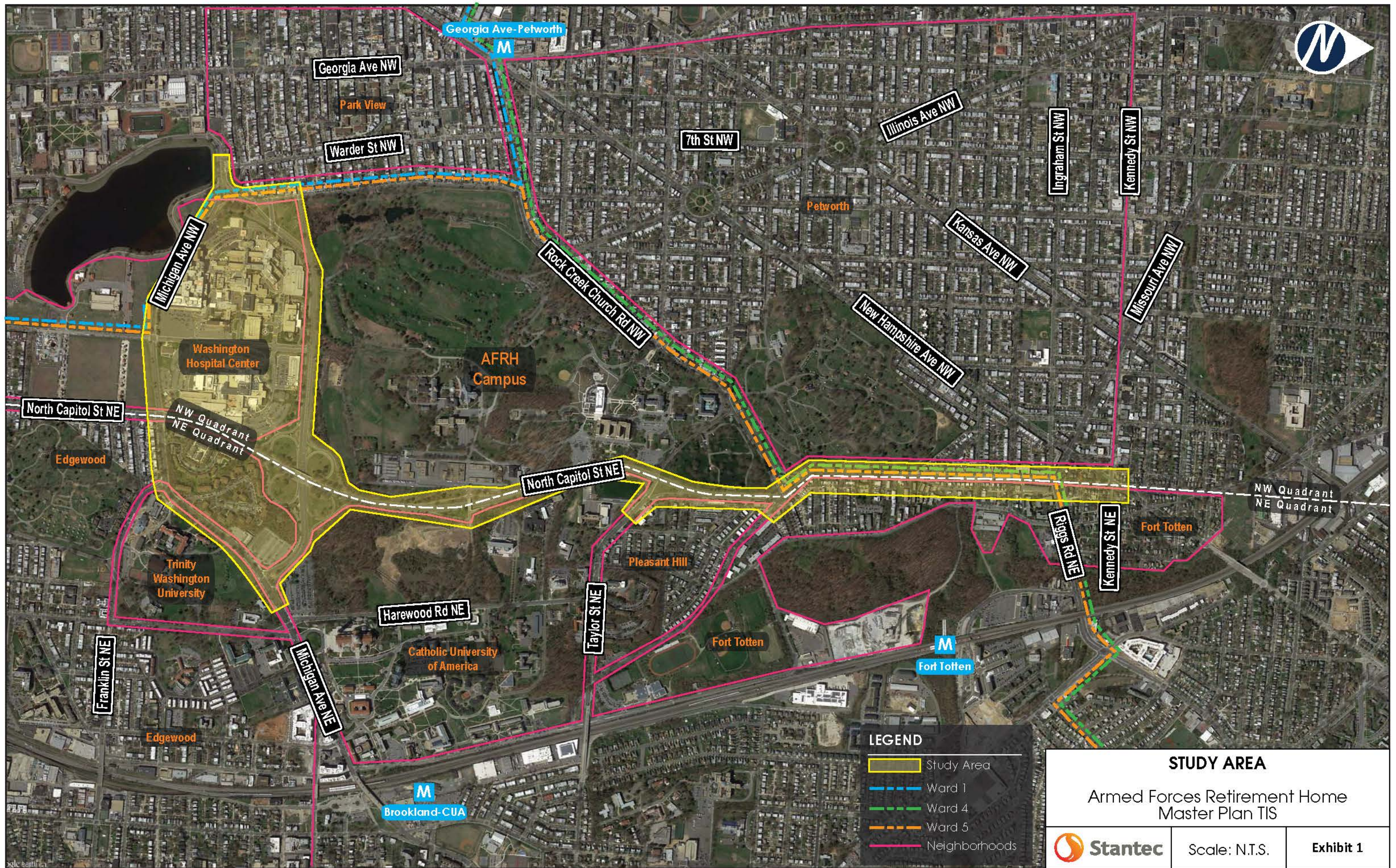
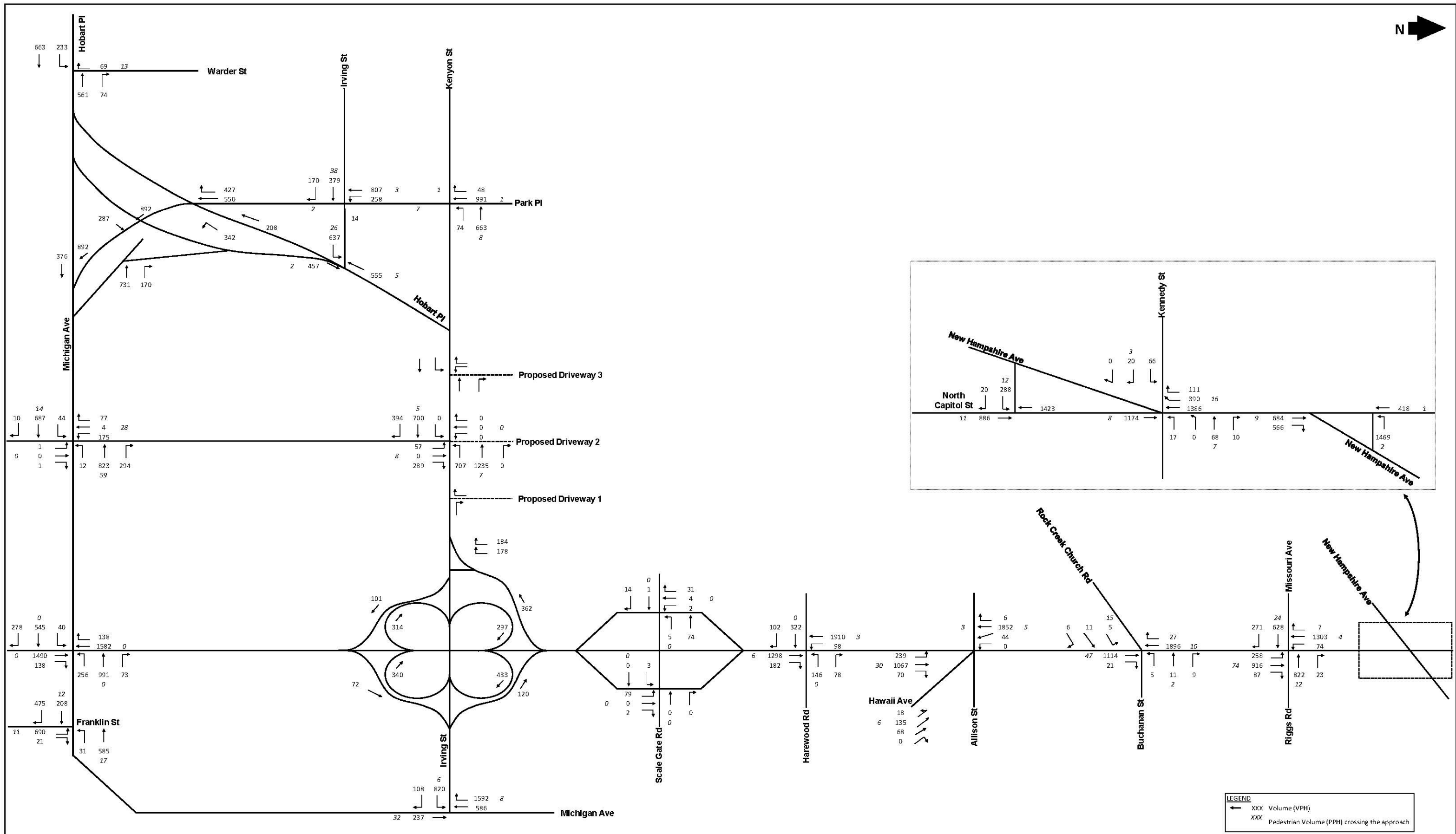


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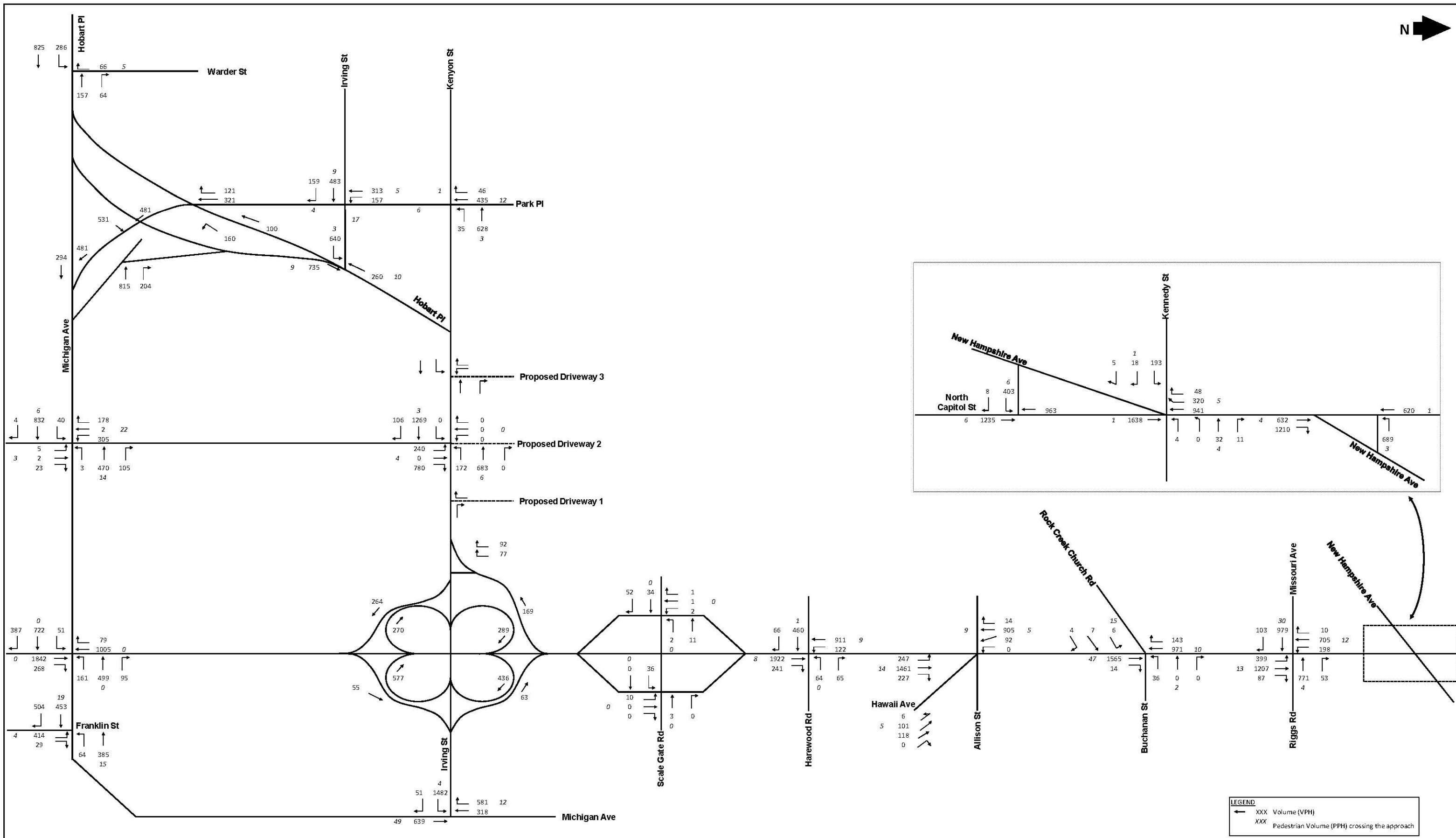
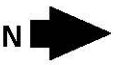
APPENDIX A REPORT EXHIBITS





ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 2
2015 Existing Condition Volumes
AM Peak Hour



ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 3
2015 Existing Condition Volumes
PM Peak Hour

Exhibit 4
Intesection Capacity Analysis Results

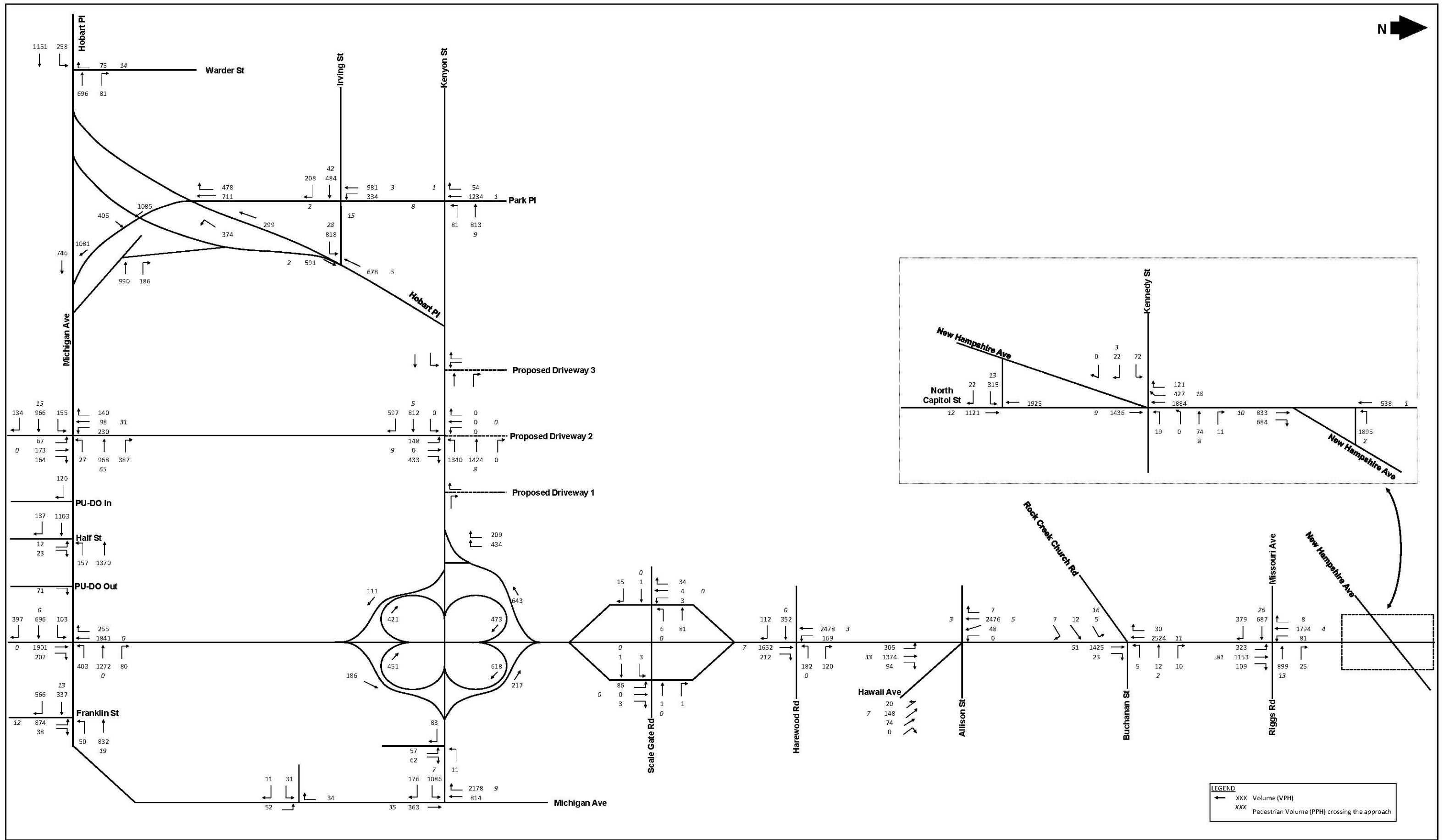
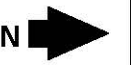
Intersection	LANE GROUP	2015 Existing Condition					2015 Existing Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	0.89	31.2	C	427	551	0.57	26.1	C	188	246
	NB-T	0.89	78.0	E	144	643	0.68	40.4	D	163	404
	SB-T	0.66	43.0	D	133	186	0.65	34.0	C	193	256
	Intersection	-	45.6	D	-	-	-	33.3	C	-	-
North Capitol St & Kennedy St NE/NW <i>Signalized</i>	EB-LTR	0.29	3.5	A	0	16	0.75	19.7	B	36	73
	WB-LTR	0.32	37.3	D	51	100	0.16	29.7	C	21	54
	NB-T	0.50	56.9	E	103	26	0.73	41.5	D	40	170
	SB-T	0.58	2.1	A	0	0	0.42	1.4	A	1	1
	Intersection	-	26.8	C	-	-	-	26.4	C	-	-
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	EB-TR	0.30	38.8	D	49	96	0.72	69.8	E	133	234
	WB-LT	0.17	2.2	A	2	2	0.08	5.8	A	4	4
	SB-TR	0.23	0.2	A	0	0	0.16	0.2	A	0	0
	Intersection	-	5.5	A	-	-	-	24.9	C	-	-
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	EB-LR	0.45	36.7	D	87	129	0.48	33.5	C	119	166
	NB-T	1.43	223.0	F	403	526	1.27	138.2	F	507	537
	SB-T	0.59	9.9	A	370	420	0.45	9.6	A	181	220
	Intersection	-	85.2	F	-	-	-	74.2	E	-	-
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	EB-TR	0.84	36.5	D	262	347	0.96	49.5	D	373	522
	WB-TR	0.81	37.1	D	260	339	0.75	32.0	C	253	329
	NB-L	1.37	230.4	F	229	393	1.07	83.1	F	305	385
	NB-TR	0.79	33.6	C	360	384	1.04	51.5	F	505	630
	SB-L	0.33	46.5	D	52	88	0.94	93.5	F	148	289
	SB-TR	0.93	57.2	E	418	550	0.82	60.7	E	281	342
	Intersection	-	53.7	D	-	-	-	53.6	D	-	-
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-LT	0.11	60.9	E	12	36	0.09	65.7	E	10	34
	EB-R	0.08	63.5	E	4	19	0.03	65.8	E	3	15
	WB-LTR	0.53	77.0	E	17	45	0.59	90.8	F	22	70
	SB-TR	0.75	10.6	B	90	323	0.51	3.7	A	34	73
	NB-TR	0.55	5.8	A	126	142	0.88	67.4	E	655	697
	Intersection	-	9.8	A	-	-	-	41.9	D	-	-
North Capitol St & Hawaii Ave NE/Allison St NE <i>Signalized</i>	NB-L	1.00	84.7	F	146	290	0.69	20.8	C	109	130
	NB-TR	0.67	17.9	B	198	277	1.03	75.7	F	351	767
	SB-L	0.18	34.4	C	0	46	0.30	43.6	D	50	97
	SB-TR	1.22	117.8	F	880	1032	0.60	23.5	C	309	363
	NW-LTR	1.04	113.0	F	164	315	0.97	92.4	F	155	309
	Intersection	-	81.6	F	-	-	-	56.6	E	-	-
North Capitol St & Harewood Rd NE (North) <i>Signalized</i>	NB-T	0.57	1.0	A	0	0	0.84	44.9	D	0	122
	SB-T	0.63	8.9	A	128	106	0.32	4.3	A	30	59
	WB-L	0.35	34.2	C	79	179	0.16	30.5	C	34	70
	WB-R	0.21	31.4	C	40	80	0.18	31.0	C	35	71
	Intersection	-	7.5	A	-	-	-	31.8	C	-	-
North Capitol St & Harewood Rd NW (South) <i>Signalized</i>	EB-TR	0.52	33.3	C	120	170	0.65	36.7	D	161	220
	NB-T	0.83	28.2	C	374	473	1.22	131.3	F	847	986
	NB-R	0.24	3.0	A	0	36	0.33	7.1	A	32	82
	SB-L	0.46	52.4	D	69	110	0.58	55.3	E	90	151
	SB-T	0.85	14.4	B	249	276	0.39	8.9	A	116	149
	Intersection	-	21.4	C	-	-	-	78.6	E	-	-
SB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i> NB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i>	EB-TR	0.01	0.0	A	-	0	0.06	0.0	A	-	0
	WB-LT	0.00	0.5	A	-	0	0.00	1.3	A	-	0
	SB-LTR	0.05	9.2	A	-	4	0.01	9.1	A	-	0
	Intersection	-	2.9	A	-	-	-	0.5	A	-	-
	EB-LT	0.00	0.0	A	-	0	0.04	0.3	A	-	3
	WB-TR	0.00	0.0	A	-	0	0.00	0.0	A	-	0
	NB-LTR	0.10	9.1	A	-	8	0.02	10.3	B	-	2
	Intersection	-	9.0	A	-	-	-	7.4	A	-	-

Intersection	LANE GROUP	2015 Existing Condition					2015 Existing Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
First St NW & Irving St NW <i>Signalized</i>	EB-T	0.74	45.0	D	258	323	0.98	54.4	D	455	594
	EB-R	0.55	21.5	C	151	206	0.13	6.7	A	15	40
	WB-L	0.53	20.1	C	195	250	0.17	24.4	C	47	76
	WB-T	0.35	2.9	A	51	59	0.19	2.9	A	29	35
	NB-L	0.23	62.6	E	42	50	0.83	65.4	E	155	285
	NB-R	0.20	20.5	C	105	138	0.55	16.8	B	197	261
	Intersection	-	19.9	B	-	-	-	32.2	C	-	-
North Capitol St & Michigan Ave NE/NW <i>Signalized</i>	EB-L	0.34	24.9	C	14	29	0.23	30.1	C	28	44
	EB-TR	0.88	31.5	C	267	371	1.09	87.2	F	436	559
	WB-L	0.74	38.0	D	136	225	0.69	27.7	C	56	123
	WB-TR	0.67	34.2	C	361	436	0.43	11.7	B	150	157
	NB-TR	0.84	30.1	C	342	408	0.95	35.1	D	467	599
	SB-TR	0.87	33.2	C	369	439	0.49	18.6	B	174	213
	Intersection	-	32.4	C	-	-	-	39.9	D	-	-
Franklin St NE & Michigan Ave NE <i>Signalized</i>	EB-TR	0.29	9.4	A	106	130	0.35	0.7	A	4	8
	WB-LT	0.29	5.7	A	32	39	0.22	11.8	B	47	82
	NB-LR	0.76	35.9	D	219	289	0.66	34.5	C	150	208
	Intersection	-	17.6	B	-	-	-	12.5	B	-	-
Michigan Ave NE & Irving St NE <i>Signalized</i>	NB-T	0.11	21.2	C	49	73	0.68	28.4	C	339	378
	SB-T	0.27	14.0	B	78	102	0.30	17.0	B	106	133
	EB-LR	0.53	18.3	B	90	111	0.16	15.7	B	41	60
	Intersection	-	17.3	B	-	-	-	23.8	C	-	-
Hobart Place NW & Irving St NW <i>Signalized</i>	EB-L	0.33	33.2	C	157	183	0.30	32.7	C	157	197
	NB-R	0.28	19.3	B	99	129	0.51	21.6	C	163	209
	SB-T	0.33	9.3	A	75	95	0.18	20.5	C	76	107
	Intersection	-	21.3	C	-	-	-	25.8	C	-	-
Irving St & Ramp from SB North Capitol St <i>Signalized</i>	WB-T	0.44	4.6	A	116	136	0.20	5.5	A	60	71
	SB-R	0.70	48.2	D	104	134	0.32	37.7	D	53	103
	Intersection	-	4.8	A	-	-	-	2.1	A	-	-
Park Place NW & Kenyon NW St <i>Signalized</i>	WB-L	0.10	4.1	A	3	18	0.05	3.1	A	0	6
	WB-T	0.48	9.8	A	61	85	0.51	13.8	B	123	156
	SB-TR	0.78	17.3	B	132	198	0.32	7.9	A	39	64
	Intersection	-	13.9	B	-	-	-	11.0	B	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-TR	0.91	49.8	D	330	541	0.76	28.6	C	316	465
	SB-L	0.26	3.0	A	9	20	0.19	9.6	A	22	52
	SB-T	0.44	12.6	B	133	233	0.21	24.0	C	88	131
	Intersection	-	23.7	C	-	-	-	24.5	C	-	-
Ramp to Michigan Ave NW & Hobart Place NW <i>Unsignalized</i>	EB-L	1.19	157.7	F	-	351	1.19	133.7	F	-	535
	SB-T	0.55	0.0	A	-	0	0.30	0.0	A	-	0
	Intersection	-	38.4	E	-	-	-	70.1	F	-	-
Hobart Place NW & Michigan Ave NW & Warder St NW <i>Signalized</i>	EB-L	0.71	48.2	D	149	213	0.72	44.6	D	179	243
	EB-T	0.20	0.1	A	0	0	0.25	0.2	A	0	0
	SB-R	0.23	33.7	C	40	72	0.18	29.3	C	36	65
	WB-TR	0.60	9.4	A	134	477	0.21	13.7	B	75	127
	Intersection	-	12.2	B	-	-	-	12.8	B	-	-
First St NW & Michigan Ave NW <i>Signalized</i>	EB-L	0.73	82.8	F	25	95	0.18	20.2	C	16	40
	EB-TR	0.56	23.4	C	187	247	0.61	24.4	C	215	280
	WB-L	0.10	34.4	C	7	11	0.02	9.7	A	1	2
	WB-TR	0.86	45.9	D	362	437	0.42	13.8	B	151	221
	NB-L	0.00	29.0	C	1	5	0.01	29.2	C	3	12
	NB-TR	0.00	0.0	A	0	0	0.06	13.1	B	1	22
	SB-L	0.58	34.7	C	121	195	0.91	72.0	E	208	363
	SB-TR	0.26	6.4	A	12	28	0.42	12.7	B	0	71
	Intersection	-	36.7	D	-	-	-	27.4	C	-	-

Exhibit 5**Freeway Capacity Analysis Results - 2015 Existing Network****North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange**

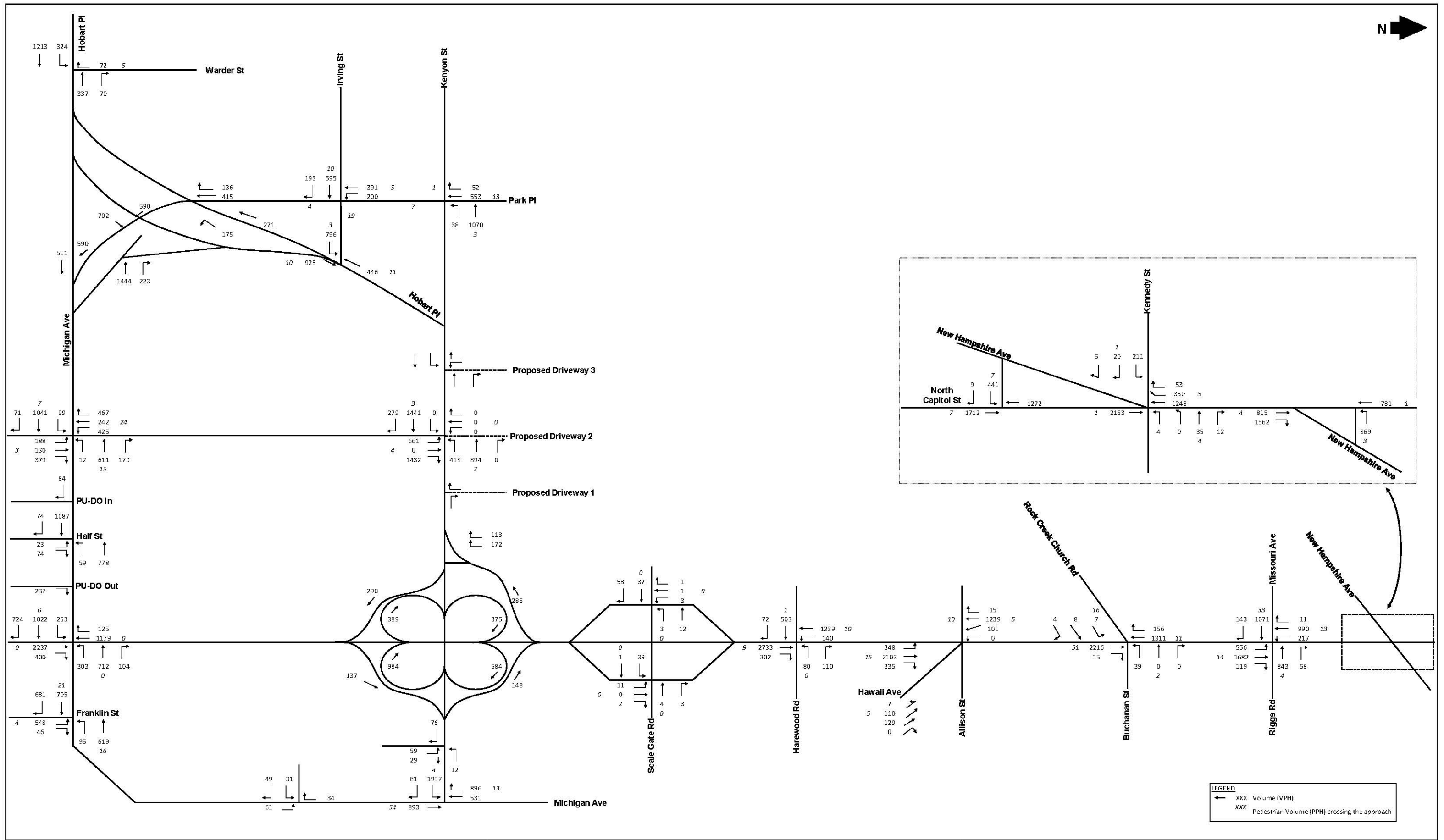
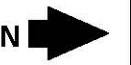
Interchange	Segment			Existing Condition			
				AM		PM	
	Type	From	To	Density	LOS	Density	LOS
North Capitol Street & Irving Street	Diverge	North Capitol Street NB	Irving Street EB	13.6	B	16.1	B
	Merge	Irving Street WB	North Capitol Street NB	11.9	B	14.7	B
	Weave	North Capitol Street NB		11.6	B	15.6	B
	Diverge	North Capitol Street SB	Irving Street WB	14.5	B	8.9	A
	Merge	Irving Street EB	North Capitol Street SB	12.8	B	10.4	B
	Weave	North Capitol Street SB		10.8	B	6.3	A
	Diverge	Irving Street EB	North Capitol Street SB	9.7	A	15.8	B
	Merge	North Capitol Street NB	Irving Street EB	9.6	A	12.5	B
	Weave	Irving Street EB		9.5	A	12.6	B
	Diverge	Irving Street WB	North Capitol Street NB	12.6	B	6.8	A
	Weave	Irving Street WB		10.7	A	5.8	A
North Capitol Street & Scale Gate Road	Diverge	North Capitol Street NB	Scale Gate Road	13.3	B	17.1	B
	Merge	Scale Gate Road	North Capitol Street NB	12.0	B	15.6	B
	Diverge	North Capitol Street SB	Scale Gate Road	16.3	B	9.6	A
	Merge	Scale Gate Road	North Capitol Street SB	13.4	B	8.6	A

Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).



ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 6
2045 No Build Condition Volumes
AM Peak Hour



ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 7
2045 No Build Condition Volumes
PM Peak Hour

Exhibit 8
Existing Network Scenario
Intersection Capacity Analysis Results
2045 No Build Condition

Intersection	Lane Group	AM Peak Hour					PM Peak Hour				
		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)	
					50th %tile	95th %tile				50th %tile	95th %tile
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	1.15	102.7	F	~753	#889	0.72	29.8	C	256	329
	NB-T	1.08	87.4	F	~630	#867	0.88	72.2	E	556	m621
	SB-T	0.85	52.6	D	179	#264	0.82	40.3	D	260	336
	Intersection	-	90.5	F	-	-	-	47.2	D	-	-
North Capitol St & Kennedy St <i>Signalized</i>	EB-LTR	0.32	4.0	A	0	22	0.82	24.0	C	159	m#225
	WB-LTR	0.36	38.3	D	57	108	0.18	30.3	C	23	58
	NB-T	0.61	62.3	E	183	m78	0.95	60.2	E	295	m80
	SB-T	0.79	18.3	B	0	m0	0.56	1.4	A	3	10
	Intersection	-	36.5	D	-	-	-	37.6	D	-	-
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	EB-TR	0.32	39.3	D	54	103	0.79	62.7	E	147	#270
	WB-LT	0.19	2.3	A	2	2	0.10	7.1	A	6	7
	SB-TR	0.25	0.2	A	0	m0	0.18	0.9	A	0	m0
	Intersection	-	5.5	A	-	-	-	22.8	C	-	-
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	EB-LR	0.49	118.3	F	96	141	0.52	37.8	D	131	180
	NB-T	1.81	393.2	F	~564	m#573	1.76	361.5	F	~891	m#513
	SB-T	0.80	2.2	A	11	18	0.60	8.1	A	238	290
	Intersection	-	143.4	F	-	-	-	188.3	F	-	-
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	EB-TR	1.00	58.5	E	~334	#487	1.08	82.2	F	~490	#627
	WB-TR	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
	NB-L	1.72	364.4	F	~324	#483	1.50	251.5	F	~532	m#402
	NB-TR	0.99	41.2	D	324	#571	1.45	224.5	F	~890	m#656
	SB-L	0.37	31.2	C	41	m55	1.03	103.5	F	~158	#304
	SB-TR	1.28	157.6	F	~780	#921	1.14	108.0	F	~407	#539
	Intersection	-	102.2	F	-	-	-	141.7	F	-	-
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-LT	0.12	35.7	D	13	38	0.11	46.0	D	12	37
	EB-R	0.09	39.0	D	5	21	0.03	44.2	D	3	15
	WB-LTR	0.58	83.7	F	18	#52	0.65	81.6	F	25	#80
	SB-TR	1.01	62.1	F	~610	m#856	0.65	17.3	B	478	m484
	NB-TR	0.70	4.6	A	43	m#60	1.22	114.2	F	~1076	m#43
	Intersection	-	41.6	D	-	-	-	75.6	E	-	-
North Capitol St & Hawaii Ave NE / Allison St NE <i>Signalized</i>	NB-L	1.28	171.2	F	~213	m#386	1.32	167.6	F	~239	m#167
	NB-TR	0.86	28.1	C	520	545	1.49	244.9	F	~1193	m#911
	SB-L	0.18	25.3	C	28	m26	0.33	34.5	C	73	m99
	SB-TR	1.63	304.9	F	~1410	m#1384	0.81	10.4	B	43	165
	NW-LTR	1.15	146.3	F	~197	#353	1.10	128.8	F	~193	#350
	Intersection	-	195.1	F	-	-	-	160.4	F	-	-
North Capitol St & Harewood Rd (North) <i>Signalized</i>	NB-T	0.72	5.7	A	47	m32	1.20	105.1	F	~602	m0
	SB-T	0.84	0.9	A	1	m1	0.43	3.9	A	17	66
	WB-L	0.44	35.3	D	101	168	0.20	31.1	C	43	83
	WB-R	0.32	33.4	C	65	117	0.30	33.1	C	61	111
	Intersection	-	5.0	A	-	-	-	71.5	E	-	-
North Capitol St & Harewood Rd (South) <i>Signalized</i>	EB-TR	0.58	35.7	D	138	192	0.72	38.9	D	183	246
	NB-T	1.06	66.2	F	~630	#767	1.74	357.5	F	~1453	#1584
	NB-R	0.28	5.1	A	16	56	0.42	12.0	B	75	143
	SB-L	0.79	69.2	E	104	m130	0.66	39.6	D	78	#168
	SB-T	1.10	56.6	F	~1015	#1119	0.54	4.2	A	60	84
	Intersection	-	56.1	E	-	-	-	205.3	F	-	-
North Capitol St SB Ramps & Scale Gate Rd <i>Unsignalized</i>	EB-TR	0.01	0.0	A	-	0	0.07	0.0	A	-	0
	WB-LT	0.01	0.6	A	-	0	0.00	1.6	A	-	0
	SB-LTR	0.06	9.2	A	-	5	0.01	9.1	A	-	1
	Intersection	-	2.9	A	-	-	-	0.6	A	-	-
North Capitol St NB Ramps & Scale Gate Rd <i>Unsignalized</i>	EB-LT	0.00	5.8	A	-	0	0.04	7.1	A	-	3
	WB-TR	0.00	0.0	A	-	0	0.01	0.0	A	-	0
	NB-LTR	0.11	9.1	A	-	9	0.03	10.2	B	-	2
	Intersection	-	-	F	-	-	-	7.0	A	-	-
Irving Street NW & North Capitol St SB Ramp <i>Signalized</i>	EB-T	0.25	0.1	A	0	m0	0.55	0.1	A	0	m0
	WB-T	0.83	18.7	B	327	m343	0.29	5.3	A	80	m86
	WB-R	0.31	0.5	A	0	m0	0.25	0.3	A	0	m0
	SB-R	0.77	15.8	B	197	m181	0.71	41.0	D	99	m#206
	Intersection	-	10.3	B	-	-	-	2.9	A	-	-
Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.22	20.5	C	58	82	0.58	29.4	C	172	216
	WB-T	0.49	23.8	C	148	187	0.39	26.1	C	94	125
	SB-LR	0.57	16.3	B	184	226	0.72	18.3	B	310	366
	Intersection	-	19.4	B	-	-	-	22.3	C	-	-

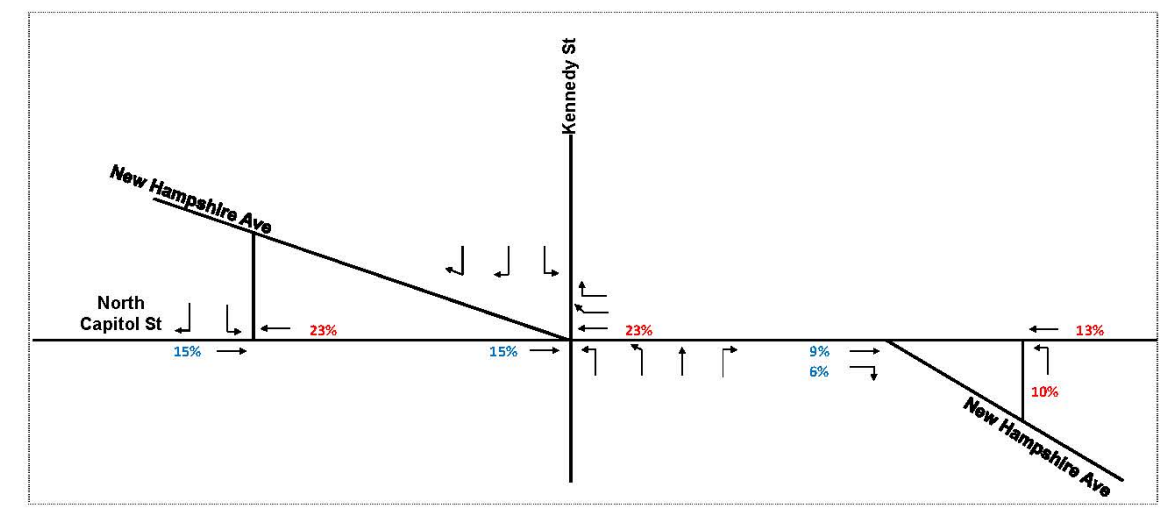
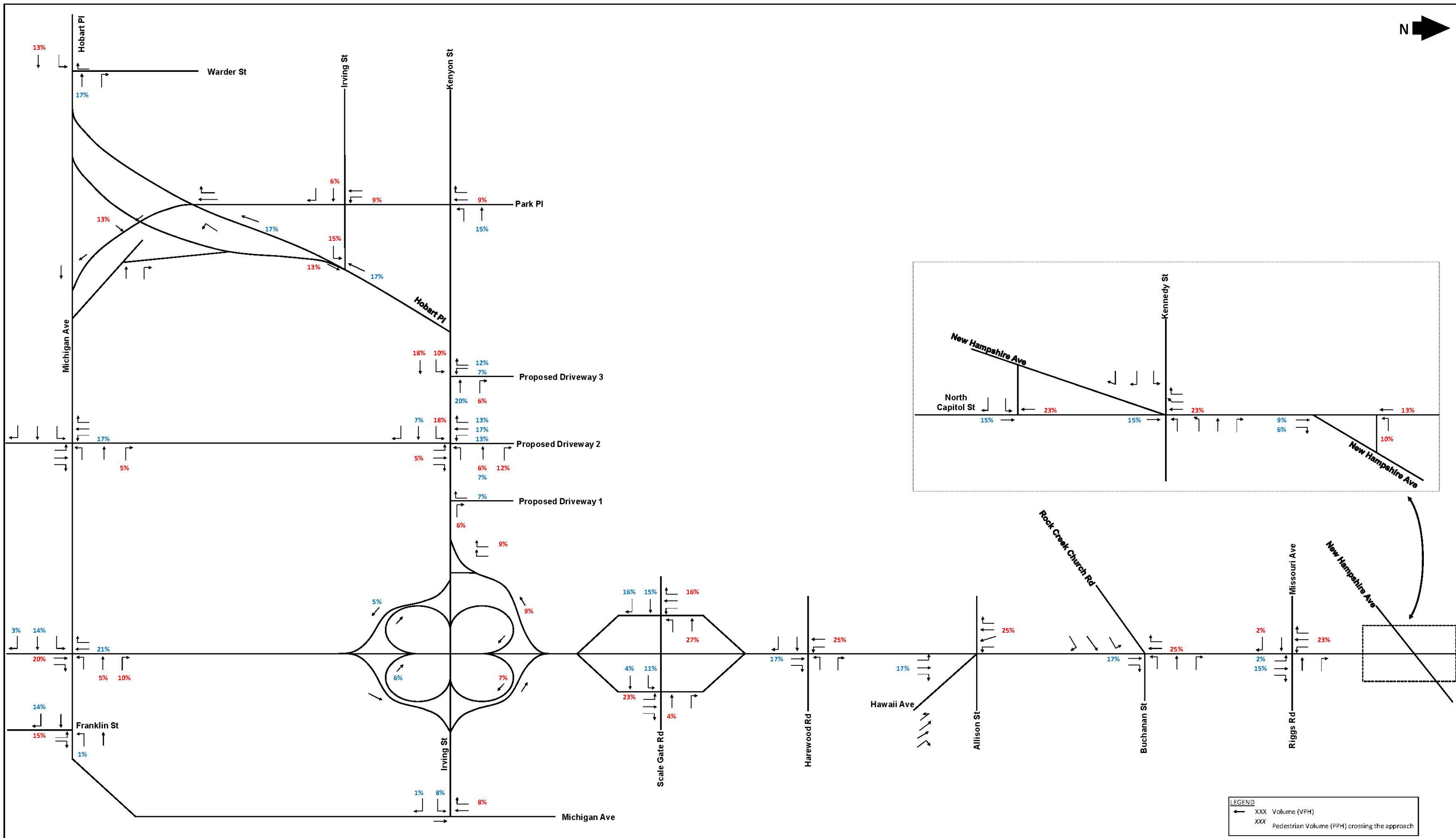
Intersection	Lane Group	AM Peak Hour					PM Peak Hour				
		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)	
					50th %tile	95th %tile				50th %tile	95th %tile
Irving St NW & First St NW <i>Signalized</i>	EB-T	0.96	54.4	D	290	#414	1.08	71.7	F	~548	#668
	EB-R	0.92	37.6	D	230	#383	0.27	1.7	A	13	28
	WB-L	0.97	32.9	C	373	#600	1.07	108.4	F	~157	#256
	WB-T	0.41	1.7	A	31	46	0.33	12.7	B	88	125
	NB-L	0.56	21.0	C	76	m67	1.09	91.4	F	~485	m#671
	NB-R	0.29	10.4	B	93	m88	1.03	54.2	F	~569	m#685
	Intersection	-	25.4	C	-	-	-	58.2	E	-	-
Park Place NW & Kenyon St NW <i>Signalized</i>	WB-L	0.13	5.6	A	14	m33	0.04	1.9	A	3	m6
	WB-T	0.69	16.9	B	164	221	0.61	10.8	B	208	m224
	SB-TR	0.84	18.0	B	161	#293	0.59	16.1	B	75	118
	Intersection	-	17.1	B	-	-	-	12.5	B	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-TR	0.78	25.7	C	340	506	0.66	10.6	B	234	353
	SB-L	0.41	7.8	A	61	m83	0.39	10.8	B	21	78
	SB-T	0.75	20.9	C	193	232	0.53	24.3	C	78	106
	Intersection	-	20.4	C	-	-	-	14.5	B	-	-
Irving St NW & Hobart Place NW <i>Signalized</i>	EB-L	0.41	15.4	B	95	133	0.48	22	C	147	168
	NB-T	0.37	15.3	B	92	m113	0.52	15.7	B	162	m201
	SB-T	0.42	11.9	B	133	166	0.25	9.7	A	72	m85
	Intersection	-	14.2	B	-	-	-	16.8	B	-	-
Park Place NW & Hobart Place NW <i>Unsignalized</i>	WB-L	1.04	91.7	F	-	327	0.32	14.2	B	-	35
	WB-T	2.13	582.9	F	-	632	0.66	27.8	D	-	116
	SB-T	0.44	0	A	-	0	0.26	0	A	-	0
	SB-R	0.29	0	A	-	0	0.09	0	A	-	0
	Intersection	-	111.9	F	-	-	-	10	A	-	-
Hobart Place NW & Ramp to/from Michigan Ave <i>Unsignalized</i>	EB-T	2.47	720.5	F	-	903	1.82	403.3	F	-	1201
	SB-T	0.67	0	A	-	0	0.37	0	A	-	0
	Intersection	-	195.8	F	-	-	-	219.1	F	-	-
Michigan Ave NW & Ramp to/from Michingan Ave <i>Unsignalized</i>	EB-T	0.23	0	A	-	0	0.16	0	A	-	0
	SB-L	1.98	465	F	-	1920	0.9	39.3	E	-	293
	Intersection	-	275.1	F	-	-	-	21.1	C	-	-
Michigan Ave NW / Hobart Place NW & Warder St NW <i>Signalized</i>	EB-L	0.77	52.7	D	165	247	0.76	45.3	D	204	272
	EB-T	0.35	0.3	A	0	0	0.37	0.3	A	0	0
	WB-TR	0.72	7.8	A	110	156	0.40	7.0	A	72	146
	SB-R	0.25	34.5	C	43	82	0.19	28.1	C	38	68
	Intersection	-	10.0	A	-	-	-	9.9	A	-	-
Michigan Ave NW & First St NW <i>Signalized</i>	EB-L	2.58	769.5	F	~143	#278	1.16	180.9	F	~76	#182
	EB-T	0.76	27.9	C	291	374	0.99	60.2	E	352	#499
	EB-R	0.30	9.0	A	19	61	0.15	3.4	A	0	19
	WB-L	0.41	22.6	C	3	m9	0.21	30.0	C	3	m14
	WB-TR	1.02	38.9	D	~82	#214	0.75	24.2	C	133	193
	NB-L	0.17	31.4	C	38	76	0.46	37.5	D	106	175
	NB-TR	0.85	51.4	D	200	#360	1.15	120.7	F	~343	#548
	SB-L	0.80	45.2	D	137	m148	0.83	34.5	C	158	m194
	SB-TR	0.87	41.0	D	85	m98	1.30	166.8	F	~553	m#671
	Intersection	-	68.4	E	-	-	-	78.5	E	-	-
Michigan Ave & North Capitol St <i>Signalized</i>	EB-L	1.60	351.2	F	~94	#203	1.17	133.3	F	~197	m#320
	EB-T	0.46	27.9	C	220	288	0.78	27.0	C	278	343
	EB-R	0.58	30.8	C	228	327	1.19	122.1	F	~540	#770
	WB-L	1.05	74.8	F	~126	#326	1.51	273.1	F	~211	#385
	WB-TR	0.73	14.1	B	280	385	0.52	12.5	B	144	219
	NB-TR	1.34	185.8	F	~674	#772	1.36	190.9	F	~848	#943
	SB-TR	1.32	176.5	F	~661	#759	0.68	25.4	C	243	m279
	Intersection	-	122.8	F	-	-	-	110.4	F	-	-
Michigan Ave NE & Franklin St NE <i>Signalized</i>	EB-TR	0.47	1.6	A	6	m10	0.59	4.0	A	56	m59
	WB-LT	0.59	22.7	C	159	203	0.89	14.4	B	97	129
	NB-LR	0.67	22.8	C	235	304	0.56	27.2	C	157	213
	Intersection	-	15.7	B	-	-	-	11.9	B	-	-
Irving St NE & Michigan at Irving PUD Driveway <i>Signalized</i>	EB-TR	0.67	12.2	B	172	220	0.96	26.2	C	511	#749
	WB-L	0.01	6.1	A	2	8	0.01	5.4	A	2	8
	WB-T	0.81	14.9	B	284	340	0.28	6.9	A	79	98
	NB-L	0.13	24.4	C	21	61	0.16	33.4	C	33	70
	NB-R	0.14	8.0	A	0	32	0.09	14.6	B	3	27
	Intersection	-	13.9	B	-	-	-	20.6	C	-	-
Michigan Ave NW & PU-DO Out <i>Unsignalized</i>	EB-T	0.36	0.0	A	-	0	0.56	0.0	A	-	0
	WB-T	0.49	0.0	A	-	0	0.27	0.0	A	-	0
	NB-R	0.10	10.2	B	-	8	0.37	13.2	B	-	43
	Intersection	-	0.3	A	-	-	-	1.1	A	-	-
Michigan Ave NW & Half St NW <i>Signalized</i>	EB-TR	0.54	3.7	A	72	91	0.75	7.3	A	189	m172
	WB-L	0.79	35.6	D	89	m#110	0.75	58.6	E	11	m#104
	WB-T	0.58	22.3	C	299	m396	0.33	2.3	A	38	38
	NB-LR	0.11	18.0	B	7	34	0.29	25.5	C	38	85
	Intersection	-	14.7	B	-	-	-	7.6	A	-	-

Exhibit 9**Armed Forces Retirement Home****Freeway Capacity Analysis Results - 2045 Existing Network****North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange**

Interchange	Segment			No Build				Build			
				AM		PM		AM		PM	
	Type	From	To	Density	LOS	Density	LOS	Density	LOS	Density	LOS
North Capitol Street & Irving Street	Diverge	North Capitol Street NB	Irving Street EB	17.2	B	19.4	B	19.2	B	22.0	C
	Merge	Irving Street WB	North Capitol Street NB	14.0	B	19.2	B	16.3	B	21.8	C
	Weave	North Capitol Street NB		14.3	B	23.7	C	18.6	B	29.9	D
	Diverge	North Capitol Street SB	Irving Street WB	18.2	B	10.7	B	18.2	B	13.0	B
	Merge	Irving Street EB	North Capitol Street SB	15.7	B	11.6	B	15.8	B	13.9	B
	Weave	North Capitol Street SB		15.6	B	8.4	A	15.2	B	10.3	B
	Diverge	Irving Street EB	North Capitol Street SB	11.4	B	20.6	C	12.5	B	23.2	C
	Merge	North Capitol Street NB	Irving Street EB	11.6	B	15.7	B	12.1	B	16.9	B
	Weave	Irving Street EB		10.2	A	20.3	B	10.6	A	24.1	C
	Diverge	Irving Street WB	North Capitol Street NB	16.2	B	8.8	A	16.7	B	9.7	A
	Weave	Irving Street WB		16.0	B	8.5	A	17.6	B	10.2	A
North Capitol Street & Scale Gate Road	Diverge	North Capitol Street NB	Scale Gate Road	15.7	B	22.1	C	17.2	B	24.0	C
	Merge	Scale Gate Road	North Capitol Street NB	13.9	B	19.9	B	15.3	B	26.4	C
	Diverge	North Capitol Street SB	Scale Gate Road	19.7	B	11.8	B	22.3	C	12.4	B
	Merge	Scale Gate Road	North Capitol Street SB	16.3	B	10.4	B	19.7	B	15.1	B

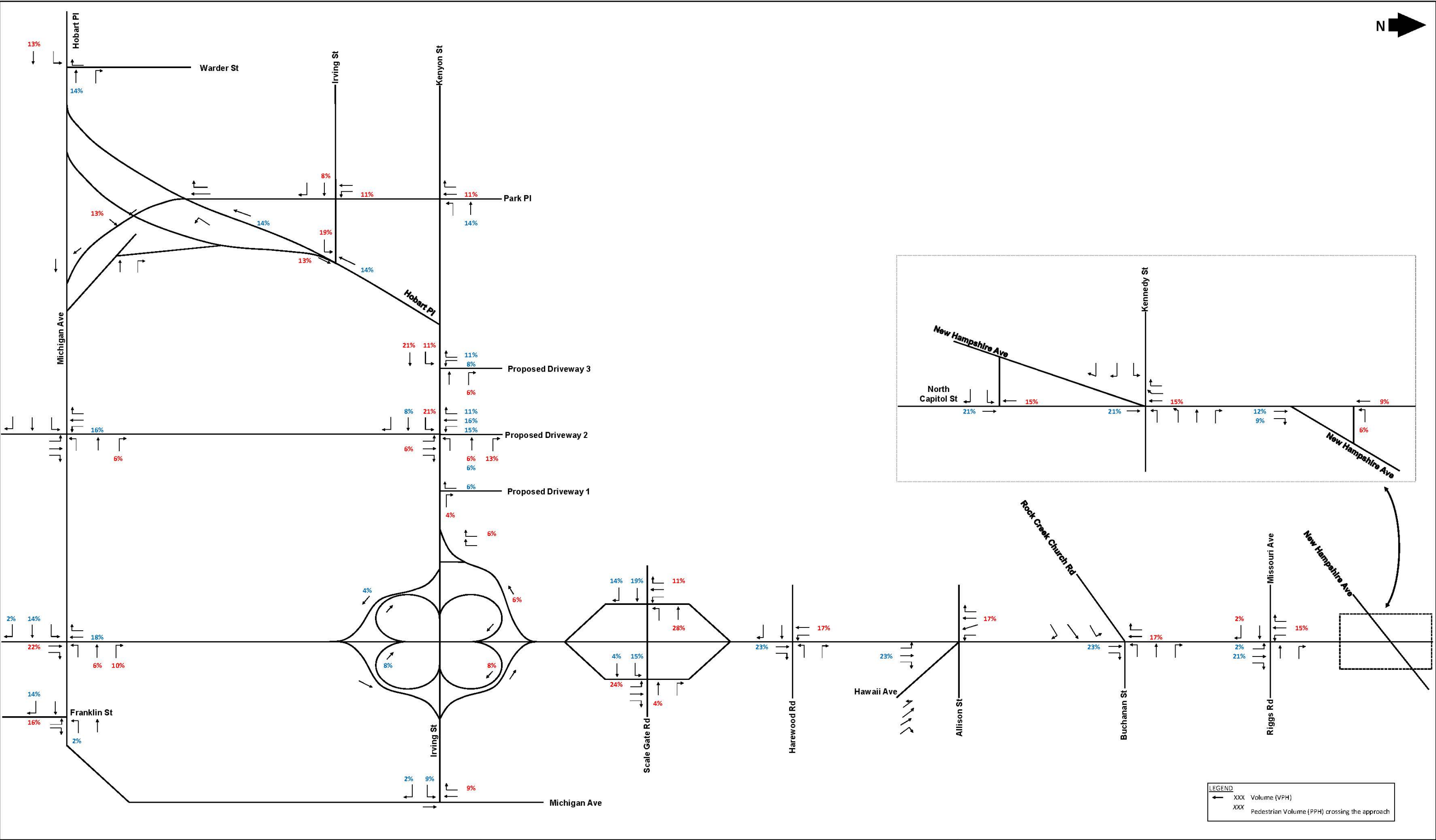
Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).





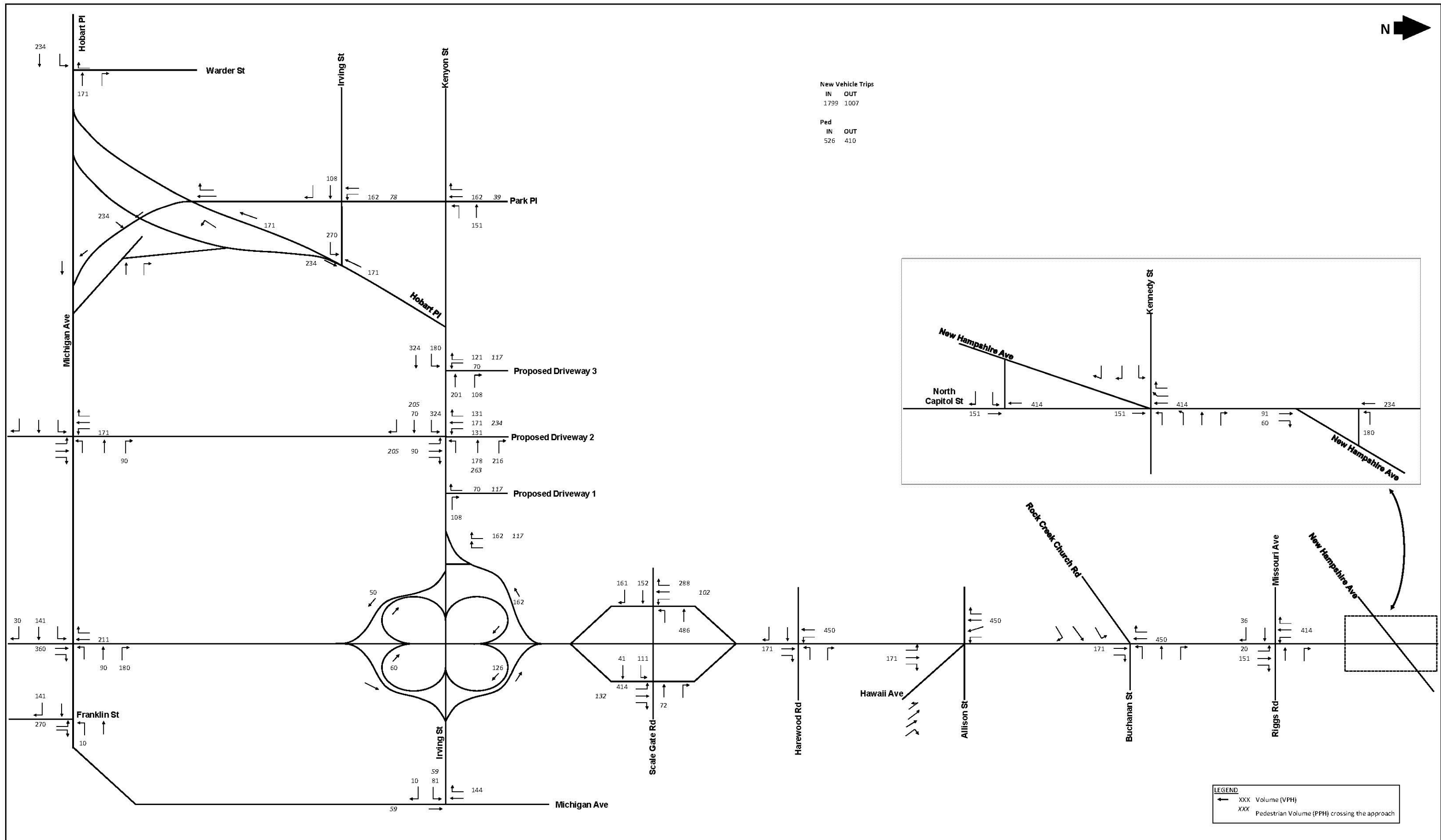
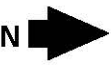
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 11
Site Trip Distribution Percentage (In/Out)
AM Peak Hour



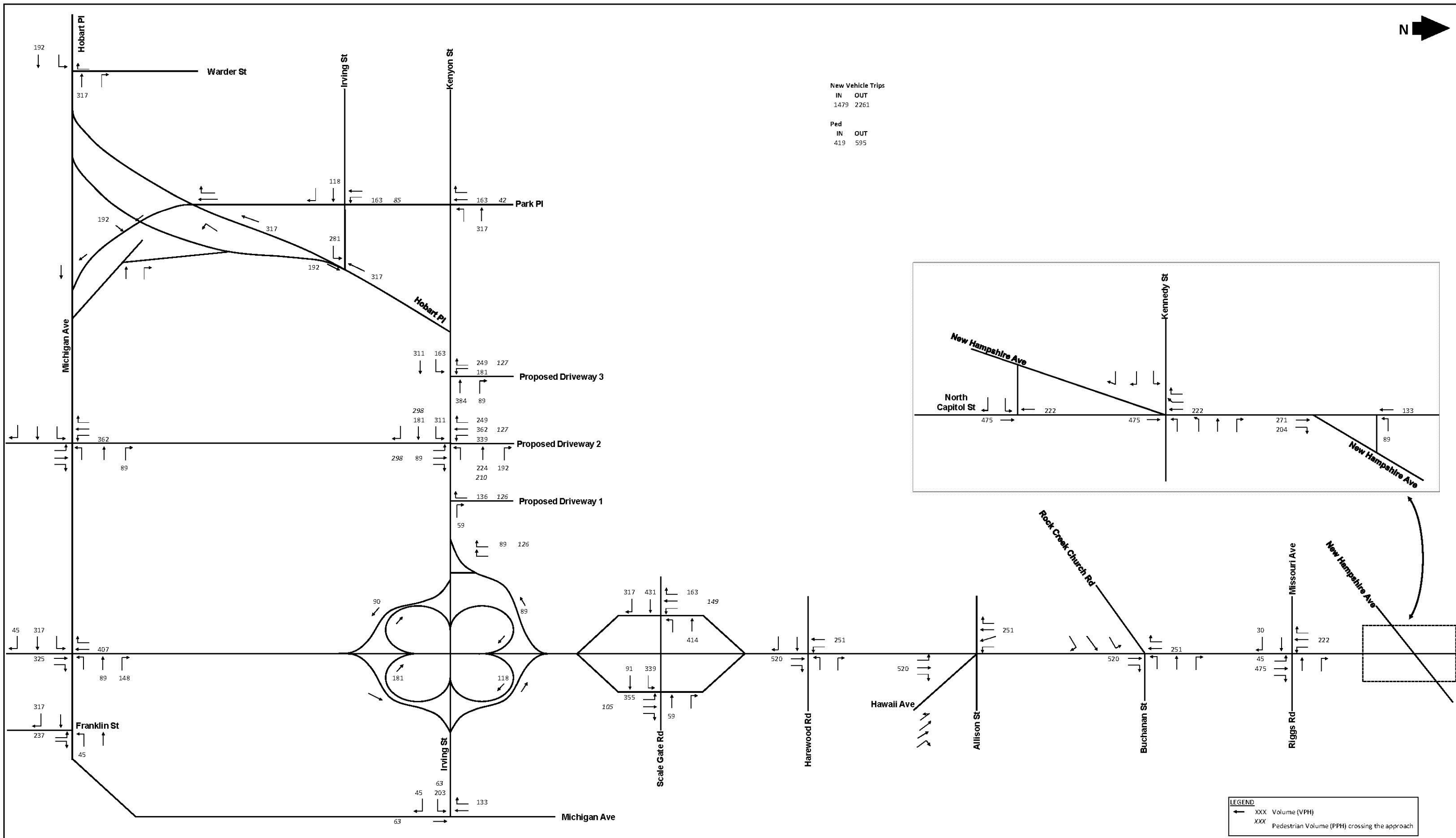
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TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 12
Site Trip Distribution Percentage (In/Out)
PM Peak Hour



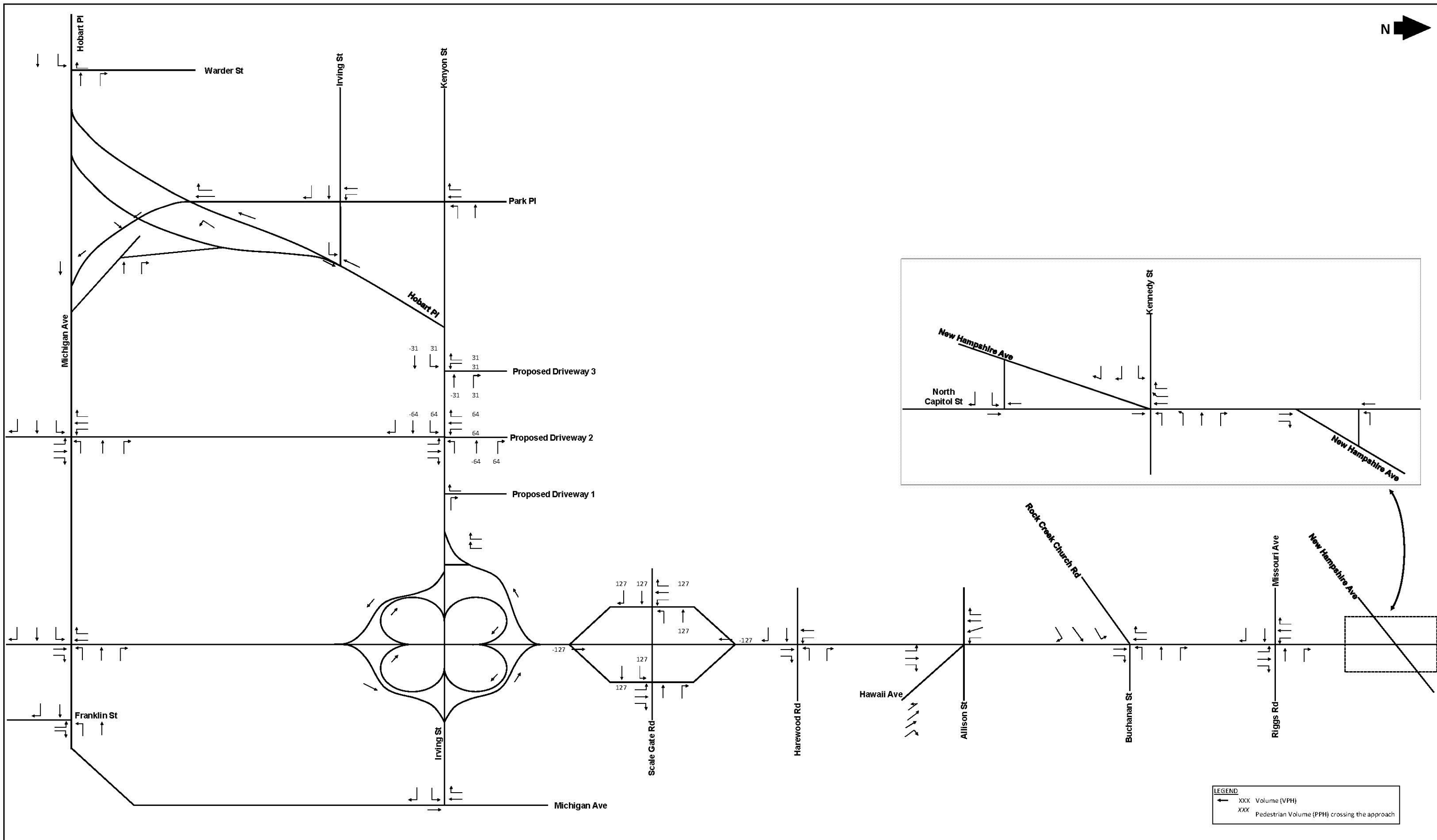
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Exhibit 13
2045 Full Build Site Generated Trips
AM Peak Hour



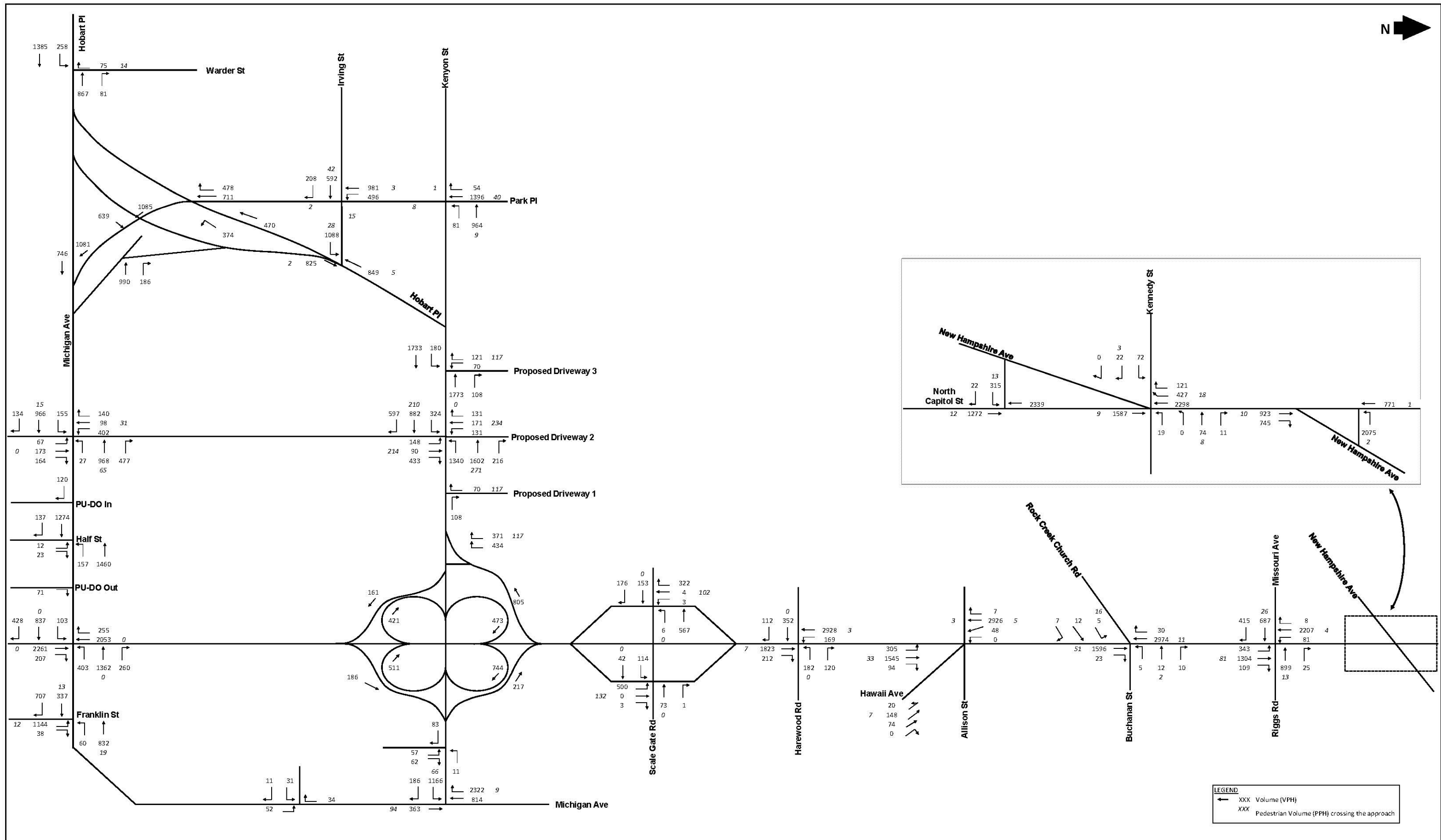
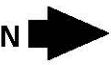
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Exhibit 14
2045 Full Build Site Generated Trips
PM Peak Hour



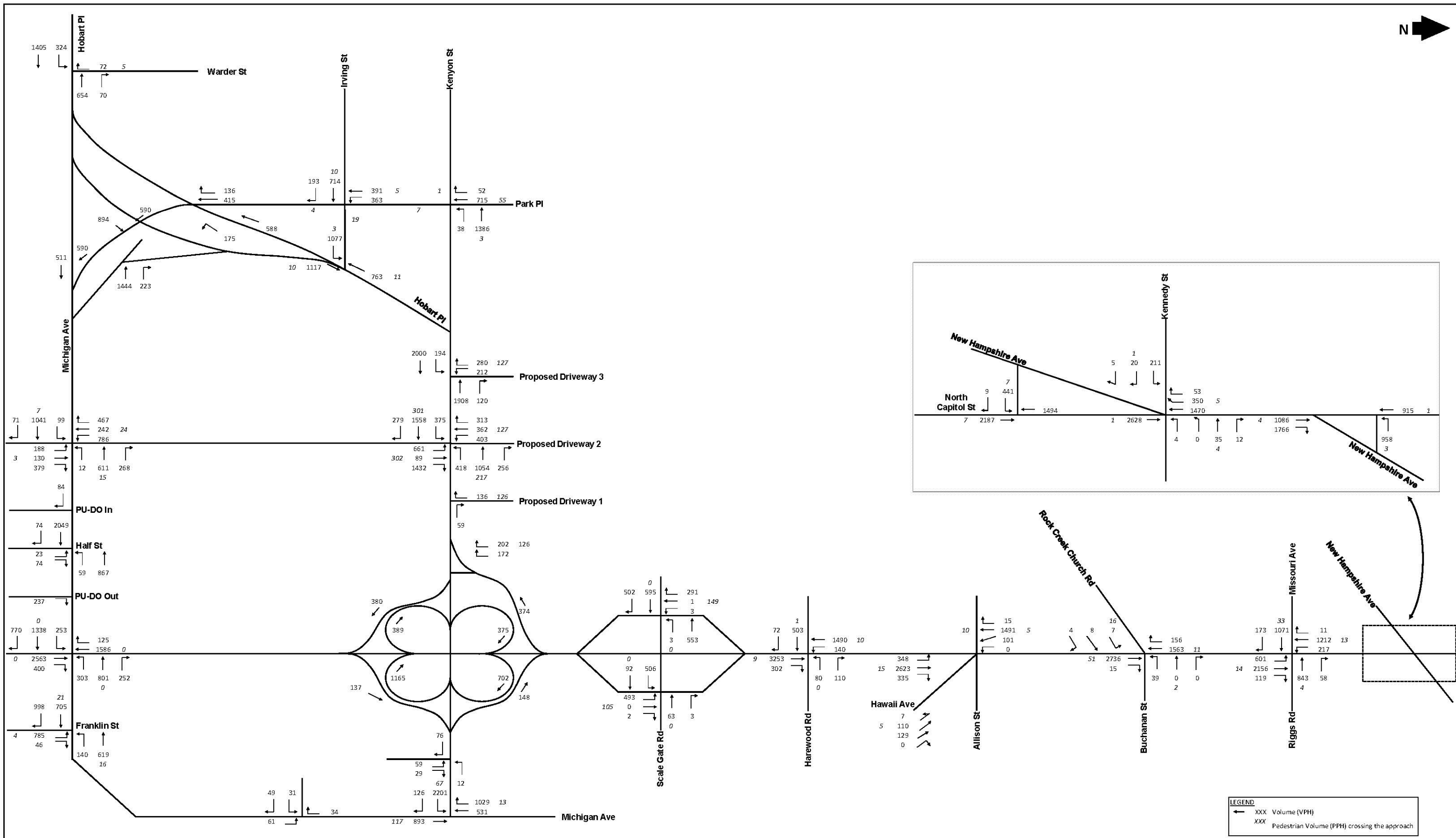
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Exhibit 15
2045 Full Build Site Generated Pass-By Trips
PM Peak Hour



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Exhibit 16
2045 Build Condition Volumes
AM Peak Hour



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Exhibit 17
2045 Build Condition Volumes
PM Peak Hour

Exhibit 18
Existing Network Scenario
Intersection Capacity Analysis Results
2045 Build without Mitigation

Intersection	Lane Group	AM Peak Hour					PM Peak Hour				
		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)	
					50th %tile	95th %tile				50th %tile	95th %tile
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	1.26	152.2	F	~879	#1014	0.80	32.6	C	293	375
	NB-T	1.20	115.3	F	~715	#961	1.17	101.7	F	~917	m#729
	SB-T	1.21	146.5	F	~324	#444	0.96	55.1	E	323	#457
	Intersection	-	142.0	F	-	-	-	64.9	E	-	-
North Capitol St & Kennedy St <i>Signalized</i>	EB-LTR	0.32	4.5	A	0	22	0.82	24.2	C	159	m#225
	WB-LTR	0.36	38.6	D	57	108	0.18	34.5	C	28	63
	NB-T	0.67	66.2	E	591	m68	1.16	94.6	F	~1192	m103
	SB-T	0.97	70.5	E	720	m576	0.66	2.1	A	1	m1
	Intersection	-	66.5	E	-	-	-	59.1	E	-	-
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	EB-TR	0.32	39.3	D	54	103	0.79	62.7	E	147	#270
	WB-LT	0.19	3.7	A	2	2	0.09	2.4	A	2	2
	SB-TR	0.25	7.3	A	80	m57	0.18	0.8	A	0	m0
	Intersection	-	11.1	B	-	-	-	22.5	C	-	-
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	EB-LR	0.49	111.7	F	96	141	0.52	92.3	F	131	182
	NB-T	2.06	495.9	F	~717	m#628	2.25	577.4	F	~1241	m#529
	SB-T	0.97	51.7	D	3	m#7	0.70	4.0	A	120	88
	Intersection	-	199.9	F	-	-	-	317.2	F	-	-
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	EB-TR	1.02	63.3	F	~371	#504	1.11	92.5	F	~513	#650
	WB-TR	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
	NB-L	1.82	407.1	F	~338	m#470	1.61	302.8	F	~597	m#322
	NB-TR	1.11	75.2	F	~546	#682	1.83	396.4	F	~1296	m#729
	SB-L	0.37	34.9	C	43	m45	1.03	100.0	F	~147	m#286
	SB-TR	1.58	281.5	F	~1083	m#1135	1.40	212.2	F	~576	#716
	Intersection	-	161.5	F	-	-	-	234.0	F	-	-
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-LT	0.12	36.7	D	13	38	0.11	50.1	D	12	37
	EB-R	0.09	40.0	D	5	21	0.03	48.2	D	3	15
	WB-LTR	0.58	83.7	F	18	#52	0.65	118.8	F	25	#80
	SB-TR	1.18	105.0	F	~1229	m#882	0.76	13.8	B	574	m480
	NB-TR	0.79	7.5	A	58	m#119	1.50	245.0	F	~1557	m#714
	Intersection	-	70.7	E	-	-	-	155.3	F	-	-
North Capitol St & Hawaii Ave NE / Allison St NE <i>Signalized</i>	NB-L	1.28	169.1	F	~214	m#334	1.48	240.4	F	~282	m#144
	NB-TR	0.96	36.2	D	535	#704	1.78	376.5	F	~1573	m#940
	SB-L	0.18	25.9	C	28	m23	0.33	27.1	C	63	m70
	SB-TR	1.92	435.0	F	~1782	m#1403	0.98	31.4	C	182	#733
	NW-LTR	1.15	146.3	F	~197	#353	1.09	123.9	F	~191	#348
	Intersection	-	275.5	F	-	-	-	247.7	F	-	-
North Capitol St & Harewood Rd (North) <i>Signalized</i>	NB-T	0.80	9.9	A	112	m32	1.42	209.8	F	~1642	m0
	SB-T	1.05	50.5	D	~852	m1	0.52	0.2	A	0	m0
	WB-L	0.44	35.3	D	101	168	0.20	31.1	C	43	83
	WB-R	0.32	33.4	C	65	117	0.30	33.1	C	61	111
	Intersection	-	35.4	D	-	-	-	139.5	F	-	-
North Capitol St & Harewood Rd (South) <i>Signalized</i>	EB-TR	0.58	36.1	D	140	194	0.72	38.9	D	183	246
	NB-T	1.17	108.8	F	~753	#892	2.07	503.8	F	~1842	#1966
	NB-R	0.28	5.2	A	17	58	0.42	12.0	B	75	143
	SB-L	0.79	56.3	E	104	m103	0.66	38.1	D	83	#168
	SB-T	1.38	183.6	F	~1425	m#1327	0.65	4.2	A	63	71
	Intersection	-	137.9	F	-	-	-	293.8	F	-	-
North Capitol St SB Ramps & Scale Gate Rd <i>Unsignalized</i>	EB-TR	0.26	0.0	A	-	0	0.82	0.0	A	-	0
	WB-LT	0.01	0.2	A	-	1	0.01	0.2	A	-	1
	SB-LTR	1.42	239.5	F	-	582	1.35	216.1	F	-	484
	Intersection	-	64.0	F	-	-	-	32.7	D	-	-
North Capitol St NB Ramps & Scale Gate Rd <i>Unsignalized</i>	EB-LT	0.09	5.8	A	-	8	0.55	9.6	A	-	86
	WB-TR	0.05	0.0	A	-	0	0.06	0.0	A	-	0
	NB-LTR	2.05	513.1	F	-	1125	38.96	err	F	-	err
	Intersection	-	353.3	F	-	-	-	4274.2	F	-	-
Irving Street NW & North Capitol St SB Ramp <i>Signalized</i>	EB-T	0.28	0.1	A	0	m0	0.64	0.5	A	10	m0
	WB-T	0.88	20.9	C	380	m382	0.36	5.9	A	109	m106
	WB-R	0.31	0.5	A	0	m0	0.25	0.3	A	0	m0
	SB-R	0.81	0.0	A	221	m155	0.71	44.4	D	105	m#205
	Intersection	-	11.7	B	-	-	-	3.2	A	-	-
Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.24	21.9	C	60	85	0.62	31.4	C	178	223
	WB-T	0.52	25.6	C	154	194	0.39	27.7	C	97	130
	SB-LR	0.60	16.1	B	199	243	0.79	24.4	C	363	427
	Intersection	-	20.0	B	-	-	-	26.6	C	-	-

Intersection	Lane Group	AM Peak Hour					PM Peak Hour				
		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)		v/c Ratio	Delay (sec)	Level of Service	Queue Length (ft)	
					50th %tile	95th %tile				50th %tile	95th %tile
Irving St NW & First St NW / Driveway 2 <i>Signalized</i>	EB-L	0.90	61.8	E	227	#380	1.89	441.4	F	~367	#550
	EB-T	0.82	27.7	C	163	188	1.64	314.3	F	~789	#912
	EB-R	1.25	144.4	F	~454	#428	0.85	33.2	C	79	#201
	WB-L	1.32	181.3	F	~595	#734	1.46	256.1	F	~191	#282
	WB-T	0.79	16.3	B	291	313	0.87	44.1	D	250	#316
	WB-R	0.43	6.4	A	24	m39	0.58	11.8	B	26	m101
	NB-LT	1.32	181.0	F	~205	m#154	2.04	497.3	F	~778	m#937
	NB-R	0.32	5.0	A	39	m33	1.00	38.9	D	270	m#551
	SB-L	1.20	184.9	F	~107	#228	3.54	err	F	~404	#593
	SB-T	0.48	40.5	D	102	170	0.40	17.9	B	144	215
	SB-R	0.42	9.8	A	0	49	0.42	4.9	A	16	68
	Intersection	-	78.9	E	-	-	-	240.7	F	-	-
Park Place NW & Kenyon St NW <i>Signalized</i>	WB-L	0.13	7.1	A	14	m38	0.04	0.1	A	0	m0
	WB-T	0.81	19.6	B	174	247	0.76	4.5	A	62	m69
	SB-TR	0.95	30.5	C	201	#357	0.79	23.2	C	108	#191
	Intersection	-	25.5	C	-	-	-	11.0	B	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-TR	0.87	31.2	C	423	#697	0.81	21.4	C	384	589
	SB-L	0.67	13.6	B	129	m139	0.60	15.5	B	98	m132
	SB-T	0.79	27.0	C	213	m235	0.44	24.9	C	89	m127
	Intersection	-	25.6	C	-	-	-	20.9	C	-	-
Irving St NW & Hobart Place NW <i>Signalized</i>	EB-L	0.53	23.8	C	168	m218	0.61	28.2	C	200	233
	NB-T	0.53	20	B	160	m190	0.65	19.8	B	228	m279
	SB-T	0.54	7.2	A	57	74	0.44	11.1	B	146	m188
	Intersection	-	17.6	B	-	-	-	20.6	C	-	-
Park Place NW & Hobart Place NW <i>Unsignalized</i>	WB-L	1.03	89.1	F	-	323	0.33	14.3	B	-	35
	WB-T	3.38	err	F	-	err	1.44	233.9	F	-	782
	SB-T	0.44	0	A	-	0	0.26	0	A	-	0
	SB-R	0.29	0	A	-	0	0.09	0	A	-	0
	Intersection	-	2328.6	F	-	-	-	106.6	F	-	-
Hobart Place NW & Ramp to/from Michigan Ave <i>Unsignalized</i>	EB-T	3.92	err	F	-	err	2.33	626.8	F	-	1818
	SB-T	0.67	0	A	-	0	0.37	0	A	-	0
	Intersection	-	3707.6	F	-	-	-	377.5	F	-	-
Michigan Ave NW & Ramp to/from Michingan Ave <i>Unsignalized</i>	EB-T	0.23	0	A	-	0	0.16	0	A	-	0
	SB-L	1.98	465	F	-	1920	0.9	39.3	E	-	293
	Intersection	-	275.1	F	-	-	-	21.1	C	-	-
Michigan Ave NW / Hobart Place NW & Warder St NW <i>Signalized</i>	EB-L	0.82	58.7	E	165	#280	0.80	49.4	D	205	290
	EB-T	0.42	0.4	A	0	0	0.43	0.4	A	0	0
	WB-TR	0.87	15.0	B	175	m#883	0.69	11.5	B	195	338
	SB-R	0.26	36.5	D	43	85	0.21	30.0	C	43	78
	Intersection	-	12.2	B	-	-	-	10.8	B	-	-
Michigan Ave NW & First St NW <i>Signalized</i>	EB-L	2.62	787.4	F	~144	#279	1.66	384.0	F	~94	#199
	EB-T	0.80	30.7	C	303	389	1.06	79.3	E	~393	#522
	EB-R	0.31	9.6	A	19	64	0.15	3.5	A	0	20
	WB-L	0.47	29.4	C	3	m9	0.21	28.2	C	3	m12
	WB-TR	1.13	80.9	F	~598	#721	0.89	32.0	C	128	#368
	NB-L	0.17	31.4	C	38	76	0.43	35.0	C	103	170
	NB-TR	0.85	51.4	D	200	#360	1.22	150.7	F	~399	#605
	SB-L	1.27	150.7	F	~363	m#251	1.53	276.6	F	~739	m#790
	SB-TR	0.81	21.3	C	125	m81	1.30	170.0	F	~559	m#615
	Intersection	-	94.3	F	-	-	-	132.9	F	-	-
Michigan Ave & North Capitol St <i>Signalized</i>	EB-L	1.67	379.0	F	~98	m#191	2.00	485.9	F	~266	m#309
	EB-T	0.56	27.2	C	236	301	0.91	43.5	D	336	m426
	EB-R	0.63	28.5	C	206	302	1.12	91.0	F	~304	m#467
	WB-L	1.27	159.2	F	~205	m#434	1.66	341.0	F	~251	m#428
	WB-TR	0.91	25.7	C	396	#618	0.62	10.8	B	246	258
	NB-TR	1.52	264.6	F	~849	#945	1.73	355.2	F	~1079	#1172
	SB-TR	1.41	215.7	F	~760	#856	1.01	53.7	D	~401	m#461
	Intersection	-	162.9	F	-	-	-	180.0	F	-	-
Michigan Ave NE & Franklin St NE <i>Signalized</i>	EB-TR	0.57	4.2	A	24	m19	1.03dr	2.1	F	42	m39
	WB-LT	0.72	29.5	C	183	236	2.28dl	16.4	F	112	149
	NB-LR	0.79	24.1	C	320	411	0.74	30.7	C	238	311
	Intersection	-	18.9	B	-	-	-	12.6	B	-	-
Irving St NW & Driveway 3 <i>Signalized</i>	EB-L	1.83	424.8	F	~188	#324	2.15	564.1	F	~203	#331
	EB-T	0.51	3.2	A	64	81	0.55	7.7	A	177	215
	WB-TR	0.55	1.1	A	9	m7	0.58	5.3	A	139	m132
	SB-L	0.23	36.8	D	40	82	0.66	48.6	D	129	209
	SB-R	0.41	34.4	C	60	116	0.93	76.5	E	171	#333
	Intersection	-	22.4	C	-	-	-	35.5	D	-	-
Irving St NW & Driveway 1 <i>Unsignalized</i>	EB-T	0.30	0.0	A	-	0	0.68	0.0	A	-	0
	WB-TR	0.54	0.0	A	-	0	0.27	0.0	A	-	0
	SB-R	0.12	11.9	B	-	11	0.30	16.0	C	-	31
	Intersection	-	0.2	A	-	-	-	0.4	A	-	-
Irving St NE & Michigan at Irving PUD Driveway <i>Signalized</i>	EB-TR	0.69	12.1	B	195	245	1.06	52.8	D	~793	#908
	WB-L	0.01	5.6	A	2	8	0.01	5.4	A	2	8
	WB-T	0.82	14.8	B	322	378	0.32	7.0	A	95	116
	NB-L	0.14	27.6	C	23	66	0.17	33.5	C	33	70
	NB-R	0.15	8.8	A	0	34	0.09	14.6	B	3	27
	Intersection	-	13.9	B	-	-	-	38.7	D	-	-
Michigan Ave NW & PU-DO Out <i>Unsignalized</i>	EB-T	0.41	0.0	A	-	0	0.68	0.0	A	-	0
	WB-T	0.52	0.0	A	-	0	0.30	0.0	A	-	0
	NB-R	0.10	10.1	B	-	8	0.76	42.3	E	-	149
	Intersection	-	0.2	A	-	-	-	3.1	A	-	-
Michigan Ave NW & Half St NW <i>Signalized</i>	EB-TR	0.61	7.2	A	144	m150	0.93	54.1	D	362	m208
	WB-L	1.03	70.1	F	~77	m#58	0.86	79.5	E	10	m#84
	WB-T	0.62	16.5	B	297	m262	0.38	2.4	A	30	m52
	NB-LR	0.11	18.0	B	7	34	0.28	30.4	C	48	96
	Intersection	-	15.0	B	-	-	-	39.6	D	-	-

Intersection	LANE GROUP	2045 Build Condition					2045 Build Condition					2045 Build Condition					2045 Build Condition					2045 Build Condition																													
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)																				
First St NW/Proposed Driveway 2 & Irving St NW <i>Signalized</i>	EB-T	0.69	35.2	D	205	241	0.69	34.3	C	204	242	0.70	26.0	C	147	219	0.70	32.1	C	182	230	0.71	34.5	C	212	252	0.69	35.2	D	205	241	0.69	34.3	C	204	242	0.70	26.0	C	147	219	0.70	32.1	C	182	230	0.71	34.5	C	212	252
	EB-R	1.09	93.2	E	-	344	456	1.09	98.3	C	-	341	433	1.09	87.9	E	-	325	444	1.09	87.2	E	-	305	421	1.09	96.2	E	-	357	459	1.09	98.3	C	-	341	433	1.09	87.9	E	-	325	444	1.09	87.2	E	-	305	421		
	WB-L	0.64	28.9	C	204	238	0.68	32.0	C	235	240	0.73	35.7	D	260	242	0.80	50.5	D	282	242	0.84	50.0	D	350	244	0.64	28.9	C	204	238	0.68	32.0	C	235	240	0.73	35.7	D	260	242	0.80	50.5	D	282	242	0.84	50.0	D	350	244
	WB-TR	0.51	5.9	A	97	99	0.55	6.5	A	95	126	0.59	8.1	A	146	216	0.64	7.7	A	129	250	0.69	13.6	B	334	422	0.51	5.9	A	97	99	0.55	6.5	A	95	126	0.59	8.1	A	146	216	0.64	7.7	A	129	250					
	NB-L	0.37	49.8	D	48	m53	0.39	47.9	D	48	m49	0.39	38.0	D	45	m71	0.40	43.8	D	45	m70	0.41	46.4	D	46	m60	0.37	49.8	D	48	m53	0.39	47.9	D	48	m49	0.39	38.0	D	45	m71	0.40	43.8	D	45	m70					
	NB-T	0.05	43.3	D	11	m11	0.12	40.4	D	19	m19	0.16	30.1	C	31	m46	0.23	29.3	C	40	m52	0.27	29.4	C	48	m77	0.05	43.3	D	11	m11	0.12	40.4	D	19	m19	0.16	30.1	C	31	m46	0.23	29.3	C	40	m52					
	NB-TR	0.37	5.8	A	42	m65	0.40	7.8	A	60	m65	0.40	19.7	B	127	m174	0.43	21.3	C	129	m169	0.43	21.0	C	122	188	0.37	5.8	A	42	m65	0.40	7.8	A	60	m65	0.40	19.7	B	127	m174	0.43	21.3	C	129	m169					
	SB-L	0.10	29.3	C	13	35	0.19	28.9	C	26	57	0.27	26.4	C	39	76	0.34	27.9	C	52	93	0.40	28.0	C	64	110	0.10	29.3	C	13	35	0.19	28.9	C	26	57	0.27	26.4	C	39	76	0.34	27.9	C	52	93					
	SB-T	0.20	43.6	D	22	52	0.34	44.6	D	43	83	0.44	45.1	D	64	113	0.52	45.1	D	86	139	0.58	46.6	D	107	188	0.20	43.6	D	22	52	0.34	44.6	D	43	83	0.44	45.1	D	64	113	0.52	45.1	D	86	139					
	SB-R	0.11	0.9	A	0	0	0.21	1.9	A	0	0	0.30	2.8	A	0	2	0.38	6.1	A	0	22	0.45	9.4	A	0	41	0.11	0.9	A	0	0	0.21	1.9	A	0	0	0.30	2.8	A	0	2	0.38	6.1	A	0	22	0.45	9.4	A	0	41
	Intersection	-	29.3	C	-	-	-	30.3	C	-	-	-	38.0	C	-	-	-	44.0	C	-	-	-	46.0	C	-	-	-	29.3	C	-	-	-	30.3	C	-	-	-	38.0	C	-	-	-	44.0	C	-	-	-				
North Capitol St & Michigan Ave NE/NW <i>Signalized</i>	EB-L	0.51	34.3	C	54	991	0.61	34.8	C	50	933	0.61	39.0	D	39	1104	0.61	39.0	D	46	1108	0.61	34.8	C	42	957	0.51	34.3	C	54	991	0.61	34.8	C	50	933	0.61	39.0	D	39	1104	0.61	39.0	D	46	1108					
	EB-T	0.79	32.2	C	234	223	0.81	33.5	C	243	226	0.83	41.0	D	272	355	0.85	41.6	D	272	365	0.85	41.6	D	268	271	0.79	32.2	C	234	223	0.81	33.5	C	243	226	0.83	41.0	D	272	355	0.85	41.6	D	272	365					
	EB-R	0.92	45.2	D	211	4343	0.92	46.9	D	212	4365	0.93	52.7	D	237	4399	0.93	52.4	D	151	4412	0.92	47.6	D	242	4388	0.92	45.2	D	211	4343	0.92	46.9	D	212	4365	0.93	52.7	D	237	4399	0.93	52.4	D	151	4412					
	WB-L	0.94	59.3	E	164	4406	0.96	64.5	E	164	4406	0.99	71.0	E	220	4427	1.02	78.9	E	237	4446	1.06	90.2	E	248	4409	0.94	59.3	E	164	4406	0.96	64.5	E	164	4406	0.99	71.0	E	220	4427	1.02	78.9	E	237	4446					
	WB-TR	1.06	66.2	E	524	4696	1.10	82.5	E	567	4743	1.15	100.0	E	726	4785	1.19	117.8	E	744	4814	1.23	136.3	E	733	4841	1.06	66.2	E	524	4696	1.10	82.5	E	567	4743	1.15	100.0	E	726	4785	1.19	117.8	E	744	4814					
	NB-TR	1.18	115.2	E	639	4736	1.22	131.7	E	676	4774	1.26	147.9	E	713	4811	1.29	164.7	E	751	4848	1.33	181.8	E	739	4885	1.18	115.2	E	639	4736	1.22	131.7	E	676	4774	1.26	147.9	E	713	4811	1.29	164.7	E	751	4848					
	SB-TR	1.15	101.1	E	611	4709	1.17	110.1	E	633	4728	1.19	113.3	E	654	4749	1.21	129.1	E	676	4771	1.24	138.6	E	700	4796	1.15	101.1	E	611	4709	1.17	110.1	E	633	4728	1.19	113.3	E	654	4749	1.21	129.1	E	676	4771					
	Intersection	-	65.6	C	-	-	-	66.7	C	-	-	-	109.1	C	-	-	-	126.6	C	-	-	-	132.3	C	-	-	-	-	65.6	C	-	-	-	66.7	C	-	-	-	109.1	C	-	-	-	126.6	C	-	-	-			
	EB-T	0.44	12.6	A	0	m139	0.46	2.0	A	0	m97	0.48	1.9	A	0	m81	0.51	1.4	A	0	m76	0.53	0.6	A	0	m0	0.44	12.6	A	0	0	m139	0.46	2.0	A	0	m97	0.48	1.9	A	0	m81	0.51	1.4	A	0	m76				
	NB-LT	0.52	18.9	B	143	211	0.54	19.8	B	146	212	0.56	21.1	C	153	217	0.59	23.0	C	161	227	0.63	24.4	C	170	229	0.52	18.9	B	143	211	0.54	19.8	B	146	212	0.56	21.1	C	153	217	0.59	23.0	C	161	227					
	NB-TR	0.81	30.8	C	287	319	0.83	31.4	C	305	347	0.84	30.7	C	338	364	0.84	29.6	C	326	378	0.87	30.6	C	344	420	0.81	30.8	C	287	319	0.83	31.4	C	305	347	0.84	30.7	C	338	364	0.84	29.6	C	326	378					
Intersection	-	37.6	B	-	-	-	38.0	B	-	-	-	38.2	B	-	-	-	38.2	B	-	-	-	38.9	B	-	-	-	-	37.6	B	-	-	-	38.0	B	-	-	-	38.2	B	-	-	-	38.2	B	-	-	-				
Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.17	14.0	B	46	75	0.17	14.1	B	46	75	0.17	14.4	B	46	75	0.18	14.8	B	47	76	0.18	15.1	B	47	77	0.17	14.0	B	46	75	0.17	14.1	B	46	75	0.17	14.4	B	46	75	0.18	14.8	B	47	76					
	WB-T	0.37	15.9	B	116	171	0.37	16.0	B	117	171	0.38	16.4	B	118	173	0.38	16.8	B	120	176	0.39	17.2	B	121	177	0.37	15.9	B	116	171	0.37	16.0	B	117	171	0.38	16.4	B	118	173	0.38	16.8	B	120	176					
	SB-LR	0.78	21.1	C	163	91	0.78	21.4	C	174	89	0.78	19.8	B	160	166	0.78	20.3	C	152	94	0.78	17.2	B	387	136	0.78	21.1	C	163	91	0.78	21.4	C	174	89	0.78	19.8	B	160	166	0.78	20.3	C	152	94					
	Intersection	-	38.3	B	-	-	-	38.6	B	-	-	-	17.9	B	-	-	-	18.4	B	-	-	-	16.9	B	-	-	-	-	38.3	B	-	-	-	38.6	B	-	-	-	17.9	B	-	-	-	18.4	B	-	-	-			
	WB-L	0.13	6.0	A	16	37	0.13	7.0	A	8	m47	0.13	8.2	A	8	m54	0.13	7.3	A	10	m41	0.13	6.4	A	8	m29	0.13	6.0	A	16	37	0.13	7.0	A	8	m47	0.13	8.2	A	8	m54	0.13	7.3	A	10	m41					
Park Place NW & Remon NW St <i>Signalized</i>	WB-T	0.72	18.8	B	197	195	0.75	19.8	B	283	265	0.80	25.5	C	137	356	0.81	22.9	C	188	328	0.85	22.3	C	143	257	0.72	18.8	B	197	195	0.75	19.8	B	283	265	0.80	25.5	C	137	356	0.81	22.9	C	188	328					
	SB-TR	0.85	22.4	C	173	4313	0.91	24.3	C	351	4326	0.91	22.4	C	179	4326	0.91	30.2	C	197	4351	0.96	33.3	C	206	4363	0.85	22.4	C	173	4313	0.91	24.3	C	351	4326	0.91	22.4	C	179	4326	0.91	30.2	C</							

Intersection	LANE GROUP	20% Build Condition					40% Build Condition					60% Build Condition					80% Build Condition					Full Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	0.74	30.3	C	263	338	0.75	34.4	C	270	347	0.77	46.6	D	236	356	0.78	31.9	C	286	367	0.80	32.6	C	293	375
	NB-T	0.93	72.1	E	622	m640	0.52	21.5	C	136	m129	0.55	25.9	C	131	m138	0.58	62.3	E	235	m205	0.61	62.8	E	257	m211
	SB-T	0.85	42.1	D	272	m360	0.88	44.3	D	285	m394	0.90	46.9	D	296	m414	0.93	50.5	D	310	m435	0.96	55.1	E	323	m467
	Intersection	-	48.2	D	-	-	-	33.0	C	-	-	-	39.1	D	-	-	-	48.7	D	-	-	-	50.6	D	-	-
	EB-LTR	0.82	24.0	C	159	m225	0.82	22.6	C	159	m225	0.82	22.6	C	159	m225	0.82	23.2	C	159	m225	0.82	23.1	C	159	m225
North Capitol St & Kennedy St NE/NW <i>Signalized</i>	WB-LTR	0.18	31.9	C	25	60	0.18	32.4	C	26	60	0.18	33.5	C	27	62	0.18	34.0	C	27	62	0.18	34.5	C	28	63
	NB-T	1.00	60.8	F	334	m85	0.61	61.5	F	~965	m102	1.08	63.9	F	~1040	m98	1.12	76.8	F	~1115	m99	1.16	94.5	F	~1191	m102
	SB-T	0.58	1.3	A	1	1	0.60	7.5	A	233	165	0.62	12.0	B	253	m220	0.64	1.7	A	1	m1	0.66	1.8	A	1	m1
	Intersection	-	38.1	D	-	-	-	40.7	D	-	-	-	43.7	D	-	-	-	48.2	D	-	-	-	58.9	E	-	-
	EB-LTR	0.79	62.7	E	147	m270	0.79	62.7	E	147	m270	0.79	62.7	E	147	m270	0.79	62.7	E	147	m270	0.79	62.7	E	147	m270
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	WB-LT	0.09	4.4	A	3	4	0.09	4.1	A	3	3	0.09	3.0	A	2	3	0.09	2.8	A	2	2	0.09	2.4	A	2	2
	SB-TR	0.18	0.8	A	0	m0	0.18	0.7	A	5	m5	0.18	1.0	A	11	m11	0.18	1.0	A	0	m0	0.18	1.1	A	0	m0
	Intersection	-	22.6	C	-	-	-	22.6	C	-	-	-	22.7	C	-	-	-	22.7	C	-	-	-	22.7	C	-	-
	EB-LR	0.52	36.2	D	131	382	0.52	30.0	F	131	382	0.52	31.0	F	131	382	0.52	38.1	D	131	382	0.52	31.0	F	131	382
	NB-T	1.86	406.3	F	~901	m573	1.95	454.0	F	~1039	m654	2.05	486.7	F	~1171	m612	2.15	538.5	F	~1176	m679	2.25	577.3	F	~1248	m676
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	SB-T	0.62	9.0	A	250	296	0.64	6.2	A	270	315	0.66	6.0	A	282	292	0.68	9.1	A	274	316	0.70	4.2	A	120	90
	Intersection	-	213.3	F	-	-	-	146.7	F	-	-	-	270.3	F	-	-	-	289.9	F	-	-	-	317.1	F	-	-
	EB-TR	1.09	84.0	F	~494	m631	1.19	125.5	F	~535	m671	1.10	88.5	F	~504	m641	1.10	90.3	F	~508	m645	1.11	92.5	F	~513	m650
	WB-TR	0.82	35.1	D	286	371	0.89	42.6	D	302	m422	0.82	35.1	D	286	371	0.82	35.1	D	286	371	0.82	35.1	D	286	371
	NB-L	1.39	205.0	F	~381	m299	1.83	395.6	F	~568	m270	1.43	223.8	F	~486	m266	1.46	234.2	F	~445	m231	1.48	245.1	F	~527	m272
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	NB-TR	1.46	232.2	F	~337	m244	1.39	203.0	F	~361	m282	1.60	295.6	F	~1083	m237	1.67	327.4	F	~1155	m264	1.74	359.2	F	~1237	m2916
	SB-L	1.00	90.1	F	~87	m251	1.08	98.4	F	~110	m258	1.00	101.7	F	~141	m288	1.00	88.9	F	~90	m246	1.00	85.6	F	~92	m233
	SB-TR	1.11	111.9	F	~452	m588	0.90	33.5	C	166	233	1.21	127.3	F	~522	m660	1.26	165.1	F	~556	m684	1.30	181.6	F	~592	m721
	Intersection	-	141.5	-	-	-	-	146.9	-	-	-	-	171.3	F	-	-	-	191.8	F	-	-	-	209.2	F	-	-
	EB-LT	0.10	29.3	C	12	36	0.10	36.6	D	12	37	0.10	36.6	D	12	37	0.10	33.4	C	12	37	0.10	18.2	B	11	32
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-R	0.83	27.8	C	3	15	0.83	34.9	C	3	15	0.83	34.8	C	3	15	0.83	31.8	C	3	15	0.83	16.8	B	2	13
	WB-LTR	0.62	77.8	E	25	m78	0.62	77.8	E	25	m78	0.62	77.8	E	25	m78	0.62	77.8	E	25	m78	0.62	77.8	E	25	m78
	SB-TR	0.69	6.7	A	102	m94	0.71	5.5	A	38	m110	0.73	8.2	A	139	m90	0.75	8.6	A	159	m92	0.63	5.6	A	178	m92
	NB-TR	1.29	149.2	F	~1161	m675	1.35	174.1	F	~1259	m974	1.41	200.5	F	~1346	m988	1.47	227.0	F	~1432	m998	1.24	122.6	F	~1086	m206
	Intersection	-	92.6	F	-	-	-	107.5	F	-	-	-	124.0	F	-	-	-	141.5	F	-	-	-	177.8	F	-	-
North Capitol St & Hawaii Ave NE/Alison St NE <i>Signalized</i>	NB-L	1.63	311.6	F	~285	m249	1.13	94.1	F	~278	m209	1.17	107.4	F	~298	m190	1.20	123.2	F	~316	m199	1.23	127.7	F	~314	m161
	NB-LR	1.52	254.1	F	~1272	m1116	1.30	148.4	F	~1205	m1004	1.34	169.4	F	~1275	m909	1.39	192.0	F	~1356	m996	1.44	216.0	F	~1426	m922
	SB-LT	0.33	26.9	C	65	m87	0.33	27.0	C	63	m88	0.33	26.9	C	62	m86	0.33	29.7	C	67	m88	0.33	44.3	D	69	m112
	SB-R	0.83	13.4	B	203	198	0.71	7.6	A	142	383	0.74	7.9	A	150	389	0.76	6.8	A	115	161	0.79	4.6	A	88	103
	NW-TR	1.09	140.8	F	~191	m348	0.41	39.9	D	79	137	0.41	39.9	D	79	137	0.41	39.9	D	79	137	0.41	113.6	F	79	137
North Capitol St & Harewood Rd NE (North) <i>Signalized</i>	Intersection	-	178.2	F	-	-	-	87.3	F	-	-	-	110.2	F	-	-	-	124.5	F	-	-	-	140.4	F	-	-
	NB-T	1.09	63.4	F	~520	m0	1.11	67.2	F	~555	m16	1.24	128.7	F	~1428	m26	1.22	117.2	F	~1443	m16	1.33	167.6	F	~1590	m26
	SB-T	0.39	11.6	B	195	368	0.40	3.3	A	40	142	0.45	7.2	A	128	267	0.44	6.0	A	101	224	0.48	6.1	A	86	139
	WB-L	0.33	40.4	D	49	89	0.38	45.3	D	50	98	0.26	36.3	D	46	89	0.33	42.0	D	49	95	0.26	36.3	D	46	89
	WB-R	0.51	46.3	D	70	119	1.17	157.1	F	~178	m239	0.80	58.9	E	142	m257	1.01	106.5	F	~153	m308	0.80	58.9	E	142	m257
SB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized/Signalized</i>	Intersection	-	47.0	D	-	-	-	52.4	D	-	-	-	68.1	F	-	-	-	82.6	F	-	-	-	112.9	F	-	-
	EB-TR	0.81	45.5	D	288	250	0.80	44.2	D	288	246	0.81	45.5	D	288	250	0.80	44.2	D	288	246	0.81	45.5	D	288	250
	NB-T	1.72	349.0	F	~1532	m1672	1.67	327.6	F	~1548	m1701	1.84	404.8	F	~1807	m1826	1.79	379.9	F	~1704	m1853	1.97	460.8	F	~1840	m1920
	NB-R	0.40	11.6	B	74	145	0.39	11.2	B	76	145	0.40	11.6	B	74	145	0.39	11.2	B	76	145	0.40	11.6	B	74	145
	SB-L	0.73	62.6	E	103	m179	1.03	131.4	F	~101	m239	0.73	59.3	E	86	m169	1.03	128.1	F	~99	m226	0.73	52.4	D	82	m169
Irving St & Harewood Rd NW (South) <i>Signalized</i>	SB-T	0.38	2.7	A	47	47	0.40	7.5	A	120	116	0.41	5.2	A	86	79	0.43	6.2	A	111	110	0.44	6.2	A	85	86
	Intersection	-	202.7	F	-	-	-	194.6	F	-	-	-	236.7	F	-	-	-	225.4	F	-	-	-	270.8	F	-	-
	EB-TR	0.22	0.0	A	-	0	0.37	0.0	A	-	0	0.31	1.5	A	22	38	0.43	3.8	A	65	103	0.56	7.2	A	141	194
	WB-LT	0.00	0.2	A	-	0	0.00	0.2	A	-	0	0.25	3.7	A	21	41	0.35	12.5	B	135	112	0.48	17.3	B	156	m55
	SB-LTR	0.14	12.2	B	-	12	0.31	15.6	C	-	33	0.60	13.1	B	3	43	0.71	21.2	C	55	31	0.76	33.3	C	169	202
NB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized/Signalized</i>	Intersection	-	1.7	A	-	-	-	2.3	A	-	-	-	3.8	A	-	-	-	8.9	A	-	-	-	14.0	B	-	-
	EB-L	0.13	6.8	A	-	12	0.63	17.1	C	-	-	0.35	12.2	B	88	91	0.81	26.1	C	337	181	0.92	81.8	F	226	298
	EB-T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WB-TR	0.02	0.0	A	-	0	0.08	9.2	A	-	-	0.06	8.1	A	15	25	0.08	9.9	A	24	31	0.37	42.3	D	63	74
	NB-L	0.49	24.4	C	-	65	0.61	19.4	C	-	-	0.76	39.8	D	143	111	0.85	42.0	D							

Intersection	LANE GROUP	2045 Build Condition					2045 Build Condition					2045 Build Condition					2045 Build Condition					2045 Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
First St NW/Proposed Driveway 2 & Irving St NW <i>Signalized</i>	EB-T	0.87	42.3	D	305	#437	0.88	46.2	D	311	#471	1.00	53.1	D	385	#462	1.01	53.0	D	384	#475	1.03	53.7	D	405	#502
	EB-R	0.61	10.7	B	0	59	0.63	12.2	B	0	66	0.61	9.4	A	24	26	0.57	6.6	A	10	33	0.57	8.2	A	27	49
	WB-L	0.36	23.8	C	51	81	0.40	24.3	C	48	90	0.40	23.9	C	55	90	0.46	25.2	C	73	96	0.48	44.4	D	86	m131
	WB-TR	0.34	5.3	A	56	82	0.36	6.4	A	60	72	0.45	8.9	A	143	234	0.48	9.8	A	201	259	0.52	7.6	A	80	115
	NB-L	1.28	179.1	F	#287	m#389	1.37	234.7	F	#298	m#400	1.28	177.2	F	#297	m#396	1.58	302.4	F	#323	m#432	1.58	302.4	F	#338	#433
	NB-T	0.04	34.3	C	9	m24	0.09	33.5	C	19	m38	0.04	26.4	C	9	m24	0.29	45.9	D	44	m85	0.35	44.0	D	55	m104
	NB-R	1.30	122.9	F	#663	m3805	1.32	127.4	F	#669	m3834	1.28	157.4	F	#694	m#653	1.72	358.7	F	#808	m#951	1.75	369.6	F	#796	#947
	SB-L	0.34	28.7	C	38	70	0.52	30.2	C	75	117	0.80	46.7	D	110	#187	0.68	32.2	C	158	241	0.84	42.2	D	208	#308
	SB-T	0.34	44.6	D	44	84	0.52	46.1	D	88	142	0.65	47.2	D	131	204	0.79	54.4	D	176	#298	0.94	73.7	E	233	#410
	SB-R	0.21	1.6	A	0	0	0.38	3.7	A	0	5	0.54	10.0	A	0	51	0.77	32.1	C	60	#386	0.94	57.7	E	112	#387
	Intersection	-	69.8	E	-	-	-	85.5	F	-	-	-	76.8	E	-	-	-	131.9	F	-	-	-	134.6	F	-	-
North Capitol St & Michigan Ave NE/NW <i>Signalized</i>	EB-L	0.93	57.5	E	102	#253	0.96	63.9	E	115	m#255	1.02	62.8	F	#116	m#273	1.02	62.1	F	#135	m#254	1.02	63.9	E	#143	m#221
	EB-T	0.80	40.7	D	353	#475	0.93	46.8	D	376	#512	1.00	63.3	F	#381	#572	1.03	75.5	F	#473	#611	1.11	86.6	F	#529	#669
	EB-R	1.23	144.3	F	#576	#794	1.22	138.9	F	#578	#801	1.26	153.2	F	#590	#824	1.25	147.6	F	#596	#830	1.29	166.3	F	#616	m#840
	WB-L	1.39	222.6	F	#210	#397	1.39	222.2	F	#211	#398	1.39	219.5	F	#211	#400	1.39	219.4	F	#212	#398	1.39	218.5	F	#211	m#392
	WB-TR	0.77	26.5	C	233	295	0.80	26.6	C	247	317	0.86	32.3	C	260	#342	0.89	32.9	C	275	#388	0.96	41.7	D	293	#489
	NB-TR	1.36	190.9	F	#669	#964	1.42	220.3	F	#616	#1010	1.42	219.1	F	#937	#1030	1.48	249.4	F	#864	#1077	1.48	247.7	F	#1005	#1088
	SB-T	0.70	15.9	C	258	313	0.76	22.7	C	285	346	0.78	27.5	C	302	371	0.84	30.2	C	335	409	0.87	31.6	C	383	454
	Intersection	-	110.4	F	-	-	-	120.5	F	-	-	-	127.5	F	-	-	-	135.5	F	-	-	-	138.7	F	-	-
	EB-T	0.54	2.6	A	45	m31	0.58	3.0	A	47	m27	0.86dr	2.3	A	37	m25	0.93dr	3.4	A	39	m21	1.00dr	4.7	A	36	m14
	WB-LT	0.40	10.0	A	77	123	0.99dr	11.3	B	83	132	1.22dr	12.1	F	89	140	1.53dr	13.3	F	95	149	1.92dr	14.2	F	101	155
	NB-LR	0.79	40.0	D	200	243	0.80	38.2	D	214	256	0.82	39.1	D	239	273	0.82	38.0	D	242	286	0.84	37.8	D	256	302
	Intersection	-	13.0	B	-	-	-	13.5	B	-	-	-	13.6	B	-	-	-	14.3	B	-	-	-	15.2	B	-	-
Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.54	27.3	C	166	223	0.55	27.9	C	169	222	0.56	28.3	C	171	221	0.56	28.7	C	179	219	0.59	30.5	C	177	229
	WB-T	0.33	24.5	C	90	129	0.34	25.0	C	91	129	0.35	25.4	C	93	128	0.35	25.7	C	94	127	0.37	27.1	C	96	133
	SB-LR	0.80	11.6	B	228	226	0.81	10.6	B	232	247	0.82	11.5	B	263	255	0.83	11.8	B	276	292	0.82	10.5	B	152	231
	Intersection	-	17.5	B	-	-	-	17.0	B	-	-	-	17.6	B	-	-	-	17.9	B	-	-	-	17.6	B	-	-
Park Place NW & Kenyon NW St <i>Signalized</i>	WB-L	0.04	2.0	A	2	m9	0.04	2.3	A	2	m8	0.04	1.4	A	0	m379	0.04	1.9	A	1	m4	0.04	2.1	A	1	m4
	WB-T	0.62	10.0	A	196	210	0.66	12.3	A	221	246	0.70	8.7	A	165	305	0.73	9.8	A	199	261	0.77	9.7	A	227	275
	SB-TR	0.70	19.8	B	84	133	0.72	20.1	C	88	136	0.77	22.2	C	92	#156	0.80	23.8	C	100	#183	0.83	25.5	C	109	#197
	Intersection	-	13.3	B	-	-	-	14.9	B	-	-	-	13.3	B	-	-	-	14.6	B	-	-	-	15.1	B	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-T	0.74	15.4	B	282	375	0.76	15.8	B	289	417	0.76	15.1	B	277	424	0.77	15.1	B	273	451	0.84	23.9	C	362	589
	SB-L	0.38	12.2	B	53	90	0.42	11.4	B	49	98	0.47	12.0	B	66	m106	0.55	14.5	B	80	m116	0.58	14.7	B	101	m134
	SB-T	0.41	24.0	C	77	136	0.42	21.4	C	77	104	0.45	22.2	C	81	104	0.46	21.8	C	82	m101	0.48	22.8	C	110	m97
	Intersection	-	17.2	B	-	-	-	16.5	B	-	-	-	16.3	B	-	-	-	16.6	B	-	-	-	21.6	C	-	-
Hobart Place NW & Irving St NW <i>Signalized</i>	EB-L	0.36	14.5	B	107	161	0.39	15.6	B	107	173	0.43	20.9	C	153	226	0.46	21.3	C	157	235	0.50	24.4	C	211	248
	NB-T	0.77	21.4	C	258	m#89	0.77	21.2	C	265	m#315	0.77	15.9	B	148	m163	0.78	16.4	B	190	m187	0.78	14.9	B	127	m70
	SB-T	0.40	17.3	B	127	90	0.44	14.4	B	146	50	0.47	16.8	B	108	114	0.50	16.7	B	122	67	0.53	11.5	B	108	m222
	Intersection	-	18.0	B	-	-	-	17.6	B	-	-	-	17.9	B	-	-	-	18.2	B	-	-	-	17.5	B	-	-
Park Place NW & Hobart Place NW <i>Signalized</i>	WB-LT	0.38	6.4	A	77	152	0.43	20.8	C	88	230	0.49	5.1	A	35	105	0.54	6.6	A	66	165	0.67	14.9	B	145	230
	SB-TR	0.49	20.0	B	53	75	0.52	14.0	B	55	75	0.52	14.6	D	52	76	0.59	15.8	B	55	76	0.47	21.1	C	85	m110
	Intersection	-	14.6	B	-	-	-	15.9	B	-	-	-	9.0	A	-	-	-	10.1	B	-	-	-	15.7	B	-	-
	EB-T	0.76	20.9	C	338	419	0.77	20.0	B	342	448	0.80	21.2	C	362	509	0.80	19.6	B	354	523	0.93	36.9	D	486	#949
Ramp to/from Michigan Ave <i>Signalized</i>	SB-T	0.50	9.4	A	65	100	0.53	11.6	B	67	107	0.54	11.4	B	70	95	0.59	15.2	B	82	116	0.48	11.9	B	76	110
	Intersection	-	15.8	B	-	-	-	16.4	B	-	-	-	17.1	B	-	-	-	17.8	B	-	-	-	27.0	C	-	-
	EB-T	0.28	10.9	B	82	95	0.27	9.8	A	76	92	0.26	9.6	A	74	95	0.25	8.3	A	66	89	0.28	12.1	B	82	127
	SB-L	0.38	1.1	A	0	0	0.39	1.2	A	0	0	0.39	1.3	A	0	0	0.41	1.6	A	0	0	0.93	1.1	A	0	0
Michigan Ave NW & Ramp to/from Michigan Ave <i>Signalized</i>	Intersection	-	5.6	A	-	-	-	5.2	A	-	-	-	5.1	A	-	-	-	4.7	A	-	-	-	6.2	A	-	-
	EB-L	0.77	46.4	D	201	290	0.73	42.4	D	200	266	0.77	46.4	D	201	290	0.75	44.8	D	200	281	0.77	46.4	D	201	290
	EB-T	0.38	0.3	A	0	0	0.39	0.3	A	0	0	0.41	0.4	A	0	0	0.42	0.4	A	0	0	0.43	0.4	A	0	0
	WB-TR	0.46	3.0	A	1	0	0.53	6.1	A	205	229	0.58	4.7	A	1	104	0.64	7.6	A	4	158	0.70	6.7	A	83	90
Hobart Place NW & Michigan Ave NW & Warden St NW <i>Signalized</i>	SB-R	0.19	29.0	C	38	73	0.18	27.2	C	38	67	0.19	29.0	C	38	73	0.38	28.3	C	38	71	0.21	29.3	C	42	76
	Intersection	-	9.0	A	-	-	-	8.8	A	-	-	-	8.8	A	-	-	-	9.1	A	-	-	-	9.0	A	-	-
	EB-L	0.61	45.4	D	34	#95	0.62	44.7	D	33	#95	0.52	22.5	C	38	43	0.52	25.4	C	20	56	0.42	26.4	C	35	72
	EB-T	0.86	53.2	D	214	#573	0.86	24.8	C	192	#526	0.86	41.1	D	284	#556	0.86	40.7	D	181	#556	0.84	35.3	D	217	#538
First St NW & Michigan Ave NW <i>Signalized</i>	EB-R	0.12	0.9	A	0	4	0.11	0.8	A	0	4	0.12	0.6	A	0	4	0.12	0.6	A	0	0	0.11	1.0	A	1	7
	WB-L	0.08	8.4	A	2	m5	0.08	7.2	A	1	m5	0.08	12.8	B	2	m86	0.08	9.4	A	2	m6	0.08	6.3	A	2	m4
	WB-T																									

Exhibit 21

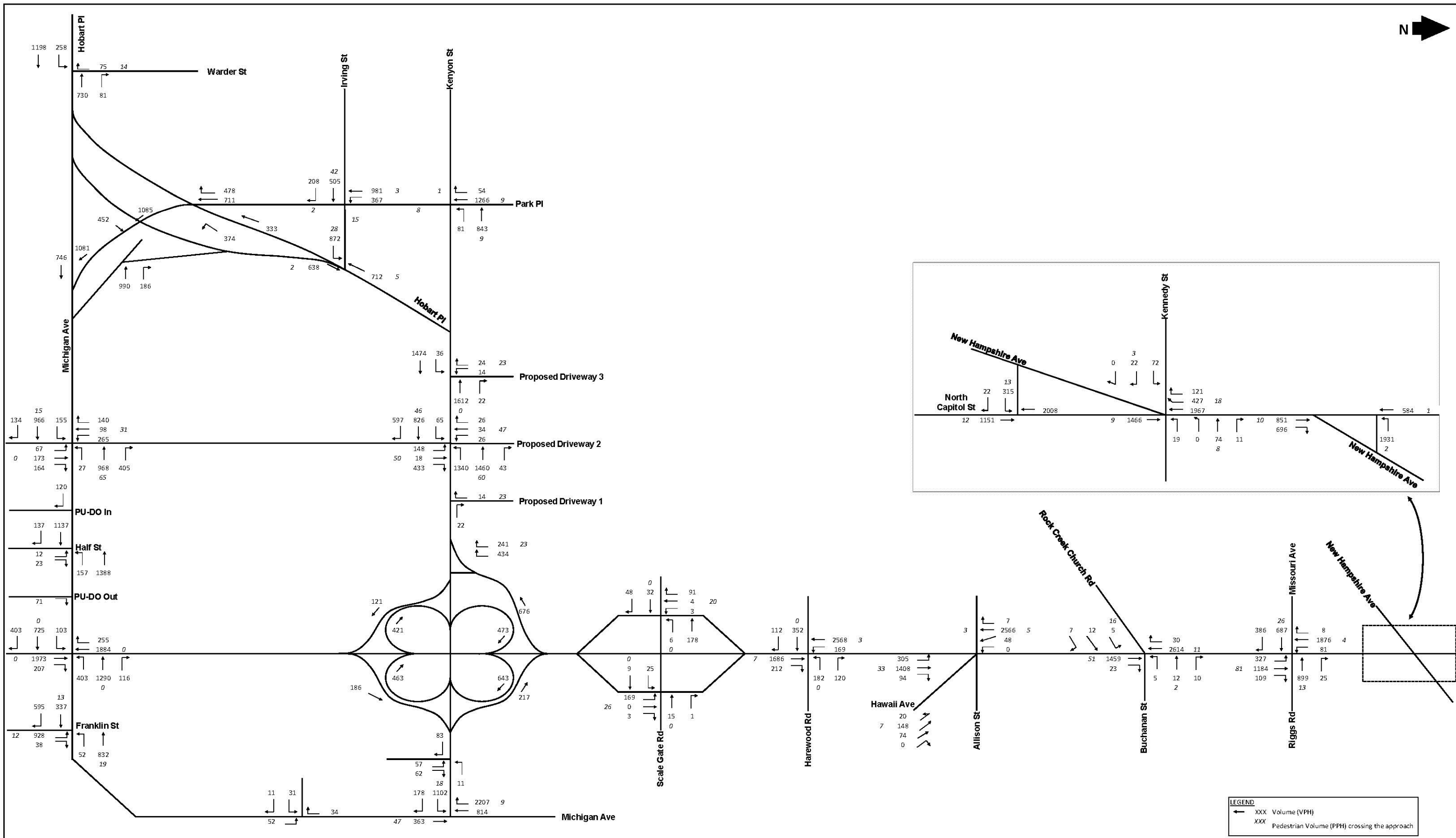
Armed Forces Retirement Home

Freeway Capacity Analysis Results - 2045 Existing Network, Build with Mitigation

North Capitol Street & Irving Street Interchange and North Capitol Street & Scale Gate Road Interchange

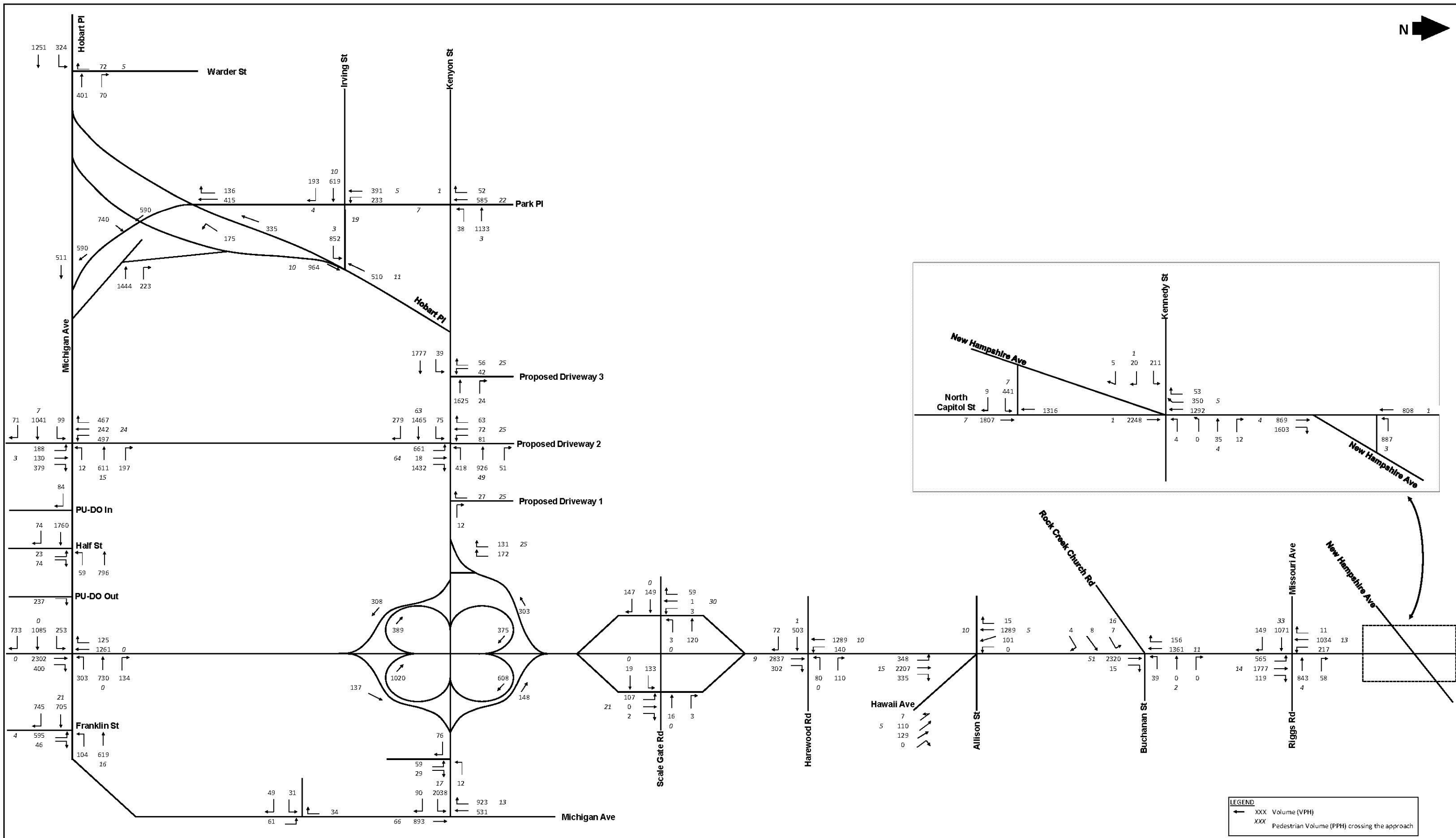
Interchange	Segment			20%				40%				60%				80%				Final			
				AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Type	From	To	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS
North Capitol Street & Irving Street	Diverge	North Capitol Street NB	Irving Street EB	16.7	B	19.9	B	17.3	B	20.4	C	18.0	B	21.0	C	18.6	B	21.5	C	19.2	B	22.0	C
	Merge	Irving Street WB	North Capitol Street NB	14.5	B	19.7	B	15.0	B	20.3	C	15.4	B	20.8	C	15.9	B	21.3	C	16.3	B	21.8	C
	Weave	North Capitol Street NB		15.1	B	24.9	C	16.0	B	26.1	C	16.9	B	27.4	C	17.8	B	28.6	D	18.6	B	29.9	D
	Diverge	North Capitol Street SB	Irving Street WB	17.2	B	11.2	B	17.5	B	11.6	B	17.7	B	12.1	B	18.0	B	12.5	B	18.3	B	13.0	B
	Merge	Irving Street EB	North Capitol Street SB	14.9	B	12.0	B	15.1	B	12.5	B	15.3	B	12.9	B	15.6	B	13.4	B	15.8	B	13.9	B
	Weave	North Capitol Street SB		14.4	B	8.8	A	14.6	B	9.2	A	14.8	B	9.5	A	15.0	B	9.9	A	15.2	B	10.4	B
	Diverge	Irving Street EB	North Capitol Street SB	11.6	B	21.1	C	11.8	B	21.7	C	12.0	B	22.2	C	12.2	B	22.7	C				
	Merge	North Capitol Street NB	Irving Street EB	11.7	B	16.0	B	11.8	B	16.2	B	11.9	B	16.4	B	12.0	B	16.7	B				
	Weave	Irving Street EB		9.7	A	21.1	B	9.9	A	21.8	B	10.1	A	22.6	B	10.3	A	23.3	B				
	Diverge	Irving Street WB	North Capitol Street NB	15.8	B	9.1	A	16.3	B	8.9	B	16.2	B	9.5	A	16.3	B	9.6	A				
	Weave	Irving Street WB		15.8	B	9.0	A	16.6	B	9.0	A	16.7	B	9.6	A	17.0	B	10.0	A				
North Capitol Street & Scale Gate Road	Diverge	North Capitol Street NB	Scale Gate Road	16.0	B	22.4	C	16.3	B	22.8	C	16.6	B	23.2	C	16.9	B	23.6	C	17.2	B	24.0	C
	Merge	Scale Gate Road	North Capitol Street NB	14.2	B	21.2	C	14.5	B	22.5	C	14.8	B	23.8	C	15.0	B	25.1	C	15.3	B	26.4	C
	Diverge	North Capitol Street SB	Scale Gate Road	20.0	B	11.9	B	20.3	C	12.0	B	20.7	C	12.1	B	21.0	C	12.3	B	21.3	C	12.4	B
	Merge	Scale Gate Road	North Capitol Street SB	16.8	B	11.3	B	17.3	B	12.3	B	17.8	B	13.2	B	18.3	B	14.2	B	18.9	B	15.1	B

Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).



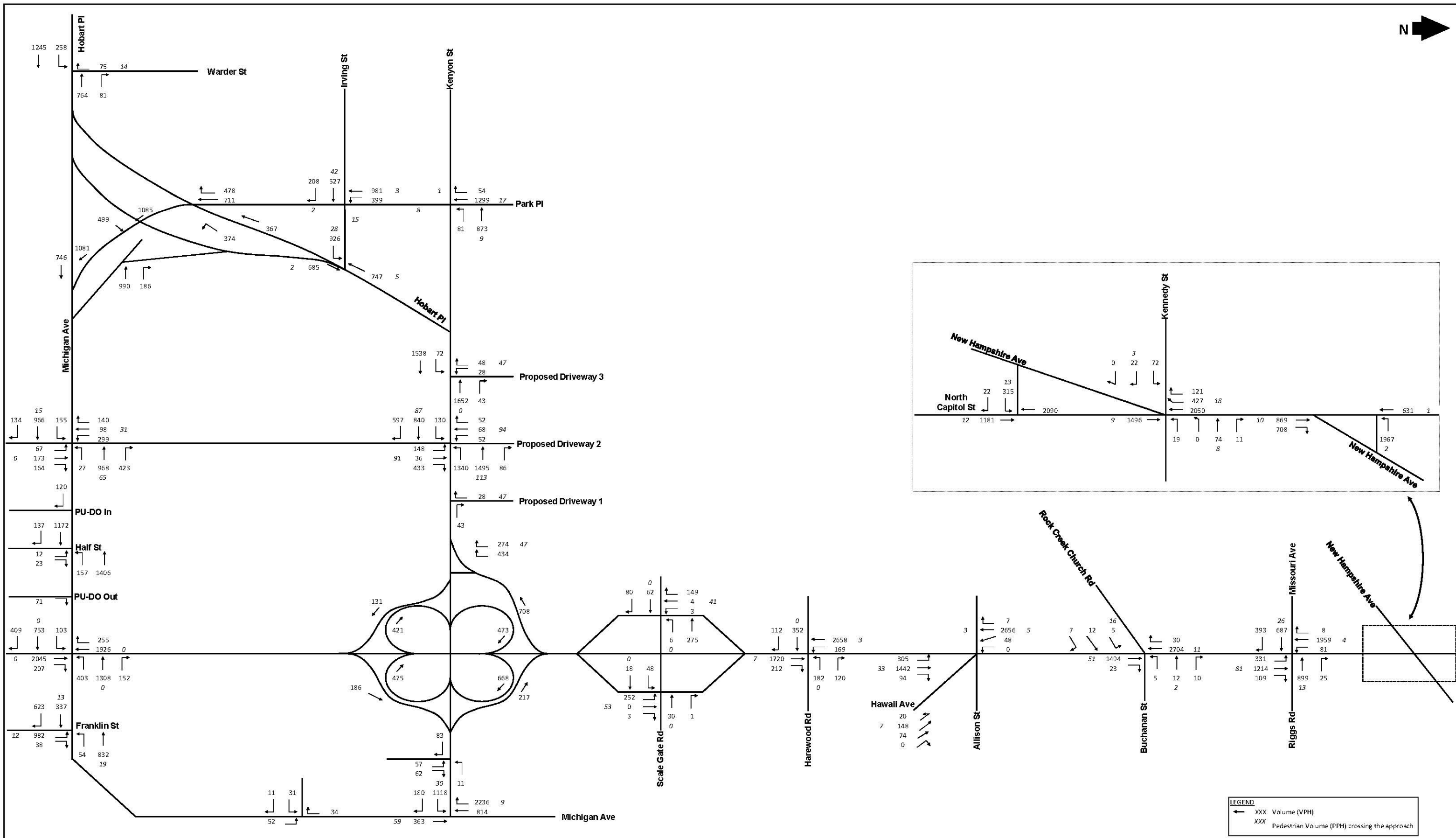
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 22
20% of Full Build Network Volumes
AM Peak Hour



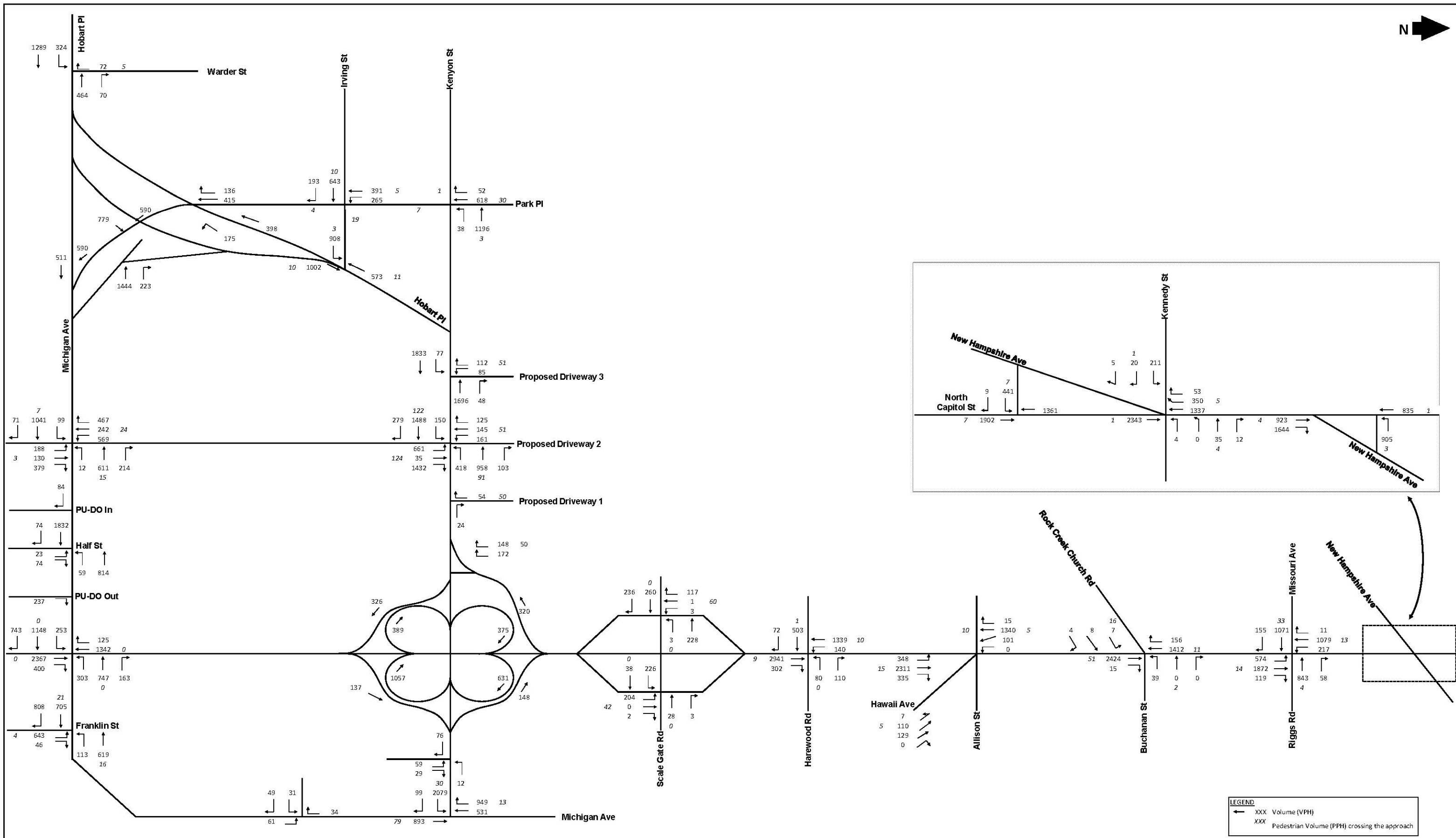
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 23
20% of Full Build Network Volumes
PM Peak Hour



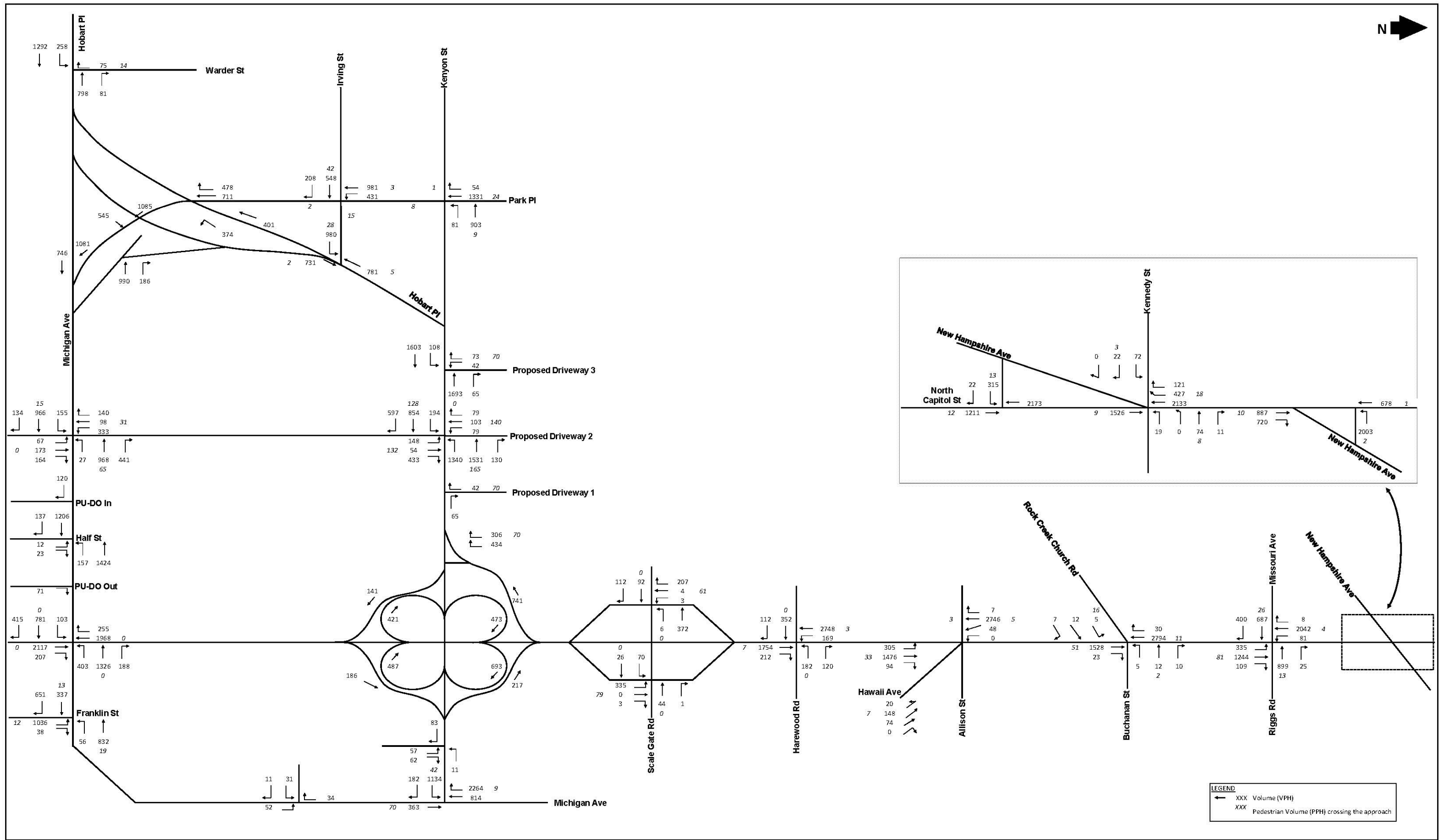
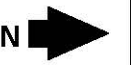
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 24
40% of Full Build Network Volumes
AM Peak Hour



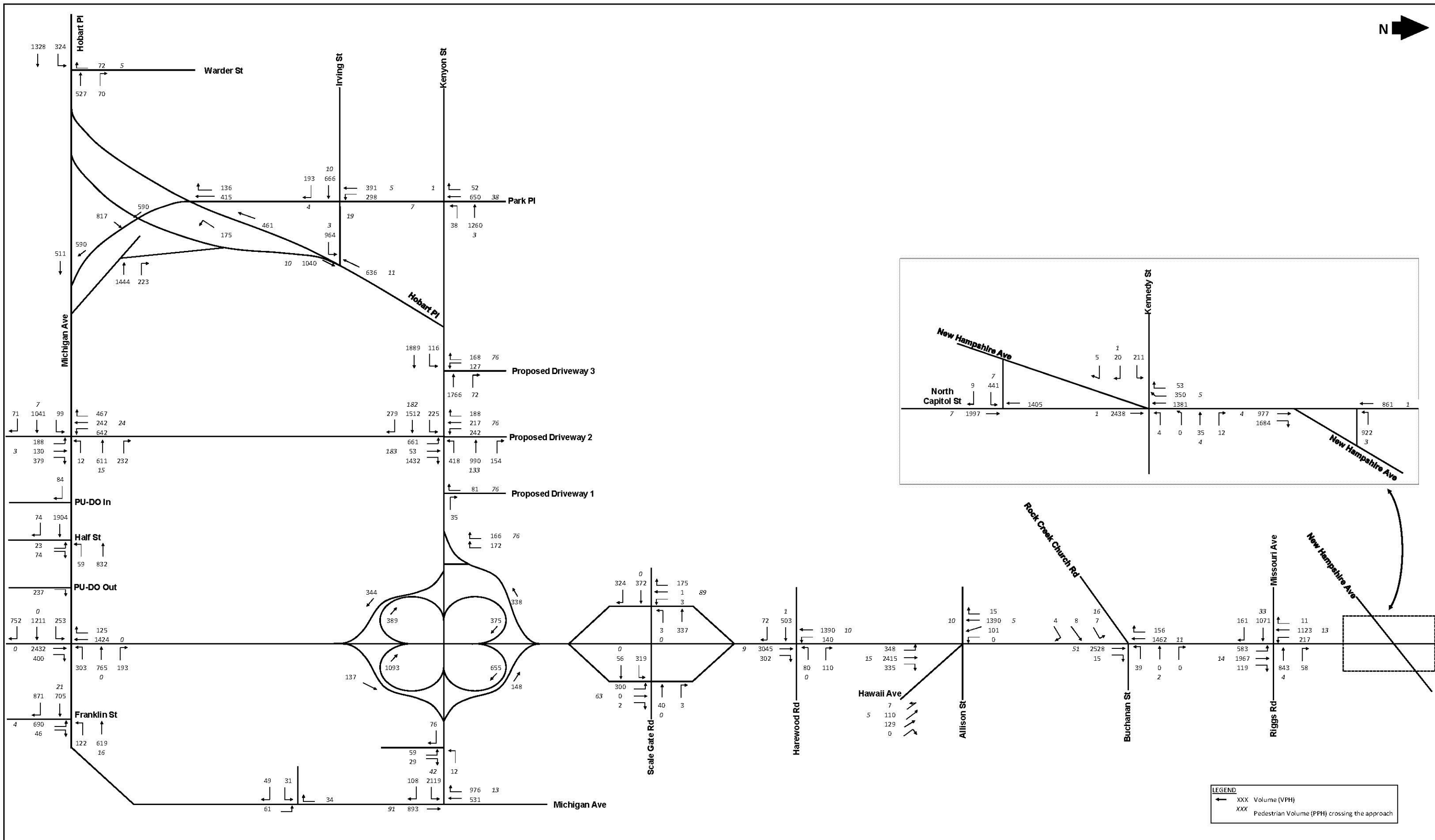
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 25
40% of Full Build Network Volumes
PM Peak Hour



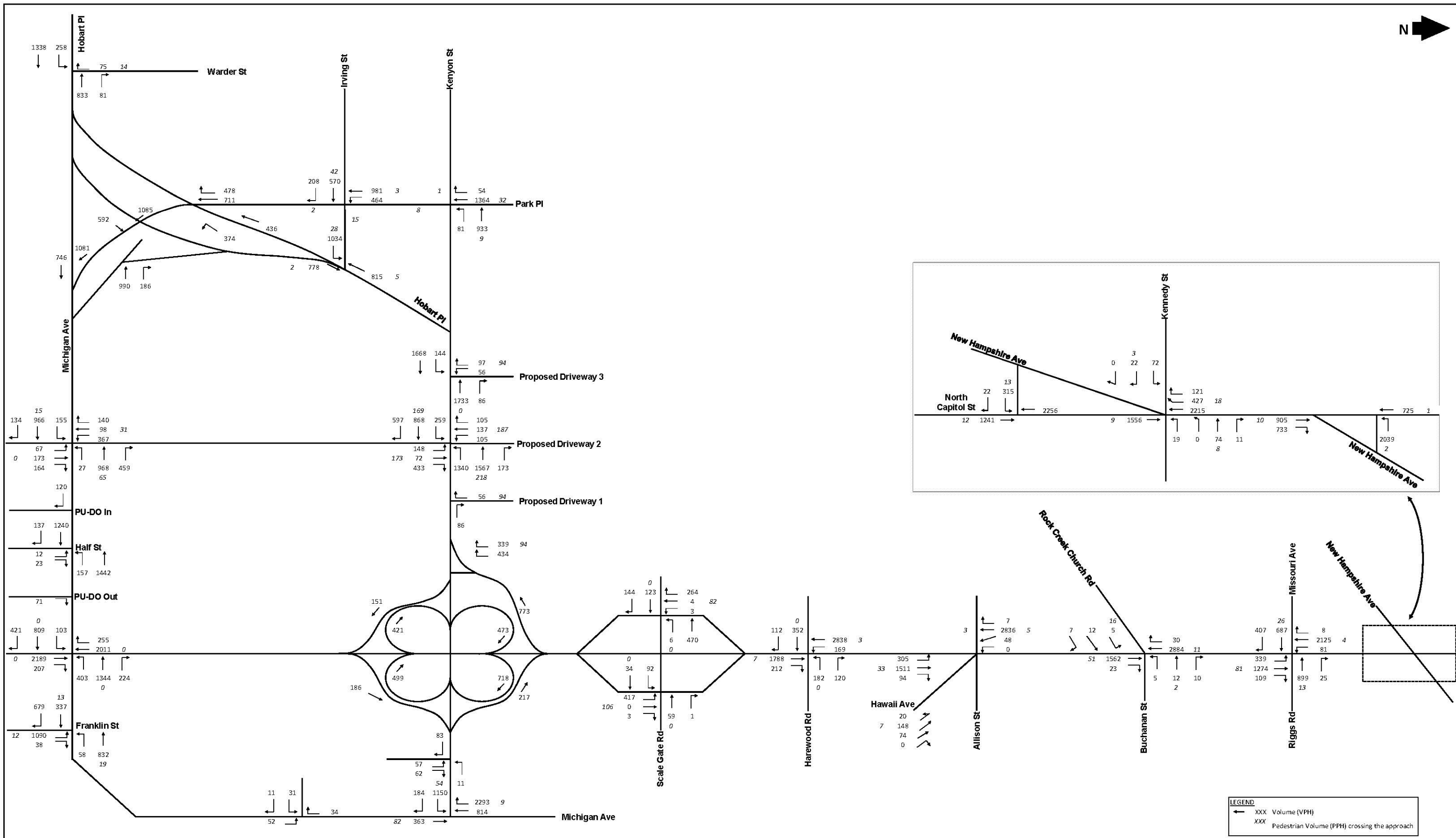
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 26
60% of Full Build Network Volumes
AM Peak Hour



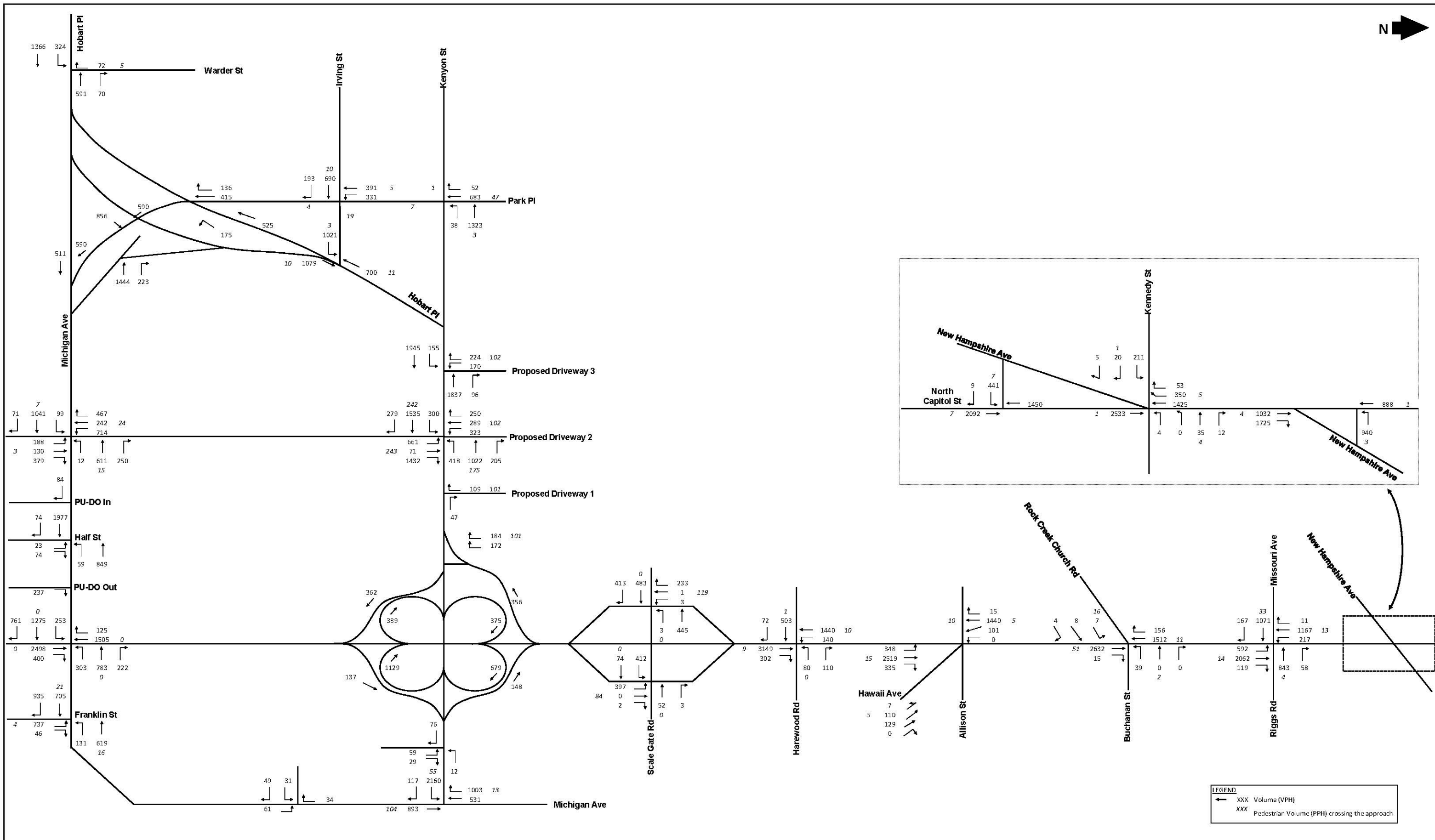
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 27
60% of Full Build Network Volumes
PM Peak Hour



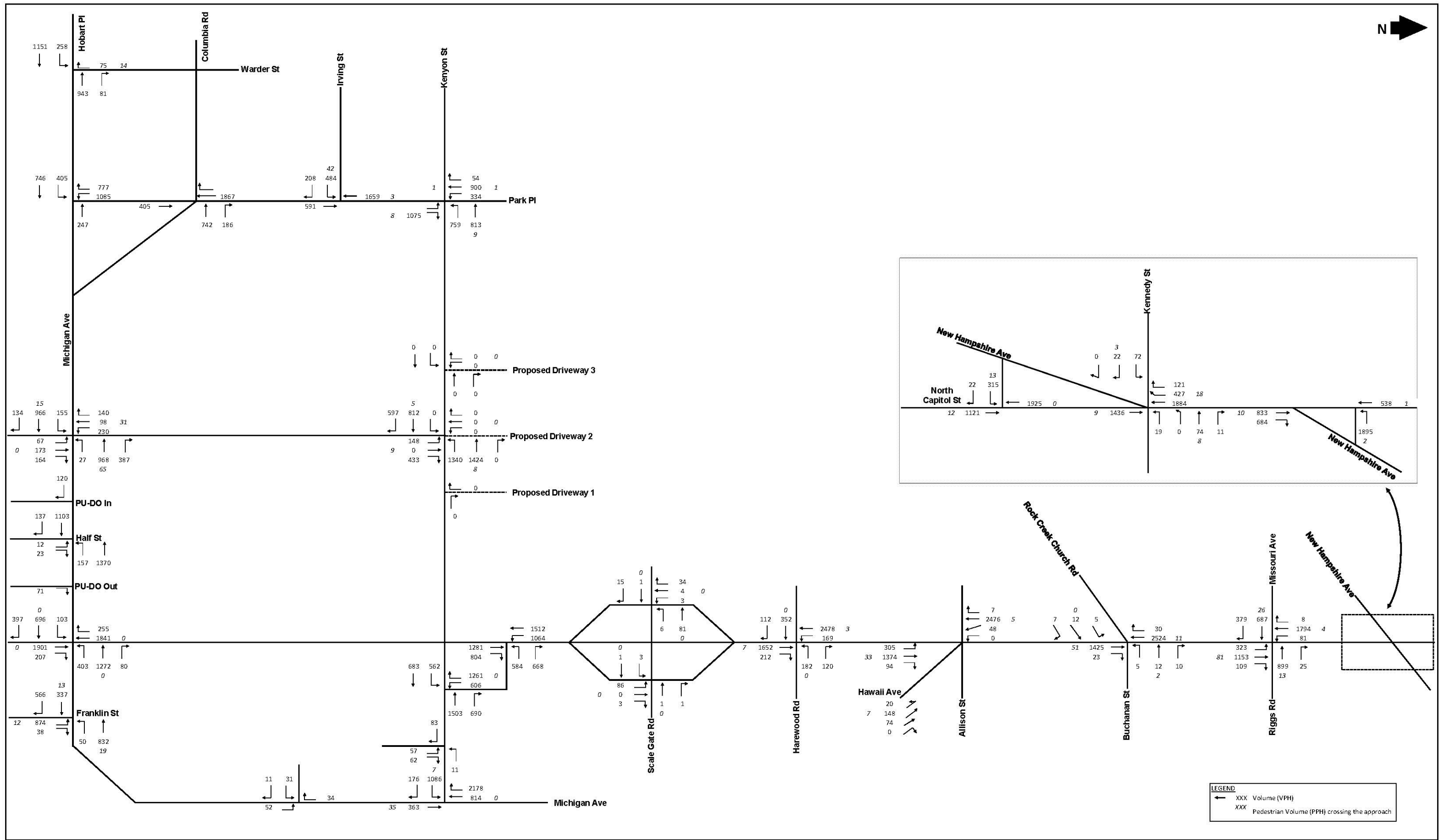
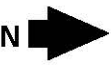
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 28
80% of Full Build Network Volumes
AM Peak Hour



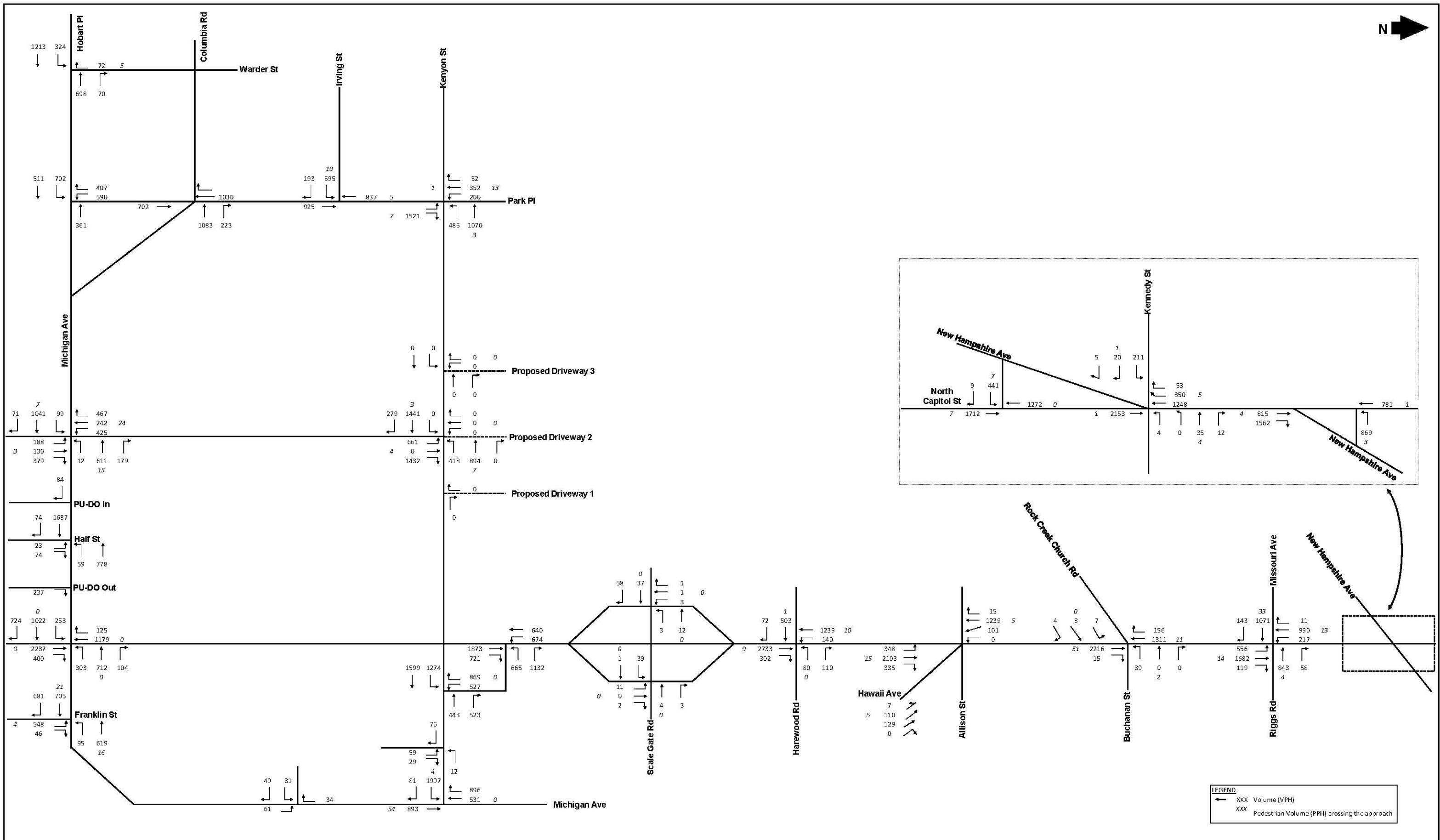
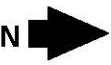
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Exhibit 29
80% of Full Build Network Volumes
PM Peak Hour



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Exhibit 30
2045 No Build Condition Volumes - Crosstown Network
AM Peak Hour



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TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 31
2045 No Build Condition Volumes - Crosstown Network
PM Peak Hour

Exhibit 32
Crosstown Network Scenario
Intersection Capacity Analysis Results
2045 No Build with Mitigation

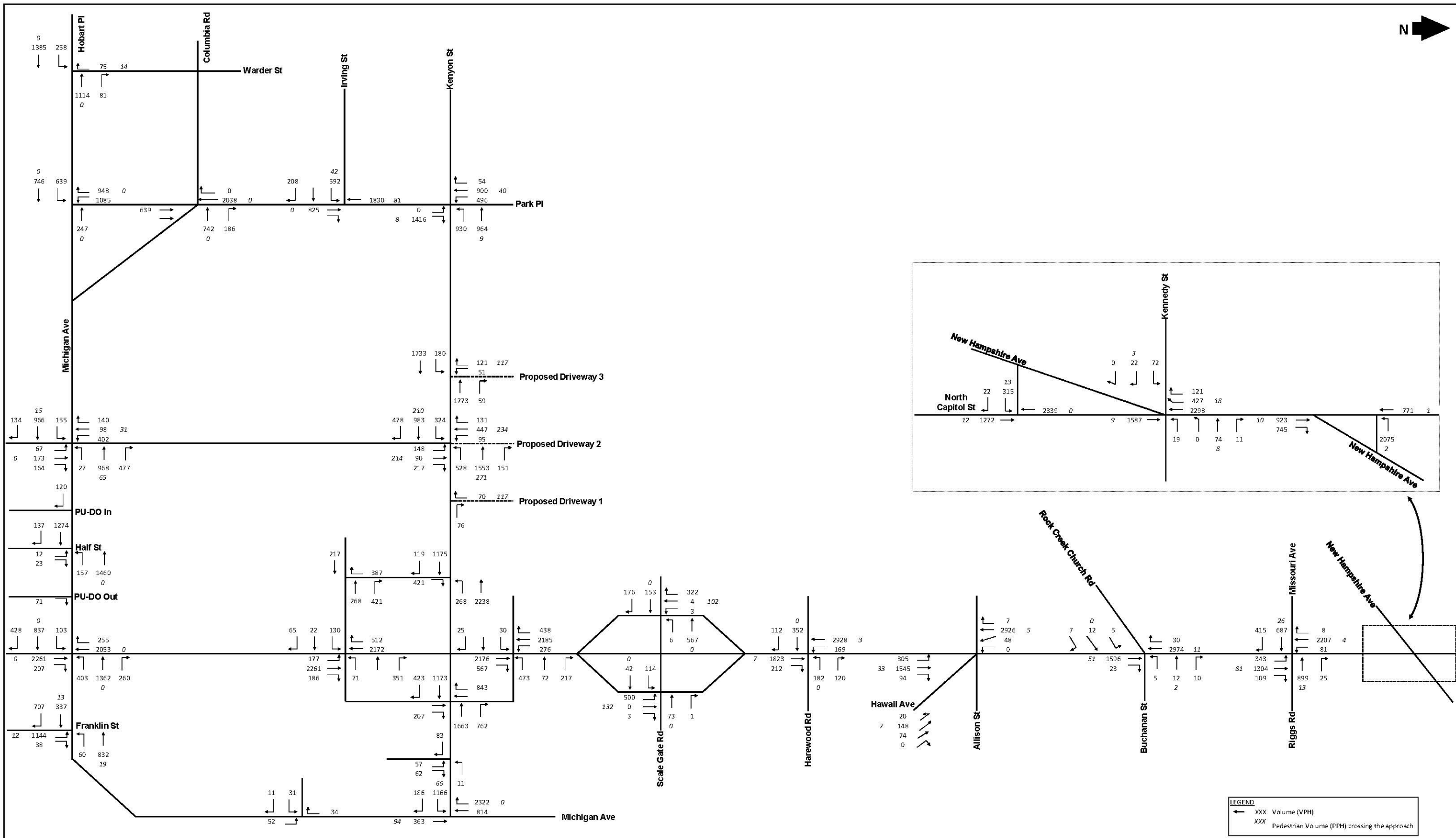
Intersection	LANE GROUP	AM 2045 No Build Condition					PM 2045 No Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	1.15	102.8	F	~753	#889	0.72	29.8	C	256	329
	NB-T	1.08	85.0	F	~623	#867	0.88	70.6	E	509	m604
	SB-T	0.85	52.6	D	179	#264	0.82	40.3	D	260	336
	Intersection	-	90.0	F	-	-	-	46.6	D	-	-
North Capitol St & Kennedy St NE/NW <i>Signalized</i>	EB-LTR	0.32	4.1	A	0	22	0.82	26.4	C	46	m77
	WB-LTR	0.36	38.3	D	57	108	0.18	30.3	C	23	58
	NB-T	0.61	64.5	E	218	42	0.85	67.2	E	81	m398
	SB-T	0.79	34.3	C	0	0	0.56	1.9	A	1	1
	Intersection	-	47.0	D	-	-	-	42.0	D	-	-
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	EB-TR	0.32	39.3	D	54	103	0.79	110.9	F	147	#270
	WB-LT	0.19	2.3	A	2	2	0.10	6.9	A	5	7
	SB-TR	0.26	0.1	A	0	0	0.18	0.2	A	0	m0
	Intersection	-	5.5	A	-	-	-	39.1	D	-	-
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	EB-LR	0.49	55.6	E	96	141	0.52	35.0	C	131	180
	NB-T	1.81	393.7	F	~605	#613	1.76	375.1	F	~889	m#512
	SB-T	0.80	61.7	E	703	782	0.60	10.6	B	225	298
	Intersection	-	171.2	F	-	-	-	195.6	F	-	-
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	EB-TR	1.00	58.5	F	~334	#487	1.08	82.2	F	~490	#627
	WB-TR	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
	NB-L	1.72	363.8	F	~310	#483	1.50	258.4	F	~532	m#402
	NB-TR	0.99	46.2	D	323	#571	1.45	233.6	F	~890	m#591
	SB-L	0.37	40.1	D	39	55	1.03	99.8	F	~165	#323
	SB-TR	1.28	164.5	F	~774	#921	1.14	96.5	F	~413	#539
	Intersection	-	105.8	F	-	-	-	143.1	F	-	-
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-LT	0.12	34.4	C	13	38	0.11	40.8	D	12	37
	EB-R	0.09	37.6	D	5	21	0.03	39.0	D	3	15
	WB-LTR	0.58	83.7	F	18	#52	0.65	81.6	F	25	#80
	SB-TR	1.01	60.8	F	~530	#857	0.65	18.0	B	462	m#477
	NB-TR	0.70	4.9	A	47	#70	1.22	114.2	F	~43	m#1076
	Intersection	-	40.8	D	-	-	-	75.9	E	-	-
North Capitol St & Hawaii Ave NE/Allison St NE <i>Signalized</i>	NB-L	1.28	165.9	F	~213	#363	1.32	171.5	F	~177	#249
	NB-TR	0.86	38.2	D	561	626	1.49	241.9	F	~911	#1194
	SB-L	0.18	25.8	C	28	27	0.33	34.1	C	70	99
	SB-TR	1.63	304.4	F	~1385	#1410	0.81	12.1	B	65	165
	NW-LTR	1.15	146.3	F	~197	#353	1.10	128.8	F	~193	#350
	Intersection	-	197.8	F	-	-	-	159.5	F	-	-
North Capitol St & Harewood Rd NE (North) <i>Signalized</i>	NB-T	0.72	5.6	A	33	m47	1.20	105.6	F	0	~576
	SB-T	0.84	0.9	A	1	m1	0.43	4.8	A	21	88
	WB-L	0.44	35.3	D	101	168	0.20	31.1	C	43	83
	WB-R	0.32	33.4	C	65	117	0.30	33.1	C	61	111
	Intersection	-	5.0	A	-	-	-	72.1	E	-	-
	EB-TR	0.58	35.7	D	138	192	0.72	38.9	D	183	246
North Capitol St & Harewood Rd NW (South) <i>Signalized</i>	NB-T	1.06	54.4	F	~637	#744	1.74	353.8	F	~1440	m#1443
	NB-R	0.28	2.5	A	25	29	0.42	10.1	B	58	m63
	SB-L	0.79	68.8	E	103	130	0.66	39.0	D	77	#169
	SB-T	1.10	56.5	F	~1017	#1124	0.54	3.9	A	68	68
	Intersection	-	51.9	D	-	-	-	203.1	F	-	-
SB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i> <i>Signalized (Mitigation)</i>	EB-TR	0.01	0.0	A	-	0	0.07	0.0	A	-	0
	WB-LT	0.01	0.6	A	-	0	0.00	1.6	A	-	0
	SB-LTR	0.06	9.2	A	-	5	0.01	9.1	A	-	1
	Intersection	-	2.9	A	-	-	-	0.6	A	-	-
NB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i> <i>Signalized (Mitigation)</i>	EB-LT	0.00	5.8	A	-	0	0.04	7.2	A	-	3
	WB-TR	0.00	0.0	A	-	0	0.04	0.0	A	-	0
	NB-LTR	0.11	9.1	A	-	9	0.03	10.2	B	-	2
	Intersection	-	8.8	A	-	-	-	7.0	A	-	-
North Capitol St & North Capitol Connector <i>Signalized</i>	WB-LR	1.09	72.1	F	~194	m308	1.09	72.9	F	~407	m#414
	WB-R	0.64	2.2	A	6	m15	0.87	25.7	C	95	m113
	NB-T	0.76	4.7	A	24	m32	1.00	20.6	F	~84	m191
	NB-R	0.99	20.4	C	0	m530	0.73	3.3	A	0	m0
	SB-L	1.04	47.1	F	~327	m402	1.08	93.1	F	~265	#384
	SB-T	0.45	12.2	B	216	m245	0.22	15.0	B	119	127
Irving St & North Capitol Connector <i>Signalized</i>	Intersection	-	26.0	C	-	-	-	38.0	D	-	-
	EB-L	2.48	693.2	F	~309	m#361	1.09	59.3	F	~329	m#471
	EB-T	0.32	6.7	A	123	m141	0.69	12.0	B	303	m261
	WB-T	0.69	30.9	C	358	529	0.19	4.9	A	34	45
	WB-R	0.56	6.5	A	24	209	0.43	2.0	A	0	43
	SB-LR	1.29	158.8	F	~487	m#501	1.02	46.3	F	~125	m#324
Irving St NE & Michigan at Irving PUD Driveway <i>Signalized</i>	SB-R	1.43	219.3	F	~553	m#570	0.65	3.4	A	2	9
	Intersection	-	146.6	F	-	-	-	27.4	C	-	-
	NB-L	0.31	44.7	D	35	72	0.32	44.7	D	36	73
	NB-R	0.28	13.7	B	0	15	0.16	23.4	C	6	32
	EB-TR	0.31	2.0	A	33	m60	0.50	2.1	A	72	m106
	WB-L	0.04	2.7	A	1	m2	0.11	5.3	A	1	m5
	WB-T	0.51	3.6	A	122	m179	0.21	2.6	A	42	64
	Intersection	-	3.8	A	-	-	-	3.3	A	-	-

Intersection	LANE GROUP	AM 2045 No Build Condition					PM 2045 No Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
First St NW & Irving St NW <i>Signalized</i>	EB-T	0.95	57.7	E	312	#418	1.22	132.6	F	~600	#763
	EB-R	1.00	58.6	F	301	#541	0.48	12.0	B	55	m123
	WB-L	0.94	28.7	C	332	m358	0.96	64.5	E	144	m#206
	WB-T	0.58	3.1	A	55	m110	0.51	9.2	A	94	m113
	NB-L	0.61	36.8	D	77	m67	1.00	64.4	F	~402	m#644
	NB-R	0.29	7.1	A	50	m57	0.95	32.0	C	401	m#648
	Intersection	-	27.9	C	-	-	-	62.1	E	-	-
North Capitol St & Michigan Ave NE/NW <i>Signalized</i>	EB-L	1.60	348.4	F	~99	#211	1.13	121.6	F	~193	m#312
	EB-T	0.46	21.4	C	159	168	0.78	31.7	C	259	324
	EB-R	0.58	20.7	C	147	172	1.19	124.8	F	~537	#771
	WB-L	1.05	75.9	F	~143	#306	1.40	223.9	F	~199	#373
	WB-TR	0.73	13.8	B	281	340	0.51	11.6	B	136	206
	NB-TR	1.34	185.8	F	~674	#772	1.39	205.9	F	~860	#955
	SB-TR	1.32	180.3	F	~660	m#707	0.69	30.3	C	225	m231
	Intersection	-	122.7	F	-	-	-	115.2	F	-	-
	EB-TR	0.47	1.0	A	5	8	0.59	4.0	A	57	m60
Franklin St NE & Michigan Ave NE <i>Signalized</i>	WB-LT	0.59	22.7	C	159	203	0.86	14.4	B	97	129
	NB-LR	0.67	22.8	C	235	304	0.56	27.2	C	157	213
	Intersection	-	15.5	B	-	-	-	11.9	B	-	-
	Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.24	25.3	C	62	87	0.52	25.6	C	161
WB-T		0.83	39.6	D	252	331	0.47	25.3	C	134	183
WB-R		0.92	9.9	A	0	0	0.38	0.7	A	0	0
SB-LR		0.44	14.3	B	154	186	0.77	12.3	B	233	263
Intersection		-	17.6	B	-	-	-	14.2	B	-	-
Park Place NW & Kenyon NW St <i>Signalized</i>	WB-L	0.44	14.4	B	153	123	0.21	4.3	A	40	m64
	WB-T	0.46	14.6	B	170	136	0.44	5.4	A	100	m178
	NB-R	0.61	12.2	B	151	23	0.71	7.0	A	183	98
	SB-L	0.56	27.7	C	171	233	0.70	50.4	D	126	189
	SB-TR	0.81	37.4	D	290	332	0.72	44.1	D	130	170
	Intersection	-	20.6	C	-	-	-	12.6	B	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-LR	0.82	41.8	D	210	279	0.76	32.6	C	225	260
	NB-T	0.27	7.7	A	71	m108	0.47	4.4	A	62	82
	SB-T	0.79	15.5	B	433	550	0.44	15.8	B	220	108
	Intersection	-	20.1	C	-	-	-	16.9	B	-	-
Michigan Ave N & Park Place <i>Signalized</i>	WB-LTR	0.94	56.0	E	320	m324	0.85	22.7	C	297	m298
	NB-T	0.20	3.8	A	13	34	0.50	1.0	A	0	0
	SB-TR	0.92	14.7	B	94	#350	0.72	20.1	C	356	368
	Intersection	-	25.3	C	-	-	-	16.8	B	-	-
Michigan Ave S & Park Place <i>Signalized</i>	EB-L	0.58	38.8	D	125	170	0.79	63.8	E	221	289
	EB-T	0.50	21.0	C	171	214	0.24	7.8	A	67	91
	WB-T	0.76	56.7	E	180	m186	0.64	37.4	D	227	m276
	SB-L	0.71	30.0	C	253	m275	0.71	55.5	E	224	281
	SB-R	0.67	4.2	A	67	m72	0.42	12.9	B	92	203
	Intersection	-	24.9	C	-	-	-	39.0	D	-	-
Hobart Place NW & Michigan Ave NW & Warder St NW <i>Signalized</i>	EB-L	0.71	46.1	D	162	229	0.72	41.1	D	200	260
	EB-T	0.35	0.3	A	0	0	0.37	0.3	A	0	0
	WB-T	0.76	11.8	B	172	610	0.61	6.3	A	0	218
	WB-R	0.08	0.7	A	0	m3	0.07	0.6	A	1	m3
	SB-R	0.22	31.7	C	41	74	0.17	26.6	C	38	65
	Intersection	-	10.3	B	-	-	-	8.5	A	-	-
First St NW & Michigan Ave NW <i>Signalized</i>	EB-L	2.58	761.2	F	~185	m#297	0.88	75.7	E	57	m#132
	EB-T	0.76	25.1	C	285	315	0.89	26.8	C	316	#411
	EB-R	0.30	7.8	A	13	m27	0.14	1.0	A	0	0
	WB-L	0.41	25.5	C	8	20	0.21	22.0	C	5	m19
	WB-TR	1.02	44.5	F	~423	#650	0.67	17.8	B	202	270
	NB-L	0.17	31.4	C	38	76	0.44	36.2	D	105	172
	NB-TR	0.85	51.4	D	200	#360	1.17	130.2	F	~365	#571
	SB-L	0.80	35.2	D	133	m141	0.98	79.6	E	252	m#389
	SB-TR	0.87	31.0	C	100	m111	1.51	266.1	F	~563	m#720
	Intersection	-	68.1	E	-	-	-	89.9	F	-	-
Half St NW & Michigan Ave NW <i>Signalized</i>	EB-TR	0.54	7.0	A	121	138	0.76	7.1	A	186	m198
	WB-L	0.79	22.8	C	15	#29	0.77	65.0	E	19	m#94
	WB-T	0.59	3.0	A	63	#72	0.33	3.5	A	15	43
	NB-LR	0.11	18.2	B	7	34	0.30	26.6	C	38	86
Intersection	-	6.1	A	-	-	-	8.0	A	-	-	
PU-DO Out & Michigan Ave NW <i>Unsignalized</i>	EB-T	0.36	0.0	A	-	0	0.56	0.0	A	-	0
	WB-T	0.49	0.0	A	-	0	0.27	0.0	A	-	0
	NB-R	0.10	10.2	B	-	8	0.37	13.3	B	-	43
	Intersection	-	0.3	A	-	-	-	1.1	A	-	-
Michigan Ave NE & Trinity University Ped Crossing <i>Signalized</i>	NB-TR	0.13	6.8	A	33	46	0.25	7.6	A	71	90
	SB-LT	0.32	8.1	A	98	120	0.22	7.4	A	61	78
	Intersection	-	7.7	A	-	-	-	7.5	A	-	-

Exhibit 33**Armed Forces Retirement Home****Freeway Capacity Analysis Results - 2045 Crosstown Study Improvements****North Capitol Street & Scale Gate Road Interchange**

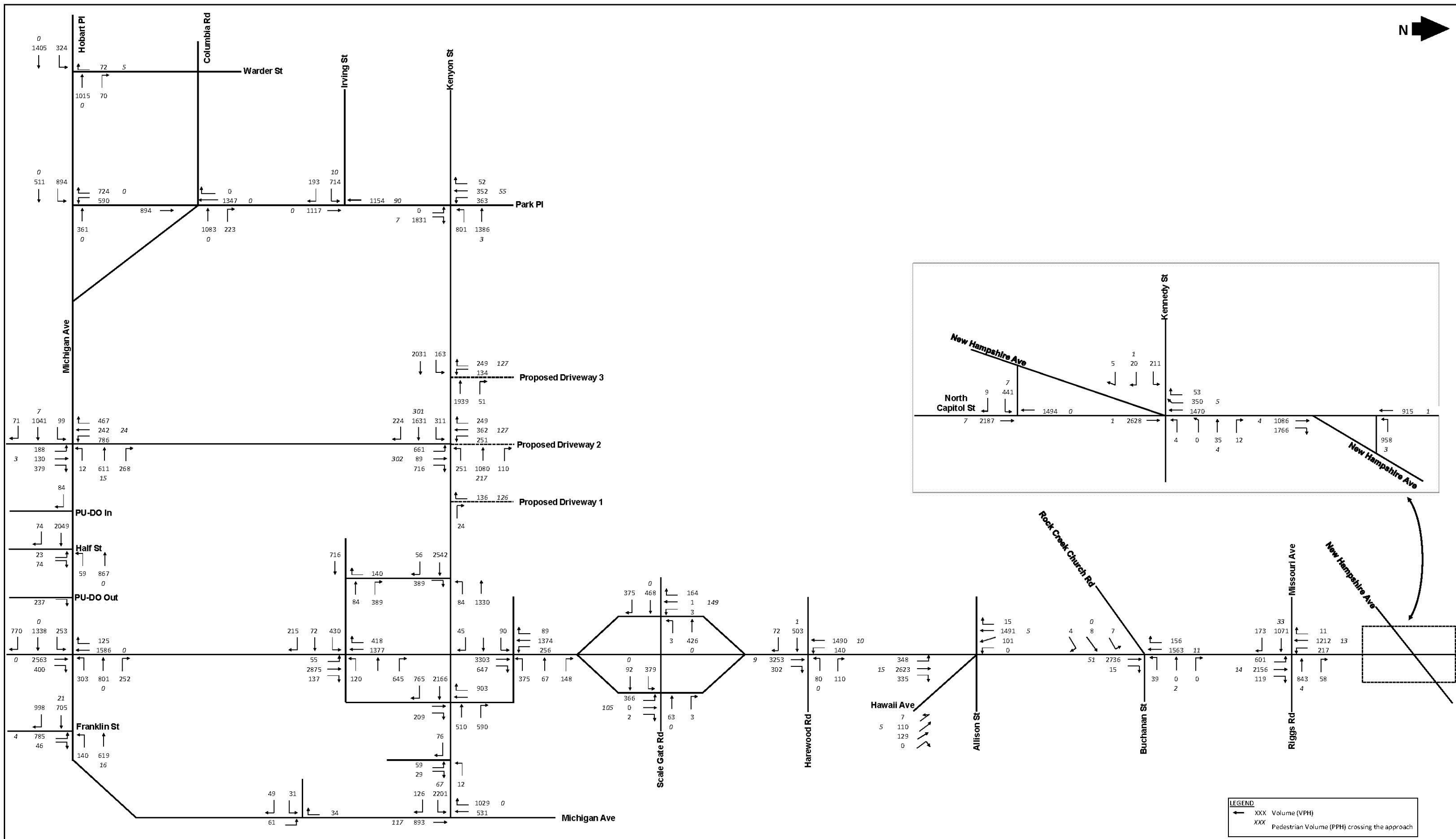
Interchange	Segment			No Build				Build			
				AM		PM		AM		PM	
	Type	From	To	Density	LOS	Density	LOS	Density	LOS	Density	LOS
North Capitol Street & Scale Gate Road	Diverge	North Capitol Street NB	Scale Gate Road	15.7	B	22.1	C	17.3	B	24.2	C
	Merge	Scale Gate Road	North Capitol Street NB	13.9	B	19.9	B	15.3	B	25.3	C
	Diverge	North Capitol Street SB	Scale Gate Road	19.7	B	11.8	B	21.3	C	12.8	B
	Merge	Scale Gate Road	North Capitol Street SB	16.3	B	10.4	B	18.9	B	14.3	B

Note: Density is measured in passenger cars per mile per lane (pc/mi/ln).



ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 34
2045 Build Condition Volumes - Crosstown Network
AM Peak Hour



ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 35
2045 Build Condition Volumes - Crosstown Network
PM Peak Hour

Intersection	LANE GROUP	AM 2045 Build Condition					PM 2045 Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
North Capitol St & New Hampshire Ave NE <i>Signalized</i>	WB-L	1.26	149.5	F	~879	#1014	0.80	32.6	C	293	375
	NB-T	1.20	125.4	F	~750	#1003	1.17	101.0	F	~729	m#917
	SB-T	1.21	145.9	F	~324	#444	0.96	55.1	E	323	#457
	Intersection	-	142.9	F	-	-	-	64.7	E	-	-
	EB-LTR	0.32	4.1	A	0	22	0.82	26.8	C	46	m#77
North Capitol St & Kennedy St NE/NW <i>Signalized</i>	WB-LTR	0.36	38.3	D	57	108	0.18	34.5	C	28	63
	NB-T	0.67	69.2	E	280	m#50	1.16	102.2	F	~103	m#12
	SB-T	0.97	49.6	D	0	m0	0.66	3.2	A	1	m1
	Intersection	-	55.9	E	-	-	-	64.2	E	-	-
	EB-TR	0.32	39.3	D	54	103	0.79	110.9	F	147	#270
New Hampshire Ave NW & Kennedy St NW <i>Signalized</i>	WB-LT	0.19	2.3	A	2	2	0.09	2.1	A	2	2
	SB-TR	0.25	0.1	A	0	m0	0.18	0.1	A	0	m0
	Intersection	-	5.5	A	-	-	-	39.1	D	-	-
	EB-LR	0.49	38.3	D	96	141	0.52	35.1	D	131	18.2
	NB-T	2.06	502.2	F	~628	m#718	2.25	590.8	F	~529	m#1241
North Capitol St & New Hampshire Ave NW <i>Signalized</i>	SB-T	0.97	64.6	E	871	m#908	0.70	13.1	B	298	39.3
	Intersection	-	203.3	F	-	-	-	321.4	F	-	-
	EB-TR	1.02	63.3	F	~371	#504	1.11	92.5	F	~513	#650
	WB-LTR	0.89	42.6	D	295	#413	0.82	35.1	D	286	371
	NB-L	1.82	407.5	F	~338	m#470	1.61	309.4	F	~322	m#597
North Capitol St & Missouri Ave NW / Riggs Rd NE <i>Signalized</i>	NB-TR	1.11	84.8	F	~546	#682	1.83	399.5	F	~728	m#1252
	SB-L	0.37	41.1	D	43	m45	1.03	94.1	F	~165	m#302
	SB-TR	1.58	290.3	F	~108.2	m#1135	1.40	206.7	F	~575	#716
	Intersection	-	167.0	F	-	-	-	234.4	F	-	-
	EB-TR	0.12	34.4	C	13	38	0.11	40.8	D	12	37
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE <i>Signalized</i>	EB-R	0.09	37.6	D	5	21	0.03	39.0	D	3	15
	WB-LTR	0.58	83.7	F	18	#52	0.85	81.6	F	25	#80
	SB-TR	1.18	104.1	F	~882	m#1229	0.76	21.5	C	475	m#678
	NB-TR	0.79	7.6	A	60	m#119	1.50	243.9	F	~685	m#1510
	Intersection	-	70.2	E	-	-	-	157.2	F	-	-
North Capitol St & Hawaii Ave NE/Allison St NE <i>Signalized</i>	NB-L	1.28	164.5	F	~214	m#913	1.48	243.9	F	~152	m#293
	NB-TR	0.96	43.3	D	628	#729	1.78	371.9	F	~940	m#1573
	SB-L	0.18	25.9	C	23	28	0.33	30.8	C	70	m77
	SB-TR	1.92	434.9	F	~140.3	m#1782	0.98	28.9	C	72	#733
	NW-LTR	1.15	146.3	F	~197	#353	1.10	148.5	F	~193	#350
North Capitol St & Harewood Rd NE (North) <i>Signalized</i>	Intersection	-	277.4	F	-	-	-	245.8	F	-	-
	NB-T	0.80	9.8	A	32	m112	1.42	210.0	F	~0	m#79
	SB-T	0.99	23.6	C	1	m1	0.52	6.5	A	89	m#9
	WB-L	0.44	35.3	D	101	158	0.20	31.1	C	43	83
	WB-R	0.32	33.4	C	65	117	0.30	33.1	C	61	111
North Capitol St & Harewood Rd NW (South) <i>Signalized</i>	Intersection	-	19.3	B	-	-	-	141.5	F	-	-
	EB-TR	0.58	36.0	D	140	193	0.72	38.9	D	183	246
	NB-T	1.17	98.6	F	~764	m#785	2.07	501.6	F	~1566	m#1834
	NB-R	0.28	1.9	A	17	m19	0.42	10.1	B	52	59
	SB-L	0.79	62.3	E	104	m109	0.66	39.7	D	82	#169
SB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i>	SB-T	1.30	147.6	F	~129.3	m#1323	0.65	4.9	A	70	77
	Intersection	-	114.3	F	-	-	-	292.6	F	-	-
	EB-TR	0.26	0.0	A	-	0	0.63	0.0	A	-	0
	WB-LT	0.01	0.2	A	-	1	0.01	0.2	A	-	0
	SB-LTR	1.10	106.4	F	-	387	0.42	17.3	B	-	52
NB North Capitol St Ramp & Scale Gate Rd <i>Unsignalized</i>	Intersection	-	387.0	F	-	-	-	2.1	A	-	-
	EB-LT	0.09	5.8	A	-	8	0.41	8.1	A	-	51
	WB-TR	0.05	0.0	A	-	0	0.06	0.0	A	-	0
	NB-LTR	1.27	162.6	F	-	641	11.69	Error	F	-	Error
	Intersection	-	112.8	F	-	-	-	4068.2	F	-	-
North Capitol St & North Capitol Connector <i>Signalized</i>	WB-LR	1.19	115.7	F	~178	m367	1.26	140.8	F	~281	m311
	WB-R	0.67	2.2	A	4	m15	0.99	55.7	E	79	m218
	NB-T	1.01	20.4	F	~44	m91	1.19	103.6	F	~108	m637
	NB-R	1.14	81.0	F	~0	m694	0.86	7.2	A	0	m76
	SB-L	1.20	115.9	F	~333	m521	1.22	145.9	F	~331	#452
Irving St & North Capitol Connector <i>Signalized</i>	SB-T	0.50	12.9	B	20.2	m290	0.32	14.3	B	149	173
	Intersection	-	55.6	E	-	-	-	87.1	F	-	-
	EB-L	4.05	Error	F	~419	m#505	1.54	266.5	F	~277	m737
	EB-T	0.36	7.2	A	150	m150	0.80	13.4	B	191	m460
	WB-T	0.75	20.8	C	444	583	0.25	5	A	43	55
Irving St NE & Michigan at Irving PUD Driveway <i>Signalized</i>	WB-R	0.56	5.5	A	34	139	0.43	1.9	A	0	36
	SB-LR	1.64	232.9	F	~466	m#609	1.10	67.5	F	~334	m#341
	SB-R	1.80	380.8	F	~625	m#795	0.88	15.8	B	24	m42
	Intersection	-	282.0	F	-	-	-	85.4	F	-	-
	NB-L	0.51	44.7	D	35	72	0.32	44.7	D	36	73
	NB-R	0.28	13.7	B	0	37	0.16	28.9	C	10	36
	EB-TR	0.33	1.5	A	16	m48	0.56	1.7	A	61	m89
	WB-L	0.04	2.6	A	1	m1	0.15	7.4	A	1	m6
	WB-T	0.55	3.8	A	129	m179	0.25	2.7	A	50	75
	Intersection	-	3.7	A	-	-	-	3.0	A	-	-

Intersection	LANE GROUP	AM 2045 Build Condition					PM 2045 Build Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
First St NW/Proposed Driveway 2 & Irving St NW <i>Signalized</i>	EB-L	1.43	244.0	F	~316	m#490	1.91	449.8	F	~333	m#432
	EB-T	0.77	26.7	C	287	316	1.45	231.8	F	-	#898
	EB-R	1.32	175.0	F	~251	#716	0.75	26.8	C	93	m127
	WB-L	1.53	268.0	F	~560	#650	1.55	291.2	F	~203	m#249
	WB-TR	1.24	129.5	F	~656	#802	1.31	175.6	F	~592	m#667
	NB-LT	1.21	126.0	F	~153	#195	2.63	761.5	F	~850	m#855
	NB-R	0.49	18.8	B	69	83	1.80	389.6	F	~721	m#835
	SB-L	0.99	144.5	F	91	#217	4.97	Error	F	~402	#583
	SB-T	0.42	35.5	D	100	166	0.46	20.7	C	166	247
	SB-R	0.37	6.4	A	0	36	0.45	7.4	A	22	83
	Intersection	-	175.3	F	-	-	-	374.7	F	-	-
North Capitol St & Michigan Ave NE/NW <i>Signalized</i>	EB-L	1.67	377.1	F	~103	m#197	1.74	372.7	F	~251	m#301
	EB-T	0.55	20.2	C	172	176	1.06	86.9	F	~531	m#633
	EB-R	0.62	19.0	B	141	162	1.26	156.5	F	~608	#727
	WB-L	1.24	145.7	F	~194	m#382	1.50	268.9	F	~224	#388
	WB-TR	0.90	19.4	B	405	#548	0.66	12.9	B	212	291
	NB-TR	1.56	284.2	F	~861	#957	1.56	280.3	F	~1030	#1123
	SB-TR	1.45	236.0	F	~770	m#787	0.91	38.4	D	333	#351
	Intersection	-	171.4	F	-	-	-	157.2	F	-	-
	EB-TR	0.52	0.9	A	0	m0	1.01	25	F	m36	41
	NB-LT	0.64	24.1	C	167	214	2.15	15.0	F	230	142
	NB-LR	0.86	30.9	C	353	454	0.74	32.2	C	100	302
	Intersection	-	18.9	B	-	-	-	12.7	B	-	-
Michigan Ave NE & Irving St NE <i>Signalized</i>	EB-T	0.24	23.3	C	62	87	0.52	25.6	C	161	202
	WB-T	0.83	39.6	D	252	331	0.47	9.1	A	134	183
	WB-R	0.99	19.4	B	0	#1024	0.44	0.8	A	0	0
	SB-LR	0.48	13.8	B	162	186	0.87	15.8	B	236	406
	Intersection	-	21.6	C	-	-	-	15.5	B	-	-
	Intersection	-	21.6	C	-	-	-	15.5	B	-	-
Park Place NW & Kenyon NW St <i>Signalized</i>	WB-L	0.55	20.3	C	167	m173	0.37	8.4	A	97	m#7
	WB-T	0.55	19.4	B	176	m183	0.62	9.7	A	176	m180
	NB-R	0.88	20.2	C	157	m#410	0.96	45.2	D	102	#380
	SB-L	0.82	38.8	D	288	381	0.98	81.5	F	~247	#435
	SB-TR	0.80	32.2	C	285	325	0.56	61.2	E	122	173
	Intersection	-	24.4	C	-	-	-	32.9	C	-	-
Park Place NW & Irving St NW <i>Signalized</i>	EB-LR	0.91	68.7	E	259	#371	0.78	31.9	C	260	302
	NB-T	0.39	8.5	A	98	m108	0.61	5.7	A	67	117
	SB-T	0.89	27.2	C	578	731	0.66	17.7	B	320	380
	Intersection	-	32.4	C	-	-	-	17.5	B	-	-
	Intersection	-	32.4	C	-	-	-	17.5	B	-	-
Michigan Ave N & Park Place <i>Signalized</i>	WB-LTR	0.94	50.8	D	308	m320	0.85	23.0	C	298	m319
	NB-T	0.32	11.7	B	67	129	0.63	1.8	A	0	m0
	SB-TR	1.01	39.0	F	~155	#896	0.93	26.2	C	415	#615
	Intersection	-	37.2	D	-	-	-	18.9	B	-	-
Michigan Ave S & Park Place <i>Signalized</i>	EB-L	0.81	76.1	E	209	276	0.95	96.8	F	304	#431
	EB-T	0.48	19.3	B	165	214	0.24	7.8	A	67	91
	WB-T	0.77	54.2	D	176	m180	0.67	38.2	D	227	m272
	SB-L	0.75	32.6	C	251	m252	0.71	50.5	D	224	m240
	SB-R	0.82	11.0	B	98	m102	0.74	45.7	D	317	m352
	Intersection	-	33.4	C	-	-	-	54.3	D	-	-
Hobart Place NW & Michigan Ave NW & Warde St NW <i>Signalized</i>	EB-L	0.70	45.2	D	161	229	0.71	40.7	D	198	260
	EB-T	0.42	0.4	A	0	0	0.43	0.5	A	0	0
	WB-T	0.90	51.4	D	375	#1040	0.89	50.1	D	639	#995
	WB-R	0.08	1.7	A	0	m5	0.07	4.6	A	4	m12
	SB-R	0.22	31.7	C	42	76	0.17	26.5	C	37	65
	Intersection	-	24.7	C	-	-	-	23.2	C	-	-
First St NW & Michigan Ave NW <i>Signalized</i>	EB-L	2.58	760.1	F	~185	m#286	1.12	152.9	F	~70	m#150
	EB-T	0.76	24.1	C	261	315	0.89	26.8	C	316	#411
	EB-R	0.30	7.6	A	12	m25	0.13	1.0	A	0	m0
	WB-L	0.41	24.4	C	7	m16	0.21	20.3	C	4	m15
	WB-TR	1.08	69.0	F	~308	#708	0.75	18.0	B	236	326
	NB-L	0.17	31.4	C	38	76	0.44	36.2	D	105	172
	NB-TR	0.85	51.4	D	200	#360	1.27	185.2	F	~413	#618
	SB-L	1.39	203.6	F	~182	m#365	1.82	398.4	F	~789	m#855
	SB-TR	0.87	18.8	B	69	m17	1.51	259.0	F	~608	m#577
	Intersection	-	92.3	F	-	-	-	152.9	F	-	-
	Intersection	-	92.3	F	-	-	-	152.9	F	-	-
Half St NW & Michigan Ave NW <i>Signalized</i>	EB-TR	0.61	8.1	A	184	m121	0.92	44.6	D	328	m430
	WB-L	1.04	64.4	F	~120	m#133	0.86	82.6	F	27	m#58
	WB-T	0.63	2.6	A	64	m72	0.37	3.5	A	33	m60
	NB-LR	0.11	18.2	B	7	34	0.31	33.8	C	49	99
	Intersection	-	8.5	A	-	-	-	33.6	C	-	-
PU-DO Out & Michigan Ave NW <i>Unsignalized</i>	EB-T	0.41	0.0	A	-	0	0.68	0.0	A	-	0
	WB-T	0.52	0.0	A	-	0	0.30	0.0	A	-	0
	NB-R	0.10	10.0	A	-	8	0.80	48.3	D	-	16.4
	Intersection	-	0.2	A	-	-	-	3.5	A	-	-
Michigan Ave NE & Trinity University Ped Crossing <i>Signalized</i>	NB-TR	0.12	6.8	A	32	97	0.30	8.0	A	92	113
	SB-LT	0.52	8.1	A	45	120	0.22	7.4	A	62	80
	Intersection	-	7.7	A	-	-	-	7.7	A	-	-
	Intersection	-	7.7	A	-	-	-	7.7	A	-	-
Proposed Driveway 1 <i>Unsignalized</i>	EB-T	0.46	0.0	A	-	0	1.08	0.0	F	-	0
	WB-TR	0.56	0.0	A	-	0	0.29	0.0	A	-	0
	SB-R	0.35	31.6	C	-	39	0.27	14.1	B	-	27
	Intersection	-	0.5	A	-	-	-	0.4	A	-	-
Irving St & Proposed Driveway 3 <i>Signalized</i>	EB-L	0.90	50.9	D	72	m#127	0.66	23.9	C	59	m77
	EB-T	0.74	11.2	B	302	405	0.85	12.4	B	385	m633
	WB-TR	0.96	16.0	B	112	m82	1.05	56.8	F	~247	m822
	SB-L	0.21	35.4	D	41	82	0.60	44.5	D	116	175
	SB-R	0.33	12.4	B	13	63	0.68	28.2	C	84	159
	Intersection	-	15.8	B	-	-	-	34.2	C	-	-

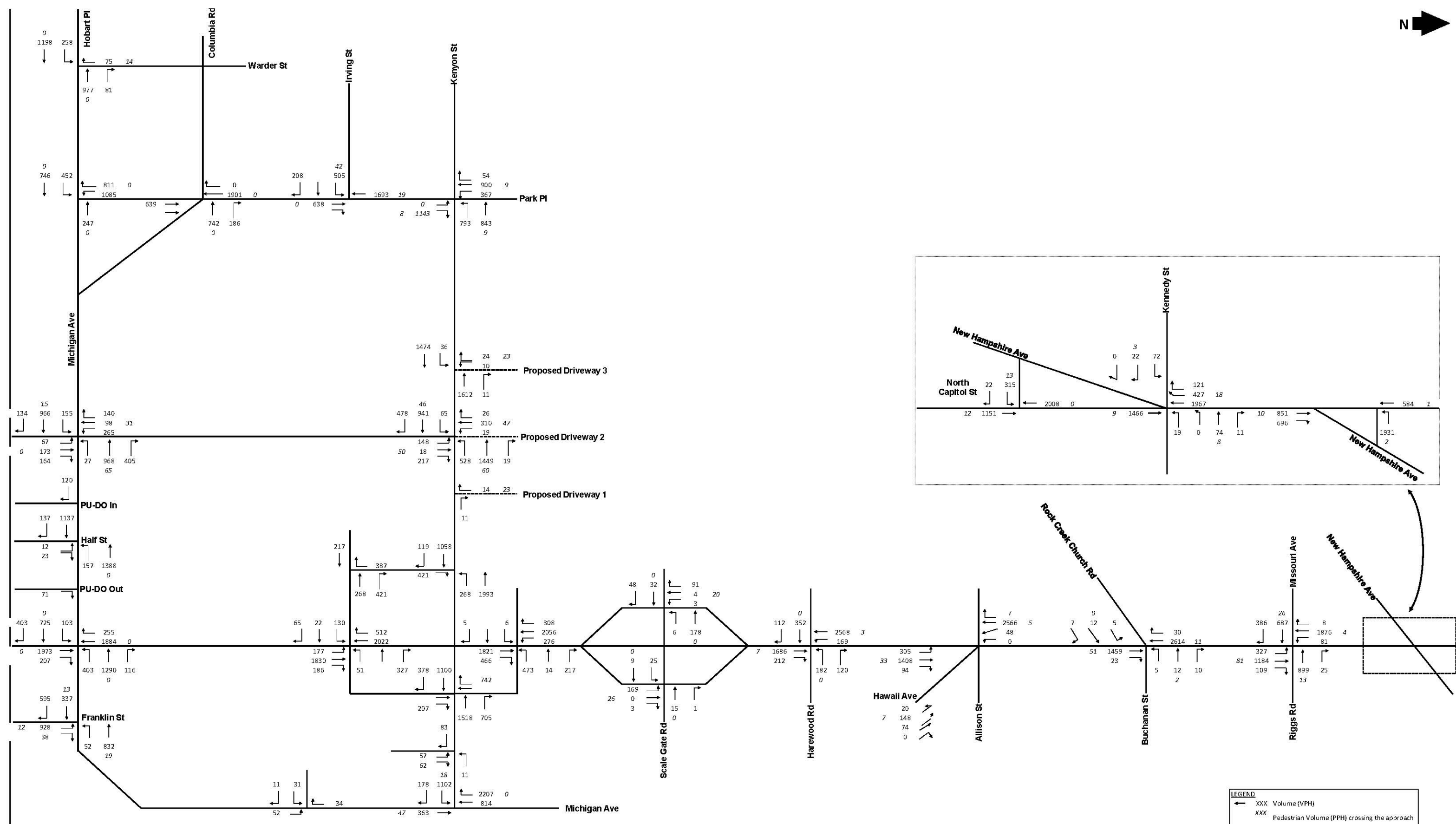
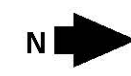
Intersection	LANE GROUP	30% Build Condition						40% Build Condition						60% Build Condition						80% Build Condition						Full Build Condition					
		V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]	V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]	V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]	V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]	V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]	V/C Ratio	Delay [s]	Level of Service	5th Queue [ft]	5th Queue [ft]
North Capital St & New Hampshire Ave NE Signalized	WB-L	1.38	157.2	-	~324	F940	1.13	190.7	-	~361	F996	1.36	191.3	-	~407	F1012	1.38	202.0	-	~452	F1047	1.40	212.4	-	~497	F1072	1.42	222.8	-	~542	F1107
	NB-T	1.02	87.7	-	~430	F845	0.96	29.6	C	141	232	0.97	33.0	C	147	246	0.98	38.6	D	154	263	0.99	44.2	D	161	277	1.00	49.8	D	168	292
	SB-T	0.76	43.1	D	187	250	0.82	47.6	D	205	F288	0.88	57.1	E	225	F325	0.94	84.7	F	245	F360	1.00	106.4	F	265	F396	1.06	136.5	F	285	F436
	Intersection	-	119.1	-	-	-	-	118.6	-	-	-	-	136.5	-	-	-	-	148.5	-	-	-	-	-	-	-	-	-	-	-	-	-
North Capital St & Kennedy St NE / NW Signalized	EB-LTR	0.42	104	B	5	12	0.42	109	B	6	16	0.45	144	B	8	21	0.42	109	B	6	16	0.45	144	B	8	21	0.42	104	B	5	12
	WB-LTR	0.58	54.0	D	42	F125	0.58	54.0	D	42	F125	0.59	54.3	D	42	F125	0.58	54.0	D	42	F125	0.59	54.3	D	42	F125	0.58	54.0	D	42	F125
	NB-T	0.57	51.8	D	70	m18	0.58	57.7	E	64	m311	0.59	59.5	E	65	m312	0.60	59.2	E	67	m313	0.61	60.0	E	68	m314	0.62	60.8	E	69	m315
	SB-T	0.75	6.1	A	0	0	0.78	15.8	B	6	m4	0.82	28.2	C	7	m29	0.85	42.6	D	7	m44	0.88	50.3	D	61	m7	0.92	58.0	D	61	m7
New Hampshire Ave NW & Kennedy St NW Signalized	Intersection	-	26.5	C	-	-	-	23.5	C	-	-	-	40.5	D	-	-	-	48.7	D	-	-	-	-	-	-	-	-	-	-	-	-
	EB-T	0.56	22.7	C	41	78	0.56	22.7	C	41	78	0.55	19.9	B	38	72	0.56	22.7	C	41	78	0.55	19.9	B	38	72	0.56	22.7	C	41	78
	WB-LT	0.30	1.0	A	2	m2	0.30	1.0	A	2	m2	0.11	1.1	A	2	m2	0.10	1.0	A	2	m2	0.11	1.1	A	2	m2	0.10	1.0	A	2	m2
	SB-T	0.34	2.8	A	32	m34	0.34	3.4	A	39	m49	0.34	3.4	A	37	m47	0.34	3.4	A	46	m34	0.34	3.4	A	33	m46	0.34	3.4	A	33	m46
North Capital St & New Hampshire Ave NW Signalized	Intersection	-	52.1	A	-	-	-	57	A	-	-	-	53.1	A	-	-	-	57.1	A	-	-	-	-	-	-	-	-	-	-	-	-
	EB-T	0.89	121.1	B	110	F292	0.97	133.2	B	112	F320	0.97	162.7	B	112	F320	0.97	162.7	B	112	F320	0.97	162.7	B	112	F320	0.97	162.7	B	112	F320
	NB-T	1.22	128.6	F	~473	m859	1.25	148.8	F	~526	m963	1.28	137.0	F	~552	m959	1.31	176.4	F	~573	m962	1.35	190.0	F	~555	m962	1.38	212.4	F	~555	m962
	SB-T	0.73	2.0	A	1	4	0.76	61.7	E	707	835	0.79	62.2	E	805	843	0.82	63.1	E	827	874	0.85	63.2	E	859	904	0.88	63.2	E	859	904
North Capital St & Missouri Ave NW / Riggins Rd NE Signalized	Intersection	-	55.1	E	-	-	-	95.5	F	-	-	-	95.2	F	-	-	-	99.9	F	-	-	-	-	-	-	-	-	-	-	-	-
	EB-T	1.01	59.2	F	~129	F891	1.01	60.4	F	~145	F845	1.02	61.5	F	~150	F897	1.02	62.2	F	~154	F900	1.02	62.3	F	~154	F900	1.02	62.3	F	~154	F900
	WB-T	0.89	42.6	D	205	F423	0.89	42.6	D	205	F423	0.89	42.6	D	205	F423	0.89	42.6	D	205	F423	0.89	42.6	D	205	F423	0.89	42.6	D	205	F423
	NB-L	1.47	254.1	F	~286	F400	1.48	263.4	F	~287	F405	1.50	270.1	F	~293	F435	1.52	277.1	F	~296	F442	1.54	288.6	F	~296	F442	1.54	288.6	F	~296	F442
North Capital St & Irving St NE Signalized	NB-TR	0.86	27.3	C	354	F534	0.86	25.9	C	403	F556	0.89	32.2	C	459	F580	0.91	33.6	C	464	F601	0.93	39.0	C	488	F627	0.95	44.4	C	488	F627
	SB-L	0.44	21.0	C	9	m23	0.46	23.2	C	0	m4	0.44	31.9	C	28	m38	0.44	31.9	C	29	m36	0.44	26.0	C	17	m27	0.44	26.0	C	17	m27
	SB-T	1.28	15.9	E	~811	F958	1.34	185.7	F	~873	m9319	1.40	230.3	F	~934	F983	1.45	234.4	F	~996	F1042	1.51	255.4	F	~1057	F1103	1.56	276.4	F	~1119	F1165
	Intersection	-	91.5	F	-	-	-	104.0	F	-	-	-	115.6	F	-	-	-	136.0	F	-	-	-	-	-	-	-	-	-	-	-	-
North Capital St & Rock Creek Church Rd NW / Buchanan St NE Signalized	EB-LT	0.11	37.9	D	13	38	0.11	24.2	C	12	38	0.11	32.3	C	13	38	0.11	33.3	C	13	38	0.11	13.7	B	1	3	0.11	13.7	B	1	3
	EB-R	0.09	41.3	D	5	21	0.09	24.7	C	5	21	0.09	24.3	C	5	21	0.09	25.3	D	5	21	0.09	14.7	B	1	2	0.09	14.7	B	1	2
	WB-LTR	0.58	92.4	F	18	F51	0.58	92.4	F	18	F51	0.58	94.1	D	17	44	0.59	94.1	D	17	44	0.59	94.1	D	17	44	0.59	94.1	D	17	44
	NB-TR	1.06	62.1	F	~591	m934	1.09	61.2	F	~629	m936	1.10	65.1	F	~704	m937	1.14	81.4	F	~773	m933	1.19	107.4	F	~865	m933	1.24	124.4	F	~865	m933
North Capital St & Rock Creek Church Rd NW / Buchanan St NE Signalized	NB-TR	0.62	1.3	A	19	m34	0.64	10.2	B	174	F31	0.63	2.6	A	39	47	0.65	2.7	A	30	144	0.67	0.7	A	222	223	0.69	0.7	A	222	223
	Intersection	-	40.2	D	-	-	-	43.1	D	-	-	-	43.0	D	-	-	-	53.5	D	-	-	-	-	-	-	-	-	-	-	-	-
	NB-L	1.58	302.8	F	~258	F437	1.15	117.1	F	~368	F638	1.23	140.3	F	~500	m935	0.92	160.9	F	~349	m954	1.18	130.5	F	~353	m951	1.27	157.7	F	~353	m951
	NB-LR	0.87	176	B	181	F307	0.78	12.3	B	355	257	0.77	126	B	355	225	0.72	136	B	346	236	0.61	17.7	B	346	236	0.61	17.7	B	346	236
North Capital St & Hawaii Ave NE/Allison St NE Signalized	SB-LT	0.18	24.1	C	28	m25	0.15	28.5	C	23	51	0.16	27.0	C	26	39	0.20	26.3	C	28	m38	0.15	20.1	C	25	m32	0.15	20.1	C	25	m32
	SB-R	1.41	205.8	F	~1231	m9136	1.39	146.2	F	~1127	F1274	1.27	141.6	F	~1149	m91364	0.72	152.1	F	~1137	m9136	1.38	189.1	F	~1161	m9136	1.47	216.1	F	~1161	m9136
	NW-TR	1.15	146.3	F	~197	F353	0.22	29.4	C	36	74	0.23	25.0	C	43	84	0.30	34.0	D	43	86	0.22	24.0	C	42	83	0.22	24.0	C	42	83
	Intersection	-	146.7	A	-	-	-	97.4	E	-	-	-	97.7	A	-	-	-	105.7	A	-	-	-	-	-	-	-	-	-	-	-	-
North Capital St & Hawell Ave NE/Allison St NE Signalized	NB-T	0.67	3.6	A	0	m38	0.71	71.2	E	604	m68	0.72	3.6	A	34	m0	0.34	4.0	A	0	m36	0.34	5.2	A	12	m28	0.34	5.2	A	12	m28
	SB-T	0.79	10.9	B	369	m120	0.84	62.0	E	440	521	0.87	8.9	A	172	m135	0.90	9.0	A	127	m365	0.92	2.8	A	9	m32	0.92	2.8	A	9	m32
	WB-L	0.42	47.2	D	111	177	0.55	42.5	D	107	177	0.55	42.4	D	107	177	0.55	42.3	D	107	177	0.57	43.7	D	108	180	0.59	43.7	D	108	180
	WB-R	0.41	28.0	C	47	99	0.82	53.7	D	145	F272	0.83	54.5	D	147	F275	0.83	55.0	D	148	F278	0.85	59.4	E	151	F289	0.87	61.1	E	151	F289
North Capital St & Hawell Ave NE/Allison St NE Signalized	Intersection	-	161.1	B	-	-	-	64.1	E	-	-	-	62.7	B	-	-	-	63.8	B	-	-	-	-	-	-	-	-	-	-	-	-
	EB-T	0.73	42.7	D	150	193	0.73	43.8	D	150	193	0.73	43.9	D	150	194	0.73	43.9	D	150	194	0.73	43.9	D	150	194	0.73	43.9	D	150	194
	NB-T	0.99	30.2	C	174	F755	1.07	86.7	F	~661	m984	1.08	50.9	F	~690	m9791	1.10	60.2	F	~702	m9735	1.05	42.0	F	~713	m9770	1.07	42.0	F	~713	m9770
	NB-R	0.27	1.6	A	0	m0	0.28	20.7	C	81	m99	0.28	0.5	A	0	m0	0.28	0.4	A	0	m0	0.27	0.4	A	0	m0	0.27	0.4	A	0	m0
North Capital St & Hawell Ave NE/Allison St NE Signalized	SB-L	0.93	75.9	E	805	m9171	0.74	44.5	D	306	m9151	0.78	67.9	E	120	m															

Intersection	I/ABE GROUP	2015 Build Condition					2015 Build Condition					2015 Build Condition					2015 Build Condition					2015 Build Condition						
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	50th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	50th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	50th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	50th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	50th Queue (ft)		
First St NW/Proposed Driveway 2 & Irving St NW Signalized	EB-T	0.75	26.4	C	222	277	0.76	28.9	C	251	305	0.77	28.9	C	265	307	0.79	30.3	C	298	430	0.81	33.9	C	315	F409		
	EB-R	0.34	5.1	A	12	32	0.34	5.1	A	15	42	0.34	4.5	A	7	40	0.25	4.2	A	13	33	0.25	4.8	A	17	39		
	WB-L	0.82	47.7	D	159	F283	0.87	52.8	D	166	F284	0.90	59.3	E	180	F284	0.91	61.5	E	184	F284	0.85	50.8	D	168	F361		
	WB-R	0.72	14.4	B	365	419	0.76	16.5	B	424	489	0.80	16.4	B	343	452	0.84	18.4	B	350	505	0.92	44.2	D	373	F738		
	NB-L	0.34	5.1	B	28	m29	0.35	26.2	C	31	m33	0.37	16.6	B	23	m38	0.39	18.6	B	30	m37	0.40	23.8	C	28	m45		
	NB-T	0.05	19.2	B	7	m9	0.08	22.7	C	19	m18	0.15	20.5	C	38	m27	0.19	23.1	C	31	m50	0.22	27.9	C	48	m63		
	NB-R	0.27	17.6	B	41	m41	0.28	11.9	B	30	m30	0.29	16.8	B	32	m49	0.29	15.5	B	44	m41	0.26	11.1	B	36	m55		
	SB-L	0.08	24.2	C	9	26	0.14	24.4	C	18	42	0.19	24.1	C	27	56	0.25	25.1	C	36	71	0.14	23.4	C	20	46		
	SB-T	0.60	41.3	D	111	153	0.67	41.7	D	129	178	0.75	43.7	D	149	206	0.82	47.3	D	172	F250	0.90	54.4	D	196	F301		
	Intersection	-	246	-	-	-	-	269	-	-	-	279	-	-	-	293	-	-	-	-	293	-	-	40.1	D	-	-	
North Capital St & Michigan Ave NE/NW Signalized	EB-L	0.62	27.7	C	36	m66	0.62	29.6	C	44	m65	0.62	29.0	C	40	m62	0.62	29.5	C	40	m64	0.61	36.5	D	50	F304		
	EB-T	0.68	29.2	C	228	305	0.71	34.2	C	250	318	0.78	33.9	C	271	342	0.76	33.9	C	282	365	0.79	31.7	C	319	256		
	EB-R	0.77	27.8	C	173	F236	0.78	32.2	C	143	F200	0.79	32.7	C	160	F205	0.80	32.8	C	153	F197	0.86	37.0	D	172	F287		
	WB-L	1.08	84.0	F	-	-	1.11	98.0	F	-	-	1.14	108.1	F	-	-	1.16	116.8	F	-	-	1.12	108.6	F	-	-	-	
	WB-T	1.05	65.7	F	-	-	1.09	78.4	F	-	-	1.13	84.6	F	-	-	1.17	111.7	F	-	-	1.12	128.3	F	-	-	-	
	NB-T	1.19	121.7	F	-	-	1.23	138.5	F	-	-	1.27	154.9	F	-	-	1.31	171.9	F	-	-	1.25	189.0	F	-	-	-	
	SB-T	1.56	90.2	F	-	-	1.62	m1659	1.18	130.3	F	-	-	1.66	m1669	1.20	136.7	F	-	-	1.64	m1672	1.23	137.9	F	-	-	-
	Intersection	842	-	-	-	-	-	104.8	-	-	-	112.3	-	-	-	124.4	-	-	-	-	138.4	-	-	129.4	-	-	-	
	EB-T	0.55	2.3	A	3	m8	0.57	12.0	B	40	m19	0.58	14.5	B	45	m121	0.59	15.1	B	72	m106	0.60	1.7	A	0	-	-	
	WB-LT	0.73	31.0	C	196	238	0.74	31.5	C	187	241	0.76	32.1	C	190	243	0.77	32.7	C	191	246	0.78	33.2	C	193	249		
Michigan Ave NE & Irving St NW Signalized	NB-LR	0.62	17.5	B	217	280	0.65	18.2	B	236	305	0.68	19.0	B	256	329	0.72	20.0	B	277	357	0.75	21.1	C	300	385		
	Intersection	-	16.7	B	-	-	-	20.2	C	-	-	-	21.5	C	-	-	-	22.1	C	-	-	-	18.1	B	-	-	-	
	EB-T	0.27	27.6	C	64	91	0.27	27.6	C	64	91	0.27	27.6	C	64	91	0.30	29.7	C	64	91	0.30	29.7	C	68	95		
	WB-T	0.92	50.4	D	262	F275	0.92	50.4	D	262	F275	0.92	50.4	D	262	F275	0.92	50.4	D	262	F275	0.98	67.3	F	275	F438		
	WB-R	0.95	11.8	B	0	F445	0.96	14.7	B	0	F467	0.97	16.8	B	0	F489	0.98	19.3	B	0	F511	1.00	22.2	F	0	F502		
	SB-LR	0.44	5.5	A	55	67	0.44	5.1	A	50	66	0.45	5.6	A	95	100	0.45	6.8	A	100	106	0.45	4.2	A	46	65		
	Intersection	183	-	-	-	-	19.2	-	-	-	-	20.3	-	-	-	21.7	-	-	-	-	23.3	-	-	25.3	-	-	-	
	WB-T	0.43	8.8	A	70	223	0.45	7.8	A	66	246	0.47	6.4	A	34	m152	0.48	8.2	A	52	m191	0.51	10.2	B	81	m200		
	WB-T	0.49	9.7	A	94	291	0.50	8.6	A	96	312	0.52	6.8	A	44	m258	0.54	8.6	A	66	m369	0.56	10.7	B	102	m344		
	Park Place NW & Kensington NW St Signalized	NB-R	0.46	12.9	B	169	159	0.51	14.9	B	189	184	0.56	15.4	B	234	202	0.61	18.6	B	70	227	0.67	20.2	C	156	234	
SB-L		0.62	29.0	C	193	257	0.67	31.0	C	236	285	0.73	33.2	C	239	315	0.78	35.8	D	265	343	0.82	38.3	D	287	277		
SB-T		0.81	26.9	D	290	327	0.81	32.8	C	290	327	0.81	35.4	D	290	327	0.80	35.8	D	290	322	0.79	32.8	C	284	322		
Intersection		192	-	-	-	-	22.0	-	-	-	-	18.4	-	-	-	20.3	-	-	-	-	20.9	-	-	20.9	-	-	-	
EB-L		0.34	41.7	D	207	330	0.78	44.2	D	222	332	0.80	45.0	D	236	349	0.83	46.9	D	252	F380	0.87	51.5	D	274	F481		
EB-T		0.82	48.0	D	303	F336	0.82	48.2	D	304	F339	0.86	55.0	D	320	F353	0.85	51.8	D	309	F354	0.79	43.9	D	306	F344		
WB-L		0.39	50.8	D	41	m99	0.39	49.9	D	41	m98	0.35	46.6	D	41	92	0.32	43.5	D	40	91	0.30	41.0	D	40	91		
NB-T		0.31	15.2	B	117	m112	0.32	16.6	B	125	m112	0.36	15.2	B	134	m112	0.38	17.0	B	134	m142	0.41	12.9	B	133	m134		
SB-T		0.79	14.5	B	300	380	0.81	16.2	B	296	384	0.84	20.0	B	302	404	0.86	23.7	C	305	407	0.88	25.7	C	320	470		
Intersection		227	-	-	-	-	24.1	-	-	-	-	25.1	-	-	-	28.5	-	-	-	-	28.2	-	-	28.2	-	-	-	
Michigan Ave N & Park Place Signalized	WB-LR	0.89	27.1	C	331	m337	0.89	23.1	C	158	m380	0.89	19.8	B	158	F268	0.89	21.3	C	251	325	1.02	46.0	F	-	-	-	
	NB-T	0.33	16.9	B	85	141	0.35	11.4	B	53	113	0.38	21.1	C	183	281	0.30	24.0	C	152	213	0.30	22.5	C	170	233		
	SB-T	0.55	27.8	C	159	F407	0.57	24.4	C	159	F404	0.58	41.8	D	162	F407	1.00	50.4	F	202	304	0.95	26.1	C	145	F405		
	Intersection	258	-	-	-	-	27.9	-	-	-	-	34.7	-	-	-	38.3	-	-	-	-	40.9	-	-	40.9	-	-	-	
	EB-L	0.39	36.8	D	139	181	0.62	37.3	D	151	201	0.65	38.7	D	165	222	0.69	40.7	D	182	243	0.73	44.2	D	301	364		
	EB-T	0.43	16.0	B	157	205	0.43	15.9	B	157	205	0.43	15.9	B	157	205	0.43	15.9	B	157	205	0.43	15.9	B	157	205		
	WB-T	0.58	26.3	C	170	m181	0.61	23.0	C	170	m184	0.65	22.2	C	174	m193	0.65	26.0	C	189	m197	0.66	24.6	C	156	m197		
	SB-L	0.36	59.8	D	189	m126	0.36	56.6	D	190	m128	0.36	53.6	D	207	m137	0.36	55.6	D	208	m130	0.36	57.7	C	221	m171		
	SB-R	0.76	4.3	A	0	m0	0.78	5.2	A	0	m0	0.81	12.6	B	0	m5	0.83	9.5	A	18	m19	0.86	14.3	B	20	m27		
	Intersection	-	28.3	C	-	-	-	30.4	C	-	-	-	30.4	C	-	-	-	31.1	C	-	-	-	33.5	C	-	-	-	
Hobart Place NW & Michigan Ave NW & Warden St NW Signalized	EB-L	0.79	54.9	D	163	F268	0.78	54.3	D	163	F268	0.78	54.3	D	163	F268	0.78	54.3	D	163	F268	0.78	54.3	D	163	F268		
	EB-T	0.37	6.3	A	0	0	0.38	6.3	A	0	0	0.40	6.3	A	0	0	0.41	6.4	A	0	0	0.42	6.4	A	0	0	0	
	WB-T	0.76	15.3	B	254	361	0.79	17.7	B	170	558	0.82	23.6	C	0	647	0.85	30.9	C	279	F790	0.87	41.1	D	342	F953		
	WB-R	0.08	1.7	A	3	m8	0.08	1.6	A	2	m7	0.08	1.4	A	647	m6	0.08	1.5	A	2	m5	0.08	1.3	A	2	m4		
	SB-R	0.25	35.3	D	42	84	0.25	35.2	D	42	84	0.25	35.2	D	42</													

Exhibit 28
Crosstown Network Scenario
Intersection Capacity Analysis Results
2045 Build Migration - PM Peak Hour

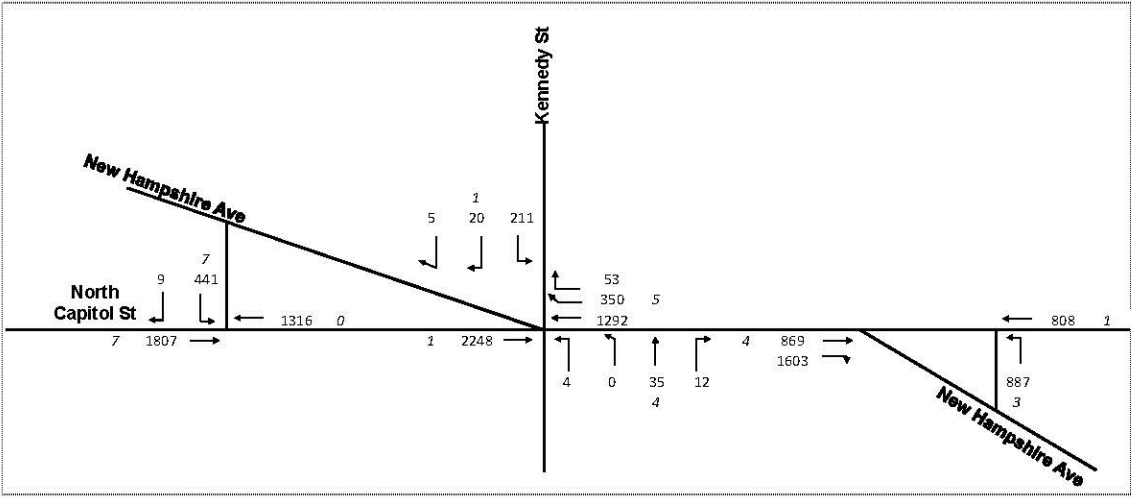
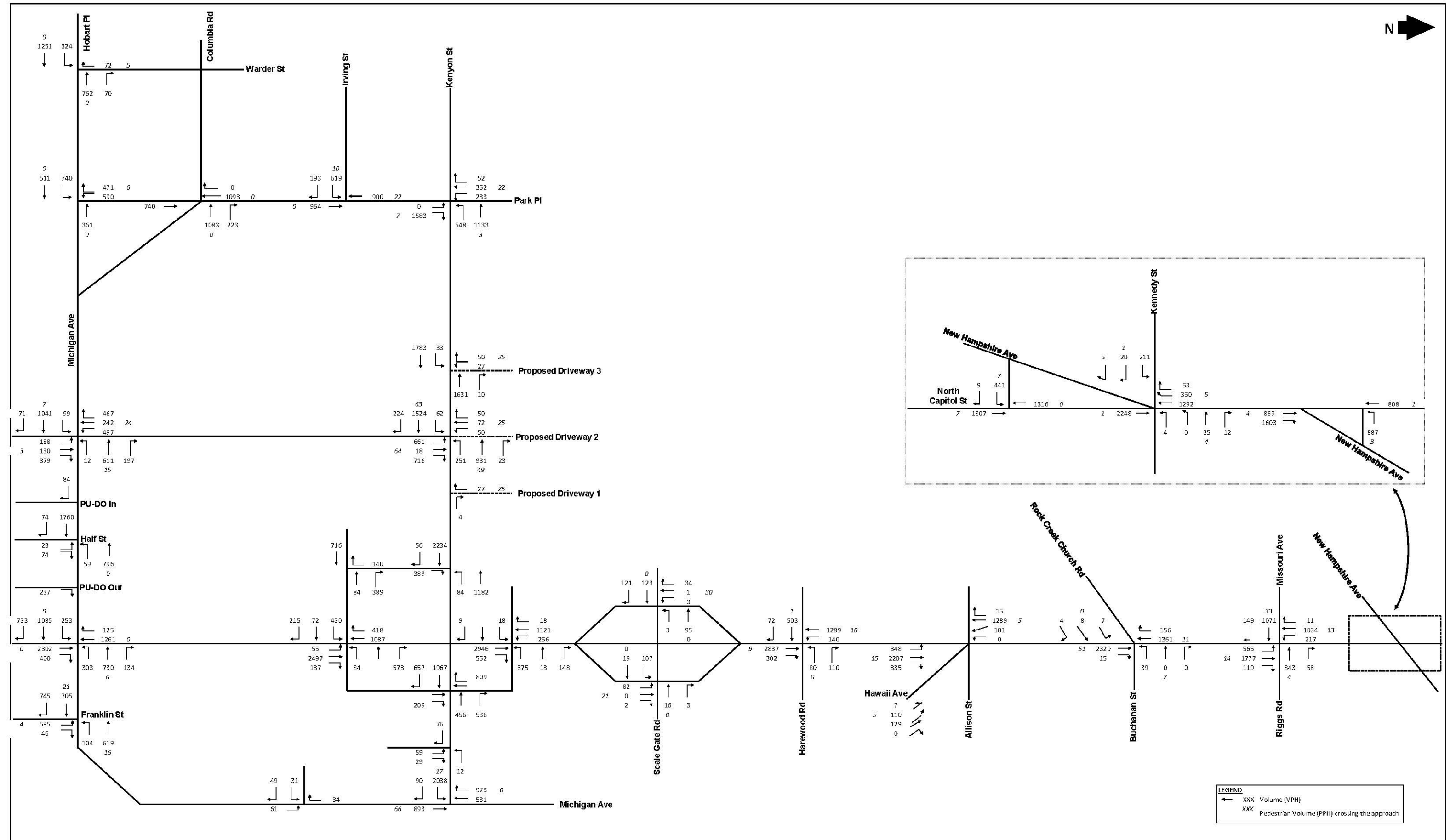
Intersection	LANE GROUP	20% Build Condition					40% Build Condition					60% Build Condition					80% Build Condition					Full Build Condition				
		V/C Ratio	Delay (s)	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay (s)	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay (s)	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay (s)	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay (s)	Level of Service	50th Queue (ft)	95th Queue (ft)
North Capitol St & New Hampshire Ave NE Signalized	NBT	0.87	71.1	E	621	m47	0.82	52.1	D	176	m185	0.85	28.3	C	125	m110	0.88	61.5	E	222	m188	0.91	61.5	E	91	m182
	SBT	0.85	42.1	D	272	m90	0.88	44.3	D	285	m94	0.90	46.1	D	296	m114	0.93	50.5	D	330	m125	0.96	55.1	E	328	m157
	Intersection	-	47.8	D	-	-	-	42.4	D	-	-	-	53.0	D	-	-	-	48.3	D	-	-	-	50.1	D	-	-
	EB-LTR	0.82	36.4	C	46	m77	0.82	36.0	C	46	m77	0.82	27.5	C	40	m69	0.82	27.4	C	46	m77	0.82	28.0	C	46	m77
North Capitol St & Kennedy St NE / NW Signalized	WB-LTR	0.18	31.9	C	25	60	0.18	32.4	C	28	60	0.17	32.6	C	28	61	0.18	34.0	C	27	62	0.18	34.5	C	28	63
	NBT	1.02	67.6	E	85	m65	1.04	69.8	E	91	508	1.30	66.8	E	101	m100	1.12	91.4	E	244	m104	1.16	103.7	E	912	m302
	SBT	0.58	21	A	1	1	0.60	22.2	A	1	1	0.60	44.8	E	40	m57	0.64	50.5	D	1	m1	0.66	3.2	A	1	m1
	Intersection	-	42.5	D	-	-	-	44.0	D	-	-	-	63.4	E	-	-	-	73.4	E	-	-	-	63.9	E	-	-
New Hampshire Ave NW & Rainey St NW Signalized	EBT	0.79	130.9	E	147	m20	0.79	110.9	E	147	m20	0.81	46.4	D	138	220	0.79	110.9	E	147	m20	0.79	110.9	E	147	m20
	WB-LTR	0.02	4.2	A	3	3	0.08	3.9	A	3	3	0.09	2.8	A	2	3	0.09	2.6	A	2	2	0.09	2.1	A	2	2
	SBT	0.18	0.2	A	0	m0	0.18	0.2	A	0	m0	0.18	6.8	A	61	m63	0.18	0.2	A	0	m0	0.18	0.1	A	0	m0
	Intersection	-	39.2	D	-	-	-	39.2	D	-	-	-	20.5	C	-	-	-	39.1	D	-	-	-	39.1	D	-	-
North Capitol St & New Hampshire Ave NW Signalized	EB-LTR	0.52	35.1	D	-	-	35.1	D	-	-	-	52	C	-	-	-	52.7	C	-	-	-	39.1	D	-	-	
	NBT	1.86	408.4	E	968	m108	1.85	403.1	E	975	m100	2.05	401.3	E	984	m1108	2.22	381.2	E	997	m1361	2.25	538.5	E	942	m1261
	SBT	0.62	10.9	B	24	308	0.64	11.3	B	273	313	0.66	1.4	A	5	6	0.69	70.3	E	488	546	0.70	13.1	B	268	369
	Intersection	-	214.0	E	-	-	-	265.6	E	-	-	-	267.9	E	-	-	-	333.8	E	-	-	-	330.2	E	-	-
North Capitol St & Mesourave Ave NW / Riggs Rd NE Signalized	EBT	1.18	120.0	E	302	m67	1.19	125.5	E	302	m67	1.20	128.1	E	302	m67	1.20	130.2	E	302	m67	1.21	132.9	E	302	m67
	WB-LTR	0.86	42.5	D	302	m62	0.89	42.5	D	302	m62	0.89	42.5	D	302	m62	0.89	42.5	D	302	m62	0.89	42.5	D	302	m62
	NBT	2.28	580.3	E	910	m108	2.24	579.4	E	907	m102	2.02	483.1	E	904	m106	2.14	526.5	E	906	m108	2.28	532.8	E	902	m108
	NBT	1.36	184.7	E	762	m100	1.43	221.9	E	775	m101	1.46	226.8	E	787	m102	1.58	253.3	E	795	m1121	1.63	307.1	E	791	m1201
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE Signalized	NBT	1.04	85.7	E	89	m23	1.01	83.9	E	81	m22	1.02	81.0	E	79	m24	1.01	86.6	E	108	m121	1.04	74.6	E	114	m128
	SBT	0.68	53.2	D	337	m60	0.81	227	C	425	463	0.89	48.1	D	306	377	0.81	75.0	E	462	535	0.85	25.2	C	72	m52
	Intersection	-	136.2	E	-	-	-	165.3	E	-	-	-	172.6	E	-	-	-	184	E	-	-	-	202.8	E	-	-
	EBT	0.11	24.4	C	11	35	0.11	69.8	E	12	37	0.11	18.3	B	2	5	0.11	18.3	B	2	5	0.11	22.4	C	3	9
North Capitol St & Rock Creek Church Rd NW / Buchanan St NE Signalized	EBT	0.02	22.8	C	3	14	0.02	97.8	E	3	15	0.02	19.2	B	0	2	0.02	16.2	B	0	2	0.02	30.8	C	1	4
	WB-LTR	0.65	81.6	E	25	80	0.65	81.6	E	25	80	0.35	47.5	D	25	57	0.35	47.5	D	25	57	-	-	-	-	-
	SBT	0.66	10.0	A	118	m100	0.72	18.1	B	508	m132	0.67	40.1	B	158	m101	0.70	11.4	B	177	m12	0.65	3.4	A	34	m14
	NBT	1.11	65.1	E	59	m376	1.16	99.8	E	1139	m147	1.11	70.3	D	1160	m151	1.15	89.2	E	126	m108	1.12	60.8	E	10	m147
North Capitol St & Hawaii Ave NE / Allison St NE Signalized	Intersection	-	43.7	D	-	-	-	66.2	E	-	-	-	46.8	D	-	-	-	53.8	E	-	-	-	26.4	C	-	-
	NBT	1.63	309.9	E	381	m126	1.13	110.8	E	271	m12	1.17	129.9	E	287	m108	0.82	137.1	E	908	956	1.25	151.1	E	938	m120
	NBT	1.52	288.8	E	1187	m1309	1.30	355.6	E	1128	m133	1.34	176.6	E	1177	m106	0.73	168.0	E	1163	m1480	1.44	238.5	E	1147	m1552
	SB-LTR	0.33	29.7	C	51	m4	0.33	38.3	D	61	112	0.33	38.3	D	61	112	0.19	38.3	D	61	112	0.33	38.3	D	61	112
North Capitol St & Hawaii Ave NE / Allison St NE Signalized	SB-LTR	0.71	16.9	B	210	344	0.60	10.8	B	288	273	0.60	11.8	B	251	261	0.73	13.2	B	246	311	0.67	35.1	B	263	332
	NBT	1.30	128.8	E	983	m100	0.41	39.9	D	79	138	0.41	39.9	D	79	138	0.19	39.9	D	79	138	0.41	39.9	D	79	138
	Intersection	-	136.2	E	-	-	-	136.2	E	-	-	-	117.3	E	-	-	-	131.3	E	-	-	-	145.0	E	-	-
	NBT	1.07	60.2	E	70	m103	1.15	307.1	E	936	m127	1.19	128.6	E	958	m108	1.23	141.9	E	946	m140	1.23	109.8	E	77	m1472
North Capitol St & Harewood Rd NE (North) Signalized	EBT	0.38	12.9	B	207	315	0.41	6.0	A	114	177	0.41	6.2	A	120	144	0.45	6.3	A	127	152	0.47	4.4	A	103	129
	WB-LTR	0.35	42.1	D	46	93	0.31	40.6	D	48	94	0.31	40.6	D	48	94	0.29	39.3	D	48	95	0.41	47.4	D	51	99
	WB-LTR	0.53	47.0	D	67	122	0.64	35.0	E	147	m106	0.64	36.1	E	147	m107	0.62	40.7	E	147	m104	1.30	20.3	E	181	406
	Intersection	-	45.4	D	-	-	-	75.2	E	-	-	-	86.5	E	-	-	-	146	E	-	-	-	146.5	E	-	-
North Capitol St & Harewood Rd NE (South) Signalized	EBT	0.80	44.2	D	188	246	0.80	44.2	D	188	246	0.80	44.2	D	188	246	0.80	44.2	D	188	246	0.80	44.2	D	188	246
	NBT	1.15	275.5	E	1085	m1421	1.79	385.4	E	1125	m1445	1.85	413.1	E	1128	m1725	1.88	424.5	E	1129	m1762	1.78	396.6	E	1121	m1786
	NBT	1.05	117	C	113	m156	0.41	16.8	B	131	m178	0.41	16.4	B	126	m173	0.41	16.5	B	126	m173	0.38	0.7	A	1	m1
	SB-LTR	1.02	127.8	E	106	m25	0.81	71.4	E	95	m23	0.81	71.2	E	95	m23	0.81	71.0	E	95	m23	1.02	126.7	E	102	m23
SB North Capitol St Ramp & Scale Gate Rd Signalized	SBT	0.54	50	A	67	74	0.57	11.7	B	180	281	0.59	13.2	B	203	318	0.62	6.9	A	120	154	0.64	4.9	A	87	94
	Intersection	-	196.2	E	-	-	-	228.8	E	-	-	-	243.7	E	-	-	-	260.7	E	-	-	-	289.5	E	-	-
	EBT	0.18	0.0	A	-	0	0.26	0.0	A	-	0	0.29	23	A	14	30	0.34	1.8	A	13	31	0.38	2.1	A	36	57
	WB-LTR	0.03	0.3	A	-	0	0.00	0.2	A	-	0	0.12	1.5	A	2	3	0.28	3.3	A	13	32	0.31	1.1	A	3	5
SB North Capitol St Ramp & Scale Gate Rd Signalized	SB-LTR	0.02	8.3	A	-	4	0.12	10.3	B	-	10	0.32	12.6	B	16	m15	0.39	6.7	A	1	27	0.58	9.6	A	4	44
	Intersection	-	10	A	-	-	-	1.2	A	-	-	-	3.2	A	-	-	-	2.8	-	-	-	-	2.7	-	-	-
	EBT	0.11	65	A	-	9	0.47	124	B	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	EBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NB North Capitol St Ramp & Scale Gate Rd Signalized	EBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

		2045 Build Condition										2045 Build Condition										2045 Build Condition										2045 Build Condition									
		LANE	V/C	Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C	Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C	Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C	Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C	Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)									
First St NW/Proposed Driveway 2 & Irving St NW Signalized	Inte section	WB-T	1.02	88.1	E	1	~570	1100	~741	110	741	A	~618	~741	110	741	0.28	1.1	7	D	~608	~732	1.11	87.7	A	~654	~747	1.11	87.7	A	~654	~747									
	EB-R	0.25	38	A	3	~20	~20	2.3	7.3	7.3	A	~15	~15	0.28	1.1	7	D	~10	~10	0.28	1.1	7	D	~10	~10	0.28	1.1	7	D	~10	~10										
	WB-L	0.37	35.9	C	77	117	117	0.48	41.5	41.5	D	71	119	0.67	40.7	40.7	D	0	0	~151	~151	0.28	1.1	7	D	~10	~10	0.28	1.1	7	D	~10	~10								
	WB-T	0.42	9.1	A	~63	186	0.48	10.2	8	186	176	0.58	14.8	8	~228	~244	0.68	14.0	180	8	~230	~245	0.88	16.1	B	~177	~278	0.88	16.1	B	~177	~278									
	NB-L	1.56	286.4	E	1	~321	~4462	1.42	24.1	1	~285	~4462	1.53	284.1	1	~288	~4464	1.57	23.25	1	~283	~4461	1.60	309.8	E	1	~302	~4466	1.60	309.8	E	1	~302	~4466							
	NB-T	0.28	44.1	D	12	~27	~27	0.13	33.8	C	22	~24	~1.17	38.7	C	34	~26	0.19	33.0	C	44	~282	0.23	39.7	D	0	~57	~201	0.23	39.7	D	0	~57	~201							
	NB-R	0.66	350.8	D	220	~45072	110	741	0.66	350.8	D	220	~45072	110	741	0.66	350.8	D	220	~45072	110	741	0.66	350.8	D	220	~45072	110	741	0.66	350.8	D	220	~45072							
	SBL	0.39	30.8	C	2	~27	~27	0.54	27.7	C	52	~20	0.86	20.0	C	79	121	0.53	27.6	C	90	~357	0.23	31.3	C	170	~327	0.23	31.3	C	170	~327									
	SB-T	0.38	27.8	C	26	52	057	35.1	D	64	101	0.89	39.4	D	107	156	0.85	40.3	D	157	~243	1.05	87.5	E	~202	~458	1.05	87.5	E	~202	~458										
	Intersection	~67.6	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
North Capitol St & Michigan Ave NW Signalized	EB-L	1.08	87.5	E	1	~151	~4219	1.12	807.5	E	~133	~4219	1.17	134.0	E	~158	~4219	1.17	137.0	E	~157	~4219	1.17	137.0	E	~157	~4219	1.17	137.0	E	~157	~4219									
	EB-T	0.85	49.5	D	368	~58	110	515	E	~591	~4248	1.05	32.2	E	~490	~4248	1.12	130.8	E	~507	~4248	1.12	130.8	E	~507	~4248	1.12	130.8	E	~507	~4248										
	EB-R	1.38	187.02	E	1	~222	~138	20.1	~416	~416	1.38	187.02	E	1	~222	~138	20.1	~416	~416	1.38	187.02	E	1	~222	~138	20.1	~416	~416	1.38	187.02	E	1	~222	~138							
	WB-L	1.39	218.8	E	1	~229	~6382	1.39	20.3	E	~225	~4397	1.39	217.3	E	~221	~6384	1.39	218.8	E	~221	~6378	1.39	218.8	E	~221	~6378	1.39	218.8	E	~221	~6378									
	WB-T	0.78	25.8	C	217	264	082	36.5	D	300	392	087	30.5	C	267	690	091	33.0	C	285	~485	0.96	40.0	D	300	~426	0.96	40.0	D	300	~426										
	NB-T	1.30	183.8	E	~845	~4040	1.33	178.0	E	~879	~4073	1.36	180.7	E	~912	~41006	1.39	204.9	E	~947	~41300	1.42	218.0	E	~981	~41073	1.42	218.0	E	~981	~41073										
	SB-T	0.67	31.5	C	324	368	071	24.8	C	355	400	075	28.8	C	385	302	079	14.0	B	410	138	083	31.5	C	414	467	0.83	31.5	C	414	467										
	Intersection	~105.5	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
	Franklin St NE & Michigan Ave NE Signalized	EB-T	0.62	7.2	A	~84	~487	0.85	22.6	C	188	~4038	0.80	24	A	~3	~4038	0.86	23.0	A	21	~4038	1.04	37.1	A	21	~4038	1.04	37.1	A	21	~4038									
	WB-L	1.18	146	E	1	~300	132	1.27	146	E	1	~300	132	1.27	146	E	1	~300	132	1.27	146	E	1	~300	132	1.27	146	E	1	~300	132	1.27	146	E	1	~300	132				
NB-R	0.80	38.2	C	173	252	065	26.3	C	191	254	069	30.5	C	238	275	073	32.0	C	227	268	074	32.2	C	260	302	0.74	32.2	C	260	302											
Intersection	~11.8	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
Michigan Ave NE & Irving St NW Signalized	EB-T	0.57	39.0	D	0	~395	227	077	39.0	D	185	227	077	39.0	D	185	227	077	39.0	D	185	227	077	39.0	D	185	227	0.77	39.0	D	185	227									
	WB-T	0.86	38.2	D	0	~362	209	099	38.2	D	0	~362	209	099	38.2	D	0	~362	209	099	38.2	D	0	~362	209	0.99	38.2	D	0	~362	209										
	WB-R	0.40	08	C	0	~0.44	0.44	0	0.44	C	0	0	0.44	0.44	C	0	0	0.44	0.44	C	0	0	0.44	0.44	C	0	0	0.44	0.44	C	0	0									
	SB-R	0.86	98	A	~186	188	068	3.8	A	65	308	089	11.0	B	239	214	071	11.0	B	202	229	073	9.7	A	358	217	0.73	9.7	A	358	217										
	Intersection	~17.0	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
	Park Place NW & Kenyon NW St Signalized	WB-L	0.12	29	A	3	68	016	2.0	A	2	50	039	1.9	A	3	~4040	0.22	2.5	A	37	~4039	0.28	2.8	A	38	~4041	0.28	2.8	A	38	~4041									
	WB-T	0.47	11.8	A	~46	48	015	5.1	A	6	363	035	4.5	A	11	~380	058	5.6	A	29	~4036	0.84	6.4	A	29	~4036	0.84	6.4	A	29	~4036										
	NB-R	0.71	66.8	B	~245	195	076	11.3	B	~217	184	~217	0.81	10.7	B	~221	176	0.86	11.1	B	~226	182	0.91	14.1	B	~268	~4750	0.91	14.1	B	~268	~4750									
	SBL	0.77	14.7	D	23	147	23	0.81	50.3	D	168	~250	0.80	30.8	D	188	~4723	0.81	47.3	D	215	~4039	0.83	47.3	D	215	~4039	0.83	47.3	D	215	~4039									
	SB-T	0.88	41.8	D	0	~126	170	063	39.0	D	0	~126	170	0.80	37.4	D	0	~126	170	0.87	38.2	D	0	~126	170	0.87	38.2	D	0	~126	170										
Intersection	~15.7	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
Park Place NW & Irving St NW Signalized	EB-L	0.80	32.6	C	354	427	082	31.8	C	348	464	083	33.3	C	357	482	085	34.7	C	373	523	087	35.7	D	387	555	0.87	35.7	D	387	555										
	EB-T	0.57	10.8	E	60	104	039	13.0	B	71	120	039	14.0	B	78	129	037	13.8	B	78	151	037	14.4	B	81	138	0.37	14.4	B	81	138										
	WB-T	0.95	39.2	C	39	131	096	30.1	C	132	136	091	24.3	C	132	136	091	24.3	C	132	136	091	24.3	C	132	136	0.91	24.3	C	132	136										
	NB-T	0.62	93	A	~94	~4035	0.66	9.8	A	104	~4014	0.66	8.8	A	85	~4015	0.72	9.2	A	84	~4044	0.76	9.5	A	82	~4045	0.76	9.5	A	82	~4045										
	SB-T	0.42	33.5	C	223	~285	047	30.0	C	241	~294	053	29.8	C	244	~318	057	28.4	C	260	~337	0.83	28.4	C	269	~354	0.83	28.4	C	269	~354										
	Intersection	~22.2	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
	EB-L	0.75	49.7	D	223	~261	077	61.8	E	252	310	088	24.0	C	267	328	071	36.2	D	264	349	0.83	82.6	E	~280	~473	0.83	82.6	E	~280	~473										
	EB-T	0.28	19.9	A	65	89	025	6.9	A	63	89	025	6.9	A	65	89	025	6.9	A	65	89	025	6.9	A	65	89	0.25	6.9	A	65	89										
	WB-L	0.94	42.8	D	~244	~4064	0.96	34.7	D	~235	~4064	0.95	45.5	D	~238	~4064	0.92	45.3	D	~238	~4064	0.93	45.3	D	~238	~4064	0.93	45.3	D	~238	~4064										
	SBL	0.78	66.1	E	~224	~261	076	91.4	E	~228	~311	078	52.5	D	~224	~361	076	48.9	D	~228	~361	078	48.9	D	~224	~361	0.78	48.9	D	~224	~361										
SB-R	0.49	49	A	0	~119	055	9.8	A	41	~151	179	96.9	E	~336	~4021	1.18	126.4	E	~287	~4017	0.73	34.7	C	267	~4034	0.73	34.7	C	267	~4034											
Intersection	~36.1	D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
Hobart Place NW & Michigan Ave NW & Waterloo St NW Signalized	EB-L	0.71	40.7	D	~498	~260	070	40.7	D	~498	~260	0.71	40.7	D	~498	~260	0.71	40.7	D	~498	~260	0.84	35.9	E	~236	~4742	0.84	35.9	E	~236	~4742										
	EB-T	0.38	0.4	D	0	~0.39	0.4	0	0.39	D	0	0	0.41	0.4	A	0	0	0.42	0.4	A	0	0	0.48	0.5	A	0	0	0.48	0.5	A	0	0									
	WB-L	0.86	75	D	0	~102	072	10.8	D	0	~102	072	10.8	D	0	~102	072	10.8	D	0	~102	072	10.8	D	0	~102	072	10.8	D	0	~102	072									
	WB-R	0.9	10	A	0	~402	007	1.6	A	0	~402	007	2.4	A	1	~402	007	2.2	A	1	~402	007	2.2	A	1	~402	007	2.2	A	1	~402	007									
	SB-R	0.17	36.5	C	37	65	017	26.5	C	37	65	017	26.5	C	37	65	0																								



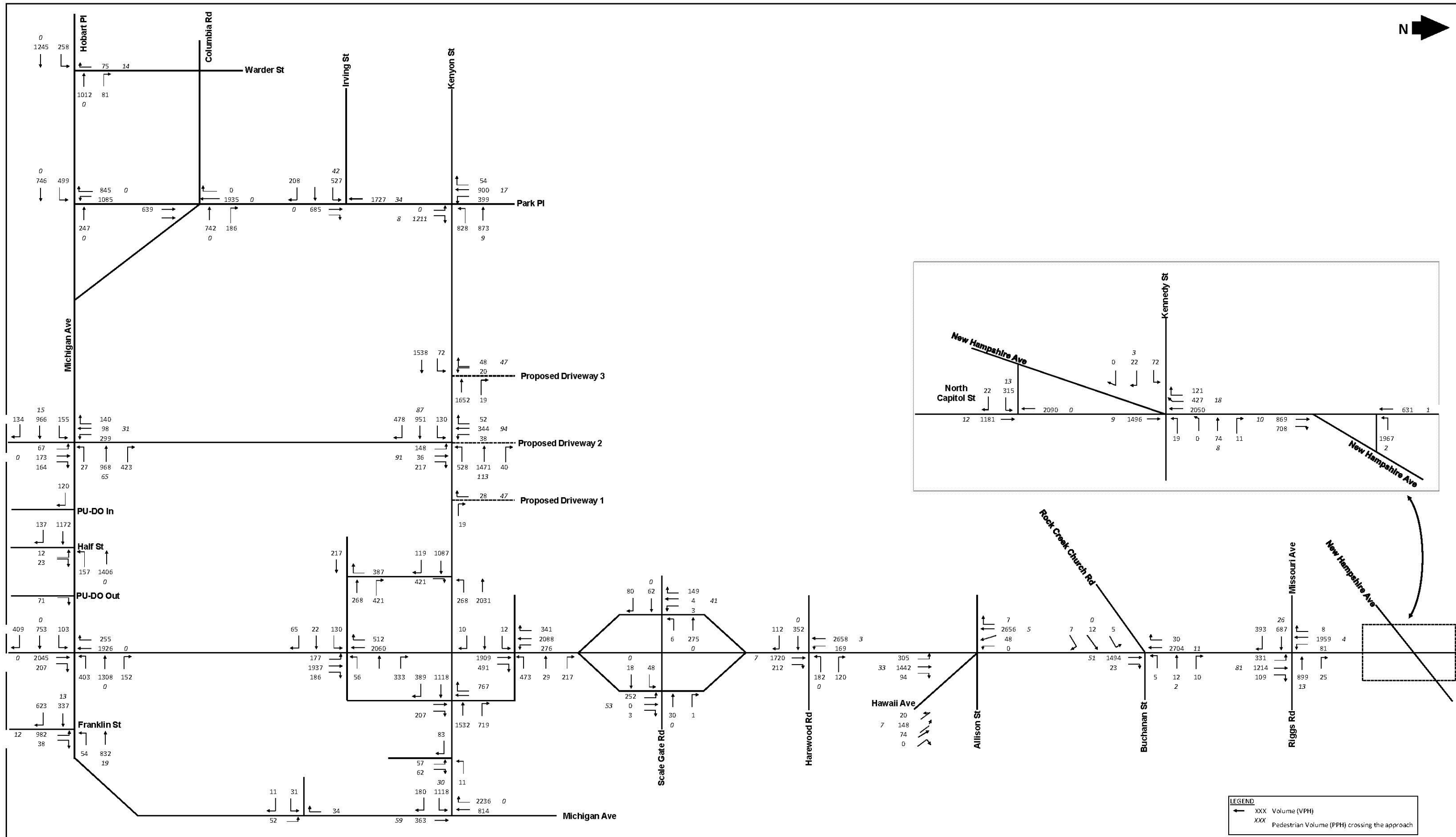
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 40
20% of Full Build Volumes - Crosstown Network
AM Peak Hour



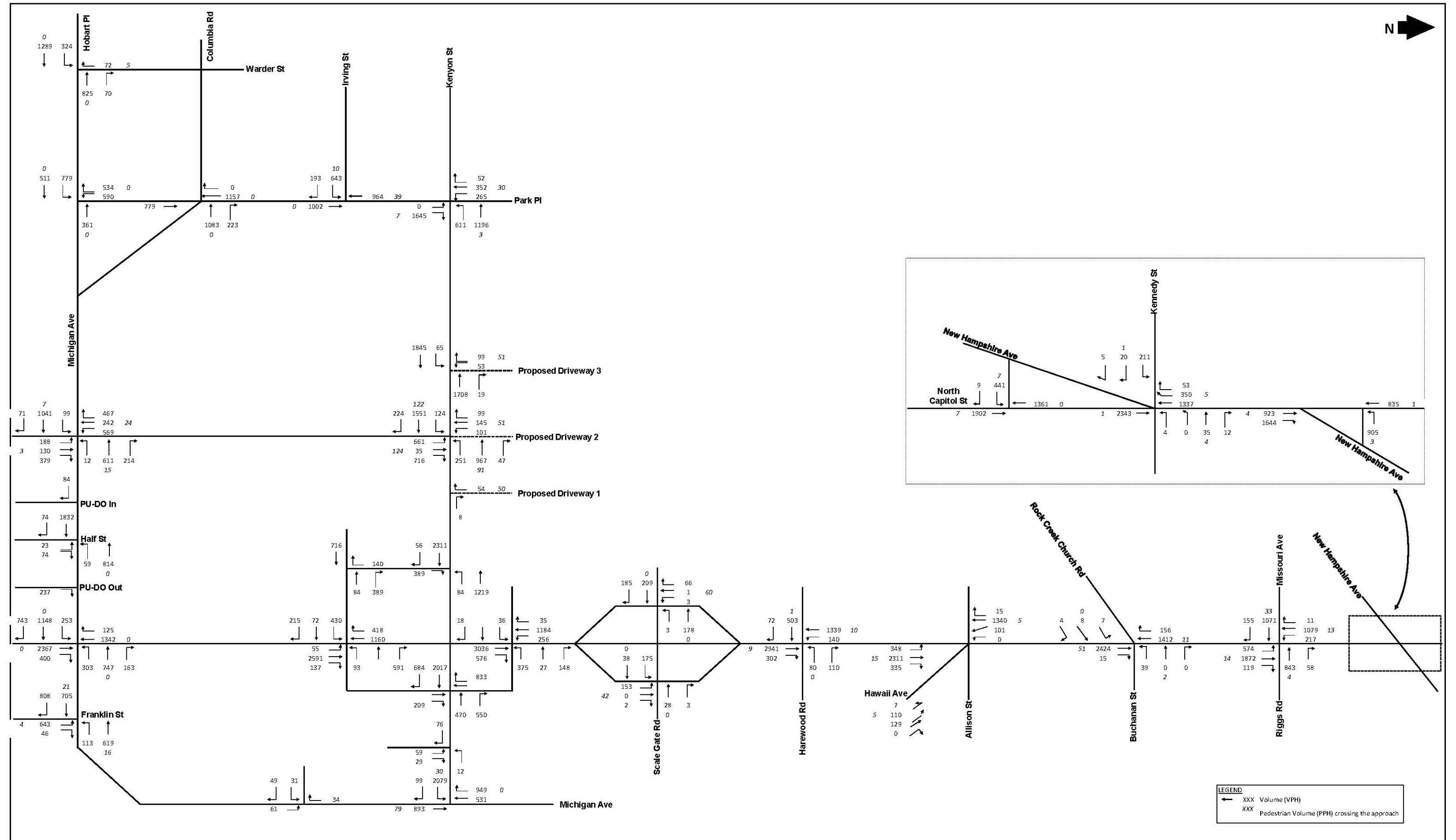
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 41
20% of Full Build Volumes - Crosstown Network
PM Peak Hour



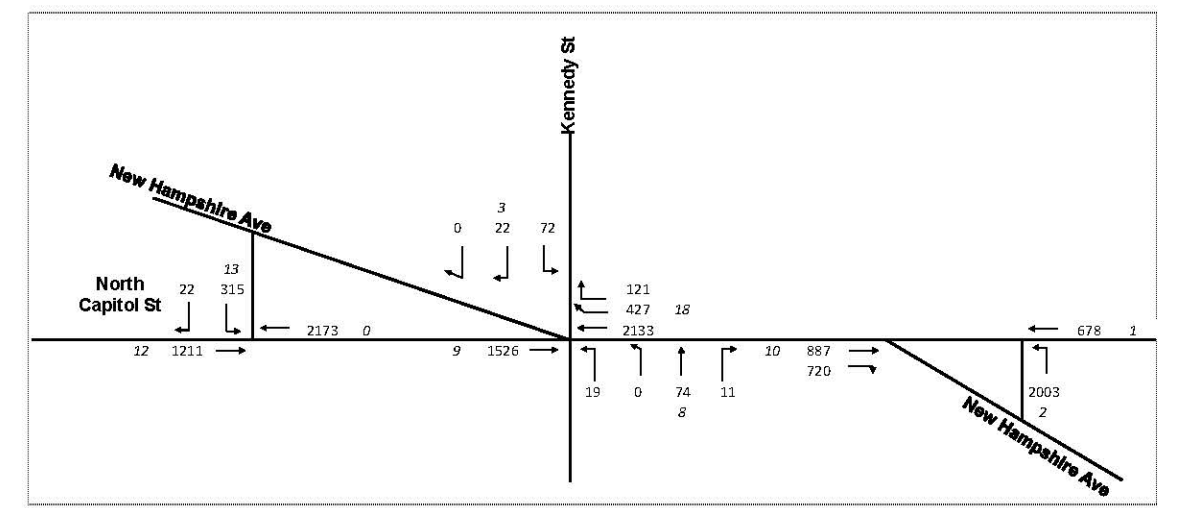
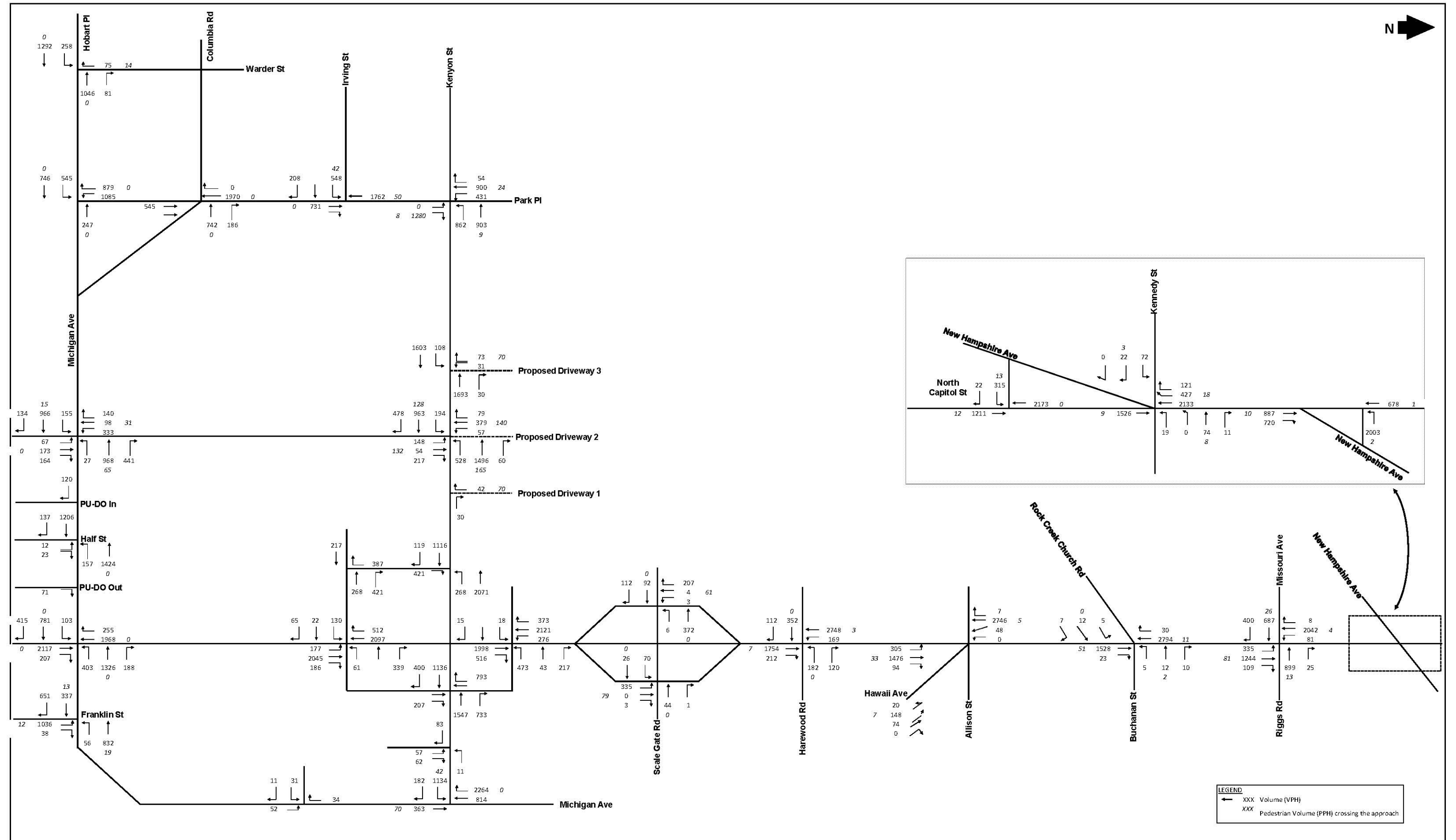
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TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 42
40% of Full Build Volumes - Crosstown Network
AM Peak Hour



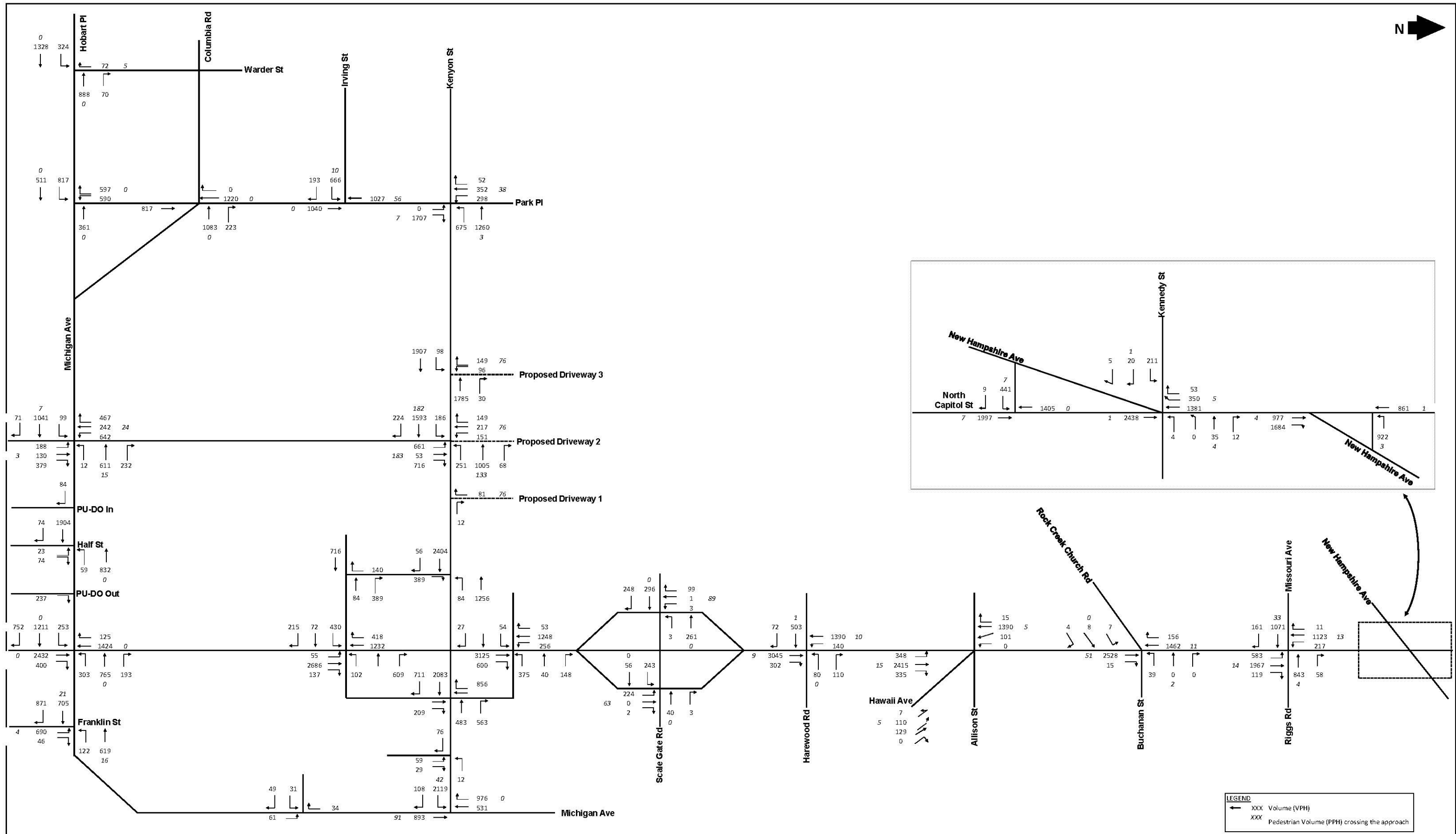
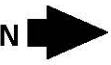
ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 43
40% of Full Build Volumes - Crosstown Network
PM Peak Hour



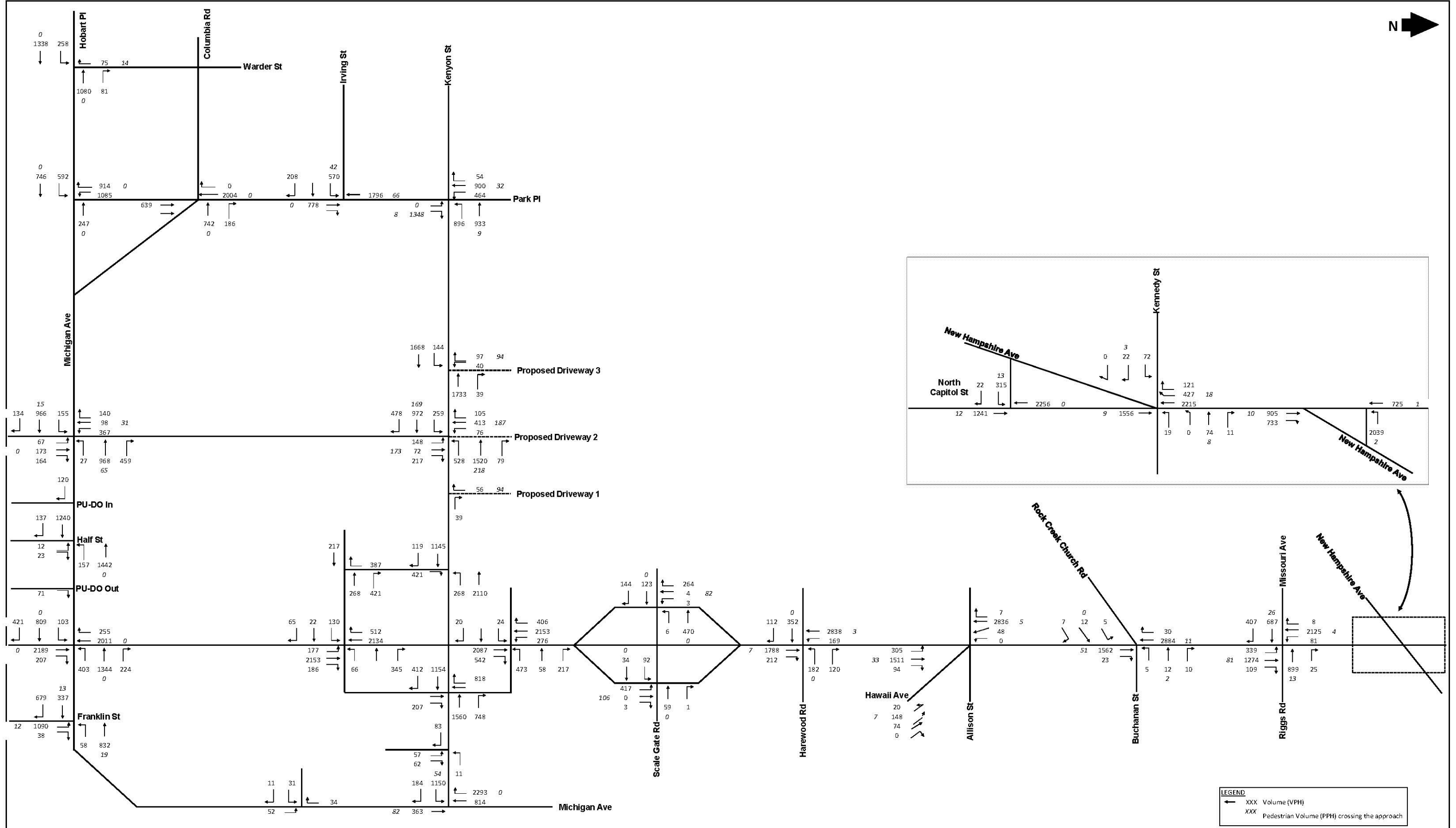
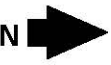
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TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 44
60% of Full Build Volumes - Crosstown Network
AM Peak Hour



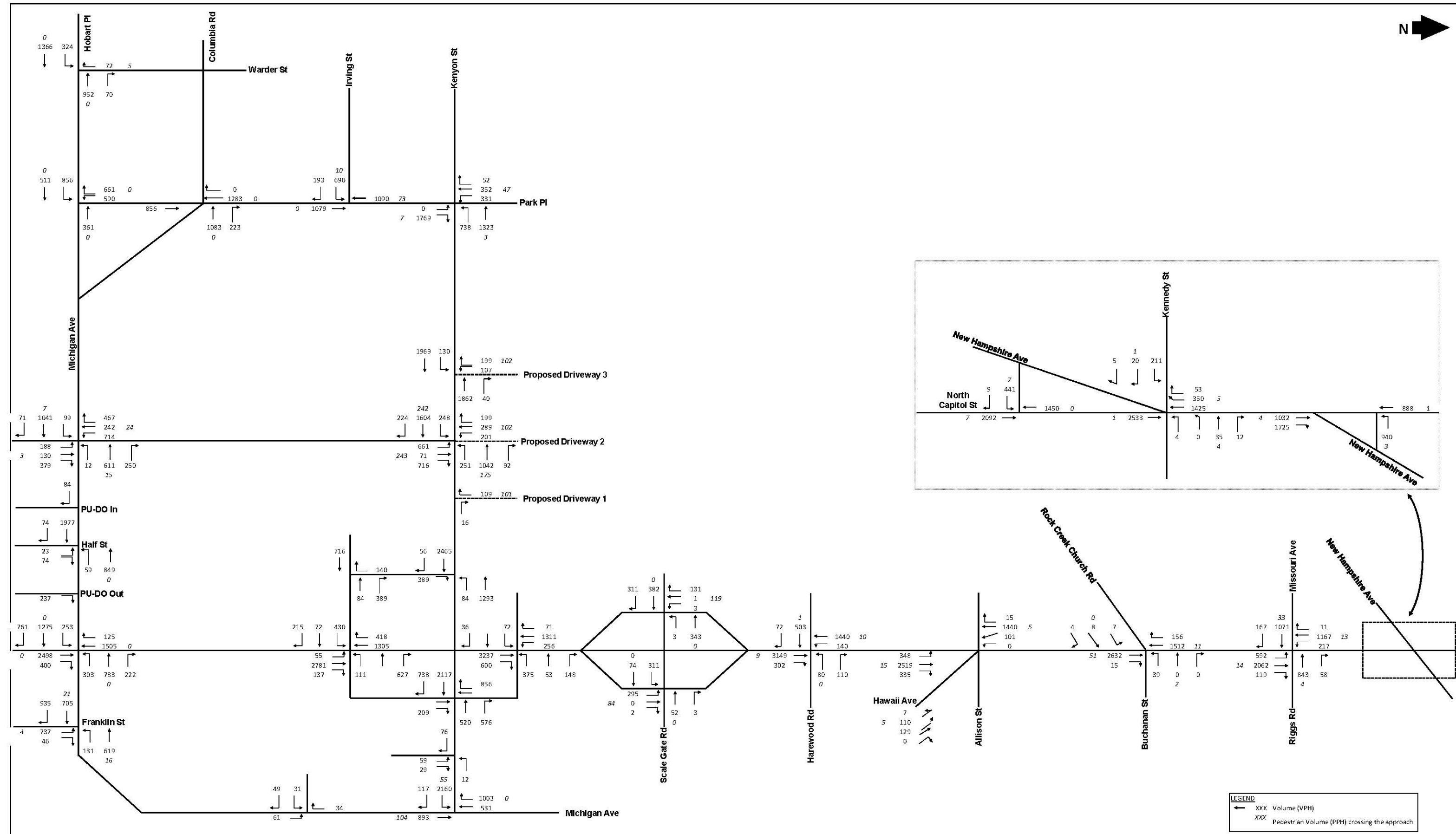
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TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 45
60% of Full Build Volumes - Crosstown Network
PM Peak Hour



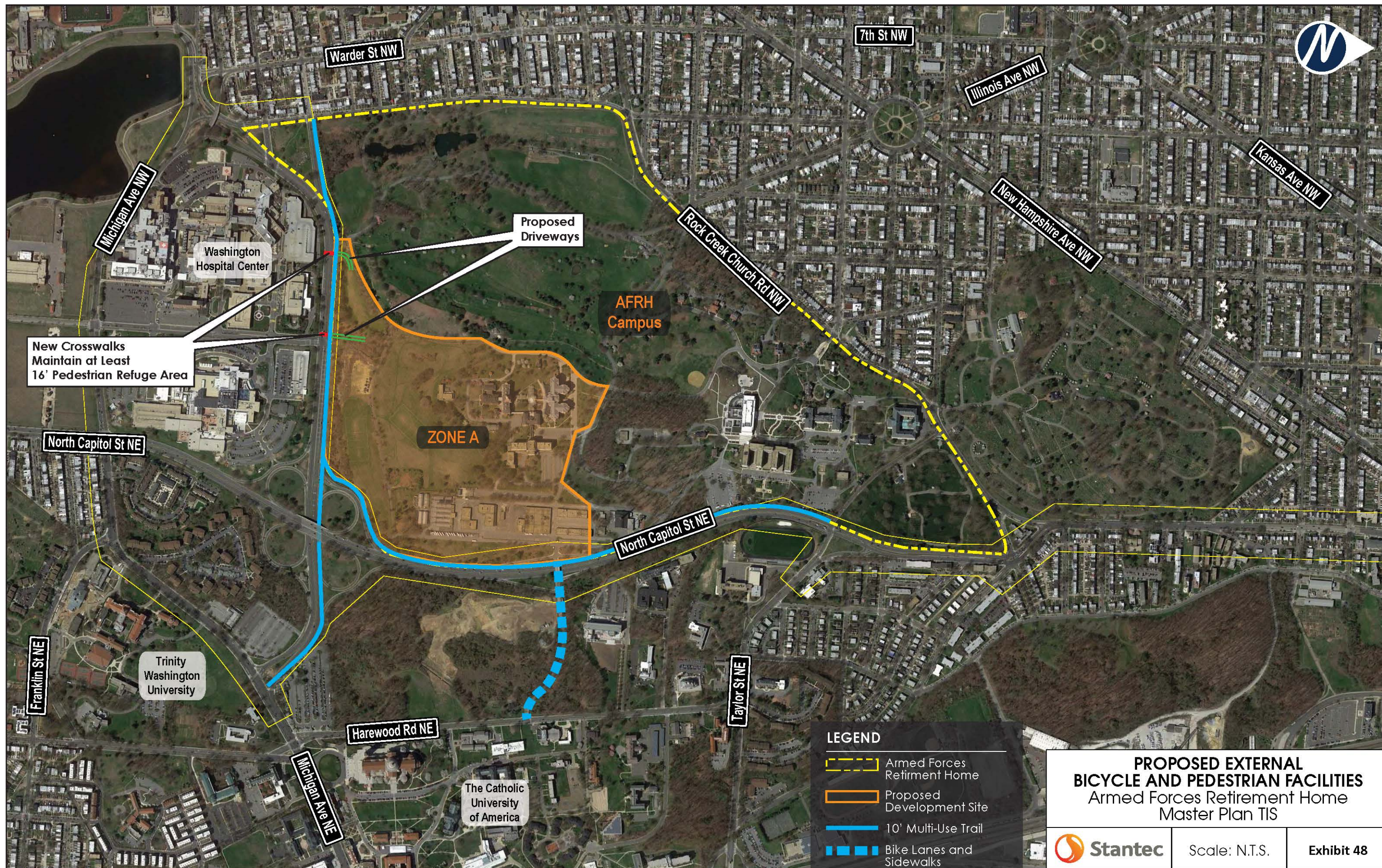
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TRAFFIC IMPACT STUDY
WASHINGTON, DC

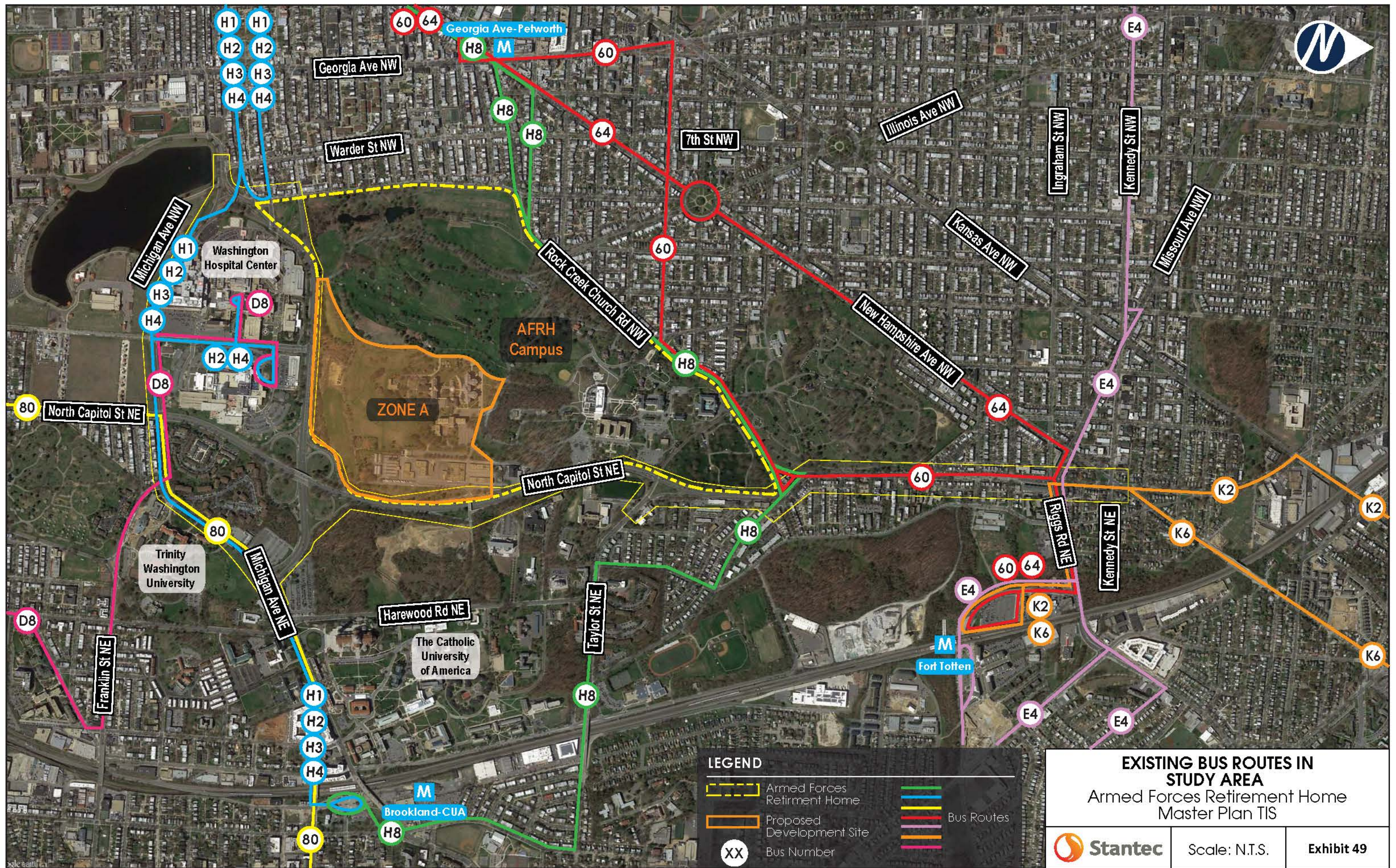
Exhibit 46
80% of Full Build Volumes - Crosstown Network
AM Peak Hour

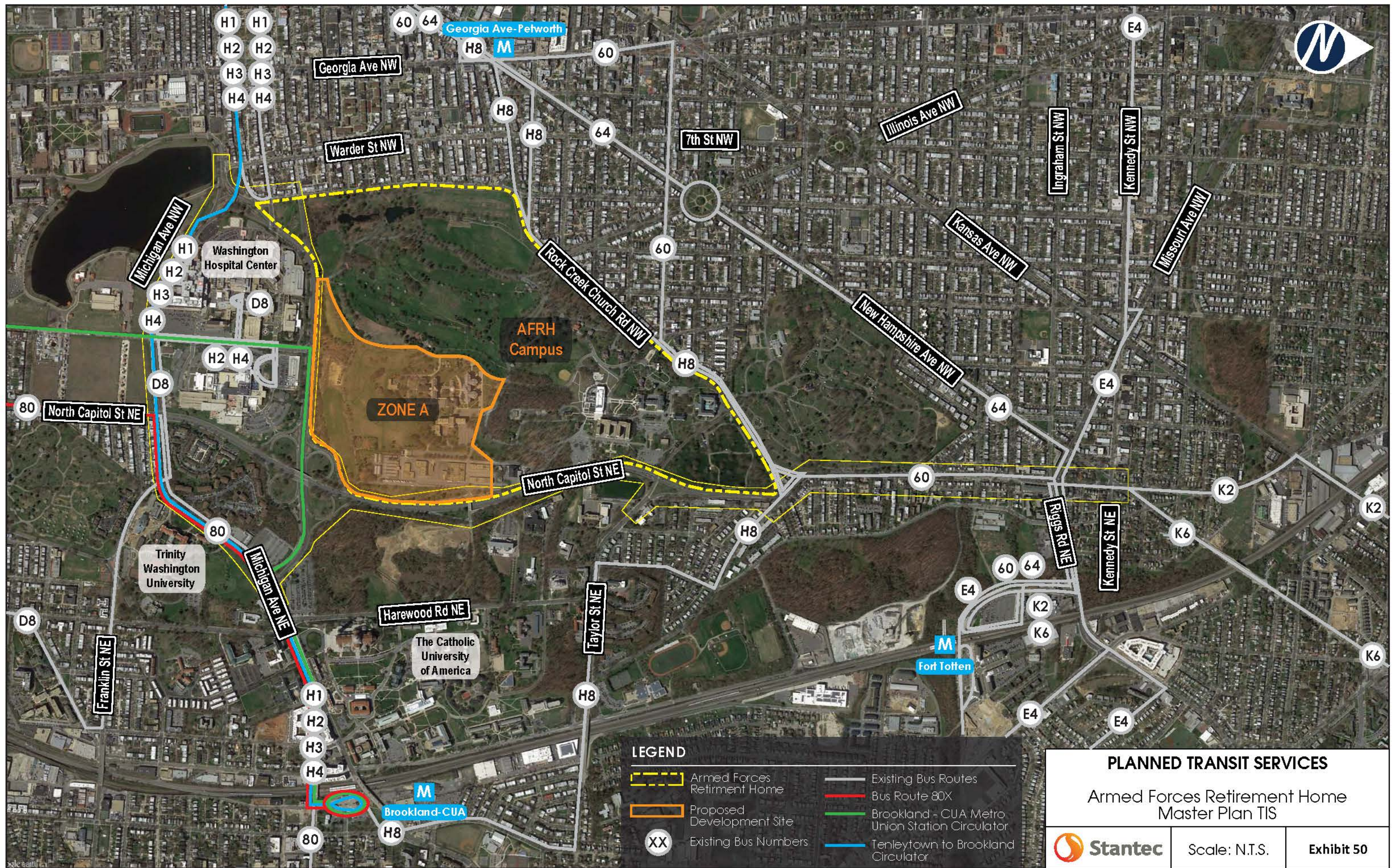


ARMED FORCES RETIREMENT HOME MASTER PLAN
TRAFFIC IMPACT STUDY
WASHINGTON, DC

Exhibit 47
80% of Full Build Volumes - Crosstown Network
PM Peak Hour







LEGEND

- Armed Forces Retirement Home
- Proposed Development Site
- XX Existing Bus Numbers
- Existing Bus Routes
- Bus Route 80X
- Brookland - CUA Metro Union Station Circulator
- Tenleytown to Brookland Circulator

PLANNED TRANSIT SERVICES

Armed Forces Retirement Home
Master Plan TIS



Scale: N.T.S.

Exhibit 50

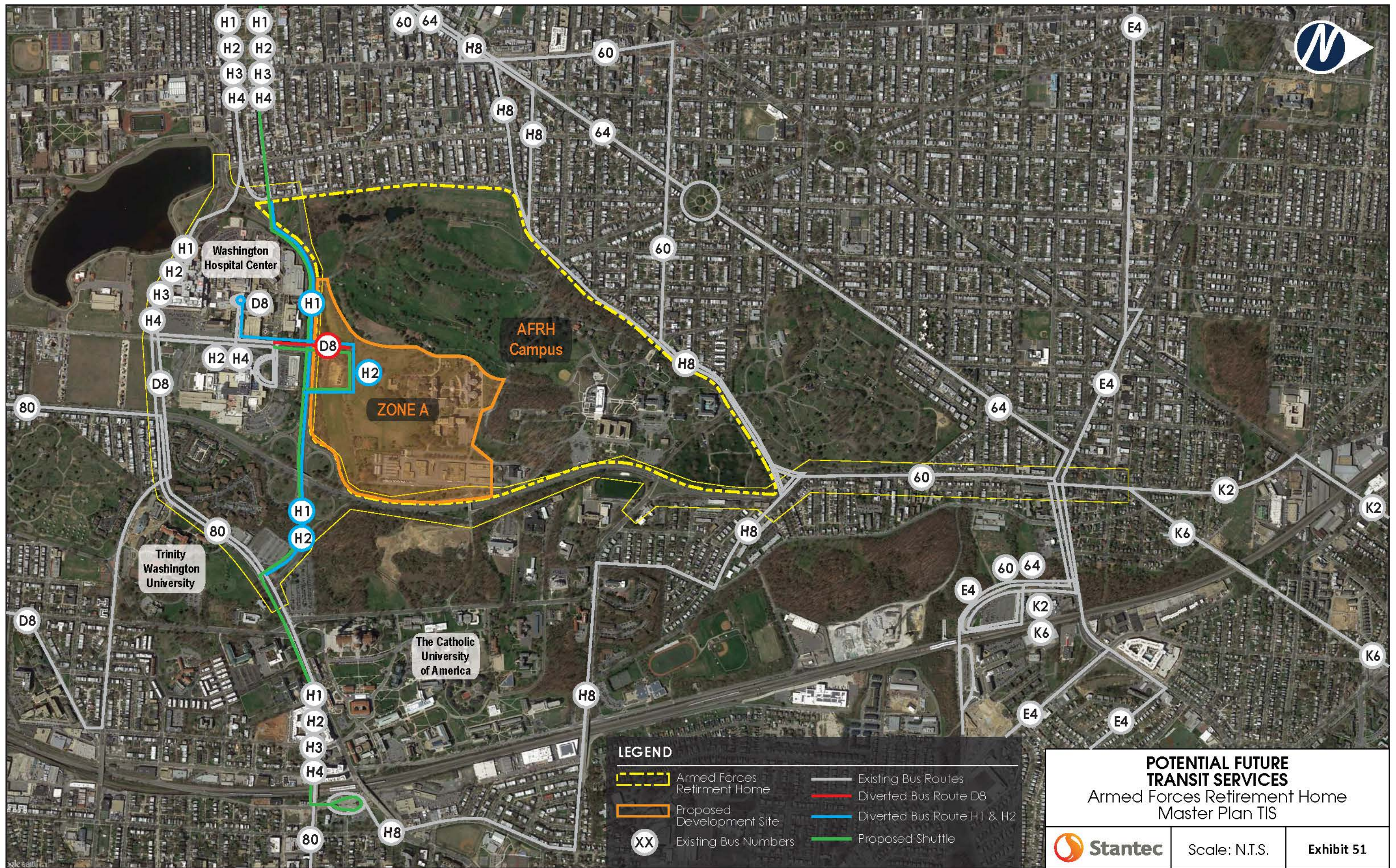


Exhibit 53
Shared Parking Analysis

ITE LUC	Parking Demand (Based on Shared Parking Manual)						AFRH Master Plan Ratios							ITE Parking Generation Ratios						
	221	254	310	701	720	820	221	254	310	701	720	820	Total Peak	221	254	310	701	720	820	Total Peak
12:00 AM	100%	-	-	-	-	-	2280	-	-	-	-	-	2,280	2502	-	-	-	-	-	2,502
1:00 AM	100%	-	-	-	-	-	2280	-	-	-	-	-	2,280	2502	-	-	-	-	-	2,502
2:00 AM	100%	-	-	-	-	-	2280	-	-	-	-	-	2,280	2502	-	-	-	-	-	2,502
3:00 AM	100%	-	-	-	-	-	2280	-	-	-	-	-	2,280	2502	-	-	-	-	-	2,502
4:00 AM	100%	-	-	-	-	-	2280	-	-	-	-	-	2,280	2502	-	-	-	-	-	2,502
5:00 AM	93%	-	-	-	-	-	2121	-	-	-	-	-	2,121	2327	-	-	-	-	-	2,327
6:00 AM	92%	-	79%	-	-	-	2098	-	364	-	-	-	2,462	2302	-	167	-	-	-	2,469
7:00 AM	74%	65%	77%	19%	18%	-	1688	104	354	222	154	-	2,522	1851	76	163	564	176	-	2,830
8:00 AM	64%	78%	100%	64%	64%	-	1460	125	460	747	547	-	3,339	1601	91	212	1901	624	-	4,429
9:00 AM	-	81%	96%	91%	85%	-	-	130	442	1062	726	-	2,361	-	95	203	2703	829	-	3,829
10:00 AM	-	87%	55%	99%	100%	63%	-	140	253	1156	855	337	2,740	-	102	116	2940	975	332	4,465
11:00 AM	-	100%	52%	99%	100%	79%	-	161	239	1156	855	423	2,833	-	117	110	2940	975	416	4,558
12:00 PM	-	95%	60%	98%	88%	100%	-	152	276	1144	752	535	2,860	-	111	127	2911	858	526	4,533
1:00 PM	-	97%	60%	96%	81%	92%	-	156	276	1121	692	492	2,737	-	113	127	2851	790	484	4,366
2:00 PM	-	92%	55%	100%	90%	83%	-	148	253	1168	769	444	2,782	-	108	116	2970	878	437	4,509
3:00 PM	-	86%	52%	99%	93%	76%	-	138	239	1156	795	407	2,735	-	101	110	2940	907	400	4,458
4:00 PM	44%	81%	53%	90%	86%	70%	1003	130	244	1051	735	375	3,538	1101	95	112	2673	839	368	5,188
5:00 PM	59%	87%	58%	58%	52%	73%	1345	140	267	677	444	391	3,264	1476	102	123	1723	507	384	4,314
6:00 PM	69%	77%	62%	-	63%	77%	1574	124	285	-	538	412	2,933	1726	90	131	-	614	405	2,967
7:00 PM	66%	55%	66%	-	-	92%	1505	88	304	-	-	492	2,390	1651	64	140	-	-	484	2,339
8:00 PM	75%	-	68%	-	-	89%	1710	-	313	-	-	476	2,500	1876	-	144	-	-	469	2,489
9:00 PM	77%	-	-	-	-	-	1756	-	-	-	-	-	1,756	1926	-	-	-	-	-	1,926
10:00 PM	92%	-	-	-	-	-	2098	-	-	-	-	-	2,098	2302	-	-	-	-	-	2,302
11:00 PM	94%	-	-	-	-	-	2144	-	-	-	-	-	2,144	2352	-	-	-	-	-	2,352