Service Office is open Monday-Friday, 5:30 AM to 8:30 PM (except some holidays). To contact us:

- Call (703) 730-6664 or (888) 730-6664
- Email Omni@OmniRide.com
- Write to 14700 Potomac Mills Road, Woodbridge, VA 22192

Schedules and other service related information is available on the web at www.PRTCtransit.org. For the latest service updates by email, subscribe to our Rider Express email list at PRTCtransit.org.

Emergency Service Policy

Pick up a copy of the Emergency Service Plan brochure, which details procedures for snow and non-weather related emergencies. The plan is also available at PRTCtransit.org or call Customer Service to have a brochure mailed to you.

SmarTrip® Sales Locations

PRTC Transit Center
Administrative Office (6 AM – 8 PM)
14700 Potomac Mills Rd.
Woodbridge, VA
(703) 730-6664

The Commuter Stores

- Ballston
  4238 Wilson Blvd., Suite 1244
  Arlington, VA
  (703) 528-3541
- Crystal City
  1615-B Crystal Square Arcade
  Arlington, VA
  (703) 413-4287
- Rosslyn
  1700 N. Moore Street, Suite 235
  Arlington, VA
  (703) 525-1995

Manassas Area Giant Grocery Stores

- Westgate Plaza, 8025 Sudley Rd.
- Manassas Junction, 8819 Centerville Rd.
- Wellington Station, 10100 Dumfries Rd.

Vending machines located at the Franconia-Springfield, Vienna and West Falls Church Metro Stations and other locations with large parking facilities.

Online at SmarTrip.com and CommuterPage.com.

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Design by Smartmaps, Inc.

LAKE RIDGE – WASHINGTON

From Downtown Washington To Lake Ridge

END
L-100's, MX & NX

END
DL-1 & DL-2

DALE CITY
(See Dale City Schedule for stops and times in Dale City)

DL-1 and DL-2 continue to Dale City. See Dale City schedules.

Dollar Tree

Tacketts Mill Commuter Lot

Gordon Plaza

Lake Ridge Commuter Lot

Route 123 / I-95 Commuter Lot

Exit 160

Non-stop along I-95 and I-395

Old Bridge & Route 123 Commuter Lot

Oakwood Community Center

LAKE RIDGE

Pentagon

Pentagon

Timed transfer location. All MX and NX buses meet and hold for transferring passengers.

NORTH

Map not to scale

14th Street Bridge

Potomac River

Auditor's Bldg.

Agriculture Dept.

Smithsonian

State Dept.

START

DOWNTOWN WASHINGTON

OPM

Commerce Dept.

World Bank

Reagan Bldg.

Hamilton Sq.

MX-3 passengers bound for other OmniRide routes must transfer at the Penagon.

D-101 passengers bound for Lake Ridge must transfer to L-201 at the Pentagon. D-101 continues to Dale City.

L-201 originates in Crystal City. See Lake Ridge – Crystal City/Pentagon schedule.

D-120 passengers bound for Lake Ridge must transfer to L-208 at the Pentagon. D-120 continues to Dale City.

L-208 originates in Crystal City. See Lake Ridge–Crystal City/Pentagon schedule.

NX-1 passengers bound for Lake Ridge must transfer to NX-2 at the Pentagon. NX-1 continues to Dale City.

NX-2 originates in Crystal City. See Lake Ridge–Crystal City/Pentagon schedule.

- Bus Stop (Bus also stops at the numbered timepoints)
- Metrorail Station
- VRE Train Station
- Transfer Point

Trip Number	11 BUS STARTS at Virginia and 21st St (State Dept)	12 Bus Leaves from 18th St and Penn	13 Bus Leaves from 14th St and Pennsylvania	14 Bus Leaves from Pentagon (Bus Bay L2)	15 Bus Leaves from Rt 123 and I-95 Commuter Lot	16 Bus Leaves from Tackett's Mill Commuter Lot	17 Bus Leaves from Oakwood and Old Bridge	18 BUS ENDS at Festival at Old Bridge (Dollar Tree)	19 BUS ENDS at Old Bridge and Touchstone
WEEKDAYS—(PM)									
MX-3	12:07	12:13	12:19	12:34	1:00	1:13	1:19	1:26	—
D-101	1:50	1:56	2:05	2:17	Lake Ridge passengers must transfer to L-201 at Pentagon—See notes on map				—
L-201	Originates in Crystal City—See notes on map		—	2:17	2:41	2:56	3:05	3:13	—
L-101	3:20	3:26	3:35	—	4:12	4:26	4:35	4:43	—
L-102	3:40	3:46	3:55	4:06	4:32	4:46	4:55	5:03	—
L-103	4:00	4:06	4:18	—	4:57	5:11	5:21	5:29	—
L-104	4:15	4:21	4:33	—	5:12	5:26	5:36	5:44	—
L-105	4:30	4:36	4:48	—	5:27	5:41	5:51	5:59	—
L-106	4:40	4:46	4:58	—	5:37	5:51	6:01	6:09	—
L-107	4:50	4:56	5:08	—	5:47	6:01	6:11	6:19	—
L-108	5:00	5:06	5:21	—	6:02	6:16	6:26	6:35	—
L-109	5:10	5:16	5:31	—	6:12	6:26	6:36	6:45	—
L-110	5:20	5:26	5:41	—	6:22	6:36	6:46	6:55	—
L-111	5:30	5:36	5:51	—	6:32	6:46	6:56	7:05	—
L-112	5:40	5:46	6:01	6:16	6:48	7:00	7:10	7:19	—
L-113	5:55	6:01	6:16	6:28	7:03	7:15	7:25	7:34	—
L-208	Originates in Crystal City—See notes on map		—	6:50	7:18	7:29	7:39	7:47	—
D-120	6:15	6:21	6:36	6:50	Passengers bound for Lake Ridge must transfer to L-207 at Pentagon; D-120 continues to Dale City				—
DL-1	6:45	6:51	7:02	7:13	7:42	7:54	—	—	8:02
DL-2	7:10	7:16	7:27	7:38	8:07	8:19	—	—	8:27
NX-1	7:34	7:39	7:50	8:00	Passengers bound for Lake Ridge must transfer to NX-2 at Pentagon; NX-1 continues to Dale City				—
NX-2	Originates in Crystal City—See notes on map		—	8:00	8:29	8:40	8:50	8:58	—

Shaded trips operate on Modified Holidays - see other side. See other side for trip from Lake Ridge. For late evening service, see note on map.

Lost and Found

Items found on buses will be held at the OmniRide Transit Center at 14700 Potomac Mills Road, Woodbridge, VA for 30 days. To inquire about a lost item, please call (703) 730-6664 or email to Omni@OmniRide.com.

Other PRTC Services

Metro Direct offers three routes to connect you with nearby Metrorail stations. Prince William-Metro Direct connects eastern Prince William with the Franconia-Springfield Metro Station, with stops at OmniRide Transfer Center, Potomac Mills Mall and Route 1 in Woodbridge. Manassas Metro Direct connects Manassas with the West Falls Church Metro Station, with stops at Manassas Mall and Manassas VRE Station. And the Linton Hall Metro Direct serves stops along the Linton Hall Corridor then travels express on I-66 to the West Falls Church Metro Station.

OmniLink™ local (demand responsive) buses serve six routes in Prince William and the Manassas area. With advanced notice, buses can leave the route to serve locations up to 3/4 mile off the route.

Cross County Connector connects Eastern Prince William and the Manassas area, with transfers to local OmniLink buses and OmniRide commuter buses.

OmniMatch™ is a FREE ridematching service that matches you with a carpool or vanpool that best suits your commute needs.

Connecting Service

OmniRide connects to these other regional transit providers.
Metrorail and Metrobus system provides service throughout the Washington Metropolitan area. (202) 637-7000
Fairfax Connector buses serve northern Virginia, including shuttles to Tysons Corner from West Falls Church Metro Station. (703) 339-7200
Virginia Railway Express has six commuter rail stations in the Prince William and Manassas areas. (800) RIDE-VRE

Other Commuter Services

OmniRide also participates in these regional commuter programs:

SmartBenefits® is a tax-free, employer-sponsored transit benefit. It is electronically paid monthly and can be downloaded to SmarTrip cards. (202) 962-1326.

Guaranteed Ride Home (GRH)—This program relieves commuters of the fear of being stranded in the event of a personal emergency or unscheduled overtime by providing up to four free rides home per year. (800) 745-RIDE

Priority Seating and Special Needs

Front row "Priority Seating" has been designated on every Metro Direct bus. Please accommodate the special needs of mobility-impaired passengers by giving up those seats as needed.
Passengers requiring lift-equipped buses are requested to confirm travel arrangements with Customer Service at (703) 730-6664 24 hours prior to their trip. For Virginia Relay Center–TDD call 711

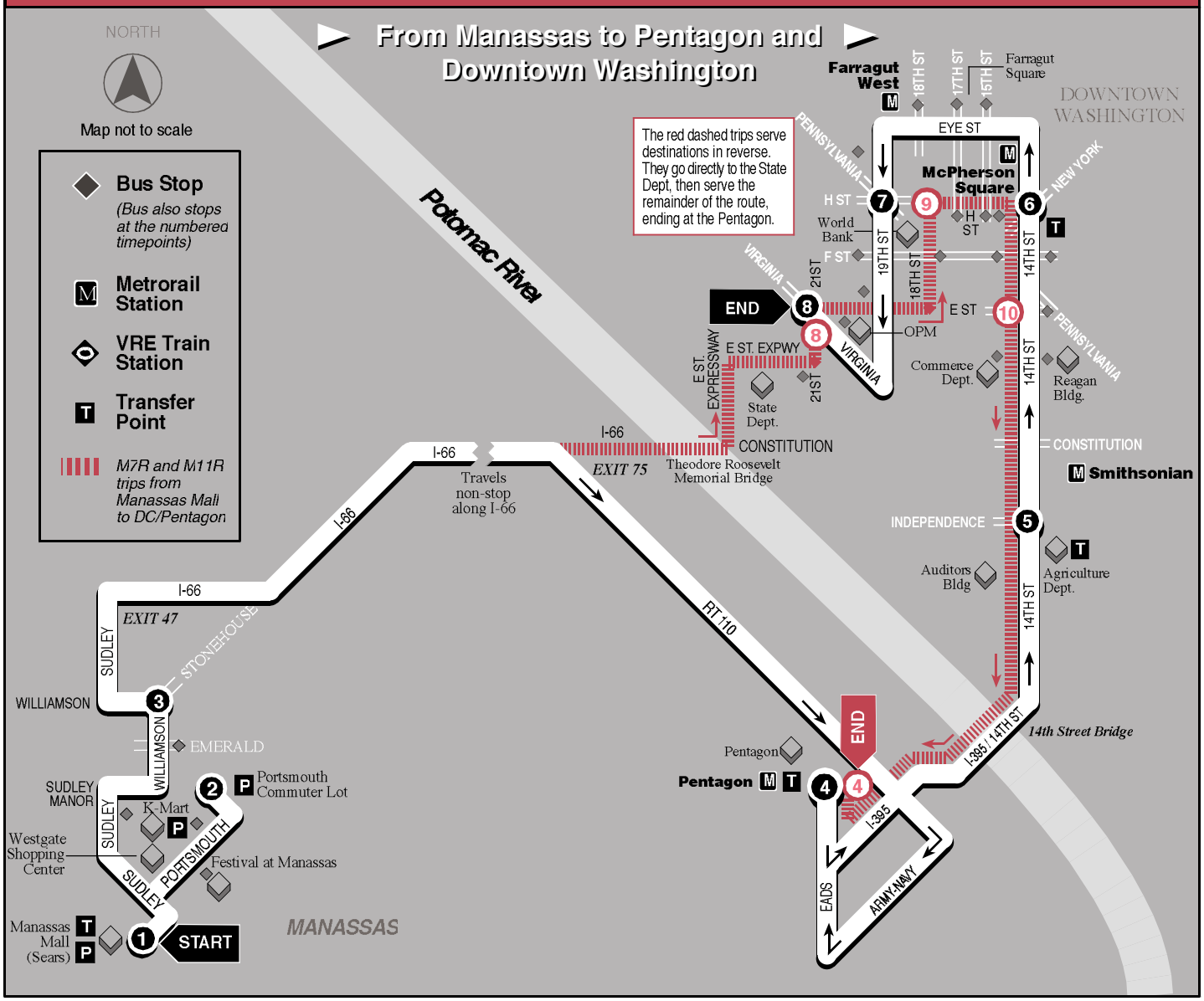
Passenger Conduct

PRTC reserves the right to deny entry to, expel and/or temporarily or permanently ban any person from PRTC property and/or vehicles, who in the judgement of the PRTC management or its agent, is imperiling public safety or being a public nuisance. Actions that could imperil public safety or quality as a public nuisance include, but are not limited to, 1) verbal or physical intimidation; 2) disrespecting the rights of other PRTC patrons; 3) use of profanity; 4) lewd behavior; 5) refusal to pay a fare; and 6) defacing or otherwise damaging PRTC-owned assets.

Title VI Policy

In compliance with Title VI of the Civil Rights Act of 1964, it is PRTC's policy to use its best efforts to assure that no person shall be excluded from participation or denied the benefits of PRTC's services, on the grounds of race, color or national origin. To file a complaint, contact PRTC's Customer Service or visit the "Passenger Rights" page at PRTCtransit.org.

MANASSAS


From Manassas to Pentagon and Downtown Washington
NORTH
Map not to scale
Bus Stop
(Bus also stops at the numbered timepoints)
Metrorail Station
VRE Train Station
Transfer Point
M7R and M11R trips from Manassas Mall to DC/Pentagon
Potomac River
The red dashed trips serve destinations in reverse. They go directly to the State Dept, then serve the remainder of the route, ending at the Pentagon.
Farragut West
Farragut Square
DOWNTOWN WASHINGTON
EYE ST
McPherson Square
PENNSYLVANIA
NEW YORK
H ST
World Bank
F ST
19TH ST
18TH ST
17TH ST
15TH ST
14TH ST
VIRGINIA
21ST
END
E ST
OPM
E ST. EXPWY
E ST. EXPRESSWAY
State Dept.
Commerce Dept.
Reagan Bldg.
CONSTITUTION
Smithsonian
I-66
EXIT 75
Theodore Roosevelt Memorial Bridge
Travels non-stop along I-66
INDEPENDENCE
Auditors Bldg
Agriculture Dept.
RT 110
EXIT 47
STONEHOUSE
SUDLEY
WILLIAMSON
EMERALD
Portsmouth Commuter Lot
SUDLEY MANOR
K-Mart
Westgate Shopping Center
PORTSMOUTH
Festival at Manassas
Manassas Mall (Sears)
START
MANASSAS
Pentagon
I-395
14th Street Bridge
EADS
ARMY-NAVY

Trip Number	1 BUS STARTS at Manassas Mall (Sears)	2 Bus Leaves from Portsmouth Commuter Lot	3 Bus Leaves from Williamson and Stonehouse	Does Bus travel Rt. 110 to Pentagon or travel over Roosevelt Bridge to State Dept?	4 Bus Leaves from Pentagon (Bus Bay L-2)	5 Bus Leaves from 14th St and Indepen (Agri Dept)	6 Bus Leaves from 14th St and New York	7 Bus Leaves from 19th St and H St	8 BUS ENDS at Virginia and 21st St	8 Bus Leaves from Virginia and 21st St *(red trip only)*	9 Bus Leaves from 18th St and Penn *(red trip only)*	10 Bus Leaves from 14th St and Penn *(red trip only)*	4 BUS ENDS at Pentagon *(red trip only)*
WEEKDAYS													
M-1 A.M.	4:45	4:48	4:57	Rt. 110	5:34	5:41	5:46	5:52	5:57	—	—	—	—
M-2	5:00	5:03	5:12	Rt 110	5:49	5:56	6:01	6:07	6:12	—	—	—	—
M-3	5:15	5:19	5:28	Rt 110	6:08	6:16	6:22	6:28	6:33	—	—	—	—
M-4	5:30	5:34	5:43	Rt 110	6:23	6:31	6:38	6:46	6:51	—	—	—	—
M-5	5:45	5:49	5:59	Rt 110	6:44	6:53	7:00	7:06	7:11	—	—	—	—
M-6	6:00	6:04	6:14	Rt 110	6:59	7:08	7:15	7:21	7:26	—	—	—	—
M-7R	6:15	6:21	6:30	Roosevelt	—	—	—	—	—	7:36	7:40	7:49	7:58
M-8	6:30	6:34	6:43	Rt 110	7:43	7:57	8:05	8:12	8:17	—	—	—	—
M-9	6:45	6:49	6:58	Rt 110	7:58	8:12	8:20	8:27	8:32	—	—	—	—
M-10	7:00	7:04	7:13	Rt 110	8:18	8:32	8:41	8:50	8:55	—	—	—	—
M-11R	7:15	7:21	7:30	Roosevelt	—	—	—	—	—	8:36	8:40	8:49	8:58

Shaded trips operate on Modified Holidays - see below.

INSTRUCTIONS

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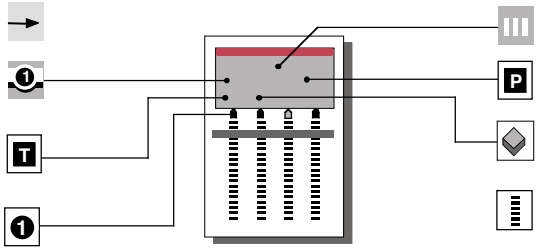
The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

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Design by Smartmaps, Inc.

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Exact cash fare or SmarTrip is required; the driver does not carry cash.

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One-way cash fare to/from Pentagon, Crystal City, Washington ..... $ 6.50
One-way SmarTrip fare ..... $ 4.75
Local destinations within Prince William (Cash Only) ..... $ 1.10
Local Bus Day Pass—Cash Only (see below) ..... $ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM
MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card
One-way cash fare ..... $ 3.25
Local Bus Day Pass (see below) ..... $ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)
Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card.

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TRANSFER OPTIONS

Transfers good for 3 hours on the day issued. Please request when you board.

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Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.

Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.

Local bus to/from Metro Direct—For cash fare, pay and request transfer.

OmniRide to/from OmniRide—FREE with transfer

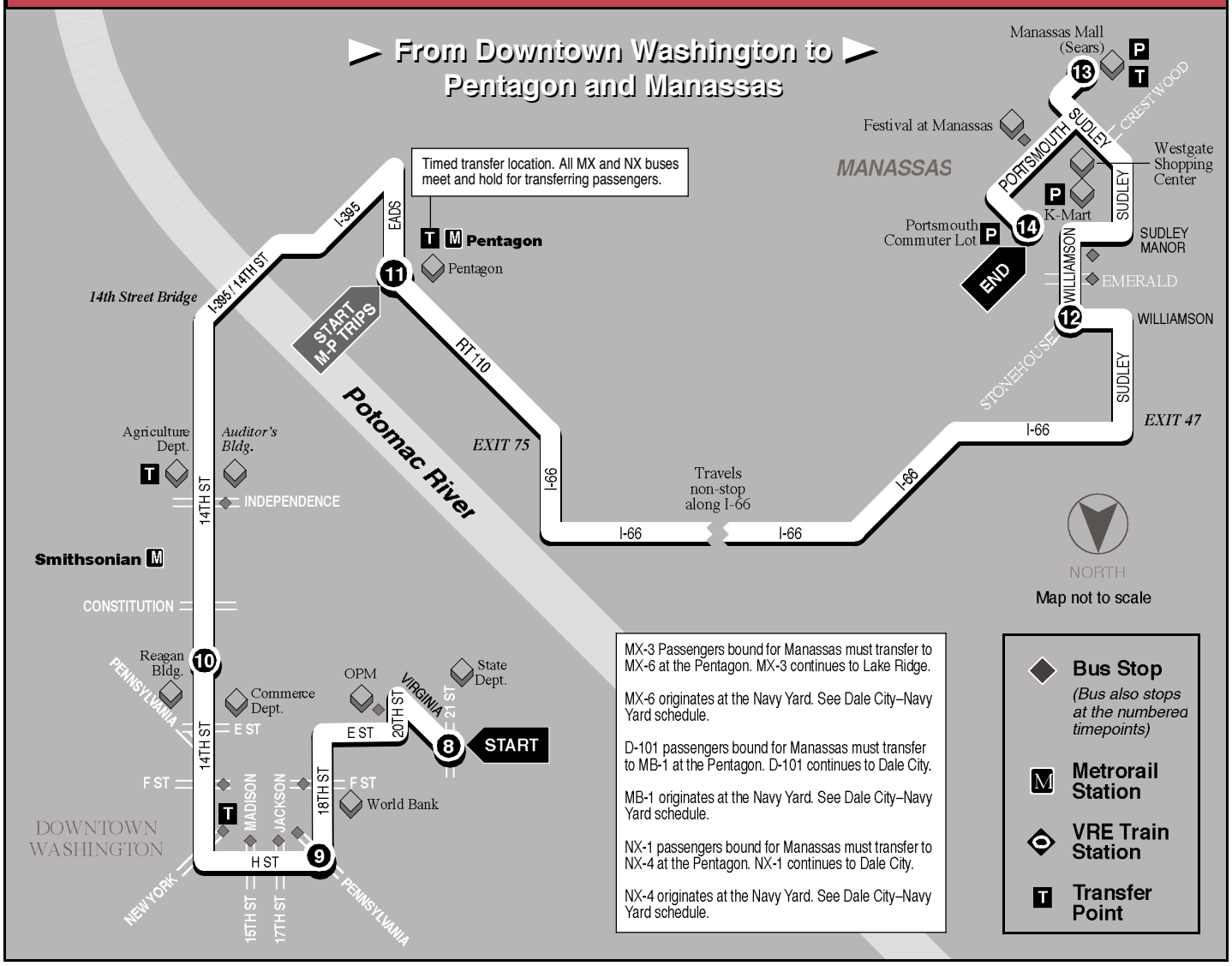
OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.

Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

MANASSAS


From Downtown Washington to Pentagon and Manassas
Timed transfer location. All MX and NX buses meet and hold for transferring passengers.
Pentagon
Pentagon
I-395
EADS
I-395 / 14TH ST
14th Street Bridge
START M-P TRIPS
RT 110
Potomac River
EXIT 75
I-66
Travels non-stop along I-66
I-66
I-66
I-66
Manassas Mall (Sears)
Festival at Manassas
MANASSAS
PORTSMOUTH
SUDLEY
CRESTWOOD
Westgate Shopping Center
K-Mart
Portsmouth Commuter Lot
END
SUDLEY
SUDLEY MANOR
WILLIAMSON
EMERALD
WILLIAMSON
STONEHOUSE
SUDLEY
EXIT 47
I-66
NORTH
Map not to scale
Agriculture Dept.
Auditor's Bldg.
INDEPENDENCE
14TH ST
Smithsonian
CONSTITUTION
Reagan Bldg.
PENNSYLVANIA
Commerce Dept.
E ST
OPM
VIRGINIA
20TH ST
21 ST
State Dept.
START
E ST
F ST
MADISON
JACKSON
18TH ST
F ST
World Bank
DOWNTOWN WASHINGTON
H ST
NEW YORK
15TH ST
17TH ST
PENNSYLVANIA
MX-3 Passengers bound for Manassas must transfer to MX-6 at the Pentagon. MX-3 continues to Lake Ridge.
MX-6 originates at the Navy Yard. See Dale City–Navy Yard schedule.
D-101 passengers bound for Manassas must transfer to MB-1 at the Pentagon. D-101 continues to Dale City.
MB-1 originates at the Navy Yard. See Dale City–Navy Yard schedule.
NX-1 passengers bound for Manassas must transfer to NX-4 at the Pentagon. NX-1 continues to Dale City.
NX-4 originates at the Navy Yard. See Dale City–Navy Yard schedule.
Bus Stop
(Bus also stops at the numbered timepoints)
Metrorail Station
VRE Train Station
Transfer Point

Trip Number		8 BUS STARTS at Virginia and 21st St (State Dept)	9 Bus Leaves from 18th St and Penn	10 Bus Leaves from 14th St and Penn (Commerce Dept)	11 Bus Leaves from Pentagon (Bus Bay L-2)	12 Bus Leaves from Williamson and Stonehouse	13 Bus Leaves from Manassas Mall (Sears)	14 BUS ENDS at Portsmouth Commuter Lot
WEEKDAYS								
MX-3	P.M.	12:07	12:13	12:19	12:34	For continuing service to Manassas, transfer to MX-6 at the Pentagon–See note on map		
MX-6		—	Originates at the Navy Yard		12:34	1:13	1:19	1:23
D-101		1:50	1:56	2:05	2:17	For continuing service to Manassas, transfer to MB-1 at the Pentagon–See note on map		
MB-1		—	Originates at the Navy Yard	—	2:17	3:00	3:10	3:16
M-1		3:05	3:11	3:20	3:31	4:16	4:26	4:32
M-2		3:30	3:36	3:45	3:56	4:41	4:51	4:57
M-3P		—	—	—	4:10	5:01	5:11	5:17
M-4		3:55	4:01	4:13	4:24	5:13	5:23	5:29
M-5		4:20	4:26	4:38	4:49	5:38	5:48	5:54
M-6P		—	—	—	5:00	5:51	6:01	6:07
M-7		4:45	4:51	5:03	5:14	6:10	6:20	6:26
M-8P		—	—	—	5:30	6:21	6:31	6:37
M-9		5:10	5:16	5:31	5:43	6:34	6:44	6:50
M-10		5:35	5:41	5:56	6:08	6:59	7:09	7:15
M-11		6:00	6:06	6:21	6:33	7:24	7:34	7:40
NX-1		7:34	7:39	7:50	8:00	For service to Manassas, transfer to NX-4 at the Pentagon–See note on map		
NX-4		—	—	—	8:00	8:45	8:52	8:56

Shaded trips operate on Modified Holidays - see other side.

Other PRTC Services

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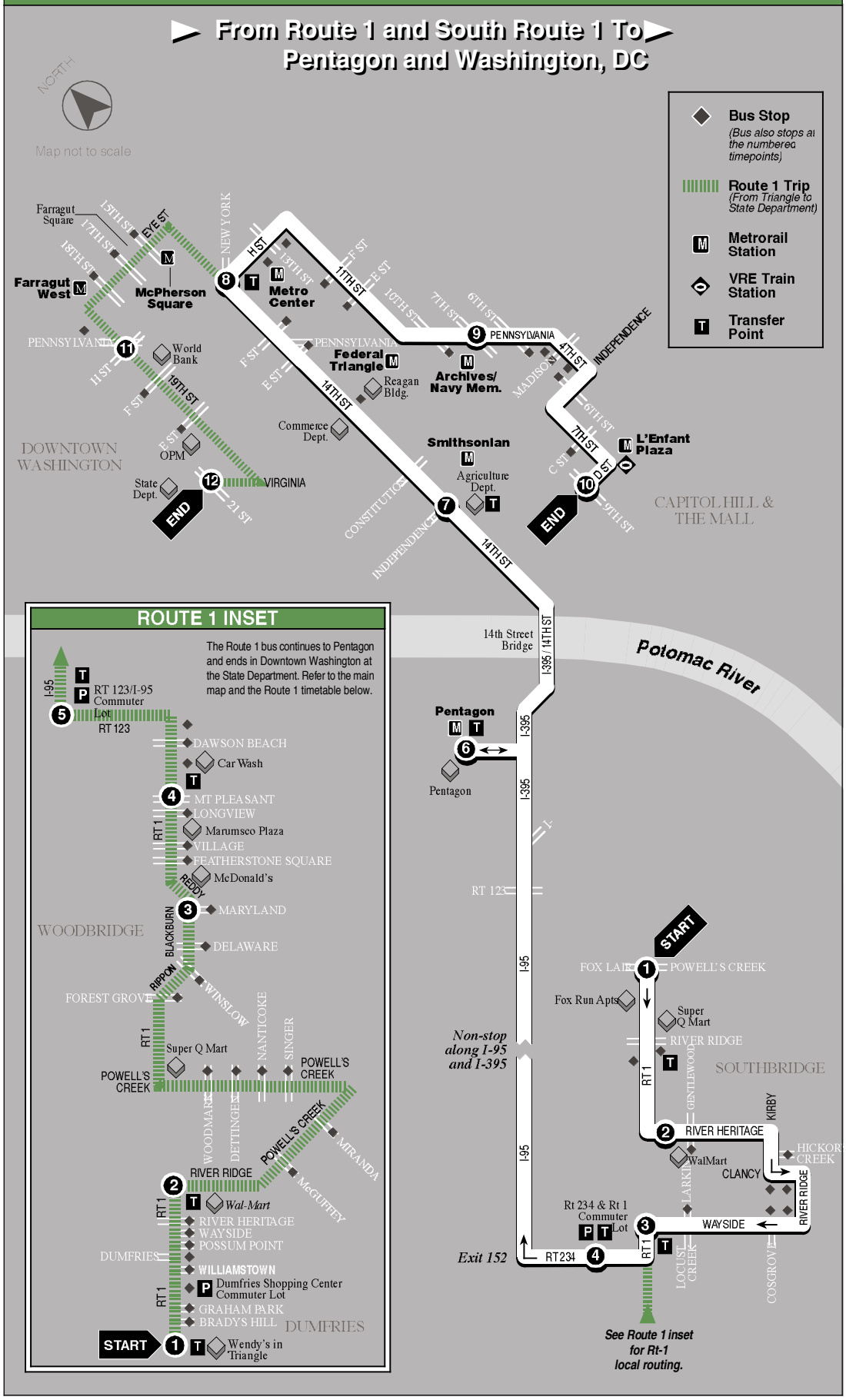
ROUTE 1 / SOUTH ROUTE 1

From Route 1 and South Route 1 To Pentagon and Washington, DC



	Trip Number	1 BUS STARTS at Route 1 and Fox Lair	2 Bus Leaves from River Ridge and Route 1	3 Bus Leaves from Wayside and Route 1	4 Bus Leaves from Rt 234 and Rt 1 Commuter Lot	6 Bus Leaves from Pentagon (Bus Bay L2)	7 Bus Leaves from 14th St and Independence	8 Bus Leaves from 14th St and New York	9 Bus Leaves from Pennsylvania and 7th St	10 BUS ENDS at D St and 9th St, SW
SOUTH ROUTE 1 WEEKDAYS—(AM)										
A.M.	RS-1	5:13	5:18	5:26	5:30	6:10	6:19	6:26	6:34	6:39
	RS-2	6:03	6:08	6:16	6:20	7:00	7:09	7:16	7:24	7:29
	RS-3	6:43	6:48	6:56	7:00	7:39	7:48	7:57	8:05	8:10
	RS-4	7:23	7:28	7:36	7:40	8:21	8:33	8:42	8:50	8:55

Shaded trips operate on Modified Holidays - See other side for trip to Fox Lair Apartments and Southbridge.

	Trip Number	1 BUS STARTS at Wendy's in Triangle	2 Bus Leaves from River Ridge and Route 1	3 Bus Leaves from Blackburn and Maryland	4 Bus Leaves from Route 1 and Mt Pleasant	5 Bus Leaves from Rt 123/I-95 Commuter Lot	6 Bus Leaves from Pentagon (Bus Bay L2)	7 Bus Leaves from 14th St and Independence	8 Bus Leaves from 14th St and New York	11 Bus Leaves from 19th St and H	12 BUS ENDS at Virginia and 21st St (State Dept)
ROUTE 1 WEEKDAYS—(AM)											
A.M.	RT-1	5:49	5:57	6:08	6:25	6:33	7:01	7:10	7:17	7:24	7:29

Shaded trips operate on Modified Holidays - See other side for trip to Triangle, Dumfries.

INSTRUCTIONS

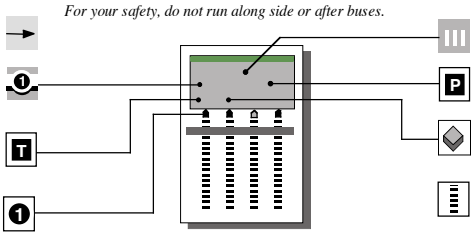
The route always runs from left to right. The map and timetable are also read from left to

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.

For your safety, do not run along side or after buses.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

- One-way cash fare to/from Pentagon, Crystal City, Washington ..... **$ 6.50**
- One-way SmarTrip fare ..... **$ 4.75**
- Local destinations within Prince William (Cash Only) ..... **$ 1.10**
- Local Bus Day Pass—Cash Only (see below) ..... **$ 2.50**

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM

MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

- One-way cash fare ..... **$ 3.25**
- Local Bus Day Pass (see below) ..... **$ 1.25**

FREE Fares

- Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)
- Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card. Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS Transfers good for 3 hours on the day issued. Please request when you board.

Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.

Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.

Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.

Local bus to/from Metro Direct—For cash fare, pay and request transfer.

OmniRide to/from OmniRide—FREE with transfer

OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.

Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Welcome Aboard!

What is OmniRide?

OmniRide offers commuters weekday rush hour service (excluding holidays) from locations throughout Prince William County and the City of Manassas to destinations that include the Vienna, West Falls Church and Franconia-Springfield Metro Stations, the Pentagon, Crystal City, Rosslyn/Ballston, downtown Washington, DC, Capitol Hill, Washington Navy Yard, Bolling AFB and Anacostia NAS.

Customer Service

PRTC Customer Service Office is open Monday-Friday, 5:30 AM to 8:30 PM (except some holidays).

To contact us:

- Call (703) 730-6664 or (888) 730-6664
- Email Omni@OmniRide.com
- Write to 14700 Potomac Mills Road, Woodbridge, VA 22192

Schedules and other service related information is available on the web at www.PRTCtransit.org. For the latest service updates by email, subscribe to our Rider Express email list at PRTCtransit.org.

Emergency Service Policy

Pick up a copy of the Emergency Service Plan brochure, which details procedures for snow and non-weather related emergencies. The plan is also available at PRTCtransit.org or call Customer Service to have a brochure mailed to you.

Priority Seating and Special Needs

Front row "Priority Seating" has been designated on every Metro Direct bus. Please accommodate the special needs of mobility-impaired passengers by giving up those seats as needed.

Passengers requiring lift-equipped buses are requested to confirm travel arrangements with Customer Service at (703) 730-6664 24 hours prior to their trip. For Virginia Relay Center–TDD call 711

SmarTrip® Sales Locations

PRTC Transit Center
Administrative Office (6 AM – 8 PM)
14700 Potomac Mills Rd.
Woodbridge, VA
(703) 730-6664

The Commuter Stores

- Ballston
  4238 Wilson Blvd., Suite 1244
  Arlington, VA
  (703) 528-3541
- Crystal City
  1615-B Crystal Square Arcade
  Arlington, VA
  (703) 413-4287
- Rosslyn
  1700 N. Moore Street, Suite 235
  Arlington, VA
  (703) 525-1995

Manassas Area Giant Grocery Stores

- Westgate Plaza, 8025 Sudley Rd.
- Manassas Junction, 8819 Centerville Rd.
- Wellington Station, 10100 Dumfries Rd.

Vending machines located at the Franconia-Springfield, Vienna and West Falls Church Metro Stations and other locations with large parking facilities.

Online at SmarTrip.com and CommuterPage.com.

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Design by Smartmaps, Inc.

ROUTE 1 / SOUTH ROUTE 1

MX-5 midday passengers bound for Route 1 and South Route 1 must transfer to MX-5X at the Route 234 & Route 1 Commuter Lot.

MC-1 passengers bound for Route 1 and South Route 1 must transfer to RS-X at the Route 234 and Route 1 Commuter Lot.

NX-3 passengers bound for South Route 1 must transfer to DL-2X at the Route 234 and Route 1 Commuter Lot. NX-3 continues to Montclair.

DL-2X meets DL-2 from Washington at I-95 and Route 123 Commuter Lot. See Dale City schedules.

From Downtown Washington and Pentagon to Route 1 and South Route 1

START RT. (MX-5 & RS-X)

See Route 1 inset for Rt-1 local routing.

Exit 152

20 RT 234

Rt 234 & Rt 1 Commuter Lot

21 WAYSIDE

COSGROVE

LOCUST CREEK

RIVER RIDGE

CLANCY

KIRBY

HICKORY CREEK

GENTLEWOOD

WalMart

RIVER HERITAGE

RT 1

22 RIVER RIDGE

Super Q Mart

END

SOUTHBRIDGE

I-95

Non-stop along I-95 and I-395

START (DL-2X)

19 RT 123

I-95 and Rt 123 Commuter Lot

I-95 NB

After leaving the I-95 & Route 123 Lot, the DL-2X serves stops at Horner Rd, Potomac Mills and PRTC before continuing on to the 234 lot.

I-395

Pentagon

18

Pentagon

Timed transfer location. All MX and NX buses meet and hold for transferring passengers.

Potomac River

I-395 / 14TH ST

14th Street Bridge

ROUTE 1 INSET

The Route 1 bus starts in Downtown Washington at the State Department, continues to Pentagon and ends in Woodbridge. Refer to the main map and the Route 1 timetable below.

FULLER

JOPLIN

23 Wendy's in Triangle

BRADYS

GRAHAM PARK

Dumfries Shopping Center Commuter Lot

WILLIAMSTOWN

POSSUM POINT

DUMFRIES

I-95

WAYSIDE

DUMFRIES

RIVER HERITAGE

Wal-Mart

POWELL'S CREEK

24

From Pentagon

McCUTTLE

MIRANDA

POWELL'S CREEK

DETTINGEN

WOODMARK

RIVER RIDGE

Super Q Mart

SINGER

NANTICOKE

RT 1

WINSLOW

FOREST GROVE

RIPPON

BLACKBURN

DELAWARE

WOODBRIDGE

MARYLAND

25

REDDY

McDonald's

FEATHERSTONE SQUARE

VILLAGE

Marumsco Plaza

LONGVIEW

MT PLEASANT

26

Car Wash

DAWSON BEACH

HORNER

END

GORDON

RT 123

27

1-95 & 123 Commuter Lot

CAPITOL HILL & THE MALL

NORTH

Map not to scale

START

L'Enfant Plaza

14

D ST

C ST

7TH ST

MARYLAND

INDEPENDENCE

4TH ST

MADISON

CONSTITUTION

Agriculture Dept.

INDEPENDENCE

CONSTITUTION

14TH ST

Smithsonian

Commerce Dept.

17

Reagan Bldg.

Federal Triangle

Archives/ Navy Mem.

6TH ST

PENNSYLVANIA

15

7TH ST

10TH ST

11TH ST

12TH ST

E ST

F ST

G ST

16

DOWNTOWN WASHINGTON

State Dept.

START (RT-1 trip)

20TH ST

12

VIRGINIA

21 ST

OPM

E ST

F ST

18TH ST

G ST

World Bank

13

PENN-SYLVANIA

MADISON

H ST

JACKSON

NEW YORK

Farragut West

Metro Center

McPherson Square

- Bus Stop (Bus also stops at the numbered timepoints)
- Route 1 Trip (From State Dept. to Triangle)
- Metrorail Station
- VRE Train Station
- Transfer Point

Trip Number	14 BUS STARTS at D St and 7th St, SW	15 Bus Leaves from 7th St and Pennsylvania	16 Bus Leaves from 14th St and F St.	18 Bus Leaves from Pentagon (Bus Bay L2)	19 Bus Leaves from I-95 and Rt. 123 Lot	20 Bus Leaves from Rt 234 and Rt 1 Lot	21 Bus Leaves from Wayside and Route 1	22 BUS ENDS at Route 1 and River Ridge
SOUTH ROUTE 1 WEEKDAYS—(PM)								
P.M. MX-5	12:06	12:14	12:22	12:34	—	1:04	*MX-5 continues to Montclair-See notes on map*	
MX-5X	—	—	—	—	—	1:04	1:10	1:20
MC-1	1:49	1:57	2:05	2:17	—	2:47	*MC-1 continues to Montclair-See notes on map*	
RS-X	—	—	—	—	—	2:47	2:53	3:03
RS-1	3:10	3:20	3:29	3:41	—	4:17	4:23	4:33
RS-2	3:50	3:59	4:09	4:21	—	4:57	5:03	5:13
RS-3	4:35	4:44	4:53	5:05	—	5:45	5:51	5:59
MC-8P	—	—	—	5:26	—	6:13	*MC-8P continues to Montclair-See notes on map*	
RS-4	5:12	5:22	5:32	5:45	—	6:25	6:31	6:39
RS-5	6:18	6:28	6:38	6:50	—	7:30	7:36	7:44
NX-3	7:27	7:35	7:44	8:00	—	8:35	*NX-3 continues to Montclair-See notes on map*	
DL-2X	*Meets DL-2 from Washington, see notes on map*			—	8:07	8:35	8:41	8:46

Shaded trips operate on Modified Holidays - See other side for trip from Fox Lair Apts and Southbridge. See note on map for late evening service.

Trip Number	12 BUS STARTS at Virginia and 21st St	13 Bus Leaves from 18th St and Pennsylvania	17 Bus Leaves from 14th St and Pennsylvania	18 Bus Leaves from Pentagon (Bus Bay L2)	23 Bus Leaves from Wendy's in Triangle	24 Bus Leaves from River Ridge and Route 1	25 Bus Leaves from Blackburn and Maryland	26 Bus Leaves from Route 1 and Mt. Pleasant	27 BUS ENDS at I-95 & 123 Commuter Lot
ROUTE 1 WEEKDAYS—(PM)									
P.M. RT-1	5:08	5:14	5:29	5:41	6:24	6:29	6:43	6:49	6:57

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Schedule Effective – August 31, 2009

Bus Service from Purcellville to
Rosslyn, Crystal City, The Pentagon, Washington DC & West Falls Church Metro

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, and M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)
For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Purcellville to Rosslyn, Crystal City, The Pentagon and Washington DC

Run Number	Purcellville – Patrick Henry College – 1 Patrick Henry Circle (PARK & RIDE)	Purcellville -St. Andrew Presbyterian Church - 711 W Main St (PARK & RIDE)	Rosslyn -19th & Moore Streets (Metro)	Crystal Drive & 20th Street (Metro)	Eads Street & 12th Street – Northeast Corner	Army/Navy Drive & Fern Street	Pentagon Transit Center – Bay L11 (Metro)	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW (Metro)	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW (Metro)	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station (Metro)	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter) (Metro)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	--	4:38	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DC2E*	--	4:50	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DC5E	--	5:10	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	--	5:12	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DC7*	--	5:20	6:35	--	--	--	--	6:41	6:45	6:47	6:49	6:51	6:52	6:53	6:54	6:55	6:56	6:57	6:59	7:00	7:04	7:05	--	7:09	7:14	7:15	7:18	7:21	--
DC11**	6:00	--	7:00	--	--	--	--	7:06	7:10	7:12	7:14	7:16	7:17	7:18	7:19	7:20	7:21	7:22	7:24	7:25	7:29	7:30	--	7:34	7:39	7:40	7:43	7:46	--
DC17E*	6:05	--	7:10	--	--	7:19	7:21	--	--	--	--	--	--	--	--	--	--	--	7:31	7:32	7:36	7:37	--	7:41	7:46	7:47	7:50	7:53	7:57
DC19*	--	6:00	--	--	--	--	--	7:15	7:19	7:21	7:23	7:25	7:26	7:27	7:28	7:29	7:30	7:31	7:33	7:34	7:38	7:39	--	7:43	7:48	7:49	7:52	7:55	--
DC20*	--	6:15	7:30	--	--	--	--	7:36	7:40	7:42	7:44	7:46	7:47	7:48	7:49	7:50	7:51	7:52	7:54	7:55	7:59	8:00	--	8:04	8:09	8:10	8:13	8:16	--
DC21*	6:35	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC26*	6:40	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC36*	7:25	--	8:40	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	9:07	9:08	9:12	9:13	--	9:17	9:19	9:20	9:23	9:26	--

* These buses bypass the Dulles North Transit Center.

** This bus goes directly into Rosslyn & DC – it does not stop at Leesburg or at the Dulles North Transit Center.

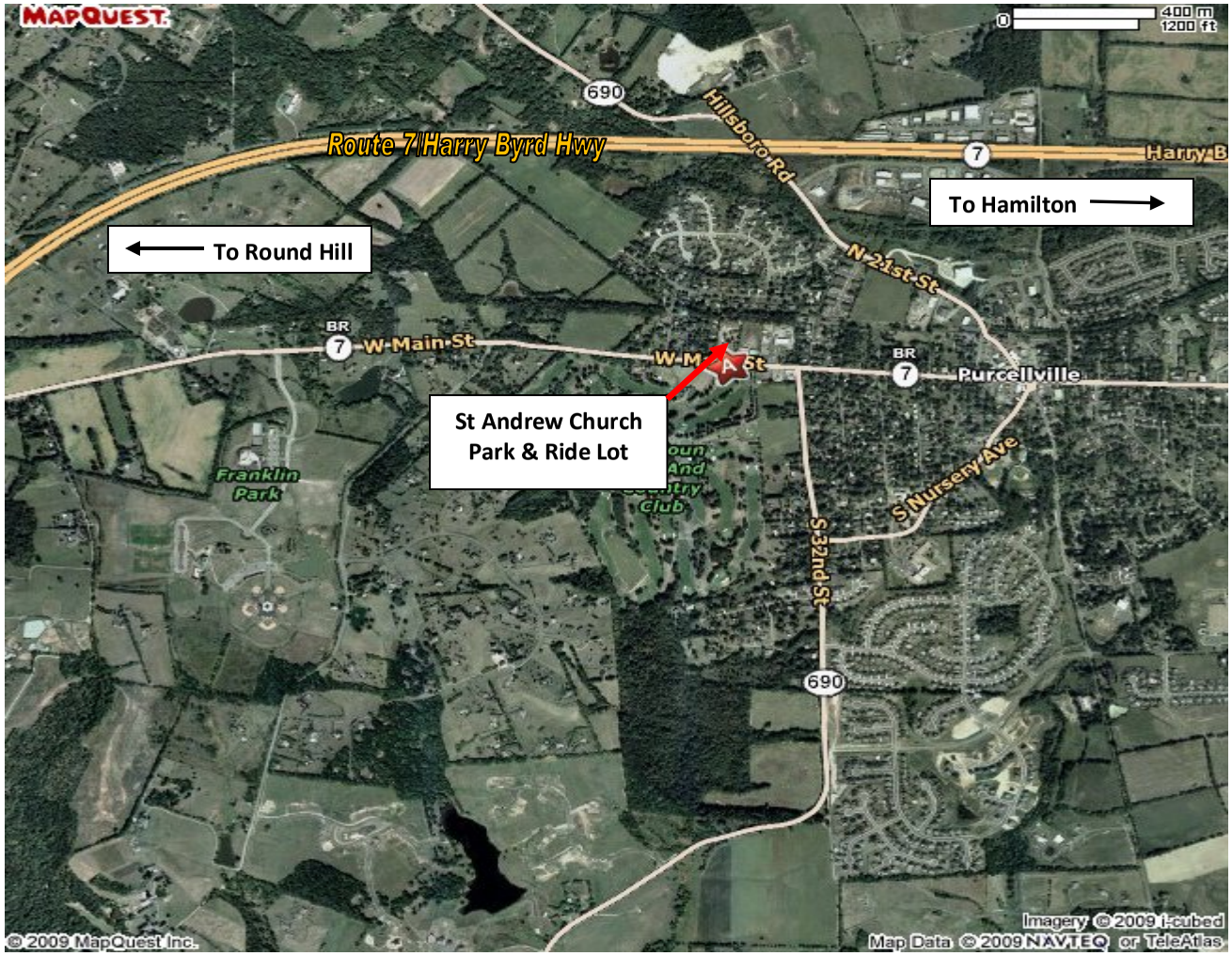
Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn and Crystal City to Purcellville

Run Number	Convention Ctr - L & 7th St., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Pennsylvania. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads & 12th Streets – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station North Bus Bay "A"	Purcellville - Patrick Henry College – 1 Patrick Henry Circle	Purcellville - St. Andrew Presbyterian Church - 711 W Main St
Friday Midday	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	2:30	2:35
LC4W*	--	--	--	--	--	--	--	--	--	--	3:32	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	5:14	5:19
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	5:28	5:33
LC8E*	--	3:40	3:43	3:45	3:47	3:51	3:54	3:56	3:57	--	--	--	--	--	--	--	--	--	4:08	--	--	--	--	5:18	5:23
LC9E*		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:08	4:16	4:26	--	5:36	5:41
LC12*	--	3:47	3:50	3:52	3:54	3:58	4:01	4:03	4:04	4:05	--	4:08	4:09	4:12	4:14	4:16	4:19	4:22	--	--	--	4:32	--	5:42	5:47
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:52	5:57
LC16*	--	4:07	4:10	4:12	4:14	4:18	4:21	4:23	4:24	4:25	--	4:28	4:29	4:32	4:34	4:36	4:39	4:41	--	--	--	4:53	--	5:58	6:03
LC18*	--	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	6:08	6:13
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	6:23	6:28
LC23*	--	4:30	4:33	4:35	4:37	4:41	4:44	4:46	4:47	4:48	--	4:52	4:53	4:57	4:59	5:02	5:05	5:08	--	--	--	5:20	--	6:30	6:35
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:48	6:53
LC26W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:38	6:43
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:52	6:57
LC30*	--	4:57	5:00	5:03	5:05	5:09	5:12	5:14	5:15	5:16	--	5:19	5:21	5:25	5:28	5:32	5:36	5:39	--	--	--	5:51	--	7:01	7:06
LC32*	--	5:17	5:20	5:23	5:25	5:29	5:32	5:34	5:35	5:36	--	5:39	5:41	5:46	5:49	5:53	5:57	6:00	--	--	--	6:12	--	7:22	7:27
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:46	7:51
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:53	7:58
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:53	7:58
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	7:12	7:17
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:50	7:55
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	8:29	8:34

*These buses bypass the Dulles North Transit Center.

St. Andrew Presbyterian Church
711 W Main St, Purcellville VA

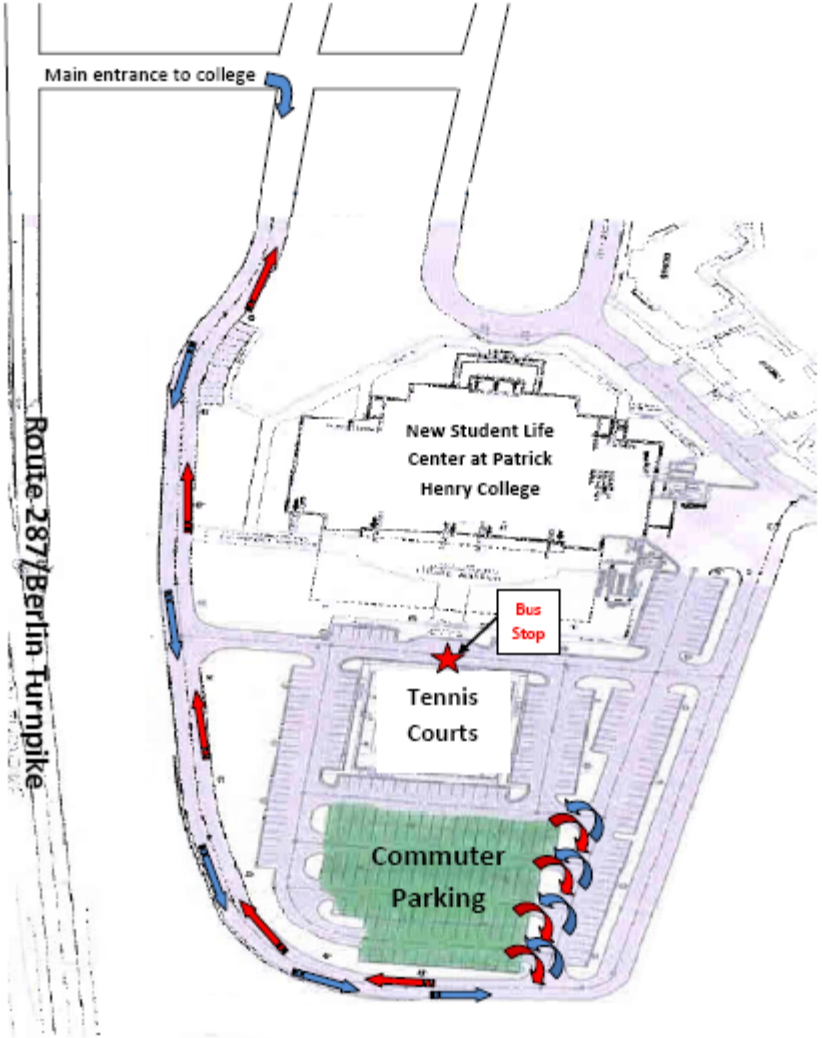


Patrick Henry College
Park & Ride Lot Information
1 Patrick Henry Circle
Purcellville VA 20132

Please follow the exterior road to the southeast corner of the parking lot and park only in the spaces that are painted yellow.

The **BLUE ARROWS** indicate the direction for entering the park & ride lot.

The **RED ARROWS** indicate the direction for exiting the park & ride lot.



Route 7 Business/West Colonial Highway

Schedule Effective – August 31, 2009

Bus Service from Leesburg to
Rosslyn, Crystal City, The Pentagon, Washington DC and West Falls Church Metro Station

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, and M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)
For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The top row shows pick up points and the destinations of the buses.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Leesburg to Crystal City, Rosslyn, The Pentagon, Washington DC & West Falls Church Metro Station

Run Number	Leesburg – 110 Catoctin Circle, SE	West Falls Church Metro Station - North Bus Bay A	Rosslyn -19th & Moore Streets	Crystal Drive & 20th Street	Eads & 12th Street – Northeast corner	Army/Navy Drive & Fern Street	Pentagon Transit Center – Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	5:03	--	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DC2E*	5:15	--	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DC5E	5:35	--	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	5:37	--	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DC7*	5:45	--	6:35	--	--	--	--	6:41	6:45	6:47	6:49	6:51	6:52	6:53	6:54	6:55	6:56	6:57	6:59	7:00	7:04	7:05	--	7:09	7:14	7:15	7:18	7:21	--
DC10W	6:00	--	--	--	--	--	--	6:54	6:58	7:00	7:02	7:04	7:05	7:06	7:07	7:08	7:09	7:10	--	--	--	--	--	--	--	--	--	--	--
DC12	6:10	--	7:05	--	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	--	7:39	7:44	7:45	7:48	7:51	--
DC17E*	6:25	--	7:10	--	--	7:19	7:21	--	--	--	--	--	--	--	--	--	--	--	7:31	7:32	7:36	7:37	--	7:41	7:46	7:47	7:50	7:53	7:57
DC19*	6:25	--	--	--	--	--	--	7:15	7:19	7:21	7:23	7:25	7:26	7:27	7:28	7:29	7:30	7:31	7:33	7:34	7:38	7:39	--	7:43	7:48	7:49	7:52	7:55	--
DC20*	6:40	--	7:30	--	--	--	--	7:36	7:40	7:42	7:44	7:46	7:47	7:48	7:49	7:50	7:51	7:52	7:54	7:55	7:59	8:00	--	8:04	8:09	8:10	8:13	8:16	--
DC21*	6:55	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC26*	7:00	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC29E	7:20	--	8:20	8:30	8:35	--	8:38	--	--	--	--	--	--	--	--	--	--	--	8:48	8:49	8:53	8:54	--	8:58	9:03	9:04	9:07	9:10	9:15
DC30W*	7:20	--	--	--	--	--	--	8:20	8:24	8:26	8:28	8:30	8:31	8:32	8:35	8:36	8:37	8:38	--	--	--	--	--	--	--	--	--	--	--
DC35W	7:45	--	--	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	--	--	--	--	--	--	--	--	--	--	--
DC36*	7:45	--	8:40	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	9:07	9:08	9:12	9:13	--	9:17	9:19	9:20	9:23	9:26	--
M1	8:10	9:00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M2	8:30	9:20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3	9:05	9:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

* These buses bypass the Dulles North Transit Center.

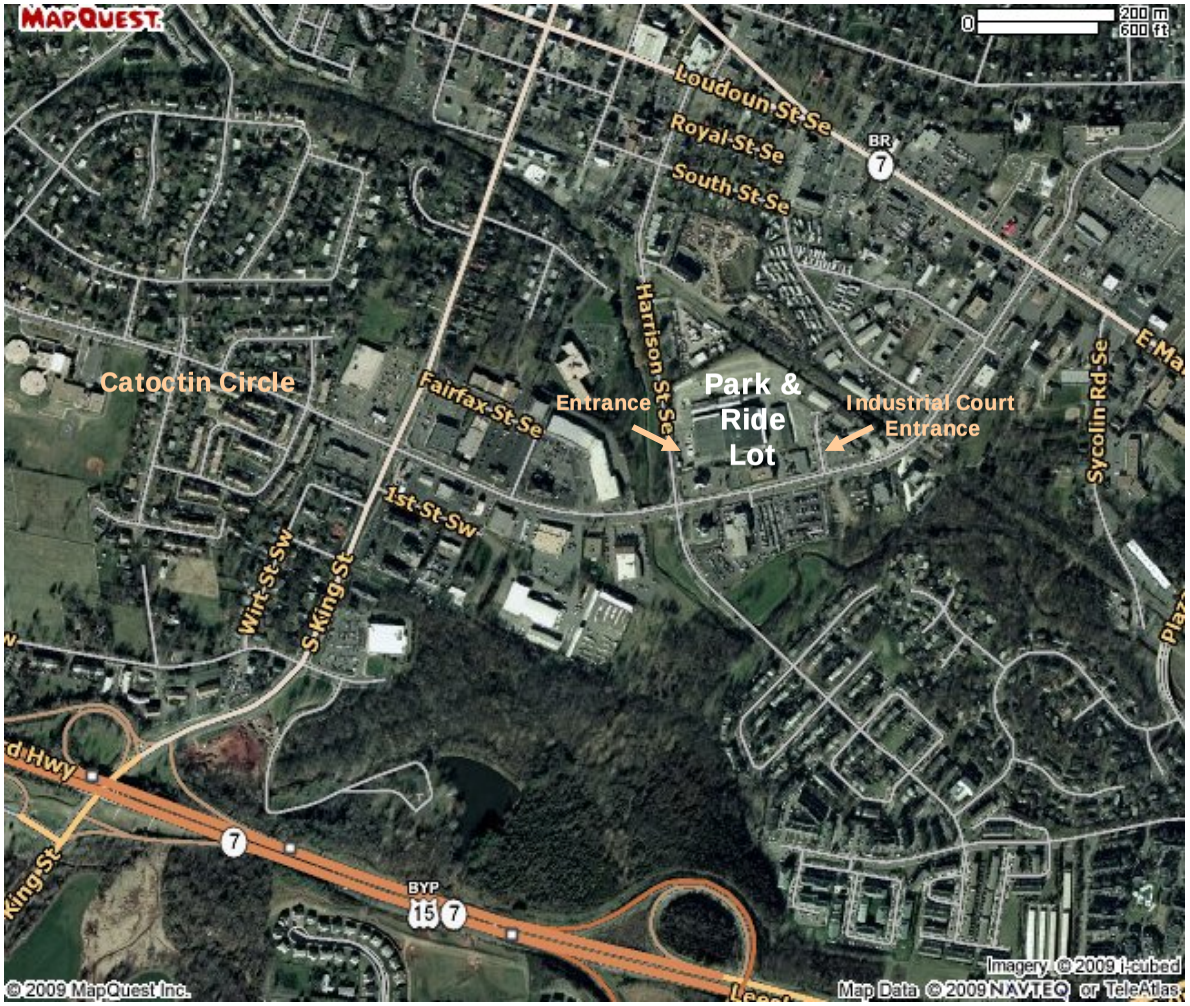
Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn, Crystal City and West Falls Church Metro Station to Leesburg

Run Number	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Penn. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads &12th Street – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station - North Bus Bay A	Leesburg – 110 Catoctin Circle, SE
Midday Mon-Thu	--	1:25	1:28	1:30	1:32	1:36	1:39	1:41	1:42	1:43	--	1:46	1:47	1:50	1:52	1:54	1:55	1:56	--	--	--	2:12	--	3:07
Midday Friday	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	2:10
LC2W	--	--	--	--	--	--	--	--	--	--	--	3:15	3:16	3:20	3:22	3:25	3:28	3:30	--	--	--	--	--	4:34
LC4W*	--	--	--	--	--	--	--	--	--	--	3:32	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:54
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	5:08
LC7	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	5:13
LC8E*	--	3:40	3:43	3:45	3:47	3:51	3:54	3:56	3:57	--	--	--	--	--	--	--	--	--	4:08	--	--	--	--	4:58
LC9E*		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:08	4:16	4:26	--	5:16
LC12*	--	3:47	3:50	3:52	3:54	3:58	4:01	4:03	4:04	4:05	--	4:08	4:09	4:12	4:14	4:16	4:19	4:22	--	--	--	4:32	--	5:22
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:32
LC16*	--	4:07	4:10	4:12	4:14	4:18	4:21	4:23	4:24	4:25	--	4:28	4:29	4:32	4:34	4:36	4:39	4:41	--	--	--	4:53	--	5:38
LC18*	--	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:48
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	6:03
LC23*	--	4:30	4:33	4:35	4:37	4:41	4:44	4:46	4:47	4:48	--	4:52	4:53	4:57	4:59	5:02	5:05	5:08	--	--	--	5:20	--	6:10
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:28
LC26W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:18
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:32
LC30*	--	4:57	5:00	5:03	5:05	5:09	5:12	5:14	5:15	5:16	--	5:19	5:21	5:25	5:28	5:32	5:36	5:39	--	--	--	5:51	--	6:41
LC32*	--	5:17	5:20	5:23	5:25	5:29	5:32	5:34	5:35	5:36	--	5:39	5:41	5:46	5:49	5:53	5:57	6:00	--	--	--	6:12	--	7:02
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:26
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:33
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:33
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:52
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:30
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	8:09

*These buses bypass the Dulles North Transit Center.

Directions to the Leesburg Park & Ride Lot
110 Catoctin Circle SE, Leesburg VA



The Leesburg Park and Ride lot is located at 110 Catoctin Circle, SE, Leesburg VA 20175. It is located at the old Barber and Ross site at the intersection of Catoctin Circle, SE and Harrison Street behind the Middleburg Bank. The park and ride lot has 365 parking spaces.

Via Route 7 Bypass

From the East

Take the King Street North exit (US-15 business) and turn right at the end of the ramp onto King Street. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

From the West

Take the King Street North exit (US-15 business) and turn left onto Clubhouse Drive. Turn left onto King Street at the traffic light. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Via Route 15

From the North

Travel south on US-15 towards Leesburg. Continue on James Monroe Highway which becomes King Street. Proceed straight through the traffic light at Market Street and King Street. Turn left at the traffic light at Loudoun Street. At the bottom of the hill, turn right on to Harrison Street. Pass by Raflo Park and turn left at the park and ride lot sign.

From the South

Travel north on US-15 (James Monroe Highway) towards Leesburg. US-15 becomes King Street. Proceed straight through the traffic light at King Street and Clubhouse Drive. Proceed straight through the traffic light at King Street and Davis Ave. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Via the Dulles Greenway

Travel north on Dulles Greenway (267) towards Leesburg. Take exit 1A/US-15 South/VA 7 West onto US-15 bypass south towards Leesburg/Warrenton. Take the King Street North exit (US-15 business) and turn right at the end of the ramp onto King Street. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Schedule Effective – August 31, 2009

Bus Service from The Dulles North Transit Center to Crystal City, Rosslyn, The Pentagon, Washington DC and West Falls Church Metro Station

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)

For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

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LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Dulles North Transit Center to Crystal City, Rosslyn, The Pentagon, Washington DC & West Falls Church Metro Station

Run Number	Dulles North Transit Center (Moran Rd & Lockridge Rd)	West Falls Church Metro Station North Bus Bay A	Rosslyn -19th & Moore Streets	Crystal Drive & 20th St	Eads & 12th Streets – Northeast corner	Army/Navy Drive and Fern Street	Pentagon Transit Station – Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	5:23	--	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DS3E	5:37	--	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DS4W	5:45	--	--	--	--	--		6:21	6:25	6:26	6:28	6:30	6:31	6:32	6:33	6:34	6:35	6:36	--	--	--	--	--	--	--	--	--	--	--
DC5E	5:55	--	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	5:57	--	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DS8E	6:10	--	6:50	--	--	6:59	7:01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DS9E	6:15	--	--	6:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:07	7:08	7:12	7:13	--	7:17	7:22	7:23	7:26	7:29	7:33
DC10W	6:20	--	--	--	--	--	--	6:54	6:58	7:00	7:02	7:04	7:05	7:06	7:07	7:08	7:09	7:10	--	--	--	--	--	--	--	--	--	--	--
DC12	6:30	--	7:05	--	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	--	7:39	7:44	7:45	7:48	7:51	--
DC14E*	6:35	--	7:10	7:20	7:25	--	7:28	--	--	--	--	--	--	--	--	--	--	--	7:38	7:39	7:43	7:44	--	7:48	7:53	7:54	7:57	8:00	8:04
DC15W*	6:40	--	--	--	--	--	--	7:16	7:20	7:22	7:24	7:26	7:27	7:28	7:29	7:30	7:31	7:32	7:34	7:35	7:39	7:40	7:47	--	--	--	--	--	--
DC22*	7:05	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC25*	7:15	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC27*	7:20	--	8:00	--	--	--	--	8:06	8:10	8:12	8:14	8:16	8:17	8:18	8:19	8:20	8:21	8:22	8:24	8:25	8:29	8:30	--	8:34	8:39	8:40	8:43	8:46	--
DC28*	7:30	--	8:10	--	--	--	--	8:16	8:20	8:22	8:24	8:26	8:27	8:28	8:29	8:30	8:31	8:32	8:34	8:35	8:39	8:40	--	8:44	8:49	8:50	8:53	8:56	--
DC29E	7:40	--	8:20	8:30	8:35	--	8:38	--	--	--	--	--	--	--	--	--	--	--	8:48	8:49	8:53	8:54	--	8:58	9:03	9:04	9:07	9:10	9:15
DC33*	7:55	--	--	--	--	--	--	8:36	8:40	8:42	8:44	8:46	8:48	8:49	8:52	8:53	8:54	8:55	8:57	8:58	9:02	9:03	--	9:07	9:09	9:10	9:13	9:16	--
DC34E*	8:00	--	8:40	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8:52	8:53	8:57	8:58	--	9:02	9:04	9:05	9:08	9:11	--
DC35W	8:05	--	--	--	--	--	--	8:46	8:50	8:52	8:54	8:57	8:58	8:59	9:02	9:03	9:04	9:05	--	--	--	--	--	--	--	--	--	--	--
DS37W	8:30	--	--	--	--	--	--	9:15	9:19	9:21	9:23	9:26	9:27	9:28	9:31	9:32	9:33	9:34	--	--	--	--	--	--	--	--	--	--	--
M1A	8:30	9:00	--	--	--	--	--	--	--	--	--	--	--	--	--	-	--	--	--	--	--	--	--	--	--	--	--	--	--
M2A	8:50	9:20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3A	9:25	9:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

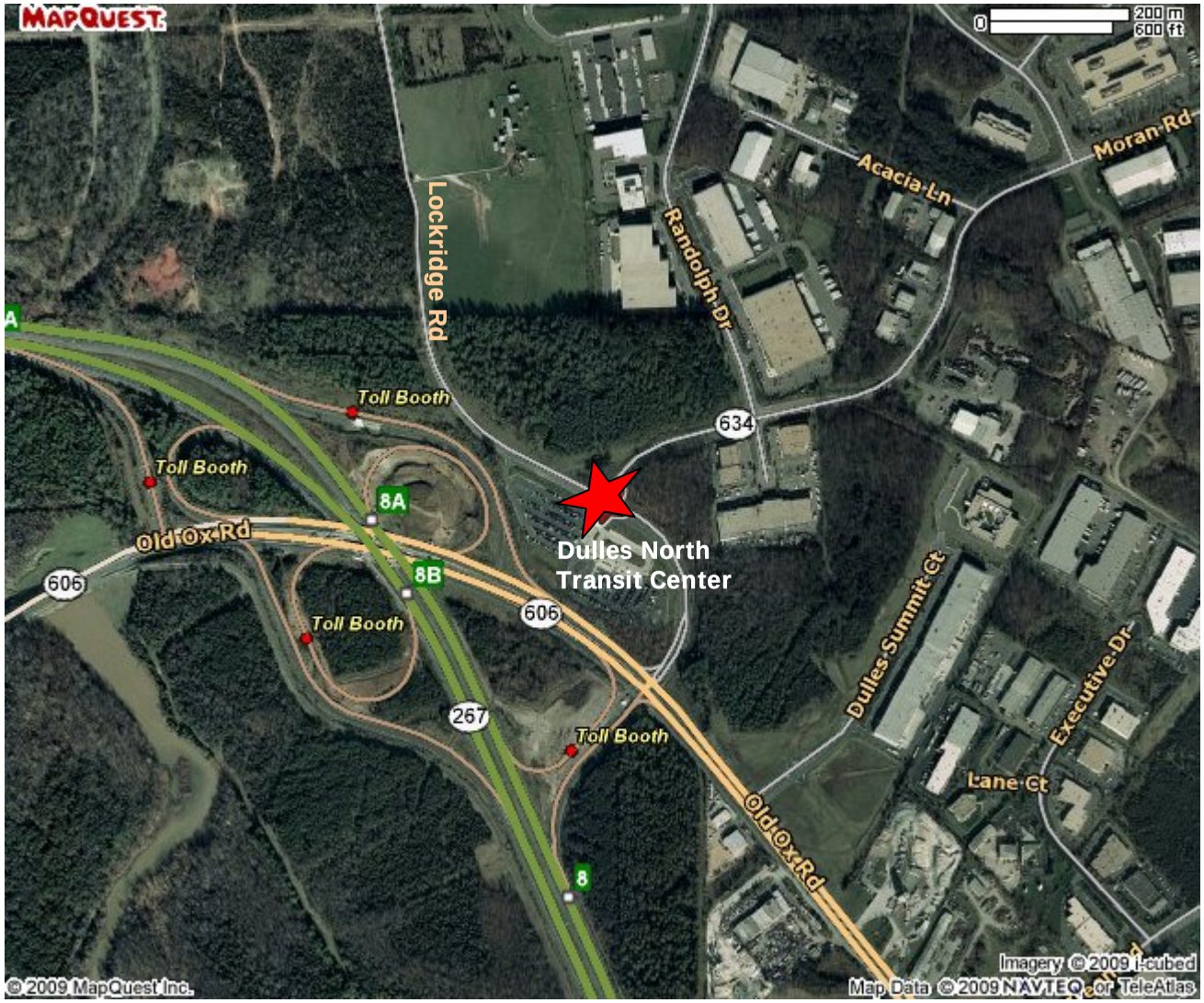
*Run originates at the Dulles North Transit Center

Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn, Crystal City & West Falls Church Metro Station to Dulles North Transit Center

Run Number	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Penn. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW e (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads & 12th Streets – Southeast corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station -North Bus Bay A	Dulles North Transit Center (Moran Rd & Lockridge Rd)
Midday Mon-Thu	--	1:25	1:28	1:30	1:32	1:36	1:39	1:41	1:42	1:43	--	1:46	1:47	1:50	1:52	1:54	1:55	1:56	--	--	--	2:12	--	2:47
Midday *Friday*	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	1:50
DS1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3:07	3:12	3:15	3:26	--	4:05
LC2W	--	--	--	--	--	--	--	--	--	--	--	3:15	3:16	3:20	3:22	3:25	3:28	3:30	--	--	--	--	--	4:14
LC3	--	3:20	3:23	3:25	3:27	3:31	3:34	3:36	3:37	3:38	--	3:41	3:42	3:46	3:48	3:51	3:54	3:55	--	--	--	--	--	4:34
DS5	--	3:26	3:29	3:31	3:33	3:37	3:40	3:42	3:43	3:44	--	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:41
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	4:48
LC7	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	4:53
LC10E	--	3:46	3:49	3:51	3:53	3:57	4:00	4:02	4:03	--	--	--	--	--	--	--	--	--	4:14	--	--	--	--	4:54
DS11E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:12	4:20	4:30	--	5:05
LC13	--	3:57	4:00	4:02	4:04	4:08	4:11	4:13	4:14	4:15	--	4:18	4:19	4:22	4:24	4:26	4:29	4:32	--	--	--	4:42	--	5:12
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:12
DS17	--	4:10	4:13	4:15	4:17	4:21	4:24	4:26	4:27	4:28	--	4:31	4:32	4:35	4:37	4:39	4:42	4:44	--	--	--	4:56	--	5:31
LC19	4:12	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:33
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	5:43
DS22	--	4:25	4:28	4:30	4:32	4:36	4:39	4:41	4:42	4:43	--	4:47	4:48	4:52	4:54	4:57	5:00	5:03	--	--	--	5:13	--	5:48
DS24	--	4:32	4:36	4:38	4:40	4:44	4:47	4:49	4:51	4:52	--	4:56	4:58	5:02	5:04	5:07	5:10	5:13	--	--	--	5:25	--	6:00
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:08
LC27W	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:10
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:12
DS29	4:45	4:50	4:53	4:55	4:57	5:01	5:04	5:06	5:07	5:08	--	5:11	5:13	5:17	5:20	5:24	5:28	5:31	--	--	--	5:43	--	6:18
LC31	--	5:07	5:10	5:13	5:15	5:19	5:22	5:24	5:25	5:26	--	5:29	5:31	5:36	5:39	5:43	5:47	5:50	--	--	--	6:02	--	6:34
DS34	--	5:22	5:25	5:28	5:30	5:34	5:37	5:39	5:40	5:41	--	5:44	5:46	5:51	5:54	--	--	--	--	--	--	--	--	6:39
DS35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5:52	5:56	6:00	--	--	--	6:12	--	6:47
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:06
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:13
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:13
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:32
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:10
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	7:49

Dulles North Transit Center



The Dulles North Transit Center is located at the intersection of Route 606 and Route 634, next to the Dulles Greenway. The Center opened in the summer of 2001 with 750 parking spaces.

Via the Dulles Greenway

From the East

Take the Dulles Toll Road (267) west toward Leesburg. Continue west onto the Greenway. From the Greenway Toll Plaza, go west for 1.1 miles and take Exit 8B/Old Ox Road/Route 606. At the signal, go directly across Old Ox Road to Moran Road/Route 634. The park-and-ride lot will be on the left at the top of the hill.

From the West

Take the Dulles Toll Road (267) east toward Dulles Airport/Washington. Take Exit 8B (Route 606/Old Ox Road). Turn left at traffic light onto Moran Road/Route 634. The park-and-ride lot will be on the left at the top of the hill.

Via Waxpool Road

From Ashburn

Take Waxpool Road (Route 625) east toward Route 28. Take a right on Broderick Road. Broderick Road will dead end into Moran Road (634). Make a right onto Moran Road. Parking lot is straight ahead.

SCHEDULE EFFECTIVE – August 31, 2009

Bus Service from Dulles South/Stone Ridge to Rosslyn, Crystal City, The Pentagon and Washington DC

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443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

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SCHEDULE EFFECTIVE – August 31, 2009

Morning departures from Dulles South to Rosslyn, Crystal City, The Pentagon and Washington DC

Run Number	Dulles South -Stone Ridge (Millstream Dr & Village Ctr Pl)	Dulles North Transit Center	Rosslyn -19th & Moore Streets	Army/Navy Dr and Fern Street	Crystal Drive & 20th Street	Pentagon Transit Center – Bus Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave, NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DS3E	5:20	5:37	6:05	6:14	--	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DS4W	5:28	5:45	--	--	--	--	6:21	6:25	6:26	6:28	6:30	6:31	6:32	6:33	6:34	6:35	6:36	--	--	--	--	--	--	--	--	--	--	--
DS8E	5:50	6:10	6:50	6:59	--	7:01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DS9E	5:55	6:15	--	--	6:55	--	--	--	--	--	--	--	--	--	--	--	--	7:07	7:08	7:12	7:13	--	7:17	7:22	7:23	7:26	7:29	7:33
DS13W	6:20	--	7:05	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	7:42	--	--	--	--	--	--
DS24	6:58	--	7:48	--	--	--	7:54	7:58	8:00	8:02	8:04	8:05	8:06	8:07	8:08	8:09	8:10	8:12	8:13	8:17	8:18	--	8:22	8:27	8:28	8:31	8:34	--
DS31	7:35	--	8:37	--	--	--	8:45	8:49	8:51	8:53	8:55	8:56	8:57	8:58	8:59	9:00	9:01	9:03	9:04	9:08	9:09	--	9:13	9:15	9:16	9:19	9:22	--
DS37W	8:05	8:30	--	--	--	--	9:15	9:19	9:21	9:23	9:26	9:27	9:28	9:31	9:32	9:33	9:34	--	--	--	--	--	--	--	--	--	--	--

Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Crystal City and Rosslyn to Dulles South

Run Number	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Pennsylvania Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th St	Eads & 12th Street – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station – North Bus Bay A	Dulles North Transit Center	Dulles South -Stone Ridge (Millstream Dr & Village Ctr Plaza)
Midday Friday ONLY	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	1:50	**2:05****
DS1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3:07	3:12	3:15	3:26	--	4:05	4:20
LC3*	--	3:20	3:23	3:25	3:27	3:31	3:34	3:36	3:37	3:38	--	3:41	3:42	3:46	3:48	3:51	3:54	3:55	--	--	--	--	--	4:34	--
DS5	--	3:26	3:29	3:31	3:33	3:37	3:40	3:42	3:43	3:44	--	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:41	4:56
LC7*	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	4:53	--
LC10E*	--	3:46	3:49	3:51	3:53	3:57	4:00	4:02	4:03	--	--	--	--	--	--	--	--	--	4:14	--	--	--	--	4:54	--
DS11E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:12	4:20	4:30	--	5:05	5:20
LC15W*	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:12	--
DS17	--	4:10	4:13	4:15	4:17	4:21	4:24	4:26	4:27	4:28	--	4:31	4:32	4:35	4:37	4:39	4:42	4:44	--	--	--	4:56	--	5:31	5:54
LC19*	4:12	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:33	--
LC20E*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	5:43	--
DS22	--	4:25	4:28	4:30	4:32	4:36	4:39	4:41	4:42	4:43	--	4:47	4:48	4:52	4:54	4:57	5:00	5:03	--	--	--	5:13	--	5:48	6:13
DS24	--	4:32	4:36	4:38	4:40	4:44	4:47	4:49	4:51	4:52	--	4:56	4:58	5:02	5:04	5:07	5:10	5:13	--	--	--	5:25	--	6:00	6:25
LC25*	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:08	--
LC27W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:10	--
LC28E*	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:12	--
DS29	4:45	4:50	4:53	4:55	4:57	5:01	5:04	5:06	5:07	5:08	--	5:11	5:13	5:17	5:20	5:24	5:28	5:31	--	--	--	5:43	--	6:18	6:33
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:32	--
DS34	--	5:22	5:25	5:28	5:30	5:34	5:37	5:39	5:40	5:41	--	5:44	5:46	5:51	5:54	--	--	--	--	--	--	--	--	6:39	6:54
DS35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5:52	5:56	6:00	--	--	--	6:12	--	6:47	7:02

*Transfer Opportunities for Dulles South riders

LC3 passengers can transfer at the Dulles North Transit Center to the DS5 that serves Dulles South.
LC7 & LC10E passengers can transfer at the Dulles North Transit Center to the DS11E that serves Dulles South.
LC15W passengers can transfer at the Dulles North Transit Center to the DS17 that serves Dulles South.
LC19 & LC20E passengers can transfer at the Dulles North Transit Center to the DS22 that serves Dulles South.
LC25, LC27W & LC28E passengers can transfer at the Dulles North Transit Center to the DS29 that serves Dulles South.
M1P passengers can transfer at the Dulles North Transit Center to the DS34.

**** Friday midday shuttle bus from Dulles North to Dulles South.**

Directions to the Dulles South Park & Ride Lot

The Dulles South Park & Ride lot is located in the Stone Ridge Village Center, Aldie VA 20105 (near the Harris Teeter) at the intersection of Village Center Plaza and Millstream Drive. There are 250 parking spaces located behind the Urgent Care and Glory Days.

VIA ROUTE 50

From the East

Take Route 50 west (John S. Mosby Highway) towards Stone Ridge. Turn left onto Stone Springs Blvd and go 0.2 miles. Turn right onto Millstream Drive and go 0.1 miles. Turn right onto Village Center Plaza. Turn left at the first entrance into the parking lot.

From the West

Take Route 50 east (John S. Mosby Highway) towards Stone Ridge. Turn right onto Stone Springs Blvd and go 0.2 miles. Turn right onto Millstream Drive and go 0.1 miles. Turn right onto Village Center Plaza. Turn left at the first entrance into the parking lot.

Schedule Effective – August 31, 2009

Bus Service from Ashburn North to Rosslyn and Washington DC

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)

For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The top row shows pick up points and the destinations of the buses.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

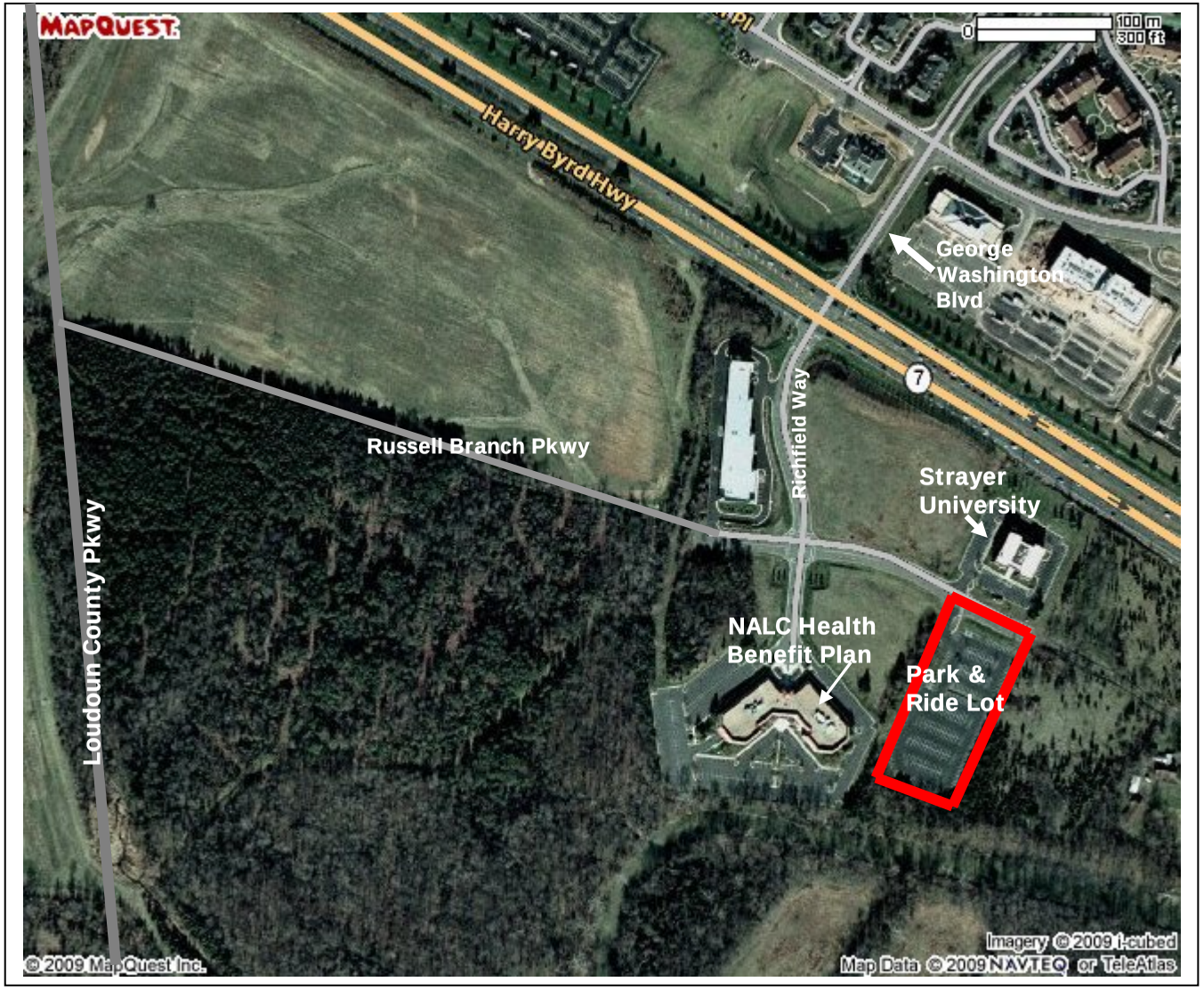
Morning departures from Ashburn North to Rosslyn and Washington DC

Run Number	Ahsburn North – Russell Branch Pkwy & Richfield Way (near Strayer University)	Rosslyn – 19th & Moore Streets	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)
DC16W	6:40	7:25	7:31	7:35	7:37	7:39	7:41	7:42	7:43	7:44	7:45	7:46	7:47
DC18W	6:55	7:40	7:46	7:50	7:52	7:54	7:56	7:57	7:58	7:59	8:00	8:01	8:02
DC23W	7:10	7:55	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17
DC32W	7:50	8:35	8:41	8:45	8:47	8:49	8:52	8:54	8:55	8:58	8:59	9:00	9:01

Afternoon departures from Washington DC, Rosslyn and the West Falls Church Metro Station to Ashburn North

Run Number	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant - near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Rosslyn – 1801 N Lynn Street	West Falls Church Metro Station -North Bus Bay A	Dulles North Transit Center – Moran Rd & Lockridge Rd	Ashburn North – Russell Branch Pkwy & Richfield Way (near Strayer University)
LC14W	--	4:20	4:21	4:24	4:26	4:28	4:31	4:33	4:43	--	--	5:18
LC21W	--	4:37	4:38	4:41	4:43	4:45	4:48	4:50	5:00	--	--	5:40
LC27W	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	6:10	6:22
LC33W	--	5:40	5:42	5:47	5:50	5:54	5:58	6:01	6:13	--	--	6:53
FRIDAY ONLY	--	--	--	--	--	--	--	--	--	2:20	--	3:18

Ashburn North Park & Ride Lot



The Ashburn North Park & Ride lot is located south of Strayer University, 45150 Russell Branch Pkwy, Ashburn VA, which is south of Route 7 (Harry Byrd Highway) near the intersection of Russell Branch Parkway and Richfield Way. There are 220 parking spaces available.

Via Route 7

From the East (Sterling)

Take Route 7 west towards Leesburg. Once you pass Route 28 you will travel .8 miles and turn left onto George Washington Blvd/Richfield Way. Turn left at Russell Branch Parkway. You will see the park & ride lot on the right.

From the West (Leesburg)

Take Route 7 east towards Sterling. Once you pass Belmont Ridge Road you will travel 3.88 miles and turn right onto George Washington Blvd/Richfield Way. Turn left onto Russell Branch Parkway. You will see the park & ride lot on the right.

Via Loudoun County Pkwy

From the South

Take Loudoun County Pkwy north to Route 7. Turn right onto Rt 7 East. Travel ½ mile and turn right onto Richfield Way. Turn left onto Russell Branch Pkwy. You will see the park & ride lot on the right.

Valley Connector

Updated August 15, 2009

Commuter Bus Schedule

Effective August 17, 2009

Route 46

Morning Service		Evening Service	
Woodstock	4:10	K St and 18th St	3:45
Front Royal	4:40	K St and 15th St	3:48
Linden	4:55	K St and 12th St	3:50
Rosslyn Station	5:55	H St and 9th St	3:52
Pentagon / Pentagon City	6:00	H St NW and 4th St NW	3:55
14th and Independence	6:05	4th St SW and E St SW	4:05
12th & Constitution	6:07	Navy Yard Metro Station	4:10
7th & Independence	6:12	7th & Independence	4:15
4th St SW and E St SW	6:15	12th & Constitution	4:22
Navy Yard Metro Station	6:20	Pentagon / Pentagon City	4:35
H St NW and 4th St NW	6:30	Rosslyn Station	4:45
H St and 11th St	6:35	Linden	6:00
K St and 12th St	6:38	Front Royal	6:10
K St and 15th St	6:40	Woodstock	6:40
K St and 18th St	6:42		

Route 48

Morning Service		Evening Service	
Front Royal	4:50	McLean VA	3:30
Vienna	5:50	Vienna	4:00
McLean VA	6:20	Front Royal	5:00

Route 69

Morning Service		Evening Service	
Winchester	4:40	K St and 18th St	3:10
Waterloo	5:00	K St and 15th St	3:12
Front Royal	5:20	K St and 12th St	3:15
Ballston	6:30	H St and 9th St	3:18
Rosslyn Station	6:40	H St NW and 4th St NW	3:20
Pentagon / Pentagon City	6:45	Union Station	3:25
14th and Independence	6:50	4th St SW and E St SW	3:33
12th & Constitution	6:53	Navy Yard Metro Station	3:40
7th & Independence	6:56	Capital South	3:41
4th St SW and E St SW	7:00	7th & Independence	3:47
Navy Yard Metro Station	7:05	12th & Constitution	3:55
Capital South	7:06	Pentagon / Pentagon City	4:05
Union Station	7:12	Rosslyn Station	4:15
H St NW and 4th St NW	7:17	Ballston	4:20
H St and 9th St	7:20	Linden	5:35
K St and 12th St	7:23	Front Royal	5:45
K St and 15th St	7:25	Waterloo	6:05

K St and 18th St	7:28		Winchester	6:25	
Route 57					
Morning Service			Evening Service		
Front Royal	5:40		H St NW and 4th St NW	4:30	
Waterloo	6:00		Union Station	4:33	
Berryville	6:15		Navy Yard Metro Station	4:48	
Ballston	7:20		4th St SW and E St SW	4:54	
Rosslyn Station	7:25		7th & Independence	4:59	
State Dept	7:30		Pennsylvania &7th	5:03	
K St and 18th St	7:35		Pennsylvania &10th (FBI)	5:04	
K St and 14th St	7:38		14th & F Streets, NW	5:08	
11th & H	7:40		I St and 15th St	5:12	
11th & F	7:42		I St and 18th St	5:16	
Pennsylvania &10th (FBI)	7:44		19th & E Streets, NW	5:20	
Pennsylvania & 7th	7:45		Rosslyn Station	5:30	
Independence & 7th	7:47		Ballston	5:40	
4th St SW and E St SW	7:49		Berryville	6:50	
Navy Yard Metro Station	7:54		Waterloo	7:05	
Union Station	8:04		Front Royal	7:25:	

Morning Service	46	69	57
Woodstock	4:10		
Winchester		4:40	
Waterloo		5:00	6:00
Front Royal	4:40	5:20	5:40
Linden	4:55		
Berryville			6:15
Ballston		6:30	7:20
Rosslyn Station	5:55	6:40	7:25
Pentagon / Pentagon City	6:00	6:45	
14th and Independence	6:05	6:50	
12th & Constitution	6:07	6:53	
State Dept			7:30
11th & H			7:40
11th & F			7:42
Pennsylvania &10th (FBI)			7:44
Pennsylvania & 7th			7:45
Independence & 7th	6:12	6:56	7:47
4th St SW and E St SW	6:15	7:00	7:49
Navy Yard Metro Station	6:20	7:05	7:54
Captal South		7:06	
Union Station		7:12	8:04
H St NW and 4th St NW	6:30	7:17	
H St and 11th St	6:35	7:20	
K St and 12th St	6:38	7:23	
K St and 15th St	6:40	7:25	7:38
K St and 18th St	6:42	7:28	7:35

Evening Service	69	46	57
K St and 18th St	3:10	3:45	
K St and 15th St	3:12	3:48	
K St and 12th St	3:15	3:50	
H St NW and 9th St NW	3:18	3:52	
H St NW and 4th St NW	3:20	3:55	4:30
Union Station	3:25		4:33
4th St SW and E St SW	3:33	4:05	4:54
Navy Yard Metro Station	3:40	4:12	4:48
Capital South	3:41		
7th & Independence	3:47	4:17	4:59
12th & Constitution	3:55	4:25	
Pennsylvania &10th (FBI)			5:04
14th & F Streets, NW			5:08
I St and 15th St			5:12
I St and 18th St			5:16
19th & E Streets, NW			5:20
Rosslyn Station	4:15	4:45	5:30
Ballston	4:20		5:40
Linden	5:35	6:00	
Front Royal	5:45	6:10	7:25
Waterloo	6:05		7:05
Winchester	6:25		
Berryville			6:50
Woodstock		6:40	

Table D-1
PRCT OmniRide Bus Ridership Summary (1)
Board of Governors of the Federal Reserve System (Board)

Route	Name	Total Monthly Ridership												Average Weekday Ridership	
		July 2008	August 2008	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	FY 2008	FY 2009
OmniRide R1	Dale City - Washington	39,291	36,293	37,683	39,518	30,224	31,829	31,309	32,846	36,492	38,566	34,815	37,270	1,497	1,671
OmniRide R2	Lake Ridge - Washington	18,685	16,278	17,824	18,829	14,503	15,645	15,262	16,011	18,414	17,925	15,738	16,150	702	789
OmniRide R3	Manassas	17,414	17,194	17,943	19,024	14,913	16,267	15,601	16,528	19,143	18,621	16,666	16,984	632	809
OmniRide R5	Route 1 / South Route 1	740	781	949	1,014	892	727	388	325	563	697	667	780	36	33
Total OmniRide Ridership		**76,130**	**70,546**	**74,399**	**78,385**	**60,532**	**64,468**	**62,560**	**65,710**	**74,612**	**75,809**	**67,886**	**71,184**	**2,867**	**3,303**

Notes:
(1) OmniRide ridership data based on records provided by PRCT.

Table D-2
Loudoun County Transit Ridership Summary (1)
Board of Governors of the Federal Reserve System (Board)

Monthly Ridership	November 2007	December 2007	January 2008	February 2008	March 2008	April 2008	May 2008	June 2008	July 2008	August 2008	September 2008		
Loudoun County Transit	45,477	38,850	53,689	47,091	51,928	55,825	55,509	59,444	63,233	59,915	64,133		
Average Weekday Ridership	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009
Loudoun County Transit	3,054	2,906	2,642	2,557	2,639	2,806	2,910	2,834	2,870	3,000	2,945	3,009	3,233

Notes:
(1) Data provided by Loudoun County.

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APPENDIX E

EXISTING VEHICULAR TRAFFIC COUNTS

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Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 1

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	Constitution Avenue & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Constitution Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Jasenia & Maria	EASTBOUND ROAD:	Constitution Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Constitution Avenue NW				Northbound				Eastbound Constitution Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	9	0	18	27	1	157	0	158	0	0	0	0	0	538	16	554	27	712	739		7:00-7:15
7:15-7:30	12	0	19	31	0	172	0	172	0	0	0	0	0	571	17	588	31	760	791		7:15-7:30
7:30-7:45	16	0	14	30	1	191	0	192	0	0	0	0	0	599	16	615	30	807	837		7:30-7:45
7:45-8:00	33	0	11	44	5	191	0	196	0	0	0	0	0	589	34	623	44	819	863		7:45-8:00
8:00-8:15	37	0	11	48	6	188	0	194	0	0	0	0	0	646	25	671	48	865	913		8:00-8:15
8:15-8:30	31	0	19	50	10	182	0	192	0	0	0	0	0	626	34	660	50	852	902		8:15-8:30
8:30-8:45	28	0	16	44	15	204	0	219	0	0	0	0	0	608	42	650	44	869	913		8:30-8:45
8:45-9:00	35	0	21	56	12	195	0	207	0	0	0	0	0	604	34	638	56	845	901		8:45-9:00
9:00-9:15	33	0	22	55	6	191	0	197	0	0	0	0	0	602	42	644	55	841	896		9:00-9:15
9:15-9:30	31	0	22	53	11	171	0	182	0	0	0	0	0	583	41	624	53	806	859		9:15-9:30
9:30-9:45	29	0	15	44	18	151	0	169	0	0	0	0	0	445	37	482	44	651	695		9:30-9:45
9:45-10:00	29	0	19	48	2	148	0	150	0	0	0	0	0	441	22	463	48	613	661		9:45-10:00
3 Hour Totals	**323**	**0**	**207**	**530**	**87**	**2,141**	**0**	**2,228**	**0**	**0**	**0**	**0**	**0**	**6,852**	**360**	**7,212**	**530**	**9,440**	**9,970**		
1 Hour Totals																					
7:00-8:00	70	0	62	132	7	711	0	718	0	0	0	0	0	2,297	83	2,380	132	3,098	3,230	0.94	7:00-8:00
7:15-8:15	98	0	55	153	12	742	0	754	0	0	0	0	0	2,405	92	2,497	153	3,251	3,404	0.93	7:15-8:15
7:30-8:30	117	0	55	172	22	752	0	774	0	0	0	0	0	2,460	109	2,569	172	3,343	3,515	0.96	7:30-8:30
7:45-8:45	129	0	57	186	36	765	0	801	0	0	0	0	0	2,469	135	2,604	186	3,405	3,591	0.98	7:45-8:45
8:00-9:00	131	0	67	198	43	769	0	812	0	0	0	0	0	2,484	135	2,619	198	3,431	3,629	0.99	8:00-9:00
8:15-9:15	127	0	78	205	43	772	0	815	0	0	0	0	0	2,440	152	2,592	205	3,407	3,612	0.99	8:15-9:15
8:30-9:30	127	0	81	208	44	761	0	805	0	0	0	0	0	2,397	159	2,556	208	3,361	3,569	0.98	8:30-9:30
8:45-9:45	128	0	80	208	47	708	0	755	0	0	0	0	0	2,234	154	2,388	208	3,143	3,351	0.93	8:45-9:45
9:00-10:00	122	0	78	200	37	661	0	698	0	0	0	0	0	2,071	142	2,213	200	2,911	3,111	0.87	9:00-10:00
AM Peak 8:00-9:00	**131**	**0**	**67**	**198**	**43**	**769**	**0**	**812**	**0**	**0**	**0**	**0**	**0**	**2,484**	**135**	**2,619**	**198**	**3,431**	**3,629**	**0.99**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	59	0	20	79	4	478	0	482	0	0	0	0	0	283	0	283	79	765	844		4:00-4:15
4:15-4:30	50	0	18	68	1	488	0	489	0	0	0	0	0	263	0	263	68	752	820		4:15-4:30
4:30-4:45	74	0	23	97	5	566	0	571	0	0	0	0	0	332	0	332	97	903	1,000		4:30-4:45
4:45-5:00	79	0	8	87	0	618	0	618	0	0	0	0	0	343	0	343	87	961	1,048		4:45-5:00
5:00-5:15	105	0	5	110	3	666	0	669	0	0	0	0	0	320	0	320	110	989	1,099		5:00-5:15
5:15-5:30	123	0	0	123	3	691	0	694	0	0	0	0	0	326	0	326	123	1,020	1,143		5:15-5:30
5:30-5:45	130	0	10	140	1	695	0	696	0	0	0	0	0	322	0	322	140	1,018	1,158		5:30-5:45
5:45-6:00	158	0	5	163	3	429	0	432	0	0	0	0	0	286	0	286	163	718	881		5:45-6:00
6:00-6:15	117	0	10	127	2	584	0	586	0	0	0	0	0	286	0	286	127	872	999		6:00-6:15
6:15-6:30	92	0	2	94	8	715	0	723	0	0	0	0	0	331	0	331	94	1,054	1,148		6:15-6:30
6:30-6:45	81	0	3	84	4	620	0	624	0	0	0	0	0	287	1	288	84	912	996		6:30-6:45
6:45-7:00	106	0	7	113	4	599	0	603	0	0	0	0	0	279	3	282	113	885	998		6:45-7:00
3 Hour Totals	**1,174**	**0**	**111**	**1,285**	**38**	**7,149**	**0**	**7,187**	**0**	**0**	**0**	**0**	**0**	**3,658**	**4**	**3,662**	**1,285**	**#####**	**12,134**		
1 Hour Totals																					
4:00-5:00	262	0	69	331	10	2,150	0	2,160	0	0	0	0	0	1,221	0	1,221	331	3,381	3,712	0.89	4:00-5:00
4:15-5:15	308	0	54	362	9	2,338	0	2,347	0	0	0	0	0	1,258	0	1,258	362	3,605	3,967	0.90	4:15-5:15
4:30-5:30	381	0	36	417	11	2,541	0	2,552	0	0	0	0	0	1,321	0	1,321	417	3,873	4,290	0.94	4:30-5:30
4:45-5:45	437	0	23	460	7	2,670	0	2,677	0	0	0	0	0	1,311	0	1,311	460	3,988	4,448	0.96	4:45-5:45
5:00-6:00	516	0	20	536	10	2,481	0	2,491	0	0	0	0	0	1,254	0	1,254	536	3,745	4,281	0.92	5:00-6:00
5:15-6:15	528	0	25	553	9	2,399	0	2,408	0	0	0	0	0	1,220	0	1,220	553	3,628	4,181	0.90	5:15-6:15
5:30-6:30	497	0	27	524	14	2,423	0	2,437	0	0	0	0	0	1,225	0	1,225	524	3,662	4,186	0.90	5:30-6:30
5:45-6:45	448	0	20	468	17	2,348	0	2,365	0	0	0	0	0	1,190	1	1,191	468	3,556	4,024	0.88	5:45-6:45
6:00-7:00	396	0	22	418	18	2,518	0	2,536	0	0	0	0	0	1,183	4	1,187	418	3,723	4,141	0.90	6:00-7:00
PM Peak 4:45-5:45	**437**	**0**	**23**	**460**	**7**	**2,670**	**0**	**2,677**	**0**	**0**	**0**	**0**	**0**	**1,311**	**0**	**1,311**	**460**	**3,988**	**4,448**	**0.96**	**PM Peak 4:45-5:45**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 1

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	Constitution Avenue & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Constitution Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Jasenia & Maria	EASTBOUND ROAD:	Constitution Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Constitution Avenue NW				Northbound				Eastbound Constitution Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	3	1	3	4		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	11	11		7:15-7:30
7:30-7:45	2	0	7	9	0	4	0	4	0	0	0	0	0	7	3	10	9	14	23		7:30-7:45
7:45-8:00	1	0	0	1	0	5	0	5	0	0	0	0	0	7	1	8	1	13	14		7:45-8:00
8:00-8:15	1	0	3	4	1	6	0	7	0	0	0	0	0	13	2	15	4	22	26		8:00-8:15
8:15-8:30	1	0	3	4	0	4	0	4	0	0	0	0	0	8	3	11	4	15	19		8:15-8:30
8:30-8:45	4	0	3	7	1	10	0	11	0	0	0	0	0	10	5	15	7	26	33		8:30-8:45
8:45-9:00	2	0	1	3	0	10	0	10	0	0	0	0	0	12	2	14	3	24	27		8:45-9:00
9:00-9:15	3	0	0	3	0	8	0	8	0	0	0	0	0	11	2	13	3	21	24		9:00-9:15
9:15-9:30	1	0	2	3	0	3	0	3	0	0	0	0	0	11	3	14	3	17	20		9:15-9:30
9:30-9:45	1	0	1	2	1	5	0	6	0	0	0	0	0	17	3	20	2	26	28		9:30-9:45
9:45-10:00	1	0	2	3	0	9	0	9	0	0	0	0	0	11	1	12	3	21	24		9:45-10:00
3 Hour				8%				3%				0%				2%					
Totals	**18**	**0**	**22**	**40**	**3**	**64**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**119**	**27**	**146**	**40**	**213**	**253**		
1 Hour Totals																					
7:00-8:00	4	0	7	11	0	9	0	9	0	0	0	0	0	26	6	32	11	41	52	0.57	7:00-8:00
7:15-8:15	4	0	10	14	1	15	0	16	0	0	0	0	0	37	7	44	14	60	74	0.71	7:15-8:15
7:30-8:30	5	0	13	18	1	19	0	20	0	0	0	0	0	35	9	44	18	64	82	0.79	7:30-8:30
7:45-8:45	7	0	9	16	2	25	0	27	0	0	0	0	0	38	11	49	16	76	92	0.70	7:45-8:45
8:00-9:00	8	0	10	18	2	30	0	32	0	0	0	0	0	43	12	55	18	87	105	0.80	8:00-9:00
8:15-9:15	10	0	7	17	1	32	0	33	0	0	0	0	0	41	12	53	17	86	103	0.78	8:15-9:15
8:30-9:30	10	0	6	16	1	31	0	32	0	0	0	0	0	44	12	56	16	88	104	0.79	8:30-9:30
8:45-9:45	7	0	4	11	1	26	0	27	0	0	0	0	0	51	10	61	11	88	99	0.88	8:45-9:45
9:00-10:00	6	0	5	11	1	25	0	26	0	0	0	0	0	50	9	59	11	85	96	0.86	9:00-10:00
AM Peak 8:00-9:00	**8**	**0**	**10**	**18**	**2**	**30**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**43**	**12**	**55**	**18**	**87**	**105**	**0.80**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	1	0	0	1	3	3	0	6	0	0	0	0	0	4	0	4	1	10	11		4:00-4:15
4:15-4:30	0	0	0	0	2	8	0	10	0	0	0	0	0	8	0	8	0	18	18		4:15-4:30
4:30-4:45	2	0	0	2	1	6	0	7	0	0	0	0	0	14	1	15	2	22	24		4:30-4:45
4:45-5:00	5	0	0	5	0	5	0	5	0	0	0	0	0	9	0	9	5	14	19		4:45-5:00
5:00-5:15	4	0	1	5	0	14	0	14	0	0	0	0	0	9	0	9	5	23	28		5:00-5:15
5:15-5:30	3	0	0	3	0	3	0	3	0	0	0	0	0	13	0	13	3	16	19		5:15-5:30
5:30-5:45	2	0	1	3	0	4	0	4	0	0	0	0	0	5	0	5	3	9	12		5:30-5:45
5:45-6:00	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	0	5	5		5:45-6:00
6:00-6:15	2	0	0	2	0	3	0	3	0	0	0	0	0	4	0	4	2	7	9		6:00-6:15
6:15-6:30	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	0	6	6		6:15-6:30
6:30-6:45	3	0	0	3	0	9	0	9	0	0	0	0	0	7	0	7	3	16	19		6:30-6:45
6:45-7:00	0	0	0	0	0	12	0	12	0	0	0	0	0	9	0	9	0	21	21		6:45-7:00
3 Hour				2%				1%				0%				2%					
Totals	**22**	**0**	**2**	**24**	**6**	**73**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**87**	**1**	**88**	**24**	**167**	**191**		
1 Hour Totals																					
4:00-5:00	8	0	0	8	6	22	0	28	0	0	0	0	0	35	1	36	8	64	72	0.75	4:00-5:00
4:15-5:15	11	0	1	12	3	33	0	36	0	0	0	0	0	40	1	41	12	77	89	0.79	4:15-5:15
4:30-5:30	14	0	1	15	1	28	0	29	0	0	0	0	0	45	1	46	15	75	90	0.80	4:30-5:30
4:45-5:45	14	0	2	16	0	26	0	26	0	0	0	0	0	36	0	36	16	62	78	0.70	4:45-5:45
5:00-6:00	9	0	2	11	0	23	0	23	0	0	0	0	0	30	0	30	11	53	64	0.57	5:00-6:00
5:15-6:15	7	0	1	8	0	12	0	12	0	0	0	0	0	25	0	25	8	37	45	0.59	5:15-6:15
5:30-6:30	4	0	1	5	0	13	0	13	0	0	0	0	0	14	0	14	5	27	32	0.67	5:30-6:30
5:45-6:45	5	0	0	5	0	18	0	18	0	0	0	0	0	16	0	16	5	34	39	0.51	5:45-6:45
6:00-7:00	5	0	0	5	0	28	0	28	0	0	0	0	0	22	0	22	5	50	55	0.65	6:00-7:00
PM Peak 4:30-5:30	**14**	**0**	**1**	**15**	**1**	**28**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**45**	**1**	**46**	**15**	**75**	**90**	**0.80**	**PM Peak 4:30-5:30**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 2

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	0
INTERSECTION:	Constitution Avenue & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Constitution Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Alba & Eduvina	EASTBOUND ROAD:	Constitution Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Constitution Avenue NW				Northbound 0				Eastbound Constitution Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	1	0	9	10	7	164	0	171	0	0	0	0	0	557	4	561	10	732	742		7:00-7:15
7:15-7:30	2	0	4	6	7	166	0	173	0	0	0	0	0	565	12	577	6	750	756		7:15-7:30
7:30-7:45	3	0	2	5	8	182	0	190	0	0	0	0	0	573	9	582	5	772	777		7:30-7:45
7:45-8:00	5	0	4	9	4	192	0	196	0	0	0	0	0	567	7	574	9	770	779		7:45-8:00
8:00-8:15	4	0	3	7	11	192	0	203	0	0	0	0	0	597	17	614	7	817	824		8:00-8:15
8:15-8:30	9	0	2	11	15	173	0	188	0	0	0	0	0	600	17	617	11	805	816		8:15-8:30
8:30-8:45	2	0	2	4	30	186	0	216	0	0	0	0	0	605	14	619	4	835	839		8:30-8:45
8:45-9:00	8	0	3	11	28	200	0	228	0	0	0	0	0	591	10	601	11	829	840		8:45-9:00
9:00-9:15	7	0	3	10	17	193	0	210	0	0	0	0	0	552	12	564	10	774	784		9:00-9:15
9:15-9:30	3	0	11	14	20	149	0	169	0	0	0	0	0	541	16	557	14	726	740		9:15-9:30
9:30-9:45	5	0	3	8	21	176	0	197	0	0	0	0	0	437	12	449	8	646	654		9:30-9:45
9:45-10:00	2	0	2	4	7	168	0	175	0	0	0	0	0	370	10	380	4	555	559		9:45-10:00
3 Hour Totals	**51**	**0**	**48**	**99**	**175**	**2,141**	**0**	**2,316**	**0**	**0**	**0**	**0**	**0**	**6,555**	**140**	**6,695**	**99**	**9,011**	**9,110**		
1 Hour Totals																					
7:00-8:00	11	0	19	30	26	704	0	730	0	0	0	0	0	2,262	32	2,294	30	3,024	3,054	0.98	7:00-8:00
7:15-8:15	14	0	13	27	30	732	0	762	0	0	0	0	0	2,302	45	2,347	27	3,109	3,136	0.95	7:15-8:15
7:30-8:30	21	0	11	32	38	739	0	777	0	0	0	0	0	2,337	50	2,387	32	3,164	3,196	0.97	7:30-8:30
7:45-8:45	20	0	11	31	60	743	0	803	0	0	0	0	0	2,369	55	2,424	31	3,227	3,258	0.97	7:45-8:45
8:00-9:00	23	0	10	33	84	751	0	835	0	0	0	0	0	2,393	58	2,451	33	3,286	3,319	0.99	8:00-9:00
8:15-9:15	26	0	10	36	90	752	0	842	0	0	0	0	0	2,348	53	2,401	36	3,243	3,279	0.98	8:15-9:15
8:30-9:30	20	0	19	39	95	728	0	823	0	0	0	0	0	2,289	52	2,341	39	3,164	3,203	0.95	8:30-9:30
8:45-9:45	23	0	20	43	86	718	0	804	0	0	0	0	0	2,121	50	2,171	43	2,975	3,018	0.90	8:45-9:45
9:00-10:00	17	0	19	36	65	686	0	751	0	0	0	0	0	1,900	50	1,950	36	2,701	2,737	0.87	9:00-10:00
AM Peak 8:00-9:00	**23**	**0**	**10**	**33**	**84**	**751**	**0**	**835**	**0**	**0**	**0**	**0**	**0**	**2,393**	**58**	**2,451**	**33**	**3,286**	**3,319**	**0.99**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	11	0	13	24	8	479	0	487	0	0	0	0	0	277	15	292	24	779	803		4:00-4:15
4:15-4:30	5	0	15	20	4	499	0	503	0	0	0	0	0	262	2	264	20	767	787		4:15-4:30
4:30-4:45	5	0	25	30	5	651	0	656	0	0	0	0	0	316	7	323	30	979	1,009		4:30-4:45
4:45-5:00	35	0	17	52	0	603	0	603	0	0	0	0	0	318	10	328	52	931	983		4:45-5:00
5:00-5:15	33	0	37	70	0	607	0	607	0	0	0	0	0	290	5	295	70	902	972		5:00-5:15
5:15-5:30	54	0	52	106	1	568	0	569	0	0	0	0	0	321	12	333	106	902	1,008		5:15-5:30
5:30-5:45	119	0	24	143	2	607	0	609	0	0	0	0	0	306	54	360	143	969	1,112		5:30-5:45
5:45-6:00	42	0	15	57	1	429	0	430	0	0	0	0	0	314	17	331	57	761	818		5:45-6:00
6:00-6:15	33	0	19	52	3	467	0	470	0	0	0	0	0	233	9	242	52	712	764		6:00-6:15
6:15-6:30	41	0	9	50	6	510	0	516	0	0	0	0	0	268	9	277	50	793	843		6:15-6:30
6:30-6:45	40	0	28	68	29	429	0	458	0	0	0	0	0	230	13	243	68	701	769		6:30-6:45
6:45-7:00	38	0	25	63	3	473	0	476	0	0	0	0	0	362	19	381	63	857	920		6:45-7:00
3 Hour Totals	**456**	**0**	**279**	**735**	**62**	**6,322**	**0**	**6,384**	**0**	**0**	**0**	**0**	**0**	**3,497**	**172**	**3,669**	**735**	**#####**	**10,788**		
1 Hour Totals																					
4:00-5:00	56	0	70	126	17	2,232	0	2,249	0	0	0	0	0	1,173	34	1,207	126	3,456	3,582	0.89	4:00-5:00
4:15-5:15	78	0	94	172	9	2,360	0	2,369	0	0	0	0	0	1,186	24	1,210	172	3,579	3,751	0.93	4:15-5:15
4:30-5:30	127	0	131	258	6	2,429	0	2,435	0	0	0	0	0	1,245	34	1,279	258	3,714	3,972	0.98	4:30-5:30
4:45-5:45	241	0	130	371	3	2,385	0	2,388	0	0	0	0	0	1,235	81	1,316	371	3,704	4,075	0.92	4:45-5:45
5:00-6:00	248	0	128	376	4	2,211	0	2,215	0	0	0	0	0	1,231	88	1,319	376	3,534	3,910	0.88	5:00-6:00
5:15-6:15	248	0	110	358	7	2,071	0	2,078	0	0	0	0	0	1,174	92	1,266	358	3,344	3,702	0.83	5:15-6:15
5:30-6:30	235	0	67	302	12	2,013	0	2,025	0	0	0	0	0	1,121	89	1,210	302	3,235	3,537	0.80	5:30-6:30
5:45-6:45	156	0	71	227	39	1,835	0	1,874	0	0	0	0	0	1,045	48	1,093	227	2,967	3,194	0.95	5:45-6:45
6:00-7:00	152	0	81	233	41	1,879	0	1,920	0	0	0	0	0	1,093	50	1,143	233	3,063	3,296	0.90	6:00-7:00
PM Peak 4:45-5:45	**241**	**0**	**130**	**371**	**3**	**2,385**	**0**	**2,388**	**0**	**0**	**0**	**0**	**0**	**1,235**	**81**	**1,316**	**371**	**3,704**	**4,075**	**0.92**	**PM Peak 4:45-5:45**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 2

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	0
INTERSECTION:	Constitution Avenue & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Constitution Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Alba & Eduvina	EASTBOUND ROAD:	Constitution Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Constitution Avenue NW				Northbound 0				Eastbound Constitution Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	4	1	0	5	0	0	0	0	0	5	0	5	0	10	10		7:00-7:15
7:15-7:30	0	0	0	0	6	5	0	11	0	0	0	0	0	15	0	15	0	26	26		7:15-7:30
7:30-7:45	0	0	0	0	5	7	0	12	0	0	0	0	0	16	0	16	0	28	28		7:30-7:45
7:45-8:00	0	0	0	0	4	7	0	11	0	0	0	0	0	7	0	7	0	18	18		7:45-8:00
8:00-8:15	0	0	0	0	2	13	0	15	0	0	0	0	0	18	0	18	0	33	33		8:00-8:15
8:15-8:30	0	0	0	0	7	8	0	15	0	0	0	0	0	10	0	10	0	25	25		8:15-8:30
8:30-8:45	0	0	2	2	5	13	0	18	0	0	0	0	0	11	0	11	2	29	31		8:30-8:45
8:45-9:00	0	0	0	0	2	11	0	13	0	0	0	0	0	20	0	20	0	33	33		8:45-9:00
9:00-9:15	1	0	1	2	8	18	0	26	0	0	0	0	0	14	0	14	2	40	42		9:00-9:15
9:15-9:30	0	0	2	2	2	10	0	12	0	0	0	0	0	9	0	9	2	21	23		9:15-9:30
9:30-9:45	0	0	0	0	5	12	0	17	0	0	0	0	0	21	0	21	0	38	38		9:30-9:45
9:45-10:00	0	0	0	0	1	11	0	12	0	0	0	0	0	14	0	14	0	26	26		9:45-10:00
3 Hour				6%				7%				0%				2%					
Totals	**1**	**0**	**5**	**6**	**51**	**116**	**0**	**167**	**0**	**0**	**0**	**0**	**0**	**160**	**0**	**160**	**6**	**327**	**333**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	19	20	0	39	0	0	0	0	0	43	0	43	0	82	82	0.73	7:00-8:00
7:15-8:15	0	0	0	0	17	32	0	49	0	0	0	0	0	56	0	56	0	105	105	0.80	7:15-8:15
7:30-8:30	0	0	0	0	18	35	0	53	0	0	0	0	0	51	0	51	0	104	104	0.79	7:30-8:30
7:45-8:45	0	0	2	2	18	41	0	59	0	0	0	0	0	46	0	46	2	105	107	0.81	7:45-8:45
8:00-9:00	0	0	2	2	16	45	0	61	0	0	0	0	0	59	0	59	2	120	122	0.92	8:00-9:00
8:15-9:15	1	0	3	4	22	50	0	72	0	0	0	0	0	55	0	55	4	127	131	0.78	8:15-9:15
8:30-9:30	1	0	5	6	17	52	0	69	0	0	0	0	0	54	0	54	6	123	129	0.77	8:30-9:30
8:45-9:45	1	0	3	4	17	51	0	68	0	0	0	0	0	64	0	64	4	132	136	0.81	8:45-9:45
9:00-10:00	1	0	3	4	16	51	0	67	0	0	0	0	0	58	0	58	4	125	129	0.77	9:00-10:00
AM Peak 8:45-9:45	**1**	**0**	**3**	**4**	**17**	**51**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**64**	**4**	**132**	**136**	**0.81**	**AM Peak 8:45-9:45**
PM																					
4:00-4:15	0	0	3	3	1	10	0	11	0	0	0	0	0	7	1	8	3	19	22		4:00-4:15
4:15-4:30	0	0	2	2	1	13	0	14	0	0	0	0	0	7	1	8	2	22	24		4:15-4:30
4:30-4:45	0	0	1	1	2	8	0	10	0	0	0	0	0	12	0	12	1	22	23		4:30-4:45
4:45-5:00	1	0	0	1	1	6	0	7	0	0	0	0	0	11	1	12	1	19	20		4:45-5:00
5:00-5:15	0	0	0	0	2	9	0	11	0	0	0	0	0	10	0	10	0	21	21		5:00-5:15
5:15-5:30	0	0	0	0	0	2	0	2	0	0	0	0	0	9	1	10	0	12	12		5:15-5:30
5:30-5:45	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	0	8	8		5:30-5:45
5:45-6:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3		5:45-6:00
6:00-6:15	0	0	0	0	2	5	0	7	0	0	0	0	0	4	0	4	0	11	11		6:00-6:15
6:15-6:30	0	0	3	3	0	4	0	4	0	0	0	0	0	4	3	7	3	11	14		6:15-6:30
6:30-6:45	0	0	1	1	0	8	0	8	0	0	0	0	0	4	0	4	1	12	13		6:30-6:45
6:45-7:00	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	0	13	13		6:45-7:00
3 Hour				1%				1%				0%				2%					
Totals	**1**	**0**	**10**	**11**	**9**	**77**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**80**	**7**	**87**	**11**	**173**	**184**		
1 Hour Totals																					
4:00-5:00	1	0	6	7	5	37	0	42	0	0	0	0	0	37	3	40	7	82	89	0.93	4:00-5:00
4:15-5:15	1	0	3	4	6	36	0	42	0	0	0	0	0	40	2	42	4	84	88	0.92	4:15-5:15
4:30-5:30	1	0	1	2	5	25	0	30	0	0	0	0	0	42	2	44	2	74	76	0.83	4:30-5:30
4:45-5:45	1	0	0	1	3	21	0	24	0	0	0	0	0	34	2	36	1	60	61	0.73	4:45-5:45
5:00-6:00	0	0	0	0	2	16	0	18	0	0	0	0	0	25	1	26	0	44	44	0.52	5:00-6:00
5:15-6:15	0	0	0	0	2	12	0	14	0	0	0	0	0	19	1	20	0	34	34	0.71	5:15-6:15
5:30-6:30	0	0	3	3	2	14	0	16	0	0	0	0	0	14	3	17	3	33	36	0.64	5:30-6:30
5:45-6:45	0	0	4	4	2	18	0	20	0	0	0	0	0	14	3	17	4	37	41	0.73	5:45-6:45
6:00-7:00	0	0	4	4	2	24	0	26	0	0	0	0	0	18	3	21	4	47	51	0.91	6:00-7:00
PM Peak 4:00-5:00	**1**	**0**	**6**	**7**	**5**	**37**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**37**	**3**	**40**	**7**	**82**	**89**	**0.93**	**PM Peak 4:00-5:00**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 3

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	C Street & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington, DC	COUNTED BY:	Salkic	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound C Street NW				Northbound 21st Street NW				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	4	34	12	50	0	3	1	4	17	0	0	17	0	2	0	2	67	6	73		7:00-7:15
7:15-7:30	1	27	12	40	0	7	3	10	16	0	1	17	0	0	0	0	57	10	67		7:15-7:30
7:30-7:45	8	43	15	66	0	5	2	7	18	0	1	19	1	0	0	1	85	8	93		7:30-7:45
7:45-8:00	16	46	14	76	0	1	6	7	39	0	4	43	0	0	0	0	119	7	126		7:45-8:00
8:00-8:15	30	51	13	94	0	3	7	10	28	0	6	34	0	0	0	0	128	10	138		8:00-8:15
8:15-8:30	10	51	14	75	0	2	2	4	35	0	7	42	1	0	0	1	117	5	122		8:15-8:30
8:30-8:45	7	42	13	62	0	2	10	12	44	0	4	48	0	2	0	2	110	14	124		8:30-8:45
8:45-9:00	5	51	13	69	0	2	7	9	35	0	3	38	1	0	0	1	107	10	117		8:45-9:00
9:00-9:15	10	43	12	65	0	0	11	11	41	0	2	43	0	1	0	1	108	12	120		9:00-9:15
9:15-9:30	9	51	16	76	0	0	7	7	46	0	3	49	0	1	0	1	125	8	133		9:15-9:30
9:30-9:45	8	39	9	56	0	1	5	6	40	0	5	45	2	1	0	3	101	9	110		9:30-9:45
9:45-10:00	15	35	17	67	0	3	5	8	24	0	1	25	4	3	0	7	92	15	107		9:45-10:00
3 Hour Totals	**123**	**513**	**160**	**796**	**0**	**29**	**66**	**95**	**383**	**0**	**37**	**420**	**9**	**10**	**0**	**19**	**1,216**	**114**	**1,330**		
1 Hour Totals																					
7:00-8:00	29	150	53	232	0	16	12	28	90	0	6	96	1	2	0	3	328	31	359	0.71	7:00-8:00
7:15-8:15	55	167	54	276	0	16	18	34	101	0	12	113	1	0	0	1	389	35	424	0.77	7:15-8:15
7:30-8:30	64	191	56	311	0	11	17	28	120	0	18	138	2	0	0	2	449	30	479	0.87	7:30-8:30
7:45-8:45	63	190	54	307	0	8	25	33	146	0	21	167	1	2	0	3	474	36	510	0.92	7:45-8:45
8:00-9:00	52	195	53	300	0	9	26	35	142	0	20	162	2	2	0	4	462	39	501	0.91	8:00-9:00
8:15-9:15	32	187	52	271	0	6	30	36	155	0	16	171	2	3	0	5	442	41	483	0.97	8:15-9:15
8:30-9:30	31	187	54	272	0	4	35	39	166	0	12	178	1	4	0	5	450	44	494	0.93	8:30-9:30
8:45-9:45	32	184	50	266	0	3	30	33	162	0	13	175	3	3	0	6	441	39	480	0.90	8:45-9:45
9:00-10:00	42	168	54	264	0	4	28	32	151	0	11	162	6	6	0	12	426	44	470	0.88	9:00-10:00
AM Peak 7:45-8:45	**63**	**190**	**54**	**307**	**0**	**8**	**25**	**33**	**146**	**0**	**21**	**167**	**1**	**2**	**0**	**3**	**474**	**36**	**510**	**0.92**	**AM Peak 7:45-8:45**
PM																					
4:00-4:15	4	90	15	109	0	1	4	5	4	0	1	5	1	7	0	8	114	13	127		4:00-4:15
4:15-4:30	1	91	21	113	0	0	1	1	1	0	0	1	1	7	0	8	114	9	123		4:15-4:30
4:30-4:45	1	92	19	112	0	0	5	5	5	0	1	6	2	3	0	5	118	10	128		4:30-4:45
4:45-5:00	0	113	37	150	0	1	3	4	0	0	0	0	2	3	0	5	150	9	159		4:45-5:00
5:00-5:15	4	114	40	158	0	0	3	3	5	0	0	5	3	14	0	17	163	20	183		5:00-5:15
5:15-5:30	4	131	53	188	0	0	5	5	6	0	0	6	1	10	0	11	194	16	210		5:15-5:30
5:30-5:45	4	140	52	196	0	0	5	5	2	0	0	2	0	4	0	4	198	9	207		5:30-5:45
5:45-6:00	0	174	57	231	0	0	2	2	6	0	0	6	0	10	0	10	237	12	249		5:45-6:00
6:00-6:15	7	121	37	165	0	0	2	2	3	0	0	3	0	17	0	17	168	19	187		6:00-6:15
6:15-6:30	5	101	21	127	0	0	2	2	12	0	0	12	0	12	0	12	139	14	153		6:15-6:30
6:30-6:45	4	87	21	112	0	2	12	14	5	0	0	5	2	13	0	15	117	29	146		6:30-6:45
6:45-7:00	4	110	18	132	0	1	11	12	8	0	1	9	1	11	0	12	141	24	165		6:45-7:00
3 Hour Totals	**38**	**1,364**	**391**	**1,793**	**0**	**5**	**55**	**60**	**57**	**0**	**3**	**60**	**13**	**111**	**0**	**124**	**1,853**	**184**	**2,037**		
1 Hour Totals																					
4:00-5:00	6	386	92	484	0	2	13	15	10	0	2	12	6	20	0	26	496	41	537	0.84	4:00-5:00
4:15-5:15	6	410	117	533	0	1	12	13	11	0	1	12	8	27	0	35	545	48	593	0.81	4:15-5:15
4:30-5:30	9	450	149	608	0	1	16	17	16	0	1	17	8	30	0	38	625	55	680	0.81	4:30-5:30
4:45-5:45	12	498	182	692	0	1	16	17	13	0	0	13	6	31	0	37	705	54	759	0.90	4:45-5:45
5:00-6:00	12	559	202	773	0	0	15	15	19	0	0	19	4	38	0	42	792	57	849	0.85	5:00-6:00
5:15-6:15	15	566	199	780	0	0	14	14	17	0	0	17	1	41	0	42	797	56	853	0.86	5:15-6:15
5:30-6:30	16	536	167	719	0	0	11	11	23	0	0	23	0	43	0	43	742	54	796	0.80	5:30-6:30
5:45-6:45	16	483	136	635	0	2	18	20	26	0	0	26	2	52	0	54	661	74	735	0.74	5:45-6:45
6:00-7:00	20	419	97	536	0	3	27	30	28	0	1	29	3	53	0	56	565	86	651	0.87	6:00-7:00
PM Peak 5:15-6:15	**15**	**566**	**199**	**780**	**0**	**0**	**14**	**14**	**17**	**0**	**0**	**17**	**1**	**41**	**0**	**42**	**797**	**56**	**853**	**0.86**	**PM Peak 5:15-6:15**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 3

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	C Street & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington, DC	COUNTED BY:	Salkic	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound C Street NW				Northbound 21st Street NW				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	2	4	6	0	0	1	1	1	0	0	1	0	0	0	0	7	1	8		7:00-7:15
7:15-7:30	1	4	3	8	0	0	1	1	1	0	0	1	0	0	0	0	9	1	10		7:15-7:30
7:30-7:45	2	5	4	11	0	0	3	3	1	0	0	1	0	1	0	1	12	4	16		7:30-7:45
7:45-8:00	1	0	5	6	0	1	1	2	3	0	0	3	0	1	0	1	9	3	12		7:45-8:00
8:00-8:15	0	2	4	6	0	0	2	2	2	0	0	2	0	1	0	1	8	3	11		8:00-8:15
8:15-8:30	2	3	4	9	0	0	2	2	2	0	2	4	0	1	0	1	13	3	16		8:15-8:30
8:30-8:45	0	6	5	11	0	0	1	1	4	0	2	6	1	1	0	2	17	3	20		8:30-8:45
8:45-9:00	1	1	4	6	0	2	2	4	3	0	0	3	0	0	0	0	9	4	13		8:45-9:00
9:00-9:15	1	3	4	8	0	1	2	3	2	0	0	2	0	1	0	1	10	4	14		9:00-9:15
9:15-9:30	2	3	1	6	0	1	2	3	3	0	2	5	0	2	0	2	11	5	16		9:15-9:30
9:30-9:45	1	1	2	4	0	0	1	1	2	0	1	3	0	1	0	1	7	2	9		9:30-9:45
9:45-10:00	4	3	3	10	0	1	0	1	1	0	1	2	1	3	0	4	12	5	17		9:45-10:00
3 Hour				11%				25%				8%				74%					
Totals	**15**	**33**	**43**	**91**	**0**	**6**	**18**	**24**	**25**	**0**	**8**	**33**	**2**	**12**	**0**	**14**	**124**	**38**	**162**		
1 Hour Totals																					
7:00-8:00	4	11	16	31	0	1	6	7	6	0	0	6	0	2	0	2	37	9	46	0.72	7:00-8:00
7:15-8:15	4	11	16	31	0	1	7	8	7	0	0	7	0	3	0	3	38	11	49	0.77	7:15-8:15
7:30-8:30	5	10	17	32	0	1	8	9	8	0	2	10	0	4	0	4	42	13	55	0.86	7:30-8:30
7:45-8:45	3	11	18	32	0	1	6	7	11	0	4	15	1	4	0	5	47	12	59	0.74	7:45-8:45
8:00-9:00	3	12	17	32	0	2	7	9	11	0	4	15	1	3	0	4	47	13	60	0.75	8:00-9:00
8:15-9:15	4	13	17	34	0	3	7	10	11	0	4	15	1	3	0	4	49	14	63	0.79	8:15-9:15
8:30-9:30	4	13	14	31	0	4	7	11	12	0	4	16	1	4	0	5	47	16	63	0.79	8:30-9:30
8:45-9:45	5	8	11	24	0	4	7	11	10	0	3	13	0	4	0	4	37	15	52	0.81	8:45-9:45
9:00-10:00	8	10	10	28	0	3	5	8	8	0	4	12	1	7	0	8	40	16	56	0.82	9:00-10:00
AM Peak 8:15-9:15	**4**	**13**	**17**	**34**	**0**	**3**	**7**	**10**	**11**	**0**	**4**	**15**	**1**	**3**	**0**	**4**	**49**	**14**	**63**	**0.79**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	1	0	7	8	0	0	1	1	1	0	0	1	0	0	0	0	9	1	10		4:00-4:15
4:15-4:30	1	0	10	11	0	2	0	2	2	0	1	3	0	0	0	0	14	2	16		4:15-4:30
4:30-4:45	0	2	7	9	0	1	3	4	4	0	1	5	1	1	0	2	14	6	20		4:30-4:45
4:45-5:00	2	3	10	15	0	1	1	2	1	0	0	1	0	0	0	0	16	2	18		4:45-5:00
5:00-5:15	1	3	11	15	0	1	2	3	0	0	0	0	0	0	0	0	15	3	18		5:00-5:15
5:15-5:30	0	2	8	10	0	1	2	3	0	0	0	0	0	1	0	1	10	4	14		5:15-5:30
5:30-5:45	1	1	8	10	0	0	1	1	0	0	0	0	0	0	0	0	10	1	11		5:30-5:45
5:45-6:00	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	1	5	1	6		5:45-6:00
6:00-6:15	0	1	2	3	0	0	2	2	0	0	0	0	0	0	0	0	3	2	5		6:00-6:15
6:15-6:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	2		6:15-6:30
6:30-6:45	0	2	3	5	0	0	2	2	0	0	0	0	0	0	0	0	5	2	7		6:30-6:45
6:45-7:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:45-7:00
3 Hour				5%				37%				17%				3%					
Totals	**6**	**14**	**73**	**93**	**0**	**6**	**16**	**22**	**8**	**0**	**2**	**10**	**1**	**3**	**0**	**4**	**103**	**26**	**129**		
1 Hour Totals																					
4:00-5:00	4	5	34	43	0	4	5	9	8	0	2	10	1	1	0	2	53	11	64	0.80	4:00-5:00
4:15-5:15	4	8	38	50	0	5	6	11	7	0	2	9	1	1	0	2	59	13	72	0.90	4:15-5:15
4:30-5:30	3	10	36	49	0	4	8	12	5	0	1	6	1	2	0	3	55	15	70	0.88	4:30-5:30
4:45-5:45	4	9	37	50	0	3	6	9	1	0	0	1	0	1	0	1	51	10	61	0.85	4:45-5:45
5:00-6:00	2	6	32	40	0	2	5	7	0	0	0	0	0	2	0	2	40	9	49	0.68	5:00-6:00
5:15-6:15	1	4	23	28	0	1	5	6	0	0	0	0	0	2	0	2	28	8	36	0.64	5:15-6:15
5:30-6:30	1	2	15	18	0	0	5	5	0	0	0	0	0	1	0	1	18	6	24	0.55	5:30-6:30
5:45-6:45	0	3	10	13	0	0	6	6	0	0	0	0	0	1	0	1	13	7	20	0.71	5:45-6:45
6:00-7:00	0	3	7	10	0	0	6	6	0	0	0	0	0	0	0	0	10	6	16	0.57	6:00-7:00
PM Peak 4:15-5:15	**4**	**8**	**38**	**50**	**0**	**5**	**6**	**11**	**7**	**0**	**2**	**9**	**1**	**1**	**0**	**2**	**59**	**13**	**72**	**0.90**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 4

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	0
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	C Street & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington, DC	COUNTED BY:	Jim & Charlie	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound C Street NW				Northbound 20th Street NW				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	21	12	33	6	0	7	13	8	12	0	20	13	53	66		7:00-7:15
7:15-7:30	0	0	0	0	0	10	3	13	10	0	8	18	5	17	0	22	18	35	53		7:15-7:30
7:30-7:45	0	0	0	0	0	23	9	32	9	0	8	17	5	20	0	25	17	57	74		7:30-7:45
7:45-8:00	0	0	0	0	0	15	7	22	9	0	4	13	6	31	0	37	13	59	72		7:45-8:00
8:00-8:15	0	0	0	0	0	12	2	14	14	0	11	25	7	29	0	36	25	50	75		8:00-8:15
8:15-8:30	0	0	0	0	0	7	7	14	17	0	8	25	8	32	0	40	25	54	79		8:15-8:30
8:30-8:45	0	0	0	0	0	11	6	17	17	0	10	27	7	43	0	50	27	67	94		8:30-8:45
8:45-9:00	0	0	0	0	0	9	10	19	40	0	6	46	7	40	0	47	46	66	112		8:45-9:00
9:00-9:15	0	0	0	0	0	7	12	19	28	0	6	34	11	49	0	60	34	79	113		9:00-9:15
9:15-9:30	0	0	0	0	0	9	7	16	32	0	6	38	5	49	0	54	38	70	108		9:15-9:30
9:30-9:45	0	0	0	0	0	3	3	6	37	0	3	40	4	39	0	43	40	49	89		9:30-9:45
9:45-10:00	0	0	0	0	0	12	4	16	11	1	6	18	6	28	0	34	18	50	68		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**139**	**82**	**221**	**230**	**1**	**83**	**314**	**79**	**389**	**0**	**468**	**314**	**689**	**1,003**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	69	31	100	34	0	27	61	24	80	0	104	61	204	265	0.90	7:00-8:00
7:15-8:15	0	0	0	0	0	60	21	81	42	0	31	73	23	97	0	120	73	201	274	0.91	7:15-8:15
7:30-8:30	0	0	0	0	0	57	25	82	49	0	31	80	26	112	0	138	80	220	300	0.95	7:30-8:30
7:45-8:45	0	0	0	0	0	45	22	67	57	0	33	90	28	135	0	163	90	230	320	0.85	7:45-8:45
8:00-9:00	0	0	0	0	0	39	25	64	88	0	35	123	29	144	0	173	123	237	360	0.80	8:00-9:00
8:15-9:15	0	0	0	0	0	34	35	69	102	0	30	132	33	164	0	197	132	266	398	0.88	8:15-9:15
8:30-9:30	0	0	0	0	0	36	35	71	117	0	28	145	30	181	0	211	145	282	427	0.94	8:30-9:30
8:45-9:45	0	0	0	0	0	28	32	60	137	0	21	158	27	177	0	204	158	264	422	0.93	8:45-9:45
9:00-10:00	0	0	0	0	0	31	26	57	108	1	21	130	26	165	0	191	130	248	378	0.84	9:00-10:00
AM Peak 8:30-9:30	**0**	**0**	**0**	**0**	**0**	**36**	**35**	**71**	**117**	**0**	**28**	**145**	**30**	**181**	**0**	**211**	**145**	**282**	**427**	**0.94**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	0	0	0	0	1	13	14	6	0	4	10	19	31	0	50	10	64	74		4:00-4:15
4:15-4:30	0	0	0	0	0	1	7	8	4	0	2	6	32	22	0	54	6	62	68		4:15-4:30
4:30-4:45	0	0	0	0	0	2	7	9	7	0	1	8	38	19	0	57	8	66	74		4:30-4:45
4:45-5:00	0	0	0	0	0	1	11	12	12	0	2	14	50	26	0	76	14	88	102		4:45-5:00
5:00-5:15	0	0	0	0	0	4	21	25	3	0	1	4	57	42	0	99	4	124	128		5:00-5:15
5:15-5:30	0	0	0	0	0	4	32	36	6	0	4	10	61	36	0	97	10	133	143		5:15-5:30
5:30-5:45	0	0	0	0	0	3	31	34	10	0	3	13	56	38	0	94	13	128	141		5:30-5:45
5:45-6:00	0	0	0	0	0	0	26	26	16	0	3	19	54	44	0	98	19	124	143		5:45-6:00
6:00-6:15	0	0	0	0	0	2	26	28	16	0	0	16	51	41	0	92	16	120	136		6:00-6:15
6:15-6:30	0	0	0	0	0	1	45	46	6	0	14	20	62	14	0	76	20	122	142		6:15-6:30
6:30-6:45	0	0	0	0	0	4	48	52	0	0	14	14	74	4	0	78	14	130	144		6:30-6:45
6:45-7:00	0	0	0	0	0	3	17	20	9	0	16	25	61	16	0	77	25	97	122		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**26**	**284**	**310**	**95**	**0**	**64**	**159**	**615**	**333**	**0**	**948**	**159**	**1,258**	**1,417**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	5	38	43	29	0	9	38	139	98	0	237	38	280	318	0.78	4:00-5:00
4:15-5:15	0	0	0	0	0	8	46	54	26	0	6	32	177	109	0	286	32	340	372	0.73	4:15-5:15
4:30-5:30	0	0	0	0	0	11	71	82	28	0	8	36	206	123	0	329	36	411	447	0.78	4:30-5:30
4:45-5:45	0	0	0	0	0	12	95	107	31	0	10	41	224	142	0	366	41	473	514	0.90	4:45-5:45
5:00-6:00	0	0	0	0	0	11	110	121	35	0	11	46	228	160	0	388	46	509	555	0.97	5:00-6:00
5:15-6:15	0	0	0	0	0	9	115	124	48	0	10	58	222	159	0	381	58	505	563	0.98	5:15-6:15
5:30-6:30	0	0	0	0	0	6	128	134	48	0	20	68	223	137	0	360	68	494	562	0.98	5:30-6:30
5:45-6:45	0	0	0	0	0	7	145	152	38	0	31	69	241	103	0	344	69	496	565	0.98	5:45-6:45
6:00-7:00	0	0	0	0	0	10	136	146	31	0	44	75	248	75	0	323	75	469	544	0.94	6:00-7:00
PM Peak 5:45-6:45	**0**	**0**	**0**	**0**	**0**	**7**	**145**	**152**	**38**	**0**	**31**	**69**	**241**	**103**	**0**	**344**	**69**	**496**	**565**	**0.98**	**PM Peak 5:45-6:45**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 4

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	0
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	C Street & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington, DC	COUNTED BY:	Jim & Charlie	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound C Street NW				Northbound 20th Street NW				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	2	0	2	4	0	0	4	0	5	0	5	4	7	11		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	4	4	4	8		7:15-7:30
7:30-7:45	0	0	0	0	0	3	0	3	5	0	0	5	0	6	0	6	5	9	14		7:30-7:45
7:45-8:00	0	0	0	0	0	2	0	2	4	0	0	4	0	10	0	10	4	12	16		7:45-8:00
8:00-8:15	0	0	0	0	0	3	0	3	3	0	0	3	0	8	0	8	3	11	14		8:00-8:15
8:15-8:30	0	0	0	0	0	1	2	3	8	0	0	8	0	7	0	7	8	10	18		8:15-8:30
8:30-8:45	0	0	0	0	0	1	0	1	5	0	0	5	1	9	0	10	5	11	16		8:30-8:45
8:45-9:00	0	0	0	0	0	4	0	4	3	0	0	3	0	6	0	6	3	10	13		8:45-9:00
9:00-9:15	0	0	0	0	0	2	4	6	6	0	0	6	0	7	0	7	6	13	19		9:00-9:15
9:15-9:30	0	0	0	0	0	3	2	5	2	0	0	2	0	8	0	8	2	13	15		9:15-9:30
9:30-9:45	0	0	0	0	0	2	0	2	4	0	0	4	0	5	0	5	4	7	11		9:30-9:45
9:45-10:00	0	0	0	0	0	1	0	1	1	0	1	2	0	6	0	6	2	7	9		9:45-10:00
3 Hour				0%				14%				16%				18%					
Totals	**0**	**0**	**0**	**0**	**0**	**24**	**8**	**32**	**49**	**0**	**1**	**50**	**1**	**81**	**0**	**82**	**50**	**114**	**164**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	7	0	7	17	0	0	17	0	25	0	25	17	32	49	0.77	7:00-8:00
7:15-8:15	0	0	0	0	0	8	0	8	16	0	0	16	0	28	0	28	16	36	52	0.81	7:15-8:15
7:30-8:30	0	0	0	0	0	9	2	11	20	0	0	20	0	31	0	31	20	42	62	0.86	7:30-8:30
7:45-8:45	0	0	0	0	0	7	2	9	20	0	0	20	1	34	0	35	20	44	64	0.89	7:45-8:45
8:00-9:00	0	0	0	0	0	9	2	11	19	0	0	19	1	30	0	31	19	42	61	0.85	8:00-9:00
8:15-9:15	0	0	0	0	0	8	6	14	22	0	0	22	1	29	0	30	22	44	66	0.87	8:15-9:15
8:30-9:30	0	0	0	0	0	10	6	16	16	0	0	16	1	30	0	31	16	47	63	0.83	8:30-9:30
8:45-9:45	0	0	0	0	0	11	6	17	15	0	0	15	0	26	0	26	15	43	58	0.76	8:45-9:45
9:00-10:00	0	0	0	0	0	8	6	14	13	0	1	14	0	26	0	26	14	40	54	0.71	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**0**	**8**	**6**	**14**	**22**	**0**	**0**	**22**	**1**	**29**	**0**	**30**	**22**	**44**	**66**	**0.87**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	0	1	3	4	0	0	0	0	1	11	0	12	0	16	16		4:00-4:15
4:15-4:30	0	0	0	0	0	1	0	1	3	0	3	6	1	10	0	11	6	12	18		4:15-4:30
4:30-4:45	0	0	0	0	0	3	0	3	4	0	1	5	2	16	0	18	5	21	26		4:30-4:45
4:45-5:00	0	0	0	0	0	1	1	2	0	0	0	0	1	11	0	12	0	14	14		4:45-5:00
5:00-5:15	0	0	0	0	0	3	2	5	2	0	0	2	0	13	0	13	2	18	20		5:00-5:15
5:15-5:30	0	0	0	0	0	2	0	2	3	0	1	4	1	10	0	11	4	13	17		5:15-5:30
5:30-5:45	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	0	8	8		5:30-5:45
5:45-6:00	0	0	0	0	0	0	1	1	1	0	0	1	0	10	0	10	1	11	12		5:45-6:00
6:00-6:15	0	0	0	0	0	1	0	1	0	0	1	1	1	1	0	2	1	3	4		6:00-6:15
6:15-6:30	0	0	0	0	0	1	2	3	2	0	1	3	0	1	0	1	3	4	7		6:15-6:30
6:30-6:45	0	0	0	0	0	2	0	2	0	0	1	1	1	2	0	3	1	5	6		6:30-6:45
6:45-7:00	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	2		6:45-7:00
3 Hour				0%				9%				14%				11%					
Totals	**0**	**0**	**0**	**0**	**0**	**18**	**9**	**27**	**15**	**0**	**8**	**23**	**8**	**92**	**0**	**100**	**23**	**127**	**150**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	6	4	10	7	0	4	11	5	48	0	53	11	63	74	0.71	4:00-5:00
4:15-5:15	0	0	0	0	0	8	3	11	9	0	4	13	4	50	0	54	13	65	78	0.75	4:15-5:15
4:30-5:30	0	0	0	0	0	9	3	12	9	0	2	11	4	50	0	54	11	66	77	0.74	4:30-5:30
4:45-5:45	0	0	0	0	0	8	3	11	5	0	1	6	2	40	0	42	6	53	59	0.74	4:45-5:45
5:00-6:00	0	0	0	0	0	7	3	10	6	0	1	7	1	39	0	40	7	50	57	0.71	5:00-6:00
5:15-6:15	0	0	0	0	0	5	1	6	4	0	2	6	2	27	0	29	6	35	41	0.60	5:15-6:15
5:30-6:30	0	0	0	0	0	4	3	7	3	0	2	5	1	18	0	19	5	26	31	0.65	5:30-6:30
5:45-6:45	0	0	0	0	0	4	3	7	3	0	3	6	2	14	0	16	6	23	29	0.60	5:45-6:45
6:00-7:00	0	0	0	0	0	5	2	7	2	0	3	5	2	5	0	7	5	14	19	0.68	6:00-7:00
PM Peak 4:15-5:15	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**11**	**9**	**0**	**4**	**13**	**4**	**50**	**0**	**54**	**13**	**65**	**78**	**0.75**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 5

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	C Street NW
INTERSECTION:	Virginia Avenue & C Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Roy Cherie	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound Virginia Avenue NW				Northbound C Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	50	15	65	2	0	14	16	4	47	0	51	16	116	132		7:00-7:15
7:15-7:30	0	0	0	0	0	84	18	102	6	0	22	28	0	41	0	41	28	143	171		7:15-7:30
7:30-7:45	0	0	0	0	0	92	25	117	1	0	30	31	10	68	0	78	31	195	226		7:30-7:45
7:45-8:00	0	0	0	0	0	99	22	121	3	0	36	39	4	63	0	67	39	188	227		7:45-8:00
8:00-8:15	0	0	0	0	0	106	11	117	6	0	31	37	6	88	0	94	37	211	248		8:00-8:15
8:15-8:30	0	0	0	0	0	146	14	160	11	0	50	61	5	93	0	98	61	258	319		8:15-8:30
8:30-8:45	0	0	0	0	0	136	12	148	6	0	55	61	3	99	0	102	61	250	311		8:30-8:45
8:45-9:00	0	0	0	0	0	130	20	150	11	0	71	82	4	111	0	115	82	265	347		8:45-9:00
9:00-9:15	0	0	0	0	0	123	19	142	15	0	63	78	4	89	0	93	78	235	313		9:00-9:15
9:15-9:30	0	0	0	0	0	124	17	141	13	0	69	82	3	83	0	86	82	227	309		9:15-9:30
9:30-9:45	0	0	0	0	0	117	14	131	11	0	63	74	1	67	0	68	74	199	273		9:30-9:45
9:45-10:00	0	0	0	0	0	154	10	164	14	0	34	48	1	53	0	54	48	218	266		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1,361**	**197**	**1,558**	**99**	**0**	**538**	**637**	**45**	**902**	**0**	**947**	**637**	**2,505**	**3,142**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	325	80	405	12	0	102	114	18	219	0	237	114	642	756	0.83	7:00-8:00
7:15-8:15	0	0	0	0	0	381	76	457	16	0	119	135	20	260	0	280	135	737	872	0.88	7:15-8:15
7:30-8:30	0	0	0	0	0	443	72	515	21	0	147	168	25	312	0	337	168	852	1,020	0.80	7:30-8:30
7:45-8:45	0	0	0	0	0	487	59	546	26	0	172	198	18	343	0	361	198	907	1,105	0.87	7:45-8:45
8:00-9:00	0	0	0	0	0	518	57	575	34	0	207	241	18	391	0	409	241	984	1,225	0.88	8:00-9:00
8:15-9:15	0	0	0	0	0	535	65	600	43	0	239	282	16	392	0	408	282	1,008	1,290	0.93	8:15-9:15
8:30-9:30	0	0	0	0	0	513	68	581	45	0	258	303	14	382	0	396	303	977	1,280	0.92	8:30-9:30
8:45-9:45	0	0	0	0	0	494	70	564	50	0	266	316	12	350	0	362	316	926	1,242	0.89	8:45-9:45
9:00-10:00	0	0	0	0	0	518	60	578	53	0	229	282	9	292	0	301	282	879	1,161	0.93	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**0**	**535**	**65**	**600**	**43**	**0**	**239**	**282**	**16**	**392**	**0**	**408**	**282**	**1,008**	**1,290**	**0.93**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	0	81	11	92	8	0	23	31	0	101	0	101	31	193	224		4:00-4:15
4:15-4:30	0	0	0	0	0	83	17	100	22	0	18	40	1	80	0	81	40	181	221		4:15-4:30
4:30-4:45	0	0	0	0	0	80	6	86	9	0	26	35	0	106	0	106	35	192	227		4:30-4:45
4:45-5:00	0	0	0	0	0	97	8	105	5	0	25	30	6	123	0	129	30	234	264		4:45-5:00
5:00-5:15	0	0	0	0	0	111	7	118	13	0	29	42	6	147	0	153	42	271	313		5:00-5:15
5:15-5:30	0	0	0	0	0	118	17	135	17	0	26	43	24	143	0	167	43	302	345		5:15-5:30
5:30-5:45	0	0	0	0	0	108	16	124	17	0	31	48	20	151	0	171	48	295	343		5:30-5:45
5:45-6:00	0	0	0	0	0	95	17	112	17	0	39	56	15	114	0	129	56	241	297		5:45-6:00
6:00-6:15	0	0	0	0	0	56	16	72	22	0	25	47	22	131	0	153	47	225	272		6:00-6:15
6:15-6:30	0	0	0	0	0	104	5	109	30	0	16	46	33	131	0	164	46	273	319		6:15-6:30
6:30-6:45	0	0	0	0	0	118	12	130	3	0	0	3	35	90	0	125	3	255	258		6:30-6:45
6:45-7:00	0	0	0	0	0	89	18	107	1	0	14	15	12	71	0	83	15	190	205		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1,140**	**150**	**1,290**	**164**	**0**	**272**	**436**	**174**	**1,388**	**0**	**1,562**	**436**	**2,852**	**3,288**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	341	42	383	44	0	92	136	7	410	0	417	136	800	936	0.89	4:00-5:00
4:15-5:15	0	0	0	0	0	371	38	409	49	0	98	147	13	456	0	469	147	878	1,025	0.82	4:15-5:15
4:30-5:30	0	0	0	0	0	406	38	444	44	0	106	150	36	519	0	555	150	999	1,149	0.83	4:30-5:30
4:45-5:45	0	0	0	0	0	434	48	482	52	0	111	163	56	564	0	620	163	1,102	1,265	0.92	4:45-5:45
5:00-6:00	0	0	0	0	0	432	57	489	64	0	125	189	65	555	0	620	189	1,109	1,298	0.94	5:00-6:00
5:15-6:15	0	0	0	0	0	377	66	443	73	0	121	194	81	539	0	620	194	1,063	1,257	0.91	5:15-6:15
5:30-6:30	0	0	0	0	0	363	54	417	86	0	111	197	90	527	0	617	197	1,034	1,231	0.90	5:30-6:30
5:45-6:45	0	0	0	0	0	373	50	423	72	0	80	152	105	466	0	571	152	994	1,146	0.90	5:45-6:45
6:00-7:00	0	0	0	0	0	367	51	418	56	0	55	111	102	423	0	525	111	943	1,054	0.83	6:00-7:00
PM Peak 5:00-6:00	**0**	**0**	**0**	**0**	**0**	**432**	**57**	**489**	**64**	**0**	**125**	**189**	**65**	**555**	**0**	**620**	**189**	**1,109**	**1,298**	**0.94**	**PM Peak 5:00-6:00**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 5

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	C Street NW
INTERSECTION:	Virginia Avenue & C Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Roy Cherie	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound				Westbound Virginia Avenue NW				Northbound C Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	2	4	6	4	0	5	9	0	4	0	4	9	10	19		7:00-7:15
7:15-7:30	0	0	0	0	0	6	2	8	4	0	5	9	0	13	0	13	9	21	30		7:15-7:30
7:30-7:45	0	0	0	0	0	6	1	7	8	0	5	13	0	9	0	9	13	16	29		7:30-7:45
7:45-8:00	0	0	0	0	0	7	4	11	5	0	4	9	0	5	0	5	9	16	25		7:45-8:00
8:00-8:15	0	0	0	0	0	6	2	8	7	0	5	12	0	7	0	7	12	15	27		8:00-8:15
8:15-8:30	0	0	0	0	0	4	1	5	4	0	4	8	0	0	0	0	8	5	13		8:15-8:30
8:30-8:45	0	0	0	0	0	9	2	11	6	0	3	9	0	9	0	9	9	20	29		8:30-8:45
8:45-9:00	0	0	0	0	0	10	3	13	4	0	5	9	1	7	0	8	9	21	30		8:45-9:00
9:00-9:15	0	0	0	0	0	13	3	16	4	0	3	7	0	4	0	4	7	20	27		9:00-9:15
9:15-9:30	0	0	0	0	0	10	4	14	2	0	1	3	0	4	0	4	3	18	21		9:15-9:30
9:30-9:45	0	0	0	0	0	9	2	11	1	0	6	7	0	6	0	6	7	17	24		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:45-10:00
3 Hour				0%				7%				15%				7%					
Totals	**0**	**0**	**0**	**0**	**0**	**82**	**28**	**110**	**49**	**0**	**46**	**95**	**1**	**68**	**0**	**69**	**95**	**179**	**274**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	21	11	32	21	0	19	40	0	31	0	31	40	63	103	0.86	7:00-8:00
7:15-8:15	0	0	0	0	0	25	9	34	24	0	19	43	0	34	0	34	43	68	111	0.93	7:15-8:15
7:30-8:30	0	0	0	0	0	23	8	31	24	0	18	42	0	21	0	21	42	52	94	0.81	7:30-8:30
7:45-8:45	0	0	0	0	0	26	9	35	22	0	16	38	0	21	0	21	38	56	94	0.81	7:45-8:45
8:00-9:00	0	0	0	0	0	29	8	37	21	0	17	38	1	23	0	24	38	61	99	0.83	8:00-9:00
8:15-9:15	0	0	0	0	0	36	9	45	18	0	15	33	1	20	0	21	33	66	99	0.83	8:15-9:15
8:30-9:30	0	0	0	0	0	42	12	54	16	0	12	28	1	24	0	25	28	79	107	0.89	8:30-9:30
8:45-9:45	0	0	0	0	0	42	12	54	11	0	15	26	1	21	0	22	26	76	102	0.85	8:45-9:45
9:00-10:00	0	0	0	0	0	32	9	41	7	0	10	17	0	14	0	14	17	55	72	0.67	9:00-10:00
AM Peak 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**25**	**9**	**34**	**24**	**0**	**19**	**43**	**0**	**34**	**0**	**34**	**43**	**68**	**111**	**0.93**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	0	0	0	0	0	15	4	19	0	0	6	6	0	7	0	7	6	26	32		4:00-4:15
4:15-4:30	0	0	0	0	0	14	1	15	1	0	5	6	0	5	0	5	6	20	26		4:15-4:30
4:30-4:45	0	0	0	0	0	8	3	11	3	0	7	10	0	5	0	5	10	16	26		4:30-4:45
4:45-5:00	0	0	0	0	0	12	2	14	4	0	8	12	0	4	0	4	12	18	30		4:45-5:00
5:00-5:15	0	0	0	0	0	13	5	18	1	0	10	11	0	6	0	6	11	24	35		5:00-5:15
5:15-5:30	0	0	0	0	0	9	2	11	0	0	7	7	0	10	0	10	7	21	28		5:15-5:30
5:30-5:45	0	0	0	0	0	8	1	9	3	0	5	8	1	6	0	7	8	16	24		5:30-5:45
5:45-6:00	0	0	0	0	0	5	0	5	0	0	5	5	0	5	0	5	5	10	15		5:45-6:00
6:00-6:15	0	0	0	0	0	5	2	7	3	0	3	6	0	6	0	6	6	13	19		6:00-6:15
6:15-6:30	0	0	0	0	0	5	2	7	0	0	1	1	0	3	0	3	1	10	11		6:15-6:30
6:30-6:45	0	0	0	0	0	7	2	9	2	0	0	2	0	2	0	2	2	11	13		6:30-6:45
6:45-7:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3		6:45-7:00
									0	0	0		0	0							
3 Hour				0%				10%				17%				4%					
Totals	**0**	**0**	**0**	**0**	**0**	**102**	**24**	**126**	**17**	**0**	**57**	**74**	**1**	**61**	**0**	**62**	**74**	**188**	**262**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	49	10	59	8	0	26	34	0	21	0	21	34	80	114	0.89	4:00-5:00
4:15-5:15	0	0	0	0	0	47	11	58	9	0	30	39	0	20	0	20	39	78	117	0.84	4:15-5:15
4:30-5:30	0	0	0	0	0	42	12	54	8	0	32	40	0	25	0	25	40	79	119	0.85	4:30-5:30
4:45-5:45	0	0	0	0	0	42	10	52	8	0	30	38	1	26	0	27	38	79	117	0.84	4:45-5:45
5:00-6:00	0	0	0	0	0	35	8	43	4	0	27	31	1	27	0	28	31	71	102	0.73	5:00-6:00
5:15-6:15	0	0	0	0	0	27	5	32	6	0	20	26	1	27	0	28	26	60	86	0.77	5:15-6:15
5:30-6:30	0	0	0	0	0	23	5	28	6	0	14	20	1	20	0	21	20	49	69	0.72	5:30-6:30
5:45-6:45	0	0	0	0	0	22	6	28	5	0	9	14	0	16	0	16	14	44	58	0.76	5:45-6:45
6:00-7:00	0	0	0	0	0	18	6	24	5	0	4	9	0	13	0	13	9	37	46	0.61	6:00-7:00
PM Peak 4:30-5:30	**0**	**0**	**0**	**0**	**0**	**42**	**12**	**54**	**8**	**0**	**32**	**40**	**0**	**25**	**0**	**25**	**40**	**79**	**119**	**0.85**	**PM Peak 4:30-5:30**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 6

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	Virginia Avenue & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Carmen & Lorena	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Virginia Avenue NW				Northbound				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	37	53	0	90	0	0	0	0	0	53	21	74	0	164	164		7:00-7:15
7:15-7:30	0	0	0	0	40	78	0	118	0	0	0	0	0	35	21	56	0	174	174		7:15-7:30
7:30-7:45	0	0	0	0	51	69	0	120	0	0	0	0	0	83	44	127	0	247	247		7:30-7:45
7:45-8:00	0	0	0	0	52	80	0	132	0	0	0	0	0	73	35	108	0	240	240		7:45-8:00
8:00-8:15	0	0	0	0	65	81	0	146	0	0	0	0	0	86	51	137	0	283	283		8:00-8:15
8:15-8:30	0	0	0	0	76	87	0	163	0	0	0	0	0	85	51	136	0	299	299		8:15-8:30
8:30-8:45	0	0	0	0	90	99	0	189	0	0	0	0	0	85	59	144	0	333	333		8:30-8:45
8:45-9:00	0	0	0	0	75	68	0	143	0	0	0	0	0	80	62	142	0	285	285		8:45-9:00
9:00-9:15	0	0	0	0	116	82	0	198	0	0	0	0	0	72	44	116	0	314	314		9:00-9:15
9:15-9:30	0	0	0	0	76	91	0	167	0	0	0	0	0	49	29	78	0	245	245		9:15-9:30
9:30-9:45	0	0	0	0	89	87	0	176	0	0	0	0	0	57	24	81	0	257	257		9:30-9:45
9:45-10:00	0	0	0	0	64	83	0	147	0	0	0	0	0	53	20	73	0	220	220		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**831**	**958**	**0**	**1,789**	**0**	**0**	**0**	**0**	**0**	**811**	**461**	**1,272**	**0**	**3,061**	**3,061**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	180	280	0	460	0	0	0	0	0	244	121	365	0	825	825	0.84	7:00-8:00
7:15-8:15	0	0	0	0	208	308	0	516	0	0	0	0	0	277	151	428	0	944	944	0.83	7:15-8:15
7:30-8:30	0	0	0	0	244	317	0	561	0	0	0	0	0	327	181	508	0	1,069	1,069	0.89	7:30-8:30
7:45-8:45	0	0	0	0	283	347	0	630	0	0	0	0	0	329	196	525	0	1,155	1,155	0.87	7:45-8:45
8:00-9:00	0	0	0	0	306	335	0	641	0	0	0	0	0	336	223	559	0	1,200	1,200	0.90	8:00-9:00
8:15-9:15	0	0	0	0	357	336	0	693	0	0	0	0	0	322	216	538	0	1,231	1,231	0.92	8:15-9:15
8:30-9:30	0	0	0	0	357	340	0	697	0	0	0	0	0	286	194	480	0	1,177	1,177	0.88	8:30-9:30
8:45-9:45	0	0	0	0	356	328	0	684	0	0	0	0	0	258	159	417	0	1,101	1,101	0.88	8:45-9:45
9:00-10:00	0	0	0	0	345	343	0	688	0	0	0	0	0	231	117	348	0	1,036	1,036	0.82	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**357**	**336**	**0**	**693**	**0**	**0**	**0**	**0**	**0**	**322**	**216**	**538**	**0**	**1,231**	**1,231**	**0.92**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	42	76	0	118	0	0	0	0	0	94	28	122	0	240	240		4:00-4:15
4:15-4:30	0	0	0	0	28	61	0	89	0	0	0	0	0	69	14	83	0	172	172		4:15-4:30
4:30-4:45	0	0	0	0	32	64	0	96	0	0	0	0	0	84	10	94	0	190	190		4:30-4:45
4:45-5:00	0	0	0	0	50	93	0	143	0	0	0	0	0	100	28	128	0	271	271		4:45-5:00
5:00-5:15	0	0	0	0	24	105	0	129	0	0	0	0	0	132	28	160	0	289	289		5:00-5:15
5:15-5:30	0	0	0	0	29	71	0	100	0	0	0	0	0	121	24	145	0	245	245		5:15-5:30
5:30-5:45	0	0	0	0	37	79	0	116	0	0	0	0	0	135	23	158	0	274	274		5:30-5:45
5:45-6:00	0	0	0	0	24	62	0	86	0	0	0	0	0	110	26	136	0	222	222		5:45-6:00
6:00-6:15	0	0	0	0	35	66	0	101	0	0	0	0	0	138	30	168	0	269	269		6:00-6:15
6:15-6:30	0	0	0	0	23	75	0	98	0	0	0	0	0	144	33	177	0	275	275		6:15-6:30
6:30-6:45	0	0	0	0	19	65	0	84	0	0	0	0	0	82	22	104	0	188	188		6:30-6:45
6:45-7:00	0	0	0	0	25	52	0	77	0	0	0	0	0	65	16	81	0	158	158		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**368**	**869**	**0**	**1,237**	**0**	**0**	**0**	**0**	**0**	**1,274**	**282**	**1,556**	**0**	**2,793**	**2,793**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	152	294	0	446	0	0	0	0	0	347	80	427	0	873	873	0.81	4:00-5:00
4:15-5:15	0	0	0	0	134	323	0	457	0	0	0	0	0	385	80	465	0	922	922	0.80	4:15-5:15
4:30-5:30	0	0	0	0	135	333	0	468	0	0	0	0	0	437	90	527	0	995	995	0.86	4:30-5:30
4:45-5:45	0	0	0	0	140	348	0	488	0	0	0	0	0	488	103	591	0	1,079	1,079	0.93	4:45-5:45
5:00-6:00	0	0	0	0	114	317	0	431	0	0	0	0	0	498	101	599	0	1,030	1,030	0.89	5:00-6:00
5:15-6:15	0	0	0	0	125	278	0	403	0	0	0	0	0	504	103	607	0	1,010	1,010	0.92	5:15-6:15
5:30-6:30	0	0	0	0	119	282	0	401	0	0	0	0	0	527	112	639	0	1,040	1,040	0.95	5:30-6:30
5:45-6:45	0	0	0	0	101	268	0	369	0	0	0	0	0	474	111	585	0	954	954	0.87	5:45-6:45
6:00-7:00	0	0	0	0	102	258	0	360	0	0	0	0	0	429	101	530	0	890	890	0.81	6:00-7:00
PM Peak 4:45-5:45	**0**	**0**	**0**	**0**	**140**	**348**	**0**	**488**	**0**	**0**	**0**	**0**	**0**	**488**	**103**	**591**	**0**	**1,079**	**1,079**	**0.93**	**PM Peak 4:45-5:45**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 6

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	Virginia Avenue & 20th Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Carmen & Lorena	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Virginia Avenue NW				Northbound				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	1	1	0	2	0	0	0	0	0	4	1	5	0	7	7		7:00-7:15
7:15-7:30	0	0	0	0	1	4	0	5	0	0	0	0	0	1	1	2	0	7	7		7:15-7:30
7:30-7:45	0	0	0	0	0	5	0	5	0	0	0	0	0	7	2	9	0	14	14		7:30-7:45
7:45-8:00	0	0	0	0	0	11	0	11	0	0	0	0	0	6	1	7	0	18	18		7:45-8:00
8:00-8:15	0	0	0	0	4	5	0	9	0	0	0	0	0	6	0	6	0	15	15		8:00-8:15
8:15-8:30	0	0	0	0	2	6	0	8	0	0	0	0	0	6	3	9	0	17	17		8:15-8:30
8:30-8:45	0	0	0	0	2	7	0	9	0	0	0	0	0	4	0	4	0	13	13		8:30-8:45
8:45-9:00	0	0	0	0	3	3	0	6	0	0	0	0	0	7	4	11	0	17	17		8:45-9:00
9:00-9:15	0	0	0	0	4	7	0	11	0	0	0	0	0	13	5	18	0	29	29		9:00-9:15
9:15-9:30	0	0	0	0	2	3	0	5	0	0	0	0	0	6	3	9	0	14	14		9:15-9:30
9:30-9:45	0	0	0	0	1	0	0	1	0	0	0	0	0	5	4	9	0	10	10		9:30-9:45
9:45-10:00	0	0	0	0	2	5	0	7	0	0	0	0	0	1	2	3	0	10	10		9:45-10:00
3 Hour				0%				4%				0%				7%					
Totals	**0**	**0**	**0**	**0**	**22**	**57**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**66**	**26**	**92**	**0**	**171**	**171**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	2	21	0	23	0	0	0	0	0	18	5	23	0	46	46	0.64	7:00-8:00
7:15-8:15	0	0	0	0	5	25	0	30	0	0	0	0	0	20	4	24	0	54	54	0.75	7:15-8:15
7:30-8:30	0	0	0	0	6	27	0	33	0	0	0	0	0	25	6	31	0	64	64	0.89	7:30-8:30
7:45-8:45	0	0	0	0	8	29	0	37	0	0	0	0	0	22	4	26	0	63	63	0.88	7:45-8:45
8:00-9:00	0	0	0	0	11	21	0	32	0	0	0	0	0	23	7	30	0	62	62	0.91	8:00-9:00
8:15-9:15	0	0	0	0	11	23	0	34	0	0	0	0	0	30	12	42	0	76	76	0.66	8:15-9:15
8:30-9:30	0	0	0	0	11	20	0	31	0	0	0	0	0	30	12	42	0	73	73	0.63	8:30-9:30
8:45-9:45	0	0	0	0	10	13	0	23	0	0	0	0	0	31	16	47	0	70	70	0.60	8:45-9:45
9:00-10:00	0	0	0	0	9	15	0	24	0	0	0	0	0	25	14	39	0	63	63	0.54	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**11**	**23**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**30**	**12**	**42**	**0**	**76**	**76**	**0.66**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	5	9	0	14	0	0	0	0	0	4	2	6	0	20	20		4:00-4:15
4:15-4:30	0	0	0	0	1	13	0	14	0	0	0	0	0	4	4	8	0	22	22		4:15-4:30
4:30-4:45	0	0	0	0	4	12	0	16	0	0	0	0	0	4	8	12	0	28	28		4:30-4:45
4:45-5:00	0	0	0	0	4	13	0	17	0	0	0	0	0	5	3	8	0	25	25		4:45-5:00
5:00-5:15	0	0	0	0	6	14	0	20	0	0	0	0	0	2	4	6	0	26	26		5:00-5:15
5:15-5:30	0	0	0	0	5	14	0	19	0	0	0	0	0	8	2	10	0	29	29		5:15-5:30
5:30-5:45	0	0	0	0	0	9	0	9	0	0	0	0	0	9	3	12	0	21	21		5:30-5:45
5:45-6:00	0	0	0	0	2	4	0	6	0	0	0	0	0	5	1	6	0	12	12		5:45-6:00
6:00-6:15	0	0	0	0	1	5	0	6	0	0	0	0	0	2	4	6	0	12	12		6:00-6:15
6:15-6:30	0	0	0	0	0	3	0	3	0	0	0	0	0	2	3	5	0	8	8		6:15-6:30
6:30-6:45	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	2	0	5	5		6:30-6:45
6:45-7:00	0	0	0	0	0	1	0	1	0	0	0	0	0	5	2	7	0	8	8		6:45-7:00
3 Hour				0%				10%				0%				6%					
Totals	**0**	**0**	**0**	**0**	**28**	**100**	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**51**	**37**	**88**	**0**	**216**	**216**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	14	47	0	61	0	0	0	0	0	17	17	34	0	95	95	0.85	4:00-5:00
4:15-5:15	0	0	0	0	15	52	0	67	0	0	0	0	0	15	19	34	0	101	101	0.90	4:15-5:15
4:30-5:30	0	0	0	0	19	53	0	72	0	0	0	0	0	19	17	36	0	108	108	0.93	4:30-5:30
4:45-5:45	0	0	0	0	15	50	0	65	0	0	0	0	0	24	12	36	0	101	101	0.87	4:45-5:45
5:00-6:00	0	0	0	0	13	41	0	54	0	0	0	0	0	24	10	34	0	88	88	0.76	5:00-6:00
5:15-6:15	0	0	0	0	8	32	0	40	0	0	0	0	0	24	10	34	0	74	74	0.64	5:15-6:15
5:30-6:30	0	0	0	0	3	21	0	24	0	0	0	0	0	18	11	29	0	53	53	0.63	5:30-6:30
5:45-6:45	0	0	0	0	3	15	0	18	0	0	0	0	0	10	9	19	0	37	37	0.77	5:45-6:45
6:00-7:00	0	0	0	0	1	12	0	13	0	0	0	0	0	10	10	20	0	33	33	0.69	6:00-7:00
PM Peak 4:30-5:30	**0**	**0**	**0**	**0**	**19**	**53**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**19**	**17**	**36**	**0**	**108**	**108**	**0.93**	**PM Peak 4:30-5:30**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 7

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	Virginia Avenue & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Gina & Tiffany	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Virginia Avenue NW				Northbound 21st Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	1	25	12	38	0	36	8	44	0	0	0	0	38	45	0	83	38	127	165		7:00-7:15
7:15-7:30	1	30	12	43	0	62	16	78	0	0	0	0	48	49	0	97	43	175	218		7:15-7:30
7:30-7:45	1	30	13	44	0	59	12	71	0	0	0	0	55	100	0	155	44	226	270		7:30-7:45
7:45-8:00	0	36	6	42	0	66	18	84	0	0	0	0	60	92	0	152	42	236	278		7:45-8:00
8:00-8:15	0	29	12	41	0	68	15	83	0	0	0	0	59	123	0	182	41	265	306		8:00-8:15
8:15-8:30	0	46	9	55	0	89	12	101	0	0	0	0	63	132	0	195	55	296	351		8:15-8:30
8:30-8:45	1	42	10	53	0	83	22	105	0	0	0	0	47	155	0	202	53	307	360		8:30-8:45
8:45-9:00	1	50	16	67	0	59	13	72	0	0	0	0	33	158	0	191	67	263	330		8:45-9:00
9:00-9:15	0	49	11	60	0	78	8	86	0	0	0	0	31	132	0	163	60	249	309		9:00-9:15
9:15-9:30	0	46	14	60	0	78	10	88	0	0	0	0	33	88	0	121	60	209	269		9:15-9:30
9:30-9:45	0	44	24	68	0	79	5	84	0	0	0	0	20	80	0	100	68	184	252		9:30-9:45
9:45-10:00	0	36	20	56	0	82	3	85	0	0	0	0	25	60	0	85	56	170	226		9:45-10:00
3 Hour Totals	**5**	**463**	**159**	**627**	**0**	**839**	**142**	**981**	**0**	**0**	**0**	**0**	**512**	**1,214**	**0**	**1,726**	**627**	**2,707**	**3,334**		
1 Hour Totals																					
7:00-8:00	3	121	43	167	0	223	54	277	0	0	0	0	201	286	0	487	167	764	931	0.84	7:00-8:00
7:15-8:15	2	125	43	170	0	255	61	316	0	0	0	0	222	364	0	586	170	902	1,072	0.88	7:15-8:15
7:30-8:30	1	141	40	182	0	282	57	339	0	0	0	0	237	447	0	684	182	1,023	1,205	0.86	7:30-8:30
7:45-8:45	1	153	37	191	0	306	67	373	0	0	0	0	229	502	0	731	191	1,104	1,295	0.90	7:45-8:45
8:00-9:00	2	167	47	216	0	299	62	361	0	0	0	0	202	568	0	770	216	1,131	1,347	0.94	8:00-9:00
8:15-9:15	2	187	46	235	0	309	55	364	0	0	0	0	174	577	0	751	235	1,115	1,350	0.94	8:15-9:15
8:30-9:30	2	187	51	240	0	298	53	351	0	0	0	0	144	533	0	677	240	1,028	1,268	0.88	8:30-9:30
8:45-9:45	1	189	65	255	0	294	36	330	0	0	0	0	117	458	0	575	255	905	1,160	0.88	8:45-9:45
9:00-10:00	0	175	69	244	0	317	26	343	0	0	0	0	109	360	0	469	244	812	1,056	0.85	9:00-10:00
AM Peak 8:15-9:15	**2**	**187**	**46**	**235**	**0**	**309**	**55**	**364**	**0**	**0**	**0**	**0**	**174**	**577**	**0**	**751**	**235**	**1,115**	**1,350**	**0.94**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	1	80	19	100	0	58	9	67	0	0	0	0	16	94	0	110	100	177	277		4:00-4:15
4:15-4:30	0	78	19	97	0	57	4	61	0	0	0	0	16	71	0	87	97	148	245		4:15-4:30
4:30-4:45	2	103	32	137	0	58	6	64	0	0	0	0	12	86	0	98	137	162	299		4:30-4:45
4:45-5:00	2	113	48	163	0	93	7	100	0	0	0	0	9	107	0	116	163	216	379		4:45-5:00
5:00-5:15	0	134	57	191	0	101	6	107	0	0	0	0	20	133	0	153	191	260	451		5:00-5:15
5:15-5:30	1	139	72	212	0	89	0	89	0	0	0	0	24	92	0	116	212	205	417		5:15-5:30
5:30-5:45	0	153	65	218	0	74	2	76	0	0	0	0	16	112	0	128	218	204	422		5:30-5:45
5:45-6:00	0	182	63	245	0	65	2	67	0	0	0	0	21	88	0	109	245	176	421		5:45-6:00
6:00-6:15	3	163	63	229	0	66	2	68	0	0	0	0	11	117	0	128	229	196	425		6:00-6:15
6:15-6:30	5	118	83	206	0	95	4	99	0	0	0	0	5	98	0	103	206	202	408		6:15-6:30
6:30-6:45	1	104	70	175	0	74	0	74	0	0	0	0	9	60	0	69	175	143	318		6:30-6:45
6:45-7:00	1	92	44	137	0	51	3	54	0	0	0	0	4	51	0	55	137	109	246		6:45-7:00
3 Hour Totals	**16**	**1,459**	**635**	**2,110**	**0**	**881**	**45**	**926**	**0**	**0**	**0**	**0**	**163**	**1,109**	**0**	**1,272**	**2,110**	**2,198**	**4,308**		
1 Hour Totals																					
4:00-5:00	5	374	118	497	0	266	26	292	0	0	0	0	53	358	0	411	497	703	1,200	0.79	4:00-5:00
4:15-5:15	4	428	156	588	0	309	23	332	0	0	0	0	57	397	0	454	588	786	1,374	0.76	4:15-5:15
4:30-5:30	5	489	209	703	0	341	19	360	0	0	0	0	65	418	0	483	703	843	1,546	0.86	4:30-5:30
4:45-5:45	3	539	242	784	0	357	15	372	0	0	0	0	69	444	0	513	784	885	1,669	0.93	4:45-5:45
5:00-6:00	1	608	257	866	0	329	10	339	0	0	0	0	81	425	0	506	866	845	1,711	0.95	5:00-6:00
5:15-6:15	4	637	263	904	0	294	6	300	0	0	0	0	72	409	0	481	904	781	1,685	0.99	5:15-6:15
5:30-6:30	8	616	274	898	0	300	10	310	0	0	0	0	53	415	0	468	898	778	1,676	0.99	5:30-6:30
5:45-6:45	9	567	279	855	0	300	8	308	0	0	0	0	46	363	0	409	855	717	1,572	0.92	5:45-6:45
6:00-7:00	10	477	260	747	0	286	9	295	0	0	0	0	29	326	0	355	747	650	1,397	0.82	6:00-7:00
PM Peak 5:00-6:00	**1**	**608**	**257**	**866**	**0**	**329**	**10**	**339**	**0**	**0**	**0**	**0**	**81**	**425**	**0**	**506**	**866**	**845**	**1,711**	**0.95**	**PM Peak 5:00-6:00**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 7

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	Virginia Avenue & 21st Street	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington, DC	COUNTED BY:	Gina & Tiffany	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Virginia Avenue NW				Northbound 21st Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	1	0	1	0	2	0	2	0	0	0	0	0	9	0	9	1	11	12		7:00-7:15
7:15-7:30	1	2	1	4	0	5	0	5	0	0	0	0	4	7	0	11	4	16	20		7:15-7:30
7:30-7:45	1	4	1	6	0	11	0	11	0	0	0	0	2	12	0	14	6	25	31		7:30-7:45
7:45-8:00	0	1	4	5	0	8	1	9	0	0	0	0	2	10	0	12	5	21	26		7:45-8:00
8:00-8:15	1	4	2	7	0	6	0	6	0	0	0	0	1	7	0	8	7	14	21		8:00-8:15
8:15-8:30	2	4	5	11	0	7	0	7	0	0	0	0	3	7	0	10	11	17	28		8:15-8:30
8:30-8:45	2	5	2	9	0	8	2	10	0	0	0	0	2	5	0	7	9	17	26		8:30-8:45
8:45-9:00	1	2	3	6	0	8	0	8	0	0	0	0	1	11	0	12	6	20	26		8:45-9:00
9:00-9:15	0	3	4	7	0	13	0	13	0	0	0	0	2	13	0	15	7	28	35		9:00-9:15
9:15-9:30	2	4	2	8	0	10	3	13	0	0	0	0	1	10	0	11	8	24	32		9:15-9:30
9:30-9:45	1	1	4	6	0	4	0	4	0	0	0	0	1	4	0	5	6	9	15		9:30-9:45
9:45-10:00	1	4	2	7	0	10	0	10	0	0	0	0	4	6	0	10	7	20	27		9:45-10:00
3 Hour				12%				10%				0%				7%					
Totals	**12**	**35**	**30**	**77**	**0**	**92**	**6**	**98**	**0**	**0**	**0**	**0**	**23**	**101**	**0**	**124**	**77**	**222**	**299**		
1 Hour Totals																					
7:00-8:00	2	8	6	16	0	26	1	27	0	0	0	0	8	38	0	46	16	73	89	0.72	7:00-8:00
7:15-8:15	3	11	8	22	0	30	1	31	0	0	0	0	9	36	0	45	22	76	98	0.79	7:15-8:15
7:30-8:30	4	13	12	29	0	32	1	33	0	0	0	0	8	36	0	44	29	77	106	0.85	7:30-8:30
7:45-8:45	5	14	13	32	0	29	3	32	0	0	0	0	8	29	0	37	32	69	101	0.90	7:45-8:45
8:00-9:00	6	15	12	33	0	29	2	31	0	0	0	0	7	30	0	37	33	68	101	0.90	8:00-9:00
8:15-9:15	5	14	14	33	0	36	2	38	0	0	0	0	8	36	0	44	33	82	115	0.82	8:15-9:15
8:30-9:30	5	14	11	30	0	39	5	44	0	0	0	0	6	39	0	45	30	89	119	0.85	8:30-9:30
8:45-9:45	4	10	13	27	0	35	3	38	0	0	0	0	5	38	0	43	27	81	108	0.77	8:45-9:45
9:00-10:00	4	12	12	28	0	37	3	40	0	0	0	0	8	33	0	41	28	81	109	0.78	9:00-10:00
AM Peak 8:30-9:30	**5**	**14**	**11**	**30**	**0**	**39**	**5**	**44**	**0**	**0**	**0**	**0**	**6**	**39**	**0**	**45**	**30**	**89**	**119**	**0.85**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	3	4	3	10	0	10	4	14	0	0	0	0	1	6	0	7	10	21	31		4:00-4:15
4:15-4:30	1	3	4	8	0	7	4	11	0	0	0	0	3	8	0	11	8	22	30		4:15-4:30
4:30-4:45	2	7	2	11	0	12	3	15	0	0	0	0	1	13	0	14	11	29	40		4:30-4:45
4:45-5:00	2	7	3	12	0	9	3	12	0	0	0	0	3	8	0	11	12	23	35		4:45-5:00
5:00-5:15	1	1	1	3	0	10	7	17	0	0	0	0	3	11	0	14	3	31	34		5:00-5:15
5:15-5:30	2	2	1	5	0	8	4	12	0	0	0	0	1	11	0	12	5	24	29		5:15-5:30
5:30-5:45	1	1	4	6	0	9	4	13	0	0	0	0	2	12	0	14	6	27	33		5:30-5:45
5:45-6:00	1	1	1	3	0	4	3	7	0	0	0	0	0	5	0	5	3	12	15		5:45-6:00
6:00-6:15	1	2	0	3	0	8	1	9	0	0	0	0	1	8	0	9	3	18	21		6:00-6:15
6:15-6:30	1	2	2	5	0	3	0	3	0	0	0	0	0	5	0	5	5	8	13		6:15-6:30
6:30-6:45	0	0	0	0	0	6	1	7	0	0	0	0	1	6	0	7	0	14	14		6:30-6:45
6:45-7:00	1	0	0	1	0	1	0	1	0	0	0	0	0	4	0	4	1	5	6		6:45-7:00
3 Hour				3%				13%				0%				9%					
Totals	**16**	**30**	**21**	**67**	**0**	**87**	**34**	**121**	**0**	**0**	**0**	**0**	**16**	**97**	**0**	**113**	**67**	**234**	**301**		
1 Hour Totals																					
4:00-5:00	8	21	12	41	0	38	14	52	0	0	0	0	8	35	0	43	41	95	136	0.85	4:00-5:00
4:15-5:15	6	18	10	34	0	38	17	55	0	0	0	0	10	40	0	50	34	105	139	0.87	4:15-5:15
4:30-5:30	7	17	7	31	0	39	17	56	0	0	0	0	8	43	0	51	31	107	138	0.86	4:30-5:30
4:45-5:45	6	11	9	26	0	36	18	54	0	0	0	0	9	42	0	51	26	105	131	0.94	4:45-5:45
5:00-6:00	5	5	7	17	0	31	18	49	0	0	0	0	6	39	0	45	17	94	111	0.82	5:00-6:00
5:15-6:15	5	6	6	17	0	29	12	41	0	0	0	0	4	36	0	40	17	81	98	0.74	5:15-6:15
5:30-6:30	4	6	7	17	0	24	8	32	0	0	0	0	3	30	0	33	17	65	82	0.62	5:30-6:30
5:45-6:45	3	5	3	11	0	21	5	26	0	0	0	0	2	24	0	26	11	52	63	0.75	5:45-6:45
6:00-7:00	3	4	2	9	0	18	2	20	0	0	0	0	2	23	0	25	9	45	54	0.64	6:00-7:00
PM Peak 4:15-5:15	**6**	**18**	**10**	**34**	**0**	**38**	**17**	**55**	**0**	**0**	**0**	**0**	**10**	**40**	**0**	**50**	**34**	**105**	**139**	**0.87**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersections 8 & 14

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	21st Street & FRB(Eccles) West Driveway & NAS Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Federal Reserve Board (Eccles) West Driveway
LOCATION:	Washington, DC	COUNTED BY:	Luz	EASTBOUND ROAD:	National Academy of Sciences North Driveway
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound 21st Street NW				Westbound Federal Reserve Board (Eccles) West Driveway				Northbound 21st Street NW				Eastbound National Academy of Sciences North Driveway				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	30	0	30	0	0	0	0	0	14	1	15	0	0	0	0	45	0	45		7:00-7:15
7:15-7:30	2	27	0	29	0	0	0	0	0	15	2	17	0	0	0	0	46	0	46		7:15-7:30
7:30-7:45	1	42	0	43	0	0	0	0	0	20	1	21	0	0	0	0	64	0	64		7:30-7:45
7:45-8:00	4	47	0	51	0	0	0	0	0	39	0	39	0	0	0	0	90	0	90		7:45-8:00
8:00-8:15	6	50	0	56	0	0	0	0	0	33	3	36	0	0	0	0	92	0	92		8:00-8:15
8:15-8:30	2	50	0	52	0	0	0	0	0	44	2	46	0	0	0	0	98	0	98		8:15-8:30
8:30-8:45	3	49	0	52	0	0	0	0	0	50	8	58	0	0	0	0	110	0	110		8:30-8:45
8:45-9:00	3	53	0	56	0	0	0	0	0	42	6	48	0	0	0	0	104	0	104		8:45-9:00
9:00-9:15	4	53	0	57	0	0	0	0	0	49	2	51	1	0	0	1	108	1	109		9:00-9:15
9:15-9:30	7	55	0	62	0	0	0	0	0	51	2	53	0	0	0	0	115	0	115		9:15-9:30
9:30-9:45	1	46	0	47	0	0	0	0	0	50	6	56	1	0	0	1	103	1	104		9:30-9:45
9:45-10:00	3	40	0	43	0	0	0	0	0	23	2	25	0	0	0	0	68	0	68		9:45-10:00
													0	0	0						
3 Hour Totals	**36**	**542**	**0**	**578**	**0**	**0**	**0**	**0**	**0**	**430**	**35**	**465**	**2**	**0**	**0**	**2**	**1,043**	**2**	**1,045**		
1 Hour Totals																					
7:00-8:00	7	146	0	153	0	0	0	0	0	88	4	92	0	0	0	0	245	0	245	0.68	7:00-8:00
7:15-8:15	13	166	0	179	0	0	0	0	0	107	6	113	0	0	0	0	292	0	292	0.79	7:15-8:15
7:30-8:30	13	189	0	202	0	0	0	0	0	136	6	142	0	0	0	0	344	0	344	0.88	7:30-8:30
7:45-8:45	15	196	0	211	0	0	0	0	0	166	13	179	0	0	0	0	390	0	390	0.89	7:45-8:45
8:00-9:00	14	202	0	216	0	0	0	0	0	169	19	188	0	0	0	0	404	0	404	0.92	8:00-9:00
8:15-9:15	12	205	0	217	0	0	0	0	0	185	18	203	1	0	0	1	420	1	421	0.96	8:15-9:15
8:30-9:30	17	210	0	227	0	0	0	0	0	192	18	210	1	0	0	1	437	1	438	0.95	8:30-9:30
8:45-9:45	15	207	0	222	0	0	0	0	0	192	16	208	2	0	0	2	430	2	432	0.94	8:45-9:45
9:00-10:00	15	194	0	209	0	0	0	0	0	173	12	185	2	0	0	2	394	2	396	0.86	9:00-10:00
AM Peak 8:30-9:30	**17**	**210**	**0**	**227**	**0**	**0**	**0**	**0**	**0**	**192**	**18**	**210**	**1**	**0**	**0**	**1**	**437**	**1**	**438**	**0.95**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	2	93	0	95	0	0	0	0	0	4	1	5	1	0	1	2	100	2	102		4:00-4:15
4:15-4:30	0	92	0	92	0	0	0	0	0	0	0	0	3	0	1	4	92	4	96		4:15-4:30
4:30-4:45	1	119	0	120	0	0	0	0	0	6	0	6	3	0	1	4	126	4	130		4:30-4:45
4:45-5:00	1	141	0	142	0	0	0	0	0	0	0	0	2	0	0	2	142	2	144		4:45-5:00
5:00-5:15	0	133	0	133	0	0	0	0	0	1	0	1	2	0	3	5	134	5	139		5:00-5:15
5:15-5:30	0	171	0	171	0	0	0	0	0	3	0	3	1	0	1	2	174	2	176		5:15-5:30
5:30-5:45	0	158	0	158	0	0	0	0	0	1	0	1	1	0	1	2	159	2	161		5:30-5:45
5:45-6:00	2	237	0	239	0	0	0	0	0	3	0	3	1	0	3	4	242	4	246		5:45-6:00
6:00-6:15	0	150	0	150	0	0	0	0	0	2	0	2	2	0	1	3	152	3	155		6:00-6:15
6:15-6:30	0	119	0	119	0	0	0	0	0	8	0	8	0	0	2	2	127	2	129		6:15-6:30
6:30-6:45	0	116	0	116	0	0	0	0	0	5	0	5	1	0	1	2	121	2	123		6:30-6:45
6:45-7:00	0	125	0	125	0	0	0	0	0	6	0	6	0	0	1	1	131	1	132		6:45-7:00
3 Hour Totals	**6**	**1,654**	**0**	**1,660**	**0**	**0**	**0**	**0**	**0**	**39**	**1**	**40**	**17**	**0**	**16**	**33**	**1,700**	**33**	**1,733**		
1 Hour Totals																					
4:00-5:00	4	445	0	449	0	0	0	0	0	10	1	11	9	0	3	12	460	12	472	0.82	4:00-5:00
4:15-5:15	2	485	0	487	0	0	0	0	0	7	0	7	10	0	5	15	494	15	509	0.88	4:15-5:15
4:30-5:30	2	564	0	566	0	0	0	0	0	10	0	10	8	0	5	13	576	13	589	0.84	4:30-5:30
4:45-5:45	1	603	0	604	0	0	0	0	0	5	0	5	6	0	5	11	609	11	620	0.88	4:45-5:45
5:00-6:00	2	699	0	701	0	0	0	0	0	8	0	8	5	0	8	13	709	13	722	0.73	5:00-6:00
5:15-6:15	2	716	0	718	0	0	0	0	0	9	0	9	5	0	6	11	727	11	738	0.75	5:15-6:15
5:30-6:30	2	664	0	666	0	0	0	0	0	14	0	14	4	0	7	11	680	11	691	0.70	5:30-6:30
5:45-6:45	2	622	0	624	0	0	0	0	0	18	0	18	4	0	7	11	642	11	653	0.66	5:45-6:45
6:00-7:00	0	510	0	510	0	0	0	0	0	21	0	21	3	0	5	8	531	8	539	0.87	6:00-7:00
PM Peak 5:15-6:15	**2**	**716**	**0**	**718**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	**5**	**0**	**6**	**11**	**727**	**11**	**738**	**0.75**	**PM Peak 5:15-6:15**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersections 8 & 14

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW	
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW	
INTERSECTION:	21st Street & FRB(Eccles) West Driveway & NAS Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Federal Reserve Board (Eccles) West Driveway	
LOCATION:	Washington, DC	COUNTED BY:	Luz	EASTBOUND ROAD:	National Academy of Sciences North Driveway	
		INPUTED BY:	agan			

Time Period	Turning Movements: Southbound 21st Street NW 1 Right	2 Thru	3 Left	Total	Westbound Federal Reserve Board (Eccles) West Driveway 4 Right	5 Thru	6 Left	Total	Northbound 21st Street NW 7 Right	8 Thru	9 Left	Total	Eastbound National Academy of Sciences North Driveway 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
7:00-7:15	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4		7:00-7:15
7:15-7:30	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7	0	7		7:15-7:30
7:30-7:45	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11	0	11		7:30-7:45
7:45-8:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2		7:45-8:00
8:00-8:15	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7	0	7		8:00-8:15
8:15-8:30	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8	0	8		8:15-8:30
8:30-8:45	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18	0	18		8:30-8:45
8:45-9:00	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5		8:45-9:00
9:00-9:15	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7	0	7		9:00-9:15
9:15-9:30	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10	0	10		9:15-9:30
9:30-9:45	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6	0	6		9:30-9:45
9:45-10:00	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6	0	6		9:45-10:00
3 Hour				10%				0%				7%				0%					
Totals	**0**	**58**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**33**	**0**	**0**	**0**	**0**	**91**	**0**	**91**		
1 Hour Totals																					
7:00-8:00	0	18	0	18	0	0	0	0	0	6	0	6	0	0	0	0	24	0	24	0.55	7:00-8:00
7:15-8:15	0	19	0	19	0	0	0	0	0	8	0	8	0	0	0	0	27	0	27	0.61	7:15-8:15
7:30-8:30	0	18	0	18	0	0	0	0	0	10	0	10	0	0	0	0	28	0	28	0.64	7:30-8:30
7:45-8:45	0	20	0	20	0	0	0	0	0	15	0	15	0	0	0	0	35	0	35	0.49	7:45-8:45
8:00-9:00	0	22	0	22	0	0	0	0	0	16	0	16	0	0	0	0	38	0	38	0.53	8:00-9:00
8:15-9:15	0	23	0	23	0	0	0	0	0	15	0	15	0	0	0	0	38	0	38	0.53	8:15-9:15
8:30-9:30	0	24	0	24	0	0	0	0	0	16	0	16	0	0	0	0	40	0	40	0.56	8:30-9:30
8:45-9:45	0	16	0	16	0	0	0	0	0	12	0	12	0	0	0	0	28	0	28	0.70	8:45-9:45
9:00-10:00	0	18	0	18	0	0	0	0	0	11	0	11	0	0	0	0	29	0	29	0.73	9:00-10:00
AM Peak 8:30-9:30	**0**	**24**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**16**	**0**	**0**	**0**	**0**	**40**	**0**	**40**	**0.56**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4	0	4		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		4:15-4:30
4:30-4:45	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9	0	9		4:30-4:45
4:45-5:00	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		4:45-5:00
5:00-5:15	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7		5:00-5:15
5:15-5:30	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		5:15-5:30
5:30-5:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3		6:00-6:15
6:15-6:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4		6:15-6:30
6:30-6:45	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour				2%				0%				23%				0%					
Totals	**0**	**36**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**9**	**0**	**0**	**0**	**0**	**45**	**0**	**45**		
1 Hour Totals																					
4:00-5:00	0	11	0	11	0	0	0	0	0	9	0	9	0	0	0	0	20	0	20	0.56	4:00-5:00
4:15-5:15	0	17	0	17	0	0	0	0	0	6	0	6	0	0	0	0	23	0	23	0.64	4:15-5:15
4:30-5:30	0	23	0	23	0	0	0	0	0	5	0	5	0	0	0	0	28	0	28	0.78	4:30-5:30
4:45-5:45	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0.75	4:45-5:45
5:00-6:00	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0.54	5:00-6:00
5:15-6:15	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0.46	5:15-6:15
5:30-6:30	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0.56	5:30-6:30
5:45-6:45	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0.63	5:45-6:45
6:00-7:00	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0.63	6:00-7:00
PM Peak 4:30-5:30	**0**	**23**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**28**	**0**	**28**	**0.78**	**PM Peak 4:30-5:30**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 9

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	20th Street & FRB (Eccles) East Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	
LOCATION:	Washington, DC	COUNTED BY:	Fuad	EASTBOUND ROAD:	Federal Reserve Board (Eccles) East Driveway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound				Northbound 20th Street NW				Eastbound Federal Reserve Board (Eccles) East Driveway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	1	13	0	14	0	0	0	0	0	13	0	13	1	0	0	1	27	1	28		7:00-7:15
7:15-7:30	0	5	0	5	0	0	0	0	0	24	1	25	0	0	0	0	30	0	30		7:15-7:30
7:30-7:45	2	10	0	12	0	0	0	0	0	16	2	18	0	0	0	0	30	0	30		7:30-7:45
7:45-8:00	0	6	0	6	0	0	0	0	0	16	3	19	1	0	2	3	25	3	28		7:45-8:00
8:00-8:15	0	10	0	10	0	0	0	0	0	26	1	27	1	0	0	1	37	1	38		8:00-8:15
8:15-8:30	1	10	0	11	0	0	0	0	0	27	0	27	0	0	0	0	38	0	38		8:15-8:30
8:30-8:45	0	8	0	8	0	0	0	0	0	29	1	30	1	0	0	1	38	1	39		8:30-8:45
8:45-9:00	1	13	0	14	0	0	0	0	0	52	0	52	0	0	1	1	66	1	67		8:45-9:00
9:00-9:15	0	17	0	17	0	0	0	0	0	40	0	40	1	0	0	1	57	1	58		9:00-9:15
9:15-9:30	0	8	0	8	0	0	0	0	0	29	0	29	1	0	0	1	37	1	38		9:15-9:30
9:30-9:45	0	3	0	3	0	0	0	0	0	39	3	42	0	0	0	0	45	0	45		9:30-9:45
9:45-10:00	0	6	0	6	0	0	0	0	0	11	0	11	0	0	0	0	17	0	17		9:45-10:00
3 Hour Totals	**5**	**109**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**322**	**11**	**333**	**6**	**0**	**3**	**9**	**447**	**9**	**456**		
1 Hour Totals																					
7:00-8:00	3	34	0	37	0	0	0	0	0	69	6	75	2	0	2	4	112	4	116	0.97	7:00-8:00
7:15-8:15	2	31	0	33	0	0	0	0	0	82	7	89	2	0	2	4	122	4	126	0.83	7:15-8:15
7:30-8:30	3	36	0	39	0	0	0	0	0	85	6	91	2	0	2	4	130	4	134	0.88	7:30-8:30
7:45-8:45	1	34	0	35	0	0	0	0	0	98	5	103	3	0	2	5	138	5	143	0.92	7:45-8:45
8:00-9:00	2	41	0	43	0	0	0	0	0	134	2	136	2	0	1	3	179	3	182	0.68	8:00-9:00
8:15-9:15	2	48	0	50	0	0	0	0	0	148	1	149	2	0	1	3	199	3	202	0.75	8:15-9:15
8:30-9:30	1	46	0	47	0	0	0	0	0	150	1	151	3	0	1	4	198	4	202	0.75	8:30-9:30
8:45-9:45	1	41	0	42	0	0	0	0	0	160	3	163	2	0	1	3	205	3	208	0.78	8:45-9:45
9:00-10:00	0	34	0	34	0	0	0	0	0	119	3	122	2	0	0	2	156	2	158	0.68	9:00-10:00
AM Peak 8:45-9:45	**1**	**41**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**160**	**3**	**163**	**2**	**0**	**1**	**3**	**205**	**3**	**208**	**0.78**	**AM Peak 8:45-9:45**
PM																					
4:00-4:15	1	32	0	33	0	0	0	0	0	2	0	2	0	0	0	0	35	0	35		4:00-4:15
4:15-4:30	2	32	0	34	0	0	0	0	0	11	0	11	0	0	1	1	45	1	46		4:15-4:30
4:30-4:45	0	48	0	48	0	0	0	0	0	11	0	11	0	0	0	0	59	0	59		4:30-4:45
4:45-5:00	1	58	0	59	0	0	0	0	0	13	0	13	1	0	0	1	72	1	73		4:45-5:00
5:00-5:15	0	74	0	74	0	0	0	0	0	12	0	12	2	0	1	3	86	3	89		5:00-5:15
5:15-5:30	1	85	0	86	0	0	0	0	0	5	0	5	0	0	0	0	91	0	91		5:15-5:30
5:30-5:45	0	73	0	73	0	0	0	0	0	6	0	6	0	0	0	0	79	0	79		5:30-5:45
5:45-6:00	1	80	0	81	0	0	0	0	0	12	0	12	0	0	0	0	93	0	93		5:45-6:00
6:00-6:15	1	64	0	65	0	0	0	0	0	7	0	7	1	0	0	1	72	1	73		6:00-6:15
6:15-6:30	1	100	0	101	0	0	0	0	0	19	0	19	3	0	0	3	120	3	123		6:15-6:30
6:30-6:45	0	113	0	113	0	0	0	0	0	7	1	8	0	0	2	2	121	2	123		6:30-6:45
6:45-7:00	0	50	0	50	0	0	0	0	0	22	0	22	0	0	0	0	72	0	72		6:45-7:00
									0	15	0		1	0	0						
3 Hour Totals	**8**	**809**	**0**	**817**	**0**	**0**	**0**	**0**	**0**	**127**	**1**	**128**	**7**	**0**	**4**	**11**	**945**	**11**	**956**		
1 Hour Totals																					
4:00-5:00	4	170	0	174	0	0	0	0	0	37	0	37	1	0	1	2	211	2	213	0.73	4:00-5:00
4:15-5:15	3	212	0	215	0	0	0	0	0	47	0	47	3	0	2	5	262	5	267	0.75	4:15-5:15
4:30-5:30	2	265	0	267	0	0	0	0	0	41	0	41	3	0	1	4	308	4	312	0.86	4:30-5:30
4:45-5:45	2	290	0	292	0	0	0	0	0	36	0	36	3	0	1	4	328	4	332	0.91	4:45-5:45
5:00-6:00	2	312	0	314	0	0	0	0	0	35	0	35	2	0	1	3	349	3	352	0.95	5:00-6:00
5:15-6:15	3	302	0	305	0	0	0	0	0	30	0	30	1	0	0	1	335	1	336	0.90	5:15-6:15
5:30-6:30	3	317	0	320	0	0	0	0	0	44	0	44	4	0	0	4	364	4	368	0.75	5:30-6:30
5:45-6:45	3	357	0	360	0	0	0	0	0	45	1	46	4	0	2	6	406	6	412	0.84	5:45-6:45
6:00-7:00	2	327	0	329	0	0	0	0	0	55	1	56	4	0	2	6	385	6	391	0.79	6:00-7:00
PM Peak 5:45-6:45	**3**	**357**	**0**	**360**	**0**	**0**	**0**	**0**	**0**	**45**	**1**	**46**	**4**	**0**	**2**	**6**	**406**	**6**	**412**	**0.84**	**PM Peak 5:45-6:45**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 10

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	Federal Reserve Board (Martin) Garage Entranc
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	C Street & FRB (Martin) Garage Entrance	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington,DC	COUNTED BY:	Matt & Di	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Federal Reserve Board (Martin) Garage Entrance				Westbound C Street NW				Northbound				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	1	0	1	2	19	7	0	26	0	0	0	0	0	17	12	29	2	55	57		7:00-7:15
7:15-7:30	0	0	4	4	11	10	0	21	0	0	0	0	0	19	10	29	4	50	54		7:15-7:30
7:30-7:45	0	0	1	1	18	8	0	26	0	0	0	0	0	22	11	33	1	59	60		7:30-7:45
7:45-8:00	0	0	0	0	13	9	0	22	0	0	0	0	0	39	16	55	0	77	77		7:45-8:00
8:00-8:15	1	0	1	2	15	9	0	24	0	0	0	0	0	32	8	40	2	64	66		8:00-8:15
8:15-8:30	0	0	0	0	12	6	0	18	0	0	0	0	0	44	11	55	0	73	73		8:15-8:30
8:30-8:45	0	0	3	3	7	15	0	22	0	0	0	0	0	48	10	58	3	80	83		8:30-8:45
8:45-9:00	0	0	1	1	5	13	0	18	0	0	0	0	0	48	3	51	1	69	70		8:45-9:00
9:00-9:15	0	0	2	2	5	10	0	15	0	0	0	0	0	48	9	57	2	72	74		9:00-9:15
9:15-9:30	0	0	1	1	3	11	0	14	0	0	0	0	0	53	10	63	1	77	78		9:15-9:30
9:30-9:45	0	0	0	0	2	3	0	5	0	0	0	0	0	46	6	52	0	57	57		9:30-9:45
9:45-10:00	0	0	2	2	7	8	0	15	0	0	0	0	0	30	17	47	2	62	64		9:45-10:00
3 Hour Totals	**2**	**0**	**16**	**18**	**117**	**109**	**0**	**226**	**0**	**0**	**0**	**0**	**0**	**446**	**123**	**569**	**18**	**795**	**813**		
1 Hour Totals																					
7:00-8:00	1	0	6	7	61	34	0	95	0	0	0	0	0	97	49	146	7	241	248	0.81	7:00-8:00
7:15-8:15	1	0	6	7	57	36	0	93	0	0	0	0	0	112	45	157	7	250	257	0.83	7:15-8:15
7:30-8:30	1	0	2	3	58	32	0	90	0	0	0	0	0	137	46	183	3	273	276	0.90	7:30-8:30
7:45-8:45	1	0	4	5	47	39	0	86	0	0	0	0	0	163	45	208	5	294	299	0.90	7:45-8:45
8:00-9:00	1	0	5	6	39	43	0	82	0	0	0	0	0	172	32	204	6	286	292	0.88	8:00-9:00
8:15-9:15	0	0	6	6	29	44	0	73	0	0	0	0	0	188	33	221	6	294	300	0.90	8:15-9:15
8:30-9:30	0	0	7	7	20	49	0	69	0	0	0	0	0	197	32	229	7	298	305	0.92	8:30-9:30
8:45-9:45	0	0	4	4	15	37	0	52	0	0	0	0	0	195	28	223	4	275	279	0.89	8:45-9:45
9:00-10:00	0	0	5	5	17	32	0	49	0	0	0	0	0	177	42	219	5	268	273	0.88	9:00-10:00
AM Peak 8:30-9:30	**0**	**0**	**7**	**7**	**20**	**49**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**197**	**32**	**229**	**7**	**298**	**305**	**0.92**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	1	0	14	15	2	6	0	8	0	0	0	0	0	31	1	32	15	40	55		4:00-4:15
4:15-4:30	0	0	20	20	0	5	0	5	0	0	0	0	0	36	1	37	20	42	62		4:15-4:30
4:30-4:45	0	0	37	37	2	4	0	6	0	0	0	0	0	25	0	25	37	31	68		4:30-4:45
4:45-5:00	0	0	28	28	0	3	0	3	0	0	0	0	0	40	2	42	28	45	73		4:45-5:00
5:00-5:15	1	0	37	38	1	5	0	6	0	0	0	0	0	65	0	65	38	71	109		5:00-5:15
5:15-5:30	0	0	30	30	0	6	0	6	0	0	0	0	0	67	0	67	30	73	103		5:15-5:30
5:30-5:45	1	0	32	33	0	6	0	6	0	0	0	0	0	63	1	64	33	70	103		5:30-5:45
5:45-6:00	1	1	35	37	0	2	0	2	0	0	0	0	0	76	0	76	37	78	115		5:45-6:00
6:00-6:15	0	0	30	30	0	1	0	1	0	0	0	0	1	52	0	53	30	54	84		6:00-6:15
6:15-6:30	0	0	29	29	0	3	0	3	0	0	0	0	0	52	0	52	29	55	84		6:15-6:30
6:30-6:45	0	0	33	33	0	9	0	9	0	0	0	0	0	53	1	54	33	63	96		6:30-6:45
6:45-7:00	2	0	20	22	0	14	0	14	0	0	0	0	0	50	0	50	22	64	86		6:45-7:00
3 Hour Totals	**6**	**1**	**345**	**352**	**5**	**64**	**0**	**69**	**0**	**0**	**0**	**0**	**1**	**610**	**6**	**617**	**352**	**686**	**1,038**		
1 Hour Totals																					
4:00-5:00	1	0	99	100	4	18	0	22	0	0	0	0	0	132	4	136	100	158	258	0.88	4:00-5:00
4:15-5:15	1	0	122	123	3	17	0	20	0	0	0	0	0	166	3	169	123	189	312	0.72	4:15-5:15
4:30-5:30	1	0	132	133	3	18	0	21	0	0	0	0	0	197	2	199	133	220	353	0.81	4:30-5:30
4:45-5:45	2	0	127	129	1	20	0	21	0	0	0	0	0	235	3	238	129	259	388	0.89	4:45-5:45
5:00-6:00	3	1	134	138	1	19	0	20	0	0	0	0	0	271	1	272	138	292	430	0.93	5:00-6:00
5:15-6:15	2	1	127	130	0	15	0	15	0	0	0	0	1	258	1	260	130	275	405	0.88	5:15-6:15
5:30-6:30	2	1	126	129	0	12	0	12	0	0	0	0	1	243	1	245	129	257	386	0.84	5:30-6:30
5:45-6:45	1	1	127	129	0	15	0	15	0	0	0	0	1	233	1	235	129	250	379	0.82	5:45-6:45
6:00-7:00	2	0	112	114	0	27	0	27	0	0	0	0	1	207	1	209	114	236	350	0.91	6:00-7:00
PM Peak 5:00-6:00	**3**	**1**	**134**	**138**	**1**	**19**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**271**	**1**	**272**	**138**	**292**	**430**	**0.93**	**PM Peak 5:00-6:00**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 10

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	Federal Reserve Board (Martin) Garage Entrance
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	
INTERSECTION:	C Street & FRB (Martin) Garage Entrance	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	C Street NW
LOCATION:	Washington,DC	COUNTED BY:	Matt & Di	EASTBOUND ROAD:	C Street NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Federal Reserve Board (Martin) Garage Entrance				Westbound C Street NW				Northbound				Eastbound C Street NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	0	6	6		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	5	5		7:15-7:30
7:30-7:45	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	0	8	8		7:30-7:45
7:45-8:00	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	0	11	11		7:45-8:00
8:00-8:15	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	0	11	11		8:00-8:15
8:15-8:30	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	0	10	10		8:15-8:30
8:30-8:45	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	0	10	10		8:30-8:45
8:45-9:00	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	0	11	11		8:45-9:00
9:00-9:15	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	0	9	9		9:00-9:15
9:15-9:30	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	0	9	9		9:15-9:30
9:30-9:45	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	0	7	7		9:30-9:45
9:45-10:00	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	0	9	9		9:45-10:00
3 Hour				0%				11%				0%				14%					
Totals	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**80**	**1**	**81**	**0**	**106**	**106**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	7	0	7	0	0	0	0	0	23	0	23	0	30	30	0.68	7:00-8:00
7:15-8:15	0	0	0	0	0	8	0	8	0	0	0	0	0	27	0	27	0	35	35	0.80	7:15-8:15
7:30-8:30	0	0	0	0	0	10	0	10	0	0	0	0	0	30	0	30	0	40	40	0.91	7:30-8:30
7:45-8:45	0	0	0	0	0	8	0	8	0	0	0	0	0	34	0	34	0	42	42	0.95	7:45-8:45
8:00-9:00	0	0	0	0	0	10	0	10	0	0	0	0	0	32	0	32	0	42	42	0.95	8:00-9:00
8:15-9:15	0	0	0	0	0	10	0	10	0	0	0	0	0	30	0	30	0	40	40	0.91	8:15-9:15
8:30-9:30	0	0	0	0	0	11	0	11	0	0	0	0	0	28	0	28	0	39	39	0.89	8:30-9:30
8:45-9:45	0	0	0	0	0	11	0	11	0	0	0	0	0	24	1	25	0	36	36	0.82	8:45-9:45
9:00-10:00	0	0	0	0	0	8	0	8	0	0	0	0	0	25	1	26	0	34	34	0.94	9:00-10:00
AM Peak 7:45-8:45	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**34**	**0**	**42**	**42**	**0.95**	**AM Peak 7:45-8:45**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	10	10		4:00-4:15
4:15-4:30	0	0	0	0	0	3	0	3	0	0	0	0	0	12	0	12	0	15	15		4:15-4:30
4:30-4:45	0	0	0	0	0	5	0	5	0	0	0	0	0	19	0	19	0	24	24		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	7	7		4:45-5:00
5:00-5:15	0	0	0	0	0	2	0	2	0	0	0	0	0	11	0	11	0	13	13		5:00-5:15
5:15-5:30	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	0	10	10		5:15-5:30
5:30-5:45	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	0	5	5		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	6	6		5:45-6:00
6:00-6:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	3	3		6:00-6:15
6:15-6:30	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	3	3		6:15-6:30
6:30-6:45	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	0	7	7		6:30-6:45
6:45-7:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	2		6:45-7:00
3 Hour				0%				32%				0%				13%					
Totals	**0**	**0**	**0**	**0**	**1**	**21**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**83**	**0**	**83**	**0**	**105**	**105**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	8	0	8	0	0	0	0	0	48	0	48	0	56	56	0.58	4:00-5:00
4:15-5:15	0	0	0	0	0	10	0	10	0	0	0	0	0	49	0	49	0	59	59	0.61	4:15-5:15
4:30-5:30	0	0	0	0	0	10	0	10	0	0	0	0	0	44	0	44	0	54	54	0.56	4:30-5:30
4:45-5:45	0	0	0	0	0	6	0	6	0	0	0	0	0	29	0	29	0	35	35	0.67	4:45-5:45
5:00-6:00	0	0	0	0	0	6	0	6	0	0	0	0	0	28	0	28	0	34	34	0.65	5:00-6:00
5:15-6:15	0	0	0	0	0	5	0	5	0	0	0	0	0	19	0	19	0	24	24	0.60	5:15-6:15
5:30-6:30	0	0	0	0	0	4	0	4	0	0	0	0	0	13	0	13	0	17	17	0.71	5:30-6:30
5:45-6:45	0	0	0	0	0	7	0	7	0	0	0	0	0	12	0	12	0	19	19	0.68	5:45-6:45
6:00-7:00	0	0	0	0	1	7	0	8	0	0	0	0	0	7	0	7	0	15	15	0.54	6:00-7:00
PM Peak 4:15-5:15	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**49**	**0**	**59**	**59**	**0.61**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersections 11 & 15

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	21st Street & FRB(Martin) West Driveway & DOS Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Federal Reserve Board (Martin) Driveway
LOCATION:	Washington, DC	COUNTED BY:	Belen & Azer	EASTBOUND ROAD:	State Department Driveway
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Federal Reserve Board (Martin) Driveway				Northbound 21st Street NW				Eastbound State Department Driveway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	17	42	21	80	0	0	0	0	0	0	0	0	14	0	0	14	80	14	94		7:00-7:15
7:15-7:30	23	36	28	87	0	0	0	0	0	0	0	0	4	0	0	4	87	4	91		7:15-7:30
7:30-7:45	26	46	23	95	0	0	0	0	0	0	0	0	21	0	0	21	95	21	116		7:30-7:45
7:45-8:00	20	67	30	117	0	0	0	0	0	0	0	0	10	0	0	10	117	10	127		7:45-8:00
8:00-8:15	2	79	26	107	0	0	0	0	0	0	0	0	13	0	0	13	107	13	120		8:00-8:15
8:15-8:30	23	73	28	124	0	0	0	0	0	0	0	0	5	0	0	5	124	5	129		8:15-8:30
8:30-8:45	28	57	31	116	0	0	0	0	0	0	0	0	4	0	0	4	116	4	120		8:30-8:45
8:45-9:00	9	63	25	97	0	0	0	0	0	0	0	0	6	0	0	6	97	6	103		8:45-9:00
9:00-9:15	3	64	20	87	0	0	0	0	0	0	0	0	4	0	0	4	87	4	91		9:00-9:15
9:15-9:30	1	73	21	95	0	0	0	0	0	0	0	0	1	0	0	1	95	1	96		9:15-9:30
9:30-9:45	0	54	10	64	0	0	0	0	0	0	0	0	0	0	0	0	64	0	64		9:30-9:45
9:45-10:00	3	67	0	70	0	0	0	0	0	0	0	0	0	0	0	0	70	0	70		9:45-10:00
3 Hour Totals	**155**	**721**	**263**	**1,139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**82**	**1,139**	**82**	**1,221**		
1 Hour Totals																					
7:00-8:00	86	191	102	379	0	0	0	0	0	0	0	0	49	0	0	49	379	49	428	0.84	7:00-8:00
7:15-8:15	71	228	107	406	0	0	0	0	0	0	0	0	48	0	0	48	406	48	454	0.89	7:15-8:15
7:30-8:30	71	265	107	443	0	0	0	0	0	0	0	0	49	0	0	49	443	49	492	0.95	7:30-8:30
7:45-8:45	73	276	115	464	0	0	0	0	0	0	0	0	32	0	0	32	464	32	496	0.96	7:45-8:45
8:00-9:00	62	272	110	444	0	0	0	0	0	0	0	0	28	0	0	28	444	28	472	0.91	8:00-9:00
8:15-9:15	63	257	104	424	0	0	0	0	0	0	0	0	19	0	0	19	424	19	443	0.86	8:15-9:15
8:30-9:30	41	257	97	395	0	0	0	0	0	0	0	0	15	0	0	15	395	15	410	0.85	8:30-9:30
8:45-9:45	13	254	76	343	0	0	0	0	0	0	0	0	11	0	0	11	343	11	354	0.86	8:45-9:45
9:00-10:00	7	258	51	316	0	0	0	0	0	0	0	0	5	0	0	5	316	5	321	0.84	9:00-10:00
AM Peak 7:45-8:45	**73**	**276**	**115**	**464**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**32**	**464**	**32**	**496**	**0.96**	**AM Peak 7:45-8:45**
PM																					
4:00-4:15	3	105	0	108	0	0	11	11	0	0	0	0	2	0	0	2	108	13	121		4:00-4:15
4:15-4:30	9	94	0	103	0	0	12	12	0	0	0	0	3	0	0	3	103	15	118		4:15-4:30
4:30-4:45	4	108	0	112	0	0	17	17	0	0	0	0	6	0	0	6	112	23	135		4:30-4:45
4:45-5:00	5	131	0	136	0	0	12	12	0	0	0	0	1	0	0	1	136	13	149		4:45-5:00
5:00-5:15	0	148	0	148	0	0	18	18	0	0	0	0	6	0	0	6	148	24	172		5:00-5:15
5:15-5:30	4	170	0	174	0	0	21	21	0	0	0	0	6	0	0	6	174	27	201		5:15-5:30
5:30-5:45	3	178	0	181	0	0	20	20	0	0	0	0	6	0	0	6	181	26	207		5:30-5:45
5:45-6:00	4	206	0	210	0	0	12	12	0	0	0	0	5	0	0	5	210	17	227		5:45-6:00
6:00-6:15	0	160	0	160	0	0	17	17	0	0	0	0	1	0	0	1	160	18	178		6:00-6:15
6:15-6:30	1	126	0	127	0	0	8	8	0	0	0	0	2	0	0	2	127	10	137		6:15-6:30
6:30-6:45	0	128	0	128	0	0	0	0	0	0	0	0	0	0	0	0	128	0	128		6:30-6:45
6:45-7:00	0	119	0	119	0	0	0	0	0	0	0	0	0	0	0	0	119	0	119		6:45-7:00
3 Hour Totals	**33**	**1,673**	**0**	**1,706**	**0**	**0**	**148**	**148**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**38**	**1,706**	**186**	**1,892**		
1 Hour Totals																					
4:00-5:00	21	438	0	459	0	0	52	52	0	0	0	0	12	0	0	12	459	64	523	0.88	4:00-5:00
4:15-5:15	18	481	0	499	0	0	59	59	0	0	0	0	16	0	0	16	499	75	574	0.83	4:15-5:15
4:30-5:30	13	557	0	570	0	0	68	68	0	0	0	0	19	0	0	19	570	87	657	0.82	4:30-5:30
4:45-5:45	12	627	0	639	0	0	71	71	0	0	0	0	19	0	0	19	639	90	729	0.88	4:45-5:45
5:00-6:00	11	702	0	713	0	0	71	71	0	0	0	0	23	0	0	23	713	94	807	0.89	5:00-6:00
5:15-6:15	11	714	0	725	0	0	70	70	0	0	0	0	18	0	0	18	725	88	813	0.90	5:15-6:15
5:30-6:30	8	670	0	678	0	0	57	57	0	0	0	0	14	0	0	14	678	71	749	0.82	5:30-6:30
5:45-6:45	5	620	0	625	0	0	37	37	0	0	0	0	8	0	0	8	625	45	670	0.74	5:45-6:45
6:00-7:00	1	533	0	534	0	0	25	25	0	0	0	0	3	0	0	3	534	28	562	0.79	6:00-7:00
PM Peak 5:15-6:15	**11**	**714**	**0**	**725**	**0**	**0**	**70**	**70**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**18**	**725**	**88**	**813**	**0.90**	**PM Peak 5:15-6:15**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersections 11 & 15

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	21st Street & FRB(Martin) West Driveway & DOS Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Federal Reserve Board (Martin) Driveway
LOCATION:	Washington, DC	COUNTED BY:	Belen & Azer	EASTBOUND ROAD:	State Department Driveway
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound 21st Street NW 1 Right	2 Thru	3 Left	Total	Westbound Federal Reserve Board (Martin) Driveway 4 Right	5 Thru	6 Left	Total	Northbound 21st Street NW 7 Right	8 Thru	9 Left	Total	Eastbound State Department Driveway 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
7:00-7:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4		7:00-7:15
7:15-7:30	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9		7:15-7:30
7:30-7:45	1	8	0	9	0	0	0	0	0	0	0	0	2	0	0	2	9	2	11		7:30-7:45
7:45-8:00	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		7:45-8:00
8:00-8:15	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		8:00-8:15
8:15-8:30	1	8	0	9	0	0	0	0	0	0	0	0	1	0	0	1	9	1	10		8:15-8:30
8:30-8:45	0	10	0	10	0	0	0	0	0	0	0	0	1	0	0	1	10	1	11		8:30-8:45
8:45-9:00	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		8:45-9:00
9:00-9:15	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		9:00-9:15
9:15-9:30	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		9:15-9:30
9:30-9:45	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5		9:30-9:45
9:45-10:00	1	9	0	10	0	0	0	0	0	0	0	0	1	0	0	1	10	1	11		9:45-10:00
3 Hour				8%				0%				0%				6%					
Totals	**5**	**81**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**86**	**5**	**91**		
1 Hour Totals																					
7:00-8:00	1	27	0	28	0	0	0	0	0	0	0	0	2	0	0	2	28	2	30	0.68	7:00-8:00
7:15-8:15	1	29	0	30	0	0	0	0	0	0	0	0	2	0	0	2	30	2	32	0.73	7:15-8:15
7:30-8:30	2	28	0	30	0	0	0	0	0	0	0	0	3	0	0	3	30	3	33	0.75	7:30-8:30
7:45-8:45	1	30	0	31	0	0	0	0	0	0	0	0	2	0	0	2	31	2	33	0.75	7:45-8:45
8:00-9:00	2	29	0	31	0	0	0	0	0	0	0	0	2	0	0	2	31	2	33	0.75	8:00-9:00
8:15-9:15	2	29	0	31	0	0	0	0	0	0	0	0	2	0	0	2	31	2	33	0.75	8:15-9:15
8:30-9:30	1	27	0	28	0	0	0	0	0	0	0	0	1	0	0	1	28	1	29	0.66	8:30-9:30
8:45-9:45	2	21	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	0.96	8:45-9:45
9:00-10:00	2	25	0	27	0	0	0	0	0	0	0	0	1	0	0	1	27	1	28	0.64	9:00-10:00
AM Peak 7:30-8:30	**2**	**28**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**30**	**3**	**33**	**0.75**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8		4:00-4:15
4:15-4:30	1	11	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12		4:15-4:30
4:30-4:45	1	10	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11		4:30-4:45
4:45-5:00	1	16	0	17	0	0	0	0	0	0	0	0	1	0	0	1	17	1	18		4:45-5:00
5:00-5:15	0	14	0	14	0	0	0	0	0	0	0	0	1	0	0	1	14	1	15		5:00-5:15
5:15-5:30	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10		5:15-5:30
5:30-5:45	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9		5:30-5:45
5:45-6:00	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		5:45-6:00
6:00-6:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:00-6:15
6:15-6:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3		6:15-6:30
6:30-6:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:30-6:45
6:45-7:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:45-7:00
3 Hour				6%				0%				0%				5%					
Totals	**3**	**93**	**0**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**96**	**2**	**98**		
1 Hour Totals																					
4:00-5:00	3	45	0	48	0	0	0	0	0	0	0	0	1	0	0	1	48	1	49	0.68	4:00-5:00
4:15-5:15	3	51	0	54	0	0	0	0	0	0	0	0	2	0	0	2	54	2	56	0.78	4:15-5:15
4:30-5:30	2	50	0	52	0	0	0	0	0	0	0	0	2	0	0	2	52	2	54	0.75	4:30-5:30
4:45-5:45	1	49	0	50	0	0	0	0	0	0	0	0	2	0	0	2	50	2	52	0.72	4:45-5:45
5:00-6:00	0	39	0	39	0	0	0	0	0	0	0	0	1	0	0	1	39	1	40	0.67	5:00-6:00
5:15-6:15	0	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0.68	5:15-6:15
5:30-6:30	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0.56	5:30-6:30
5:45-6:45	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0.54	5:45-6:45
6:00-7:00	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0.75	6:00-7:00
PM Peak 4:15-5:15	**3**	**51**	**0**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**54**	**2**	**56**	**0.78**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 12

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	20th Street & Interior Dept. Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Interior Department Driveway
LOCATION:	Washington, DC	COUNTED BY:	Camil	EASTBOUND ROAD:	
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Interior Department Driveway				Northbound 20th Street NW				Eastbound				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	14	5	19	1	0	0	1	2	12	0	14	0	0	0	0	33	1	34		7:00-7:15
7:15-7:30	0	8	1	9	0	0	0	0	2	17	0	19	0	0	0	0	28	0	28		7:15-7:30
7:30-7:45	0	11	1	12	1	0	0	1	0	16	0	16	0	0	0	0	28	1	29		7:30-7:45
7:45-8:00	0	14	0	14	0	0	0	0	0	12	0	12	0	0	0	0	26	0	26		7:45-8:00
8:00-8:15	0	8	2	10	0	0	0	0	2	23	0	25	0	0	0	0	35	0	35		8:00-8:15
8:15-8:30	0	12	1	13	1	0	0	1	3	25	0	28	0	0	0	0	41	1	42		8:15-8:30
8:30-8:45	0	7	3	10	0	0	0	0	1	24	0	25	0	0	0	0	35	0	35		8:30-8:45
8:45-9:00	0	14	1	15	0	0	0	0	2	48	0	50	0	0	0	0	65	0	65		8:45-9:00
9:00-9:15	0	16	3	19	0	0	0	0	1	37	0	38	0	0	0	0	57	0	57		9:00-9:15
9:15-9:30	0	9	3	12	0	0	1	1	1	38	0	39	0	0	0	0	51	1	52		9:15-9:30
9:30-9:45	0	6	0	6	0	0	0	0	1	36	0	37	0	0	0	0	43	0	43		9:30-9:45
9:45-10:00	0	7	1	8	1	0	0	1	0	18	0	18	0	0	0	0	26	1	27		9:45-10:00
3 Hour Totals	**0**	**126**	**21**	**147**	**4**	**0**	**1**	**5**	**15**	**306**	**0**	**321**	**0**	**0**	**0**	**0**	**468**	**5**	**473**		
1 Hour Totals																					
7:00-8:00	0	47	7	54	2	0	0	2	4	57	0	61	0	0	0	0	115	2	117	0.86	7:00-8:00
7:15-8:15	0	41	4	45	1	0	0	1	4	68	0	72	0	0	0	0	117	1	118	0.84	7:15-8:15
7:30-8:30	0	45	4	49	2	0	0	2	5	76	0	81	0	0	0	0	130	2	132	0.79	7:30-8:30
7:45-8:45	0	41	6	47	1	0	0	1	6	84	0	90	0	0	0	0	137	1	138	0.82	7:45-8:45
8:00-9:00	0	41	7	48	1	0	0	1	8	120	0	128	0	0	0	0	176	1	177	0.68	8:00-9:00
8:15-9:15	0	49	8	57	1	0	0	1	7	134	0	141	0	0	0	0	198	1	199	0.77	8:15-9:15
8:30-9:30	0	46	10	56	0	0	1	1	5	147	0	152	0	0	0	0	208	1	209	0.80	8:30-9:30
8:45-9:45	0	45	7	52	0	0	1	1	5	159	0	164	0	0	0	0	216	1	217	0.83	8:45-9:45
9:00-10:00	0	38	7	45	1	0	1	2	3	129	0	132	0	0	0	0	177	2	179	0.79	9:00-10:00
AM Peak 8:45-9:45	**0**	**45**	**7**	**52**	**0**	**0**	**1**	**1**	**5**	**159**	**0**	**164**	**0**	**0**	**0**	**0**	**216**	**1**	**217**	**0.83**	**AM Peak 8:45-9:45**
PM																					
4:00-4:15	**0**	31	1	32	0	0	1	1	1	10	0	11	0	0	0	0	43	1	44		4:00-4:15
4:15-4:30	0	34	0	34	0	0	0	0	0	9	0	9	0	0	0	0	43	0	43		4:15-4:30
4:30-4:45	0	41	1	42	1	0	0	1	1	8	0	9	0	0	0	0	51	1	52		4:30-4:45
4:45-5:00	0	55	1	56	1	0	1	2	0	11	0	11	0	0	0	0	67	2	69		4:45-5:00
5:00-5:15	0	69	2	71	0	0	0	0	0	9	0	9	0	0	0	0	80	0	80		5:00-5:15
5:15-5:30	0	92	0	92	0	0	0	0	0	8	0	8	0	0	0	0	100	0	100		5:15-5:30
5:30-5:45	0	83	2	85	1	0	1	2	1	14	0	15	0	0	0	0	100	2	102		5:30-5:45
5:45-6:00	0	93	0	93	1	0	1	2	1	19	0	20	0	0	0	0	113	2	115		5:45-6:00
6:00-6:15	0	74	0	74	0	0	0	0	0	14	0	14	0	0	0	0	88	0	88		6:00-6:15
6:15-6:30	0	116	0	116	2	0	0	2	0	12	0	12	0	0	0	0	128	2	130		6:15-6:30
6:30-6:45	0	126	1	127	0	0	0	0	0	17	0	17	0	0	0	0	144	0	144		6:30-6:45
6:45-7:00	0	75	0	75	0	0	0	0	0	22	0	22	0	0	0	0	97	0	97		6:45-7:00
3 Hour Totals	**0**	**889**	**8**	**897**	**6**	**0**	**4**	**10**	**4**	**153**	**0**	**157**	**0**	**0**	**0**	**0**	**1,054**	**10**	**1,064**		
1 Hour Totals																					
4:00-5:00	0	161	3	164	2	0	2	4	2	38	0	40	0	0	0	0	204	4	208	0.75	4:00-5:00
4:15-5:15	0	199	4	203	2	0	1	3	1	37	0	38	0	0	0	0	241	3	244	0.76	4:15-5:15
4:30-5:30	0	257	4	261	2	0	1	3	1	36	0	37	0	0	0	0	298	3	301	0.75	4:30-5:30
4:45-5:45	0	299	5	304	2	0	2	4	1	42	0	43	0	0	0	0	347	4	351	0.86	4:45-5:45
5:00-6:00	0	337	4	341	2	0	2	4	2	50	0	52	0	0	0	0	393	4	397	0.86	5:00-6:00
5:15-6:15	0	342	2	344	2	0	2	4	2	55	0	57	0	0	0	0	401	4	405	0.88	5:15-6:15
5:30-6:30	0	366	2	368	4	0	2	6	2	59	0	61	0	0	0	0	429	6	435	0.84	5:30-6:30
5:45-6:45	0	409	1	410	3	0	1	4	1	62	0	63	0	0	0	0	473	4	477	0.83	5:45-6:45
6:00-7:00	0	391	1	392	2	0	0	2	0	65	0	65	0	0	0	0	457	2	459	0.80	6:00-7:00
PM Peak 5:45-6:45	**0**	**409**	**1**	**410**	**3**	**0**	**1**	**4**	**1**	**62**	**0**	**63**	**0**	**0**	**0**	**0**	**473**	**4**	**477**	**0.83**	**PM Peak 5:45-6:45**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 12

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	20th Street & Interior Dept. Driveway	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	Interior Department Driveway
LOCATION:	Washington, DC	COUNTED BY:	Camil	EASTBOUND ROAD:	
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Interior Department Driveway				Northbound 20th Street NW				Eastbound				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5	0	5		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5	0	5		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6	0	6		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3	0	3		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4	0	4		8:00-8:15
8:15-8:30	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11	0	11		8:15-8:30
8:30-8:45	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8	0	8		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4	0	4		8:45-9:00
9:00-9:15	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10	0	10		9:00-9:15
9:15-9:30	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4	0	4		9:15-9:30
9:30-9:45	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5	0	5		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		9:45-10:00
									0	1	0										
3 Hour				8%				0%				17%				0%					
Totals	**0**	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**2**	**52**	**0**	**54**	**0**	**0**	**0**	**0**	**66**	**0**	**66**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	0	0	0	1	18	0	19	0	0	0	0	19	0	19	0.79	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	18	0	18	0	0	0	0	18	0	18	0.75	7:15-8:15
7:30-8:30	0	3	0	3	0	0	0	0	0	21	0	21	0	0	0	0	24	0	24	0.55	7:30-8:30
7:45-8:45	0	6	0	6	0	0	0	0	0	20	0	20	0	0	0	0	26	0	26	0.59	7:45-8:45
8:00-9:00	0	6	0	6	0	0	0	0	0	21	0	21	0	0	0	0	27	0	27	0.61	8:00-9:00
8:15-9:15	0	10	0	10	0	0	0	0	0	23	0	23	0	0	0	0	33	0	33	0.75	8:15-9:15
8:30-9:30	0	9	0	9	0	0	0	0	0	17	0	17	0	0	0	0	26	0	26	0.65	8:30-9:30
8:45-9:45	0	6	0	6	0	0	0	0	1	16	0	17	0	0	0	0	23	0	23	0.58	8:45-9:45
9:00-10:00	0	6	0	6	0	0	0	0	1	13	0	14	0	0	0	0	20	0	20	0.50	9:00-10:00
AM Peak 8:15-9:15	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**23**	**0**	**0**	**0**	**0**	**33**	**0**	**33**	**0.75**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5	0	5		4:00-4:15
4:15-4:30	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8	0	8		4:15-4:30
4:30-4:45	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6	0	6		4:30-4:45
4:45-5:00	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7	0	7		4:45-5:00
5:00-5:15	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6	0	6		5:00-5:15
5:15-5:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4	0	4		6:00-6:15
6:15-6:30	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4	0	4		6:15-6:30
6:30-6:45	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5	0	5		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour				3%				0%				15%				0%					
Totals	**0**	**25**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**23**	**0**	**0**	**0**	**0**	**48**	**0**	**48**		
1 Hour Totals																					
4:00-5:00	0	13	0	13	0	0	0	0	0	13	0	13	0	0	0	0	26	0	26	0.81	4:00-5:00
4:15-5:15	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27	0	27	0.84	4:15-5:15
4:30-5:30	0	11	0	11	0	0	0	0	0	11	0	11	0	0	0	0	22	0	22	0.79	4:30-5:30
4:45-5:45	0	9	0	9	0	0	0	0	0	7	0	7	0	0	0	0	16	0	16	0.57	4:45-5:45
5:00-6:00	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9	0	9	0.38	5:00-6:00
5:15-6:15	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7	0	7	0.44	5:15-6:15
5:30-6:30	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8	0	8	0.50	5:30-6:30
5:45-6:45	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13	0	13	0.65	5:45-6:45
6:00-7:00	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13	0	13	0.65	6:00-7:00
PM Peak 4:15-5:15	**0**	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**	**0**	**0**	**27**	**0**	**27**	**0.84**	**PM Peak 4:15-5:15**

Wells + Associates,Inc

McLean, Virginia

Existing Traffic Count - Intersection 13

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	21st Street & NAS Driveway - South	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	
LOCATION:	Washington, DC	COUNTED BY:	Paco	EASTBOUND ROAD:	National Academy of Sciences Driveway - Sout
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound				Northbound 21st Street NW				Eastbound National Academy of Sciences Driveway - South				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	35	0	35	0	0	0	0	0	15	0	15	0	0	0	0	50	0	50		7:00-7:15
7:15-7:30	0	26	0	26	0	0	0	0	0	18	0	18	0	0	0	0	44	0	44		7:15-7:30
7:30-7:45	0	42	0	42	0	0	0	0	0	22	0	22	0	0	0	0	64	0	64		7:30-7:45
7:45-8:00	0	50	0	50	0	0	0	0	0	40	0	40	0	0	0	0	90	0	90		7:45-8:00
8:00-8:15	0	52	0	52	0	0	0	0	0	36	0	36	0	0	0	0	88	0	88		8:00-8:15
8:15-8:30	0	50	0	50	0	0	0	0	0	46	0	46	0	0	0	0	96	0	96		8:15-8:30
8:30-8:45	0	44	0	44	0	0	0	0	0	53	0	53	0	0	0	0	97	0	97		8:30-8:45
8:45-9:00	0	53	0	53	0	0	0	0	0	45	0	45	1	0	0	1	98	1	99		8:45-9:00
9:00-9:15	0	48	0	48	0	0	0	0	0	51	0	51	0	0	0	0	99	0	99		9:00-9:15
9:15-9:30	0	55	0	55	0	0	0	0	0	54	0	54	0	0	0	0	109	0	109		9:15-9:30
9:30-9:45	0	45	0	45	0	0	0	0	0	52	0	52	1	0	0	1	97	1	98		9:30-9:45
9:45-10:00	0	42	0	42	0	0	0	0	0	23	0	23	0	0	0	0	65	0	65		9:45-10:00
3 Hour Totals	**0**	**542**	**0**	**542**	**0**	**0**	**0**	**0**	**0**	**455**	**0**	**455**	**2**	**0**	**0**	**2**	**997**	**2**	**999**		
1 Hour Totals																					
7:00-8:00	0	153	0	153	0	0	0	0	0	95	0	95	0	0	0	0	248	0	248	0.69	7:00-8:00
7:15-8:15	0	170	0	170	0	0	0	0	0	116	0	116	0	0	0	0	286	0	286	0.79	7:15-8:15
7:30-8:30	0	194	0	194	0	0	0	0	0	144	0	144	0	0	0	0	338	0	338	0.88	7:30-8:30
7:45-8:45	0	196	0	196	0	0	0	0	0	175	0	175	0	0	0	0	371	0	371	0.96	7:45-8:45
8:00-9:00	0	199	0	199	0	0	0	0	0	180	0	180	1	0	0	1	379	1	380	0.96	8:00-9:00
8:15-9:15	0	195	0	195	0	0	0	0	0	195	0	195	1	0	0	1	390	1	391	0.99	8:15-9:15
8:30-9:30	0	200	0	200	0	0	0	0	0	203	0	203	1	0	0	1	403	1	404	0.93	8:30-9:30
8:45-9:45	0	201	0	201	0	0	0	0	0	202	0	202	2	0	0	2	403	2	405	0.93	8:45-9:45
9:00-10:00	0	190	0	190	0	0	0	0	0	180	0	180	1	0	0	1	370	1	371	0.85	9:00-10:00
AM Peak 8:45-9:45	**0**	**201**	**0**	**201**	**0**	**0**	**0**	**0**	**0**	**202**	**0**	**202**	**2**	**0**	**0**	**2**	**403**	**2**	**405**	**0.93**	**AM Peak 8:45-9:45**
PM																					
4:00-4:15	0	90	0	90	0	0	0	0	0	5	0	5	0	0	0	0	95	0	95		4:00-4:15
4:15-4:30	0	96	0	96	0	0	0	0	0	0	0	0	0	0	0	0	96	0	96		4:15-4:30
4:30-4:45	0	105	0	105	0	0	0	0	0	4	0	4	0	0	0	0	109	0	109		4:30-4:45
4:45-5:00	0	115	0	115	0	0	0	0	0	0	0	0	1	0	0	1	115	1	116		4:45-5:00
5:00-5:15	0	124	0	124	0	0	0	0	0	0	0	0	1	0	0	1	124	1	125		5:00-5:15
5:15-5:30	0	141	0	141	0	0	0	0	0	3	0	3	0	0	0	0	144	0	144		5:15-5:30
5:30-5:45	0	152	0	152	0	0	0	0	0	1	0	1	2	0	0	2	153	2	155		5:30-5:45
5:45-6:00	0	162	0	162	0	0	0	0	0	3	0	3	0	0	1	1	165	1	166		5:45-6:00
6:00-6:15	0	121	0	121	0	0	0	0	0	1	0	1	1	0	0	1	122	1	123		6:00-6:15
6:15-6:30	0	104	0	104	0	0	0	0	0	9	0	9	0	0	0	0	113	0	113		6:15-6:30
6:30-6:45	0	101	0	101	0	0	0	0	0	5	0	5	0	0	0	0	106	0	106		6:30-6:45
6:45-7:00	0	116	0	116	0	0	0	0	0	7	0	7	2	0	0	2	123	2	125		6:45-7:00
3 Hour Totals	**0**	**1,427**	**0**	**1,427**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**38**	**7**	**0**	**1**	**8**	**1,465**	**8**	**1,473**		
1 Hour Totals																					
4:00-5:00	0	406	0	406	0	0	0	0	0	9	0	9	1	0	0	1	415	1	416	0.90	4:00-5:00
4:15-5:15	0	440	0	440	0	0	0	0	0	4	0	4	2	0	0	2	444	2	446	0.89	4:15-5:15
4:30-5:30	0	485	0	485	0	0	0	0	0	7	0	7	2	0	0	2	492	2	494	0.86	4:30-5:30
4:45-5:45	0	532	0	532	0	0	0	0	0	4	0	4	4	0	0	4	536	4	540	0.87	4:45-5:45
5:00-6:00	0	579	0	579	0	0	0	0	0	7	0	7	3	0	1	4	586	4	590	0.89	5:00-6:00
5:15-6:15	0	576	0	576	0	0	0	0	0	8	0	8	3	0	1	4	584	4	588	0.89	5:15-6:15
5:30-6:30	0	539	0	539	0	0	0	0	0	14	0	14	3	0	1	4	553	4	557	0.84	5:30-6:30
5:45-6:45	0	488	0	488	0	0	0	0	0	18	0	18	1	0	1	2	506	2	508	0.77	5:45-6:45
6:00-7:00	0	442	0	442	0	0	0	0	0	22	0	22	3	0	0	3	464	3	467	0.93	6:00-7:00
PM Peak 5:00-6:00	**0**	**579**	**0**	**579**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	**3**	**0**	**1**	**4**	**586**	**4**	**590**	**0.89**	**PM Peak 5:00-6:00**

Wells + Associates,Inc

McLean, Virginia

Heavy Vehicle Traffic Count - Intersection 13

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	4574	DAY:	Wednesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	21st Street & NAS Driveway - South	WEATHER:	Clear AM/Rain PM	WESTBOUND ROAD:	
LOCATION:	Washington, DC	COUNTED BY:	Paco	EASTBOUND ROAD:	National Academy of Sciences Driveway - Sout
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound				Northbound 21st Street NW				Eastbound National Academy of Sciences Driveway - South				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4		7:00-7:15
7:15-7:30	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6	0	6		7:15-7:30
7:30-7:45	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11	0	11		7:30-7:45
7:45-8:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2		7:45-8:00
8:00-8:15	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7	0	7		8:00-8:15
8:15-8:30	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8	0	8		8:15-8:30
8:30-8:45	0	8	0	8	0	0	0	0	0	7	0	7	0	0	0	0	15	0	15		8:30-8:45
8:45-9:00	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5	0	5		8:45-9:00
9:00-9:15	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7	0	7		9:00-9:15
9:15-9:30	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9	0	9		9:15-9:30
9:30-9:45	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6	0	6		9:30-9:45
9:45-10:00	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4	0	4		9:45-10:00
3 Hour				10%				0%				7%				0%					
Totals	**0**	**52**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**32**	**0**	**0**	**0**	**0**	**84**	**0**	**84**		
1 Hour Totals																					
7:00-8:00	0	17	0	17	0	0	0	0	0	6	0	6	0	0	0	0	23	0	23	0.52	7:00-8:00
7:15-8:15	0	18	0	18	0	0	0	0	0	8	0	8	0	0	0	0	26	0	26	0.59	7:15-8:15
7:30-8:30	0	18	0	18	0	0	0	0	0	10	0	10	0	0	0	0	28	0	28	0.64	7:30-8:30
7:45-8:45	0	18	0	18	0	0	0	0	0	14	0	14	0	0	0	0	32	0	32	0.53	7:45-8:45
8:00-9:00	0	20	0	20	0	0	0	0	0	15	0	15	0	0	0	0	35	0	35	0.58	8:00-9:00
8:15-9:15	0	21	0	21	0	0	0	0	0	14	0	14	0	0	0	0	35	0	35	0.58	8:15-9:15
8:30-9:30	0	21	0	21	0	0	0	0	0	15	0	15	0	0	0	0	36	0	36	0.60	8:30-9:30
8:45-9:45	0	15	0	15	0	0	0	0	0	12	0	12	0	0	0	0	27	0	27	0.75	8:45-9:45
9:00-10:00	0	15	0	15	0	0	0	0	0	11	0	11	0	0	0	0	26	0	26	0.72	9:00-10:00
AM Peak 8:30-9:30	**0**	**21**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**0**	**0**	**36**	**0**	**36**	**0.60**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4	0	4		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		4:15-4:30
4:30-4:45	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8	0	8		4:30-4:45
4:45-5:00	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		4:45-5:00
5:00-5:15	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6		5:00-5:15
5:15-5:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4		5:15-5:30
5:30-5:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3		6:00-6:15
6:15-6:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:15-6:30
6:30-6:45	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour				2%				0%				21%				0%					
Totals	**0**	**31**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**39**	**0**	**39**		
1 Hour Totals																					
4:00-5:00	0	11	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19	0	19	0.59	4:00-5:00
4:15-5:15	0	16	0	16	0	0	0	0	0	5	0	5	0	0	0	0	21	0	21	0.66	4:15-5:15
4:30-5:30	0	20	0	20	0	0	0	0	0	4	0	4	0	0	0	0	24	0	24	0.75	4:30-5:30
4:45-5:45	0	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0.75	4:45-5:45
5:00-6:00	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0.50	5:00-6:00
5:15-6:15	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0.56	5:15-6:15
5:30-6:30	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0.58	5:30-6:30
5:45-6:45	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0.67	5:45-6:45
6:00-7:00	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0.67	6:00-7:00
PM Peak 4:30-5:30	**0**	**20**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**24**	**0**	**24**	**0.75**	**PM Peak 4:30-5:30**

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APPENDIX F

EXISTING PEDESTRIAN COUNTS

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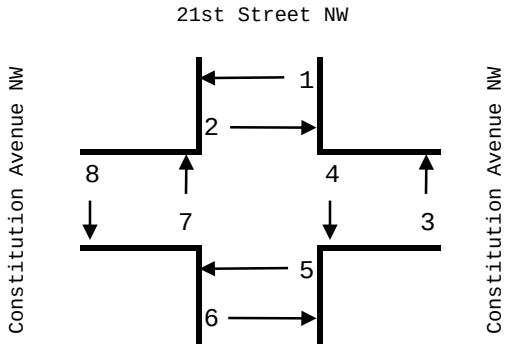
McLean, Virginia

Pedestrian Volume Survey - Intersection 1

North

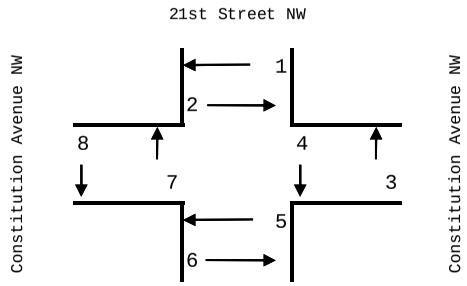
Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 21st Str
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Nerma
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00	1	8	8	4			5	
8:00-8:15		4	3	4			2	8
8:15-8:30	2	1	2	2			1	5
8:30-8:45	7	2	4	4			3	6
8:45-9:00	2	1		1			2	1
9:00-9:15	3	1	9	7				
9:15-9:30	1	1	2					
9:30-9:45	1	8	5	9				
9:45-10:00	3	6						
PM								
4:00-4:15	1	52		52		1		
4:15-4:30	2	1	50	1	1	1	2	4
4:30-4:45	3	1	65			1		
4:45-5:00	1	2	5		1	1	2	
5:00-5:15					1			
5:15-5:30					1			
5:30-5:45					3			
5:45-6:00								
6:00-6:15	1	23	23	1	2	1		
6:15-6:30								
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 21st Stree
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Nerma

Pedestrians



Hourly Pedestrian Count - Intersection 1

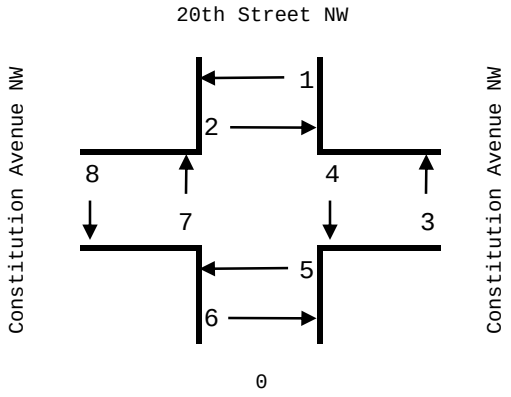
			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		1	8	8	4	0	0	5	0	26	9	12	0	5
7:15	8:15		1	12	11	8	0	0	7	8	47	13	19	0	15
7:30	8:30		3	13	13	10	0	0	8	13	60	16	23	0	21
7:45	8:45		10	15	17	14	0	0	11	19	86	25	31	0	30
8:00	9:00		11	8	9	11	0	0	8	20	67	19	20	0	28
8:15	**9:15**		**14**	**5**	**15**	**14**	**0**	**0**	**6**	**12**	**66**	**19**	**29**	**0**	**18**
8:30	9:30		13	5	15	12	0	0	5	7	57	18	27	0	12
8:45	9:45		7	11	16	17	0	0	2	1	54	18	33	0	3
9:00	10:00		8	16	16	16	0	0	0	0	56	24	32	0	0
PM PEAK															
16:00	17:00		7	56	120	53	2	4	4	4	250	63	173	6	8
16:15	17:15		6	4	120	1	3	3	4	4	145	10	121	6	8
16:30	17:30		4	3	70	0	3	2	2	0	84	7	70	5	2
16:45	**17:45**		**1**	**2**	**5**	**0**	**6**	**1**	**2**	**0**	**17**	**3**	**5**	**7**	**2**
17:00	18:00		0	0	0	0	5	0	0	0	5	0	0	5	0
17:15	18:15		1	23	23	1	6	1	0	0	55	24	24	7	0
17:30	18:30		1	23	23	1	5	1	0	0	54	24	24	6	0
17:45	18:45		1	23	23	1	2	1	0	0	51	24	24	3	0
18:00	19:00		1	23	23	1	2	1	0	0	51	24	24	3	0

Wells + Associates,Inc
McLean, Virginia

Pedestrian Volume Survey - Intersection 2

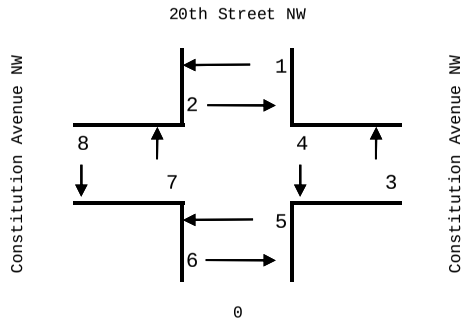
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 20th Str
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Leo
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	2		4	4	5	6		
7:15-7:30		2	1	5	6	6		1
7:30-7:45	3	2	6	4	5	7	1	
7:45-8:00	1	1	4	3	6	2		1
8:00-8:15	6	1	5	2	1	3		
8:15-8:30	3	2	3	1	2	1	3	1
8:30-8:45	1	1			2	2	2	1
8:45-9:00	1	4	2	3	1	8		
9:00-9:15	1		1			2		
9:15-9:30		1	1		7	7	1	70
9:30-9:45	4	2	9	3	1	4		
9:45-10:00	1	2	3		4	6		
PM								
4:00-4:15	4		2	6	13	13		
4:15-4:30	3	6		6	16	12		
4:30-4:45		2	5		2	8		
4:45-5:00	1	1	6	1	6	13		
5:00-5:15	3	2	3	3	1	3		
5:15-5:30	4	6	5	4	2	2		
5:30-5:45	3	3	3	6	3	1		
5:45-6:00	4	4	5	4	2	2		
6:00-6:15		5	2	19	12	2		
6:15-6:30	2	3	9	9	8	7		
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 20th Stree
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Leo
Pedestrians	



Hourly Pedestrian Count - Intersection 2

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		6	5	15	16	22	21	1	2	88	11	31	43	3
7:15	8:15		10	6	16	14	18	18	1	2	85	16	30	36	3
7:30	8:30		13	6	18	10	14	13	4	2	80	19	28	27	6
7:45	8:45		11	5	12	6	11	8	5	3	61	16	18	19	8
8:00	9:00		11	8	10	6	6	14	5	2	62	19	16	20	7
8:15	**9:15**		**6**	**7**	**6**	**4**	**5**	**13**	**5**	**2**	**48**	**13**	**10**	**18**	**7**
8:30	9:30		3	6	4	3	10	19	3	71	119	9	7	29	74
8:45	9:45		6	7	13	6	9	21	1	70	133	13	19	30	71
9:00	10:00		6	5	14	3	12	19	1	70	130	11	17	31	71
PM PEAK															
16:00	17:00		8	9	13	13	37	46	0	0	126	17	26	83	0
16:15	17:15		7	11	14	10	25	36	0	0	103	18	24	61	0
16:30	17:30		8	11	19	8	11	26	0	0	83	19	27	37	0
16:45	**17:45**		**11**	**12**	**17**	**14**	**12**	**19**	**0**	**0**	**85**	**23**	**31**	**31**	**0**
17:00	18:00		14	15	16	17	8	8	0	0	78	29	33	16	0
17:15	18:15		11	18	15	33	19	7	0	0	103	29	48	26	0
17:30	18:30		9	15	19	38	25	12	0	0	118	24	57	37	0
17:45	18:45		6	12	16	32	22	11	0	0	99	18	48	33	0
18:00	19:00		2	8	11	28	20	9	0	0	78	10	39	29	0

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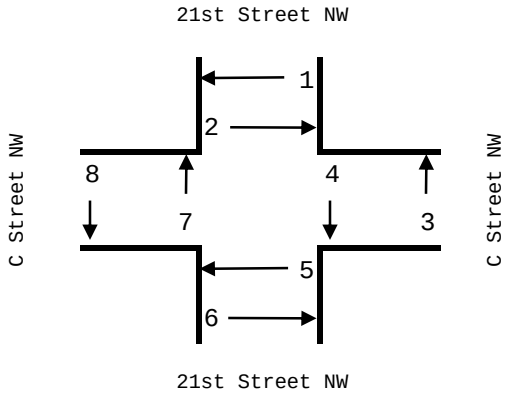
Pedestrian Volume Survey - Intersection 3

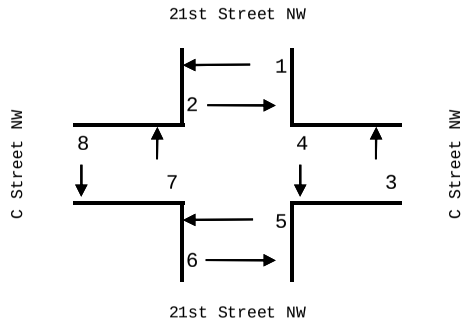
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Alosman
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	15	3	9	2		1	3	1
7:15-7:30	9		7	3	2	2	5	4
7:30-7:45	9	1	15	6	1	1	5	4
7:45-8:00	7	2	6	6	1	1	4	4
8:00-8:15	17	2	6	6	1	1	6	6
8:15-8:30	9	6	7	10	5		6	4
8:30-8:45	9		3	14	4		4	9
8:45-9:00	10	2	2	22	10	4	3	4
9:00-9:15	7	4	6	6	5	1	8	2
9:15-9:30		4	2	14	7	1	5	2
9:30-9:45	4	3	6	12	3		3	15
9:45-10:00	1	2		1	1	1		6
PM								
4:00-4:15		5	1	11	10		6	14
4:15-4:30		5	13	5	10	1	1	7
4:30-4:45	3	12	10	4	15	3	4	10
4:45-5:00		5	6	9	14	5	2	5
5:00-5:15	7	22	16	8	9	1	3	15
5:15-5:30	2	18	14	11	5		3	4
5:30-5:45	2	6	7	9	7	1	2	5
5:45-6:00	1	4	14	5	7		3	5
6:00-6:15	3	4	18	4	5	7	3	5
6:15-6:30	4	4	17	4	5		9	8
6:30-6:45		1	13	3	1		1	2
6:45-7:00			7				3	

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Alosman
Pedstrians	



Hourly Pedestrian Count - Intersection 3

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	40	6	37	17	4	5	17	13	139	46	54	9	30
7:15	8:15	42	5	34	21	5	5	20	18	150	47	55	10	38
7:30	8:30	42	11	34	28	8	3	21	18	165	53	62	11	39
7:45	8:45	42	10	22	36	11	2	20	23	166	52	58	13	43
8:00	9:00	45	10	18	52	20	5	19	23	192	55	70	25	42
8:15	**9:15**	**35**	**12**	**18**	**52**	**24**	**5**	**21**	**19**	**186**	**47**	**70**	**29**	**40**
8:30	9:30	26	10	13	56	26	6	20	17	174	36	69	32	37
8:45	9:45	21	13	16	54	25	6	19	23	177	34	70	31	42
9:00	10:00	12	13	14	33	16	3	16	25	132	25	47	19	41
PM PEAK														
16:00	17:00	3	27	30	29	49	9	13	36	196	30	59	58	49
16:15	17:15	10	44	45	26	48	10	10	37	230	54	71	58	47
16:30	17:30	12	57	46	32	43	9	12	34	245	69	78	52	46
16:45	**17:45**	**11**	**51**	**43**	**37**	**35**	**7**	**10**	**29**	**223**	**62**	**80**	**42**	**39**
17:00	18:00	12	50	51	33	28	2	11	29	216	62	84	30	40
17:15	18:15	8	32	53	29	24	8	11	19	184	40	82	32	30
17:30	18:30	10	18	56	22	24	8	17	23	178	28	78	32	40
17:45	18:45	8	13	62	16	18	7	16	20	160	21	78	25	36
18:00	19:00	7	9	55	11	11	7	16	15	131	16	66	18	31

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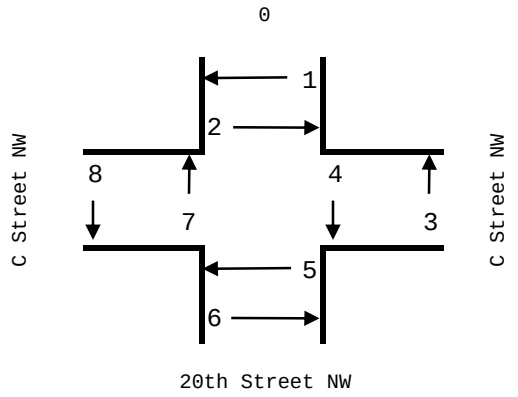
Pedestrian Volume Survey - Intersection 4

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Jim & Charlie
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	5	2	2	4	7	5	6	4
7:15-7:30	3	3		1	11	1	4	5
7:30-7:45	1	4	2		4		2	6
7:45-8:00	2		2	3	5	1	1	1
8:00-8:15	3		2		2	3	3	4
8:15-8:30	5	1	3	3	7	1	2	11
8:30-8:45	9	1	1	2	11		1	9
8:45-9:00			3	1	7	2	3	8
9:00-9:15	7	2	7	3	6	2	2	4
9:15-9:30	12	5	3	4	6	3	8	5
9:30-9:45	3	1	10	4	5		1	10
9:45-10:00	5	10	2		1	5	2	7
PM								
4:00-4:15	5	3	1		2	4	5	3
4:15-4:30	1		1	5	3	5		
4:30-4:45	6	4	1	2	4	4	5	4
4:45-5:00	2	7	1	1	7	7	2	3
5:00-5:15	2	8	2	4	1	12	3	
5:15-5:30	3	5			1	8	3	
5:30-5:45	3	9	4		6	7	12	1
5:45-6:00		4		3	5	10	10	2
6:00-6:15	4	2	1		4	4	6	1
6:15-6:30	4	6	4	3	3	8	7	7
6:30-6:45		1		1	1	2	1	1
6:45-7:00			1		4			

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

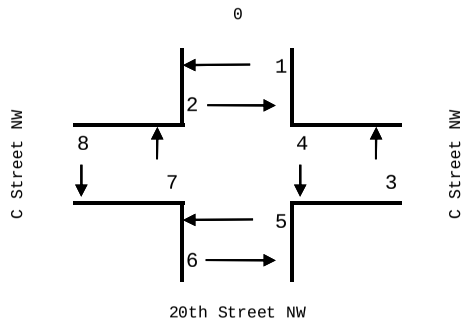
Intersection: C Street & 20th Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Jim & Charlie

Pedestrians



Hourly Pedestrian Count - Intersection 4

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		11	9	6	8	27	7	13	16	97	20	14	34	29
7:15	8:15		9	7	6	4	22	5	10	16	79	16	10	27	26
7:30	8:30		11	5	9	6	18	5	8	22	84	16	15	23	30
7:45	8:45		19	2	8	8	25	5	7	25	99	21	16	30	32
8:00	9:00		17	2	9	6	27	6	9	32	108	19	15	33	41
8:15	**9:15**		**21**	**4**	**14**	**9**	**31**	**5**	**8**	**32**	**124**	**25**	**23**	**36**	**40**
8:30	9:30		28	8	14	10	30	7	14	26	137	36	24	37	40
8:45	9:45		22	8	23	12	24	7	14	27	137	30	35	31	41
9:00	10:00		27	18	22	11	18	10	13	26	145	45	33	28	39
PM PEAK															
16:00	17:00		14	14	4	8	16	20	12	10	98	28	12	36	22
16:15	17:15		11	19	5	12	15	28	10	7	107	30	17	43	17
16:30	17:30		13	24	4	7	13	31	13	7	112	37	11	44	20
16:45	**17:45**		**10**	**29**	**7**	**5**	**15**	**34**	**20**	**4**	**124**	**39**	**12**	**49**	**24**
17:00	18:00		8	26	6	7	13	37	28	3	128	34	13	50	31
17:15	18:15		10	20	5	3	16	29	31	4	118	30	8	45	35
17:30	18:30		11	21	9	6	18	29	35	11	140	32	15	47	46
17:45	18:45		8	13	5	7	13	24	24	11	105	21	12	37	35
18:00	19:00		8	9	6	4	12	14	14	9	76	17	10	26	23

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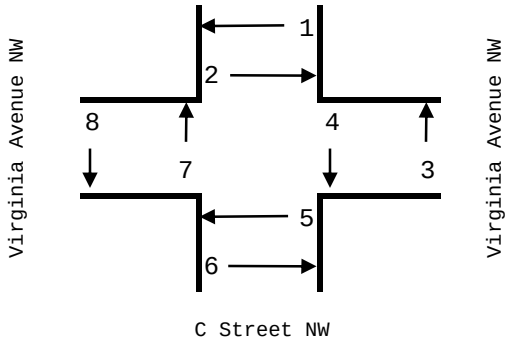
Pedestrian Volume Survey - Intersection 5

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & C Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Roy Cherie
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15					3	15	10	1
7:15-7:30	1				2	7	5	2
7:30-7:45	7		2		5	10	8	1
7:45-8:00	1		2	4	2	13	2	1
8:00-8:15	2	2	6	2	6	21	1	2
8:15-8:30		2			12	13	7	
8:30-8:45			1		2	23	5	
8:45-9:00		1			6	21	8	
9:00-9:15		2			9	10	5	5
9:15-9:30		1			6	15	8	5
9:30-9:45		11			10	39	18	28
9:45-10:00		2			6	13	5	7
PM								
4:00-4:15					18	11	11	6
4:15-4:30	2			3	10	10	5	10
4:30-4:45				2	33	23	26	32
4:45-5:00	1	1		4	25	25	4	30
5:00-5:15	3	1		2	7	10	7	10
5:15-5:30	1	4	3	5	20	11	10	10
5:30-5:45	2				30	12	2	12
5:45-6:00	2		1	4	15	6	6	6
6:00-6:15	2		1	6	15	13	4	10
6:15-6:30			2	5	17	6	5	5
6:30-6:45				2	9	4	2	4
6:45-7:00		1			5			

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

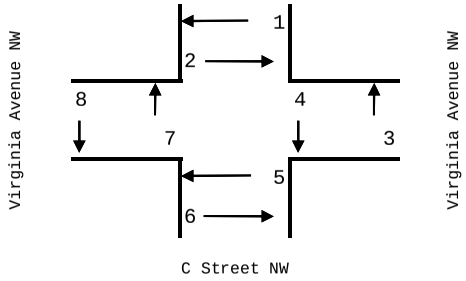
Intersection: Virginia Avenue & C Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Roy Cherie

Pedestrians



Hourly Pedestrian Count - Intersection 5

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	9	0	4	4	12	45	25	5	104	9	8	57	30
7:15	8:15	11	2	10	6	15	51	16	6	117	13	16	66	22
7:30	8:30	10	4	10	6	25	57	18	4	134	14	16	82	22
7:45	8:45	3	4	9	6	22	70	15	3	132	7	15	92	18
8:00	9:00	2	5	7	2	26	78	21	2	143	7	9	104	23
8:15	**9:15**	**0**	**5**	**1**	**0**	**29**	**67**	**25**	**5**	**132**	**5**	**1**	**96**	**30**
8:30	9:30	0	4	1	0	23	69	26	10	133	4	1	92	36
8:45	9:45	0	15	0	0	31	85	39	38	208	15	0	116	77
9:00	10:00	0	16	0	0	31	77	36	45	205	16	0	108	81
PM PEAK														
16:00	17:00	3	1	0	9	86	69	46	78	292	4	9	155	124
16:15	17:15	6	2	0	11	75	68	42	82	286	8	11	143	124
16:30	17:30	5	6	3	13	85	69	47	82	310	11	16	154	129
16:45	**17:45**	**7**	**6**	**3**	**11**	**82**	**58**	**23**	**62**	**252**	**13**	**14**	**140**	**85**
17:00	18:00	8	5	4	11	72	39	25	38	202	13	15	111	63
17:15	18:15	7	4	5	15	80	42	22	38	213	11	20	122	60
17:30	18:30	6	0	4	15	77	37	17	33	189	6	19	114	50
17:45	18:45	4	0	4	17	56	29	17	25	152	4	21	85	42
18:00	19:00	2	1	3	13	46	23	11	19	118	3	16	69	30

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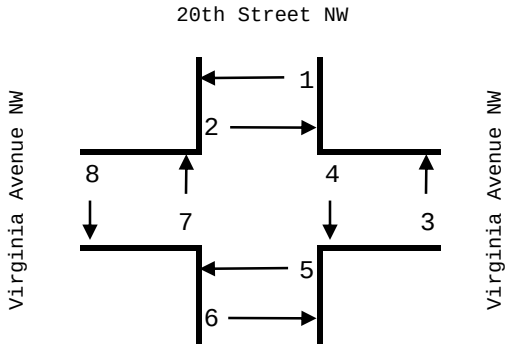
Pedestrian Volume Survey - Intersection 6

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Carmen & Lorena
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	1		8	1		6		
7:15-7:30	1	3	10	2	1	3	1	
7:30-7:45			11	3		1		
7:45-8:00		1	8	7	2	3		
8:00-8:15		1	8	13	1	3		
8:15-8:30			12	20	1	4		
8:30-8:45	2	1	13	17		3		
8:45-9:00		1	3	15	1	1		
9:00-9:15		2	17	14	2	1		
9:15-9:30			15	12	2	8		
9:30-9:45	1	22	5	15	2	5	1	
9:45-10:00	1	3	1	5		2		3
PM								
4:00-4:15	3	2	3	20	3	3	1	
4:15-4:30		2		10	1	1		
4:30-4:45	2	2	10	13	3	6		
4:45-5:00	2		2	10		1		
5:00-5:15	1		6	9	7	2		
5:15-5:30	2	3	10	7		1		
5:30-5:45	3	1	30	8	8	4		
5:45-6:00		1	9	14	2	1		
6:00-6:15	4	2	15	15	9	6		
6:15-6:30	1		17	9	7	3		
6:30-6:45	2	2	7	4		5		
6:45-7:00	1	1				1		

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

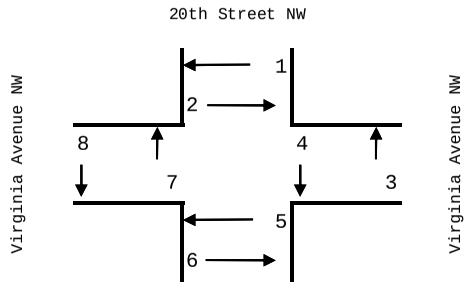
Intersection: Virginia Avenue & 20th Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Carmen & Lorena

Pedestrians



Hourly Pedestrian Count - Intersection 6

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	2	4	37	13	3	13	1	0	73	6	50	16	1
7:15	8:15	1	5	37	25	4	10	1	0	83	6	62	14	1
7:30	8:30	0	2	39	43	4	11	0	0	99	2	82	15	0
7:45	8:45	2	3	41	57	4	13	0	0	120	5	98	17	0
8:00	9:00	2	3	36	65	3	11	0	0	120	5	101	14	0
8:15	**9:15**	**2**	**4**	**45**	**66**	**4**	**9**	**0**	**0**	**130**	**6**	**111**	**13**	**0**
8:30	9:30	2	4	48	58	5	13	0	0	130	6	106	18	0
8:45	9:45	1	25	40	56	7	15	1	0	145	26	96	22	1
9:00	10:00	2	27	38	46	6	16	1	3	139	29	84	22	4
PM PEAK														
16:00	17:00	7	6	15	53	7	11	1	0	100	13	68	18	1
16:15	17:15	5	4	18	42	11	10	0	0	90	9	60	21	0
16:30	17:30	7	5	28	39	10	10	0	0	99	12	67	20	0
16:45	**17:45**	**8**	**4**	**48**	**34**	**15**	**8**	**0**	**0**	**117**	**12**	**82**	**23**	**0**
17:00	18:00	6	5	55	38	17	8	0	0	129	11	93	25	0
17:15	18:15	9	7	64	44	19	12	0	0	155	16	108	31	0
17:30	18:30	8	4	71	46	26	14	0	0	169	12	117	40	0
17:45	18:45	7	5	48	42	18	15	0	0	135	12	90	33	0
18:00	19:00	8	5	39	28	16	15	0	0	111	13	67	31	0

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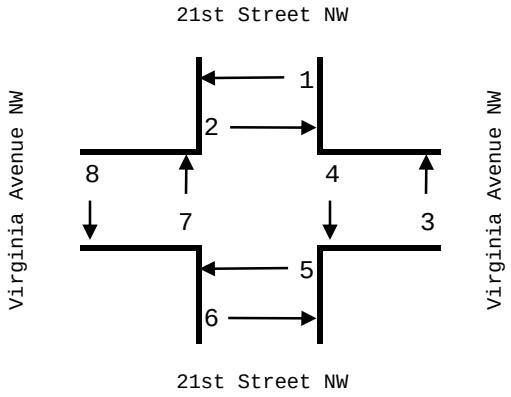
Pedestrian Volume Survey - Intersection 7

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Gina & Tiffany
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	4	2	7	1	11	5	2	7
7:15-7:30	8	6	3	18	21	3	10	34
7:30-7:45	17	1	17	12	20	7	4	30
7:45-8:00	17	8	7	12	12	5	5	41
8:00-8:15	13	5	9	15	17	14	10	76
8:15-8:30	10	10	7	19	22	11	11	69
8:30-8:45	26	9	9	10	7	15	7	83
8:45-9:00	12	18	3	20	17	11	11	47
9:00-9:15	10	5	6	7	16	8	3	36
9:15-9:30	3	3	5	17	21	8	13	27
9:30-9:45	4	8	1	6	8	9	18	34
9:45-10:00	3	1	2	6	5	3	11	22
PM								
4:00-4:15	6	3	4	3	3	12	38	15
4:15-4:30	3	3	7	4	6	11	19	12
4:30-4:45	6	6	6	3	10	100	35	11
4:45-5:00	6	1	16	8	3	18	40	10
5:00-5:15	7	5	9	7	10	17	78	7
5:15-5:30	9	5	28	12	14	17	53	12
5:30-5:45	9	1	13	8	11	8	58	12
5:45-6:00	14	5	16	3	14	14	61	4
6:00-6:15	13	2	24	5	15	16	42	9
6:15-6:30	8	3	29	6	8	9	51	11
6:30-6:45	4	4	15	5	4	7	11	2
6:45-7:00	1	2	4	1		4	20	2

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

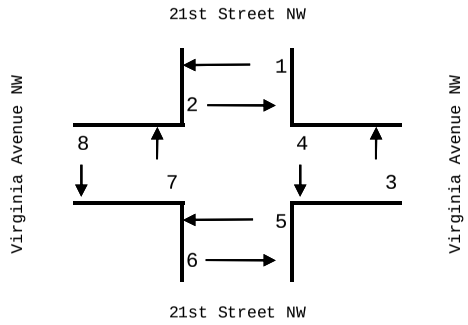
Intersection: Virginia Avenue & 21st Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Gina & Tiffany

Pedestrians



Hourly Pedestrian Count - Intersection 7

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	46	17	34	43	64	20	21	112	357	63	77	84	133
7:15	8:15	55	20	36	57	70	29	29	181	477	75	93	99	210
7:30	8:30	57	24	40	58	71	37	30	216	533	81	98	108	246
7:45	8:45	66	32	32	56	58	45	33	269	591	98	88	103	302
8:00	9:00	61	42	28	64	63	51	39	275	623	103	92	114	314
8:15	**9:15**	**58**	**42**	**25**	**56**	**62**	**45**	**32**	**235**	**555**	**100**	**81**	**107**	**267**
8:30	9:30	51	35	23	54	61	42	34	193	493	86	77	103	227
8:45	9:45	29	34	15	50	62	36	45	144	415	63	65	98	189
9:00	10:00	20	17	14	36	50	28	45	119	329	37	50	78	164
PM PEAK														
16:00	17:00	21	13	33	18	22	141	132	48	428	34	51	163	180
16:15	17:15	22	15	38	22	29	146	172	40	484	37	60	175	212
16:30	17:30	28	17	59	30	37	152	206	40	569	45	89	189	246
16:45	**17:45**	**31**	**12**	**66**	**35**	**38**	**60**	**229**	**41**	**512**	**43**	**101**	**98**	**270**
17:00	18:00	39	16	66	30	49	56	250	35	541	55	96	105	285
17:15	18:15	45	13	81	28	54	55	214	37	527	58	109	109	251
17:30	18:30	44	11	82	22	48	47	212	36	502	55	104	95	248
17:45	18:45	39	14	84	19	41	46	165	26	434	53	103	87	191
18:00	19:00	26	11	72	17	27	36	124	24	337	37	89	63	148

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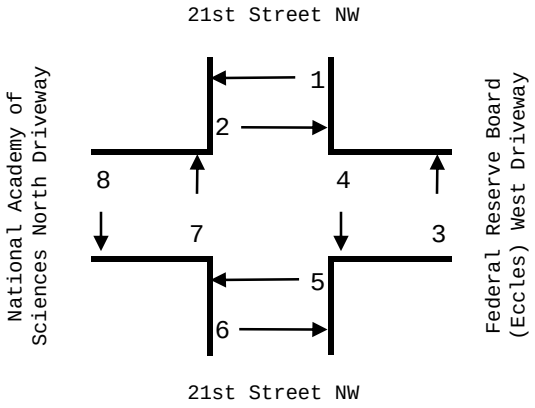
Pedestrian Volume Survey - Intersections 8 & 14

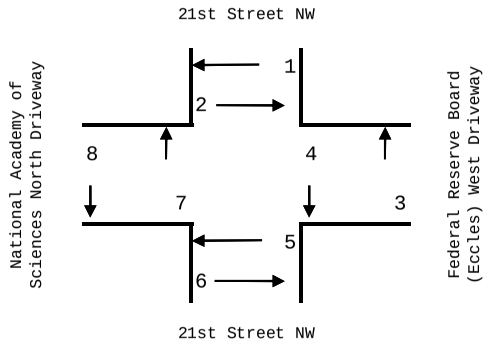
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Eccles) West Driveway & NAS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Luz
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			6	3			3	3
7:15-7:30		2	5	3		1	2	3
7:30-7:45	2		10	2		1	3	7
7:45-8:00	1		7	3		2	2	1
8:00-8:15			5	2			8	3
8:15-8:30	1		3				3	1
8:30-8:45	2	2	5	5			5	5
8:45-9:00			2	1			2	3
9:00-9:15			9	7			4	
9:15-9:30			5	1			2	
9:30-9:45			3	1			5	12
9:45-10:00			2	1			1	6
PM								
4:00-4:15				4			3	6
4:15-4:30			110	1			4	3
4:30-4:45			3	1			3	1
4:45-5:00			7	3			1	
5:00-5:15			10	4			2	9
5:15-5:30			9	5			5	3
5:30-5:45			6	3			1	5
5:45-6:00			10	3			3	6
6:00-6:15			6	6			1	5
6:15-6:30		4	14	3			6	10
6:30-6:45			4	3			1	3
6:45-7:00			4	1			1	5

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Eccles) West Driveway & NAS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Luz
Pedestrians	



Hourly Pedestrian Count - Intersections 8 & 14

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	3	2	28	11	0	4	10	14	72	5	39	4	24
7:15	8:15	3	2	27	10	0	4	15	14	75	5	37	4	29
7:30	8:30	4	0	25	7	0	3	16	12	67	4	32	3	28
7:45	8:45	4	2	20	10	0	2	18	10	66	6	30	2	28
8:00	9:00	3	2	15	8	0	0	18	12	58	5	23	0	30
8:15	**9:15**	**3**	**2**	**19**	**13**	**0**	**0**	**14**	**9**	**60**	**5**	**32**	**0**	**23**
8:30	9:30	2	2	21	14	0	0	13	8	60	4	35	0	21
8:45	9:45	0	0	19	10	0	0	13	15	57	0	29	0	28
9:00	10:00	0	0	19	10	0	0	12	18	59	0	29	0	30
PM PEAK														
16:00	17:00	0	0	120	9	0	0	11	10	150	0	129	0	21
16:15	17:15	0	0	130	9	0	0	10	13	162	0	139	0	23
16:30	17:30	0	0	29	13	0	0	11	13	66	0	42	0	24
16:45	**17:45**	**0**	**0**	**32**	**15**	**0**	**0**	**9**	**17**	**73**	**0**	**47**	**0**	**26**
17:00	18:00	0	0	35	15	0	0	11	23	84	0	50	0	34
17:15	18:15	0	0	31	17	0	0	10	19	77	0	48	0	29
17:30	18:30	0	4	36	15	0	0	11	26	92	4	51	0	37
17:45	18:45	0	4	34	15	0	0	11	24	88	4	49	0	35
18:00	19:00	0	4	28	13	0	0	9	23	77	4	41	0	32

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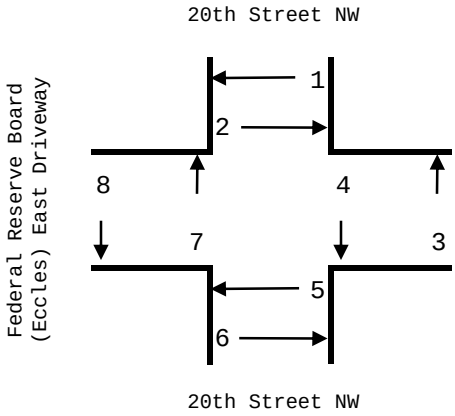
Pedestrian Volume Survey - Intersection 9

North

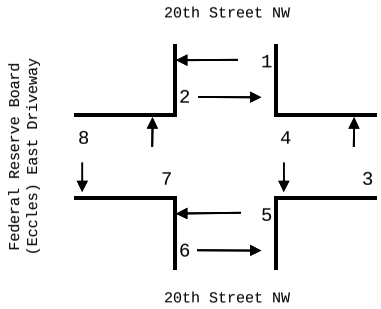
Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & FRB (Eccles) East Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Fuad
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	7	2	6	1	7	5	1	4
7:15-7:30	6	1	1	2	3	1	2	3
7:30-7:45	2	2	3	1	1			5
7:45-8:00	3	3	4	2	7		1	4
8:00-8:15			4	3	1		4	
8:15-8:30	3	1	5	1			1	16
8:30-8:45	1	1			5		7	10
8:45-9:00		2	2	4	5	4	1	7
9:00-9:15	4	3	4	5	8		1	6
9:15-9:30	7	3	4	3	11	3	8	1
9:30-9:45	1	5	5	4	3		1	5
9:45-10:00	3	11	2		1	4	2	10
PM								
4:00-4:15	3	2	1	5	1	4	1	5
4:15-4:30	1		1	2	2	1		8
4:30-4:45				7		8		1
4:45-5:00		4			4	1		
5:00-5:15	4	7	4	3	1	16	1	2
5:15-5:30					1	4	2	4
5:30-5:45	1	4	4	1	2	11	8	5
5:45-6:00				1	1	8		5
6:00-6:15	2	3		1	4		3	5
6:15-6:30	1	1			3	8	1	8
6:30-6:45		3		2	3	8	1	8
6:45-7:00		3	2	2	4	8	2	2

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	(Eccles) East Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Fuad

Pedestrians



Hourly Pedestrian Count - Intersection 9

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	18	8	14	6	18	6	4	16	90	26	20	24	20
7:15	8:15	11	6	12	8	12	1	7	12	69	17	20	13	19
7:30	8:30	8	6	16	7	9	0	6	25	77	14	23	9	31
7:45	8:45	7	5	13	6	13	0	13	30	87	12	19	13	43
8:00	9:00	4	4	11	8	11	4	13	33	88	8	19	15	46
8:15	**9:15**	**8**	**7**	**11**	**10**	**18**	**4**	**10**	**39**	**107**	**15**	**21**	**22**	**49**
8:30	9:30	12	9	10	12	29	7	17	24	120	21	22	36	41
8:45	9:45	12	13	15	16	27	7	11	19	120	25	31	34	30
9:00	10:00	15	22	15	12	23	7	12	22	128	37	27	30	34
PM PEAK												0		
16:00	17:00	4	6	2	14	7	14	1	14	62	10	16	21	15
16:15	17:15	5	11	5	12	7	26	1	11	78	16	17	33	12
16:30	17:30	4	11	4	10	6	29	3	7	74	15	14	35	10
16:45	**17:45**	**5**	**15**	**8**	**4**	**8**	**32**	**11**	**11**	**94**	**20**	**12**	**40**	**22**
17:00	18:00	5	11	8	5	5	39	11	16	100	16	13	44	27
17:15	18:15	3	7	4	3	8	23	13	19	80	10	7	31	32
17:30	18:30	4	8	4	3	10	27	12	23	91	12	7	37	35
17:45	18:45	3	7	0	4	11	24	5	26	80	10	4	35	31
18:00	19:00	3	10	2	5	14	24	7	23	88	13	7	38	30

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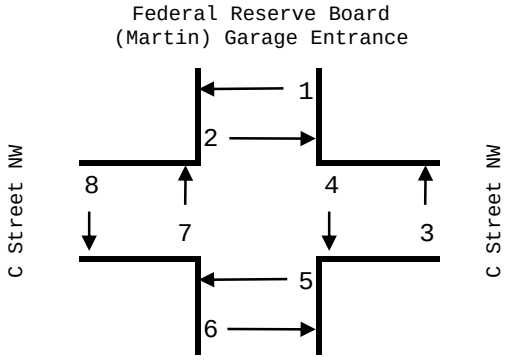
Pedestrian Volume Survey - Intersection 10

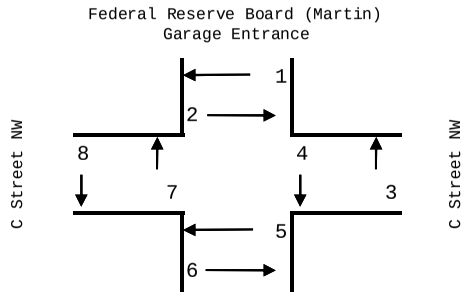
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington,DC
Intersection:	C Street & FRB (Martin) Garage E
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Matt & Di
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	8	4	6	3				5
7:15-7:30	5	3	6	3				1
7:30-7:45	2	5	2	3			1	
7:45-8:00	4			1				1
8:00-8:15	4	1	4	4				
8:15-8:30	5	3	4	7				
8:30-8:45	7	2	2	9				
8:45-9:00	5	1	3	9				
9:00-9:15	8	1	2	4				1
9:15-9:30	7	4	6	10				1
9:30-9:45	4	5	1	9				
9:45-10:00	8	8	3	7				1
PM								
4:00-4:15	2	6	3	3				
4:15-4:30	4	2		2				
4:30-4:45	4	10	1					
4:45-5:00		7	1	2				
5:00-5:15	3	5	1	1				
5:15-5:30	7	5	2					
5:30-5:45	2	9	11	2			1	
5:45-6:00		3	2					
6:00-6:15	3	4	7	2				
6:15-6:30	2	6	7	5				
6:30-6:45		1		1				
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington,DC
Intersection:	C Street & FRB (Martin) Garage E
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Matt & Di
Pedestrians	



Hourly Pedestrian Count - Intersection 16

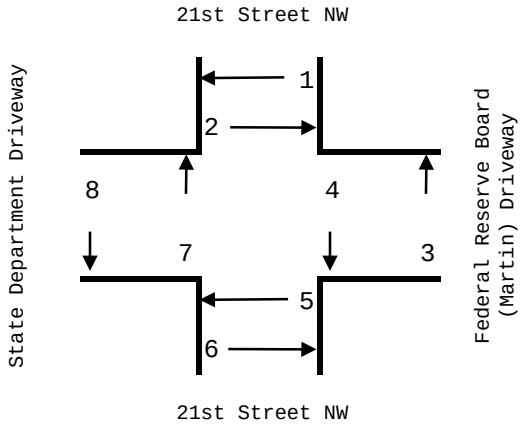
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	19	12	14	10	0	0	1	7	63	31	24	0	8
7:15	8:15	15	9	12	11	0	0	1	2	50	24	23	0	3
7:30	8:30	15	9	10	15	0	0	1	1	51	24	25	0	2
7:45	8:45	20	6	10	21	0	0	0	1	58	26	31	0	1
8:00	9:00	21	7	13	29	0	0	0	0	70	28	42	0	0
8:15	**9:15**	**25**	**7**	**11**	**29**	**0**	**0**	**0**	**1**	**73**	**32**	**40**	**0**	**1**
8:30	9:30	27	8	13	32	0	0	0	2	82	35	45	0	2
8:45	9:45	24	11	12	32	0	0	0	2	81	35	44	0	2
9:00	10:00	27	18	12	30	0	0	0	3	90	45	42	0	3
PM PEAK														
16:00	17:00	10	25	5	7	0	0	0	0	47	35	12	0	0
16:15	17:15	11	24	3	5	0	0	0	0	43	35	8	0	0
16:30	17:30	14	27	5	3	0	0	0	0	49	41	8	0	0
16:45	**17:45**	**12**	**26**	**15**	**5**	**0**	**0**	**1**	**0**	**59**	**38**	**20**	**0**	**1**
17:00	18:00	12	22	16	3	0	0	1	0	54	34	19	0	1
17:15	18:15	12	21	22	4	0	0	1	0	60	33	26	0	1
17:30	18:30	7	22	27	9	0	0	1	0	66	29	36	0	1
17:45	18:45	5	14	16	8	0	0	0	0	43	19	24	0	0
18:00	19:00	5	11	14	8	0	0	0	0	38	16	22	0	0

Wells + Associates,Inc
McLean, Virginia

Pedestrian Volume Survey - Intersections 11 & 15

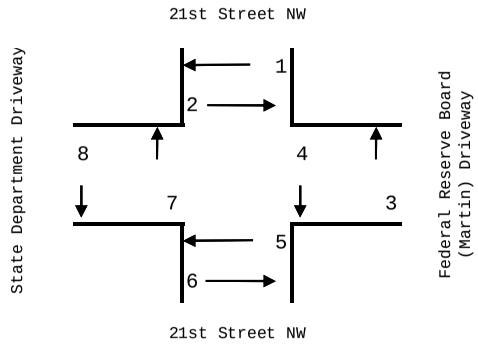
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Martin) West Driveway & DOS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Belen & Azer
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			15	8				
7:15-7:30			8	7				
7:30-7:45	1		9	10			9	12
7:45-8:00			8	11			5	12
8:00-8:15			7	9			7	11
8:15-8:30	1		13	15			9	10
8:30-8:45	2		5	11			5	16
8:45-9:00			8	19	1		8	9
9:00-9:15			8	10	1	1	6	11
9:15-9:30			5	12	1		4	8
9:30-9:45			3	15			11	9
9:45-10:00			7	9			6	8
PM								
4:00-4:15			10	9	3	4	9	12
4:15-4:30			6	9			10	9
4:30-4:45	2	3	120	13	1		7	14
4:45-5:00		1	18	16	4	2	13	11
5:00-5:15			16	9	3	1	11	23
5:15-5:30			15	4			9	14
5:30-5:45			22	14			7	9
5:45-6:00	1		14	7	1	3	13	10
6:00-6:15			31	15			9	9
6:15-6:30			25	17			8	11
6:30-6:45			14	11			7	8
6:45-7:00			8	7			6	9

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Martin) West Driveway & DOS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Belen & Azer



Hourly Pedestrian Count - Intersections 11 & 15

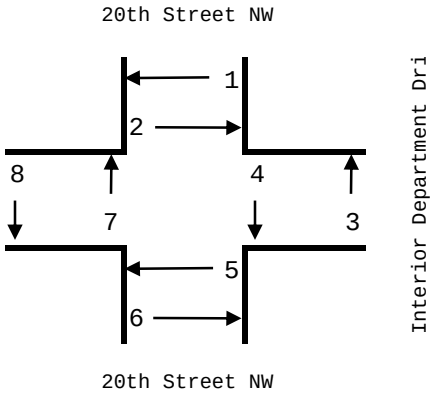
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	1	0	40	36	0	0	14	24	115	1	76	0	38
7:15	8:15	1	0	32	37	0	0	21	35	126	1	69	0	56
7:30	8:30	2	0	37	45	0	0	30	45	159	2	82	0	75
7:45	8:45	3	0	33	46	0	0	26	49	157	3	79	0	75
8:00	9:00	3	0	33	54	1	0	29	46	166	3	87	1	75
8:15	**9:15**	**3**	**0**	**34**	**55**	**2**	**1**	**28**	**46**	**169**	**3**	**89**	**3**	**74**
8:30	9:30	2	0	26	52	3	1	23	44	151	2	78	4	67
8:45	9:45	0	0	24	56	3	1	29	37	150	0	80	4	66
9:00	10:00	0	0	23	46	2	1	27	36	135	0	69	3	63
PM PEAK														
16:00	17:00	2	4	154	47	8	6	39	46	306	6	201	14	85
16:15	17:15	2	4	160	47	8	3	41	57	322	6	207	11	98
16:30	17:30	2	4	169	42	8	3	40	62	330	6	211	11	102
16:45	**17:45**	**0**	**1**	**71**	**43**	**7**	**3**	**40**	**57**	**222**	**1**	**114**	**10**	**97**
17:00	18:00	1	0	67	34	4	4	40	56	206	1	101	8	96
17:15	18:15	1	0	82	40	1	3	38	42	207	1	122	4	80
17:30	18:30	1	0	92	53	1	3	37	39	226	1	145	4	76
17:45	18:45	1	0	84	50	1	3	37	38	214	1	134	4	75
18:00	19:00	0	0	78	50	0	0	30	37	195	0	128	0	67

Wells + Associates,Inc
McLean, Virginia

Pedestrian Volume Survey - Intersection 12

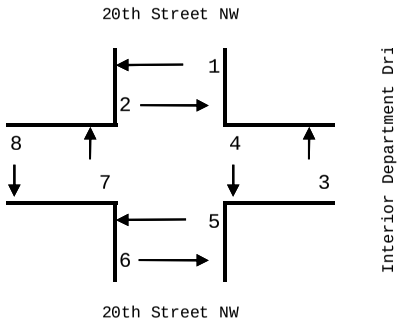
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & Interior Dept. D
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Camil
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	4	5	8	3		2	1	1
7:15-7:30	8	1		2			1	
7:30-7:45	5	1	3	1		1	4	7
7:45-8:00	1	1	6	2	1	3	1	5
8:00-8:15	1		4	5	1	1	3	4
8:15-8:30			5	3			1	16
8:30-8:45	1		1					8
8:45-9:00			4				3	6
9:00-9:15			5	6			1	4
9:15-9:30	4	2	6	4			13	8
9:30-9:45	3	3	11				7	6
9:45-10:00		1	1	3	1		1	2
PM								
4:00-4:15	1	1	2	2		4		4
4:15-4:30			1	4	2	4		
4:30-4:45		3	2	3	3	1	4	4
4:45-5:00		1	2	5	2	2	3	1
5:00-5:15			2	6	4			
5:15-5:30				3			3	4
5:30-5:45			5		1		4	2
5:45-6:00	1			8	1		2	6
6:00-6:15			1			1	4	11
6:15-6:30	2	1	3	1	1	1	1	8
6:30-6:45		1		3				3
6:45-7:00			1	1				

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & Interior Dept. Dr:
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Camil
Pedestrians	



Hourly Pedestrian Count - Intersection 12

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	18	8	17	8	1	6	7	13	78	26	25	7	20
7:15	8:15	15	3	13	10	2	5	9	16	73	18	23	7	25
7:30	8:30	7	2	18	11	2	5	9	32	86	9	29	7	41
7:45	8:45	3	1	16	10	2	4	5	33	74	4	26	6	38
8:00	9:00	2	0	14	8	1	1	7	34	67	2	22	2	41
8:15	**9:15**	**1**	**0**	**15**	**9**	**0**	**0**	**5**	**34**	**64**	**1**	**24**	**0**	**39**
8:30	9:30	5	2	16	10	0	0	17	26	76	7	26	0	43
8:45	9:45	7	5	26	10	0	0	24	24	96	12	36	0	48
9:00	10:00	7	6	23	13	1	0	22	20	92	13	36	1	42
PM PEAK														
16:00	17:00	1	5	7	14	7	11	7	9	61	6	21	18	16
16:15	17:15	0	4	7	18	11	7	7	5	59	4	25	18	12
16:30	17:30	0	4	6	17	9	3	10	9	58	4	23	12	19
16:45	**17:45**	**0**	**1**	**9**	**14**	**7**	**2**	**10**	**7**	**50**	**1**	**23**	**9**	**17**
17:00	18:00	1	0	7	17	6	0	9	12	52	1	24	6	21
17:15	18:15	1	0	6	11	2	1	13	23	57	1	17	3	36
17:30	18:30	3	1	9	9	3	2	11	27	65	4	18	5	38
17:45	18:45	3	2	4	12	2	2	7	28	60	5	16	4	35
18:00	19:00	2	2	5	5	1	2	5	22	44	4	10	3	27

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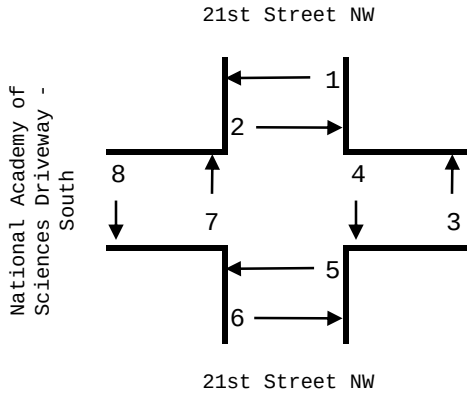
Pedestrian Volume Survey - Intersection 13

North

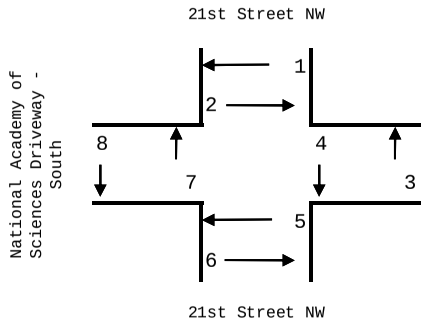
Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & NAS Driveway - S
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Paco
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			6	3			3	
7:15-7:30			5	5			2	2
7:30-7:45			11	2		1	1	2
7:45-8:00			8	3		2	2	2
8:00-8:15			4	1			7	5
8:15-8:30			3				5	1
8:30-8:45			3	5			5	2
8:45-9:00			2	3		1	1	1
9:00-9:15			4	7		1	6	
9:15-9:30			5	1		1	1	1
9:30-9:45			3				5	12
9:45-10:00								1
PM								
4:00-4:15				4			3	6
4:15-4:30			15	3				2
4:30-4:45			106	2			3	
4:45-5:00			6	3				1
5:00-5:15			8	3			1	11
5:15-5:30			8	7			3	5
5:30-5:45			3	4				4
5:45-6:00			10	6		1	2	6
6:00-6:15			6	7				4
6:15-6:30			17	2			6	7
6:30-6:45			8	4			2	3
6:45-7:00			5					

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & NAS Driveway - Sou
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Paco

Pedestrians



Hourly Pedestrian Count - Intersection 13

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	30	13	0	3	8	6	60	0	43	3	14
7:15	8:15	0	0	28	11	0	3	12	11	65	0	39	3	23
7:30	8:30	0	0	26	6	0	3	15	10	60	0	32	3	25
7:45	8:45	0	0	18	9	0	2	19	10	58	0	27	2	29
8:00	9:00	0	0	12	9	0	1	18	9	49	0	21	1	27
8:15	**9:15**	**0**	**0**	**12**	**15**	**0**	**2**	**17**	**4**	**50**	**0**	**27**	**2**	**21**
8:30	9:30	0	0	14	16	0	3	13	4	50	0	30	3	17
8:45	9:45	0	0	14	11	0	3	13	14	55	0	25	3	27
9:00	10:00	0	0	12	8	0	2	12	14	48	0	20	2	26
PM PEAK														
16:00	17:00	0	0	127	12	0	0	6	9	154	0	139	0	15
16:15	17:15	0	0	135	11	0	0	4	14	164	0	146	0	18
16:30	17:30	0	0	128	15	0	0	7	17	167	0	143	0	24
16:45	**17:45**	**0**	**0**	**25**	**17**	**0**	**0**	**4**	**21**	**67**	**0**	**42**	**0**	**25**
17:00	18:00	0	0	29	20	0	1	6	26	82	0	49	1	32
17:15	18:15	0	0	27	24	0	1	5	19	76	0	51	1	24
17:30	18:30	0	0	36	19	0	1	8	21	85	0	55	1	29
17:45	18:45	0	0	41	19	0	1	10	20	91	0	60	1	30
18:00	19:00	0	0	36	13	0	0	8	14	71	0	49	0	22

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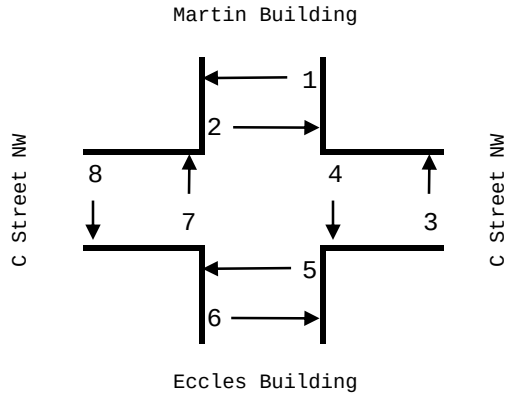
McLean, Virginia

Pedestrian Volume Survey

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street Pedestrian Crossing
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Salih
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			5					
7:15-7:30			5	1				
7:30-7:45			5	5				
7:45-8:00			1	7				
8:00-8:15			3	2				
8:15-8:30			5	1				
8:30-8:45			5	3				
8:45-9:00			3	3				
9:00-9:15			4	4				
9:15-9:30			4	2				
9:30-9:45			4	3				
9:45-10:00				2				
PM								
4:00-4:15			2	1				
4:15-4:30			1	4				
4:30-4:45			6	12				
4:45-5:00			3	3				
5:00-5:15			1	4				
5:15-5:30			3	5				
5:30-5:45			2	3				
5:45-6:00			1	1				
6:00-6:15				1				
6:15-6:30			2	4				
6:30-6:45				3				
6:45-7:00				1				

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

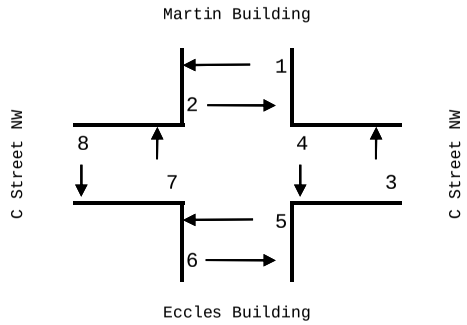
Intersection: C Street Pedestrian Crossing

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Salih

Pedestrians



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	16	13	0	0	0	0	29	0	29	0	0
7:15	8:15	0	0	14	15	0	0	0	0	29	0	29	0	0
7:30	8:30	0	0	14	15	0	0	0	0	29	0	29	0	0
7:45	8:45	0	0	14	13	0	0	0	0	27	0	27	0	0
8:00	9:00	0	0	16	9	0	0	0	0	25	0	25	0	0
8:15	**9:15**	**0**	**0**	**17**	**11**	**0**	**0**	**0**	**0**	**28**	**0**	**28**	**0**	**0**
8:30	9:30	0	0	16	12	0	0	0	0	28	0	28	0	0
8:45	9:45	0	0	15	12	0	0	0	0	27	0	27	0	0
9:00	10:00	0	0	12	11	0	0	0	0	23	0	23	0	0
PM PEAK														
16:00	17:00	0	0	12	20	0	0	0	0	32	0	32	0	0
16:15	17:15	0	0	11	23	0	0	0	0	34	0	34	0	0
16:30	17:30	0	0	13	24	0	0	0	0	37	0	37	0	0
16:45	**17:45**	**0**	**0**	**9**	**15**	**0**	**0**	**0**	**0**	**24**	**0**	**24**	**0**	**0**
17:00	18:00	0	0	7	13	0	0	0	0	20	0	20	0	0
17:15	18:15	0	0	6	10	0	0	0	0	16	0	16	0	0
17:30	18:30	0	0	5	9	0	0	0	0	14	0	14	0	0
17:45	18:45	0	0	3	9	0	0	0	0	12	0	12	0	0
18:00	19:00	0	0	2	9	0	0	0	0	11	0	11	0	0

Wells + Associates, Inc.

McLean, Virginia

Existing Pedestrian Count

PROJECT:	Federal Reserve Board	DATE:	6/3/2009	PEDESTRIAN ACCESS A	Martin Building C Street Entrance
W & A JOB NO.:	4574	DAY:	Wednesday	PEDESTRIAN ACCESS B	Eccles Building C Street Entrance
INTERSECTION:	Pedestrians In & Out	WEATHER:	Clear	PEDESTRIAN ACCESS C	Eccles Building 20th Street Entrance
LOCATION:	Washington, DC	COUNTED BY:	Salih,Mujo,Matt		
		INPUTED BY:	Agan		

Time Period	PEDESTRIAN ACCESS A Martin Building C Street Entrance			PEDESTRIAN ACCESS B Eccles Building 20th Street Entrance			PEDESTRIAN ACCESS C Eccles Building C Street Entrance			Total In	Total Out	Total Overall	Time Period
	In	Out	Total	In	Out	Total	In	Out	Total				
AM													
7:00-7:15	21	8	29	6	9	15	10	1	11	37	18	55	7:00-7:15
7:15-7:30	24	2	26	3	7	10	28	5	33	55	14	69	7:15-7:30
7:30-7:45	36	5	41	3	9	12	9	1	10	48	15	63	7:30-7:45
7:45-8:00	28	6	34	2	9	11	21	2	23	51	17	68	7:45-8:00
8:00-8:15	33	6	39	1	1	2	33	2	35	67	9	76	8:00-8:15
8:15-8:30	52	15	67	2	18	20	33	6	39	87	39	126	8:15-8:30
8:30-8:45	26	8	34	3	11	14	40	2	42	69	21	90	8:30-8:45
8:45-9:00	34	10	44	7	8	15	42	1	43	83	19	102	8:45-9:00
9:00-9:15	27	8	35	4	10	14	20	1	21	51	19	70	9:00-9:15
9:15-9:30	23	10	33	10	9	19	49	7	56	82	26	108	9:15-9:30
9:30-9:45	30	8	38	3	3	6	51	1	52	84	12	96	9:30-9:45
9:45-10:00	23	12	35	2	5	7	33	7	40	58	24	82	9:45-10:00
3 Hour Totals	**357**	**98**	**455**	**46**	**99**	**145**	**369**	**36**	**405**	**772**	**233**	**1,005**	
1 Hour Totals													
7:00-8:00	109	21	130	14	34	48	68	9	77	191	64	255	7:00-8:00
7:15-8:15	121	19	140	9	26	35	91	10	101	221	55	276	7:15-8:15
7:30-8:30	149	32	181	8	37	45	96	11	107	253	80	333	7:30-8:30
7:45-8:45	139	35	174	8	39	47	127	12	139	274	86	360	7:45-8:45
8:00-9:00	145	39	184	13	38	51	148	11	159	306	88	394	8:00-9:00
8:15-9:15	139	41	180	16	47	63	135	10	145	290	98	388	8:15-9:15
8:30-9:30	110	36	146	24	38	62	151	11	162	285	85	370	8:30-9:30
8:45-9:45	114	36	150	24	30	54	162	10	172	300	76	376	8:45-9:45
9:00-10:00	103	38	141	19	27	46	153	16	169	275	81	356	9:00-10:00
AM Peak 8:00-9:00	**145**	**39**	**184**	**13**	**38**	**51**	**148**	**11**	**159**	**306**	**88**	**394**	**AM Peak 8:00-9:00**
PM													
4:00-4:15	12	26	38	6	1	7	8	17	25	26	44	70	4:00-4:15
4:15-4:30	9	29	38	4	3	7	8	10	18	21	42	63	4:15-4:30
4:30-4:45	9	27	36	7	7	14	3	17	20	19	51	70	4:30-4:45
4:45-5:00	9	35	44	2	3	5	6	21	27	17	59	76	4:45-5:00
5:00-5:15	1	35	36	3	5	8	0	28	28	4	68	72	5:00-5:15
5:15-5:30	14	42	56	6	5	11	3	34	37	23	81	104	5:15-5:30
5:30-5:45	2	28	30	5	2	7	2	30	32	9	60	69	5:30-5:45
5:45-6:00	0	9	9	2	7	9	0	20	20	2	36	38	5:45-6:00
6:00-6:15	0	10	10	4	10	14	2	38	40	6	58	64	6:00-6:15
6:15-6:30	3	22	25	0	5	5	1	25	26	4	52	56	6:15-6:30
6:30-6:45	1	7	8	2	1	3	4	16	20	7	24	31	6:30-6:45
6:45-7:00	4	7	11	3	2	5	3	22	25	10	31	41	6:45-7:00
3 Hour Totals	**64**	**277**	**341**	**44**	**51**	**95**	**40**	**278**	**318**	**148**	**606**	**754**	
1 Hour Totals													
4:00-5:00	39	117	156	19	14	33	25	65	90	83	196	279	4:00-5:00
4:15-5:15	28	126	154	16	18	34	17	76	93	61	220	281	4:15-5:15
4:30-5:30	33	139	172	18	20	38	12	100	112	63	259	322	4:30-5:30
4:45-5:45	26	140	166	16	15	31	11	113	124	53	268	321	4:45-5:45
5:00-6:00	17	114	131	16	19	35	5	112	117	38	245	283	5:00-6:00
5:15-6:15	16	89	105	17	24	41	7	122	129	40	235	275	5:15-6:15
5:30-6:30	5	69	74	11	24	35	5	113	118	21	206	227	5:30-6:30
5:45-6:45	4	48	52	8	23	31	7	99	106	19	170	189	5:45-6:45
6:00-7:00	8	46	54	9	18	27	10	101	111	27	165	192	6:00-7:00
PM Peak 4:30-5:30	**33**	**139**	**172**	**18**	**20**	**38**	**12**	**100**	**112**	**63**	**259**	**322**	**PM Peak 4:30-5:30**

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APPENDIX G

EXISTING BICYCLE COUNTS

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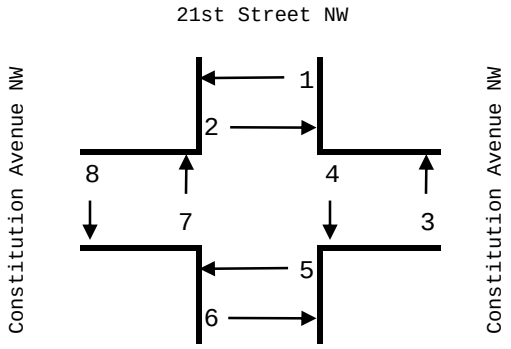
Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 1

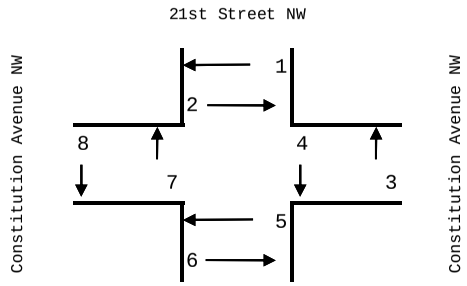
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 21st Str
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Nerma
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			1			1		
7:15-7:30			2					
7:30-7:45			1			1		
7:45-8:00			1					
8:00-8:15	4		4					
8:15-8:30			4					
8:30-8:45			3					
8:45-9:00		1	1				1	
9:00-9:15			2	1				
9:15-9:30			1	1				
9:30-9:45				1				
9:45-10:00								
PM								
4:00-4:15								
4:15-4:30								
4:30-4:45								
4:45-5:00								
5:00-5:15								
5:15-5:30								
5:30-5:45								
5:45-6:00								
6:00-6:15				1				1
6:15-6:30								
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 21st Stree
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Nerma
Bicycles	



Hourly Bicycle Count - Intersection 1

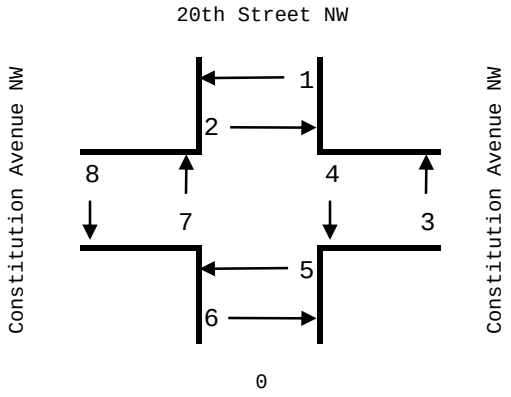
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	5	3	3	2	0	0	13	0	8	5	0
7:15	8:15	4	0	8	0	0	1	0	0	13	4	8	1	0
7:30	8:30	4	0	10	0	0	1	0	0	15	4	10	1	0
7:45	8:45	4	0	12	0	0	0	0	0	16	4	12	0	0
8:00	9:00	4	1	12	0	0	0	1	0	18	5	12	0	1
8:15	**9:15**	**0**	**1**	**10**	**1**	**0**	**0**	**1**	**0**	**13**	**1**	**11**	**0**	**1**
8:30	9:30	0	1	7	2	0	0	1	0	11	1	9	0	1
8:45	9:45	0	1	4	3	0	0	1	0	9	1	7	0	1
9:00	10:00	0	0	3	3	0	0	0	0	6	0	6	0	0
PM PEAK														
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	**17:45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	1	0	0	0	1	2	0	1	0	1
17:30	18:30	0	0	0	1	0	0	0	1	2	0	1	0	1
17:45	18:45	0	0	0	1	0	0	0	1	2	0	1	0	1
18:00	19:00	0	0	0	1	0	0	0	1	2	0	1	0	1

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 2

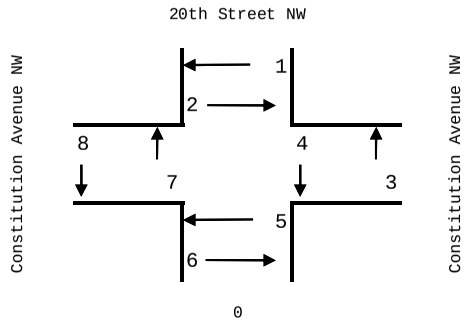
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 20th Str
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Leo
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			1					1
7:15-7:30			1		1	5		
7:30-7:45			2		1	6		
7:45-8:00			2		2	4		
8:00-8:15		1	1	1	1	3		
8:15-8:30		1			1			
8:30-8:45				1	1		1	
8:45-9:00		1				1		
9:00-9:15						3		
9:15-9:30			1			3		
9:30-9:45						3		
9:45-10:00			2					
PM								
4:00-4:15	1			1	1	1		
4:15-4:30	1			1	1			
4:30-4:45		1			1			
4:45-5:00				1		2		
5:00-5:15				2		4		
5:15-5:30		1		4		3		
5:30-5:45				2		5		
5:45-6:00		1		1		2		
6:00-6:15		1		5	3	2		
6:15-6:30				2	3			
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Constitution Avenue & 20th Stree
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Leo
Bicycles	



Hourly Bicycle Count - Intersection 2

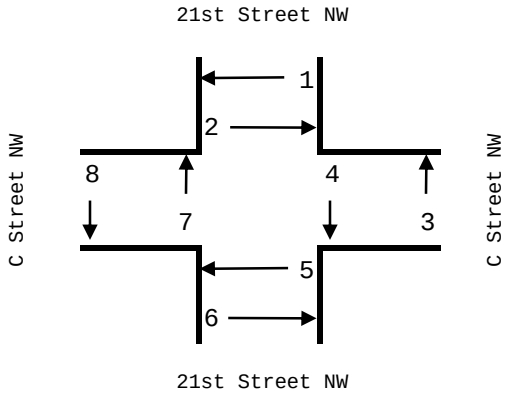
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	6	3	3	15	0	1	28	0	9	18	1
7:15	8:15	0	1	6	1	5	18	0	0	31	1	7	23	0
7:30	8:30	0	2	5	1	5	13	0	0	26	2	6	18	0
7:45	8:45	0	2	3	2	5	7	1	0	20	2	5	12	1
8:00	9:00	0	3	1	2	3	4	1	0	14	3	3	7	1
8:15	**9:15**	**0**	**2**	**0**	**1**	**2**	**4**	**1**	**0**	**10**	**2**	**1**	**6**	**1**
8:30	9:30	0	1	1	1	1	7	1	0	12	1	2	8	1
8:45	9:45	0	1	1	0	0	10	0	0	12	1	1	10	0
9:00	10:00	0	0	3	0	0	9	0	0	12	0	3	9	0
PM PEAK														
16:00	17:00	2	1	0	3	3	3	0	0	12	3	3	6	0
16:15	17:15	1	1	0	4	2	6	0	0	14	2	4	8	0
16:30	17:30	0	2	0	7	1	9	0	0	19	2	7	10	0
16:45	**17:45**	**0**	**1**	**0**	**9**	**0**	**14**	**0**	**0**	**24**	**1**	**9**	**14**	**0**
17:00	18:00	0	2	0	9	0	14	0	0	25	2	9	14	0
17:15	18:15	0	3	0	12	3	12	0	0	30	3	12	15	0
17:30	18:30	0	2	0	10	6	9	0	0	27	2	10	15	0
17:45	18:45	0	2	0	8	6	4	0	0	20	2	8	10	0
18:00	19:00	0	1	0	7	6	2	0	0	16	1	7	8	0

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 3

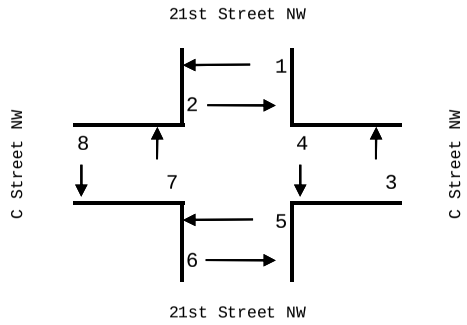
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Alosman
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			1					
7:15-7:30								
7:30-7:45								
7:45-8:00			1					
8:00-8:15	2			1				
8:15-8:30	2		1					
8:30-8:45			1					
8:45-9:00	2							
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00					1			
PM								
4:00-4:15								
4:15-4:30								
4:30-4:45			3	1				
4:45-5:00								
5:00-5:15		2			1		2	
5:15-5:30				1				
5:30-5:45				2				
5:45-6:00		1					1	
6:00-6:15								
6:15-6:30								
6:30-6:45		2		1				
6:45-7:00		1						

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Alosman
Bicycles	



Hourly Bicycle Count - Intersection 3

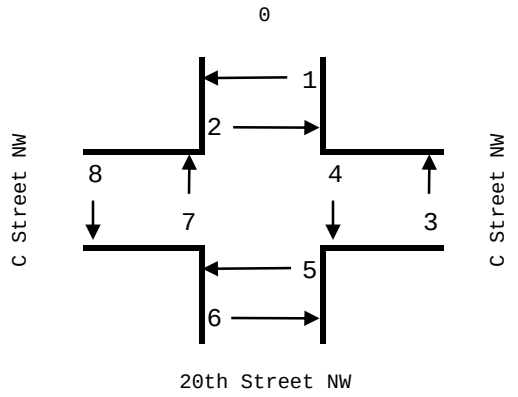
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	2	3	3	0	0	0	8	0	5	3	0
7:15	8:15	2	0	1	1	0	0	0	0	4	2	2	0	0
7:30	8:30	4	0	2	1	0	0	0	0	7	4	3	0	0
7:45	8:45	4	0	3	1	0	0	0	0	8	4	4	0	0
8:00	9:00	6	0	2	1	0	0	0	0	9	6	3	0	0
8:15	**9:15**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**4**	**2**	**0**	**0**
8:30	9:30	2	0	1	0	0	0	0	0	3	2	1	0	0
8:45	9:45	2	0	0	0	0	0	0	0	2	2	0	0	0
9:00	10:00	0	0	0	0	1	0	0	0	1	0	0	1	0
PM PEAK														
16:00	17:00	0	0	3	1	0	0	0	0	4	0	4	0	0
16:15	17:15	0	2	3	1	1	0	2	0	9	2	4	1	2
16:30	17:30	0	2	3	2	1	0	2	0	10	2	5	1	2
16:45	**17:45**	**0**	**2**	**0**	**3**	**1**	**0**	**2**	**0**	**8**	**2**	**3**	**1**	**2**
17:00	18:00	0	3	0	3	1	0	3	0	10	3	3	1	3
17:15	18:15	0	1	0	3	0	0	1	0	5	1	3	0	1
17:30	18:30	0	1	0	2	0	0	1	0	4	1	2	0	1
17:45	18:45	0	3	0	1	0	0	1	0	5	3	1	0	1
18:00	19:00	0	3	0	1	0	0	0	0	4	3	1	0	0

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 4

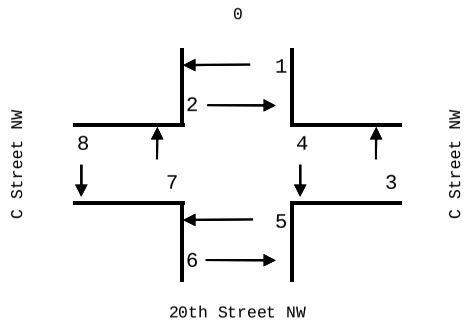
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Jim & Charlie
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15								
7:15-7:30			1			1		
7:30-7:45	2		1	1				
7:45-8:00	1					2		
8:00-8:15	1		1		1	2	1	
8:15-8:30	3		1			1	3	
8:30-8:45	2	1			1			
8:45-9:00								
9:00-9:15					1		3	
9:15-9:30	1		1		1	1		
9:30-9:45								
9:45-10:00						1	1	
PM								
4:00-4:15								
4:15-4:30						1		1
4:30-4:45						1		
4:45-5:00								
5:00-5:15						2		
5:15-5:30						2		
5:30-5:45	1					6		1
5:45-6:00						1		
6:00-6:15								
6:15-6:30						2		
6:30-6:45					1	1		
6:45-7:00						1		

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	C Street & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Jim & Charlie
Bicycles	



Hourly Bicycle Count - Intersection 4

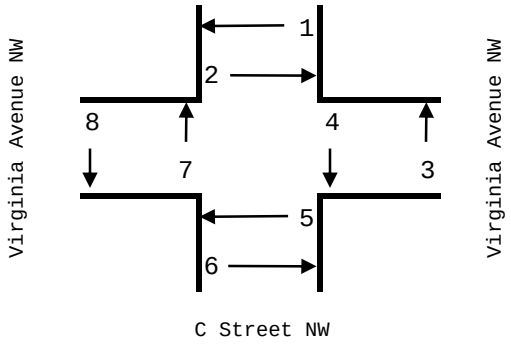
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	3	0	2	3	3	3	0	0	14	3	5	6	0
7:15	8:15	4	0	3	1	1	5	1	0	15	4	4	6	1
7:30	8:30	7	0	3	1	1	5	4	0	21	7	4	6	4
7:45	8:45	7	1	2	0	2	5	4	0	21	8	2	7	4
8:00	9:00	6	1	2	0	2	3	4	0	18	7	2	5	4
8:15	**9:15**	**5**	**1**	**1**	**0**	**2**	**1**	**6**	**0**	**16**	**6**	**1**	**3**	**6**
8:30	9:30	3	1	1	0	3	1	3	0	12	4	1	4	3
8:45	9:45	1	0	1	0	2	1	3	0	8	1	1	3	3
9:00	10:00	1	0	1	0	2	2	4	0	10	1	1	4	4
PM PEAK														
16:00	17:00	0	0	0	0	0	2	0	1	3	0	0	2	1
16:15	17:15	0	0	0	0	0	4	0	1	5	0	0	4	1
16:30	17:30	0	0	0	0	0	5	0	0	5	0	0	5	0
16:45	**17:45**	**1**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**12**	**1**	**0**	**10**	**1**
17:00	18:00	1	0	0	0	0	11	0	1	13	1	0	11	1
17:15	18:15	1	0	0	0	0	9	0	1	11	1	0	9	1
17:30	18:30	1	0	0	0	0	9	0	1	11	1	0	9	1
17:45	18:45	0	0	0	0	1	4	0	0	5	0	0	5	0
18:00	19:00	0	0	0	0	1	4	0	0	5	0	0	5	0

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 5

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & C Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Roy Cherie
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	1					1		
7:15-7:30							1	
7:30-7:45								
7:45-8:00		1			1	1		
8:00-8:15			6			1	1	2
8:15-8:30					1	4	6	2
8:30-8:45				1	2		4	
8:45-9:00	1				1		2	
9:00-9:15		2			1			
9:15-9:30	1	2						
9:30-9:45	1	2						1
9:45-10:00	1							
PM								
4:00-4:15						2		
4:15-4:30								
4:30-4:45	1						1	
4:45-5:00								
5:00-5:15	2	2	1					
5:15-5:30	7		1					
5:30-5:45	5	2	4	1				
5:45-6:00	2	1						
6:00-6:15	2	2						
6:15-6:30	1	1	1			1		
6:30-6:45	3	1	1			1		
6:45-7:00	1					1		

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

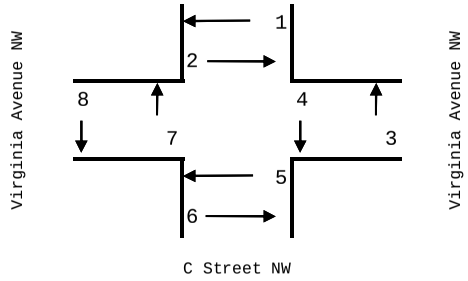
Intersection: Virginia Avenue & C Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Roy Cherie

Bicycles



Hourly Bicycle Count - Intersection 5

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	1	1	0	3	3	2	1	0	11	2	3	5	1
7:15	8:15	0	1	6	0	1	2	2	2	14	1	6	3	4
7:30	8:30	0	1	6	0	2	6	7	4	26	1	6	8	11
7:45	8:45	0	1	6	1	4	6	11	4	33	1	7	10	15
8:00	9:00	1	0	6	1	4	5	13	4	34	1	7	9	17
8:15	**9:15**	**1**	**2**	**0**	**1**	**5**	**4**	**12**	**2**	**27**	**3**	**1**	**9**	**14**
8:30	9:30	2	4	0	1	4	0	6	0	17	6	1	4	6
8:45	9:45	3	6	0	0	2	0	2	1	14	9	0	2	3
9:00	10:00	3	6	0	0	1	0	0	1	11	9	0	1	1
PM PEAK														
16:00	17:00	1	0	0	0	0	2	1	0	4	1	0	2	1
16:15	17:15	3	2	1	0	0	0	1	0	7	5	1	0	1
16:30	17:30	10	2	2	0	0	0	1	0	15	12	2	0	1
16:45	**17:45**	**14**	**4**	**6**	**1**	**0**	**0**	**0**	**0**	**25**	**18**	**7**	**0**	**0**
17:00	18:00	16	5	6	1	0	0	0	0	28	21	7	0	0
17:15	18:15	16	5	5	1	0	0	0	0	27	21	6	0	0
17:30	18:30	10	6	5	1	0	1	0	0	23	16	6	1	0
17:45	18:45	8	5	2	0	0	2	0	0	17	13	2	2	0
18:00	19:00	7	4	2	0	0	3	0	0	16	11	2	3	0

Wells + Associates,Inc
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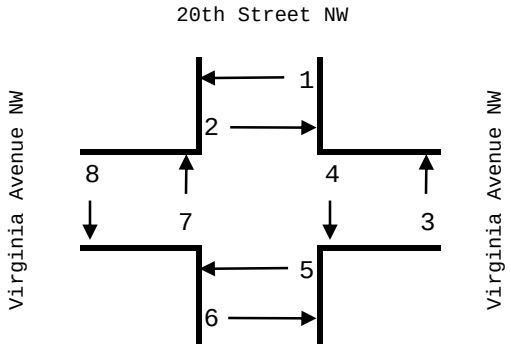
Bicycle Volume Survey - Intersection 6

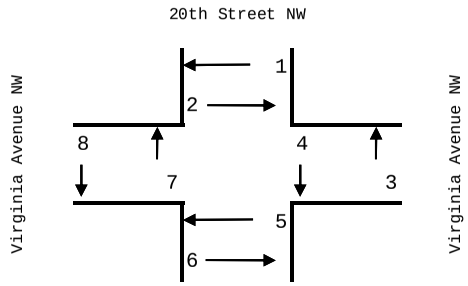
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Carmen & Lorena
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			1		1	2	1	
7:15-7:30								
7:30-7:45								
7:45-8:00								
8:00-8:15	1		1			6		
8:15-8:30			1			4		
8:30-8:45						4	1	
8:45-9:00								
9:00-9:15						1		
9:15-9:30						3		
9:30-9:45								
9:45-10:00								
PM								
4:00-4:15	1					2		
4:15-4:30								
4:30-4:45		1			1	1		
4:45-5:00	1							
5:00-5:15					2			
5:15-5:30	2			1				
5:30-5:45	3							
5:45-6:00	2							
6:00-6:15	1							
6:15-6:30	1							
6:30-6:45	3							
6:45-7:00	1							

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & 20th Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Carmen & Lorena
Bicycles	



Hourly Bicycle Count - Intersection 6

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	1	3	3	2	1	0	10	0	4	5	1
7:15	8:15	1	0	1	0	0	6	0	0	8	1	1	6	0
7:30	8:30	1	0	2	0	0	10	0	0	13	1	2	10	0
7:45	8:45	1	0	2	0	0	14	1	0	18	1	2	14	1
8:00	9:00	1	0	2	0	0	14	1	0	18	1	2	14	1
8:15	**9:15**	**0**	**0**	**1**	**0**	**0**	**9**	**1**	**0**	**11**	**0**	**1**	**9**	**1**
8:30	9:30	0	0	0	0	0	8	1	0	9	0	0	8	1
8:45	9:45	0	0	0	0	0	4	0	0	4	0	0	4	0
9:00	10:00	0	0	0	0	0	4	0	0	4	0	0	4	0
PM PEAK														
16:00	17:00	2	1	0	0	1	3	0	0	7	3	0	4	0
16:15	17:15	1	1	0	0	3	1	0	0	6	2	0	4	0
16:30	17:30	3	1	0	1	3	1	0	0	9	4	1	4	0
16:45	**17:45**	**6**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**9**	**6**	**1**	**2**	**0**
17:00	18:00	7	0	0	1	2	0	0	0	10	7	1	2	0
17:15	18:15	8	0	0	1	0	0	0	0	9	8	1	0	0
17:30	18:30	7	0	0	0	0	0	0	0	7	7	0	0	0
17:45	18:45	7	0	0	0	0	0	0	0	7	7	0	0	0
18:00	19:00	6	0	0	0	0	0	0	0	6	6	0	0	0

Wells + Associates,Inc
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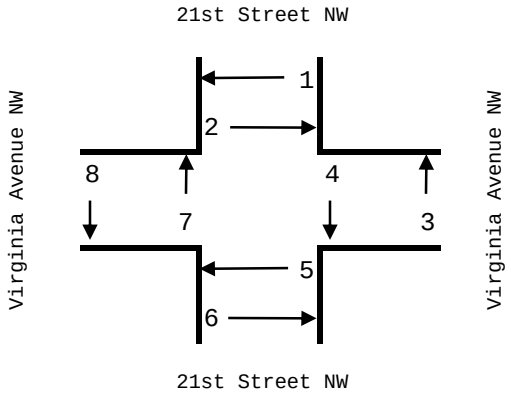
Bicycle Volume Survey - Intersection 7

North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	Virginia Avenue & 21st Street
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Gina & Tiffany
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15	1					2	1	1
7:15-7:30						1		2
7:30-7:45			1			1		3
7:45-8:00			1	2		5		7
8:00-8:15	3		2	1		9	1	6
8:15-8:30		1	5	5		9	1	6
8:30-8:45		1	1	2		6		3
8:45-9:00			1			5	1	4
9:00-9:15	2		3			4		3
9:15-9:30	1		1			3		2
9:30-9:45			1			3		2
9:45-10:00			1					
PM								
4:00-4:15	1			1		2		
4:15-4:30								
4:30-4:45	2		3			2	1	
4:45-5:00	4	1		1			1	1
5:00-5:15	2		1			1	2	
5:15-5:30	5		1	3			1	
5:30-5:45	7		3	3		2	3	
5:45-6:00	4		1	2		2	1	1
6:00-6:15	3		2	2		2		1
6:15-6:30						1	1	
6:30-6:45	3		1	1		1		
6:45-7:00	2			1				

Project Name: Federal Reserve Board

Project Number: 4574

Location: Washington, DC

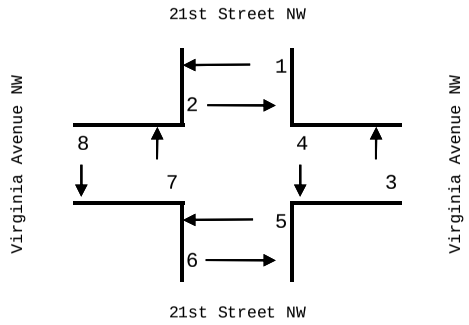
Intersection: Virginia Avenue & 21st Street

Weather: Clear AM/Rain PM

Date: 6/3/2009

Surveyor: Gina & Tiffany

Bicycles



Hourly Bicycle Count - Intersection 7

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	1	0	2	3	3	9	1	13	32	1	5	12	14
7:15	8:15	3	0	4	3	0	16	1	18	45	3	7	16	19
7:30	8:30	3	1	9	8	0	24	2	22	69	4	17	24	24
7:45	8:45	3	2	9	10	0	29	2	22	77	5	19	29	24
8:00	9:00	3	2	9	8	0	29	3	19	73	5	17	29	22
8:15	**9:15**	**2**	**2**	**10**	**7**	**0**	**24**	**2**	**16**	**63**	**4**	**17**	**24**	**18**
8:30	9:30	3	1	6	2	0	18	1	12	43	4	8	18	13
8:45	9:45	3	0	6	0	0	15	1	11	36	3	6	15	12
9:00	10:00	3	0	6	0	0	10	0	7	26	3	6	10	7
PM PEAK														
16:00	17:00	7	1	3	2	0	4	2	1	20	8	5	4	3
16:15	17:15	8	1	4	1	0	3	4	1	22	9	5	3	5
16:30	17:30	13	1	5	4	0	3	5	1	32	14	9	3	6
16:45	**17:45**	**18**	**1**	**5**	**7**	**0**	**3**	**7**	**1**	**42**	**19**	**12**	**3**	**8**
17:00	18:00	18	0	6	8	0	5	7	1	45	18	14	5	8
17:15	18:15	19	0	7	10	0	6	5	2	49	19	17	6	7
17:30	18:30	14	0	6	7	0	7	5	2	41	14	13	7	7
17:45	18:45	10	0	4	5	0	6	2	2	29	10	9	6	4
18:00	19:00	8	0	3	4	0	4	1	1	21	8	7	4	2

Wells + Associates,Inc
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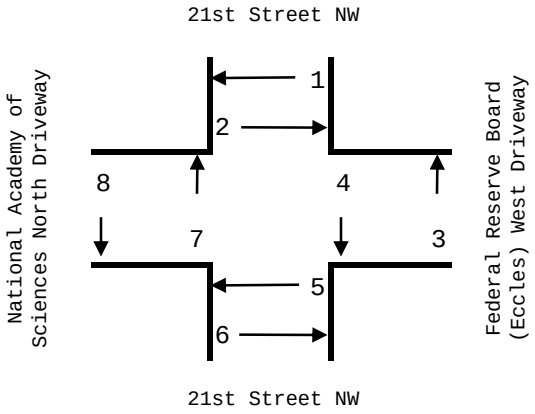
Bicycle Volume Survey - Intersections 8 & 14

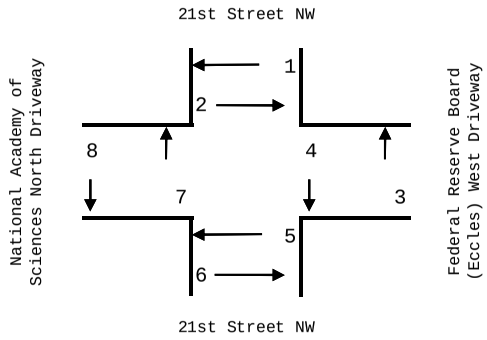
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Eccles) West Driveway & NAS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Luz
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			3					
7:15-7:30			1					
7:30-7:45			1				1	
7:45-8:00			2				1	
8:00-8:15			4				1	
8:15-8:30			5				2	
8:30-8:45			3					1
8:45-9:00			2					1
9:00-9:15	1		2	1				
9:15-9:30			1					
9:30-9:45			2					
9:45-10:00				1				
PM								
4:00-4:15								
4:15-4:30			3	1				
4:30-4:45								
4:45-5:00								
5:00-5:15			1					
5:15-5:30			3	1				
5:30-5:45			3	6				
5:45-6:00			3	1				1
6:00-6:15				1				3
6:15-6:30			1					1
6:30-6:45				1				
6:45-7:00			1	1				1

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Eccles) West Driveway & NAS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Luz
Bicycles	



Hourly Bicycle Count - Intersections 8 & 14

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	7	3	3	0	2	0	15	0	10	3	2
7:15	8:15	0	0	8	0	0	0	3	0	11	0	8	0	3
7:30	8:30	0	0	12	0	0	0	5	0	17	0	12	0	5
7:45	8:45	0	0	14	0	0	0	4	1	19	0	14	0	5
8:00	9:00	0	0	14	0	0	0	3	2	19	0	14	0	5
8:15	**9:15**	**1**	**0**	**12**	**1**	**0**	**0**	**2**	**2**	**18**	**1**	**13**	**0**	**4**
8:30	9:30	1	0	8	1	0	0	0	2	12	1	9	0	2
8:45	9:45	1	0	7	1	0	0	0	1	10	1	8	0	1
9:00	10:00	1	0	5	2	0	0	0	0	8	1	7	0	0
PM PEAK														
16:00	17:00	0	0	3	1	0	0	0	0	4	0	4	0	0
16:15	17:15	0	0	4	1	0	0	0	0	5	0	5	0	0
16:30	17:30	0	0	4	1	0	0	0	0	5	0	5	0	0
16:45	**17:45**	**0**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**
17:00	18:00	0	0	10	8	0	0	0	1	19	0	18	0	1
17:15	18:15	0	0	9	9	0	0	0	4	22	0	18	0	4
17:30	18:30	0	0	7	8	0	0	0	5	20	0	15	0	5
17:45	18:45	0	0	4	3	0	0	0	5	12	0	7	0	5
18:00	19:00	0	0	2	3	0	0	0	5	10	0	5	0	5

Wells + Associates,Inc
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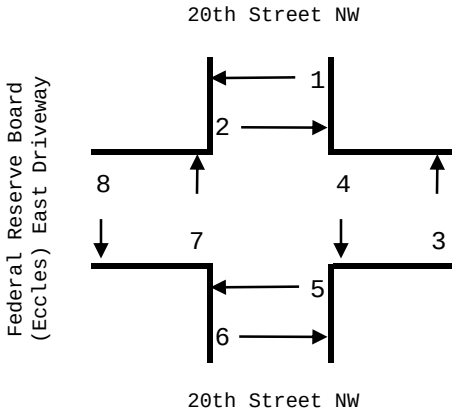
Bicycle Volume Survey - Intersection 9

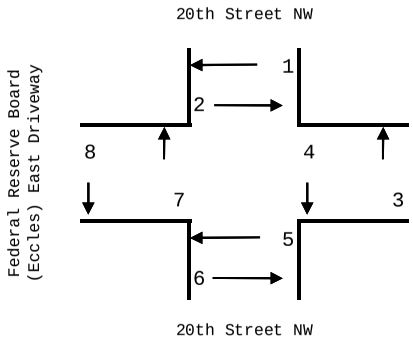
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & FRB (Eccles) East Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Fuad
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00								
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
PM								
4:00-4:15								
4:15-4:30								
4:30-4:45								
4:45-5:00								
5:00-5:15								
5:15-5:30								
5:30-5:45								
5:45-6:00								
6:00-6:15								
6:15-6:30								
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & FRB (Eccles) East Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Fuad
Bicycles	



Hourly Bicycle Count - Intersection 9

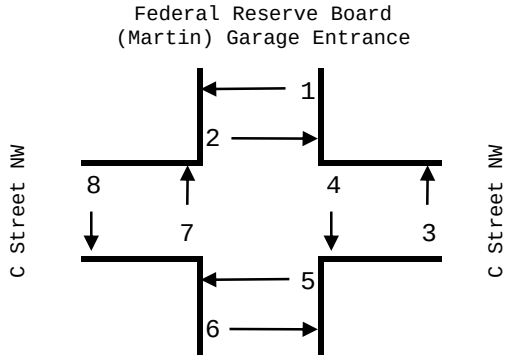
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	0	3	3	0	0	0	6	0	3	3	0
7:15	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	**9:15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK														
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	**17:45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 10

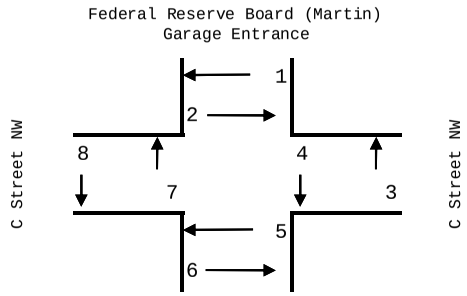
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington,DC
Intersection:	C Street & FRB (Martin) Garage E
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Matt & Di
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15		1						
7:15-7:30	1	1						
7:30-7:45	2							
7:45-8:00	1	2						
8:00-8:15	5	2	2					
8:15-8:30	6	4	4					
8:30-8:45	1	1						
8:45-9:00		1		1				
9:00-9:15	1		1					
9:15-9:30	2		1					
9:30-9:45	4		1					
9:45-10:00	1	1	1					
PM								
4:00-4:15								
4:15-4:30		2						
4:30-4:45		1						1
4:45-5:00		2						2
5:00-5:15		1						1
5:15-5:30		3						1
5:30-5:45		4						3
5:45-6:00		5		1				3
6:00-6:15		3						2
6:15-6:30		2						2
6:30-6:45		2						
6:45-7:00	1	1						

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington,DC
Intersection:	C Street & FRB (Martin) Garage E
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Matt & Di
Bicycles	



Hourly Bicycle Count - Intersection 16

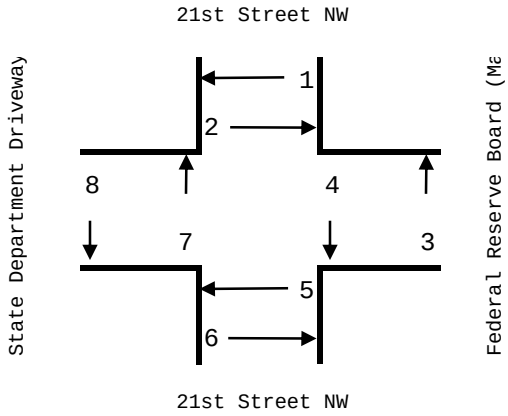
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	4	4	0	3	3	0	0	0	14	8	3	3	0
7:15	8:15	9	5	2	0	0	0	0	0	16	14	2	0	0
7:30	8:30	14	8	6	0	0	0	0	0	28	22	6	0	0
7:45	8:45	13	9	6	0	0	0	0	0	28	22	6	0	0
8:00	9:00	12	8	6	1	0	0	0	0	27	20	7	0	0
8:15	**9:15**	**8**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**20**	**14**	**6**	**0**	**0**
8:30	9:30	4	2	2	1	0	0	0	0	9	6	3	0	0
8:45	9:45	7	1	3	1	0	0	0	0	12	8	4	0	0
9:00	10:00	8	1	4	0	0	0	0	0	13	9	4	0	0
PM PEAK														
16:00	17:00	0	5	0	0	0	0	0	3	8	5	0	0	3
16:15	17:15	0	6	0	0	0	0	0	4	10	6	0	0	4
16:30	17:30	0	7	0	0	0	0	0	5	12	7	0	0	5
16:45	**17:45**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**7**	**17**	**10**	**0**	**0**	**7**
17:00	18:00	0	13	0	1	0	0	0	8	22	13	1	0	8
17:15	18:15	0	15	0	1	0	0	0	9	25	15	1	0	9
17:30	18:30	0	14	0	1	0	0	0	10	25	14	1	0	10
17:45	18:45	0	12	0	1	0	0	0	7	20	12	1	0	7
18:00	19:00	1	8	0	0	0	0	0	4	13	9	0	0	4

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersections 11 & 15

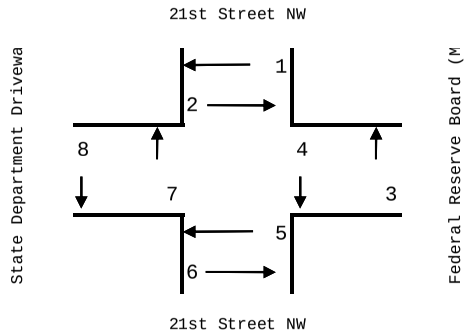
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Martin) West Driveway & DOS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Belen & Azer
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			1					
7:15-7:30			2					
7:30-7:45			1					
7:45-8:00			2					
8:00-8:15			1					
8:15-8:30			5					
8:30-8:45			2					
8:45-9:00			4					
9:00-9:15			2					
9:15-9:30			3					
9:30-9:45			7					1
9:45-10:00			5					2
PM								
4:00-4:15			1					
4:15-4:30			1					1
4:30-4:45			1					
4:45-5:00			1					2
5:00-5:15			3					3
5:15-5:30		1	6					3
5:30-5:45			4					4
5:45-6:00								3
6:00-6:15								
6:15-6:30								2
6:30-6:45								
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & FRB(Martin) West Driveway & DOS Driveway
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Belen & Azer
Bicycles	



Hourly Bicycle Count - Intersections 11 & 15

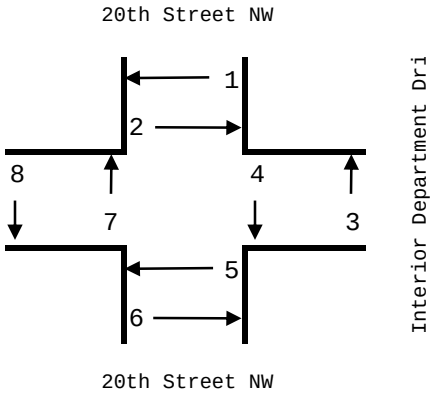
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	6	3	3	0	0	0	12	0	9	3	0
7:15	8:15	0	0	6	0	0	0	0	0	6	0	6	0	0
7:30	8:30	0	0	9	0	0	0	0	0	9	0	9	0	0
7:45	8:45	0	0	10	0	0	0	0	0	10	0	10	0	0
8:00	9:00	0	0	12	0	0	0	0	0	12	0	12	0	0
8:15	**9:15**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**13**	**0**	**0**
8:30	9:30	0	0	11	0	0	0	0	0	11	0	11	0	0
8:45	9:45	0	0	16	0	0	0	0	1	17	0	16	0	1
9:00	10:00	0	0	17	0	0	0	0	3	20	0	17	0	3
PM PEAK														
16:00	17:00	0	0	4	0	0	0	0	3	7	0	4	0	3
16:15	17:15	0	0	6	0	0	0	0	6	12	0	6	0	6
16:30	17:30	0	1	11	0	0	0	0	8	20	1	11	0	8
16:45	**17:45**	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**12**	**27**	**1**	**14**	**0**	**12**
17:00	18:00	0	1	13	0	0	0	0	13	27	1	13	0	13
17:15	18:15	0	1	10	0	0	0	0	10	21	1	10	0	10
17:30	18:30	0	0	4	0	0	0	0	9	13	0	4	0	9
17:45	18:45	0	0	0	0	0	0	0	5	5	0	0	0	5
18:00	19:00	0	0	0	0	0	0	0	2	2	0	0	0	2

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 12

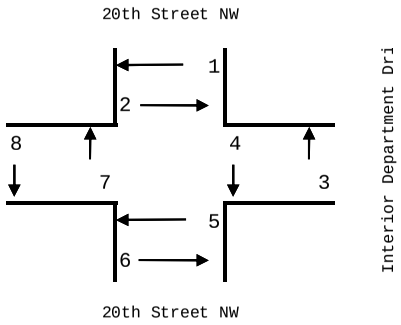
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & Interior Dept. D
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Camil
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15								
7:15-7:30			1					
7:30-7:45	1		1					
7:45-8:00			1					1
8:00-8:15			2	1			2	1
8:15-8:30			4				1	
8:30-8:45			1					1
8:45-9:00			1			1		2
9:00-9:15			1					
9:15-9:30								
9:30-9:45								
9:45-10:00			2					
PM								
4:00-4:15				1				
4:15-4:30								
4:30-4:45								1
4:45-5:00								
5:00-5:15								
5:15-5:30								
5:30-5:45								
5:45-6:00								2
6:00-6:15				1				1
6:15-6:30								1
6:30-6:45								1
6:45-7:00								

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	20th Street & Interior Dept. Dr:
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Camil
Bicycles	



Hourly Bicycle Count - Intersection 12

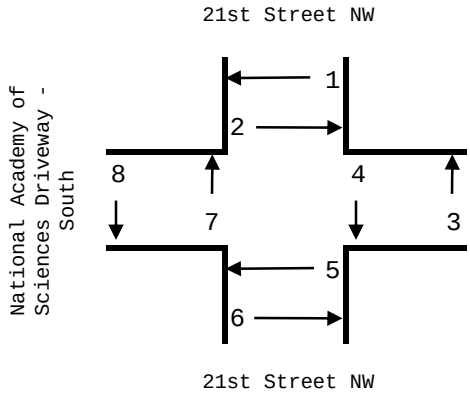
		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	1	0	3	3	3	0	0	1	11	1	6	3	1
7:15	8:15	1	0	5	1	0	0	2	2	11	1	6	0	4
7:30	8:30	1	0	8	1	0	0	3	2	15	1	9	0	5
7:45	8:45	0	0	8	1	0	0	3	3	15	0	9	0	6
8:00	9:00	0	0	8	1	0	1	3	4	17	0	9	1	7
8:15	**9:15**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**3**	**12**	**0**	**7**	**1**	**4**
8:30	9:30	0	0	3	0	0	1	0	3	7	0	3	1	3
8:45	9:45	0	0	2	0	0	1	0	2	5	0	2	1	2
9:00	10:00	0	0	3	0	0	0	0	0	3	0	3	0	0
PM PEAK														
16:00	17:00	0	0	0	1	0	0	0	1	2	0	1	0	1
16:15	17:15	0	0	0	0	0	0	0	1	1	0	0	0	1
16:30	17:30	0	0	0	0	0	0	0	1	1	0	0	0	1
16:45	**17:45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00	18:00	0	0	0	0	0	0	0	2	2	0	0	0	2
17:15	18:15	0	0	0	1	0	0	0	3	4	0	1	0	3
17:30	18:30	0	0	0	1	0	0	0	4	5	0	1	0	4
17:45	18:45	0	0	0	1	0	0	0	5	6	0	1	0	5
18:00	19:00	0	0	0	1	0	0	0	3	4	0	1	0	3

Wells + Associates,Inc
McLean, Virginia

Bicycle Volume Survey - Intersection 13

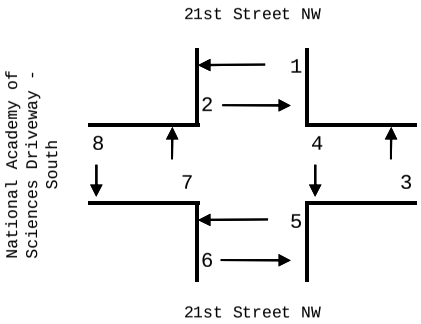
North

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & NAS Driveway - S
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Paco
Hours:	Mileage:



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
7:00-7:15			3					
7:15-7:30			1		1		1	
7:30-7:45			1					
7:45-8:00			3		1		1	
8:00-8:15			4					
8:15-8:30			6					
8:30-8:45			2	2			1	2
8:45-9:00			2		1			
9:00-9:15			2	1				
9:15-9:30			1					
9:30-9:45				1				
9:45-10:00			1					
PM								
4:00-4:15								
4:15-4:30								
4:30-4:45			3	1				
4:45-5:00				1				2
5:00-5:15				3				
5:15-5:30				2				
5:30-5:45			1	3				
5:45-6:00				2				1
6:00-6:15			1	3				2
6:15-6:30								1
6:30-6:45				2				
6:45-7:00								1

Project Name:	Federal Reserve Board
Project Number:	4574
Location:	Washington, DC
Intersection:	21st Street & NAS Driveway - Sou
Weather:	Clear AM/Rain PM
Date:	6/3/2009
Surveyor:	Paco
Bicycles	



Hourly Bicycle Count - Intersection 13

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	0	0	8	3	3	0	2	0	16	0	11	3	2
7:15	8:15	0	0	9	0	2	0	2	0	13	0	9	2	2
7:30	8:30	0	0	14	0	1	0	1	0	16	0	14	1	1
7:45	8:45	0	0	15	2	1	0	2	2	22	0	17	1	4
8:00	9:00	0	0	14	2	1	0	1	2	20	0	16	1	3
8:15	**9:15**	**0**	**0**	**12**	**3**	**1**	**0**	**1**	**2**	**19**	**0**	**15**	**1**	**3**
8:30	9:30	0	0	7	3	1	0	1	2	14	0	10	1	3
8:45	9:45	0	0	5	2	1	0	0	0	8	0	7	1	0
9:00	10:00	0	0	4	2	0	0	0	0	6	0	6	0	0
PM PEAK														
16:00	17:00	0	0	3	2	0	0	0	2	7	0	5	0	2
16:15	17:15	0	0	3	5	0	0	0	2	10	0	8	0	2
16:30	17:30	0	0	3	7	0	0	0	2	12	0	10	0	2
16:45	**17:45**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**2**	**12**	**0**	**10**	**0**	**2**
17:00	18:00	0	0	1	10	0	0	0	1	12	0	11	0	1
17:15	18:15	0	0	2	10	0	0	0	3	15	0	12	0	3
17:30	18:30	0	0	2	8	0	0	0	4	14	0	10	0	4
17:45	18:45	0	0	1	7	0	0	0	4	12	0	8	0	4
18:00	19:00	0	0	1	5	0	0	0	4	10	0	6	0	4

APPENDIX H

DDOT SIGNAL TIMING SHEETS

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TIMING PLAN SCHEDULE			
TIMING PLAN	OPERATION PLAN	PERIOD	DATE
1	1	OFF PEAK - 80	
2	1	AM PEAK - 80	
3	2	PM PEAK - 80	
4	1	OFF PEAK - 100	
5	1	AM PEAK - 100	
6	2	PM PEAK - 100	
7	1	AM PEAK - 120	
8	2	PM PEAK - 120	
9	2	EVACUATION	

TS- 529-E

21 STREET AND CONSTITUTION AVENUE, N.W.
LOCATION

DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC SERVICES ADMINISTRATION

S-DRAWING NO: | SHEET: 1

Int. Sketch

CONTROLLER	ISNUM	ACISA
170	305	1133

DESCRIPTION (INTERSECTION / STREET / DIRECTION)

OPERATION PLAN 1	OPERATION PLAN 2	INTERVAL TYPE	INTERVAL NUMBER	1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	9 S	9 C	S	C
CONSTITUTION AVE GREEN +W	CONSTITUTION AVE GREEN + W	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10		
CONSTITUTION AVE GREEN + W	CONSTITUTION AVE GREEN + W	V	2	12	22	2	12	22	32	21	31	13	23	36	46	32	42	51	61	166	176		
CONSTITUTION AVE GREEN + FDW	CONSTITUTION AVE GREEN + FDW	F	3	6	28	6	18	6	38	6	37	6	29	6	52	6	48	6	67	6	182		
CONSTITUTION AVE YELLOW + DW	CONSTITUTION AVE YELLOW + DW	F	4	5	33	5	23	5	43	5	42	5	34	5	57	5	53	5	72	5	187		
ALL RED	ALL RED	F	5	1	34	1	24	1	44	1	43	1	35	1	58	1	54	1	73	1	188		
21ST STREET GREEN + W	21ST STREET GREEN + W	F	6	4	38	4	28	4	48	4	47	4	39	4	62	4	58	4	77	4	192		
21ST STREET GREEN + W	21ST STREET GREEN + W	V	7	1	39	1	29	0	48	7	54	1	40	6	68	1	59	11	88	16	208		
21ST STREET GREEN + FDW	21ST STREET GREEN + FDW	F	8	15	54	15	44	15	63	15	69	15	55	15	83	15	74	15	103	15	223		
21ST STREET YELLOW + DW	21ST STREET YELLOW + DW	F	9	4	58	4	48	4	67	4	73	4	59	4	87	4	78	4	107	4	227		
ALL RED	ALL RED	F	10	1	59	1	49	1	68	1	74	1	60	1	88	1	79	1	108	1	228		
CONSTITUTION AVE EBG, EBLG	CONSTITUTION AVE GREEN + W	F	11	6	65	6	55	6	74	6	80	6	66	6	94	6	85	6	114	6	234		
CONSTITUTION AVE EBG, EBLG	CONSTITUTION AVE GREEN + W	V	12	10	75	20	75	1	75	15	95	29	95	1	95	30	115	1	115	1	235		
CONSTITUTION AVE EBG, EBLY	CONSTITUTION AVE GREEN + W	F	13	5	80	5	80	5	80	5	100	5	100	5	100	5	120	5	120	5	240		
			CYCLE LENGTH	80		80		80		100		100		100		120		120		240			
			OFFSET	26		26		26		67		75		73		83		55		126			

PREPARED BY:
DATE TO SHOP:
WORK OR SHOP ORDER NO.
APPROVED BY:
DATE INSTALLED:
INSTALLED BY:

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	OFF PEAK - 80	
2	AM PEAK - 80	
3	PM PEAK - 80	
4	OFF PEAK - 100	
5	AM PEAK - 100	
6	PM PEAK - 100	
7	AM PEAK - 120	
8	PM PEAK - 120	
9	EVACUATION	

TS- 566-D

20th STREET AND CONSTITUTION AVENUE, N.W.
LOCATION

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRAFFIC SERVICES ADMINISTRATION

S-DRAWING NO: | SHEET: 1

Int. Sketch

CONTROLLER	ISNUM	ACISA
170	289	1117

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	9 S	9 C	S	C
CONST. AVE. GREEN + W	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10		
CONST. AVE. GREEN + W	V	2	20	30	15	25	23	33	30	40	25	35	38	48	45	55	58	68	168	178		
CONST. AVE. GREEN + FDW	F	3	6	36	6	31	6	39	6	46	6	41	6	54	6	61	6	74	6	184		
CONST. AVE. EBG, WBY + DW	F	4	4	40	4	35	4	43	4	50	4	45	4	58	4	65	4	78	4	188		
CONST. AVE. EBG, EBLG, WBR + DW	F	5	6	46	6	41	6	49	6	56	6	51	6	64	6	71	6	84	6	194		
CONST. AVE. EBG, EBLG, WBR + DW	V	6	4	50	9	50	1	50	8	64	14	65	1	65	14	85	1	85	1	195		
CONST. AVE. EBY, WBR + DW	F	7	4	54	4	54	4	54	4	68	4	69	4	69	4	89	4	89	4	199		
ALL RED	F	8	1	55	1	55	1	55	1	69	1	70	1	70	1	90	1	90	1	200		
20TH ST. GREEN + W	F	9	5	60	5	60	5	60	5	74	5	75	5	75	5	95	5	95	5	205		
20TH ST. GREEN + W	V	10	0	60	0	60	0	60	6	80	5	80	5	80	5	100	5	100	15	220		
20TH ST. GREEN+ FDW	F	11	15	75	15	75	15	75	15	95	15	95	15	95	15	115	15	115	15	235		
20TH ST. YELLOW + DW	F	12	4	79	4	79	4	79	4	99	4	99	4	99	4	119	4	119	4	239		
ALL RED	F	13	1	80	1	80	1	80	1	100	1	100	1	100	1	120	1	120	1	240		
CYCLE LENGTH			80		80		80		100		100		100		120		120		240			
OFFSET			8		8		14		56		94		50		72		33		105			

PREPARED BY:
DATE TO SHOP:
WORK OR SHOP ORDER NO.
APPROVED BY:
DATE INSTALLED:
INSTALLED BY:

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

TIMING PLAN SCHEDULE			TS- 1124	21ST STREET AND C STREET, NW LOCATION
PLAN	PERIOD	DATE		
1	OFF PEAK - 80		DEPARTMENT OF PUBLIC WORKS	S-DRAWING NO: SHEET: 1
2	AM PEAK - 80		WASHINGTON, D.C.	
3	PM PEAK - 80		BUREAU OF TRAFFIC SERVICES	
4	OFF PEAK - 100			
5	AM PEAK - 100			
6	PM PEAK - 100			
7	AM PEAK - 120			
8	PM PEAK - 120			
			CONTROLLER: 170	ISNUM: 304 / ACISA: 1132

Int. Sketch

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	S	C	S	C
21ST STREET GREEN + FW	F	1	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
21ST STREET GREEN + FW	V	2	34	41	31	38	31	38	47	54	44	51	44	51	54	61	64	71				
21ST STREET GREEN + FDW	F	3	9	50	9	47	9	47	9	63	9	60	9	60	9	70	9	80				
21ST STREET YELLOW + DW	F	4	4	54	4	51	4	51	4	67	4	64	4	64	4	74	4	84				
C STREET GREEN + FW	F	5	6	60	6	57	6	57	6	73	6	70	6	70	6	80	6	90				
C STREET GREEN + FW	V	6	8	68	11	68	11	68	15	88	18	88	18	88	28	108	18	108				
C STREET GREEN + FDW	F	7	8	76	8	76	8	76	8	96	8	96	8	96	8	116	8	116				
C STREET YELLOW + DW	F	8	4	80	4	80	4	80	4	100	4	100	4	100	4	120	4	120				
CYCLE LENGTH			80		80		80		100		100		100		120		120					
OFFSET			36		28		60		64		14		89		59		81					
PREPARED BY:			RS GHAMAN 3/16/89						CAN		CAN		CAN		CAN		CAN					
DATE TO SHOP:			3/16/87		3/16/87		3/16/87		7/22/03		7/22/03		7/22/03		7/22/03		7/22/03					
WORK OR SHOP ORDER NO.									ST-03-20		ST-03-20		ST-03-20		ST-03-20		ST-03-20					
APPROVED BY:			R GHAMAN 3/26/87						WLM		WLM		WLM		WLM		WLM					
DATE INSTALLED:			29 MAR 1987								9/06/03											
INSTALLED BY:																						

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	OFF PEAK - 80	
2	AM PEAK - 80	
3	PM PEAK - 80	
4	OFF PEAK - 100	
5	AM PEAK - 100	
6	PM PEAK - 100	
7	AM PEAK - 120	
8	PM PEAK - 120	

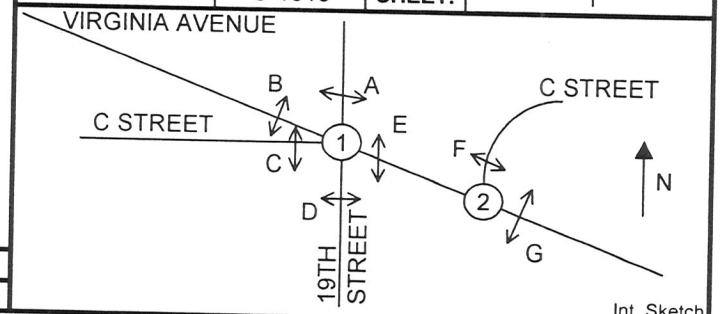
TS- 60-K

19TH STREET, C STREET AND VIRGINIA AVENUE, NW

LOCATION

DEPARTMENT OF PUBLIC WORKS
WASHINGTON, D.C.
BUREAU OF TRAFFIC SERVICES

S-DRAWING NO: S-1010 SHEET: 1



Int. Sketch

CONTROLLER	ISNUM	ACISA
170	275	1103

DESCRIPTION (INTERSECTION / STREET / DIRECTION)									INTERVAL		TIMING PLAN NUMBER																			
1	2	A	B	C	D	E	F	G	TYPE	NUMBER	1		2		3		4		5		6		7		8					
											S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C
VIRGINIA EBR, WBG	VA EBR WBG ← G	FW	DW	W	W	DW	DW	DW	F	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
VIRGINIA EBR, WBG	VA EBR WBG ← G	FW	DW	W	W	DW	DW	DW	V	2	5	9	1	5	5	9	5	9	5	9	5	9	5	9	5	9				
VIRGINIA EBR, WBG	VA EBR WBG ← G	FDW	DW	W	W	DW	DW	DW	F	3	7	16	7	12	7	16	7	16	7	16	7	16	7	16	7	16				
VIRGINIA EBR, WBG	VA EBR WBG ← Y	DW	DW	W	W	DW	DW	DW	F	4	4	20	4	16	4	20	4	20	4	20	4	20	4	20	4	20				
VIRGINIA EBG, WBG	VIRGINIA EBG, WBG	DW	DW	FDW	W	DW	FW	DW	F	5	10	30	10	26	10	30	10	30	10	30	10	30	10	30	10	30				
VIRGINIA EBG, WBG	VIRGINIA EBG, WBG	DW	DW	FDW	W	DW	FW	DW	V	6	1	31	5	31	1	31	12	42	14	44	12	42	34	64	17	47				
VIRGINIA EBG, WBY	VIRGINIA EBG, WBG	DW	DW	DW	W	DW	FDW	DW	F	7	4	35	4	35	4	35	4	46	4	48	4	46	4	68	4	51				
VA EBG, C ST WBG	VIRGINIA EBG, WBG	DW	DW	DW	FDW	DW	FDW	DW	F	8	5	40	5	40	5	40	5	51	5	53	5	51	5	73	5	56				
VA EBG, C ST WBG	VIRGINIA EBY, WBG	DW	DW	DW	FDW	DW	DW	DW	F	9	4	44	4	44	4	44	4	55	4	57	4	55	4	77	4	60				
VA EBG, C ST WBG	VIRGINIA EBR, WBG	DW	DW	DW	FDW	DW	DW	DW	F	10	1	45	1	45	1	45	1	56	1	58	1	56	1	78	1	61				
VA EBY, C ST WBY	VA WBG ← G C ST R → G	DW	DW	DW	DW	DW	DW	DW	F	11	4	49	4	49	4	49	4	60	4	62	4	60	4	82	4	65				
ALL RED	VA WBG ← G C ST R → G	DW	DW	DW	DW	DW	DW	DW	F	12	1	50	1	50	1	50	1	61	1	63	1	61	1	83	1	66				
19TH ST GREEN	VA WBG ← G C ST R → G	DW	FW	W	DW	FW	DW	DW	F	13	2	52	2	52	2	52	2	63	2	65	2	63	2	85	2	68				
19TH ST GREEN	VA WBY ← Y C ST R → G	DW	FW	W	DW	FW	DW	DW	F	14	4	56	4	56	4	56	4	67	4	69	4	67	4	89	4	72				
19TH ST GREEN	VA WBR C ST R → G	DW	FW	W	DW	FW	DW	DW	F	15	1	57	1	57	1	57	1	68	1	70	1	68	1	90	1	73				
19TH ST GREEN	C STREET G → G	DW	FW	W	DW	FDW	DW	FW	F	16	4	61	4	61	4	61	4	72	4	74	4	72	4	94	4	77				
19TH ST GREEN	C STREET G → G	DW	FDW	W	DW	FDW	DW	FDW	V	17	2	63	2	63	2	63	11	83	9	83	11	83	9	103	26	103				
19TH ST YELLOW	C STREET Y	DW	DW	W	DW	DW	DW	DW	F	18	12	75	12	75	12	75	12	95	12	95	12	95	12	115	12	115				
ALL RED	ALL RED	DW	DW	W	DW	DW	DW	DW	F	19	4	79	4	79	4	79	4	99	4	99	4	99	4	119	4	119				
									F	20	1	80	1	80	1	80	1	100	1	100	1	100	1	120	1	120				
									CYCLE LENGTH		80		80		80		100		100		100		120		120				
									OFFSET		76		6		76		76		7		50		21		51				
PREPARED BY:											WWM		WWM		WWM		CAN		CAN		CAN		CAN		CAN					
DATE TO SHOP:																	7/22/03		7/22/03		7/22/03		7/22/03		7/22/03					
WORK OR SHOP ORDER NO.											S - 12 - 97 - 4						S7-03-22		S7-03-22		S7-03-22		S7-03-22		S7-03-22					
APPROVED BY:											WM		WM		WM		WWM		WWM		WWM		WWM		WWM					
DATE INSTALLED:											1/27/98		1/27/98		1/27/98		9/6/05		9/6/05		9/6/05		9/6/05		9/6/05					
INSTALLED BY:											RBR		RBR		RBR		KH		KH		KH		KH		KH					

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	OFF PEAK - 80	
2	AM PEAK - 80	
3	PM PEAK - 80	
4	OFF PEAK - 100	
5	AM PEAK - 100	
6	PM PEAK - 100	
7	AM PEAK - 120	
8	PM PEAK - 120	

TS- 509-E

20TH STREET AND VIRGINIA AVENUE, N.W.
LOCATION

DEPARTMENT OF TRANSPORTATION
WASHINGTON, D.C.
TRAFFIC SERVICES ADMINISTRATION

S-DRAWING NO: S-984-A SHEET: 1

Int. Sketch

CONTROLLER	ISNUM	ACISA
170	303	1131

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	S	C	S	C
VIRGINIA AVENUE GREEN + W	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
VIRGINIA AVENUE GREEN + W	V	2	6	16	16	26	24	34	13	23	25	35	35	45	45	55	55	65				
VIRGINIA AVENUE GREEN + FDW	F	3	7	23	7	33	7	41	7	30	7	42	7	52	7	62	7	72				
VIRGINIA AVENUE YELLOW + DW	F	4	4	27	4	37	4	45	4	34	4	46	4	56	4	66	4	76				
VIRGINIA AVENUE EB G ← + R + W	F	5	4	31	4	41	4	49	4	38	4	50	4	60	4	70	4	80				
VIRGINIA AVENUE EB G ← + R + W	V	6	2	33	2	43	2	51	2	40	8	58	11	71	8	78	11	91				
VIRGINIA AVENUE EB G ← + R + FDW	F	7	14	47	14	57	14	65	14	54	14	72	14	85	14	92	14	105				
VIRGINIA AVENUE EB G ← + R + DW	F	8	4	51	4	61	4	69	4	58	4	76	4	89	4	96	4	109				
VIRGINIA AVENUE EB G ← + ↑ G + DW	F	9	6	57	6	67	6	75	6	64	6	82	6	95	6	102	6	115				
VIRGINIA AVENUE EB G ← + ↑ G + DW	V	10	19	76	9	76	1	76	32	96	14	96	1	96	14	116	1	116				
VIRGINIA AVENUE EB Y ← + ↑ G + DW	F	11	4	80	4	80	4	80	4	100	4	100	4	100	4	120	4	120				
CYCLE LENGTH			80		80		80		100		100		100		120		120					
OFFSET			27		26		10		5		31		15		26		10					
PREPARED BY:			—						—				—		—		—					
DATE TO SHOP:													NS									
WORK OR SHOP ORDER NO.																						
APPROVED BY:			—		—		—						—		—		—					
DATE INSTALLED:													503		03		37					
INSTALLED BY:			WLM		WLM		WLM		WLM		WLM		WLM		WLM		WLM					

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	OFF PEAK - 80	
2	AM PEAK - 80	
3	PM PEAK - 80	
4	OFF PEAK - 100	
5	AM PEAK 100	
6	PM PEAK 100	
7	AM PEAK 120	
8	PM PEAK 120	

TS- 654-B

21ST STREET AND VIRGINIA AVENUE, NW
LOCATION

DEPARTMENT OF TRANSPORATION
WASHINGTON, D.C.
TRAFFIC SERVICES ADMINISTRATION

CONTROLLER	ISNUM	ACISA
170	317	1145

S-DRAWING NO: S-350-A SHEET: 1 OF

Int. Sketch

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	S	C	S	C
VIRGINIA AVENUE GREEN + W (ns, ss)	F	1	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
VIRGINIA AVENUE GREEN + W (ns, ss)	V	2	22	29	22	29	12	19	35	42	35	42	21	28	46	53	21	28				
VIRGINIA AVENUE GREEN + FDW (ns, ss)	F	3	11	40	11	40	11	30	11	53	11	53	11	39	11	64	11	39				
VIRGINIA AVENUE GREEN + YELLOW + DW (ns, ss)	F	4	4	44	4	44	4	34	4	57	4	57	4	43	4	68	4	43				
ALL RED	F	5	2	46	2	46	2	36	2	59	2	59	2	45	2	70	2	45				
21ST STREET GREEN + W (es, ws)	F	6	10	56	10	56	10	46	10	69	10	69	10	55	10	80	10	55				
21ST STREET GREEN + W (es, ws)	V	7	0	56	0	56	10	56	7	76	7	76	21	76	16	96	41	96				
21ST STREET GREEN + FDW (es, ws)	F	8	18	74	18	74	18	74	18	94	18	94	18	94	18	114	18	114				
21ST STREET GREEN + YELLOW + DW (es, ws)	F	9	4	78	4	78	4	78	4	98	4	98	4	98	4	118	4	118				
ALL RED	F	10	2	80	2	80	2	80	2	100	2	100	2	100	2	120	2	120				
CYCLE LENGTH			80		80		80		100		100		100		120		120					
OFFSET			44		68		16		28		49		28		94		20					

PREPARED BY:	OGECHI									
DATE TO SHOP:										
WORK OR SHOP ORDER NO.	S - 09 - 04 - 07									
APPROVED BY:	WWM	WWM	WWM	WWM	WWM	WWM	WWM	WWM		
DATE INSTALLED:										
INSTALLED BY:										

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

APPENDIX I

EXISTING CAPACITY ANALYSIS

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	160	2440	772	45	81	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	12	9
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.86	0.86		1.00	
Frpb, ped/bikes		1.00	1.00		0.98	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.99		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		5937	5863		1365	
Flt Permitted		0.75	1.00		0.98	
Satd. Flow (perm)		4486	5863		1365	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	2652	839	49	88	146
RTOR Reduction (vph)	0	0	8	0	60	0
Lane Group Flow (vph)	0	2826	880	0	174	0
Confl. Peds. (#/hr)	19			19	29	18
Confl. Bikes (#/hr)				1		1
Heavy Vehicles (%)	2%	2%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	4	0	0	0	0
Parking (#/hr)					3	3
Turn Type	custom					
Protected Phases	4	2 4	6		3	
Permitted Phases	2					
Actuated Green, G (s)		64.0	29.0		20.0	
Effective Green, g (s)		68.0	31.0		21.0	
Actuated g/C Ratio		0.68	0.31		0.21	
Clearance Time (s)			6.0		5.0	
Lane Grp Cap (vph)		3587	1818		287	
v/s Ratio Prot		c0.29	0.15		c0.13	
v/s Ratio Perm		c0.24				
v/c Ratio		0.79	0.48		0.61	
Uniform Delay, d1		11.0	28.0		35.8	
Progression Factor		1.00	2.12		1.28	
Incremental Delay, d2		1.8	0.9		9.1	
Delay (s)		12.9	60.4		54.7	
Level of Service		B	E		D	
Approach Delay (s)		12.9	60.4		54.7	
Approach LOS		B	E		D	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	55	2466	771	94	17	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5950	5569		1589	1392
Flt Permitted		0.88	1.00		0.95	1.00
Satd. Flow (perm)		5254	5569		1589	1392
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	2680	838	102	18	50
RTOR Reduction (vph)	0	0	21	0	0	37
Lane Group Flow (vph)	0	2740	919	0	18	13
Confl. Peds. (#/hr)	13			13	10	7
Confl. Bikes (#/hr)				2		1
Heavy Vehicles (%)	2%	2%	7%	7%	6%	6%
Bus Blockages (#/hr)	0	4	3	3	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	41.0		25.0	25.0
Effective Green, g (s)		66.0	41.0		26.0	26.0
Actuated g/C Ratio		0.66	0.41		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3614	2283		413	362
v/s Ratio Prot		c0.16	0.16		c0.01	
v/s Ratio Perm		c0.34				0.01
v/c Ratio		0.76	0.40		0.04	0.04
Uniform Delay, d1		11.6	20.8		27.7	27.6
Progression Factor		1.70	1.00		0.79	0.98
Incremental Delay, d2		0.9	0.5		0.2	0.2
Delay (s)		20.6	21.4		22.0	27.3
Level of Service		C	C		C	C
Approach Delay (s)		20.6	21.4		25.9	
Approach LOS		C	C		C	

Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	2	36	8	0	16	0	171	57	187	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00	1.00	0.95	
Frpb, ped/bikes		0.98		1.00	1.00		1.00		0.95	1.00	0.99	
Flpb, ped/bikes		1.00		0.97	1.00		0.98		1.00	0.96	1.00	
Frt		0.95		1.00	1.00		1.00		0.85	1.00	0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		949		1405	1477		1523		1330	1465	2840	
Flt Permitted		1.00		0.75	1.00		0.60		1.00	0.95	1.00	
Satd. Flow (perm)		949		1116	1477		968		1330	1465	2840	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	2	39	9	0	17	0	186	62	203	35
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	4	0	39	9	0	17	0	186	62	224	0
Confl. Peds. (#/hr)	47		29	29		47	40		70	70		40
Confl. Bikes (#/hr)						4			2			
Heavy Vehicles (%)	74%	74%	74%	25%	25%	25%	8%	8%	8%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	7	7	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32		0.60		0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Grp Cap (vph)		304		357	473		581		798	879	1704	
v/s Ratio Prot		0.00			0.01						0.08	
v/s Ratio Perm				c0.03			0.02		c0.14	0.04		
v/c Ratio		0.01		0.11	0.02		0.03		0.23	0.07	0.13	
Uniform Delay, d1		23.2		24.0	23.3		8.1		9.3	8.4	8.7	
Progression Factor		1.00		1.12	1.10		1.41		1.44	0.87	0.78	
Incremental Delay, d2		0.1		0.6	0.1		0.1		0.5	0.2	0.2	
Delay (s)		23.3		27.4	25.7		11.6		13.9	7.4	6.9	
Level of Service		C		C	C		B		B	A	A	
Approach Delay (s)		23.3			27.1			13.7			7.0	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	171	33	40	41	32	111
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	194	38	45	47	36	126
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			268		385	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			268		385	253
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		93	81
cM capacity (veh/h)			1180		503	676

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	194	38	61	31	162
Volume Left	0	0	45	0	36
Volume Right	0	38	0	0	126
cSH	1700	1700	1180	1700	628
Volume to Capacity	0.11	0.02	0.04	0.02	0.26
Queue Length 95th (ft)	0	0	3	0	26
Control Delay (s)	0.0	0.0	6.2	0.0	12.7
Lane LOS			A		B
Approach Delay (s)	0.0		4.1		12.7
Approach LOS					B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	392	16	65	535	239	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	1.00			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4641			4642	1517	1311
Flt Permitted	1.00			0.86	0.95	1.00
Satd. Flow (perm)	4641			3999	1517	1311
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	426	17	71	582	260	47
RTOR Reduction (vph)	4	0	0	0	0	29
Lane Group Flow (vph)	439	0	0	653	260	18
Confl. Peds. (#/hr)		96	96		30	1
Confl. Bikes (#/hr)		9				1
Heavy Vehicles (%)	7%	7%	7%	7%	15%	15%
Turn Type			custom			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases			2			
Actuated Green, G (s)	34.0			61.0	25.0	37.0
Effective Green, g (s)	34.0			61.0	26.0	38.0
Actuated g/C Ratio	0.34			0.61	0.26	0.38
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1578			2587	394	498
v/s Ratio Prot	c0.09			c0.06	c0.17	0.01
v/s Ratio Perm				0.10		
v/c Ratio	0.28			0.25	0.66	0.04
Uniform Delay, d1	24.1			9.0	33.1	19.5
Progression Factor	1.53			1.00	0.93	1.14
Incremental Delay, d2	0.4			0.2	8.4	0.1
Delay (s)	37.2			9.2	39.1	22.4
Level of Service	D			A	D	C
Approach Delay (s)	37.2			9.2	36.6	
Approach LOS	D			A	D	

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	216	408	375	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.86	0.86	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.92	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1354	4398	4411	
Flt Permitted			0.95	0.83	1.00	
Satd. Flow (perm)			1354	3679	4411	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	235	443	408	434
RTOR Reduction (vph)	0	0	0	0	193	0
Lane Group Flow (vph)	0	0	164	514	649	0
Confl. Peds. (#/hr)	111		6			6
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	2%	2%	7%	7%	4%	4%
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			677	3744	1853	
v/s Ratio Prot			c0.12	0.07	c0.15	
v/s Ratio Perm				0.06		
v/c Ratio			0.24	0.14	0.35	
Uniform Delay, d1			14.2	0.4	19.7	
Progression Factor			0.60	1.43	1.23	
Incremental Delay, d2			0.8	0.1	0.5	
Delay (s)			9.3	0.6	24.7	
Level of Service			A	A	C	
Approach Delay (s)	0.0			2.7	24.7	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	46	191	2	0	578	177	56	319	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.98			1.00	
Flpb, ped/bikes				0.93	1.00			1.00			1.00	
Frt				1.00	1.00			0.96			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1500	3211			4437			4398	
Flt Permitted				0.95	1.00			1.00			0.77	
Satd. Flow (perm)				1500	3211			4437			3404	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	50	208	2	0	628	192	61	347	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	30	0	0	0	0
Lane Group Flow (vph)	0	0	0	50	209	0	0	790	0	0	408	0
Confl. Peds. (#/hr)	267		81	81		267	100		107	107		100
Confl. Bikes (#/hr)			17			18			24			4
Heavy Vehicles (%)	2%	2%	2%	12%	12%	12%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	19	19
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				555	1188			2440			1872	
v/s Ratio Prot					c0.07			c0.18				
v/s Ratio Perm				0.03							0.12	
v/c Ratio				0.09	0.18			0.32			0.22	
Uniform Delay, d1				20.5	21.2			12.3			11.5	
Progression Factor				1.00	1.00			1.00			0.56	
Incremental Delay, d2				0.3	0.3			0.4			0.2	
Delay (s)				20.9	21.6			12.7			6.7	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			21.4			12.7			6.7	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	205	0	0	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	223	0	0	233
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.96					
vC, conflicting volume	487	148			255	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	148			255	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	512	853			1220	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	149	74	233
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1220
Volume to Capacity	0.00	0.09	0.04	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	148	61	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	174	72	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	313	108	123			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313	108	123			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	623	877	1308			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	175	48	26
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	772	1308	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.7	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.7	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	198	44	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	220	49	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	113				320	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	113				320	74
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1353				598	953

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	110	147	33	49	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1353	1700	1700	1700	598
Volume to Capacity	0.03	0.09	0.02	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.7	0.0	0.0	0.0	11.1
Lane LOS	A				B
Approach Delay (s)	1.2		0.0		11.1
Approach LOS					B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	276
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	321
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	494	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	429	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	228	214
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.13
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.6	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.4	
Approach LOS	A		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	142	7	10	63
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	167	8	12	74
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	256	196			199	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	256	196			199	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	698	804			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	175	36	49
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	804	1700	1305	1700
Volume to Capacity	0.00	0.10	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.5	0.0	2.6	0.0
Lane LOS	A		A	
Approach Delay (s)	9.5	0.0	1.1	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	205	214	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	223	233	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	365	256	254			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	326	212	210			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	612	753	1248			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	111	111	233
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	753	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.14
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.8	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	187	213	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	203	232	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	400	255	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	201	214			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	578	768	1245			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	87	136	232	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	768	1245	1700	1700	1700
Volume to Capacity	0.00	0.02	0.08	0.14	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.7	1.9	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.7	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	361	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	420	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	533	324	567			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	287	534			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	453	646	953			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	280	213
Volume Left	0	0	0
Volume Right	22	0	73
cSH	646	1700	1700
Volume to Capacity	0.03	0.16	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1311	2670	8	30	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	9
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.99
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5969	6037		1652	1405
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5969	6037		1652	1405
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1425	2902	9	33	634
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	0	1425	2911	0	33	633
Confl. Peds. (#/hr)	3			3	5	2
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	Perm					Perm
Protected Phases		2 4	6 4		3	
Permitted Phases	2 4					3
Actuated Green, G (s)		64.0	64.0		25.0	25.0
Effective Green, g (s)		63.0	63.0		26.0	26.0
Actuated g/C Ratio		0.63	0.63		0.26	0.26
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)		3760	3803		430	365
v/s Ratio Prot		0.24	c0.48		0.02	
v/s Ratio Perm						c0.45
v/c Ratio		0.38	0.77		0.08	1.73
Uniform Delay, d1		9.0	13.2		27.9	37.0
Progression Factor		1.00	0.10		0.67	0.78
Incremental Delay, d2		0.3	0.9		0.3	340.7
Delay (s)		9.3	2.2		19.1	369.5
Level of Service		A	A		B	F
Approach Delay (s)		9.3	2.2		352.2	
Approach LOS		A	A		F	

Intersection Summary			
HCM Average Control Delay	50.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	39	1302	2491	3	130	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5960	6002		1668	1492
Flt Permitted		0.79	1.00		0.95	1.00
Satd. Flow (perm)		4686	6002		1668	1492
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	1415	2708	3	141	203
RTOR Reduction (vph)	0	0	0	0	0	93
Lane Group Flow (vph)	0	1457	2711	0	141	110
Confl. Peds. (#/hr)	23			23	31	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	2	6	6	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	54.0		25.0	25.0
Effective Green, g (s)		66.0	54.0		26.0	26.0
Actuated g/C Ratio		0.66	0.54		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3195	3241		434	388
v/s Ratio Prot		c0.04	c0.45		c0.08	
v/s Ratio Perm		0.26				0.07
v/c Ratio		0.46	0.84		0.32	0.28
Uniform Delay, d1		8.3	19.3		29.9	29.6
Progression Factor		0.83	1.00		0.83	0.66
Incremental Delay, d2		0.4	2.7		2.0	1.8
Delay (s)		7.3	22.0		26.8	21.4
Level of Service		A	C		C	C
Approach Delay (s)		7.3	22.0		23.6	
Approach LOS		A	C		C	

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	33	6	23	1	0	0	0	13	195	575	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00				1.00	1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00				0.95	1.00	1.00	
Flpb, ped/bikes		1.00		0.96	1.00				1.00	0.96	1.00	
Frt		0.98		1.00	1.00				0.85	1.00	1.00	
Flt Protected		1.00		0.95	1.00				1.00	0.95	1.00	
Satd. Flow (prot)		1671		1269	1342				1221	1540	3082	
Flt Permitted		1.00		0.73	1.00				1.00	0.95	1.00	
Satd. Flow (perm)		1671		973	1342				1221	1540	3082	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	37	7	26	1	0	0	0	14	217	639	13
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	39	0	26	1	0	0	0	14	217	650	0
Confl. Peds. (#/hr)	62		42	42		62	39		80	80		39
Confl. Bikes (#/hr)			1			2			3			2
Heavy Vehicles (%)	3%	3%	3%	37%	37%	37%	17%	17%	17%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	8	8	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32				0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Grp Cap (vph)		535		311	429				733	924	1849	
v/s Ratio Prot		0.02			0.00						c0.21	
v/s Ratio Perm				c0.03					0.01	0.14		
v/c Ratio		0.07		0.08	0.00				0.02	0.23	0.35	
Uniform Delay, d1		23.7		23.8	23.1				8.1	9.3	10.1	
Progression Factor		1.00		1.30	1.34				0.54	0.40	0.40	
Incremental Delay, d2		0.3		0.5	0.0				0.0	0.6	0.5	
Delay (s)		23.9		31.5	30.9				4.4	4.3	4.6	
Level of Service		C		C	C				A	A	A	
Approach Delay (s)		23.9			31.5			4.4			4.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	142	224	95	12	11	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	158	249	106	13	12	37
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			456		449	219
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			456		449	219
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			90		97	95
cM capacity (veh/h)			1018		432	717

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	158	249	110	9	12	37
Volume Left	0	0	106	0	12	0
Volume Right	0	249	0	0	0	37
cSH	1700	1700	1018	1700	432	717
Volume to Capacity	0.09	0.15	0.10	0.01	0.03	0.05
Queue Length 95th (ft)	0	0	9	0	2	4
Control Delay (s)	0.0	0.0	8.6	0.0	13.6	10.3
Lane LOS			A		B	B
Approach Delay (s)	0.0		8.0		11.1	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	564	58	49	434	119	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	0.99			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4690			4518	1491	1288
Flt Permitted	1.00			0.86	0.95	1.00
Satd. Flow (perm)	4690			3887	1491	1288
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	613	63	53	472	129	61
RTOR Reduction (vph)	12	0	0	0	0	37
Lane Group Flow (vph)	664	0	0	525	129	24
Confl. Peds. (#/hr)		140	140		85	14
Confl. Bikes (#/hr)						7
Heavy Vehicles (%)	4%	4%	10%	10%	17%	17%
Turn Type			Prot			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases						
Actuated Green, G (s)	32.0			59.0	27.0	39.0
Effective Green, g (s)	32.0			59.0	28.0	40.0
Actuated g/C Ratio	0.32			0.59	0.28	0.40
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1501			2438	417	515
v/s Ratio Prot	c0.14			c0.05	c0.09	0.02
v/s Ratio Perm				0.08		
v/c Ratio	0.44			0.22	0.31	0.05
Uniform Delay, d1	26.9			9.6	28.4	18.3
Progression Factor	1.33			1.00	0.82	0.52
Incremental Delay, d2	0.9			0.2	1.9	0.2
Delay (s)	36.7			9.8	25.3	9.7
Level of Service	D			A	C	A
Approach Delay (s)	36.7			9.8	20.3	
Approach LOS	D			A	C	

Intersection Summary			
HCM Average Control Delay	24.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	103	622	394	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.91	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.96	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1589	4549	4335	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1589	4549	4335	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	112	676	428	173
RTOR Reduction (vph)	0	0	0	0	73	0
Lane Group Flow (vph)	0	0	112	676	528	0
Confl. Peds. (#/hr)	82		12			12
Confl. Bikes (#/hr)						6
Heavy Vehicles (%)	2%	2%	6%	6%	10%	10%
Parking (#/hr)				3		
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			636	2866	2254	
v/s Ratio Prot			c0.07	c0.15	0.12	
v/s Ratio Perm						
v/c Ratio			0.18	0.24	0.23	
Uniform Delay, d1			19.4	8.0	13.1	
Progression Factor			0.93	0.82	0.73	
Incremental Delay, d2			0.6	0.2	0.2	
Delay (s)			18.7	6.8	9.8	
Level of Service			B	A	A	
Approach Delay (s)	0.0			8.4	9.8	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	256	609	3	0	469	78	17	377	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.94	1.00			1.00			1.00	
Frt				1.00	1.00			0.98			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1644	3500			4445			4399	
Flt Permitted				0.95	1.00			1.00			0.90	
Satd. Flow (perm)				1644	3500			4445			3982	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	278	662	3	0	510	85	18	410	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	278	665	0	0	572	0	0	428	0
Confl. Peds. (#/hr)	270		101	101		270	43		98	98		43
Confl. Bikes (#/hr)			12			8			3			19
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	9%	9%	9%	13%	13%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	4
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				838	1785			1822			1633	
v/s Ratio Prot					c0.19			c0.13				
v/s Ratio Perm				0.17							0.11	
v/c Ratio				0.33	0.37			0.31			0.26	
Uniform Delay, d1				14.4	14.8			20.0			19.5	
Progression Factor				1.00	1.00			1.00			1.10	
Incremental Delay, d2				1.1	0.6			0.5			0.4	
Delay (s)				15.5	15.4			20.4			21.8	
Level of Service				B	B			C			C	
Approach Delay (s)		0.0			15.4			20.4			21.8	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	609
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	692
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	402	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	749	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	231	461
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.27
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	42	314	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	46	345	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	411	236	369			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	411	236	369			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	551	732	1079			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	15	31	230	117
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	677	1079	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	10.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.4	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	238	22	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	267	25	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	64				224	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				224	52
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1414				712	978

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	93	178	16	9	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1414	1700	1700	1700	715
Volume to Capacity	0.00	0.10	0.01	0.01	0.20
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.3	0.0	0.0	0.0	11.3
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	711
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	808
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.89					
vC, conflicting volume	528	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	87	100			100	
cM capacity (veh/h)	598	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	269	539
Volume Left	81	0	0
Volume Right	0	0	0
cSH	598	1307	1700
Volume to Capacity	0.13	0.00	0.32
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	42	1	5	314
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	49	1	6	365
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	276	49			73	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	49			73	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	679	999			1493	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	33	17	128	243
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	808	1700	1700	1493	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.14
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.4	0.0
Lane LOS	A			A	
Approach Delay (s)	9.5	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	609	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	700	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.91	0.91	0.91			
vC, conflicting volume	730	375	725			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	122	506			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	441	809	827			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	350	350
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	809	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.21	0.21
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	603	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	685	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	716	369	712			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	461	75	457			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	473	865	854			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	457	230
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	628	854	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.27	0.14
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	10.8	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.8	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	692	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	786	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	891	507	897			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	629	198	636			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	333	655	771			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	524	276
Volume Left	0	0	0
Volume Right	22	0	14
cSH	655	1700	1700
Volume to Capacity	0.03	0.31	0.16
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX J

DESCRIPTIONS OF LEVEL OF SERVICE

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Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	>80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

APPENDIX K

EXISTING QUEUE ANALYSIS

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Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	2826	888	234
v/c Ratio	0.80	0.49	0.67
Control Delay	10.4	59.9	41.9
Queue Delay	0.1	0.0	2.5
Total Delay	10.5	59.9	44.4
Queue Length 50th (ft)	250	173	93
Queue Length 95th (ft)	285	210	174
Internal Link Dist (ft)	405	418	122
Turn Bay Length (ft)			
Base Capacity (vph)	3528	1826	347
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	55	0	43
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.81	0.49	0.77

Intersection Summary

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2740	940	18	50
v/c Ratio	0.76	0.41	0.04	0.13
Control Delay	21.9	20.7	22.2	9.0
Queue Delay	1.5	0.0	0.0	0.0
Total Delay	23.4	20.7	22.2	9.0
Queue Length 50th (ft)	410	115	9	9
Queue Length 95th (ft)	457	144	28	37
Internal Link Dist (ft)	418	122	250	
Turn Bay Length (ft)				
Base Capacity (vph)	3614	2305	413	399
Starvation Cap Reductn	635	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.92	0.41	0.04	0.13

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	5	39	9	17	186	62	238
v/c Ratio	0.02	0.11	0.02	0.03	0.23	0.07	0.14
Control Delay	20.0	28.0	26.0	11.8	14.2	7.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	28.0	26.0	11.8	14.2	7.6	6.0
Queue Length 50th (ft)	1	20	5	6	72	10	16
Queue Length 95th (ft)	10	50	m18	m10	m109	27	34
Internal Link Dist (ft)	405		310				165
Turn Bay Length (ft)							
Base Capacity (vph)	305	357	473	581	798	879	1718
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.11	0.02	0.03	0.23	0.07	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	171	33	40	41	32	111
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	194	38	45	47	36	126
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			268		385	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			268		385	253
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		93	81
cM capacity (veh/h)			1180		503	676

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	194	38	61	31	162
Volume Left	0	0	45	0	36
Volume Right	0	38	0	0	126
cSH	1700	1700	1180	1700	628
Volume to Capacity	0.11	0.02	0.04	0.02	0.26
Queue Length 95th (ft)	0	0	3	0	26
Control Delay (s)	0.0	0.0	6.2	0.0	12.7
Lane LOS			A		B
Approach Delay (s)	0.0		4.1		12.7
Approach LOS					B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	443	653	260	47
v/c Ratio	0.28	0.25	0.66	0.09
Control Delay	36.9	7.1	39.9	7.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.9	7.1	39.9	7.4
Queue Length 50th (ft)	101	54	148	3
Queue Length 95th (ft)	135	70	252	26
Internal Link Dist (ft)	326	43	193	
Turn Bay Length (ft)				
Base Capacity (vph)	1582	2638	394	527
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.25	0.66	0.09

Intersection Summary

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	164	514	842
v/c Ratio	0.24	0.16	0.41
Control Delay	9.6	0.4	15.0
Queue Delay	0.0	0.0	0.0
Total Delay	9.6	0.4	15.0
Queue Length 50th (ft)	75	0	112
Queue Length 95th (ft)	131	0	151
Internal Link Dist (ft)		424	326
Turn Bay Length (ft)	160		
Base Capacity (vph)	677	3290	2047
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.16	0.41

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	50	210	820	408
v/c Ratio	0.09	0.18	0.33	0.22
Control Delay	21.2	21.6	11.7	6.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.2	21.6	11.7	6.7
Queue Length 50th (ft)	21	46	90	20
Queue Length 95th (ft)	46	73	116	24
Internal Link Dist (ft)		265	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	555	1189	2471	1872
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.18	0.33	0.22

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	205	0	0	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	223	0	0	233
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.96					
vC, conflicting volume	487	148			255	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	148			255	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	512	853			1220	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	149	74	233
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1220
Volume to Capacity	0.00	0.09	0.04	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	148	61	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	174	72	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	313	108	123			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313	108	123			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	623	877	1308			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	175	48	26
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	772	1308	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.7	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.7	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	198	44	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	220	49	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	113				320	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	113				320	74
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1353				598	953

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	110	147	33	49	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1353	1700	1700	1700	598
Volume to Capacity	0.03	0.09	0.02	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.7	0.0	0.0	0.0	11.1
Lane LOS	A				B
Approach Delay (s)	1.2		0.0		11.1
Approach LOS					B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	276
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	321
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	494	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	494	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	429	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	228	214
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.13
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.6	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.4	
Approach LOS	A		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	142	7	10	63
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	167	8	12	74
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	256	196			199	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	256	196			199	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	698	804			1305	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	175	36	49
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	804	1700	1305	1700
Volume to Capacity	0.00	0.10	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.5	0.0	2.6	0.0
Lane LOS	A		A	
Approach Delay (s)	9.5	0.0	1.1	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	205	214	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	223	233	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	365	256	254			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	326	212	210			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	612	753	1248			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	111	111	233
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	753	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.14
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.8	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	187	213	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	203	232	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	400	255	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	201	214			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	578	768	1245			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	87	136	232	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	768	1245	1700	1700	1700
Volume to Capacity	0.00	0.02	0.08	0.14	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.7	1.9	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.7	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	361	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	420	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	533	324	567			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	287	534			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	453	646	953			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	280	213
Volume Left	0	0	0
Volume Right	22	0	73
cSH	646	1700	1700
Volume to Capacity	0.03	0.16	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1425	2911	33	634
v/c Ratio	0.36	0.73	0.08	1.73
Control Delay	7.9	1.9	19.4	362.5
Queue Delay	0.0	0.5	0.0	0.0
Total Delay	7.9	2.4	19.4	362.5
Queue Length 50th (ft)	106	22	17	~614
Queue Length 95th (ft)	125	31	43	#833
Internal Link Dist (ft)	405	410	130	
Turn Bay Length (ft)				
Base Capacity (vph)	3940	3987	430	367
Starvation Cap Reductn	0	571	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.85	0.08	1.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1457	2711	141	203
v/c Ratio	0.46	0.84	0.32	0.42
Control Delay	7.5	22.3	27.3	11.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.5	22.3	27.3	11.0
Queue Length 50th (ft)	75	399	69	19
Queue Length 95th (ft)	85	453	124	97
Internal Link Dist (ft)	410	140	240	
Turn Bay Length (ft)				
Base Capacity (vph)	3194	3242	434	481
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	10	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.46	0.84	0.32	0.42

Intersection Summary

Lane Group	EBT	WBL	WBT	NBR	SBL	SBT
Lane Group Flow (vph)	44	26	1	14	217	652
v/c Ratio	0.08	0.08	0.00	0.02	0.23	0.35
Control Delay	21.4	32.2	31.0	4.5	4.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	32.2	31.0	4.5	4.4	4.6
Queue Length 50th (ft)	16	12	1	2	20	32
Queue Length 95th (ft)	41	m32	m3	m5	33	43
Internal Link Dist (ft)	405		243			195
Turn Bay Length (ft)						
Base Capacity (vph)	540	311	429	733	924	1851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.08	0.00	0.02	0.23	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	142	224	95	12	11	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	158	249	106	13	12	37
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			456		449	219
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			456		449	219
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			90		97	95
cM capacity (veh/h)			1018		432	717

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	158	249	110	9	12	37
Volume Left	0	0	106	0	12	0
Volume Right	0	249	0	0	0	37
cSH	1700	1700	1018	1700	432	717
Volume to Capacity	0.09	0.15	0.10	0.01	0.03	0.05
Queue Length 95th (ft)	0	0	9	0	2	4
Control Delay (s)	0.0	0.0	8.6	0.0	13.6	10.3
Lane LOS			A		B	B
Approach Delay (s)	0.0		8.0		11.1	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	676	525	129	61
v/c Ratio	0.45	0.25	0.31	0.11
Control Delay	36.0	7.8	25.8	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.0	7.8	25.8	3.1
Queue Length 50th (ft)	169	45	61	0
Queue Length 95th (ft)	210	60	113	12
Internal Link Dist (ft)	332	43	195	
Turn Bay Length (ft)				
Base Capacity (vph)	1513	2073	417	552
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.25	0.31	0.11

Intersection Summary

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	112	676	601
v/c Ratio	0.18	0.24	0.26
Control Delay	19.0	6.8	7.4
Queue Delay	0.0	0.0	0.0
Total Delay	19.0	6.8	7.4
Queue Length 50th (ft)	50	58	35
Queue Length 95th (ft)	90	73	57
Internal Link Dist (ft)		424	332
Turn Bay Length (ft)	160		
Base Capacity (vph)	636	2866	2328
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.18	0.24	0.26

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	278	665	595	428
v/c Ratio	0.33	0.37	0.32	0.26
Control Delay	15.9	15.6	19.2	21.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.9	15.6	19.2	21.9
Queue Length 50th (ft)	100	128	86	49
Queue Length 95th (ft)	158	170	115	56
Internal Link Dist (ft)		258	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	838	1785	1846	1632
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.37	0.32	0.26

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	609
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	692
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	402	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	749	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	231	461
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.27
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	42	314	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	46	345	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	411	236	369			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	411	236	369			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	551	732	1079			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	15	31	230	117
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	677	1079	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	10.4	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.4	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	238	22	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	267	25	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	64				224	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64				224	52
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1414				712	978

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	93	178	16	9	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1414	1700	1700	1700	715
Volume to Capacity	0.00	0.10	0.01	0.01	0.20
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.3	0.0	0.0	0.0	11.3
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	711
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	808
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.89					
vC, conflicting volume	528	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	87	100			100	
cM capacity (veh/h)	598	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	269	539
Volume Left	81	0	0
Volume Right	0	0	0
cSH	598	1307	1700
Volume to Capacity	0.13	0.00	0.32
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	42	1	5	314
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	49	1	6	365
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	276	49			73	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	49			73	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	679	999			1493	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	33	17	128	243
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	808	1700	1700	1493	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.14
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.4	0.0
Lane LOS	A			A	
Approach Delay (s)	9.5	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	609	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	700	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.91	0.91	0.91			
vC, conflicting volume	730	375	725			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511	122	506			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	441	809	827			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	350	350
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	809	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.21	0.21
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	603	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	685	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	716	369	712			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	461	75	457			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	473	865	854			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	457	230
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	628	854	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.27	0.14
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	10.8	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.8	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	692	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	786	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	891	507	897			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	629	198	636			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	333	655	771			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	524	276
Volume Left	0	0	0
Volume Right	22	0	14
cSH	655	1700	1700
Volume to Capacity	0.03	0.31	0.16
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX L

PIPELINE DEVELOPMENT SUMMARY

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Table L-1

United States Institute of Peace Trip Generation Analysis: Based on Adjacent Street Peak Hour, Employee Survey Arrival/Departure Times, & ITE

Board of Governors of the Federal Reserve System (Board)

				AM Peak Hour				PM Peak Hour		
Use	Amount	Unit	Rate	In	Out	Total	Rate	In	Out	Total
Existing Facility - Survey of 64 Employees										
United State Institute of Peace [1,2]	64	persons	0.172	11	-	11	0.141	-	9	9
Total Site Generated Trips				11	-	11		-	9	9
Proposed Facility Location - Survey of 64 Employees										
United State Institute of Peace [1,2]	64	persons	0.234	15	-	15	0.203	-	13	13
Total Forecasted Site Generated Trips				15	-	15		-	13	13
Existing Facility - 98 Total Employees										
United State Institute of Peace [1,2]	98	persons	0.172	17	-	17	0.141	-	14	14
Total Site Generated Trips				17	-	17		-	14	14
Proposed Facility Location - 259 Employees										
United State Institute of Peace [2,3,4]	259	persons	0.234	61	-	61	0.203	-	53	53
Total New Forecasted Site Generated Trips [5]				61	8	69		11	53	64

Notes:

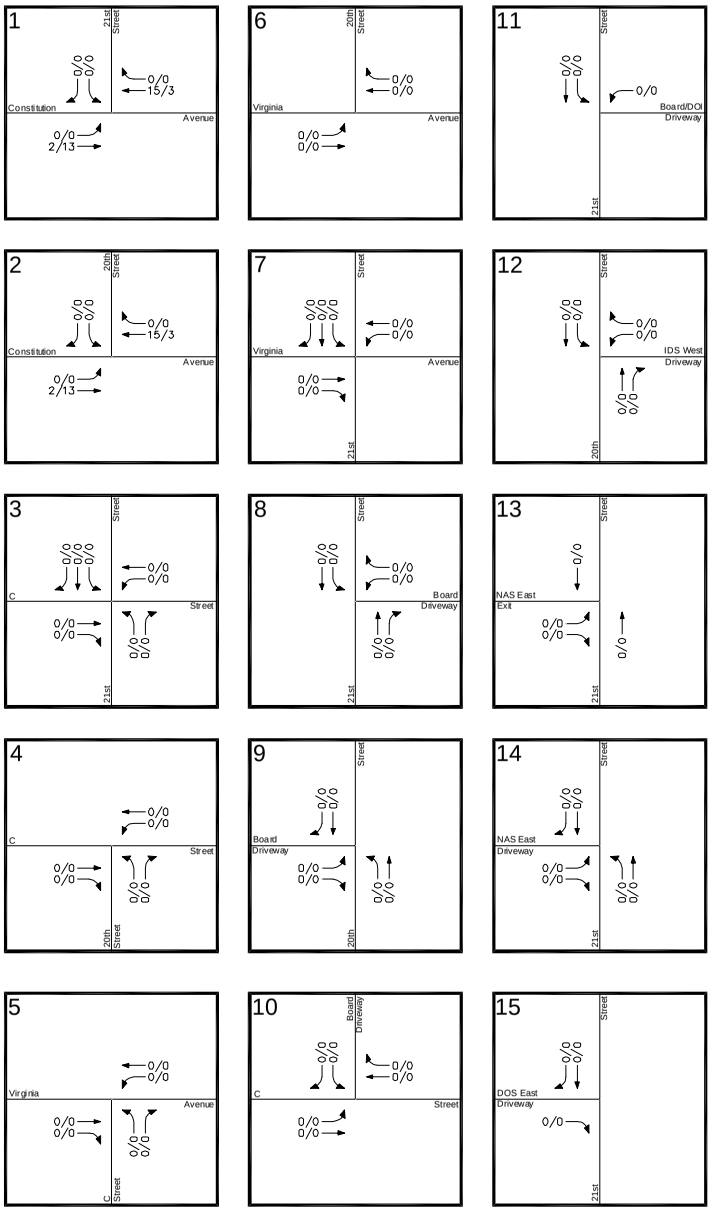
[1] Trip Generation rate based on stated arrivals/departures times from the Employee Survey Response of entire Institute of Peace staff (64 persons).

[2] Peak Hour of adjacent street is approximately from 8:00 - 9:00 AM and 5:00 - 6:00 PM.

[3] Trip Generation "rate" calculated from Employee Survey Response incorporated to estimate trips for 280 Employees.

[4] Calculated loaded rate includes mode split.

[5] To account for AM outbound trips and PM inbound trips; directional distribution from the Institute of Transportation Engineers (ITE) Lane Use Code 710 (General Office) was incorporated: AM Peak: 88% Inbound, 12% Outbound
PM Peak: 17% Inbound, 83% Outbound



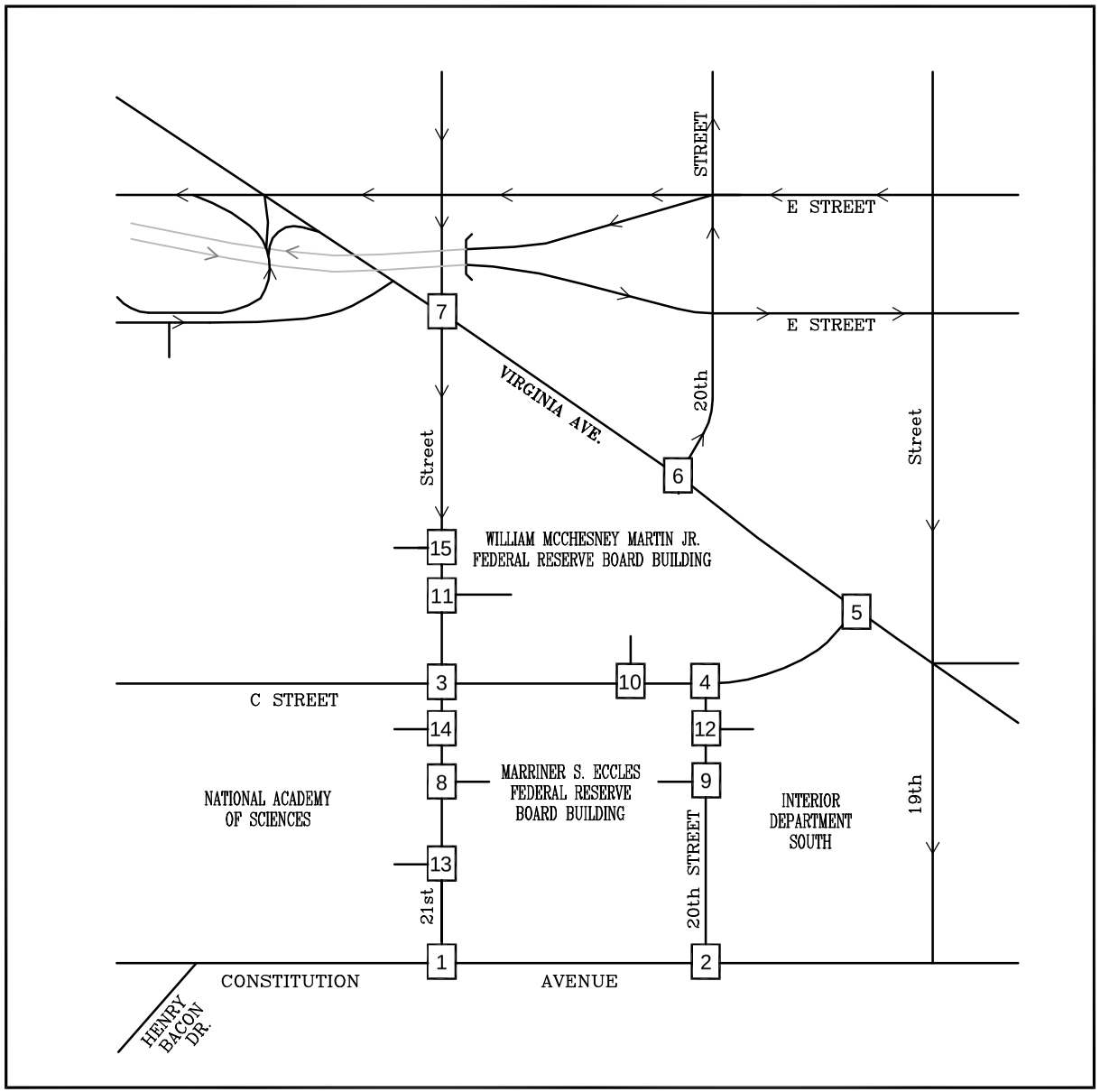


Figure L-1
United States Institute of Peace (USIP) Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.

Table L-2
American Pharmacists Association Trip Generation Analysis
Board of Governors of the Federal Reserve System (Board)

Trip Type/ Land Use	Development Program [4]	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
ITE Vehicle-Trips [1]								
Office	161,800	S.F.	241	33	274	44	216	261
ITE Person-Trips [2]								
Office	161,800	S.F.	265	36	301	49	238	287
APhA Vehicle Trips[3]								
Office	161,800	S.F.	76	10	86	14	68	82
Existing Parking	-	-	33	1	34	2	19	21
Total Future Vehicle Trips			109	11	120	16	87	103

Notes:

(1) Based on ITE, Trip Generation, 6th Edition Trip Generation equations for general office (710)

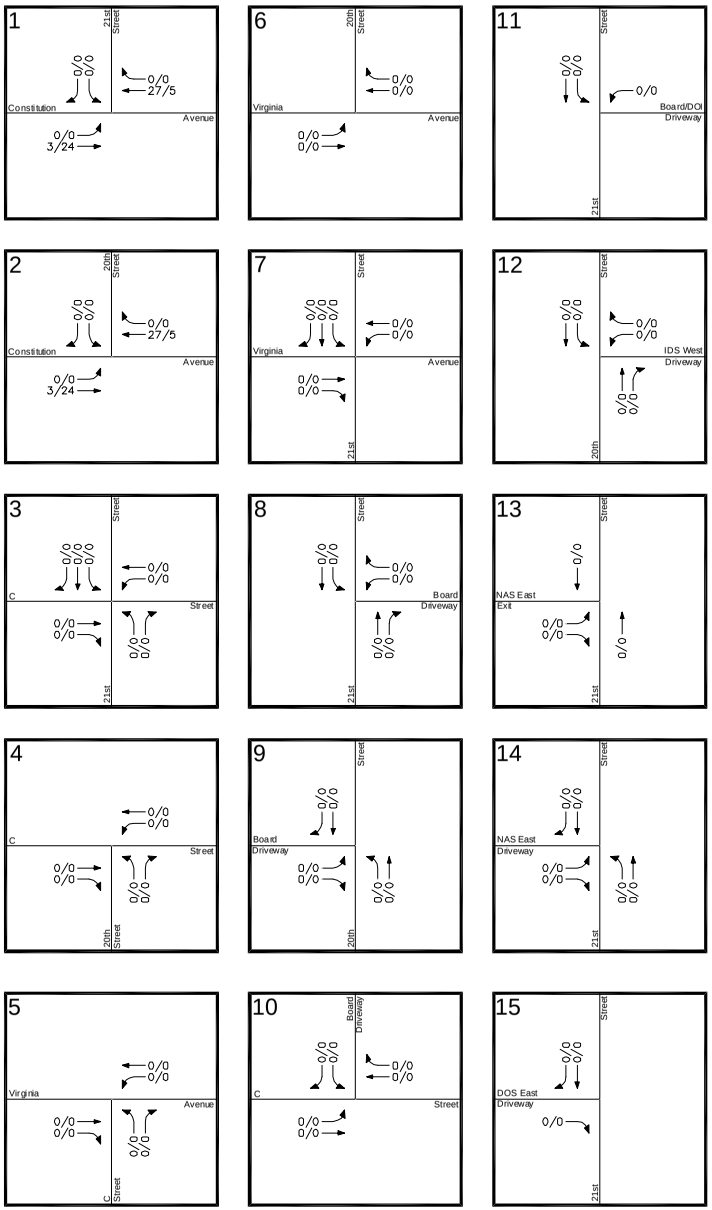
(2) Assumptions:

	Office
Non-auto mode split:	0%
Average vehicle occupancy (persons per vehicle)	1.1

(3) Assumptions:

	Office
Non-auto mode split:	60%
Average vehicle occupancy (persons per vehicle)	1.4

(4) Source:
American Pharmacists Association



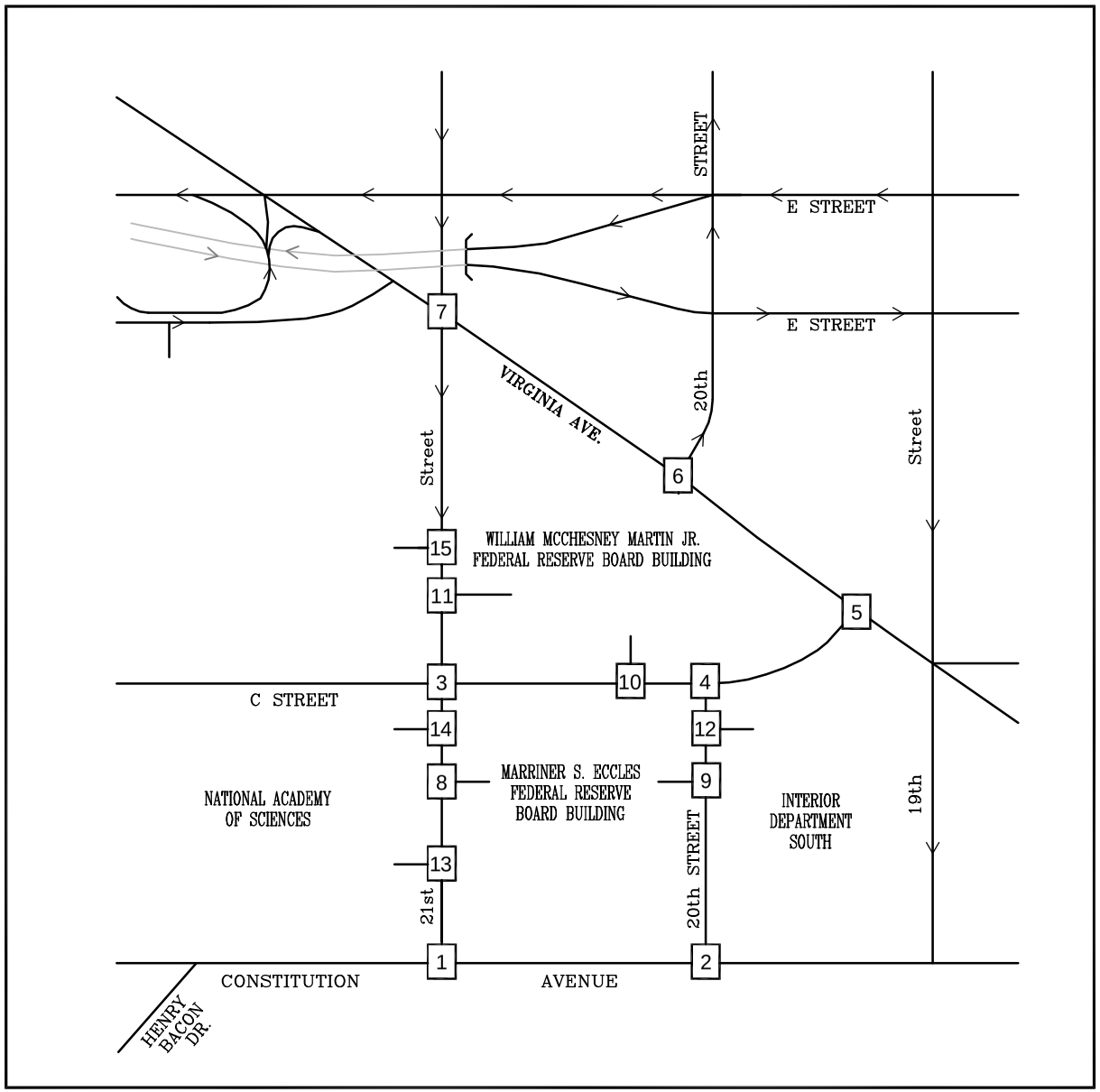


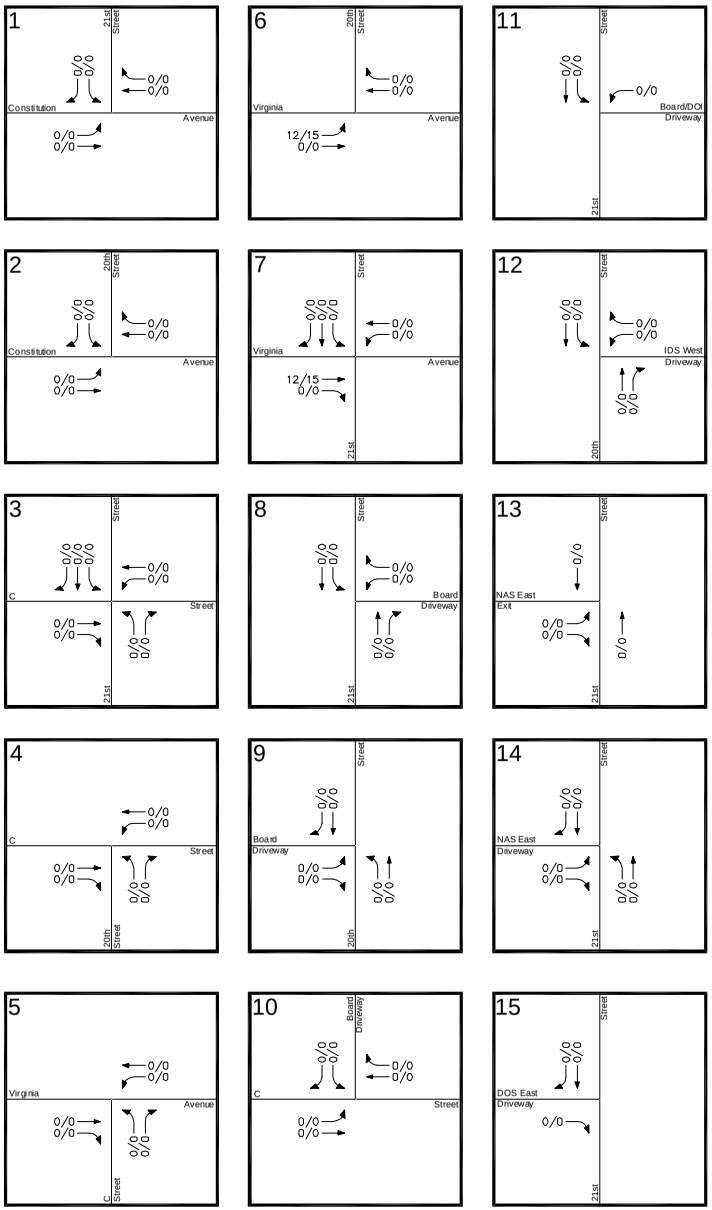
Figure L-2
American Pharmacists Association (APhA) Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.



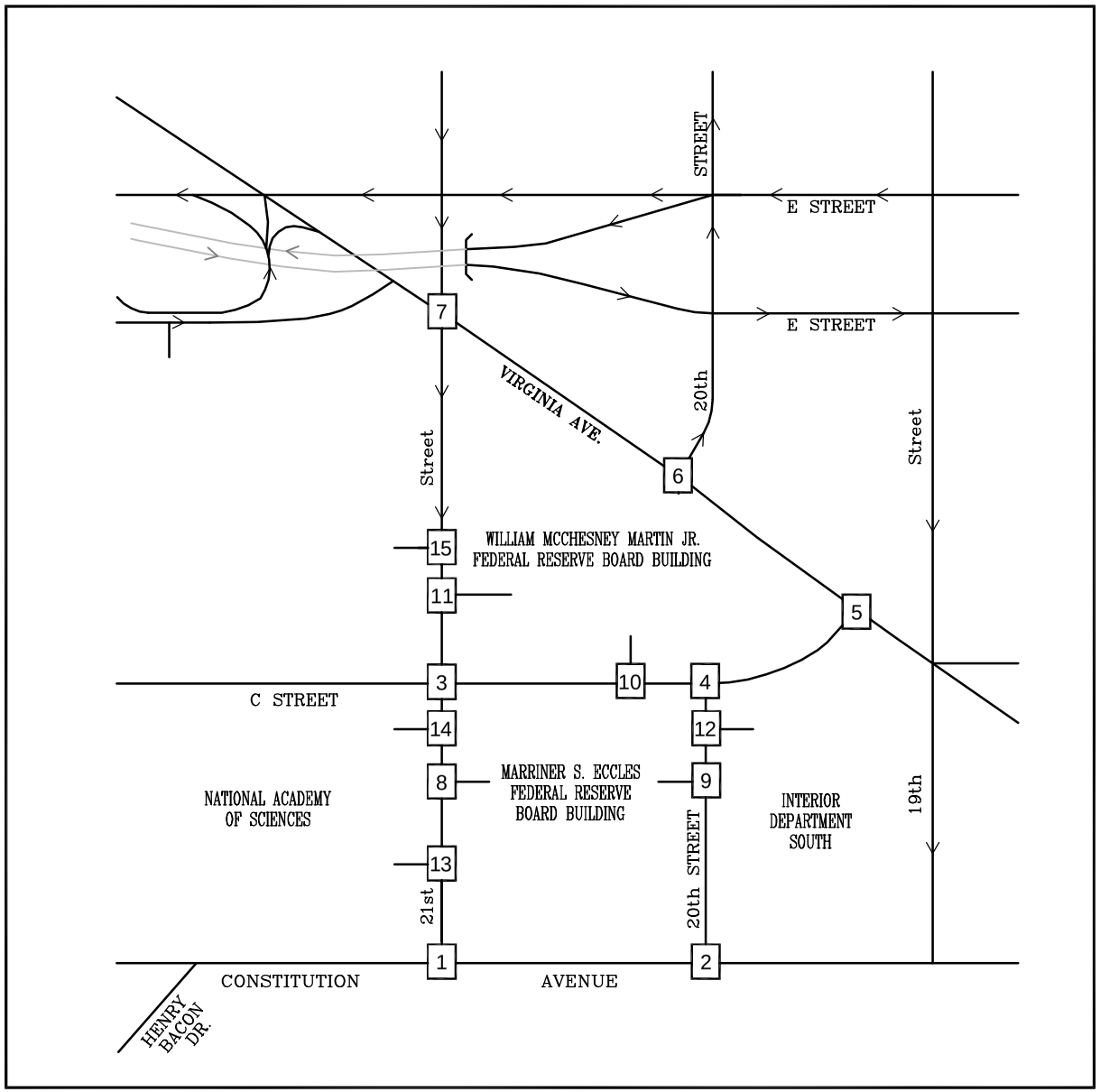


Figure L-3
Department of State E Street Off-Ramp Reconfiguration Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Board of Governors of the Federal Reserve System (Board)
Washington, D.C.

Wells + Associates, Inc.

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APPENDIX M

2015 BACKGROUND FUTURE ("NO ACTION") CAPACITY ANALYSIS

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	170	2595	861	48	86	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	12	9
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.86	0.86		1.00	
Frpb, ped/bikes		1.00	1.00		0.98	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.99		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		5937	5866		1365	
Flt Permitted		0.74	1.00		0.98	
Satd. Flow (perm)		4391	5866		1365	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	2821	936	52	93	154
RTOR Reduction (vph)	0	0	8	0	59	0
Lane Group Flow (vph)	0	3006	980	0	188	0
Confl. Peds. (#/hr)	19			19	29	18
Confl. Bikes (#/hr)				1		1
Heavy Vehicles (%)	2%	2%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	4	0	0	0	0
Parking (#/hr)					3	3
Turn Type	custom					
Protected Phases	4	2 4	6		3	
Permitted Phases	2					
Actuated Green, G (s)		64.0	29.0		20.0	
Effective Green, g (s)		68.0	31.0		21.0	
Actuated g/C Ratio		0.68	0.31		0.21	
Clearance Time (s)			6.0		5.0	
Lane Grp Cap (vph)		3558	1818		287	
v/s Ratio Prot		c0.31	0.17		c0.14	
v/s Ratio Perm		c0.26				
v/c Ratio		0.84	0.54		0.65	
Uniform Delay, d1		12.0	28.6		36.2	
Progression Factor		1.00	2.10		1.29	
Incremental Delay, d2		2.7	1.1		11.0	
Delay (s)		14.7	61.1		57.8	
Level of Service		B	E		E	
Approach Delay (s)		14.7	61.1		57.8	
Approach LOS		B	E		E	

Intersection Summary			
HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	58	2623	860	100	18	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5950	5573		1589	1392
Flt Permitted		0.87	1.00		0.95	1.00
Satd. Flow (perm)		5205	5573		1589	1392
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	2851	935	109	20	53
RTOR Reduction (vph)	0	0	20	0	0	39
Lane Group Flow (vph)	0	2914	1024	0	20	14
Confl. Peds. (#/hr)	13			13	10	7
Confl. Bikes (#/hr)				2		1
Heavy Vehicles (%)	2%	2%	7%	7%	6%	6%
Bus Blockages (#/hr)	0	4	3	3	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	41.0		25.0	25.0
Effective Green, g (s)		66.0	41.0		26.0	26.0
Actuated g/C Ratio		0.66	0.41		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3592	2285		413	362
v/s Ratio Prot		c0.17	0.18		c0.01	
v/s Ratio Perm		c0.37				0.01
v/c Ratio		0.81	0.45		0.05	0.04
Uniform Delay, d1		12.4	21.3		27.7	27.7
Progression Factor		1.68	1.00		0.76	0.99
Incremental Delay, d2		1.0	0.6		0.2	0.2
Delay (s)		22.0	22.0		21.4	27.5
Level of Service		C	C		C	C
Approach Delay (s)		22.0	22.0		25.8	
Approach LOS		C	C		C	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	2	38	8	0	17	0	182	61	199	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00	1.00	0.95	
Frpb, ped/bikes		0.98		1.00	1.00		1.00		0.95	1.00	0.99	
Flpb, ped/bikes		1.00		0.97	1.00		0.98		1.00	0.96	1.00	
Frt		0.95		1.00	1.00		1.00		0.85	1.00	0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		949		1405	1477		1523		1330	1465	2841	
Flt Permitted		1.00		0.75	1.00		0.60		1.00	0.95	1.00	
Satd. Flow (perm)		949		1116	1477		954		1330	1465	2841	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	2	41	9	0	18	0	198	66	216	37
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	4	0	41	9	0	18	0	198	66	239	0
Confl. Peds. (#/hr)	47		29	29		47	40		70	70		40
Confl. Bikes (#/hr)						4			2			
Heavy Vehicles (%)	74%	74%	74%	25%	25%	25%	8%	8%	8%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	7	7	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32		0.60		0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Grp Cap (vph)		304		357	473		572		798	879	1705	
v/s Ratio Prot		0.00			0.01						0.08	
v/s Ratio Perm				c0.04			0.02		c0.15	0.05		
v/c Ratio		0.01		0.11	0.02		0.03		0.25	0.08	0.14	
Uniform Delay, d1		23.2		24.0	23.3		8.2		9.4	8.4	8.7	
Progression Factor		1.00		1.12	1.09		1.45		1.49	0.93	0.85	
Incremental Delay, d2		0.1		0.7	0.1		0.1		0.4	0.2	0.2	
Delay (s)		23.3		27.4	25.5		11.9		14.5	7.9	7.6	
Level of Service		C		C	C		B		B	A	A	
Approach Delay (s)		23.3			27.1			14.2			7.6	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	182	35	42	44	34	118
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	207	40	48	50	39	134
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			283		403	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			283		403	266
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		92	80
cM capacity (veh/h)			1164		488	663

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	207	40	64	33	173
Volume Left	0	0	48	0	39
Volume Right	0	40	0	0	134
cSH	1700	1700	1164	1700	614
Volume to Capacity	0.12	0.02	0.04	0.02	0.28
Queue Length 95th (ft)	0	0	3	0	29
Control Delay (s)	0.0	0.0	6.2	0.0	13.1
Lane LOS			A		B
Approach Delay (s)	0.0		4.1		13.1
Approach LOS					B

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	416	17	69	568	254	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	1.00			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4641			4644	1517	1311
Flt Permitted	1.00			0.85	0.95	1.00
Satd. Flow (perm)	4641			3969	1517	1311
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	452	18	75	617	276	50
RTOR Reduction (vph)	4	0	0	0	0	31
Lane Group Flow (vph)	466	0	0	692	276	19
Confl. Peds. (#/hr)		96	96		30	1
Confl. Bikes (#/hr)		9				1
Heavy Vehicles (%)	7%	7%	7%	7%	15%	15%
Turn Type			custom			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases			2			
Actuated Green, G (s)	34.0			61.0	25.0	37.0
Effective Green, g (s)	34.0			61.0	26.0	38.0
Actuated g/C Ratio	0.34			0.61	0.26	0.38
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1578			2576	394	498
v/s Ratio Prot	c0.10			c0.06	c0.18	0.01
v/s Ratio Perm				0.10		
v/c Ratio	0.30			0.27	0.70	0.04
Uniform Delay, d1	24.2			9.1	33.5	19.5
Progression Factor	1.52			1.00	0.94	1.22
Incremental Delay, d2	0.5			0.3	9.9	0.1
Delay (s)	37.4			9.4	41.3	23.8
Level of Service	D			A	D	C
Approach Delay (s)	37.4			9.4	38.7	
Approach LOS	D			A	D	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	241	433	398	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.86	0.86	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.92	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1354	4395	4411	
Flt Permitted			0.95	0.80	1.00	
Satd. Flow (perm)			1354	3547	4411	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	262	471	433	461
RTOR Reduction (vph)	0	0	0	0	193	0
Lane Group Flow (vph)	0	0	178	555	701	0
Confl. Peds. (#/hr)	111		6			6
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	2%	2%	7%	7%	4%	4%
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			677	3687	1853	
v/s Ratio Prot			c0.13	0.08	c0.16	
v/s Ratio Perm				0.06		
v/c Ratio			0.26	0.15	0.38	
Uniform Delay, d1			14.4	0.4	20.0	
Progression Factor			0.59	1.77	1.21	
Incremental Delay, d2			0.9	0.1	0.6	
Delay (s)			9.4	0.7	24.7	
Level of Service			A	A	C	
Approach Delay (s)	0.0			2.8	24.7	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	49	203	2	0	626	188	59	339	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.98			1.00	
Flpb, ped/bikes				0.93	1.00			1.00			1.00	
Frt				1.00	1.00			0.97			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1500	3212			4440			4399	
Flt Permitted				0.95	1.00			1.00			0.76	
Satd. Flow (perm)				1500	3212			4440			3360	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	53	221	2	0	680	204	64	368	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	29	0	0	0	0
Lane Group Flow (vph)	0	0	0	53	222	0	0	855	0	0	432	0
Confl. Peds. (#/hr)	267		81	81		267	100		107	107		100
Confl. Bikes (#/hr)			17			18			24			4
Heavy Vehicles (%)	2%	2%	2%	12%	12%	12%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	19	19
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				555	1188			2442			1848	
v/s Ratio Prot					c0.07			c0.19				
v/s Ratio Perm				0.04							0.13	
v/c Ratio				0.10	0.19			0.35			0.23	
Uniform Delay, d1				20.6	21.3			12.5			11.6	
Progression Factor				1.00	1.00			1.00			0.53	
Incremental Delay, d2				0.3	0.3			0.4			0.3	
Delay (s)				20.9	21.7			12.9			6.5	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			21.5			12.9			6.5	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	218	0	0	227
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	237	0	0	247
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.96					
vC, conflicting volume	516	155			269	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	471	155			269	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	491	845			1205	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	158	79	247
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1205
Volume to Capacity	0.00	0.09	0.05	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	157	65	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	185	76	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	329	110	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	329	110	128			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	609	874	1302			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	186	51	28
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	763	1302	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.7	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.7	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	210	47	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	233	52	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	116				330	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				330	75
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1349				590	951

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	114	156	35	50	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1349	1700	1700	1700	590
Volume to Capacity	0.03	0.09	0.02	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.6	0.0	0.0	0.0	11.2
Lane LOS	A				B
Approach Delay (s)	1.1		0.0		11.2
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	293
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	341
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	504	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	504	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	423	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	234	227
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.13
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.5	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.3	
Approach LOS	A		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	151	7	10	67
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	178	8	12	79
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	269	207			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	269	207			210	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	686	792			1293	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	186	38	53
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	792	1700	1293	1700
Volume to Capacity	0.00	0.11	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.6	0.0	2.5	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	218	227	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	237	247	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	386	270	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	221	219			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	595	740	1233			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	118	118	247
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	740	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.15
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.9	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	199	226	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	216	246	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	421	269	282			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	369	210	223			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	562	755	1229			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	92	144	246	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	755	1229	1700	1700	1700
Volume to Capacity	0.00	0.02	0.08	0.14	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.8	1.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.8	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	383	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	445	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	559	336	593			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	515	288	549			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	441	642	937			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	297	222
Volume Left	0	0	0
Volume Right	22	0	73
cSH	642	1700	1700
Volume to Capacity	0.03	0.17	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1429	2842	8	32	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	9
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.99
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5969	6037		1652	1405
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5969	6037		1652	1405
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1553	3089	9	35	673
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	0	1553	3098	0	35	672
Confl. Peds. (#/hr)	3			3	5	2
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	Perm					Perm
Protected Phases		2 4	6 4		3	
Permitted Phases	2 4					3
Actuated Green, G (s)		64.0	64.0		25.0	25.0
Effective Green, g (s)		63.0	63.0		26.0	26.0
Actuated g/C Ratio		0.63	0.63		0.26	0.26
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)		3760	3803		430	365
v/s Ratio Prot		0.26	c0.51		0.02	
v/s Ratio Perm						c0.48
v/c Ratio		0.41	0.81		0.08	1.84
Uniform Delay, d1		9.3	14.1		28.0	37.0
Progression Factor		1.00	0.12		0.66	0.77
Incremental Delay, d2		0.3	1.0		0.4	388.9
Delay (s)		9.6	2.6		18.8	417.4
Level of Service		A	A		B	F
Approach Delay (s)		9.6	2.6		397.7	
Approach LOS		A	A		F	

Intersection Summary			
HCM Average Control Delay	56.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	41	1419	2652	3	138	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5960	6003		1668	1492
Flt Permitted		0.78	1.00		0.95	1.00
Satd. Flow (perm)		4626	6003		1668	1492
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	1542	2883	3	150	216
RTOR Reduction (vph)	0	0	0	0	0	93
Lane Group Flow (vph)	0	1587	2886	0	150	123
Confl. Peds. (#/hr)	23			23	31	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	2	6	6	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	54.0		25.0	25.0
Effective Green, g (s)		66.0	54.0		26.0	26.0
Actuated g/C Ratio		0.66	0.54		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3160	3242		434	388
v/s Ratio Prot		c0.04	c0.48		c0.09	
v/s Ratio Perm		0.29				0.08
v/c Ratio		0.50	0.89		0.35	0.32
Uniform Delay, d1		8.6	20.4		30.1	29.8
Progression Factor		0.82	1.00		0.83	0.67
Incremental Delay, d2		0.5	4.2		2.2	2.1
Delay (s)		7.7	24.5		27.0	22.0
Level of Service		A	C		C	C
Approach Delay (s)		7.7	24.5		24.1	
Approach LOS		A	C		C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	35	6	24	1	0	0	0	14	207	610	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00				1.00	1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00				0.95	1.00	1.00	
Flpb, ped/bikes		1.00		0.96	1.00				1.00	0.96	1.00	
Frt		0.98		1.00	1.00				0.85	1.00	1.00	
Flt Protected		1.00		0.95	1.00				1.00	0.95	1.00	
Satd. Flow (prot)		1673		1269	1342				1221	1540	3082	
Flt Permitted		1.00		0.73	1.00				1.00	0.95	1.00	
Satd. Flow (perm)		1673		971	1342				1221	1540	3082	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	39	7	27	1	0	0	0	16	230	678	14
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	41	0	27	1	0	0	0	16	230	690	0
Confl. Peds. (#/hr)	62		42	42		62	39		80	80		39
Confl. Bikes (#/hr)			1			2			3			2
Heavy Vehicles (%)	3%	3%	3%	37%	37%	37%	17%	17%	17%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	8	8	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32				0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Grp Cap (vph)		535		311	429				733	924	1849	
v/s Ratio Prot		0.02			0.00						c0.22	
v/s Ratio Perm				c0.03					0.01	0.15		
v/c Ratio		0.08		0.09	0.00				0.02	0.25	0.37	
Uniform Delay, d1		23.7		23.8	23.1				8.1	9.4	10.3	
Progression Factor		1.00		1.30	1.36				0.56	0.41	0.41	
Incremental Delay, d2		0.3		0.5	0.0				0.1	0.6	0.6	
Delay (s)		24.0		31.4	31.5				4.6	4.5	4.8	
Level of Service		C		C	C				A	A	A	
Approach Delay (s)		24.0			31.4			4.6			4.7	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	151	238	101	13	12	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	168	264	112	14	13	39
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			481		472	229
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			481		472	229
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			89		97	94
cM capacity (veh/h)			995		413	707

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	168	264	117	10	13	39
Volume Left	0	0	112	0	13	0
Volume Right	0	264	0	0	0	39
cSH	1700	1700	995	1700	413	707
Volume to Capacity	0.10	0.16	0.11	0.01	0.03	0.06
Queue Length 95th (ft)	0	0	10	0	2	4
Control Delay (s)	0.0	0.0	8.7	0.0	14.0	10.4
Lane LOS			A		B	B
Approach Delay (s)	0.0		8.1		11.3	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	599	62	52	461	126	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	0.99			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4690			4519	1491	1288
Flt Permitted	1.00			0.85	0.95	1.00
Satd. Flow (perm)	4690			3842	1491	1288
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	651	67	57	501	137	64
RTOR Reduction (vph)	12	0	0	0	0	38
Lane Group Flow (vph)	706	0	0	558	137	26
Confl. Peds. (#/hr)		140	140		85	14
Confl. Bikes (#/hr)						7
Heavy Vehicles (%)	4%	4%	10%	10%	17%	17%
Turn Type			Prot			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases						
Actuated Green, G (s)	32.0			59.0	27.0	39.0
Effective Green, g (s)	32.0			59.0	28.0	40.0
Actuated g/C Ratio	0.32			0.59	0.28	0.40
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1501			2422	417	515
v/s Ratio Prot	c0.15			c0.05	c0.09	0.02
v/s Ratio Perm				0.08		
v/c Ratio	0.47			0.23	0.33	0.05
Uniform Delay, d1	27.2			9.7	28.5	18.4
Progression Factor	1.31			1.00	0.82	0.50
Incremental Delay, d2	1.0			0.2	2.1	0.2
Delay (s)	36.7			9.9	25.5	9.4
Level of Service	D			A	C	A
Approach Delay (s)	36.7			9.9	20.3	
Approach LOS	D			A	C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	124	660	418	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.91	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.96	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1589	4549	4334	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1589	4549	4334	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	135	717	454	184
RTOR Reduction (vph)	0	0	0	0	73	0
Lane Group Flow (vph)	0	0	135	717	565	0
Confl. Peds. (#/hr)	82		12			12
Confl. Bikes (#/hr)						6
Heavy Vehicles (%)	2%	2%	6%	6%	10%	10%
Parking (#/hr)				3		
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			636	2866	2254	
v/s Ratio Prot			c0.08	c0.16	0.13	
v/s Ratio Perm						
v/c Ratio			0.21	0.25	0.25	
Uniform Delay, d1			19.7	8.1	13.2	
Progression Factor			0.93	0.80	0.76	
Incremental Delay, d2			0.7	0.2	0.3	
Delay (s)			19.1	6.7	10.3	
Level of Service			B	A	B	
Approach Delay (s)	0.0			8.7	10.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	272	646	3	0	513	83	18	400	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.94	1.00			1.00			1.00	
Frt				1.00	1.00			0.98			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1644	3500			4450			4398	
Flt Permitted				0.95	1.00			1.00			0.90	
Satd. Flow (perm)				1644	3500			4450			3953	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	296	702	3	0	558	90	20	435	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	22	0	0	0	0
Lane Group Flow (vph)	0	0	0	296	705	0	0	626	0	0	455	0
Confl. Peds. (#/hr)	270		101	101		270	43		98	98		43
Confl. Bikes (#/hr)			12			8			3			19
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	9%	9%	9%	13%	13%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	4
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				838	1785			1825			1621	
v/s Ratio Prot					c0.20			c0.14				
v/s Ratio Perm				0.18							0.12	
v/c Ratio				0.35	0.39			0.34			0.28	
Uniform Delay, d1				14.6	15.0			20.3			19.7	
Progression Factor				1.00	1.00			1.00			1.07	
Incremental Delay, d2				1.2	0.7			0.5			0.4	
Delay (s)				15.8	15.7			20.8			21.6	
Level of Service				B	B			C			C	
Approach Delay (s)		0.0			15.7			20.8			21.6	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	646
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	734
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	423	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	746	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	245	489
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.29
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	45	333	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	49	366	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	434	246	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	246	390			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	534	721	1059			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	16	33	244	124
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	663	1059	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	253	23	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	284	26	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	65				233	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65				233	52
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1412				703	978

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	98	190	17	10	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1412	1700	1700	1700	706
Volume to Capacity	0.00	0.11	0.01	0.01	0.21
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.3	0.0	0.0	0.0	11.4
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.4
Approach LOS					B

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	755
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	858
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.88					
vC, conflicting volume	553	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	86	100			100	
cM capacity (veh/h)	594	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	286	572
Volume Left	81	0	0
Volume Right	0	0	0
cSH	594	1307	1700
Volume to Capacity	0.14	0.00	0.34
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	45	1	5	333
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	52	1	6	387
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	290	51			76	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	51			76	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	665	996			1489	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	35	19	135	258
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	797	1700	1700	1489	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.15
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.4	0.0
Lane LOS	A			A	
Approach Delay (s)	9.5	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	646	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	743	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	772	396	768			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	533	116	527			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	423	808	803			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	371	371
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	808	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.22	0.22
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	640	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	727	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	758	390	754			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484	71	479			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	453	862	828			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	485	244
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	611	828	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.29	0.14
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	735	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	835	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	940	531	946			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	195	666			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	315	650	744			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	557	292
Volume Left	0	0	0
Volume Right	22	0	14
cSH	650	1700	1700
Volume to Capacity	0.03	0.33	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX N

2015 BACKGROUND FUTURE ("NO ACTION") QUEUE ANALYSIS

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Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	3006	988	247
v/c Ratio	0.86	0.54	0.71
Control Delay	12.1	60.8	45.5
Queue Delay	0.4	0.0	3.6
Total Delay	12.4	60.8	49.1
Queue Length 50th (ft)	283	193	103
Queue Length 95th (ft)	320	231	#180
Internal Link Dist (ft)	405	418	122
Turn Bay Length (ft)			
Base Capacity (vph)	3499	1826	346
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	127	0	44
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.89	0.54	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2914	1044	20	53
v/c Ratio	0.81	0.45	0.05	0.13
Control Delay	23.7	21.4	21.6	8.9
Queue Delay	4.8	0.0	0.0	0.0
Total Delay	28.4	21.4	21.6	8.9
Queue Length 50th (ft)	446	132	10	0
Queue Length 95th (ft)	493	163	31	39
Internal Link Dist (ft)	418	122	250	
Turn Bay Length (ft)				
Base Capacity (vph)	3592	2304	413	401
Starvation Cap Reductn	616	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.98	0.45	0.05	0.13

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	5	41	9	18	198	66	253
v/c Ratio	0.02	0.11	0.02	0.03	0.25	0.08	0.15
Control Delay	20.0	28.1	25.8	12.1	14.8	8.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	28.1	25.8	12.1	14.8	8.1	6.6
Queue Length 50th (ft)	1	22	5	7	81	12	19
Queue Length 95th (ft)	10	52	m18	m9	m114	29	37
Internal Link Dist (ft)	405		310				165
Turn Bay Length (ft)							
Base Capacity (vph)	305	357	473	572	798	879	1719
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.11	0.02	0.03	0.25	0.08	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	182	35	42	44	34	118
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	207	40	48	50	39	134
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			283		403	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			283		403	266
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		92	80
cM capacity (veh/h)			1164		488	663

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	207	40	64	33	173
Volume Left	0	0	48	0	39
Volume Right	0	40	0	0	134
cSH	1700	1700	1164	1700	614
Volume to Capacity	0.12	0.02	0.04	0.02	0.28
Queue Length 95th (ft)	0	0	3	0	29
Control Delay (s)	0.0	0.0	6.2	0.0	13.1
Lane LOS			A		B
Approach Delay (s)	0.0		4.1		13.1
Approach LOS					B

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	470	692	276	50
v/c Ratio	0.30	0.26	0.70	0.09
Control Delay	37.1	7.2	42.3	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.1	7.2	42.3	7.6
Queue Length 50th (ft)	108	57	161	4
Queue Length 95th (ft)	143	74	#267	28
Internal Link Dist (ft)	326	43	193	
Turn Bay Length (ft)				
Base Capacity (vph)	1582	2626	394	529
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.26	0.70	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	178	555	894
v/c Ratio	0.26	0.17	0.44
Control Delay	9.6	0.4	15.6
Queue Delay	0.0	0.0	0.0
Total Delay	9.6	0.4	15.6
Queue Length 50th (ft)	83	0	123
Queue Length 95th (ft)	143	0	164
Internal Link Dist (ft)		424	326
Turn Bay Length (ft)	160		
Base Capacity (vph)	677	3286	2047
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.17	0.44

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	53	223	884	432
v/c Ratio	0.10	0.19	0.36	0.23
Control Delay	21.3	21.8	12.1	6.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.3	21.8	12.1	6.5
Queue Length 50th (ft)	22	49	100	21
Queue Length 95th (ft)	48	77	128	24
Internal Link Dist (ft)		265	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	555	1189	2470	1847
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.19	0.36	0.23

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	218	0	0	227
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	237	0	0	247
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.96					
vC, conflicting volume	516	155			269	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	471	155			269	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	491	845			1205	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	158	79	247
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1205
Volume to Capacity	0.00	0.09	0.05	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	157	65	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	185	76	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	329	110	128			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	329	110	128			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	609	874	1302			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	186	51	28
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	763	1302	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.7	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.7	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	210	47	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	233	52	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	116				330	75
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116				330	75
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1349				590	951

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	114	156	35	50	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1349	1700	1700	1700	590
Volume to Capacity	0.03	0.09	0.02	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.6	0.0	0.0	0.0	11.2
Lane LOS	A				B
Approach Delay (s)	1.1		0.0		11.2
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	293
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	341
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	504	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	504	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	423	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	234	227
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.13
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.5	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.3	
Approach LOS	A		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	151	7	10	67
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	178	8	12	79
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	269	207			210	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	269	207			210	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	686	792			1293	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	186	38	53
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	792	1700	1293	1700
Volume to Capacity	0.00	0.11	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.6	0.0	2.5	0.0
Lane LOS	A		A	
Approach Delay (s)	9.6	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	218	227	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	237	247	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	386	270	268			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	221	219			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	595	740	1233			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	118	118	247
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	740	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.15
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.9	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	199	226	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	216	246	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.95	0.95	0.95			
vC, conflicting volume	421	269	282			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	369	210	223			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	562	755	1229			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	92	144	246	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	755	1229	1700	1700	1700
Volume to Capacity	0.00	0.02	0.08	0.14	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.8	1.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.8	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	383	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	445	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	559	336	593			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	515	288	549			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	441	642	937			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	297	222
Volume Left	0	0	0
Volume Right	22	0	73
cSH	642	1700	1700
Volume to Capacity	0.03	0.17	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1553	3098	35	673
v/c Ratio	0.39	0.78	0.08	1.84
Control Delay	8.2	2.2	19.1	410.8
Queue Delay	0.0	1.0	0.0	0.0
Total Delay	8.2	3.2	19.1	410.8
Queue Length 50th (ft)	118	25	18	~668
Queue Length 95th (ft)	139	33	44	#891
Internal Link Dist (ft)	405	410	130	
Turn Bay Length (ft)				
Base Capacity (vph)	3940	3987	430	366
Starvation Cap Reductn	0	570	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.91	0.08	1.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1587	2886	150	216
v/c Ratio	0.50	0.89	0.35	0.45
Control Delay	7.9	24.9	27.5	12.0
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	7.9	25.0	27.5	12.0
Queue Length 50th (ft)	82	448	74	23
Queue Length 95th (ft)	92	509	131	107
Internal Link Dist (ft)	410	140	240	
Turn Bay Length (ft)				
Base Capacity (vph)	3160	3242	434	481
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	26	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.90	0.35	0.45

Intersection Summary

Lane Group	EBT	WBL	WBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	27	1	16	230	692
v/c Ratio	0.09	0.09	0.00	0.02	0.25	0.37
Control Delay	21.5	32.1	32.0	4.6	4.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	32.1	32.0	4.6	4.5	4.9
Queue Length 50th (ft)	17	13	1	3	22	34
Queue Length 95th (ft)	43	m33	m4	m6	35	46
Internal Link Dist (ft)	405		243			195
Turn Bay Length (ft)						
Base Capacity (vph)	540	311	429	733	924	1851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.09	0.00	0.02	0.25	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	151	238	101	13	12	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	168	264	112	14	13	39
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			481		472	229
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			481		472	229
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			89		97	94
cM capacity (veh/h)			995		413	707

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	168	264	117	10	13	39
Volume Left	0	0	112	0	13	0
Volume Right	0	264	0	0	0	39
cSH	1700	1700	995	1700	413	707
Volume to Capacity	0.10	0.16	0.11	0.01	0.03	0.06
Queue Length 95th (ft)	0	0	10	0	2	4
Control Delay (s)	0.0	0.0	8.7	0.0	14.0	10.4
Lane LOS			A		B	B
Approach Delay (s)	0.0		8.1		11.3	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	718	558	137	64
v/c Ratio	0.47	0.27	0.33	0.12
Control Delay	36.0	7.9	26.0	3.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.0	7.9	26.0	3.0
Queue Length 50th (ft)	180	48	64	0
Queue Length 95th (ft)	221	64	119	12
Internal Link Dist (ft)	332	43	195	
Turn Bay Length (ft)				
Base Capacity (vph)	1513	2073	417	554
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.27	0.33	0.12

Intersection Summary

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	135	717	638
v/c Ratio	0.21	0.25	0.27
Control Delay	19.5	6.7	7.9
Queue Delay	0.0	0.0	0.0
Total Delay	19.5	6.7	7.9
Queue Length 50th (ft)	62	61	39
Queue Length 95th (ft)	107	76	65
Internal Link Dist (ft)		424	332
Turn Bay Length (ft)	160		
Base Capacity (vph)	636	2866	2328
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.25	0.27

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	296	705	648	455
v/c Ratio	0.35	0.39	0.35	0.28
Control Delay	16.2	15.8	19.7	21.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.2	15.8	19.7	21.7
Queue Length 50th (ft)	108	138	95	51
Queue Length 95th (ft)	168	182	126	56
Internal Link Dist (ft)		258	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	838	1785	1846	1621
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.35	0.28

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	646
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	734
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	423	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	746	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	245	489
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.29
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	45	333	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	49	366	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	434	246	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	246	390			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	534	721	1059			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	16	33	244	124
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	663	1059	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	253	23	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	284	26	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	65				233	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65				233	52
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				80	100
cM capacity (veh/h)	1412				703	978

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	98	190	17	10	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1412	1700	1700	1700	706
Volume to Capacity	0.00	0.11	0.01	0.01	0.21
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.3	0.0	0.0	0.0	11.4
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.4
Approach LOS					B

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	755
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	858
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.88					
vC, conflicting volume	553	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	86	100			100	
cM capacity (veh/h)	594	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	286	572
Volume Left	81	0	0
Volume Right	0	0	0
cSH	594	1307	1700
Volume to Capacity	0.14	0.00	0.34
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	45	1	5	333
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	52	1	6	387
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	290	51			76	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290	51			76	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	665	996			1489	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	35	19	135	258
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	797	1700	1700	1489	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.15
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.4	0.0
Lane LOS	A			A	
Approach Delay (s)	9.5	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	646	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	743	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	772	396	768			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	533	116	527			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	423	808	803			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	371	371
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	808	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.22	0.22
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.5	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	640	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	727	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	758	390	754			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	484	71	479			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	453	862	828			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	485	244
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	611	828	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.29	0.14
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	735	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	835	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	940	531	946			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	195	666			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	315	650	744			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	557	292
Volume Left	0	0	0
Volume Right	22	0	14
cSH	650	1700	1700
Volume to Capacity	0.03	0.33	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX O

2015 TOTAL FUTURE ("PREFERRED/ACTION ALTERNATIVE") CAPACITY ANALYSIS

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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	178	2599	864	48	99	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	12	9
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.86	0.86		1.00	
Frpb, ped/bikes		1.00	1.00		0.98	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	0.99		0.92	
Flt Protected		1.00	1.00		0.98	
Satd. Flow (prot)		5937	5866		1367	
Flt Permitted		0.74	1.00		0.98	
Satd. Flow (perm)		4380	5866		1367	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	2825	939	52	108	170
RTOR Reduction (vph)	0	0	8	0	57	0
Lane Group Flow (vph)	0	3018	983	0	221	0
Confl. Peds. (#/hr)	19			19	29	18
Confl. Bikes (#/hr)				1		1
Heavy Vehicles (%)	2%	2%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	4	0	0	0	0
Parking (#/hr)					3	3
Turn Type	custom					
Protected Phases	4	2 4	6		3	
Permitted Phases	2					
Actuated Green, G (s)		64.0	29.0		20.0	
Effective Green, g (s)		68.0	31.0		21.0	
Actuated g/C Ratio		0.68	0.31		0.21	
Clearance Time (s)			6.0		5.0	
Lane Grp Cap (vph)		3554	1818		287	
v/s Ratio Prot		c0.31	0.17		c0.16	
v/s Ratio Perm		c0.26				
v/c Ratio		0.85	0.54		0.77	
Uniform Delay, d1		12.1	28.6		37.2	
Progression Factor		1.00	2.09		1.15	
Incremental Delay, d2		2.7	1.1		17.9	
Delay (s)		14.9	60.9		60.7	
Level of Service		B	E		E	
Approach Delay (s)		14.9	60.9		60.7	
Approach LOS		B	E		E	

Intersection Summary			
HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	62	2636	860	109	21	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	0.98		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5950	5565		1589	1392
Flt Permitted		0.87	1.00		0.95	1.00
Satd. Flow (perm)		5170	5565		1589	1392
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	2865	935	118	23	57
RTOR Reduction (vph)	0	0	22	0	0	42
Lane Group Flow (vph)	0	2932	1031	0	23	15
Confl. Peds. (#/hr)	13			13	10	7
Confl. Bikes (#/hr)				2		1
Heavy Vehicles (%)	2%	2%	7%	7%	6%	6%
Bus Blockages (#/hr)	0	4	3	3	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	41.0		25.0	25.0
Effective Green, g (s)		66.0	41.0		26.0	26.0
Actuated g/C Ratio		0.66	0.41		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3576	2282		413	362
v/s Ratio Prot		c0.17	0.19		c0.01	
v/s Ratio Perm		c0.37				0.01
v/c Ratio		0.82	0.45		0.06	0.04
Uniform Delay, d1		12.6	21.4		27.8	27.7
Progression Factor		1.66	1.00		0.77	0.98
Incremental Delay, d2		1.1	0.6		0.3	0.2
Delay (s)		22.0	22.0		21.6	27.2
Level of Service		C	C		C	C
Approach Delay (s)		22.0	22.0		25.6	
Approach LOS		C	C		C	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3	2	65	8	0	17	0	190	65	199	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00	1.00	0.95	
Frpb, ped/bikes		0.98		1.00	1.00		1.00		0.95	1.00	0.99	
Flpb, ped/bikes		1.00		0.97	1.00		0.98		1.00	0.96	1.00	
Frt		0.95		1.00	1.00		1.00		0.85	1.00	0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)		949		1405	1477		1523		1330	1465	2841	
Flt Permitted		1.00		0.75	1.00		0.60		1.00	0.95	1.00	
Satd. Flow (perm)		949		1116	1477		954		1330	1465	2841	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	2	71	9	0	18	0	207	71	216	37
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	4	0	71	9	0	18	0	207	71	239	0
Confl. Peds. (#/hr)	47		29	29		47	40		70	70		40
Confl. Bikes (#/hr)						4			2			
Heavy Vehicles (%)	74%	74%	74%	25%	25%	25%	8%	8%	8%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	7	7	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0		60.0		60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32		0.60		0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Grp Cap (vph)		304		357	473		572		798	879	1705	
v/s Ratio Prot		0.00			0.01						0.08	
v/s Ratio Perm				c0.06			0.02		c0.16	0.05		
v/c Ratio		0.01		0.20	0.02		0.03		0.26	0.08	0.14	
Uniform Delay, d1		23.2		24.7	23.3		8.2		9.5	8.4	8.7	
Progression Factor		1.00		1.12	1.10		1.45		1.48	0.94	0.86	
Incremental Delay, d2		0.1		1.2	0.1		0.1		0.5	0.2	0.2	
Delay (s)		23.3		28.8	25.7		11.9		14.5	8.1	7.6	
Level of Service		C		C	C		B		B	A	A	
Approach Delay (s)		23.3			28.4			14.3			7.7	
Approach LOS		C			C			B			A	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	188	41	42	58	47	118
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	214	47	48	66	53	134
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			296		418	273
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			296		418	273
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		89	80
cM capacity (veh/h)			1150		477	656

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	214	47	70	44	188
Volume Left	0	0	48	0	53
Volume Right	0	47	0	0	134
cSH	1700	1700	1150	1700	593
Volume to Capacity	0.13	0.03	0.04	0.03	0.32
Queue Length 95th (ft)	0	0	3	0	34
Control Delay (s)	0.0	0.0	5.8	0.0	13.9
Lane LOS			A		B
Approach Delay (s)	0.0		3.5		13.9
Approach LOS					B

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	416	23	77	568	257	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	0.99			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.99			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4624			4640	1517	1311
Flt Permitted	1.00			0.84	0.95	1.00
Satd. Flow (perm)	4624			3902	1517	1311
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	452	25	84	617	279	53
RTOR Reduction (vph)	6	0	0	0	0	33
Lane Group Flow (vph)	471	0	0	701	279	20
Confl. Peds. (#/hr)		96	96		30	1
Confl. Bikes (#/hr)		9				1
Heavy Vehicles (%)	7%	7%	7%	7%	15%	15%
Turn Type			custom			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases			2			
Actuated Green, G (s)	34.0			61.0	25.0	37.0
Effective Green, g (s)	34.0			61.0	26.0	38.0
Actuated g/C Ratio	0.34			0.61	0.26	0.38
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1572			2550	394	498
v/s Ratio Prot	c0.10			c0.06	c0.18	0.02
v/s Ratio Perm				0.10		
v/c Ratio	0.30			0.27	0.71	0.04
Uniform Delay, d1	24.3			9.1	33.6	19.5
Progression Factor	1.52			1.00	0.94	1.24
Incremental Delay, d2	0.5			0.3	10.3	0.2
Delay (s)	37.4			9.4	41.6	24.3
Level of Service	D			A	D	C
Approach Delay (s)	37.4			9.4	38.9	
Approach LOS	D			A	D	

Intersection Summary			
HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	241	439	400	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.86	0.86	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.92	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1354	4395	4412	
Flt Permitted			0.95	0.80	1.00	
Satd. Flow (perm)			1354	3548	4412	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	262	477	435	462
RTOR Reduction (vph)	0	0	0	0	191	0
Lane Group Flow (vph)	0	0	178	561	706	0
Confl. Peds. (#/hr)	111		6			6
Confl. Bikes (#/hr)		1				
Heavy Vehicles (%)	2%	2%	7%	7%	4%	4%
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			677	3688	1853	
v/s Ratio Prot			c0.13	0.08	c0.16	
v/s Ratio Perm				0.06		
v/c Ratio			0.26	0.15	0.38	
Uniform Delay, d1			14.4	0.4	20.0	
Progression Factor			0.59	1.75	1.21	
Incremental Delay, d2			0.9	0.1	0.6	
Delay (s)			9.4	0.7	24.9	
Level of Service			A	A	C	
Approach Delay (s)	0.0			2.8	24.9	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	52	205	2	0	629	190	59	341	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.98			1.00	
Flpb, ped/bikes				0.93	1.00			1.00			1.00	
Frt				1.00	1.00			0.97			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1500	3212			4439			4400	
Flt Permitted				0.95	1.00			1.00			0.76	
Satd. Flow (perm)				1500	3212			4439			3358	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	57	223	2	0	684	207	64	371	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	28	0	0	0	0
Lane Group Flow (vph)	0	0	0	57	224	0	0	863	0	0	435	0
Confl. Peds. (#/hr)	267		81	81		267	100		107	107		100
Confl. Bikes (#/hr)			17			18			24			4
Heavy Vehicles (%)	2%	2%	2%	12%	12%	12%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	19	19
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				555	1188			2441			1847	
v/s Ratio Prot					c0.07			c0.19				
v/s Ratio Perm				0.04							0.13	
v/c Ratio				0.10	0.19			0.35			0.24	
Uniform Delay, d1				20.6	21.3			12.6			11.6	
Progression Factor				1.00	1.00			1.00			0.53	
Incremental Delay, d2				0.4	0.4			0.4			0.3	
Delay (s)				21.0	21.7			13.0			6.4	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			21.5			13.0			6.4	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	226	0	0	254
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	246	0	0	276
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.95					
vC, conflicting volume	554	160			278	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	503	160			278	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	466	839			1196	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	164	82	276
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1196
Volume to Capacity	0.00	0.10	0.05	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	170	71	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	200	84	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	351	114	135			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	114	135			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	590	869	1294			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	201	56	30
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	751	1294	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.8	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	222	74	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	247	82	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	146				367	90
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				367	90
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1314				559	930

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	119	164	55	60	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1314	1700	1700	1700	559
Volume to Capacity	0.03	0.10	0.03	0.04	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.6	0.0	0.0	0.0	11.5
Lane LOS	A				B
Approach Delay (s)	1.1		0.0		11.5
Approach LOS					B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	297
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	345
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	507	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	422	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	236	230
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.14
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.4	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.2	
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	164	7	10	73
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	193	8	12	86
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	288	222			225	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	222			225	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	667	774			1276	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	201	40	57
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	774	1700	1276	1700
Volume to Capacity	0.00	0.12	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.7	0.0	2.3	0.0
Lane LOS	A		A	
Approach Delay (s)	9.7	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	226	254	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	246	276	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	420	299	297			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377	252	249			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	566	708	1200			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	123	123	276
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	708	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.16
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	10.1	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	207	253	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	225	275	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	455	298	311			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383	216	230			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	540	734	1199			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	95	150	275	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	734	1199	1700	1700	1700
Volume to Capacity	0.00	0.02	0.09	0.16	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.9	1.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.9	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	387	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	450	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	564	339	597			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	518	289	552			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	439	641	934			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	300	223
Volume Left	0	0	0
Volume Right	22	0	73
cSH	641	1700	1700
Volume to Capacity	0.03	0.18	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1430	2842	8	41	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	9
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.99
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5969	6037		1652	1405
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5969	6037		1652	1405
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1554	3089	9	45	687
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	0	1554	3098	0	45	686
Confl. Peds. (#/hr)	3			3	5	2
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	Perm					Perm
Protected Phases		2 4	6 4		3	
Permitted Phases	2 4					3
Actuated Green, G (s)		64.0	64.0		25.0	25.0
Effective Green, g (s)		63.0	63.0		26.0	26.0
Actuated g/C Ratio		0.63	0.63		0.26	0.26
Clearance Time (s)					5.0	5.0
Lane Grp Cap (vph)		3760	3803		430	365
v/s Ratio Prot		0.26	c0.51		0.03	
v/s Ratio Perm						c0.49
v/c Ratio		0.41	0.81		0.10	1.88
Uniform Delay, d1		9.3	14.1		28.1	37.0
Progression Factor		1.00	0.12		0.71	0.80
Incremental Delay, d2		0.3	1.0		0.5	405.9
Delay (s)		9.6	2.6		20.5	435.6
Level of Service		A	A		C	F
Approach Delay (s)		9.6	2.6		410.1	
Approach LOS		A	A		F	

Intersection Summary			
HCM Average Control Delay	60.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	42	1428	2652	7	140	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10
Total Lost time (s)		4.0	4.0		4.0	4.0
Lane Util. Factor		0.86	0.86		1.00	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5960	6001		1668	1492
Flt Permitted		0.77	1.00		0.95	1.00
Satd. Flow (perm)		4614	6001		1668	1492
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	1552	2883	8	152	216
RTOR Reduction (vph)	0	0	0	0	0	93
Lane Group Flow (vph)	0	1598	2891	0	152	123
Confl. Peds. (#/hr)	23			23	31	
Confl. Bikes (#/hr)				1		
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	2	6	6	0	0
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)		65.0	54.0		25.0	25.0
Effective Green, g (s)		66.0	54.0		26.0	26.0
Actuated g/C Ratio		0.66	0.54		0.26	0.26
Clearance Time (s)		5.0	4.0		5.0	5.0
Lane Grp Cap (vph)		3153	3241		434	388
v/s Ratio Prot		c0.04	c0.48		c0.09	
v/s Ratio Perm		0.29				0.08
v/c Ratio		0.51	0.89		0.35	0.32
Uniform Delay, d1		8.7	20.4		30.1	29.8
Progression Factor		0.82	1.00		0.82	0.65
Incremental Delay, d2		0.5	4.2		2.2	2.1
Delay (s)		7.7	24.6		26.9	21.4
Level of Service		A	C		C	C
Approach Delay (s)		7.7	24.6		23.6	
Approach LOS		A	C		C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	35	6	46	1	0	0	0	14	224	610	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	10	9	9
Total Lost time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00				1.00	1.00	0.95	
Frpb, ped/bikes		0.99		1.00	1.00				0.95	1.00	1.00	
Flpb, ped/bikes		1.00		0.96	1.00				1.00	0.96	1.00	
Frt		0.98		1.00	1.00				0.85	1.00	1.00	
Flt Protected		1.00		0.95	1.00				1.00	0.95	1.00	
Satd. Flow (prot)		1673		1269	1342				1221	1540	3082	
Flt Permitted		1.00		0.73	1.00				1.00	0.95	1.00	
Satd. Flow (perm)		1673		971	1342				1221	1540	3082	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	39	7	51	1	0	0	0	16	249	678	14
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	41	0	51	1	0	0	0	16	249	690	0
Confl. Peds. (#/hr)	62		42	42		62	39		80	80		39
Confl. Bikes (#/hr)			1			2			3			2
Heavy Vehicles (%)	3%	3%	3%	37%	37%	37%	17%	17%	17%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	8	8	0	0	0	0	0	0
Turn Type				Perm			custom		custom	Perm		
Protected Phases		4			8						6	
Permitted Phases				8			2		2	6		
Actuated Green, G (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Effective Green, g (s)		32.0		32.0	32.0				60.0	60.0	60.0	
Actuated g/C Ratio		0.32		0.32	0.32				0.60	0.60	0.60	
Clearance Time (s)		4.0		4.0	4.0				4.0	4.0	4.0	
Lane Grp Cap (vph)		535		311	429				733	924	1849	
v/s Ratio Prot		0.02			0.00						c0.22	
v/s Ratio Perm				c0.05					0.01	0.16		
v/c Ratio		0.08		0.16	0.00				0.02	0.27	0.37	
Uniform Delay, d1		23.7		24.4	23.1				8.1	9.5	10.3	
Progression Factor		1.00		1.39	1.49				0.56	0.43	0.44	
Incremental Delay, d2		0.3		1.1	0.0				0.1	0.7	0.6	
Delay (s)		24.0		34.9	34.5				4.6	4.8	5.1	
Level of Service		C		C	C				A	A	A	
Approach Delay (s)		24.0			34.9			4.6			5.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	166	240	101	30	17	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	184	267	112	33	19	39
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			500		499	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			500		499	245
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			89		95	94
cM capacity (veh/h)			978		396	689

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	184	267	123	22	19	39
Volume Left	0	0	112	0	19	0
Volume Right	0	267	0	0	0	39
cSH	1700	1700	978	1700	396	689
Volume to Capacity	0.11	0.16	0.11	0.01	0.05	0.06
Queue Length 95th (ft)	0	0	10	0	4	4
Control Delay (s)	0.0	0.0	8.4	0.0	14.5	10.5
Lane LOS			A		B	B
Approach Delay (s)	0.0		7.1		11.9	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	599	74	57	461	135	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	10
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	0.91			0.91	1.00	1.00
Frpb, ped/bikes	0.98			1.00	1.00	1.00
Flpb, ped/bikes	1.00			1.00	1.00	1.00
Frt	0.98			1.00	1.00	0.85
Flt Protected	1.00			0.99	0.95	1.00
Satd. Flow (prot)	4667			4517	1491	1288
Flt Permitted	1.00			0.83	0.95	1.00
Satd. Flow (perm)	4667			3787	1491	1288
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	651	80	62	501	147	71
RTOR Reduction (vph)	16	0	0	0	0	43
Lane Group Flow (vph)	715	0	0	563	147	28
Confl. Peds. (#/hr)		140	140		85	14
Confl. Bikes (#/hr)						7
Heavy Vehicles (%)	4%	4%	10%	10%	17%	17%
Turn Type			Prot			custom
Protected Phases	6		5 3	2 3	4	3 4
Permitted Phases						
Actuated Green, G (s)	32.0			59.0	27.0	39.0
Effective Green, g (s)	32.0			59.0	28.0	40.0
Actuated g/C Ratio	0.32			0.59	0.28	0.40
Clearance Time (s)	4.0				5.0	
Lane Grp Cap (vph)	1493			2402	417	515
v/s Ratio Prot	c0.15			c0.05	c0.10	0.02
v/s Ratio Perm				0.08		
v/c Ratio	0.48			0.23	0.35	0.06
Uniform Delay, d1	27.3			9.8	28.8	18.4
Progression Factor	1.31			1.00	0.81	0.45
Incremental Delay, d2	1.1			0.2	2.3	0.2
Delay (s)	36.9			10.0	25.6	8.6
Level of Service	D			A	C	A
Approach Delay (s)	36.9			10.0	20.0	
Approach LOS	D			A	C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (vph)	0	0	124	672	422	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	11	11	11
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.91	0.91	
Frpb, ped/bikes			1.00	1.00	0.99	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.96	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1589	4549	4332	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1589	4549	4332	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	135	730	459	189
RTOR Reduction (vph)	0	0	0	0	75	0
Lane Group Flow (vph)	0	0	135	730	573	0
Confl. Peds. (#/hr)	82		12			12
Confl. Bikes (#/hr)						6
Heavy Vehicles (%)	2%	2%	6%	6%	10%	10%
Parking (#/hr)				3		
Turn Type			Prot			
Protected Phases			2 3	1 3	1	
Permitted Phases						
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			636	2866	2253	
v/s Ratio Prot			c0.08	c0.16	0.13	
v/s Ratio Perm						
v/c Ratio			0.21	0.25	0.25	
Uniform Delay, d1			19.7	8.2	13.3	
Progression Factor			0.93	0.80	0.74	
Incremental Delay, d2			0.7	0.2	0.3	
Delay (s)			19.1	6.7	10.1	
Level of Service			B	A	B	
Approach Delay (s)	0.0			8.6	10.1	
Approach LOS	A			A	B	

Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	0	0	0	275	653	3	0	522	93	18	404	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.94	1.00			1.00			1.00	
Frt				1.00	1.00			0.98			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1644	3500			4436			4399	
Flt Permitted				0.95	1.00			1.00			0.90	
Satd. Flow (perm)				1644	3500			4436			3949	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	299	710	3	0	567	101	20	439	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	22	0	0	0	0
Lane Group Flow (vph)	0	0	0	299	713	0	0	646	0	0	459	0
Confl. Peds. (#/hr)	270		101	101		270	43		98	98		43
Confl. Bikes (#/hr)			12			8			3			19
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	9%	9%	9%	13%	13%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	4
Turn Type				Perm						Perm		
Protected Phases					4			2			6	
Permitted Phases				4						6		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				838	1785			1819			1619	
v/s Ratio Prot					c0.20			c0.15				
v/s Ratio Perm				0.18							0.12	
v/c Ratio				0.36	0.40			0.35			0.28	
Uniform Delay, d1				14.7	15.1			20.4			19.7	
Progression Factor				1.00	1.00			1.00			1.06	
Incremental Delay, d2				1.2	0.7			0.5			0.4	
Delay (s)				15.9	15.7			20.9			21.2	
Level of Service				B	B			C			C	
Approach Delay (s)		0.0			15.8			20.9			21.2	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	668
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	759
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	436	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	732	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	253	506
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.30
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	50	335	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	55	368	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	439	247	392			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	439	247	392			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	530	720	1057			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	18	37	245	125
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	661	1057	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	270	45	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	303	51	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	90				268	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90				268	65
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				79	100
cM capacity (veh/h)	1381				669	960

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	104	202	34	18	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1381	1700	1700	1700	673
Volume to Capacity	0.00	0.12	0.02	0.01	0.22
Queue Length 95th (ft)	0	0	0	0	21
Control Delay (s)	0.3	0.0	0.0	0.0	11.8
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.8
Approach LOS					B

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	772
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	877
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.88					
vC, conflicting volume	563	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	86	100			100	
cM capacity (veh/h)	588	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	292	585
Volume Left	81	0	0
Volume Right	0	0	0
cSH	588	1307	1700
Volume to Capacity	0.14	0.00	0.34
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	50	1	5	335
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	58	1	6	390
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	297	54			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	54			82	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	658	992			1482	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	39	21	136	260
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	791	1700	1700	1482	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.15
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.3	0.0
Lane LOS	A			A	
Approach Delay (s)	9.6	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	668	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	768	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	797	409	793			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	560	130	555			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	406	792	782			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	384	384
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	792	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.23	0.23
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.6	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	662	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	752	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	783	403	779			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	512	85	507			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	435	845	806			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	502	252
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	592	806	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.30	0.15
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	11.2	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.2	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	752	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	855	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	959	541	965			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	676	200	683			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	307	644	731			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	570	298
Volume Left	0	0	0
Volume Right	22	0	14
cSH	644	1700	1700
Volume to Capacity	0.03	0.34	0.18
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX P

2015 TOTAL FUTURE ("PREFERRED/ACTION ALTERNATIVE") QUEUE ANALYSIS

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Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	3018	991	278
v/c Ratio	0.86	0.54	0.81
Control Delay	12.2	60.5	51.0
Queue Delay	0.4	0.0	9.3
Total Delay	12.6	60.5	60.3
Queue Length 50th (ft)	285	195	125
Queue Length 95th (ft)	323	232	#235
Internal Link Dist (ft)	405	418	122
Turn Bay Length (ft)			
Base Capacity (vph)	3495	1826	344
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	125	0	44
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.90	0.54	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	2932	1053	23	57
v/c Ratio	0.82	0.46	0.06	0.14
Control Delay	23.8	21.4	21.9	8.7
Queue Delay	5.7	0.0	0.0	0.0
Total Delay	29.4	21.4	21.9	8.7
Queue Length 50th (ft)	447	133	12	0
Queue Length 95th (ft)	495	164	34	41
Internal Link Dist (ft)	418	122	250	
Turn Bay Length (ft)				
Base Capacity (vph)	3576	2304	413	404
Starvation Cap Reductn	602	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.99	0.46	0.06	0.14

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBR	SBL	SBT
Lane Group Flow (vph)	5	71	9	18	207	71	253
v/c Ratio	0.02	0.20	0.02	0.03	0.26	0.08	0.15
Control Delay	20.0	29.6	25.9	12.1	14.9	8.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	29.6	25.9	12.1	14.9	8.2	6.7
Queue Length 50th (ft)	1	38	5	7	85	13	19
Queue Length 95th (ft)	10	79	m18	m9	m117	31	38
Internal Link Dist (ft)	405		310				165
Turn Bay Length (ft)							
Base Capacity (vph)	305	357	473	572	798	879	1719
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.20	0.02	0.03	0.26	0.08	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	188	41	42	58	47	118
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	214	47	48	66	53	134
Pedestrians	40			23	36	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	3			2	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			273		
pX, platoon unblocked						
vC, conflicting volume			296		418	273
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			296		418	273
tC, single (s)			4.4		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.5
p0 queue free %			96		89	80
cM capacity (veh/h)			1150		477	656

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	214	47	70	44	188
Volume Left	0	0	48	0	53
Volume Right	0	47	0	0	134
cSH	1700	1700	1150	1700	593
Volume to Capacity	0.13	0.03	0.04	0.03	0.32
Queue Length 95th (ft)	0	0	3	0	34
Control Delay (s)	0.0	0.0	5.8	0.0	13.9
Lane LOS			A		B
Approach Delay (s)	0.0		3.5		13.9
Approach LOS					B

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	477	701	279	53
v/c Ratio	0.30	0.27	0.71	0.10
Control Delay	36.9	7.2	42.6	7.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.9	7.2	42.6	7.7
Queue Length 50th (ft)	108	58	163	5
Queue Length 95th (ft)	144	75	#277	30
Internal Link Dist (ft)	326	43	193	
Turn Bay Length (ft)				
Base Capacity (vph)	1578	2600	394	531
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.27	0.71	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	178	561	897
v/c Ratio	0.26	0.17	0.44
Control Delay	9.6	0.4	15.8
Queue Delay	0.0	0.0	0.0
Total Delay	9.6	0.4	15.8
Queue Length 50th (ft)	83	0	125
Queue Length 95th (ft)	141	1	165
Internal Link Dist (ft)		424	326
Turn Bay Length (ft)	160		
Base Capacity (vph)	677	3290	2045
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.17	0.44

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	57	225	891	435
v/c Ratio	0.10	0.19	0.36	0.24
Control Delay	21.4	21.8	12.1	6.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.4	21.8	12.1	6.5
Queue Length 50th (ft)	23	50	101	21
Queue Length 95th (ft)	51	77	130	24
Internal Link Dist (ft)		265	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	555	1189	2469	1847
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.19	0.36	0.24

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	226	0	0	254
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	246	0	0	276
Pedestrians	32					5
Lane Width (ft)	11.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.95					
vC, conflicting volume	554	160			278	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	503	160			278	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	466	839			1196	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	0	164	82	276
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1196
Volume to Capacity	0.00	0.10	0.05	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	1	170	71	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	2	1	200	84	2
Pedestrians	49			22	15	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	4			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				330		
pX, platoon unblocked						
vC, conflicting volume	351	114	135			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	114	135			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	590	869	1294			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	4	201	56	30
Volume Left	1	1	0	0
Volume Right	2	0	0	2
cSH	751	1294	1700	1700
Volume to Capacity	0.00	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	9.8	0.1	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.8	0.1	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	222	74	29	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	247	82	32	7	0
Pedestrians		1	40		32	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		390	383			
pX, platoon unblocked						
vC, conflicting volume	146				367	90
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146				367	90
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				99	100
cM capacity (veh/h)	1314				559	930

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	119	164	55	60	7
Volume Left	37	0	0	0	7
Volume Right	0	0	0	32	0
cSH	1314	1700	1700	1700	559
Volume to Capacity	0.03	0.10	0.03	0.04	0.01
Queue Length 95th (ft)	2	0	0	0	1
Control Delay (s)	2.6	0.0	0.0	0.0	11.5
Lane LOS	A				B
Approach Delay (s)	1.1		0.0		11.5
Approach LOS					B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	104	297
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	0	121	345
Pedestrians	89		3			3
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	7		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			245			401
pX, platoon unblocked						
vC, conflicting volume	507	92			89	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507	92			89	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			91	
cM capacity (veh/h)	422	881			1353	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	0	236	230
Volume Left	0	121	0
Volume Right	0	0	0
cSH	1700	1353	1700
Volume to Capacity	0.00	0.09	0.14
Queue Length 95th (ft)	0	7	0
Control Delay (s)	0.0	4.4	0.0
Lane LOS	A	A	
Approach Delay (s)	0.0	2.2	
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	164	7	10	73
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	1	193	8	12	86
Pedestrians	24					1
Lane Width (ft)	10.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	2					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			420			
pX, platoon unblocked						
vC, conflicting volume	288	222			225	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	222			225	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			99	
cM capacity (veh/h)	667	774			1276	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	1	201	40	57
Volume Left	0	0	12	0
Volume Right	1	8	0	0
cSH	774	1700	1276	1700
Volume to Capacity	0.00	0.12	0.01	0.03
Queue Length 95th (ft)	0	0	1	0
Control Delay (s)	9.7	0.0	2.3	0.0
Lane LOS	A		A	
Approach Delay (s)	9.7	0.0	1.0	
Approach LOS	A			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	0	226	254	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	0	246	276	0
Pedestrians	21			2		
Lane Width (ft)	16.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	323	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	420	299	297			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377	252	249			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	566	708	1200			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	1	123	123	276
Volume Left	0	0	0	0
Volume Right	1	0	0	0
cSH	708	1700	1700	1700
Volume to Capacity	0.00	0.07	0.07	0.16
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	10.1	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	10.1	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	1	18	207	253	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	20	225	275	13
Pedestrians	23				5	
Lane Width (ft)	9.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	105	
pX, platoon unblocked	0.94	0.94	0.94			
vC, conflicting volume	455	298	311			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383	216	230			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	98			
cM capacity (veh/h)	540	734	1199			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	1	95	150	275	13
Volume Left	0	20	0	0	0
Volume Right	1	0	0	0	13
cSH	734	1199	1700	1700	1700
Volume to Capacity	0.00	0.02	0.09	0.16	0.01
Queue Length 95th (ft)	0	1	0	0	0
Control Delay (s)	9.9	1.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.9	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	29.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	387	63
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	22	0	0	450	73
Pedestrians	74			3	3	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	6			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				305	341	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	564	339	597			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	518	289	552			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	439	641	934			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	300	223
Volume Left	0	0	0
Volume Right	22	0	73
cSH	641	1700	1700
Volume to Capacity	0.03	0.18	0.13
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1554	3098	45	687
v/c Ratio	0.39	0.78	0.10	1.88
Control Delay	8.2	2.2	20.8	427.8
Queue Delay	0.0	1.0	0.0	0.0
Total Delay	8.2	3.2	20.8	427.8
Queue Length 50th (ft)	118	25	24	~687
Queue Length 95th (ft)	140	33	55	#913
Internal Link Dist (ft)	405	410	130	
Turn Bay Length (ft)				
Base Capacity (vph)	3940	3987	430	366
Starvation Cap Reductn	0	570	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.91	0.10	1.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1598	2891	152	216
v/c Ratio	0.51	0.89	0.35	0.45
Control Delay	7.9	25.0	27.3	11.7
Queue Delay	0.0	0.1	0.0	0.0
Total Delay	7.9	25.1	27.3	11.7
Queue Length 50th (ft)	84	450	74	23
Queue Length 95th (ft)	94	510	133	105
Internal Link Dist (ft)	410	140	240	
Turn Bay Length (ft)				
Base Capacity (vph)	3153	3242	434	481
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	28	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.90	0.35	0.45

Intersection Summary

Lane Group	EBT	WBL	WBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	51	1	16	249	692
v/c Ratio	0.09	0.16	0.00	0.02	0.27	0.37
Control Delay	21.5	35.9	35.0	4.6	4.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	35.9	35.0	4.6	4.9	5.1
Queue Length 50th (ft)	17	25	0	3	25	36
Queue Length 95th (ft)	43	m56	m3	m6	39	48
Internal Link Dist (ft)	405		243			195
Turn Bay Length (ft)						
Base Capacity (vph)	540	311	429	733	924	1851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.16	0.00	0.02	0.27	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	166	240	101	30	17	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	184	267	112	33	19	39
Pedestrians	24			12	49	
Lane Width (ft)	12.0			11.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	500			275		
pX, platoon unblocked						
vC, conflicting volume			500		499	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			500		499	245
tC, single (s)			4.3		7.1	7.2
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			89		95	94
cM capacity (veh/h)			978		396	689

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	184	267	123	22	19	39
Volume Left	0	0	112	0	19	0
Volume Right	0	267	0	0	0	39
cSH	1700	1700	978	1700	396	689
Volume to Capacity	0.11	0.16	0.11	0.01	0.05	0.06
Queue Length 95th (ft)	0	0	10	0	4	4
Control Delay (s)	0.0	0.0	8.4	0.0	14.5	10.5
Lane LOS			A		B	B
Approach Delay (s)	0.0		7.1		11.9	
Approach LOS					B	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	SET	NWT	NEL	NER
Lane Group Flow (vph)	731	563	147	71
v/c Ratio	0.48	0.27	0.35	0.13
Control Delay	36.0	7.9	26.1	2.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.0	7.9	26.1	2.7
Queue Length 50th (ft)	182	49	70	0
Queue Length 95th (ft)	224	65	127	11
Internal Link Dist (ft)	332	43	195	
Turn Bay Length (ft)				
Base Capacity (vph)	1510	2073	417	558
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.27	0.35	0.13

Intersection Summary

Lane Group	SEL	SET	NWT
Lane Group Flow (vph)	135	730	648
v/c Ratio	0.21	0.25	0.28
Control Delay	19.4	6.7	7.7
Queue Delay	0.0	0.0	0.0
Total Delay	19.4	6.7	7.7
Queue Length 50th (ft)	62	62	38
Queue Length 95th (ft)	107	77	65
Internal Link Dist (ft)		424	332
Turn Bay Length (ft)	160		
Base Capacity (vph)	636	2866	2327
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.25	0.28

Intersection Summary

Lane Group	SBL	SBT	SET	NWT
Lane Group Flow (vph)	299	713	668	459
v/c Ratio	0.36	0.40	0.36	0.28
Control Delay	16.2	15.9	19.9	21.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.2	15.9	19.9	21.4
Queue Length 50th (ft)	109	140	99	51
Queue Length 95th (ft)	170	184	130	56
Internal Link Dist (ft)		258	136	424
Turn Bay Length (ft)				
Base Capacity (vph)	838	1785	1841	1620
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.40	0.36	0.28

Intersection Summary

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	8	0	0	668
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	9	0	0	759
Pedestrians	47					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	4					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			330			195
pX, platoon unblocked	0.90					
vC, conflicting volume	436	52			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138	52			56	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	732	975			1491	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	6	3	253	506
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1491	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.30
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.0	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	50	335	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	3	0	55	368	2
Pedestrians	22			40	20	
Lane Width (ft)	11.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			3	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				320		
pX, platoon unblocked						
vC, conflicting volume	439	247	392			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	439	247	392			
tC, single (s)	6.8	6.9	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	100	100			
cM capacity (veh/h)	530	720	1057			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	18	37	245	125
Volume Left	1	0	0	0	0
Volume Right	3	0	0	0	2
cSH	661	1057	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.14	0.07
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	270	45	1	128	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	303	51	1	144	2
Pedestrians		1	20		38	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	2		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		323	452			
pX, platoon unblocked						
vC, conflicting volume	90				268	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90				268	65
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	100				79	100
cM capacity (veh/h)	1381				669	960

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	104	202	34	18	146
Volume Left	3	0	0	0	144
Volume Right	0	0	0	1	2
cSH	1381	1700	1700	1700	673
Volume to Capacity	0.00	0.12	0.02	0.01	0.22
Queue Length 95th (ft)	0	0	0	0	21
Control Delay (s)	0.3	0.0	0.0	0.0	11.8
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		11.8
Approach LOS					B

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	71	0	0	0	0	772
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	81	0	0	0	0	877
Pedestrians	114		10			1
Lane Width (ft)	12.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	10		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			275			371
pX, platoon unblocked	0.88					
vC, conflicting volume	563	115			114	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236	115			114	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	86	100			100	
cM capacity (veh/h)	588	834			1307	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	81	292	585
Volume Left	81	0	0
Volume Right	0	0	0
cSH	588	1307	1700
Volume to Capacity	0.14	0.00	0.34
Queue Length 95th (ft)	12	0	0
Control Delay (s)	12.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	2	50	1	5	335
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	2	58	1	6	390
Pedestrians	23		9			1
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			410			
pX, platoon unblocked						
vC, conflicting volume	297	54			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	297	54			82	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	658	992			1482	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	39	21	136	260
Volume Left	2	0	0	6	0
Volume Right	2	0	1	0	0
cSH	791	1700	1700	1482	1700
Volume to Capacity	0.01	0.02	0.01	0.00	0.15
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.3	0.0
Lane LOS	A			A	
Approach Delay (s)	9.6	0.0		0.1	
Approach LOS	A				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	8	668	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	5	0	9	768	0
Pedestrians	25					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				210	315	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	797	409	793			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	560	130	555			
tC, single (s)	6.8	6.9	4.5			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	99	100			
cM capacity (veh/h)	406	792	782			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	5	5	384	384
Volume Left	0	0	0	0	0
Volume Right	5	0	0	0	0
cSH	792	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.23	0.23
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	9.6	0.0		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	5	6	0	8	662	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	7	0	9	752	1
Pedestrians	26					
Lane Width (ft)	9.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				430	95	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	783	403	779			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	512	85	507			
tC, single (s)	6.8	6.9	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	99	99	100			
cM capacity (veh/h)	435	845	806			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	3	6	502	252
Volume Left	6	0	0	0	0
Volume Right	7	0	0	0	1
cSH	592	806	1700	1700	1700
Volume to Capacity	0.02	0.00	0.00	0.30	0.15
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	11.2	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.2	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	19	0	0	752	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	22	0	0	855	14
Pedestrians	97			10	1	
Lane Width (ft)	12.0			0.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	8			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				345	301	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	959	541	965			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	676	200	683			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	307	644	731			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	22	570	298
Volume Left	0	0	0
Volume Right	22	0	14
cSH	644	1700	1700
Volume to Capacity	0.03	0.34	0.18
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		