United States Department of State

Harry S Truman Building
Perimeter Security Improvements

DRAFT ENVIRONMENTAL ASSESSMENT

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for the United States Department of State

In cooperation with the General Services Administration
and the National Capital Planning Commission

In consultation with the National Academy of Sciences
and the American Pharmacists Association

April 9, 2010

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Table of Contents

List of Tables

List of Figures

Appendices

Acronyms

ACHP	Advisory Council on Historic Preservation
ANC	Advisory Neighborhood Commission
APEs	Areas of Potential Effect
APhA	American Pharmacists Association
BMPs	best management practices
CAA	Clean Air Act
CFA	Commission of Fine Arts
CFR	Code of Federal Regulations
CO	carbon monoxide
CSD	Context Sensitive Design
dbh	diameter breast height
DC	District of Columbia
DCMR	District of Columbia Municipal Regulations
DCSHPO	District of Columbia State Historic Preservation Office
DDOT	District Department of Transportation
DOS	Department of State
EA	Environmental Assessment
EMS	Emergency Medical Service
EO	Executive Order
EPA	The U.S. Environmental Protection Agency
ESA	Endangered Species Act
FHBM	Flood Hazard Boundary Maps
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
GSA	General Service Administration
GSF	Gross Square Feet
HTBPSP	Harry S Truman Building Perimeter Security Improvement Plan
LOS	Level of Service
MCLs	maximum contaminant levels
MWCOG	Metropolitan Washington Council of Governments
NAAQS	National Ambient Air Quality Standards
NAS	National Academy of Sciences
NCPC	National Capital Planning Commission
NCUDSP	National Capital Urban Design Security Plan
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NOx	nitrogen dioxide
NPS	National Park Service
N-S	North to South
O_3	ozone
PA	Programmatic Agreement
Pb	lead
PM	particulate matter
ppm	parts per million

(the) Protocol	Transportation Project – Level Carbon Monoxide Protocol
SF	square feet
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	sulfur dioxide
SP-2	Special Permit zoning
TESS	Threatened and Endangered Species System
TCP	Traffic Control Plan
TSP	Total Suspended Particulates
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VOC	volatile organic compounds

PROJECT ABSTRACT

In response to increased security concerns for government agencies, Department of State (DoS) officials identified the need for a strategic security improvement plan in 2002. The *Harry S Truman Building Perimeter Security Improvement Plan* (HTBPSP), completed in 2004, recommended a number of improvements.

The specific security designs were derived from the results of the Blast Assessment Study for the U.S. Department of State, Harry S Truman Building, 2004. The Security Improvements were guided by recommendations from the National Capital Planning Commission's *National Capital Urban Design and Security Plan, October 2002* (NCPC, 2002). Both of these documents addressed the need for greater stand-off distances and improved protective barriers, visitor screening processes to be taken outside the building, the removal of some street parking, and a reconfiguration of the E Street Expressway. To determine additional needs for the building, the DoS conducted traffic studies and gathered data to process the impact of street restrictions on the area.

The DoS, after compiling a basic design concept, coordinated with neighbors, community groups, and government agencies for review. Among the agencies consulted were the National Capital Planning Commission (NCPC), the Commission of Fine Arts (CFA), the Advisory Council on Historic Preservation (ACHP), the Advisory Neighborhood Commission (ANC) and the State Historic Preservation Office (SHPO). Neighbors included the National Academy of Sciences (NAS), the Board of Governors of the Federal Reserve System, the National Park Service (NPS), and the American Pharmacists Association (APhA).

The Perimeter Security Improvements for the Harry S Truman Building must comply with current federal regulations including of the National Environmental Policy Act of 1969 and Section 106 of the National Historic Preservation Act to ensure that any environmental consequences are addressed. In compliance with these regulations, DoS has prepared this Environmental Assessment (EA) to analyze the potential environmental impacts associated with the proposed action. The document analyzes impacts on natural resources (including topography, geology, soils, water resources and air resources), biological resources (vegetation and wildlife), socioeconomic resources (land use, visual resources, and noise), infrastructure and community services (utilities, transportation and parking, public and community facilities), cultural resources (architectural and historic resources) and environmental justice.

1.0 PURPOSE AND NEED

The Harry S Truman Building, located between 21st and 23rd Streets and C and D Streets Northwest, is the headquarters for the United States Department of State. Originally completed in 1941, the 600,000 gross square foot Marshall Wing on the northeast corner of the site served as the headquarters of the War Department during World War II. When this War Department moved to its current home in the Pentagon in 1947, the State Department moved into the building. The addition of the Harry S Truman Building wing was completed in 1961 and created an additional 1,900,000 gross square feet.

In response to increased security concerns, Department of State officials called for the development of a strategic plan in 2002 to prepare the building for the security challenges it faces in the 21st century. Completed in 2004, the *Harry S Truman Building Perimeter Security Improvement Plan* recommended a number of improvements, including: the relocation of curbs to maximize building setback distance from the street, the placement of walls, fences and bollards to limit the potential for ramming of the building by vehicles, construction of new security pavilions and guard booth, re-alignment of D Street to control vehicular access, elimination of street-side parking, and preservation of the distinct character of the building and the surrounding area. Many of these recommendations presented in the HTBPSP took into consideration, and originated from, the designs presented in the *National Capital Urban Design and Security Plan*, prepared by NCPC (NCPC, 2002).

Before construction of these measures can occur, DoS must comply with current federal regulations including the National Environmental Policy Act of 1969 and Section 106 of the National Historic Preservation Act to take into consideration any environmental consequences of the proposed actions. In compliance with these regulations, DoS has prepared the EA to analyze the potential environmental impacts associated with the proposed action.

The purpose of this EA is to analyze alternatives for implementing building security measures for the DoS Harry S Truman Building. As a Level 5 Priority building, comparable to the Pentagon and the White House, the Harry S Truman Building requires an increased level of protection. The implementation of the HTBPSP is needed to protect DoS employees, visitors, functions, and property from potential threats generated by un-authorized access to the building by pedestrians or vehicles which could result in extensive structural damage, collapse, or loss of life.

Per the Presidential Succession Law of 1947, signed by President Harry S Truman, U.S. Code, Title 3, Chapter 1, Section 19, "Vacancy in offices of both President and Vice President; officers eligible to act", the Secretary of State is 4th in line to assume the presidency, after the Vice President of the United States, the Speaker of the House, and the President pro Tempore of the Senate.

The Harry S Truman Building, as the headquarters of the Department of State, contains the Office of the Secretary of State, and a large number of essential employees, vital to the nation's foreign affairs mission, with certain national security responsibilities.

The Harry S Truman Building was designated as a Level Five security facility by the Department of Justice, United States Marshals Service, in its June 28, 1995, Vulnerability Assessment of Federal Facilities report to the President of the United States. President William J. Clinton subsequently issued a "Memorandum for Executive Departments and Agencies" directing them to immediately begin upgrading their Federal facilities to the minimum recommended security standards of the study.

> The assessment study reported that "…each federal facility would be brought up to the minimum security standards proposed for its security level". It recommended 52 minimum security standards in several categories. The first category was "perimeter security" with parking and physical barriers as two of its security elements. The second category was "entry security" with access control and entrances/exits as two of its security elements. The third category was "interior security", and the forth was "security planning" with construction/renovation as one of its security elements. The assessment further defined the levels of facility security, from one to five. For a level five facility, it stated: "The missions of Level V facilities require that agencies secure the site according to their own requirements. The degree to which these requirements dictate security features in excess of those for a Level IV facility would be set by the individual agency".

The Department of State's Harry S Truman Building Perimeter Security Concept Design, October 2004 was developed using the Department of Justice, Presidential directed, recommended security standards, along with the Department of State determined security features necessary to control facility and adjacent parking, extend the physical perimeter with barriers, and control access to the extended site.

In addition to the physical protection provided, these security measures must further protect the civic character of the building and its perimeter by providing a pleasing appearance that is consistent with the aesthetics and character of the building and the surrounding neighborhood. Current security measures, such as temporary precast planters, detract from the historic beauty of the building, and disrupt pedestrian and vehicular circulation. The purpose of the proposed actions presented in this EA are to implement the required perimeter security for the DoS Harry S Truman Building while creating a streetscape design that enhances the quality of this unique public institution.

Due to the time that has passed since the initial Concept Submission in 2004, some design elements have been modified as thinking about the design has evolved. Where any significant discrepancies exist between the 2004 concept and 2010 designs, these changes are noted and explained in accompanying footnotes.

2.0 DESCRIPTION OF ALTERNATIVES*

Multiple alternatives were considered for the Harry S Truman Building Perimeter Security Improvements during the concept plan development process. One alternative involved raising and extending the canopies to fit the new security program. It was found that the existing canopies were too low to meet air conditioning requirements and would be out of proportion with the rest of the building. This alternative was excluded. A second alternative explored enclosed canopies, but the functions of the new program would not fit in the space within the canopies, forcing some security actions inside the lobby; this alternative was, therefore, also eliminated from further consideration. Retaining security screening solely in the interior space was explored, but it was felt that this option would allow someone wanting to do harm to enter the building before going through a security check. The security barrier design was reviewed and the earlier solid wall plan on 23rd Street was changed to a more aesthetic option of an open- and closed-wall design. An option to restrict traffic along 21st Street was explored, but a traffic study cited major impacts on traffic flow, so the option was excluded. The plan was, therefore, fine-tuned during concept plan review with agencies and key stakeholders. Therefore, the Environmental Assessment evaluates only two alternatives: the Build and No Build Alternatives.

Additionally, within the Build Alternative, multiple alternatives were considered for the operational reconfiguration of 22nd Street NW. One of the alternatives explored the provision of separate taxi drop-off and pick-up areas; the former of which would be located at the intersection of C and 22nd Streets, and the latter of which would be located at the mid-block of 22nd Street. Both taxi areas would have provided designated turnaround areas defined by a special pavement treatment; however, this treatment did not meet the District Department of Transportation (DDOT) standards and maintenance requirements. Additionally, the location of the taxi drop-off area was too close to the NAS parking garage exit and would increase rush-hour congestion in the area. A second alternative explored the extension of the traffic median north to the proposed taxi turn-around area at C Street, in an effort to prevent double parking on the east side of 22nd Street; however, extending the median would inhibit truck movements at the APhA loading dock. The current design plan for 22nd Street is the result of additional concept plan reviews with agencies and key stakeholders, including NAS, APhA, DDOT, and NCPC.

As noted above, the Department of State explored several alternative approaches to the security improvements at the Harry S Truman Building and determined that the Build Alternative meets the purpose and need of the proposed action. This Environmental Assessment analyzes in detail both of the alternatives.

2.1 BUILD ALTERNATIVE

The Build Alternative would implement the perimeter security measures proposed in the Harry S Truman Building Perimeter Security Improvements, including the construction of a security pavilion at each of the five entrances, additional sidewalks and protective fencing, a redesigned truck inspection area, realignment of D Street to increase building setback, construction of new guard booths, significant landscaping and street furniture enhancements, and retention of the street closings at C Street as it intersects with 23rd, 22nd and 21st Streets NW.

The proposed action envisions the following primary alterations to the building and site:

- A system of related design elements to improve perimeter security at the site's edges. The standard structural member of the perimeter barrier is a bollard, which would be clad as individual stainless steel posts, stainless steel fencing, granite walls, or a combination thereof to vary the articulation of the perimeter in accordance with NCPC guidelines.[1]
- Guard booths of consistent design to replace the existing temporary booths on C Street and to be added at other locations.
- Alteration of curbs and traffic patterns in some locations to separate traffic types and allow for vehicle inspection.
- Replacement of the Harry S Truman Building's original entrance canopies in order to remove security screening from the building's interior.
- Two small barriers (either walls or bollards) on the property of the National Academy of Sciences.

This alternative constitutes a 17 percent increase in pervious (permeable) surface, from 69,326 SF to 81,411 SF over a total of 721,353 SF (16.6 acres). A total of 179 new trees would be planted as part of the green streetscape design along C Street, 21st Street, 23rd Street and Virginia Avenue, and in park-like groupings at D Street, providing increased vegetative cover. Of the existing trees on the project site, a total of 26 would be removed and 51 would be retained.

The individual perimeter security measures that make up the proposed action are described on the following pages, and can be referenced in Figure 1. Implementation of the Build Alternative is scheduled to occur in five phases, as shown in Figure 2.

**A summary of impacts of the alternatives is provided in Table 6*

[1] As specified in the 2004 Concept Plan, railings are planned as security measures around the perimeter of the Harry S Truman Building. This is subject to change during phases of construction.

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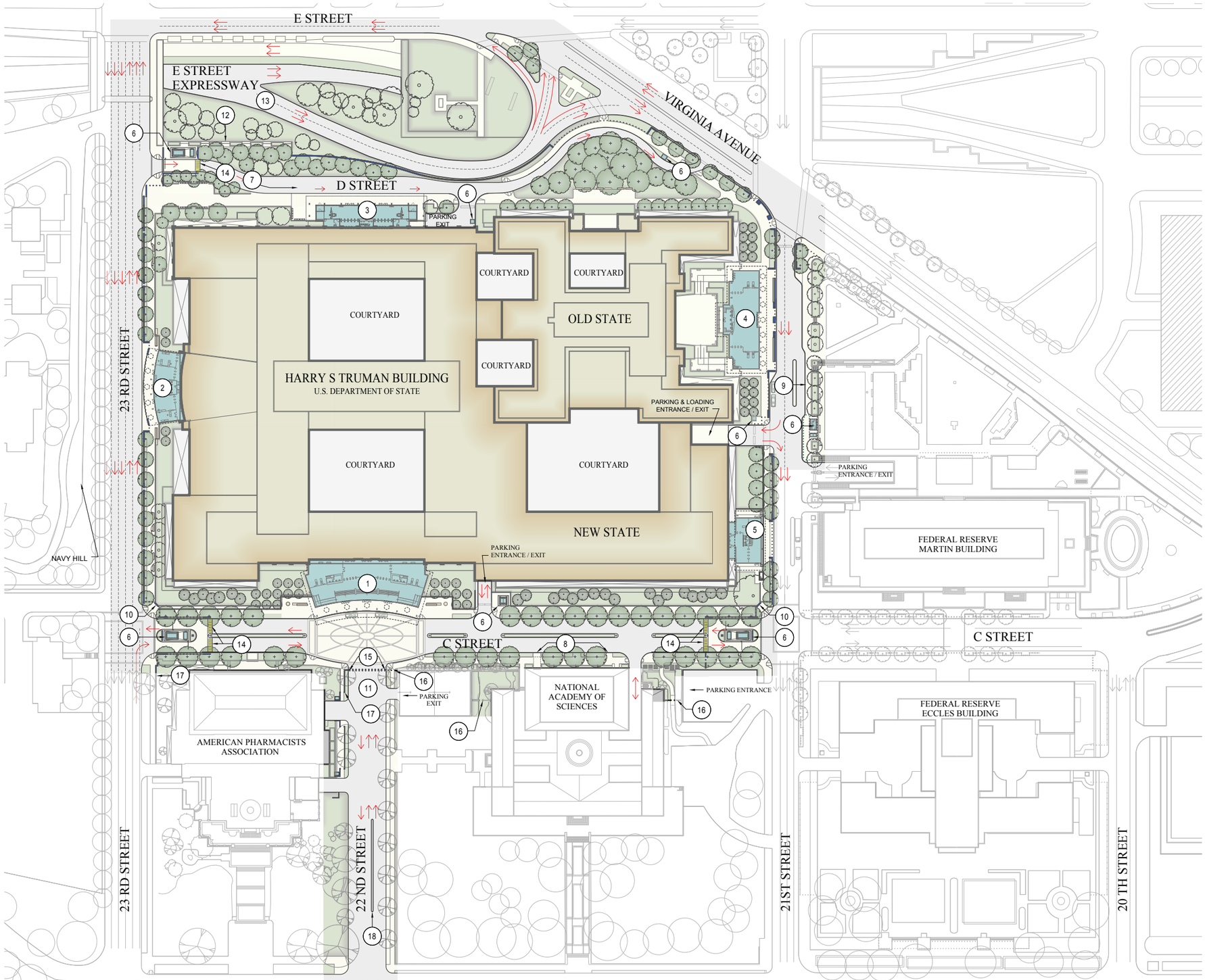

Figure 1 - Proposed Concept Plan / Build Alternative

Key Notes:

1. C - Street Security Pavilion
2. 23rd - Street Security Pavilion
3. D - Street Security Pavilion
4. 21st - Street Security Pavilion
5. 21st - Street Security Pavilion Joggers Entrance
6. Guard Booth
7. DOS - Shuttle Bus Drop Off
8. National Academy of Sciences Shuttle Drop Off
9. DOS - Truck Inspection Area
10. DOS - Corner Marker
11. Vehicular Turn-Around
12. Existing Retaining Wall to Remain
13. E Street/ Expressway Ramp
14. Delta Barrier
15. New Retractable Bollards
16. Possible Barrier @ National Academy of Science
17. Proposed APhA Perimeter Security is under study by separate EA
18. Traffic Median

Legend

- Vehicular Movement
- Bollards
- Bollards w/ Railing
- Knee Wall
- Solid Barrier
- Site Furniture
- Corner Marker (See Key Note 10)
- New Tree/Shrubs
- Existing Tree/Shrubs

NOTE: E Street/Expressway Ramp to be coordinated to conform to the final approved Kennedy Center Access Improvements Project.

MARCH 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements
(Showing Addition of 22nd Street and Barriers at National Academey of Sciences)

GRAPHIC SCALE 0 20' 70' 140' NORTH

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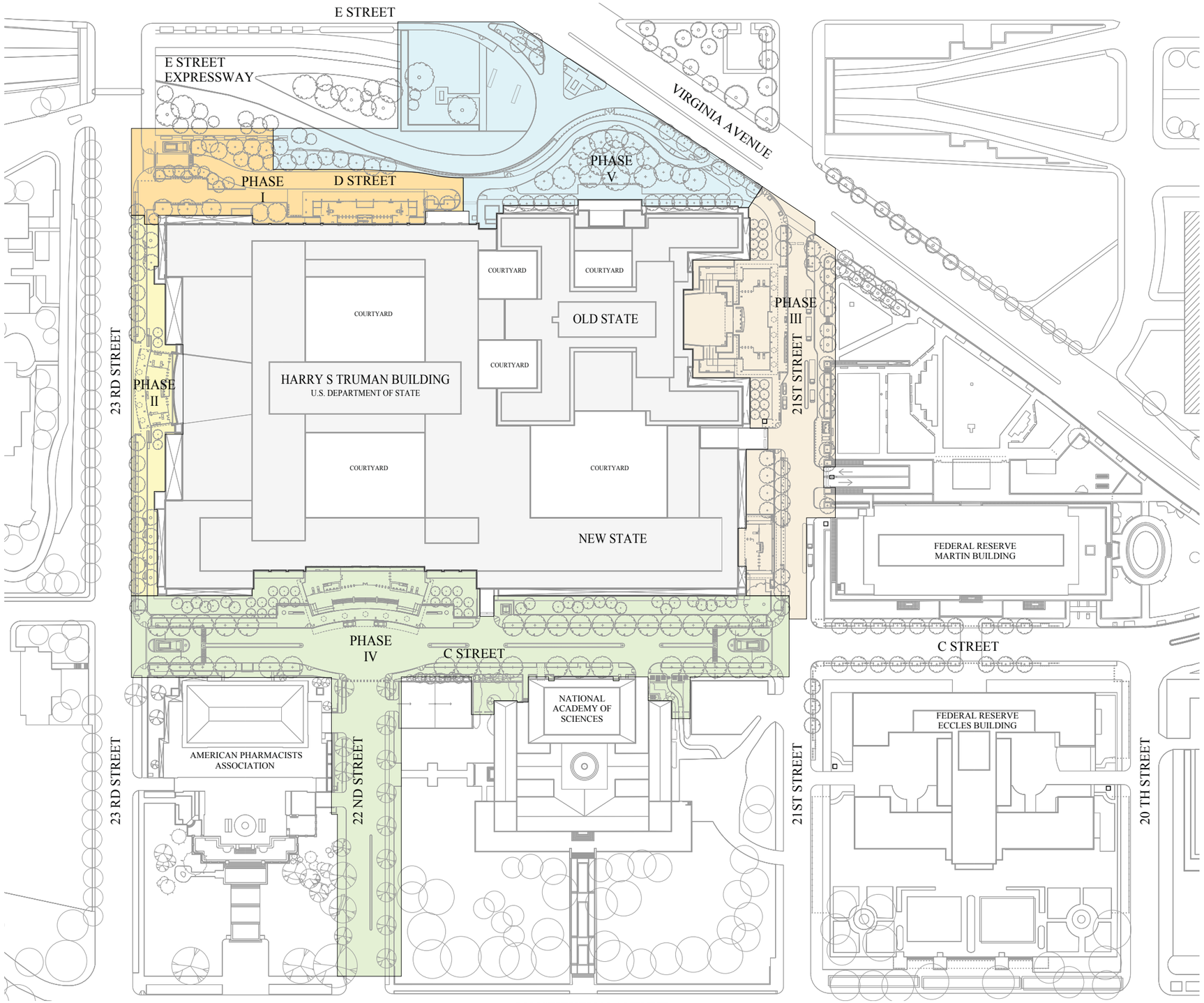

LEGEND

- PHASE - I
- PHASE - II
- PHASE - III
- PHASE - IV
- PHASE - V

Figure 2 - Phasing Plan for the Build Alternative

MARCH 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements

0 20' 70' 140'
GRAPHIC SCALE

NORTH

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PHASE 1

D Street at 23rd Street

Realignment of D Street
At the intersection with 23rd Street, D Street would shift northward to provide additional security by moving the road and security checkpoint further away from the building. D Street would then curve back to south, approximately 70 feet to the east, until it returns to the existing D Street alignment.

Addition of New Trees and Landscaping
Trees would be planted at the corner of 23rd Street and D Street to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment.

Construction of a 3 Person Guard Booth
A 3 person guard booth would be built along the north curb of D Street. The guard booth would replace the existing security measures in place and control access to D Street.

Development of Vehicular Inspection Area
A vehicular inspection area would be formed by placing security walls on the south side of the curb, with a guard booth located behind the north curb, and hydraulic barriers at the inter side of the booths. These measures would provide a security check-point where a vehicle may be contained while it is undergoing security clearance and prevent unauthorized access to D Street.

Addition of Hydraulic Barrier
A hydraulic barrier would be installed adjacent to the guard booth on the interior of the vehicular inspection area to control the flow of incoming traffic.

PHASE 2

23rd Street at C Street

Placement of a Corner Marker
A corner marker integrated with bollards and knee walls would be located at the backside of the sidewalks at the intersection of C Street and 23rd Street.

Replacement of Hydraulic Barriers
Hydraulic barriers would be installed in the street to control the flow of incoming and out going traffic. The barrier would be placed behind the guard booth far enough to allow unauthorized vehicles to turn around and leave the area.

Construction of a 3 Person Guard Booth
A 3 person guard booth would be built in between the two curbs, 16 feet from the curb on each side. The guard booth would replace the existing security measures in place and would control access to C Street.

Addition of Trees, Plantings, and Lighting
Trees would be planted at the corner of 23rd and C Streets to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment. Lighting would be upgraded in accordance with District of Columbia lighting standards.

23rd Street between C and D Streets

Construction of Bollards, Knee Walls, and Railings along 23rd Street
Security bollards, knee walls, and railings[2] would be installed along the curb to prevent unauthorized vehicular access to the sidewalk. These railings would replace the existing temporary precast planters.

Construction of Security Pavilion
A 6,384 square feet (114 feet N-S (x) 56 Feet W) security pavilion would be constructed to replace the existing canopy at the Harry S Truman Building entrance on 23rd Street. The security pavilion would serve as the main entrance for tour groups and the president when he comes to the DoS. The security pavilion would provide additional perimeter security by moving security functions currently completed within the interior of the building (i.e. employee entry, visitor check-in and screening) to the exterior of the building, thereby reducing the level of damage to the structural integrity of the building in the event of an attack, increasing safety and security for all building occupants, and preserving the historic interior of the building. Additionally, removing the temporary security screening facilities and constructing new, permanent facilities would restore and enhance the original architecture of the building.

Addition of Knee Walls and Bollards in front of the 23rd Street Entrance Pavilion
Bollards and knee walls would be installed along the curb at the 23rd Street entrance to replace the existing temporary precast planters.

Addition of Trees, Plantings and Lighting
Trees would be planted along the street to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment. Lighting would be upgraded in accordance with District of Columbia lighting standards.

Relocation of Curb by 10 feet Westward
The curb along 23rd Street would be extended 10 feet westward to maximize building setback distance from the street. The new alignment would match the alignment of 23rd Street north of C Street, where the curb currently shifts westward to make way for a drop-off area.

[2] As specified in the 2004 Concept Plan, railings are planned as security measures around the perimeter of the Harry S Truman Building. This is subject to change during later phases of construction.

PHASE 3

21st Street between C and D Streets NW

Relocation of curb 12 feet on Western Side of the Street
The curb along the west side of the street would be relocated east 12 feet from the existing curb to increase the building setback distance from the road.

Relocation of Curb 12 feet on Eastern Side of the Street and creation of Truck Inspection Area
The curb along the eastern side of 21st Street would be relocated west 12 feet from the existing curb. An additional 6 feet would be taken from the existing sidewalk on the east side of the street in order to create the truck inspection lay-by. These changes would maintain two lanes of traffic, which would continue to flow uninterrupted, as well as a 6-foot median separating traffic from the truck inspection area.

Construction of a Three-Person Guard Booth at the Truck Inspection Area
A three-person guard booth would be constructed at the lay-by truck inspection area to inspect delivery vehicles for the DoS Harry S Truman Building. This action creates a permanent replacement for the temporary guard booths installed in October 2004.

Construction of a Two-Person Guard Booth at the Parking and Loading Entrance
A two-person guard booth would be constructed to replace the temporary guard booth in place at the parking garage entrance on 21st Street.

Construction of Security Pavilion at Marshall Wing Entrance
A 9,672 square foot (156 feet N-S (x) 62 feet E) security pavilion would be constructed to replace the existing canopy at the Marshall Wing entrance on 21st Street. Temporary screening facilities have been constructed at four entrances to the Department of State, including the Marshall Wing entry on 21st Street, the Jogger's entry on 21st Street, the Harry S Truman Building main entry on C Street, and the Harry S Truman entry on 23rd Street. Visitors can be given badges at the C Street and 21st Street entrances, as well as within the building lobby. The security pavilions provide additional perimeter security by moving security functions currently completed within the interior of the building (i.e. employee entry, visitor check-in and screening) to the exterior of the building, thereby reducing the level of damage to the structural integrity of the building in the event of an attack, increasing safety and security for all building occupants, and preserving the historic interior of the building. Additionally, removing the temporary security screening facilities and constructing new, permanent facilities would restore and enhance the original architecture of the building.

Construction of Security Bollards and Knee Walls at Marshall Wing Entrance
Bollards and knee walls, integrated with benches and flagpole bases would be installed along the curb at the Marshall Wing entrance to replace the existing temporary precast planters protecting the entrance

Construction of Security Pavilion at the Harry S Truman Building Entrance
A 4,895 square foot (89 feet N-S (x) 55 feet E) security pavilion would be constructed to replace the existing canopy at the Harry S Truman Building entrance on 21st Street near C Street. This security pavilion would provide additional perimeter security by moving security functions currently completed within the interior of the building (i.e. employee entry, visitor check-in and screening) to the exterior of the building, thereby reducing the level of damage to the structural integrity of the building in the event of an attack, increasing safety and security for all building occupants, and preserving the historic interior of the building. Additionally, removing the temporary security screening facilities and constructing new, permanent facilities would restore and enhance the original architecture of the building.

Construction of Security Bollards and Knee Walls at the Harry S Truman Building Entrance
Bollards and knee walls would be installed along the curb at the Harry S Truman Building entrance in place of the existing temporary precast planters protecting the entrance.

Addition of Security Bollards, Knee Walls, and Railings along 21st Street
Security bollards, knee walls, and railings[3] would be installed along the curb on 21st Street to prevent un-authorized vehicular access to the sidewalk. These features would replace the existing temporary precast planters.

Addition of Trees, Plantings and Lighting
Trees would be planted along the street to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment. Lighting would be upgraded in accordance with new District of Columbia lighting standards.

PHASE 4

C Street and 21st Street Entrance

Relocation of Curb on C Street and 21st Street
The curb on the south side of C Street would be relocated to the north, such that it matches the new alignment at the Federal Reserve. These modifications would be used to control traffic circulation on C Street.

Placement of a Corner Marker
A corner marker integrated with bollards and knee walls would be located at the backside of the sidewalks at the intersection of 21st Street and C Street (see Appendix D for rendering of the corner marker).

[3] As specified in the 2004 Concept Plan, railings are planned as security measures around the perimeter of the Harry S Truman Building. This is subject to change during later phases of construction.

Development of Vehicular Inspection Area
A vehicular inspection area would be formed by placing security walls and bollards on both the north and south sides of the curb, with a guard booth located in the center of the street, and hydraulic barriers at the inter side of the booths These measures would provide security check-points where a vehicle may be contained while it is undergoing security clearance and prevent unauthorized access to C Street.

Replacement of Hydraulic Barriers
Hydraulic barriers would be installed in the street to control the flow of incoming and out going traffic. The barrier would be placed behind the guard booth far enough to allow unauthorized vehicles to turn around and leave the area.

Addition of Seating
The potential for benched seating would be incorporated in the security barrier elements.

Construction of a Three-Person Guard Booth
A three-person guard booth would be built on an island, maintaining a 16-foot traffic lane on each side of the guard booth. The guard booth would replace the existing security measures in place and would control access to C Street.

Addition of Trees and Landscaping
Trees would be planted at the corner of 21st Street and C Street to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment.

22nd Street

Development of Fixed Barriers
Fixed bollards would be installed along sidewalks on C Street leading up to the proposed retractable bollards for emergency use only that restrict 22nd Street from entering C Street.

Development of Retractable Bollards
Retractable bollards would be installed at the intersection of C Street and 22nd Street to control access to C Street from 22nd Street. There would be no guard booth at this location and the bollards would be retracted in the event of an emergency or occasional visit by a high level VIP.

Development of a Taxi Drop-Off / Pick-Up
A defined taxi drop-off/pick-up area would be located at mid block south of the APhA building garage entrance. This area would provide safe and convenient access for DoS visitors and employees, the NAS, and the APhA.

Development of a Three-Foot Wide Median
A three-foot wide, north-south median, constructed of granite curbs and stone pavers, would be developed on 22nd Street, 34' from face of curb to face of curb from 22nd Street's west side curb line, to discourage vehicular double-parking.

Development of a Taxi Turnaround
Taxi turnarounds would be established at the taxi drop-off/pick-up area and at the southern entrance to 22nd Street, off of Constitution Avenue. This arrangement would allow taxis the ability to enter and exit the area without having to congest traffic further north along 22nd Street.

Removal of Metered Parking Spaces
All metered parallel parking spaces (13 spaces total) would be removed from the east side of 22nd Street. Taxi queuing for 6 taxis would be provided from the taxi drop-off/taxi-up south to Constitution Avenue.

Retention of Eleven Diagonal Metered Parking Spaces
Eleven diagonal, metered parking spaces would remain on the west side of 22nd Street. The parking orientation would be adjusted from pull-in/back-out parking, to back-in/pull-out parking.

Provide Markings for Taxi Queuing Area for Six (6) Spaces
Appropriate signage would designate six spaces as taxi queuing areas during the hours of 9:30 AM to 6:30 PM. Signage will also indicate that for all other times, the queuing spaces will be open for public use.

Provide New Asphalt Paving
New paving would be provided along 22nd Street, from Constitution Avenue to C Street, to accommodate the change in parking.

Provide New Street Signs Including Taxi Stand and Parking
New street signs would be installed to identify the taxi stand and parking areas during certain times of the day. All other times would be for public parking.

C Street between 21st and 23rd Streets

Re-grading of the C Street Road Surface
Due to the numerous construction projects completed along C Street, the entire street would be re-graded to provide smoother, more consistent road surfaces for the vehicles using the street.

Construction of Six-Foot Planted Median
A six-foot planted median constructed of granite curbs and nosing, would be placed in the middle of C Street, dividing the road into two 22' paved sections. Each section would be occupied by one way traffic and parking, with traffic on the north side of the street moving west and traffic on the south side of the street moving east.

Construction of Security Pavilion at the C Street Entrance
A 14,350 square feet (82 feet S (x) 175 feet E-W) security pavilion would be constructed to replace the existing canopy at the Harry S Truman Buildings entrance on C Street. The security pavilion would serve as the main entrance for foreign dignitaries and the Secretary of State. The pavilion would provide additional perimeter security by moving security functions currently completed within the interior of the building (i.e. employee entry, visitor check-in and screening) to the exterior of the building, thereby reducing the level of damage to the structural integrity of the building in the event of an attack, increasing safety and security for all building occupants, and preserving the historic interior of the building. Additionally, removing the temporary security screening facilities and constructing new, permanent facilities would restore and enhance the original architecture of the building.

Development of a Vehicular Turnaround and Drop-off at Pavilion Entrance
A vehicular turnaround and drop-off area would be constructed in front of the security pavilion entrance to provide employees and visitors with improved entry access to the building. The alignment of the existing curb would be modified to accommodate a vehicle turning radius. The turnaround is envisioned as an urban plaza with attractive paving and lighting and would resolve steep grades that exist today in pedestrian access areas.

Construction of a Two-Person Guard Booth at the Parking Garage Entrance/Exit
A two-person guard booth would be constructed at the parking garage entrance/exit to ensure proper vehicular movement in and out of the garage.

Addition of Trees and Landscaping
Trees would be planted at the corner of 23rd and C Streets to improve the aesthetic quality of the security improvements in place and improve the pedestrian environment.

Extension of C Street Curb on the South Side
The southern curb of C Street would be extended north six feet to match the new street alignment at the Federal Reserve and continue the street character from Virginia Avenue to 23rd Street. The south curb at the corner of C and 23rd Streets would also be extended approximately six feet to the north to continue the alignment with the Federal Reserve.

Addition of Benches
Benches would be placed outside of the exterior security pavilion entrance to provide outdoor seating for employees and visitors.

Development of Vehicular Inspection Area
A vehicular inspection area would be formed by placing security walls and bollards on both the north and south sides of the 23rd Street curb, with a guard booth located in the center of the street, and hydraulic barriers at the inter side of the booths. These measures would provide security check-points where a vehicle may be contained while it is undergoing security clearance and prevent unauthorized access to C Street.

PHASE 5

D Street between 23rd Street and Virginia Avenue

Realignment and Relocation of D Street to Virginia Avenue
D Street would be realigned and extended to create a separate DoS exit onto Virginia Avenue. This modification would provide additional security to the area by improving traffic circulation and preventing unauthorized vehicular access within the security perimeter.

Construction of Security Pavilion on D Street
A 6,000 square foot (125 feet E-W x 48 feet North) security pavilion would be constructed to replace the existing canopy at the HSTB entrance on D Street. The security pavilion would provide additional perimeter security by moving security functions currently completed within the interior of the building (i.e. employee entry, visitor check-in and screening) to the exterior of the building, thereby reducing the level of damage to the structural integrity of the building in the event of an attack, increasing safety and security for all building occupants, and preserving the historic interior of the building. Additionally, removing the temporary security screening facilities and constructing new, permanent facilities would restore and enhance the original architecture of the building.

Construction of Security Wall along E Street Expressway
A security wall would be constructed to prevent unauthorized access to D Street from the E Street Expressway.

Addition of Trees and Landscaping
Tree plantings would be placed along D Street to improve the aesthetic quality of the improvements in place and improve the pedestrian environment.

Addition of Benches
Benches would be placed outside of the exterior security pavilion entrance to provide outdoor seating and a bus waiting area for employees and visitors.

Pocket Park
A new pocket park would be provided at D and 23rd Streets for use by Department of State employees and the public. The park would include seating, new plantings and lighting and would be integrated into security elements.

D Street and Virginia Avenue

Construction of a Two-Person Guard Booth at Virginia Avenue Exit
A two-person guard booth would be constructed at the Virginia Avenue exit to ensure that all vehicles are exiting the building properly.

Development of Bollards and Bollards with Railings along Virginia Avenue and E Street Expressway
A series of bollards and bollards with railings would be completed along Virginia Avenue and the E Street Expressway to prevent un-authorized vehicular access to the building from these roadways.

Reconfiguration of E Street Expressway to Create Additional Access to Virginia Avenue
The E Street Expressway would be reconfigured to provide a fifth leg of access to Virginia Avenue. This reconfiguration improves security by moving the flow of traffic away from the Harry S Truman Building. Ramp traffic would be redistributed to a new connection to the Virginia Avenue and E Street intersection, and the existing signal at the westbound Virginia Avenue / E Street intersection would be modified to accommodate these changes.

Development of a Park North of the Marshall Wing
A park would be developed north of the Marshall Wing where it meets the E Street Expressway. The development of this park is necessary to enact security changes presented in the HTBPSP while protecting the civic beauty of the Bernardo de Galvez statue within the current National Park Service parcel. Small portions of the current park would be removed to develop the additional lane for the E Street Expressway.

Addition of Trees, Plantings and Lighting
Trees and plantings would be placed at the intersection of 23rd and D Streets to improve the aesthetic quality of the improvements in place. Lighting would be upgraded in accordance with District of Columbia lighting standards.

2.2 NO BUILD ALTERNATIVE

Under the No Build Alternative, none of the perimeter security measures proposed in the HTBPSP would be implemented; site conditions would remain as they appear in Figure 3. Under this alternative, the perimeter would continue to be protected by the existing temporary precast planters, bollards (to prevent unauthorized vehicular access), hydraulic barriers, interior security checkpoints, and planters. No additional circulation or landscaping improvements would be completed.

While the No Build Alternative does not meet the purpose and need for the proposed action, it is studied in the Environmental Assessment to provide a baseline for assessing the magnitude of environmental effects of the Build Alternative.

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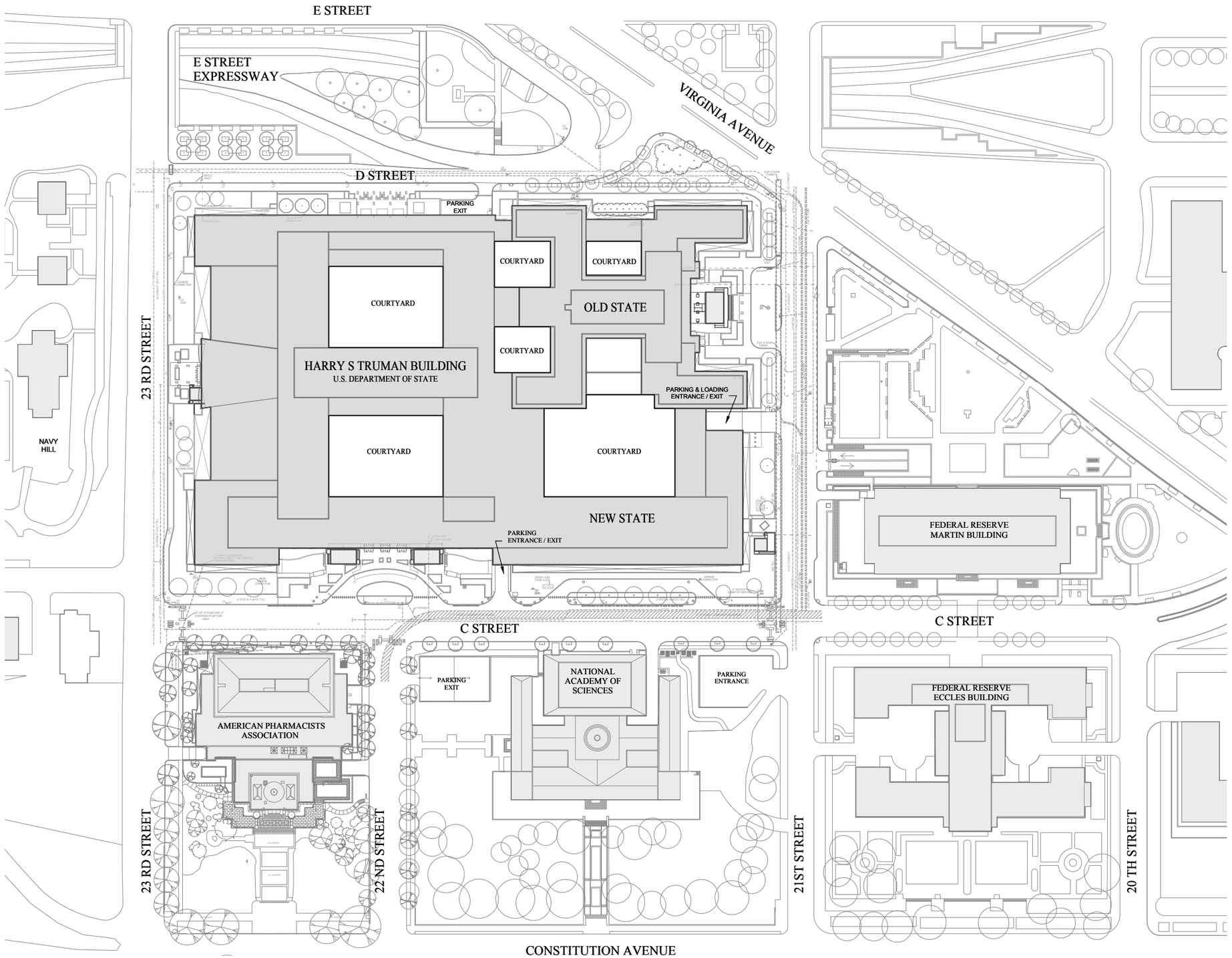

D STREET

21ST STREET

C STREET

23RD STREET

NOTE: Temporary structures, planters and barriers are not shown in the drawing.

Figure 3 - Existing Conditions / No Build Alternative

MARCH 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements

0 25' 50' 100' 150'

GRAPHIC SCLE

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3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

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

Intensity

The intensity of an impact describes the magnitude of change that the impact generates. For the majority of the resource areas, the intensity thresholds are as follows:

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

Type

The impact type refers to whether it is *adverse* (negative) or *beneficial* (positive). Adverse impacts would potentially harm resources, while beneficial impacts would improve resource conditions. Within this analysis, impacts are assumed to be adverse unless identified as beneficial.

Duration

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

In addition to the factors detailed above, impacts may be characterized as *direct*, *indirect*, or *cumulative*. A direct impact is caused by the action and occurs at the same time and place. An indirect impact is caused by the action, but occurs later in time, or farther removed in distance. A cumulative impact occurs when the proposed action is considered together with other past, ongoing, or planned actions.

3.1 INFRASTRUCTURE AND COMMUNITY SERVICES

3.1.1 TRANSPORTATION AND PARKING

AFFECTED ENVIRONMENT

Two separate transportation studies evaluated specific improvements for the Harry S Truman Building Perimeter Security Improvements. In a study dated October 6, 2006, updated traffic counts were collected and the impact area was isolated to the intersections affected by the reconfiguration to the Virginia Avenue, NW/E Street, NW intersection. A future period of two years out to 2008 was evaluated for planning purposes. Since submission of the 2006 study, traffic impact assumptions have not changed. Subsequently, an additional study was undertaken, in coordination with the District Department of Transportation (DDOT), to evaluate the operations of 22nd Street, NW between C Street, NW and Constitution Avenue. The evaluation area for each aforementioned study is shown in Figure 4.

E Street Expressway

In proximity to the Department of State, Virginia Avenue, NW is a six-lane, median-divided street. Twentieth Street, NW, north of Virginia Avenue, NW, operates one-way northbound. Twenty-first Street, NW, north of C Street, NW, operates one-way southbound. The south leg of E Street, NW operates one-way eastbound and the north leg operates one-way westbound. All eastbound traffic must exit the expressway at the D Street, NW/Virginia Avenue, NW off-ramp, or the E Street, NW off-ramp. Westbound traffic on E Street, NW at 20th Street, NW may either enter the E Street (expressway) or continue on E Street, NW (local). Motorists bearing right on the Virginia Avenue, NW/D Street, NW ramp currently can turn right or left onto Virginia Avenue, NW. Those bearing left merge with E Street, NW just west of Virginia Avenue, NW. This segment of E Street, NW operates one-way westbound.

In the study dated October 6, 2006, the purpose was to update the traffic counts and isolate the impact area to the intersections affected by the reconfiguration to the Virginia Avenue, NW/E Street, NW intersection from an earlier 2004 evaluation. Peak hours varied by location but the street peak hours generally occurred from 8:15 AM to 9:15 AM and 5:00 PM to 6:00 PM. The key study intersections within the vicinity of the proposed roadway realignment currently operate at acceptable levels of service during the AM and PM peak periods. The stop controlled movement at the D Street, NW/Virginia Avenue, NW intersection currently operates at or near capacity.

The eastbound E Street Expressway carries 3422 vehicles in the AM peak hour and 1446 vehicles in the PM peak hour, in three lanes. The westbound E Street Expressway carries 226 vehicles in the AM peak hour and 1894 vehicles in the PM peak hour, in two lanes.

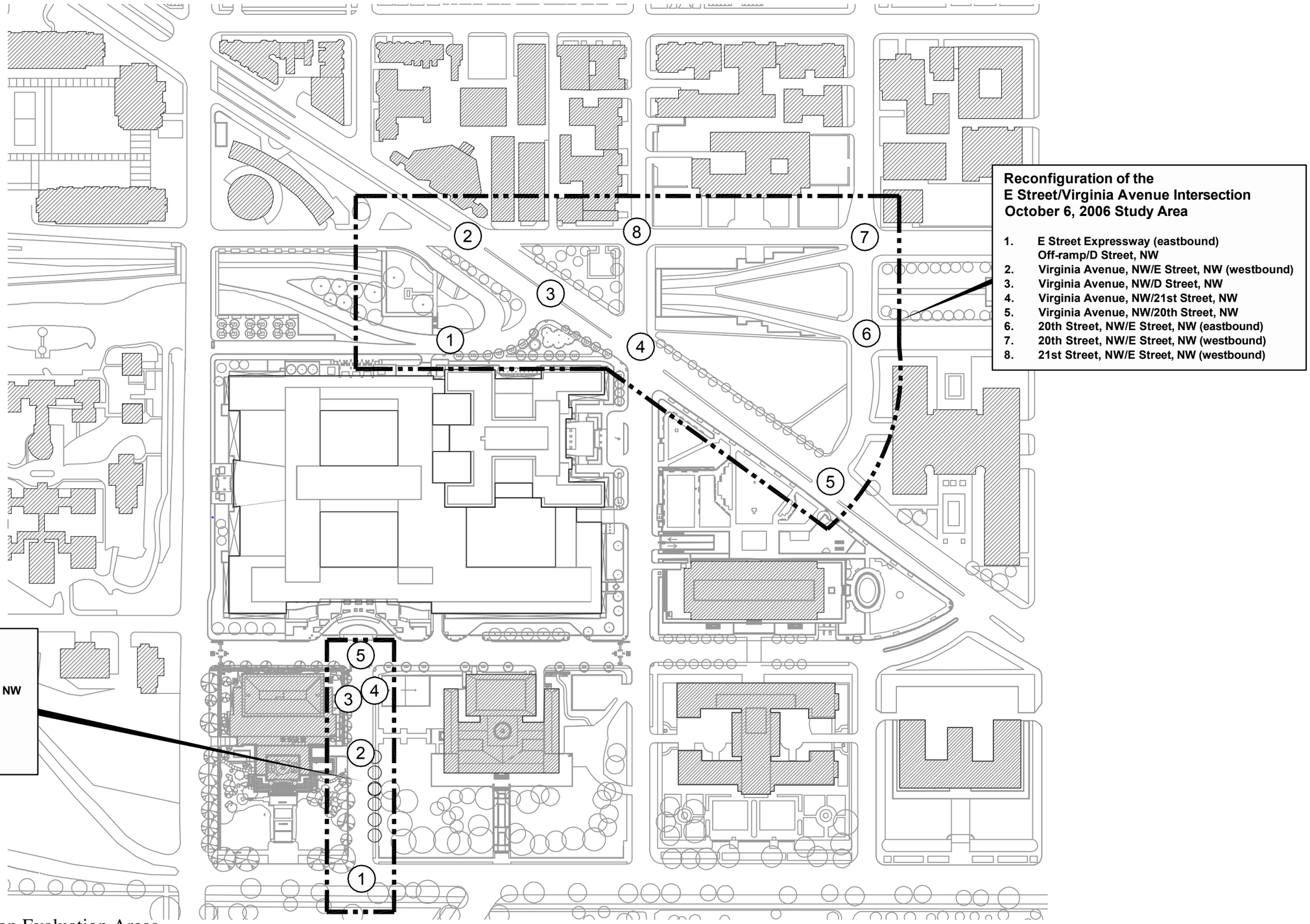

Figure 4 - Transportation Evaluation Areas
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E Street Expressway Peak Hour Traffic Counts

	AM Peak Hour	PM Peak Hour
E Street Expressway (Eastbound)	3422	1446
E Street Expressway (Westbound)	226	1894

Eastbound E Street Expressway off-ramp to D Street and Virginia Avenue

This ramp is used by 904 vehicles (or 26 percent of all vehicles on the eastbound E Street Expressway) during the AM peak hour, and 330 vehicles (or 23 percent of all vehicles on the eastbound E Street Expressway) during the PM peak hour. The Virginia Avenue, NW (or rightmost) ramp segment is used by approximately two-thirds of all ramp traffic, and the E Street (or leftmost) ramp segment is used by approximately one-third of all ramp traffic during the AM peak period. The E Street (or leftmost) ramp segment is used by 328 vehicles (or 36 percent of all ramp traffic) during the AM peak hour, and 106 vehicles (or 32 percent of all ramp traffic) during the PM peak hour. The Virginia Avenue, NW (or rightmost) ramp segment is used by 576 vehicles (or 64 percent of all ramp traffic) during the AM peak hour, and 224 vehicles (or 68 percent of all ramp traffic) during the PM peak hour.

Eastbound E Street Expressway Off-Ramp Traffic to D Street & Virginia Avenue

	AM Peak Hour	PM Peak Hour
Off-Ramp Traffic	904/3422	330/1446
% of Eastbound E Street Expressway	26%	23%

Leftmost (to E Street) and Rightmost (to Virginia Avenue) Ramp Segment Traffic

	AM Peak Hour	PM Peak Hour
Leftmost Ramp Segment Traffic	328/904	106/330
% of Off-Ramp Traffic	36%	32%
Rightmost Ramp Segment Traffic	576/904	224/330
% of Off-Ramp Traffic	64%	68%

At the Virginia Avenue, NW/D Street, NW intersection (rightmost ramp), the majority of traffic turned right onto Virginia Avenue, 55 and 73 percent during the AM and PM peak hour respectively.

Department of State traffic (i.e. shuttles, employees, security, etc.) on the restricted portion of eastbound D Street, NW (including traffic exiting the Harry S Truman Building D Street, NW garage exit) added another 17 vehicles during the AM peak hour and 23 vehicles during the PM peak hour, to this ramp segment.

Department of State traffic accounts for little of the traffic on the Virginia Avenue, NW/E Street, NW ramp (leftmost ramp): less than 2 percent in the AM peak hour and 7 percent in the PM peak hour.

Industry standards indicate a level of service "D" or better provide an acceptable level of service (LOS). The stop controlled movement at the D Street, NW/Virginia Avenue, NW intersection currently operates near capacity at LOS "E" during the AM peak hour. All other intersections theoretically operate at acceptable LOS "D" or better during both the AM and PM peak hours.

Level of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay Per Vehicle (sec)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Level of Service Criteria for Two-Way Stop Controlled Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Total vehicular delay on all public streets in the study area is currently 133 vehicle-hours in the AM peak hour and 133 vehicle-hours during the PM peak hour. Average queues at the E Street (eastbound)/20th Street (eastbound through and left, AM) intersection currently exceeds the available storage capacity and, thus, back up beyond available storage (Wells, 2006).

According to the District of Columbia Master Plan (April 2005) bicycle lanes are proposed along Virginia Avenue, NW and 21st Street, NW in the vicinity of the proposed intersection reconfiguration. Bicycle lanes are also proposed on E Street (westbound) between Virginia Avenue, NW and 17th Street, NW. Approximately 178 AM peak hour and 98 PM peak hour pedestrians cross D Street, NW on the north side of Department of State at the eastern security checkpoint. Currently, there is a stop sign that stops traffic exiting the E Street Expressway to allow pedestrians to cross to the Department of State. The highest numbers of pedestrians were observed on the north side of E Street, NW between 21st and 20th Streets, NW (Wells, 2006)

DDOT, in cooperation with the Federal Highway Administration (FHWA), has initiated Context Sensitive Design (CSD) to develop and design transportation projects to fit in the environment and community. This design plan requires that projects are in harmony with the community, preserve environmental, scenic, aesthetic, and natural resource values of their area. CSD can be applied to highways and streets, involving public participation and

stakeholder ideas to produce the best transportation design for the needs of the community it serves (DDOT, 2005).

22nd Street

In a supplemental study dated December 4, 2009, additional traffic counts and operational observations were collected on 22nd Street, NW between C Street, NW and Constitution Avenue, NW. Existing AM and PM peak hour levels of service were estimated at the intersections on 22nd Street, NW based on the existing peak hour traffic volumes, the existing lane usage and traffic control, and the Highway Capacity Manual methodology (Synchro version 7). Signal timing information was obtained from DDOT. The results are summarized in Table 1 and indicate the following:

1. The signalized Constitution Avenue, NW/22nd Street, NW intersection currently operates at an overall LOS "B" during both the AM and PM peak commuter hours. However, Constitution Avenue, NW experiences heavy eastbound traffic during the AM peak hour and westbound traffic during the PM peak hour that is regulated by the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported.
2. All of the turning movements at the unsignalized driveways on 22nd Street, NW currently operate at LOS "C" or better during all of the peak study hours.

Full descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in transportation report found in Appendix B.

In comparison to an existing traffic count collected for a 2003 traffic study and what was collected for the present 2009 study, the following differences were noted from the Constitution Avenue, NW/22nd Street, NW intersection:

1. The AM peak hour inbound trips from Constitution Avenue, NW to 22nd Street, NW increased by 21 vehicles (198 vehicles to 219 vehicles) or approximately 11 percent.
2. The PM peak hour inbound traffic from Constitution Avenue, NW to 22nd Street, NW decreased by seven (7) vehicles (146 vehicles to 139 vehicles) or approximately 5 percent.
3. The AM peak hour outbound trips from 22nd Street, NW to Constitution Avenue, NW increase by 14 vehicles (87 vehicles to 101 vehicles) or approximately 16 percent.
4. The PM peak hour outbound trips from 22nd Street, NW to Constitution Avenue, NW increased by 56 trips (152 vehicles to 208 vehicles) or approximately 37 percent.

The general increase of traffic on 22nd Street, NW between Constitution Avenue, NW and C Street, NW from the 2003 study and the 2009 study can be attributed to the increase in building size and personnel occupancy of the APhA Building and increased use of the C Street, NW/22nd Street, NW intersection by the DoS.

The existing traffic data was modified to reflect the anticipated changes along 22nd Street, NW, between Constitution Avenue, NW and C Street, NW. Although no curb changes or driveway changes are anticipated, the existing driveway serving the APhA Building was assumed to be operated by a retractable barrier. In addition, traffic currently using the DoS C Street Driveway was reassigned for the conversion of this secured driveway to emergency use only. The current trips utilizing this driveway were reassigned from 22nd Street to other DoS site entrances located at the intersections of 23rd Street, NW/C Street, NW, 21st Street, NW/C Street, NW, and 23rd Street, NW/D Street, NW. The proposed changes are shown on Figure 4 and the modified traffic forecasts are shown in Figure 5.

Parking

Approximately 823 parking spaces are located under the Harry S Truman Building; therefore, based on approximately 8,000 employees, one off-street space is provided for every 9.72 employees (Wells, 2006). There is street parking along 21st, 22nd, 23rd, D and C Streets (KCCT, 2006).

There are currently, on-street parking spaces on 21st Street, 22nd, 23rd Street, NW, C Street, NW and D Street, NW. Parking on C Street, NW includes 18 spaces in front of the APhA Building and 14 spaces in front of the NAS Building. Currently, NAS and DoS employees and visitors are not allowed to park in these spaces, due to DoS official parking and existing temporary security measures. Parking meters exist on the west side of 23rd Street between C and D Street, NW. There may have been metered spaces in the past on 21st Street, but they were removed prior to this project. There are 42 striped parking spaces on C Street, NW, some of which have been removed, but all spaces were likely metered at some point in time. Public parking on C Street, NW, in the vicinity of DoS, is only permitted on the north side of C Street, NW, between 20th Street, NW and Virginia Avenue, NW. Currently, there are thirteen (13) metered, parallel parking spaces on the east side of 22nd Street, NW, and eight (8) on the west side of 22nd Street, NW.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Transportation

Implementation of the Build Alternative would result in short-term, minor, adverse impacts during construction and long-term, beneficial impacts from the new roadway alignment. Adding a fifth traffic leg to the Virginia Avenue/E Street intersection would increase the overall delay, but the overall level of service would remain acceptable. Potential southeast queues at the Virginia Avenue/21st Street intersection would be mitigated with a minor reallocation of green time. The complete information can be found in the transportation studies dated October 6, 2006 and December 4, 2009 found in Appendix B.

The new potential elimination of on-street parking, modification of curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st Street, NW and 23rd Street, NW,

including policies for use of traffic barricades on 21st Street would not affect the existing conditions of vehicular traffic. The drop-off lanes and parking lanes along 21st and 23rd Streets, NW would be eliminated for security reasons, but would not adversely impact traffic movements. Currently, there are three lanes of southbound traffic on 23rd Street, one of which is used as a parking lane during off-peak hours, and two lanes of northbound traffic, north of the American Pharmacists Association. The concept design would not remove any lanes currently used for northbound traffic. The area that is currently blocked off by the DoS is a parking lane, which would become part of the perimeter security improvements, as mentioned above.

The proposed addition of street trees on the east side of 23rd Street would align as close as possible to the street trees on the west side of 23rd Street, so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial. A visual aid that reflects the existing and proposed street tree alignment on the roadway can be found in section 3.6.1.

The turning radii at the corners of C and 21st Streets, NW and C and 23rd Streets, NW would be increased to accommodate large shuttle buses and trucks. The 6' median has a 50' break centered at the entry of the NAS loading dock to accommodate large delivery trucks. The overall width of C Street, NW would be decreased, with the exception of the area in front of the proposed pavilion, which will remain wide enough to allow large limousines and security vehicles to turn around.

The design for 22nd Street, NW was shown to NAS and APhA at the working meeting on November 8, 2007. The NAS and APhA have expressed concerns about the potential limited access from 22nd Street, NW to C Street, NW for their employees. DoS is subject to the same restrictions on C Street, NW as NAS and APhA, and has worked with both agencies to ensure that traffic concerns and issues are addressed.

Under the Build Alternative, NAS would be permitted vehicular access to C Street for authorized commercial loading and unloading (such as delivery trucks, contractors and special deliveries), shuttle buses (such as the weekday employee bus program and larger buses for annual meetings and special functions), NAS employee private vehicles, and limited parking. Bus access on C Street would be permitted for NAS events during working hours, after hours, weekends and holidays, and in accordance with a schedule provided by NAS, in advance, to the Department of State Bureau of Diplomatic Security. Limited parking on C Street would be provided for six NAS official vehicles. NAS would be required to make advance arrangements with DoS for special drop-off and pick-up access during events. NAS employees accessing C Street in their own, private vehicles would be required to display their NAS employee badge to the officer stationed at the security check point.

The taxis on 22nd Street, NW were arranged by the District of Columbia, to accommodate pick-ups and drop-offs; however, DoS also developed a concept design for improving taxi and private vehicle drop-off congestion on 22nd Street, NW. The entrance used by APhA for parking and service would be on 22nd Street, alleviating the need for access to C Street on regular basis. The DoS is continually coordinating with the NAS and has

provided revised concepts for 22nd Street, NW to the NAS for review and comment. An operational evaluation of 22nd Street, NW, between C Street, NW and Constitution Avenue, NW, has been completed for this EA.

Future traffic on C Street, NW would only be accessible from 21st or 23rd Streets, NW. In an emergency, the bollards would be lowered on 22nd Street, NW, to allow traffic to flow from, or to, C Street, NW at the discretion of DoS Security. It is likely that DoS Security would work out procedures whereby NAS and APhA employees would have access to C Street, NW or 22nd Street, NW in the case of an emergency.

E Street Expressway Off-Ramp to D Street/Virginia Avenue

As shown in the Transportation Impact Study dated October 6, 2006, located in Appendix B, Figure 4-1 shows the adjustments of existing traffic, assuming the ramp traffic would be redistributed to a new connection to the Virginia Avenue, NW/E Street, NW intersection. The resulting redistribution of existing traffic is shown in Figure 4-2. Realigning the eastbound E Street Expressway off-ramp to Virginia Avenue, NW would make the Harry S Truman Building more secure by relocating 350 to 960 peak hour vehicles from the north side of the building. This new connection would create a fifth leg at the Virginia Avenue, NW/E Street, NW intersection to accommodate the E Street Expressway off-ramp traffic bound northwest on Virginia Avenue, NW, and would introduce a third signal phase. The delay at this reconfigured intersection would increase, but would continue to operate at an overall acceptable level of service. The proposed reconfiguration of the Virginia Avenue, NW/E Street, NW intersection would have a similar interface, as today, for traffic traveling to westbound E Street, NW from the E Street Expressway off-ramp, and would not preclude any future improvement for the proposed Kennedy Center project beyond what would be needed from existing conditions. The proposed design for the reconfiguration of the E Street Expressway is based on the condition of the intersection as it exists today, not the future condition of the intersection under the proposed improvements for the Kennedy Center Access Improvements Project.

The proposed E Street Expressway ramp changes would likely require an action by the DDOT and the FHWA. The action may involve receiving a roadway modification approval and/or development of a separate FHWA environmental document. In addition, given the presence of Reservation 720, a NPS-owned parcel within the boundaries of the proposed changes, it is likely that an FHWA action would require compliance with Section 4(f) of the US Department of Transportation Act (23 CFR 774). A Section 4(f) determination would be required prior to any use of the park property (such as land acquisition), or design and implementation of this concept. A Section 4(f) determination at this time would be premature due to the fact that the proposed changes are currently only at a conceptual stage, and that the anticipated schedule for implementing the ramp changes is within a ten-to-fifteen year timeframe. During the ensuing years, it is possible that additional major changes would occur within the vicinity of this project area, ranging from the proposed Kennedy Center access modifications to potential changes to the road network in the area surrounding the existing E Street Expressway that may affect the

ramp changes being proposed as part of this action. Therefore, DoS would complete the 4(f) evaluation process during the design and implementation phases for the E Street Expressway ramp changes, prior to requesting any actions regarding park property acquisition.

22nd Street

The following section presents an analysis of the 22nd Street, NW future transportation operations from a supplemental study dated December 4, 2009. The 22nd Street, NW study area is located between Constitution Avenue, NW and C Street, NW and was evaluated concurrently with the security perimeter improvements planned at the APhA Building. This study was prepared in consultation DDOT staff. The results are based on recent October 2009 weekday vehicular traffic counts, pedestrian counts, bicycle counts, parking counts, existing lane use and traffic controls, existing signal timings, field visits, and observations. The complete 22nd Street transportation report can be found in Appendix B.

Since the events of September 11, 2001, the portion of C Street, NW between 23rd Street, NW and 22nd Street, NW has been restricted and controlled by the Department of State. As a result, the function of 22nd Street, NW from Constitution Avenue, NW to C Street, NW has been enhanced to provide for numerous functions that include an ad hoc pick-up/drop-off zone, the addition to public on-street parking, and providing service to driveways and loading for adjacent buildings. Note that the proposed improvements would not change the curbs or curb cuts along 22nd Street, NW under the DoS or APhA proposals.

The Department of State, in consultation with DDOT, APhA, and NAS, evaluated operational improvements on 22nd Street, NW to best control its enhanced functions. The DoS would replace the retractable barriers and guard booth at the C Street, NW/22nd Street, NW intersection with retraceable emergency bollards. Under this condition, DoS site trips would no longer use this site access point and it would be limited to emergencies and high level visitors. A raised median would be installed on the southern half of 22nd Street, NW between C Street, NW and Constitution Avenue, NW to discourage double parking. The angled parking on the west side of 22nd Street, NW would be converted from head-in parking to the DDOT-preferred back-in parking. In addition, designated taxi stand and pickup areas would be established. An operational evaluation of 22nd Street, NW would be evaluated between C Street, NW and Constitution Avenue, NW for this EA.

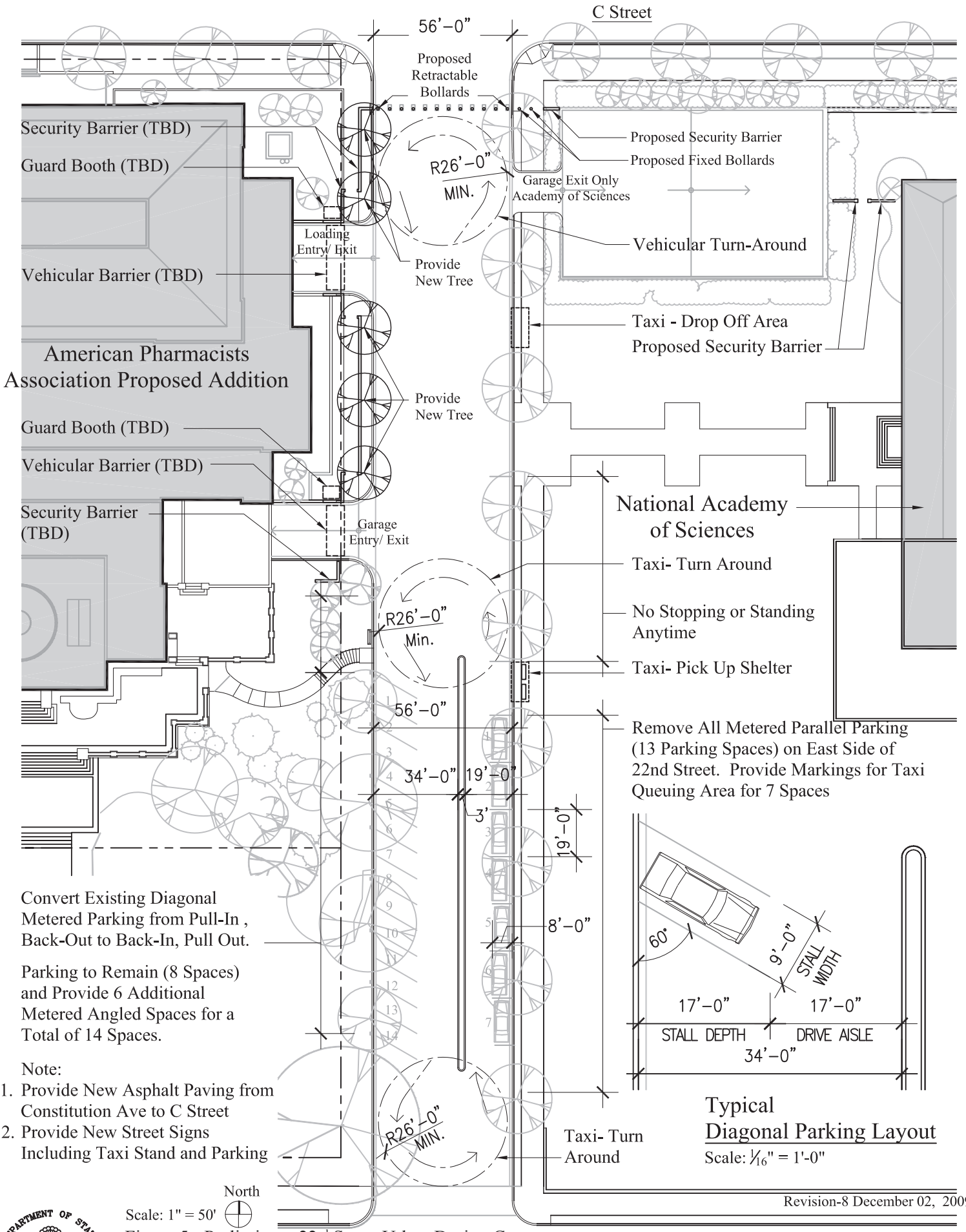
All site traffic to APhA would remain the same. The main APhA garage driveway and loading dock that serves the APhA Building are oriented to 22nd Street, NW between C Street, NW and Constitution Avenue, NW. Under a separate action, the installation of retractable barriers and security guard booths has been proposed for the APhA Building at these locations. The APhA driveway on 23rd Street, NW would remain an emergency exit only and also has been proposed for a retractable barrier and guard booth. An evaluation of the service time to process entering vehicles would be provided with

respect to the 22nd Street, NW operational evaluation discussed above under a separate EA for the new APhA facility. The proposed improvements at APhA include three possible security perimeter alternatives as summarized below:

> No Action Alternative includes the location of a 30" high security wall in a location along 23rd Street, NW that was previously approved by NCPC in 2005, but has not been constructed.
>
> Alternative 1 includes the 23rd Street, NW wall shown in the No Action option, but also includes new guard booths and vehicle barriers at the two garage entrances one on 22nd Street, NW, and 23rd Street, NW, and the loading dock on 22nd Street, NW. In addition, this alternative shows a new 30" wall along the APhA property line on 22nd Street, NW.
>
> Alternative 2 locates the 23rd Street, NW wall on the NPS western property line, and relocates the sidewalk to the west of the new wall. On 22nd Street, NW, the wall is located on the eastern edge of the existing sidewalk. The locations of the guard booths and vehicle barriers remain as shown for Alternative 1.
>
> Alternative 3 locates the new 23rd Street, NW wall 24" east of the existing curb line and the 22nd Street, NW wall 24" west of the existing curb line. The location of the guard booths and vehicle barriers would be the same as those described in the other two action alternatives.

Note that each of these alternatives includes new guard booths and barriers that are consistent among all of the options and are reflected in this study. The planned lane use and traffic control associated with these improvements are shown in Figure 7 – Revised 22nd Street Future Urban Design Concept.

Future peak hour levels of service were estimated at the existing intersections on 22nd Street, NW between Constitution Avenue, NW and C Street, NW based on the modified lane use and traffic volumes shown in Figure 5 – Preliminary 22nd Street Urban Design Concept, Figure 6 – Modified Future Forecasts and Figure 7 – Revised 22nd Street Urban Design Concept and the Highway Capacity Manual methodology (Synchro version 7). The results are summarized in Table 1.



Revision-8 December 02, 2009

Figure 5 - Preliminary 22nd Street Urban Design Concept

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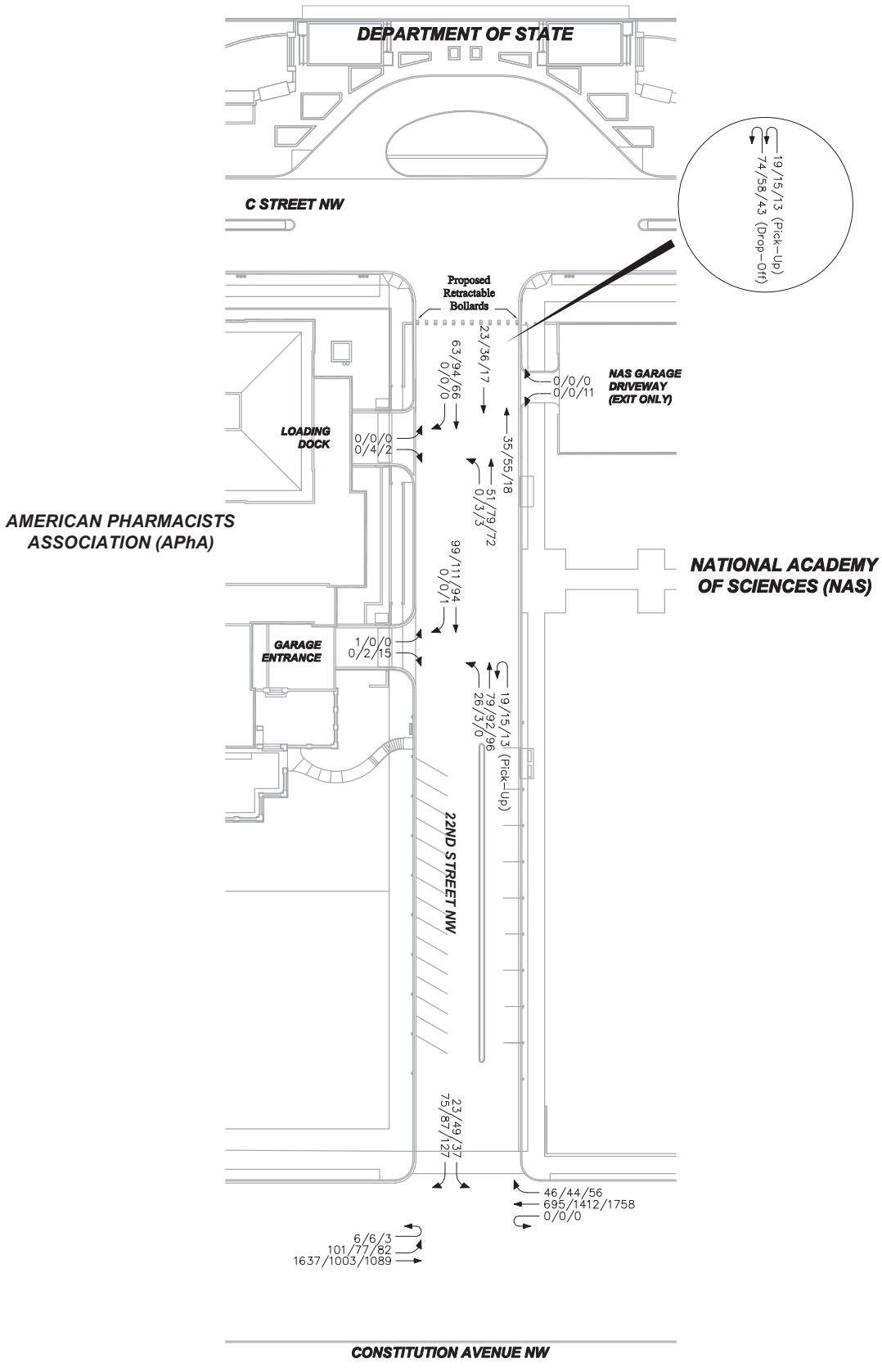
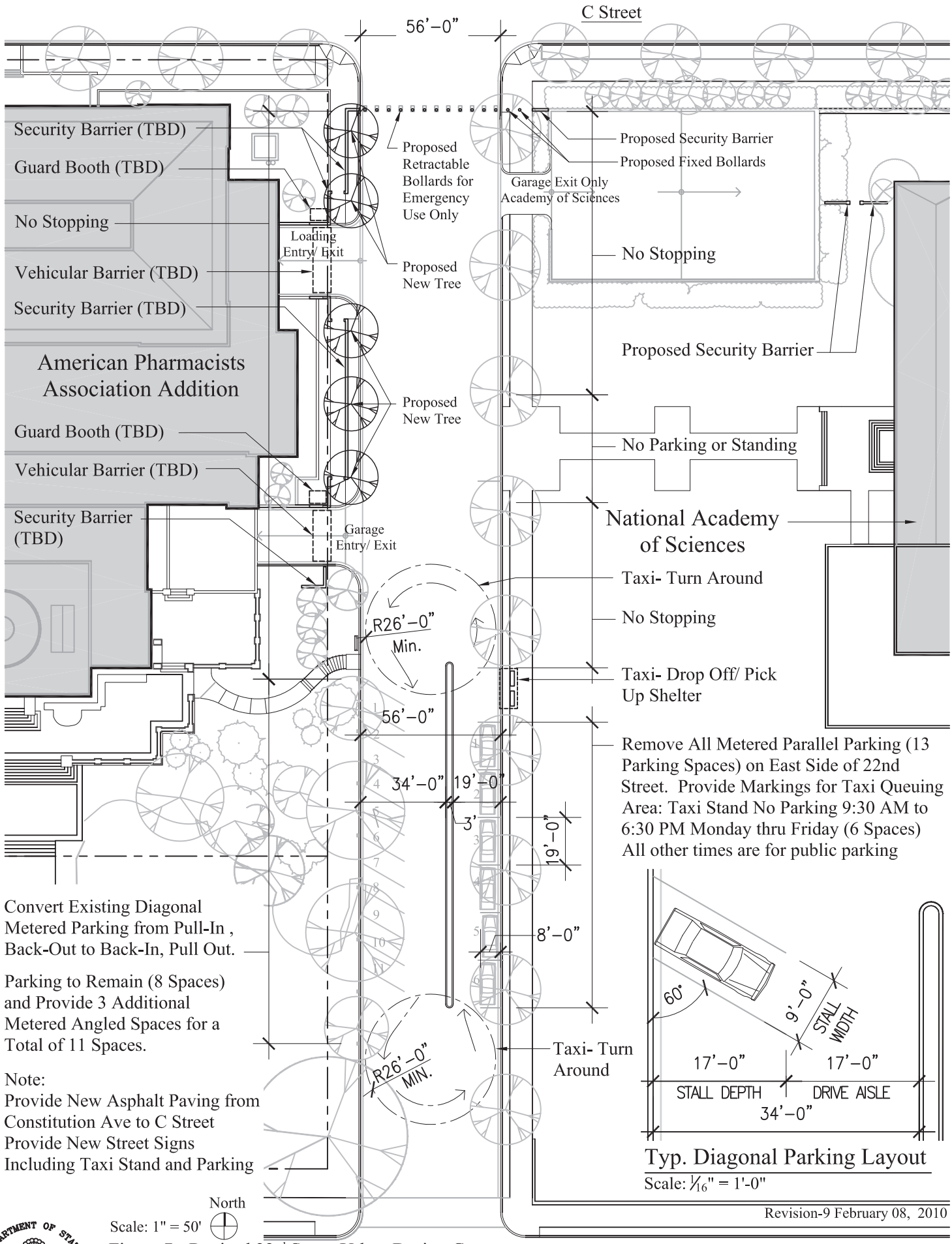


Figure 6: Modified Future Forecasts

AM PEAK HOUR
MIDDAY PEAK HOUR
PM PEAK HOUR
000/000/000

North



Revision-9 February 08, 2010

Figure 7 - Revised 22nd Street Urban Design Concept

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TABLE 1: LEVEL OF SERVICE SUMMARY

Department of State - 22nd Street EA Addendum [1] [2] [3]

Intersection	Traffic Control	Lane Group	Existing Conditions						Future Conditions						Difference					
			Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)		Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)		Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. 22nd Street NW/ Constitution Avenue NW	Signal	EBLT	1,794	1,175	B (10.5)	B (10.6)	0.60	0.45	1,744	1,174	A (9.9)	B (10.6)	0.56	0.45	(50)	(1)	(0.6)	0.0	(0.04)	0.00
		WBTR	763	1,814	C (20.3)	C (25.1)	0.41	0.83	741	1,814	C (20.2)	C (25.1)	0.40	0.83	(22)	0	(0.1)	0.0	(0.01)	0.00
		SBL	24	47	B (28.0)	C (25.6)	0.06	0.10	23	37	B (28.0)	C (25.3)	0.05	0.08	(1)	(10)	0.0	(0.3)	(0.01)	(0.02)
		SBR	77	161	B (13.5)	C (20.5)	0.05	0.27	75	127	B (13.5)	B (19.8)	0.05	0.21	(2)	(34)	0.0	(0.7)	0.00	(0.06)
		Overall	**2,658**	**3,197**	**B (13.5)**	**B (19.6)**	**0.43**	**0.57**	**2,583**	**3,152**	**B (13.1)**	**B (19.5)**	**0.40**	**0.55**	**(75)**	**(45)**	**(0.4)**	**(0.1)**	**(0.03)**	**(0.02)**
2. 22nd Street NW/ American Pharmacists Association (APhA) Garage Entrance	STOP	EBLR[4]	1	15	B [10.9]	A [9.2]	0.00	0.02	1	15	C [18.2]	C [15.9]	0.00	0.05	0	0	7.3	6.7	0.00	0.03
		WBL (U-turn)	N/A	N/A	N/A	N/A	N/A	N/A	19	13	B [11.0]	B [10.4]	0.03	0.02	N/A	N/A	N/A	N/A	N/A	N/A
		NBL[4]	N/A	N/A	N/A	N/A	N/A	N/A	26	0	C [15.6]	B [14.8]	0.08	0.00	0	0	14.3	14.8	0.06	0.00
Future Conditions:		NBLT/NBT	177	97	A [1.3]	A [0.0]	0.02	0.00	79	96	A [0.0]	A [0.0]	0.05	0.06	(72)	(1)	(1.3)	0.0	0.03	0.06
Gated Access to APhA Garage		SBTR	115	152	A [0.0]	A [0.0]	0.07	0.10	99	95	A [0.0]	A [0.0]	0.06	0.06	(16)	(57)	0.0	0.0	(0.01)	(0.04)
Storage Space for Northbound Left-Turns																				
Pass-by Lane for Northbound Through Movements																				
Taxi U-Turns at Intersection																				
3. 22nd Street NW/ National Academy of Sciences (NAS) Driveway	STOP	WBL	0	11	A [0.0]	B [10.1]	0.00	0.02	0	11	A [0.0]	A [9.7]	0.00	0.02	0	0	0.0	(0.4)	0.00	0.00
		NBTR	107	19	A [0.0]	A [0.0]	0.07	0.01	35	18	A [0.0]	A [0.0]	0.02	0.01	(72)	(1)	0.0	0.0	(0.05)	0.00
		SBLT	45	74	A [0.0]	A [0.0]	0.00	0.00	23	17	A [0.0]	A [0.0]	0.00	0.00	(22)	(57)	0.0	0.0	0.00	0.00
4. 22nd Street NW/ C Street NW (Gated Entrance)	STOP	NBT	72	1	C [17.6]	B [14.9]	0.22	0.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		SBT	3	44	B [15.0]	C [16.4]	0.01	0.13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:
(1) Analysis performed using Synchro software, version 7.
(2) Values in parentheses, ( ), represent signalized delay in seconds.
(3) Values in brackets, [ ], represent unsignalized delay in seconds.
(4) Delay analysis at future gate calibrated based on field observations of the 22nd Street /C Street gated entry.

The overall results are similar to those discussed under existing conditions, with slight reductions in overall delays at nearly all of the study intersections, since access to C Street would be permanently closed. Traffic using this entry/exit point destined for the DoS would use other DoS site entrances located at the intersections of 23rd Street, NW/C Street, NW, 21st Street, NW/C Street, NW, and 23rd Street, NW/D Street, NW. The queuing and progression comments, as provided under existing conditions, apply to the Constitution Avenue, NW /22nd Street, NW intersection. The design of 22nd Street, NW, which incorporates the relocation of the taxi pick-up/drop-off area to the south and the conversion of the DoS driveway from 22nd Street, NW/C Street, NW intersection to "emergency only", would reduce vehicle trips in the vicinity of the NAS 22nd driveway from conditions observed today. The planned gated access to the APhA garage would increase delays at this driveway, but are expected to remain within acceptable levels, with all movements operating at LOS "C" or better during the AM and PM peak hours.

The Preliminary 22nd Street Urban Design Concept (Figure 5), produced in December 2009, was evaluated under the December 4, 2009 study for 22nd Street, NW based on the extensive data collection, field observations, permanent closure of C Street, NW, and the design concept provided by KCCT. Subsequent to the review of the December 4, 2009 study, the Revised 22nd Street Urban Design Concept (Figure 7) was developed in February 2010 and incorporated additional comments received from APhA and NAS. The elements of this plan include the following:

1. Permanently restrict vehicular access to C Street, NW with the installation of retractable bollards for emergency use only and for an occasional visit by a high level VIP. Maintain pedestrian and bicycle access.
2. Retain the current lane configuration, signalization, traffic control, and pedestrian/bicycle facilities at the Constitution Avenue, NW /22nd Street, NW intersection.
3. Install a three-foot wide, 140 foot long raised median on 22nd Street, NW, beginning approximately 90 feet north of Constitution Avenue to separate traffic movements and eliminate double parking in the northbound direction. The median would be terminated south of the APhA garage driveway to allow for through vehicles to bypass APhA traffic entering the garage.
4. Remove all of the existing 13 parallel metered parking spaces on the east side of 22nd Street, NW. Designate six (6) spaces for a taxi queuing area in the vicinity of the median and a taxi drop-off area to south of the NAS parking garage exit.
5. Provide a taxi pick-up shelter on the east side of 22nd Street, NW just north of the taxi queuing area.
6. Install a retractable barrier and guard booth at the existing APhA loading dock and garage driveway on the west side of 22nd Street, NW.
7. Designate the curb lane between the APhA loading dock and garage entrance for short-term loading only. The DoS/APhA security would manage the loading activities and enforce the use of the loading area.
8. Convert existing angled pull-in parking on the west side of 22nd Street, NW to back-in operation and increase the number of existing metered spaces from eight (8) to 11 spaces. These are located to the south of the APhA garage driveway.

9. Maintain the existing 56-foot width of 22nd Street, NW that allows for taxi turn around areas just north of Constitution Avenue, NW, south of the APhA garage entrance, and at C Street, NW. These areas would allow vehicles to drop-off and pick-up passengers more efficiently.

These elements are anticipated to increase the efficiency of vehicle maneuvers, reduce vehicle and pedestrian conflicts, and improve overall operations along 22nd Street, NW. The success of these elements depends on the enforcement of the no parking areas in order to achieve the overall goals of the plan, improve operations, and reduce driver confusion.

The service vehicle maneuvering diagrams associated with the concept design for 22nd Street are provided in Appendix B.

All of the intersections within the study area currently operate at acceptable levels of service during both the AM and PM peak commuter periods. This includes the signalized Constitution Avenue, NW /22nd Street, NW intersection and the unsignalized driveways on 22nd Street, NW. Field observations indicate that, though traffic along Constitution Avenue, NW is regulated by the progression of traffic, the system of signalized intersections are limited during periods when excessive queuing occurs, resulting in longer delay times than those reported in this study.

Field observations indicate that several vehicle conflicts occur along 22nd Street, NW due to the drop-off and pick-up activity that is exacerbated by illegally parked and double-parked vehicles that inhibit the ability of motorists to turn around in a single maneuver and increase overall delays. Further, although motorists that travel on 22nd Street, NW expect conflicts to occur, delays caused by illegally parked vehicles create confusion and driver frustration.

The permanent closure of C Street, NW to vehicular traffic would have a minimal impact on vehicle delays at the intersections and driveways on 22nd Street, NW, and would slightly reduce these delays since traffic destined for the Department of State would utilize other driveways to access the site.

The proposed operations plan that includes a median on 22nd Street, NW, designated taxi drop-off and pick-up areas, conversion of angled parking, and provision of turnaround areas would significantly improve traffic operations and reduce vehicle conflicts on 22nd Street, NW. The success of these improvements and modifications depend on the enforcement of the "No Parking" areas in order to achieve the overall goals of the plan, improve operations, and reduce driver confusion.

Levels of Service

<u>E Street Expressway Off-Ramp to D Street NW/Virginia Avenue NW</u>
As shown in the October 6, 2006 transportation impact study, the stop controlled movement at the D Street, NW/Virginia Avenue, NW intersection near the E Street

Expressway off-ramp would begin to operate at capacity LOS "F" during the AM peak hour under the No Build Alternative. The stop controlled movement would improve to an acceptable LOS "A" under the Build Alternative, when the median break closes on Virginia Avenue, NW and the D Street, NW approach becomes a right-turn only. All other intersections would theoretically continue to operate at acceptable LOS "D" or better during both the AM and PM peak hours.

22nd Street NW

As shown in the December 4, 2009 transportation addendum, all of the intersections within the study area would operate at acceptable levels of service during both the AM and PM commuter peaks. This includes the signalized Constitution Avenue, NW/22nd Street, NW intersection and the unsignalized driveways on 22nd Street, NW. Field observations indicate that through traffic along Constitution Avenue, NW is regulated by the progression of traffic through the system of signalized intersections and are limited during periods when excessive queuing occurs, resulting in longer delay times than those reported in this study.

Delays

E Street Expressway Off-Ramp to D Street, NW /Virginia Avenue, NW

As shown in the October 6, 2006 transportation impact study, creating a fifth leg at the Virginia Avenue, NW /E Street, NW intersection to accommodate E Street Expressway off-ramp traffic bound northwest on Virginia Avenue, NW would introduce a third signal phase and change the overall intersection LOS from an acceptable "A" to an acceptable "C" during the AM peak hour, and from an acceptable "B" to an acceptable "C" during the PM peak hour. Based on industry standards a LOS of "D" or better would not require mitigation.

Department of State traffic (i.e., shuttles, employees, security, etc.) that currently merges onto the E Street Expressway (eastbound) off-ramp, oriented to westbound E Street, NW, or proceeds on D Street, NW to turn left on Virginia Avenue, NW intersection would now be required to turn right on Virginia Avenue, NW and re-route to the E Street, NW /Virginia Avenue, NW via consecutive left-turns on 20th Street, NW and E Street, NW (westbound) under the Build Alternative. This would extend trips, in both time and distance traveled, for Department of State traffic oriented to those directions. Based on existing traffic counts, this would affect approximately 12 and 15 Department of State trips during the AM and PM peak hours, respectively. The reconfiguration of the intersection creates the change in delay, not the Department of State traffic.

22nd Street NW

As shown in the December 4, 2009 transportation addendum, the permanent closure of C Street, NW to vehicular traffic would have a minimal impact to vehicle delays at the intersections and driveways on 22nd Street, NW, and would slightly reduce these delays since traffic destined for the Harry S Truman Building would utilize other driveways to access the site.

Queues

E Street Expressway Off-Ramp to D Street, NW /Virginia Avenue, NW

The queues noted in the October 6, 2006 study for the E Street, NW (Eastbound)/20th Street intersection would become slightly worse in the future due to the additional traffic that would be generated by other approved projects and ambient traffic growth. Queues of less than 100 feet (or four car lengths) are projected on the proposed new fifth leg at the Virginia Avenue, NW/E Street, NW intersection. Queues on this new leg are not expected to back up onto the E Street Expressway. Queues on westbound E Street, NW, and in both directions on Virginia Avenue, NW, would increase slightly. The proposed ramp reconfiguration would have no significant impact on queues elsewhere on the local street network. Removal of a single travel lane on the south side of Virginia Avenue, NW from E Street, NW to 20th Street, NW would increase the queue during the AM peak hour at the Virginia Avenue, NW/21st Street, NW intersection on the Virginia Avenue, NW (southbound) approach. Optimizing the signal timings by allocating a minimum of five seconds of green time from 21st Street, NW to the Virginia Avenue, NW mainline would significantly improve the vehicle queue (Wells, 2006).

22nd Street NW

The permanent closure of the C Street and 22nd Street, NW intersection to all traffic, using "emergency bollards", would reduce vehicular traffic and conflicts on 22nd Street, NW. The excessive queues along Constitution Avenue, NW would remain as a result of the progression of traffic through the system of signalized intersections.

Short-Term Construction Impacts

In order to accommodate the short-term impacts, a Traffic Control Plan (TCP) would be required by DDOT to depict maintenance of traffic during all phases of construction. In addition, both Interim and Ultimate Traffic Signal Modification Plans are needed at the E Street, NW/Virginia Avenue, NW intersection since an additional approach would be constructed as part of the geometric reconfiguration process. Since a new traffic pattern would be introduced along the E Street Expressway off-ramp to Virginia Avenue, NW, a Signing and Pavement Marking Plan would be required to depict the revised traffic control devices needed in conjunction with the reconfiguration (Wells, 2006).

Parking

Implementation of the Build Alternative would decrease the number of parking spaces in front of the APhA Building, on C Street, NW, between 21st and 23rd Streets, from 18 spaces to six spaces, and in front of the NAS Building, from 14 spaces to six spaces. Six new parking spaces would be added in front of the Department of State. All parking spaces would be available for use only by official Department of State and NAS vehicles. Existing parking spaces on C Street, NW between 21st and 23rd Streets are not currently used by the public and therefore, would not affect the availability of public parking on C Street, NW. The Build Alternative does not designate creating new metered parking spaces or public parking spaces, due to security concerns, and not public parking space.

The Revised 22nd Street Design Concept proposes the removal of all 13 metered, parallel parking spaces on the east side of 22nd Street, NW and the retention of all 8 metered, parallel parking spaces on the west side of 22nd Street, NW. Eleven additional metered, parallel parking spaces would be designated on the west side of 22nd Street, NW; however, the parking orientation would be adjusted from pull-in to back-in parking. Additionally, this alternative would designate seven parking spaces on the east side of 22nd Street, NW for taxis. The proposed hydraulic bollards at the intersection of 22nd and C Streets, NW would replace the existing temporary guard booth and delta barriers to eliminate the daily access between C Street, NW and 22nd Street, NW, but would not impact parking.

Metered spaces on the site are available to the public on a first come, first served basis, and would likely not consistently be used by full time DoS employees. Instead, members of the general public visiting the Harry S Truman Building, sites along Constitution Avenue, NW, and adjacent office locations would likely use these spaces. C Street, NW is the only street on the site with the potential for metered parking spaces, and the loss of spaces along C Street, NW could represent a loss of parking spaces within the immediate area of the site and a potential loss of revenue for DDOT. DoS is currently in discussion with DDOT regarding strategies to mitigate these losses. The number of employees driving to work is not expected to increase or decrease (KCCT, 2006). All of these impacts may have a moderate, long-term affect on the site area.

Public Transit

The planned security elements would not preclude or disrupt existing Washington Metropolitan Area Transit Authority bus routes, as operated today.

Pedestrian Mobility

Pedestrian travel along all sidewalks around the building would be much more inviting and friendly, as the temporary hodgepodge of unsightly temporary precast planters and planters would be replaced by more integrated landscaping and architectural elements. Pedestrian travel safety would be enhanced at street intersections through continued provision of crosswalks that would be free from vehicles waiting at guard stations. Pedestrian access at street corners would allow easy access from the street to the pavement area by placing bollards and walls further back from the corner sidewalk area. Pedestrian travel in an emergency (through the barrier railings to allow movement away from the building) would be provided with breakaway horizontal rails. Pedestrian travel along D Street, NW and Virginia Avenue, NW would be more convenient and safe (Concept Submission, 2004).

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Implementation of the No Build Alternative could result in long-term, minor, adverse impacts, due to the lack of sidewalk improvements, improvements to 22nd Street, NW, and potential long-term benefits associated with the improvements to the E Street

Expressway. Under the No Build Alternative, no physical changes to current transportation patterns, both pedestrian and vehicular, would take place, and operations would continue as they do currently. There would be no additional lanes of traffic, no permanent closure of any streets or lanes of traffic, no improvements to the E Street Expressway, no improvements to 22nd Street, NW, no removal of public parking and no sidewalk improvements.

MITIGATION

The re-configuration of the E Street Expressway Off-Ramp the Virginia Avenue, NW/E Street, NW intersection would result in a redistribution of traffic that would move 350 to 960 peak hour vehicles away from the north side of the Harry S Truman Building, mitigating traffic in the direct vicinity of the Harry S Truman Building. Creating a fifth leg at the Virginia Avenue, NW /E Street, NW intersection and introducing a third signal phase would maintain an overall acceptable level of service. In addition, closing the median break on Virginia Avenue, NW at D Street, NW would improve the level of service at this location to acceptable levels. Removal of a single travel lane on the south side of Virginia Avenue, NW from E Street, NW to 20th Street, NW would increase the vehicle queue during the AM peak hour at the Virginia Avenue, NW (southbound) approach. Optimizing the signal timings at the Virginia Avenue, NW/21st Street, NW intersection would reduce potential southbound queues on Virginia Avenue, NW during the AM peak hour, while maintaining acceptable levels of service. The sidewalk improvements could enhance pedestrian travel as a form of transportation, mitigating the loss of parking by advocating use of public transit and foot traffic. The Department of State would work with DDOT's Public Space Management division to determine strategies for mitigating a loss of parking.

In an effort to mitigate any impact of C Street, NW restrictions, a joint agency conceptual option and transportation study for improving traffic on 22nd Street, NW was developed and presented to DDOT. The plan takes into account single traffic lanes on 22nd Street, NW, separated by a center median to eliminate double parking and improved traffic flow. It was decided by all three agencies in March 2010 that further discussion regarding enforcement of traffic on 22nd Street would take place after the 22nd Street improvements are implemented. Additionally, DoS would continue to provide NAS with access to C Street, as it does today.

3.1.2 PUBLIC SAFETY

AFFECTED ENVIRONMENT

Security

Visitors to the Department of State enter through temporary screening facilities located outside the entry lobbies to the Harry S Truman Building and the Marshall Wing. These facilities house screening equipment including x-ray machines. Currently there are four temporary screening facilities located at the Marshall Wing entrance on 21st Street, the

Jogger's entrance on 21st Street, the Harry S Truman Building main entrance on C Street, and the Harry S Truman Building entrance on 23rd Street. Excess security measures inside the building have made the entrance cluttered and inhibitory in the case of an emergency. Safety measures require all visitors to be checked twice inside the building. In times of high alert, additional screening takes place outside the building in makeshift guard stations.

The Department of State perimeter is secured by guards, temporary precast planters, retractable gates, and vehicles. C Street is closed to all traffic, except Department of State traffic and vehicles using the NAS dock, by the checkpoints at 21st, 22nd, and 23rd Streets. D Street is closed to all traffic, except Department of State traffic, between 23rd Street and the D Street/Virginia Avenue off-ramp. Guards, barricades, and the truck checkpoint control access to the parking garage/loading dock driveway on 21st Street. There are guard booths at the intersections of C and 21st/23rd Streets, in addition to the guard booth at the underground parking entrance (Wells, 2006).

Existing Emergency Response

The Harry S Truman Building lies within PSA 207 of the Second District of the Metropolitan Police Department. This district also includes the Federal Reserve, surrounding parks, NAS and APhA. The Federal Reserve Eccles and Martin Buildings have their agency's security forces for the Federal Reserve lots on 21st and C Streets, and Constitution and Virginia Avenues. Diplomatic Security is a federal law enforcement agency under the Police Coordination Act (Metropolitan Police Department, 2005). The closest emergency medical service (EMS) and fire department facilities are Ambulance 23, located at 2119 G Street NW, and Truck Company 1, located at 2225 M Street NW. George Washington Medical Hospital is also nearby (DC Fire and Emergency Medical Services, 2006).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, long-term, beneficial impacts on the site's public safety are expected by improving the safety of building occupants. A variety of security enhancements included in the proposed action is described in section 2.0 of this document. Emergency medical services and fire engine routes are not expected to be altered from transportation changes. All new barriers would allow emergency vehicles, such as fire engines, to access the building perimeter. An increased strain on the Metropolitan Police Department is not expected.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, safety would continue as is, which would result in long-term, minor, adverse impacts. Implementing the No Build Alternative would result in the maintenance of existing safety features, including the temporary precast planters around the perimeter of the building, which, alone, would not offset the effects of a potential blast. In the event of an attack, potential blasts in or within the vicinity of the building

would have a more severe affect on the building and the surrounding area than if the improvements are made.

MITIGATION

Access to C Street would be restricted due to security improvements; however, in the event of an emergency, the bollards along the north end of 22nd Street would be lowered to accommodate vehicular through-traffic.

3.1.3 UTILITIES

AFFECTED ENVIRONMENT

The existing utilities within C Street, between 23rd and 21st Streets, include the following: a two-foot by four-foot telecom ductbank under the north sidewalk of C Street, from 23rd to 21st Streets; an eight-inch water main along the center line of C Street, between 23rd and 21st Streets; a six-foot by seven-foot steam tunnel under the south sidewalk of C Street, extending east from the intersection of 23rd and C Streets for a distance of approximately 150 feet, at which point it runs south across the property line. In addition, one eleven-foot, three-inch box culvert combination sewer runs from approximately midway between 23rd and 21st Streets east toward 21st Street, and approximately 5 feet north of the center line of C Street.

The existing utilities within D Street, between 23rd and 21st Streets include the following: a four-inch gas line runs along D Street, just south of the north D Street curb line, from 23rd Street east toward Virginia Avenue; along the south sidewalk of D Street, a nine-way telecom ductbank runs from 23rd Street east toward Virginia Avenue; and a twelve-inch water main runs north along the center line of D Street, from 23rd Street east toward Virginia Avenue. An electric ductbank runs along the north side of D Street, from 23rd Street east to a location approximately 70 feet east of the intersection of D Street and 23rd Street, at which point it turns south and runs across the property line. In addition, there are light poles, an electric vault, fire hydrants, and other surface features along this segment of D Street, from 23rd Street east toward Virginia Avenue. These items may require field adjustments after the existing D Street pavement is removed and new landscape/hardscape improvements are installed.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, minor, adverse impacts from relocation of some original curb lines, stormwater drains, street lights, hydrants and manholes.

Phases I and II of this project relate to moving curb lines toward the center of the road in order to decrease the space available for entry into each road. The movement of these curb lines closer to each other does not affect underground utility lines, only surface features. Hence, streetlights would need to be relocated so that they are situated adjacent

to the new curb line. In addition, some hydrants need to be moved. In some instances, the tops of manhole covers would need to be raised when the existing manhole cover, which is currently in the roadway, is relocated to a sidewalk area due to the movement of the curb line. All potential utility relocations should be discussed with the District of Columbia prior to construction.

Listed below is a summary of the effects on existing utilities of the perimeter security improvements.

23rd Street and C Street Intersection: The curb lines along the north and south sides of C Street would be moved in closer to the centerline of C Street in order to minimize the width of entry into C Street from 23rd Street. At the north curb at the intersection of 23rd and C Streets, one (1) fire hydrant would have to be moved to the south in order to be closer to the new curb line.

C Street Curbs between 23rd Street and 21st Street: Along the new south curb line of C Street, five (5) street lights would have to be moved to the north in order to be adjacent to the new curb location. All other utility covers in the existing south sidewalk along C Street would not require relocation or adjustment. Along the new north curb line, one existing street light would have to be moved to the south in order to be adjacent to the new curb.

21st Street and C Street Intersection: The curb lines along the north and south sides of C Street would be moved in closer to the centerline of C Street in order to minimize the width of entry into C Street from 21st Street. At the north curb at the intersection of 21st and C Streets, one curb inlet would have to be moved to the south in order to be closer to the new curb line. At the south curb at the intersection of 21st and C Streets, one curb inlet would have to be moved to the north in order to be closer to the new curb line.

23rd Street and C Street Intersection: The D Street entrance at 23rd Street would be moved to the north about 40 feet from its existing location. This new location of D Street would run east about 70 feet, at which point it would turn to the southeast and run until it intersects with the existing D Street. The existing D Street, from its intersection with 23rd Street to a distance of 70 feet +/-, would be removed along with associated curb and gutter.

D Street Existing Curbs from Intersection with 23rd Street to a Distance 70 Feet to the East: Along the south existing curb line, eight (8) street lights would have to be relocated. In addition, two (2) fire hydrants would have to be relocated. No utilities would need to be relocated along the existing north curb line.

D Street Curbs from 23rd Street to a Distance 70 Feet to the East: The new location of the curbs would not warrant any utility relocations or removals. However, the new pavement between the north and south curb lines would necessitate the removal of three (3) light poles and the resetting of the cover on one (1) electrical manhole.

22nd Street: At this time, the design for 22nd Street would not warrant any utility relocations or removals since there are no anticipated changes to the curbs. The median at the south half of 22nd Street would be located at the crown of the street and is not anticipated to affect drainage.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on utilities would be negligible.

3.1.4 COMMUNITY FACILITIES

AFFECTED ENVIRONMENT

There are no churches, schools, community public health centers within the vicinity of the project.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on community facilities would be negligible.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on community facilities would be negligible.

3.2 CULTURAL RESOURCES

As required under 36 CFR § 800.3, the Department of State has conducted consultation on the potential effects of the Harry S Truman Building Perimeter Security Improvements Concept Plan on historic resources, beginning with a meeting on August 4, 2004, DoS, the lead agency for Section 106 review, and the District of Columbia State Historic Preservation Office (DCSHPO), the Advisory Council on Historic Preservation, and the National Capital Planning Commission. At this meeting two areas of potential effects, primary and secondary, were identified. (See Figure 7) On the same date, the DCSHPO, ACHP, and NCPC concurred with an evaluation by DoS and the General Services Administration (GSA) that proposed alterations, especially the removal of the building's original entrance canopies, had potential adverse effects on the Harry S Truman Building. DoS and GSA formally initiated Section 106 consultation for the project in letters to DCSHPO and ACHP dated October 16, 2004.

Under § 800.3(e), all federal agencies are required to involve the public in the Section 106 process. Consultation is defined as the process of seeking, discussing, and considering the views of other participants regarding the proposed project and its potential to have an effect on historic resources. DoS and GSA conducted several meetings with interested parties while the perimeter security plan was being prepared. In addition to the DCSHPO, ACHP, and NCPC, these consulting parties included CFA, NPS, NAS, APhA, the Committee of 100 on the Federal City, the DC Preservation League, ANC 2A, and the National Coalition to Save Our Mall.

As consultation continued, the scope of the undertaking evolved to include alterations to 22nd Street, N.W., and minor construction on the property of NAS. Section 106 consultation was reinitiated on January 22, 2010 to reflect these changes to the undertaking. Security construction associated with the addition to the APhA Building also emerged as a related, though separate undertaking. As a result of these issues, NAS and APhA were invited to be signatories to the programmatic agreement (PA) to be developed to conclude the Section 106 process. A PA for the undertaking has been drafted based on models suggested by DCSHPO, ACHP, and NCPC, and other consulting parties. Further Section 106 meetings, including review and finalization of the programmatic agreement, are planned to present the alterations on 22nd Street and to conclude the programmatic agreement.

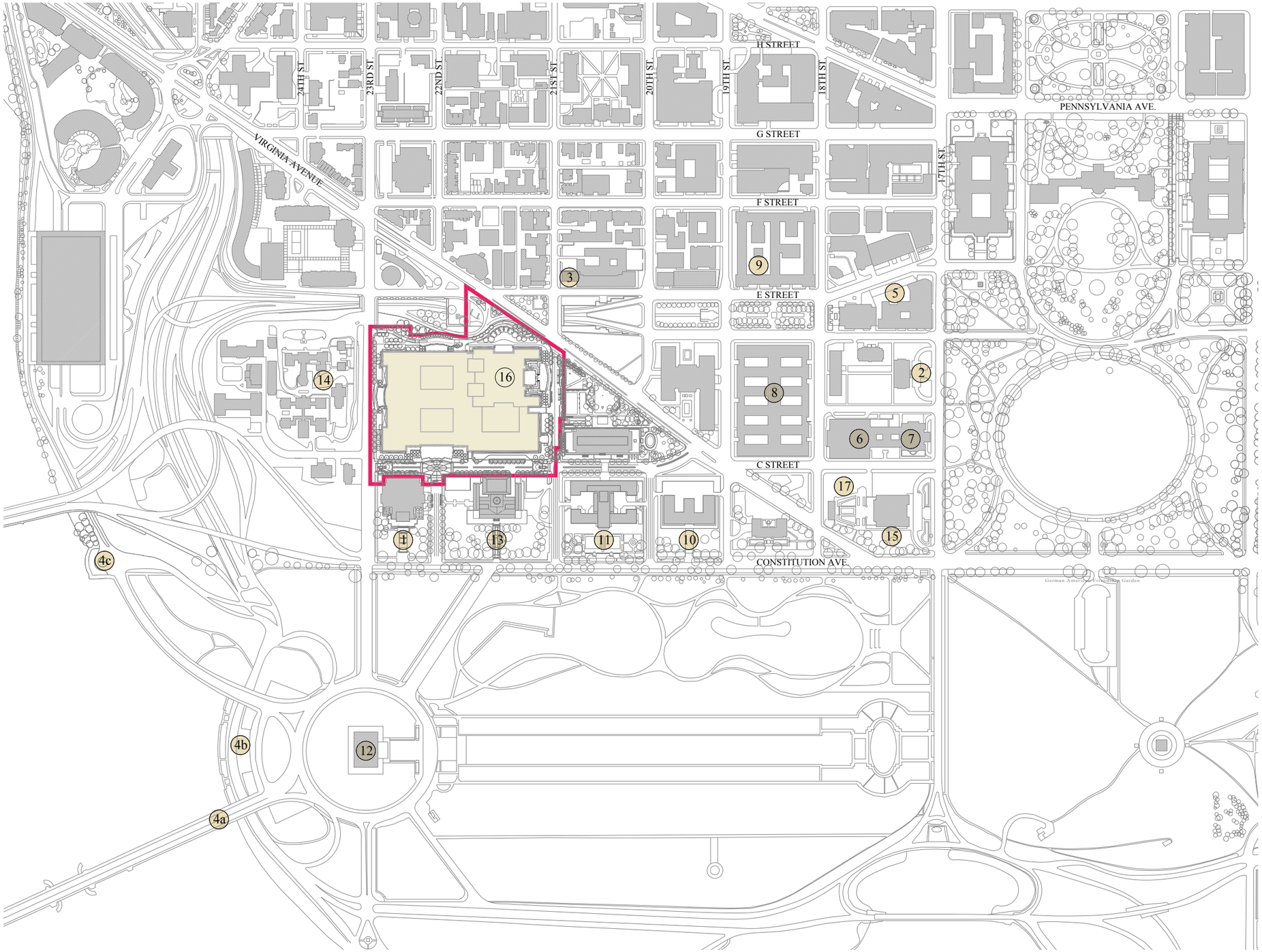
3.2.1 HISTORIC RESOURCES

AFFECTED ENVIRONMENT

A review was completed of historical materials provided by the Department of State and the DCSHPO, as well as published information, National Register of Historic Places documentation, and Historic American Buildings Survey records, to identify historic resources in the areas of potential effects.

The primary and secondary areas of potential effect (APEs) include eight *individually* landmarked properties or *individual* properties determined potentially eligible for landmark designation (Figures 8):

1. American Institute of Pharmacy, 2215 Constitution Avenue, N.W. – D.C. Inventory of Historic Sites, January 21, 1977; National Register of Historic Places, August 18, 1977
2. American Red Cross, D.C. Chapter House, 2025 E Street, N.W. – D.C. Inventory of Historic Sites, October 24, 1996
3. Department of the Interior, South Building (Public Health Service), 1951 Constitution Avenue, N.W. – D.C. Inventory of Historic Sites, April 26, 2007; National Register of Historic Places, July 5, 2007
4. Federal Reserve Board (Eccles Building), Constitution Avenue between 20th and 21st Streets, N.W. – D.C. Inventory of Historic Sites, November 8, 1964
5. Lincoln Memorial (including Lincoln statue), West Potomac Park – D.C. Inventory of Historic Sites, November 8, 1964; National Register of Historic Places, October 15, 1966 (documented March 24, 1981)
6. National Academy of Sciences, 2101 Constitution Avenue, N.W. – D.C. Inventory of Historic Sites, November 8, 1964; National Register of Historic Places, March 15, 1974
7. Old Naval Observatory, 23rd and E Streets, N.W. – DC Inventory of Historic Sites, November 8, 1964; National Historic Landmark, January 12, 1965; National Register of Historic Places, October 15, 1966
8. State Department/War Department, 21st and E Streets, N.W. – determined potentially eligible for the National Register by GSA, April 23, 1992



DC District of Columbia Inventory of Historic Sites

NR National Register of Historic Places

NHL National Historic Landmark

1. American Pharmacists Association (DC, NR)
2. American National Red Cross (DC, NR, NHL)
3. American Red Cross, D.C. Chapter (DC)
4. Arlington Memorial Bridge (DC, NR)
   - a. Bridge
   - b. Watergate
   - c. Rock Creek & Potomac Parkway Terminus
5. Corcoran Gallery (DC, NR,NHL)
6. DAR Constitution Hall (DC, NR, NHL)
7. DAR Memorial Continental Hall (DC, NR, NHL)
8. New Interior Building (DC, NR)
9. Interior Department Offices/GSA (NR)
10. Interior Department South (potentially eligible)
11. Federal Reserve Board (DC)
12. Lincoln Memorial (DC, NR)
13. National Academy of Sciences (DC, NR)
14. Old Naval Observatory (DC, NR, NHL)
15. Pan American Union/Organization of American States (DC, NR)
16. State Department (War Department) (potentially eligible)
17. Van Ness House Stables (DC)

Figure 8 - Individually Listed Historic Properties

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The APEs also include 9 buildings, 1 structure, and 2 objects identified as contributing elements of designated or eligible historic districts (Figure 9):

Buildings

1. American Institute of Pharmacy, 2215 Constitution Avenue, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
2. American Red Cross, D.C. Chapter House, 2025 E Street, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
3. Department of the Interior, South Building (Public Health Service), 1951 Constitution Avenue, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
4. Federal Reserve Board, Constitution Avenue between 20th and 21st Streets, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
5. National Academy of Sciences, 2101 Constitution Avenue, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
6. Old Naval Observatory, 23rd and E Streets, N.W. – Potomac Annex Historic District, eligible for National Register, September 12, 2001
7. State Department, 21st and E Streets, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
8. War Department, 21st and E streets, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
9. Office of Personnel Management, 19th and E Streets, N.W. – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998

Structure

1. Lincoln Memorial (including Lincoln statue and grounds), West Potomac Park – East and West Potomac Parks Historic District, D.C. Inventory of Historic Sites, November 11, 1964; National Register of Historic Places, November 30, 1973 (revised November 11, 2001)

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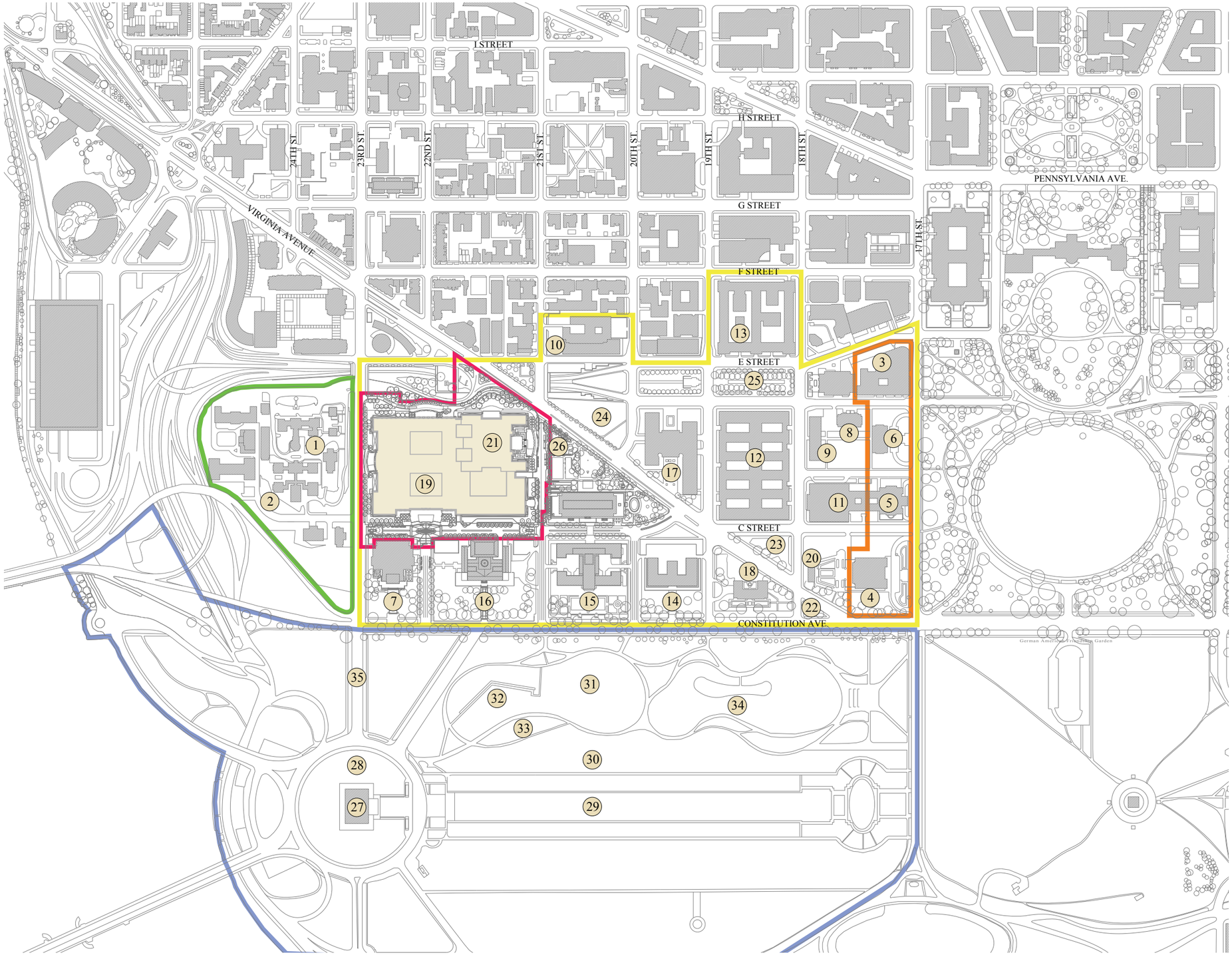

Potomac Annex Historic District

Contributing Buildings

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

Seventeenth Street Historic District

Contributing Buildings

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

Northwest Rectangle Historic District

Contributing Buildings

3. Corcoran Gallery of Art
4. Pan American Union (Organization of American States)
5. DAR Memorial Continental Hall
6. American National Red Cross
7. American Institute of Pharmacist
8. American National Red Cross Administration Building
9. American National Red Cross Office
10. American Red Cross D.C. Chapter House
11. DAR Constitution Hall
12. New Department of Interior Building
13. Old Department of Interior Building (GSA)
14. Department of Interior South
15. Federal Reserve Board
16. National Academy of Sciences
17. Office of Personnel Management
18. Pan American Union Annex
19. Department of State Extension
20. Van Ness House Stable
21. War Department

Contributing Statuary

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

Potomac Parks Historic District [partial]

Structure

27. Lincoln Memorial

Site

28. Lincoln Memorial Grounds
29. Reflecting Pool
30. Elm Trees
31. Constitution Gardens

Objects

32. Vietnam Veterans Memorial
33. Vietnam Women's Memorial
34. 56 Signers Memorial

Vistas

35. 23rd Street from Constitution Avenue

Figure 9 - Historic District Boundaries and Contributing Elements

MARCH 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements

0 100' 200' 400' 600' 1000'

NORTH

Project Boundary

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
ARCHITECTURE • PLANNING • INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

ROBINSON & ASSOCIATES - HISTORIC PRESERVATION

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Objects

1. Discus Thrower (reproduction), Virginia Avenue and 21st Street, N.W. (Reservation 105) – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998
2. General Jose de San Martin Statue, Virginia Avenue and 20th Street, N.W. (Reservation 106) – Northwest Rectangle Historic District, eligible for National Register and D.C. Inventory of Historic Sites, December 10, 1998

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

Eleven appropriations and reservations, 8 streets, and 3 vistas, shown in Figure 10, that are contributing elements of the Plan of the City of Washington landmark documentation are included within the areas of potential effects.

Major elements of the L'Enfant Plan for the City of Washington were identified for listing in the DC Inventory of Historic Sites on November 8, 1964. The major elements were designated on January 19, 1971, and the documentation was expanded on January 23, 1997. L'Enfant Plan elements became part of the National Register of Historic Places on April 24, 1997. A draft National Historic Landmark nomination for the L'Enfant Plan as modified by the McMillan Plan (prepared by Robinson & Associates, dated January 4, 2001, and currently on file at the DCSHPO) updated and expanded the National Register documentation.

Reservations

1. Original Appropriation No. 4, between 23rd and 25th Streets, N.W., south of E Street (site of Old Naval Observatory)
2. Reservation No. 102, west side of Virginia Avenue, N.W., above E Street
3. Reservation No. 103, east side of Virginia Avenue, N.W., below E Street
4. Reservation No. 104, Virginia Avenue and 21st Street, N.W., west side
5. Reservation No. 105, east side of 21st Street, N.W., below Virginia Avenue
6. Reservation No. 106, west side of 20th Street, N.W., above Virginia Avenue
7. Reservation No. 108, Virginia Avenue and C Street, N.W., west side
8. Reservation No. 332, West Potomac Park
9. Reservation No. 378, Virginia Avenue, C and 21st Streets, N.W.
10. Reservation No. 715, E Street, N.W., between 19th and 20th Streets
11. Reservation No. 720, west side of Virginia Avenue, N.W., below E Street

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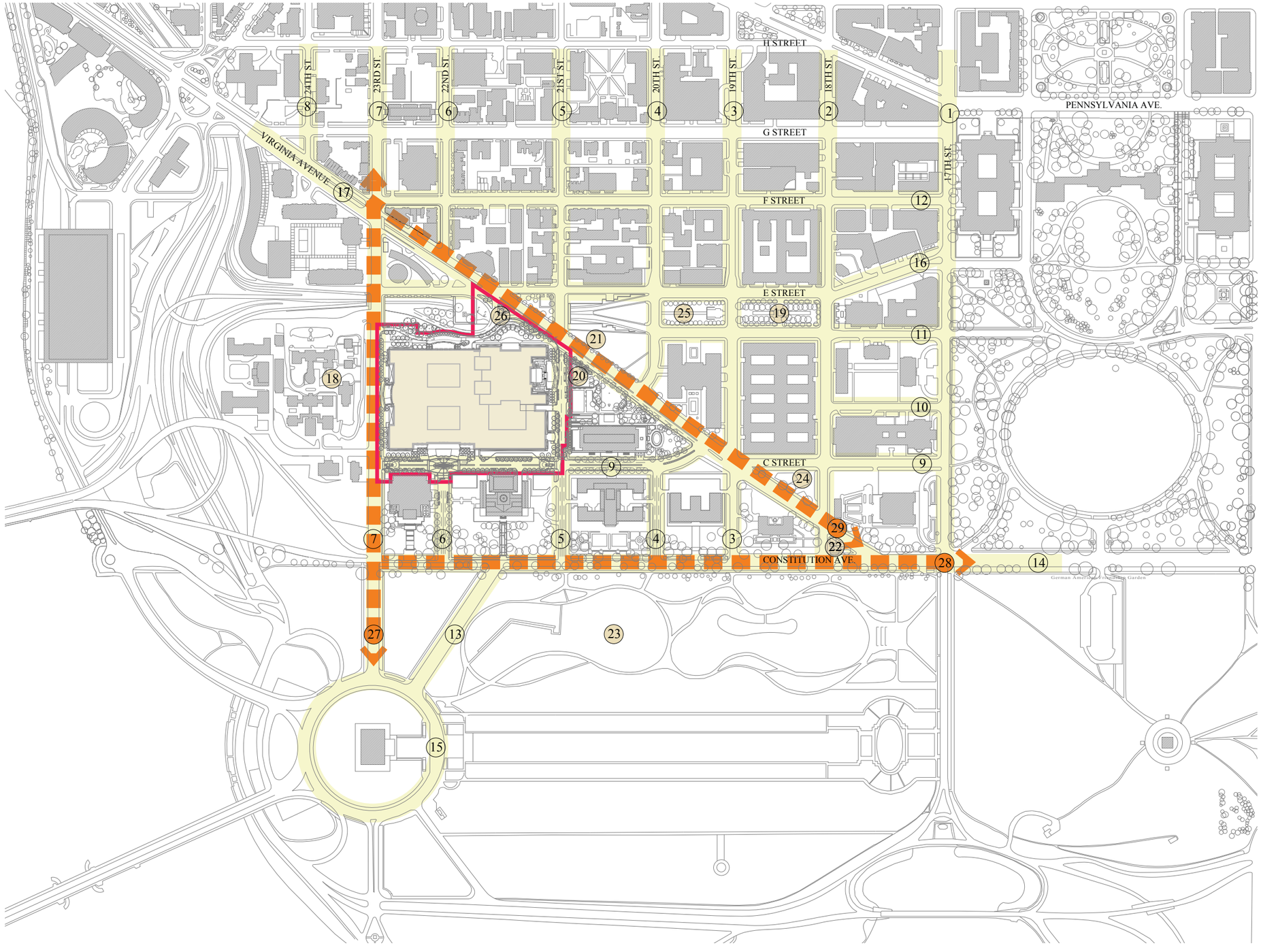

Streets

1

1. 17th
2. 18th
3. 19th
4. 20th
5. 21st
6. 22nd
7. 23rd
8. 24th
9. C Street
10. D Street
11. E Street
12. F Street
13. Henry Bacon Drive
14. Constitution Avenue
15. Lincoln Memorial Circle
16. New York Avenue
17. Virginia Avenue

Appropriations and Reservations

18. L'Enfant Original Appropriation No. 4
19. L'Enfant Reservation No. 13
20. L'Enfant Reservation No. 105
21. L'Enfant Reservation No. 106
22. L'Enfant Reservation No. 110
23. McMillan Reservation No. 332
24. McMillan Reservation No. 383
25. McMillan Reservation No. 715
26. McMillan Reservation No. 720

Vistas

28

27. 23rd Street (between Washington Circle and the Lincoln Memorial)
28. Constitution Avenue
29. Virginia Avenue (to Washington Monument)

Figure 10 - Plan of the City of Washington, D.C. National Register Documentation Contributing Streets, Reservations, Appropriations and Vistas

MARCH 2010

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Streets

1. 20th Street, N.W.
2. 21st Street, N.W.
3. 22nd Street, N.W.
4. 23rd Street, N.W.
5. C Street, N.W.
6. E Street, N.W.
7. Constitution Avenue, N.W.
8. Virginia Avenue, N.W.

Views and Vistas

1. Constitution Avenue, N.W.
2. Virginia Avenue, N.W.
3. 23rd Street, N.W.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

The Build Alternative envisions the following primary alterations to the building and site:

- A system of related design elements to improve perimeter security at the site's edges. The standard structural member of the perimeter barrier is a bollard, which would be clad as individual stainless steel posts, stainless steel fencing, granite walls, or a combination thereof to vary the articulation of the perimeter in accordance with NCPC guidelines.[4]
- Guard booths of consistent design to replace the existing temporary booths on C Street and to be added at other locations.
- Alteration of curbs and traffic patterns in some locations to separate traffic types and allow for vehicle inspection.
- Replacement of the Harry S Truman Building's original entrance canopies with screening pavilions, in order to remove security screening from the building's interior.
- Two small barriers (either walls or bollards) with gates on the property of the NAS.

[4] As specified in the 2004 Concept Plan, railings are planned as security measures around the perimeter of the Harry S Truman Building. This is subject to change during phases of construction.

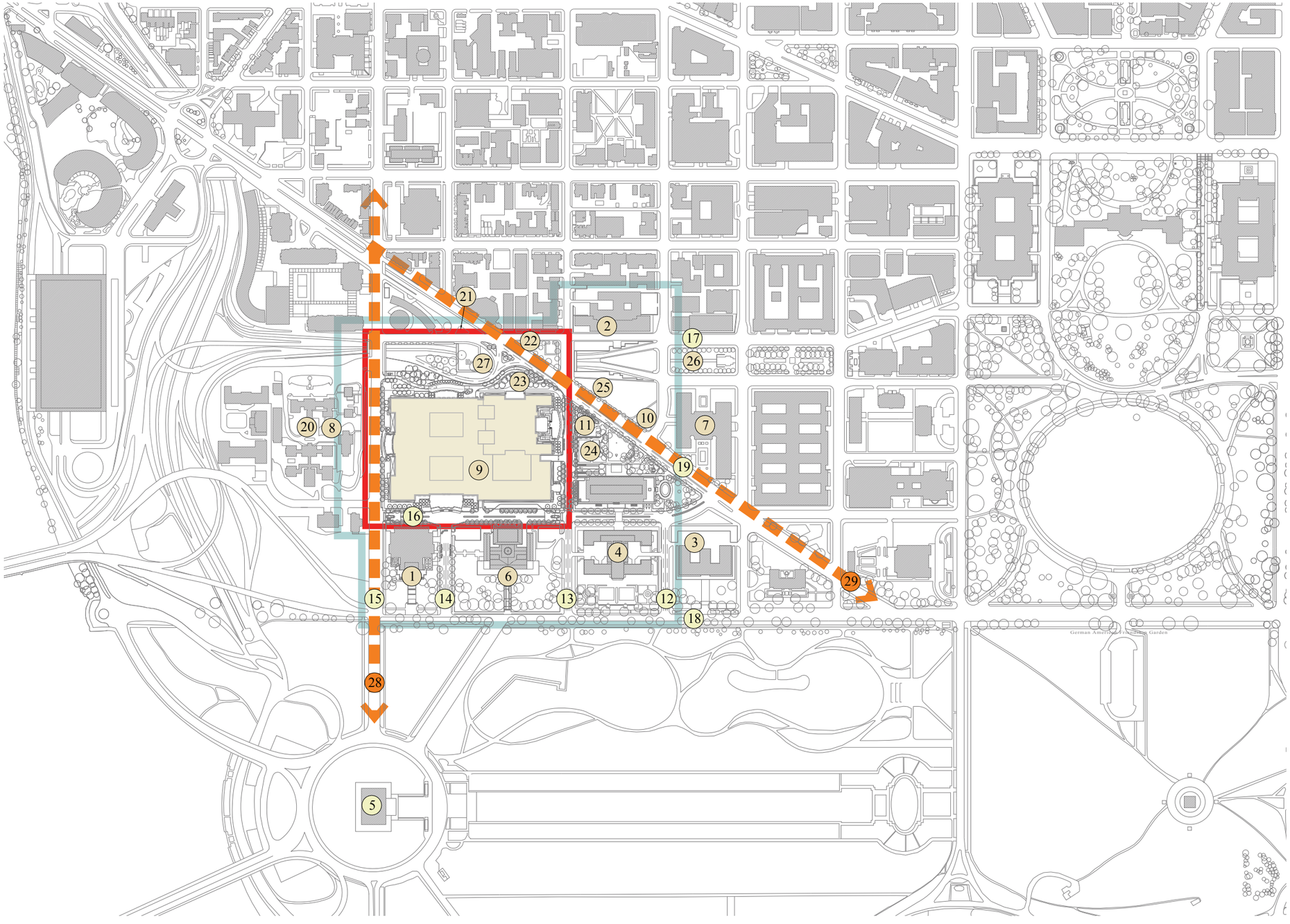
At a staff-level review of the proposed action on August 4, 2004, the DCSHPO and the ACHP agreed that the actions proposed under this alternative have potential adverse effects on the Harry S Truman Building and on other historic resources associated with the site, while also reversing some inappropriate earlier construction. In summary, the plan has the following principal potential effects:

- Removes temporary security barriers and accomplishes perimeter security improvements employing materials related to the Harry S Truman Building itself.
- Removes security equipment from the building's lobbies, allowing those spaces to be returned to their original condition.
- Removes entrance canopies original to the construction of the Department of State Extension (New State) and replaces them with new entrance pavilions.
- Alters the historic open character of and views along some L'Enfant and McMillan plan streets, affecting the setting of the Harry S Truman Building and other contributing buildings of the Northwest Rectangle Historic District.
- Affects views of the Harry S Truman Building and other historic resources.

These effects are shown in Figure 11 and addressed in further detail below. DoS and GSA intend to resolve potential adverse effects through the Section 106 process, concluding with a programmatic agreement signed by DoS, GSA, NPS, DC SHPO, ACHP, NAS, and APhA. The PA will specify how Section 106 consultation will be conducted during the phases of construction.

The historic setting of the contributing buildings of the Northwest Rectangle Historic District included ample green space around monumental buildings set within the open urban framework provided by the L'Enfant and McMillan plans for Washington. Examples of these buildings within the areas of potential effects include APhA, the NAS, and the Federal Reserve Board (Eccles Building). Additions to APhA and NAS have reduced their green space near the Harry S Truman Building. Changes have also taken place in the widths of the roadways in the Northwest Rectangle. In general, roadways were widened after 1965. Until the construction of temporary security features around the Harry S Truman Building; however, these streets remained open – without medians, vegetation, guard booths, or other built features within the cartways. As a result of security construction in the cartways, the open setting of L'Enfant and McMillan plan streets around APhA and NAS receives adverse impacts.

The general planting scheme of grass and trees, employed since New State was constructed, remains today, although it is uncertain whether or not original plant materials still exist. Landscaping undertaken during the security improvement project is intended to complement the historic scheme and does not materially affect its character.



Primary effects

Secondary effects

Buildings and Structures

1. American Institute of Pharmacy
2. American Red Cross, D.C. Chapter House
3. Department of Interior South
4. Federal Reserve Board
5. Lincoln Memorial
6. National Academy of Sciences
7. Office of Personnel Management
8. Old Naval Observatory
9. Harry S Truman Building

Statuary

10. General Jose de San Martin Statue
11. Reproduction of Discus Thrower

Streets

12. 20th Street
13. 21st Street
14. 22nd Street
15. 23rd Street
16. C Street
17. E Street
18. Constitution Avenue
19. Virginia Avenue

Appropriations and Reservations

20. L'Enfant Original Appropriation No. 4
21. L'Enfant Reservation No. 102
22. L'Enfant Reservation No. 103
23. L'Enfant Reservation No. 104
24. L'Enfant Reservation No. 105
25. L'Enfant Reservation No. 106
26. McMillan Reservation No. 715
27. McMillan Reservation No. 720

Vistas 26

28. 23rd Street (between Washington Circle and the Lincoln Memorial)
29. Virginia Avenue (to Washington Monument)

Figure 11 - Area of Effects and Contributing Resources

October 2004
Revised April 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements

0 100' 200' 400' 600' 1000'

NORTH

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

ROBINSON & ASSOCIATES - HISTORIC PRESERVATION

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East

In this alternative, the relocation of the curb on both sides of 21st Street and the insertion of 6-foot-wide medians at two locations to create greater setback distance and truck inspection stations alter the view corridor of this L'Enfant and McMillan plan street. The 21st Street cartway is currently 36 feet wide. The perimeter security plan would alter this width in several locations. At its intersections with C Street and Virginia Avenue, the cartway would be approximately 30 feet wide. In the locations of the truck inspection stations, the cartway would be 24 feet wide. In between these locations, the cartway would be 36 feet wide. (The width of the cartway has changed over time. Between C Street and Virginia Avenue it was widened from 32 feet in 1932 to either 43 or 48 feet by 1965 and reduced to 36 feet by 2006. As shown in Figure 12, the street's right of way is not affected by the Build Alternative.[5]) The relocated curbs, the medians, and the trees planted in the curb extensions near Virginia Avenue result in direct, long-term, minor adverse impacts to views in both directions along 21st Street. The materials of the guard booth on the east side of 21st Street (granite, stainless steel, and glass) relate better to the materials used in the Harry S Truman Building than does the temporary guard booth near the parking and loading ramp. Its location would not affect views of the building since the sidewalk is between the guard booth and the street. Security barriers in the form of bollards, fencing, and/or walls placed along the edge of the 21st Street curb also have direct, long-term, minor adverse impacts on views of the Harry S Truman Building and along the L'Enfant Plan street. Incorporating the curb into the security system allows the height of the barrier itself to be lowered from 39 to 33 inches when the barrier is within 24 inches of the curb. The palette for the security barrier (stainless steel bollards and fencing and gray granite walls) is derived from materials used in the Harry S Truman Building itself in order to lessen its visual impact.

Two noncontributing structures built in 1985 (one freestanding, the other attached to Old State's original entrance) would be removed to accommodate a new entrance pavilion on 21st Street. The new pavilion would adversely impact views of the original building façade from the sidewalk and street, and would partially enclose the original open courtyard of Old State. According to the Build Alternative, the roof of this new entrance also projects into the right-of-way of 21st Street, potentially resulting in adverse impacts on views along this L'Enfant-McMillan Plan street. A second security pavilion attached to a secondary entrance (partially below grade) removes noncontributing granite planters installed in 1985 for security considerations. The size of the new pavilion may partially obscure the secondary entrance, which dates from the construction of New State between 1957 and 1960. The designs of the two new entrances on 21st Street have not been finalized. Assessment of their impacts on the Harry S Truman Building would take place during the design of that phase of the security plan.

[5] The Baist real estate maps for 1957 and 1965 show the width of the cartway of 21st Street between C Street and Virginia Avenue as 43 feet, although it depicts the street as wider near Virginia Avenue. Street-width records from the District of Columbia Department of Transportation, however, indicate that the cartway of 21st Street in this area in 1965 was 48 feet wide.

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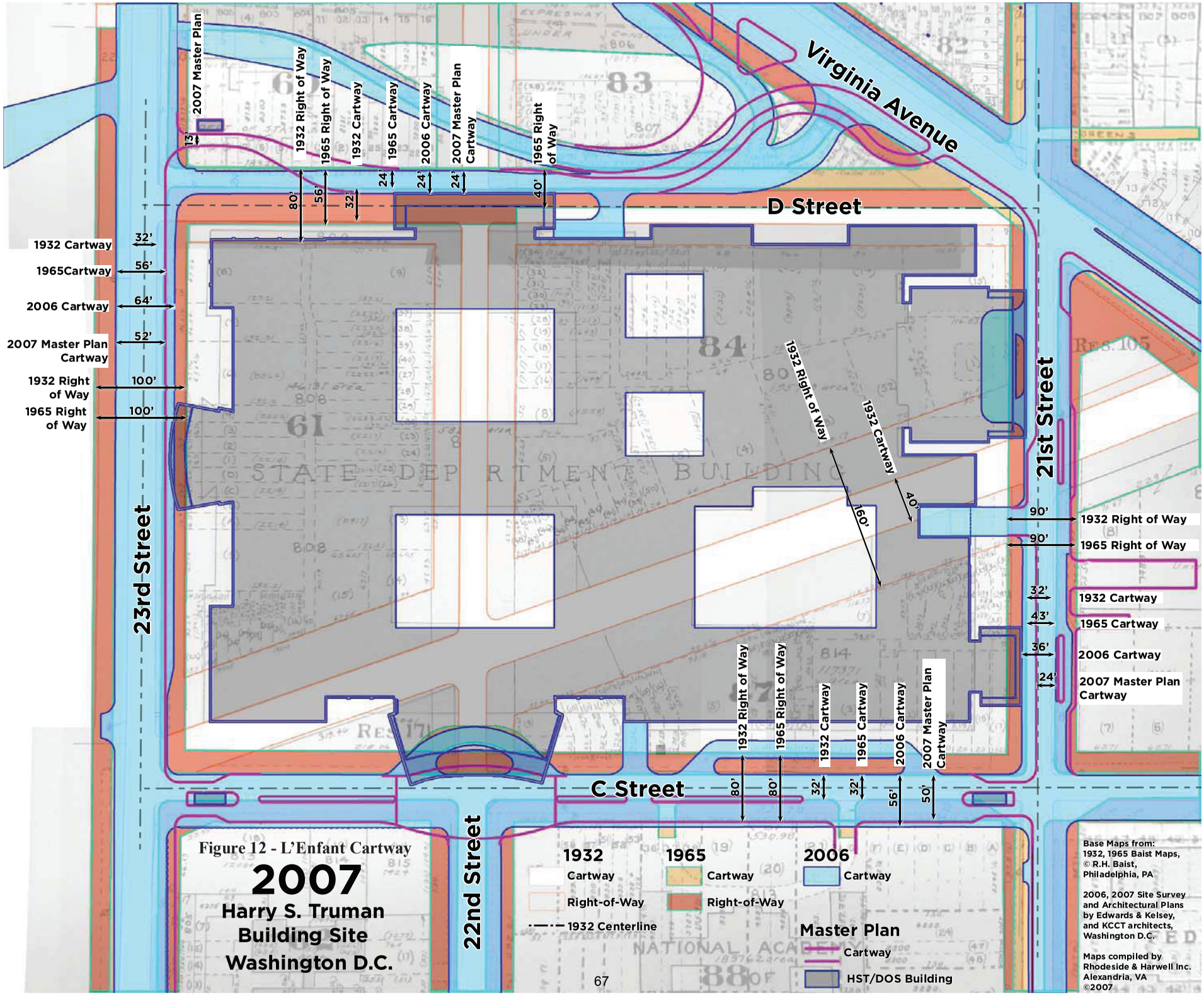

Figure 12 - L'Enfant Cartway

2007

Harry S. Truman Building Site Washington D.C.

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The general planting scheme of grass and trees between the areaway walls and the sidewalk, employed since New State was constructed, remains today, although it is uncertain whether or not original plant materials still exist. Landscaping undertaken in this area during the security improvement project is intended to complement the historic scheme. Assessment of the impacts of street-side landscaping on the Harry S Truman Building would take place during the design of that phase of the security plan.

South

The curb relocation on the south side of C Street narrows the existing roadway of this L'Enfant Plan street from 56 to 50 feet, matching the current C Street roadway between 21st and 20th streets. (The 56-foot-wide roadway of C Street between 21st and 23rd streets was established between 1965 and 2006; between 1932 and 1965, the roadway was 32 feet wide. The street's right of way is not affected by the build alternative.) The roof of the new entrance pavilion would project into the current cartway, according to the site plan. In addition, guard booths are planned for C Street near its intersections with 23rd and 21st streets. Associated with the guard booths are security barriers parallel to the street within the relocated curbs. Bollards are planned to cross 22nd Street where it intersects C Street. The Harry S Truman Building perimeter security plan also envisions a 3-foot, off-center median in the southern half of 22nd Street and changes to parking areas. The current roadway width (56 feet) remains unchanged. In 1965, the 22nd Street roadway in the northern half of the block was 32 feet wide, but wider in the southern half (perhaps 56 feet.)

The combination of medians, security structures, and guard booths results in direct, long-term, moderate adverse impacts on views in both directions along C Street, a contributing element of the L'Enfant-McMillan Plan National Register documentation. The materials of the new guard booths relate to the materials used in the State Department, but their location, combined with security features along the street edges, has the potential to adversely affect views of the south elevation of New State (conceived of as the building's primary ceremonial entrance), and – less noticeably – of the secondary facades of the National Academy of Sciences and the Federal Reserve Board. The bollards crossing C Street and associated security construction also constitute a direct, long-term, minor adverse effect on 22nd Street, which is a contributing element in the Plan of the City of Washington National Register documentation.

The construction of the pavilion at the south entrance adversely impacts Harry S Truman Building in that it would replace the current glass and steel canopy and granite and glass vestibules that date from the building's original construction. The new south pavilion is planned to be larger than the original canopy and its overhanging roof would project into the C Street right of way, potentially resulting in adverse impacts to views of the south elevation from C, 21st, 22nd, and 23rd Streets, as well as views along C Street. (C Street is a contributing element of the L'Enfant-McMillan Plan National Register documentation.) The design of the new pavilion on C Street has not been finalized. Assessment of its impacts on the Harry S Truman Building would take place during the design of that phase of the security plan. The relation of the new entrance pavilion and the existing retaining

walls, terraces, and flagpoles (also original to the 1957-60 construction) is not clear at this stage of the design, but the new entrance may affect the fabric and visibility of their original construction. The new entrance would remove security equipment currently inside the south lobby, allowing the ceremonial space to be returned to its original condition. The granite planters constructed at the north entrance in 1985 would also be removed when the south pavilion is constructed.

The barriers planned for the National Academy of Sciences property, either walls or bollards of a design and materials appropriate to the architecture of the Bertram Grosvenor Goodhue building, result in direct, long-term, minor adverse impacts on the spatial organization of the academy grounds. The NAS building was originally set within a generous green perimeter to complement its monumental design. The integrity of the grounds, especially toward the rear of the original building, where the barriers would be located, has been compromised, however, with the construction of a rear addition and the insertion of surface parking. These alterations limit, but do not erase, the adverse impacts of the proposed barriers.

The general planting scheme of grass and trees remains today, although it is uncertain whether or not original plant materials still exist. Landscaping undertaken in this area during the security improvement project is intended to complement the historic scheme. Assessment of the impacts of the new landscaping on the Harry S Truman Building would take place during the design of that phase of the security plan.

West

The perimeter security plan envisions the relocation of the east curb of 23rd Street to the west to create setback distance and space for security features such as bollards, kneewalls, and trees. The new entrance pavilion extends to this new curb line. Extension of the curb projects 10 feet into the existing cartway. (The cartway was widened from 32 feet to 56 feet between 1932 and 1965, and from 56 feet to 64 feet between 1965 and 2006.) New trees on 23rd Street are planted within the curb extension in the perimeter security plan. The new curb, trees, and the roof of the new State Department entrance pavilion result in direct, long-term, minor adverse impacts to views along the street in both directions, although it is unlikely that the view of the Lincoln Memorial would be impaired due to the distance of this block from the memorial, its elevation, and the tree canopy. The curb extension and the new trees would replace the temporary precast planters that have closed this drop-off lane since 2001. The security features at the edge of the site on 23rd Street would also result in direct, long-term, minor impacts on views of New State's west elevation.

The construction of the new west entrance pavilion would result in the replacement of the current glass and steel canopy and glass and aluminum vestibules that date from the building's original construction. The new pavilion would also be larger than the original one-story canopy, potentially resulting in adverse impacts on views of the west façade from 23rd and C Streets, as well as along 23rd Street, a contributing element of the L'Enfant-McMillan Plan National Register documentation. The design of the new

pavilion on 23rd Street has not been finalized. Assessment of its impacts on the Harry S Truman Building would take place during the design of that phase of the security plan. The new security pavilion's curved west elevation is planned to reflect the shape of the State Department's Auditorium, an original feature of the building. The new pavilion would remove granite planters from the north entrance that were added in 1985. The removal of security equipment inside the west lobby would allow the area to be returned to its original condition.

The space between the sidewalks and areaway retaining walls were originally planted with grass and trees, with hedges and low shrubs along the retaining walls. The general planting scheme of grass and trees remains today, although it is uncertain whether or not original plant materials still exist. Landscaping undertaken in this area during the security improvement project is intended to complement the historic scheme. Assessment of the impacts of street-side landscaping on the Harry S Truman Building would take place during the design of that phase of the security plan.

North

The addition of the guard booth at D and 23rd Streets may have direct, long-term, minor adverse impacts on views of the north façade of the Harry S Truman Building from D and 23rd Streets. A guard booth near the parking facility exit and along the shuttle bus exit lane seems unlikely to have an adverse impact on views of the building. The materials of these booths would relate to the materials used in the State Department itself.

The perimeter security plan envisions a change to the traffic pattern on the north side of the Harry S Truman Building, including a reconfiguration of Reservation no. 720 on the south side of the intersection of E Street and Virginia Avenue. The reservation is a contributing element of the Plan of the City of Washington National Register designation, but its current configuration is a result of the construction of the E Street Expressway in the 1960s. The change in the traffic pattern brings one expressway exit ramp marginally closer to the statue of Bernardo de Galvez, which was erected in the reservation in 1976. The immediate setting for the statue, which is neither listed in nor determined eligible for the National Register, has not been changed by the reconfiguration of the traffic lanes. The adverse impact of this reconfiguration is therefore considered to be direct and long-term, but minor.

Construction of the pavilion at the north entrance would result in the demolition of the current glass and steel canopy and granite and glass vestibules that date from the building's original construction. The addition would be larger than the original canopy and may adversely impact views of the north façade from 23rd Street, D and E Streets, and Virginia Avenue. The design of the new pavilion on D Street has not been finalized. Assessment of its impacts on the Harry S Truman Building would take place during the design of that phase of the security plan. The new pavilion would remove granite planters from the north entrance that were added in 1985. The removal of security equipment inside the north lobby would allow the area to be returned to its original condition.

None of the original plant materials on the north side of Old State appear to date from its original landscaping plan. On the north side of New State, the spaces between the sidewalks and areaway retaining walls were originally planted with grass and trees, with hedges and low shrubs along the retaining walls. This general planting scheme remains today, although it is uncertain whether or not original plant materials still exist. Landscaping undertaken on the north side of the Harry S Truman Building during the security improvement project is intended to complement the historic scheme. Assessment of the impacts of new landscaping on the north side of the Harry S Truman Building would take place during the design of that phase of the security plan.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Implementation of the No Build Alternative would have long-term, minor/moderate impacts on historic resources. The existing temporary security measures – including temporary precast planters, bollards, planters, and temporary guard booths and inspection areas – would continue under this alternative, resulting in adverse impacts to several elements of the L'Enfant-McMillan Plan for Washington. These effects are judged to be moderate on C Street and minor on 21st, 22nd and 23rd Streets. The temporary security features would also continue to have minor adverse impacts on views of all four facades of the Harry S Truman Building and, less noticeably, NAS and the Federal Reserve.

MITIGATION

The Section 106 programmatic agreement is being prepared to provide a framework to guide design of the new entrance pavilions so as to minimize adverse effects to the Harry S Truman Building and to guide mitigation for adverse effects beyond restoration of the lobbies. In addition to the programmatic agreement, separate memoranda of agreement would be written for each phase of the project to identify adverse effects and appropriate mitigation measures.

3.2.2 ARCHEOLOGICAL RESOURCES

AFFECTED ENVIRONMENT

Archeological site files at the DCSHPO record 16 locations within one mile of the project area where archeological resources have been identified or predicted (Figure 13, Table 2). Most of the historic-period sites include both commercial and domestic resources, dating from the late eighteenth century into the twentieth century. Some sites have only domestic resources, and several are industrial, particularly those along the waterfront. Several of the historic sites also have a prehistoric component.

The prehistoric sites are interpreted as camps associated with exploitation of food resources or quarrying of lithic materials. Estuaries and salt marshes, floodplains, river terraces, uplands, and lithic quarries were all found in the project vicinity. These types of landforms were often selected for occupation or use by prehistoric Native Americans, and evidence of such use survives as archeological sites. A map of the topography of the city in

approximately 1792 clearly shows the knoll on which the old Naval Observatory is located, as well as the terraces above Tiber Creek (Goose Creek) and the Potomac River (Figure 14) where the Harry S Truman Building is now located. River terraces above floodplain and marsh is the type of topographic setting where prehistoric sites are likely to be found. Historic maps document the development of the city.

By the middle of the nineteenth century, some buildings had been constructed on the squares now occupied by the Harry S Truman Building, but open space remained (Figure 15). By the beginning of the twentieth century, most of the area had been divided into lots, many of which were occupied by dwellings or commercial buildings. The triangle of land at the northeast side of the Harry S Truman Building was occupied on the south and northeast sides by rowhouses; the northwest corner was vacant. By 1928, the lots had been subdivided into narrower lots with more houses and many more commercial and/or industrial buildings (Figure 16). The triangle north of the Harry S Truman Building was occupied by the same rowhouses that were there at the beginning of the twentieth century; the northwest corner remained vacant.

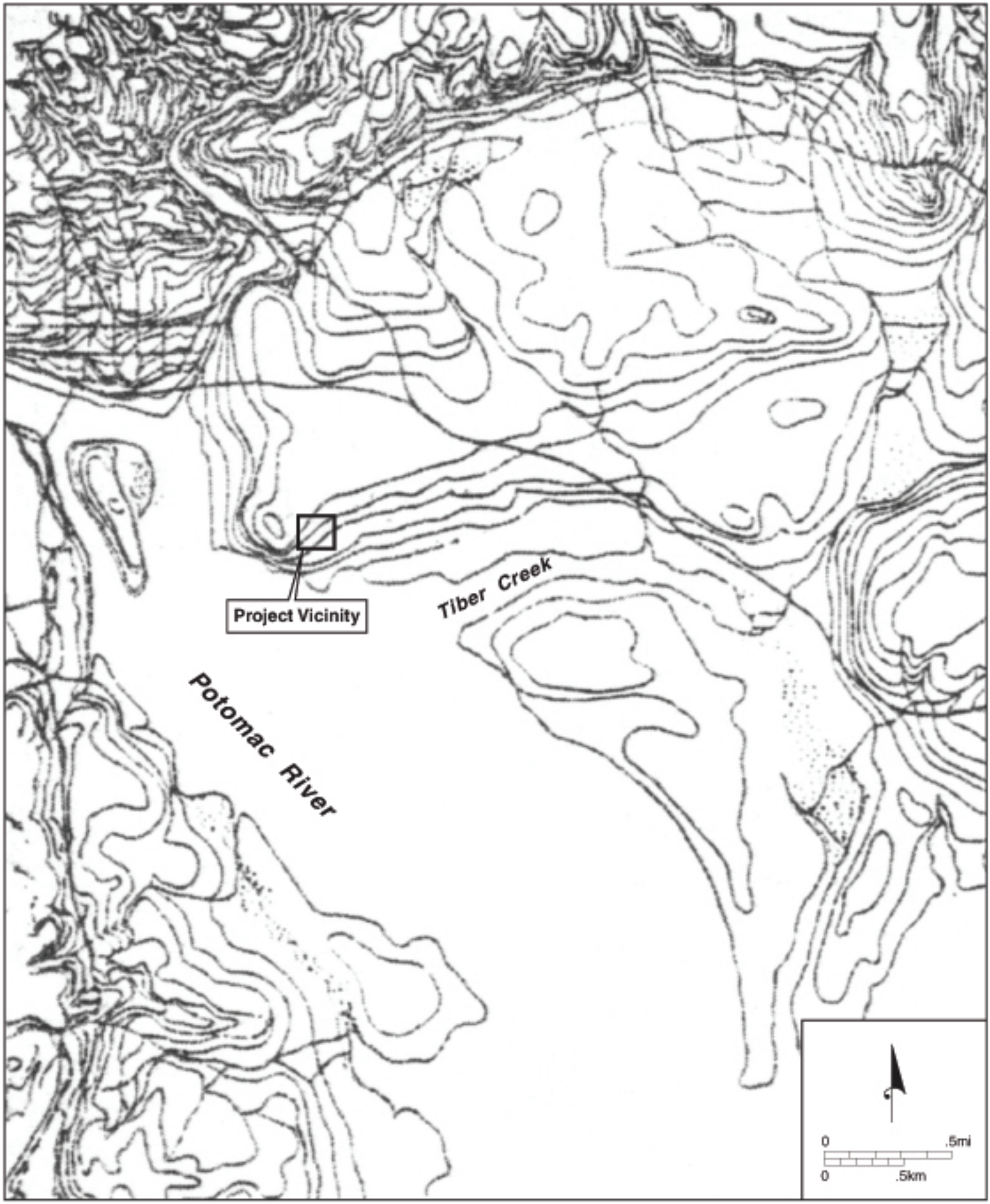
Figure 13 - Archeological Sites

There are a number of archeological sites within one mile of the project area (USGS 1983).

TABLE 2: ARCHEOLOGICAL INVESTIGATIONS WITHIN ONE MILE OF PROJECT AREA

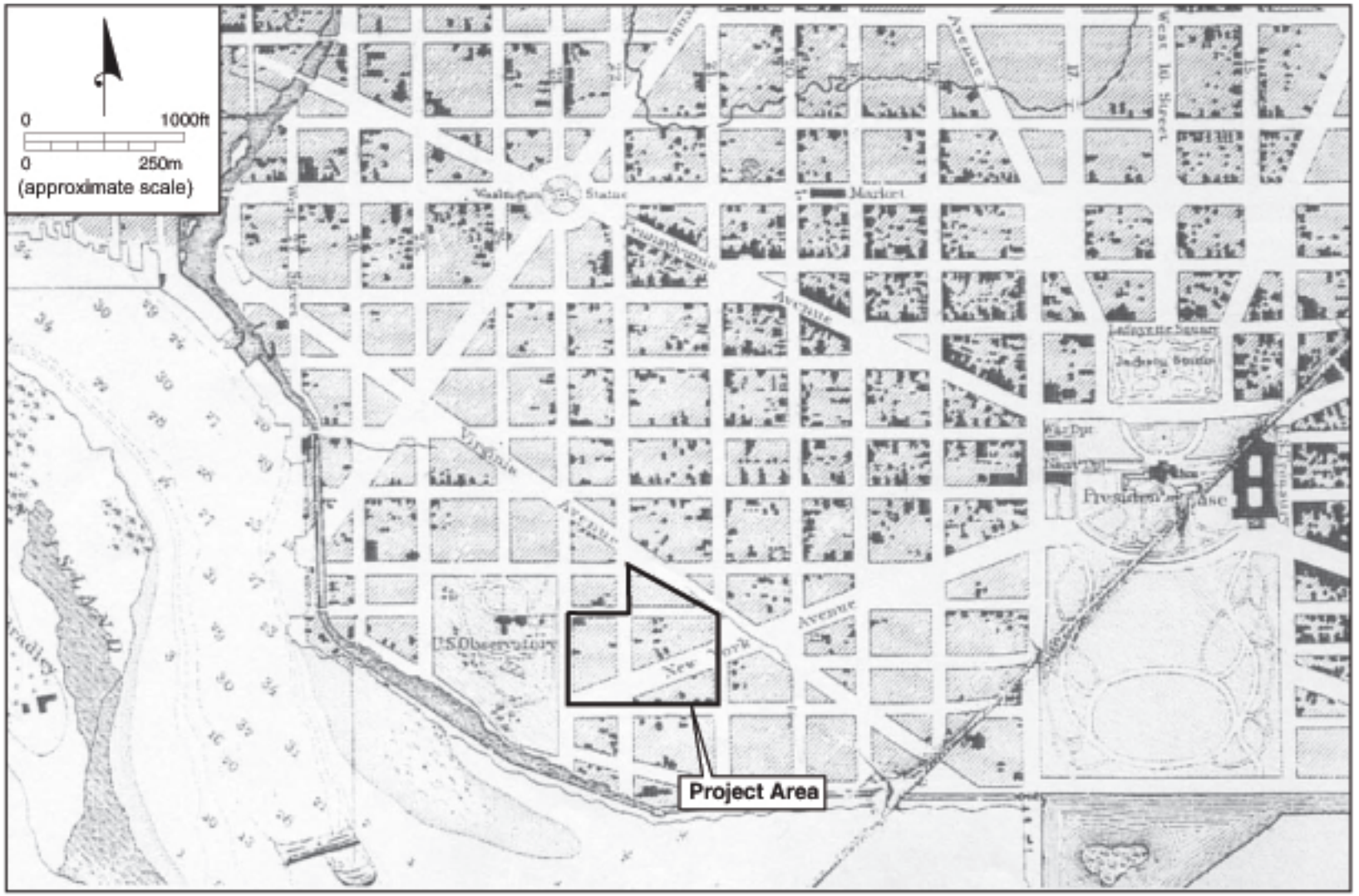
Site Name	DC Map Number	Site Number	Site Type	Time Period	Findings
Cooper Houses	2	51NW89 51NW90	Historic; domestic	mid-19th to mid-20th century	Buried yard surfaces
Lenthall Houses	11		Historic; domestic	Early-19th to 20th century	Buried yard surfaces
Octagon House	15	51NW100	Historic; domestic	Late-18th to 20th century	
Sq. 187	17		Historic; government, Treasury Building	Early-19th to 20th century	Buried surfaces dating before Treasury building was constructed
Rosedale	18		Historic; domestic	Late-18th to 20th century	Some intact yard surface; much construction disturbance from 1960s
Sq. 226, Pershing Park	20		Historic; domestic & commercial	Early-19th to 20th century	Mean ceramic date of 1869, middle-class and upper-middle class households
Warner Theater	22	51NW88	Historic; residential & commercial	Late-18th to late-20th century	Yard surfaces & features indicating 5 phases of development in the city
Federal Triangle	30		Historic; residential & commercial	19th century	Deposits from working-class household dating to 1830 & brothels ca. 1890s
Georgetown Waterfront Park	38	51NW17, 51NW75	Prehistoric & historic commercial	Prehistoric; 18th century to 20th century	Prehistoric lithics; warehouses, wharfs, bulkheads, boat builder's shop
Crosstown Water Main	45 & 46		Potential prehistoric & historic sites		Documentary research done, no fieldwork
Suter's Tavern	49		Historic; residential & commercial	1830s	Occupation surface & features
Whitehurst Freeway	52	51NW103 51NW104	Prehistoric; Historic, industrial & domestic	Woodland; 19th century	Woodland hearths, historic lime kiln & brewery
West Potomac Park Reach	83		Potential prehistoric & historic		Made land (fill) over Tiber Creek, warehouses
Washington Monument	85		Historic; monument	Ca. 1876	Fill deposits
Rock Creek Park	88	Numerous sites	Prehistoric camps & quarries		Quarrying sites, camp sites

Figure 14 - Topography



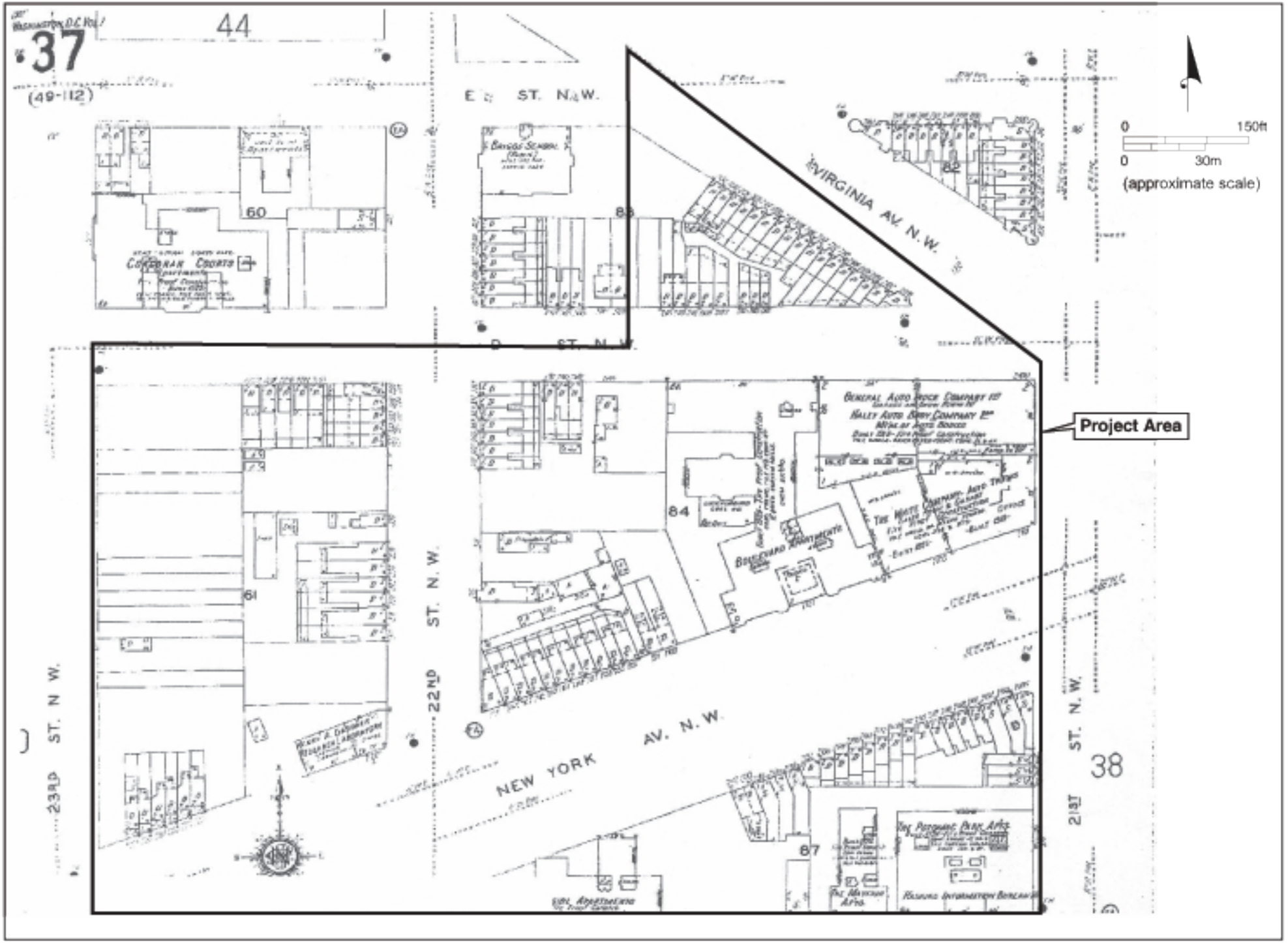
A reconstructed map of the topography of Washington, D.C. in 1792 (Hawkins 1991).

Figure 15 - Historic Vicinity Map



In 1861, few buildings existed on the blocks now occupied by the Truman Building (Boschke 1861).

Figure 16 - 1928 Sanborn Map



Many residential and commercial buildings occupied the area where the Truman Building now stands (Sanborn 1928).

Several temporary buildings were constructed during World War I on the squares on which the Harry S Truman Building now stands. In 1940, some buildings on the block were demolished to make way for the War Department Building, construction of which was completed in 1941(KCCT 2004). In the 1950s, buildings on the squares bounded by 22nd and 23rd Streets, NW, and C and E Streets were demolished to make space for a new State Department Building to be annexed onto the old War Department Building (Figure 6). Some of the buildings demolished were the temporary structures dating to the war years; others were brick apartment buildings and brick or frame commercial and residential buildings (KCCT 2004).

The previous development of the project area is likely to have disturbed or destroyed prehistoric resources. Construction of, and alterations to, the Harry S Truman Building have most likely destroyed the nineteenth-century historic archeological resources that occupied the land now under or adjacent to the Harry S Truman Building. A small area south of the southwest corner of the building may have escaped disturbance, but this area would have been within the alignment of New York Avenue; thus, it would be unlikely to include archeological resources associated with occupation of the area. Construction of the E Street Expressway is likely to have destroyed any archeological resources along or near its alignment, under the northern part of the triangle northeast of the Harry S Truman Building. The only area where building foundations and associated yard deposits may survive the southeast part of the triangle of land northeast of the building, south of the E Street Expressway. However, overlaying the historic Sanborn map on the existing conditions map demonstrated that the small area that may survive undisturbed includes part of historic E Street and no more than fragments of yard surface; therefore, this area is unlikely to yield important information on the past.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on archeological resources are expected to be negligible. The project area probably had evidence of prehistoric occupation, and historic occupation of the area is documented in maps. Subsurface disturbance associated with the construction of the proposed security improvements would certainly further disturb or completely destroy archeological sites that may exist in the project area.

Sites in the land occupied by the Harry S Truman Building have most likely been destroyed by demolition of earlier structures or by construction of the War Department Building and, later, the State Department extension. However, the southeast part of the triangle of land north of the Harry S Truman Building and an area south of the southwest corner of the building may have had archeological resources that survived. However, the undisturbed area of the triangle is too small to include significant yard deposits, and the area at the southwest corner of the building was within the alignment of New York Avenue. Neither area is likely to yield important information on the past.

Archeological resources existed in the blocks now occupied by the Harry S Truman Building. They have been disturbed or destroyed by destruction and construction. The area southwest of the Harry S Truman Building and the area northeast of the building that

may include archeological resources are unlikely to yield important information on the past. Thus, significant archeological resources are unlikely to be adversely impacted by the proposed security improvements. Therefore, subsurface testing is neither warranted nor recommended.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on archeological resources would be negligible.

3.3 SOCIOECONOMIC RESOURCES

3.3.1 ON-SITE LAND USE

AFFECTED ENVIRONMENT

The Harry S Truman Building is located in the District of Columbia's Northwest Rectangle Historic District. The building was constructed in two phases, occupying a total of 11.8 acres. The original part of the building, Old State, is located in the northeast quadrant of the site at the corner of 21st and E Streets. The newest portion, New State, is an L-shaped building bordered by 21st, 23rd, C and D Streets. The building faces 21st Street to the east, C Street to the south, 23rd Street to the west and D and E Streets to the north. Virginia Avenue crosses the area at the northeast corner of the lot. The Potomac Parks Historic District is located to the immediate south, and the Seventeenth Street Historic District is located to the east. Public parking is located to the south on C Street and to the east on 21st Street. Administrative facilities located in the building house Department of State employees. The Harry S Truman Building provides security clearance for those working in the building and surrounding areas (Concept Submission, 2004). There are twelve residents listed on the US Census Tract for the area that includes the Harry S Truman Building (US Census, 2000).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on the site's land use would be negligible.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's land use would be negligible.

3.3.1.1 LOCAL AND REGIONAL PLANNING CONTEXT

AFFECTED ENVIRONMENT

The Harry S Truman Building is located in Northwest DC in a medium-to-high density area of primarily commercial and institutional uses. The Department of State is owned by the federal government and is therefore "Unzoned", according to the DC Office of

Zoning. The adjacent NAS and APhA Buildings are zoned Special Permit-2 (DC Office of Zoning).

NCPC began addressing the issue of security design in March 2001 and in October of that same year, issued a report titled, *Designing for Security in the Nation's Capital*, which recommended specific urban design strategies for improving aesthetic conditions and access to public space in Washington. The *National Capital Urban Design and Security Plan* was released by NCPC in October 2002, and provides additional furnishing and landscape solutions to guard against security threats, while still preserving the open space. The Plan identifies key areas and streets within Washington's monumental core and recommends security solutions that respond to the unique conditions and special character of each area (NCPC, 2002).

Section 5 of the National Capital Planning Act of 1952, as amended (40 U.S.C. 71d), requires each federal and District of Columbia agency—prior to the preparation of construction plans or to commitments for the acquisition of land in the region—to consult with NCPC in its preliminary and successive stages of planning. In addition, DDOT permits the use or occupancy of the public right-of-way and must approve streetscape projects in the downtown area in which 50 percent of the adjoining public space (including sidewalks) is planned for construction (NCPC, 2002).

According to the NCPC *Comprehensive Plan for the National Capital: Federal Elements*, the Harry S Truman Building is located in the Central Employment Area of Washington, which includes the District of Columbia's downtown area, as defined in the District Elements of the Comprehensive Plan, concentrations of employment facilities in the central core of Washington, and adjacent areas where additional development, economic diversification and job generation are encouraged (NCPC, 2004).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on the site's local and regional planning context would be negligible. Changes to the site comply with DC zoning regulations and would not require variances; however, the Department of State would work with DDOT to appropriately address public space issues related to the final stages of the streetscape and building designs.

Of the many perimeter security elements suggested by the *National Capital Urban Design and Security Plan*, the Build Alternative incorporates the following (NCPC, 2002):

- Walls, which prevent vehicles from approaching buildings and can be established at the property line on the building side of the sidewalk.
- Trees, which can be used as obstacles to block access of an approaching vehicle.
- Small knee walls, which are mostly found in the building yard as a complement to the structure's architecture and are often located in conjunction with planters and gardens.
- Gatehouses, which are separate structures located close to buildings, provide shelter for individuals who screen vehicles accessing pick-up, drop-off, or parking areas.

- Curbside bollards, which can provide security against vehicular attacks, guide pedestrian circulation, meet accessibility requirements, and enhance the character of the streetscape.

Additional site factors mentioned in the Plan that influenced the comprehensive design of the perimeter security improvements for the Build Alternative include the following (NCPC, 2002):

- "The distance between a barrier and a protected building (standoff distance). Adequate distance can preclude the need for large and expensive security measures and allow the use of security elements with decreased performance levels; however, smaller standoff distances may require creative design and elements with higher performance standards."
- "An analysis of the surrounding streets to determine the potential maximum vehicle velocity that the barrier will have to withstand. Straight, perpendicular approaches to buildings allow for the greatest ramming speed for all vehicles, vehicles, which would call for higher performance barriers. Conversely, tight curves in the roadway, narrow streets, and traffic congestion would likely reduce the required performance level for the security element and should therefore be considered during the design phase."

Specific policies outlined in the "Federal Workplace" chapter of the 2004 *Comprehensive Plan for the National Capital: Federal Elements*, and supported by the Build Alternative, include the following (NCPC, 2004):

- Accommodate federal and national capital activities; balance accessibility and security, and preserving historic properties and important L'Enfant and McMillan Plan design features.
- Reinforce 'Smart Growth' and sustainable development planning principles; support pedestrian-oriented development that adds vitality and visual interest to urban areas.
- Plan federal workplaces to be compatible with the character of the surrounding properties and community and, where feasible, to advance local planning objectives such as neighborhood revitalization.
- Associate federal workplaces in urban areas to their urban context and appropriately scale them to promote pedestrian activities.
- Develop sites and buildings consistent with local agencies' zoning, land use policies and development, redevelopment, or conservation objectives, to the maximum extent feasible.
- Ensure that safe and healthy working conditions continue to be provided and maintained at all sites and in all buildings occupied by the federal government.
- Agencies requiring physical perimeter security improvements should design such improvements in accordance with guidance included in the National Capital Urban Design and Security Plan.
- Where immediate security improvements are required to secure a building perimeter, agencies should utilize cost effective, temporary improvements.
- When building new construction and when making improvements to existing buildings, integrate security threat counter measures, such as building hardening and blast-resistant glazing, into the physical design of the structure and the site to minimize the impact of perimeter building security on the public realm.
- Coordinate the planning, design, and construction of building perimeter security for neighboring federal buildings that share frontage on a street.
- Incorporate security needs into the design of buildings, streetscapes, and landscapes using urban design principles in a manner that enhances and beautifies the public realm,

resulting in coherent and welcoming streetscapes; does not excessively restrict or impede operational use of sidewalks or pedestrian, handicap, and vehicular mobility; and does not impact the health of existing mature trees.

- Design projects in a manner that does not impede commerce and economic vitality but balances the need for perimeter security with the need to enhance and maintain the viability of urban area.
- Design security barrier lines and elements that complement and enhance the character of the area in which they will be located and that respect the historic context of the area when applicable.
- Design security elements to respond to site-specific conditions, such as vehicle approach speed and angles, in order to minimize the size of security elements when possible.
- Maintain security elements to preserve the capital investment and quality of the public realm. Security improvements in public areas such as sidewalks should be maintained in a consistent and uniform manner.
- Design security barriers and checkpoints at vehicular entry points on federal installations to accommodate vehicular queuing on site and to avoid adverse effects on adjacent public roadway operations and safety.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's local and regional planning context would be negligible.

3.3.1.2 ADJACENT LAND USES AND OWNERSHIP

AFFECTED ENVIRONMENT

The immediate vicinity of the Harry S Truman Building consists primarily of federal and private offices and NPS land (Figure 17). The Federal Reserve Eccles Building, located on approximately 4.2 acres of land to the southeast of the Harry S Truman Building, is owned and operated by the federal government for administrative purposes. The Edward J. Kelly Park and the Federal Reserve Martin Building are located on approximately 3.8 acres to the east of the Harry S Truman Building. The Martin Building is owned by the federal government for administrative purposes. The adjacent park is owned by the NPS and contains a tennis court and benches (Federal Reserve EA, 2003). North of the Harry S Truman Building, facing 21st Street to the west and Virginia Avenue to the northeast, is NPS Reservation 720, and also the location of the Bernardo de Galvez statue. The Navy Bureau of Medicine and Surgery faces the west side of the Department of State on 23rd Street and is owned by the Navy. APhA and the NAS are both south of the Harry S Truman Building, across C Street, and separated to the west and east by 22nd Street. Both buildings are private and serve administrative purposes (NCPC, 2004). Across from the intersection of Constitution Avenue and 22nd Street is the Mall, which encompasses the Vietnam Veterans Memorial and Lincoln Memorial within close proximity of 22nd Street.

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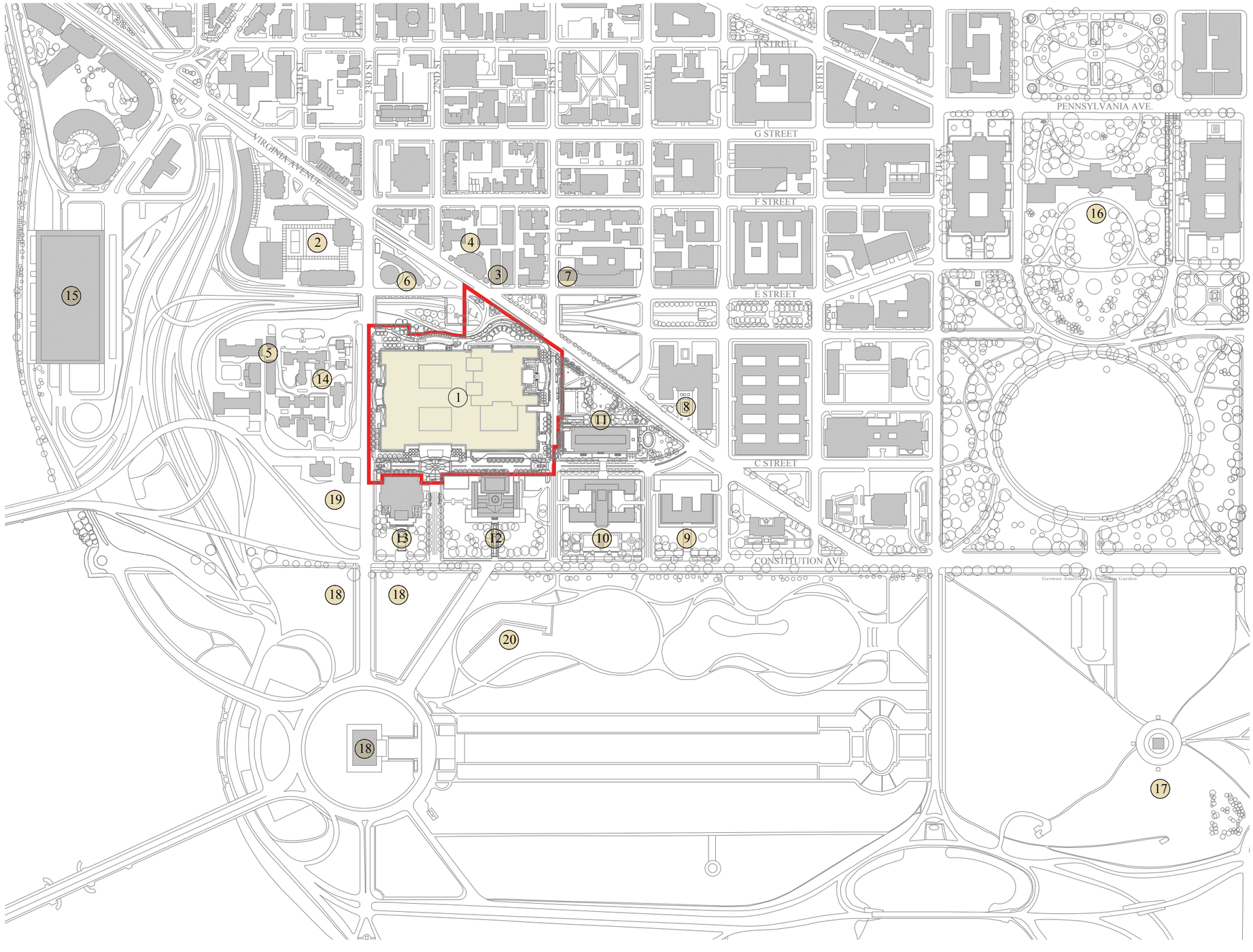

Legend

1. Department of State Harry S Truman Building
2. SA-01 Columbia Plaza Annex
3. SA-02
4. SA-03
5. SA-04
6. World Health Organization
7. American Red Cross D.C. Chapter House
8. Office of Personnel Management
9. Department of Interior South
10. Federal Reserve Board
11. Federal Reserve Board
12. The National Academies
13. American Pharmacists Association
14. Old Navy Observatory
15. Kennedy Center
16. White House
17. Washington Monument
18. Lincoln Memorial
19. US Institute of Peace
20. Vietnam Memorial Visitor Center

Figure 17 - Vicinity Map

MARCH 2010

Harry S Truman Building
Department of State
Perimeter Security Improvements

0 100' 200' 400' 600' 1000'

Project Boundary

NORTH

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
ARCHITECTURE • PLANNING • INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

ROBINSON & ASSOCIATES - HISTORIC PRESERVATION

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Other projects that are proposed or under construction in the area include:

- US Army Corps of Engineers Flood Control Barrier Project
- Access improvements at the Kennedy Center
- Rehabilitation of Constitution Avenue from 15th Street to 23rd Street and Ohio Drive from 23rd Street to Rock Creek and Potomac Parkways
- Lincoln Memorial Circle Rehabilitation and Security Improvements
- American Pharmacists Association Perimeter Security Improvements
- Vietnam Veterans Memorial Visitor Center
- Federal Reserve Martin Building Conference and Visitor Screening Centers
- National Academy of Sciences Museum and Entry
- Nearby Road Improvements: Theodore Roosevelt Bridge, Arlington Memorial Bridge, Constitution Avenue NW from 15th Street NW to 23rd Street NW, and Ohio Drive from 23rd Street to Rock Creek and Potomac Parkways.
- United States Institute of Peace Headquarters

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, perimeter changes at the Harry S Truman Building are expected to have long-term, moderate, adverse impacts on 21st, 23rd, 22nd, D and C Streets, as well as the adjacent Reservation no. 720 and NAS property, due to increased security measures. The closure of C Street to through-traffic would make the Harry S Truman Building more secure; however, C Street would continue to provide access to NAS and APhA. The guard booths and other security measures installed in the vicinity of NAS and APhA on C, 21st and 23rd Streets would increase security for occupants of the Harry S Truman Building, as well as the C Street entrances of the NAS and APhA Buildings, provided that guards would be controlling vehicles entering and departing both the east and west ends of C Street. The partial plans and exterior elevations for the proposed perimeter security elements at NAS can be found in Appendix D. As mentioned in the NCPC letter dated December 2, 2004, DoS continues to work with the adjacent organizations to develop specific agreements to mitigate impacts resulting from the construction and modification of the Harry S Truman Building.

Long-term, beneficial impacts of this alternative would result from incorporating security measures, similar in size and spacing, to those at the neighboring Federal Reserve building. The Build Alternative also reflects the alignment of trees, curb and gutter materials, and ground level plantings used at the Federal Reserve for similar security improvements.

The Bernardo de Galvez statue would not be temporarily or permanently relocated or removed during this project.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on adjacent land uses and ownership would be negligible.

MITIGATION

The bollards and retaining walls along the sidewalks would use materials similar to those in the original structures, creating softened security barriers that would lessen the building's "fortress-like" appearance. Widening the sidewalks around the building, the closure of C Street and realignment of D Street would create a safer and more attractive pedestrian environment. Further development of the aesthetic quality of these security improvements would be addressed in the design phase of the project. Additionally, proposed plans for modifying 22nd Street would help alleviate passenger pick-up and drop-off congestion at the nearby APhA and NAS, and provide a safer area for pedestrians to wait for taxis.

Land taken from Reservation 720 would be mitigated by providing additional green spaces along extended sidewalks on 21st, 23rd, C and D Streets. The small park area at the corner of D and 23rd Streets and 21st and D Streets would be upgraded to provide landscaped areas along the closed street, which would be an aesthetic improvement over what exists today.

3.3.1.3 POPULATION

AFFECTED ENVIRONMENT

There are 572,059 people living in the District of Columbia. The Harry S Truman Building is located in Census Tract 62.02, which includes a residential population of twelve residents. Ward 2, location of the tract, had a population of 68,869 in 2002 (DCOP, 2002). There are over 8,000 employees and visitors to the Harry S Truman Building each day (Concept Submission, 2004).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on the population of the area would be negligible. Due to the small residential population, no impact is expected on the twelve residents near the property. The Build Alternative would not increase or decrease the workforce population in, or the number of visitors to, the Harry S Truman Building.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the population would be negligible.

3.3.1.4 ECONOMY AND EMPLOYMENT

AFFECTED ENVIRONMENT

The U.S. Census Bureau Zip Code Business Patterns of the 20520 zone listed 20 establishments employing 380 people. The median household income of the block area was estimated in 2004 to be $46,543, with a lower bound of $45,371 and the upper bound of $47,777 (American Communities Survey, 2004). Data depicting numbers and types of businesses in the area can be found in Table 3.

Table 3: Types of Businesses and Number of Employees in Tract 62.2

	1-4	5-9	10-19	20-49	100-249
Wholesale/Trade		1			
Information	1				
Insurance and Finance		1	1		
Professional, Scientific and Technology	2	2	3	3	
Administrative, Support, Waste Management, Remediation				1	1
Accommodation and Food	1			1	
Other (excluding public services)		1	1		

(US Economic Census, 2004)

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in short-term, beneficial impacts on the DC's economy and employment, as the number of workers would increase for the duration of the construction phase of the project. The city's percentage of long-term employment is not expected to change positively or negatively for any place of business in the immediate area of the project site. Workers participating in the perimeter security construction for the Harry S Truman Building could contribute to the city's economy by frequenting local food chains or retail stores in the vicinity of the project's location. Fuel costs for the project could benefit DC if workers and construction vehicles use gas stations close to the project area.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the City's economy and employment would be negligible.

3.3.2 VISUAL RESOURCES[6]

AFFECTED ENVIRONMENT

The Harry S Truman Building itself is visible from all of the streets surrounding it, although partially obstructed from some vantage points due to trees, landscaping and the sloping topography. C, E, 21st, 22nd, and 23rd Streets and Virginia Avenue adjacent to the Harry S Truman Building, as well as Reservation no. 720, are contributing elements of the L'Enfant and McMillan Plan for the City of Washington National Register documentation and stand within the primary area of potential effects. NCPC's "Federal Elements" of the Comprehensive Plan for the National Capital identifies the L'Enfant and McMillan Plan streets and reservations as elements "that contribute to the significant system of open space forming the urban design framework of the nation's capital" and calls for their preservation (NCPC, 2004).

Views from the perimeter of the Harry S Truman Building include views of historical significance, including those of the Mall, the Lincoln Memorial and the Washington Monument. Along 23rd Street, looking toward the Mall, it is possible to see the Lincoln Memorial; however, the size and number of trees lining the street frames much of this view when foliage is present. The Washington Monument is visible from Virginia Avenue, C Street, and from the intersection with 23rd and C Streets.

The viewshed from the intersection of 21st and D Streets toward C Street and Constitution Avenue leads to the Mall. It is also possible to see Arlington House, at the highest elevation of Arlington Cemetery, from the intersection of 23rd and D Streets. The Kennedy Center is visible from Virginia Avenue, E and D Streets, looking west.

The viewshed from the intersection of C Street and 22nd Street looking south includes the APhA Building to the west and the NAS Building to the east. During full foliage, the street trees along both the east and west sides of 22nd Street obstruct views of the Mall; however, in winter and fall months, Constitution Avenue and the Mall are more visible. Looking north towards the Harry S Truman Building from the intersection of 22nd Street and Constitution Avenue, in full foliage, the APhA Building is visible to the west, while the eastern NAS Building is mostly hidden by street trees. The existing C Street entrance to the Harry S Truman Building is visible from Constitution Avenue.

[6] The discussion of visual resources in Section 3.3.2 includes information relevant to Section 3.2.1, which addresses historically significant visual resources.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

While replacement of the current temporary security features with barriers specially designed for the Harry S Truman Building would improve overall site aesthetics, long-term, moderate, adverse impacts on the site's vistas and axes under this alternative result from the installation of guard booths on C Street, from the extension of curbs into the cartways (travel lanes and parking) of C, 21st and 23rd Streets, security construction, and the creation of medians on C and 21st Streets. Potential adverse effects on visual resources could result from the new entrance pavilions on C, 21st, and 23rd Streets. Designs for these pavilions have not been finalized, but the site plan for the project shows the overhanging roofs of these pavilions extending into the existing rights-of-way.

In order to create setbacks from the street and provide a site for security features such as bollards, kneewalls, and trees, the perimeter security plan extends curbs on both sides of 21st Street, on the south side of C Street, and on the east side of 23rd Street. The extension of the curb on 23rd Street would align it with the current bump-out of the curb at the northeast corner of 23rd and C Streets. Two 6-foot-wide medians would be added on 21st Street to separate truck traffic from passenger vehicles, and four 6-foot-wide medians would be placed on C Street to separate traffic lanes. Guard booths would be installed in the center of the C Street cartway near its intersections with 21st and 23rd Streets. Associated with the guard booths would be security barriers within the relocated curbs, which would parallel 22nd Street at its intersection with C Street. Bollards would be placed within sidewalks at street intersections to fill in security gaps.

Changes to 22nd Street would have both beneficial and minor, long-term, adverse impacts to views of the Harry S Truman Building and the Mall. The removal of a small number of parking spaces would open sight lines along the east side of 22nd Street south to the Mall and north to the Harry S Truman Building; however, the proposed addition of a small number of street trees to the west side of 22nd Street may hinder views south to the Mall, and north to the Harry S Truman Building and APhA Building. A small taxi stand on the east side of 22nd Street may impair views of the Harry S Truman Building and NAS, looking north, and of the Mall and NAS, looking south. The proposed central median near Constitution Avenue would span only 3 feet in width and six inches in height, and would not likely impair views to, or from, the Harry S Truman Building.

Currently, views north of the Harry S Truman Building from 22nd Street are obstructed by a series of temporary, precast planters, a temporary guard booth and a hydraulic barrier, at the intersection of C and 22nd Streets. The proposed replacement of these temporary security elements with permanent, retractable bollards would likely result in negligible impacts to views of the Harry S Truman Building from 22nd Street, due to the visual impacts caused by the existing security elements. It should be noted that, although the bollards would be more visually appealing and would not further obstruct views currently obstructed by temporary security measures, they would not be removable. However, the proposed design for 22nd Street indicates the removal of the existing guard booth from the intersection of C and 22nd Street, which would improve views of the Harry S Truman Building from 22nd Street. Additionally, the space between the proposed bollards,

combined with a bollard height that is comparable to the height of the existing, temporary precast planters, would improve views of the Harry S Truman Building from 22nd Street.

The impacts of this construction on views along C, 21st, 22nd, and 23rd Streets within the project area are mixed. On all four streets, the rights-of-way remain unchanged, but the cartways, and therefore the streets' view corridors, are narrowed from their current conditions. Changes, however, have taken place to the cartways in the past (Figure 11). The cartway of C Street between 21st and 23rd Streets, for instance, was widened from 32 feet to 56 feet between 1965 and 2006. On 21st Street, the cartway between C Street and Virginia Avenue was widened from 32 feet in 1932 to 43 feet by 1965 and reduced to 36 feet by 2006. The 32-foot cartway on 23rd Street between C and D Streets was widened to 56 feet by 1965 and to 64 feet by 2006. In 1965, the 22nd Street roadway in the northern half of the block was 32 feet wide, but wider in the southern half (perhaps 56 feet.) It was widened to 56 feet for the entire block between Constitution Avenue and C Street by 2006[7]. The view down C Street is already partially interrupted by Reservation no. 108, which eases traffic entering Virginia Avenue at 19th Street.

The greatest intrusions on C Street's visual resources are the guard booths and associated security barriers, which interrupt what had been an open view prior to 2001. The guard booths, designed to harmonize with the Harry S Truman Building's Modern architecture, would replace existing temporary guard booths, but would have a moderate adverse impact on C Street's pre-2001 condition. The greatest street narrowing occurs on 21st Street. This narrowing and the truck inspection area have a minor adverse impact on views, especially looking south from the intersection of 21st Street with Virginia Avenue. The security plan regularizes these views by adding trees in the alignment of existing trees. New trees on 23rd Street are planted within the curb extension and have a minor adverse affect on views along the street in both directions. The curb extension and the new trees replace the temporary precast planters that have closed this area since 2001.

Although the designs of the new entrance pavilions have not been finalized, views of the Harry S Truman Building façade would likely receive minor, long-term, adverse impacts as a result of the new construction. The pavilions would be wider and deeper than the existing canopies but, architecturally, they would reflect the spirit of the existing entrance canopies. Moreover, the new guard booths and trees would have minor adverse impacts on views of the south façade of the building, but would not significantly affect the overall character of views of the building from 21st, 23rd, D, and E Streets. The impact of the proposed action on building views from a historic preservation perspective are discussed further in section 3.2 of the document.

The barriers planned for the NAS property (either walls or bollards of a design and materials appropriate to the architecture of the Bertram Grosvenor Goodhue building) may result in direct, long-term, minor adverse effects on the spatial organization of the academy grounds. The NAS Building was originally set within a generous green

[7] Information on street widths was taken from the 1932 and 1965 *Baist's Real Estate Atlas of Surveys of Washington, D.C.*, at the Library of Congress and from a 2006 site survey by Edwards & Kelsey. This information was compiled in graphic form by Rhodeside & Harwell for this project.

perimeter to complement its monumental design. The integrity of the grounds, especially toward the rear of the original building, where the barriers would be located, has been compromised, however, with the construction of a rear addition and the insertion of surface parking. These alterations limit, but do not erase, the adverse impacts of the proposed barriers.

The views along C Street to the secondary facades of the APhA and the NAS would be impaired by the larger guard booths. The view of the Lincoln Memorial from 23rd Street and Virginia Avenue would not be further hindered by additional trees. The views of the Washington Monument would not be impaired by security improvements to the building, nor would the view of the Arlington House. The view of the Kennedy Center would not be impacted by the improvements to D Street at 23rd Street and D Street at Virginia Avenue.

The proposed action would have some long-term, beneficial impacts on the aesthetics of the site. Precast planters and guard booths serving as part of the current temporary security measures would be replaced with more attractive, permanent structures that are consistent with the style and materials of the building, creating a more unifying and identifiable visual character. New security walls, railings and bollards would feature an architectural treatment that disguises their security function and minimizes the fortress-like appearance. Aesthetic improvements to the streetscapes would include better integrated landscape and architectural features along sidewalks, improved street lighting and special paving treatments at intersections and entrance pavilions. Additionally, the aesthetics of street vistas would be enhanced by rows of tree canopies along C, 21st and 23rd Streets. Finally, the visual quality of the building perimeter would be enhanced by augmented green space in the form of planted medians, plantings along sidewalks, and green space improvements on the northeast portion of the site.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Implementation of the No Build Alternative would result in long-term, minor/moderate, adverse impacts. The existing temporary security measures – including temporary precast planters, bollards, planters, and temporary guard booths and inspection areas – would continue to adversely impact views associated with several elements of the L'Enfant-McMillan Plan for Washington. These effects are judged to be moderate on C Street and minor on 21st, 22nd and 23rd Streets.[8] The temporary security features would also continue to have minor adverse impacts on views of all four facades of the Harry S Truman Building and, less noticeably, NAS and the Federal Reserve.

[8] Within the project area, D Street is not a contributing element of the L'Enfant and McMillan plan National Register designation.

3.3.3 NOISE

AFFECTED ENVIRONMENT

Vehicular traffic constitutes the largest source of noise in the vicinity of the Harry S Truman Building. Other sources of noise include sirens from emergency vehicles, aircraft flyovers, construction equipment operations at nearby sites, and the operation of other equipment used for building or landscape maintenance. (American Red Cross, 1999; GSA, 2003)

In general, potentially sensitive noise receptors include residences, hospitals, libraries, schools, day care centers, recreation areas, and other similar uses. In vicinity of the proposed action, sensitive noise receptors include the National Mall and memorials such as the Lincoln Memorial, the Vietnam Veterans Memorial, the George Washington University Hospital, George Washington University and the Korean War Memorial.

Chapter 28 of the District of Columbia Noise Control Act of 1977 requires that "[from] 7:00 a.m. to 7:00 p.m. on any weekday, noise levels resulting from construction or demolition (excluding pile driver devices) shall not exceed an L, one of 80 dB(A) unless granted a variance under §2705 of Chapter 27 of this subtitle." Further, it states that issuance of permits for construction or demolition are contingent on written assurances that construction activities would comply with the above restrictions (Section 5 of the District of Columbia Noise Control Act of 1977, DC Law 2-53, 24 DCR 5293, 5308). In addition, the federal Occupational Safety and Health Administration regulates noise as an occupational hazard and provides its own standards based on decibel levels and hours of duration (29 CFR Parts 1910.5 and 1926.52)

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, short-term, minor, adverse impacts would result from construction activities; however, these construction activities would be required to comply with local noise ordinances. In the long-term, the Build Alternative would not significantly alter building operations or traffic patterns, and therefore, would not create any new sources of noise, resulting in negligible long-term impacts.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's noise would be negligible.

MITIGATION

Potential short-term mitigation measures would include strict adherence to all applicable noise regulations, measures to ensure that all construction equipment is maintained regularly and fitted with mufflers, and efforts to keep all stationary noise-generating equipment enclosed**.**

3.4 SOLID AND HAZARDOUS WASTE

The Resource Conservation and Recovery Act, established in 1976 and enforced by the EPA, regulates solid and hazardous waste to protect human health and the environment, reduce waste and conserve energy and natural resources, and reduce or eliminate the generation of hazardous waste as quickly as possible.

3.4.1 SOLID WASTE

AFFECTED ENVIRONMENT

There are no landfills in the vicinity of the proposed action. The Department of State sends out its waste through DC disposal services, and recycles paper and other materials.

3.4.2 HAZARDOUS WASTE

AFFECTED ENVIRONMENT

Studies have not been undertaken to determine the presence of hazardous soils at this location. A survey of uses of, and adjacent to, the site prior to 1938 indicates the following: a gas station located at the corner of D Street and Virginia Avenue, a cinder-fill playground on Virginia Avenue and E Street, a string of car garages and body shops along demolished New York Avenue and 21st Street, a research chemical laboratory on a demolished site at New York Avenue and 22nd Street, and a carpet cleaning facility on the corner of C Street and 23rd Street (Topographic Survey of War Department Site, 1938).

Construction on this site from 1940 to the present may have obliterated any hazardous soil issues; however, the presence or lack of hazardous soils on the site is unknown. Soil remediation was completed for the former GSA Square 62 property, which is now part of the American Pharmacists Association site. Groundwater contaminants identified in samples at the site included concentrations of chlorinated solvents, benzene, toluene, ethylbenzene, xylenes, and naphthalene that exceeded EPA's and the District of Columbia's maximum contaminant levels (MCLs). Other contaminants included polynuclear aromatic hydrocarbons, polychlorinated biphenyls and metals (lead, arsenic and chromium) (EPA, 2006). Due to the location of the site down gradient from the Harry S Truman Building, and the low hydrologic conductivity of the groundwater, the chance that contaminants would have migrated off the affected site to the Harry S Truman Building site is extremely minimal (GSA, 2003; GSA, 1997). Additionally, the excavation and removal of contaminated soil during the construction of the recent APhA Building addition has reduced the risk of contamination for the Department of State property.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative could result in short-term, minor, adverse impacts on hazardous waste during construction. Any property developed as long ago as the Harry S Truman Building has potential for an unexpected discovery of hazardous waste issues as a result of prior site uses; however, there are no known or anticipated hazardous waste issues at this site. In the event that hazardous waste is encountered during construction, it would be handled in accordance with federally and locally mandated regulations for removal, treatment and disposal. Implementation of BMPs would reduce the amount of hazardous waste, such as fuel or paints, generated during construction. Any spills or other releases of potentially hazardous materials would be cleaned immediately after construction and all potential hazardous materials brought to the site would be removed.

The presence of asbestos in the existing canopies scheduled for demolition is unknown at this time; however, testing is scheduled to occur prior to construction. If asbestos is identified, it would be properly removed and disposed.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on solid and hazardous waste would be negligible.

MITIGATION

To minimize short-term solid waste impacts, the handling of construction debris would utilize BMPs for debris removal, including proper location of empty storage containers nearby the construction site; proper storage, sealing and labeling of waste; proper transportation of waste, following state and federal guidelines; proper handling of waste in the event of an accidental spill; and proper disposal of waste by a licensed professional (California Stormwater BMP Handbook).

3.5 NATURAL RESOURCES

3.5.1 TOPOGRAPHY

AFFECTED ENVIRONMENT

The District of Columbia is divided in half diagonally by the fall line, with the mid-Atlantic Coastal Plain covering the southeastern half of the city and the mid-Atlantic Piedmont covering the northwestern half of the city. The Piedmont, with an elevation of 60 meters at the fall line, is higher, rolling and more rugged than the Coastal Plain (DC Comprehensive Wildlife Conservation Strategy, 2005). The Harry S Truman Building site lies within the Coastal Plain Physiographic Province (Geologic Map of the Washington West Quadrangle, 1994).

A hill is located in the northern section of the lot, at the intersection of Virginia Avenue and 23rd Street. Slopes to the east of the hill extend down D Street toward 21st Street and follow south to C Street; to the west, slopes extend south down 23rd Street. The slopes follow eastward on C Street or continue south on 23rd Street. Additionally, slopes extend south past C Street, down 22nd Street, towards Constitution Avenue. The Harry S Truman Building site slopes 31 feet from the lowest point at the corner of 21st and C Streets, to its highest point at 23rd and E Streets (Concept Submission, 2004).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, minor, adverse impacts on the site's topography. A series of concrete slabs would be placed underneath the pavilions to accommodate the additional structural load. The slabs would level slopes beneath the pavilions on 23rd and 21st Streets but would not affect the surrounding land. During construction, BMPs would be utilized to minimize the potential for soil erosion caused by minor alterations to topography at the pavilions, such as sediment barriers, stormdrain inlet protection and dust control measures.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, there would be no physical changes to the site and no impacts on topography would occur.

3.5.2 GEOLOGY

AFFECTED ENVIRONMENT

The land beneath the Harry S Truman Building is made of artificial fill, placed during past land development in the District, and Quaternary age deposits of Colluvium. The deepest existing area of artificial fill is in the southeast portion of the building area, with varying depths across the remaining building area. Artificial fill is also located beneath the southern portion of 22nd Street, closest to Constitution Avenue. The Quaternary age sediments (Colluvium) consist of unsorted colluvial sands, gravel, clays and silt overlying Pleistocene era clays and sands. Rock is present at a depth of approximately 90 to 110 feet below the ground surface and the groundwater surface would be anticipated at elevations ranging from 15 to 30 feet (Fleming et al, 1994). The District of Columbia has a seismic hazard rating of two to four, with zero being the lowest hazard and 32 being the highest hazard (USGS, 2002).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, minor adverse impacts on the site's geology, due to an increase in structural load that would require drilling and digging into the earth for increased stabilization. The construction of the pavilions and bollards would require drilling into the ground and existing concrete for stabilization. Controlled compacted fill would be placed underneath each of the pavilions

to support additional weight. The site would be surveyed to identify the depth below ground surface of the water table in the immediate construction area. Minor subsidence issues would not be a concern due to the small area. The land beneath the Harry S Truman Building does not pose a seismic hazard and bedrock is not anticipated to be encountered during construction (Concept Submission, 2004).

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's geology would be negligible.

3.5.3 SOILS

AFFECTED ENVIRONMENT

The Harry S Truman Building is located on Urban Land, which is moderately sloping land covered by more than 80 percent of concrete, buildings, and other impervious surfaces. The initial layer beneath Urban Land, artificial fill, was deposited in amounts of 20 inches or more on poorly to excessively drained soils in uplands, terraces and flood plains in the Coastal Plains and Piedmont to create viable land for buildings, roads, railroads and recreation areas of one to 350 acres in size. Sandy, gravelly, silty and clayey soil material occupies 80 percent of the layer with bricks, trash, wire, metal, boards, cinders, industrial waste, incinerator ash, concrete and stone occupying the rest (Fleming, et al, 1994).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, minor adverse impacts on the site's soil due grading the land for construction along E and D Streets, and adding impermeable surfaces to portions of the site. The soil beneath the site would be tested to ensure that it can withstand the additional weight of the new pavilions and bollards. Construction of the new roads along E and D Streets and pavement on C and 22nd Streets would employ available BMPs to keep erosion at a minimum and maintain sediment control.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, there would be no physical changes to the site and no impacts on soils would occur.

3.5.4 WETLANDS

National Wetland Inventory maps do not show existing wetlands on the Harry S Truman Building grounds. A confirmatory site walkover by a wetland delineator found no evidence of wetlands on the property.

3.5.5 FLOODPLAIN

AFFECTED ENVIRONMENT

The Harry S Truman Building site is outside the 100-year floodplain of the Potomac River (District of Columbia FIRM 110001, Panel 0015 B, November 15, 1985).

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on wetlands and/or floodplains would be negligible. There are no existing wetlands on the Harry S Truman Building site, which also lies outside the 100-year floodplain.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's wetlands and/or floodplains would be negligible.

3.5.6 STORMWATER/GROUNDWATER

AFFECTED ENVIRONMENT

The Harry S Truman Building site is located in the Potomac River drainage basin, a sub-basin of the Chesapeake Bay watershed. There are no permanent bodies of water located on or near the site. The site is located in a highly impervious portion of the Potomac watershed and is partially covered with concrete with low infiltration rates. This area of the watershed is interspersed with small pervious landscaped areas and urban parks. Stormwater runoff from the site flows through storm drains located around the property to a system of combined municipal sewer and storm drains, flowing south to the Tiber Creek Interceptor, and then to the Blue Plains Waste Water Treatment Plant (DCWRRC, 1993). Surface water that bypasses this drainage system flows southwards overland to the Potomac River, located approximately one mile southwest of the site.

As mentioned in section 3.5.1, the Harry S Truman Building site lies within the Coastal Plain Physiographic Province (Geologic Map of the Washington West Quadrangle, 1994). The groundwater system under the site is composed of unconfined and unconsolidated Coastal Plain sediments. Groundwater flows southward with a radial trend and is anticipated at depths of 15 to 30 feet below ground surface. This variation is a result of flows and recharge rates (i.e., rainfall).

All construction activities in DC are regulated by law and require approved construction permits from the DC Department of Environment (Watershed Protection Division, Technical Services Branch – formerly under the DC Department of Health, Environmental Health Administration), prior to the start of construction. The regulations governing stormwater management, erosion and sediment control are outlined in Chapter

5 of Title 21, and Chapter 31 of Title 20, District of Columbia Municipal Regulations (DCMR).

As part of the application for a construction permit, an erosion and sediment control plan, and/or stormwater management plan must be submitted and approved. Upon approval of construction permits, the construction site would be inspected periodically during the construction phase of the project to ensure compliance with approved plans.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, beneficial impacts to groundwater and stormwater due to increasing the amount of pervious surfaces, and short-term, minor, adverse impacts to stormwater due to construction. The Build Alternative constitutes a 17 percent increase in pervious (permeable) surface, from 69,326 SF to 81,411 SF over a total of 721,353 SF (16.6 acres). That would provide a long-term beneficial impact to stormwater and surface water bodies, by reducing runoff volumes and peak flows to the drainage system.

No excavation of the groundwater table is anticipated during construction, and the increase in the amount of pervious surface is expected to improve groundwater recharge.

There may be short-term, minor, adverse impacts to stormwater quality due to construction. With this alternative, temporary disturbance to surface soil and concrete material may produce sediments during relocation of curbs on C Street and 21st Street, construction of Type 'A' (3-person) guard booth, development of security walls and bollards, addition of trees and landscaping, construction of a 6' planted median, realignment of D Street entrance, repairing of 22nd Street, and re-grading of the C Street road surface and any subsequent land preparation activity that would occur. Potential sedimentation would be short-term and would not have a significant adverse impact on water quality. Sediment control measures would be employed according to the sediment and erosion control plan, pursuant to the District's building permit requirements for construction activities.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on the site's stormwater and groundwater would be negligible.

3.5.7 AIR QUALITY

AFFECTED ENVIRONMENT

Regional and Local Air Quality Conditions

The Harry S Truman Building is located in the Metropolitan Washington Air Quality Control Region. The U.S. Environmental Protection Agency (EPA), under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants – ozone, carbon monoxide (CO), nitrogen oxides (NOx), particulate matter ($PM_{2.5}$ and PM_{10}), lead, and sulfur dioxide, as shown in Table 4. Primary standards protect public health with an adequate margin of safety and secondary standards protect the public welfare from the adverse effects associated with pollutants in the ambient air.

Ambient air quality data for Washington, DC, collected by the Metropolitan Washington Council of Governments (MWCOG), measured ambient air concentrations at the monitoring stations closest to the Harry S Truman Building at well below the NAAQS, except for ozone (8-hour standard) (Table 4). The building is located in a $PM_{2.5}$ nonattainment area (1997 standard) and a moderate ozone nonattainment area. Areas that meet the NAAQS criteria for pollutants are designated as being "in attainment;" areas where a criteria pollutant level exceeds the NAAQS are designated as being "in nonattainment" and are based on the severity of their pollution problem—marginal, moderate, serious, severe, or extreme.

The area is a maintenance area for CO, meaning that it was previously designated as nonattainment and subsequently redesignated to attainment, subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Existing Emissions

Existing sources of air emissions from the Harry S Truman Building include combustion emissions from water - and space-heating units and emergency generators (stationary sources) and emissions from motor vehicles traveling to and from the building, including employee, visitor and delivery vehicles (mobile sources). Steam heat for the Harry S Truman Building is provided by GSA, via an underground pipeline from a central steam plant located at another site.

Table 4 - Ambient Air

NATIONAL AMBIENT AIR QUALITY STANDARDS AND WASHINGTON, DC MONITORING DATA				
Pollutant & Averaging Time	**2008 Monitored Data**	**Monitoring Site Location**	**Primary Standard (ppm)**	**Secondary Standard (ppm)**
Carbon Monoxide 8- hour concentration[a] 1- hour concentration[a]	 2.6 ppm 6.0 ppm	 Verizon Phone Company	 9 ppm 35 ppm	None
Nitrogen Dioxide Annual Arithmetic Mean[c]	 0.013 ppm	 Arlington	 0.053 ppm	 Same as primary
Ozone 8- hour concentration[c]	 0.086 ppm	 Arlington	 0.075 ppm	 Same as primary
Particulate Matter PM2.5: Annual Arithmetic Mean[d] 24- hour Maximum[e] PM10: 24- hour Maximum[a]	 13.3 μg/m^3 31.5 μg/m^3 49 μg/m^3	 Arlington Alexandria	 15 μg/m^3 35 μg/m^3 150 μg/m^3	 Same as primary Same as primary
Lead Quarterly	 (f)	 (f)	 1.5 μg/m^3	 Same as primary
Sulfur Dioxide Annual Arithmetic Mean[b] 24- hour concentration[a] 3- hour concentration[a]	 0.003 ppm 0.015 ppm 0.041 ppm	 Alexandria	 0.03 ppm 0.14 ppm -	 - - 0.50

Source: USEPA AirData Website, http://www.epa.gov/air/data/index.html. Accessed December 10, 2009.

Notes:

a Not to be exceeded more than once in a given year at any monitor. ;
b Not to be exceeded at any monitor.
c The fourth highest daily concentration each year (averaged over 3 consecutive years) is not to exceed the standard.
d The 3-year average of the weighted annual mean concentration at each monitor must not exceed the standard.
e The 3-year average of the 98th percentile at each monitor must not exceed the standard.
f Lead is no longer monitored in Washington, DC area, because concentrations consistently remain well below the NAAQS.

ppm = parts per million
μg/m^3 = micrograms per cubic meter

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative could result in short-term, minor, adverse impacts to air quality, due to proposed construction activities, and long-term, minor, adverse impacts associated with facility operations.

Construction Impacts

The Build Alternative would result in increased adverse impacts on local and regional air quality during the construction activities. These impacts are not expected to occur past the construction phase; therefore ambient air quality modeling has not been performed.

Air quality impacts during the construction phase of the project would occur primarily as a result of engine exhaust from diesel- and gas-fueled generators, personal vehicles (construction workers), diesel-fueled mobile sources (such as heavy trucks), and heavy-duty construction equipment (such as bulldozers, backhoes, and cranes). These emissions would primarily consist of NOx, SO2, PM, CO, VOCs, and greenhouse gases, which are common at construction sites. Emissions from operating equipment and vehicles during hot summer months could contribute to ozone formation.

Any congestion resulting from construction-related traffic would temporarily increase emissions in the area surrounding the construction site. In addition, some construction phases (particularly during paving operations using asphalt) could result in short-term odors near the project site.

Fugitive PM_{10} and $PM_{2.5}$ emissions could result from activities that include site preparation, demolition, ground excavation, grading, cut-and-fill operations, structure erection, construction-related traffic, and wind erosion of uncovered demolition and excavation areas. Relatively little earth moving activity would occur under the Build Alternative and dust emissions would be minimized by soil erosion and sedimentation control, restrictions on where vehicles can travel onsite, and speed controls for construction vehicles and equipment. Watering of exposed soil and demolition debris may also be used to control dust.

Operational Impacts

No additional stationary sources of air emissions are proposed as a part of the Build Alternative. It is not anticipated that the proposed action would result in additional fuel-burning equipment for heating. Moreover, the servicing of the new entrance pavilions should not result in a significant increase in air emissions.

The number of employees, visitors and delivery trips is not anticipated to increase as a result of the proposed action. Slight changes to traffic patterns may occur, however it is not anticipated that these changes would result in unacceptable concentrations of mobile source air pollutants in the vicinity of the project site.

CO is the primary pollutant of regulatory concern for vehicle emissions. The traffic analysis conducted for the project indicates that the intersections in proximity to the project would operate at LOS C or better. LOS of C or better are not expected to result in a violation of the carbon monoxide NAAQS, per EPA guidance. Vehicle volume and delay are both expected to decrease as a result of the Build Alternative, and the project is not expected to cause negative impacts to air quality from any mobile source air emissions in the near or long term.

Mobile Source Air Toxics

Motor vehicles emit seven pollutants that EPA classifies as priority mobile source air toxics (MSATs): acrolein, benzene, 1.3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. The seven priority MSATs are known or suspected to cause cancer or other serious health effects.

The purpose of this project is to implement security improvements to the Harry S Truman Building. This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. This project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels would cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE 6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSATs from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This would both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

General Conformity

The CAA Conformity Regulations (40 CFR Parts 6, 51, and 93) require federal agencies that propose federally-funded actions to demonstrate conformity with the CAA if located in, or affecting, nonattainment or maintenance areas. Perimeter security improvements at the Harry S Truman Building require that General Conformity be met. If the increased emissions of the criteria pollutant (or its precursors) do not exceed a defined *de minimis* level, the federal action has minimal air quality impact, and therefore, the action is determined to conform for that pollutant and no further analysis is required. The Harry S Truman Building is located in an attainment area for all NAAQS pollutants except ozone (8-hour standard) and $PM_{2.5}$ (annual standard). It is also in a maintenance area for CO. The *de minimis* values for each of these three pollutants are summarized in Table 5.

Table 5 - De Minimis

***DE MINIMIS* THRESHOLD IN THE WASHINGTON DC AREA (TONS PER YEAR)**		
Pollutant	**Degree of Nonattainment Level**	**De Minimis[a]**
Ozone (VOCs)	Moderate, inside an ozone transport region	50
Ozone (NOx)	Moderate, inside an ozone transport region	100
Carbon Monoxide	All Maintenance	100
Particulate Matter ($PM_{2.5}$)	Moderate	100
	Serious	70

NO_x = nitrogen oxides.
VOCs = volatile organic compound.
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter.
Source: 40 CFR 93.153(b)

Emissions increases associated with the proposed action would occur only during the construction phase. While a quantitative analysis could not be performed at the current planning stage, it is presumed that the Build Alternative is exempt from the CAA conformity requirements, because the scale of proposed construction activity is highly unlikely to generate over 50 tons per year of VOC or any other nonattainment pollutant.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on air quality would be negligible.

MITIGATION

During construction, fugitive dust emissions would be minimized by soil erosion and sedimentation control, restrictions on where vehicles can travel onsite, and speed controls for construction vehicles and equipment. Watering of exposed soil and demolition debris may also be used to control dust as needed.

3.6 BIOLOGICAL RESOURCES

3.6.1 VEGETATION

AFFECTED ENVIRONMENT

The Harry S Truman Building is located in a highly urbanized area. The area surrounding the building is comprised primarily of maintained flower/shrub beds and mowed grass areas with trees lining the sidewalks. The trees that are planted within the perimeter typically consist of American elms (*Ulmus americana*) planted along the eastern half of C Street and along 21st Street, American sycamores (*Platanus occidentalis*) located along 21st Street, Willow oaks (*Quercus phellos*) planted along Virginia Avenue and D Street, Northern red oaks (*Quercus rubra*) and American sycamores along D Street as well as along 23rd Street and the western half of C Street

The American elm trees along C Street are arranged in a row of eight and appear to have been planted more recently than the trees located around the building. The overall diameter breast height (dbh) measurement of trees within this area is approximately 5 inches.

The two American sycamore trees near the corner of C Street and 21st Street are mature established trees, with an overall dbh measurement of approximately 14 inches. Along 21st Street, before the entrance of the loading dock, there are four large, mature American elms, with an overall dbh measurement of approximately 21.5 inches. The Willow oaks that are along Virginia Ave and D Street are also large mature trees with an overall dbh of approximately 19 inches.

There are twelve English holly trees *(Ilex aquifolium*) that are planted in a line along the north side of the Old State Department portion of the site. These trees appear to be more recent plantings compared to others trees on the site. There are many large, mature American sycamore trees along 23rd and C Streets, six of which are along 23rd Street and five along C Street in the vicinity of the Harry S Truman Building.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Implementation of the Build Alternative would result in long-term, beneficial impacts by replacing some of the current impervious areas with vegetated areas. The Build Alternative would include altering several streets surrounding the building's perimeter. These alterations include: realigning C Street to match the portion of the street adjacent to the Federal Reserve Building; altering 21st Street to improve the screening process for truck deliveries; and relocating D Street to move the flow of traffic further away from the Harry S Truman Building.

In association with these street changes, approximately 133 new trees would be planted as part of the streetscape designs along D, C, 21st, and 23rd Streets. The chart below identifies the number of existing trees to be removed, the calipers of those trees, and the number being planted, per street. Because the final designs for 21st and 23rd Streets would be completed in a later phase, approximations for these street tree calculations are provided.

Street	# of Existing Trees	# of Trees to be Removed	# of New Trees
C	14	13 (5:13 with a caliper > 8 inches)	40
D	37	10 (10:10 with a caliper > 8 inches)	31
21st	+/- 10	+/- 2 (2:2 with a caliper > 8 inches)	+/- 42
23rd	+/- 6	+/- 6 (6:6 with a caliper > 8 inches)	+/- 20

The two proposed trees in the Concept Design that intrude into the historic right-of-way on 21st Street would be taken out of the design. The proposed addition of street trees on the east side of 23rd Street would align as close as possible to the street trees on the west side of 23rd Street, so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial. A visual aid that reflects the existing and proposed street tree alignment on the roadway can be found in Figure 18.

Trees that are being considered for new planting after construction activities include: London plane (*Platanus* x *acerifolia*), Willow oak (*Quercus phellos*), Red maple cultivars (*Acer rubrum*), and seedless Green ash (*Fraxinus pennsylvanica*). Shrubs and groundcover plantings would also be added.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on vegetation would be negligible.

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Figure 18 - 23rd Street Viewshed Analysis (looking south)

Existing Conditions

Proposed Trees

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3.6.2 WILDLIFE

AFFECTED ENVIRONMENT

Due to the developed landscape of the area, wildlife species in the vicinity of the Harry S Truman Building are highly adapted to urban habitats. Species that may be affected are the Eastern gray squirrel (*Sciurus carolinensis)*, the American robin (*Turdus migratorius*), and the mourning dove (*Zenaida macroura*). During a site visit conducted on September 28, 2006, no wildlife was observed within the building's perimeter grounds.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on wildlife would be negligible. Urban-adapted animal species would relocate to a similar habitat (developed landscape) in the surrounding area. An effort would be made to minimize impact of construction activities on the current available habitat. After the construction is completed, species habitat would be returned to a similar manner as that found before construction activities began.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on wildlife would be negligible.

3.6.3 THREATENED OR ENDANGERED SPECIES

AFFECTED ENVIRONMENT

According to the U.S. Fish and Wildlife Service's (USFWS) Threatened and Endangered Species System (TESS), seven animal species and one plant species are listed as having special status within the District of Columbia. These species include Hay's spring amphipod (*Stygobromus hayi*), American burying beetle (*Nicrophorus americanus*), eskimo curlew (*Nurmenius borealis*), bald eagle (*Haliaeetus leucocephalus*), Eastern puma (*Puma concolor couguar*), dwarf wedgemussel (*Alasmidonta heterodon*), gray wolf (*Canis Lupis*) and the small whorled pogonia (*Isotria medeoloides*) (USFWS, 2006). Because the area surrounding the Harry S Truman Building is already developed, it is not expected that any of these federally listed species or their habitat would be located with the Department of State Buildings' grounds.

The District of Columbia has listed species considered to be "of greatest concern" within the city (District of Columbia, 2005). Examples include Brown thrasher, Eastern chipmunk, Bog turtle, Marbled salamander, Alewife floater, and Atlantic sturgeon. The vicinity of the Harry S Truman Building is developed and is not expected to harm any of the above species or their habitats.

The USFWS and the DC Division of Fisheries and Wildlife were contacted on August 25, 2006 to request information about the proximity of the construction site to the habitats of the species listed above. A response from the USFWS, received on May 9, 2007, indicated that no proposed or federally listed endangered or threatened species are known to exist within the project impact area, and that no further consultation with the USFWS is required. This response can be found in Appendix A.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts on threatened or endangered species would be negligible.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts on threatened or endangered species would be negligible.

3.6.4 ENVIRONMENTAL JUSTICE

AFFECTED ENVIRONMENT

The area is zoned for government and special uses, and therefore contains only a small resident population. According the to the 2000 Census, twelve residents live in Census Tract 62.2. There are a number of public transportation options in the area that serve workers and residents.

ENVIRONMENTAL CONSEQUENCES OF THE BUILD ALTERNATIVE

Under the Build Alternative, impacts to low-income or minority populations would be negligible. Nearby residents may experience nuisance noise or dust during the construction phase, but these impacts would be temporary and not disproportionately felt by minority/low-income populations.

ENVIRONMENTAL CONSEQUENCES OF THE NO BUILD ALTERNATIVE

Under the No Build Alternative, impacts to low-income or minority populations would be negligible.

TABLE 6: ENVIRONMENTAL AND SOCIOECONOMIC CONSEQUENCES			
SECTION	**RESOURCE**	**NO BUILD ALTERNATIVE**	**BUILD ALTERNATIVE**
3.1.1	**TRANSPORTATION**	Long-term, minor, adverse impacts from existing circulation and pedestrian mobility.	Long-term, beneficial, impacts from additional lane and enhanced security measures. Short-term, minor, adverse impacts would result from construction and potential congestion.
3.1.2	**PUBLIC SAFETY**	Long-term, minor, adverse impacts from existing security needs	Long-term, beneficial impacts from improved security.
3.1.3	**UTILITIES**	Negligible	Long-term, minor, adverse impacts from relocation of some original curb lines, stormwater drains, street lights, hydrants and manholes.
3.1.4	**COMMUNITY FACILITIES**	Negligible	Negligible
3.2.1	**HISTORIC RESOURCES**	Long-term, minor and moderate adverse impacts from temporary security measures	Long-term, minor, adverse impacts from restructuring original architecture and landscaping.
3.2.2	**ARCHEOLOGICAL RESOURCES**	Negligible	Negligible
3.3.1	**ON-SITE LAND USE**	Negligible	Negligible
3.3.1.1	**LOCAL & REGIONAL PLANNING CONTEXT**	Negligible	Negligible
3.3.1.2	**ADJACENT LAND USES & OWNERSHIP**	Negligible	Long-term, moderate, adverse impacts on NAS and APhA from changes to C, 22nd, 23rd and 21st Streets.
3.3.1.3	**POPULATION**	Negligible	Negligible
3.3.1.4	**ECONOMY & EMPLOYMENT**	Negligible	Short-term, beneficial impacts to DC from the creation of additional construction jobs for the duration of the project.
3.3.2	**VISUAL RESOURCES**	Long-term, minor and moderate adverse impacts from temporary security measures	Long-term, moderate, adverse impacts from the construction of new security improvements that would impact views of the original building and intrude into the historic L'Enfant rights-of-way.
3.3.3	**NOISE**	Negligible	Short-term, minor, adverse impacts from construction.
3.4.1	**SOLID WASTE**	Negligible	Short-term, minor, adverse impacts from construction.
3.4.2	**HAZARDOUS WASTE**	Negligible	Short-term, minor, adverse impacts from construction.
3.5.1	**TOPOGRAPHY**	Negligible	Long-term, minor, adverse impacts from placement of concrete slabs underneath pavilions to be used for leveling land.
3.5.2	**GEOLOGY**	Negligible	Long-term, minor, adverse impacts from potential drilling and dowelling, and addition of compacted fill under pavilions.
3.5.3	**SOILS**	Negligible	Long-term, minor, adverse impacts from grading for additional impervious surfaces.
3.5.4	**WETLANDS**	Negligible	Negligible
3.5.5	**FLOODPLAIN**	Negligible	Negligible
3.5.6	**STORMWATER & GROUNDWATER**	Negligible	Long-term, beneficial impacts from an increase in the amount of pervious surfaces, with short-term, minor, adverse impacts from construction.
3.5.7.1	**REGIONAL & LOCAL AIR QUALITY**	Negligible	Short-term, minor, adverse impacts from construction emissions, dust from soil excavation, and odors.
3.5.7.2	**EXISTING EMISSIONS**	Negligible	Negligible
3.6.1	**VEGETATION**	Negligible	Long-term, beneficial impacts from addition of trees and vegetative pervious surfaces.
3.6.2	**WILDLIFE**	Negligible	Negligible
3.6.3	**THREATENED & ENDANGERED SPECIES**	Negligible	Negligible
3.6.4	**ENVIRONMENTAL JUSTICE**	Negligible	Negligible

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4.0 CUMULATIVE IMPACTS

According to Section 1508.7 of the National Environmental Policy Act:

> Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.
> *(NEPA, the Environmental Quality Improvement Act of 1970, as amended (42 U.S.C. 4371 et seq.), sec. 309 of the Clean Air Act, as amended (42 U.S.C. 7609), and E.O. 11514 (Mar. 5, 1970, as amended by E.O. 11991, May 24, 1977))*

The proposed action is the implementation of the *2004 Concept Submission for the Perimeter Security Improvements for the Department of State Harry S Truman Building*. This Submission describes the phasing process and projected magnitude of the proposed perimeter security actions for the site area and vicinity. There are no other projects during this time at the Harry S Truman Building that would add to the potential cumulative impacts of the Concept Submission.

Ongoing projects that may contribute to the cumulative effects of the Department of State perimeter security improvements include those listed below. Categories of impact include 'neutral' (none), 'beneficial' (positive), and 'detrimental' (negative).

Lincoln Memorial Circle Rehabilitation and Security Improvements would provide tour bus parking, increase visitor safety, improve the cultural integrity of the Lincoln Memorial, and improve the overall visitor experience in the vicinity of the Memorial. A new vehicular barrier system would consist of a retaining wall, bollards, a secure gate, and two visitor service areas that would impact the west, north and south sides of the Memorial, Daniel Chester French Drive, and Henry Bacon Drive.

American Pharmacists Association (APhA) is in the process of designing and implementing perimeter security improvements to the new office building addition on C St. NW, between 22nd and 23rd Streets NW.

Vietnam Veterans Memorial Visitor Center is being proposed on a site bounded by Henry Bacon Drive, Lincoln Memorial Circle, 23rd St. NW, and Constitution Ave. NW.

Federal Reserve Martin Building is in the beginning phases of design and an environmental study for new conference pavilions and a visitor screening center.

National Academy of Sciences is constructing a small museum, located on Constitution Avenue NW between 21st and 22nd Streets NW.

Nearby Road Improvements include rehabilitation of the Theodore Roosevelt Bridge, rehabilitation of Constitution Avenue NW from 15th Street NW to 23rd Street NW, and rehabilitation of Ohio Drive from 23rd Street to Rock Creek and Potomac Parkways. The Theodore Roosevelt Bridge improvement project is currently in the preliminary planning stage and construction is not expected to begin until after the Lincoln Memorial Project is complete.

United States Institute of Peace Headquarters is currently being constructed on the northwest corner of the intersection of 23rd Street NW and Constitution Avenue NW. The building comprises 154,000 SF.

TRANSPORTATION AND PARKING

Cumulative impacts on transportation and parking at the Harry S Truman site and vicinity would be minor adverse in the short-term and beneficial in the long-term. Mitigation measures for these impacts can be found in section 3.1.1. The current arrangement of temporary precast planters and closure of C and D Streets affect traffic patterns on the site, externalizing these problems to the surrounding area. This and future security improvements result in the elimination of a small number of on-street parking spaces, leading to a small reduction in public parking in the area.

Additionally, the United States Institute of Peace Headquarters, a 248,000 SF building, is under development in the northwest quadrant of the 23rd Street/Constitution Avenue intersection. This site is immediately south, southeast, and west of the Navy Bureau of Medicine and Surgery, Harry S Truman Department of State (DoS), and American Pharmacists Association, respectively. Traffic impacts from the Institute of Peace Headquarters on the surrounding road network were evaluated in a traffic study dated March 13, 2006, with subsequent analysis dated February 13, 2007. The studies conducted for the Institute of Peace reflected the security improvements envisioned by the DoS, with respect to the reconfiguration of the E Street/Virginia Avenue intersection. The Institute of Peace traffic studies, as well as the October 28, 2004 and October 6, 2006 DoS traffic studies, accounted for regional traffic growth that considers planned, but not built, projects in the vicinity of the DoS.

The Institute of Peace Headquarters would provide 140 replacement parking spaces for the U.S. Navy Annex from its inventory of 240 below-grade parking spaces. The existing access point serving the parking lot, approximately 85 feet north of Constitution Avenue, would be closed. The proposed access point oriented to 23rd Street is being evaluated under signal control as part of the C Street, U.S. Annex driveway, and 23rd Street pre-timed clustered system.

Additionally, the Vietnam Veterans Memorial Fund is proposing a Memorial Visitor Center on a site bounded by Henry Bacon Drive, Lincoln Memorial Circle, 23rd Street, and Constitution Avenue. Locating the Memorial Visitor Center at this location has the potential to cumulatively impact traffic in the vicinity of the Harry S Truman Building

during the work week; however, it could be expected that the majority of traffic impacts would occur on weekends and holidays.

The Department of State, in consultation with DDOT, APhA, and NAS, has evaluated operational improvements on 22nd Street to best control its enhanced functions. The DoS would replace the retractable barriers and guard booth at the C Street/22nd Street intersection with retractable emergency bollards. Under this condition, DoS site trips would no longer use this site access point, with the exception of emergencies and high-priority visitors. A raised median would be installed on the southern half of 22nd Street, between C Street and Constitution Avenue, NW, to discourage double parking. The angled parking on the west side of 22nd Street would be converted from head-in parking to the DDOT-preferred back-in parking. In addition, designated taxi stand and pick-up areas would be established. An operational evaluation of 22nd Street has been evaluated between C Street and Constitution Avenue, NW for this EA.

All site traffic to APhA would remain the same. The main APhA garage driveway and loading dock that serves the APhA Building are oriented to 22nd Street between C Street and Constitution Avenue, NW. Under a separate action, the installation of retractable barriers and security guard booths has been proposed for the APhA Building at these locations. The APhA driveway on 23rd Street, NW would remain an emergency exit only and also has been proposed for a retractable barrier and guard booth. An evaluation of the service time to process entering vehicles would be provided with respect to the 22nd Street, NW operational evaluation discussed above under a separate EA for the new APhA facility. The proposed improvements at APhA include three (3) possible security perimeter alternatives as summarized below:

> No Action Alternative includes the location of a 30" high security wall in a location along 23rd Street, NW that was previously approved by NCPC in 2005, but has not been constructed.
>
> Alternative 1 includes the 23rd Street wall shown in the No Action option, but also includes new guard booths and vehicle barriers at the two garage entrances one on 22nd Street, NW, and 23rd Street, NW, and the loading dock on 22nd Street, NW. In addition, this alternative shows a new 30" wall along the APhA property line on 22nd Street, NW.
>
> Alternative 2 locates the 23rd Street, NW wall on the National Park Service western property line, and relocates the sidewalk to the west of the new wall. On 22nd Street, NW, the wall is located on the eastern edge of the existing sidewalk. The locations of the guard booths and vehicle barriers remain as shown for Alternative 1.
>
> Alternative 3 locates the new 23rd Street, NW wall 24" east of the existing curb line and the 22nd Street, NW wall 24" west of the existing curb line. The location of the guard booths and vehicle barriers would be the same as those described in the other two action alternatives.

VISUAL RESOURCES

Cumulative impacts on visual resources at the Harry S Truman site and vicinity would improve site-specific aesthetics in the long-term, but would be moderately adverse on the site's vistas and axes in the long-term. The placement of the guard booths on C Street would intrude into the historic L'Enfant right-of-way and create a visual barrier from the NAS and APhA Buildings to the Department of State, and visa versa. The design for the new C Street pavilion would need to be revised as it impedes into the C Street historic L'Enfant right-of-way. There would be impacts from the D Street pavilion into the historic L'Enfant right-of-way.

The combined effect of construction along 23rd Street, including the DoS, APhA and the United States Institute of Peace Headquarters, would change the visual character of both sides of 23rd Street between C Street and Constitution Avenue. These changes could be considered beneficial in that new urban design elements would be provided; however, the installation of temporary and permanent security improvements at the Department of State, in conjunction with those at APhA, could have long-term, minor to moderate, adverse cumulative impacts on visual resources, by adversely altering views of the 23rd, 22nd, and C Streets streetscapes. Additionally, removal of traditional street elements, most notably street trees, represents a long-term adverse visual impact and removes the important framing elements that positively contribute to views.

AIR QUALITY

Cumulative impacts on air quality at the Harry S Truman site and surrounding area would be minor adverse in the long-term. Construction activities at the Harry S Truman Building would have neutral impacts on air quality, as they are short-term and would generate emissions in quantities below *de minimis* levels. Similarly, other projects in the local area, such as those for the Federal Reserve (future), APhA (future), and the Kennedy Center (access improvements completed, additional projects on hold), have been determined to have minimal impact on air quality. Typically, adverse cumulative impacts on air quality are expected, due to multiple construction projects occurring at the same time, in the same area. Although two of these nearby projects could occur concurrently with the proposed action, the cumulative impacts are not expected to be above the impact of normal construction activities occurring throughout the city.

WATER RESOURCES

Cumulative impacts on water resources at the Harry S Truman site and vicinity would be beneficial in the long-term, and minor adverse in the short-term, due to construction. The Build Alternative at the Harry S Truman Building would actually result in an increase in pervious area and have beneficial impacts on the Harry S Truman site. This would offset some of the increase in impervious areas caused by new construction at the APhA Building, the Kennedy Center access improvements, and other construction projects in the vicinity, and have a long-term beneficial impact to stormwater and groundwater in this area.

VEGETATION

Cumulative impacts on vegetation at the Harry S Truman site and vicinity would be beneficial in the short- and long-term. The Build Alternatives for perimeter security at the Harry S Truman Building and APhA would have temporary detrimental impacts on vegetation due to construction activities; however, once construction is completed, the result would be beneficial, as the Build Alternative would increase the number of trees and other vegetative cover at the site. This would offset some of the potential detrimental impacts to terrestrial vegetation that may result from new construction at the APhA Building, Kennedy Center access improvements, and other construction projects in the area.

WILDLIFE

Cumulative impacts on wildlife at the Harry S Truman site and vicinity would be negligible. The Build Alternatives for perimeter security at the Harry S Truman Building and the APhA would have cumulative, but temporary detrimental, impacts on those species which are adapted to a highly urbanized environment. Because these species are regarded as transient species and/or habitat generalists, construction would not have a permanent detrimental impact on these species and they would return once construction activities are completed.

SECURITY

Cumulative impacts on security at the Harry S Truman site and vicinity would be beneficial in the short- and long-term. Past activity at the Harry S Truman Building has included the addition of the New State Building to Old State, or War Department Building.

5.0 LIST OF PREPARERS

KCCT Architects
Overall Project Management
Quality Control (QA/QC)

Rhodeside & Harwell, Incorporated
Project Management
Purpose and Need
Description of Alternatives
Geology
Soils
Vegetation
Solid Waste
Hazardous Waste
Land Use
Visual Resources
Noise
Population
Economic and Employment
Community Facilities
Public Safety
Environmental Justice
Significance of Impacts
Cumulative Impacts

Wells & Associates, Inc.
Parking
Transportation

Robinson & Associates, Inc.
Historic Resources

CH2M HILL
Air Quality
Threatened and Endangered Species
Water Resources
Wildlife

John Milner & Associates, Inc.
Archeological Resources

Edwards and Kelcey, Engineers
Topography
Utilities

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APPENDIX A

Agency Comments and Responses Tables

EA Scoping Letter and List of Recipients

Section 106 Initiation Letters and Correspondence

EA Scoping Responses and Correspondence

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APPENDIX A

Agency Comments and Responses Tables

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Item	Section	Commenter	Comment	A/E Response
1	Design Concept	NCPC 2004	Develop specific agreements with the District Department of Transportation regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets, including policies for use of traffic barricades on 21st Street.	DOS will coordinate all improvements with the District of Columbia Department of Transportation and obtain agreements and permits as required.
2	Design Concept	NCPC 2004	Develop specific agreements with adjacent property owners, including the APhA and the NAS, regarding access from C Street, and circulation at the intersection of 22nd and C Streets.	DOS has developed specific arrangements and agreements as mutually decided for APHA and NAS access to and from C Street and 22nd Street.
3	Design Concept	NCPC 2004	Coordinate with the FHA and the Kennedy Center regarding the proposed modifications to E Street, which could affect access improvements to the Kennedy Center.	The proposed design for the reconfiguration of the E Street Expressway is based on the condition of the intersection as it exists today. The design will be further coordinated with the FHA and Kennedy Center projects after they are finalized, and will be revised if necessary.
4	Design Concept	NCPC 2004	Coordinate with NPS regarding the possible relocation of the Bernardo de Galvez statue currently located on US Reservation 720.	The Bernardo de Galvez statue would not be temporarily or permanently relocated or removed during this project.
5	Design Concept	NCPC 2004	Further develop the design of bollards, wall, rails and corner markers along with adjacent landscaping. Further develop the design of the entry pavilions to reflect the character of the building's architectural era and ensure that they are located within the building yard, between the face of the building and the public sidewalk, and that they do not intrude into the view corridor of the adjacent historic streets.	An informal review meeting was held on November 26, 2007 with CFA and the SHPO. It was generally agreed that the designs were appropriate for the building and the site, as well as the official submission for final approval.
6	Design Concept	NCPC 2004	Eliminate the two proposed trees that intrude into the historic 21st Street right-of-way and further study the impacts of proposed street trees within the 23rd Street right-of-way on view sheds to and from the Lincoln Memorial.	The two trees that adversely affect the views on 21st Street will be taken out of the design for 21st Street. The proposed addition of street trees on the east side of 23rd Street would align as close as possible to the street trees on the west side of 23rd Street, so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial. A visual aid that reflects the existing and proposed street tree alignment on the roadway can be found in the Vegetation section.
7	Cover	NCPC 2007	NCPC requests identification of the NCPC as a federal cooperating agency, as noted in the September 25, 2006 letter.	Corrected.
8	3.5.1	NCPC 2007	Correct physiographic location of the site	Corrected.
9	3.6.1	NCPC 2007	'Willow' is misspelled as well as other terms throughout the document - please revise	Corrected.
10	3.3.1.2	NCPC 2007	Include proposed construction of the US Institute of Peace Headquarters Building and the Vietnam Memorial Visitor Center at Bacon Drive and Constitution Avenue	The proposed US Institute of Peace Headquarters Building and the Vietnam Memorial Visitor Center at Beacon Drive on Constitution Avenue have been added to page 50 and to the Vicinity Map.

Item	Section	Commenter	Comment	A/E Response
11	3.3.1.4	NCPC 2007	Identify or state the effects from the build alternative as effects from the project's location, operation or employment presence to the city's economy; not as effects on the site.	Effects have been identified.
12	3.3.2	NCPC 2007	Text should reflect that the 2004 Federal Elements of the Comprehensive Plan for the National Capital no longer specify Special Streets; streets within the L'Enfant City are now characterized in the Comprehensive Plan as historic rights-of-way of the L'Enfant Plan. They are protected by listing in the National Register of Historic Places and in the District Inventory of Historic Sites as contributing elements of the Plan of the City of Washington, DC designation, and are further protected by policies in the Comprehensive Plan. (The document describes the L'Enfant plan in Section 3.6.2)	Text has been corrected.
13	3.3.2	NCPC 2007	Identify and analyze the effect of the guard booths in the rights-of-way on the character of the rights-of-way views themselves, rather than just the effects of the guard booths on views of adjacent buildings.	Effects have been identified and analyzed.
14	3.1.1	NCPC 2007	Clearly state the location in the Appendix for Figure 4-1 and Figure 4-2. Specific areas of possible direction of strategies to mitigate parking and access interruptions of losses should specified for the access issues relative to C Street, in relation to NAS and APhA, and should be addressed in the mitigation paragraph. Stating concern and a moderate impact is insufficient for NEPA.	The locations of these figures have been identified in the text.
15	3.2.1	NCPC 2007	Augment the fourth bullet in the summary of principal potential effects by referring to the L'Enfant Plan rights-of-way and their historic open character and views in the L'Enfant Plan rather than the "current conditions," which include temporary, recent security intrusions.	The bullet has been augmented.
16	Table 6	NCPC 2007	Integrate ALL of the above comments to the table of Environmental and Socioeconomic Consequences. For the analysis of the Build Alternative, include impacts to the L'Enfant rights-of-way that would occur by the construction of security structures in the rights-of-way.	Integrated. These impacts have been included.
17	3.1.1	NAS 2006	Concern regarding: ▪ Restricted access to C Street entrance ▪ Traffic on 22nd Street ▪ Absence of a passenger drop-off point on 21st Street ▪ Aesthetics of C Street	These concerns have been addressed in the text.
18	3.3.1.2 Table 6	NAS 2007	The EA states on page 32 that “no significant adverse impacts on adjacent land uses and ownership is expected.” This is amplified by Table 3, which states that the project has “no effects” on adjacent land uses and ownership.	This analysis has been revised.

Item	Section	Commenter	Comment	A/E Response
19	3.1.1	NAS 2007	▪ The Transportation section on page 43 states that "(it)t is anticipated that the NAS would continue to use C Street to provide access only to their shuttle buses and service trucks"; ▪ The Transportation section also states that "(t)he NAS has expressed concerns about the potential limited access from 22nd Street to C Street for their employees, and the DOS is willing to work with the NAS and (American Institute of Pharmacy) staff to ensure that traffic concerns and issues are addressed. A design meeting between the NAS, APhA, and DOS has been requested to solve the access issues along C Street. ▪ The EA states "the design team and DOS would continue to work with the NAS and APhA to address any concerns relating to the closure of C Street and 22nd Street, and limited access on 21st Street."	Design and coordination meetings have been held with DOS, NAS, and APHA, and transportation concerns have been addressed. The findings of these discussions are included in the text.
20	3.1.1	NAS 2007	▪ The letter from NAS on September 13, 2006 and comments from the meeting between NAS and DOS of September 25, 2006 should be appended to the EA ▪ Both documents clearly identify issues NAS has with the project's treatment of 21st, and C Streets and their impacts on NAS visitors, volunteers, and employees. The EA's failure to adequately address these issues is in violation of NEPA requirements.	The letter from September 13, 2006 and the letter dated September 29, 2006 are in Appendix A. The meeting minutes from the September 25, 2006 meeting could not be found.
21	3.1.1	NAS 2007	▪ Closing C Street will create a loss of taxi and other vehicle access to the NAS entrance on C Street used by NAS staff, volunteers and visitors and persons with disabilities; ▪ Unsafe conditions for pedestrians on 22nd Street caused by taxis/vehicles that will no longer use C Street and will use a dead-end street without a turnaround or organized traffic pattern; ▪ Congested egress from the NAS parking facility onto 22nd Street caused by the number of taxis and other vehicles that used C Street but will instead wait on 22nd Street; ▪ Unsafe conditions for passengers if C Street is closed, causing 21st Street to be used as a drop-off and loading area that is not safely out of the flow of traffic	These issues have been addressed in the Transportation section of the EA.
22	3.1.1	NAS 2007	The proposed 6' planted median on C Street, pg.8 Figure 1, seems to adversely affect access to the C Street entrance by the NAS Shuttle and access to the NAS loading dock by delivery vehicles and would substantially limit the amount of turn-around space such vehicles require; and the proposed exterior pavilion at the C Street entrance of the building, as described on page 8, as extending 82 feet south, seems to be inconsistent with, and if described accurately, would extend well beyond the current center line of C Street, causing the proposed vehicular turnaround and drop-off at the entrance to the pavilion to be directly in front of the exit of the NAS parking facility under the Academy Building, and increase the congestion, safety and difficulties that are currently part of the problem.	A discussion of these elements, and their impacts, are addressed in the Transportation section of the EA.

Item	Section	Commenter	Comment	A/E Response
23	3.1.1	NAS 2007	▪ The EA states that there are parking spaces on C Street in front of the Academy Building, but, temporary security measures do not allow NAS employees, visitors or volunteers to use these spaces (clarified on pg. 45, Build Alternative) - the EA does not discuss the impacts from or mitigation for the loss of these parking spaces; ▪ Of the 14 spaces identified in front of NAS, the EA states that 6 spaces would remain available to NAS, but does not address how they would be used by NAS; ▪ None of the spaces would be available to the general public; ▪ There is no discussion of the impacts on NAS or possible alternatives to mitigate the impacts; ▪ Neither the access and traffic issues which NAS has raised nor mitigation measures designed to address the negative impacts of the project on NAS are fully and adequately addressed.	The existing parking conditions text has been corrected.
24	3.1.1	NAS 2007	There is no analysis of the impact of the closure on 22nd Street traffic.	A 22nd Street analysis has been provided in the Transportation section of the EA. The entire analysis is provided in Appendix B.
25	3.1.1	NAS 2007	▪ EA needs an analysis of the traffic impact of the C Street closure, as well as a traffic analysis of possible mitigation measures such as the November 30, 2004 document entitled "22nd Street - Taxi Drop Off and Pick Up" that was presented to NAS by DOS at the March 15th meeting; ▪ EA needs a full discussion of mitigation measures: new entrance to NAS, safe passenger drop off and loading point on 21st Street, and option to keep a single one way lane on the south side of C Street open to the public	These issues are addressed in the Transportation section of the EA.
26	3.1.1	NAS 2007	As a possible resolution of this matter, NAS proposes entering into a binding memorandum of agreement with NAS that addresses the vehicular and pedestrian concerns that NAS has raised with DOS regarding the Project. This would certainly be consistent with the direction of the National Capital Planning Commission as stated in its Commission Action, dated December 2, 2004, in its approval of the design concept for the project.	As a consulting party to the undertaking, NAS will be a signatory to the programmatic agreement DOS and GSA will develop to conclude Section 106 consultation for the perimeter security master plan. NAS will also be a signatory to any memorandum of agreement required to conclude consultation resulting from construction that affects NAS. Either of these agreements can serve as a vehicle to address transportation, parking, and pedestrian concerns, as agreed by the signatories.

Item	Section	Commenter	Comment	A/E Response
27	3.2	NAS 2007	▪ As legally required, the requirements of Section 106 of the National Historic Preservation Act are being considered as part of this Environmental Assessment and are addressed at the beginning of page 57. ▪ The EA considers the Academy Building to be within the areas of potential effects, and recognizes that the Academy Building is listed on both the DC Inventory of Historic Sites and the National Register of Historic Places, and is also a contributing building in the Northwest Rectangle Historic District, which the federal government has determined is eligible for inclusion in the National Register. ▪ The EA recognizes that major elements of the L'Enfant Plan for the City of Washington are impacted by the project. As noted in the EA, the District of Columbia State Historic Preservation (ACHP) found that the project had potential adverse effects on the Truman Building and other historic resources, including the original L'Enfant Plan streets. ▪ The EA states that the adverse effects are to be resolved through the Section 106 process, with a programmatic agreement, as provided for in 36 CFR s800.14(b), to be entered into by DOS, the General Services Administration, the National Park Service, DCSHPO, and ACHP. The EA provides that the only impact on the Academy Building would be the view of the C Street façade.	As a consulting party to the undertaking, NAS will be a signatory to the programmatic agreement DOS and GSA will develop to conclude Section 106 consultation for the perimeter security master plan. NAS will also be a signatory to any memorandum of agreement required to conclude consultation resulting from construction that affects NAS. Either of these agreements can serve as a vehicle to address transportation, parking, and pedestrian concerns, as agreed by the signatories. The Cultural Resources section of the EA has been revised to reflect these concerns.
28	3.2	NAS 2007	While the Academy Building has been identified in the EA, no adverse effect on the building has been noted, nor is the NAS identified as a potential signatory or consulting party to the programmatic agreement, despite requests to be so considered in the past. Indeed, the NAS was never asked to participate in any of the prior Section 106 discussions initiated with other impacted parties.	These impacts have been addressed in the Cultural Resources section of the EA. As a consulting party to the undertaking, NAS will be a signatory to the programmatic agreement DOS and GSA will develop to conclude Section 106 consultation for the perimeter security master plan. NAS will also be a signatory to any memorandum of agreement required to conclude consultation resulting from construction that affects NAS. Either of these agreements can serve as a vehicle to address transportation, parking, and pedestrian concerns, as agreed by the signatories.

Item	Section	Commenter	Comment	A/E Response
29	3.2	NAS 2007	NAS believes that the project significantly changes the character of physical features within the Academy Building's setting that contribute to its historic significance, and that more attention needs to be paid to this impact in the EA, including ways of mitigating such impact or alternatives to what is currently proposed. Moreover, NAS believes that the project introduces visual elements that diminish the integrity of the Academy Building's significant historic features, and that the mitigation of such impact, or alternatives that do not have the same level of impact, need to be explored. Furthermore, since, under the Section 106 regulations, any supporting documentation for the views expressed in the EA are required to be provided to the NAS as an identified consulting party, we would appreciate receipt of copies of such documentation that was utilized to support the finding that long term impacts on historic resources are "minor."	Further analysis of the L'Enfant and McMillan Plan features in the vicinity of DOS has been undertaken since the preliminary draft EA was completed. This information will be presented in Section 106 consultation meetings, and is presented in the EA text -- as well as the impact of the security plan on these historic plans and the settings of adjacent buildings such as NAS. Detailed discussions of mitigation have not yet taken place. As a consulting party, NAS will have the opportunity to participate in the development of strategies to avoid, minimize, or mitigate potential adverse effects. NAS will also be a signatory to the Memorandum of Agreement covering the first phase of work at DOS, as well as future phases of work affecting its property. Any documents that have not been included in the process that the NAS would like to bring to the table will be accepted at any point during discussion. The DOS would like to remind the NAS that any and all "permanent" security improvements during this project are reversible and can be changed back to their current conditions. The DOS attempts to make all security improvements as soft and transparent as possible to ensure a pedestrian-friendly and elegant urban design solution with a 'greener', or sustainable, and less aggressive appearance than the current temporary security measures offer.
30	3.1.1	APhA 2006/7	There is continued concern about the traffic congestion on 22nd Street.	An analysis of 22nd Street impacts have been provided in the Transportation section of the EA.
31	3.2	Committee of 100 2007	Greater concerns would be the impact of the pavilions for security equipment and the permanent guard houses at the HST entrances, and those concerns relate to the design of the structures themselves and their impact on the views along the L'Enfant and McMillan plan streets. A viewshed of particular note is south on 23rd Street toward the Lincoln Memorial.	These concerns have been addressed in the Cultural Resources and Visual Resources sections of the EA.
32	3.2	National Coalition to Save Our Mall 2007	Designating the Truman Building site as a Level 5 Priority building, comparable to the much larger Pentagon and White House sites, immediately creates set back needs. The closing of C and D Streets, to through traffic, the construction of guard houses in the streets and the change in the 23rd Street sidewalk, all impact the original open character of the historic L'Enfant rights-of-way. No mitigation is provided or addressed in the Assessment which deals with these concerns.	These impacts have been addressed in the Purpose and Need and the Cultural Resources sections of the EA.

Item	Section	Commenter	Comment	A/E Response
33	4.0	National Coalition to Save Our Mall 2007	This section is the only place that mentions that the US Institute of Peace proposed construction on the west side of 23rd Street, which is directly visible from the west portion of the Truman Building. The Assessment does not address the cumulative traffic/visitor impacts of this approved construction, as well as the overall traffic/visitor impacts of the Mall and the additional underground Vietnam Memorial Visitor Center proposed at Constitution Avenue and 23rd Street.	These impacts have been addressed in the Cumulative Impacts section of the EA.
34	3.1.1	National Coalition to Save Our Mall 2007	Question the security value of the proposed changes to the D/E Streets/Virginia Avenue ramps due to the limited setback distance that is provided. The Assessment needs to provide evidence that the proposal will not adversely impact the proposed changes to the E Street access to the Kennedy Center improvements.	This issue is addressed in the Transportation section of the EA.
35	3.3.1.2	National Coalition to Save Our Mall 2007	The Assessment makes no reference to the December 2, 2004 National Capital Planning Commission direction regarding specific agreements with several public and adjacent private organizations.	This direction is mentioned in the Adjacent Land Uses and Ownership section of the EA.
36	3.5.6	DDOE 2007	Please delete the words “Sediment and Stormwater”	Deleted.
37	3.5.6	DDOE 2007	Delete the word "floodplain" and substitute it with the word "storm water management"	Deleted and replaced.
38	3.1.1	FHA 2006/7	On page 5 and 12, the Proposed Site Plan is still showing the older design proposed for the intersection of the E Street Expressway Ramp with Virginia Avenue and E Street. In the back of the EA, under Appendix 1, our letter and related design memo dated September 25, 2006 was included for reference. In that letter, we requested that “Refined Option 2B” be shown as the preferred concept at this locations based upon the proposed improvements under the Kennedy Center Access Improvements Project. Please revise your Site Plan (page 5) and Alternative description (page 12) to reflect this.	This issue is addressed in the Transportation section of the EA.
39	3.3.1.2	United States Institute of Peace 2007	The Unites States Institute of Peace Headquarters project should be listed, under Adjacent Land Uses and Ownership, with “other projects that are proposed, under construction, or completed in the area.	Listed.
40	3.5.4	U.S. Department of the Interior 2007	Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin’s remaining wetlands and the long term goal of increasing the quality and quantity of the Basin’s wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified and if alterations of wetlands are proposed, the U.S Army Corps of Engineers, Baltimore District should be contacted for permit requirements.	The information in this comment will be acknowledged, should any wetlands be identified in the project area. To date, no wetlands have been identified in the area.

Item	Section	Commenter	Comment	A/E Response
41	3.1.1	WMATA 2007	We respectfully request that your planning process provide for the mitigation of negative impacts to the provision of transit service along E Street, Virginia Avenue and 23rd Street which surround the State Department facilities. Specifically, we ask that the United States Department of State and its planners and construction managers ensure that there are opportunities for safe access and egress of pedestrians who utilize bus stops for the following existing bus routes in your project area: S1; 80; 3Y; 16Y; N3; L1; H1.	This issue is addressed in the Transportation section of the EA.
42	2.1 3.3.1.2	NPS 2006/7	In September 2006, we objected to the conceptual relocations of the Bernardo de Galvez Memorial to the confines of a traffic island. Although our letter is included in the current appendix, the concept first commented upon in 2004 remains unchanged (Figure 1: Proposed Action Design Concept) and there is no corresponding response to this comment in Appendix 2. Proposing to relocate this commemorative works seems to have no basis in relation to the perimeter security project. Therefore, we will not agree to its relocation other than the location proposed adjacent to Old State.	Please see response to comment #2.
43	3.1.1 3.6.1	NPS 2007	Currently 23rd Street provides three lanes for northbound and three lanes for southbound traffic. The concept design removes one northbound travel lane. The roadway is constricted, and altered by the introduction of a new line of street trees on the 23rd Street approach to the Lincoln Memorial and Constitution Avenue. Consideration should be given to placing the new street trees within the alignment of the other street trees on the east side of 23rd Street so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial since the proposed placement only increases the vehicular standoff distance by approximately 11 feet.	Currently, there are three lanes of southbound traffic, one of which is used as a parking lane during nonpeak hours, and two lanes of northbound traffic, north of the American Pharmacists Association. The concept design would not remove any lanes currently used for northbound traffic. The area that is currently blocked off by the DoS is a parking lane, which would become part of the perimeter security improvements. The proposed addition of street trees on the east side of 23rd Street would align as close as possible to the street trees on the other side of 23rd Street, so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial. A visual aid has been produced to reflect the existing and proposed street tree alignment on the roadway.
44	3.3.1.2	NPS 2007	The Vietnam Veterans Memorial Center, the Peace Institute, and the US Army Corps of Engineers Flood Control Barrier project at 23rd Street, NW should be added to the list of related projects on page 32.	Added.

Item	Section	Commenter	Comment	A/E Response
45	Policy Issue	DDOT 2007	The Applicant will have to bear the entire cost of the project. This includes relocating curbs, and any necessary road reconstruction that brings the streets into compliance with DDOT Blue Book standards. DC will need to be compensated for the takings of land required by certain security measures as a long-term public space rental fee. These include, but are not limited to: • Relocation of curb on western side of 21st Street NW between C Street NW and Virginia Avenue, • Relocation of curb on eastern side of 21st Street NW between C Street NW and Virginia Avenue and creation of truck inspection area, • Narrowing the sidewalk on the eastern side of 21st Street NW, • Addition of six-foot medians on 21st Street NW between C Street NW and Virginia Avenue • Blocking C Street NW between 21st Street NW and 23rd Street NW for restricted access, • Blocking D Street NW between 23rd Street NW and Virginia Avenue for restricted access, • Relocation of curb on south side of Virginia Avenue between E Street NW and 21st Street NW, • Any District property used to construct corner markers, guard booths, security pavilions, etc.	DOS will work with DDOT to determine required cost compensations.
46	3.5.6	DDOT 2007	The Applicant will be accountable for proper stormwater management drainage of the entire block on which curb relocation occurs. This also provides an opportunity LID, which DDOT expects the Applicant to employ in order to reduce storm water runoff.	DOS understands its accountability for proper stormwater management associated with curb relocation. The build alternative would constitute a 17% increase in pervious (permeable) surface over 16.6 acres. Sediment control measures would be employed during construction to mitigate impacts on stormwater.
47	3.1.1	DDOT 2006/7	The closing of the E Street Expressway off-ramp connection to Virginia Avenue/D Street and relocating the ramp away from the HST Building with a new connection to Virginia Avenue/E intersection, even temporarily, will have far reaching impact on traffic movement and circulation not only on the Foggy Bottom area but also in the Georgetown area. The traffic analysis of the EA does not address the impact of diverting of traffic and the alternative routes the diverted traffic will use. The traffic analysis must include the effect of relocating the ramp on traffic movements in the area.	An analysis of these impacts is provided in the Transportation section and Appendix B of the EA.
48	3.5.7	DDOT 2007	The air quality assessments do not take into account the effects of altering the E Street Expressway off-ramp, which will most likely result in congestion and traffic diversion. The EA also makes no mention of the long-range air quality impacts of this alteration. The EA states that emissions from construction will be contained locally. There is no technology that can ensure this, and therefore this statement should be eliminated and emissions from construction should be included as local and regional air quality impacts.	These issues are addressed in the Air Quality section of the EA.

Item	Section	Commenter	Comment	A/E Response
49	3.3.3 3.5.7	DDOT 2007	Closing E Street to normal through traffic will have noise and air quality impacts resulting from congestion and the rerouting of traffic. This must be described in the EA.	E Street will not be closed as a result of the proposed actions.
50	Policy Issue	DDOT 2007	DDOT must review and approve all design plans, and inspect and approve construction of the new ramp.	DOS will comply with all DDOT review and inspection requirements.
51	Policy Issue	DDOT 2007	In order to encourage transit, parking should not be subsidized. Instead, parking should be available at market rate with very limited monthly passes.	DOS does not subsidize parking for employees.
52	3.1.1	DDOT 2007	The concerns of adjacent building occupants, such as the National Academy of Sciences (NAS), must also be mitigated. In a meeting on June 22, 2007, representatives from NAS shared their concerns with DDOT. The following is a list of concerns which should be addressed and mitigated: • The Department of State (DOS) is planning to close off C Street to through traffic with retractable bollards and guard posts. o This is the only ADA accessible entrance to the NAS Building o C Street is currently closed off now to through traffic, and NAS has raised concerned that this space in effect acts as a parking lot for employees and security vehicles of DOS • There is no plan for how 22nd Street should function. Problems to normal functioning include: o Bollards at C Street prevent any through traffic movement o There is no space dedicated for vehicles to turn around o Similar to C Street, the street is often blocked by parking of limousines and other DOS visitors. This apparently results because C Street is taken up with security vehicles o Double and triple parking create dangerous conditions for pedestrians o The current situation also requires an aesthetic solution • Loading/unloading on 21st Street south of C Street has the potential (as seen in other areas of the District with similar plans) to disrupt traffic flow and cause potentially dangerous conflicts between turning vehicles, vehicles traveling straight, and pedestrians • Vehicles use the curb lane south of C Street as a de facto drop-off/pick-up zone, which blocks the visibility from the NAS Parking Garage for exiting vehicles. This creates the serious potential of conflicts and crashes.	These issues are addressed in the Transportation section of the EA. Additionally, DoS has met with NAS to discuss these issues.

Item	Section	Commenter	Comment	A/E Response
53	3.1.1	DDOT 2007	The use of C Street as private parking for employees and security officers is not acceptable	DOS does not offer any type of employee parking along the restricted sections of C Street. The Bureau of Diplomatic Security permits parking for diplomatic vehicles (which was in effect prior to the street being restricted), members of Congress (statuary requirement) and DOS vehicles on official business. A significant amount of the Diplomatic Security vehicles parked on C Street are “police package” vehicles associated with protective details and other security operations. Vehicles that are privately owned by security officers are limited to those who use them for official business.

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APPENDIX A

EA Scoping Letter and List of Recipients

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August 22, 2006

Ms. Dorothy Miller
2440 Virginia Avenue, NW
Washington, DC 20037

Re: Perimeter Security Improvements Plan
United States Department of State
Harry S Truman Building
Washington, DC
RHI#24871

Dear Ms. Miller:

The United States Department of State, working with a consultant team led by the firms of KCCT and Rhodeside and Harwell, Incorporated, is conducting an Environmental Assessment (EA) to address the potential environmental effects of the construction of permanent perimeter security improvements around the United States Department of State Harry S Truman Building.

The Harry S Truman Building is the 2.5 million square foot headquarters of the U.S. Department of State located in Washington, D.C., between 21st and 23rd Streets, and C and D Streets NW. The proposed perimeter security improvements will replace the current temporary security barriers and controls with permanent security measures, while providing an aesthetically pleasing appearance and pedestrian friendly environment that is consistent with the civic character of the surrounding community. Plans of the improvements and a brief written description are enclosed for your review. Additionally, a map indicating the general location of the Harry S Truman Building and the areas subject to improvement around the building are also enclosed.

The EA will be used to identify the existing natural, biological, cultural, and socio-economic resources affecting the Harry S Truman Building and evaluate the effect that the improvements will have on the current state of the environment in this location.

In order to assist in identification of environmental issues that may affect the implementation of the proposed perimeter security improvements, please provide written comments regarding issues that you or your organization believes should be addressed in the EA. Your response within 21 days from the receipt of this letter would be appreciated. Please send your comments to me at Room 1420, Harry S Truman Building, 2201 C Street, NW, Washington, DC 20407. If you have any questions regarding this request, please contact me at 202-647-7455.

Sincerely,

Mark M. Butowsky
Chief
Special Projects Division

Attachments: As stated.

EA SCOPING LETTER RECIPIENTS

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APPENDIX A

Section 106 Initiation Letters and Correspondence

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United States Department of State

Washington, D.C. 20520

October 26, 2004

Ms. Lisa M. Burcham
State Historic Preservation Officer
for the District of Columbia
D.C. Office of Planning
801 North Capitol Street, N.E. – 3rd Floor
Washington, DC 20002

RE: Harry S Truman Building Perimeter Security Improvements – Section 106 Review

Dear Ms. Burcham:

The purpose of this letter is to formally initiate Section 106 consultation with your office regarding proposed site security improvements at the U.S. Department of State, Harry S. Truman Building, 2201 C Street, N.W. The project involves changes to the building's entrances and construction of bollards, fences, walls, and guard booths on the site's perimeter. The Department of State serves as lead agency for Section 106 review, and the General Services Administration is acting as a secondary agency as Federal owner of the property. It is our opinion that the proposed alterations will have potential adverse effects on the Truman Building and on other historic resources associated with the site. The District of Columbia State Historic Preservation Office (DCHPO) and the Advisory Council on Historic Preservation (ACHP) concurred with this evaluation at a staff-level meeting on the project on August 4, 2004.

The Truman Building occupies a four-square-block site bounded by 21st and 23rd streets on the east and west and D Street, Virginia Avenue and C Street on the north and south. The original section of the building, constructed between 1939 and 1941 for the War Department at 21st and Virginia Avenue, was determined potentially eligible for the National Register of Historic Places in 1992 by the General Services Administration (GSA). The DCSHPO agreed with this finding.

Subsequently, the entire building (the original portion and the addition) was identified as a contributing element of the Northwest Rectangle Historic District. The district includes several individually landmarked buildings in the immediate vicinity of the State Department, such as the American Pharmacists Association, the National Academy of Sciences, and the Federal Reserve Board. The Old Naval Observatory, a National Historic Landmark, stands across 23rd Street from the Truman Building. In addition, the orthogonal street grid and Virginia Avenue, as well as several public reservations, were cited as contributing elements in the Plan of the City of Washington National Register documentation. Vistas in the neighborhood (along 23rd Street, Virginia Avenue, and

Concurrence:

Date: Oct. 26, 2004

Robert H. Sanders, Architect
Office of Real Property Management
Federal Preservation Officer
U.S. Department of State

Date: 10-26-04

Gary Porter, Asset Manager
Division of Portfolio Management
U.S. General Services Administration

cc: David Maloney, D.C. State Historic Preservation Office
Nancy Witherell, National Capital Planning Commission
John M. Fowler, Advisory Council on Historic Preservation
Enrique Bellini, Brooke Odom, Karn Charuhas Chapman & Twohey
Judy Robinson, Robinson & Associates, Inc.
Faye Harwell, Rhodeside & Harwell

United States Department of State

Washington, D.C. 20520

October 26, 2004

Mr. John M. Fowler
Executive Director
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, N.W. – 8th floor
Washington, DC 20004

RE: Harry S Truman Building Perimeter Security Improvements – Section 106 Review

Dear Mr. Fowler:

The purpose of this letter is to invite the Advisory Council on Historic Preservation to participate in an ongoing Section 106 consultation involving proposed site security improvements at the U.S. Department of State, Harry S. Truman Building, 2201 C Street, N.W. The Council's participation in the consultation process is invited per Appendix A of 36 CFR part 800. The project involves changes to the building's entrances and construction of bollards, fences, walls, and guard booths on the site's perimeter. The Department of State serves as lead agency for Section 106 review and the General Services Administration is acting as a secondary agency as Federal owner of the property. It is our opinion that the proposed alterations will have potential adverse effects on the State Department building and on other historic resources associated with the site. The District of Columbia Historic Preservation Office (DCSHPO) concurred with this evaluation at a staff-level meeting on the project on August 4, 2004.

The Truman Building occupies a four-square-block site bounded by 21st and 23rd streets on the east and west and D Street, Virginia Avenue and C streets on the north and south. The original section of the building, constructed between 1939 and 1941 for the War Department at 21st Street and Virginia Avenue, was determined potentially eligible for the National Register of Historic Places in 1992 by the General Services Administration (GSA). The DCSHPO agreed with this finding.

Subsequently, the entire building (the original portion and the addition) was identified as a contributing element of the Northwest Rectangle Historic District. The district includes several individually landmarked buildings in the immediate vicinity of the State Department, such as the American Pharmacists Association, the National Academy of Sciences, and the Federal Reserve Board. The Old Naval Observatory, a National Historic Landmark, stands across 23rd Street from the Truman Building. In addition, the orthogonal street grid and Virginia Avenue, as well as several public reservations, were cited as contributing elements in the Plan of the City of Washington National Register documentation. Vistas in the neighborhood (along 23rd Street, Virginia Avenue, and Constitution Avenue) were also identified in the documentation for the Plan of the City of Washington.

Concurrence:

Date: Oct. 26, 2004

Robert H. Sanders, Architect
Office of Real Property Management
Federal Preservation Officer
U.S. Department of State

Date: 10-26-04

Gary Porter, Asset Manager
Division of Portfolio Management
U.S. General Services Administration

cc: David Maloney, D.C. State Historic Preservation Office
Nancy Witherell, National Capital Planning Commission
Enrique Bellini, Brooke Odom, Karn Charuhas Chapman & Twohey
Judy Robinson, Robinson & Associates, Inc.
Faye Harwell, Rhodeside & Harwell

July 20, 2006

Mr. David Maloney
Acting State Historic Preservation Officer
for the District of Columbia
D.C. Office of Planning
801 North Capitol Street, N.E., Suite 3000
Washington D.C. 20002

RE: Harry S. Truman Building Perimeter Security Improvements
Section 106 Review – Phases I, II, IIIa, and VIIa

Dear Mr. Maloney:

The purpose of this letter is to formally initiate Section 106 consultation with your office regarding the implementation of certain phases of proposed perimeter site security improvements at the U.S. Department of State's Harry S. Truman Building, 2201 C Street, N.W.

The National Capital Planning Commission (NCPC) approved the design concept for the overall security improvement program on November 24, 2004. DOS and the General Services Administration, as co-lead agencies, initiated Section 106 consultation for the concept design on October 16, 2004, with the District of Columbia State Historic Preservation Office (DCSHPO) and the Advisory Council on Historic Preservation (ACHP). Consultation continued through submission and approval of the design concept by NCPC.

DOS has begun development of preliminary plans for Phases I, II, IIIa, and VIIa for the project. It is preparing, as well, a Programmatic Agreement to cover all seven phases of the project and an Environmental Assessment (in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures). The Section 106 consultation initiated by this letter specifically covers the following phases of the multiphased security enhancements project:

- Phase I – Design and construction of guard booths at C Street and retractable bollards at the intersection of C and 22nd Streets.
- Phase II – Addition of a guard booth at the corner of 23rd and D Streets, reconfiguration of the entry at D Street, and construction of a pavilion at the D Street building entrance.
- Phase IIIa – Realignment of C Street, road work and landscaping, and a new garage entry guard booth.
- Phase VIIa – Road work and landscaping in front of the main C Street entrance.

The Truman Building occupies a four-square-block site bounded by 21st and 23rd streets on the east and west, and D Street, Virginia Avenue, and C Street on the north and south.

The original section of the building, constructed between 1939 and 1941 for the War Department at 21st and Virginia Avenue, was determined potentially eligible for the National Register of Historic Places in 1992 by the GSA. The DCSHPO agreed with this finding.

Subsequently, the entire building (the original portion and the addition) was identified as a contributing element of the Northwest Rectangle Historic District. The historic district includes several individually landmarked buildings in the immediate vicinity of the State Department, such as the American Pharmacists Association, the National Academy of Sciences, and the Federal Reserve Board. The Old Naval Observatory, a National Historic Landmark, stands across 23rd Street from the Truman Building. In addition, the orthogonal street grid and Virginia Avenue, as well as several public reservations, were cited as contributing elements in the Plan of the City of Washington National Register documentation. Vistas in the neighborhood (along 23rd Street, Virginia Avenue, and Constitution Avenue) were also identified in the documentation for the Plan of the City of Washington.

It was determined in the previous Section 106 consultation that the proposed alterations would have potentially adverse effects on the Truman Building and on other historic resources associated with the site. The potentially adverse effects of the overall project arise from four sources: 1) security barriers planned for the perimeter of the site; 2) permanent guard booths to be located at C and 21st streets, C and 23rd streets, D and 23rd streets, D Street and Virginia Avenue, and on 21st Street between C Street and Virginia Avenue; 3) pavilions to house security screening equipment at the building's five entrances; and 4) changes to accommodate an altered traffic patterns on the building's north and south sides. These alterations affect the Truman Building's fabric, as well as views of the building and of other historic resources. The project includes new landscaping, removal of some later construction, and redesign of current security structures to avoid or mitigate some of these effects. During the consultation, the area of potential effect for the project was determined to include the Truman Building itself, adjacent historic properties, and L'Enfant Plan streets, views, and public reservations.

We look forward to working with your staff, other agencies, and interested organizations as this project proceeds. Please contact me on (202) 647-7455 if you have any further questions.

Sincerely,

Mark Butowsky
Chief, Special Projects Division
U.S. Department of State.

Concurrence:

_____ Date: _____

Robert H. Sanders, Architect
Office of Real Property Management
Federal Preservation Officer
U.S. Department of State

_____ Date: _____

Gary Porter, Asset Manager
Division of Portfolio Management
U.S. General Services Administration

cc: David Maloney, D.C. State Historic Preservation Office
Nancy Witherell, National Capital Planning Commission
John M. Fowler, Advisory Council on Historic Preservation
Enrique Bellini, Karn Charuhas Chapman & Twohey
Judy Robinson, Robinson & Associates, Inc.
Faye Harwell, Rhodeside & Harwell

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United States Department of State

Washington, D.C. 20520

January 22, 2010

Mr. John Fowler
Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, N.W.
Suite 803
Washington, D.C. 20004

RE: Harry S. Truman Building Perimeter Security Improvements
Re-initiation of Section 106 Review

Dear Mr. Fowler:

The purpose of this letter is to reinitiate Section 106 consultation on the master plan for proposed perimeter security improvements at the U.S. Department of State's Harry S. Truman Building, 2201 C Street, N.W., and on a programmatic agreement to guide the implementation of this phased undertaking. Since the previous consultation on the project, the undertaking has been redefined to include the block of 22nd Street, N.W., between Constitution Avenue and C Street, and re-initiation of consultation will address this change.

The Department of State (DOS), as the lead agency, and the General Services Administration (GSA) initiated Section 106 consultation for the concept design on October 26, 2004, with the District of Columbia State Historic Preservation Office (DCSHPO) and the Advisory Council on Historic Preservation (ACHP). Consultation with the DCSHPO, ACHP, NCPC, the National Park Service, as well as neighbors and concerned organizations, continued through submission and approval of the design concept by NCPC on November 24, 2004.

Subsequent to NCPC approval, Section 106 consultation continued with the development of a draft programmatic agreement (PA) to cover all phases of the perimeter security improvements project. The PA will govern the submission and review of each phase of construction and will ensure compliance with the Master Plan. The reinitiated consultation will conclude with the signing of the programmatic agreement. An environmental assessment (in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures) was also begun following NCPC approval and will address the entire perimeter security improvements project.

The Truman Building occupies a four-square-block site bounded by 21st and 23rd streets on the east and west, and D Street, Virginia Avenue, and C Street on the north and south. The original section of the building, constructed between 1939 and 1941 for the War

Department at 21st and Virginia Avenue, was determined potentially eligible for the National Register of Historic Places in 1992 by the GSA. The DCSHPO agreed with this finding. GSA is in the process of developing a NR nomination for the entire State Department building and hopes to submit the nomination in 2010.

Subsequently, the entire building (the original portion and the addition) was identified as a contributing element of the Northwest Rectangle Historic District. The historic district includes several individually landmarked buildings in the immediate vicinity of the State Department, such as the American Pharmacists Association, the National Academy of Sciences, and the Federal Reserve Board. The Old Naval Observatory, a National Historic Landmark, stands across 23rd Street from the Truman Building. In addition, the orthogonal street grid and Virginia Avenue, as well as several public reservations, were cited as contributing elements in the Plan of the City of Washington National Register documentation. Vistas in the neighborhood (along 23rd Street, Virginia Avenue, and Constitution Avenue) were also identified in the National Register documentation for the Plan of the City of Washington.

It was determined in the previous Section 106 master plan consultation that the proposed alterations would have potentially adverse effects on the Truman Building and on other historic resources associated with the site. The potentially adverse effects of the overall project arise from four sources: 1) security barriers planned for the perimeter of the site; 2) permanent guard booths to be located on some L'Enfant-McMillan Plan streets; 3) pavilions to house security screening equipment at the building's five entrances; and 4) changes to accommodate altered traffic patterns on the building's north and south sides. These alterations affect the Truman Building's fabric, as well as views of the building and of other historic resources. The project includes new landscaping, removal of some later construction, and redesign of current security structures to avoid or minimize some of these effects. During the consultation, the area of potential effect for the project was determined to include the Truman Building itself, adjacent historic properties, and L'Enfant Plan streets, views, and public reservations. The addition of one block of 22nd Street to the perimeter security improvements plan has not altered the area of potential effects.

We plan to hold a Section 106 consulting party meeting in the near future and look forward to working with you, other agencies, and interested organizations as this project proceeds. Please contact me on (202) 647-7455 if you have any further questions or if we can provide any further information.

Sincerely,

Robert H. Sanders
Chief, Special Projects Division
Federal Preservation Officer

Concurrence:

_____ Date: Jan 21, 2010

Gary Porter
National Capital Region Historic Preservation Office
U.S. General Services Administration

cc: David Maloney, District of Columbia State Historic Preservation Office
Nancy Witherell, National Capital Planning Commission
Enrique Bellini, Karn Charuhas Chapman & Twohey
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell
Kirsten Brinker Kulis, Advisory Council on Historic Preservation

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United States Department of State

Washington, D.C. 20520

January 22, 2010

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

RE: Harry S. Truman Building Perimeter Security Improvements
Re-initiation of Section 106 Review

Dear Mr. Maloney:

The purpose of this letter is to reinitiate Section 106 consultation on the master plan for proposed perimeter security improvements at the U.S. Department of State's Harry S. Truman Building, 2201 C Street, N.W., and on a programmatic agreement to guide the implementation of this phased undertaking. Since the previous consultation on the project, the undertaking has been redefined to include the block of 22nd Street, N.W., between Constitution Avenue and C Street, and re-initiation of consultation will address this change.

The National Capital Planning Commission (NCPC) approved the Master Plan design concept for the overall security improvement program on November 24, 2004. The Department of State (DOS), as the lead agency, and the General Services Administration (GSA) initiated Section 106 consultation for the concept design on October 26, 2004, with the District of Columbia State Historic Preservation Office (DCSHPO) and the Advisory Council on Historic Preservation (ACHP). Consultation with the DCSHPO, ACHP, NCPC, the National Park Service, as well as neighbors and concerned organizations, continued through submission and approval of the design concept by NCPC.

Subsequent to NCPC approval, Section 106 consultation continued with the development of a draft programmatic agreement (PA) to cover all phases of the perimeter security improvements project. The PA will govern the submission and review of each phase of construction and will ensure compliance with the Master Plan. The re-initiated consultation will conclude with the signing of the programmatic agreement. An environmental assessment (in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures) was also begun following NCPC approval and will address the entire perimeter security improvements project.

The Truman Building occupies a four-square-block site bounded by 21st and 23rd streets on the east and west, and D Street, Virginia Avenue, and C Street on the north and south.

The original section of the building, constructed between 1939 and 1941 for the War Department at 21st and Virginia Avenue, was determined potentially eligible for the National Register of Historic Places (NR) in 1992 by the GSA. The DCSHPO agreed with this finding. GSA is in the process of conducting a NR nomination for the entire State Department building and hopes to submit the nomination in 2010.

Subsequently, the entire building (the original portion and the addition) was identified as a contributing element of the Northwest Rectangle Historic District. The historic district includes several individually landmarked buildings in the immediate vicinity of the State Department, such as the American Pharmacists Association, the National Academy of Sciences, and the Federal Reserve Board. The Old Naval Observatory, a National Historic Landmark, stands across 23rd Street from the Truman Building. In addition, the orthogonal street grid and Virginia Avenue, as well as several public reservations, were cited as contributing elements in the Plan of the City of Washington National Register documentation. Vistas in the neighborhood (along 23rd Street, Virginia Avenue, and Constitution Avenue) were also identified in the National Register documentation for the Plan of the City of Washington.

It was determined in the previous Section 106 master plan consultation that the proposed alterations would have potentially adverse effects on the Truman Building and on other historic resources associated with the site. The potentially adverse effects of the overall project arise from four sources: 1) security barriers planned for the perimeter of the site; 2) permanent guard booths to be located on some L'Enfant-McMillan Plan streets; 3) pavilions to house security screening equipment at the building's five entrances; and 4) changes to accommodate altered traffic patterns on the building's north and south sides. These alterations affect the Truman Building's fabric, as well as views of the building and of other historic resources. The project includes new landscaping, removal of some later construction, and redesign of current security structures to avoid or minimize some of these effects. During the consultation, the area of potential effect for the project was determined to include the Truman Building itself, adjacent historic properties, and L'Enfant Plan streets, views, and public reservations. The addition of one block of 22nd Street to the perimeter security improvements plan has not altered the area of potential effects.

We plan to hold a Section 106 consulting party meeting in the near future and look forward to working with your staff, other agencies, and interested organizations as this project proceeds. Please contact me on (202) 736-7827 if you have any further questions.

Sincerely,

Robert H. Sanders
Chief, Special Projects Division
Federal Preservation Officer

Concurrence:

Gary L Porter Date: Jan 20, 2010

Gary Porter
National Capital Region Historic Preservation Office
U.S. General Services Administration

cc:

Nancy Witherell, National Capital Planning Commission
Kirsten Brinker Kulis, Advisory Council on Historic Preservation
Enrique Bellini, Karn Charuhas Chapman & Twohey
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell
Joan Brierton, GSA Center for Historic Buildings

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APPENDIX A

Scoping Responses and Correspondence

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Preserving America's Heritage

November 18, 2004

Honorable Colin L. Powell
Secretary of State
Washington, DC 20540

Dear Secretary Powell:

The Chief of the Special Projects Division of the U.S. Department of State has invited the Advisory Council on Historic Preservation (ACHP) to participate in consultation for the proposed perimeter security improvements to the Harry S. Truman Building, pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). We are notifying you that the ACHP is pleased to consult with the U.S. Department of State, the District of Columbia State Historic Preservation Officer (SHPO), and others, including the interested public, to consider how best to avoid, minimize, or mitigate potential adverse effects of this undertaking on properties that are listed in, or meet the criteria for listing in, the National Register.

In reaching this decision, the ACHP determined that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of the regulations was met due to the importance of the Harry S. Truman Building, which has been determined to be eligible for listing on the National Register of Historic Places and is included as a contributing element in the Northwest Rectangle Historic District, a property listed on the National Register. We are providing this notice as required by 36 CFR §800.6(a)(1)(iii). We enclose a copy of our letter of November 18, 2004 to Mr. Mark Butowsky, Chief, State Department Special Projects Division, notifying him of our decision to participate in consultation.

Sincerely,

B. Marie Brown

for John M. Fowler
Executive Director

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

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Preserving America's Heritage

November 18, 2004

Mr. Mark Butowsky
Chief, Special Projects Division
United States Department of State
2201 C Street, NW
Washington, DC 20520

REF: *Proposed Perimeter Security Improvements to the Harry S. Truman Building*
District of Columbia

Dear Mr. Butowsky:

Thank you for your recent notification and invitation to the Advisory Council on Historic Preservation (ACHP) to participate in consultation for the referenced project. In accordance with 36 CFR §800.6(a)(1) of the ACHP's regulations, "Protection of Historic Properties," the ACHP has concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of the regulations applies to this undertaking. We, therefore, will participate in consultation. We have provided notice of our decision (enclosed) to the Secretary of State as required by 36 CFR §800.6(a)(1)(iii).

We look forward to consulting with the U.S. Department of State, the District of Columbia State Historic Preservation Officer, and the interested public to consider how best to resolve adverse effects of this undertaking. If you have any questions or wish to discuss this matter further, please contact Martha Catlin at (202) 606-8529, or via e-mail at mcatlin@achp.gov.

Sincerely,

Martha Catlin

for Don L. Klima
Director
Office of Federal Agency Programs

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

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COMMISSION ACTION

NCPC File No. 6541

U.S. DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING
PERIMETER SECURITY IMPROVEMENTS
2201 C Street, NW
Washington, DC

Submitted by the U.S. Department of State

December 2, 2004

Commission Action Requested by Applicant

Approval of design concept pursuant to 40 U.S.C. § 8722(d) and Section 5 of the National Capital Planning Act (40 U.S.C. § 8722(b) (1))).

Commission Action

The Commission:

- **Commends** the Department of State for closely following the recommendations included in the Commission's Urban Design and Security Plan, as well as for its thorough coordination and early consultation of this proposal with NCPC, the Commission of Fine Arts, the Advisory Council on Historic Preservation, the District of Columbia State Historic Preservation Office, and the District of Columbia Department of Transportation.

- **Approves** the design concept for perimeter security improvements, Harry S Truman Building, 2201 C Street, NW, as shown on NCPC Map File No. 1.34(38.40)41490.

- **Directs** the Department of State to undertake the following as the design development proceeds:

  - Develop specific agreements with the District Department of Transportation regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets including policies for use of traffic barricades on 21st Street.

  - Develop specific agreements with adjacent property owners, including the American Pharmacists Association and the National Academy of Sciences, regarding access from C Street, and circulation at the intersection of 22nd and C Streets.

- Coordinate with the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts regarding proposed modifications to E Street, which could affect access improvements to the Kennedy Center.

- Coordinate with the National Park Service regarding the possible relocation of the Bernardo de Galvez statue currently located on U.S Reservation 720.

- Further develop the design of bollards, walls, rails and corner markers along with adjacent landscaping.

- Further develop the design of the entry pavilions to reflect the character of the building's architectural era and ensure that they are located within the building yard, between the face of the building and the public sidewalk, and that they do not intrude into the view corridor of the adjacent historic streets.

- Eliminate the two proposed trees that intrude into the historic 21st Street right-of-way and further study the impacts of proposed street trees within the 23rd Street right-of-way on viewsheds to and from the Lincoln Memorial.

_____

Deborah B. Young
Secretary to the National Capital Planning Commission

NATIONAL ACADEMY OF SCIENCES

Office of the President

September 13, 2006

Mr. Mark M. Butowsky
Chief, Special Projects Division
U.S. Department of State
Washington, D.C. 20520

Dear Mr. Butowsky:

Thank you for your August 25 letter describing in general terms the current plans for permanent improvements in the Harry S Truman Building security perimeter, and inviting us to raise issues that we believe should be considered as part of the environmental assessment of those plans.

We recognize that facilities like the Harry S Truman Building have special security needs and we are ready to cooperate with your efforts to improve perimeter security for the facility. We hope that you will in turn work with us to minimize the adverse impact of those improvements on our organization and its activities. To that end, we have three requests.

First, we would appreciate an opportunity for members of our senior leadership to be briefed on the details of your plans, particularly as they affect the Academy and its activities. The temporary security measures that have been in place for the last five years have significantly affected our operations and we need to understand in detail what permanent arrangements are now proposed so that we can intelligently assess and comment on them. The description of the plans accompanying your August 25 letter are very general and while you have provided some additional details orally to Joe Papa, I and others in our senior leadership would like to be briefed as well.

Second, it would be very helpful if you could explain where you are in the process of reaching a final decision on the plans, and in particular, what steps that involve public participation remain. We have concerns that we hope can be taken into account in reaching a decision on the plans and we are happy to raise them now as part of the environmental assessment. However, some of those concerns may be more appropriately raised elsewhere, for example before the Fine Arts Commission. Information about the steps in the approval process that lie ahead will allow us to voice our concerns at the proper time and before the proper authorities.

500 Fifth Street, NW Washington, DC 20001

Finally, we have four concerns that we ask you to work with us to address as part of the environmental assessment or in connection with some other part of the process of finalizing the perimeter security improvement plans.

Restricted access to C St. entrance. Since the closure of C St. between 21st and 22nd Sts. we have been without vehicle access to our C St. entrance. This is a particular hardship for our staff and visitors with limited mobility because this is the only entrance to our building that is accessible to them. It is also a considerable inconvenience during inclement weather for the scores of volunteers who come to our building by taxicab on a daily basis. We hope that a solution can be found to the problem proving adequate access to our building for the mobility impaired and during inclement weather.

Traffic on 22nd St. The closure of 22nd St. at its intersection with C St. has resulted in a dangerous situation in which pedestrians must wander through a maze of parked and standing vehicles mixed with vehicles making U turns or passing through your security point with no organized traffic pattern. If something is not done, someone is eventually going to be seriously hurt. Currently, this is where our volunteers and visitors must go to get a taxicab. We are concerned for their safety and the safety of all pedestrians at this intersection, and believe that this safety problem has to be addressed. Although it is a less serious matter, we are also concerned that standing vehicles, often waiting for State Department employees, sometimes block the exit from our garage.

Absence of a passenger drop off point on 21st St. Since the closure of C St., taxicabs and other vehicles coming from the north have been required to use 21St St. as the drop off point for people coming to our building. This is unsafe because of the narrowness of the street, the parking along its west side, and the speed of traffic on 21st St. bound for Constitution Ave. Again, we believe this problem has to be addressed.

Aesthetics of C St. If C St. must be closed to traffic, then we hope the aesthetics of the street can be improved. It does not seem appropriate to us to bar everyone but State Department employees and diplomats from the street and then turn it into a crowded parking lot for government vehicles and in some cases the private vehicles of Department employees. We hope that the permanent perimeter-security plans will address this problem and in so far as possible turn C St into an attractive and pedestrian-friendly street that is free of parked vehicles.

As I said at the beginning of this letter, we understand and support your goal of making the Harry S Truman Building a safer place in which to conduct the important business of the State Department. In return we ask only that you work with us to find

ways to minimize the extent to which your plans for achieving that goal interfere with our ability to do the work of the Academy.

I look forward to hearing from you.

Sincerely,

Ralph J. Cicerone
President

Cc: The Honorable Henrietta H. Fore
The Honorable Raj Chellaraj
Mr. Steven Rodriguez

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION
* * *

Office of the Director

September 20, 2006

Mr. Mark M. Butowsky, Chief
Special Projects Division
Harry S. Truman Building
2201 C Street, NW
Room 1420
Washington, D.C. 20520

Dear Mr. Butowsky:

Thank you for your letter informing the District Department of Transportation (DDOT) of the permanent perimeter security improvements around the United States Department of State Harry S. Truman Building. Our primary interest in the environmental study will focus on how these security measures impact traffic circulation and resulting air quality in the surrounding area.

The DDOT policy regarding security perimeters requires them to be established within privately-owned space or federal public space adjacent to buildings (i.e., not on sidewalks, curbs, gutters or streets). If the Department of State wishes to place building security measures in District of Columbia public space adjacent to the Harry S. Truman Building, DOS will need to complete required forms and follow procedures to obtain a Public Space Permit from DDOT, Public Space Management Administration. The proposed perimeter security improvements should be no closer than two (2) feet from the curb line and should not block pedestrian access from the curb line to the sidewalk, or Americans with Disabilities Act ramps, and the improvements should not present an unreasonable barrier to pedestrians traveling within the sidewalk. I am enclosing a copy of our policy document regarding security measures for your information.

Based upon the phases of construction at the noted intersections around the Harry S. Truman Building, I've requested that DDOT's Traffic Services Administration engineers review the vehicle crash data that may assist with the improvements. Although not directly part of the DOS project, the Virginia Avenue, NW and E Street, NW intersection has posed concerns with vehicle crashes in the past three (3) years. The reported vehicle crashes total thirteen (13) for that intersection and the intersection at Virginia and 21st Street totaled nine (9) crashes over the same time period. We would request that the environmental study address how these proposed security measures would impact vehicle and pedestrian safety around the Harry S. Truman Building.

Should you have any questions, please contact Mr. Kenneth Laden, Associate Director for Transportation Policy and Planning, at (202) 671-2309, or by e-mail at: ken.laden@dc.gov.

Sincerely,

Michelle Pourciau
Acting Director

Enclosure

United States Department of the Interior

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

IN REPLY REFER TO:
L30 (NCR-LRP)

SEP 21 2006

Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Washington, D.C. 20520

Dear Mr. Butowsky:

This is written in response to your letter of August 25, 2006, post marked on August 30 and received on September 6, 2006, regarding the preparation of an Environmental Assessment for perimeter security improvements around the Harry S. Truman Building.

We were pleased to work with you and your consultants in 2004 preparatory to your submission of the design concept of the security plan to the National Capital Planning Commission (NCPC) and its November 24, 2004 meeting. In advance of the meeting, we identified concern for the location of new trees within the 23rd Street view corridor, as well as the conceptualized relocation by the Department of State (DOS) of the memorial to Bernardo de Galvez into a traffic island. Instead, we offered that a conceptual site adjacent to the Old State Building in the alignment of D Street, N.W. (converted to DOS use) existed. We would also like to consider leaving the statue at its current site while removing the existing sidewalk that leads to the crosswalk to the Truman Building.

A copy of the NCPC approval action and its directions to DOS is enclosed. Further, we have enclosed a copy of the conceptualized memorial site that was previously acceptable to DOS, with the proviso that we administer the memorial upon its relocation at DOS expense. Time was of essence in 2004, so this idea would necessarily have to be coordinated with the Government of Spain which donated the commemorative work in 1977 in accord with Public Law 94-287. Further, the approvals of NCPC, Commission of Fine Arts, and District of Columbia will be required.

We look forward to continuing to work with you on this important DOS security project. In this regard we have already been contacted by your consultants, Rhodeside and Harwell and are attempting to schedule an initial meeting in the near future.

If you have any questions, please contact me at (202) 619-7025.

Sincerely,

Acting

John G. Parsons
Associate Regional Director
Lands, Resources and Planning

Enclosures

TAKE PRIDE IN AMERICA

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U.S. Department
of Transportation
Federal Highway Administration

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

SEP 25 2006

Refer to: HFHD-15

Mr. Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Harry S. Truman Building, Room 1420
2201 C Street, NW
Washington, DC 20520

Subject: Perimeter Security Improvements Plan
United States Department of State
Harry S. Truman Building

Dear Mr. Butowsky:

Thank you for your recent letter requesting comments on the Draft Purpose and Need Statement and Concept Master Plan. As part of the continuing effort of our agencies to coordinate your Perimeter Security Improvements and the Kennedy Center Access Improvements Project, our comments are limited to the work covered under Phase IIIb of your proposed construction phasing, specifically at D Street and Virginia Avenue. The proposed improvements shown on your Site Plan do not reflect the intersection configuration discussed at our coordination meetings held in 2005. In a letter, dated November 30, 2005, the Department of State concurred that "Refined Option 2B" was the preferred concept for the intersection of Virginia Avenue, D Street, and E Street. We respectfully request that the Site Plan, and other future supporting documents, reflect this preferred concept.

We look forward to working together on these two important projects and thank you for the opportunity to comment. Please contact me at 703-404-6302, if there are any questions regarding these comments.

Sincerely yours,

Robert A. Morris

Robert A. Morris
Project Manager

Enclosure

REFINEMENT OF OPTIONS
TRAFFIC ANALYSIS FOR ROADWAYS EAST OF 23rd STREET NW AND NORTH OF THE HARRY S. TRUMAN BUILDING

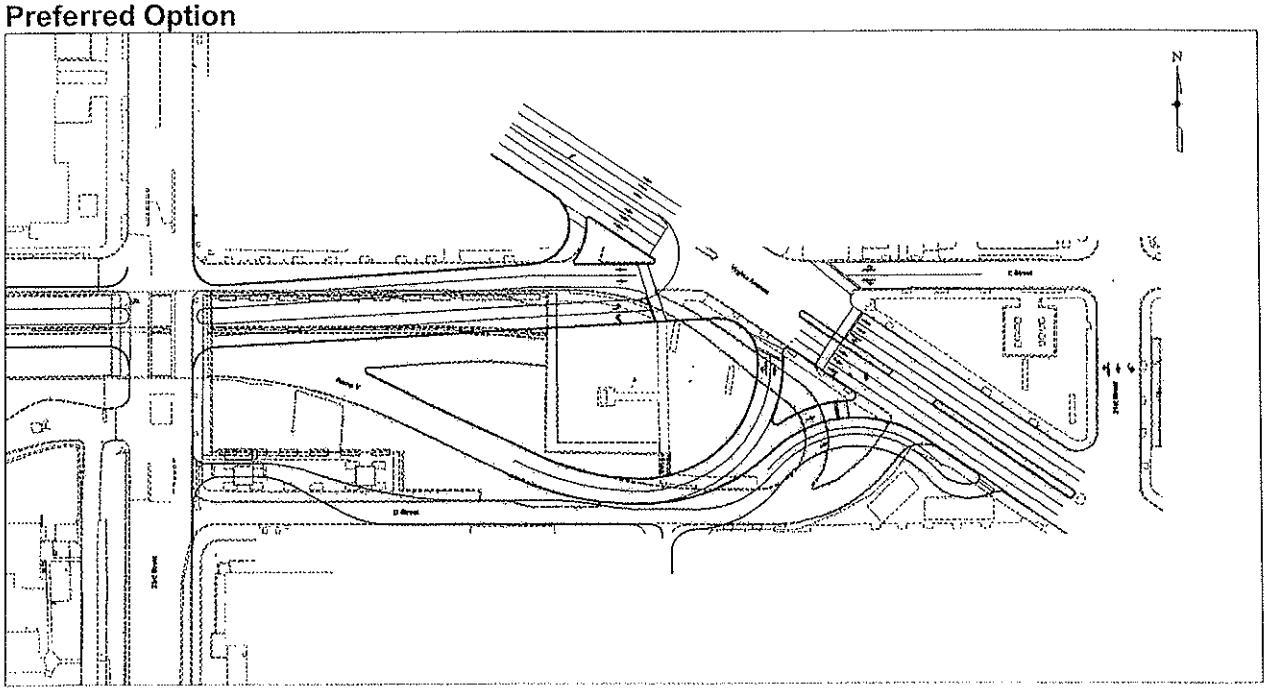
INTRODUCTION:

This memorandum summarizes the evaluation of a refined option that was developed following the meeting with the District Department of Transportation (DDOT) on December 6, 2005. The purpose of this meeting was to present the Preferred Option for the intersection of Virginia Avenue, E Street and Ramp V (from the E Street Expressway). This option was presented and approved by the Department of State (DOS). DDOT had approved of the work completed under the Preferred Option, however requested a minor geometric change on Ramp V, which reconfigured the lane channelization.

TRAFFIC ANALYSES:

The traffic volumes used in this analysis were the same traffic volumes that were used in the previous analyses prepared for the DOS options. Ramp V, which carries traffic from the E Street Expressway to Virginia Avenue and E Street, was reconfigured at the request of DDOT. In the previous analyses, the right leg of Ramp V was configured as a single lane, which carried southbound traffic movement to Virginia Avenue. The left leg was configured as a two-lane ramp with a dedicated lane for the U-Turn movement for E Street traffic and a dedicated lane for the through-turn movement for northbound Virginia Avenue Traffic. For this analysis, the right leg remained as a single lane. The left leg was reconfigured with a dedicated lane for the northbound Virginia Avenue movement, and a shared lane for the northbound Virginia Avenue and U-Turn movement for E Street.

Preferred Option



There are no significant impacts to traffic operations for the configuration preferred by DDOT at this intersection during either the AM or the PM peak hour. During the AM peak hour, the Virginia Avenue-E Street-Ramp V intersection performs at LOS C with a delay of 21.4 seconds per vehicle. During the PM peak hour, the LOS is C and delay is 20.1 seconds per vehicle. The queue lengths are about 300 feet on Ramp V during the AM peak hour, and less than 100 feet in the PM peak hour. Thus, the operations will not affect traffic flow on the E Street Expressway. The intersection of the south leg of Ramp V and Virginia Avenue performs at LOS A in both peak hours. The following table summarizes the Existing, No-Build and Preferred Option conditions.

Virginia Avenue, E Street and Ramp V Intersection Traffic Analysis

	AM			PM		
	LOS	**Delay [1]**	**Queue**	**LOS**	**Delay [1]**	**Queue**
Existing Conditions [2]	B	11.4	243 feet	B	12.2	Less than 100 feet
2009 No-Build Conditions [2]	B	11.4	263 feet	B	12.0	
2009 Preferred Option Conditions [3]	C	21.4	300 feet	C	20.1	

1) Delay is measured as average delay in seconds per vehicle
2) Harry S. Truman Building, Perimeter Security Improvements, Transportation Impact Study. Wells & Associates, Inc. October 2004.
3) Ramp V configuration as preferred by DDOT. Shared left-through lane and a through lane. All other aspects remain as in the Preferred Option as proposed by Parsons Brinckerhoff, Inc, and preferred by DOS. December 2005

The increase of delay for the intersection in the Preferred Option is due to the number of phases increasing from two to three. The traffic analyses assumed that each signal timing phase would have a clearance time of seven seconds (Yellow time of five seconds and an All-Red time of two seconds), which is greater than the five seconds normally used by DDOT. The clearance time was increased because the stop bars at the Virginia Avenue-E Street-Ramp V intersection were located farther back from the intersection than normal, due to the alignment of the approaches and the placement of the crosswalks. These factors require that each signal phase have a longer clearance time.

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NCPC
NATIONAL CAPITAL PLANNING COMMISSION

401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004
Tel 202 482-7200
Fax 202 482 7272
www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 6541

SEP 2 5 2006

Mr. Mark Butowsky
Chief, Special Projects Division
United States Department of State
Harry S Truman Building
2201 C Street, NW , Room 1420
Washington, DC 20520

Dear Mr. Butowsky:

Thank you for the opportunity to participate in the scoping of your planned Environmental Assessment (EA) for the development of permanent perimeter security improvements at the U.S. Department of State Harry S Truman Building. As a federal regulatory requirement, the EA is being prepared on the whole of the existing facility, including all of its various structures and site features. Our EA scoping comments focus on the Commission's role as the central planning agency for the federal government in the National Capital Region and express our general views on planning and environmental issues.

I request, in conformance with the Commission's requirements under its Environmental and Historic Preservation Policies and Procedures, and with the guidance issued by the President's Council on Environmental Quality, that NCPC be identified and established in your EA development process as a federal cooperating agency.

The Commission anticipates that the planned EA will address the concept design reviewed by the Commission in December 2004 that proposed replacement of the current temporary security barriers and controls with permanent structures. Please ensure that your EA covers the Commission's interests, including:

- Discussion and evaluation of specific actions that may involve the District Department of Transportation regarding the potential elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets, including policies for use of traffic barricades on 21st Street.

- Traffic impacts to adjacent property owners, including the American Pharmacists Association, the U.S. Institute of Peace, the National Academy of Sciences, the U.S. Navy, and the Federal Reserve regarding access from C Street, and circulation at adjacent intersections.

- Coordination of the proposed plans with the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts regarding proposed modifications to E Street.

- Coordination of the proposed plans with the National Park Service and discussion within the EA of any impacts or requirements regarding the possible relocation of the Bernardo de Galvez statue currently on U.S Reservation 720.

NCPC staff emphasizes that the substantial removal of vegetation in any proposed plan would not be supported by the Comprehensive Plan objectives or the new policies of the Commission. We request that the NEPA review specify additional guidelines toward mitigation efforts under the guidance of a prepared tree and open space conservation plan regarding access roadway alignments, retention of open space, and integration of public space with development areas. Green space should be preserved within every development zone of the plan as a component of its development.

NCPC staff encourages a cultural resource analysis within the proposed EA and believes it is imperative that the undertaking have the support of the District of Columbia Historic Preservation Officer (DC SHPO). The EA should respond to issues raised during Section 106 consultation. The Truman Building itself, the L'Enfant Plan, the National Register-eligible Northwest Rectangle Historic District, and nearby historic buildings and sites may be affected by the undertaking and should be adequately addressed in the Section 106 consultation and in the EA. Cultural landscape features such as road and curbs alignments, tree lines, and open spaces could be disrupted or lost entirely and should also be considered. In the context of the EA's viewshed analysis, views to and from the site as well as views through the site should be fully evaluated along with streetscape views at 21st, 22nd and 23rd Streets.

We recommend that the consultative process be described in the EA. Issues and consulting parties should be identified. Any eligibility determinations should be concluded with the DC SHPO prior to release of the EA. The project should seek to avoid or minimize adverse effects to the Truman Building and adjacent and nearby historic buildings and settings. If deemed necessary, mitigation measures should be identified during consultation.

I ask that you consider NCPC a consulting party and potentially a signatory in the Section 106 review leading to the development of the programmatic agreement.

We regard, as you do, the Truman Building as a highly significant building in an equally significant precinct. We acknowledge your exemplary stewardship of the building and appreciate your consultation with our staff and other review agencies to date, including the informative September 22 tour of the building. Your consideration of our comments at this stage of the environmental review is most timely and I look forward to assisting with the preparation for the EA as it progresses in its development. If you have technical questions concerning the information related in this letter, please contact Eugene Keller or Nancy Witherell in the Office of Urban Design and Plans Review at (202) 482-7251 or 482-7239, respectively.

Sincerely,

Patricia E. Gallagher, AICP
Executive Director

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American Pharmacists Association
Improving medication use. Advancing patient care.
APhA

September 26, 2006

Mr. Mark M. Butowsky
Chief, Special Projects Branch
2201 C Street, NW, Room 1420
Washington, DC 20520

Dear Mr. Butowsky:

In response to your invitation to comment on the EA being conducted by the State Department to determine the impact of its perimeter security plan, I want to emphasize that the American Pharmacists Association is still awaiting a resolution to the traffic circulation problems on 22'nd street that have resulted from the closing of 22'nd at C Street. We have raised this issue on several occasions. As you know, a proposal was developed by KCCT with input from APhA but to my knowledge this has not been submitted to the District of Columbia. As we understand it, resolution of this issue is a condition of the approval of the plan by NCPC.

Secondly, APhA has previously requested permission to enter and exit through 22'nd and C Sts in the event of an emergency that closes the intersection of 22'nd and Constitution or 23'd and Constitution. This permission was granted but we want to ensure that it continues.

Neither of these matters is new, however, we do want to take this opportunity to keep them on the table.

Lastly, Christopher K. Baker of APhA appears on your mailing list. Please do not address correspondence to Mr. Baker. His work does not relate to matters of this type.

Yours truly,

Ann T. Dubas
Senior Administrative Director

2215 Constitution Avenue, NW • Washington, DC 20037-2985 • 202 628-4410 • Fax: 202 783-2351
www.aphanet.org • www.pharmacist.com

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United States Department of State

Washington, D.C. 20520

September 29, 2006

2006

Mr. Ralph J. Cicerone
President
National Academy of Sciences
500 Fifth Street, NW
Washington, DC 20001

Dear Mr. Cicerone:

Thank you for meeting with us on September 25, 2006 to brief you on the Perimeter Security Improvements Concept Master Plan for the Harry S Truman (HST) Building. We hope the briefing provided you with a better understanding of the Department of State security concerns, background and details of the Concept Master Plan, while responding to the comments in your September 13, 2006 letter. The following is a summary of our direction for addressing the specific listed concerns:

- Restricted Access to C Street Entrance: The Department of State and National Academy of Sciences mutually experience the inconvenient access to our buildings' C Street entrances for visitors, the mobility impaired and during periods of inclement weather. We are hopeful that the proposed widened sidewalks without the many security obstructions will make it much easier to travel from drop off points, or that other building entrances could be utilized as well.

- Traffic on 22nd Street: The Department of State will be alleviating some of the traffic issues at 22nd street by restricting vehicle access to the HST building at 22nd Street and C Street, with retractable bollards that will only be lowered for emergency vehicles or special occasions. We will also eliminate the guard booth at this location. However, we are aware of the continued presence of taxis, and increased traffic that will result from the American Pharmaceutical Association building addition that is being constructed. Therefore, as we suggested, we

will convene a working level meeting with the three organizations to consider options for alleviating the traffic concerns.

- Absence of passenger drop off point on 21st Street: Due to the need for barriers extending out to the curb line and truck security screening along 21st Street, there is no convenient drop off area along the street abutting the HST building. Instead, drop-offs will continue along Virginia Avenue and south of the HST building. We therefore recommend that the Academy's ongoing Renovation Study consider options for modifying the 21st street area in front of the National Academy of Sciences building to include a drop off area.

  Aesthetics of C Street: During the Concept design approval process the National Capital Planning Commission (NCPC) and Commission of Fine Arts (CFA) were very complimentary of the Department's design for improving the overall appearance and pedestrian experience around the entire HST building. One of our primary goals is to disguise the security facilities as much as possible with aesthetically sensitive architectural and landscaping features. The restricted access on C Street actually improves the appearance of the street by eliminating the need for barriers between the 21st and 23rd street access points. The unencumbered streetscape will be enhanced even further by significantly reducing the parking, widening the sidewalks, adding trees, grass mediums and more overall green space with benches and plantings. We are very confident that the entire streetscape appearance and pedestrian access will be vastly improved.

In response to your request to explain where we are in the planning process and opportunities for public participation, we have received Concept Design Master Plan approval from the NCPC and CFA. The architectural company of Karns Charuhas Chapman and Twohey (KCCT) architects is currently completing an Environmental Assessment for the phased project and is developing the final design for the initial phases of the project. These initial phases include streetscape improvements on C and D Streets and a new Security Screening Pavilion on D Street. We will continue to coordinate the design with the District of Columbia, our neighbors and affected organizations during the design process. The final design documents will be submitted to the NCPC and CFA for final approval. During this entire process the National Academy of Sciences is able to comment on the project, and can attend the NCPC and CFA hearings.

As we continue to develop the final drawings and agreements to meet the critical security goals of the Department of State, we intend to work with the National Academy of Sciences and our other neighbors to address their concerns as much as possible. We believe that the benefits of this project will reach far beyond the employees and visitors of the Department of State. We look forward to working with you and your staff, and the National Academy of Sciences' continued support of this important project.

Sincerely,

Mark M. Butowsky
Chief
Special Projects Division

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NATIONAL ACADEMY OF SCIENCES

Office of the President

January 25, 2007

Mr. Mark M. Butowsky
Chief, Special Projects Division
U.S. Department of State
Washington, D.C. 20520

Dear Mr. Butowsky:

Last fall, I wrote you raising four issues concerning the impact on our organization of the Department of State's plans for improving perimeter security for the Harry S. Truman Building. In your September 29 response you said that the Department is going to convene a working group that includes representatives from our organization and the American Pharmaceutical Association to consider options for addressing one of those issues -- the dangerous traffic congestion problem on 22nd Street created by the closure of the intersection of 22nd and C Streets. We have not yet heard from you, and I am writing to urge that you bring this group together as soon as possible.

I also want to bring you up to date on our plans for dealing with the problem created for us by the permanent loss of vehicle access to our C Street entrance, which you will recall is the only entrance to our building accessible to visitors and staff with limited mobility. We have been working on this problem since the fall meeting and now have concept drawings for a new entrance on 22nd Street. We would welcome the opportunity to share the drawings with you and the other members of working group so that the possibility of this new entrance can be taken into account in the group's deliberations.

As I have previously said, we support the Department's goal of making the Harry S. Truman Building a safer place; we ask only that the Department work with us to minimize the impact of the plan for achieving this goal on our organization and on our ability to do our work. We expect to be active participants in the process by which the Department's plans are considered and approved by the various government agencies involved. Enclosed is a copy of our letter to the Department dealing specifically with our involvement in the consideration of the project under the National Historic Preservation Act and the National Environmental Policy Act. Our hope is that through the working group and other discussions between our two organizations, the issues we have raised can be addressed in advance so that we can be cooperative and unqualified supporters of the plan in every forum.

I look forward to hearing from you.

Sincerely,

Ralph J. Cicerone
President

Enclosure
Cc: The Honorable Henrietta H. Fore
The Honorable Rajkumar Chellaraj
Mr. Steven Rodriguez

500 Fifth Street, NW Washington, DC 20001

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NATIONAL ACADEMY OF SCIENCES
THE NATIONAL ACADEMIES

Office of the General Counsel

January 25, 2007

Mr. Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Washington, D.C. 20520

Re: Environmental Assessment for Security Measures at Department of State

Dear Mr. Butowsky:

This is in follow-up to your letter of September 29, 2006, in which you responded to our letter of September 13, 2006 and the concerns raised in that letter and during our briefing of September 25, 2006 concerning the security measures ("Project") proposed for the perimeter of the Harry S. Truman Building ("Building") and their impact on the employees, visitors and volunteers using the National Academy of Sciences ("NAS") building located adjacent to the Truman building.

Pursuant to Section 106 of the National Historic Preservation Act (16 USC § 470f), because (1) the Building was determined eligible for the National Register of Historic Places ("Register") on April 23, 1992; and (2) the Project is located within the Northwest Rectangle Historic District ("Historic District") which the federal government has determined is eligible for inclusion in the Register; (3) the Building is considered a contributing building within the Historic District; and (4) the Project impacts original District of Columbia streets that are included within the original L'Enfant Plan for the Federal City ("L'Enfant Plan"), which is listed on both the National and District of Columbia registers, the Department is required, prior to the expenditure of funds or the issuance of any license for the Project, to take into account the effect of the Project on the Building, the Historic District, and the L'Enfant Plan. Because the National Academy of Sciences building is located within the Historic District and utilizes the same L'Enfant Plan streets as access for its building, the NAS has a demonstrated interest in the proposed project and its impact on the historic character of the Building, the Historic District and the L'Enfant Plan. Accordingly, the NAS wishes to be considered as a consulting party to this Project, as provided for in 36 CFR § 800.2(c)(5), and to be afforded all notices and participation in the Section 106 process that is afforded to consulting parties.

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

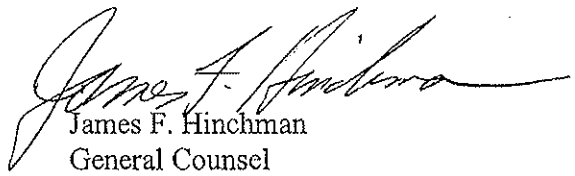
2101 Constitution Avenue, NW
Washington, DC 20418

Phone: 202 334 2440
Fax: 202 334 1684

Furthermore, pursuant to Section 102 of the National Environmental Policy Act of 1969, the Department is required to undertake an environmental assessment of a federal action, such as the Project, that has the potential to significantly affect the quality of the environment, and to study alternatives that have a lesser effect on the environment, prior to undertaking such an action. We are pleased that you have determined to include the NAS as an interested party in the preparation of the Environmental Assessment and in the identification of environmental issues raised by the Project that are to be addressed in the Environmental Assessment. By our letter of September 13, 2006, we identified those environmental issues that have a direct impact on the NAS that we wished to see addressed in the Environmental Assessment. We would request that we be part of a continuing dialogue with you as you refine the issues that are to be included in the Environmental Assessment and determine potential alternatives to what is currently proposed as part of the Project that would have a lesser impact on the environment. Furthermore, in the event that there is a determination that there is a significant impact on the environment through this Project and therefore that an environmental impact statement is necessary, we would request that, pursuant to 40 CFR § 1501.7, the NAS be considered an interested person for purposes of determining the scoping of the environmental impact statement. Furthermore, as provided in 40 CFR § 1506.6(b), we request that we be provided notice of all NEPA-related hearings, public meetings and the availability of environmental documents generated by or for the Department in connection with this Project.

Thank you for your continued consideration of our interests as you move forward with this Project. Please feel free to get in touch with me if you have any questions or concerns.

Sincerely,



James F. Hinchman
General Counsel

United States Department of State

Assistant Secretary of State
for Administration
Washington, D.C. 20520

February 15, 2007

Dear Mr. Cicerone:

This letter is in response to your January 25, 2007 letter to Mark Butowsky, Chief, Special Projects Division, in which you expressed concerns regarding the Harry S Truman (HST) Building Perimeter Security Improvements Project, and specifically those matters that have an impact on the National Academy of Sciences (NAS).

Mr. Butowsky has been in contact with Mr. Joseph Papa of your organization, and recently informed him of the reasons for the delay in initiating the suggested working group meeting regarding 22nd Street. In an effort to make the meeting most productive, he emphasized how we were waiting for a contract with our architect/engineer (A&E) consultant to be modified and preliminary drawings to be completed for changes that will affect both NAS and the American Pharmacists Association (APhA) properties, and for our architect to assist in the 22nd Street meetings.

Since we received your letter and considering the additional time required to accomplish the A&E related contractual issues, we will gladly initiate the working group meetings to the extent possible without the aid of our consultants. We would also like to become more informed on your proposed 22nd Street entrance. Therefore, Mr. Butowsky will contact Mr. Papa to set up the initial meeting. He will also respond to Mr. James F. Hinchman's January 25, 2007 letter, regarding the Environmental Assessment and Section 106 Historic Preservation process.

Mr. Ralph J. Cicerone
National Academy of Sciences,
500 Fifth Street, NW,
Washington, DC 20001.

We appreciate your support in our efforts to make the Harry S Truman Building and surrounding facilities a safer and more secure area.

Sincerely,

Lee R. Lohman

Lee Lohman, Acting

Drafted by:	A/OPR/SP/P – Mark Butowsky 2/9/07 ext. 7-7455	
Clearances:	A/OPR/SP: Steven Wright	via email dtd 2/12/07
	A/OPR: Steven Rodríguez	via email dtd 2/12/07
	A/OPR: Richard Iselin	via email dtd 2/12/07
	A: Marco Sims	via email dtd 2/13/07

Perimeter Security Project – Response Letter to NAS Ralph Cicerone

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NATIONAL ACADEMY OF SCIENCES
THE NATIONAL ACADEMIES

Office of the General Counsel

March 22, 2007

Mr. Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Washington, D.C. 20520

Re: Environmental Assessment for Security Measures at Department of State

Dear Mr. Butowsky:

Thank you for your letter of March 12, 2007, in which you responded to our letter of January 25, 2007 concerning the proposed security measures for the perimeter of the Harry S Truman Building ("Building") and their impact on the employees, visitors and volunteers using the National Academy of Sciences ("NAS") building located adjacent to the Building.

We are pleased that you have determined the NAS to be a consulting party to this project, as provided for in 36 CFR § 800.2(c)(5), and that we will be provided with all notices and be a participant in the Section 106 process as a consulting party. We are also pleased that you have recognized us as an interested party for purposes of the environmental assessment ("EA"), as provided for at 40 CFR § 1501.7 and that, as an interested party, we will (1) be invited to and be a participant in the combined Section 106/National Environmental Policy Act ("NEPA") consultation meetings, and (2) be able to review and comment on the draft EA when it is issued in pre-final form. While we understand from your letter that the issues raised in our letter of September 13, 2006 will be incorporated into the pre-final EA, we did not intend for that letter to constitute the sum of our comments prior to the completion of the pre-final EA, since the letter was not provided in that context. Therefore, we would appreciate the opportunity to provide additional comments and concerns prior to the completion of the pre-final EA as additional details are provided to us.

We look forward to continuing to work with you on ensuring that the development and design of the perimeter security measures for the Building do not adversely affect the operations of the NAS. As always, please feel free to get in touch with me if you have any questions or concerns.

Sincerely,

James F. Hinchman
General Counsel

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

2101 Constitution Avenue, NW
Washington, DC 20418

Phone: 202 334 2440
Fax: 202 334 1684

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND POLICY ADMINISTRATION

Date: April 11, 2007

TO: Ann Simpson-Mason
Chair, Public Space Committee

FROM: Ken Laden
Associate Director, TPPA

RE: Comments to Perimeter Security Improvements Project for the Department of State in the Harry S. Truman building

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TPPA is in agreement with various recommendations such as installation of fixed or moveable bollards, knee walls, railings, guard booths, security pavilions on DOS property, hydraulic barriers, landscaping, and the relocation of the curb on 23rd Street NW in order to widen the sidewalk.

However, the District of Columbia will need to be compensated for the takings of land required by certain security measures. These include, but are not limited to:

- Relocation of curb on western side of 21st Street NW between C Street NW and Virginia Avenue,
- Relocation of curb on eastern side of 21st Street NW between C Street NW and Virginia Avenue and creation of truck inspection area,
- Narrowing the sidewalk on the eastern side of 21st Street NW,
- Addition of six-foot medians on 21st Street NW between C Street NW and Virginia Avenue
- Blocking C Street NW between 21st Street NW and 23rd Street NW for restricted access,
- Blocking D Street NW between 23rd Street NW and Virginia Avenue for restricted access,
- Relocation of curb on south side of Virginia Avenue between E Street NW and 21st Street NW,
- Any District property used to construct corner markers, guard booths, security pavilions, etc.

If you have any questions, please contact Christopher Ziemann, Transportation Management Specialist for Ward 2 at 202-671-2555 or christopher.ziemann@dc.gov.

EPA

Dubke, Barbara A

From: Arguto.William@epamail.epa.gov
Sent: Tuesday, April 17, 2007 9:52 AM
To: Dubke, Barbara A
Subject: Re: Environmental Assessment from State Department

Barbara;

We are in receipt of the Pre final EA for security improvements for the Dept of State. I completed a cursory review of the document for any major environmental concerns and I did not see any issues that would warrant a written response. Please forward the Final when completed.
Are there any specific issues that you would like to discuss?

Thanks

Bill Arguto
EPA Mid Atlantic
Environmental Assessment and Innovation Division NEPA - Team Leader
215-814-3367
1650 Arch Street
Phila Pa 19103

"Dubke, Barbara A" <DubkeBA@state.gov> 04/12/2007 11:46 AM

To: William Arguto/R3/USEPA/US@EPA
cc: "Butowsky, Mark M" <ButowskyMM@state.gov>
Subject: Environmental Assessment from State Department

ENCLOSURE 13

Dubke, Barbara A

From: Harkness, Mr. Edward (WDC) [harknese@paho.org]
Sent: Friday, April 20, 2007 12:15 PM
To: Dubke, Barbara A
Cc: Gentry, Mrs. Eugenia (WDC)
Subject: RE: Environmental Assessment from State - yes from PAHO

Ms. Dubke

Yes, I received the the package. Paho has no comments to forward to Mr. Butowsky.

Thanks,

Ed Harkness
GSO, PAHO

From: Dubke, Barbara A [mailto:DubkeBA@state.gov]
Sent: Friday, April 20, 2007 8:43 AM
To: Gentry, Mrs. Eugenia (WDC)
Cc: Butowsky, Mark M
Subject: Environmental Assessment from State

Mark Butowsky, Chief of Special Project Division, at the Department of State recently sent a package entitled *Environmental Assessment Pre-final Draft.*

The purpose of this email is to confirm that you received the mailing and to encourage your written comments by April 27.

Please let us know that the parcel was delivered to you.

Thank you for your response.
Sincerely,
Barbara Dubke on behalf of Mark Butowsky (butowskymm@state.gov)

Barbara Dubke
U.S. Department of State
Office of Operations
HST - Room 1417
Phone: (202) 647-1639
Fax: (202) 647-7509
e-mail: dubkeba@state.gov

ENCLOSURE 6
4/20/2007

Dubke, Barbara A

From: Dubke, Barbara A
Sent: Wednesday, April 25, 2007 7:18 AM
To: 'Imparato, John CIV NDW, N00'
Cc: Butowsky, Mark M
Subject: RE: COMMENTS ON SECURITY PLANS

Mr. Imparato,
Thank you for your comments. We will keep you informed when plans are firm so that you may take appropriate action with your tenants, etc.

Barb

From: Imparato, John CIV NDW, N00 [mailto:john.imparato@navy.mil]
Sent: Tuesday, April 24, 2007 4:58 PM
To: Dubke, Barbara A
Cc: Murray, Michael R NSA North Potomac; Blazek, Caroline CIV
Subject: COMMENTS ON SECURITY PLANS

Ms Dubke.
Thank you for the call this morning.
The plans you have provided were reviewed by our primary tenant and other staff at our Potomac Annex facility. (23rd & C NW)

The plans present no particular concerns.
We request that we be notified before construction begins so we can notify our tenants and adjust traffic, parking, perhaps schedules etc.

The best points of contact for this notification are:

1. Mr Michael Murray 202- 762- 0115 michael.r.murray@navy.mil
2. Ms Caroline Blazek 202- 762- 0267 caroline.blazek@navy.mil

Please don't hesitate to call if I can be of help.
John
John Imparato
Director, Corporate Information Management
HQ, Naval District Washington, Code N00I
Phone: 202.433.2554, Fax: 202.433.2207
e-mail: john.imparato@navy.mil

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MEMORANDUM

NCPC
NATIONAL CAPITAL PLANNING COMMISSION
801 Pennsylvania Avenue, NW
Washington, DC 20576
Suite 301
Tel: 202 482-7200
Fax: 202 482-7272
www.ncpc.gov

To: Mark M. Butowsky, Chief,
Special Projects Division

Cc: Christine Saum, Director Urban Design and Plan Review Division

From: Eugene Keller, Environmental Review Officer
Nancy Witherell, Historic Preservation Officer

Date: April 26, 2007

Re: Review of Pre-Final Draft Environmental Assessment for the Department of State, Harry S Truman Building Perimeter Security Project

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1. The NCPC staff has completed its review of the Pre-Final Draft of the Environmental Assessment (EA) for the Harry S Truman Building Perimeter Security Project. This review is being provided as requested by your letter of April 5, 2007.

2. The preliminary review has found the draft EA requires revision. These revisions to the document, as presented below, are strongly recommended to be implemented before the EA is printed for distribution to other agencies and the public. NCPC presently finds sufficient problems with the text, such that the document would be unacceptable for Commission use and review.

3. The following EA revisions are requested by NCPC staff:

   - At the inside cover page of the document, NCPC staff requests identification of the NCPC as a federal cooperating agency, as noted in our letter of September 25, 2006. Identification of the agency will allow NCPC to adopt the document without any further delay due to separate circulation for comment on the proposed action.

   - At section 3.1 and at page 19 of the EA, there appears to be a discrepancy in describing the physiographic location of the building site. At 3.1 it is stated the building is situated within the piedmont, while at page 19 it is noted the building exists on the coastal plain. It can be one or the other, but not both.

- At section 3.2.1, Vegetation, there is the misspelling of the word "Willow" in the first paragraph. Other misspellings of words have been found further-on in the document and it is recommended a careful spell-check of the whole document is in order.

- At section 3.4.1.2, please include the proposed construction of the U.S. Institute of Peace Headquarters Building and the Vietnam Memorial Visitor Center, at Bacon Drive and Constitution Avenue, in the list at page 32 and on the visual figure 4 Vicinity Map.

- At Section 3.4.1.4, Economy and Employment, identify or state the effects from the build alternative as effects from the project's location, operation or employment presence to the city's economy; not as effects on the site.

- At Section 3.4.2, Visual Resources, please have the text reflect the fact that the 2004 Federal Elements of the Comprehensive Plan for the National Capital no longer specify Special Streets. The streets within the L'Enfant City are now characterized in the Comprehensive Plan as historic rights-of-way of the L'Enfant Plan. They are protected by listing in the National Register of Historic Places and in the District Inventory of Historic Sites as contributing elements of the Plan of the City of Washington, DC designation, and are further protected by policies in the Comprehensive Plan. (The document describes the L'Enfant Plan elements at 3.6.2.)

- Also at Section 3.4.2,Visual Resources, identify and analyze the effect of the guardbooths in the rights-of-way on the character of the rights-of-way views themselves, rather than just the effects of the guardbooths on views of adjacent buildings.

- At Section 3.5.2, Transportation and Parking, page 43, clearly state the location at Appendix 1 for Figure 4-1 and Figure 4-2. At the mitigation paragraph for this analysis area on page 45, specific areas of possible direction of strategies to mitigate parking and access interruptions or losses should be specified for the access issues relative to C Street, which are a concern to adjacent agencies, such as NAS and APha. To just say there is concern and it's a moderate impact, without saying what could mitigate the impact, is a non-starter for NEPA evaluation and could be easily be challenged as an incomplete review and evaluation of the issue.

- At Section 3.6.2, Visual Resources, page 63, augment the fourth bullet in the summary of principal potential effects by referring to the L'Enfant rights-of-way and their historic open character and views in the L'Enfant Plan rather than the "current conditions," which include temporary, recent security intrusions.

- In Table 5, pages 68 and 69, integrate <u>all</u> the above comments to the table of Environmental and Socioeconomic Consequences. For 3.4.2 and 3.6.2, for the analysis of the Build Alternative, include impacts to the L'Enfant rights-of-way that would occur by the construction of security structures <u>in the rights-of-way</u>.

4. Due to the necessary extent of revisions for this EA text, NCPC staff requests that a revised version of all the EA be provided to NCPS <u>*prior*</u> to its final printing and release to outside agencies and the public for review.

5. If you have any questions regarding the requested revisions please contact Eugene Keller at (202) 482-7251, (e-mail, gene.keller@ncpc.gov.) or Nancy Witherell at (202) 482-7239 (e-mail, nancy.witherell@ncpc.gov.).

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AMA

American Pharmacists Association®

Improving medication use. Advancing patient care.

APhA

Mr. Mark M. Butowsky, Chief
Special Projects Division
United States Department of State
Harry S Truman Building
2201 C Street, NW
Room 1420
Washington, DC 20520

April 26, 2007

Dear Mr. Butowsky:

In response to your communication on April 5, 2007 concerning your Perimeter Security Improvements Project, APhA continues to be concerned about traffic congestion on 22nd Street. We appreciate your on-going communication on this subject. Nevertheless, this matter is still in need of a resolution.

If you have any questions please feel free to contact me at (202)429-7529 or by email at adubas@aphanet.org.

Kind regards,

Ann T Dubas

Ann Dubas
Managing Director
APhA Property Holdings & Management

ENCLOSURE 3

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Dubke, Barbara A

From: Rounds, Jesse (DPR) [jesse.rounds@dc.gov]

Sent: Thursday, April 26, 2007 10:24 AM

To: Dubke, Barbara A

Subject: Harry S Truman Building Perimeter Security Project EA

Ms. Dubke,
Thank you for the opportunity to review the Draft Environmental Assessment prepared for the Perimeter Security Project at the Harry S. Truman Building. The District of Columbia Department of Parks and Recreation has reviewed the document and found no impact on DPR resources.

Sincerely,

Jesse Rounds

Jesse Rounds
Community Planner
D.C. Department of Parks and Recreation
(o) 202/671-0416
(f) 202/673-3424

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ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

ATTORNEYS AT LAW

SUITE 300
1875 EYE STREET, N.W.
WASHINGTON, D.C. 20006-5409
TEL: 202-775-0725 FAX: 202-223-8604
www.rkmc.com

RICHARD B. NETTLER
202-736-2720/2721

April 27, 2007

BY HAND

Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Washington, DC 20520

Re: Pre-Final Environmental Assessment for Security Measures at Department of State; Formal Comments of National Academy of Sciences

Dear Mr. Butowsky:

We have been retained by the National Academy of Sciences ("NAS") to represent its interests with regard to the project proposed by the United States Department of State ("DOS") to improve security measures at and within perimeter of the Harry S Truman Building ("Building") of the DOS. This letter is in response to the submission by DOS to NAS of the Pre-Final Draft of the environmental assessment ("EA") being conducted by DOS in connection with the proposed project and serves as the formal comments of NAS to the EA. In addition, this letter serves as a renewed request by NAS to be included as a consulting party with regard to the Programmatic Agreement being prepared for compliance with Section 106 of the National Historic Preservation Act.

As you know, and as NAS has previously mentioned in its correspondence and meetings with you and others within DOS, NAS has been, and remains, concerned about this project and its impact on its employees, visitors and volunteers working in or visiting the NAS building located adjacent to the Building ("Academy Building").

The following provides additional comments on the EA and supplements comments sent to you by NAS on September 13, 2006 and January 25, 2007, and provided to you in meetings with NAS on September 25, 2006 and March 15, 2007.

In the EA, DOS states on page 32 that "no significant adverse impacts on the site's adjacent land uses and ownership are expected." This is amplified by Table 5 at Item 3.4.1.2, which states that the project has "no effects" on adjacent land uses and ownership. At the same time, in the Transportation section on Page 43, the EA states that "[i]t is anticipated that the NAS would continue to use C Street to provide access only to their shuttle buses and service trucks."

The Transportation section also states that "[t]he NAS has expressed concerns about the potential limited access from 22nd Street to C Street for their employees, and the DOS is willing to work with the NAS and [American Institute of Pharmacy] staff to ensure that traffic concerns and issues are addressed. A design meeting between the NAS, APhA and DOS has been requested to solve the access issues along C Street." Finally, on page 46, the EA states that "[t]he design team and DOS would continue to work with the NAS and APhA to address any concerns relating to the closure of C Street and 22nd Street, and the limited access on 21st Street."

The letter from NAS to you of September 13, 2006, which is appended to the EA, as well as comments provided to you at the meeting between NAS and DOS of September 25, 2006, minutes of which are not appended to the EA and should be, clearly identify the issues NAS has with the project's treatment of 21st, 22nd and C Streets and the impact of such treatment on NAS and its visitors, volunteers and employees. The EA's failure to adequately identify and address these issues is in violation of NEPA requirements.

Specifically, NAS has raised the following concerns about the impacts of the proposed permanent closure of C Street, which are based not on speculation but on NAS' actual experience with the current "temporary" closure of C Street:

(1) The loss of taxi and other vehicle access to the Academy Building entrance on C Street, which is the principal pedestrian entrance for all NAS staff, volunteers and visitors and the only entrance for persons with disabilities;

(2) Unsafe conditions for pedestrians on 22nd Street, including those coming to the Academy Building, because large numbers of taxis and other vehicles that previously used C Street for passenger drop off and loading must now use a narrower dead-end street with no turn around or organized traffic pattern;

(3) Congested egress from the NAS parking facility underneath the Academy Building onto 22nd Street because the large number of taxis and other vehicles that previously used C Street as a standing area must now wait on 22nd Street; and

(4) Unsafe conditions for passengers, including those coming to the Academy Building, because C Street is closed and 21st Street must be used as a drop-off and loading area, even though there is no drop-off and loading point that is safely out of the flow of traffic.

Additionally, certain aspects of the proposed project, as shown in Figure 1 on page 5 and as described in the narrative of Section 2.1, raise the following additional concerns for which mitigation measures should be proposed and evaluated:

(1) The proposed 6' planted median on C Street, as described on page 8 and shown in Figure 1, without further description, seems to adversely affect access to the C Street entrance by the NAS Shuttle and access to the NAS loading dock by delivery vehicles and would substantially limit the amount of turn-around space such vehicles require; and

(2) The proposed exterior pavilion at the C Street Entrance of the Building as described on page 8, as extending 82 feet south, seems to be inconsistent with, and if described accurately would extend well beyond the current center line of C Street, causing the proposed vehicular turnaround and drop-off at the entrance to the pavilion to be directly in front of the exit of the NAS parking facility under the Academy Building and increase the congestion, safety and difficulties that are currently part of the problem.

Finally, as regards parking on C Street, page 42 states that parking spaces currently exist on C Street in front of the Academy Building. While this may be true, due to the temporary security measures in place, none of the spaces are currently available to NAS, its employees, volunteers or visitors, a fact that only becomes apparent in the discussion of parking under the Build Alternative on page 45. There is no discussion of how the loss of spaces impacts the NAS, which it does, nor is there any discussion of alternative mitigating measures explored by DOS. Moreover, of the 14 spaces identified as being in front of the Academy Building, the Build Alternative states that 6 spaces would remain available to NAS, but does not discuss how these spaces could possibly be utilized by NAS. In any event, it is apparent from the Build Alternative that none of the spaces would be available to the general public, and again, there is no discussion as to how this impacts NAS and possible alternatives that would mitigate the impact on NAS. The EA needs to be revised by DOS before further consideration can be given it by the public or any public agency.

As a matter of law, an EA requires a reasonably complete discussion of possible measures to mitigate project impacts. The EA does not meet this requirement, particularly with regard to the issues raised by NAS. Neither the access and traffic issues which NAS has raised, nor mitigation measures designed to address the negative impacts of the Project on NAS and its employees, volunteers and visitors, are fully and adequately addressed in the body of the EA. Nor is there any analysis of the traffic impact of the C Street closure. Most notably, there is no analysis of the impact of the closure on 22nd Street traffic. This is in stark contrast to the detailed traffic analysis in the EA for the reconfiguration of the E Street /Virginia Avenue interseetion.

While NAS appreciates the willingness of DOS, as stated in the EA, to work with NAS to address its concerns, and appreciates the opportunity to meet with you on March 15th, NAS believes that the EA should specifically reference each of the concerns NAS has raised and provide mitigation measures that have been mutually agreed upon by DOS and NAS.

At a minimum, the EA should contain an analysis of the traffic impact of the C Street closure, as well as a traffic analysis of possible mitigation measures such as the November 30, 2004 document entitled "22nd Street – Taxi Drop Off and Pick Up" that was presented to NAS by DOS at the March 15th meeting. Equally important, there should be a full discussion in the EA of this and other mitigation measures, such as the new entrance to the Academy Building proposed by NAS at that meeting, creation of a safe and lawful passenger drop off and loading point on 21st Street, and the option of keeping a single one way lane on the south side of C Street

open to the public, so that all potential alternatives and mitigation measures that would enable the Project to have a lesser impact on the environment are explored.

As a possible resolution of this matter, NAS proposes that you consider entering into a binding memorandum of agreement with NAS that addresses the vehicular and pedestrian concerns that NAS has raised with DOS regarding the Project. This would certainly be consistent with the direction of the National Capital Planning Commission as stated in its Commission Action, dated December 2, 2004, in its approval of the design concept for the project.

NAS is also concerned about the treatment of historic preservation issues in the EA. As legally required, the requirements of Section 106 of the National Historic Preservation Act are being considered as part of this Environmental Assessment and are addressed, albeit inadequately, beginning at page 57. The EA considers the Academy Building to be within the areas of potential effects, and recognizes that the Academy Building is listed on both the DC Inventory of Historic Sites and the National Register of Historic Places, and is also a contributing building in the Northwest Rectangle Historic District, which the federal government has determined is eligible for inclusion in the National Register. Moreover, the EA recognizes that major elements of the L'Enfant Plan for the City of Washington are impacted by the project. As noted in the EA, the District of Columbia State Historic Preservation Office ("DCSHPO") and the Advisory Council on Historic Preservation ("ACHP") found that the project had potential adverse effects on the Truman Building and other historic resources, including the original L'Enfant Plan streets. The EA states that the adverse effects are to be resolved through the Section 106 process, with a programmatic agreement, as provided for in 36 CFR §800.14(b), to be entered into by DOS, the General Services Administration, the National Park Service, DCSHPO and ACHP. The EA provides that the only impact on the Academy Building would be the view of its C Street façade.

As noted in 36 CFR § 800.1, the purpose of consultation is to "identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties." While the Academy Building has been identified in the EA, no adverse effects on the building have been noted, nor is the NAS identified as a potential signatory or consulting party to the programmatic agreement, despite requests to be so considered in the past. Indeed, the NAS was never asked to participate in any of the prior Section 106 discussions initiated with other impacted parties. According to the Section 106 regulations:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified

> subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Identified adverse impacts include "change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance" and "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." NAS believes that the project significantly changes the character of physical features within the Academy Building's setting that contribute to its historic significance, and that more attention needs to be paid to this impact in the EA, including ways of mitigating such impact or alternatives to what is currently proposed. Moreover, NAS believes that the project introduces visual elements that diminish the integrity of the Academy Building's significant historic features, and that the mitigation of such impact, or alternatives that do not have the same level of impact, need to be explored. Furthermore, since, under the Section 106 regulations, any supporting documentation for the views expressed in the EA are required to be provided to the NAS as an identified consulting party, we would appreciate receipt of copies of such documentation that was utilized to support the finding that long term impacts on historic resources are "minor."

We appreciate the opportunity to comment on the EA on behalf of NAS. We would appreciate an opportunity to work with you to develop mitigation measures to ensure that the project does not have a significant adverse impact on NAS, or its visitors, volunteers and employees. We look forward to receiving a revised pre-Final Draft EA.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler

cc: James F. Hinchman, Esq.
David Maloney, DC SHPO
Nancy Witherell, NCPC

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Dubke, Barbara A

From: Butowsky, Mark M
Sent: Friday, April 27, 2007 12:56 PM
To: Dubke, Barbara A
Subject: FW: DOS Perimeter Security Improvements

-----Original Message-----
From: ZARTMANBJ@aol.com [mailto:ZARTMANBJ@aol.com]
Sent: Friday, April 27, 2007 12:38 PM
To: Butowsky, Mark M
Cc: donhawkins@comcast.net
Subject: DOS Perimeter Security Improvements

Mr. Mark M. Butowsky, Chief
Special Projects Division
United States Department of State
Washington, D. C. 20520

Dear Mr. Butowsky:

On behalf of the Committee of 100 on the Federal City and its Chairman Don A. Hawkins, I want to thank the Department for the opportunity to comment on the Environmental Assessment of the perimeter security project at the Harry S Truman Building. First I would like to compliment you on the clarity of your report and the effective outreach for reactions.

The project has of course been necessitated by the ramped-up Federal security standards enacted following the 9/11 attacks. While we very much appreciate the role that the National Capital Planning Commission has played in guiding these security enhancement programs, we are very much of the belief that overall the standards are too rigorous. As a result, too many rational design options are precluded in the name of those rigorous standards, and both the public and consulting parties asked to assess project impacts based on how much better they are than unsightly temporary security measures rather than on their intrinsic merit.

Nonetheless, in the present instance our comments are relatively brief as there has clearly been an effort to respond to earlier comments. We are saddened by the necessary loss of vegetation, particularly the removal of mature trees. But our greater concerns would be the impact of the pavilions for security equipment and the permanent guard houses at the HST entrances, and those concerns relate to the design of the structures themselves and their impact on views along the L'Enfant and McMillan plan streets. I would in particular note the views south on 23rd Street toward the Lincoln Memorial.

We look to the programmatic agreement as an instrument to maximize design opportunities, for minimization of adverse effects, and for enhancement of mitigation measures. I look forward to seeing what can be accomplished by that process at this very important building in a very important place. Thank you again for the opportunity to add our voice.

Sincerely,

Barbara Zartman
Immediate Past Chairman

ENCLOSURE 21
4/27/2007

NCSOM

National Coalition to
Save Our Mall
Preserving Our Monument to Democracy

National Mall Third Century Initiative nationalmall.net

9507 Overlea Drive
Rockville, MD 20850
301-340-3938

P.O. Box 4709
Rockville, MD 20849

April 27, 2007

Mr. Mark M. Butowsky, Chief
Special Projects Division
U.S. Department of State
Washington, C.C. 20520

Dear Mr. Butowsky:

The National Coalition to Save Our Mall appreciates the opportunity to comment on the March 2007 Pre-Final Draft Environmental Assessment for the Department of State, Harry S. Truman Building Perimeter Security Project. Our main environmental and Section 106 comments deal with the proposed security project's impact on traffic/pedestrian movements, long-term street closings, and possible adverse impacts on the National Mall, the nation's premier People's Place and civic stage.

While the security project would be an improvement over "current conditions" that include hastily erected temporary barriers, it will introduce changes to the historic character of the site and surroundings that we believe need to be more fully evaluated. Our primary concern is that the Assessment does not address the effect of the security project on the image and symbolism of the City of Washington and, more specifically, the National Mall one block away. Extensive fortification of the Truman Building of the kind being proposed does not reflect well on our democratic principles and freedoms.

We understand that current thinking about risk assessment in Washington and around the country is leading some government agencies away from the type of maximum approach taken in the immediate aftermath of 9/11 and towards less obtrusive measures. Has the security team taken this changing perspective into consideration? If not, we believe the EA should evaluate other less obtrusive alternatives—and also the very latest technologies--before it is finalized. The goal should be to serve a security function while minimizing the effects on the historic L'Enfant Plan, views, openness, and symbolism of the site and the larger city.

More specifically, we have the following comments:

- Designating the Truman Building site as a Level 5 Priority building, comparable to the much larger Pentagon and White House sites, immediately creates set back needs. The closing of C & D Streets, to through traffic, the construction of guard houses in the streets and the change in the 23rd Street sidewalk, all impact the original open character of the historic L'Enfant rights-of-way. No mitigation is provided or addressed in the Assessment which deals with these concerns.

- Page 70 of the Assessment is the only place which mentions the U.S. Institute of Peace proposed construction on the west side of 23rd Street

ENCLOSURE 20

2 pages

which is directly visible from the west portion of the Truman Building. In our opinion, the Assessment does not address the cumulative traffic/visitor impacts of this approved construction, as well as the overall traffic/visitor impacts of the Mall and the additional underground Vietnam Memorial Visitor Center proposed at Constitution Avenue and 23rd Street.

- We also question the security value of the proposed changes to the D/E Streets/Virginia Avenue ramps. A very limited increase in set-back distance is provided. The Assessment needs to identify the costs involved and justify the security gained. In addition, the Assessment needs to provide evidence that the proposal will not adversely impact the proposed changes to the E Street access to the Kennedy Center improvements.

- The Assessment makes no reference to the December 2, 2004 National Capital Planning Commission direction regarding specific agreements with several public and adjacent private organizations.

In sum, we find the Assessment still lacking basic elements.

Sincerely,

Judy Scott Feldman

Judy Scott Feldman, Ph.D.
President and Chair

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Dubke, Barbara A

From: Butowsky, Mark M
Sent: Friday, April 27, 2007 2:27 PM
To: Dubke, Barbara A
Subject: FW: PERIMETER SECURITY IMPROVEMENTS RPOJECT

-----Original Message-----
From: Butowsky, Mark M
Sent: Friday, April 27, 2007 2:25 PM
To: 'Bullo, Ibrahim (DDOE)'
Cc: Inge, Rosalind (DDOE); Ebanks, Edna (DDOE)
Subject: RE: PERIMETER SECURITY IMPROVEMENTS RPOJECT

Thank you for your comments

> -----Original Message-----
> **From:** Bullo, Ibrahim (DDOE) [mailto:ibrahim.bullo@dc.gov]
> **Sent:** Friday, April 27, 2007 1:59 PM
> **To:** Butowsky, Mark M
> **Cc:** Inge, Rosalind (DDOE); Ebanks, Edna (DDOE)
> **Subject:** PERIMETER SECURITY IMPROVEMENTS RPOJECT
>
> Dear Mr. Butowsky,
>
> Towards the end of September, 2006, the District Department of the Environment submitted its comments as they related to the Perimeter Security Improvements project. These comments addressed the department's areas of concern pertaining to all land disturbing activities associated with construction projects. In particular, we requested the State Department to address Erosion and Sediment Control and Storm Water Management issues in the Environmental Assessment (EA). The Pre-Final Draft EA addresses these issues. However, the Pre-Final Draft EA contains minor technical errors.
>
> **On Page 19, Paragraph 3, please delete the words "Sediment and Stormwater".**
>
> **On Page 19, Paragraph 4, delete the word "floodplain" and substitute it with the word "stormwater management".**
>
> Please do not hesitate to contact me if you have any questions. We look forward to receiving the actual Erosion and Sediment Control and Stormwater management plans as they become available. Thank you.
>
> Ibrahim Bullo
> Environmental Review Coordinator/
> Interim FOIA Officer/
> Environmental Justice Coordinator
> District Department of the Environment
> 51 N Street, NE
> Room 5020
> Washington, DC 20002
> Phone: (202) 535 2506
> Fax: (202) 535-2881

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DOT

U.S. Department of Transportation
Federal Highway Administration

Eastern Federal Lands Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

SENT VIA ELECTRONIC CORRESPONDENCE MAY 31 2007

In Reply Refer To: HFTD-15

Mr. Mark M. Butowsky
Chief, Special Projects Division
United States Department of State
Harry S. Truman Building, Room 1420
2201 C Street, NW
Washington, DC 20520

Subject: Perimeter Security Project Environmental Assessment
United States Department of State
Harry S. Truman Building

Dear Mr. Butowsky:

Thank you for your recent letter requesting comments on the Pre-Final Draft Perimeter Security Project Environmental Assessment (EA). As part of the continuing effort of our agencies to coordinate your Perimeter Security Improvements and the Kennedy Center Access Improvements Project, our comments are limited to the work located at the E Street Expressway, D Street and Virginia Avenue intersection. Jack Van Dop, from our Environmental Section, and I have reviewed the Pre-Final Draft EA and offer the following comment:

- On pages 5 and 12, the Proposed Site Plan is still showing the older design proposal for the intersection of the E Street Expressway Ramp with Virginia Avenue and E Street. In the back of the EA, under Appendix I, our letter and related design memo dated Sept 25, 2006 was included for reference. In that letter, we requested that "Refined Option 2B" be shown as the preferred concept at this location based upon the proposed improvements under the Kennedy Center Access Improvements Project. Please revise your Site Plan (page 5) and Alternative description (page 12) to reflect this.

We look forward to working together on these two important projects and thank you for the opportunity to comment. Please contact me at 703-404-6302, if there are any questions regarding these comments.

Sincerely yours,

Robert A. Morris
Project Manager

cc: Ms. Claudette Donlon, Senior Vice President, Kennedy Center, Washington, DC

AMERICAN ECONOMY

ENCLOSURE 7

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Pet FWS

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575

May 9, 2007

Mark Butowsky
Room 1420
Harry S Truman Building
2201 C Street
NW, Washington DC 20520

RE: Perimeter security improvements at the United States Department of State Harry S Truman Building Washington DC

Dear Mark Butowsky

This responds to your letter, received April 9, 2007, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened in the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

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

This response relates only to federally protected threatened or endangered species under our jurisdiction. Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Mary Pfaffko of the National Park Service at (202)-535-1739.

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

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

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

DC ANC2A04

Dubke, Barbara A

From: Jeffrey J. Binder [j.j.binder@verizon.net]
Sent: Thursday, May 10, 2007 12:07 PM
To: Dubke, Barbara A
Subject: Re: Environmental Assessment from State

Ms. Dubke -

Thank you for your follow up. Your Department gave an illuminating presentation regarding this subject at our last ANC2A Commissioners' Meeting. I have no further comment.

Jeff Binder
ANC Commissioner 2A04

>From: "Dubke, Barbara A" <DubkeBA@state.gov>
>Date: 2007/05/10 Thu AM 08:40:18 CDT
>To: jeffrey.binder@anc2a.org
>Cc: "Butowsky, Mark M" <ButowskyMM@state.gov>,
"Osmond, Jeffrey J" <OsmondJJ@state.gov>
>Subject: Environmental Assessment from State

>
>DearÂ Mr. Binder:
>Â
>Mr. Butowsky, Chief of Special Projects Division, sent you a letterdated April 5 requesting your review of an attached Pre-Final draft EnvironmentalAssessment, March 2007 for the Harry S Truman Building (U.S. Departmentof State) Perimeter Security improvements Project.
>He also requested that you provide any review comments by April27.Â Since we have not received anycomments from your office, we conclude that there are no further concerns fromyour office.Â If this is incorrect or youhave any further questions, please contact me via email or call 202-647-1639.
>Thank you for your review and consideration.Â Â Sincerely, Barbara
>Dubke Â Â Barbara Dubke U.S. Department of State Office of Operations
>HST - Room 1417 Phone:Â (202) 647-1639 Fax:Â (202) 647-7509 e-mail:Â
>dubkeba@state.gov Â

ENCLOSURE 19

Dubke, Barbara A

From: Molotsky, Michele (COUNCIL) [Mmolotsky@DCCOUNCIL.US]
Sent: Thursday, May 10, 2007 5:30 PM
To: Dubke, Barbara A
Cc: Evans, Jack (COUNCIL)
Subject: FW: Environmental Assessment from State Department

Dear Ms Dubke:

I actually corresponded with Mr. Butowsky about it. I hadn't realized you wanted a written confirmation that we had received the package and did not want to make any comments. We understand the State Department made a presentation to the Advisory Neighborhood Commission who took no action or voiced any opposition. We rely on the response of residents most affected and as they have no objection, Councilmember Evans does not need to add any comments.

Thank you for including us in your process.

Sincerely,

Michele Molotsky,
Deputy Chief of Staff
Councilmember Jack Evans, Ward 2
1350 Pennsylvania Avenue, NW, #106
Washington, DC 20004
Ph: 202-724-8033, F: 202-724 8023

Do you subscribe to Jack Evans' weekly e-newsletter? If not, sign up today! http://www.dccouncil.washington.dc.us/EVANS/Newsletter.html

-----Original Message-----
From: Dubke, Barbara A [mailto:DubkeBA@state.gov]
Sent: Thursday, May 10, 2007 10:32 AM
To: Evans, Jack (COUNCIL)
Cc: Butowsky, Mark M; Osmond, Jeffrey J
Subject: Environmental Assessment from State Department

Dear Councilman Evans :

Mr. Butowsky, Chief of Special Projects Division, sent you a letter dated April 12 requesting your review of an attached Pre-Final draft Environmental Assessment, March 2007 for the Harry S Truman Building (U.S. Department of State) Perimeter Security improvements Project.
He also requested that you provide any review comments by May 4. Since we have not received any comments from your office, we conclude that there are no further concerns from your office. If this is incorrect or you have any further questions, please contact me via email or call 202-647-1639.
Thank you for your review and consideration.

Sincerely,

USPeaceInst

ENDOWMENT OF THE
UNITED STATES INSTITUTE OF PEACE

An independent, 501 (c) (3); national institution established to strengthen the nation's capacity to promote peaceful resolution of international conflicts

May 10, 2007

Mr. Mark M. Butowsky
Chief
Special Projects Division
U.S. Department of State
Washington, DC 20520

RE: Perimeter Security Improvements Project
U.S. Department of State, Harry S. Truman Building
Pre-Final Draft of Environmental Assessment

Dear Mr. Butowsky:

Thank you for providing a review copy of the Pre-Final Draft of the Environmental Assessment addressing potential environmental effects of the construction of permanent perimeter security improvements at the U.S. Department of State Harry S. Truman Building. We appreciate the opportunity to review the draft and provide our comments.

Our only comment at this time is that the United States Institute of Peace Headquarters project should be listed, under section 3.4.1.2 Adjacent Land Uses and Ownership, on page 32 with "other projects that are proposed, under construction, or completed in the area".

We look forward to the successful completion of both of our projects on 23rd Street.

Sincerely yours,

Charles E. Nelson

Charles E. Nelson
Vice President

1200 17th Street, NW Washington, DC 20036-3011
TEL 202-457-1700 • FAX 202-429-6063 • 1-800-868-8064 • WEB www.usip.org

ENCLOSURE 8

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Dubke, Barbara A

From: Donlon, Claudette [CDonlon@Kennedy-Center.org]
Sent: Thursday, May 10, 2007 10:09 AM
To: Dubke, Barbara A
Subject: RE: Environmental Assessment from State Department

Dear Ms. Dubke,

Thank you for following up. We have not comments or questions on the EA.

Best regards,

Claudette Donlon

-----Original Message-----
From: Dubke, Barbara A [mailto:DubkeBA@state.gov]
Sent: Thursday, May 10, 2007 9:55 AM
To: Donlon, Claudette
Cc: Butowsky, Mark M; Osmond, Jeffrey J
Subject: Environmental Assessment from State Department

Dear Ms. Donlon:

Mr. Butowsky, Chief of Special Projects Division, sent you a letter dated April 5 requesting your review of an attached Pre-Final draft Environmental Assessment, March 2007 for the Harry S Truman Building (U.S. Department of State) Perimeter Security improvements Project.
He also requested that you provide any review comments by April 27. Since we have not received any comments from your office, we conclude that there are no further concerns from your office. If this is incorrect or you have any further questions, please contact me via email or call 202-647-1639.
Thank you for your review and consideration.

Sincerely,
Barbara Dubke

Barbara Dubke
U.S. Department of State
Office of Operations
HST - Room 1417
Phone: (202) 647-1639
Fax: (202) 647-7509
e-mail: dubkeba@state.gov

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WMATA

May 11, 2007

[Via email]

Mr. Mark M. Butowsky, Chief
Special Projects Division
United States Department of State
Harry S. Truman Building, Room 1420
2201 C Street, NW
Washington, D.C. 20520

Dear Mr.Butowsky:

Thank you for your letter of April 5, 2007 regarding the environmental review process for the United States Department of State Perimeter Security Improvements Project Environmental Assessment (EA). The Washington Metropolitan Area Transit Authority (WMATA) appreciates the opportunity to provide comments on this project.

We respectfully request that your planning process provide for the mitigation of negative impacts to the provision of transit service along E Street, Virginia Avenue and 23rd Street which surround the State Department Facilities. Specifically, we ask that the United States Department of State and its planners and construction managers ensure that there are opportunities for safe access and egress of pedestrians who utilize bus stops for the following existing bus routes in your project area:

- S1
- 80
- 3Y
- 16Y
- N3
- L1
- H1

In the event that there will be impacts to the existing bus service, we request that you contact Mr. David Erion, in our Office of Bus Operations Planning and Administrative Support, to coordinate the appropriate response to ensuring reliable transit service for our customers. He can be reached at 202-962-1266, or at derion@wmata.com.

ENCLOSURE 14

2 pages

Thank you for the invitation to comment. Should you need additional information, please contact me at (202) 962-2429, or at thughey@wmata.com.

Sincerely,

Tomika R. Hughey
Assistant Planning Project Manager
Office of Business Planning & Project Development

DC ANC2A01

Dubke, Barbara A

From: d.lehrman@att.net
Sent: Monday, May 14, 2007 12:29 PM
To: Dubke, Barbara A
Subject: Re: Environmental Assessment from State Department

Dear Ms. Dubke:

I have no comments, and thanks for keeping in touch. I was satisfied with the information provided thus far, and the appearances before our commission to date.

Best wishes,

David Lehrman

ANC 2A01 Commissioner

Foggy bottom ANC 2A

---------- Original message from "Dubke, Barbara A" <DubkeBA@state.gov>: ----------

Dear Mr. Lehrman

Mr. Butowsky, Chief of Special Projects Division, sent you a letter dated April 5 requesting your review of an attached Pre-Final draft Environmental Assessment, March 2007 for the Harry S Truman Building (U.S. Department of State) Perimeter Security improvements Project.
He also requested that you provide any review comments by April 27. Since we have not received any comments from your office, we conclude that there are no further concerns from your office. If this is incorrect or you have any further questions, please contact me via email or call 202-647-1639.
Thank you for your review and consideration.

Sincerely,
Barbara Dubke

Barbara Dubke
U.S. Department of State
Office of Operations
HST - Room 1417
Phone: (202) 647-1639
Fax: (202) 647-7509
e-mail: dubkeba@state.gov

ENCLOSURE 18
5/14/2007

DoI NPS

Dubke, Barbara A

From: Sally_Blumenthal@nps.gov
Sent: Tuesday, May 15, 2007 10:07 AM
To: Butowsky, Mark M; Dubke, Barbara A
Cc: John_Parsons@nps.gov; Glenn_DeMarr@nps.gov; Steve_Lorenzetti@nps.gov; Perry_Wheelock@nps.gov
Subject: Comments on DRAFT EA

Attachments: pic14964.jpg

pic14964.jpg (3 KB)

Mark M. Butowsky, Chief
Special Projects Division
United States Department of State
Washington, D.C. 20520

Dear Mr. Butowsky:

In response to your April 5, 2007 request for comment on the Pre-Final Draft Environmental Assessment (EA), Harry S Truman Building Perimeter Security Project, we have reviewed the draft and offer the following comments. Although we have previously commented on similar documentation by our letter dated September 21, 2006 (Appendix 1 of the EA), our comments have not been incorporated into this version of the EA.

In September 2006, we objected to the conceptual relocation of the Bernardo de Galvez Memorial to the confines of a traffic island. Although our letter is included in the current appendix, the concept first commented upon in 2004 remains unchanged (Figure 1: Proposed Action Design Concept) and there is no corresponding response to this comment in Appendix 2. Proposing to relocate this commemorative work seems to have no basis in relation to the perimeter security project. Therefore, we will not agree to its relocation other than the location proposed adjacent to Old State.

At present 23rd Street provides three lanes for northbound and three lanes for southbound traffic. The concept design removes one northbound travel lane. The roadway is constricted, and is further amended by the introduction of a new line of street trees on the 23rd Street approach to the Lincoln Memorial and Constitution Avenue. Consideration should be given to placing the new street trees within the alignment of the other street trees on the east side of 23rd Street so as not to encroach upon the reciprocal vistas between Washington Circle and the Lincoln Memorial since the proposed placement only increases the vehicular standoff

ENCLOSURE 9

2 pages

distance by approximately 11 feet.

The Vietnam Veterans Memorial Center, the Peace Institute, and the US Army Corps of Engineers Flood Control Barrier project at 23rd Street, NW. should be added to the list of related projects on page 32.

We look forward to discussing the redesign of the setting of the Bernardo de Galvez Memorial in the near future. Please feel free to contact my office at (202) 619-7025 to arrange a convenient time for such a discussion.

Sincerely,
(Embedded image moved to file: pic14964.jpg)

Sara K. Blumenthal
Deputy Associate Regional Director
Lands, Resources and Planning

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING AND POLICY ADMINISTRATION

Mr. Robert H. Sanders, Chief of Special Projects Division
United States Department of State
Room 1420
Harry S Truman Building
2201 C Street, NW
Washington, DC 20520

RE: Pre-Final Draft of the Environmental Assessment for Perimeter Security Improvements Project for the Department of State in the Harry S. Truman Building

Dear Mr. Sanders,

Below are the preliminary comments from DDOT on the Pre-Final Draft of the Environmental Assessment for Perimeter Security Improvements Project for the Department of State in the Harry S. Truman Building (EA). Please keep in mind that these are only preliminary, and any permanent or temporary alteration in the public space must have a public space permit and be reviewed and approved by the Public Space Committee.

- The Applicant will have to bear the entire cost of the project. This includes relocating curbs, and any necessary road reconstruction that brings the streets into compliance with DDOT Blue Book standards.
- The Applicant will be accountable for proper strormwater drainage of the entire block on which a curb relocation occurs. This also provides an opportunity to incorporate Low Impact Design, which DDOT expects the Applicant to employ in order to reduce stormwater runoff.
- The closing of the E Street Expressway off-ramp connection to Virginia Avenue/D Street and relocating the ramp away from the HST Building with a new connection to Virginia Avenue/E intersection, even temporarily, will have a far reaching impact on traffic movement and circulation not only on the Foggy Bottom area but also in the Georgetown area. The traffic analysis of the Environmental Assessment does not address the impact of diverting of traffic and the alternative routes the diverted traffic will use. The traffic analysis must include the effect of relocating the ramp on traffic movements in the area
- Air quality assessments do not take into account the effects of altering the E Street Expressway off-ramp, which will most likely result in congestion and traffic

diversion. This EA also makes no mention of the long-range air quality impacts of this alteration.

- The EA states that emissions from construction will be contained locally. There is no technology that can ensure this, and therefore this statement should be eliminated and emissions from construction should be included as local and regional air quality impacts.
- Closing E Street to normal through traffic will have noise and air quality impacts resulting from congestion and the rerouting of traffic. This must be described in the EA.
- DDOT must review and approve all design plans, and inspect and approve construction of the new ramp.
- In order to encourage transit, parking should not be subsidized. Instead, parking should be available at market rate with very limited monthly passes.

In addition, the District of Columbia will need to be compensated for the takings of land required by certain security measures as a long-term public space rental fee. These include, but are not limited to:

- Relocation of curb on western side of 21st Street NW between C Street NW and Virginia Avenue,
- Relocation of curb on eastern side of 21st Street NW between C Street NW and Virginia Avenue and creation of truck inspection area,
- Narrowing the sidewalk on the eastern side of 21st Street NW,
- Addition of six-foot medians on 21st Street NW between C Street NW and Virginia Avenue
- Blocking C Street NW between 21st Street NW and 23rd Street NW for restricted access,
- Blocking D Street NW between 23rd Street NW and Virginia Avenue for restricted access,
- Relocation of curb on south side of Virginia Avenue between E Street NW and 21st Street NW,
- Any District property used to construct corner markers, guard booths, security pavilions, etc.

The concerns of adjacent building occupants, such as the National Academy of Sciences (NAS), must also be mitigated. In a meeting on June 22, 2007, representatives from NAS shared their concerns with DDOT. The following is a list of concerns which should be addressed and mitigated:

- ADA accessibility to the NAS entrance on C Street
    - The Department of State (DOS) is planning to close off C Street to through traffic with retractable bollards and guard posts.
        - This is the only ADA accessible entrance to the NAS Building
        - C Street is currently closed off now to through traffic, and NAS has raised concerned that this space in effect acts as a parking lot for employees and security vehicles of DOS

- Traffic problems on 22nd Street
    - There is no plan for how 22nd Street should function. Problems to normal functioning include:
        - Bollards at C Street prevent any through traffic movement
        - There is no space dedicated for vehicles to turn around
        - Similar to C Street, the street is often blocked by parking of limousines and other DOS visitors. This apparently results because C Street is taken up with security vehicles
        - Double and triple parking create dangerous conditions for pedestrians
        - The current situation also requires an aesthetic solution
- Loading/unloading on 21st Street south of C Street
    - This has the potential (as seen in other areas of the District with similar plans) to disrupt traffic flow and cause potentially dangerous conflicts between turning vehicles, vehicles traveling straight, and pedestrians
- The use of C Street as private parking for employees and security officers is not acceptable
- Lack of drop-off or pick-up zone on 21st Street (as is currently exists). Vehicles use the curb lane south of C Street as a de facto drop-off/pick-up zone, which blocks the visibility from the NAS Parking Garage for exiting vehicles. This creates the serious potential of conflicts and crashes.

Again, any alteration to the public space requires a public space permit from DDOT. If you have any questions, please contact me, at karina.ricks@dc.gov.

Best Regards,

Karina Ricks
Acting Associate Director

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E. Bellini Copy

United States Department of State
Washington, D.C. 20520

January 8, 2008

Mr. James F. Hinchman
General Counsel
2101 Constitution Avenue, NW
Washington, DC 20418

Dear Mr. Hinchman:

We appreciate Mr. Papa and you meeting with us on December 3, 2007 to discuss the Harry S Truman (HST) building Perimeter Security Improvements project and the related National Academy of Science (NAS) and American Pharmacists Association (APHA) construction projects. As a follow-up to that meeting, this letter will summarize the status and our understanding of project issues, and respond to issues raised in the April 27, 2007 letter from your consultant, Robins, Kaplan, Miller and Ciresi LLP (RKMC).

In regards to requested consultation on this project indicated in the RKMC letter, let me assure you that NAS will continue to be given every opportunity for consultation on the planning of this project. During the development of the Concept Master Plan, NAS was briefed and given the opportunity to comment on the Concept Plan that was ultimately approved by the National Capital Planning Commission and Fine Arts Commission in December 2004. After funding became available in 2006, the Department of State (DOS) resumed its efforts on the project and began the design planning for the first phases of the project on C and D Streets. In August 2006, NAS was provided the opportunity to comment on the Environmental Assessment scope and subsequently on the Pre-Final Draft in April 2007. In September 2006, a meeting was held with Mr. Ralph Cicerone and you to brief you in more detail on the Master Plan and upcoming design and construction planning. As agreed during that meeting, in 2007 we convened special interagency Working Group Meetings with NAS and APHA to address access to C Street and traffic concerns on 22nd street. NAS will continue to be included as a consulting party during the Section 106 review process of the National Historic Preservation Act and finalization of the Environmental Assessment. NAS reserved the right to be a signatory of the Section 106 Programmatic Agreement for the Master Plan, and will be included as a consulting party for subsequent Section 106 consultation on implementation phases of the Master Plan. The Draft Program Agreement will soon be forwarded to NAS for review.

The comments in the RKMC letter regarding the Environmental Assessment (EA) were reviewed and we are working with our consultants to address each comment and related deficiencies with necessary report revisions and written responses. The EA should provide mitigation measures discussed by DOS and NAS. The revised report will be forwarded to you for review in early 2008, after we meet with the District Department of Transportation.

A major concern of the NAS expressed in our meetings and the RKMC letter is the impact of closing C Street to service vehicles, visitors and employees, and related traffic on 22nd street. As indicated in our recent briefings, sidewalk space on C Street is not restricted to anyone and will be more inviting, safe and attractive with added bench seating and green space. The C Street physical road improvements will not impede access for NAS service delivery vehicles and shuttle buses, which will basically remain the same as it has been operating. Although we previously had already allowed NAS visitors onto C Street with appropriate screening and prearrangements, we recently revised our procedures to further improve access for NAS employees and visitors. On November 26, 2007 our Bureau of Diplomatic Security implemented a new procedure for allowing NAS employees, contract employees, interns, fellows, etc. displaying a valid NAS badge, access to C Street. As a result of our recent Working Group Meetings, we have proposed the enclosed plan, labeled Concept Plan #1-2B, for alleviating the traffic and safety concerns on 22nd street, and for accommodating necessary taxis. We recently contacted the District of Columbia Government to set up a meeting for the three agencies to discuss the proposal with District Department of Transportation (DDOT).

Another concern expressed in the RKMC letter was the loss of taxi and other vehicle access to the NAS building entrance on C Street, the principal entrance for NAS staff, volunteers and visitors and the only entrance for persons with disabilities. We share your concern about loss of taxi access for drop-off, since DOS is subject to the same restrictions on C Street. However, persons with special needs will continue to be permitted to use your entrance on C Street with our recent access improvements. We were pleased to hear that NAS will pursue the proposed plan for a new drop-off loop and accessibility modifications along 22nd Street, thereby switching the principal entrance to a more convenient and safe location.

While we understand your concern about the closing of C Street and its impact on NAS, we hope you appreciate the Department's security concerns and the need for these restrictions. While the C Street restrictions will have some impact, the previous study by our traffic consultant, Wells and Associates, concluded that reopening of C Street to the general motoring public would only slightly reduce congestion in the Study area. The report stated delays in the immediate area of the HST building would decrease by approximately (3) percent in the AM and PM peak hours. We appreciate the additional concern NAS has with vehicular access restrictions and congestion created on 22nd street.

Another part of the C Street security improvements project are the concept design options we presented to NAS for closing of gaps for penetrating the security zone on the east and west sides of the NAS building. In our recent meeting, you mentioned that the west side options may not be necessary if the NAS new loop road/accessibility ramp is constructed, since it could be designed with integral wall hardening and closure that would comply with DOS security requirements. We are now waiting for NAS to confirm the direction for both sides of the NAS building so that we may proceed with final design. We would like to know NAS preference for how the construction is contracted and administered. Any additional information you can provide on 22nd Street design of the loop road, including curb cut locations, would also be appreciated.

In summary, we appreciate your counsel in planning and constructing the security improvement projects. We are committed to compliance with appropriate historic preservation and environmental regulations, and to work with you and APHA to develop mitigation measures for reducing the impact on employees and visitors of all three agencies, and to provide the same access to C Street as provided for DOS employees. In the meantime, we look forward to your response on the options for closing the gaps and loop road. If you have any further questions, please do not hesitate to call me on 202-736-7827 or Mark Butowsky on 202-647-7455.

Sincerely,

Robert Sanders
Chief
Special Projects Division

Attachment: Concept Plan #1-2B

cc:
NCPC – Eugene Keller
NAS – Joseph Papa

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NATIONAL ACADEMY OF SCIENCES
THE NATIONAL ACADEMIES

Office of the General Counsel

February 1, 2008

Mr. Robert Sanders
Chief, Special Projects Division
U.S. Department of State
Washington, D.C. 20520

Dear Mr. Sanders:

Thank you for your January 8 letter. I apologize for the delay in responding. Unfortunately, we did not receive the letter until January 24. This was probably due, at least in part, to the fact that it was sent through the Postal Service to our Constitution Avenue address with a 20418 zip code. Mail sent to this address is routinely delayed for weeks. We understand that mail to this zip code is processed with mail to some government agencies and is subject to special security procedures. To avoid this problem, please consider hand delivery if that is convenient for you. Alternatively, please send future Postal Service mail to the following address:

James F. Hinchman
National Academy of Sciences, NAS 210
500 Fifth St., NW
Washington, DC 20001

Your letter notes that we have met several times over the last year and a half to discuss the Department's plans for improving perimeter security for the Harry S Truman Building. As you know, at these meetings we have consistently supported the goal of making the Truman Building a safer place. Notably, we have indicated that we are prepared to cooperate with the Department in the construction of barriers on the east and west side of the NAS Building so that our building can be part of the southern security perimeter for the Truman Building. We see it as a contribution we should make to a larger cooperative effort to improve perimeter security for the Truman Building and at the same time mitigate the impact of the improvements on the Department's neighbors.

At our last meeting I think there was general agreement that it made the most sense for the Academy to construct the barriers using funds provided by the government. We are preparing a draft contract along these lines and I will forward it to you as soon as it is ready for your review.

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

2101 Constitution Avenue, NW
Washington, DC 20418

Phone: 202 334 2440
Fax: 202 334 1684

We have also indicated that we will not object to the Department's plans to permanently close C St., if the Department addresses in its plans the impact that closing C St. has had on the Academy since 2001. At the heart of our concern, as we have said at all the meetings, is the loss of vehicular access to the NAS Building's C St. entrance, which is currently the principal building entrance and the only public entrance that is handicapped accessible.

We appreciate the steps the Department has recently taken to improve vehicle access to C St. for Academy employees and identified visitors. However, these steps do not address the needs of the majority of people coming to the NAS Building. Equally important, we are mindful that the Department controls, and intends to continue to control, access to C. St. The current arrangements are only for the time being and must necessarily be subject to change as the Department's assessment of its security situation changes. Therefore, as I indicated at our last meeting, we have concluded that the only sensible long term solution to the problems created by the closure of C St. is the construction of a new principal entrance on 22nd St.

Any new entrance on 22nd St. will not work unless the traffic problems on that street are solved. These problems are caused largely by the Department's temporary security arrangements, which have closed 22nd St. at its intersection with C St., and at the same time eliminated all other places around the Truman Building where taxi cabs can wait and Department employees can be dropped off and picked up. The result is a confused jumble of pedestrians, taxis, parked and standing private vehicles, and vehicles making U turns in a space crowded with cars and people.

The perimeter security improvement plan on which you are now working will continue the arrangements that are causing the problems on 22nd St., and the problems will only grow worse once the new garage entrance and loading dock for the American Pharmacists Association building addition are opened on the west side of the street. This is the reason we think it is so important to include plans for modifying 22nd St. to mitigate the traffic problems created by the perimeter security improvements in the Environmental Assessment and Program Agreement for the project.

As you know, the Department and the Academy are scheduled to meet with the District of Columbia Department of Transportation on February 14. You have indicated that the purpose of the meeting is to discuss the State Department's perimeter security improvement plan, particularly as it affects C and D Sts. A meaningful part of the meeting should be devoted to a discussion of plans for mitigating the impact of the plan on 22nd St. The drawing of a redesigned 22nd St. enclosed with your letter is a good starting point for this discussion and we expect to have concept drawings for a new 22nd St. entrance to the NAS Building before the 14th. These drawings should also be part of the discussion and I hope to share them with you in advance of the meeting. It is also

important to discuss how improvements to 22nd St. necessitated by the Department's security requirements, and particularly the closure of C St., could be financed.

The Academy continues to be ready to support the Department's plan for improving perimeter security for the Truman Building and assist the Department in implementing this plan in return for adequate mitigation of the impact of the plan, particularly on 22nd St. where a new NAS Building entrance must be created because of the Department's closure of C St. We are therefore eager to see what mitigation plans have been incorporated into the draft Environmental Assessment and Program Agreement you have indicated we will receive shortly.

I look forward to seeing you on the 14th. If you have any questions or think it would be useful for us to talk before we meet with the Department of Transportation, please call me at 202-334-2440.

Sincerely,

James F. Hinchman

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pillsbury

Pillsbury Winthrop Shaw Pittman LLP
2300 N Street, NW | Washington, DC 20037-1122 | tel 202.663.8000 | fax 202.663.8007

December 22, 2009

Phil T. Feola
tel 202.663.8789
phil.feola@pillsburylaw.com

Christine A. Roddy
tel 202.663.9142
christine.roddy@pillsburylaw.com

Via Email and First Class Mail

E. Mitchell Buck
Karn Charuhas Chapman & Twohey
1120 Connecticut Avenue, NW
Suite 1250
Washington, DC 20036

Re: Draft Environmental Assessment ("EA") Prepared by United States Department of State

Dear Mr. Buck:

We have reviewed the draft Environmental Assessment and the National Academy of Sciences ("NAS") continues to have three main concerns: (1) NAS' access to C Street for parking and loading; (2) the physical design and ultimate operation of 22nd Street as presented in the EA; and (3) traffic management at C and 21st Streets.

1. Access to C Street

NAS would like a firm commitment from the State Department to permit vehicular access to C Street for its commercial loading, its shuttle buses and parking. NAS appreciates the security concerns requiring C Street to be closed to the public; however, NAS has an entrance on C Street, as well as its loading docks. NAS does not have a significant loading dock demand; but will require access to C Street for deliveries which currently are approximately 15 per week. NAS has a week day shuttle program to transport its employees to and from public transportation and between offices. It historically has used C Street as the drop off location because of the location of its building entrance on C Street. NAS would like to continue this practice as well as current access for larger bus shuttles utilized by the NAS during any of its annual meetings or other special functions. It is a safe, environmentally friendly method of providing access to NAS' building to minimize additional traffic congestion. Finally, NAS would like access to parking along C Street for select employees and to permit private vehicular traffic to accommodate visitors with special access needs. NAS will work with the State Department in

approving the designated employees and to develop a procedure for notifying State of the need for special access visitors.

2. 22nd Street Design

NAS believes that the design of 22nd Street has progressed since the first proposal; nevertheless, it has a few comments on the current proposal. The new proposal shows three designated "turn-around" areas. Two of the turn-around areas may exacerbate the congestion on 22nd Street. The turn-around at the entrance of 22nd Street and Constitution Avenue will likely create a bottleneck on Constitution and will not help to ease the ingress or egress flow of traffic on 22nd Street. The turn-around at the intersection of 22nd and C Streets continues to block NAS' garage entrance, complicating ingress and egress from the garage. NAS understands the rationale for many of the changes on 22nd Street but the success of the modification depends on enforcing the new traffic design. To that end, NAS asks that the State Department commit to employing a permanent "enforcement officer" who will direct traffic and ensure that there will be no double-parking or standing on the roadway. Failure to provide adequate enforcement/management of 22nd Street will create unacceptable traffic congestion and consequently additional air pollution problems.

3. C and 21st Streets

With regard to its third concern, NAS asks that the State Department prohibit employee drop-off at C and 21st Streets. This practice blocks traffic and creates congestion along 21st Street, making it difficult for NAS employees trying to access the eastern entrance to the parking garage.

Finally, NAS would also like to see examples of the security barriers being proposed for its property and it notes that its property is mislabeled on the drawing preceding page 62.

Please feel free to contact us should you want to discuss NAS' concerns in further detail. NAS looks forward to continuing to work with APhA and the State Department as this process continues.

Best regards,

Phil T. Feola

Christine A. Roddy

cc: Robert Sanders, U.S. Department of State
Joseph Papa, NAS (via electronic mail)

District of Columbia Office of Planning

May 19, 2009

Robert Sanders
Office of Real Property Management
Special Projects Division - A/OPR/RPM/SP
U.S. Department of State
Washington DC 20520

Re: Perimeter Security Improvements, Harry S. Truman Building

Dear Mr. Sanders:

Thank you for your letter of April 3, 2009 regarding changes to the proposed Security Screening Pavilion on the D Street side of the Harry S. Truman Building. The DC State Historic Preservation Office (SHPO) has reviewed the changes to the design and finds that the work is in conformance with the draft Memorandum of Agreement (MOA) regarding Phase 1-B of the modernization of the Truman Building Extension.

As discussed during consultation, the pavilion will have an adverse effect on this National Register eligible building and mitigative measures will be undertaken per the draft MOA. The redesign does not appear to conflict with the specifications or intent of the draft MOA.

Thank you for providing this office the opportunity to comment. We look forward to continued coordination on this project and to finalizing the agreement documents among our agencies.

Sincerely,

Anne O. Brockett
Architectural Historian, DC SHPO

Cc: Mark Butowsky, DOS
Katry Harris, ACHP
Frederick Lindstrom, CFA
Gene Keller, NCPC

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING AND POLICY ADMINISTRATION

Mr. Robert H. Sanders, Chief of Special Projects Division
United States Department of State
Room 1420
Harry S Truman Building
2201 C Street, NW
Washington, DC 20520

RE: Pre-Final Draft of the Environmental Assessment for Perimeter Security Improvements Project for the Department of State in the Harry S. Truman Building

Dear Mr. Sanders,

Below are the preliminary comments from DDOT on the Pre-Final Draft of the Environmental Assessment for Perimeter Security Improvements Project for the Department of State in the Harry S. Truman Building (EA). Please keep in mind that these are only preliminary, and any permanent or temporary alteration in the public space must have a public space permit and be reviewed and approved by the Public Space Committee.

- The Applicant will have to bear the entire cost of the project. This includes relocating curbs, and any necessary road reconstruction that brings the streets into compliance with DDOT Blue Book standards.
- The Applicant will be accountable for proper strormwater drainage of the entire block on which a curb relocation occurs. This also provides an opportunity to incorporate Low Impact Design, which DDOT expects the Applicant to employ in order to reduce stormwater runoff.
- The closing of the E Street Expressway off-ramp connection to Virginia Avenue/D Street and relocating the ramp away from the HST Building with a new connection to Virginia Avenue/E intersection, even temporarily, will have a far reaching impact on traffic movement and circulation not only on the Foggy Bottom area but also in the Georgetown area. The traffic analysis of the Environmental Assessment does not address the impact of diverting of traffic and the alternative routes the diverted traffic will use. The traffic analysis must include the effect of relocating the ramp on traffic movements in the area
- Air quality assessments do not take into account the effects of altering the E Street Expressway off-ramp, which will most likely result in congestion and traffic

diversion. This EA also makes no mention of the long-range air quality impacts of this alteration.

- The EA states that emissions from construction will be contained locally. There is no technology that can ensure this, and therefore this statement should be eliminated and emissions from construction should be included as local and regional air quality impacts.
- Closing E Street to normal through traffic will have noise and air quality impacts resulting from congestion and the rerouting of traffic. This must be described in the EA.
- DDOT must review and approve all design plans, and inspect and approve construction of the new ramp.
- In order to encourage transit, parking should not be subsidized. Instead, parking should be available at market rate with very limited monthly passes.

In addition, the District of Columbia will need to be compensated for the takings of land required by certain security measures as a long-term public space rental fee. These include, but are not limited to:

- Relocation of curb on western side of 21st Street NW between C Street NW and Virginia Avenue,
- Relocation of curb on eastern side of 21st Street NW between C Street NW and Virginia Avenue and creation of truck inspection area,
- Narrowing the sidewalk on the eastern side of 21st Street NW,
- Addition of six-foot medians on 21st Street NW between C Street NW and Virginia Avenue
- Blocking C Street NW between 21st Street NW and 23rd Street NW for restricted access,
- Blocking D Street NW between 23rd Street NW and Virginia Avenue for restricted access,
- Relocation of curb on south side of Virginia Avenue between E Street NW and 21st Street NW,
- Any District property used to construct corner markers, guard booths, security pavilions, etc.

The concerns of adjacent building occupants, such as the National Academy of Sciences (NAS), must also be mitigated. In a meeting on June 22, 2007, representatives from NAS shared their concerns with DDOT. The following is a list of concerns which should be addressed and mitigated:

- ADA accessibility to the NAS entrance on C Street
    - The Department of State (DOS) is planning to close off C Street to through traffic with retractable bollards and guard posts.
        - This is the only ADA accessible entrance to the NAS Building
        - C Street is currently closed off now to through traffic, and NAS has raised concerned that this space in effect acts as a parking lot for employees and security vehicles of DOS

- Traffic problems on 22nd Street
    - There is no plan for how 22nd Street should function. Problems to normal functioning include:
        - Bollards at C Street prevent any through traffic movement
        - There is no space dedicated for vehicles to turn around
        - Similar to C Street, the street is often blocked by parking of limousines and other DOS visitors. This apparently results because C Street is taken up with security vehicles
        - Double and triple parking create dangerous conditions for pedestrians
        - The current situation also requires an aesthetic solution
- Loading/unloading on 21st Street south of C Street
    - This has the potential (as seen in other areas of the District with similar plans) to disrupt traffic flow and cause potentially dangerous conflicts between turning vehicles, vehicles traveling straight, and pedestrians
- The use of C Street as private parking for employees and security officers is not acceptable
- Lack of drop-off or pick-up zone on 21st Street (as is currently exists). Vehicles use the curb lane south of C Street as a de facto drop-off/pick-up zone, which blocks the visibility from the NAS Parking Garage for exiting vehicles. This creates the serious potential of conflicts and crashes.

Again, any alteration to the public space requires a public space permit from DDOT. If you have any questions, please contact me, at karina.ricks@dc.gov.

Best Regards,

Karina Ricks
Acting Associate Director

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E. Bellini Copy

United States Department of State
Washington, D.C. 20520

January 8, 2008

Mr. James F. Hinchman
General Counsel
2101 Constitution Avenue, NW
Washington, DC 20418

Dear Mr. Hinchman:

We appreciate Mr. Papa and you meeting with us on December 3, 2007 to discuss the Harry S Truman (HST) building Perimeter Security Improvements project and the related National Academy of Science (NAS) and American Pharmacists Association (APHA) construction projects. As a follow-up to that meeting, this letter will summarize the status and our understanding of project issues, and respond to issues raised in the April 27, 2007 letter from your consultant, Robins, Kaplan, Miller and Ciresi LLP (RKMC).

In regards to requested consultation on this project indicated in the RKMC letter, let me assure you that NAS will continue to be given every opportunity for consultation on the planning of this project. During the development of the Concept Master Plan, NAS was briefed and given the opportunity to comment on the Concept Plan that was ultimately approved by the National Capital Planning Commission and Fine Arts Commission in December 2004. After funding became available in 2006, the Department of State (DOS) resumed its efforts on the project and began the design planning for the first phases of the project on C and D Streets. In August 2006, NAS was provided the opportunity to comment on the Environmental Assessment scope and subsequently on the Pre-Final Draft in April 2007. In September 2006, a meeting was held with Mr. Ralph Cicerone and you to brief you in more detail on the Master Plan and upcoming design and construction planning. As agreed during that meeting, in 2007 we convened special interagency Working Group Meetings with NAS and APHA to address access to C Street and traffic concerns on 22nd street. NAS will continue to be included as a consulting party during the Section 106 review process of the National Historic Preservation Act and finalization of the Environmental Assessment. NAS reserved the right to be a signatory of the Section 106 Programmatic Agreement for the Master Plan, and will be included as a consulting party for subsequent Section 106 consultation on implementation phases of the Master Plan. The Draft Program Agreement will soon be forwarded to NAS for review.

The comments in the RKMC letter regarding the Environmental Assessment (EA) were reviewed and we are working with our consultants to address each comment and related deficiencies with necessary report revisions and written responses. The EA should provide mitigation measures discussed by DOS and NAS. The revised report will be forwarded to you for review in early 2008, after we meet with the District Department of Transportation.

A major concern of the NAS expressed in our meetings and the RKMC letter is the impact of closing C Street to service vehicles, visitors and employees, and related traffic on 22nd street. As indicated in our recent briefings, sidewalk space on C Street is not restricted to anyone and will be more inviting, safe and attractive with added bench seating and green space. The C Street physical road improvements will not impede access for NAS service delivery vehicles and shuttle buses, which will basically remain the same as it has been operating. Although we previously had already allowed NAS visitors onto C Street with appropriate screening and prearrangements, we recently revised our procedures to further improve access for NAS employees and visitors. On November 26, 2007 our Bureau of Diplomatic Security implemented a new procedure for allowing NAS employees, contract employees, interns, fellows, etc. displaying a valid NAS badge, access to C Street. As a result of our recent Working Group Meetings, we have proposed the enclosed plan, labeled Concept Plan #1-2B, for alleviating the traffic and safety concerns on 22nd street, and for accommodating necessary taxis. We recently contacted the District of Columbia Government to set up a meeting for the three agencies to discuss the proposal with District Department of Transportation (DDOT).

Another concern expressed in the RKMC letter was the loss of taxi and other vehicle access to the NAS building entrance on C Street, the principal entrance for NAS staff, volunteers and visitors and the only entrance for persons with disabilities. We share your concern about loss of taxi access for drop-off, since DOS is subject to the same restrictions on C Street. However, persons with special needs will continue to be permitted to use your entrance on C Street with our recent access improvements. We were pleased to hear that NAS will pursue the proposed plan for a new drop-off loop and accessibility modifications along 22nd Street, thereby switching the principal entrance to a more convenient and safe location.

While we understand your concern about the closing of C Street and its impact on NAS, we hope you appreciate the Department's security concerns and the need for these restrictions. While the C Street restrictions will have some impact, the previous study by our traffic consultant, Wells and Associates, concluded that reopening of C Street to the general motoring public would only slightly reduce congestion in the Study area. The report stated delays in the immediate area of the HST building would decrease by approximately (3) percent in the AM and PM peak hours. We appreciate the additional concern NAS has with vehicular access restrictions and congestion created on 22nd street.

Another part of the C Street security improvements project are the concept design options we presented to NAS for closing of gaps for penetrating the security zone on the east and west sides of the NAS building. In our recent meeting, you mentioned that the west side options may not be necessary if the NAS new loop road/accessibility ramp is constructed, since it could be designed with integral wall hardening and closure that would comply with DOS security requirements. We are now waiting for NAS to confirm the direction for both sides of the NAS building so that we may proceed with final design. We would like to know NAS preference for how the construction is contracted and administered. Any additional information you can provide on 22nd Street design of the loop road, including curb cut locations, would also be appreciated.

In summary, we appreciate your counsel in planning and constructing the security improvement projects. We are committed to compliance with appropriate historic preservation and environmental regulations, and to work with you and APHA to develop mitigation measures for reducing the impact on employees and visitors of all three agencies, and to provide the same access to C Street as provided for DOS employees. In the meantime, we look forward to your response on the options for closing the gaps and loop road. If you have any further questions, please do not hesitate to call me on 202-736-7827 or Mark Butowsky on 202-647-7455.

Sincerely,

Robert Sanders
Chief
Special Projects Division

Attachment: Concept Plan #1-2B

cc:
NCPC – Eugene Keller
NAS – Joseph Papa

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NATIONAL ACADEMY OF SCIENCES
THE NATIONAL ACADEMIES

Office of the General Counsel

February 1, 2008

Mr. Robert Sanders
Chief, Special Projects Division
U.S. Department of State
Washington, D.C. 20520

Dear Mr. Sanders:

Thank you for your January 8 letter. I apologize for the delay in responding. Unfortunately, we did not receive the letter until January 24. This was probably due, at least in part, to the fact that it was sent through the Postal Service to our Constitution Avenue address with a 20418 zip code. Mail sent to this address is routinely delayed for weeks. We understand that mail to this zip code is processed with mail to some government agencies and is subject to special security procedures. To avoid this problem, please consider hand delivery if that is convenient for you. Alternatively, please send future Postal Service mail to the following address:

James F. Hinchman
National Academy of Sciences, NAS 210
500 Fifth St., NW
Washington, DC 20001

Your letter notes that we have met several times over the last year and a half to discuss the Department's plans for improving perimeter security for the Harry S Truman Building. As you know, at these meetings we have consistently supported the goal of making the Truman Building a safer place. Notably, we have indicated that we are prepared to cooperate with the Department in the construction of barriers on the east and west side of the NAS Building so that our building can be part of the southern security perimeter for the Truman Building. We see it as a contribution we should make to a larger cooperative effort to improve perimeter security for the Truman Building and at the same time mitigate the impact of the improvements on the Department's neighbors.

At our last meeting I think there was general agreement that it made the most sense for the Academy to construct the barriers using funds provided by the government. We are preparing a draft contract along these lines and I will forward it to you as soon as it is ready for your review.

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

2101 Constitution Avenue, NW
Washington, DC 20418

Phone: 202 334 2440
Fax: 202 334 1684

We have also indicated that we will not object to the Department's plans to permanently close C St., if the Department addresses in its plans the impact that closing C St. has had on the Academy since 2001. At the heart of our concern, as we have said at all the meetings, is the loss of vehicular access to the NAS Building's C St. entrance, which is currently the principal building entrance and the only public entrance that is handicapped accessible.

We appreciate the steps the Department has recently taken to improve vehicle access to C St. for Academy employees and identified visitors. However, these steps do not address the needs of the majority of people coming to the NAS Building. Equally important, we are mindful that the Department controls, and intends to continue to control, access to C. St. The current arrangements are only for the time being and must necessarily be subject to change as the Department's assessment of its security situation changes. Therefore, as I indicated at our last meeting, we have concluded that the only sensible long term solution to the problems created by the closure of C St. is the construction of a new principal entrance on 22nd St.

Any new entrance on 22nd St. will not work unless the traffic problems on that street are solved. These problems are caused largely by the Department's temporary security arrangements, which have closed 22nd St. at its intersection with C St., and at the same time eliminated all other places around the Truman Building where taxi cabs can wait and Department employees can be dropped off and picked up. The result is a confused jumble of pedestrians, taxis, parked and standing private vehicles, and vehicles making U turns in a space crowded with cars and people.

The perimeter security improvement plan on which you are now working will continue the arrangements that are causing the problems on 22nd St., and the problems will only grow worse once the new garage entrance and loading dock for the American Pharmacists Association building addition are opened on the west side of the street. This is the reason we think it is so important to include plans for modifying 22nd St. to mitigate the traffic problems created by the perimeter security improvements in the Environmental Assessment and Program Agreement for the project.

As you know, the Department and the Academy are scheduled to meet with the District of Columbia Department of Transportation on February 14. You have indicated that the purpose of the meeting is to discuss the State Department's perimeter security improvement plan, particularly as it affects C and D Sts. A meaningful part of the meeting should be devoted to a discussion of plans for mitigating the impact of the plan on 22nd St. The drawing of a redesigned 22nd St. enclosed with your letter is a good starting point for this discussion and we expect to have concept drawings for a new 22nd St. entrance to the NAS Building before the 14th. These drawings should also be part of the discussion and I hope to share them with you in advance of the meeting. It is also

important to discuss how improvements to 22nd St. necessitated by the Department's security requirements, and particularly the closure of C St., could be financed.

The Academy continues to be ready to support the Department's plan for improving perimeter security for the Truman Building and assist the Department in implementing this plan in return for adequate mitigation of the impact of the plan, particularly on 22nd St. where a new NAS Building entrance must be created because of the Department's closure of C St. We are therefore eager to see what mitigation plans have been incorporated into the draft Environmental Assessment and Program Agreement you have indicated we will receive shortly.

I look forward to seeing you on the 14th. If you have any questions or think it would be useful for us to talk before we meet with the Department of Transportation, please call me at 202-334-2440.

Sincerely,

James F. Hinchman

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pillsbury

Pillsbury Winthrop Shaw Pittman LLP
2300 N Street, NW | Washington, DC 20037-1122 | tel 202.663.8000 | fax 202.663.8007

December 22, 2009

Phil T. Feola
tel 202.663.8789
phil.feola@pillsburylaw.com

Christine A. Roddy
tel 202.663.9142
christine.roddy@pillsburylaw.com

Via Email and First Class Mail

E. Mitchell Buck
Karn Charuhas Chapman & Twohey
1120 Connecticut Avenue, NW
Suite 1250
Washington, DC 20036

Re: Draft Environmental Assessment ("EA") Prepared by United States Department of State

Dear Mr. Buck:

We have reviewed the draft Environmental Assessment and the National Academy of Sciences ("NAS") continues to have three main concerns: (1) NAS' access to C Street for parking and loading; (2) the physical design and ultimate operation of 22nd Street as presented in the EA; and (3) traffic management at C and 21st Streets.

1. Access to C Street

NAS would like a firm commitment from the State Department to permit vehicular access to C Street for its commercial loading, its shuttle buses and parking. NAS appreciates the security concerns requiring C Street to be closed to the public; however, NAS has an entrance on C Street, as well as its loading docks. NAS does not have a significant loading dock demand; but will require access to C Street for deliveries which currently are approximately 15 per week. NAS has a week day shuttle program to transport its employees to and from public transportation and between offices. It historically has used C Street as the drop off location because of the location of its building entrance on C Street. NAS would like to continue this practice as well as current access for larger bus shuttles utilized by the NAS during any of its annual meetings or other special functions. It is a safe, environmentally friendly method of providing access to NAS' building to minimize additional traffic congestion. Finally, NAS would like access to parking along C Street for select employees and to permit private vehicular traffic to accommodate visitors with special access needs. NAS will work with the State Department in

approving the designated employees and to develop a procedure for notifying State of the need for special access visitors.

2. 22nd Street Design

NAS believes that the design of 22nd Street has progressed since the first proposal; nevertheless, it has a few comments on the current proposal. The new proposal shows three designated "turn-around" areas. Two of the turn-around areas may exacerbate the congestion on 22nd Street. The turn-around at the entrance of 22nd Street and Constitution Avenue will likely create a bottleneck on Constitution and will not help to ease the ingress or egress flow of traffic on 22nd Street. The turn-around at the intersection of 22nd and C Streets continues to block NAS' garage entrance, complicating ingress and egress from the garage. NAS understands the rationale for many of the changes on 22nd Street but the success of the modification depends on enforcing the new traffic design. To that end, NAS asks that the State Department commit to employing a permanent "enforcement officer" who will direct traffic and ensure that there will be no double-parking or standing on the roadway. Failure to provide adequate enforcement/management of 22nd Street will create unacceptable traffic congestion and consequently additional air pollution problems.

3. C and 21st Streets

With regard to its third concern, NAS asks that the State Department prohibit employee drop-off at C and 21st Streets. This practice blocks traffic and creates congestion along 21st Street, making it difficult for NAS employees trying to access the eastern entrance to the parking garage.

Finally, NAS would also like to see examples of the security barriers being proposed for its property and it notes that its property is mislabeled on the drawing preceding page 62.

Please feel free to contact us should you want to discuss NAS' concerns in further detail. NAS looks forward to continuing to work with APhA and the State Department as this process continues.

Best regards,

Phil T. Feola

Christine A. Roddy

cc: Robert Sanders, U.S. Department of State
Joseph Papa, NAS (via electronic mail)

District of Columbia Office of Planning

May 19, 2009

Robert Sanders
Office of Real Property Management
Special Projects Division - A/OPR/RPM/SP
U.S. Department of State
Washington DC 20520

Re: Perimeter Security Improvements, Harry S. Truman Building

Dear Mr. Sanders:

Thank you for your letter of April 3, 2009 regarding changes to the proposed Security Screening Pavilion on the D Street side of the Harry S. Truman Building. The DC State Historic Preservation Office (SHPO) has reviewed the changes to the design and finds that the work is in conformance with the draft Memorandum of Agreement (MOA) regarding Phase 1-B of the modernization of the Truman Building Extension.

As discussed during consultation, the pavilion will have an adverse effect on this National Register eligible building and mitigative measures will be undertaken per the draft MOA. The redesign does not appear to conflict with the specifications or intent of the draft MOA.

Thank you for providing this office the opportunity to comment. We look forward to continued coordination on this project and to finalizing the agreement documents among our agencies.

Sincerely,

Anne O. Brockett
Architectural Historian, DC SHPO

Cc: Mark Butowsky, DOS
Katry Harris, ACHP
Frederick Lindstrom, CFA
Gene Keller, NCPC

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APPENDIX B

Department of State Transportation Management Plan

Harry S. Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study

Harry S. Truman Building Environmental Assessment Addendum – 22nd Street

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APPENDIX B

Department of State Transportation Management Plan

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United States Department of State

Transportation Management Plan

Washington, D.C.
August 2006

TRANSPORTATION MANAGEMENT PLAN UPDATE

PERIMETER SECURITY IMPROVEMENTS
HARRY S TRUMAN BUILDING

August 2006

PREFACE

Transportation Management Plan Update Background

The Department of State (DOS) was selected by the Environmental Protection Agency in FY 2004 as one of the "Best Workplaces for Commuters" due to the excellent commuter benefits provided to employees. The Department won the Silver Award in the "Race to Excellence" of the "Best Workplaces for Commuters" program in FY 2005 by improving existing commuter benefits and adding others. These forms of recognition demonstrate the Department's success in supporting its workforce and public transportation as components of its Transportation Management Plan. In the next year the Department will develop designs for Perimeter Security Improvements at the Harry S Truman building. This update describes this project and presents the Transportation Management Plan implications.

The Perimeter Security Improvements Project

The Perimeter Security Improvements Project will improve the perimeter security of the Harry S Truman (HST) Building, Department of State headquarters, and help protect its employees and visitors from terrorist explosive attacks, while improving the streetscape with an attractive pedestrian environment. The architecture firm of KCCT developed a Concept Design plan that will guide the implementation of perimeter security improvements. The Department received Concept Design approval in November 2004 from the Commission of Fine Arts and approval in December 2004 from the National Capital Planning Commission.

The Department is conducting an Environmental Assessment of the Concept Design plan, and is developing portions of it into construction documents. These portions are: Phase 1, 2, 3(a), and 7(a). Phase 1 consists of guard booths and vehicle controls at the 21st Street and 23rd Street ends of C Street, retractable street vehicle obstructions across 22nd Street to the South of the building, and a guard booth and vehicle controls at the 23rd Street end of D Street to the North of the building. Phase 2 consists of the addition of a pavilion to the North entrance of the building at D Street, which will bring out the security screening from the original building's lobby. Phase 3 and Phase 7 portions consist of landscaping and roadwork improvements to C Street between 21st Street and 23rd Street that will align with the perimeter project of the Board of Governors of the Federal Reserve System's Eccles and Martin buildings. The design development commenced in May 2006, and will conclude by June 2007 with final Construction Documents.

Transportation Management Plan Implications

The new Perimeter Security Improvements project will not increase the parking demand or add more commuters. It will improve the pedestrian experience around the Harry S Truman building, beautify the streets and surrounding grounds, and improve the entrances and security for occupants. The broader transportation issues of the project are covered in the Environmental Assessment, to include discussion of the cumulative effects of potential future projects by the Department's neighbors.

Introduction:

The Transportation Management Plan documents the Department of State's current programs to foster more efficient employee commuting patterns in Washington, D.C. in accordance with the Federal government's transportation goals as articulated by the National Capital Planning Commission's Comprehensive Plan for Federal Elements.

Policies:

The Department of State (DOS) implements the policies set forth by the National Capital Planning Commission (NCPC) Federal Plan's Transportation Elements by the use of various tools to encourage commuting habits to achieve its goals. The Department has in place nine tools, described below, to encourage commuting by modes other than single-occupant vehicles. These tools include information campaigns, financial subsidy for use of public transportation networks, and in-city shuttle services between its annexes.

The Department of State's Transportation Management Plan complies with NCPC goals to foster efficient employee commuting patterns, and to meet or exceed parking goals and ratios. It achieves this by executing strategies that reduce traffic congestion and improve air quality, and ensure NCPC target parking ratios are met or improved. By internal and external methods of communication and coordination, the Department manages its strategy implementing programs. It communicates its commitment to reduce parking space demand and to encourage alternate commuting modes, often with customized solutions suitable to surrounding communities.

Background:

Located primarily in the Foggy Bottom area of Washington, D.C., and in the Arlington, VA area, the Department of State is headquartered in the Harry S Truman building (HST), 2201 C Street NW, Washington, DC. Nearby annexes in, or directly adjacent to the central employment area presently house constituent bureau offices. There are seven annexes in the Foggy Bottom area, six other employee locations elsewhere in the city, plus 24 employee locations in Northern Virginia, and two employee locations in Maryland, for a total of 18,675 employees within the Washington-Baltimore-Northern Virginia Combined Statistical Area. Of these, 11,391 employees work in the immediate Washington, D. C. area.

The HST headquarters building houses offices and other special spaces, and is comprised of two buildings joined together. These are the Old State section, dedicated the George C. Marshall Wing in 2001, which was completed in 1941 to house the War Department, and the New State section, which was completed in 1961 to house the State Department. Together they were dedicated the Harry S Truman building in 2000.

The HST building is bound by C Street, D Street, 21st Street, and 23rd Street, and accommodates an average 8,000 employees and visitors each day. It is located on an 11-acre lot, has 9 floors, a footprint that measures 730 feet long by 510 feet wide, and is 90 feet high. It has a gross area of 2,502,578 square feet, with a net area of 1,492,260 square feet. Its loading dock and parking garage are 204,772 square feet, with a capacity for 980 automobiles.

Transportation Demand Management:

The demand for transportation by DOS employees is for commuting home to work. Since many of the Department's workforce serve overseas, many employees are transient to the city during times of brief tours to Washington, D.C. It is convenient for such Foreign Service employees to locate close to the city, or in the city, during these brief tours, although the Department does not presently record housing data to determine percentage of employees living in DC. The primary demand is for Civil Servants who live in the greater Washington Metropolitan area. Visitors arrive to the building by multiple modes of transportation, although the Department does not track the transportation demand of visitors.

Commuter Rail, Rail Transit, and Bus Transit:

The Department of State provides information for employees to facilitate use of the primary transit services of the city, including Metro rail and bus and commuter train lines. Subsidies are provided via an annual program with quarterly distributions to the Department's employees to encourage the use of public transportation. METROCheks totaling nearly $6,000,000 were distributed to State employees in FY 2005 and there were 6,228 employees in the program as of October 1, 2005.

Parking:

Parking spaces for DOS employees are provided at various locations to serve the Department in the Foggy Bottom area. The parking locations include the Harry S Truman building, the Columbia Plaza annex, Navy Hill and Potomac Annex (until its use as parking ends when site preparations begin for construction of the new U.S. Peace Institute headquarters building, scheduled for November, 2006). There are 1,522 parking spaces, including 75 for motorcycles, available for the Privately Owned Vehicles (POVs) of State employees in the DC area. Some employees choose to pay to park in commercial facilities, although DOS does not record these numbers. The population of DOS employees in the DC area is 11,391. Thus, the ratio of DOS provided parking spaces to DOS employees in the DC area is 1:7, which surpasses the NCPC goal of 1:5.

Shuttles and Circulators:

The Department of State's Washington, DC workforce shuttle bus service provides transportation for the conduct of official government business between the Harry S. Truman Building and 20 DOS annexes in the DC area. Department shuttle buses transported 902,591 passengers via 30,754 trips in FY 2005. A display of shuttle bus schedules is located inside the D Street entrance of Harry S Truman Building, where the buses arrive and depart. The shuttle bus schedules are also available as brochures at the transportation kiosk in the basement of the Harry S Truman Building and can be viewed via the A Bureau Intranet Managed Favorites.

Bicycle Facilities:

The Department of State encourages employees in the DC area to ride bicycles by providing space for bicycle parking. The Department currently has 185 spaces in thirteen bicycle racks to accommodate those who prefer cycling as the mode of transportation.

Other Infrastructure and Transportation Services:

The Department of State maintains a fleet of vehicles for use by groups for official business. These allow for public transportation commuters to take official group trips without bringing in their own vehicles to transport themselves to places unreachable by public transportation. Occasionally these vehicles do not need to park, so they can operate like a taxi service, dropping groups off for meetings, and then retrieving them. Also, a commercial taxi stand has developed by market forces, in response to demand, where 22nd Street and C Street intersect. Visitors and Department employees take advantage of this market-based service.

Investment Priorities:

The Department supports the investment in alternative fuel vehicles (AFVs). The Department's domestic covered* fleet of 499 vehicles included 152 AFVs as of the end of FY 2005. Most of those AFVs were located in the area of Washington, DC, including six (6) shuttle buses running on compressed natural gas (CNG).

*"covered" fleet vehicles are all domestic, non law-enforcement, light-duty vehicles operated in a metropolitan statistical area.

TMP Implementation:

The following nine tools are used by the Department of State to encourage commuting by modes other than single-occupant vehicles. These tools include communications and coordinated efforts with external agencies:

1) A transportation kiosk in the Harry S Truman building provides commuting information on non-single-occupant vehicle modes of transportation to employees

via a touch screen, a map of the METRO subway system and brochures for the Maryland Area Regional Commute (MARC) and Virginia Railway Express (VRE) commuter trains, etc.

2) A carpool driver/passenger matching service is available on the Department's website.
3) Preferred parking is provided for carpools and vanpools.
4) DOS participates in the Department of Transportation (DOT) METROCheks program, encouraging employees to ride mass transit.
5) Secure bicycle parking is available, along with showers and lockers.
6) Compressed work schedules are available to many employees, which alleviate the need for those employees to transit to work at least one day each pay period.
7) The number of employees telecommuting is gradually increasing. There were 1,236 registered teleworkers at the end of 2005, which further reduces transportation demand.
8) On-site amenities (e.g.: bank, cafeteria, convenience store, dry cleaning, post office, etc.) are provided, reducing transportation demand.
9) Information is provided at events such as the Earth Day celebration, where brochures and a list of websites about commuting options are distributed.

Related Future Projects:

The American Pharmacists Association (APHA) is planning construction of an addition to their headquarters located at 2215 Constitution Avenue, NW, Washington, D.C. The addition will adjoin the existing building and project towards C Street. It is anticipated to be six stories with two levels of underground parking. The Department of State anticipates tenancy, utilizing 166,000 useable square feet to house approximately 800 employees with 98 available parking spaces. The parking ratio for this facility will be one space for every 8 employees (1:8). DOS occupancy is projected to be in the spring of 2009.

The U.S. Institute of Peace is planning to build a new headquarters at the corner of Constitution Avenue and 23rd Street, NW on a two-and-one-half acre site. DOS employees use a portion of the site known as the Potomac Annex for parking. Construction is scheduled to begin in 2007, and site preparations begin in August 2006 at which time 150 parking spaces currently in use by DOS employees will no longer be available.

Upon completion of the U.S. Institute of Peace and the APHA addition, the parking ratio of employees to spaces for DOS in Washington, D.C. will become 11,391 employees to 1470 (1,522 +98 – 150) spaces, or one employee to every seven and seven-tenths (1:7.7) parking space.

APPENDIX B

Harry S. Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study

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HARRY S TRUMAN BUILDING
PERIMETER SECURITY IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT
TRANSPORTATION IMPACT STUDY

RECONFIGURATION OF THE
E STREET/VIRGINIA AVENUE INTERSECTION

Prepared for:
KCCT Architects

Prepared by:
Wells & Associates, LLC

October 06, 2006

HARRY S TRUMAN BUILDING
PERIMETER SECURITY IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT
TRANSPORTATION IMPACT STUDY

RECONFIGURATION OF THE
E STREET/VIRGINIA AVENUE INTERSECTION

Table of Contents

HARRY S TRUMAN BUILDING
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E STREET/VIRGINIA AVENUE INTERSECTION

List of Figures

List of Tables

HARRY S TRUMAN BUILDING
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List of Appendices

Section 1:
INTRODUCTION

Study Purpose

The United States Department of State (DOS), like the nation, is faced with new and unprecedented international threats to security. Accordingly, the department is evaluating acceptable and innovative ways to secure the Harry S Truman Building and its occupants from terrorist actions (see Figure 1-1).

The DOS and their consultants have developed a plan to address site security. The plan incorporates many of the recommendations contained in the National Capital Planning Commission's (NCPC's) The National Capital Urban Design and Security Plan and has been coordinated with the neighboring institutions. The plan affects the street architecture, landscaping, and layout of the streets bordering the site.

The object of these changes is to increase the building security perimeter. The major features of the plan include providing security pavilions and guard booths to provide both visitor and vehicular security screening, replacing drop-off and/or parking lanes with additional sidewalk and protective fences, restricting vehicular access at C and D Streets, reconfiguring the ramp from the E Street Expressway on the building's north side, installing retractable security devices in selected streets, revising the existing delivery inspection area, and providing significant landscaping and street furniture.

More specifically, the major features of the plan are as follows:

- Security pavilions will be located at each of the five building entrances in order to remove the visitor security screening process from the building.
- Drop-off and/or parking lanes will be replaced with additional sidewalk and a protective fence along 21st and 23rd Streets and Virginia Avenue to increase the building's perimeter.
- At 21st Street, the existing truck inspection area will be redesigned.
- Recessed security barriers will be located near the intersections of 21st Street with both C Street and Virginia Avenue.
- C Street will be redesigned to restrict traffic and will include a landscape median.
- Retractable bollards will be placed at the C Street/22nd Street intersection.
- New guard booths will be installed at D and 23rd Streets, D Street and Virginia Avenue, the Truck Inspection area on 21st Street, C and 21st Streets and C and 23rd Streets.
- Significant landscaping and street furniture will be introduced to enhance the pedestrian friendly character of the site.
- The ramp from the E Street Expressway on the building's north side will be reconfigured. A fifth leg will be added to the Virginia Avenue/E Street intersection. Traffic on D Street will be limited to DOS traffic.

With the exception of the E Street off-ramp re-configuration and removal of a single travel lane on the south side of Virginia Avenue from E Street to 20th Street, all of the measures that will directly affect street capacity have been implemented with temporary Jersey barriers, as shown on Figure 1-2. The permanent measures are shown on Figure 1-3.

This study provides an update to the October 28, 2004 Harry S Truman Building Perimeter Security Improvements Transportation Impact Study conducted by Wells & Associates. Specifically, the purpose of this study is to update traffic counts and isolate the impact area to the intersections affected by the reconfiguration to the Virginia Avenue/E Street intersection.

Study Scope

Eight (8) intersections were analyzed in the area generally bounded by E Street on the north, D Street/Virginia Avenue on the south, 20th Street on the east, and the E Street Expressway off-ramp to the west. Existing intersection levels of service (LOS), delays, and queues during typical weekday morning (AM) and afternoon/evening (PM) peak hours were analyzed.

Changes in levels of service, delays, and queues were evaluated under a future base (future traffic with existing traffic geometrics) and a future design proposal.

Previous Transportation Studies

This study builds upon the data, analyses, and findings of following previous studies:

1. Wells & Associates, Harry S Truman Building Perimeter Security Improvements Transportation Impact Study, October 28, 2004.

2. Wells & Associates, The George Washington University Foggy Bottom Campus Plan: 2006-2025 Transportation Impact, August 24, 2006.

Conclusions

The conclusions of this study are as follows:

1. The key study intersections within the vicinity of the proposed roadway realignment currently operate at acceptable levels of service during the AM and PM peak periods. The stop controlled movement at the D Street/Virginia Avenue intersection currently operates at or near capacity.

2. Realigning the eastbound E Street Expressway off-ramp to Virginia Avenue would make the HST Building more secure by removing 350 to 960 peak hour vehicles from the north side of the building.

3. Industry standards indicate a LOS "D" or better provide an acceptable level of service.

4. Creating a fifth leg at the Virginia Avenue/E Street intersection to accommodate E Street Expressway off-ramp traffic bound northwest on Virginia Avenue would introduce a third signal phase and change the overall intersection level of service (LOS) from LOS "A" to LOS "C" during the AM peak hour and from LOS "B" to LOS "C" during the PM peak hour.

5. The key study intersections within the influence area of the proposed realignment and removal of a single travel lane on the south side of Virginia Avenue (between E Street and 20th Street) would continue to operate at consistent levels of service as without the security improvements.

6. Optimizing the signal timings at the Virginia Avenue/21st Street intersection would reduce potential southbound queues on Virginia Avenue during the AM peak hour.

7. Design provisions should incorporate future bicycle lanes along Virginia Avenue per the District's "Proposed Bicycle Facilities Map."

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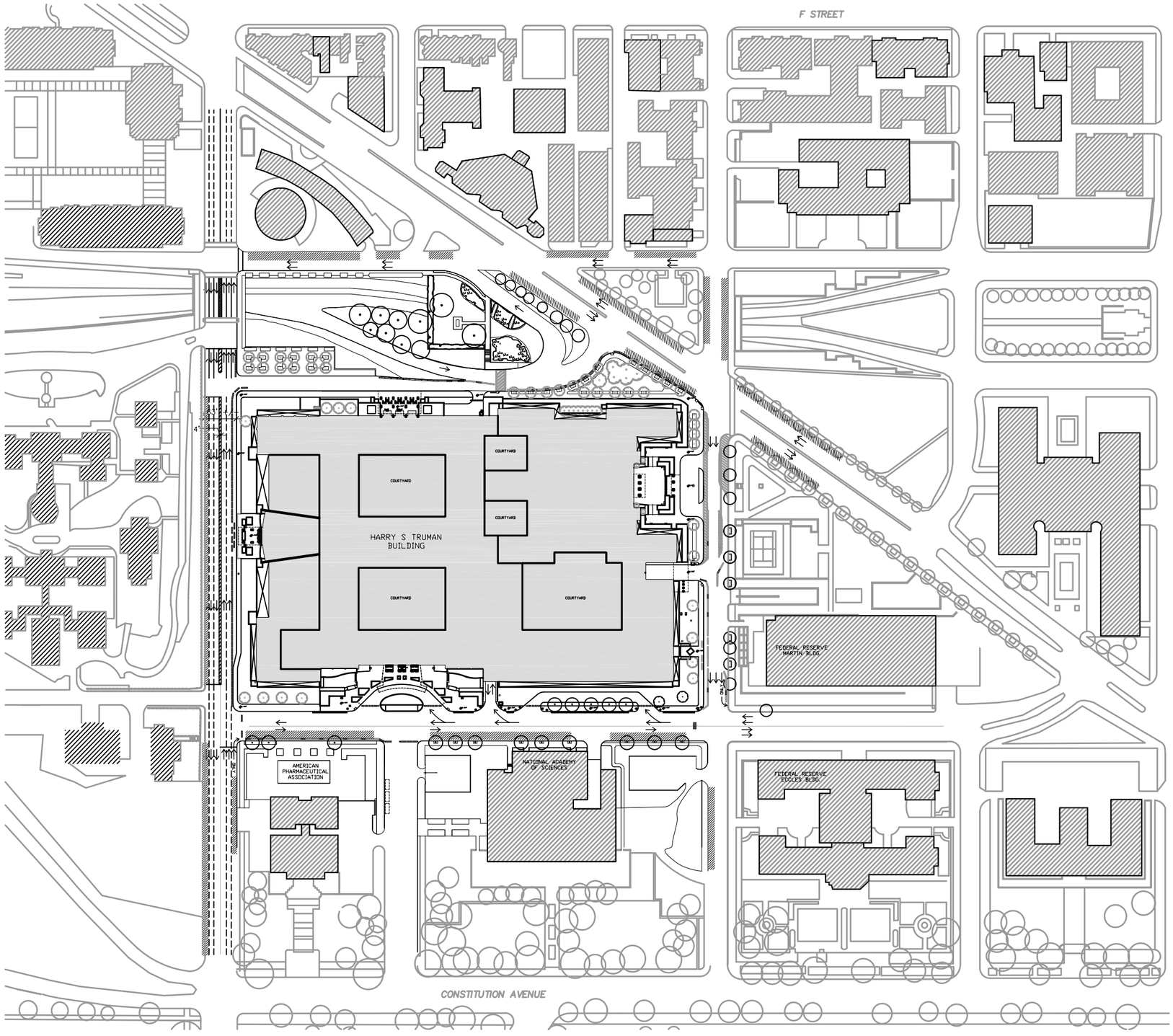


Harry S Truman Building
Department of State
Building Location

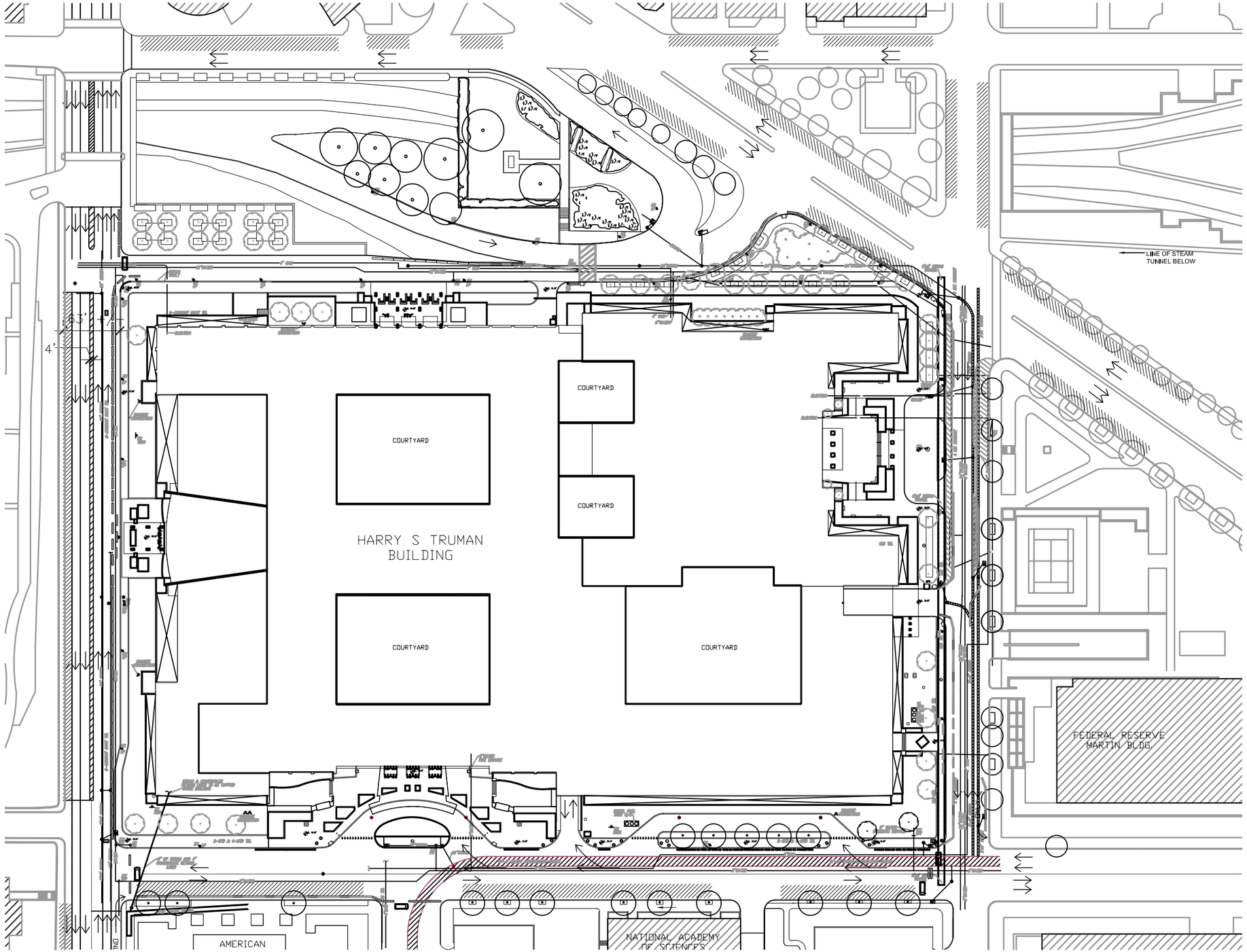
Figure 1-1

NORTH

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS

ARCHITECTURE • PLANNING • INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS



D STREET

21ST STREET

C STREET

23RD STREET

DRAWING 3-A
October 2004

NORTH

Harry S Truman Building
Department of State
Perimeter Security Improvements - Existing Conditions Site Plan

Figure 1-2

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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WASHINGTON D.C. 20036

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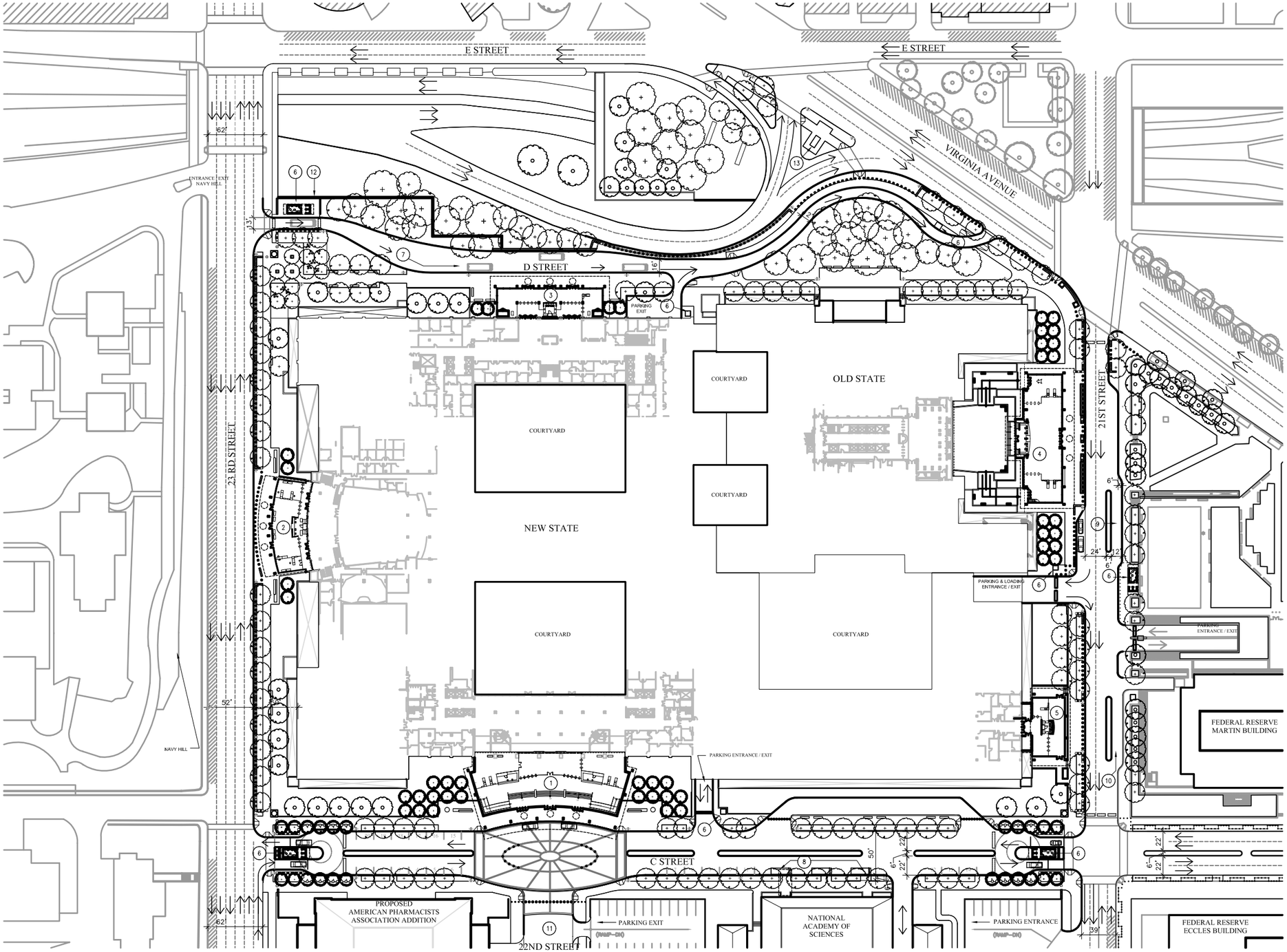

Notes

1. C - Street Security Pavilion
2. 23rd - Street Security Pavilion
3. D - Street Security Pavilion
4. 21st - Street Security Pavilion
5. 21st - Street Security Pavilion Joggers Entrance
6. Guard Booth
7. DOS - Shuttle Bus Drop Off
8. National Academy of Sciences Shuttle Drop Off
9. DOS - Truck Inspection Area
10. Federal Reserve - Truck Inspection Area
11. Taxi
12. Existing Retaining Wall to Remain
13. Relocated Statue

Legend

- Public Parking
- Vehicular Movement
- Bollards
- Fence / Bollards
- Knee Wall
- Solid Barrier
- Site Furniture
- Federal Reserve Barrier - NIC

NORTH

0 20' 40' 80' 120'

SCALE: 1" = 40'-0"

DRAWING 4-A
October 2004

Harry S Truman Building
Department of State
Perimeter Security Improvements - Site Plan
Figure 1-3

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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Section 2:
BACKGROUND DATA

Site Location

The Harry S Truman (HST) Building occupies the entire block bounded by C Street on the south, D Street on the north, 21st Street on the east, and 23rd Street on the west, in the northwest section of Washington, D.C., as shown on Figure 1-1. The Old State Department building is located in the northeast corner of the site. The New State Department Building occupies the remainder of the block.

Building Program

Eight thousand employees work in this seven story, 2,600,000 square foot building. Approximately 980 parking spaces are located under the building. Thus, one off-street parking space is provided for every 2,653 gross square feet (GSF) of building area. Or, stated in equivalent terms, 0.38 parking spaces are provided for every 1,000 GSF.

Perimeter Security

The State Department perimeter is secured by guards, Jersey barriers, retractable gates, and vehicles, as shown on Figure 1-2.

C Street is closed to all traffic, except State Department traffic and vehicles using the National Academy of Sciences and Engineering dock, by the checkpoints at 21st, 22nd, and 23rd Streets.

Similarly, D Street is closed to all traffic, except State Department traffic, between 23rd Street and the D Street/Virginia Avenue off-ramp. Guards, barricades, and the truck checkpoint control access to the parking garage/loading dock driveway on 21st Street.

Bicycle Facilities

Currently, no designated bicycle lanes or routes exist within the DOS vicinity. Bicyclists must share the roads with vehicular and pedestrian traffic. According to the District of Columbia Master Plan – Proposed Bicycle Facilities Map (April 2005), bicycle lanes are proposed along Virginia Avenue and 21st Street in the vicinity of the proposed intersection re-configuration. In addition, bicycle lanes are proposed on E Street (westbound) between Virginia Avenue and 17th Street (see Figure 2-1).

Existing Lane Use and Traffic Control

Existing lane use and traffic control are shown on Figure 2-1.

In proximity to the Department of State, Virginia Avenue is a six-lane median divide street. 20th Street north of Virginia Avenue operates one-way northbound. 21st Street north of C Street operates one-way southbound. The south leg of E Street operates one-way eastbound and the north leg operates one-way westbound.

All eastbound traffic must exit the expressway at either the D Street/Virginia Avenue or E Street off-ramps. All westbound traffic must enter the expressway at the E Street on-ramp at 20th Street.

Motorists bearing right on the Virginia Avenue/D Street ramp currently can turn right or left onto Virginia Avenue. Those bearing left merge with E Street just west of Virginia Avenue. This segment of E Street operates one-way westbound.

Existing Traffic and Pedestrian Counts

Study Intersections. On Tuesday, September 12, 2006, Wells & Associates updated traffic counts

during the AM and PM peak periods at the following intersections:

1. E Street Expressway (Eastbound) Off-ramp/D Street
2. Virginia Avenue/E Street (Westbound)
3. Virginia Avenue/D Street
4. Virginia Avenue/21st Street
5. Virginia Avenue/20th Street
6. 20th Street/E Street (eastbound)
7. 20th Street/E Street (westbound)
8. 21st Street/E Street (westbound)

Peak Hours. Peak hours varied by location and day of the week. The street peak hours generally occurred at 8:15 to 9:15 AM and 5:00 to 6:00 PM.

The effects of potentially closing the Virginia Avenue/D Street ramp and creating an additional traffic leg at the Virginia Avenue/E Street intersection would be most significant during the street peak hours. The following analysis is, therefore, based on a common street peak hour.

Vehicular traffic counts are presented in Appendix A and summarized on Figure 2-2. Pedestrian traffic counts are presented in Appendix B and summarized on Figure 2-3. The Homeland Security Advisory System had a Yellow (Elevated) threat level for Washington, D.C. at the time these counts were taken.

AM and PM peak hour traffic counts on selected links are presented below:

Street	AM	PM
D Street bet. E Street (EB) Expy off-ramp & Virginia Ave.	585	235
E Street (WB) bet. 21st Street & Virginia Ave.	239	410
E Street (WB) bet. Virginia Ave. & E Street (EB) Expy off-ramp	137	192
Virginia Ave. bet. E Street & D Street	1,240	933

Approximately 178 AM peak hour and 98 PM peak hour pedestrians cross D Street on the north side of the State Department at the eastern security checkpoint. Currently there is a stop sign that stops traffic exiting from the E Street Expressway to allow pedestrians to cross to the State Department. The highest numbers of pedestrians were observed on the north side of E Street between 21st and 20th Street.

E Street Expressway Traffic. The eastbound E Street Expressway carried 3,422 vehicles in the AM peak hour and 1,446 vehicles in the PM peak hour, in three lanes. The westbound E Street Expressway carried 226 vehicles in the AM peak hour and 1,894 vehicles in the PM peak hour, in two lanes.

E Street Expressway Off-Ramp to D Street/ Virginia Avenue. This ramp was used by 904 vehicles (or 26 percent of all vehicles on the eastbound E Street Expressway) during the AM peak hour, and 330 vehicles (or 23 percent of all vehicles on the eastbound E Street Expressway) during the PM peak hour.

The Virginia Avenue (or rightmost) ramp segment was used by about two-thirds of all ramp traffic, and the E Street (or leftmost) ramp segment was used by about a third of all ramp traffic during the AM peak period.

The E Street (or leftmost) ramp segment was used by 328 vehicles (or 36 percent of all ramp traffic) during the AM peak hour, and 106 vehicles (or 32 percent of all ramp traffic) during the PM peak hour.

The Virginia Avenue (or rightmost) ramp segment was used by 576 vehicles (or 64 percent of all ramp traffic) during the AM peak hour, and 224 vehicles (or 68 percent of all ramp traffic) during the PM peak hour.

State Department traffic on eastbound D Street (including traffic exiting the HST Building garage) added another 17 vehicles during AM peak hour and 23 vehicles during the PM peak hour, to this ramp segment.

During the AM and PM peak hour, the majority of traffic turned ***right*** onto Virginia Avenue, 55 and 73 percent respectively.

State Department traffic accounts for little of the traffic on the Virginia Avenue/E Street ramp: less than two (2) percent in the AM peak hour and seven (7) percent in the PM peak hour.

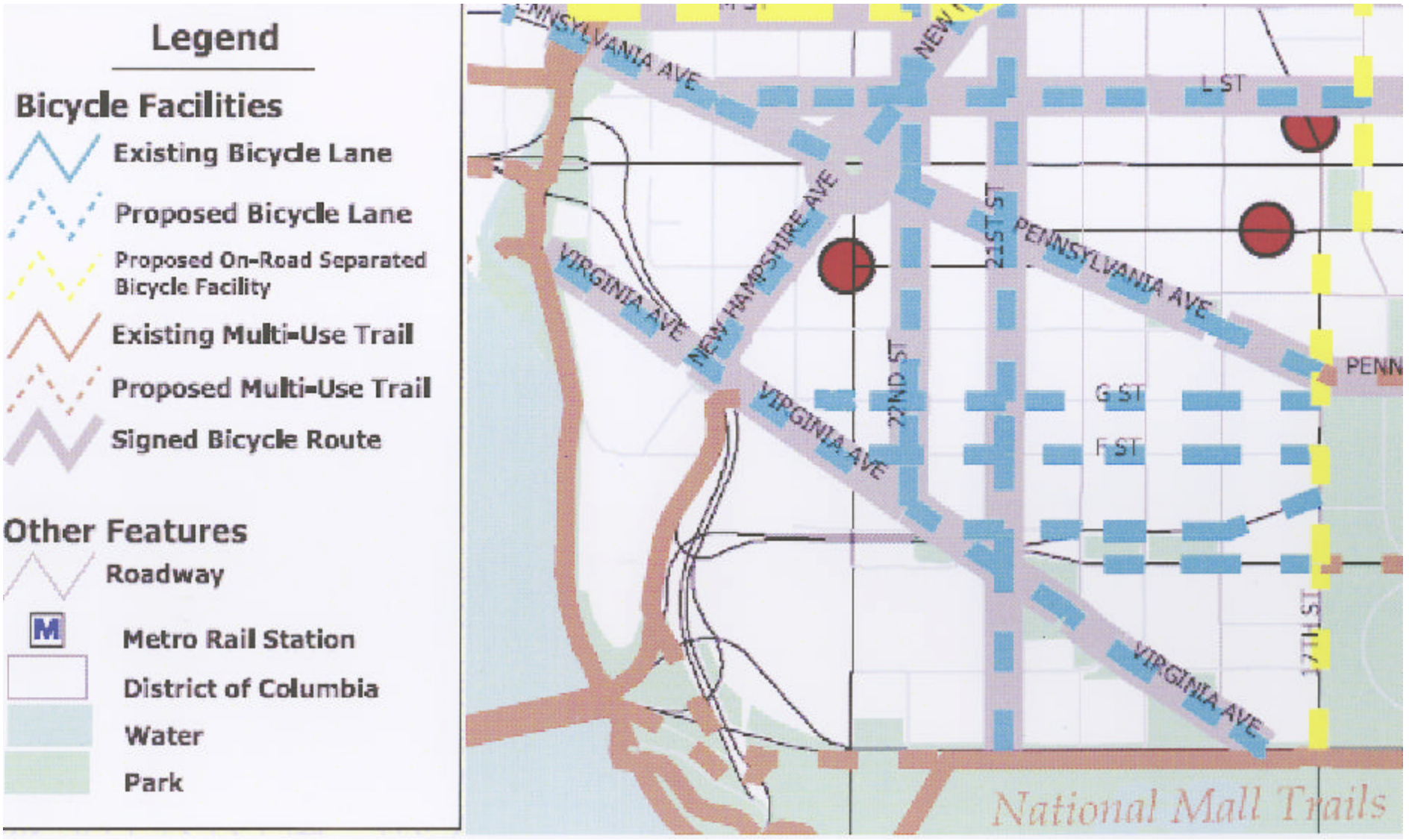

Figure 2–1
Bicycle Facilities

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

North

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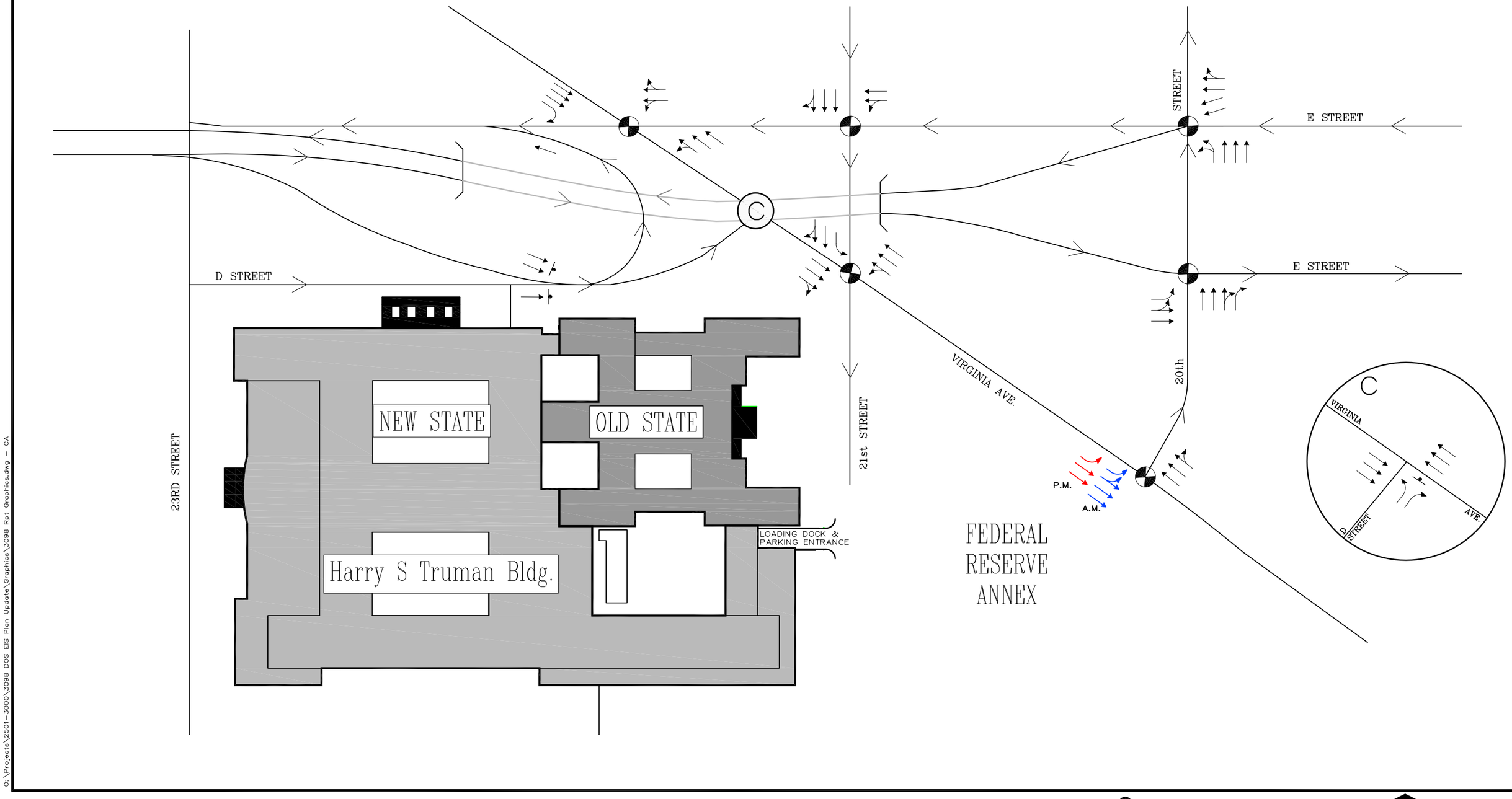

Figure 2–2
Existing Lane Use and Traffic Controls

Signalized Intersection
Stop Sign/Unsignalized
Travel Lane
Travel Lane (AM Peak)
Travel Lane (PM Peak)

North
Schematic

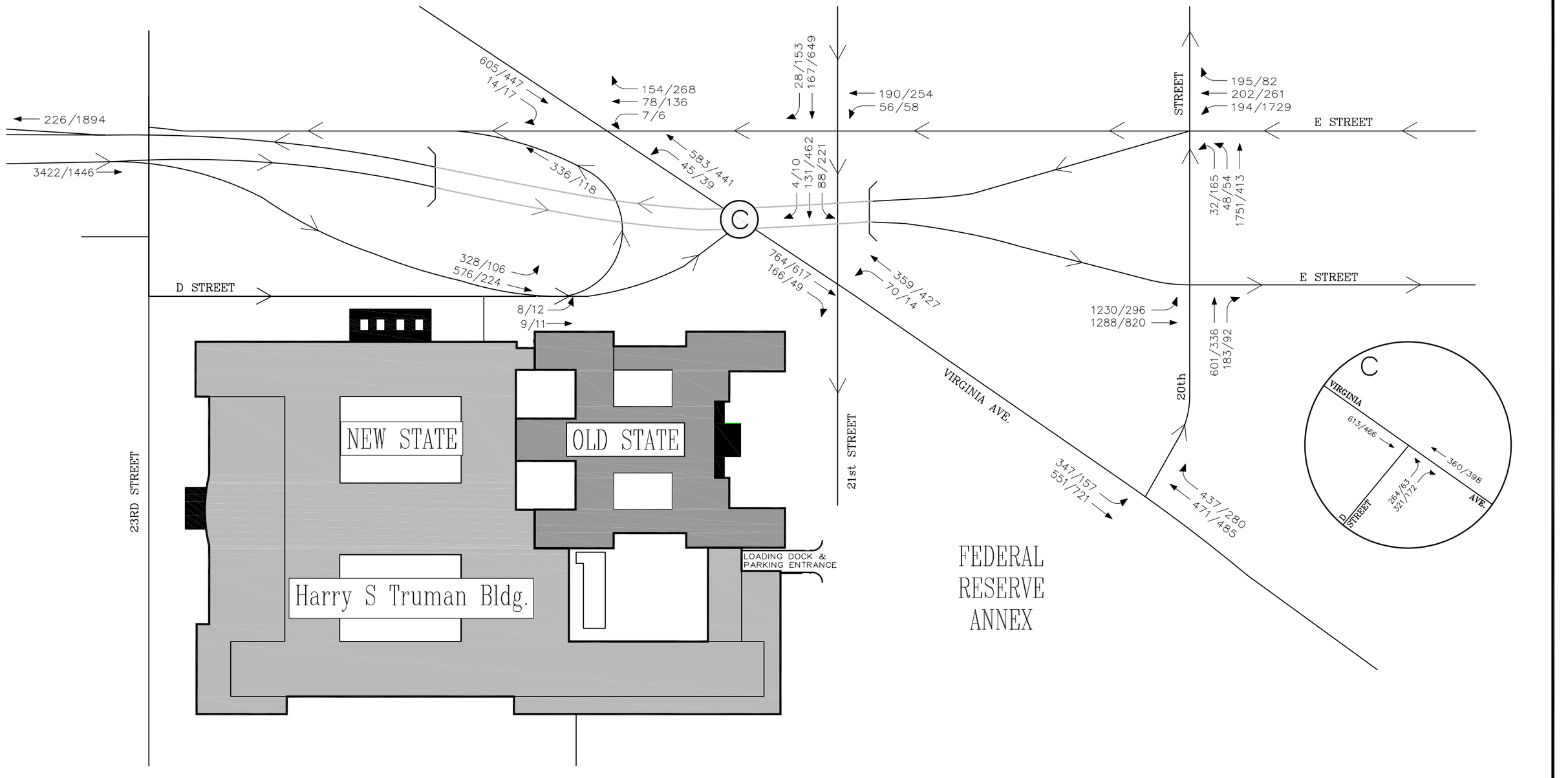

Figure 2–3
Existing Balanced Vehicular Traffic Counts

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
000/000

North
Schematic

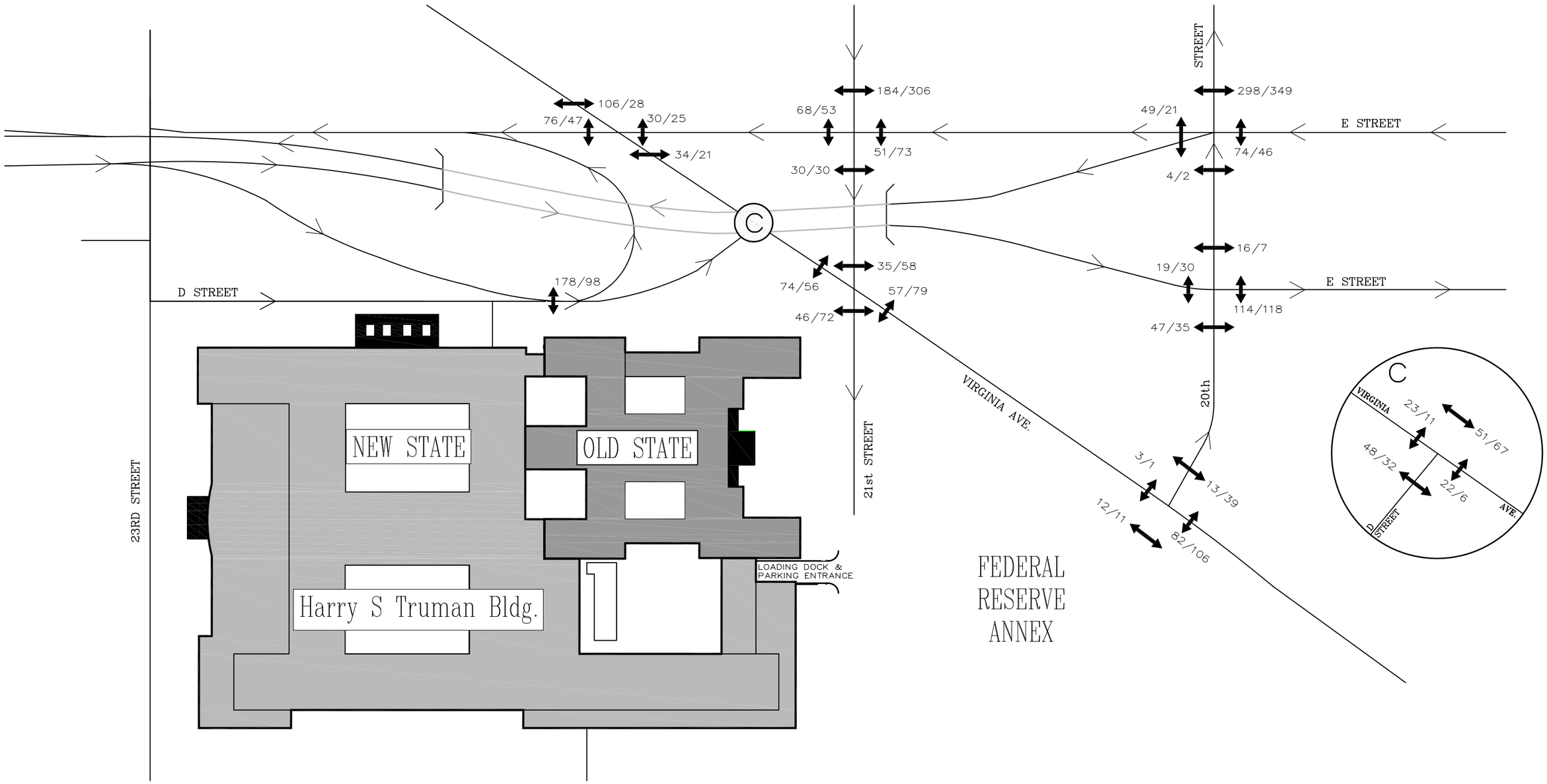

Figure 2–4
Existing Pedestrian Counts

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
000/000

North
Schematic

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Section 3:
ANAYSIS OF EXISTING CONDITIONS

Levels of Service

Existing intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls shown on Figure 2-1, existing peak hour vehicular traffic counts shown on Figure 2-2, existing pedestrian counts shown on Figure 2-3, existing traffic signal timings, and the Synchro capacity analysis technique. The results are presented in Appendix C and summarized in Table 3-1. Industry standards indicate a level of service "D" or better provide an acceptable level of service. Descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in Appendix D.

The stop controlled movement at the D Street/Virginia Avenue intersection currently operates near capacity at level of service (LOS) "E" during the AM peak hour.

All other intersections theoretically operate at acceptable LOS "D" or better during both the AM and PM peak hours, as shown in Table 3-1.

Delays

Total vehicular delay on all public streets in the study area is currently 133 vehicle-hours in the AM peak hour and 133 vehicle-hours during the PM peak hour.

Queues

As shown in Table 3-2, average queues at the E Street (Eastbound)/20th Street (eastbound through and left, AM) intersection currently exceeds the available storage capacity and, thus, back up beyond available storage.

Table 3-1
State Department Security Improvements
Typical Weekday Intersection Levels of Service Summary **(1) (2) (3) (4)**

Location	Operating Condition	**Levels of Service**					
		Existing Base Conditions		Future w/o Ramp Config		Future w/ Ramp Config	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. E Street/Virginia Avenue	Signalized	**A [7.9] (0.30)**	**B [11.9] (0.32)**	**A [7.9] (0.32)**	**B [11.9] (0.34)**	**C [26.0] (0.53)**	**C [28.3] (0.46)**
2. Virginia Avenue/D Street	Unsignalized	**E [45.7]**	**B [11.6]**	**F [66.7]**	**B [11.9]**	**B [12.0]**	**B [10.0]**
3. Virginia Avenue/21st Street	Signalized	**B [14.4] (0.30)**	**C [20.1] (0.34)**	**B [14.5] (0.31)**	**C [20.2] (0.36)**	**B [17.1] (0.42)**	**B [19.7] (0.44)**
4. Virginia Avenue/20th Street	Signalized	**B [12.4] (0.39)**	**B [14.3] (0.34)**	**B [12.8] (0.40)**	**B [14.5] (0.35)**	**B [12.7] (0.45)**	**B [15.4] (0.36)**
5. E Street (EB)/20th Street	Signalized	**D [35.7] (0.86)**	**B [15.7] (0.42)**	**D [41.4] (0.89)**	**B [15.7] (0.42)**	**D [41.0] (0.89)**	**B [16.2] (0.43)**
6. E Street (WB)/20th Street	Signalized	**B [17.8] (0.65)**	**C [34.7] (0.85)**	**B [19.0] (0.69)**	**D [38.8] (0.87)**	**B [18.9] (0.69)**	**D [38.6] (0.87)**
7. E Street (WB)/21st Street	Signalized	**C [22.9] (0.15)**	**B [17.9] (0.35)**	**C [22.8] (0.16)**	**B [18.2] (0.36)**	**C [22.5] (0.17)**	**B [18.0] (0.37)**
8. E Street Epwy (EB) Off-Ramp/D Street	Unsignalized	* *	* *	* *	* *	* *	* *

Notes:
(1) Intersection analyses based on Highway Capacity Manual.
(2) Numbers in brackets represent average delays in seconds per vehicle.
(3) Numbers in parentheses reflect overall volume-to-capacity ratios.
(4) "*" Conflict is limited to only pedestrians and Synchro does not provide a result.

Table 3-2
State Department Security Improvements
Typical Weekday Intersection Queue Summary **(1) (2)**

Location	Primary Movement	Available Storage Distance	Average 50th Percentile Calculated Queues (Feet)					
			Existing Base		Future w/o Ramp Config		Future w/ Ramp Config	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Virginia Avenue/E Street	WBT	**619**	**0**	**41**	**0**	**46**	**0**	**83**
	SET	**280**	**71**	**71**	**73**	**74**	**200**	**133**
	NWT	**689**	**30**	**14**	**33**	**15**	**5**	**9**
	NBL	**-**	**-**	**-**	**-**	**-**	**81**	**17**
2. Virginia Avenue/21st Street	SET	**504**	**41**	**66**	**42**	**68**	**322**	**88**
	NWT	**250**	**108**	**11**	**117**	**12**	**117**	**12**
Signal Optimization (3)	SET	**-**	**-**	**-**	**-**	**-**	**81**	**-**
3. E Street (EB)/20th Street	EBL	**420**	**~521**	**106**	**~574**	**98**	**~574**	**98**
	EBT	**420**	**~559**	**163**	**~618**	**168**	**~618**	**168**
	NBT	**930**	**180**	**75**	**186**	**70**	**198**	**74**

Notes:
(1) Intersection analyses based on Synchro software.
(2) ~ Volume exceeds available storage capacity.
(3) Five (5) seconds of green time was realocated from the SB 21st Street movement to the mainline traffic on Virginia Avenue.

Section 4:
ANALYSIS OF SECURITY IMPROVEMENTS

Overview

This section evaluates the impact on vehicular mobility of the proposed security improvement plan for the HST Building. Future traffic volumes are forecasted based on existing traffic counts, pipeline development traffic, background traffic growth, and the effect of the improvement plan on existing traffic patterns. Changes to existing intersection levels of service, delays, and queues are evaluated with and without the improvement.

Pipeline Developments

This study took into explicit account the traffic that will be generated by the following planned developments (i.e., pipeline projects):

1. 2425 L Street, N.W.
2. Allstate Hotel Partnership
3. Columbia House Apartments I and II
4. Square 54: Mixed Use Town Center
5. Square 80: School Without Walls
6. American Pharmacists Association
7. United States Institute of Pease

The total pipeline trip assignments under future base and future design conditions are shown in Appendix E.

Background Traffic Growth

A background traffic growth rate was used to account for near-term future developments in the District of Columbia and general background traffic growth. A one (1) percent annual growth rate was applied for two (2) years, from 2006 to 2008.

Regional growth volumes under existing and future base conditions are shown in Appendix F.

Proposed Security Improvements

The following specific security plan improvements will be considered in this study:

- Security pavilions will be located at each of the five building entrances in order to remove the visitor security screening process from the building.
- Drop-off and/or parking lanes will be replaced with additional sidewalk and protective fence along 21st and 23rd Streets and Virginia Avenue to increase the building's perimeter.
- At 21st Street, the existing truck inspection area will be redesigned.
- Recessed security barriers will be located near the intersections of 21st Street with both C Street and Virginia Avenue.
- The ramp from the E Street Expressway on the building's north side will be reconfigured. A fifth leg will be added to the Virginia Avenue/E Street intersection. Traffic on D Street will be limited to DOS traffic.
- C Street will be redesigned to restrict traffic and will include a landscape median.
- Retractable bollards will be placed at the C Street/22nd Street intersection.
- New guard booths will be installed at D and 23rd Streets, D Street and Virginia Avenue,

the Truck Inspection area on 21st Street, C and 21st Streets and C and 23rd Streets.

- Significant landscaping and street furniture will be introduced to enhance the pedestrian friendly character of the site.

With the exception of the E Street off-ramp re-configuration and removal of a single travel lane on the south side of Virginia Avenue from E Street to 20th Street, all of the measures that will directly affect street capacity have been implemented with temporary Jersey barriers, as shown on Figure 1-2. The permanent measures are shown on Figure 1-3.

Affects of Security Improvements

Overview. Closing the E Street Expressway off-ramp connection to Virginia Avenue/D Street and relocating the ramp away from the HST building with a new connection to the Virginia Avenue/E Street intersection would affect existing traffic patterns as presented below.

E Street Expressway Off-Ramp to D Street/ Virginia Avenue. Figure 4-1 shows the adjustments of existing traffic, assuming the ramp traffic would be redistributed to a new connection to the Virginia Avenue/E Street intersection. The resulting redistribution of existing traffic is shown on Figure 4-2.

This reconfiguration would move 350 to 960 peak hour vehicles away from the north side of the HST Building. It would have the greatest impact on the Virginia Avenue/E Street intersection.

Total Future Traffic Forecasts

Total future traffic forecasts without and with the proposed design alternatives are presented on Figures 4-3 and 4-4.

Levels of Service

Overview. Future intersection levels of service were calculated at the off-site intersections, without and with the proposed E Street Expressway off-ramp and E Street/Virginia Avenue intersection re-configuration, based on: the traffic forecasts shown on Figures 4-3 and 4-4, respectively; existing traffic signal timings; and the Synchro capacity analysis technique. The results are presented in Appendices G and H, respectively, and summarized in Table 3-1.

The stop controlled movement at the D Street/Virginia Avenue intersection would begin to operate at capacity at LOS "F" during the AM peak hour under the future base scenario described above. Under the future design scenario, the stop controlled movement would improve to an acceptable level of service "A".

All other intersections would theoretically continue to operate at acceptable LOS "D" or better during both the AM and PM peak hours, as shown in Table 3-1.

Delays

Creating a fifth leg at the Virginia Avenue/E Street intersection to accommodate E Street Expressway off-ramp traffic bound northwest on Virginia Avenue would introduce a third signal phase and change the overall intersection level of service (LOS) from LOS "A" to LOS "C" during the AM peak hour and from LOS "B" to LOS "C" during the PM peak hour.

Queues

The queues noted today at the E Street (Eastbound)/20th Street intersection would become slightly worse in the future due to the additional traffic that will be generated by other approved projects and ambient traffic growth, as shown in Table 3-2.

Queues of less than 100 feet (or four car lengths)

are projected on the proposed new fifth leg at the Virginia Avenue/E Street intersection. Queues on this new leg would not back up onto the E Street Expressway. Queues on westbound E Street, and in both directions on Virginia Avenue, would increase slightly.

The proposed ramp re-configuration would have no significant impact on queues elsewhere on the local street network.

Removal of a single travel lane on the south side of Virginia Avenue from E Street to 20th Street would increase the queue during the AM peak hour at the Virginia Avenue/21st Street intersection on the Virginia Avenue southbound approach. Optimizing the signal timings by allocating a minimum of five (5) seconds of green time from 21st Street to the Virginia Avenue mainline would significantly improve the vehicle queue.

Future lane use and traffic control is shown on Figure 4-5.

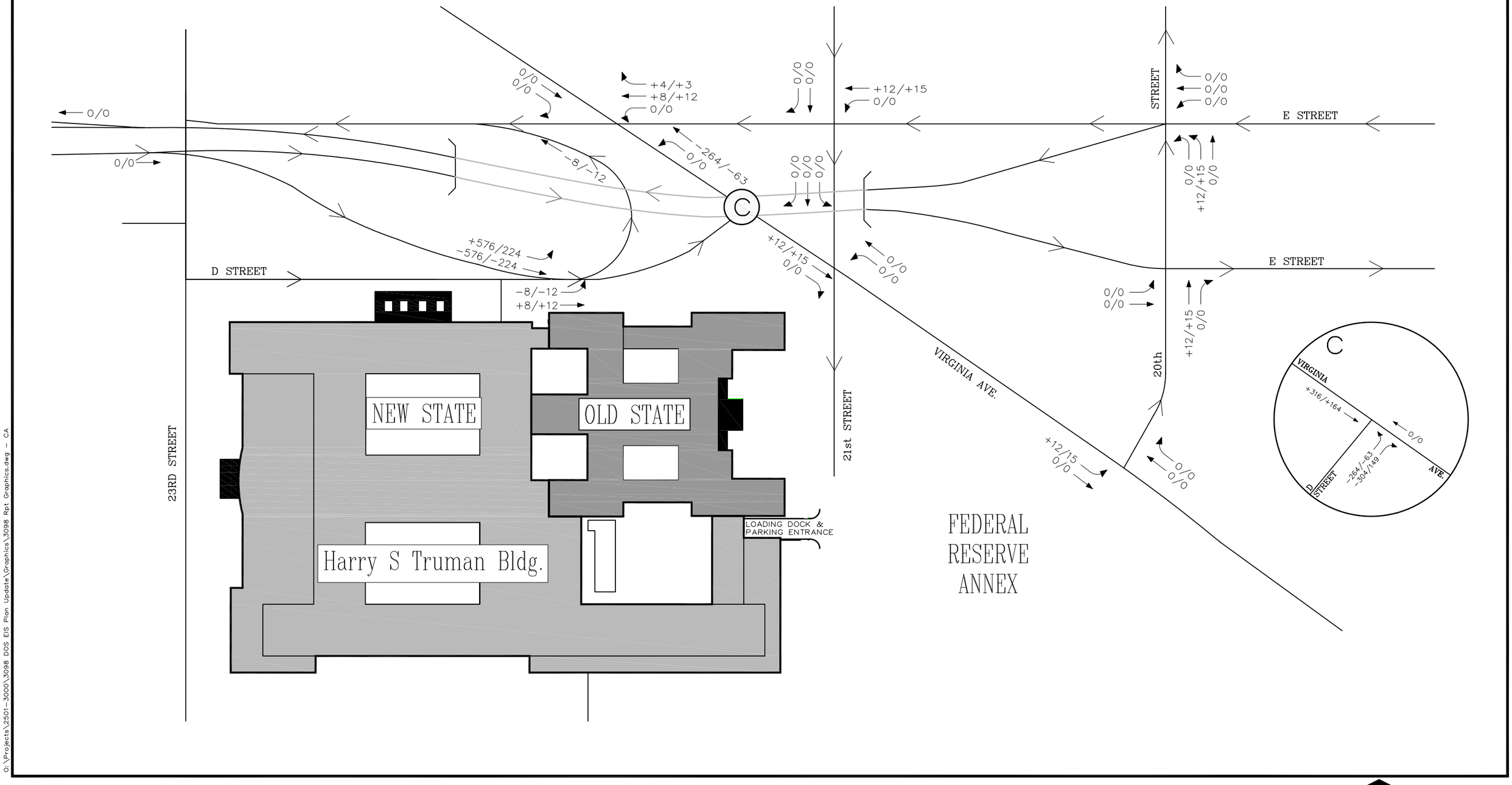

Figure 4–1
Adjustment of "D" Street/Virginia Avenue Ramp Traffic

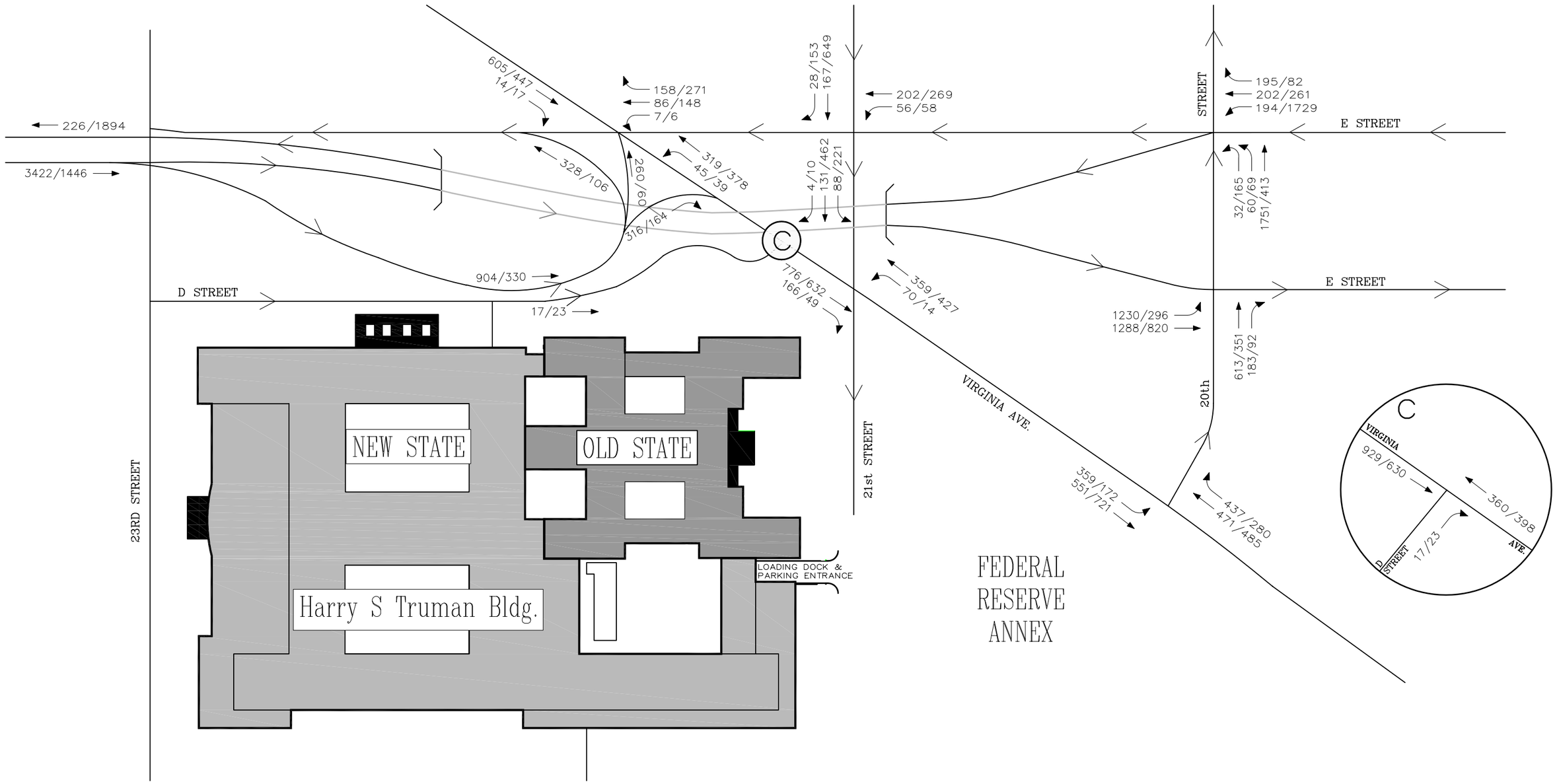

Figure 4–2
Re–Distribution of "D" Street/Virginia Avenue Ramp Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

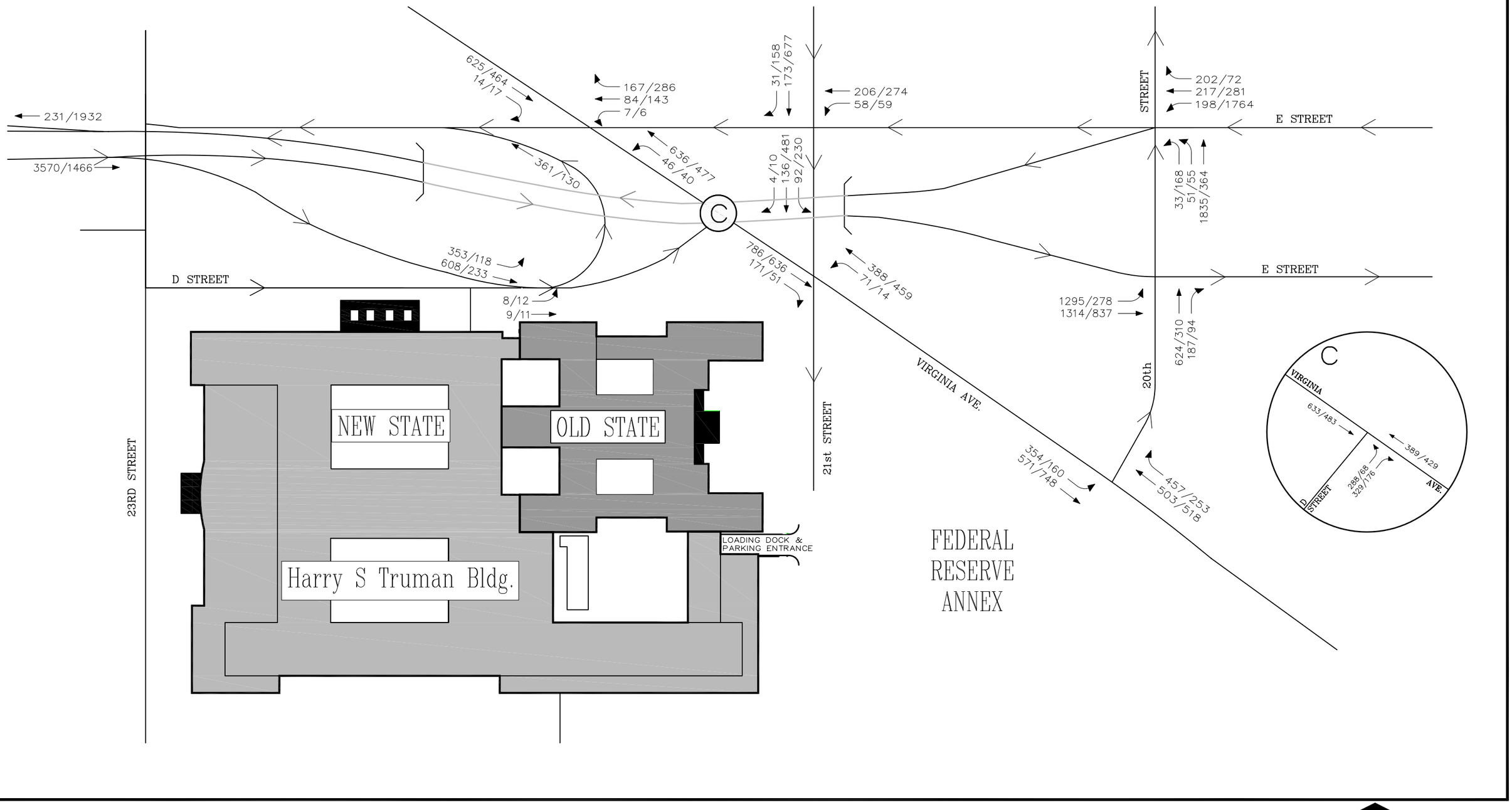

Figure 4–3
Total Future Traffic Forecasts: With Existing Ramp Configuration

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

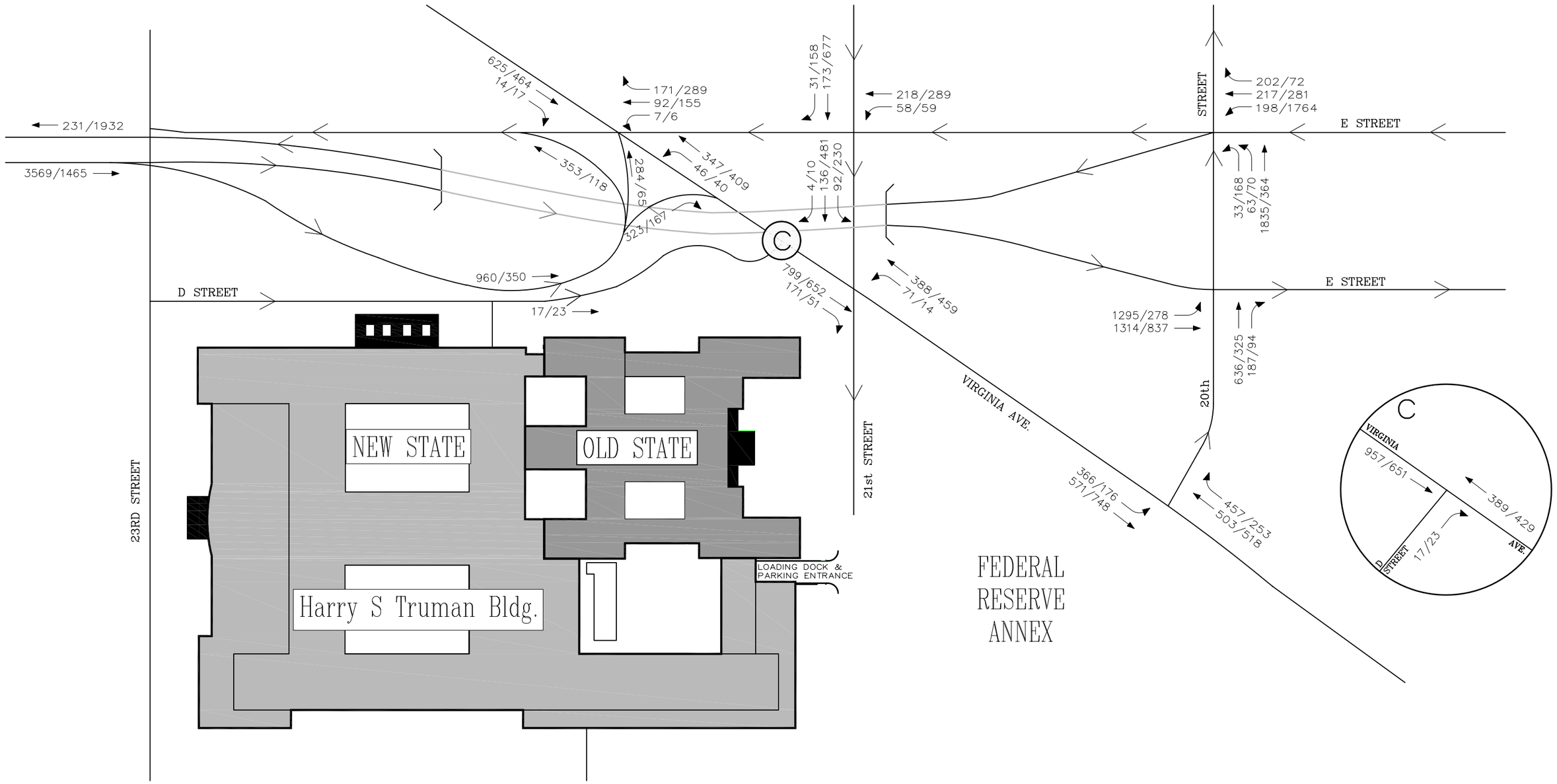

Figure 4—4
Total Future Traffic Forecasts: With Proposed Ramp Configuration

AM PEAK HOUR
PM PEAK HOUR
000/000

North
Schematic

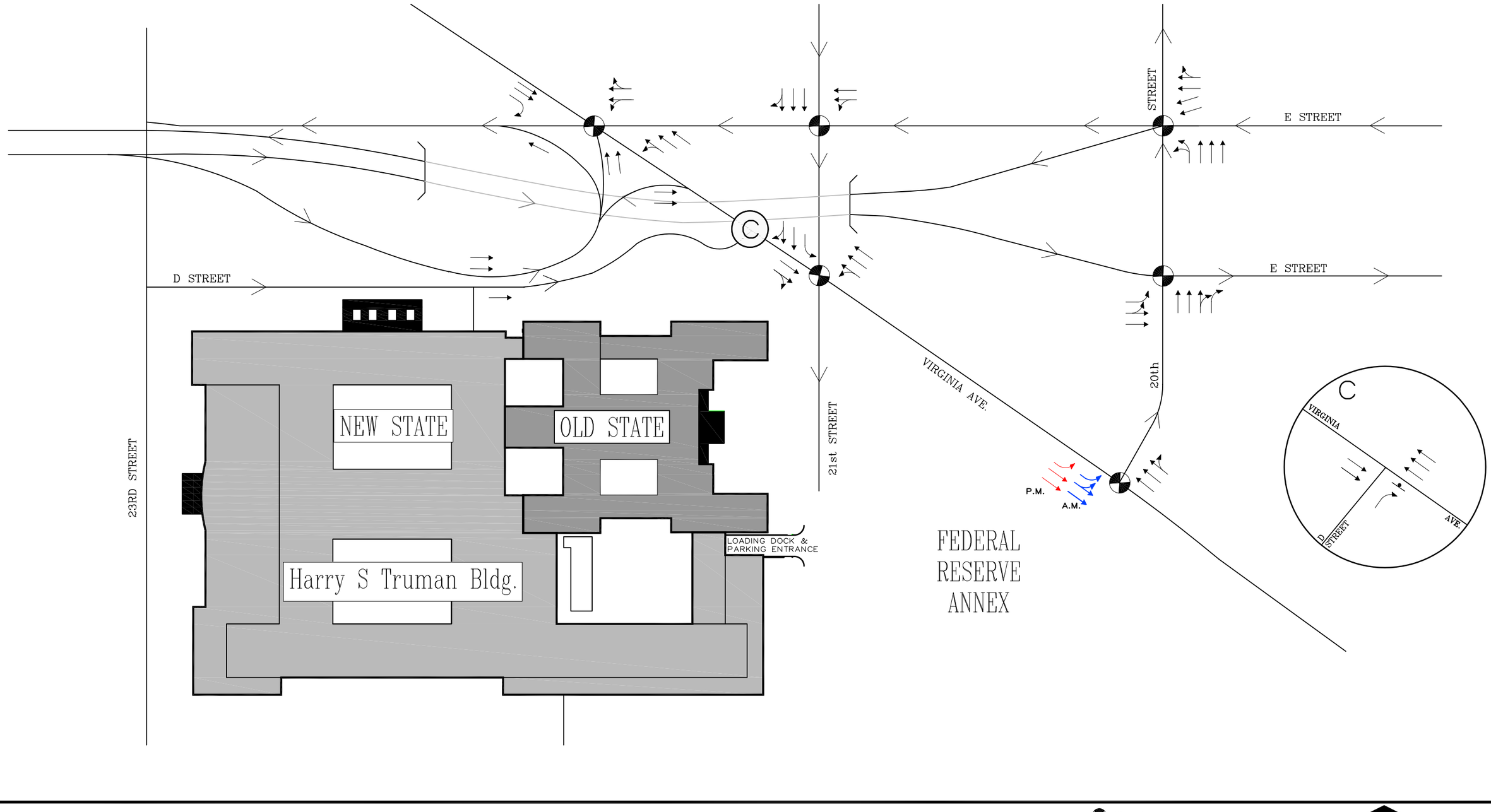

Figure 4–5
Future Lane Use and Traffic Controls

Signalized Intersection
Stop Sign/Unsignalized
Travel Lane
Travel Lane (AM Peak)
Travel Lane (PM Peak)

North
Schematic

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Section 5:
CONCLUSIONS

The conclusions of this study are as follows:

1. The key study intersections within the vicinity of the proposed roadway realignment currently operate at acceptable levels of service during the AM and PM peak periods. The stop controlled movement at the D Street/Virginia Avenue intersection currently operates at or near capacity.

2. Realigning the eastbound E Street Expressway off-ramp to Virginia Avenue would make the HST Building more secure by removing 350 to 960 peak hour vehicles from the north side of the building.

3. Industry standards indicate a LOS "D" or better provide an acceptable level of service.

4. Creating a fifth leg at the Virginia Avenue/E Street intersection to accommodate E Street Expressway off-ramp traffic bound northwest on Virginia Avenue would introduce a third signal phase and change the overall intersection level of service (LOS) from LOS "A" to LOS "C" during the AM peak hour and from LOS "B" to LOS "C" during the PM peak hour.

5. The key study intersections within the influence area of the proposed realignment and removal of a single travel lane on the south side of Virginia Avenue (between E Street and 20th Street) would continue to operate at consistent levels of service as without the security improvements.

6. Optimizing the signal timings at the Virginia Avenue/21st Street intersection would reduce potential southbound queues on Virginia Avenue during the AM peak hour.

7. Design provisions should incorporate future bicycle lanes along Virginia Avenue per the District's "Proposed Bicycle Facilities Map."

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Appendix A:
Existing Vehicle Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	Virginia Avenue
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	Virginia Avenue
INTERSECTION:	Virginia Ave.& E Street WB	WEATHER:	Clear	WESTBOUND ROAD:	E Street Westbound
LOCATION:	Washington,DC	COUNTED BY:	Luz & Mario	EASTBOUND ROAD:	E Street Westbound
		INPUTED BY:	agan		

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Virginia Avenue				Westbound E Street Westbound				Northbound Virginia Avenue				Eastbound E Street Westbound								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	5	50	0	55	21	17	1	39	0	87	8	95	0	0	0	0	150	39	189		7:00-7:15
7:15-7:30	3	76	0	79	22	7	0	29	0	76	16	92	0	0	0	0	171	29	200		7:15-7:30
7:30-7:45	2	97	0	99	31	14	1	46	0	120	13	133	0	0	0	0	232	46	278		7:30-7:45
7:45-8:00	6	107	0	113	34	14	1	49	0	135	28	163	0	0	0	0	276	49	325		7:45-8:00
8:00-8:15	3	134	0	137	37	17	2	56	0	142	18	160	0	0	0	0	297	56	353		8:00-8:15
8:15-8:30	3	164	0	167	36	17	0	53	0	133	7	140	0	0	0	0	307	53	360		8:15-8:30
8:30-8:45	2	142	0	144	42	21	2	65	0	151	18	169	0	0	0	0	313	65	378		8:30-8:45
8:45-9:00	5	159	0	164	43	21	3	67	0	149	7	156	0	0	0	0	320	67	387		8:45-9:00
9:00-9:15	4	140	0	144	33	19	2	54	0	150	13	163	0	0	0	0	307	54	361		9:00-9:15
9:15-9:30	5	132	0	137	65	16	0	81	0	127	11	138	0	0	0	0	275	81	356		9:15-9:30
9:30-9:45	8	87	0	95	45	16	2	63	0	83	4	87	0	0	0	0	182	63	245		9:30-9:45
9:45-10:00	5	92	0	97	37	26	1	64	0	73	4	77	0	0	0	0	174	64	238		9:45-10:00
3 Hour Totals	**51**	**1,380**	**0**	**1,431**	**446**	**205**	**15**	**666**	**0**	**1,426**	**147**	**1,573**	**0**	**0**	**0**	**0**	**3,004**	**666**	**3,670**		
1 Hour Totals																					
7:00-8:00	16	330	0	346	108	52	3	163	0	418	65	483	0	0	0	0	829	163	992	0.76	7:00-8:00
7:15-8:15	14	414	0	428	124	52	4	180	0	473	75	548	0	0	0	0	976	180	1,156	0.82	7:15-8:15
7:30-8:30	14	502	0	516	138	62	4	204	0	530	66	596	0	0	0	0	1,112	204	1,316	0.91	7:30-8:30
7:45-8:45	14	547	0	561	149	69	5	223	0	561	71	632	0	0	0	0	1,193	223	1,416	0.94	7:45-8:45
8:00-9:00	13	599	0	612	158	76	7	241	0	575	50	625	0	0	0	0	1,237	241	1,478	0.95	8:00-9:00
8:15-9:15	14	605	0	619	154	78	7	239	0	583	45	628	0	0	0	0	1,247	239	1,486	0.96	8:15-9:15
8:30-9:30	16	573	0	589	183	77	7	267	0	577	49	626	0	0	0	0	1,215	267	1,482	0.96	8:30-9:30
8:45-9:45	22	518	0	540	186	72	7	265	0	509	35	544	0	0	0	0	1,084	265	1,349	0.87	8:45-9:45
9:00-10:00	22	451	0	473	180	77	5	262	0	433	32	465	0	0	0	0	938	262	1,200	0.83	9:00-10:00
AM Peak 8:15-9:15	**14**	**605**	**0**	**619**	**154**	**78**	**7**	**239**	**0**	**583**	**45**	**628**	**0**	**0**	**0**	**0**	**1,247**	**239**	**1,486**	**0.96**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	7	98	0	105	52	22	2	76	0	76	17	93	0	0	0	0	198	76	274		4:00-4:15
4:15-4:30	3	90	0	93	58	26	6	90	0	71	7	78	0	0	0	0	171	90	261		4:15-4:30
4:30-4:45	2	110	0	112	58	33	3	94	0	99	9	108	0	0	0	0	220	94	314		4:30-4:45
4:45-5:00	4	96	0	100	50	33	5	88	0	90	6	96	0	0	0	0	196	88	284		4:45-5:00
5:00-5:15	6	128	0	134	68	37	4	109	0	105	13	118	0	0	0	0	252	109	361		5:00-5:15
5:15-5:30	2	107	0	109	55	36	1	92	0	108	4	112	0	0	0	0	221	92	313		5:15-5:30
5:30-5:45	7	108	0	115	82	33	0	115	0	102	14	116	0	0	0	0	231	115	346		5:30-5:45
5:45-6:00	2	104	0	106	63	30	1	94	0	126	8	134	0	0	0	0	240	94	334		5:45-6:00
6:00-6:15	4	97	0	101	69	37	3	109	0	100	8	108	0	0	0	0	209	109	318		6:00-6:15
6:15-6:30	2	89	0	91	86	27	1	114	0	122	6	128	0	0	0	0	219	114	333		6:15-6:30
6:30-6:45	3	75	0	78	56	24	0	80	0	115	4	119	0	0	0	0	197	80	277		6:30-6:45
6:45-7:00	2	64	0	66	34	23	4	61	0	98	9	107	0	0	0	0	173	61	234		6:45-7:00
3 Hour Totals	**44**	**1,166**	**0**	**1,210**	**731**	**361**	**30**	**1,122**	**0**	**1,212**	**105**	**1,317**	**0**	**0**	**0**	**0**	**2,527**	**1,122**	**3,649**		
1 Hour Totals																					
4:00-5:00	16	394	0	410	218	114	16	348	0	336	39	375	0	0	0	0	785	348	1,133	0.90	4:00-5:00
4:15-5:15	15	424	0	439	234	129	18	381	0	365	35	400	0	0	0	0	839	381	1,220	0.84	4:15-5:15
4:30-5:30	14	441	0	455	231	139	13	383	0	402	32	434	0	0	0	0	889	383	1,272	0.88	4:30-5:30
4:45-5:45	19	439	0	458	255	139	10	404	0	405	37	442	0	0	0	0	900	404	1,304	0.90	4:45-5:45
5:00-6:00	17	447	0	464	268	136	6	410	0	441	39	480	0	0	0	0	944	410	1,354	0.94	5:00-6:00
5:15-6:15	15	416	0	431	269	136	5	410	0	436	34	470	0	0	0	0	901	410	1,311	0.95	5:15-6:15
5:30-6:30	15	398	0	413	300	127	5	432	0	450	36	486	0	0	0	0	899	432	1,331	0.96	5:30-6:30
5:45-6:45	11	365	0	376	274	118	5	397	0	463	26	489	0	0	0	0	865	397	1,262	0.94	5:45-6:45
6:00-7:00	11	325	0	336	245	111	8	364	0	435	27	462	0	0	0	0	798	364	1,162	0.87	6:00-7:00
PM Peak 5:00-6:00	**17**	**447**	**0**	**464**	**268**	**136**	**6**	**410**	**0**	**441**	**39**	**480**	**0**	**0**	**0**	**0**	**944**	**410**	**1,354**	**0.94**	**PM Peak 5:00-6:00**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	Virginia Avenue NW	
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	Virginia Avenue NW	
INTERSECTION:	Virginia Ave.& D Street	WEATHER:	Clear	WESTBOUND ROAD:	D Street	
LOCATION:	Washington,DC	COUNTED BY:	Daryl & Alicia	EASTBOUND ROAD:	D Street	
		INPUTED BY:	agan			

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Virginia Avenue NW				Westbound D Street				Northbound Virginia Avenue NW				Eastbound D Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	61	0	61	0	0	0	0	0	59	0	59	37	0	27	64	120	64	184		7:00-7:15
7:15-7:30	0	86	0	86	0	0	0	0	0	66	0	66	49	0	28	77	152	77	229		7:15-7:30
7:30-7:45	0	83	0	83	0	0	0	0	0	101	0	101	72	0	48	120	184	120	304		7:30-7:45
7:45-8:00	0	103	0	103	0	0	0	0	0	92	0	92	68	0	74	142	195	142	337		7:45-8:00
8:00-8:15	0	85	0	85	0	0	0	0	0	155	0	155	66	0	62	128	240	128	368		8:00-8:15
8:15-8:30	0	170	0	170	0	0	0	0	0	93	0	93	73	0	55	128	263	128	391		8:15-8:30
8:30-8:45	0	143	0	143	0	0	0	0	0	91	0	91	79	0	77	156	234	156	390		8:30-8:45
8:45-9:00	0	164	0	164	0	0	0	0	0	88	0	88	102	0	63	165	252	165	417		8:45-9:00
9:00-9:15	0	136	0	136	0	0	0	0	0	88	0	88	67	0	69	136	224	136	360		9:00-9:15
9:15-9:30	0	136	0	136	0	0	0	0	0	67	0	67	77	0	64	141	203	141	344		9:15-9:30
9:30-9:45	0	89	0	89	0	0	0	0	0	41	0	41	85	0	44	129	130	129	259		9:30-9:45
9:45-10:00	0	89	0	89	0	0	0	0	0	52	0	52	107	2	26	135	141	135	276		9:45-10:00
3 Hour Totals	**0**	**1,345**	**0**	**1,345**	**0**	**0**	**0**	**0**	**0**	**993**	**0**	**993**	**882**	**2**	**637**	**1,521**	**2,338**	**1,521**	**3,859**		
1 Hour Totals																					
7:00-8:00	0	333	0	333	0	0	0	0	0	318	0	318	226	0	177	403	651	403	1,054	0.78	7:00-8:00
7:15-8:15	0	357	0	357	0	0	0	0	0	414	0	414	255	0	212	467	771	467	1,238	0.84	7:15-8:15
7:30-8:30	0	441	0	441	0	0	0	0	0	441	0	441	279	0	239	518	882	518	1,400	0.90	7:30-8:30
7:45-8:45	0	501	0	501	0	0	0	0	0	431	0	431	286	0	268	554	932	554	1,486	0.95	7:45-8:45
8:00-9:00	0	562	0	562	0	0	0	0	0	427	0	427	320	0	257	577	989	577	1,566	0.94	8:00-9:00
8:15-9:15	0	613	0	613	0	0	0	0	0	360	0	360	321	0	264	585	973	585	1,558	0.93	8:15-9:15
8:30-9:30	0	579	0	579	0	0	0	0	0	334	0	334	325	0	273	598	913	598	1,511	0.91	8:30-9:30
8:45-9:45	0	525	0	525	0	0	0	0	0	284	0	284	331	0	240	571	809	571	1,380	0.83	8:45-9:45
9:00-10:00	0	450	0	450	0	0	0	0	0	248	0	248	336	2	203	541	698	541	1,239	0.86	9:00-10:00
AM Peak 8:00-9:00	**0**	**562**	**0**	**562**	**0**	**0**	**0**	**0**	**0**	**427**	**0**	**427**	**320**	**0**	**257**	**577**	**989**	**577**	**1,566**	**0.94**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	101	0	101	0	0	0	0	0	75	0	75	32	0	15	47	176	47	223		4:00-4:15
4:15-4:30	0	105	0	105	0	0	0	0	0	63	0	63	34	0	14	48	168	48	216		4:15-4:30
4:30-4:45	0	126	0	126	0	0	0	0	0	67	0	67	40	0	21	61	193	61	254		4:30-4:45
4:45-5:00	0	110	0	110	0	0	0	0	0	74	0	74	42	0	17	59	184	59	243		4:45-5:00
5:00-5:15	0	142	0	142	0	0	0	0	0	89	0	89	45	0	15	60	231	60	291		5:00-5:15
5:15-5:30	0	118	0	118	0	0	0	0	0	87	0	87	39	0	17	56	205	56	261		5:15-5:30
5:30-5:45	0	101	0	101	0	0	0	0	0	103	0	103	43	0	14	57	204	57	261		5:30-5:45
5:45-6:00	0	105	0	105	0	0	0	0	0	114	0	114	45	0	17	62	219	62	281		5:45-6:00
6:00-6:15	0	101	0	101	0	0	0	0	0	92	0	92	28	0	16	44	193	44	237		6:00-6:15
6:15-6:30	0	92	0	92	0	0	0	0	0	116	0	116	21	0	20	41	208	41	249		6:15-6:30
6:30-6:45	0	74	0	74	0	0	0	0	0	103	0	103	4	0	14	18	177	18	195		6:30-6:45
6:45-7:00	0	67	0	67	0	0	0	0	0	87	1	88	6	0	22	28	155	28	183		6:45-7:00
3 Hour Totals	**0**	**1,242**	**0**	**1,242**	**0**	**0**	**0**	**0**	**0**	**1,070**	**1**	**1,071**	**379**	**0**	**202**	**581**	**2,313**	**581**	**2,894**		
1 Hour Totals																					
4:00-5:00	0	442	0	442	0	0	0	0	0	279	0	279	148	0	67	215	721	215	936	0.92	4:00-5:00
4:15-5:15	0	483	0	483	0	0	0	0	0	293	0	293	161	0	67	228	776	228	1,004	0.86	4:15-5:15
4:30-5:30	0	496	0	496	0	0	0	0	0	317	0	317	166	0	70	236	813	236	1,049	0.90	4:30-5:30
4:45-5:45	0	471	0	471	0	0	0	0	0	353	0	353	169	0	63	232	824	232	1,056	0.91	4:45-5:45
5:00-6:00	0	466	0	466	0	0	0	0	0	393	0	393	172	0	63	235	859	235	1,094	0.94	5:00-6:00
5:15-6:15	0	425	0	425	0	0	0	0	0	396	0	396	155	0	64	219	821	219	1,040	0.93	5:15-6:15
5:30-6:30	0	399	0	399	0	0	0	0	0	425	0	425	137	0	67	204	824	204	1,028	0.91	5:30-6:30
5:45-6:45	0	372	0	372	0	0	0	0	0	425	0	425	98	0	67	165	797	165	962	0.86	5:45-6:45
6:00-7:00	0	334	0	334	0	0	0	0	0	398	1	399	59	0	72	131	733	131	864	0.87	6:00-7:00
PM Peak 5:00-6:00	**0**	**466**	**0**	**466**	**0**	**0**	**0**	**0**	**0**	**393**	**0**	**393**	**172**	**0**	**63**	**235**	**859**	**235**	**1,094**	**0.94**	**PM Peak 5:00-6:00**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	21st Street NW
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	21st Street NW
INTERSECTION:	Virginia Ave.& 21st St.	WEATHER:	Clear	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington,DC	COUNTED BY:	Jesi & Jesenia	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 21st Street NW				Westbound Virginia Avenue NW				Northbound 21st Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	21	15	36	0	56	16	72	0	0	0	0	35	59	0	94	36	166	202		7:00-7:15
7:15-7:30	0	29	19	48	0	64	19	83	0	0	0	0	49	88	0	137	48	220	268		7:15-7:30
7:30-7:45	0	24	12	36	0	79	19	98	0	0	0	0	52	119	0	171	36	269	305		7:30-7:45
7:45-8:00	1	33	17	51	0	85	22	107	0	0	0	0	62	105	0	167	51	274	325		7:45-8:00
8:00-8:15	0	44	26	70	0	73	16	89	0	0	0	0	53	168	0	221	70	310	380		8:00-8:15
8:15-8:30	2	29	22	53	0	82	21	103	0	0	0	0	55	193	0	248	53	351	404		8:15-8:30
8:30-8:45	0	27	19	46	0	86	19	105	0	0	0	0	35	186	0	221	46	326	372		8:30-8:45
8:45-9:00	1	35	28	64	0	82	14	96	0	0	0	0	45	213	0	258	64	354	418		8:45-9:00
9:00-9:15	1	40	19	60	0	86	11	97	0	0	0	0	31	172	0	203	60	300	360		9:00-9:15
9:15-9:30	0	36	27	63	0	57	4	61	0	0	0	0	32	184	0	216	63	277	340		9:15-9:30
9:30-9:45	2	40	26	68	0	35	4	39	0	0	0	0	13	158	0	171	68	210	278		9:30-9:45
9:45-10:00	3	37	13	53	0	49	2	51	0	0	0	0	22	184	1	207	53	258	311		9:45-10:00
3 Hour Totals	**10**	**395**	**243**	**648**	**0**	**834**	**167**	**1,001**	**0**	**0**	**0**	**0**	**484**	**1,829**	**1**	**2,314**	**648**	**3,315**	**3,963**		
1 Hour Totals																					
7:00-8:00	1	107	63	171	0	284	76	360	0	0	0	0	198	371	0	569	171	929	1,100	0.85	7:00-8:00
7:15-8:15	1	130	74	205	0	301	76	377	0	0	0	0	216	480	0	696	205	1,073	1,278	0.84	7:15-8:15
7:30-8:30	3	130	77	210	0	319	78	397	0	0	0	0	222	585	0	807	210	1,204	1,414	0.88	7:30-8:30
7:45-8:45	3	133	84	220	0	326	78	404	0	0	0	0	205	652	0	857	220	1,261	1,481	0.92	7:45-8:45
8:00-9:00	3	135	95	233	0	323	70	393	0	0	0	0	188	760	0	948	233	1,341	1,574	0.94	8:00-9:00
8:15-9:15	4	131	88	223	0	336	65	401	0	0	0	0	166	764	0	930	223	1,331	1,554	0.93	8:15-9:15
8:30-9:30	2	138	93	233	0	311	48	359	0	0	0	0	143	755	0	898	233	1,257	1,490	0.89	8:30-9:30
8:45-9:45	4	151	100	255	0	260	33	293	0	0	0	0	121	727	0	848	255	1,141	1,396	0.83	8:45-9:45
9:00-10:00	6	153	85	244	0	227	21	248	0	0	0	0	98	698	1	797	244	1,045	1,289	0.90	9:00-10:00
AM Peak 8:00-9:00	**3**	**135**	**95**	**233**	**0**	**323**	**70**	**393**	**0**	**0**	**0**	**0**	**188**	**760**	**0**	**948**	**233**	**1,341**	**1,574**	**0.94**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	1	85	30	116	0	75	8	83	0	0	0	0	16	106	0	122	116	205	321		4:00-4:15
4:15-4:30	3	88	44	135	0	59	3	62	0	0	0	0	14	131	0	145	135	207	342		4:15-4:30
4:30-4:45	1	86	46	133	0	69	5	74	0	0	0	0	4	163	0	167	133	241	374		4:30-4:45
4:45-5:00	0	90	33	123	0	82	6	88	0	0	0	0	7	155	0	162	123	250	373		4:45-5:00
5:00-5:15	2	116	51	169	0	86	4	90	0	0	0	0	15	175	0	190	169	280	449		5:00-5:15
5:15-5:30	1	118	80	199	0	91	4	95	0	0	0	0	12	150	0	162	199	257	456		5:15-5:30
5:30-5:45	2	101	47	150	0	101	3	104	0	0	0	0	8	142	0	150	150	254	404		5:30-5:45
5:45-6:00	5	127	43	175	0	109	2	111	0	0	0	0	14	150	0	164	175	275	450		5:45-6:00
6:00-6:15	1	113	51	165	0	94	4	98	0	0	0	0	7	123	0	130	165	228	393		6:00-6:15
6:15-6:30	1	111	28	140	0	116	0	116	0	0	0	0	16	111	0	127	140	243	383		6:15-6:30
6:30-6:45	0	86	21	107	0	102	1	103	0	0	0	0	3	71	0	74	107	177	284		6:30-6:45
6:45-7:00	5	84	16	105	0	90	1	91	0	0	0	0	13	71	0	84	105	175	280		6:45-7:00
3 Hour Totals	**22**	**1,205**	**490**	**1,717**	**0**	**1,074**	**41**	**1,115**	**0**	**0**	**0**	**0**	**129**	**1,548**	**0**	**1,677**	**1,717**	**2,792**	**4,509**		
1 Hour Totals																					
4:00-5:00	5	349	153	507	0	285	22	307	0	0	0	0	41	555	0	596	507	903	1,410	0.94	4:00-5:00
4:15-5:15	6	380	174	560	0	296	18	314	0	0	0	0	40	624	0	664	560	978	1,538	0.86	4:15-5:15
4:30-5:30	4	410	210	624	0	328	19	347	0	0	0	0	38	643	0	681	624	1,028	1,652	0.91	4:30-5:30
4:45-5:45	5	425	211	641	0	360	17	377	0	0	0	0	42	622	0	664	641	1,041	1,682	0.92	4:45-5:45
5:00-6:00	10	462	221	693	0	387	13	400	0	0	0	0	49	617	0	666	693	1,066	1,759	0.96	5:00-6:00
5:15-6:15	9	459	221	689	0	395	13	408	0	0	0	0	41	565	0	606	689	1,014	1,703	0.93	5:15-6:15
5:30-6:30	9	452	169	630	0	420	9	429	0	0	0	0	45	526	0	571	630	1,000	1,630	0.91	5:30-6:30
5:45-6:45	7	437	143	587	0	421	7	428	0	0	0	0	40	455	0	495	587	923	1,510	0.84	5:45-6:45
6:00-7:00	7	394	116	517	0	402	6	408	0	0	0	0	39	376	0	415	517	823	1,340	0.85	6:00-7:00
PM Peak 5:00-6:00	**10**	**462**	**221**	**693**	**0**	**387**	**13**	**400**	**0**	**0**	**0**	**0**	**49**	**617**	**0**	**666**	**693**	**1,066**	**1,759**	**0.96**	**PM Peak 5:00-6:00**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	Virginia Ave.& 20th St.	WEATHER:	Clear	WESTBOUND ROAD:	Virginia Avenue NW
LOCATION:	Washington,DC	COUNTED BY:	Jannet & Homer	EASTBOUND ROAD:	Virginia Avenue NW
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 20th Street NW				Westbound Virginia Avenue NW				Northbound 20th Street NW				Eastbound Virginia Avenue NW				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	67	92	0	159	0	0	0	0	0	53	21	74	0	233	233		7:00-7:15
7:15-7:30	0	0	0	0	51	83	0	134	0	0	0	0	0	73	32	105	0	239	239		7:15-7:30
7:30-7:45	0	0	0	0	93	114	0	207	0	0	0	0	0	80	48	128	0	335	335		7:30-7:45
7:45-8:00	0	0	0	0	83	119	0	202	0	0	0	0	0	83	45	128	0	330	330		7:45-8:00
8:00-8:15	0	0	0	0	97	94	0	191	0	0	0	0	0	125	62	187	0	378	378		8:00-8:15
8:15-8:30	0	0	0	0	96	117	0	213	0	0	0	0	0	143	78	221	0	434	434		8:15-8:30
8:30-8:45	0	0	0	0	113	137	0	250	0	0	0	0	0	138	80	218	0	468	468		8:30-8:45
8:45-9:00	0	0	0	0	127	112	0	239	0	0	0	0	0	158	106	264	0	503	503		8:45-9:00
9:00-9:15	0	0	0	0	101	105	0	206	0	0	0	0	0	112	83	195	0	401	401		9:00-9:15
9:15-9:30	0	0	0	0	72	75	0	147	0	0	0	0	0	126	86	212	0	359	359		9:15-9:30
9:30-9:45	0	0	0	0	116	62	0	178	0	0	0	0	0	116	76	192	0	370	370		9:30-9:45
9:45-10:00	0	0	0	0	124	72	0	196	0	0	0	0	0	130	69	199	0	395	395		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**1,140**	**1,182**	**0**	**2,322**	**0**	**0**	**0**	**0**	**0**	**1,337**	**786**	**2,123**	**0**	**4,445**	**4,445**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	294	408	0	702	0	0	0	0	0	289	146	435	0	1,137	1,137	0.85	7:00-8:00
7:15-8:15	0	0	0	0	324	410	0	734	0	0	0	0	0	361	187	548	0	1,282	1,282	0.85	7:15-8:15
7:30-8:30	0	0	0	0	369	444	0	813	0	0	0	0	0	431	233	664	0	1,477	1,477	0.85	7:30-8:30
7:45-8:45	0	0	0	0	389	467	0	856	0	0	0	0	0	489	265	754	0	1,610	1,610	0.86	7:45-8:45
8:00-9:00	0	0	0	0	433	460	0	893	0	0	0	0	0	564	326	890	0	1,783	1,783	0.89	8:00-9:00
8:15-9:15	0	0	0	0	437	471	0	908	0	0	0	0	0	551	347	898	0	1,806	1,806	0.90	8:15-9:15
8:30-9:30	0	0	0	0	413	429	0	842	0	0	0	0	0	534	355	889	0	1,731	1,731	0.86	8:30-9:30
8:45-9:45	0	0	0	0	416	354	0	770	0	0	0	0	0	512	351	863	0	1,633	1,633	0.81	8:45-9:45
9:00-10:00	0	0	0	0	413	314	0	727	0	0	0	0	0	484	314	798	0	1,525	1,525	0.95	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**437**	**471**	**0**	**908**	**0**	**0**	**0**	**0**	**0**	**551**	**347**	**898**	**0**	**1,806**	**1,806**	**0.90**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	68	87	0	155	0	0	0	0	0	115	26	141	0	296	296		4:00-4:15
4:15-4:30	0	0	0	0	51	68	0	119	0	0	0	0	0	148	29	177	0	296	296		4:15-4:30
4:30-4:45	0	0	0	0	42	87	0	129	0	0	0	0	0	169	36	205	0	334	334		4:30-4:45
4:45-5:00	0	0	0	0	50	103	0	153	0	0	0	0	0	189	30	219	0	372	372		4:45-5:00
5:00-5:15	0	0	0	0	73	104	0	177	0	0	0	0	0	187	46	233	0	410	410		5:00-5:15
5:15-5:30	0	0	0	0	67	117	0	184	0	0	0	0	0	202	47	249	0	433	433		5:15-5:30
5:30-5:45	0	0	0	0	69	120	0	189	0	0	0	0	0	163	37	200	0	389	389		5:30-5:45
5:45-6:00	0	0	0	0	71	144	0	215	0	0	0	0	0	169	27	196	0	411	411		5:45-6:00
6:00-6:15	0	0	0	0	72	102	0	174	0	0	0	0	0	155	25	180	0	354	354		6:00-6:15
6:15-6:30	0	0	0	0	61	133	0	194	0	0	0	0	0	108	33	141	0	335	335		6:15-6:30
6:30-6:45	0	0	0	0	50	122	0	172	0	0	0	0	0	72	25	97	0	269	269		6:30-6:45
6:45-7:00	0	0	0	0	47	106	0	153	0	0	0	0	0	57	26	83	0	236	236		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**721**	**1,293**	**0**	**2,014**	**0**	**0**	**0**	**0**	**0**	**1,734**	**387**	**2,121**	**0**	**4,135**	**4,135**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	211	345	0	556	0	0	0	0	0	621	121	742	0	1,298	1,298	0.87	4:00-5:00
4:15-5:15	0	0	0	0	216	362	0	578	0	0	0	0	0	693	141	834	0	1,412	1,412	0.86	4:15-5:15
4:30-5:30	0	0	0	0	232	411	0	643	0	0	0	0	0	747	159	906	0	1,549	1,549	0.89	4:30-5:30
4:45-5:45	0	0	0	0	259	444	0	703	0	0	0	0	0	741	160	901	0	1,604	1,604	0.93	4:45-5:45
5:00-6:00	0	0	0	0	280	485	0	765	0	0	0	0	0	721	157	878	0	1,643	1,643	0.95	5:00-6:00
5:15-6:15	0	0	0	0	279	483	0	762	0	0	0	0	0	689	136	825	0	1,587	1,587	0.92	5:15-6:15
5:30-6:30	0	0	0	0	273	499	0	772	0	0	0	0	0	595	122	717	0	1,489	1,489	0.91	5:30-6:30
5:45-6:45	0	0	0	0	254	501	0	755	0	0	0	0	0	504	110	614	0	1,369	1,369	0.83	5:45-6:45
6:00-7:00	0	0	0	0	230	463	0	693	0	0	0	0	0	392	109	501	0	1,194	1,194	0.84	6:00-7:00
PM Peak 5:00-6:00	**0**	**0**	**0**	**0**	**280**	**485**	**0**	**765**	**0**	**0**	**0**	**0**	**0**	**721**	**157**	**878**	**0**	**1,643**	**1,643**	**0.95**	**PM Peak 5:00-6:00**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	20th St.& E Street EB	WEATHER:	Clear	WESTBOUND ROAD:	E Street NW Eastbound
LOCATION:	Washington,DC	COUNTED BY:	Paco & Loren	EASTBOUND ROAD:	E Street NW Eastbound
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound 20th Street NW				Westbound E Street NW Eastbound				Northbound 20th Street NW				Eastbound E Street NW Eastbound				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	0	0	0	11	49	0	60	0	250	187	437	60	437	497		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	23	46	0	69	0	344	250	594	69	594	663		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	22	78	0	100	0	344	307	651	100	651	751		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	20	72	0	92	0	381	296	677	92	677	769		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	28	101	0	129	0	351	323	674	129	674	803		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	26	97	0	123	0	324	318	642	123	642	765		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	26	88	0	114	0	313	313	626	114	626	740		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	35	122	0	157	0	314	308	622	157	622	779		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	40	111	0	151	0	337	291	628	151	628	779		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	32	109	0	141	0	338	311	649	141	649	790		9:15-9:30
9:30-9:45	0	0	0	0	0	0	0	0	25	120	0	145	0	241	245	486	145	486	631		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	31	132	0	163	0	236	238	474	163	474	637		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**319**	**1,125**	**0**	**1,444**	**0**	**3,773**	**3,387**	**7,160**	**1,444**	**7,160**	**8,604**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	0	0	0	76	245	0	321	0	1,319	1,040	2,359	321	2,359	2,680	0.87	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	93	297	0	390	0	1,420	1,176	2,596	390	2,596	2,986	0.93	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	96	348	0	444	0	1,400	1,244	2,644	444	2,644	3,088	0.96	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	100	358	0	458	0	1,369	1,250	2,619	458	2,619	3,077	0.96	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	115	408	0	523	0	1,302	1,262	2,564	523	2,564	3,087	0.96	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	127	418	0	545	0	1,288	1,230	2,518	545	2,518	3,063	0.98	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	133	430	0	563	0	1,302	1,223	2,525	563	2,525	3,088	0.98	8:30-9:30
8:45-9:45	0	0	0	0	0	0	0	0	132	462	0	594	0	1,230	1,155	2,385	594	2,385	2,979	0.94	8:45-9:45
9:00-10:00	0	0	0	0	0	0	0	0	128	472	0	600	0	1,152	1,085	2,237	600	2,237	2,837	0.90	9:00-10:00
AM Peak 7:30-8:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**348**	**0**	**444**	**0**	**1,400**	**1,244**	**2,644**	**444**	**2,644**	**3,088**	**0.96**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	33	64	0	97	0	168	80	248	97	248	345		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	30	55	0	85	0	184	56	240	85	240	325		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	24	60	0	84	0	174	58	232	84	232	316		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	23	59	0	82	0	177	72	249	82	249	331		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	16	91	0	107	0	216	70	286	107	286	393		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	31	88	0	119	0	218	61	279	119	279	398		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	20	82	0	102	0	179	86	265	102	265	367		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	25	69	0	94	0	207	73	280	94	280	374		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	11	78	0	89	0	181	58	239	89	239	328		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	12	71	0	83	0	183	72	255	83	255	338		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	8	61	0	69	0	139	63	202	69	202	271		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	16	67	0	83	0	118	55	173	83	173	256		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**249**	**845**	**0**	**1,094**	**0**	**2,144**	**804**	**2,948**	**1,094**	**2,948**	**4,042**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	110	238	0	348	0	703	266	969	348	969	1,317	0.95	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	93	265	0	358	0	751	256	1,007	358	1,007	1,365	0.87	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	94	298	0	392	0	785	261	1,046	392	1,046	1,438	0.90	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	90	320	0	410	0	790	289	1,079	410	1,079	1,489	0.94	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	92	330	0	422	0	820	290	1,110	422	1,110	1,532	0.96	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	87	317	0	404	0	785	278	1,063	404	1,063	1,467	0.92	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	68	300	0	368	0	750	289	1,039	368	1,039	1,407	0.94	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	56	279	0	335	0	710	266	976	335	976	1,311	0.88	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	47	277	0	324	0	621	248	869	324	869	1,193	0.88	6:00-7:00
PM Peak 5:00-6:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**330**	**0**	**422**	**0**	**820**	**290**	**1,110**	**422**	**1,110**	**1,532**	**0.96**	**PM Peak 5:00-6:00**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	20th Street NW
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	20th Street NW
INTERSECTION:	20th St.& E Street WB	WEATHER:	Clear	WESTBOUND ROAD:	E Street NW Westbound
LOCATION:	Washington,DC	COUNTED BY:	Roberto & Jose	EASTBOUND ROAD:	E Street NW Westbound
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound 20th Street NW				Westbound E Street NW Westbound				Northbound 20th Street NW				Eastbound E Street NW Westbound				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 eft E St	8 Thru	9 Left Virg.Av.	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	22	33	48	103	14	217	8	239	0	0	0	0	239	103	342		7:00-7:15
7:15-7:30	0	0	0	0	28	29	52	109	8	282	5	295	0	0	0	0	295	109	404		7:15-7:30
7:30-7:45	0	0	0	0	37	35	50	122	13	378	13	404	0	0	0	0	404	122	526		7:30-7:45
7:45-8:00	0	0	0	0	50	36	50	136	15	430	9	454	0	0	0	0	454	136	590		7:45-8:00
8:00-8:15	0	0	0	0	56	36	46	138	15	491	9	515	0	0	0	0	515	138	653		8:00-8:15
8:15-8:30	0	0	0	0	44	45	44	133	12	546	5	563	0	0	0	0	563	133	696		8:15-8:30
8:30-8:45	0	0	0	0	67	65	58	190	13	603	7	623	0	0	0	0	623	190	813		8:30-8:45
8:45-9:00	0	0	0	0	46	48	50	144	13	568	11	592	0	0	0	0	592	144	736		8:45-9:00
9:00-9:15	0	0	0	0	38	44	42	124	10	596	9	615	0	0	0	0	615	124	739		9:00-9:15
9:15-9:30	0	0	0	0	43	40	17	100	10	537	10	557	0	0	0	0	557	100	657		9:15-9:30
9:30-9:45	0	0	0	0	32	40	44	116	11	453	5	469	0	0	0	0	469	116	585		9:30-9:45
9:45-10:00	0	0	0	0	27	42	49	118	16	494	14	524	0	0	0	0	524	118	642		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**490**	**493**	**550**	**1,533**	**150**	**5,595**	**105**	**5,850**	**0**	**0**	**0**	**0**	**5,850**	**1,533**	**7,383**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	137	133	200	470	50	1,307	35	1,392	0	0	0	0	1,392	470	1,862	0.79	7:00-8:00
7:15-8:15	0	0	0	0	171	136	198	505	51	1,581	36	1,668	0	0	0	0	1,668	505	2,173	0.83	7:15-8:15
7:30-8:30	0	0	0	0	187	152	190	529	55	1,845	36	1,936	0	0	0	0	1,936	529	2,465	0.89	7:30-8:30
7:45-8:45	0	0	0	0	217	182	198	597	55	2,070	30	2,155	0	0	0	0	2,155	597	2,752	0.85	7:45-8:45
8:00-9:00	0	0	0	0	213	194	198	605	53	2,208	32	2,293	0	0	0	0	2,293	605	2,898	0.89	8:00-9:00
8:15-9:15	0	0	0	0	195	202	194	591	48	2,313	32	2,393	0	0	0	0	2,393	591	2,984	0.92	8:15-9:15
8:30-9:30	0	0	0	0	194	197	167	558	46	2,304	37	2,387	0	0	0	0	2,387	558	2,945	0.91	8:30-9:30
8:45-9:45	0	0	0	0	159	172	153	484	44	2,154	35	2,233	0	0	0	0	2,233	484	2,717	0.92	8:45-9:45
9:00-10:00	0	0	0	0	140	166	152	458	47	2,080	38	2,165	0	0	0	0	2,165	458	2,623	0.89	9:00-10:00
AM Peak 8:15-9:15	**0**	**0**	**0**	**0**	**195**	**202**	**194**	**591**	**48**	**2,313**	**32**	**2,393**	**0**	**0**	**0**	**0**	**2,393**	**591**	**2,984**	**0.92**	**AM Peak 8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	20	47	191	258	13	81	24	118	0	0	0	0	118	258	376		4:00-4:15
4:15-4:30	0	0	0	0	19	49	248	316	12	84	20	116	0	0	0	0	116	316	432		4:15-4:30
4:30-4:45	0	0	0	0	27	57	268	352	11	78	34	123	0	0	0	0	123	352	475		4:30-4:45
4:45-5:00	0	0	0	0	27	64	325	416	9	88	28	125	0	0	0	0	125	416	541		4:45-5:00
5:00-5:15	0	0	0	0	17	57	370	444	18	94	43	155	0	0	0	0	155	444	599		5:00-5:15
5:15-5:30	0	0	0	0	23	70	449	542	15	99	53	167	0	0	0	0	167	542	709		5:15-5:30
5:30-5:45	0	0	0	0	19	68	463	550	16	126	29	171	0	0	0	0	171	550	721		5:30-5:45
5:45-6:00	0	0	0	0	23	66	447	536	5	94	40	139	0	0	0	0	139	536	675		5:45-6:00
6:00-6:15	0	0	0	0	20	61	373	454	6	93	33	132	0	0	0	0	132	454	586		6:00-6:15
6:15-6:30	0	0	0	0	21	104	541	666	11	109	32	152	0	0	0	0	152	666	818		6:15-6:30
6:30-6:45	0	0	0	0	8	48	461	517	5	92	31	128	0	0	0	0	128	517	645		6:30-6:45
6:45-7:00	0	0	0	0	14	57	358	429	6	73	29	108	0	0	0	0	108	429	537		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**238**	**748**	**4,494**	**5,480**	**127**	**1,111**	**396**	**1,634**	**0**	**0**	**0**	**0**	**1,634**	**5,480**	**7,114**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	93	217	1,032	1,342	45	331	106	482	0	0	0	0	482	1,342	1,824	0.84	4:00-5:00
4:15-5:15	0	0	0	0	90	227	1,211	1,528	50	344	125	519	0	0	0	0	519	1,528	2,047	0.85	4:15-5:15
4:30-5:30	0	0	0	0	94	248	1,412	1,754	53	359	158	570	0	0	0	0	570	1,754	2,324	0.82	4:30-5:30
4:45-5:45	0	0	0	0	86	259	1,607	1,952	58	407	153	618	0	0	0	0	618	1,952	2,570	0.89	4:45-5:45
5:00-6:00	0	0	0	0	82	261	1,729	2,072	54	413	165	632	0	0	0	0	632	2,072	2,704	0.94	5:00-6:00
5:15-6:15	0	0	0	0	85	265	1,732	2,082	42	412	155	609	0	0	0	0	609	2,082	2,691	0.93	5:15-6:15
5:30-6:30	0	0	0	0	83	299	1,824	2,206	38	422	134	594	0	0	0	0	594	2,206	2,800	0.86	5:30-6:30
5:45-6:45	0	0	0	0	72	279	1,822	2,173	27	388	136	551	0	0	0	0	551	2,173	2,724	0.83	5:45-6:45
6:00-7:00	0	0	0	0	63	270	1,733	2,066	28	367	125	520	0	0	0	0	520	2,066	2,586	0.79	6:00-7:00
PM Peak 5:30-6:30	**0**	**0**	**0**	**0**	**83**	**299**	**1,824**	**2,206**	**38**	**422**	**134**	**594**	**0**	**0**	**0**	**0**	**594**	**2,206**	**2,800**	**0.86**	**PM Peak 5:30-6:30**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	21st Street
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	21st Street
INTERSECTION:	21st St.& E Street WB	WEATHER:	Clear	WESTBOUND ROAD:	E Street Westbound
LOCATION:	Washington,DC	COUNTED BY:	Hugo & Lucia	EASTBOUND ROAD:	E Street Westbound
		INPUTED BY:	agan		

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound 21st Street				Westbound E Street Westbound				Northbound 21st Street				Eastbound E Street Westbound								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	15	25	0	40	0	32	12	44	0	0	0	0	0	0	0	0	40	44	84		7:00-7:15
7:15-7:30	9	38	0	47	0	20	11	31	0	0	0	0	0	0	0	0	47	31	78		7:15-7:30
7:30-7:45	17	28	0	45	0	40	12	52	0	0	0	0	0	0	0	0	45	52	97		7:30-7:45
7:45-8:00	16	38	0	54	0	31	17	48	0	0	0	0	0	0	0	0	54	48	102		7:45-8:00
8:00-8:15	26	49	0	75	0	46	19	65	0	0	0	0	0	0	0	0	75	65	140		8:00-8:15
8:15-8:30	14	39	0	53	0	40	15	55	0	0	0	0	0	0	0	0	53	55	108		8:15-8:30
8:30-8:45	23	37	0	60	0	43	9	52	0	0	0	0	0	0	0	0	60	52	112		8:30-8:45
8:45-9:00	23	45	0	68	0	42	18	60	0	0	0	0	0	0	0	0	68	60	128		8:45-9:00
9:00-9:15	24	46	0	70	0	38	14	52	0	0	0	0	0	0	0	0	70	52	122		9:00-9:15
9:15-9:30	29	51	0	80	0	48	14	62	0	0	0	0	0	0	0	0	80	62	142		9:15-9:30
9:30-9:45	25	51	0	76	0	38	13	51	0	0	0	0	0	0	0	0	76	51	127		9:30-9:45
9:45-10:00	29	45	0	74	0	34	11	45	0	0	0	0	0	0	0	0	74	45	119		9:45-10:00
3 Hour Totals	**250**	**492**	**0**	**742**	**0**	**452**	**165**	**617**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**742**	**617**	**1,359**		
1 Hour Totals																					
7:00-8:00	57	129	0	186	0	123	52	175	0	0	0	0	0	0	0	0	186	175	361	0.88	7:00-8:00
7:15-8:15	68	153	0	221	0	137	59	196	0	0	0	0	0	0	0	0	221	196	417	0.74	7:15-8:15
7:30-8:30	73	154	0	227	0	157	63	220	0	0	0	0	0	0	0	0	227	220	447	0.80	7:30-8:30
7:45-8:45	79	163	0	242	0	160	60	220	0	0	0	0	0	0	0	0	242	220	462	0.83	7:45-8:45
8:00-9:00	86	170	0	256	0	171	61	232	0	0	0	0	0	0	0	0	256	232	488	0.87	8:00-9:00
8:15-9:15	84	167	0	251	0	163	56	219	0	0	0	0	0	0	0	0	251	219	470	0.92	8:15-9:15
8:30-9:30	99	179	0	278	0	171	55	226	0	0	0	0	0	0	0	0	278	226	504	0.89	8:30-9:30
8:45-9:45	101	193	0	294	0	166	59	225	0	0	0	0	0	0	0	0	294	225	519	0.91	8:45-9:45
9:00-10:00	107	193	0	300	0	158	52	210	0	0	0	0	0	0	0	0	300	210	510	0.90	9:00-10:00
AM Peak 8:45-9:45	**101**	**193**	**0**	**294**	**0**	**166**	**59**	**225**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**294**	**225**	**519**	**0.91**	**AM Peak 8:45-9:45**
PM																					
4:00-4:15	25	101	0	126	0	40	17	57	0	0	0	0	0	0	0	0	126	57	183		4:00-4:15
4:15-4:30	33	124	0	157	0	44	17	61	0	0	0	0	0	0	0	0	157	61	218		4:15-4:30
4:30-4:45	27	114	0	141	0	62	15	77	0	0	0	0	0	0	0	0	141	77	218		4:30-4:45
4:45-5:00	36	110	0	146	0	61	17	78	0	0	0	0	0	0	0	0	146	78	224		4:45-5:00
5:00-5:15	34	155	0	189	0	63	18	81	0	0	0	0	0	0	0	0	189	81	270		5:00-5:15
5:15-5:30	33	189	0	222	0	58	14	72	0	0	0	0	0	0	0	0	222	72	294		5:15-5:30
5:30-5:45	54	146	0	200	0	73	8	81	0	0	0	0	0	0	0	0	200	81	281		5:30-5:45
5:45-6:00	32	159	0	191	0	60	18	78	0	0	0	0	0	0	0	0	191	78	269		5:45-6:00
6:00-6:15	40	163	0	203	0	65	10	75	0	0	0	0	0	0	0	0	203	75	278		6:00-6:15
6:15-6:30	34	130	0	164	0	73	13	86	0	0	0	0	0	0	0	0	164	86	250		6:15-6:30
6:30-6:45	35	109	0	144	0	41	6	47	0	0	0	0	0	0	0	0	144	47	191		6:30-6:45
6:45-7:00	29	100	0	129	0	36	10	46	0	0	0	0	0	0	0	0	129	46	175		6:45-7:00
3 Hour Totals	**412**	**1,600**	**0**	**2,012**	**0**	**676**	**163**	**839**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,012**	**839**	**2,851**		
1 Hour Totals																					
4:00-5:00	121	449	0	570	0	207	66	273	0	0	0	0	0	0	0	0	570	273	843	0.94	4:00-5:00
4:15-5:15	130	503	0	633	0	230	67	297	0	0	0	0	0	0	0	0	633	297	930	0.86	4:15-5:15
4:30-5:30	130	568	0	698	0	244	64	308	0	0	0	0	0	0	0	0	698	308	1,006	0.86	4:30-5:30
4:45-5:45	157	600	0	757	0	255	57	312	0	0	0	0	0	0	0	0	757	312	1,069	0.91	4:45-5:45
5:00-6:00	153	649	0	802	0	254	58	312	0	0	0	0	0	0	0	0	802	312	1,114	0.95	5:00-6:00
5:15-6:15	159	657	0	816	0	256	50	306	0	0	0	0	0	0	0	0	816	306	1,122	0.95	5:15-6:15
5:30-6:30	160	598	0	758	0	271	49	320	0	0	0	0	0	0	0	0	758	320	1,078	0.96	5:30-6:30
5:45-6:45	141	561	0	702	0	239	47	286	0	0	0	0	0	0	0	0	702	286	988	0.89	5:45-6:45
6:00-7:00	138	502	0	640	0	215	39	254	0	0	0	0	0	0	0	0	640	254	894	0.80	6:00-7:00
PM Peak 5:15-6:15	**159**	**657**	**0**	**816**	**0**	**256**	**50**	**306**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**816**	**306**	**1,122**	**0.95**	**PM Peak 5:15-6:15**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	0	
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	0	
INTERSECTION:	D Street & E Street Expressway	WEATHER:	Clear	WESTBOUND ROAD:	0	
LOCATION:	Washington,DC	COUNTED BY:	David	EASTBOUND ROAD:	Expressway	
		INPUTED BY:	agan			

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound 0				Northbound 0				Eastbound Expressway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	62	0	44	106	0	106	106		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	77	0	79	156	0	156	156		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	113	0	73	186	0	186	186		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	132	0	84	216	0	216	216		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	131	0	81	212	0	212	212		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	125	0	75	200	0	200	200		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	150	0	84	234	0	234	234		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	162	0	78	240	0	240	240		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	126	0	91	217	0	217	217		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	136	0	65	201	0	201	201		9:15-9:30
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	129	0	75	204	0	204	204		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	137	0	74	211	0	211	211		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,480**	**0**	**903**	**2,383**	**0**	**2,383**	**2,383**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	384	0	280	664	0	664	664	0.77	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	453	0	317	770	0	770	770	0.89	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	501	0	313	814	0	814	814	0.94	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	538	0	324	862	0	862	862	0.92	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	568	0	318	886	0	886	886	0.92	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	563	0	328	891	0	891	891	0.93	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	574	0	318	892	0	892	892	0.93	8:30-9:30
8:45-9:45	0	0	0	0	0	0	0	0	0	0	0	0	553	0	309	862	0	862	862	0.90	8:45-9:45
9:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	528	0	305	833	0	833	833	0.96	9:00-10:00
AM Peak 8:30-9:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**574**	**0**	**318**	**892**	**0**	**892**	**892**	**0.93**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	47	0	27	74	0	74	74		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	47	1	17	65	0	65	65		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	54	1	28	83	0	83	83		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	56	0	25	81	0	81	81		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	56	0	34	90	0	90	90		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	48	0	29	77	0	77	77		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	53	0	22	75	0	75	75		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	57	0	21	78	0	78	78		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	45	0	25	70	0	70	70		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	40	0	18	58	0	58	58		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	20	0	21	41	0	41	41		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	29	0	15	44	0	44	44		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**552**	**2**	**282**	**836**	**0**	**836**	**836**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	204	2	97	303	0	303	303	0.91	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	213	2	104	319	0	319	319	0.89	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	214	1	116	331	0	331	331	0.92	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	213	0	110	323	0	323	323	0.90	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	214	0	106	320	0	320	320	0.89	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	203	0	97	300	0	300	300	0.96	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	195	0	86	281	0	281	281	0.90	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	162	0	85	247	0	247	247	0.79	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	134	0	79	213	0	213	213	0.76	6:00-7:00
PM Peak 4:30-5:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**214**	**1**	**116**	**331**	**0**	**331**	**331**	**0.92**	**PM Peak 4:30-5:30**

Wells & Associates, LLC

McLean, Virginia

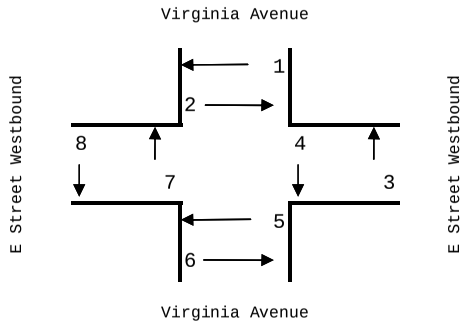
Existing Traffic Count

PROJECT:	DOS - EIS Plan Update	DATE:	9/12/2006	SOUTHBOUND ROAD:	0
W & A JOB NO.:	3098	DAY:	Tuesday	NORTHBOUND ROAD:	DOS Driveway
INTERSECTION:	D Street & DOS Driveway	WEATHER:	Clear	WESTBOUND ROAD:	D Street
LOCATION:	Washington,DC	COUNTED BY:	Milton	EASTBOUND ROAD:	D Street
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 0				Westbound D Street				Northbound DOS Driveway				Eastbound D Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	3	3		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	3	3		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7	12	0	12	12		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	3	3		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7	0	7	7		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	5	5		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	4	4		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	4	4		9:15-9:30
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	4	4		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3		9:45-10:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**25**	**51**	**0**	**51**	**51**		
1 Hour Totals																					
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	20	0	20	20	0.42	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	11	0	9	20	0	20	20	0.42	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	10	19	0	19	19	0.40	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	12	23	0	23	23	0.48	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	16	0	16	16	0.57	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8	17	0	17	17	0.61	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	11	0	9	20	0	20	20	0.71	8:30-9:30
8:45-9:45	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7	17	0	17	17	0.85	8:45-9:45
9:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	8	0	7	15	0	15	15	0.94	9:00-10:00
AM Peak 7:45-8:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**12**	**23**	**0**	**23**	**23**	**0.48**	**AM Peak 7:45-8:45**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	4	4		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	3	3		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	3	3		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	7	12	0	12	12		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	3	3		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7	0	7	7		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	5	0	5	5		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	4	4		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	4	4		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	4	4		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**25**	**52**	**0**	**52**	**52**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	12	0	12	12	0.75	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	20	0	20	20	0.42	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	11	0	9	20	0	20	20	0.42	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	9	0	10	19	0	19	19	0.40	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	11	0	12	23	0	23	23	0.48	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	16	0	16	16	0.57	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	9	0	8	17	0	17	17	0.61	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	9	20	0	20	20	0.71	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7	17	0	17	17	0.85	6:00-7:00
PM Peak 5:00-6:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**12**	**23**	**0**	**23**	**23**	**0.48**	**PM Peak 5:00-6:00**

Appendix B:
Existing Pedestrian Counts

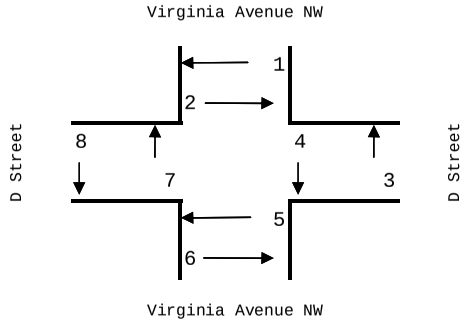
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	Virginia Ave.& E Street WB
Weather:	Clear
Date:	9/12/2006
Surveyor:	Luz & Mario



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	12	10	3	3	11	3	14	32	88	22	6	14	46
7:15	8:15	17	16	0	0	15	4	15	43	110	33	0	19	58
7:30	8:30	20	19	1	1	11	6	14	46	118	39	2	17	60
7:45	8:45	32	25	1	1	13	6	14	54	146	57	2	19	68
8:00	9:00	47	35	8	6	17	13	14	62	202	82	14	30	76
8:15	9:15	61	45	22	8	18	16	15	61	246	106	30	34	76
8:30	9:30	55	41	23	8	17	13	12	57	226	96	31	30	69
8:45	9:45	53	33	23	9	14	13	9	51	205	86	32	27	60
9:00	10:00	38	28	16	4	9	5	3	44	147	66	20	14	47
PM PEAK														
16:00	17:00	23	30	19	15	15	15	29	33	179	53	34	30	62
16:15	17:15	16	26	21	14	14	17	30	31	169	42	35	31	61
16:30	17:30	11	25	13	14	14	15	27	19	138	36	27	29	46
16:45	17:45	10	24	10	11	11	15	27	21	129	34	21	26	48
17:00	18:00	11	17	15	10	10	11	28	19	121	28	25	21	47
17:15	18:15	11	12	14	7	7	10	25	18	104	23	21	17	43
17:30	18:30	10	9	14	4	4	8	27	14	90	19	18	12	41
17:45	18:45	5	4	11	4	4	7	27	13	75	9	15	11	40
18:00	19:00	5	7	6	3	3	6	26	13	69	12	9	9	39

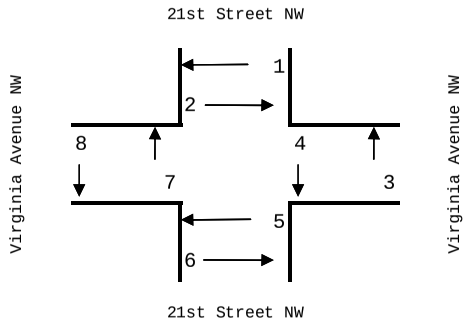
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	Virginia Ave.& D Street
Weather:	Clear
Date:	9/12/2006
Surveyor:	Daryl & Alicia



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	9	3	34	21	7	2	12	25	113	12	55	9	37
7:15	8:15	8	3	31	25	11	2	9	32	121	11	56	13	41
7:30	8:30	8	3	31	31	14	3	11	35	136	11	62	17	46
7:45	8:45	7	1	24	39	17	2	12	41	143	8	63	19	53
8:00	9:00	6	1	14	36	15	2	12	38	124	7	50	17	50
8:15	9:15	9	14	14	37	14	8	14	34	144	23	51	22	48
8:30	9:30	8	13	12	35	9	7	9	24	117	21	47	16	33
8:45	9:45	9	15	11	28	8	8	8	18	105	24	39	16	26
9:00	10:00	6	17	10	25	8	7	4	14	91	23	35	15	18
PM PEAK														
16:00	17:00	1	10	44	27	0	8	21	23	134	11	71	8	44
16:15	17:15	0	11	49	24	0	9	23	24	140	11	73	9	47
16:30	17:30	0	14	46	24	1	9	20	18	132	14	70	10	38
16:45	17:45	0	13	44	23	1	8	21	21	131	13	67	9	42
17:00	18:00	0	11	42	25	1	5	17	15	116	11	67	6	32
17:15	18:15	0	8	38	23	1	5	19	18	112	8	61	6	37
17:30	18:30	1	7	55	20	0	4	23	19	129	8	75	4	42
17:45	18:45	2	8	46	15	0	4	17	18	110	10	61	4	35
18:00	19:00	2	6	47	9	0	4	14	16	98	8	56	4	30

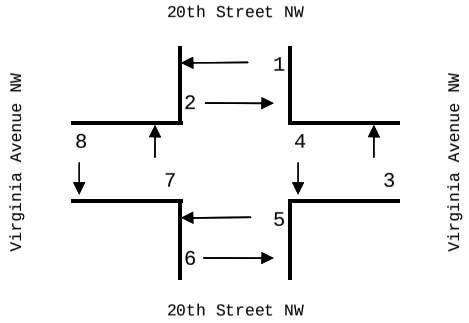
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	Virginia Ave.& 21st St.
Weather:	Clear
Date:	9/12/2006
Surveyor:	Jesi & Jesenia



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		25	14	23	20	30	16	10	23	161	39	43	46	33
7:15	8:15		26	16	27	32	23	23	10	24	181	42	59	46	34
7:30	8:30		32	16	28	39	23	25	17	38	218	48	67	48	55
7:45	8:45		25	21	29	45	28	40	18	50	256	46	74	68	68
8:00	9:00		20	15	23	48	18	39	13	53	229	35	71	57	66
8:15	9:15		23	12	18	39	13	33	12	62	212	35	57	46	74
8:30	9:30		15	16	12	36	10	29	6	49	173	31	48	39	55
8:45	9:45		16	7	9	30	8	20	8	34	132	23	39	28	42
9:00	10:00		16	7	7	28	7	18	10	29	122	23	35	25	39
PM PEAK															
16:00	17:00		33	12	29	16	23	28	29	15	185	45	45	51	44
16:15	17:15		40	9	37	13	26	31	27	15	198	49	50	57	42
16:30	17:30		40	12	45	14	27	30	29	20	217	52	59	57	49
16:45	17:45		44	12	41	13	28	38	32	19	227	56	54	66	51
17:00	18:00		42	16	51	28	33	39	41	15	265	58	79	72	56
17:15	18:15		45	18	54	31	33	38	34	14	267	63	85	71	48
17:30	18:30		50	18	66	36	32	36	34	11	283	68	102	68	45
17:45	18:45		44	24	62	36	32	30	30	13	271	68	98	62	43
18:00	19:00		40	17	57	20	23	21	15	9	202	57	77	44	24

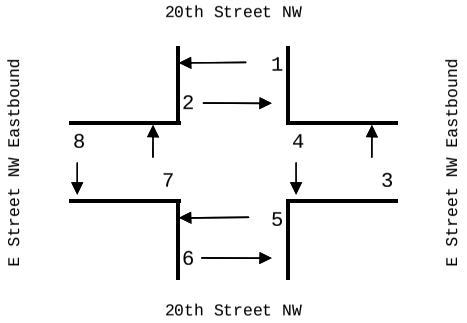
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	Virginia Ave.& 20th St.
Weather:	Clear
Date:	9/12/2006
Surveyor:	Jannet & Homer



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		7	11	89	18	1	7	0	2	135	18	107	8	2
7:15	8:15		5	11	86	24	1	7	0	3	137	16	110	8	3
7:30	8:30		7	10	68	19	0	10	0	2	116	17	87	10	2
7:45	8:45		4	10	74	26	0	14	1	3	132	14	100	14	4
8:00	9:00		3	8	64	20	1	11	1	3	111	11	84	12	4
8:15	9:15		3	9	55	27	1	11	1	2	109	12	82	12	3
8:30	9:30		1	7	47	27	1	7	2	2	94	8	74	8	4
8:45	9:45		1	10	33	21	1	8	1	0	75	11	54	9	1
9:00	10:00		1	12	28	22	0	8	1	0	72	13	50	8	1
PM PEAK															
16:00	17:00		16	11	24	39	5	9	1	0	105	27	63	14	1
16:15	17:15		24	15	27	37	6	10	0	0	119	39	64	16	0
16:30	17:30		24	17	31	39	4	5	0	1	121	41	70	9	1
16:45	17:45		21	17	28	53	5	6	0	1	131	38	81	11	1
17:00	18:00		20	19	45	61	6	5	0	1	157	39	106	11	1
17:15	18:15		22	14	39	61	13	5	0	1	155	36	100	18	1
17:30	18:30		26	7	37	51	13	8	0	0	142	33	88	21	0
17:45	18:45		27	5	38	30	10	8	0	0	118	32	68	18	0
18:00	19:00		23	2	16	20	9	10	0	0	80	25	36	19	0

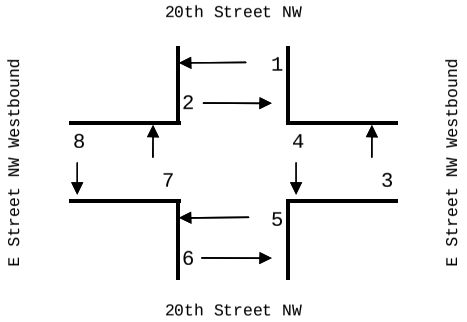
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	20th St.& E Street EB
Weather:	Clear
Date:	9/12/2006
Surveyor:	Paco & Loren



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		6	2	29	43	45	31	11	13	180	8	72	76	24
7:15	8:15		5	4	33	48	56	31	15	12	204	9	81	87	27
7:30	8:30		4	5	40	51	51	32	16	11	210	9	91	83	27
7:45	8:45		5	7	51	72	47	30	17	8	237	12	123	77	25
8:00	9:00		7	6	47	63	39	19	17	6	204	13	110	58	23
8:15	9:15		7	9	49	65	29	18	12	7	196	16	114	47	19
8:30	9:30		7	7	47	62	28	17	12	11	191	14	109	45	23
8:45	9:45		6	6	38	50	19	18	6	13	156	12	88	37	19
9:00	10:00		3	7	34	58	12	18	6	12	150	10	92	30	18
PM PEAK															
16:00	17:00		12	19	58	22	27	17	25	13	193	31	80	44	38
16:15	17:15		6	14	60	27	28	21	23	8	187	20	87	49	31
16:30	17:30		5	12	56	23	31	19	26	7	179	17	79	50	33
16:45	17:45		4	11	57	40	36	13	29	7	197	15	97	49	36
17:00	18:00		2	5	71	47	25	10	20	10	190	7	118	35	30
17:15	18:15		2	5	65	47	34	5	21	13	192	7	112	39	34
17:30	18:30		2	4	56	47	26	3	24	18	180	6	103	29	42
17:45	18:45		3	3	50	24	17	1	21	22	141	6	74	18	43
18:00	19:00		3	3	28	12	17	2	19	17	101	6	40	19	36

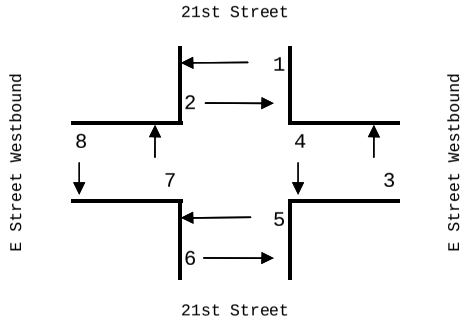
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	20th St.& E Street WB
Weather:	Clear
Date:	9/12/2006
Surveyor:	Roberto & Jose



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		65	155	19	41	3	2	9	12	306	220	60	5	21
7:15	8:15		71	181	20	36	2	0	13	13	336	252	56	2	26
7:30	8:30		84	186	17	34	3	0	13	14	351	270	51	3	27
7:45	8:45		123	196	23	45	4	0	16	12	419	319	68	4	28
8:00	9:00		131	151	21	54	3	0	19	19	398	282	75	3	38
8:15	9:15		136	162	20	54	3	1	26	23	425	298	74	4	49
8:30	9:30		231	289	23	53	3	2	25	26	652	520	76	5	51
8:45	9:45		248	368	20	36	1	2	22	25	722	616	56	3	47
9:00	10:00		237	345	25	29	1	2	18	18	675	582	54	3	36
PM PEAK															
16:00	17:00		194	141	54	30	3	3	11	4	440	335	84	6	15
16:15	17:15		313	172	55	10	2	3	9	5	569	485	65	5	14
16:30	17:30		308	191	52	7	1	3	8	5	575	499	59	4	13
16:45	17:45		319	179	30	6	1	1	9	6	551	498	36	2	15
17:00	18:00		188	161	27	19	1	1	5	16	418	349	46	2	21
17:15	18:15		80	135	31	30	4	2	6	22	310	215	61	6	28
17:30	18:30		78	108	28	33	5	2	8	20	282	186	61	7	28
17:45	18:45		66	89	33	35	5	3	7	19	257	155	68	8	26
18:00	19:00		55	68	29	24	4	4	6	11	201	123	53	8	17

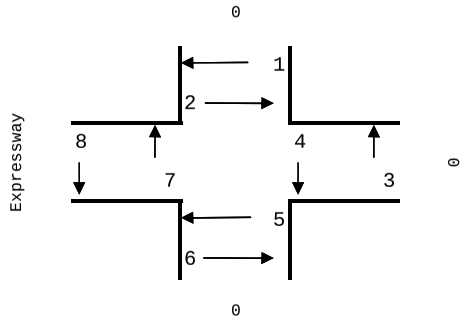
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	21st St.& E Street WB
Weather:	Clear
Date:	9/12/2006
Surveyor:	Hugo & Lucia



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
7:00	8:00		30	149	16	20	5	6	10	30	266	179	36	11	40
7:15	8:15		34	167	22	27	6	11	9	37	313	201	49	17	46
7:30	8:30		45	179	24	27	8	17	10	41	351	224	51	25	51
7:45	8:45		49	171	28	32	8	16	14	60	378	220	60	24	74
8:00	9:00		61	126	30	30	8	15	8	52	330	187	60	23	60
8:15	9:15		63	121	29	22	6	24	13	55	333	184	51	30	68
8:30	9:30		90	183	25	19	4	16	14	50	401	273	44	20	64
8:45	9:45		93	189	18	19	7	16	13	29	384	282	37	23	42
9:00	10:00		99	186	16	20	6	19	11	27	384	285	36	25	38
PM PEAK															
16:00	17:00		141	94	29	7	5	12	35	13	336	235	36	17	48
16:15	17:15		191	123	33	11	5	18	32	16	429	314	44	23	48
16:30	17:30		193	134	46	14	6	22	29	20	464	327	60	28	49
16:45	17:45		204	148	42	24	6	20	30	21	495	352	66	26	51
17:00	18:00		158	148	39	34	8	22	33	20	462	306	73	30	53
17:15	18:15		123	122	45	29	8	18	30	17	392	245	74	26	47
17:30	18:30		136	109	40	28	8	13	33	16	383	245	68	21	49
17:45	18:45		128	107	42	17	5	9	32	12	352	235	59	14	44
18:00	19:00		125	107	49	7	3	8	24	9	332	232	56	11	33

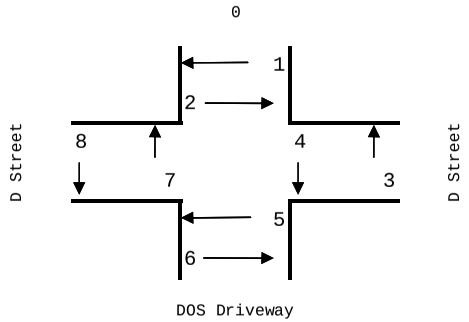
Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	D Street & E Street Expressway
Weather:	Clear
Date:	9/12/2006
Surveyor:	David



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	52	15	0	0	0	0	0	0	67	67	0	0	0
7:15	8:15	64	20	0	0	0	0	0	0	84	84	0	0	0
7:30	8:30	105	31	0	0	0	0	0	0	136	136	0	0	0
7:45	8:45	128	30	0	0	0	0	0	0	158	158	0	0	0
8:00	9:00	133	33	0	0	0	0	0	0	166	166	0	0	0
8:15	9:15	136	42	0	0	0	0	0	0	178	178	0	0	0
8:30	9:30	111	39	0	0	0	0	0	0	150	150	0	0	0
8:45	9:45	107	39	0	0	0	0	0	0	146	146	0	0	0
9:00	10:00	101	43	0	0	0	0	0	0	144	144	0	0	0
PM PEAK														
16:00	17:00	29	71	0	0	0	0	0	0	100	100	0	0	0
16:15	17:15	26	85	0	0	0	0	0	0	111	111	0	0	0
16:30	17:30	23	84	0	0	0	0	0	0	107	107	0	0	0
16:45	17:45	24	82	0	0	0	0	0	0	106	106	0	0	0
17:00	18:00	20	78	0	0	0	0	0	0	98	98	0	0	0
17:15	18:15	17	69	0	0	0	0	0	0	86	86	0	0	0
17:30	18:30	13	69	0	0	0	0	0	0	82	82	0	0	0
17:45	18:45	8	63	0	0	0	0	0	0	71	71	0	0	0
18:00	19:00	7	58	0	0	0	0	0	0	65	65	0	0	0

Project Name:	DOS - EIS Plan Update
Project Number:	3098
Location:	Washington,DC
Intersection:	D Street & DOS Driveway
Weather:	Clear
Date:	9/12/2006
Surveyor:	Milton



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
7:00	8:00	52	15	0	0	0	0	0	0	67	67	0	0	0
7:15	8:15	64	20	0	0	0	0	0	0	84	84	0	0	0
7:30	8:30	105	31	0	0	0	0	0	0	136	136	0	0	0
7:45	8:45	128	30	0	0	0	0	0	0	158	158	0	0	0
8:00	9:00	133	33	0	0	0	0	0	0	166	166	0	0	0
8:15	9:15	136	42	0	0	0	0	0	0	178	178	0	0	0
8:30	9:30	111	39	0	0	0	0	0	0	150	150	0	0	0
8:45	9:45	107	39	0	0	0	0	0	0	146	146	0	0	0
9:00	10:00	101	43	0	0	0	0	0	0	144	144	0	0	0
PM PEAK														
16:00	17:00	29	71	0	0	0	0	0	0	100	100	0	0	0
16:15	17:15	26	85	0	0	0	0	0	0	111	111	0	0	0
16:30	17:30	23	84	0	0	0	0	0	0	107	107	0	0	0
16:45	17:45	24	82	0	0	0	0	0	0	106	106	0	0	0
17:00	18:00	20	78	0	0	0	0	0	0	98	98	0	0	0
17:15	18:15	17	69	0	0	0	0	0	0	86	86	0	0	0
17:30	18:30	13	69	0	0	0	0	0	0	82	82	0	0	0
17:45	18:45	8	63	0	0	0	0	0	0	71	71	0	0	0
18:00	19:00	7	58	0	0	0	0	0	0	65	65	0	0	0

Appendix C:
Existing Levels of Service

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)					4.0			4.0	4.0		4.0	
Lane Util. Factor					0.95			0.91	1.00		0.91	
Frpb, ped/bikes					0.87			1.00	0.85		1.00	
Flpb, ped/bikes					1.00			1.00	1.00		1.00	
Frt					0.90			1.00	0.85		1.00	
Flt Protected					1.00			1.00	1.00		1.00	
Satd. Flow (prot)					2505			4940	1305		4904	
Flt Permitted					1.00			1.00	1.00		0.85	
Satd. Flow (perm)					2505			4940	1305		4165	
Volume (vph)	0	0	0	7	78	154	0	605	14	45	583	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	8	87	171	0	672	16	50	648	0
RTOR Reduction (vph)	0	0	0	0	113	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	153	0	0	672	16	0	698	0
Confl. Peds. (#/hr)	106		34	34		106	30		76	76		30
Turn Type				Perm					Perm	Perm		
Protected Phases					8			6			2	
Permitted Phases				8					6	2		
Actuated Green, G (s)					33.0			57.0	57.0		57.0	
Effective Green, g (s)					34.0			58.0	58.0		58.0	
Actuated g/C Ratio					0.34			0.58	0.58		0.58	
Clearance Time (s)					5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)					852			2865	757		2416	
v/s Ratio Prot								0.14				
v/s Ratio Perm					0.11				0.01		c0.17	
v/c Ratio					0.18			0.23	0.02		0.29	
Uniform Delay, d1					23.2			10.2	8.9		10.6	
Progression Factor					0.43			1.00	1.00		0.39	
Incremental Delay, d2					0.5			0.2	0.1		0.3	
Delay (s)					10.5			10.4	9.0		4.5	
Level of Service					B			B	A		A	
Approach Delay (s)		0.0			10.5			10.4			4.5	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	613	0	0	360	264	321
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	681	0	0	400	293	357
Pedestrians	23			22	48	
Lane Width (ft)	12.0			12.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			2	3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	280			151		
pX, platoon unblocked			0.94		0.94	0.94
vC, conflicting volume			729		885	297
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			597		762	139
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			100		2	54
cM capacity (veh/h)			873		300	783

Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	NE 2
Volume Total	227	227	227	133	133	133	293	357
Volume Left	0	0	0	0	0	0	293	0
Volume Right	0	0	0	0	0	0	0	357
cSH	1700	1700	1700	1700	1700	1700	300	783
Volume to Capacity	0.13	0.13	0.13	0.08	0.08	0.08	0.98	0.46
Queue Length (ft)	0	0	0	0	0	0	252	60
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	84.9	13.4
Lane LOS							F	B
Approach Delay (s)	0.0			0.0			45.7	
Approach LOS							E	

Intersection Summary			
Average Delay	17.2		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

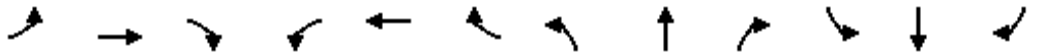
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.97			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1530	3190			4777			4895	
Flt Permitted				0.95	1.00			1.00			0.72	
Satd. Flow (perm)				1530	3190			4777			3559	
Volume (vph)	0	0	0	88	131	4	0	764	166	70	359	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	98	146	4	0	849	184	78	399	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	0	0	98	148	0	0	999	0	0	477	0
Confl. Peds. (#/hr)	74		57	57		74	35		46	46		35
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				566	1180			2627			1957	
v/s Ratio Prot					0.05			c0.22				
v/s Ratio Perm				0.06							0.13	
v/c Ratio				0.17	0.13			0.38			0.24	
Uniform Delay, d1				21.2	20.8			12.8			11.7	
Progression Factor				1.89	1.91			0.45			1.58	
Incremental Delay, d2				0.7	0.2			0.4			0.3	
Delay (s)				40.7	39.9			6.2			18.8	
Level of Service				D	D			A			B	
Approach Delay (s)		0.0			40.2			6.2			18.8	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.86	0.86	0.91	
Frpb, ped/bikes			1.00	1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.93	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1478	4611	4504	
Flt Permitted			0.95	0.65	1.00	
Satd. Flow (perm)			1478	3041	4504	
Volume (vph)	0	0	347	551	471	437
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	386	612	523	486
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	193	805	1009	0
Confl. Peds. (#/hr)	82	3	13			13
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			739	3583	1892	
v/s Ratio Prot			c0.13	0.11	c0.22	
v/s Ratio Perm				0.09		
v/c Ratio			0.26	0.22	0.53	
Uniform Delay, d1			14.4	0.4	21.7	
Progression Factor			0.54	0.52	1.00	
Incremental Delay, d2			0.8	0.1	1.1	
Delay (s)			8.5	0.4	22.8	
Level of Service			A	A	C	
Approach Delay (s)	0.0			1.9	22.8	
Approach LOS	A			A	C	

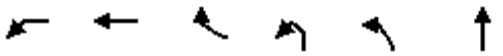
Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.78			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	0.99						1.00	1.00			
Satd. Flow (prot)	1460	3036						4254	961			
Flt Permitted	0.95	0.99						1.00	1.00			
Satd. Flow (perm)	1460	3036						4254	961			
Volume (vph)	1230	1288	0	0	0	0	0	601	183	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1367	1431	0	0	0	0	0	668	203	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	901	1897	0	0	0	0	0	714	157	0	0	0
Confl. Peds. (#/hr)	16		47	47		16	19		114	114		19
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	64.0	64.0						25.0	25.0			
Effective Green, g (s)	65.0	65.0						27.0	27.0			
Actuated g/C Ratio	0.65	0.65						0.27	0.27			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	949	1973						1149	259			
v/s Ratio Prot	0.62	c0.62						c0.17				
v/s Ratio Perm									0.16			
v/c Ratio	0.95	0.96						0.62	0.61			
Uniform Delay, d1	16.0	16.3						32.0	31.9			
Progression Factor	1.00	1.00						1.45	1.43			
Incremental Delay, d2	19.3	13.0						2.4	9.5			
Delay (s)	35.3	29.3						48.8	55.2			
Level of Service	D	C						D	E			
Approach Delay (s)		31.3			0.0			49.9			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM Average Control Delay	35.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.82			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.82	1.00
Frt	1.00	0.93			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2450			1310	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2450			1310	4611
Volume (vph)	194	202	195	32	48	1751
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	216	224	217	36	53	1946
RTOR Reduction (vph)	0	22	0	0	10	0
Lane Group Flow (vph)	216	419	0	0	79	1946
Confl. Peds. (#/hr)	49		298	49	49	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	19.0	19.0			70.0	70.0
Effective Green, g (s)	20.0	20.0			72.0	72.0
Actuated g/C Ratio	0.20	0.20			0.72	0.72
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	623	490			943	3320
v/s Ratio Prot	0.07	c0.18				c0.42
v/s Ratio Perm					0.07	
v/c Ratio	0.35	1.05dr			0.08	0.59
Uniform Delay, d1	34.4	38.6			4.2	6.8
Progression Factor	1.00	1.00			1.10	1.09
Incremental Delay, d2	1.5	17.1			0.1	0.4
Delay (s)	35.9	55.7			4.7	7.8
Level of Service	D	E			A	A
Approach Delay (s)		49.2				7.7
Approach LOS		D				A

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.98						1.00	
Frt					1.00						0.98	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2949						4424	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2949						4424	
Volume (vph)	0	0	0	56	190	0	0	0	0	0	167	28
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	62	211	0	0	0	0	0	186	31
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	246	0	0	0	0	0	217	0
Confl. Peds. (#/hr)	184		51	51		184	68		51	51		68
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					52.0						40.0	
Effective Green, g (s)					52.0						40.0	
Actuated g/C Ratio					0.52						0.40	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1533						1770	
v/s Ratio Prot											c0.05	
v/s Ratio Perm					0.09							
v/c Ratio					0.16						0.12	
Uniform Delay, d1					12.6						18.9	
Progression Factor					2.05						1.00	
Incremental Delay, d2					0.2						0.1	
Delay (s)					25.9						19.1	
Level of Service					C						B	
Approach Delay (s)		0.0			25.9			0.0			19.1	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)					4.0			4.0	4.0		4.0	
Lane Util. Factor					0.95			0.91	1.00		0.91	
Frpb, ped/bikes					0.96			1.00	0.90		1.00	
Flpb, ped/bikes					1.00			1.00	1.00		1.00	
Frt					0.90			1.00	0.85		1.00	
Flt Protected					1.00			1.00	1.00		1.00	
Satd. Flow (prot)					2771			4940	1387		4904	
Flt Permitted					1.00			1.00	1.00		0.86	
Satd. Flow (perm)					2771			4940	1387		4253	
Volume (vph)	0	0	0	6	136	268	0	447	17	39	441	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	7	151	298	0	497	19	43	490	0
RTOR Reduction (vph)	0	0	0	0	126	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	330	0	0	497	19	0	533	0
Confl. Peds. (#/hr)				21		28			47	47		
Turn Type				Perm					Perm	Perm		
Protected Phases					8			6			2	
Permitted Phases				8					6	2		
Actuated Green, G (s)					48.0			42.0	42.0		42.0	
Effective Green, g (s)					49.0			43.0	43.0		43.0	
Actuated g/C Ratio					0.49			0.43	0.43		0.43	
Clearance Time (s)					5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)					1358			2124	596		1829	
v/s Ratio Prot								0.10				
v/s Ratio Perm					0.16				0.01		c0.13	
v/c Ratio					0.24			0.23	0.03		0.29	
Uniform Delay, d1					14.8			18.1	16.5		18.6	
Progression Factor					0.70			1.00	1.00		0.34	
Incremental Delay, d2					0.4			0.3	0.1		0.4	
Delay (s)					10.7			18.3	16.6		6.8	
Level of Service					B			B	B		A	
Approach Delay (s)		0.0			10.7			18.3			6.8	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

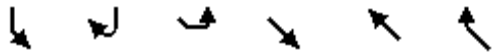
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	466	0	0	398	63	172
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	518	0	0	442	70	191
Pedestrians	11			6	32	
Lane Width (ft)	12.0			12.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			0	2	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	280			151		
pX, platoon unblocked			0.95		0.95	0.95
vC, conflicting volume			550		708	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			416		583	58
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			100		83	79
cM capacity (veh/h)			1037		401	909

Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	NE 2
Volume Total	173	173	173	147	147	147	70	191
Volume Left	0	0	0	0	0	0	70	0
Volume Right	0	0	0	0	0	0	0	191
cSH	1700	1700	1700	1700	1700	1700	401	909
Volume to Capacity	0.10	0.10	0.10	0.09	0.09	0.09	0.17	0.21
Queue Length (ft)	0	0	0	0	0	0	16	20
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.9	10.0
Lane LOS							C	B
Approach Delay (s)	0.0			0.0			11.6	
Approach LOS							B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			1.00			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.99			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1530	3196			4863			4929	
Flt Permitted				0.95	1.00			1.00			0.91	
Satd. Flow (perm)				1530	3196			4863			4469	
Volume (vph)	0	0	0	221	462	10	0	617	49	14	427	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	246	513	11	0	686	54	16	474	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	0	0	246	523	0	0	731	0	0	490	0
Confl. Peds. (#/hr)				79		56			72	72		
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				780	1630			1994			1832	
v/s Ratio Prot					c0.16			c0.15				
v/s Ratio Perm				0.16							0.11	
v/c Ratio				0.32	0.32			0.37			0.27	
Uniform Delay, d1				14.3	14.4			20.5			19.5	
Progression Factor				2.30	2.31			0.72			0.29	
Incremental Delay, d2				1.0	0.5			0.5			0.3	
Delay (s)				33.9	33.6			15.2			5.9	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			33.7			15.2			5.9	
Approach LOS		A			C			B			A	

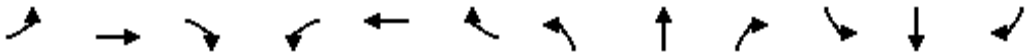
Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.95	0.91	
Frpb, ped/bikes			1.00	1.00	0.97	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1719	3438	4526	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1719	3438	4526	
Volume (vph)	0	0	157	721	485	280
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	174	801	539	311
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	174	801	850	0
Confl. Peds. (#/hr)	106	1	39			39
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			688	2166	2354	
v/s Ratio Prot			c0.10	c0.23	0.19	
v/s Ratio Perm						
v/c Ratio			0.25	0.37	0.36	
Uniform Delay, d1			20.0	8.9	14.2	
Progression Factor			0.75	1.48	1.00	
Incremental Delay, d2			0.8	0.5	0.4	
Delay (s)			15.9	13.7	14.6	
Level of Service			B	B	B	
Approach Delay (s)	0.0			14.1	14.6	
Approach LOS	A			B	B	

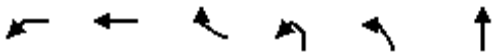
Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.77			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	1.00						1.00	1.00			
Satd. Flow (prot)	1460	3074						4286	952			
Flt Permitted	0.95	1.00						1.00	1.00			
Satd. Flow (perm)	1460	3074						4286	952			
Volume (vph)	296	820	0	0	0	0	0	336	92	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	329	911	0	0	0	0	0	373	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	329	911	0	0	0	0	0	390	85	0	0	0
Confl. Peds. (#/hr)	7		35	35		7	30		118	118		30
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	60.0	60.0						29.0	29.0			
Effective Green, g (s)	61.0	61.0						31.0	31.0			
Actuated g/C Ratio	0.61	0.61						0.31	0.31			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	891	1875						1329	295			
v/s Ratio Prot	0.23	c0.30						c0.09				
v/s Ratio Perm									0.09			
v/c Ratio	0.37	0.49						0.29	0.29			
Uniform Delay, d1	9.8	10.8						26.2	26.1			
Progression Factor	1.00	1.00						0.97	1.02			
Incremental Delay, d2	1.2	0.9						0.5	2.4			
Delay (s)	11.0	11.7						26.0	28.9			
Level of Service	B	B						C	C			
Approach Delay (s)		11.5			0.0			26.5			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.91			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.92	1.00
Frt	1.00	0.96			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2816			1478	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2816			1478	4611
Volume (vph)	1729	261	82	165	54	413
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1921	290	91	183	60	459
RTOR Reduction (vph)	0	30	0	0	10	0
Lane Group Flow (vph)	1921	351	0	0	233	459
Confl. Peds. (#/hr)	21		349	21	21	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	60.0	60.0			29.0	29.0
Effective Green, g (s)	61.0	61.0			31.0	31.0
Actuated g/C Ratio	0.61	0.61			0.31	0.31
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	1899	1718			458	1429
v/s Ratio Prot	c0.62	0.14				0.10
v/s Ratio Perm					0.16	
v/c Ratio	1.01	0.20			0.51	0.32
Uniform Delay, d1	19.5	8.7			28.3	26.4
Progression Factor	1.00	1.00			0.91	0.88
Incremental Delay, d2	23.5	0.3			3.8	0.6
Delay (s)	43.0	9.0			29.6	24.0
Level of Service	D	A			C	C
Approach Delay (s)		37.4				25.9
Approach LOS		D				C

Intersection Summary			
HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.97	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2989						4385	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2989						4385	
Volume (vph)	0	0	0	58	254	0	0	0	0	0	649	153
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	64	282	0	0	0	0	0	721	170
RTOR Reduction (vph)	0	0	0	0	20	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	326	0	0	0	0	0	891	0
Confl. Peds. (#/hr)	306		30	30		306	53		73	73		53
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					47.0						45.0	
Effective Green, g (s)					47.0						45.0	
Actuated g/C Ratio					0.47						0.45	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1405						1973	
v/s Ratio Prot											c0.20	
v/s Ratio Perm					0.12							
v/c Ratio					0.23						0.45	
Uniform Delay, d1					15.8						19.0	
Progression Factor					0.81						1.00	
Incremental Delay, d2					0.4						0.7	
Delay (s)					13.2						19.7	
Level of Service					B						B	
Approach Delay (s)		0.0			13.2			0.0			19.7	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Appendix D:
Descriptions of Levels of Service

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	>80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

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Appendix E:
Total Pipeline Development
Trip Assignments

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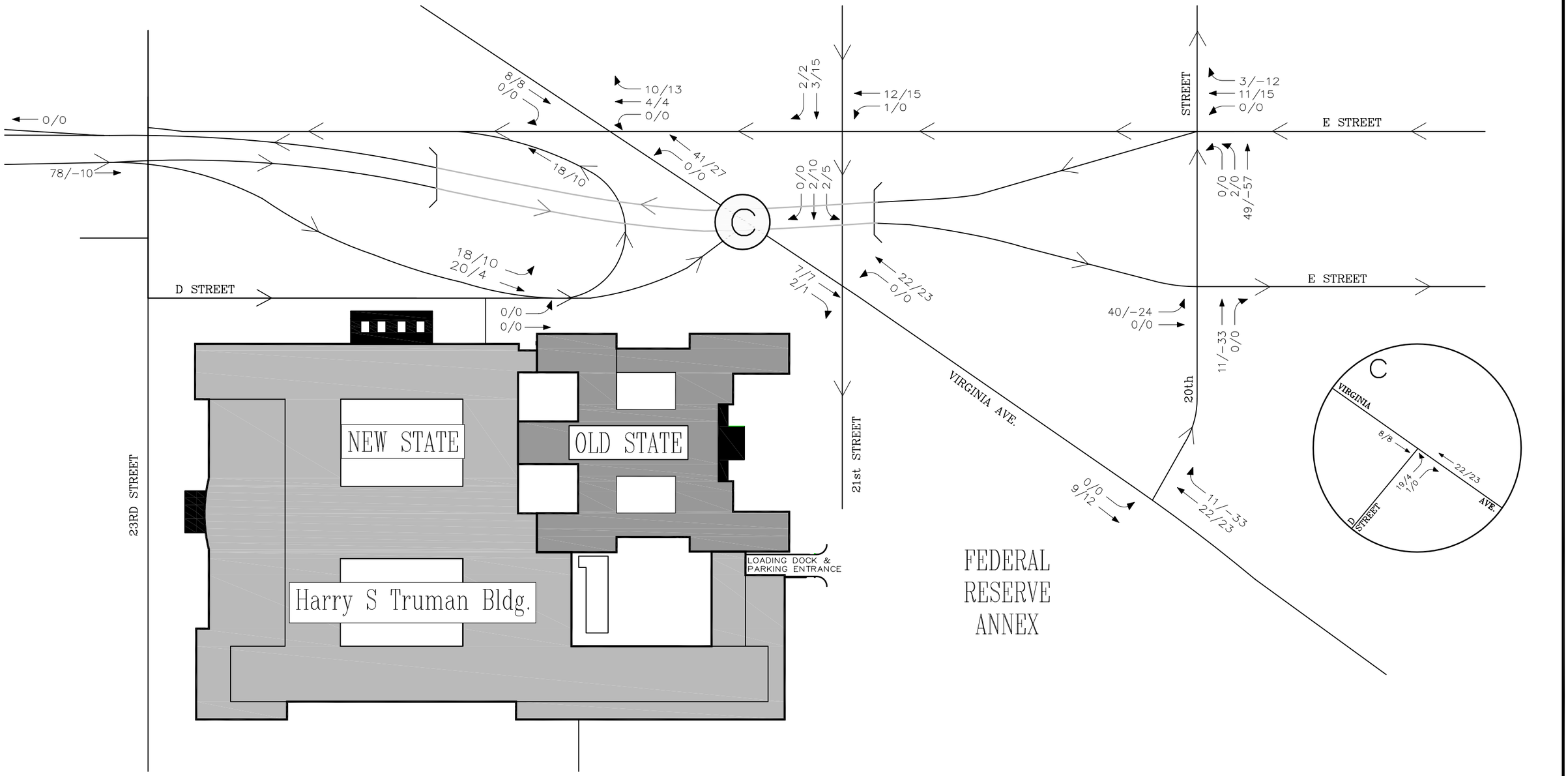

Figure E–1A
Total Pipeline Development Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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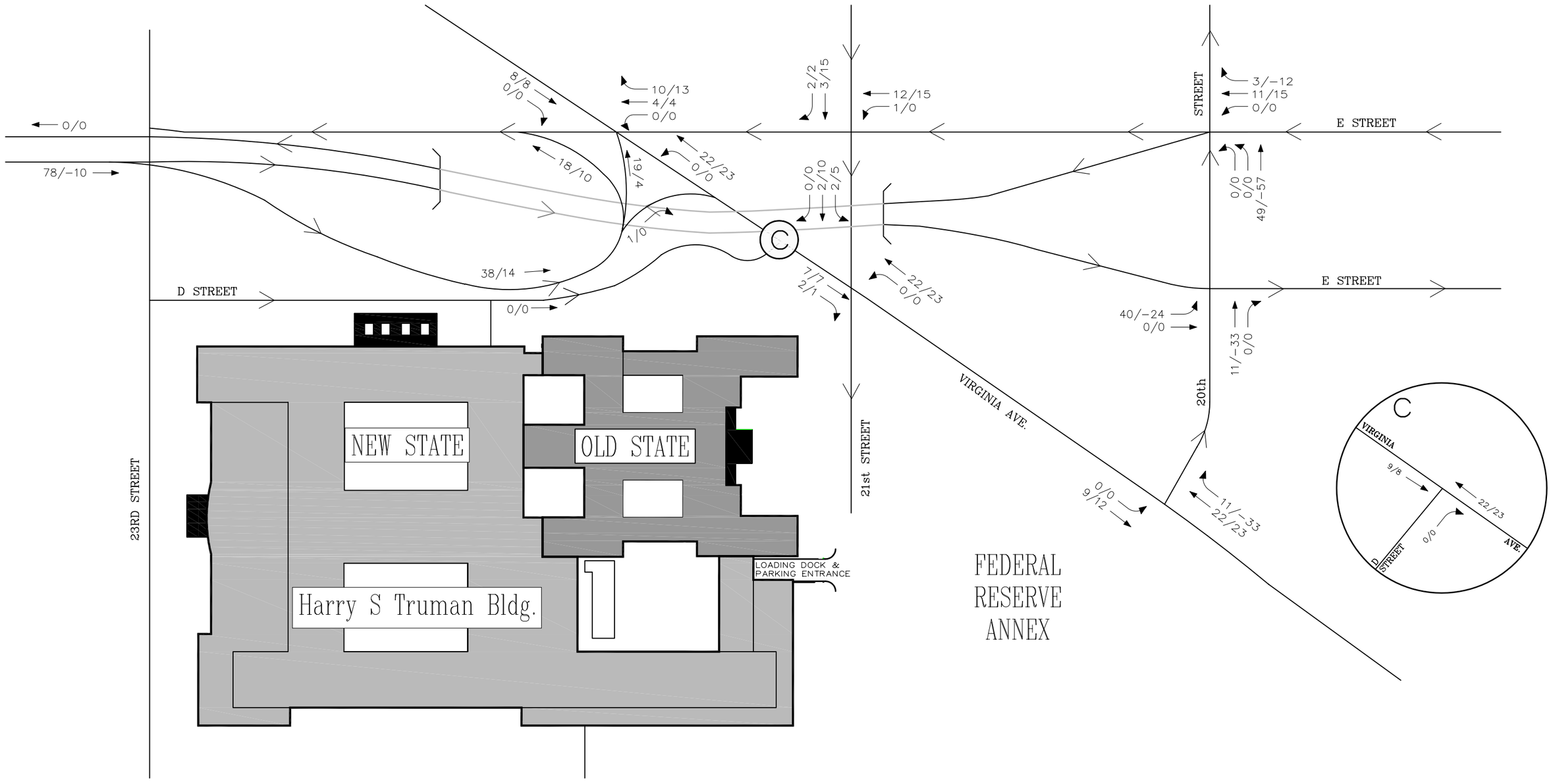

Figure E−1B
Total Pipeline Development Trips (Proposed Road Network)

AM PEAK HOUR (8:15−9:15 AM)
PM PEAK HOUR (5:00−6:00 PM)
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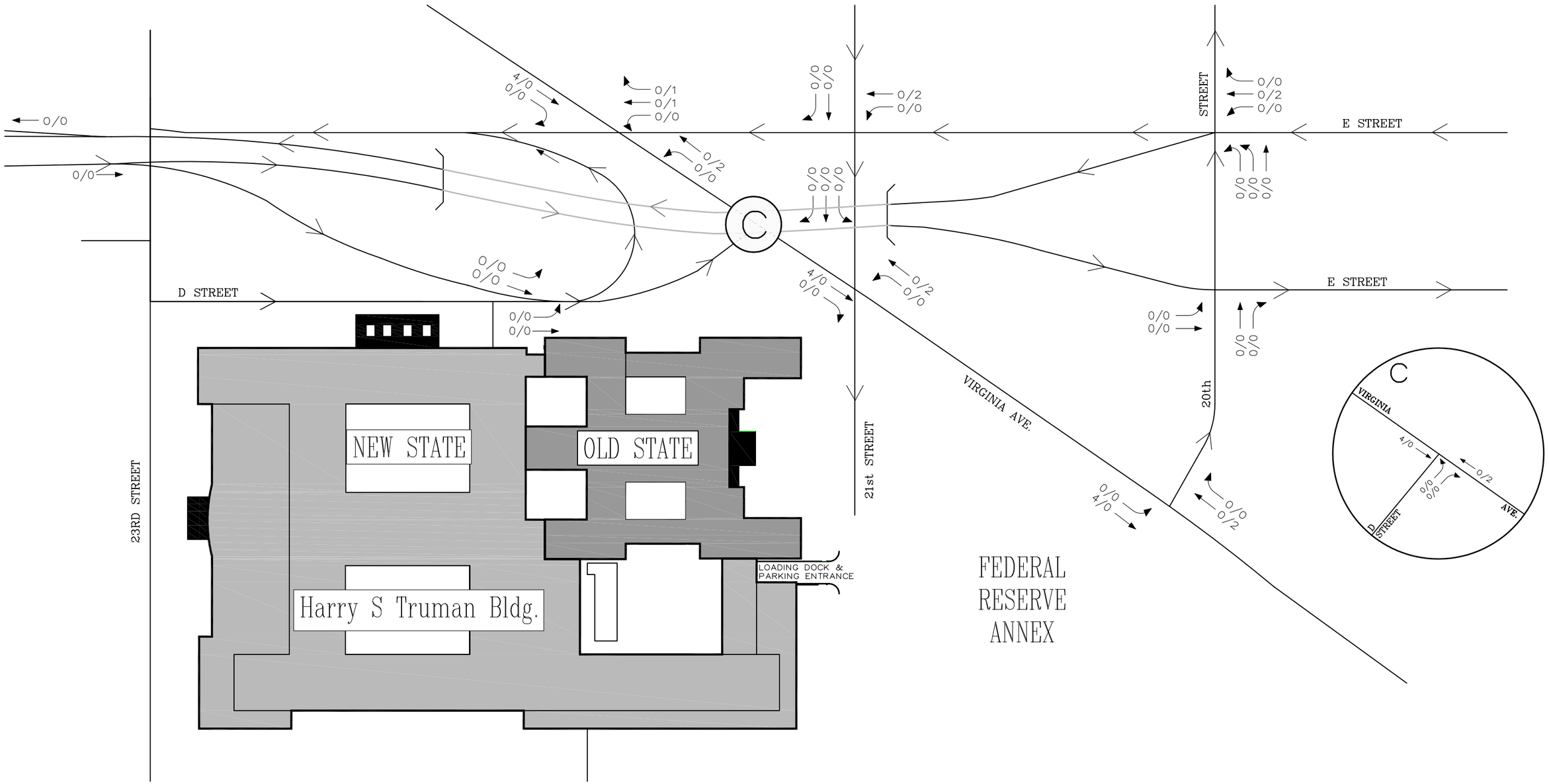

Figure E–2A
Columbia House I & II Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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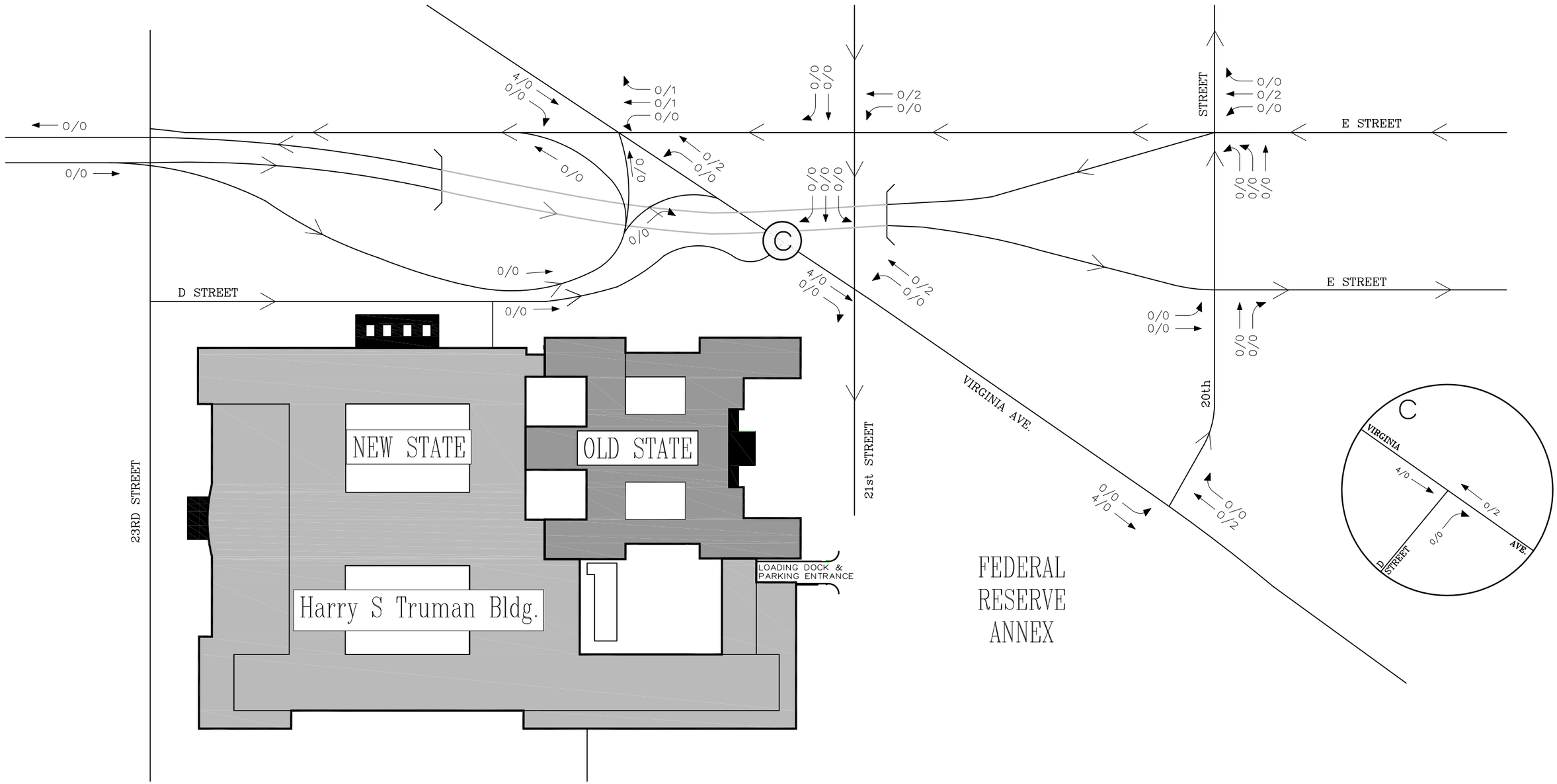

Figure E–2B
Columbia House I & II (Proposed Road Network)

000/000 AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)

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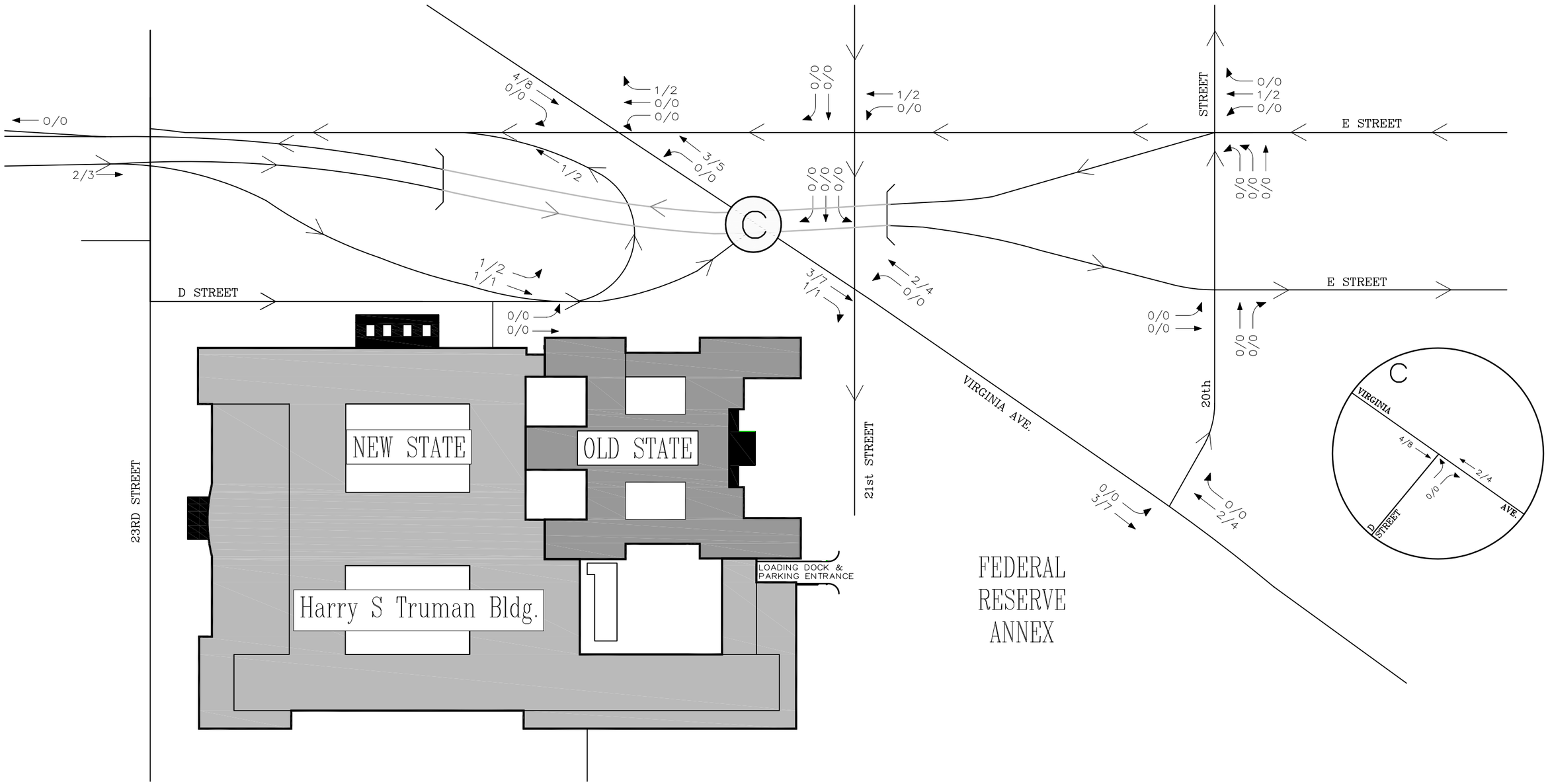

Figure E–3A
2425 L Street Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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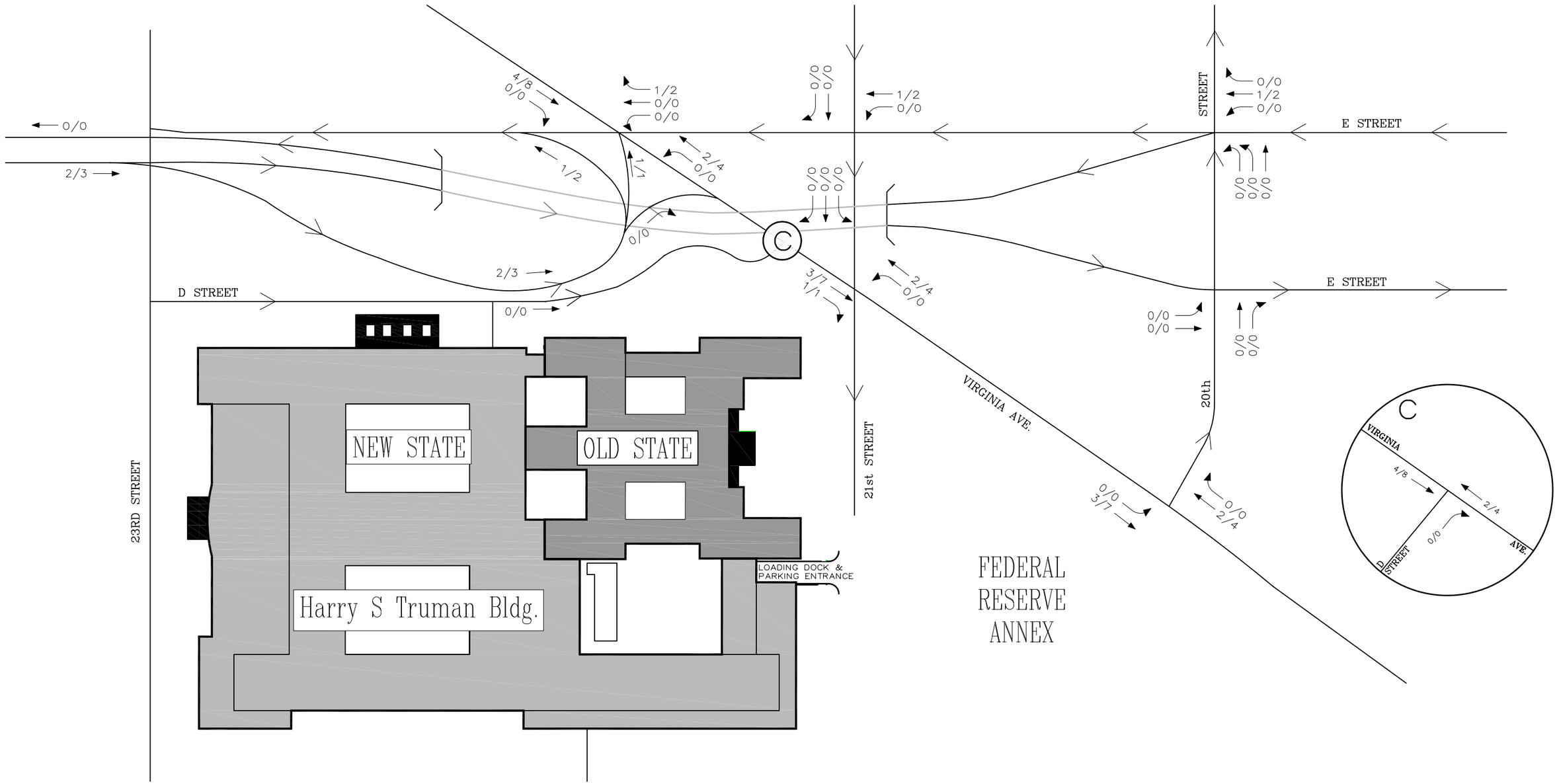

Figure E–3B
2425 L Street (Proposed Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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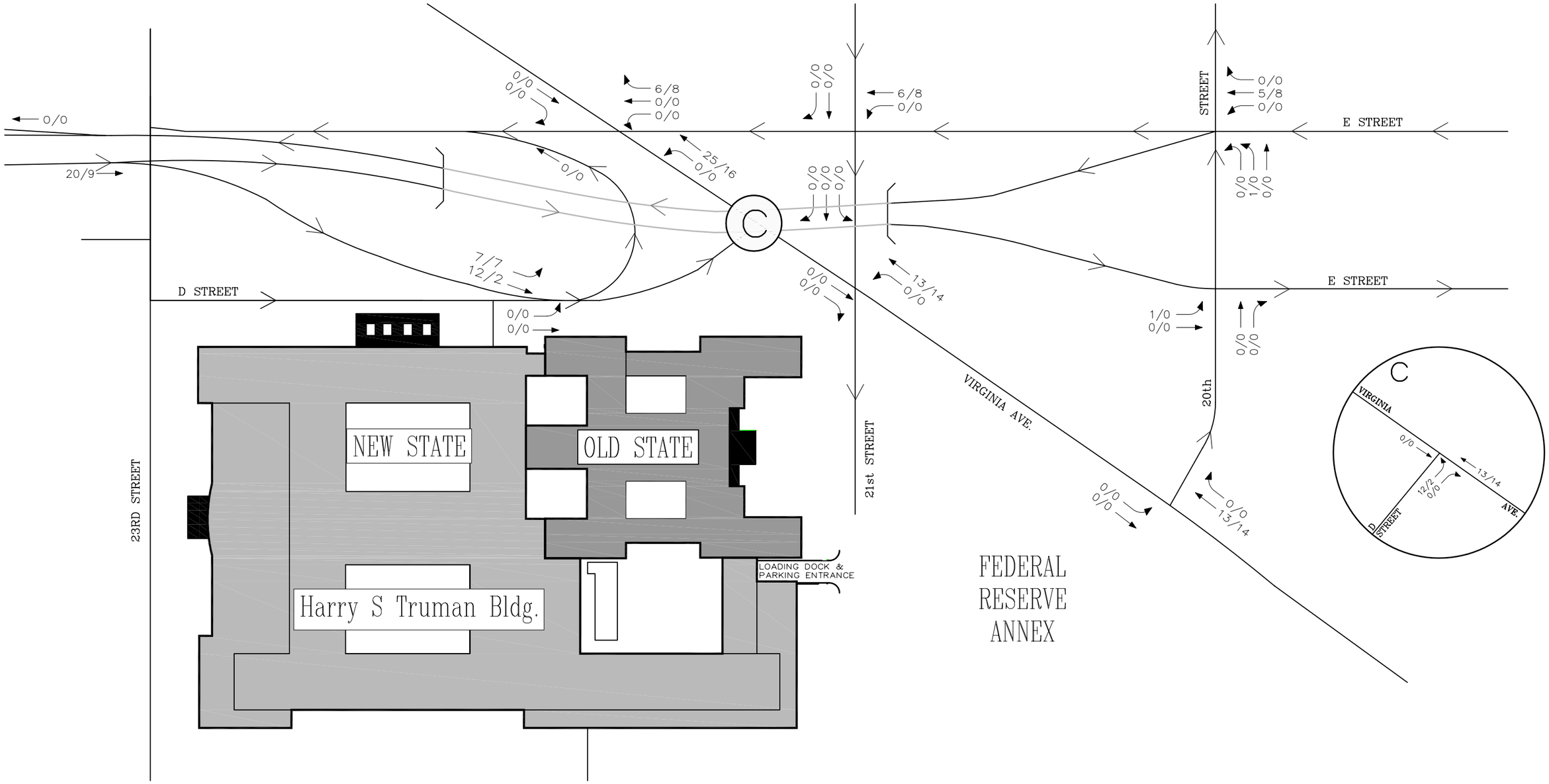

Figure E–4A
Square 54 Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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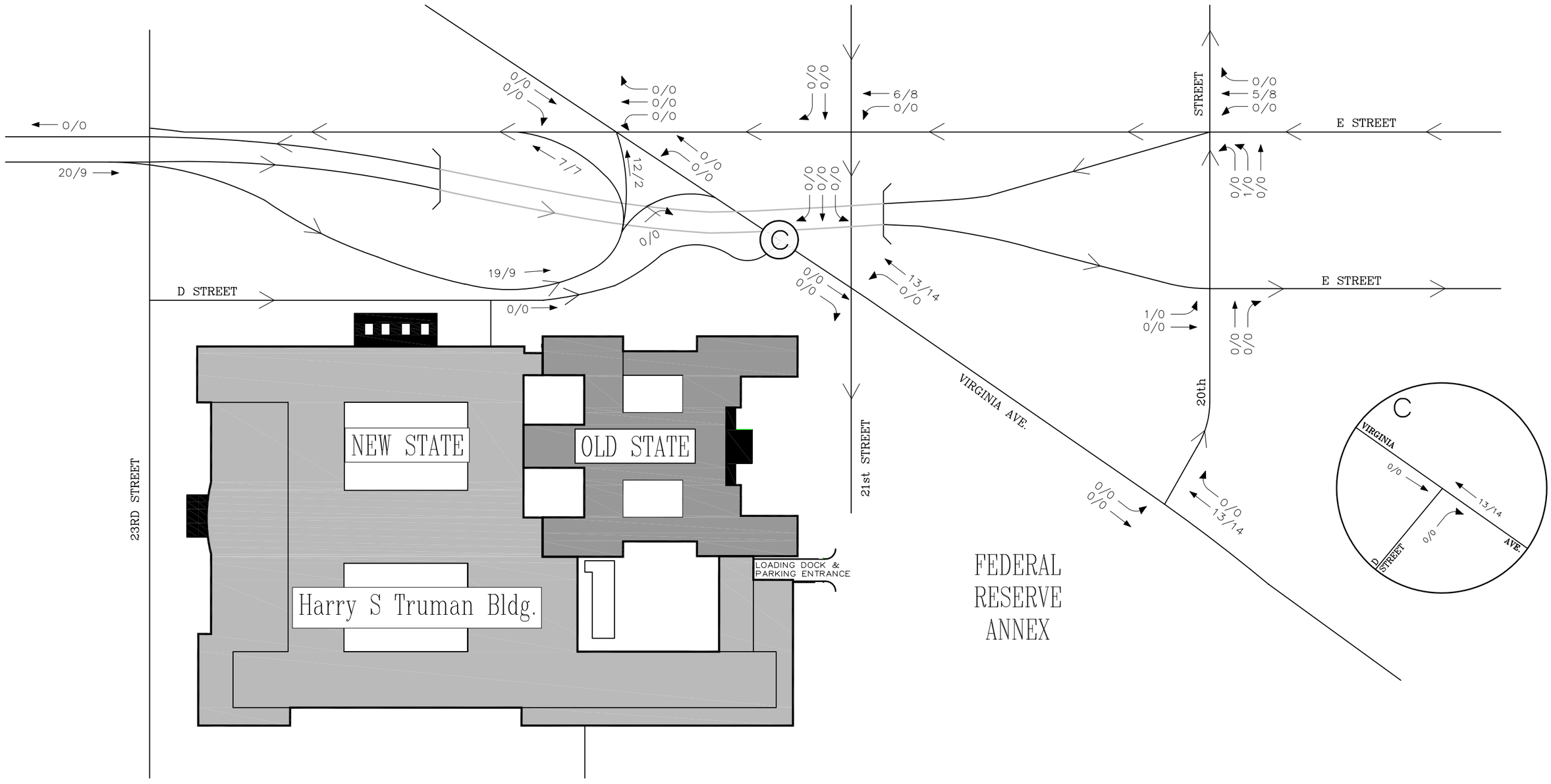

Figure E–4B
Square 54 Trips (Proposed Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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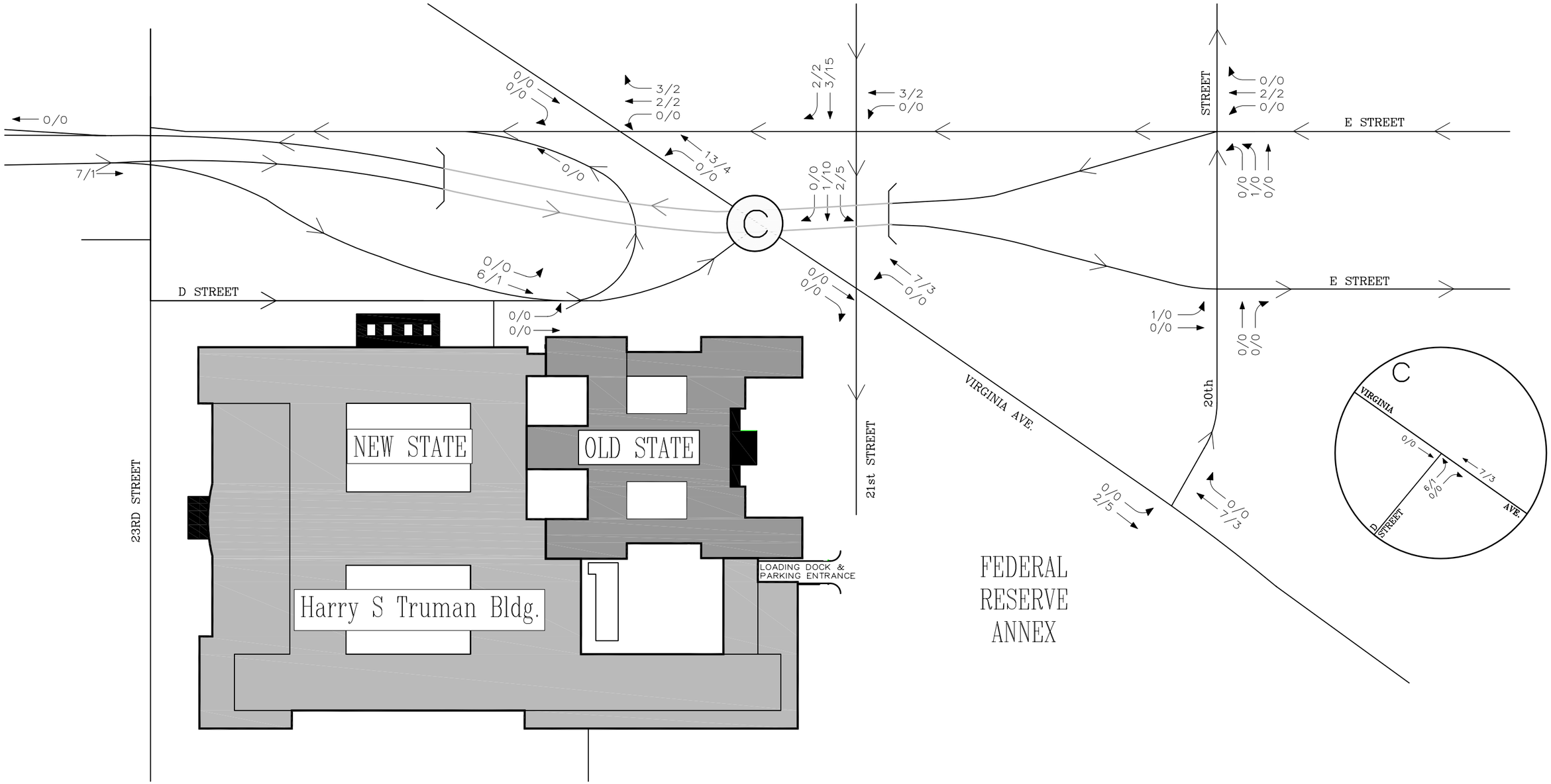

Figure E–5A
Square 80 Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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Schematic

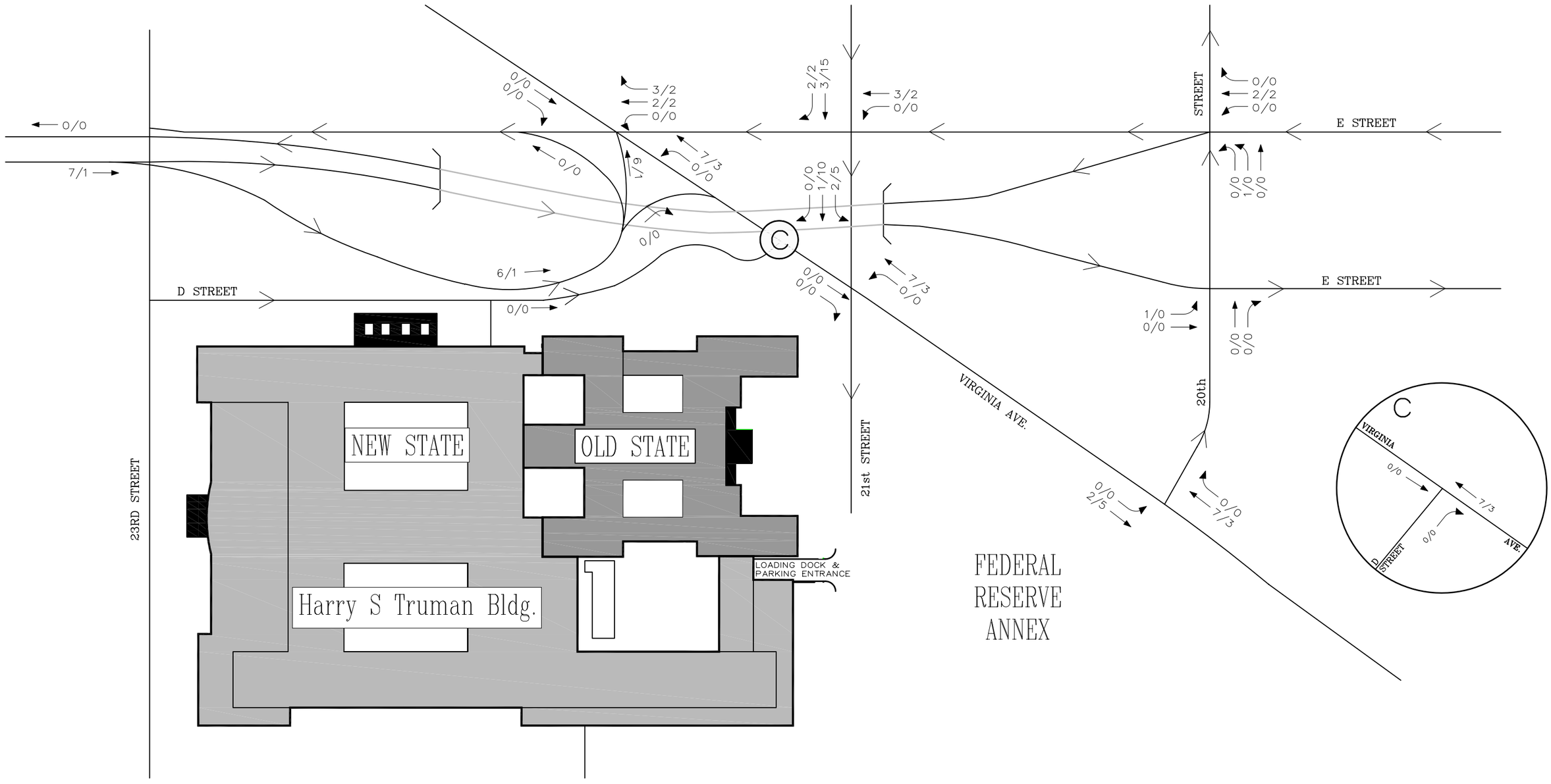

Figure E–5B
Square 80 Trips (Proposed Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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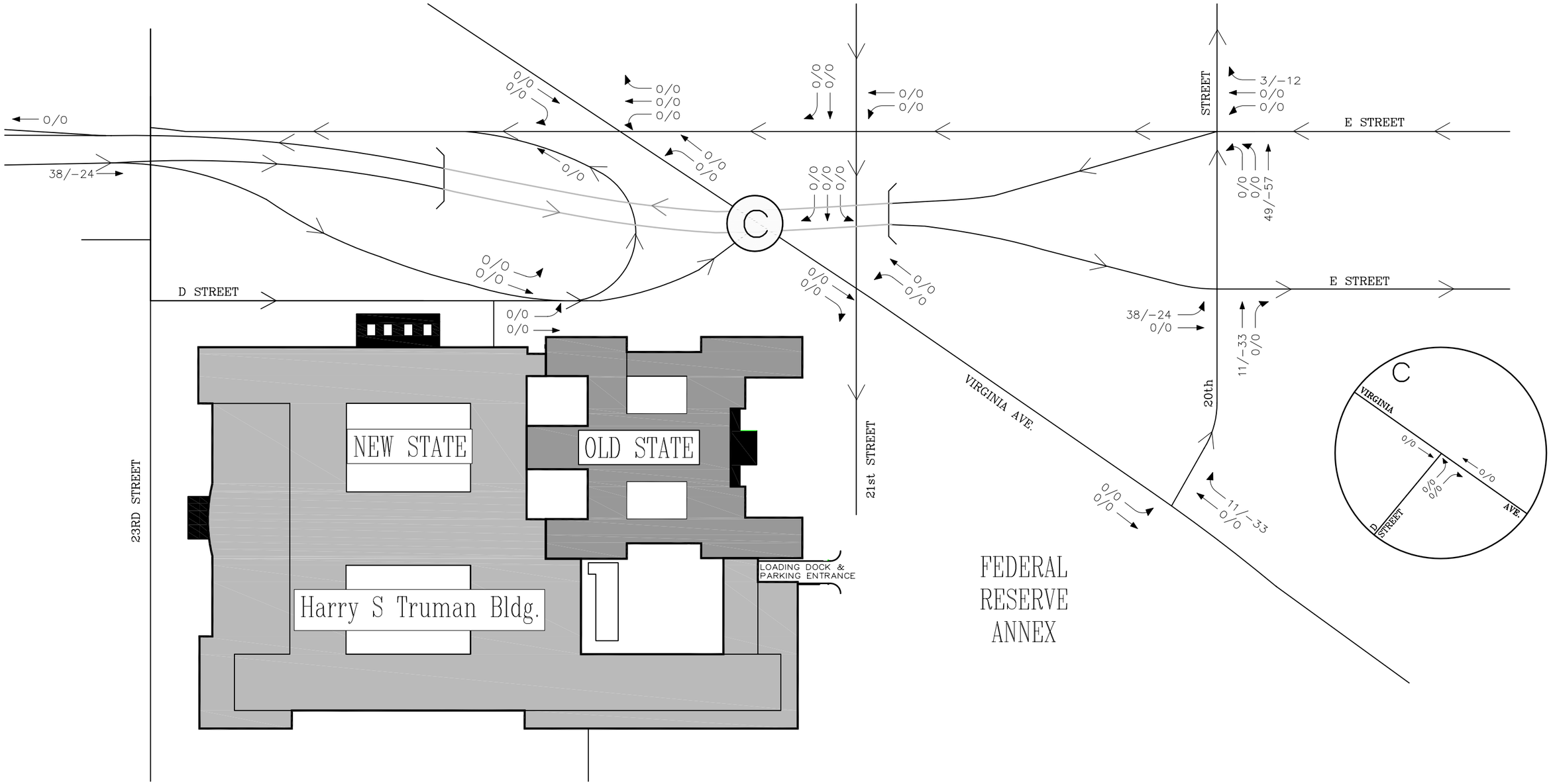

Figure E–6A
All–State Hotel Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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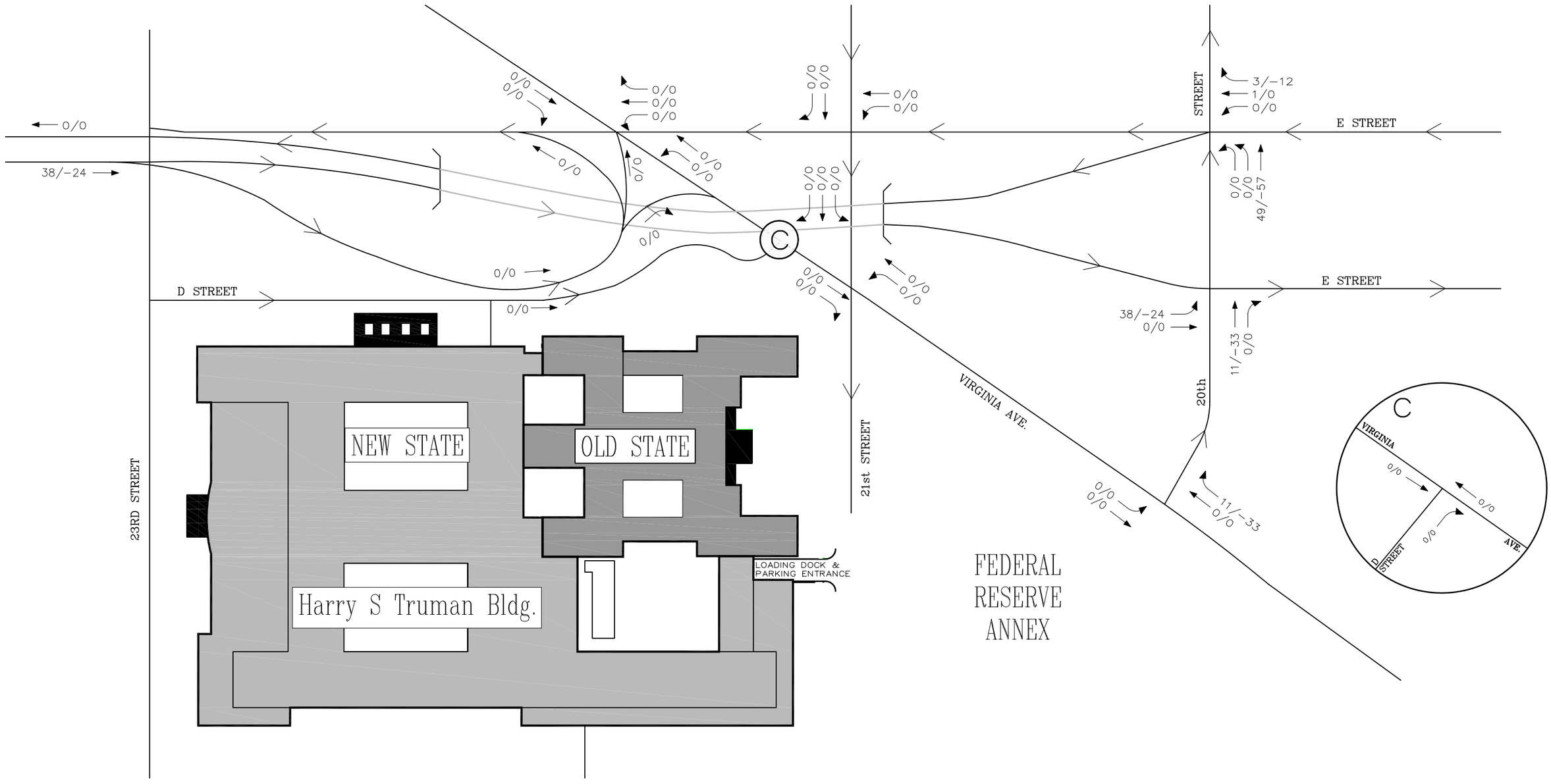

Figure E–6B
All–State Hotel Trips (Proposed Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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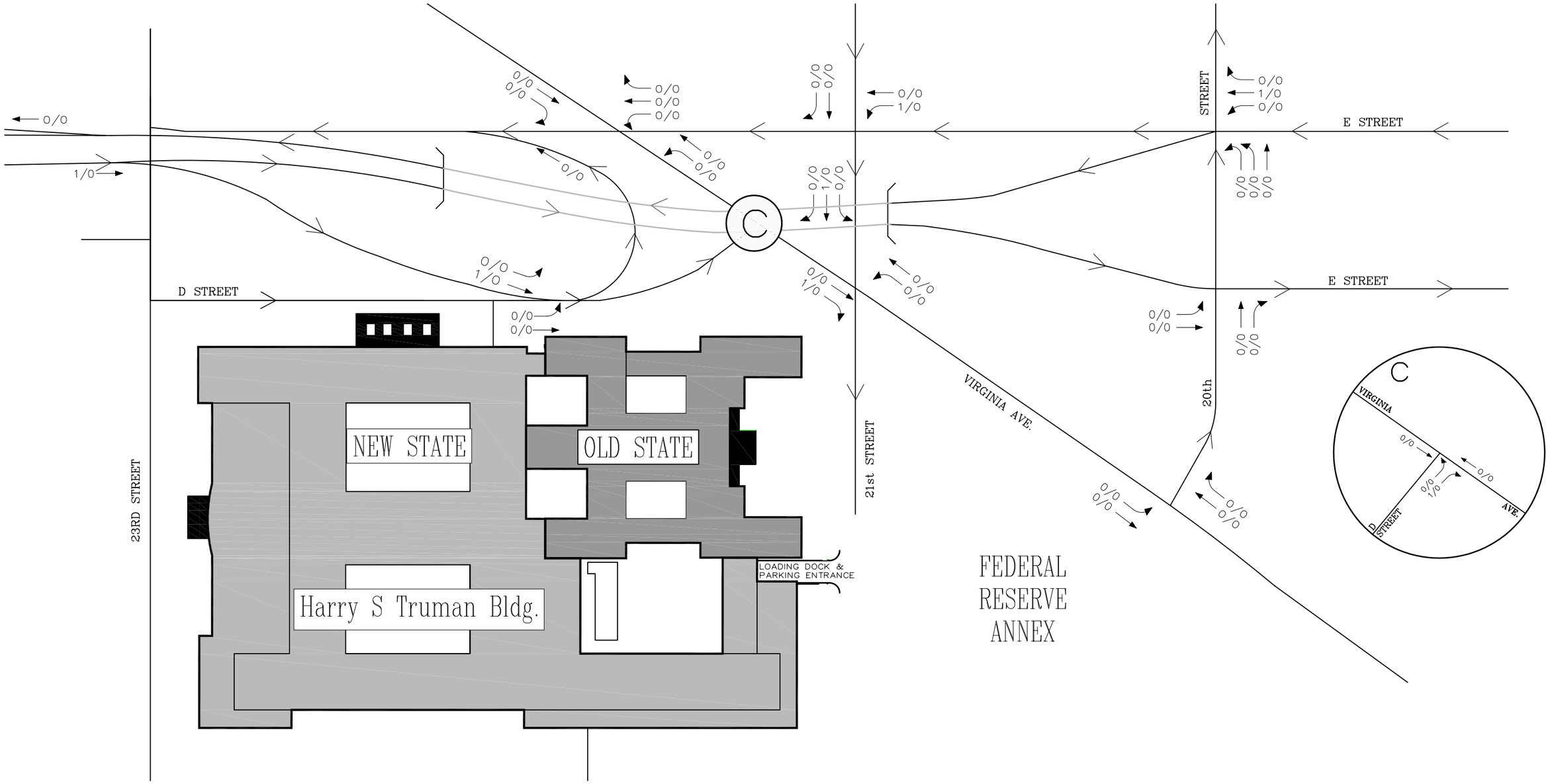

Figure E–7A
APHA Headquarters Trips (Existing Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
000/000

North
Schematic

State Department Security Improvements
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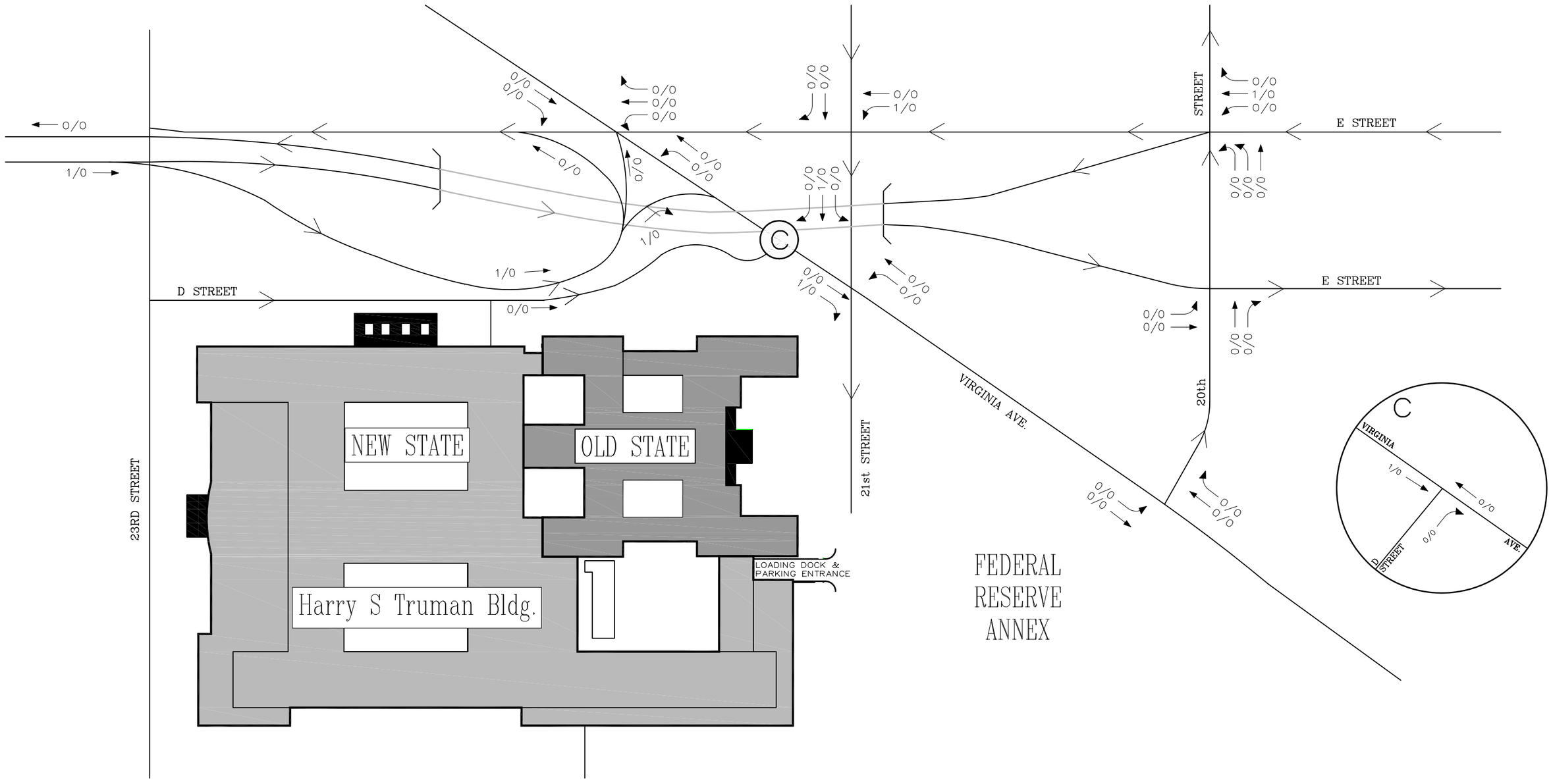

Figure E–7B
APHA Headquarters Trips (Proposed Road Network)

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
000/000

North
Schematic

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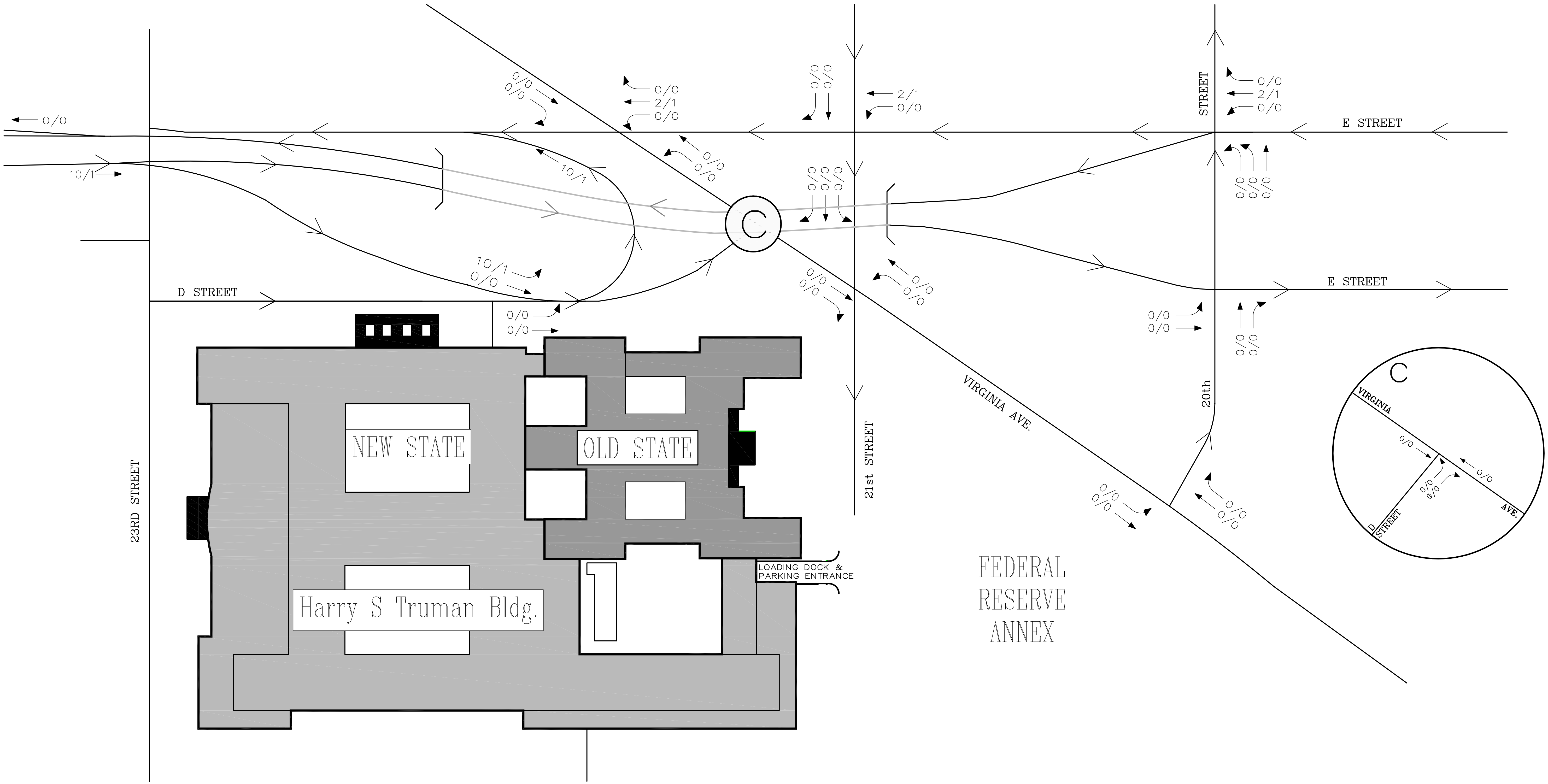

Figure E-8A
USIP Trips (Existing Road Network)

000/000
AM PEAK HOUR (8:15-9:15 AM)
PM PEAK HOUR (5:00-6:00 PM)

North
Schematic

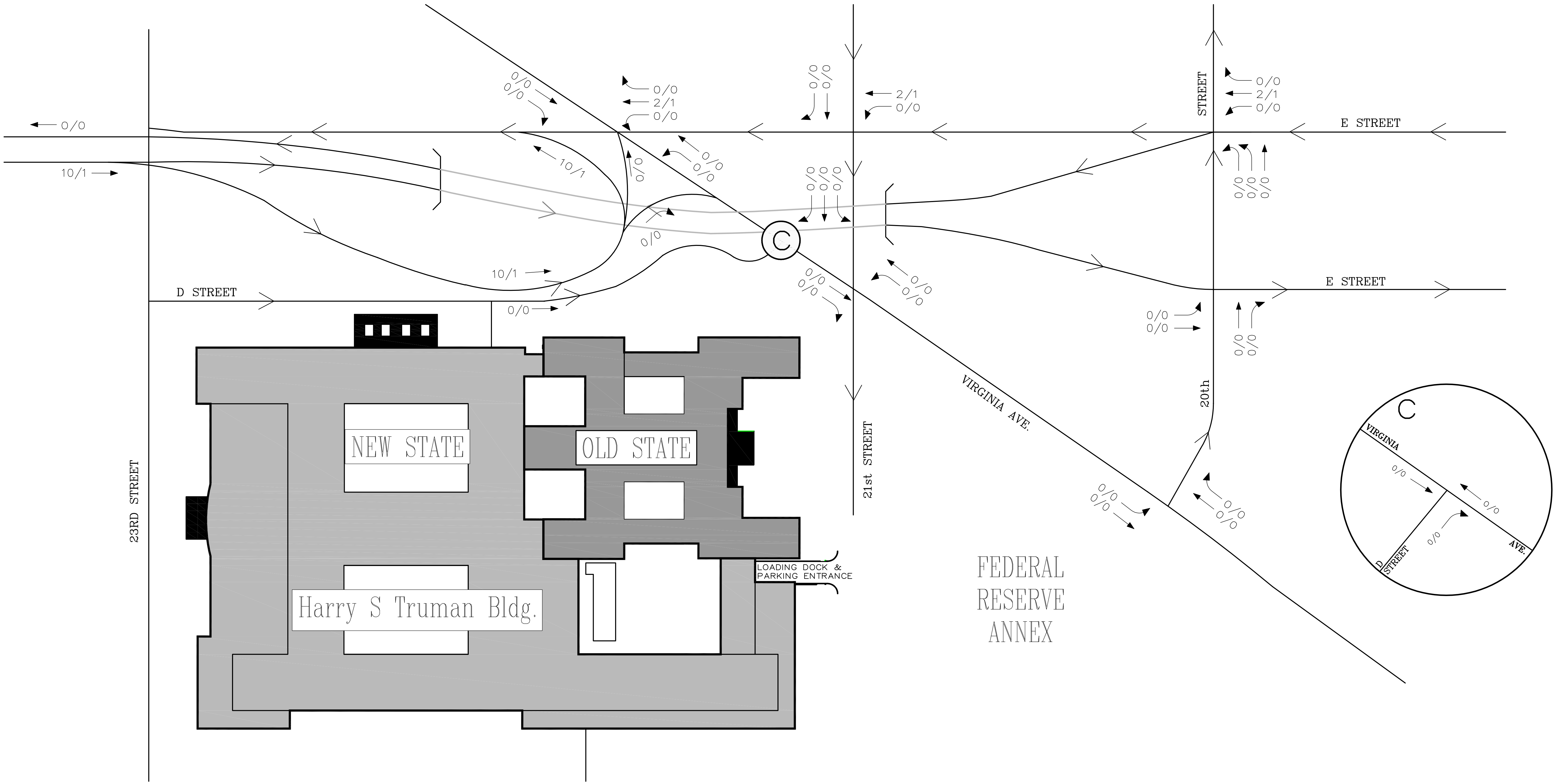

Figure E–8B
USIP Trips (Proposed Road Network)

000/000 — AM PEAK HOUR (8:15–9:15 AM) / PM PEAK HOUR (5:00–6:00 PM)

North
Schematic

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Appendix F:
Regional Traffic Growth Volumes

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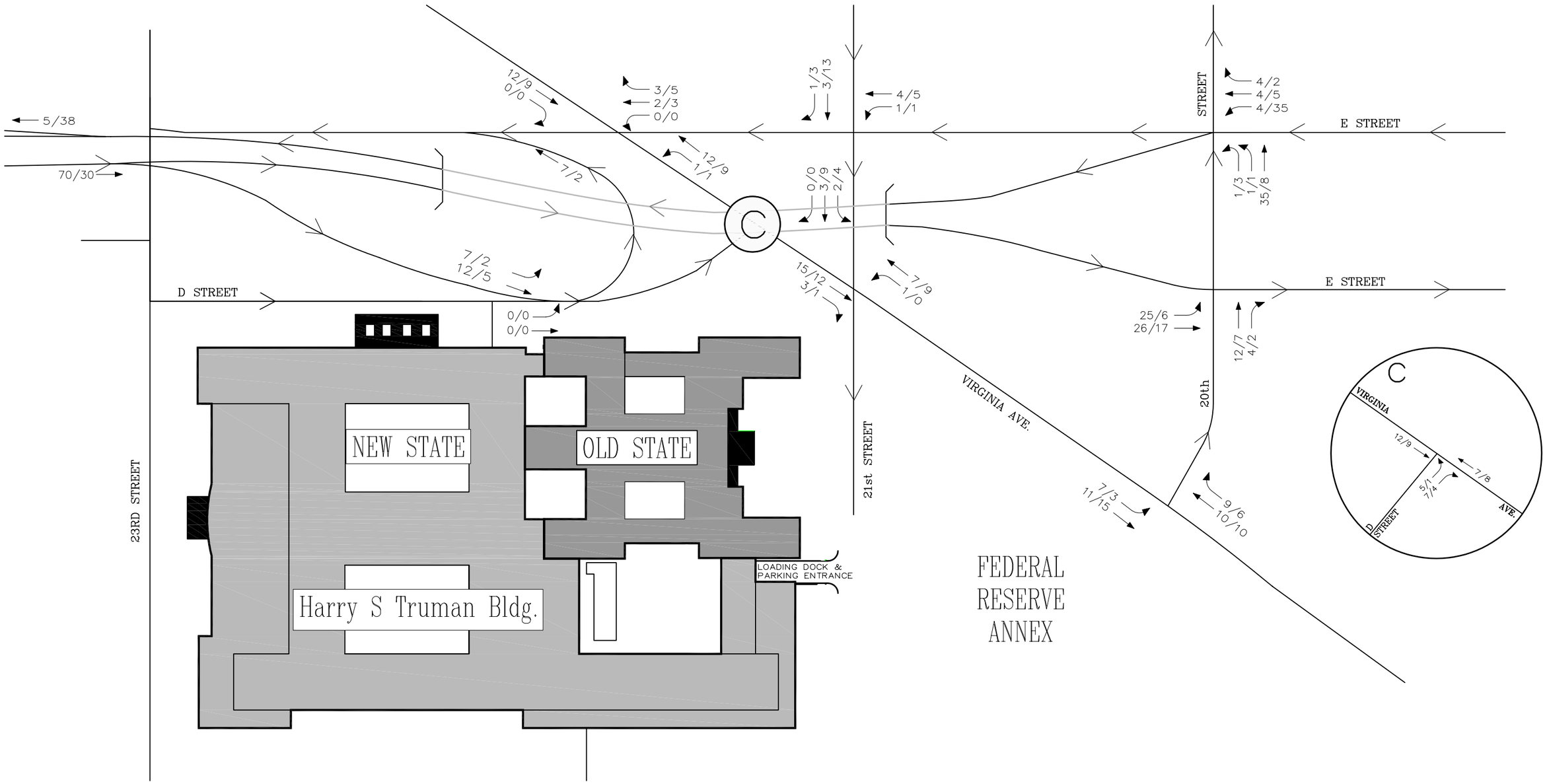

Figure F–1A
Background Regional Traffic Growth (Existing Road Network – 2008)
@ 1% for 2 years

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
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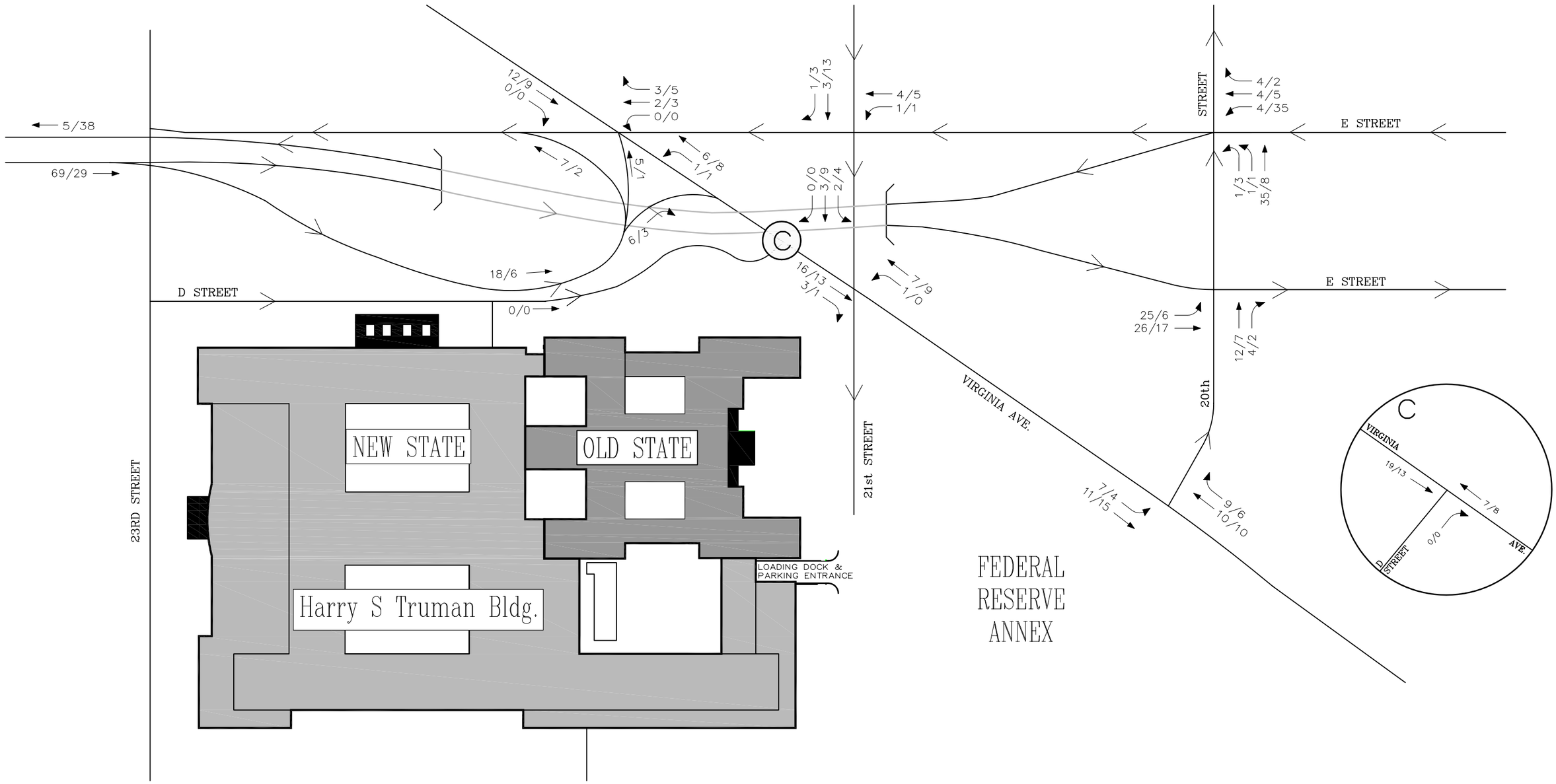

Figure F–1B
Background Regional Traffic Growth (Proposed Road Network – 2008)
@ 1% for 2 years

AM PEAK HOUR (8:15–9:15 AM)
PM PEAK HOUR (5:00–6:00 PM)
000/000

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Schematic

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Appendix G:
Future Levels of Service:
Current Ramp Configuration

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)					4.0			4.0	4.0		4.0	
Lane Util. Factor					0.95			0.91	1.00		0.91	
Frpb, ped/bikes					0.87			1.00	0.85		1.00	
Flpb, ped/bikes					1.00			1.00	1.00		1.00	
Frt					0.90			1.00	0.85		1.00	
Flt Protected					1.00			1.00	1.00		1.00	
Satd. Flow (prot)					2501			4940	1305		4907	
Flt Permitted					1.00			1.00	1.00		0.85	
Satd. Flow (perm)					2501			4940	1305		4168	
Volume (vph)	0	0	0	7	84	167	0	625	14	46	636	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	8	93	186	0	694	16	51	707	0
RTOR Reduction (vph)	0	0	0	0	123	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	164	0	0	694	16	0	758	0
Confl. Peds. (#/hr)				34		106	30		76	76		
Turn Type				Perm					Perm	Perm		
Protected Phases					8			6			2	
Permitted Phases				8					6	2		
Actuated Green, G (s)					33.0			57.0	57.0		57.0	
Effective Green, g (s)					34.0			58.0	58.0		58.0	
Actuated g/C Ratio					0.34			0.58	0.58		0.58	
Clearance Time (s)					5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)					850			2865	757		2417	
v/s Ratio Prot								0.14				
v/s Ratio Perm					0.11				0.01		c0.18	
v/c Ratio					0.19			0.24	0.02		0.31	
Uniform Delay, d1					23.3			10.3	8.9		10.8	
Progression Factor					0.43			1.00	1.00		0.39	
Incremental Delay, d2					0.5			0.2	0.1		0.3	
Delay (s)					10.6			10.5	9.0		4.6	
Level of Service					B			B	A		A	
Approach Delay (s)		0.0			10.6			10.4			4.6	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	7.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

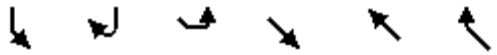
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	633	0	0	389	288	329
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	703	0	0	432	320	366
Pedestrians	23			22	48	
Lane Width (ft)	12.0			12.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			2	3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	280			151		
pX, platoon unblocked			0.94		0.94	0.94
vC, conflicting volume			751		918	304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			613		790	139
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			100		0	53
cM capacity (veh/h)			858		287	782

Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	NE 2
Volume Total	234	234	234	144	144	144	320	366
Volume Left	0	0	0	0	0	0	320	0
Volume Right	0	0	0	0	0	0	0	366
cSH	1700	1700	1700	1700	1700	1700	287	782
Volume to Capacity	0.14	0.14	0.14	0.08	0.08	0.08	1.12	0.47
Queue Length (ft)	0	0	0	0	0	0	331	63
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	127.3	13.6
Lane LOS							F	B
Approach Delay (s)	0.0			0.0			66.7	
Approach LOS							F	

Intersection Summary			
Average Delay	25.1		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.97			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1530	3191			4776			4898	
Flt Permitted				0.95	1.00			1.00			0.72	
Satd. Flow (perm)				1530	3191			4776			3549	
Volume (vph)	0	0	0	92	136	4	0	786	171	71	388	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	102	151	4	0	873	190	79	431	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	0	0	102	153	0	0	1029	0	0	510	0
Confl. Peds. (#/hr)	74		57	57		74	35		46	46		35
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				566	1181			2627			1952	
v/s Ratio Prot					0.05			c0.22				
v/s Ratio Perm				0.07							0.14	
v/c Ratio				0.18	0.13			0.39			0.26	
Uniform Delay, d1				21.3	20.8			12.9			11.8	
Progression Factor				1.88	1.89			0.45			1.57	
Incremental Delay, d2				0.7	0.2			0.4			0.3	
Delay (s)				40.6	39.7			6.3			18.9	
Level of Service				D	D			A			B	
Approach Delay (s)		0.0			40.1			6.3			18.9	
Approach LOS		A			D			A			B	

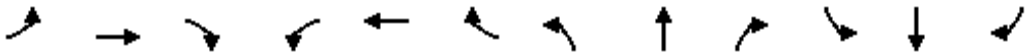
Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.86	0.86	0.91	
Frpb, ped/bikes			1.00	1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.93	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1478	4612	4509	
Flt Permitted			0.95	0.65	1.00	
Satd. Flow (perm)			1478	3045	4509	
Volume (vph)	0	0	354	571	503	457
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	393	634	559	508
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	199	828	1067	0
Confl. Peds. (#/hr)	82	3	13			13
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			739	3585	1894	
v/s Ratio Prot			c0.13	0.12	c0.24	
v/s Ratio Perm				0.10		
v/c Ratio			0.27	0.23	0.56	
Uniform Delay, d1			14.4	0.4	22.0	
Progression Factor			0.54	0.52	1.00	
Incremental Delay, d2			0.9	0.1	1.2	
Delay (s)			8.6	0.4	23.3	
Level of Service			A	A	C	
Approach Delay (s)	0.0			1.9	23.3	
Approach LOS	A			A	C	

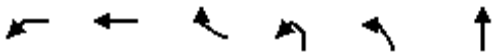
Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.78			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	0.99						1.00	1.00			
Satd. Flow (prot)	1460	3035						4259	961			
Flt Permitted	0.95	0.99						1.00	1.00			
Satd. Flow (perm)	1460	3035						4259	961			
Volume (vph)	1295	1314	0	0	0	0	0	624	187	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1439	1460	0	0	0	0	0	693	208	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	934	1965	0	0	0	0	0	738	163	0	0	0
Confl. Peds. (#/hr)	16		47	47		16	19		114	114		19
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	64.0	64.0						25.0	25.0			
Effective Green, g (s)	65.0	65.0						27.0	27.0			
Actuated g/C Ratio	0.65	0.65						0.27	0.27			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	949	1973						1150	259			
v/s Ratio Prot	0.64	c0.65						c0.17				
v/s Ratio Perm									0.17			
v/c Ratio	0.98	1.00						0.64	0.63			
Uniform Delay, d1	17.0	17.4						32.2	32.1			
Progression Factor	1.00	1.00						1.45	1.43			
Incremental Delay, d2	25.6	19.3						2.6	10.3			
Delay (s)	42.6	36.7						49.2	56.2			
Level of Service	D	D						D	E			
Approach Delay (s)		38.6			0.0			50.5			0.0	
Approach LOS		D			A			D			A	

Intersection Summary			
HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.83			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.98	1.00
Frt	1.00	0.93			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2465			1580	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2465			1580	4611
Volume (vph)	198	217	202	33	51	1835
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	220	241	224	37	57	2039
RTOR Reduction (vph)	0	18	0	0	10	0
Lane Group Flow (vph)	220	447	0	0	84	2039
Confl. Peds. (#/hr)	4		298	4	4	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	19.0	19.0			70.0	70.0
Effective Green, g (s)	20.0	20.0			72.0	72.0
Actuated g/C Ratio	0.20	0.20			0.72	0.72
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	623	493			1138	3320
v/s Ratio Prot	0.07	c0.19				c0.44
v/s Ratio Perm					0.06	
v/c Ratio	0.35	1.10dr			0.07	0.61
Uniform Delay, d1	34.4	39.1			4.1	7.0
Progression Factor	1.00	1.00			1.09	1.09
Incremental Delay, d2	1.6	22.8			0.1	0.4
Delay (s)	36.0	61.9			4.6	8.1
Level of Service	D	E			A	A
Approach Delay (s)		53.6				7.9
Approach LOS		D				A

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.98	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2978						4414	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2978						4414	
Volume (vph)	0	0	0	58	206	0	0	0	0	0	173	31
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	64	229	0	0	0	0	0	192	34
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	268	0	0	0	0	0	226	0
Confl. Peds. (#/hr)	184		30	30		184	68		51	51		68
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					52.0						40.0	
Effective Green, g (s)					52.0						40.0	
Actuated g/C Ratio					0.52						0.40	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1549						1766	
v/s Ratio Prot											c0.05	
v/s Ratio Perm					0.10							
v/c Ratio					0.17						0.13	
Uniform Delay, d1					12.7						19.0	
Progression Factor					2.02						1.00	
Incremental Delay, d2					0.2						0.1	
Delay (s)					25.7						19.1	
Level of Service					C						B	
Approach Delay (s)		0.0			25.7			0.0			19.1	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	22.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)					4.0			4.0	4.0		4.0	
Lane Util. Factor					0.95			0.91	1.00		0.91	
Frpb, ped/bikes					0.96			1.00	0.90		1.00	
Flpb, ped/bikes					1.00			1.00	1.00		1.00	
Frt					0.90			1.00	0.85		1.00	
Flt Protected					1.00			1.00	1.00		1.00	
Satd. Flow (prot)					2768			4940	1387		4906	
Flt Permitted					1.00			1.00	1.00		0.86	
Satd. Flow (perm)					2768			4940	1387		4252	
Volume (vph)	0	0	0	6	143	286	0	464	17	40	477	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	7	159	318	0	516	19	44	530	0
RTOR Reduction (vph)	0	0	0	0	111	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	373	0	0	516	19	0	574	0
Confl. Peds. (#/hr)				21		28			47	47		
Turn Type				Perm					Perm	Perm		
Protected Phases					8			6			2	
Permitted Phases				8					6	2		
Actuated Green, G (s)					48.0			42.0	42.0		42.0	
Effective Green, g (s)					49.0			43.0	43.0		43.0	
Actuated g/C Ratio					0.49			0.43	0.43		0.43	
Clearance Time (s)					5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)					1356			2124	596		1828	
v/s Ratio Prot								0.10				
v/s Ratio Perm					0.17				0.01		c0.13	
v/c Ratio					0.27			0.24	0.03		0.31	
Uniform Delay, d1					15.0			18.1	16.5		18.8	
Progression Factor					0.68			1.00	1.00		0.35	
Incremental Delay, d2					0.5			0.3	0.1		0.4	
Delay (s)					10.6			18.4	16.6		7.0	
Level of Service					B			B	B		A	
Approach Delay (s)		0.0			10.6			18.3			7.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

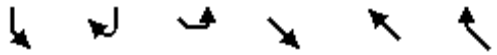
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	483	0	0	429	68	176
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	537	0	0	477	76	196
Pedestrians	11			6	32	
Lane Width (ft)	12.0			12.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			0	2	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	280			151		
pX, platoon unblocked			0.95		0.95	0.95
vC, conflicting volume			569		739	217
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			428		607	55
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			100		80	79
cM capacity (veh/h)			1023		385	910

Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	NE 2
Volume Total	179	179	179	159	159	159	76	196
Volume Left	0	0	0	0	0	0	76	0
Volume Right	0	0	0	0	0	0	0	196
cSH	1700	1700	1700	1700	1700	1700	385	910
Volume to Capacity	0.11	0.11	0.11	0.09	0.09	0.09	0.20	0.21
Queue Length (ft)	0	0	0	0	0	0	18	20
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	16.6	10.0
Lane LOS							C	B
Approach Delay (s)	0.0			0.0			11.9	
Approach LOS							B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.91			0.91	
Frpb, ped/bikes				1.00	1.00			1.00			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.99			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1530	3196			4862			4930	
Flt Permitted				0.95	1.00			1.00			0.91	
Satd. Flow (perm)				1530	3196			4862			4473	
Volume (vph)	0	0	0	230	481	10	0	636	51	14	459	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	256	534	11	0	707	57	16	510	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	0	0	256	544	0	0	755	0	0	526	0
Confl. Peds. (#/hr)				79		56			72	72		
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				780	1630			1993			1834	
v/s Ratio Prot					c0.17			c0.16				
v/s Ratio Perm				0.17							0.12	
v/c Ratio				0.33	0.33			0.38			0.29	
Uniform Delay, d1				14.4	14.5			20.6			19.7	
Progression Factor				2.31	2.31			0.71			0.29	
Incremental Delay, d2				1.0	0.5			0.5			0.4	
Delay (s)				34.3	34.0			15.3			6.1	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			34.1			15.3			6.1	
Approach LOS		A			C			B			A	

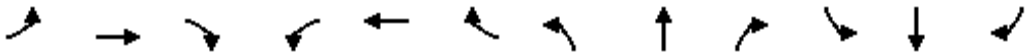
Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.95	0.91	
Frpb, ped/bikes			1.00	1.00	0.97	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1719	3438	4568	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1719	3438	4568	
Volume (vph)	0	0	160	748	518	253
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	178	831	576	281
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	178	831	857	0
Confl. Peds. (#/hr)	106	1	39			39
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			688	2166	2375	
v/s Ratio Prot			c0.10	c0.24	0.19	
v/s Ratio Perm						
v/c Ratio			0.26	0.38	0.36	
Uniform Delay, d1			20.1	9.0	14.2	
Progression Factor			0.74	1.51	1.00	
Incremental Delay, d2			0.9	0.5	0.4	
Delay (s)			15.8	14.1	14.6	
Level of Service			B	B	B	
Approach Delay (s)	0.0			14.4	14.6	
Approach LOS	A			B	B	

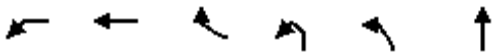
Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.77			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	1.00						1.00	1.00			
Satd. Flow (prot)	1460	3074						4250	952			
Flt Permitted	0.95	1.00						1.00	1.00			
Satd. Flow (perm)	1460	3074						4250	952			
Volume (vph)	278	837	0	0	0	0	0	310	94	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	309	930	0	0	0	0	0	344	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	309	930	0	0	0	0	0	368	80	0	0	0
Confl. Peds. (#/hr)	7								118			
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	60.0	60.0						29.0	29.0			
Effective Green, g (s)	61.0	61.0						31.0	31.0			
Actuated g/C Ratio	0.61	0.61						0.31	0.31			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	891	1875						1318	295			
v/s Ratio Prot	0.21	c0.30						c0.09				
v/s Ratio Perm									0.08			
v/c Ratio	0.35	0.50						0.28	0.27			
Uniform Delay, d1	9.6	10.9						26.1	26.0			
Progression Factor	1.00	1.00						1.00	1.05			
Incremental Delay, d2	1.1	0.9						0.5	2.2			
Delay (s)	10.7	11.8						26.7	29.4			
Level of Service	B	B						C	C			
Approach Delay (s)		11.6			0.0			27.2			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.92			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.92	1.00
Frt	1.00	0.97			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2872			1478	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2872			1478	4611
Volume (vph)	1764	281	72	168	55	364
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1960	312	80	187	61	404
RTOR Reduction (vph)	0	23	0	0	9	0
Lane Group Flow (vph)	1960	369	0	0	239	404
Confl. Peds. (#/hr)	21		349	21	21	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	60.0	60.0			29.0	29.0
Effective Green, g (s)	61.0	61.0			31.0	31.0
Actuated g/C Ratio	0.61	0.61			0.31	0.31
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	1899	1752			458	1429
v/s Ratio Prot	c0.63	0.14				0.09
v/s Ratio Perm					0.17	
v/c Ratio	1.03	0.21			0.52	0.28
Uniform Delay, d1	19.5	8.7			28.4	26.1
Progression Factor	1.00	1.00			0.93	0.89
Incremental Delay, d2	29.4	0.3			4.1	0.5
Delay (s)	48.9	9.0			30.4	23.8
Level of Service	D	A			C	C
Approach Delay (s)		42.3				26.3
Approach LOS		D				C

Intersection Summary			
HCM Average Control Delay	38.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.97	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2991						4387	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2991						4387	
Volume (vph)	0	0	0	59	274	0	0	0	0	0	677	158
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	66	304	0	0	0	0	0	752	176
RTOR Reduction (vph)	0	0	0	0	19	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	351	0	0	0	0	0	928	0
Confl. Peds. (#/hr)	306		30	30		306	53		73	73		53
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					47.0						45.0	
Effective Green, g (s)					47.0						45.0	
Actuated g/C Ratio					0.47						0.45	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1406						1974	
v/s Ratio Prot											c0.21	
v/s Ratio Perm					0.12							
v/c Ratio					0.25						0.47	
Uniform Delay, d1					15.9						19.2	
Progression Factor					0.84						1.00	
Incremental Delay, d2					0.4						0.8	
Delay (s)					13.7						20.0	
Level of Service					B						B	
Approach Delay (s)		0.0			13.7			0.0			20.0	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Appendix H:
Future Levels of Service:
Proposed Ramp Re-Configuration

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	957	0	0	389	0	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1063	0	0	432	0	19
Pedestrians	23			22	48	
Lane Width (ft)	12.0			12.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			2	3	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	251			181		
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1111		1278	602
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			927		1129	312
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			100		100	96
cM capacity (veh/h)			572		152	530

Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	NE 1
Volume Total	532	532	144	144	144	19
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	19
cSH	1700	1700	1700	1700	1700	530
Volume to Capacity	0.31	0.31	0.08	0.08	0.08	0.04
Queue Length (ft)	0	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.0
Lane LOS						B
Approach Delay (s)	0.0		0.0			12.0
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

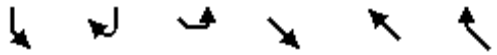
Movement	WBL2	WBT	WBR	SET	SER2	NWL	NWT	NEL	NER2
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		0.95		0.95	1.00		0.91	0.97	0.88
Frpb, ped/bikes		0.87		1.00	0.85		1.00	1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.90		1.00	0.85		1.00	1.00	0.85
Flt Protected		1.00		1.00	1.00		0.99	0.95	1.00
Satd. Flow (prot)		2516		3438	1305		4893	3113	2527
Flt Permitted		1.00		1.00	1.00		0.76	0.95	1.00
Satd. Flow (perm)		2516		3438	1305		3731	3113	2527
Volume (vph)	7	92	171	625	14	46	347	284	323
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	102	190	694	16	51	386	316	359
RTOR Reduction (vph)	0	137	0	0	0	0	0	0	158
Lane Group Flow (vph)	0	163	0	694	16	0	437	316	201
Confl. Peds. (#/hr)	34		106		76	76			
Turn Type	Perm				Perm	Perm			Perm
Protected Phases		8		2			2	1	
Permitted Phases	8				2	2			1
Actuated Green, G (s)		27.0		30.0	30.0		30.0	28.0	28.0
Effective Green, g (s)		28.0		31.0	31.0		31.0	29.0	29.0
Actuated g/C Ratio		0.28		0.31	0.31		0.31	0.29	0.29
Clearance Time (s)		5.0		5.0	5.0		5.0	5.0	5.0
Lane Grp Cap (vph)		704		1066	405		1157	903	733
v/s Ratio Prot				c0.20				0.10	
v/s Ratio Perm		0.12			0.01		0.12		0.14
v/c Ratio		0.23		0.65	0.04		0.38	0.35	0.27
Uniform Delay, d1		27.7		29.8	24.1		27.0	28.1	27.4
Progression Factor		0.98		1.00	1.00		0.32	1.00	1.00
Incremental Delay, d2		0.8		3.1	0.2		0.9	1.1	0.9
Delay (s)		28.0		32.9	24.3		9.5	29.1	28.3
Level of Service		C		C	C		A	C	C
Approach Delay (s)		28.0		32.7			9.5	28.7	
Approach LOS		C		C			A	C	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.95			0.91	
Frpb, ped/bikes				1.00	1.00			0.99			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.97			1.00	
Flt Protected				0.95	1.00			1.00			0.99	
Satd. Flow (prot)				1530	3191			3326			4898	
Flt Permitted				0.95	1.00			1.00			0.71	
Satd. Flow (perm)				1530	3191			3326			3485	
Volume (vph)	0	0	0	92	136	4	0	799	171	71	388	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	102	151	4	0	888	190	79	431	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	18	0	0	0	0
Lane Group Flow (vph)	0	0	0	102	153	0	0	1060	0	0	510	0
Confl. Peds. (#/hr)	74		57	57		74	35		46	46		35
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				35.0	35.0			53.0			53.0	
Effective Green, g (s)				37.0	37.0			55.0			55.0	
Actuated g/C Ratio				0.37	0.37			0.55			0.55	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				566	1181			1829			1917	
v/s Ratio Prot					0.05			c0.32				
v/s Ratio Perm				0.07							0.15	
v/c Ratio				0.18	0.13			0.58			0.27	
Uniform Delay, d1				21.3	20.8			14.9			11.9	
Progression Factor				1.87	1.89			0.65			1.58	
Incremental Delay, d2				0.7	0.2			1.1			0.3	
Delay (s)				40.5	39.6			10.8			19.0	
Level of Service				D	D			B			B	
Approach Delay (s)		0.0			39.9			10.8			19.0	
Approach LOS		A			D			B			B	

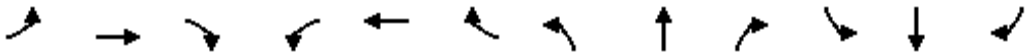
Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.91	0.91	0.91	
Frpb, ped/bikes			1.00	1.00	0.98	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.93	
Flt Protected			0.95	0.99	1.00	
Satd. Flow (prot)			1564	3264	4509	
Flt Permitted			0.95	0.64	1.00	
Satd. Flow (perm)			1564	2110	4509	
Volume (vph)	0	0	366	571	503	457
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	407	634	559	508
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	275	766	1067	0
Confl. Peds. (#/hr)	82	3	13			13
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			50.0	92.0	42.0	
Effective Green, g (s)			50.0	92.0	42.0	
Actuated g/C Ratio			0.50	0.92	0.42	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			782	2518	1894	
v/s Ratio Prot			c0.18	0.15	c0.24	
v/s Ratio Perm				0.13		
v/c Ratio			0.35	0.30	0.56	
Uniform Delay, d1			15.2	0.4	22.0	
Progression Factor			0.33	0.13	1.00	
Incremental Delay, d2			1.1	0.3	1.2	
Delay (s)			6.1	0.3	23.3	
Level of Service			A	A	C	
Approach Delay (s)	0.0			1.9	23.3	
Approach LOS	A			A	C	

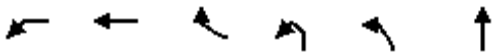
Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.78			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	0.99						1.00	1.00			
Satd. Flow (prot)	1460	3035						4265	961			
Flt Permitted	0.95	0.99						1.00	1.00			
Satd. Flow (perm)	1460	3035						4265	961			
Volume (vph)	1295	1314	0	0	0	0	0	636	187	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1439	1460	0	0	0	0	0	707	208	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	934	1965	0	0	0	0	0	750	165	0	0	0
Confl. Peds. (#/hr)	16		47	47		16	19		114	114		19
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	64.0	64.0						25.0	25.0			
Effective Green, g (s)	65.0	65.0						27.0	27.0			
Actuated g/C Ratio	0.65	0.65						0.27	0.27			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	949	1973						1152	259			
v/s Ratio Prot	0.64	c0.65						c0.18				
v/s Ratio Perm									0.17			
v/c Ratio	0.98	1.00						0.65	0.64			
Uniform Delay, d1	17.0	17.4						32.3	32.2			
Progression Factor	1.00	1.00						1.38	1.36			
Incremental Delay, d2	25.6	19.3						2.6	10.4			
Delay (s)	42.6	36.7						47.2	54.2			
Level of Service	D	D						D	D			
Approach Delay (s)		38.6			0.0			48.4			0.0	
Approach LOS		D			A			D			A	

Intersection Summary			
HCM Average Control Delay	41.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.83			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.91	1.00
Frt	1.00	0.93			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2465			1457	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2465			1457	4611
Volume (vph)	198	217	202	33	63	1835
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	220	241	224	37	70	2039
RTOR Reduction (vph)	0	18	0	0	10	0
Lane Group Flow (vph)	220	447	0	0	97	2039
Confl. Peds. (#/hr)			298		49	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	19.0	19.0			70.0	70.0
Effective Green, g (s)	20.0	20.0			72.0	72.0
Actuated g/C Ratio	0.20	0.20			0.72	0.72
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	623	493			1049	3320
v/s Ratio Prot	0.07	c0.19				c0.44
v/s Ratio Perm					0.07	
v/c Ratio	0.35	1.10dr			0.09	0.61
Uniform Delay, d1	34.4	39.1			4.2	7.0
Progression Factor	1.00	1.00			1.08	1.08
Incremental Delay, d2	1.6	22.8			0.1	0.4
Delay (s)	36.0	61.9			4.6	8.0
Level of Service	D	E			A	A
Approach Delay (s)		53.6				7.8
Approach LOS		D				A

Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.98	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2981						4414	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2981						4414	
Volume (vph)	0	0	0	58	218	0	0	0	0	0	173	31
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	64	242	0	0	0	0	0	192	34
RTOR Reduction (vph)	0	0	0	0	24	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	282	0	0	0	0	0	226	0
Confl. Peds. (#/hr)	184		30	30		184	68		51	51		68
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					52.0						40.0	
Effective Green, g (s)					52.0						40.0	
Actuated g/C Ratio					0.52						0.40	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1550						1766	
v/s Ratio Prot											c0.05	
v/s Ratio Perm					0.10							
v/c Ratio					0.18						0.13	
Uniform Delay, d1					12.7						19.0	
Progression Factor					1.94						1.00	
Incremental Delay, d2					0.2						0.1	
Delay (s)					24.9						19.1	
Level of Service					C						B	
Approach Delay (s)		0.0			24.9			0.0			19.1	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBT	WBR	NBL	NBR2	SET	SER2	NWL	NWT
Lane Configurations									
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	12	12	12	12
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0		4.0
Lane Util. Factor		0.95		0.97	0.88	0.95	1.00		0.91
Frpb, ped/bikes		0.96		1.00	1.00	1.00	0.90		1.00
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00		1.00
Frt		0.90		1.00	0.85	1.00	0.85		1.00
Flt Protected		1.00		0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)		2778		3113	2527	3438	1387		4904
Flt Permitted		1.00		0.95	1.00	1.00	1.00		0.86
Satd. Flow (perm)		2778		3113	2527	3438	1387		4217
Volume (vph)	6	155	289	65	167	464	17	40	409
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	172	321	72	186	516	19	44	454
RTOR Reduction (vph)	0	234	0	0	136	0	0	0	0
Lane Group Flow (vph)	0	266	0	72	50	516	19	0	498
Confl. Peds. (#/hr)	21		28				47	47	
Turn Type	Perm				Perm		Perm	Perm	
Protected Phases		8		1		2			2
Permitted Phases	8				1		2	2	
Actuated Green, G (s)		26.0		26.0	26.0	33.0	33.0		33.0
Effective Green, g (s)		27.0		27.0	27.0	34.0	34.0		34.0
Actuated g/C Ratio		0.27		0.27	0.27	0.34	0.34		0.34
Clearance Time (s)		5.0		5.0	5.0	5.0	5.0		5.0
Lane Grp Cap (vph)		750		841	682	1169	472		1434
v/s Ratio Prot				0.02		c0.15			
v/s Ratio Perm		0.18			0.07		0.01		0.12
v/c Ratio		0.35		0.09	0.07	0.44	0.04		0.35
Uniform Delay, d1		29.5		27.3	27.2	25.6	22.1		24.7
Progression Factor		1.71		1.00	1.00	1.00	1.00		0.27
Incremental Delay, d2		1.3		0.2	0.2	1.2	0.2		0.7
Delay (s)		51.6		27.5	27.4	26.8	22.2		7.2
Level of Service		D		C	C	C	C		A
Approach Delay (s)		51.6		27.4		26.7			7.2
Approach LOS		D		C		C			A

Intersection Summary			
HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

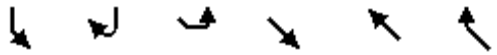
Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	23	651	0	0	429
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	26	723	0	0	477
Pedestrians						6
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			280			151
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	882	368			723	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	742	164			564	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	306	745			874	

Direction, Lane #	NB 1	SE 1	SE 2	NW 1	NW 2	NW 3
Volume Total	26	362	362	159	159	159
Volume Left	0	0	0	0	0	0
Volume Right	26	0	0	0	0	0
cSH	745	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.21	0.21	0.09	0.09	0.09
Queue Length (ft)	3	0	0	0	0	0
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	10.0	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)				4.0	4.0			4.0			4.0	
Lane Util. Factor				1.00	0.95			0.95			0.91	
Frpb, ped/bikes				1.00	1.00			1.00			1.00	
Flpb, ped/bikes				0.95	1.00			1.00			1.00	
Frt				1.00	1.00			0.99			1.00	
Flt Protected				0.95	1.00			1.00			1.00	
Satd. Flow (prot)				1530	3196			3385			4930	
Flt Permitted				0.95	1.00			1.00			0.91	
Satd. Flow (perm)				1530	3196			3385			4477	
Volume (vph)	0	0	0	230	481	10	0	652	51	14	459	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	256	534	11	0	724	57	16	510	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	0	0	256	544	0	0	775	0	0	526	0
Confl. Peds. (#/hr)				79		56			72	72		
Parking (#/hr)						0						
Turn Type				Perm						Perm		
Protected Phases					2			1			1	
Permitted Phases				2						1		
Actuated Green, G (s)				49.0	49.0			39.0			39.0	
Effective Green, g (s)				51.0	51.0			41.0			41.0	
Actuated g/C Ratio				0.51	0.51			0.41			0.41	
Clearance Time (s)				6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)				780	1630			1388			1836	
v/s Ratio Prot					c0.17			c0.23				
v/s Ratio Perm				0.17							0.12	
v/c Ratio				0.33	0.33			0.56			0.29	
Uniform Delay, d1				14.4	14.5			22.6			19.7	
Progression Factor				2.31	2.31			0.56			0.29	
Incremental Delay, d2				1.0	0.5			1.6			0.4	
Delay (s)				34.3	34.0			14.2			6.1	
Level of Service				C	C			B			A	
Approach Delay (s)		0.0			34.1			14.2			6.1	
Approach LOS		A			C			B			A	

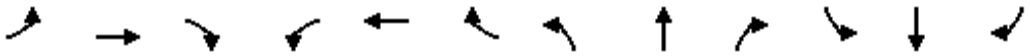
Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	12	12
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			1.00	0.95	0.91	
Frpb, ped/bikes			1.00	1.00	0.97	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	0.95	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1719	3438	4568	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1719	3438	4568	
Volume (vph)	0	0	176	748	518	253
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	196	831	576	281
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	196	831	857	0
Confl. Peds. (#/hr)			106			39
Turn Type			custom			
Protected Phases			3 4	1 4	1	
Permitted Phases			3			
Actuated Green, G (s)			40.0	63.0	52.0	
Effective Green, g (s)			40.0	63.0	52.0	
Actuated g/C Ratio			0.40	0.63	0.52	
Clearance Time (s)					4.0	
Lane Grp Cap (vph)			688	2166	2375	
v/s Ratio Prot			c0.11	c0.24	0.19	
v/s Ratio Perm						
v/c Ratio			0.28	0.38	0.36	
Uniform Delay, d1			20.3	9.0	14.2	
Progression Factor			0.66	1.78	1.00	
Incremental Delay, d2			0.9	0.5	0.4	
Delay (s)			14.3	16.5	14.6	
Level of Service			B	B	B	
Approach Delay (s)	0.0			16.1	14.6	
Approach LOS	A			B	B	

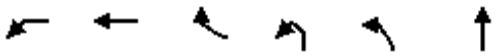
Intersection Summary			
HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.91	0.91						0.86	0.86			
Frpb, ped/bikes	1.00	1.00						0.99	0.77			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	1.00						0.99	0.85			
Flt Protected	0.95	1.00						1.00	1.00			
Satd. Flow (prot)	1460	3074						4267	952			
Flt Permitted	0.95	1.00						1.00	1.00			
Satd. Flow (perm)	1460	3074						4267	952			
Volume (vph)	278	837	0	0	0	0	0	325	94	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	309	930	0	0	0	0	0	361	104	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	309	930	0	0	0	0	0	382	83	0	0	0
Confl. Peds. (#/hr)	7								118			
Turn Type	Split								Perm			
Protected Phases	4	4						2				
Permitted Phases									2			
Actuated Green, G (s)	60.0	60.0						29.0	29.0			
Effective Green, g (s)	61.0	61.0						31.0	31.0			
Actuated g/C Ratio	0.61	0.61						0.31	0.31			
Clearance Time (s)	5.0	5.0						6.0	6.0			
Lane Grp Cap (vph)	891	1875						1323	295			
v/s Ratio Prot	0.21	c0.30						c0.09				
v/s Ratio Perm									0.09			
v/c Ratio	0.35	0.50						0.29	0.28			
Uniform Delay, d1	9.6	10.9						26.1	26.1			
Progression Factor	1.00	1.00						1.05	1.10			
Incremental Delay, d2	1.1	0.9						0.5	2.3			
Delay (s)	10.7	11.8						27.9	30.9			
Level of Service	B	B						C	C			
Approach Delay (s)		11.6			0.0			28.5			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.95			1.00	0.91
Frpb, ped/bikes	1.00	0.92			1.00	1.00
Flpb, ped/bikes	1.00	1.00			0.96	1.00
Frt	1.00	0.97			1.00	1.00
Flt Protected	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3113	2872			1541	4611
Flt Permitted	0.95	1.00			0.95	1.00
Satd. Flow (perm)	3113	2872			1541	4611
Volume (vph)	1764	281	72	168	70	364
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1960	312	80	187	78	404
RTOR Reduction (vph)	0	23	0	0	9	0
Lane Group Flow (vph)	1960	369	0	0	256	404
Confl. Peds. (#/hr)			349		21	
Parking (#/hr)			0			
Turn Type	Prot			Perm	Perm	
Protected Phases	3	8				2
Permitted Phases				2	2	
Actuated Green, G (s)	60.0	60.0			29.0	29.0
Effective Green, g (s)	61.0	61.0			31.0	31.0
Actuated g/C Ratio	0.61	0.61			0.31	0.31
Clearance Time (s)	5.0	5.0			6.0	6.0
Lane Grp Cap (vph)	1899	1752			478	1429
v/s Ratio Prot	c0.63	0.14				0.09
v/s Ratio Perm					0.17	
v/c Ratio	1.03	0.21			0.54	0.28
Uniform Delay, d1	19.5	8.7			28.5	26.1
Progression Factor	1.00	1.00			0.90	0.87
Incremental Delay, d2	29.4	0.3			4.1	0.5
Delay (s)	48.9	9.0			29.9	23.2
Level of Service	D	A			C	C
Approach Delay (s)		42.3				25.8
Approach LOS		D				C

Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0						4.0	
Lane Util. Factor					0.95						0.91	
Frpb, ped/bikes					1.00						0.98	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.97	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					2994						4387	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					2994						4387	
Volume (vph)	0	0	0	59	289	0	0	0	0	0	677	158
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	66	321	0	0	0	0	0	752	176
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	370	0	0	0	0	0	928	0
Confl. Peds. (#/hr)				30								53
Parking (#/hr)					0							
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Actuated Green, G (s)					47.0						45.0	
Effective Green, g (s)					47.0						45.0	
Actuated g/C Ratio					0.47						0.45	
Clearance Time (s)					4.0						4.0	
Lane Grp Cap (vph)					1407						1974	
v/s Ratio Prot											c0.21	
v/s Ratio Perm					0.13							
v/c Ratio					0.26						0.47	
Uniform Delay, d1					16.0						19.2	
Progression Factor					0.79						1.00	
Incremental Delay, d2					0.4						0.8	
Delay (s)					13.2						20.0	
Level of Service					B						B	
Approach Delay (s)		0.0			13.2			0.0			20.0	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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APPENDIX B

Harry S. Truman Building Environmental Assessment Addendum – 22nd Street

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WELLS + ASSOCIATES

MEMORANDUM

TO: Christopher Ziemann, Transportation Planner Ward 2
District Department of Transportation

FROM: Kevin R. Fellin

CC: E. Mitchell Buck
Karn Charuhas Chapman & Twohey

Deana Rhodeside
Rhodeside & Harwell

Emily Brodhag
Rhodeside & Harwell

SUBJECT: Harry S Truman Building – United States Department of State
Environmental Assessment Addendum – 22nd Street Transportation Element
December 4, 2009;
Washington, D.C.

RE: DDOT Comments discussed at a meeting on Thursday, March 4, 2010.

DATE: April 07, 2010

Introduction

The purpose of this memorandum is to respond to specific transportation comments/concerns identified at a meeting held at DDOT on Thursday, March 4th.

Each of the comments discussed are reproduced with responses below:

Comment #1: **Page 4: Table 1, describe why the mid-day peak hour for 22nd Street/Constitution Avenue was from 3:45-4:45 PM.**

Response: A 12-hour traffic count was performed on the segment of 22nd Street, NW from Constitution Avenue, NW to C Street, NW. The peak periods were identified as 7 AM to 10 AM (AM Peak Period), 10 AM to 4 PM (Mid-Day Peak Period), and 4 PM to 7 PM (PM Peak Period). Based on the increasing through traffic volumes on Constitution Avenue, NW, the mid-day peak hour was identified as 3:45 PM – 4:45 PM. This is the shoulder hour immediately preceding the first PM Peak Period hour (4:00 PM – 5:00 PM).

Comment #2: **Page 16: Figure 10, verify the number of weekday daily buses for bus lines H1, L1, and N3.**

Response: The number of daily Metrobus' at the bus stop located at the southeast quadrant of 23rd Street, NW/C Street, NW intersection for bus lines H1, L1, and N3 were verified to be correct as summarized below:

- Line H1: See Appendix page IV-37 from the December 4, 2009 22nd Street Assessment. In the weekday northbound direction, a total of six (6) daily buses between 4:29 PM and 6:20 PM serve this 23rd Street, NW bus stop.

- Line L1: See Appendix page IV-42 and 43 from the December 4, 2009 22nd Street Assessment. In the weekday northbound direction, a total of seven (7) daily buses between 4:17 PM and 6:36 PM serve this 23rd Street, NW bus stop.

- Line N3: See Appendix page IV-53 from the December 4, 2009 22nd Street Assessment. In the weekday northbound direction, at total of four (4) daily buses between 4:59 PM and 6:26 PM serve this 23rd Street, NW bus stop.

Comment #3: **Page 18: Table 4, describe why vehicles are double parked.**

Response: The double parked vehicles summarized in Table 4 were predominately taxis, but at times also included hired vehicles and private vehicles, that are waiting to pick-up passengers.

Comment #4: **Page 23: Table 6, describe what standing loading vehicles are doing that are not in the loading dock area.**

Response: Loading vehicles that were not in the loading area were at times observed standing along the west side curb on 22nd Street, NW at times when the loading area was occupied. This situation is illustrated on page 22, Photo 7 from the December 4, 2009 22nd Street Assessment where a delivery box truck is in the loading area, a USPS vehicle had arrived, and a Deer Park water truck is curbside making a local delivery.

Comment #5: **Page 29: Last paragraph. Can the Department of State provide transportation management elements currently in place?**

Response: This information can be found as the first document in Appendix B of the EA and for your convenience included herein as Attachment I to this document.

Comment #6: **Page 32: Figure 12, further describe the operation of the proposed APhA vehicle barrier at its garage driveway. Will a vehicle approaching the barrier block a sidewalk or cause conflicts with a vehicle traveling southbound on 22nd Street.**

Response: Currently the existing sidewalk terminates on the immediate north side of the subject driveway. A vehicle approaching the security barrier would not conflict with southbound traffic or block a sidewalk if the approaching vehicle stood approximately 6'-0" from the face of security barrier or the approximate width of the approaching sidewalk. The standing vehicle would be accommodated in the remaining approximate 7'-0" from the outside edge of side walk to face of curb plus 17+ feet of the 34 foot southbound travel lane. The southbound travel lane is approximately 34 feet wide in the vicinity of the subject driveway to accommodate a 17 foot stall depth for angled parking and a 17 foot southbound travel lane immediately south of the subject driveway.

Comment #7: **Page 34: Table 10, what attributes to the decrease in delay at the study intersections under proposed future conditions?**

Response: The proposed action will replace the retractable barriers and guard booth at the C Street, NW/22nd Street, NW intersection with retractable emergency bollards. Under this condition, DOS site trips will no longer use this site access point and it would be limited to emergencies and high level visitors. The removal of this site access point under the proposed action will remove peak hour vehicles from this segment of 22nd Street and as a result it decreased the calculated vehicle delay.

Please contact myself and/or Michael Workosky at 703-917-6620 with any questions/comments you may have regarding this document.

Enclosure

Attachment I

United States Department of State

Washington, D.C. 20520

August 7, 2006

Mr. Enrique Bellini
Karn Caruhas Chapman & Twohey
1120 Connecticut Avenue, NW Suite 1250
Washington, DC 20036

Re: Contract: S-ALMEC-02-C-0039
Perimeter Security Improvements, Harry S Truman Building
Transportation Management Plan Update

Dear Enrique:

Please find attached for your team's inclusion as an appendix to the Environmental Assessment per National Capital Planning Commission request, the Transportation Management Plan Update. Steven Wright will email an electronic version to you as an attachment.

Sincerely,

Mark M. Butowsky
Chief, Special Projects Division

United States Department of State

Transportation Management Plan

Washington, D.C.
August 2006

TRANSPORTATION MANAGEMENT PLAN UPDATE

PERIMETER SECURITY IMPROVEMENTS
HARRY S TRUMAN BUILDING

August 2006

PREFACE

Transportation Management Plan Update Background

The Department of State (DOS) was selected by the Environmental Protection Agency in FY 2004 as one of the "Best Workplaces for Commuters" due to the excellent commuter benefits provided to employees. The Department won the Silver Award in the "Race to Excellence" of the "Best Workplaces for Commuters" program in FY 2005 by improving existing commuter benefits and adding others. These forms of recognition demonstrate the Department's success in supporting its workforce and public transportation as components of its Transportation Management Plan. In the next year the Department will develop designs for Perimeter Security Improvements at the Harry S Truman building. This update describes this project and presents the Transportation Management Plan implications.

The Perimeter Security Improvements Project

The Perimeter Security Improvements Project will improve the perimeter security of the Harry S Truman (HST) Building, Department of State headquarters, and help protect its employees and visitors from terrorist explosive attacks, while improving the streetscape with an attractive pedestrian environment. The architecture firm of KCCT developed a Concept Design plan that will guide the implementation of perimeter security improvements. The Department received Concept Design approval in November 2004 from the Commission of Fine Arts and approval in December 2004 from the National Capital Planning Commission.

The Department is conducting an Environmental Assessment of the Concept Design plan, and is developing portions of it into construction documents. These portions are: Phase 1, 2, 3(a), and 7(a). Phase 1 consists of guard booths and vehicle controls at the 21st Street and 23rd Street ends of C Street, retractable street vehicle obstructions across 22nd Street to the South of the building, and a guard booth and vehicle controls at the 23rd Street end of D Street to the North of the building. Phase 2 consists of the addition of a pavilion to the North entrance of the building at D Street, which will bring out the security screening from the original building's lobby. Phase 3 and Phase 7 portions consist of landscaping and roadwork improvements to C Street between 21st Street and 23rd Street that will align with the perimeter project of the Board of Governors of the Federal Reserve System's Eccles and Martin buildings. The design development commenced in May 2006, and will conclude by June 2007 with final Construction Documents.

Transportation Management Plan Implications

The new Perimeter Security Improvements project will not increase the parking demand or add more commuters. It will improve the pedestrian experience around the Harry S Truman building, beautify the streets and surrounding grounds, and improve the entrances and security for occupants. The broader transportation issues of the project are covered in the Environmental Assessment, to include discussion of the cumulative effects of potential future projects by the Department's neighbors.

Introduction:

The Transportation Management Plan documents the Department of State's current programs to foster more efficient employee commuting patterns in Washington, D.C. in accordance with the Federal government's transportation goals as articulated by the National Capital Planning Commission's Comprehensive Plan for Federal Elements.

Policies:

The Department of State (DOS) implements the policies set forth by the National Capital Planning Commission (NCPC) Federal Plan's Transportation Elements by the use of various tools to encourage commuting habits to achieve its goals. The Department has in place nine tools, described below, to encourage commuting by modes other than single-occupant vehicles. These tools include information campaigns, financial subsidy for use of public transportation networks, and in-city shuttle services between its annexes.

The Department of State's Transportation Management Plan complies with NCPC goals to foster efficient employee commuting patterns, and to meet or exceed parking goals and ratios. It achieves this by executing strategies that reduce traffic congestion and improve air quality, and ensure NCPC target parking ratios are met or improved. By internal and external methods of communication and coordination, the Department manages its strategy implementing programs. It communicates its commitment to reduce parking space demand and to encourage alternate commuting modes, often with customized solutions suitable to surrounding communities.

Background:

Located primarily in the Foggy Bottom area of Washington, D.C., and in the Arlington, VA area, the Department of State is headquartered in the Harry S Truman building (HST), 2201 C Street NW, Washington, DC. Nearby annexes in, or directly adjacent to the central employment area presently house constituent bureau offices. There are seven annexes in the Foggy Bottom area, six other employee locations elsewhere in the city, plus 24 employee locations in Northern Virginia, and two employee locations in Maryland, for a total of 18,675 employees within the Washington-Baltimore-Northern Virginia Combined Statistical Area. Of these, 11,391 employees work in the immediate Washington, D. C. area.

The HST headquarters building houses offices and other special spaces, and is comprised of two buildings joined together. These are the Old State section, dedicated the George C. Marshall Wing in 2001, which was completed in 1941 to house the War Department, and the New State section, which was completed in 1961 to house the State Department. Together they were dedicated the Harry S Truman building in 2000.

The HST building is bound by C Street, D Street, 21st Street, and 23rd Street, and accommodates an average 8,000 employees and visitors each day. It is located on an 11-acre lot, has 9 floors, a footprint that measures 730 feet long by 510 feet wide, and is 90 feet high. It has a gross area of 2,502,578 square feet, with a net area of 1,492,260 square feet. Its loading dock and parking garage are 204,772 square feet, with a capacity for 980 automobiles.

Transportation Demand Management:

The demand for transportation by DOS employees is for commuting home to work. Since many of the Department's workforce serve overseas, many employees are transient to the city during times of brief tours to Washington, D.C. It is convenient for such Foreign Service employees to locate close to the city, or in the city, during these brief tours, although the Department does not presently record housing data to determine percentage of employees living in DC. The primary demand is for Civil Servants who live in the greater Washington Metropolitan area. Visitors arrive to the building by multiple modes of transportation, although the Department does not track the transportation demand of visitors.

Commuter Rail, Rail Transit, and Bus Transit:

The Department of State provides information for employees to facilitate use of the primary transit services of the city, including Metro rail and bus and commuter train lines. Subsidies are provided via an annual program with quarterly distributions to the Department's employees to encourage the use of public transportation. METROCheks totaling nearly $6,000,000 were distributed to State employees in FY 2005 and there were 6,228 employees in the program as of October 1, 2005.

Parking:

Parking spaces for DOS employees are provided at various locations to serve the Department in the Foggy Bottom area. The parking locations include the Harry S Truman building, the Columbia Plaza annex, Navy Hill and Potomac Annex (until its use as parking ends when site preparations begin for construction of the new U.S. Peace Institute headquarters building, scheduled for November, 2006). There are 1,522 parking spaces, including 75 for motorcycles, available for the Privately Owned Vehicles (POVs) of State employees in the DC area. Some employees choose to pay to park in commercial facilities, although DOS does not record these numbers. The population of DOS employees in the DC area is 11,391. Thus, the ratio of DOS provided parking spaces to DOS employees in the DC area is 1:7, which surpasses the NCPC goal of 1:5.

Shuttles and Circulators:

The Department of State's Washington, DC workforce shuttle bus service provides transportation for the conduct of official government business between the Harry S. Truman Building and 20 DOS annexes in the DC area. Department shuttle buses transported 902,591 passengers via 30,754 trips in FY 2005. A display of shuttle bus schedules is located inside the D Street entrance of Harry S Truman Building, where the buses arrive and depart. The shuttle bus schedules are also available as brochures at the transportation kiosk in the basement of the Harry S Truman Building and can be viewed via the A Bureau Intranet Managed Favorites.

Bicycle Facilities:

The Department of State encourages employees in the DC area to ride bicycles by providing space for bicycle parking. The Department currently has 185 spaces in thirteen bicycle racks to accommodate those who prefer cycling as the mode of transportation.

Other Infrastructure and Transportation Services:

The Department of State maintains a fleet of vehicles for use by groups for official business. These allow for public transportation commuters to take official group trips without bringing in their own vehicles to transport themselves to places unreachable by public transportation. Occasionally these vehicles do not need to park, so they can operate like a taxi service, dropping groups off for meetings, and then retrieving them. Also, a commercial taxi stand has developed by market forces, in response to demand, where 22nd Street and C Street intersect. Visitors and Department employees take advantage of this market-based service.

Investment Priorities:

The Department supports the investment in alternative fuel vehicles (AFVs). The Department's domestic covered* fleet of 499 vehicles included 152 AFVs as of the end of FY 2005. Most of those AFVs were located in the area of Washington, DC, including six (6) shuttle buses running on compressed natural gas (CNG).

*"covered" fleet vehicles are all domestic, non law-enforcement, light-duty vehicles operated in a metropolitan statistical area.

TMP Implementation:

The following nine tools are used by the Department of State to encourage commuting by modes other than single-occupant vehicles. These tools include communications and coordinated efforts with external agencies:

1) A transportation kiosk in the Harry S Truman building provides commuting information on non-single-occupant vehicle modes of transportation to employees

via a touch screen, a map of the METRO subway system and brochures for the Maryland Area Regional Commute (MARC) and Virginia Railway Express (VRE) commuter trains, etc.

2) A carpool driver/passenger matching service is available on the Department's website.
3) Preferred parking is provided for carpools and vanpools.
4) DOS participates in the Department of Transportation (DOT) METROCheks program, encouraging employees to ride mass transit.
5) Secure bicycle parking is available, along with showers and lockers.
6) Compressed work schedules are available to many employees, which alleviate the need for those employees to transit to work at least one day each pay period.
7) The number of employees telecommuting is gradually increasing. There were 1,236 registered teleworkers at the end of 2005, which further reduces transportation demand.
8) On-site amenities (e.g.: bank, cafeteria, convenience store, dry cleaning, post office, etc.) are provided, reducing transportation demand.
9) Information is provided at events such as the Earth Day celebration, where brochures and a list of websites about commuting options are distributed.

Related Future Projects:

The American Pharmacists Association (APHA) is planning construction of an addition to their headquarters located at 2215 Constitution Avenue, NW, Washington, D.C. The addition will adjoin the existing building and project towards C Street. It is anticipated to be six stories with two levels of underground parking. The Department of State anticipates tenancy, utilizing 166,000 useable square feet to house approximately 800 employees with 98 available parking spaces. The parking ratio for this facility will be one space for every 8 employees (1:8). DOS occupancy is projected to be in the spring of 2009.

The U.S. Institute of Peace is planning to build a new headquarters at the corner of Constitution Avenue and 23rd Street, NW on a two-and-one-half acre site. DOS employees use a portion of the site known as the Potomac Annex for parking. Construction is scheduled to begin in 2007, and site preparations begin in August 2006 at which time 150 parking spaces currently in use by DOS employees will no longer be available.

Upon completion of the U.S. Institute of Peace and the APHA addition, the parking ratio of employees to spaces for DOS in Washington, D.C. will become 11,391 employees to 1470 (1,522 +98 – 150) spaces, or one employee to every seven and seven-tenths (1:7.7) parking space.

WELLS + ASSOCIATES

MEMORANDUM

To: Project Development Team

CC: Christopher Ziemann, AICP
Transportation Planner, Ward 2

From: Michael J. Workosky, PTP, TOPS
Kevin R. Fellin
Wells + Associates, Inc.

Date: December 4, 2009

Subject: Harry S. Truman Building – United States Department of State
Environmental Assessment Addendum – 22nd Street Transportation Element;
Washington, D.C.

Introduction

This memorandum presents the transportation element of an Environmental Assessment (EA) for the Harry S. Truman Building – Department of State (DOS). It is in relation to the proposed and ongoing perimeter security improvements and provides an evaluation of 22nd Street, NW from Constitution Avenue, NW to C Street, NW. The Harry S. Truman – Department of State building is located on the north side of C Street, NW as shown on Figure 1.

This study was prepared in consultation with District Department of Transportation (DDOT) staff. A copy of the traffic scoping letter for this study is contained in Attachment I. It is also coordinated with the American Pharmacists Association (APhA) Environmental Assessment for proposed perimeter improvements that is being processed concurrently.

Tasks undertaken in this study included the following:

1. Review of 22nd Street, NW current and proposed operations.

2. Meetings with the District Department of Transportation staff regarding the transportation study scope. A copy of the traffic study scoping agreement is contained in Attachment I.

3. Collection of existing traffic counts, parking occupancy, and field observations along 22nd Street, NW and at the C Street, NW and Constitution Avenue, NW intersections.

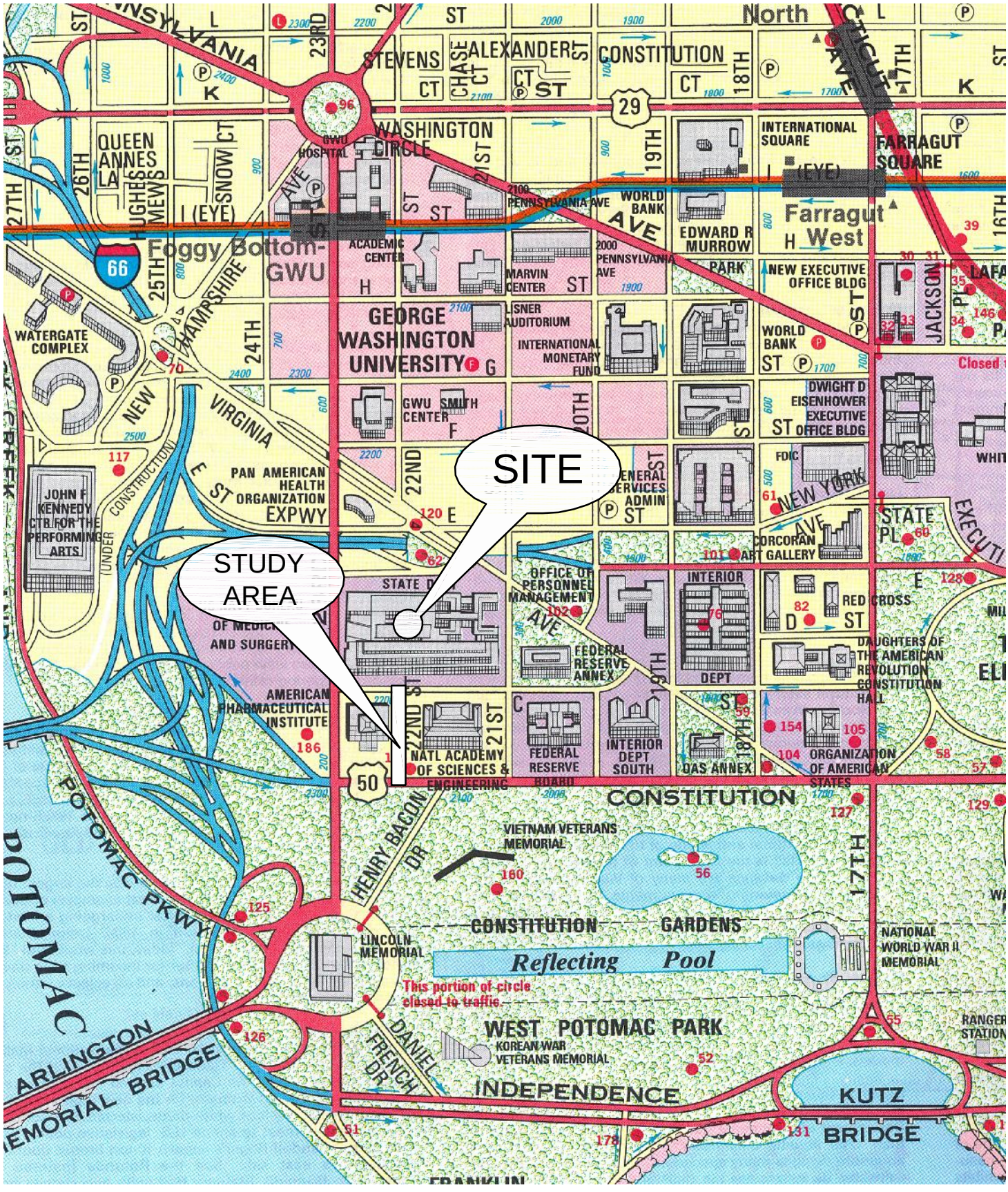

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Figure 1
Site Location and Study Area

North

JCP

4. An evaluation of existing weekday AM and PM peak hour conditions.

5. Preparation of future traffic forecasts with the proposed perimeter improvements planned for 22nd Street, NW.

6. An evaluation of future operations on 22nd Street, NW to reflect the proposed modifications and operational changes.

Sources of data for this analysis include previous traffic studies conducted by Wells + Associates, the District Department of Transportation (DDOT), the Department of State (DOS), the American Pharmacists Association (APhA), National Academy of Sciences (NAS), Karn Charuhas Chapman & Twohey Architects, and Rhodeside & Harwell, Inc.

BACKGROUND INFORMATION

Study Area and Road Network

Based on the traffic scoping agreement, the following intersections were included as part of this traffic study:

1) 22nd Street, NW/Constitution Avenue, NW.
2) 22nd Street, NW/APhA Driveway.
3) 22nd Street, NW/APhA Loading Dock.
4) 22nd Street, NW/National Academy of Sciences (NAS) Driveway.
5) 22nd Street, NW/C Street, NW.

The subject site area is located within a connected network of arterial, collector, and local streets. Constitution Avenue and C Street are east-west streets. 22nd Street is a north-south street. Each street has a posted or assumed when not posted, speed limit of 25 miles per hour (mph).

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

- Constitution Avenue, NW as a "principal arterial".
- 22nd Street, NW and C Street, NW a "local" street.

FIELD DATA COLLECTION

Existing Traffic, Pedestrian, and Bicycle Data

Wells + Associates conducted vehicular, pedestrian, and bicycle counts at the previously mentioned intersections on 22nd Street, NW on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM and recorded in 15-minute intervals. The peak hour vehicular traffic volumes for each key intersection are shown on Figure 2. The peak traffic hour for each intersection is summarized below in Table 1.

Table 1
Existing Traffic Peak Hour Summary
Department of State – 22nd Street EA Addendum

Intersection	Weekday Peak Hours		
	AM	Mid-Day	PM
22nd Street/Constitution Avenue	8:00-9:00 AM	3:45-4:45 PM	5:00-6:00 PM
22nd Street/APhA Driveway	8:15-9:15 AM	1:45-2:45 PM	5:00-6:00 PM
22nd Street/APhA Loading Dock	8:15-9:15 AM	2:15-3:15 PM	4:30-5:30 PM
22nd Street/NAS Driveway	8:15-9:15 AM	10:00-11:00 AM	4:45-5:45 PM
22nd Street/DOS C Street Driveway	7:00-8:00 AM	10:00-11:00 AM	5:00-6:00 PM
Observed Drop-off/Pick-up	8:00-9:00 AM	10:45-11:45 AM	4:30-5:30 PM

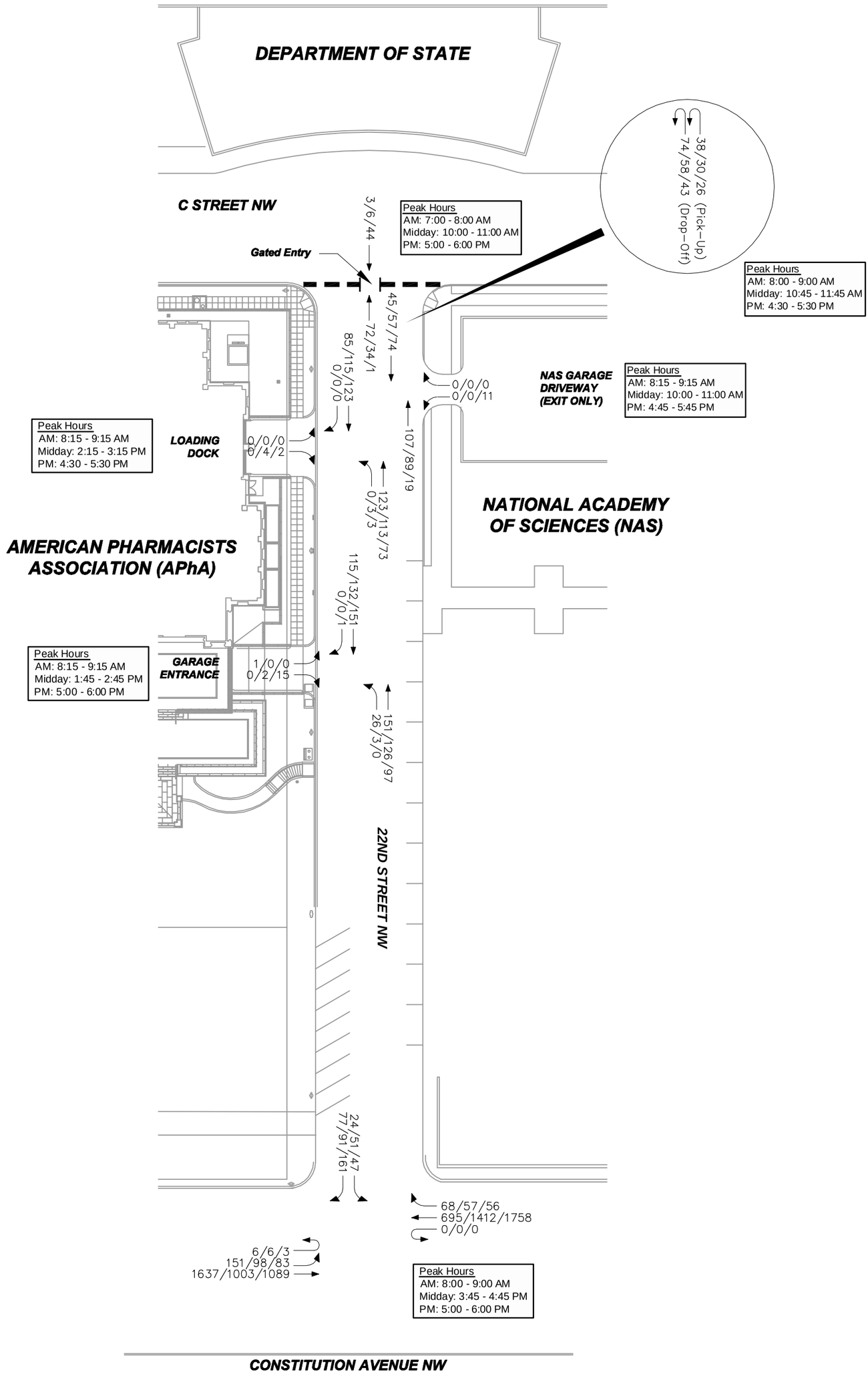

Figure 2
Existing Weekday Peak Hour Traffic Volumes

AM PEAK HOUR
MIDDAY PEAK HOUR
PM PEAK HOUR
000/000/000

North

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22nd Street Traffic Summary. The traffic utilizing 22nd Street, NW was observed to be a mix of:

- destination trips for the APhA, NAS and DOS driveways;
- passenger pick-up/drop-offs by private vehicle, taxi, hired car, van, and/or other;
- delivery/loading vehicles, and
- vehicles seeking on-street parking spaces.

Traffic Volumes. A driveway traffic summary was developed by tabulating the 12-hour traffic count data to best quantify the mix of traffic utilizing 22nd Street, NW. The results are presented in Table 2 and shown graphically on Figures 3 thru 7. Table 3 summarizes the pick-up/drop-offs by vehicle classification. The data collected in the field indicates that the majority of traffic utilizing 22nd Street, NW is picking-up and dropping-off passengers with a majority of those dropping off passengers. The overall peak hour traffic periods on 22nd Street, NW based on the traffic to/from Constitution Avenue, NW and 22nd Street, NW occur from 8:15 to 9:15 AM, 12:30 to 1:30 PM, and 5:00 to 6:00 PM.

Pedestrian Volumes. Pedestrian movements recorded during the peak traffic hours described above are shown on Figure 8. A detailed pedestrian count summary by hour/approach for each key intersection and corresponding data collection data is provided as Attachment II. The results indicate the majority of pedestrians arriving to/from Constitution Avenue, NW are almost entirely oriented to the east side of 22nd Street, NW. The east side of 22nd Street, NW provides a sidewalk from C Street, NW to Constitution Avenue, NW with a direct connection to the only crosswalk crossing Constitution Avenue, NW at its intersection with 22nd Street, NW. A sidewalk exists on the west side of 22nd Street, NW from C Street, NW to the APhA driveway. A crosswalk does not exist crossing Constitution Avenue, NW on the west side at its intersection with 22nd Street, NW. A maximum of 195 pedestrians were observed from 12:00 to 1:00 PM walking in the north-south direction on the east side of the DOS C Street gated driveway.

Bicycle Volumes. Bicycle volumes that occurred during the peak traffic hours described above are shown on Figure 9. A detailed bicycle summary by hour for each key intersection and corresponding data collection data is provided as Attachment III. A maximum of eight (8) peak hour bicycles were observed from 7:45-8:45 AM and 8:00-9:00 AM traveling across Constitution Avenue, NW in the vicinity of the subject area.

Existing Lane Use, Traffic Control, Curb Survey, and Parking Enforcement

The existing lane use and traffic control devices and curb survey in the site area are shown on Figure 10. Metered on-street parking is permitted along 22nd Street's east and west sides as shown on Figure 10 and summarized below:

22nd Street, NW East Side (between C Street, NW and Constitution Avenue, NW)

- 13 metered parallel parking spaces, Two hour parking, Monday-Friday 7:00 AM to 6:30 PM.
- 2 taxi cab stand parallel parking spaces, Monday-Friday 7:00 AM to 6:30 PM.

Table 2
22nd Street Vehicular Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	22nd Street to/from Constitution Avenue			APhA Driveway to/from 22nd Street			APhA Loading Dock to/from 22nd Street			NAS Driveway to/from 22nd Street			DOS C Street Driveway to/from 22nd Street		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	156	59	215	16	0	16	0	0	0	0	0	0	**72**	**3**	**75**
	7:15-8:15 AM	163	68	231	16	0	16	0	0	0	0	0	0	70	2	72
	7:30-8:30 AM	197	83	280	21	0	21	0	0	0	0	0	0	**73**	**2**	**75**
	7:45-8:45 AM	218	100	318	**27**	**0**	**27**	0	0	0	0	0	0	64	1	65
	8:00-9:00 AM	219	101	320	26	0	26	0	0	0	0	0	0	56	1	57
	8:15-9:15 AM	**229**	**110**	**339**	**26**	**1**	**27**	0	0	0	0	0	0	53	3	56
	8:30-9:30 AM	209	111	320	20	1	21	0	0	0	0	0	0	48	5	53
	8:45-9:45 AM	181	96	277	12	1	13	0	0	0	0	0	0	45	4	49
	9:00-10:00 AM	183	115	298	9	1	10	**1**	**1**	**2**	0	0	0	40	5	45
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	171	112	283	9	0	9	2	1	3	0	0	0	31	4	35
	9:30-10:30 AM	165	117	282	6	0	6	3	3	6	0	0	0	30	6	36
	9:45-10:45 AM	169	121	290	7	0	7	3	3	6	0	0	0	30	7	37
	10:00-11:00 AM	181	132	313	5	0	5	4	3	7	0	0	0	**34**	**6**	**40**
	10:15-11:15 AM	177	135	312	3	0	3	3	3	6	0	0	0	30	5	35
	10:30-11:30 AM	175	131	306	2	0	2	3	2	5	0	0	0	28	3	31
	10:45-11:45 AM	157	130	287	1	1	2	3	3	6	0	1	1	21	4	25
	11:00 AM-12:00 PM	140	121	261	1	1	2	2	3	5	0	1	1	20	7	27
	11:15 AM-12:15 PM	133	119	252	1	1	2	3	3	6	0	2	2	20	10	30
	11:30 AM-12:30 PM	126	118	244	1	1	2	4	3	7	0	2	2	18	9	27
	11:45 AM-12:45 PM	148	134	282	5	4	9	**6**	**4**	**10**	0	3	3	22	9	31
	12:00-1:00 PM	164	152	316	6	5	11	5	4	9	0	5	5	17	7	24
	12:15-1:15 PM	167	149	316	5	5	10	4	4	8	0	5	5	18	4	22
	12:30-1:30 PM	**179**	**154**	**333**	**8**	**5**	**13**	2	3	5	0	5	5	19	5	24
	12:45-1:45 PM	174	141	315	4	2	6	1	1	2	0	3	3	19	5	24
	1:00-2:00 PM	160	132	292	4	1	5	1	1	2	0	1	1	19	5	24
	1:15-2:15 PM	155	135	290	4	1	5	1	1	2	0	1	1	19	6	25
	1:30-2:30 PM	159	130	289	2	1	3	2	3	5	0	2	2	17	7	24
	1:45-2:45 PM	160	143	303	3	2	5	2	4	6	0	3	3	18	8	26
	2:00-3:00 PM	160	132	292	3	2	5	2	3	5	0	3	3	17	10	27
	2:15-3:15 PM	160	131	291	3	3	6	3	4	7	0	2	2	18	13	31
	2:30-3:30 PM	156	133	289	3	5	8	3	2	5	0	2	2	18	10	28
	2:45-3:45 PM	143	133	276	2	3	5	2	1	3	0	1	1	12	14	26
	3:00-4:00 PM	138	128	266	2	4	6	4	2	6	0	3	3	13	13	26
	3:15-4:15 PM	132	136	268	2	5	7	3	3	6	0	4	4	11	17	28
	3:30-4:30 PM	147	141	288	2	5	7	2	3	5	0	5	5	10	23	33
	3:45-4:45 PM	155	142	297	2	7	9	2	3	5	**0**	**6**	**6**	9	21	30
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	139	151	290	2	9	11	0	2	2	0	6	6	5	27	32
	4:15-5:15 PM	155	173	328	2	9	11	0	1	1	0	7	7	4	30	34
	4:30-5:30 PM	139	200	339	1	11	12	3	2	5	0	7	7	1	30	31
	4:45-5:45 PM	129	206	335	1	15	16	3	2	5	**0**	**11**	**11**	1	41	42
	5:00-6:00 PM	**139**	**208**	**347**	1	15	16	**4**	**3**	**7**	0	10	10	**1**	**44**	**45**
	5:15-6:15 PM	120	186	306	**1**	**19**	**20**	4	2	6	0	8	8	**2**	**43**	**45**
	5:30-6:30 PM	102	155	257	**2**	**18**	**20**	1	1	2	0	6	6	**2**	**43**	**45**
	5:45-6:45 PM	112	141	253	2	14	16	1	1	2	0	2	2	2	35	37
	6:00-7:00 PM	95	125	220	1	13	14	0	0	0	0	5	5	3	33	36

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

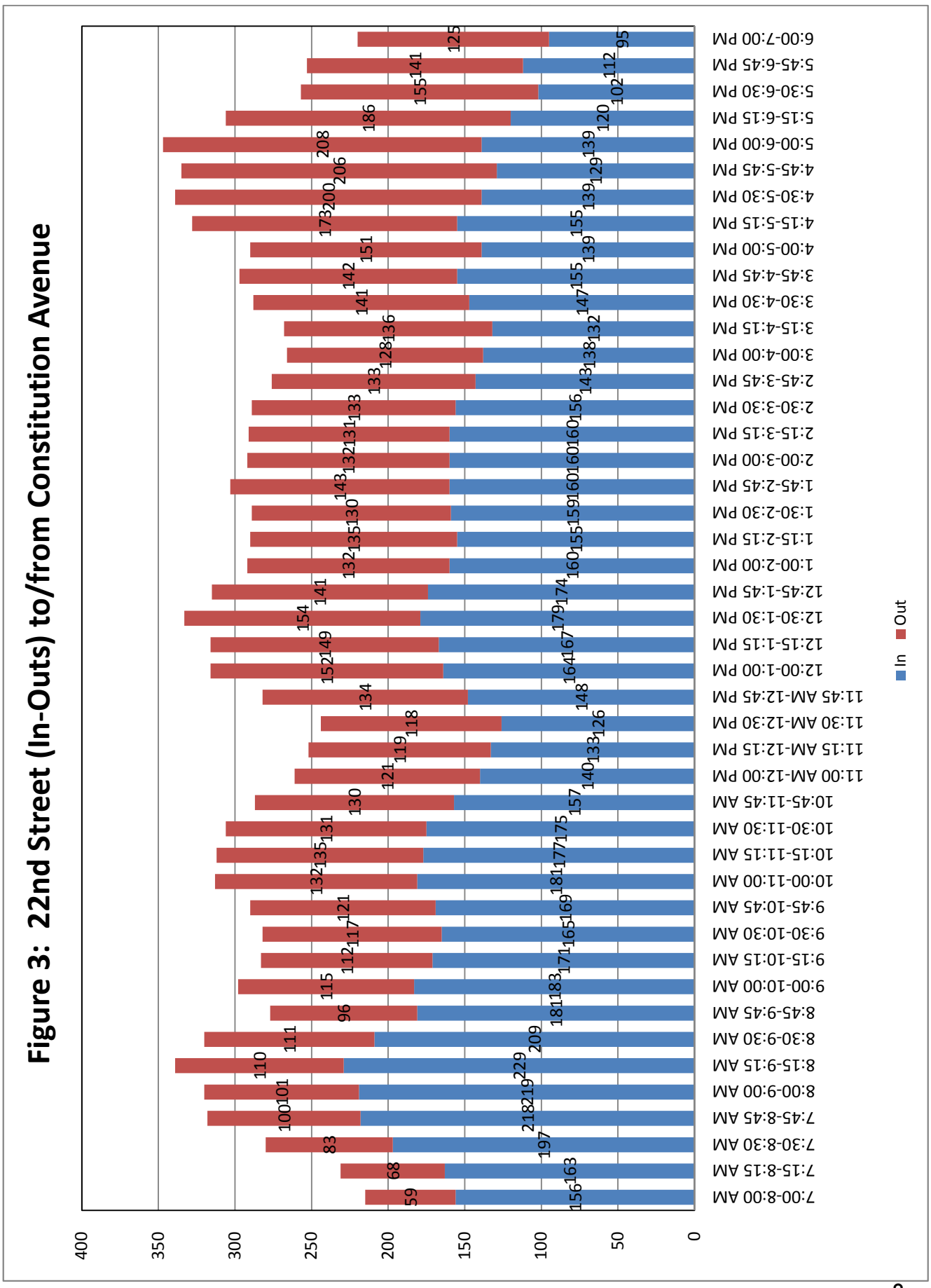


Figure 3: 22nd Street (In-Outs) to/from Constitution Avenue
400
350
300
250
200
150
100
50
0
In
Out
7:00-8:00 AM 156 163
7:15-8:15 AM 59 68
7:30-8:30 AM 83 197
7:45-8:45 AM 100 218
8:00-9:00 AM 101 219
8:15-9:15 AM 110 229
8:30-9:30 AM 111 209
8:45-9:45 AM 96 181
9:00-10:00 AM 115 183
9:15-10:15 AM 112 171
9:30-10:30 AM 117 165
9:45-10:45 AM 121 169
10:00-11:00 AM 132 181
10:15-11:15 AM 135 177
10:30-11:30 AM 131 175
10:45-11:45 AM 130 157
11:00 AM-12:00 PM 121 140
11:15 AM-12:15 PM 119 133
11:30 AM-12:30 PM 118 126
11:45 AM-12:45 PM 134 148
12:00-1:00 PM 152 164
12:15-1:15 PM 149 167
12:30-1:30 PM 154 179
12:45-1:45 PM 141 174
1:00-2:00 PM 132 160
1:15-2:15 PM 135 155
1:30-2:30 PM 130 159
1:45-2:45 PM 143 160
2:00-3:00 PM 132 160
2:15-3:15 PM 131 160
2:30-3:30 PM 133 156
2:45-3:45 PM 133 143
3:00-4:00 PM 128 138
3:15-4:15 PM 136 132
3:30-4:30 PM 141 147
3:45-4:45 PM 142 155
4:00-5:00 PM 151 139
4:15-5:15 PM 173 155
4:30-5:30 PM 200 139
4:45-5:45 PM 206 129
5:00-6:00 PM 208 139
5:15-6:15 PM 186 120
5:30-6:30 PM 155 102
5:45-6:45 PM 141 112
6:00-7:00 PM 125 95

Figure 4: APhA Driveway (In-Outs) to/from 22nd Street

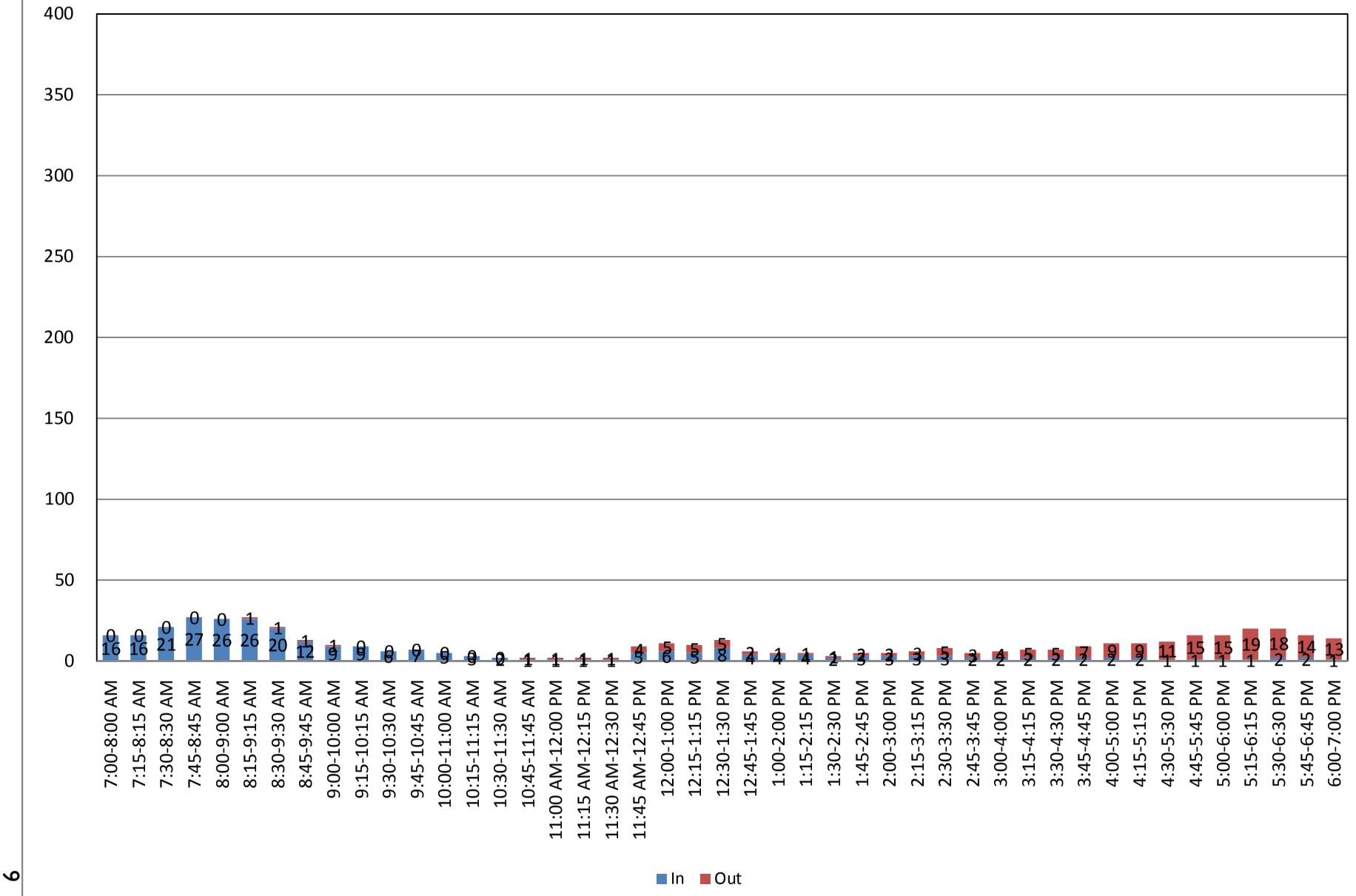


Figure 5: APhA Loading Dock (In-Outs) to/from 22nd Street

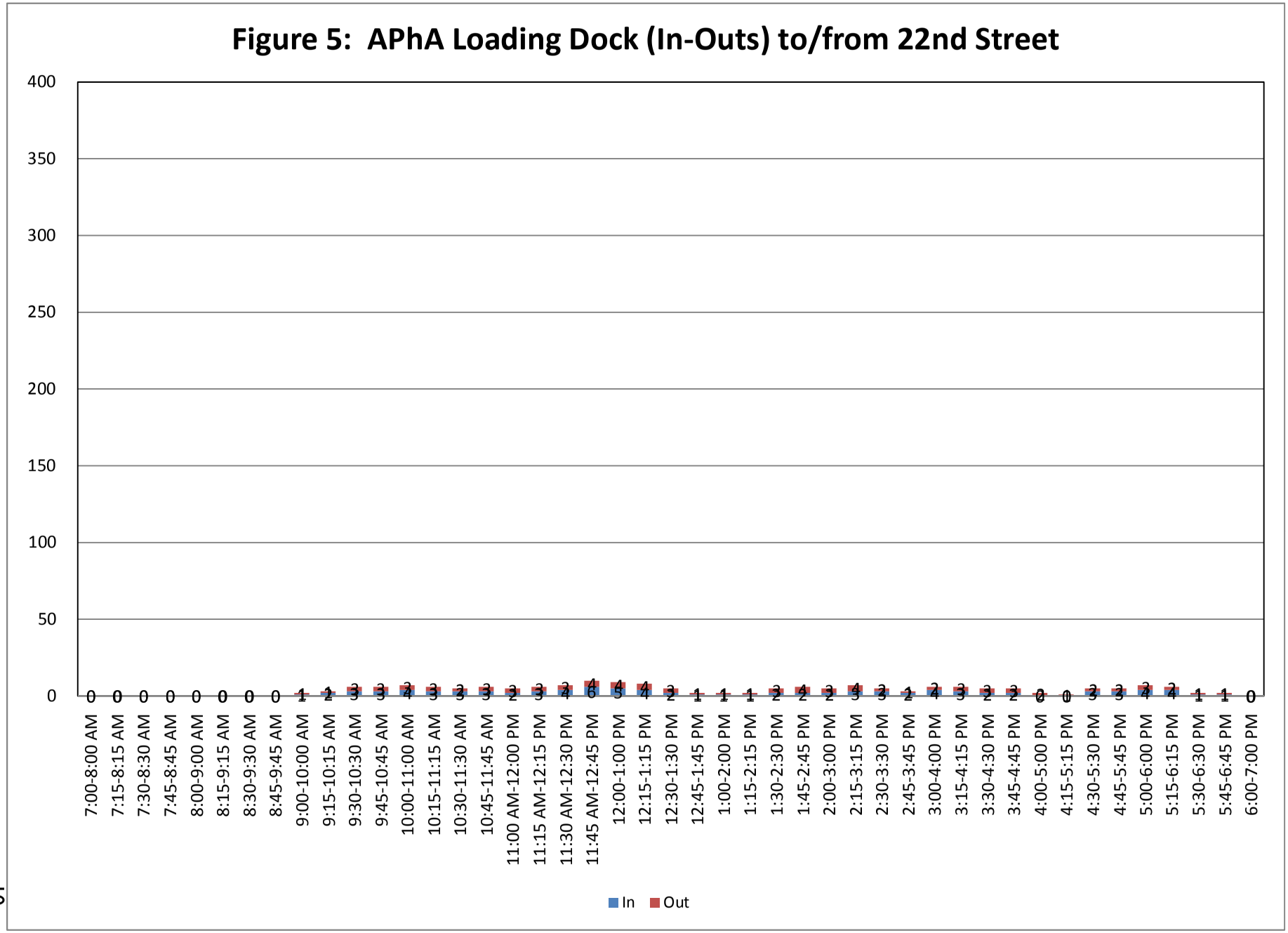
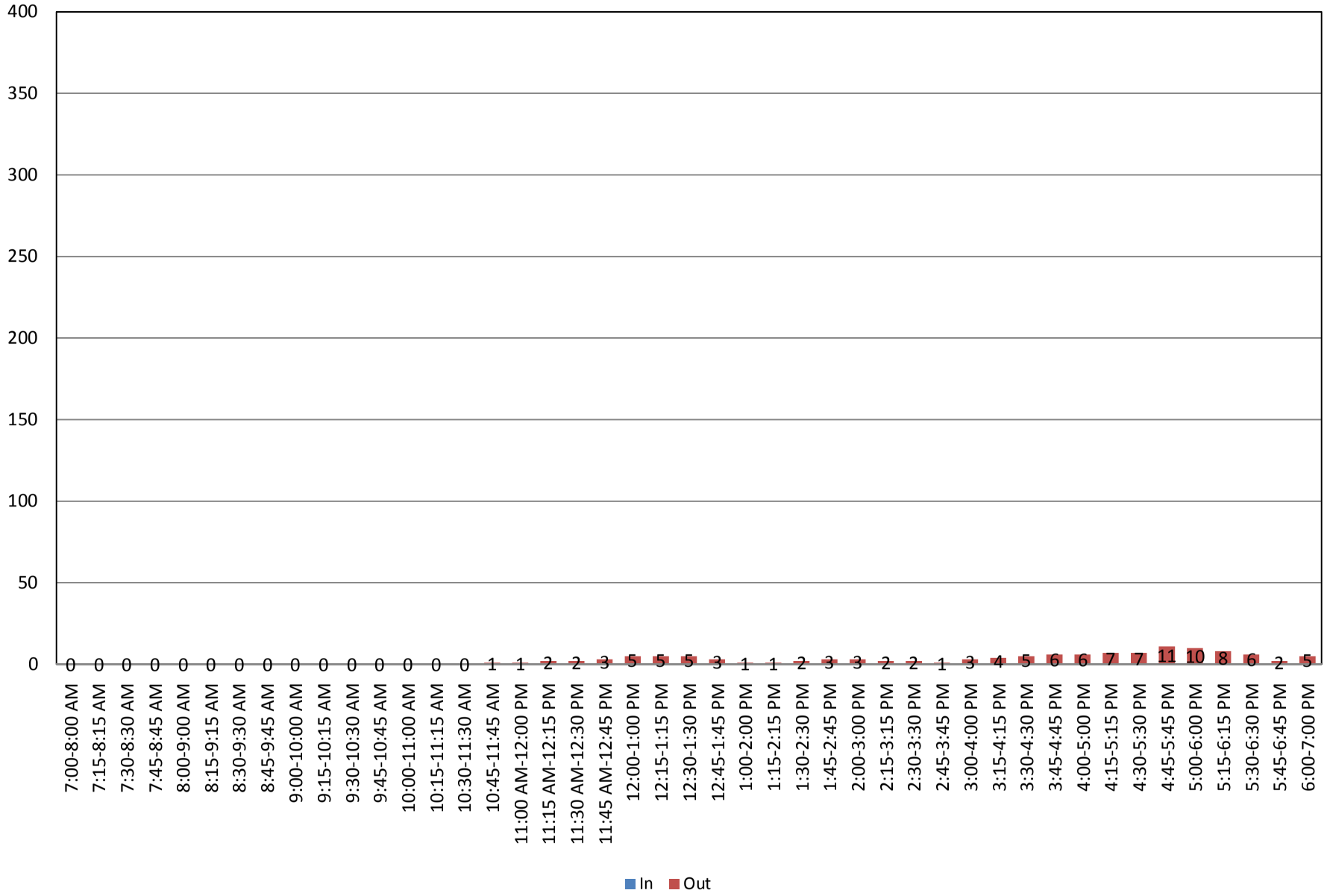


Figure 6: NAS Driveway (In-Outs) to/from 22nd Street



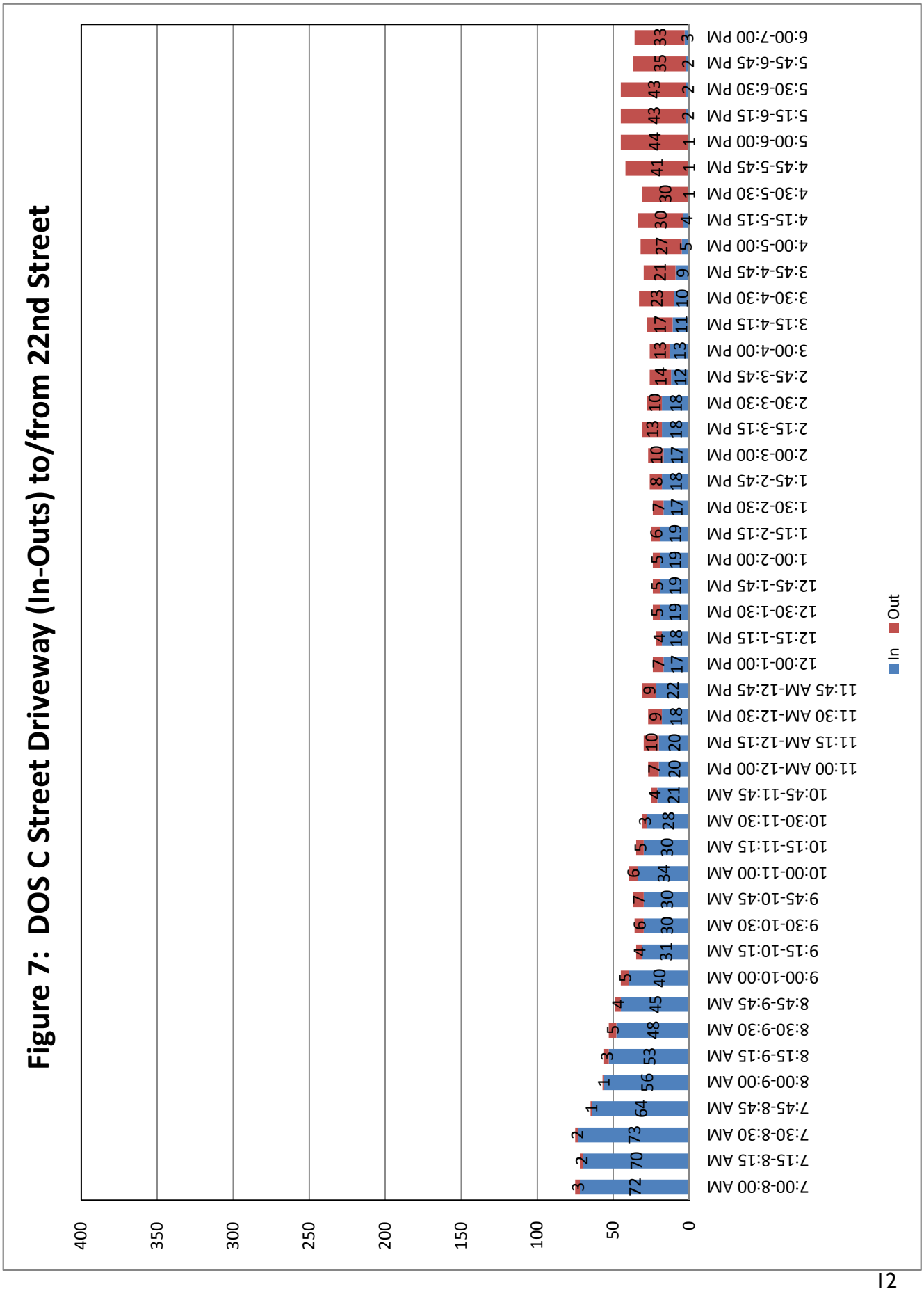


Figure 7: DOS C Street Driveway (In-Outs) to/from 22nd Street
400
350
300
250
200
150
100
50
0
In
Out
7:00-8:00 AM 72 3
7:15-8:15 AM 70 2
7:30-8:30 AM 73 2
7:45-8:45 AM 64 1
8:00-9:00 AM 56 1
8:15-9:15 AM 53 3
8:30-9:30 AM 48 5
8:45-9:45 AM 45 4
9:00-10:00 AM 40 5
9:15-10:15 AM 31 4
9:30-10:30 AM 30 6
9:45-10:45 AM 30 7
10:00-11:00 AM 34 6
10:15-11:15 AM 30 5
10:30-11:30 AM 28 3
10:45-11:45 AM 21 4
11:00 AM-12:00 PM 20 7
11:15 AM-12:15 PM 20 10
11:30 AM-12:30 PM 18 9
11:45 AM-12:45 PM 22 9
12:00-1:00 PM 17 7
12:15-1:15 PM 18 4
12:30-1:30 PM 19 5
12:45-1:45 PM 19 5
1:00-2:00 PM 19 5
1:15-2:15 PM 19 6
1:30-2:30 PM 17 7
1:45-2:45 PM 18 8
2:00-3:00 PM 17 10
2:15-3:15 PM 18 13
2:30-3:30 PM 18 10
2:45-3:45 PM 12 14
3:00-4:00 PM 13 13
3:15-4:15 PM 11 17
3:30-4:30 PM 10 23
3:45-4:45 PM 9 21
4:00-5:00 PM 5 27
4:15-5:15 PM 4 30
4:30-5:30 PM 1 30
4:45-5:45 PM 1 41
5:00-6:00 PM 1 44
5:15-6:15 PM 2 43
5:30-6:30 PM 2 43
5:45-6:45 PM 2 35
6:00-7:00 PM 3 33

Table 3
22nd Street Pick-up/Drop-Off Summary
Department of State - 22nd Street EA Addendum[1]

Hour	Drop-Off								Pick-Up								Total
	Private Vehicles	Taxi	Hired Vehicle	SU-30 [2]	SU-40 [3]	Van	Shuttle Bus	Subtotal	Private Vehicles	Taxi	Hired Vehicle	SU-30 [2]	SU-40 [3]	Van	Shuttle Bus	Subtotal	
7:00-8:00 AM	23	6	9	1	0	1	0	40	7	4	1	0	1	1	0	14	54
8:00-9:00 AM	41	30	1	0	0	2	0	74	25	7	0	0	0	6	0	38	112
9:00-10:00 AM	35	27	0	1	0	1	0	64	17	4	0	0	1	3	1	26	90
10:00-11:00 AM	23	42	3	0	0	2	0	70	11	3	0	0	0	1	0	15	85
11:00 AM-12:00 PM	19	16	1	0	0	3	0	39	24	9	0	0	2	2	0	37	76
12:00-1:00 PM	14	6	0	1	3	0	0	24	20	2	0	0	2	2	1	27	51
1:00-2:00 PM	10	29	0	0	0	0	0	39	20	7	1	0	1	1	3	33	72
2:00-3:00 PM	14	29	1	0	0	0	0	44	34	5	0	0	0	0	1	40	84
3:00-4:00 PM	21	18	2	0	0	1	1	43	10	3	0	0	0	1	0	14	57
4:00-5:00 PM	23	12	0	0	0	0	0	35	10	1	0	1	1	1	1	15	50
5:00-6:00 PM	15	9	0	0	1	4	0	29	22	4	0	0	0	4	0	30	59
6:00-7:00 PM	10	4	0	0	0	0	0	14	1	3	0	0	0	0	2	6	20
Total	**248**	**228**	**17**	**3**	**4**	**14**	**1**	**515**	**201**	**52**	**2**	**1**	**8**	**22**	**9**	**295**	**810**
%Total	48.2%	44.3%	3.3%	0.6%	0.8%	2.7%	0.1%	100%	68.1%	17.6%	0.7%	0.3%	2.7%	7.5%	3.1%	100%	
Peak Hours																	
8:00-9:00 AM	**41**	**30**	**1**	**0**	**0**	**2**	**0**	**74**	**25**	**7**	**0**	**0**	**0**	**6**	**0**	**38**	**112**
10:45-11:45 AM	**27**	**26**	**2**	**0**	**0**	**3**	**0**	**58**	**20**	**8**	**0**	**0**	**1**	**1**	**0**	**30**	**88**
4:30-5:30 PM	**26**	**13**	**0**	**0**	**1**	**3**	**0**	**43**	**17**	**4**	**0**	**0**	**0**	**4**	**1**	**26**	**69**

Note(s):

(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

(2) 30 foot box truck.

(3) 40 foot box truck, may or may not be articulated.

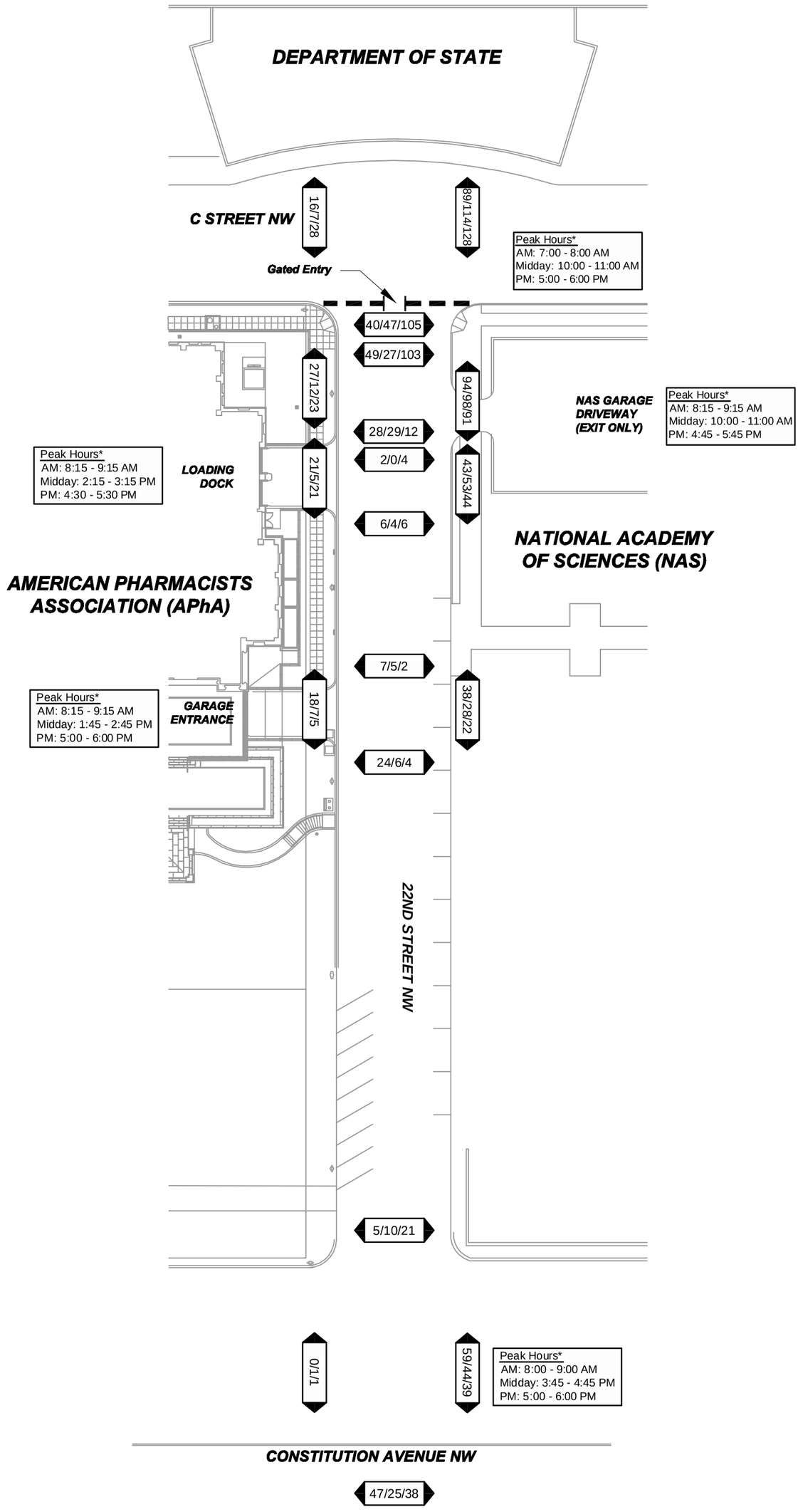


Figure 8
Existing Weekday Peak Hour Pedestrian Volumes

* Pedestrian hourly volumes correspond to the peak hours of the traffic counts.

AM PEAK HOUR / MIDDAY PEAK HOUR / PM PEAK HOUR
000/000/000

North

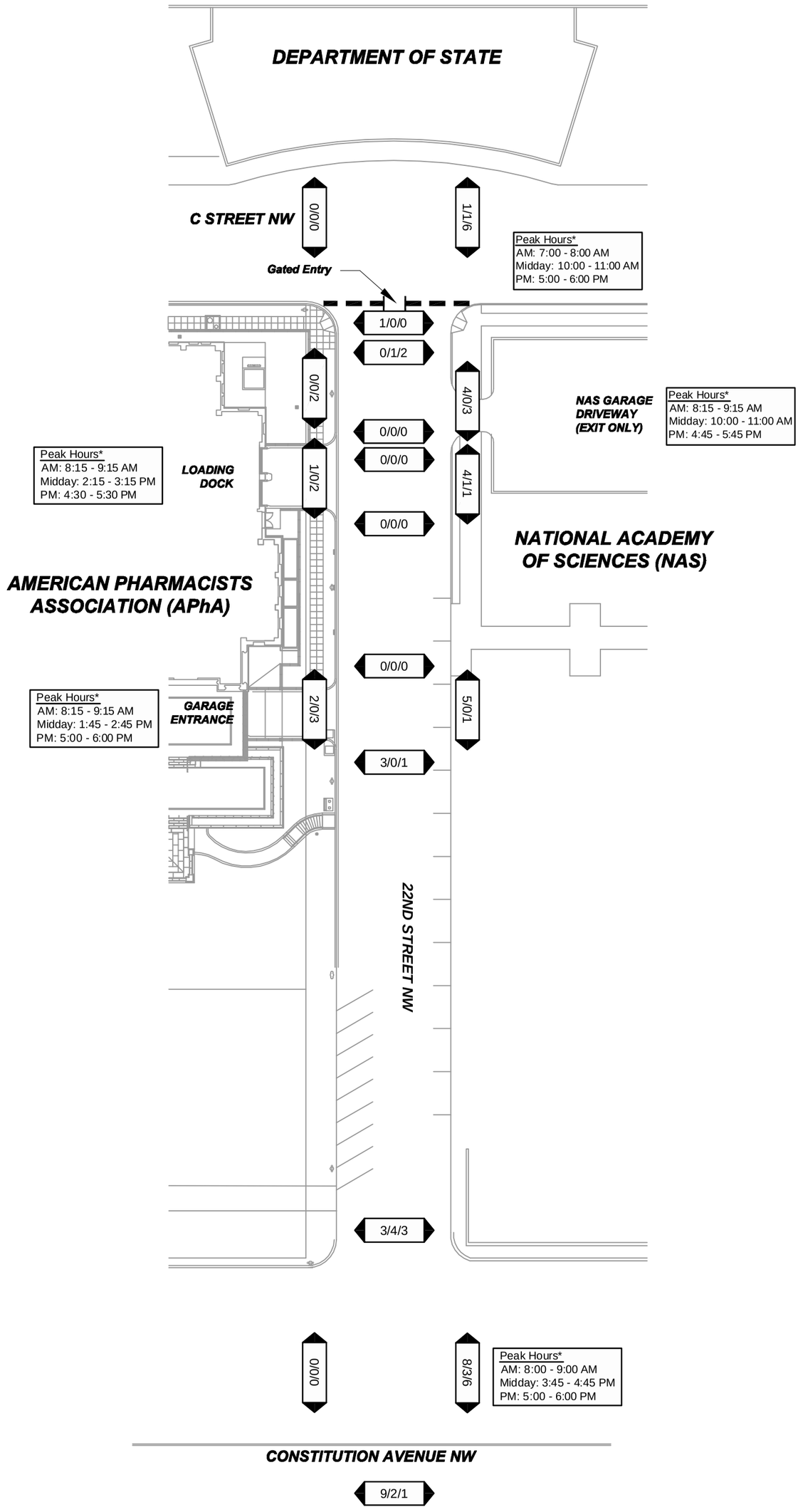


Figure 9
Existing Weekday Peak Hour Bicycle Volumes

* Bicycle hourly volumes correspond to the peak hours of the traffic counts.

AM PEAK HOUR / MIDDAY PEAK HOUR / PM PEAK HOUR
000/000/000

North

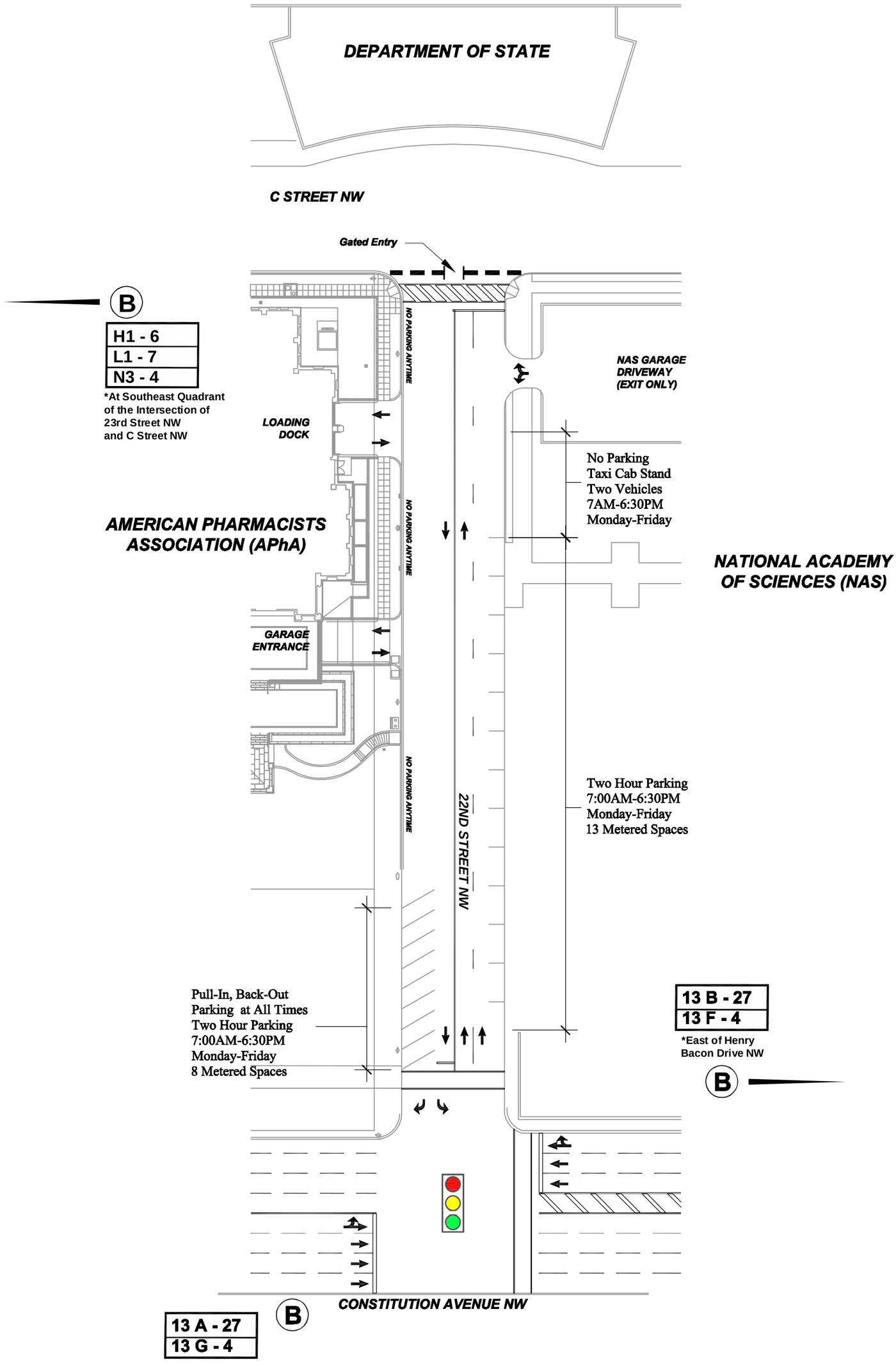


Figure 10
Existing Operations Plan and Curb Survey

B Bus Stop XX - XX (Bus Line / No. of Buses per Day)

North

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22nd Street, NW West Side (between C Street, NW and Constitution Avenue, NW)

- 8 metered pull-in, back-out angled parking spaces, Two hour parking, Monday-Friday 7:00 to 6:30 PM.

A parking enforcement officer was observed at 9:20 AM, 10:00 AM, and 3:45 PM during the 12-hour count conducted on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

On-Street Parking Occupancy

Parking occupancy counts were collected on both the east and west sides of 22nd Street, NW on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM and recorded in 30-minute intervals. These counts also include observations of double-parked vehicles. The parking occupancy counts are shown on Table 4 and indicate that peak parking demand occurred at 11:00 AM when a peak parking demand of 52 vehicles was observed.

A described earlier, there are a total of 23 legal on-street parking spaces on 22nd Street, NW between Constitution Avenue, NW and C Street, NW.

Of the 52 parked vehicles observed on 22nd Street, NW:

- 23 vehicles were parked legally
    - 21 vehicles were parked legally in metered parking spaces (13 east side and 8 west side) and
    - 2 taxi vehicles were parked legally in taxi cab stand spaces on the east side.

- 29 vehicles were parked illegally
    - 10 vehicles were double parked illegally (7 east side and 3 west side) and
    - 17 vehicles were parked illegally on-street (2 east side and 17 west side).

Illegally parked vehicles are shown on Photos 1 through 3.

Field observations indicated that illegally parked vehicles inhibit the ability of motorists to turn around in a single maneuver and increase overall delays and create conflicts along 22nd Street. In addition, although motorists that travel on 22nd Street expect conflicts to occur, delays caused by illegally parked vehicles create confusion and driver frustration.

Table 4
On-Street Parking Inventory and Occupancy Summary
Department of State - 22nd Street EA Addendum [1] [2]

Hour of Day	22nd Street NW Parked Vehicles East Side	22nd Street NW Parked Vehicles West Side	Parked Vehicles Double Parked East Side	Parked Vehicles Double Parked West Side	Overall Parking Demand
7:00 AM	16	21	-	-	37
7:30 AM	10	20	-	-	30
8:00 AM	13	26	-	-	39
8:30 AM	13	25	-	-	38
9:00 AM	15	26	-	-	41
9:30 AM	**17**	26	-	-	43
10:00 AM	**17**	26	-	-	43
10:30 AM	**17**	25	-	-	42
11:00 AM	**17**	25	**7**	**3**	**52**
11:30 AM	**17**	**27**	2	-	46
12:00 PM	**17**	**27**	3	-	47
12:30 PM	15	26	-	-	41
1:00 PM	16	23	6	-	45
1:30 PM	**17**	26	6	-	49
2:00 PM	14	26	4	-	44
2:30 PM	15	25	6	1	47
3:00 PM	16	24	6	1	47
3:30 PM	16	20	6	-	42
4:00 PM	15	24	4	-	43
4:30 PM	16	24	6	-	46
5:00 PM	16	24	6	2	48
5:30 PM	13	23	2	2	40
6:00 PM	14	22	6	1	43
6:30 PM	11	21	4	-	36
7:00 PM	12	20	-	-	32
Parking Supply	15	8	NA	NA	

Note(s):

(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

(2) Parking supply on east side of 22nd Street NW includes 13 metered spaces and 2 taxi stand spaces.

Photo 1: Illegal Parked Vehicles – West Side 22nd Street

Photo 2: Illegal Parked Vehicles – West Side 22nd Street

Photo 3: Double Parked Vehicles – East Side 22nd Street

Retractable Barrier Observations, Service Rate, and Queues

The number of vehicles and queues were observed at the existing retractable barrier at the 22nd Street, NW/C Street, NW intersection opposite the DOS building when the other field data was collected. This data was used to calculate the service flow rate and applied to the retractable barrier proposed for the APhA driveway on 22nd Street, NW.

The data is summarized on Table 5, and indicates that approximately 12 seconds is required to screen a single vehicle. An additional seven (7) to eight (8) seconds are required for the second and third vehicles to be screened. When a fourth consecutive vehicle arrived to be screened, an additional 20 seconds was required due in part to pedestrian conflicts at the gated barrier entry/exit.

Table 5
22nd Street/C Street Barrier Observations and Service Times
Department of State - 22nd Street EA Addendum [1]

Time Period	Service Times in Seconds per vehicle for each observation												Average	Number of Observations
7:00 AM - 7:15 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	12	12	10	11	12	10	13	-	-	-	-	-	11.43 seconds	7
Second Vehicle	25	-	-	-	19	-	19	-	-	-	-	-	21.00 seconds	3
Third Vehicle	32	-	-	-	28	-	28	-	-	-	-	-	29.33 seconds	3
Fourth Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
7:15 AM - 7:30 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	9	20	11	10	7	11	7	-	-	-	-	-	10.71 seconds	7
Second Vehicle	-	-	-	-	16	-	14	-	-	-	-	-	15.00 seconds	2
Third Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
Fourth Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
7:30 AM - 7:45 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	14	7	13	11	16	8	23	18	11	-	-	-	13.44 seconds	9
Second Vehicle	-	14	20	48	-	-	-	26	-	-	-	-	27.00 seconds	4
Third Vehicle	-	23	27	55	-	-	-	35	-	-	-	-	35.00 seconds	4
Fourth Vehicle	-	27	-	68	-	-	-	-	-	-	-	-	47.50 seconds	2
7:45 AM - 8:00 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	11	11	7	14	12	12	12	8	16	11	10	15	11.58 seconds	12
Second Vehicle	-	24	13	-	-	-	-	-	-	-	-	-	18.50 seconds	2
Third Vehicle	-	-	19	-	-	-	-	-	-	-	-	-	19.00 seconds	1
Fourth Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
8:00 AM - 8:15 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	30	14	9	9	11	15	11	10	12	7	-	-	12.80 seconds	10
Second Vehicle	-	-	-	-	-	-	24	17	-	-	-	-	20.50 seconds	2
Third Vehicle	-	-	-	-	-	-	-	23	-	-	-	-	23.00 seconds	1
Fourth Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
8:15 AM - 8:30 AM	1	2	3	4	5	6	7	8	9	10	11	12		
One Vehicle	12	9	8	9	11	9	9	16	-	-	-	-	10.38 seconds	8
Second Vehicle	-	-	-	-	-	17	18	-	-	-	-	-	17.50 seconds	2
Third Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-
Fourth Vehicle	-	-	-	-	-	-	-	-	-	-	-	-	- seconds	-

Summary	**Screening Time**				
One Vehicle	11.72	Cumulative Seconds per vehicle			
Second Vehicle	19.92	Cumulative Seconds per vehicle	(+	8.2	seconds)
Third Vehicle	26.58	Cumulative Seconds per vehicle	(+	6.7	seconds)
Fourth Vehicle	47.50	Cumulative Seconds per vehicle	(+	20.9	seconds)
Maximum Queue	4	vehicles			
Peak Hour Demand	56	vehicles	7:00-8:00 AM		
	56	vehicles	7:15-8:15 AM		
	57	vehicles	7:30-8:30 AM		

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

Loading Dock Observations

The number of loading vehicles, delineated by type, utilizing the APhA loading dock on 22nd Street, NW was recorded on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM. Two (2) loading docks are provided. The results are shown on Table 6 and indicate that a total of 25 vehicles utilized the APhA loading dock during the 12-hour count period:

- 5 cars.
- 7 vans.
- 7 SU-30 (30 foot box truck).
- 6 SU-40 (40 foot box truck that may or may not be articulated).

The average delivery time took approximately 25 minutes and maximum vehicles present at one time was five (5) vehicles. Examples of delivery vehicles are shown in photos 4 through 7 below:

Photo 4: SU-40 Truck

Photo 5: SU-30 Truck

Photo 6: Delivery Van

Photo 7: Multi-Arrival Delivery Vehicles

Table 6
APhA Loading Dock/Service Vehicle Summary
Department of State - 22nd Street EA Addendum [1]

Site Data:
American Pharmacists Association Building, Washington, D.C.

Loading Dock

Arrival	Departure	Vehicle Type				Total Delivery Time		Cumulative Vehicles at Site
		Car	Van	SU-30 [2]	SU-40 [3]			
7:32 AM	7:55 AM		1			23	Minutes	1
8:32 AM	9:00 PM		1			28	Minutes	1
9:36 AM	11:16 AM				1	100	Minutes	3
9:47 AM	9:49 AM	1				2	Minutes	2
9:59 AM	10:23 AM		1			24	Minutes	3
10:17 AM	10:21 AM				1	4	Minutes	3
10:40 AM	10:46 AM	1				6	Minutes	2
10:47 AM	10:49 AM		1			2	Minutes	2
10:50 PM	11:36 PM			1		46	Minutes	2
11:18 AM	11:26 AM				1	8	Minutes	2
12:10 PM	12:17 PM				1	7	Minutes	2
12:13 PM	12:20 PM	1				7	Minutes	1
12:23 PM	12:43 PM	1				20	Minutes	2
12:40 PM	12:47 PM		1			7	Minutes	2
12:45 PM	2:20 PM	1				95	Minutes	2
1:33 PM	1:58 PM		1			25	Minutes	2
2:22 PM	2:25 PM			1		3	Minutes	1
2:30 PM	4:27 PM			1		117	Minutes	5
3:08 PM	4:10 PM				1	62	Minutes	5
3:49 PM	4:01 PM		1			12	Minutes	5
3:55 PM	3:57 PM			1		2	Minutes	5
3:56 PM	4:16 PM				1	20	Minutes	5
5:05 PM	5:06 PM			1		1	Minutes	1
5:16 PM	5:20 PM			1		4	Minutes	1
6:00 PM	6:08 PM			1		8	Minutes	1
Totals		5	7	7	6			
Average Delivery Time						25	minutes	

Summary - American Pharmacists Association

	Car	Van	SU-30	SU-40		
Totals by Vehicle Type	5	7	7	6	**25**	**vehicles**
Average Delivery Time					**25**	**minutes**
Cumulative Vehicles Present at Site (Maximum present at any one time)					**5**	**vehicles**

Note(s):

(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

(2) 30 foot box truck.

(3) 40 foot box truck, may or may not be articulated.

Bicycle Lanes, Routes, and Rack Usage

Currently, no designated bicycle lanes or routes exist within the vicinity of the DOS or APhA buildings. Bicyclists must share the roads with vehicular and pedestrian traffic. According to the District of Columbia Master Plan – Proposed Bicycle Facilities Map (April 2005), bicycle lanes are proposed along Virginia Avenue, NW and 21st Street, NW in the vicinity of the site area (see Figure 11).

The number of bike racks and usage along 22nd Street, NW from C Street, NW to Constitution Avenue, NW and within the parking garages for the APhA and NAS buildings was observed on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM and recorded at 60-minute intervals. The results are summarized on Table 7 and indicate that a maximum of 24 bicycles were parked within the APhA (6 bicycles) and NAS buildings (15 bicycles) and three (3) bicycles chained to parking meters/street signs at 11:00 AM on the east side of 22nd Street. These results show that both the NAS and APhA buildings provide adequate bicycle parking facilities within their respective parking garages.

Off-Street Parking

The APhA building is currently served by approximately 171 parking spaces in a sub-grade parking garage beneath the APhA building. Of the approximate 171 parking spaces, 84 spaces are designated for the APhA and the remaining 87 parking spaces are designated for the DOS tenants. A breakdown by use is shown below in Table 8:

Table 8
APhA Building Parking Tabulation
Department of State – 22nd Street EA Addendum

Type	APhA Parking Spaces	DOS Parking Spaces	**Total**
Employee/Vanpool (1)	79	72	**151**
Guest	5	0	**5**
Motor pool	0	15	**15**
Total	**84**	**87**	**171**

Note(s):
(1) Includes handicap spaces.

Approximately 980 parking spaces are provided beneath the Harry S. Truman Department of State building.

Public Transportation and Commuter Bus Services

A number of transit buses serve the area surrounding the DOS and APhA buildings.

Metrobus. The subject site also is served directly by 14 weekday Metrobus lines on Constitution Avenue, NW, Virginia Avenue, NW, C Street, NW, and 23rd Street, NW:

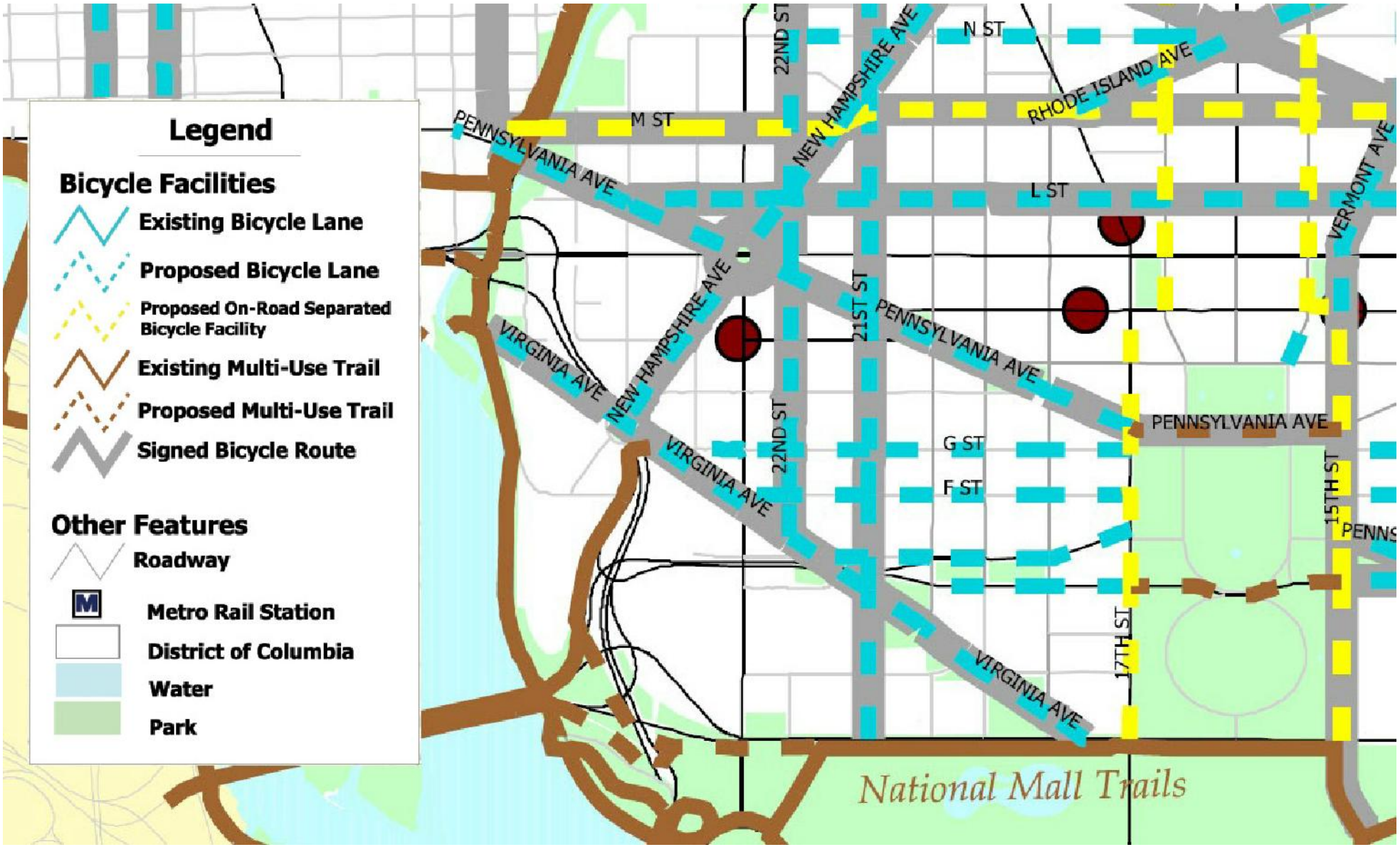

Figure 11
Bicycle Plan Map

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

North

Table 7

Bicycle Parking Inventory and Usage Summary
Department of State - 22nd Street EA Addendum [1]

	National Academy of Sciences Building				APHA Building				22nd Street NW	
Hour of Day	Ramp	Garage	Parking Demand	Percent Occupancy	Level 1	Level 2	Parking Demand	Percent Occupancy	East	West
7:00 AM	-	3	3	11%	-	-	-	0%	-	-
8:00 AM	-	4	4	14%	-	-	-	0%	-	-
9:00 AM	-	5	5	18%	9	5	14	21%	1	-
10:00 AM	-	6	6	21%	10	5	15	22%	1	-
11:00 AM	**-**	**6**	6	21%	**10**	**5**	15	22%	**3**	**-**
12:00 PM	-	5	5	18%	10	5	15	22%	2	-
1:00 PM	-	5	5	18%	10	5	15	22%	1	-
2:00 PM	-	5	5	18%	10	5	15	22%	1	-
3:00 PM	-	5	5	18%	10	5	15	22%	1	-
4:00 PM	-	5	5	18%	10	5	15	22%	1	-
5:00 PM	-	4	4	14%	8	5	13	19%	1	-
6:00 PM	-	3	3	11%	closed	closed	-	0%	1	-
7:00 PM	-	3	3	11%	closed	closed	-	0%	-	-
No. of Racks	1	2	3		2	2	4		NA	NA
Bike Capacity	10	18	28		32	36	68		NA	NA

Note(s):

(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.

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

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

C Street, NW between 21st Street, NW and Virginia Avenue, NW is served by five (5) bus lines: H1, L1, N3, P1, and X1.

- Brookland-Potomac Park Line (MB H1)
- Connecticut Avenue Line (MB L1)
- Massachusetts Avenue Line (MB N3)
- Annocastia-Eckington Line (MB P1)
- Benning Road Line (MB X1)

- 23rd Street, NW west of the subject area is also served by bus lines H1, L1, and N3.

A summary of the each bus line including the number of weekday daily buses is summarized on Table 9. The Metrobus stops immediately adjacent to the subject area are shown on Figure 10. Metrobus route schedules and ridership information is provided in Attachment IV.

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

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

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

Table 9
Existing Metrobus/Commuter Bus Inventory
Department of State - 22nd Street EA Addendum

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

Loudoun County Transit serves the subject site with five (5) commuter bus lines. The drop-off stop is located on Virginia Avenue, NW along the northeast perimeter of the Federal Reserve Board Martin Building and the pick-up stop is located proximate to the E Street/19th Street intersection:

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

Loudoun County Transit serves commuters from Loudoun County, Virginia.

Valley Connector serves the subject site with one (1) commuter bus line. The drop-off stop is located on Virginia Avenue, NW along the northeast perimeter of the Federal Reserve Board Martin Building and the pick-up stop is located proximate to the E Street/19th Street intersection:

- Front Royal – Washington (Route 57)

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

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

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

- A summary of the each commuter bus line including the number of weekday buses is summarized on Table 9. Ridership information is provided in Attachment IV for all commuter buses except the MTA and Valley Connector.

Transportation Demand Management (TDM)

The DOS encourages their approximately 8,000 employees that work in either the APhA building and/or Harry S. Truman buildings to participate in TDM programs. The Department of State was requested, but unable to participate in an online survey at the time this study was prepared to determine the current modes of travel to work for its employees at either the APhA or Harry S. Truman buildings. Elements of the existing transportation demand management programs for DOS employees has been requested and are forthcoming.

ANALYSIS OF 22nd STREET SECURITY PERIMETER IMPROVEMENTS

Description of Access and Perimeter Improvements

Since the events of September 11, 2001, the portion of C Street, NW between 23rd Street, NW and 22nd Street, NW has been restricted and controlled by the HST – Department of State. As a result, the function of 22nd Street, NW from Constitution Avenue, NW to C Street, NW has been enhanced to provide for numerous functions that include an ad hoc pick-up/drop-off zone, the addition to public on-street parking, and providing service to driveways and loading for adjacent buildings. Note that the proposed improvements will not change the curbs or curb cuts along 22nd Street, NW under either the DOS or APhA proposals.

The following summarizes the DOS and APhA proposed improvements as part of the concurrent EA's for each with respect to 22nd Street, NW.

Department of State: The DOS in consultation with DDOT, APhA, and National Academy Sciences is evaluating operational improvements on 22nd Street to best control its enhanced functions. The DOS EA will replace the retractable barriers and guard booth at the C Street/22nd Street intersection with retraceable emergency bollards. Under this condition, DOS site trips will no longer use this site access point and it would be limited to emergencies and high level visitors. A raised median will be installed on the southern half of 22nd Street between C Street and Constitution Avenue, NW to discourage double parking. The angled parking on the east side of 22nd Street will be converted from head-in-parking to the DDOT preferred back-in-parking. In addition, designated taxi stand and pick-up areas will be established. An operational evaluation of 22nd Street will be evaluated between C Street and Constitution Avenue, NW for this EA.

American Pharmacists Association: All site traffic to the APhA will remain the same. The main garage driveway that serves site trips is oriented to 22nd Street between C Street and Constitution Avenue, NW. This EA proposes to install a retractable barrier with a security guard booth at this location. The APhA driveway on 23rd Street, NW will remain an emergency exit only and also has been proposed for a retractable barrier and guard booth. An evaluation of the service time to process entering vehicles will be provided with respect to the 22nd Street, NW operational evaluation discussed above.

The APhA includes three (3) possible security perimeter alternatives as summarized below:

No Action Alternative

This alternative includes the location of a 30" high security wall in a location along 23rd Street, NW that was previously approved by NCPC in 2005, but has not been constructed.

Alternative 1

Alternative 1 includes the 23rd Street wall shown in the No Action option, but also includes new guard booths and vehicle barriers at the two garage entrances one on 22nd Street, NW, and

23rd Street, NW, and the loading dock on 22nd Street, NW. In addition, this alternative shows a new 30" wall along the APhA property line on 22nd Street, NW.

Alternative 2

Alternative 2 locates the 23rd Street, NW wall on the National Park Service western property line, and relocates the sidewalk to the west of the new wall. On 22nd Street, NW, the wall is located on the eastern edge of the existing sidewalk. The locations of the guard booths and vehicle barriers remain as shown for Alternative 1.

Alternative 3

Alternative 3 locates the new 23rd Street, NW wall 24" east of the existing curb line and the 22nd Street, NW wall 24" west of the existing curb line. The location of the guard booths and vehicle barriers would be the same as those described in the other two action alternatives.

Note that each of these alternatives includes new guard booths and barriers that are consistent among all of the options and are reflected in this study.

The planned lane use and traffic control associated with these improvements are shown on Figure 12.

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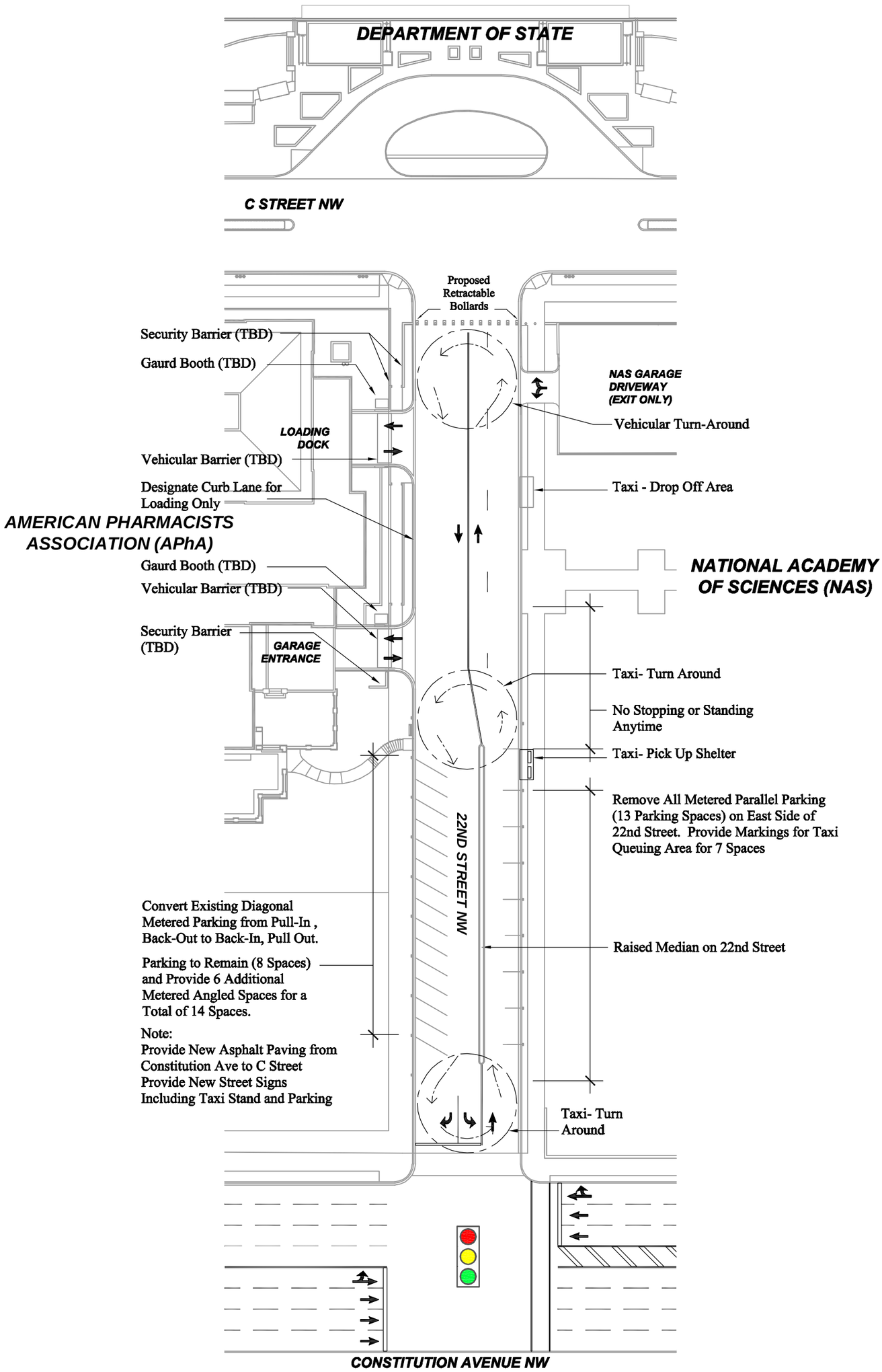

Figure 12
Future Operations Plan

North

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OPERATIONAL ANALYSIS OF 22nd STREET, NW

Existing Conditions Capacity Analyses

Existing AM and PM peak hour levels of service were estimated at the existing intersections on 22nd Street, NW between Constitution Avenue, NW and C Street, NW, based on the existing traffic volumes shown on Figure 2, the existing lane usage and traffic control on Figure 10, and the Highway Capacity Manual methodology (Synchro version 7). Signal timing information was obtained from DDOT and included as Attachment V. The results are presented in Attachment VI and summarized in Table 10 and indicate the following:

1. The signalized Constitution Avenue/22nd Street intersection currently operates at an overall Level of Service (LOS) "B" during both the AM and PM peak commuter hours. However, Constitution Avenue experiences heavy eastbound traffic during the AM peak hour and westbound traffic during the PM peak hour that is regulated by the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported.

2. All of the turning movements at the unsignalized driveways on 22nd Street currently operate at LOS "C" or better during all of the peak study hours.

Full descriptions of levels-of-service "A" through "F" for both signalized and unsignalized intersections are provided in Attachment VII.

Modified Traffic Forecasts

The existing traffic data was modified to reflect the anticipated changes along 22nd Street, NW, between Constitution Avenue, NW and C Street, NW. Although no curb changes or driveway changes are anticipated, the existing driveway serving the APhA building was assumed to be operated by a retractable barrier. In addition, traffic currently using the DOS C Street Driveway was reassigned for the conversion of this secured driveway to emergency use only. The current trips utilizing this driveway were reassigned from 22nd Street to other DOS site entrances located at the intersections of 23rd Street, NW/C Street, NW, 21st Street, NW/C Street, NW, and 23rd Street, NW/D Street, NW. The proposed changes are shown on Figure 12 and the modified traffic forecasts are shown on Figure 13.

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Table 10
Level of Service Summary
Department of State - 22nd Street EA Addendum [1] [2] [3]

Intersection	Traffic Control	Lane Group	Existing Conditions						Future Conditions						Difference					
			Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)		Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)		Vehicular Volume		Delay (sec)		Volume to Capacity (v/c)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. 22nd Street NW/ Constitution Avenue NW	Signal	EBLT	1,794	1,175	B (10.5)	B (10.6)	0.60	0.45	1,744	1,174	A (9.9)	B (10.6)	0.56	0.45	(50)	(1)	(0.6)	0.0	(0.04)	0.00
		WBTR	763	1,814	C (20.3)	C (25.1)	0.41	0.83	741	1,814	C (20.2)	C (25.1)	0.40	0.83	(22)	0	(0.1)	0.0	(0.01)	0.00
		SBL	24	47	B (28.0)	C (25.6)	0.06	0.10	23	37	B (28.0)	C (25.3)	0.05	0.08	(1)	(10)	0.0	(0.3)	(0.01)	(0.02)
		SBR	77	161	B (13.5)	C (20.5)	0.05	0.27	75	127	B (13.5)	B (19.8)	0.05	0.21	(2)	(34)	0.0	(0.7)	0.00	(0.06)
		Overall	**2,658**	**3,197**	**B (13.5)**	**B (19.6)**	**0.43**	**0.57**	**2,583**	**3,152**	**B (13.1)**	**B (19.5)**	**0.40**	**0.55**	**(75)**	**(45)**	**(0.4)**	**(0.1)**	**(0.03)**	**(0.02)**
2. 22nd Street NW/ American Pharmacists Association (APhA) Garage Entrance	STOP	EBLR[4]	1	15	B [10.9]	A [9.2]	0.00	0.02	1	15	C [18.2]	C [15.9]	0.00	0.05	0	0	7.3	6.7	0.00	0.03
		WBL (U-turn)	N/A	N/A	N/A	N/A	N/A	N/A	19	13	B [11.0]	B [10.4]	0.03	0.02	N/A	N/A	N/A	N/A	N/A	N/A
		NBL[4]	N/A	N/A	N/A	N/A	N/A	N/A	26	0	C [15.6]	B [14.8]	0.08	0.00	0	0	14.3	14.8	0.06	0.00
Future Conditions:		NBLT/NBT	177	97	A [1.3]	A [0.0]	0.02	0.00	79	96	A [0.0]	A [0.0]	0.05	0.06	(72)	(1)	(1.3)	0.0	0.03	0.06
Gated Access to APhA Garage		SBTR	115	152	A [0.0]	A [0.0]	0.07	0.10	99	95	A [0.0]	A [0.0]	0.06	0.06	(16)	(57)	0.0	0.0	(0.01)	(0.04)
Storage Space for Northbound Left-Turns																				
Pass-by Lane for Northbound Through Movements																				
Taxi U-Turns at Intersection																				
3. 22nd Street NW/ National Academy of Sciences (NAS) Driveway	STOP	WBL	0	11	A [0.0]	B [10.1]	0.00	0.02	0	11	A [0.0]	A [9.7]	0.00	0.02	0	0	0.0	(0.4)	0.00	0.00
		NBTR	107	19	A [0.0]	A [0.0]	0.07	0.01	35	18	A [0.0]	A [0.0]	0.02	0.01	(72)	(1)	0.0	0.0	(0.05)	0.00
		SBLT	45	74	A [0.0]	A [0.0]	0.00	0.00	23	17	A [0.0]	A [0.0]	0.00	0.00	(22)	(57)	0.0	0.0	0.00	0.00
4. 22nd Street NW/ C Street NW (Gated Entrance)	STOP	NBT	72	1	C [17.6]	B [14.9]	0.22	0.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		SBT	3	44	B [15.0]	C [16.4]	0.01	0.13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:
(1) Analysis performed using Synchro software, version 7.
(2) Values in parentheses, ( ), represent signalized delay in seconds.
(3) Values in brackets, [ ], represent unsignalized delay in seconds.
(4) Delay analysis at future gate calibrated based on field observations of the 22nd Street /C Street gated entry.

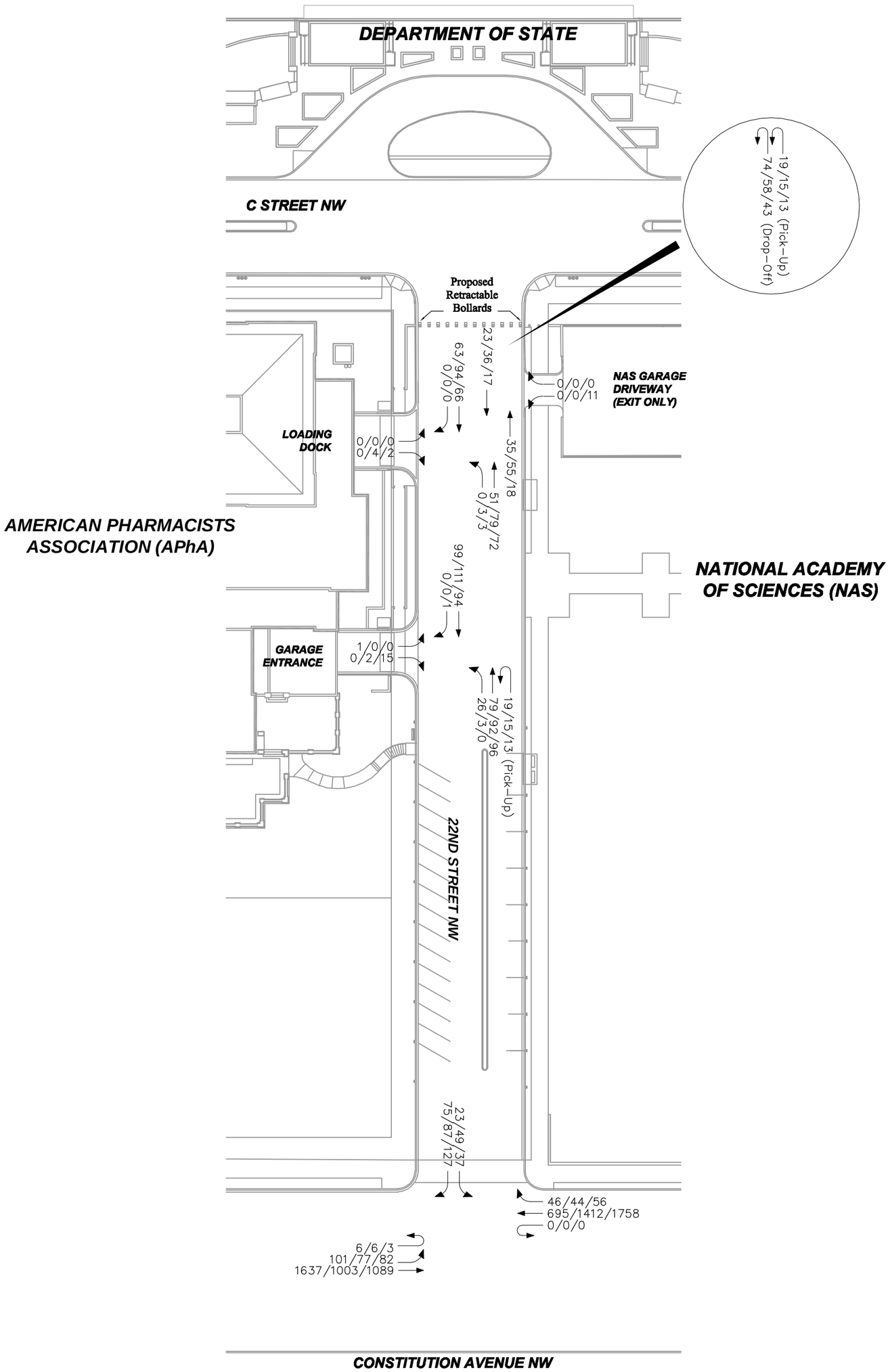

Figure 13
Modified Future Traffic Forecasts

AM PEAK HOUR
MIDDAY PEAK HOUR
PM PEAK HOUR
000/000/000

North

Future Conditions Capacity Analyses

Future peak hour levels of service were estimated at the existing intersections on 22nd Street, NW between Constitution Avenue, NW and C Street, NW based on the modified lane use and traffic volumes shown on Figures 12 and 13 and the Highway Capacity Manual methodology (Synchro version 7). The results are presented in Attachment VIII and summarized in Table 10.

The overall results are similar to those discussed under existing conditions, with slight reductions in overall delays at nearly all of the study intersections since access to C Street will be geminately closed. Traffic using this entry/exit point destined for the DOS would use other DOS site entrances located at the intersections of 23rd Street, NW/C Street, NW, 21st Street, NW/C Street, NW, and 23rd Street, NW/D Street, NW. The queuing and progression comments as provided under existing conditions apply to the Constitution Avenue/22nd Street intersection.

The planned gated access to the APhA garage would increase delays at this driveway, but are expected to remain within acceptable levels, with all movements operating at LOS "C" or better during the AM and PM peak hours.

Future Operations Plan

A future operations plan was developed for 22nd Street, NW based on the extensive data collection, field observations, permanent closure of C Street, and the "Urban Design Concept" provided by KCCT.

The elements of this plan are shown on Figure 12 and include the following:

1. Permanently restrict vehicular access to C Street by installing retractable bollards. Maintain pedestrian and bicycle access.

2. Retain the current lane configuration, signalization, traffic control, and pedestrian/bicycle facilities at the Constitution Avenue/22nd Street intersection.

3. Install a three (3) foot wide, 150 foot long raised median on 22nd Street, beginning approximately 60 feet north of Constitution Avenue to separate traffic movements and eliminate double parking in the northbound direction. The median would be terminated south of the APhA garage driveway to allow for through vehicles to bypass APhA traffic entering the garage.

4. Remove all of the existing 13 parallel metered parking spaces on the east side of 22nd Street. Designate seven (7) spaces for a taxi queuing area in the vicinity of the median and a taxi drop-off area to south of the NAS parking garage exit.

5. Provide a taxi pick-up shelter on the east side of 22nd Street just north of the taxi queuing area.

6. Install a retractable barrier and guard booth at the existing APhA loading dock and garage driveway on the west side of 22nd Street.

7. Designate the curb lane between the APhA loading dock and garage entrance for short-term loading only. The DOS/APhA security should manage the loading activities and enforce the use of the loading area.

8. Convert existing angled pull-in parking on the west side of 22nd Street to back-in operation and increase the number of existing metered spaces from eight (8) to 14 spaces. These are located to the south of the APhA garage driveway.

9. Maintain the existing 56-foot width of 22nd Street that allows for taxi turn around areas just north of Constitution Avenue, south of the APhA garage entrance, and at C Street. These areas will allow vehicles to drop-off and pick-up passengers more efficiently.

These elements are anticipated to increase the efficiency of vehicle maneuvers, reduce vehicle and pedestrian conflicts, and improve overall operations along 22nd Street. The success of these elements depends on the enforcement of the no parking areas in order to achieve the overall goals of the plan, improve operations, and reduce driver confusion.

The Urban Design Concept and service vehicle maneuvering diagrams are contained in Attachment IX.

Conclusions

The conclusions of this Environmental Assessment are as follows:

1. All of the intersections within study area currently operate at acceptable levels of service during both the AM and PM peak commuter periods. This includes the signalized Constitution Avenue/22nd Street intersection and the unsignalized driveways on 22nd Street. Field observations indicate that through traffic along Constitution Avenue is regulated by the progression of traffic the system of signalized intersections and are limited during periods when excessive queuing occurs, resulting in longer delay times than those reported in this study.

2. Field observations indicate that several vehicle conflicts occur along 22nd Street due to the drop-off and pick-up activity that is exacerbated by illegally parked and double-parked vehicles that inhibit the ability of motorists to turn around in a single maneuver and increase overall delays. Further, although motorists that travel on 22nd Street expect conflicts to occur, delays caused by illegally parked vehicles create confusion and driver frustration.

3. The permanent closure of C Street to vehicular traffic would have a minimal impact to vehicle delays at the intersections and driveways on 22nd Street, and would slightly reduce these delays since traffic destined for the Department of State building would utilize other driveways to access the site.

4. The proposed operations plan that includes a median on 22nd Street, designated taxi drop-off and pick-up areas, conversion of angled parking, and providing turn around areas will significantly improve traffic operations and reduce vehicle conflicts on 22nd Street. The success of these improvements and modifications depend on the enforcement of the no parking areas in order to achieve the overall goals of the plan, improve operations, and reduce driver confusion.

Questions regarding this document should be directed to Wells + Associates.

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ATTACHMENT I

DDOT SCOPING LETTER

WELLS + ASSOCIATES

October 19, 2009

VIA ELECTRONIC DELIVERY

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

Subject: Scoping Letter of Agreement and Project Description for an Environmental Assessment
Harry S Truman Building – Department of State and American Pharmacists Association

Dear Chris,

This letter presents a summary our recent meeting held at your offices on Thursday, October 15, 2009 and outlines the transportation study scope being prepared as part of the concurrent Environmental Assessments for Harry S Truman (HST) Department of State (DOS) and the American Pharmacists Association (APhA). The attendance sign-in sheet is included as an attachment to this letter. As discussed at the meeting, the HST - Department of State building is preparing to finalize their ongoing perimeter security Environmental Assessment by including an evaluation of 22nd Street from Constitution Avenue to C Street. On a concurrent path, there is a second perimeter security Environment Assessment for the recently completed APhA building expansion. The lessee of the APhA building expansion is the General Services Administration (GSA) with the Department of State as its tenant. The security level for the APhA building expansion area occupied by the Department of State has been set as a security Level 4 (50 foot setback). In comparison, the HST Building has been set to the highest security Level 5 (100 foot setback).

Since the events of September 11, 2001, the portion of C Street, NW between 23rd Street and 21st Street has been restricted and controlled by the HST – Department of State. As a result, the function of 22nd Street from Constitution Avenue to C Street has been enhanced to include numerous functions that include an ad hoc pick-up/drop-off zone in addition to public on-street parking, and serving driveways and loading for adjacent buildings'.

The scope of the transportation evaluation for each Environmental Assessment will not change the curbs or curb cuts along 22nd Street and 23rd Streets under either the DOS or APhA proposals. The following improvements are part of the concurrent EA's for each with respect to 22nd Street:

Department of State: The DOS in consultation with DDOT, APhA, and National Academy Sciences is evaluating operational improvements on 22nd Street to best control its enhanced functions. The DOS EA will replace the retractable barriers and guard booth at the C Street/22nd Street intersection with

retraceable emergency bollards. Under this condition, DOS site trips will no longer use this site access point and it would be limited to emergencies and high level visitors. A raised median will be installed on the southern half of 22nd Street between C Street and Constitution Avenue to discourage double parking. The angled parking on the east side of 22nd Street will be converted from head-in-parking to the DDOT preferred back-in-parking. In addition, designated taxi stand and pick-up areas will be established. An operational evaluation of 22nd Street will be evaluated between C Street and Constitution Avenue for this EA.

American Pharmacists Association: All site traffic to the APhA will remain the same. The main garage driveway that serves site trips is oriented to 22nd Street between C Street and Constitution Avenue. This EA proposes to install a retractable barrier with a security guard booth at this location. The APhA driveway on 23rd Street will remain an emergency exit only and also has been proposed for a retractable barrier and guard booth. An evaluation of the service time to process entering vehicles will be provided with respect to the 22nd Street operational evaluation discussed above.

A more detailed description of the APhA security perimeter alternatives was presented at our meeting and summarized for your use below:

No Action Alternative

This alternative includes the location of a 30" high security wall in a location along 23rd Street NW that was previously approved by NCPC in 2005, but has not been constructed.

Alternative 1

Alternative 1 includes the 23rd Street wall shown in the No Action option, but also includes new guard booths and vehicle barriers at the two garage entrances one on 22nd Street, and 23rd Street, and the loading dock on 22nd Street. In addition, this alternative shows a new 30" wall along the APhA property line on 22nd Street.

Alternative 2

Alternative 2 locates the 23rd Street wall on the National Park Service western property line, and relocates the sidewalk to the west of the new wall. On 22nd Street, the wall is located on the eastern edge of the existing sidewalk. The locations of the guard booths and vehicle barriers remain as shown for Alternative 1.

Alternative 3

Alternative 3 locates the new 23rd Street wall 24" east of the existing curb line and the 22nd Street wall 24" west of the existing curb line. The location of the guard booths and vehicle barriers would be the same as those described in the other two action alternatives.

Transportation Study Methodology

Study Intersections. The transportation study for the Environmental Assessment will include vehicular, pedestrian, and bicycle counts conducted at the following intersections and driveways a typical weekday from 7 AM to 7 PM:

1) 22nd Street/Constitution Avenue,
2) 22nd Street/APhA Driveway
3) 22nd Street/APhA Loading Dock
4) 22nd Street/NAS Driveway
5) 22nd Street/C Street

APhA Loading Dock. We will count and identify the number loading vehicles at the APhA loading dock on 22nd Street.

On-Street Parking. We will identify the existing number of on-street parking spaces on the east and west sides of 22nd Street and conduct parking occupancy counts at 30-minute intervals from 7 AM to 7 PM. This count will also include counting the number of standing double parked vehicles along 22nd Street and visual observations of the type of vehicle (taxi, limousine, private vehicle). An observation will also be made on the number of times parking meters are checked by District parking meter enforcement staff.

Curb Survey. A curb survey on 22nd Street between Constitution Avenue and C Street will identify number of parking spaces, parking meters, and parking restrictions.

Off-Street Parking. We will obtain the existing number of garage parking spaces serving the APhA and HST-Building. We will also obtain current parking plans administered by the APhA and HST-Building, if available.

Retractable Barrier. The vehicle service rate and queues for the existing DOS retractable barrier at the 22nd Street/C Street intersection will be measured and utilized as baseline data for the proposed APhA retractable barrier at its 22nd Street driveway.

Bikes racks. We will obtain the existing location and number of bike racks and usage along 22nd Street from C Street to Constitution Avenue as well as the parking garages for the APhA and NAS buildings at one hour intervals from 7 AM to 7 PM. This survey will also include the number of bicycles locked to fixtures other than bicycle racks along 22nd Street (i.e. parking meters, poles, and trees)

Transportation Demand Management (TDM). We will obtain details of existing TDM Plans that are currently in place at both the APhA and HST-Building. The APhA and HST-Building will be inquired if their respective employees could participate in an online survey to determine mode of travel.

Public Transportation and Commuter Bus Services. An inventory of area bus stops and drop-off locations for local public transportation and regional bus services will be collected. Ridership data will be requested for each bus line if available.

Other Items. Other topics of discussion at the meeting included the need and details of public space permits. These include the emergency bollards at the northern end of 22nd Street proximate to C Street for the HST-Building and portions of a security wall for the APhA depending on the preferred alternative. These items will be pursued by the HST-Building/APhA and its contractors separately and will not be included in the traffic report.

Thank you for meeting with us to review and discuss the scope of this project. Please provide any comments within one-week of receiving this information. Otherwise, we will assume that this scope is acceptable to DDOT. It should be noted, pending acceptable weather and coordination with area security, our data collection effort is tentatively scheduled for Thursday, October 22, 2009. If you have any questions or comments, feel free to contact me at 703-917-6620.

Sincerely,

Kevin R. Fellin
Senior Associate

Cc Karina Ricks, District Department of Transportation
Courtney Williams, District Department of Transportation
Faisal Hameed, District Department of Transportation
Enrique Bellini, Karn Charuhas Chapman & Twohey
Mitch Buck, Karn Charuhas Chapman & Twohey
Deana Rhodeside, Rhodeside & Harwell, Inc.
Emily Brodhag, Rhodeside & Harwell, Inc.
Judith Robinson, Robinson & Associates, Inc.
Tim Kerr, Robinson & Associates, Inc.
Martin J. Wells, Wells + Associates, Inc.
Falah Alugaily, General Services Administration
Mark Butowsky, Department of State
Michael J. Mallach, Department of State
Michael Fritz, Department of State
Dominic Tondo, Department of State
Elly Goldkind, Department of State
Ann Dubas, American Pharmacists Association
Joe Papa, National Academy of Sciences

Enclosures

SIGN IN SHEET

AGENDA: DOS AND APHA ENVIRONMENTAL ASSESSMENT (EA) SCOPING MEETING
MEETING DATE: OCTOBER 15, 2009 AT 2:30 PM

PERSON	AGENCY/FIRM	EMAIL	PHONE
Chris Ziemann	DDOT / TPPA	christopher.ziemann@dc.gov	2/671-2555
Kevin Fellin	Wells + Associates	KFELLIN@MJWELLS.com	703-917-6620
Joseph Papa	NAS	JPAPA@NAS.EDU	202-334-1521
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Deana Rhodeside	Rhodeside & Harwell	deanar@rhodeside-harwell.com	703-685-7447
Enrique A. Bellini	KCCT	EABELLINI@KCCT.COM	202-659-5600
Mitchell Buck	KCCT	mbuck@kcct.com	202-659-5600
Courtney Williams	DDOT / PSMA	COURTNEY.WILLIAMS2@DC.GOV	202-535-2338

ATTACHMENT II

EXISTING PEDESTRIAN COUNTS

Table II-1
22nd Street/Consitution Avenue Pedestrian Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Runs Parallel to Constitution Avenue			East Side Crossing Constitution Avenue			West Side Crossing Constitution Avenue		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	**5**	**9**	**14**	17	20	37	3	56	59	**0**	**5**	**5**
	7:15-8:15 AM	**5**	**9**	**14**	17	24	41	1	58	59	0	3	3
	7:30-8:30 AM	3	7	10	16	32	48	3	63	66	0	3	3
	7:45-8:45 AM	3	3	6	**16**	**37**	**53**	4	66	70	0	1	1
	8:00-9:00 AM	2	3	5	1	46	47	3	56	59	0	0	0
	8:15-9:15 AM	2	3	5	0	39	39	4	47	51	0	0	0
	8:30-9:30 AM	1	7	8	1	29	30	2	45	47	0	0	0
	8:45-9:45 AM	0	6	6	1	22	23	**60**	**35**	**95**	0	0	0
	9:00-10:00 AM	0	6	6	2	10	12	61	25	86	0	0	0
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	7	7	2	3	5	**62**	**19**	**81**	0	0	0
	9:30-10:30 AM	1	5	6	1	9	10	**68**	**13**	**81**	0	0	0
	9:45-10:45 AM	7	5	12	1	6	7	9	11	20	0	0	0
	10:00-11:00 AM	8	5	13	5	6	11	9	10	19	0	0	0
	10:15-11:15 AM	8	4	12	8	12	20	35	8	43	0	0	0
	10:30-11:30 AM	7	2	9	14	9	23	34	8	42	0	0	0
	10:45-11:45 AM	1	3	4	14	11	25	39	8	47	0	0	0
	11:00 AM-12:00 PM	3	4	7	13	14	27	47	21	68	0	0	0
	11:15 AM-12:15 PM	3	3	6	10	8	18	19	20	39	0	0	0
	11:30 AM-12:30 PM	7	6	13	8	7	15	19	25	44	0	0	0
	11:45 AM-12:45 PM	7	5	12	11	10	21	29	24	53	0	0	0
	12:00-1:00 PM	23	14	37	**16**	**21**	**37**	33	44	77	0	0	0
	12:15-1:15 PM	31	14	45	13	21	34	**35**	**46**	**81**	0	0	0
	12:30-1:30 PM	**33**	**18**	**51**	12	19	31	23	50	73	0	0	0
	12:45-1:45 PM	22	14	36	13	13	26	18	37	55	0	0	0
	1:00-2:00 PM	20	10	30	12	11	23	18	27	45	0	0	0
	1:15-2:15 PM	8	10	18	13	12	25	23	24	47	0	0	0
	1:30-2:30 PM	7	8	15	14	10	24	23	21	44	0	0	0
	1:45-2:45 PM	11	7	18	9	6	15	23	27	50	0	0	0
	2:00-3:00 PM	6	7	13	12	5	17	30	33	63	**0**	**1**	**1**
	2:15-3:15 PM	6	6	12	12	6	18	20	30	50	**0**	**1**	**1**
	2:30-3:30 PM	11	5	16	13	6	19	44	33	77	**0**	**1**	**1**
	2:45-3:45 PM	9	11	20	12	7	19	47	27	74	**0**	**1**	**1**
	3:00-4:00 PM	8	13	21	10	12	22	39	15	54	0	0	0
	3:15-4:15 PM	8	12	20	11	13	24	44	19	63	0	0	0
	3:30-4:30 PM	5	12	17	13	13	26	21	25	46	**1**	**0**	**1**
	3:45-4:45 PM	3	7	10	13	12	25	19	25	44	**1**	**0**	**1**
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	3	7	10	11	13	24	19	25	44	1	0	1
	4:15-5:15 PM	5	8	13	15	9	24	**21**	**25**	**46**	1	0	1
	4:30-5:30 PM	5	7	12	13	9	22	24	16	40	0	0	0
	4:45-5:45 PM	15	7	22	19	9	28	22	19	41	0	0	0
	5:00-6:00 PM	16	5	21	**35**	**3**	**38**	19	20	39	1	0	1
	5:15-6:15 PM	17	7	24	30	3	33	14	19	33	1	0	1
	5:30-6:30 PM	**20**	**10**	**30**	33	3	36	10	22	32	2	0	2
	5:45-6:45 PM	12	9	21	25	3	28	13	17	30	**4**	**0**	**4**
	6:00-7:00 PM	13	13	26	11	7	18	15	17	32	**4**	**0**	**4**

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table II-2
22nd Street/APhA Driveway Pedestrian Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Crossing APhA Driveway		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	3	2	5	12	7	19	13	22	35	0	0	0
	7:15-8:15 AM	4	2	6	14	11	25	10	23	33	0	0	0
	7:30-8:30 AM	4	3	7	**13**	**17**	**30**	10	27	37	3	2	5
	7:45-8:45 AM	3	1	4	**12**	**18**	**30**	13	26	39	6	2	8
	8:00-9:00 AM	4	3	7	9	18	27	**17**	**27**	**44**	8	3	11
	8:15-9:15 AM	3	4	7	7	17	24	16	22	38	**10**	**8**	**18**
	8:30-9:30 AM	5	4	9	7	10	17	12	19	31	8	6	14
	8:45-9:45 AM	5	4	9	5	6	11	8	24	32	7	7	14
	9:00-10:00 AM	**7**	**3**	**10**	**24**	**6**	**30**	6	21	27	6	6	12
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	**9**	**2**	**11**	23	6	29	6	21	27	4	3	7
	9:30-10:30 AM	5	4	9	**23**	**8**	**31**	8	19	27	6	5	11
	9:45-10:45 AM	6	4	10	21	7	28	9	14	23	4	4	8
	10:00-11:00 AM	3	6	9	1	6	7	9	12	21	5	6	11
	10:15-11:15 AM	2	8	10	2	4	6	7	11	18	6	4	10
	10:30-11:30 AM	3	5	8	2	2	4	7	13	20	3	4	7
	10:45-11:45 AM	5	5	10	2	2	4	4	13	17	3	4	7
	11:00 AM-12:00 PM	5	2	7	3	2	5	5	17	22	3	3	6
	11:15 AM-12:15 PM	4	0	4	1	1	2	5	15	20	2	3	5
	11:30 AM-12:30 PM	3	2	5	1	1	2	7	15	22	3	3	6
	11:45 AM-12:45 PM	2	2	4	1	7	8	11	19	30	3	3	6
	12:00-1:00 PM	2	5	7	4	7	11	**13**	**21**	**34**	2	5	7
	12:15-1:15 PM	3	5	8	5	9	14	**14**	**20**	**34**	3	6	9
	12:30-1:30 PM	2	6	8	8	4	12	14	18	32	4	6	10
	12:45-1:45 PM	2	6	8	6	6	12	19	18	37	5	5	10
	1:00-2:00 PM	2	8	10	4	6	10	**18**	**16**	**34**	6	4	10
	1:15-2:15 PM	1	6	7	4	6	10	15	16	31	5	1	6
	1:30-2:30 PM	1	6	7	1	7	8	18	13	31	5	3	8
	1:45-2:45 PM	1	4	5	1	5	6	15	13	28	4	3	7
	2:00-3:00 PM	2	2	4	1	4	5	15	15	30	3	5	8
	2:15-3:15 PM	2	2	4	0	2	2	**18**	**16**	**34**	2	5	7
	2:30-3:30 PM	2	2	4	1	2	3	13	16	29	2	5	7
	2:45-3:45 PM	2	2	4	2	2	4	11	13	24	2	4	6
	3:00-4:00 PM	1	2	3	3	4	7	11	10	21	2	3	5
	3:15-4:15 PM	1	3	4	3	5	8	9	10	19	5	5	10
	3:30-4:30 PM	0	3	3	2	5	7	10	10	20	7	4	11
	3:45-4:45 PM	0	2	2	1	5	6	11	11	22	**8**	**5**	**13**
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	2	2	1	3	4	13	14	27	**9**	**5**	**14**
	4:15-5:15 PM	0	1	1	**2**	**4**	**6**	**13**	**15**	**28**	7	3	10
	4:30-5:30 PM	0	0	0	2	2	4	12	14	26	5	2	7
	4:45-5:45 PM	0	1	1	2	3	5	12	14	26	4	1	5
	5:00-6:00 PM	1	1	2	1	3	4	11	11	22	4	1	5
	5:15-6:15 PM	1	2	3	1	1	2	8	7	15	4	2	6
	5:30-6:30 PM	1	2	3	1	1	2	11	12	23	6	4	10
	5:45-6:45 PM	1	2	3	1	1	2	10	11	21	6	5	11
	6:00-7:00 PM	**0**	**5**	**5**	2	1	3	7	11	18	6	5	11

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table II-3
22nd Street/NAS Driveway Pedestrian Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Crossing NAS Driveway			West Side Runs Parallel to 22nd Street		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	8	22	30	10	0	10	62	9	71	7	17	24
	7:15-8:15 AM	0	33	33	11	1	12	57	8	65	4	14	18
	7:30-8:30 AM	0	35	35	10	4	14	54	6	60	4	16	20
	7:45-8:45 AM	0	44	44	13	4	17	72	11	83	5	19	24
	8:00-9:00 AM	**0**	**55**	**55**	14	6	20	81	13	94	5	19	24
	8:15-9:15 AM	0	49	49	21	7	28	82	12	94	**4**	**23**	**27**
	8:30-9:30 AM	0	50	50	28	4	32	89	18	107	4	22	26
	8:45-9:45 AM	0	42	42	27	4	31	91	14	105	3	18	21
	9:00-10:00 AM	0	40	40	**37**	**2**	**39**	**91**	**22**	**113**	1	13	14
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	50	50	31	0	31	105	23	128	1	7	8
	9:30-10:30 AM	0	40	40	36	0	36	91	20	111	2	6	8
	9:45-10:45 AM	0	38	38	35	0	35	80	22	102	4	5	9
	10:00-11:00 AM	0	27	27	29	0	29	77	21	98	5	7	12
	10:15-11:15 AM	0	12	12	27	0	27	54	19	73	7	9	16
	10:30-11:30 AM	0	14	14	41	2	43	55	24	79	6	8	14
	10:45-11:45 AM	0	11	11	47	2	49	39	25	64	5	8	13
	11:00 AM-12:00 PM	0	21	21	**63**	**2**	**65**	29	67	96	6	5	11
	11:15 AM-12:15 PM	0	21	21	60	2	62	24	67	91	4	3	7
	11:30 AM-12:30 PM	3	43	46	34	0	34	45	65	110	3	2	5
	11:45 AM-12:45 PM	9	74	83	24	0	24	75	67	142	5	4	9
	12:00-1:00 PM	18	110	128	2	3	5	**105**	**47**	**152**	3	2	5
	12:15-1:15 PM	29	101	130	1	3	4	78	44	122	3	2	5
	12:30-1:30 PM	26	76	102	1	3	4	50	45	95	0	0	0
	12:45-1:45 PM	33	68	101	0	0	0	39	43	82	0	0	0
	1:00-2:00 PM	66	41	107	0	0	0	52	58	110	0	0	0
	1:15-2:15 PM	62	48	110	0	0	0	68	56	124	0	2	2
	1:30-2:30 PM	67	45	112	1	0	1	76	59	135	0	2	2
	1:45-2:45 PM	64	40	104	1	0	1	81	63	144	0	2	2
	2:00-3:00 PM	35	37	72	1	0	1	75	36	111	1	2	3
	2:15-3:15 PM	30	31	61	1	0	1	73	50	123	3	4	7
	2:30-3:30 PM	72	38	110	0	0	0	78	43	121	7	4	11
	2:45-3:45 PM	73	46	119	0	1	1	63	42	105	9	7	16
	3:00-4:00 PM	69	52	121	0	1	1	63	33	96	**10**	**8**	**18**
	3:15-4:15 PM	**74**	**57**	**131**	0	3	3	67	24	91	8	4	12
	3:30-4:30 PM	29	57	86	0	3	3	57	27	84	4	4	8
	3:45-4:45 PM	22	58	80	0	2	2	54	22	76	4	1	5
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	22	68	90	0	3	3	56	18	74	3	4	7
	4:15-5:15 PM	25	67	92	0	7	7	65	16	81	13	8	21
	4:30-5:30 PM	26	65	91	0	9	9	**82**	**14**	**96**	14	8	22
	4:45-5:45 PM	29	74	103	**1**	**11**	**12**	76	15	91	**15**	**8**	**23**
	5:00-6:00 PM	**57**	**61**	**118**	1	10	11	67	20	87	14	4	18
	5:15-6:15 PM	47	53	100	1	4	5	50	16	66	8	0	8
	5:30-6:30 PM	43	47	90	1	2	3	37	13	50	9	0	9
	5:45-6:45 PM	36	24	60	0	0	0	35	10	45	6	0	6
	6:00-7:00 PM	7	20	27	0	2	2	33	5	38	6	1	7

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table II-4
22nd Street/DOS C Street Driveway Pedestrian Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	South of Guard Booth Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Runs Parallel to 22nd Street		
		East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	31	9	40	9	80	89	**2**	**14**	**16**
	7:15-8:15 AM	35	11	46	7	95	102	0	9	9
	7:30-8:30 AM	40	12	52	8	111	119	1	8	9
	7:45-8:45 AM	51	17	68	12	114	126	1	9	10
	8:00-9:00 AM	**59**	**24**	**83**	**16**	**116**	**132**	1	5	6
	8:15-9:15 AM	52	21	73	20	98	118	3	5	8
	8:30-9:30 AM	58	24	82	25	90	115	2	2	4
	8:45-9:45 AM	52	18	70	26	82	108	4	1	5
	9:00-10:00 AM	42	20	62	34	85	119	5	1	6
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	50	20	70	34	104	138	3	0	3
	9:30-10:30 AM	39	16	55	38	96	134	3	0	3
	9:45-10:45 AM	32	23	55	36	96	132	1	0	1
	10:00-11:00 AM	31	16	47	25	89	114	0	7	7
	10:15-11:15 AM	18	16	34	23	72	95	1	7	8
	10:30-11:30 AM	16	23	39	24	64	88	1	8	9
	10:45-11:45 AM	14	23	37	38	53	91	1	8	9
	11:00 AM-12:00 PM	25	35	60	66	45	111	1	1	2
	11:15 AM-12:15 PM	22	33	55	61	33	94	0	1	1
	11:30 AM-12:30 PM	25	49	74	81	38	119	2	2	4
	11:45 AM-12:45 PM	27	72	99	92	37	129	10	5	15
	12:00-1:00 PM	36	113	149	**120**	**75**	**195**	**13**	**10**	**23**
	12:15-1:15 PM	**48**	**105**	**153**	98	75	173	11	10	21
	12:30-1:30 PM	60	81	141	83	76	159	6	8	14
	12:45-1:45 PM	65	69	134	82	63	145	5	7	12
	1:00-2:00 PM	95	42	137	80	88	168	5	4	9
	1:15-2:15 PM	92	39	131	95	83	178	5	2	7
	1:30-2:30 PM	84	35	119	95	87	182	2	2	4
	1:45-2:45 PM	77	26	103	82	87	169	1	4	5
	2:00-3:00 PM	38	39	77	80	45	125	2	7	9
	2:15-3:15 PM	32	41	73	75	50	125	5	8	13
	2:30-3:30 PM	62	51	113	75	46	121	9	7	16
	2:45-3:45 PM	62	60	122	67	49	116	8	4	12
	3:00-4:00 PM	57	52	109	62	46	108	8	1	9
	3:15-4:15 PM	53	52	105	59	44	103	7	2	9
	3:30-4:30 PM	19	51	70	53	39	92	7	4	11
	3:45-4:45 PM	20	51	71	49	35	84	11	6	17
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	19	49	68	53	28	81	18	9	27
	4:15-5:15 PM	34	58	92	77	45	122	28	7	35
	4:30-5:30 PM	32	55	87	**91**	**43**	**134**	27	7	34
	4:45-5:45 PM	31	56	87	88	44	132	**30**	**8**	**38**
	5:00-6:00 PM	**52**	**53**	**105**	77	51	128	23	5	28
	5:15-6:15 PM	37	33	70	48	30	78	21	5	26
	5:30-6:30 PM	44	26	70	38	31	69	21	3	24
	5:45-6:45 PM	44	14	58	43	23	66	15	0	15
	6:00-7:00 PM	22	10	32	45	16	61	15	0	15

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table II-5
22nd Street/APhA Loading Dock Pedestrian Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Crossing APhA Loading Dock		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	2	0	2	3	0	3	12	43	55	3	15	18
	7:15-8:15 AM	3	1	4	5	1	6	6	43	49	3	14	17
	7:30-8:30 AM	2	1	3	4	2	6	6	40	46	3	18	21
	7:45-8:45 AM	1	3	4	4	2	6	8	35	43	4	17	21
	8:00-9:00 AM	2	3	5	**8**	**2**	**10**	8	35	43	2	16	18
	8:15-9:15 AM	2	2	4	6	1	7	11	37	48	**2**	**20**	**22**
	8:30-9:30 AM	**4**	**2**	**6**	5	0	5	16	39	55	5	12	17
	8:45-9:45 AM	4	0	4	5	0	5	18	43	61	5	13	18
	9:00-10:00 AM	3	1	4	1	0	1	**22**	**40**	**62**	5	10	15
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	2	1	3	1	0	1	21	37	58	5	5	10
	9:30-10:30 AM	0	1	1	0	0	0	20	37	57	2	4	6
	9:45-10:45 AM	0	3	3	0	0	0	19	28	47	1	3	4
	10:00-11:00 AM	0	2	2	0	0	0	14	18	32	0	1	1
	10:15-11:15 AM	0	2	2	0	0	0	17	19	36	2	4	6
	10:30-11:30 AM	0	2	2	0	0	0	19	12	31	2	5	7
	10:45-11:45 AM	1	1	2	0	0	0	18	10	28	3	5	8
	11:00 AM-12:00 PM	1	1	2	0	0	0	30	17	47	4	4	8
	11:15 AM-12:15 PM	1	1	2	0	0	0	24	12	36	2	1	3
	11:30 AM-12:30 PM	1	1	2	0	0	0	19	18	37	2	1	3
	11:45 AM-12:45 PM	0	0	0	0	1	1	22	26	48	6	2	8
	12:00-1:00 PM	**2**	**3**	**5**	**1**	**3**	**4**	29	36	65	8	2	10
	12:15-1:15 PM	**2**	**3**	**5**	**1**	**3**	**4**	29	35	64	**8**	**5**	**13**
	12:30-1:30 PM	**2**	**3**	**5**	1	2	3	27	26	53	5	4	9
	12:45-1:45 PM	1	1	2	0	0	0	14	25	39	6	4	10
	1:00-2:00 PM	0	0	0	0	0	0	10	38	48	6	4	10
	1:15-2:15 PM	0	0	0	0	0	0	11	35	46	7	0	7
	1:30-2:30 PM	0	0	0	2	0	2	7	39	46	5	2	7
	1:45-2:45 PM	0	0	0	2	0	2	**23**	**43**	**66**	2	2	4
	2:00-3:00 PM	0	0	0	2	1	3	30	20	50	4	2	6
	2:15-3:15 PM	0	0	0	**3**	**1**	**4**	37	16	53	3	2	5
	2:30-3:30 PM	0	0	0	1	1	2	41	14	55	3	0	3
	2:45-3:45 PM	0	1	1	1	1	2	38	10	48	2	0	2
	3:00-4:00 PM	0	2	2	1	0	1	39	6	45	6	0	6
	3:15-4:15 PM	0	2	2	0	0	0	38	9	47	6	0	6
	3:30-4:30 PM	0	2	2	0	0	0	37	9	46	8	0	8
	3:45-4:45 PM	0	1	1	0	0	0	27	6	33	11	0	11
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	0	0	1	0	1	24	12	36	11	1	12
	4:15-5:15 PM	**0**	**4**	**4**	5	0	5	31	10	41	19	2	21
	4:30-5:30 PM	**0**	**4**	**4**	6	0	6	32	12	44	19	2	21
	4:45-5:45 PM	**0**	**4**	**4**	6	1	7	**33**	**18**	**51**	**22**	**2**	**24**
	5:00-6:00 PM	**0**	**4**	**4**	**12**	**1**	**13**	36	12	48	17	2	19
	5:15-6:15 PM	0	0	0	8	1	9	33	12	45	13	1	14
	5:30-6:30 PM	1	0	1	7	1	8	**38**	**13**	**51**	13	1	14
	5:45-6:45 PM	1	0	1	7	0	7	38	10	48	11	1	12
	6:00-7:00 PM	1	0	1	0	0	0	35	12	47	12	0	12

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

ATTACHMENT III

EXISTING BICYCLE COUNTS

Table III-1
22nd Street/Consitution Avenue Bicycle Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Runs Parallel to Constitution Avenue			East Side Crossing Constitution Avenue			West Side Crossing Constitution Avenue		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	0	0	0	1	6	7	0	2	2	0	0	0
	7:15-8:15 AM	1	0	1	1	7	8	0	4	4	0	0	0
	7:30-8:30 AM	1	1	2	0	6	6	0	5	5	0	0	0
	7:45-8:45 AM	**1**	**2**	**3**	0	8	8	**0**	**8**	**8**	0	0	0
	8:00-9:00 AM	**1**	**2**	**3**	**0**	**9**	**9**	**0**	**8**	**8**	0	0	0
	8:15-9:15 AM	0	2	2	**0**	**9**	**9**	0	7	7	0	0	0
	8:30-9:30 AM	0	1	1	0	8	8	0	7	7	0	0	0
	8:45-9:45 AM	0	0	0	0	7	7	0	4	4	0	0	0
	9:00-10:00 AM	0	0	0	0	5	5	0	3	3	0	0	0
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	0	0	0	1	1	0	2	2	0	0	0
	9:30-10:30 AM	0	0	0	0	1	1	0	0	0	0	0	0
	9:45-10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:00-11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
	10:15-11:15 AM	0	0	0	0	0	0	0	1	1	0	0	0
	10:30-11:30 AM	0	0	0	0	1	1	0	2	2	0	0	0
	10:45-11:45 AM	0	0	0	0	1	1	0	2	2	**1**	**0**	**1**
	11:00 AM-12:00 PM	0	0	0	1	1	2	0	1	1	**1**	**0**	**1**
	11:15 AM-12:15 PM	0	0	0	1	1	2	0	1	1	**1**	**0**	**1**
	11:30 AM-12:30 PM	0	0	0	1	0	1	0	0	0	**1**	**0**	**1**
	11:45 AM-12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0
	12:00-1:00 PM	0	0	0	1	1	2	0	2	2	0	0	0
	12:15-1:15 PM	0	0	0	1	1	2	0	2	2	0	0	0
	12:30-1:30 PM	0	0	0	1	1	2	0	2	2	0	0	0
	12:45-1:45 PM	0	0	0	1	1	2	1	2	3	0	0	0
	1:00-2:00 PM	0	0	0	1	0	1	1	0	1	0	0	0
	1:15-2:15 PM	1	0	1	1	0	1	1	0	1	0	0	0
	1:30-2:30 PM	2	0	2	6	0	6	1	0	1	0	0	0
	1:45-2:45 PM	3	0	3	**6**	**1**	**7**	1	0	1	0	0	0
	2:00-3:00 PM	3	0	3	5	1	6	1	0	1	0	0	0
	2:15-3:15 PM	2	0	2	**6**	**1**	**7**	2	0	2	0	0	0
	2:30-3:30 PM	1	0	1	1	5	6	3	0	3	0	0	0
	2:45-3:45 PM	0	0	0	1	4	5	**6**	**0**	**6**	0	0	0
	3:00-4:00 PM	2	0	2	1	5	6	**6**	**0**	**6**	0	0	0
	3:15-4:15 PM	2	1	3	0	5	5	**6**	**0**	**6**	0	0	0
	3:30-4:30 PM	**2**	**2**	**4**	0	1	1	**6**	**0**	**6**	0	0	0
	3:45-4:45 PM	**2**	**2**	**4**	0	2	2	3	0	3	0	0	0
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	**1**	**2**	**3**	0	1	1	4	0	4	0	0	0
	4:15-5:15 PM	**2**	**1**	**3**	**0**	**2**	**2**	4	0	4	0	0	0
	4:30-5:30 PM	**3**	**0**	**3**	**0**	**2**	**2**	5	0	5	0	0	0
	4:45-5:45 PM	**3**	**0**	**3**	0	1	1	**6**	**0**	**6**	0	0	0
	5:00-6:00 PM	**3**	**0**	**3**	0	1	1	**6**	**0**	**6**	0	0	0
	5:15-6:15 PM	**3**	**0**	**3**	0	1	1	**6**	**0**	**6**	0	0	0
	5:30-6:30 PM	2	0	2	0	1	1	5	0	5	0	0	0
	5:45-6:45 PM	2	0	2	0	1	1	3	0	3	0	0	0
	6:00-7:00 PM	1	0	1	0	1	1	2	0	2	0	0	0

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table III-2
22nd Street/APhA Driveway Bicycle Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Crossing APhA Driveway		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	0	0	0	2	0	2	1	0	1	0	0	0
	7:15-8:15 AM	0	0	0	2	0	2	1	0	1	0	0	0
	7:30-8:30 AM	0	0	0	1	1	2	3	0	3	0	0	0
	7:45-8:45 AM	0	0	0	**2**	**2**	**4**	3	1	4	0	0	0
	8:00-9:00 AM	0	0	0	1	2	3	**3**	**2**	**5**	1	0	1
	8:15-9:15 AM	0	0	0	1	2	3	**3**	**2**	**5**	**2**	**0**	**2**
	8:30-9:30 AM	0	0	0	1	1	2	2	2	4	**2**	**0**	**2**
	8:45-9:45 AM	0	0	0	0	0	0	2	1	3	**2**	**0**	**2**
	9:00-10:00 AM	0	0	0	1	0	1	1	0	1	**1**	**1**	**2**
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	0	0	**1**	**1**	**2**	1	0	1	**1**	**1**	**2**
	9:30-10:30 AM	0	0	0	**1**	**1**	**2**	0	0	0	**1**	**1**	**2**
	9:45-10:45 AM	0	0	0	**1**	**1**	**2**	0	0	0	**1**	**1**	**2**
	10:00-11:00 AM	0	0	0	0	1	1	0	0	0	1	0	1
	10:15-11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:30-11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:45-11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM-12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM-12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM-12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM-12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00-1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:15-1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:30-1:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
	12:45-1:45 PM	0	0	0	0	0	0	1	0	1	0	0	0
	1:00-2:00 PM	0	0	0	0	0	0	1	0	1	0	0	0
	1:15-2:15 PM	0	0	0	0	0	0	1	0	1	0	0	0
	1:30-2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:45-2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	2:00-3:00 PM	0	0	0	0	0	0	2	0	2	0	0	0
	2:15-3:15 PM	0	0	0	0	0	0	**3**	**0**	**3**	0	0	0
	2:30-3:30 PM	0	0	0	0	0	0	**3**	**0**	**3**	0	0	0
	2:45-3:45 PM	0	0	0	0	0	0	**3**	**0**	**3**	0	0	0
	3:00-4:00 PM	0	0	0	0	0	0	1	0	1	0	0	0
	3:15-4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:30-4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45-4:45 PM	0	0	0	0	0	0	0	0	0	1	0	**1**
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	0	0	**0**	**1**	**1**	0	0	0	1	0	**1**
	4:15-5:15 PM	0	0	0	**0**	**1**	**1**	0	0	0	1	0	1
	4:30-5:30 PM	0	0	0	**0**	**1**	**1**	0	0	0	1	0	1
	4:45-5:45 PM	0	0	0	**0**	**1**	**1**	0	1	1	1	0	1
	5:00-6:00 PM	0	0	0	**0**	**1**	**1**	0	1	1	**3**	**0**	**3**
	5:15-6:15 PM	0	0	0	**0**	**1**	**1**	0	2	2	**3**	**0**	**3**
	5:30-6:30 PM	0	0	0	**0**	**1**	**1**	0	2	2	**3**	**0**	**3**
	5:45-6:45 PM	0	0	0	**0**	**1**	**1**	0	2	2	**3**	**0**	**3**
	6:00-7:00 PM	0	0	0	0	0	0	**0**	**3**	**3**	1	0	1

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table III-3
22nd Street/NAS Driveway Bicycle Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Crossing NAS Driveway			West Side Runs Parallel to 22nd Street		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0
	7:15-8:15 AM	**1**	**1**	**2**	0	0	0	**1**	**0**	**1**	0	0	0
	7:30-8:30 AM	**1**	**1**	**2**	0	0	0	**1**	**0**	**1**	0	0	0
	7:45-8:45 AM	0	1	1	0	0	0	**1**	**0**	**1**	0	0	0
	8:00-9:00 AM	0	1	1	0	0	0	**1**	**0**	**1**	0	0	0
	8:15-9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30-9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45-9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:00-10:00 AM	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	1	1	2	0	0	0	0	0	0	0	0	0
	9:30-10:30 AM	1	1	2	0	0	0	0	0	0	0	0	0
	9:45-10:45 AM	**1**	**2**	**3**	0	0	0	0	0	0	0	0	0
	10:00-11:00 AM	0	1	1	0	0	0	0	0	0	0	0	0
	10:15-11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0
	10:30-11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
	10:45-11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM-12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM-12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM-12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM-12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00-1:00 PM	0	1	1	0	0	0	0	0	0	0	0	0
	12:15-1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0
	12:30-1:30 PM	0	1	1	0	0	0	0	0	0	0	0	0
	12:45-1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0
	1:00-2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15-2:15 PM	0	0	0	0	0	0	0	0	0	**0**	**1**	**1**
	1:30-2:30 PM	0	0	0	0	0	0	0	0	0	**0**	**1**	**1**
	1:45-2:45 PM	0	0	0	0	0	0	0	0	0	**0**	**1**	**1**
	2:00-3:00 PM	0	0	0	0	0	0	0	0	0	**0**	**1**	**1**
	2:15-3:15 PM	1	0	1	0	0	0	0	0	0	0	0	0
	2:30-3:30 PM	1	0	1	0	0	0	**1**	**0**	**1**	0	0	0
	2:45-3:45 PM	1	0	1	0	0	0	**1**	**0**	**1**	0	0	0
	3:00-4:00 PM	1	0	1	0	0	0	**1**	**0**	**1**	0	0	0
	3:15-4:15 PM	0	0	0	0	0	0	**1**	**0**	**1**	0	0	0
	3:30-4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45-4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15-5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30-5:30 PM	2	0	2	0	0	0	0	0	0	0	0	0
	4:45-5:45 PM	2	0	2	0	0	0	0	0	0	**1**	**1**	**2**
	5:00-6:00 PM	3	0	3	0	0	0	0	0	0	**1**	**1**	**2**
	5:15-6:15 PM	**4**	**0**	**4**	0	0	0	0	0	0	**1**	**1**	**2**
	5:30-6:30 PM	2	0	2	0	0	0	0	0	0	**1**	**1**	**2**
	5:45-6:45 PM	2	0	2	0	0	0	0	0	0	0	0	0
	6:00-7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table III-4
22nd Street/DOS C Street Driveway Bicycle Count Summary
Department of State - 22nd Street EA Addendum [1] [2]

Peak Period	Peak Hour	South of Guard Booth Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Runs Parallel to 22nd Street		
		East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	**1**	**0**	**1**	0	1	1	0	0	0
	7:15-8:15 AM	**1**	**0**	**1**	0	1	1	0	0	0
	7:30-8:30 AM	**1**	**0**	**1**	0	2	2	0	0	0
	7:45-8:45 AM	0	0	0	**0**	**4**	**4**	0	0	0
	8:00-9:00 AM	0	0	0	**0**	**4**	**4**	0	0	0
	8:15-9:15 AM	0	0	0	**0**	**4**	**4**	0	0	0
	8:30-9:30 AM	0	0	0	**0**	**4**	**4**	0	0	0
	8:45-9:45 AM	0	0	0	0	2	2	0	0	0
	9:00-10:00 AM	0	0	0	1	1	2	0	0	0
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	0	0	**1**	**1**	**2**	0	0	0
	9:30-10:30 AM	0	0	0	1	0	1	0	0	0
	9:45-10:45 AM	0	0	0	**2**	**0**	**2**	0	0	0
	10:00-11:00 AM	0	0	0	1	0	1	0	0	0
	10:15-11:15 AM	0	0	0	1	0	1	0	0	0
	10:30-11:30 AM	0	0	0	1	0	1	0	0	0
	10:45-11:45 AM	0	0	0	0	0	0	0	0	0
	11:00 AM-12:00 PM	0	0	0	0	0	0	0	0	0
	11:15 AM-12:15 PM	0	0	0	0	0	0	0	0	0
	11:30 AM-12:30 PM	0	0	0	0	0	0	0	0	0
	11:45 AM-12:45 PM	0	0	0	0	0	0	0	0	0
	12:00-1:00 PM	0	0	0	0	1	1	0	0	0
	12:15-1:15 PM	0	0	0	0	1	1	0	0	0
	12:30-1:30 PM	0	0	0	0	1	1	0	0	0
	12:45-1:45 PM	0	0	0	0	1	1	0	0	0
	1:00-2:00 PM	0	0	0	0	0	0	0	0	0
	1:15-2:15 PM	0	0	0	0	0	0	0	0	0
	1:30-2:30 PM	0	0	0	0	0	0	0	0	0
	1:45-2:45 PM	0	0	0	0	0	0	0	0	0
	2:00-3:00 PM	0	0	0	0	0	0	0	0	0
	2:15-3:15 PM	0	0	0	0	0	0	0	0	0
	2:30-3:30 PM	**1**	**0**	**1**	0	0	0	**1**	**0**	**1**
	2:45-3:45 PM	**1**	**0**	**1**	0	0	0	**1**	**0**	**1**
	3:00-4:00 PM	**1**	**0**	**1**	0	0	0	**1**	**0**	**1**
	3:15-4:15 PM	**1**	**0**	**1**	0	0	0	**1**	**0**	**1**
	3:30-4:30 PM	0	0	0	0	0	0	0	0	0
	3:45-4:45 PM	0	0	0	0	0	0	0	0	0
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	0	0	0	0	0	0	0	0
	4:15-5:15 PM	0	0	0	0	0	0	0	0	0
	4:30-5:30 PM	0	0	0	1	1	2	0	0	0
	4:45-5:45 PM	0	0	0	1	2	3	0	0	0
	5:00-6:00 PM	0	0	0	**3**	**3**	**6**	0	0	0
	5:15-6:15 PM	**1**	**0**	**1**	**3**	**3**	**6**	0	1	1
	5:30-6:30 PM	**1**	**0**	**1**	2	2	4	0	1	1
	5:45-6:45 PM	**1**	**0**	**1**	2	1	3	0	1	1
	6:00-7:00 PM	**1**	**0**	**1**	0	0	0	**1**	**1**	**2**

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

Table III-5
22nd Street/APhA Loading Dock Bicycle Count Summary
Department of State - 22nd Street EA Addendum [(1) (2)]

Peak Period	Peak Hour	North Side Crossing 22nd Street			South Side Crossing 22nd Street			East Side Runs Parallel to 22nd Street			West Side Crossing APhA Loading Dock		
		East to West	West to East	Total	East to West	West to East	Total	North to South	South to North	Total	North to South	South to North	Total
AM PEAK PERIOD (7 AM - 10 AM)	7:00-8:00 AM	0	0	0	0	0	0	1	1	2	0	0	0
	7:15-8:15 AM	0	0	0	0	0	0	1	2	3	1	0	1
	7:30-8:30 AM	0	0	0	0	0	0	1	3	4	1	0	1
	7:45-8:45 AM	0	0	0	0	0	0	**0**	**5**	**5**	1	0	1
	8:00-9:00 AM	0	0	0	0	0	0	**0**	**5**	**5**	**2**	**0**	**2**
	8:15-9:15 AM	0	0	0	0	0	0	0	4	4	1	0	1
	8:30-9:30 AM	0	0	0	0	0	0	0	4	4	1	0	1
	8:45-9:45 AM	0	0	0	0	0	0	0	2	2	1	0	1
	9:00-10:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
MID-DAY PEAK PERIOD (9:15 AM - 4:45 PM)	9:15-10:15 AM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	9:30-10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	9:45-10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:00-11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:15-11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	10:30-11:30 AM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	10:45-11:45 AM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	11:00 AM-12:00 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	11:15 AM-12:15 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	11:30 AM-12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM-12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	12:00-1:00 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	12:15-1:15 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	12:30-1:30 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	12:45-1:45 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	1:00-2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:15-2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:30-2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	1:45-2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	2:00-3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	2:15-3:15 PM	0	0	0	0	0	0	**0**	**1**	**1**	0	0	0
	2:30-3:30 PM	0	0	0	0	0	0	**0**	**1**	**1**	**1**	**0**	**1**
	2:45-3:45 PM	0	0	0	0	0	0	**0**	**1**	**1**	**1**	**0**	**1**
	3:00-4:00 PM	0	0	0	0	0	0	**0**	**1**	**1**	**1**	**0**	**1**
	3:15-4:15 PM	0	0	0	0	0	0	0	0	0	**1**	**0**	**1**
	3:30-4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	3:45-4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK PERIOD (4 PM - 7 PM)	4:00-5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:15-5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:30-5:30 PM	0	0	0	0	0	0	0	1	1	2	0	2
	4:45-5:45 PM	0	0	0	0	0	0	0	2	2	2	0	2
	5:00-6:00 PM	0	0	0	0	0	0	1	4	5	**3**	**0**	**3**
	5:15-6:15 PM	0	0	0	0	0	0	**1**	**5**	**6**	**3**	**0**	**3**
	5:30-6:30 PM	0	0	0	0	0	0	1	4	5	2	0	2
	5:45-6:45 PM	0	0	0	0	0	0	1	3	4	2	0	2
	6:00-7:00 PM	0	0	0	0	0	0	0	2	2	1	0	1

Note(s):
(1) Counts collected by Wells + Associates on Thursday, October 22, 2009 from 7:00 AM to 7:00 PM.
(2) Shaded area represents the peak hour(s) for each key driveway for each peak period.

ATTACHMENT IV

METRO/COMMUTER BUS SCHEDULES AND RIDERSHIP INFORMATION

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

METROBUS - VA

13A,B,F,G

National Airport-Pentagon-Washington Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Ronald Reagan Washington National Airport (13F,G)
Crystal City (13F,G)
Pentagon station
Potomac Park
Federal Triangle
Southwest employment area

Schedule 9-24-06

INFORMATION ANYTIME 202-637-7000

TTY 202-638-3780

Metro opens doors

MetroOpensDoors.com

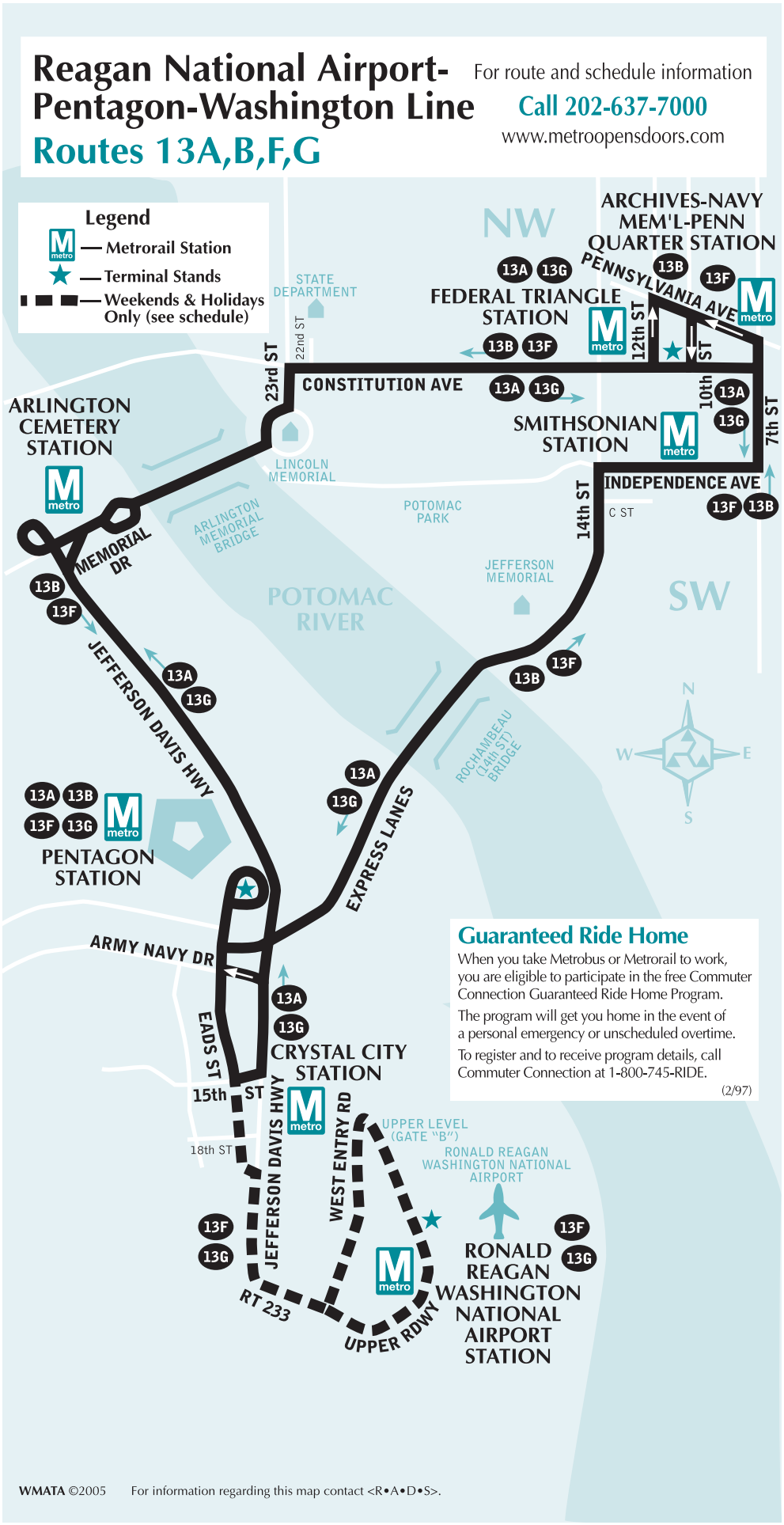
Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Reagan National Airport-Pentagon-Washington Line

Routes 13A,B,F,G

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

 For information regarding this map contact <R•A•D•S>.

13A,B,F,G

National Airport-Pentagon-Washington Line

Weekday Clockwise Service
Servicio en dirección de las manecillas del reloj los días de semana

Route Number	Pentagon Metro	Constitution Ave. & 22nd St. NW	10th St. & Pennsylvania Ave. NW	7th St. & Independence Ave. SW	14th & C Sts. SW	PENTAGON Metro
AM Service — Servicio matutino						
13A	5:09	5:21	5:26	5:29	5:32	5:37
13A	5:34	5:46	5:51	5:54	5:57	6:02
13A	5:53	6:08	6:16	6:20	6:24	6:29
13A	6:13	6:28	6:36	6:40	6:44	6:49
13A	6:33	6:48	6:56	7:00	7:04	7:09
13A	6:53	7:08	7:16	7:20	7:24	7:29
13A	7:05	7:20	7:31	7:35	7:40	7:45
13A	7:19	7:34	7:45	7:49	7:54	7:59
13A	7:31	7:46	7:57	8:01	8:06	8:11
13A	7:39	7:54	8:05	8:09	8:14	8:19
13A	7:47	8:02	8:13	8:17	8:22	8:27
13A	7:55	8:10	8:21	8:25	8:30	8:35
13A	8:03	8:19	8:30	8:34	8:39	8:44
13A	8:13	8:29	8:40	8:44	8:49	8:54
13A	8:30	8:46	8:57	9:01	9:06	9:11
13A	8:48	9:04	9:15	9:19	9:24	9:29
13A	9:15	9:31	9:42	9:46	9:51	9:56
PM Service — Servicio vespertino						
13A	3:18	3:33	3:41	3:46	3:51	3:57
13A	3:30	3:45	3:53	3:58	4:03	4:09
13A	3:45	4:00	4:08	4:13	4:18	4:24
13A	4:03	4:18	4:26	4:31	4:36	4:42
13A	4:28	4:44	4:52	4:57	5:02	5:09
13A	4:53	5:09	5:17	5:22	5:27	5:34
13A	5:20	5:36	5:44	5:49	5:54	6:01
13A	5:50	6:06	6:14	6:19	6:24	6:31
13A	6:18	6:33	6:40	6:45	6:48	6:53
13A	6:48	7:03	7:10	7:15	7:18	7:23

Weekday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los días de semana

Route Number	Pentagon Metro	14th & C Sts. SW	7th St. & Independence Ave. SW	10th St. & Pennsylvania Ave. NW	Constitution Ave. & 21st St. NW	PENTAGON Metro
AM Service — Servicio matutino						
13B	5:42	5:48	5:52	5:57	6:03	6:11
13B	6:10	6:16	6:20	6:25	6:31	6:39
13B	6:35	6:41	6:45	6:50	6:56	7:04
13B	6:50	6:56	7:00	7:05	7:11	7:19
13B	7:10	7:16	7:20	7:25	7:31	7:39
13B	7:25	7:31	7:35	7:40	7:46	7:54
13B	7:45	7:51	7:55	8:00	8:06	8:14
13B	8:00	8:08	8:13	8:18	8:25	8:33
13B	8:16	8:24	8:29	8:34	8:41	8:49
13B	8:34	8:44	8:48	8:55	9:02	9:11
13B	8:53	9:03	9:07	9:14	9:21	9:30
13B	9:10	9:20	9:24	9:31	9:38	9:47
PM Service — Servicio vespertino						
13B	2:55	3:01	3:06	3:12	3:20	3:31
13B	3:25	3:31	3:36	3:42	3:50	4:01
13B	3:40	3:46	3:51	3:57	4:05	4:16
13B	3:57	4:02	4:08	4:14	4:23	4:34
13B	4:12	4:18	4:23	4:29	4:41	4:53
13B	4:25	4:31	4:36	4:42	4:54	5:06
13B	4:38	4:44	4:49	4:55	5:07	5:19
13B	-	-	-	5:01	5:13	5:25
13B	4:50	4:56	5:01	5:06	5:18	5:28
13B	5:02	5:08	5:13	5:18	5:30	5:40
13B	5:15	5:21	5:26	5:31	5:43	5:53
13B	5:30	5:36	5:41	5:46	5:58	6:08
13B	5:45	5:51	5:56	6:01	6:13	6:23
13B	6:10	6:16	6:21	6:26	6:38	6:48
13B	6:40	6:45	6:48	6:54	7:03	7:13

13A,B,F,G

National Airport-Pentagon-
Washington Line

Saturday Clockwise Service
Servicio en dirección de las manecillas del reloj los sábados

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	Constitution Ave. & 22nd St. NW	10th St. & Pennsylvania Ave. NW	7th St. & Independence Ave SW	14th & C Sts. SW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13G	-	-	5:18	5:30	5:37	5:40	5:42	5:46	5:51	5:56
13G	-	-	6:03	6:15	6:22	6:25	6:27	6:31	6:36	6:41
13G	6:22	6:27	6:33	6:45	6:52	6:56	7:00	7:04	7:10	7:15
13G	6:52	6:57	7:03	7:15	7:22	7:26	7:30	7:34	7:40	7:45

NOTE: Routes 13B, F, G operate to and from the upper level terminal (Gate B, Entrance # 1) at National Airport.
NOTA: Las rutas 13B, F, G ofrecen servicio hacia y desde el terminal superior (Puerta B, Entrada # 1) del Aeropuerto Nacional Ronald Reagan Washington.

Saturday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los sábados

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	14th & C Sts. SW	7th St. & Independence Ave SW	10th St. & Pennsylvania Ave. NW	Constitution Ave. & 21st St. NW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13F	-	-	5:54	6:00	6:03	6:07	6:12	6:20	6:26	6:31
13F	6:13	6:18	6:24	6:30	6:33	6:37	6:42	6:50	6:56	7:01
13F	6:43	6:48	6:54	7:00	7:03	7:07	7:12	7:20	7:26	7:31
13F	7:13	7:18	7:24	7:30	7:33	7:37	7:42	7:50	7:56	8:01

13A,B,F,G

National Airport-Pentagon-
Washington Line

Sunday Clockwise Service
Servicio en dirección de las manecillas del reloj los domingos

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	Constitution Ave. & 22nd St. NW	10th St. & Pennsylvania Ave. NW	7th St. & Independence Ave SW	14th & C Sts. SW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13G	-	-	5:33	5:43	5:50	5:54	5:56	6:00	6:05	6:10
13G	6:17	6:22	6:28	6:38	6:45	6:49	6:51	6:55	7:00	7:05
13G	7:06	7:11	7:18	7:29	7:37	7:41	7:44	7:48	7:53	7:59

NOTE: Routes 13B, F, G operate to and from the upper level terminal (Gate B, Entrance # 1) at Reagan National Airport.

NOTA: Las rutas 13B, F, G ofrecen servicio hacia y desde el terminal superior (Puerta B, Entrada # 1) del Aeropuerto Nacional Ronald Reagan Washington.

Sunday Counterclockwise Service
Servicio en dirección contraria a las manecillas del reloj los domingos

Route Number	Reagan National Airport (Upper Rdwy. Gate B)	S. Eads & 18th Sts.	Pentagon	14th & C Sts. SW	7th St. & Independence Ave SW	10th St. & Pennsylvania Ave. NW	Constitution Ave. & 21st St. NW	PENTAGON	S. Eads & 18th Sts.	REAGAN NATIONAL AIRPORT (Upper Rdwy. Gate B)
AM Service — Servicio matutino										
13F	-	-	6:06	6:11	6:13	6:16	6:20	6:28	6:33	6:38
13F	6:48	6:53	6:59	7:04	7:06	7:09	7:13	7:21	7:26	7:31

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

32,36

Weekday only
Pennsylvania Avenue Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Wisconsin Ave. N.W.
Tenleytown-AU station
Washington National Cathedral
Georgetown
White House
Federal Triangle
The National Mall
Capitol Hill
Eastern Market station
Potomac Avenue station
L'Enfant Square
Hillcrest (36)
Naylor and Good Hope Roads, SE (32)
Naylor Road station (36)
Southern Ave station (32)

Schedule 12-28-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

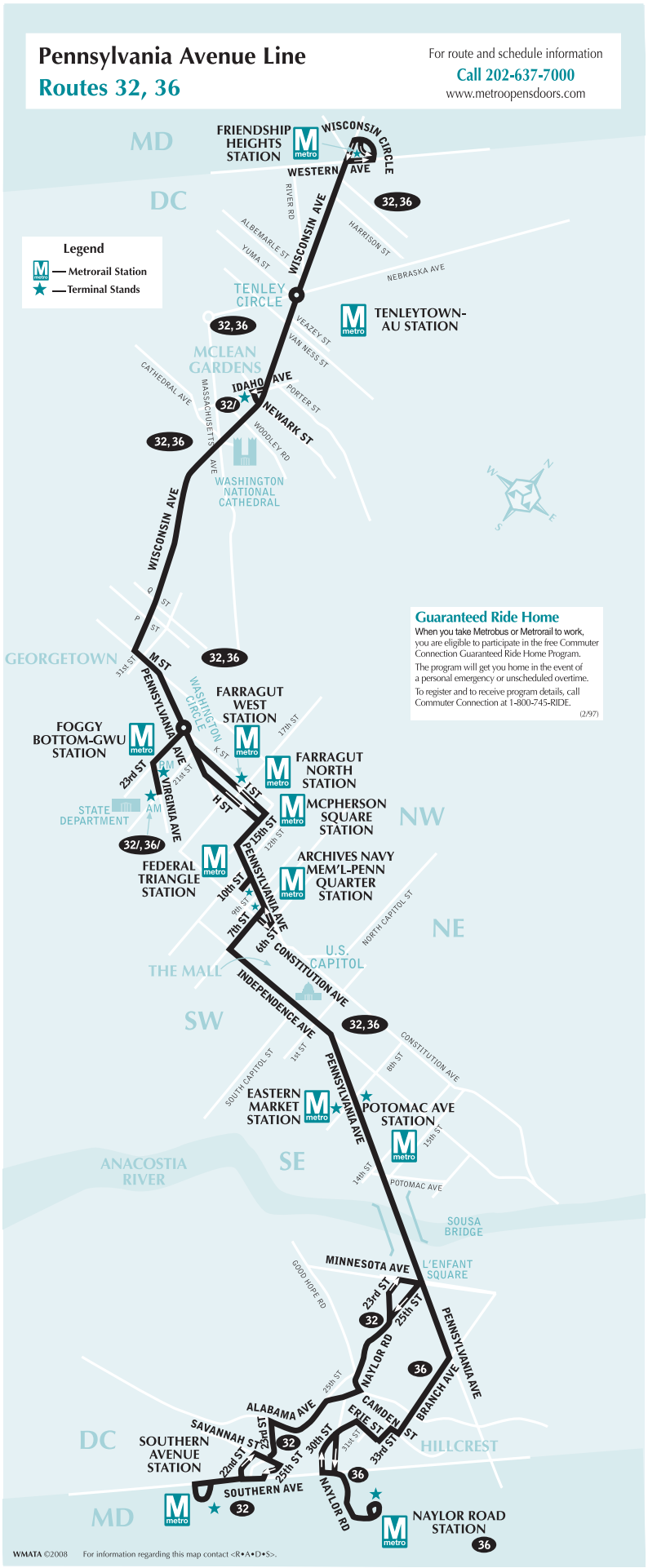
Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Pennsylvania Avenue Line
Routes 32, 36

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



32,36
Weekday only
Pennsylvania Avenue Line

Weekday Westbound —
Entre semana con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	10th St. & Pennsylvania Ave. NW (Federal Triangle)	I & 17th Sts. NW (FARRAGUT SQUARE)	Virginia Ave. & 21st St. NW (Potomac Park) ●	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Newark St. & Wisconsin Ave, NW (MCLEAN GARDENS)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino															
32	4:15	-	-	4:25	4:31	4:37	4:46	-	4:54	-	5:02	5:10	-	5:15	5:20
32	4:40	-	-	4:50	4:56	5:02	5:11	-	5:19	-	5:27	5:35	-	5:40	5:45
36	-	4:54	5:01	-	5:09	5:15	5:24	-	5:32	-	5:40	5:48	-	5:53	5:58
32	5:05	-	-	5:15	5:21	5:27	5:36	-	5:44	-	5:52	6:00	-	6:05	6:10
36	-	5:19	5:26	-	5:34	5:40	5:49	-	5:57	-	6:05	6:13	-	6:18	6:23
32	5:25	-	-	5:36	5:43	5:49	5:59	-	6:07	-	6:17	6:27	-	6:33	6:40
32/	5:36	-	-	5:47	5:54	6:00	6:10	-	6:18	6:28	-	-	-	-	-
36	-	5:40	5:47	-	5:56	6:02	6:12	-	6:20	-	6:30	6:40	-	6:46	6:53
32/	5:45	-	-	5:56	6:03	6:09	6:19	-	6:27	6:37	-	-	-	-	-
32	5:54	-	-	6:05	6:12	6:18	6:28	-	6:37	-	6:47	6:57	-	7:03	7:12
32/	6:03	-	-	6:14	6:21	6:27	6:37	-	6:46	6:56	-	-	-	-	-
36	-	6:04	6:12	-	6:23	6:29	6:39	-	6:48	-	6:58	7:08	-	7:14	7:23
32	6:11	-	-	6:24	6:32	6:39	6:50	-	6:59	-	7:10	7:21	-	7:29	7:37
36/	-	6:15	6:24	-	6:36	6:43	6:54	-	7:03	7:14	-	-	-	-	-
32/	6:20	-	-	6:33	6:41	6:48	6:59	-	7:08	7:19	-	-	-	-	-
36	-	6:28	6:37	-	6:49	6:56	7:07	-	7:16	-	7:27	7:38	-	7:46	7:54
32/	6:30	-	-	6:43	6:51	6:58	7:09	-	7:18	7:29	-	-	-	-	-
32	6:38	-	-	6:51	6:59	7:06	7:17	-	7:26	-	7:37	7:48	-	7:56	8:04
36	-	6:44	6:54	-	7:08	7:15	7:28	-	7:40	-	7:52	8:05	-	8:13	8:22
32/	6:48	-	-	7:02	7:13	7:20	7:33	-	7:45	7:57	-	-	-	-	-
32	6:56	-	-	7:10	7:21	7:28	7:41	-	7:53	-	8:05	8:18	-	8:26	8:35
36/	-	7:02	7:12	-	7:26	7:33	7:46	-	7:58	8:10	-	-	-	-	-
32	7:03	-	-	7:17	7:28	7:35	7:48	-	8:00	-	8:12	8:25	-	8:33	8:42
32/	7:12	-	-	7:26	7:37	7:44	7:57	-	8:09	8:21	-	-	-	-	-
36	-	7:14	7:24	-	7:38	7:45	7:58	-	8:10	-	8:22	8:35	-	8:43	8:52
32	7:20	-	-	7:34	7:45	7:52	8:05	-	8:17	-	8:29	8:42	-	8:50	8:59
32	7:29	-	-	7:43	7:54	8:01	8:14	-	8:26	-	8:38	8:51	-	8:59	9:08
36/	-	7:32	7:42	-	7:56	8:03	8:16	-	8:28	8:40	-	-	-	-	-
32	7:38	-	-	7:52	8:03	8:10	8:23	-	8:35	-	8:47	9:00	-	9:08	9:17
36	-	7:44	7:54	-	8:08	8:15	8:28	-	8:40	-	8:52	9:05	-	9:13	9:22
32/	7:48	-	-	8:02	8:13	8:20	8:33	-	8:45	8:57	-	-	-	-	-
32	7:58	-	-	8:12	8:23	8:30	8:43	-	8:55	-	9:07	9:20	-	9:28	9:37
36/	-	8:02	8:12	-	8:26	8:33	8:46	-	8:58	9:10	-	-	-	-	-
36	-	8:16	8:23	-	8:33	8:39	8:51	-	9:04	-	9:16	9:30	-	9:40	9:50
32/	8:18	-	-	8:30	8:39	8:45	8:57	-	9:10	9:22	-	-	-	-	-
36	-	8:32	8:39	-	8:49	8:55	9:07	-	9:20	-	9:32	9:46	-	9:56	10:06
32	8:33	-	-	8:45	8:54	9:00	9:12	-	9:25	-	9:37	9:51	-	10:01	10:11
36	-	8:46	8:53	-	9:03	9:09	9:21	-	9:34	-	9:46	10:00	-	10:10	10:20
32/	8:48	-	-	9:00	9:09	9:15	9:27	-	9:40	-	-	-	-	-	-
32	9:00	-	-	9:12	9:21	9:27	9:39	-	9:52	-	10:04	10:18	-	10:28	10:38
36	-	9:16	9:23	-	9:33	9:39	9:51	-	10:04	-	10:16	10:30	-	10:40	10:50
32/	9:20	-	-	9:32	9:41	9:47	9:59	-	10:12	-	-	-	-	-	-
32	9:30	-	-	9:42	9:51	9:57	10:09	-	10:22	-	10:34	10:48	-	10:58	11:08
36	-	9:46	9:53	-	10:03	10:09	10:21	-	10:34	-	10:46	11:00	-	11:10	11:20
32/	9:50	-	-	10:02	10:11	10:17	10:29	-	10:42	-	-	-	-	-	-
32	10:00	-	-	10:12	10:21	10:27	10:39	-	10:52	-	11:04	11:18	-	11:28	11:38
36	-	10:16	10:23	-	10:33	10:39	10:51	-	11:04	-	11:16	11:30	-	11:40	11:50
32	10:30	-	-	10:42	10:51	10:57	11:09	-	11:22	-	11:34	11:48	-	11:58	12:08
36	-	10:46	10:53	-	11:03	11:09	11:21	-	11:34	-	11:46	12:00	-	12:10	12:20
32	11:00	-	-	11:12	11:21	11:27	11:39	-	11:52	-	12:04	12:18	-	12:28	12:38
36	-	11:16	11:23	-	11:33	11:39	11:51	-	12:04	-	12:16	12:30	-	12:40	12:50
32	11:30	-	-	11:42	11:51	11:57	12:09	-	12:22	-	12:34	12:48	-	12:58	1:08
36	-	11:46	11:53	-	12:03	12:09	12:21	-	12:34	-	12:46	1:00	-	1:10	1:20
PM Service — Servicio vespertino															
32	12:00	-	-	12:12	12:21	12:27	12:39	-	12:52	-	1:04	1:18	-	1:28	1:38
36	-	12:16	12:23	-	12:33	12:39	12:51	-	1:04	-	1:16	1:30	-	1:40	1:50

● — *Buses sign FOGGY BOTTOM STATION.*

32,36
Weekday only
Pennsylvania Avenue Line

Weekday Westbound —
Entre semana con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	10th St. & Pennsylvania Ave. NW (Federal Triangle)	I & 17th Sts. NW (FARRAGUT SQUARE)	Virginia Ave. & 21st St. NW (Potomac Park) ●	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Newark St. & Wisconsin Ave, NW (MCLEAN GARDENS)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
PM Service — Servicio vespertino															
32	12:30	-	-	12:42	12:51	12:57	1:09	-	1:22	-	1:34	1:48	-	1:58	2:08
36	-	12:46	12:53	-	1:03	1:09	1:21	-	1:34	-	1:46	2:00	-	2:10	2:20
32	1:00	-	-	1:12	1:21	1:27	1:39	-	1:52	-	2:04	2:18	-	2:28	2:38
36	-	1:16	1:23	-	1:33	1:39	1:51	-	2:04	-	2:16	2:30	-	2:40	2:50
32	1:30	-	-	1:42	1:51	1:57	2:09	-	2:22	-	2:34	2:48	-	2:58	3:08
36	-	1:46	1:53	-	2:03	2:09	2:21	-	2:34	-	2:46	3:00	-	3:10	3:20
32	2:00	-	-	2:12	2:21	2:27	2:39	-	2:52	-	3:04	3:18	-	3:28	3:38
36	-	2:16	2:23	-	2:33	2:39	2:51	-	3:04	-	3:16	3:30	-	3:40	3:50
32	2:30	-	-	2:42	2:51	2:57	3:09	-	3:22	-	3:34	3:48	-	3:58	4:08
36	-	2:50	2:56	-	3:05	3:11	3:25	-	3:36	-	3:48	4:02	-	4:11	4:21
32	3:00	-	-	3:11	3:20	3:26	3:40	-	3:51	-	4:03	4:17	-	4:26	4:36
36	-	3:21	3:27	-	3:36	3:42	3:56	-	4:07	-	4:19	4:33	-	4:42	4:52
32	3:32	-	-	3:43	3:52	3:58	4:12	-	4:23	-	4:35	4:49	-	4:58	5:08
36	-	3:51	3:57	-	4:06	4:12	4:26	-	4:37	-	4:49	5:03	-	5:12	5:22
32	4:00	-	-	4:13	4:20	4:26	4:40	-	4:54	-	5:08	5:23	-	5:32	5:40
32/	-	-	-	-	-	-	-	4:48	5:02	-	5:16	5:31	5:34	-	-
36	-	4:19	4:26	-	4:35	4:41	4:55	-	5:09	-	5:23	5:38	-	5:47	5:55
32/	-	-	-	-	-	-	-	5:03	5:17	-	5:31	5:46	5:49	-	-
32	4:30	-	-	4:43	4:50	4:56	5:10	-	5:24	-	5:38	5:53	-	6:02	6:10
32/	-	-	-	-	-	-	-	5:18	5:32	-	5:46	6:01	6:04	-	-
36	-	4:49	4:56	-	5:05	5:11	5:25	-	5:39	-	5:53	6:08	-	6:17	6:25
32/	-	-	-	-	-	-	-	5:33	5:47	-	6:01	6:16	6:19	-	-
32	5:00	-	-	5:13	5:20	5:26	5:40	-	5:54	-	6:08	6:23	-	6:32	6:40
32/	-	-	-	-	-	-	-	5:48	6:02	-	6:16	6:31	6:34	-	-
32/	5:17	-	-	5:30	5:37	5:43	-	-	-	-	-	-	-	-	-
36	-	5:18	5:25	-	5:34	5:40	5:54	-	6:08	-	6:22	6:37	-	6:46	6:54
36/	-	5:32	5:39	-	5:48	5:54	-	-	-	-	-	-	-	-	-
32	5:32	-	-	5:43	5:50	5:56	6:08	-	6:22	-	6:36	6:50	-	6:58	7:06
36	-	5:48	5:55	-	6:03	6:09	6:21	-	6:35	-	6:49	7:03	-	7:11	7:19
32/	5:52	-	-	6:03	6:10	6:16	-	-	-	-	-	-	-	-	-
36/	-	6:03	6:10	-	6:18	6:24	-	-	-	-	-	-	-	-	-
32	6:02	-	-	6:13	6:20	6:26	6:38	-	6:52	-	7:06	7:20	-	7:28	7:36
36	-	6:18	6:25	-	6:33	6:39	6:51	-	7:05	-	7:19	7:33	-	7:41	7:49
32	6:32	-	-	6:43	6:50	6:56	7:08	-	7:22	-	7:36	7:50	-	7:58	8:06
36	-	6:45	6:52	-	7:00	7:06	7:18	-	7:32	-	7:46	8:00	-	8:08	8:16
32	7:00	-	-	7:11	7:18	7:24	7:36	-	7:50	-	8:04	8:18	-	8:26	8:34
36	-	7:24	7:30	-	7:36	7:42	7:51	-	8:00	-	8:10	8:22	-	8:29	8:36
32	7:40	-	-	7:50	7:56	8:02	8:11	-	8:20	-	8:30	8:42	-	8:49	8:56
36	-	7:59	8:05	-	8:11	8:17	8:26	-	8:35	-	8:45	8:57	-	9:04	9:11
32	8:15	-	-	8:25	8:31	8:37	8:46	-	8:55	-	9:05	9:17	-	9:24	9:31
36	-	8:26	8:32	-	8:38	8:44	8:53	-	9:02	-	9:12	9:24	-	9:31	9:38
32	8:45	-	-	8:55	9:01	9:07	9:16	-	9:25	-	9:35	9:47	-	9:54	10:01
36	-	8:59	9:05	-	9:11	9:17	9:26	-	9:35	-	9:45	9:57	-	10:04	10:11
32	9:15	-	-	9:25	9:31	9:37	9:46	-	9:55	-	10:05	10:17	-	10:24	10:31
36	-	9:34	9:40	-	9:46	9:52	10:01	-	10:10	-	10:20	10:32	-	10:39	10:46
32	9:55	-	-	10:04	10:09	10:15	10:23	-	10:31	-	10:39	10:49	-	10:56	11:03
36	-	10:27	10:32	-	10:38	10:44	10:52	-	11:00	-	11:08	11:18	-	11:25	11:32
32	10:54	-	-	11:03	11:08	11:14	11:22	-	11:30	-	11:38	11:48	-	11:55	12:02
36	-	11:27	11:32	-	11:38	11:44	11:52	-	12:00	-	12:08	12:18	-	12:25	12:32
32	11:54	-	-	12:02	12:07	12:13	12:21	-	12:28	-	12:34	12:42	-	12:47	12:54
After Midnight Service — Servicio después de la medianoche															
36	-	12:27	12:32	-	12:37	12:43	12:51	-	12:58	-	1:04	1:12	-	1:17	1:24
32	12:54	-	-	1:02	1:07	1:13	1:21	-	1:28	-	1:34	1:42	-	1:47	1:54
36	-	1:27	1:32	-	1:37	1:43	1:51	-	1:58	-	2:04	2:12	-	2:17	2:24
32	1:54	-	-	2:01	2:06	2:12	2:19	-	2:25	-	2:30	2:36	-	2:40	2:46
36	-	2:22	2:27	-	2:31	2:37	2:44	-	2:50	-	2:55	3:01	-	3:05	3:11
32	2:49	-	-	2:56	3:01	3:07	3:14	-	3:20	-	3:25	3:31	-	3:35	3:41

● — *Buses sign FOGGY BOTTOM STATION.*

32,36
Weekday only
Pennsylvania Avenue Line

Weekday Eastbound —
Entre semana con dirección al este

Route Number	Friendship Heights M	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M	Newark St. & Wisconsin Ave. NW (McLean Gardens)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	Virginia Ave. & 21st St. NW (Potomac Park)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (ARCHIVES-Navy Mem'l-Penn Quarter) M	Pennsylvania Ave. & 8th St. SE (Eastern Market) M	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor Rd. & Alabama Ave. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD M	SOUTHERN AVE M
AM Service — Servicio matutino														
32	4:16	4:22	-	4:28	4:35	-	4:41	4:49	4:58	5:03	5:08	-	-	5:17
36	4:29	4:35	-	4:41	4:48	-	4:54	5:02	5:11	5:16	-	5:22	5:26	-
32	4:41	4:47	-	4:53	5:00	-	5:06	5:14	5:23	5:28	5:33	-	-	5:42
36	4:57	5:03	-	5:09	5:16	-	5:22	5:30	5:39	5:44	-	5:50	5:54	-
32	5:16	5:22	-	5:28	5:35	-	5:41	5:49	5:58	6:03	6:08	-	-	6:17
36	5:30	5:36	-	5:42	5:49	-	5:56	6:04	6:14	6:19	-	6:26	6:30	-
36	-	-	-	-	-	-	-	-	6:29	6:34	-	6:42	6:46	-
32	5:45	5:51	-	5:57	6:04	-	6:11	6:19	6:29	6:34	6:39	-	-	6:48
36	5:59	6:05	-	6:11	6:19	-	6:26	6:33	6:43	6:48	-	6:56	7:00	-
32	-	-	-	-	-	-	-	-	6:45	6:51	6:57	-	-	7:06
32	6:04	6:11	-	6:18	6:27	-	6:36	6:44	6:55	7:01	7:07	-	-	7:16
36	-	-	-	-	-	-	-	-	6:57	7:03	-	7:10	7:16	-
36	6:12	6:19	-	6:27	6:37	-	6:49	6:58	7:08	7:14	-	7:21	7:27	-
32	-	-	-	-	-	-	-	-	7:11	7:17	7:23	-	-	7:35
32	6:25	6:32	-	6:40	6:50	-	7:02	7:11	7:21	7:27	7:33	-	-	7:45
36	6:40	6:47	-	6:55	7:05	-	7:17	7:26	7:36	7:42	-	7:49	7:55	-
32	6:55	7:02	-	7:10	7:20	-	7:32	7:41	7:51	7:57	8:03	-	-	8:15
36	7:04	7:13	-	7:23	7:36	-	7:48	7:57	8:09	8:15	-	8:25	8:31	-
32	7:20	7:29	-	7:39	7:52	-	8:04	8:13	8:25	8:31	8:38	-	-	8:50
32	-	-	7:45	7:48	8:01	-	8:13	8:22	8:34	8:40	8:47	-	-	8:59
36	7:35	7:44	-	7:54	8:07	-	8:19	8:28	8:40	8:46	-	8:56	9:02	-
32/	-	-	8:00	8:03	8:16	-	8:28	8:37	-	-	-	-	-	-
32	7:50	7:59	-	8:09	8:22	-	8:34	8:43	8:55	9:01	9:08	-	-	9:20
32/	-	-	8:15	8:18	8:31	-	8:43	8:52	-	-	-	-	-	-
36	8:04	8:13	-	8:23	8:36	-	8:48	8:57	9:09	9:15	-	9:25	9:31	-
32/	-	-	8:30	8:33	8:48	-	9:00	9:09	-	-	-	-	-	-
32	8:17	8:27	-	8:37	8:52	-	9:04	9:13	9:25	9:31	9:37	-	-	9:49
32/	-	-	8:44	8:47	9:01	-	9:13	9:22	-	-	-	-	-	-
36	8:34	8:43	-	8:52	9:06	-	9:18	9:27	9:40	9:46	-	9:57	10:02	-
32	8:47	8:56	-	9:05	9:19	-	9:31	9:40	9:53	9:59	10:06	-	-	10:18
36	9:02	9:11	-	9:20	9:34	-	9:46	9:55	10:08	10:14	-	10:25	10:30	-
32	9:17	9:27	-	9:36	9:50	-	10:02	10:13	10:26	10:32	10:39	-	-	10:51
36	9:32	9:42	-	9:51	10:05	-	10:17	10:28	10:41	10:47	-	10:56	11:02	-
32	9:47	9:57	-	10:06	10:20	-	10:32	10:43	10:56	11:02	11:09	-	-	11:21
36	9:59	10:09	-	10:18	10:32	-	10:44	10:55	11:08	11:14	-	11:23	11:29	-
32	10:17	10:27	-	10:36	10:50	-	11:02	11:13	11:26	11:32	11:39	-	-	11:51
36	10:29	10:39	-	10:48	11:02	-	11:14	11:25	11:38	11:44	-	11:53	11:59	-
32	10:47	10:57	-	11:06	11:20	-	11:32	11:43	11:56	12:02	12:09	-	-	12:21
36	10:59	11:09	-	11:18	11:32	-	11:44	11:55	12:08	12:14	-	12:23	12:29	-
32	11:17	11:27	-	11:36	11:50	-	12:02	12:13	12:26	12:32	12:39	-	-	12:51
36	11:29	11:39	-	11:48	12:02	-	12:14	12:25	12:38	12:44	-	12:53	12:59	-
32	11:47	11:57	-	12:06	12:20	-	12:32	12:43	12:56	1:02	1:09	-	-	1:21
36	11:59	12:09	-	12:18	12:32	-	12:44	12:55	1:08	1:14	-	1:23	1:29	-
PM Service — Servicio vespertino														
32	12:17	12:27	-	12:36	12:50	-	1:02	1:13	1:26	1:32	1:39	-	-	1:51
36	12:29	12:39	-	12:48	1:02	-	1:14	1:25	1:38	1:44	-	1:53	1:59	-
32	12:47	12:57	-	1:06	1:20	-	1:32	1:43	1:56	2:02	2:09	-	-	2:21
36	12:59	1:09	-	1:18	1:32	-	1:44	1:55	2:08	2:14	-	2:23	2:29	-
32	1:17	1:27	-	1:36	1:50	-	2:02	2:13	2:26	2:32	2:39	-	-	2:51
36	1:29	1:39	-	1:48	2:02	-	2:14	2:25	2:38	2:44	-	2:53	2:59	-
32	1:42	1:52	-	2:01	2:15	-	2:29	2:40	2:53	3:00	3:10	-	-	3:22
36	1:56	2:06	-	2:15	2:29	-	2:43	2:54	3:07	3:14	-	3:26	3:34	-
32	-	-	-	-	-	2:33	2:45	2:58	3:11	3:18	3:28	-	-	3:40
32	2:10	2:20	-	2:29	2:43	-	2:57	3:08	3:21	3:28	3:38	-	-	3:50
36	2:25	2:35	-	2:44	2:58	-	3:12	3:23	3:36	3:43	-	3:55	4:03	-
32	-	-	-	-	-	3:01	3:13	3:26	3:39	3:46	3:56	-	-	4:08

32,36
Weekday only
Pennsylvania Avenue Line

Weekday Eastbound —
Entre semana con dirección al este

Route Number	Friendship Heights M	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M	Newark St. & Wisconsin Ave. NW (McLean Gardens)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	Virginia Ave. & 21st St. NW (Potomac Park)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (ARCHIVES-Navy Mem'l-Penn Quarter) M	Pennsylvania Ave. & 8th St. SE (Eastern Market) M	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor Rd. & Alabama Ave. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD M	SOUTHERN AVE M
PM Service — Servicio vespertino														
32	2:40	2:50	-	2:59	3:13	-	3:27	3:38	3:51	3:58	4:08	-	-	4:20
36	-	-	-	-	-	3:17	3:29	3:42	3:55	4:02	-	4:14	4:22	-
36	2:54	3:04	-	3:13	3:27	-	3:41	3:52	4:05	4:12	-	4:24	4:32	-
32	-	-	-	-	-	3:31	3:43	3:56	4:09	4:16	4:26	-	-	4:38
32	3:03	3:15	-	3:27	3:41	-	3:55	4:07	4:21	4:29	4:40	-	-	4:52
36	-	-	-	-	-	3:44	3:56	4:10	4:24	4:32	-	4:46	4:55	-
36	3:18	3:30	-	3:42	3:56	-	4:10	4:22	4:36	4:44	-	4:58	5:07	-
32	-	-	-	-	-	3:59	4:11	4:25	4:39	4:47	4:58	-	-	5:10
32	3:33	3:45	-	3:56	4:10	-	4:24	4:36	4:50	4:58	5:09	-	-	5:21
36	-	-	-	-	-	4:13	4:25	4:39	4:53	5:01	-	5:16	5:25	-
36	3:48	4:00	-	4:11	4:25	-	4:39	4:51	5:05	5:13	-	5:28	5:37	-
32	-	-	-	-	-	4:28	4:40	4:54	5:08	5:16	5:27	-	-	5:39
32	4:03	4:15	-	4:26	4:40	-	4:54	5:06	5:20	5:28	5:39	-	-	5:51
36	-	-	-	-	-	4:43	4:55	5:09	5:23	5:31	-	5:46	5:55	-
36	4:18	4:29	-	4:39	4:53	-	5:09	5:23	5:37	5:44	-	5:57	6:07	-
32	-	-	-	-	-	4:56	5:10	5:26	5:40	5:47	5:57	-	-	6:09
32	4:33	4:44	-	4:54	5:08	-	5:24	5:38	5:52	5:59	6:09	-	-	6:21
36	-	-	-	-	-	5:11	5:25	5:41	5:55	6:02	-	6:15	6:25	-
36	4:48	4:59	-	5:09	5:23	-	5:39	5:53	6:07	6:14	-	6:27	6:37	-
32	-	-	-	-	-	5:26	5:40	5:56	6:10	6:17	6:27	-	-	6:39
32	5:04	5:14	-	5:24	5:40	-	5:56	6:08	6:20	6:27	6:35	-	-	6:47
36	-	-	-	-	-	5:42	5:56	6:10	6:22	6:29	-	6:40	6:48	-
36	5:20	5:30	-	5:40	5:54	-	6:10	6:22	6:34	6:40	-	6:51	6:58	-
32	-	-	-	-	-	5:58	6:12	6:26	6:38	6:44	6:53	-	-	7:05
32	5:35	5:45	-	5:55	6:09	-	6:25	6:37	6:49	6:55	7:04	-	-	7:16
36	5:50	6:00	-	6:10	6:24	-	6:40	6:52	7:04	7:10	-	7:21	7:28	-
32	6:05	6:15	-	6:25	6:39	-	6:55	7:07	7:19	7:25	7:34	-	-	7:46
36	6:23	6:33	-	6:43	6:56	-	7:07	7:17	7:27	7:33	-	7:42	7:49	-
32	6:35	6:45	-	6:55	7:08	-	7:19	7:29	7:39	7:45	7:52	-	-	8:05
36	6:53	7:03	-	7:13	7:26	-	7:37	7:47	7:57	8:03	-	8:12	8:19	-
32	7:05	7:15	-	7:25	7:38	-	7:49	7:59	8:09	8:15	8:22	-	-	8:35
36	7:23	7:33	-	7:43	7:56	-	8:07	8:17	8:27	8:33	-	8:42	8:49	-
32	7:35	7:45	-	7:55	8:08	-	8:19	8:29	8:39	8:45	8:52	-	-	9:05
36	8:03	8:11	-	8:19	8:30	-	8:40	8:50	8:59	9:05	-	9:14	9:19	-
32	8:25	8:33	-	8:41	8:52	-	9:02	9:12	9:21	9:27	9:33	-	-	9:44
36	8:57	9:05	-	9:13	9:23	-	9:33	9:42	9:50	9:55	-	10:05	10:10	-
32	9:27	9:35	-	9:43	9:53	-	10:03	10:12	10:20	10:25	10:32	-	-	10:42
36	9:57	10:05	-	10:13	10:23	-	10:33	10:42	10:50	10:55	-	11:05	11:10	-
32	10:27	10:35	-	10:43	10:53	-	11:03	11:12	11:20	11:25	11:32	-	-	11:42
36	10:57	11:05	-	11:13	11:23	-	11:33	11:42	11:50	11:55	-	12:05	12:10	-
32	11:40	11:48	-	11:55	12:03	-	12:12	12:21	12:29	12:34	12:39	-	-	12:47
After Midnight Service — Servicio después de la medianoche														
36	12:10	12:18	-	12:25	12:33	-	12:42	12:51	12:59	1:04	-	1:14	1:19	-
32	12:45	12:51	-	12:56	1:03	-	1:10	1:18	1:25	1:30	1:35	-	-	1:42
36	1:15	1:20	-	1:25	1:32	-	1:38	1:46	1:54	1:59	-	2:05	2:10	-
32	1:45	1:50	-	1:55	2:02	-	2:08	2:16	2:24	2:29	2:33	-	-	2:41

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

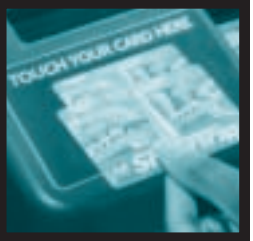
- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

32,36

Weekend only
Pennsylvania Avenue Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Wisconsin Ave. N.W.
Tenleytown-AU station
Washington National Cathedral
Georgetown
White House
Federal Triangle
The National Mall
Capitol Hill
Eastern Market station
Potomac Avenue station
L'Enfant Square
Hillcrest (36)
Naylor and Good Hope Roads, SE (32)
Naylor Road station (36)
Southern Ave station (32)

Schedule 7-20-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

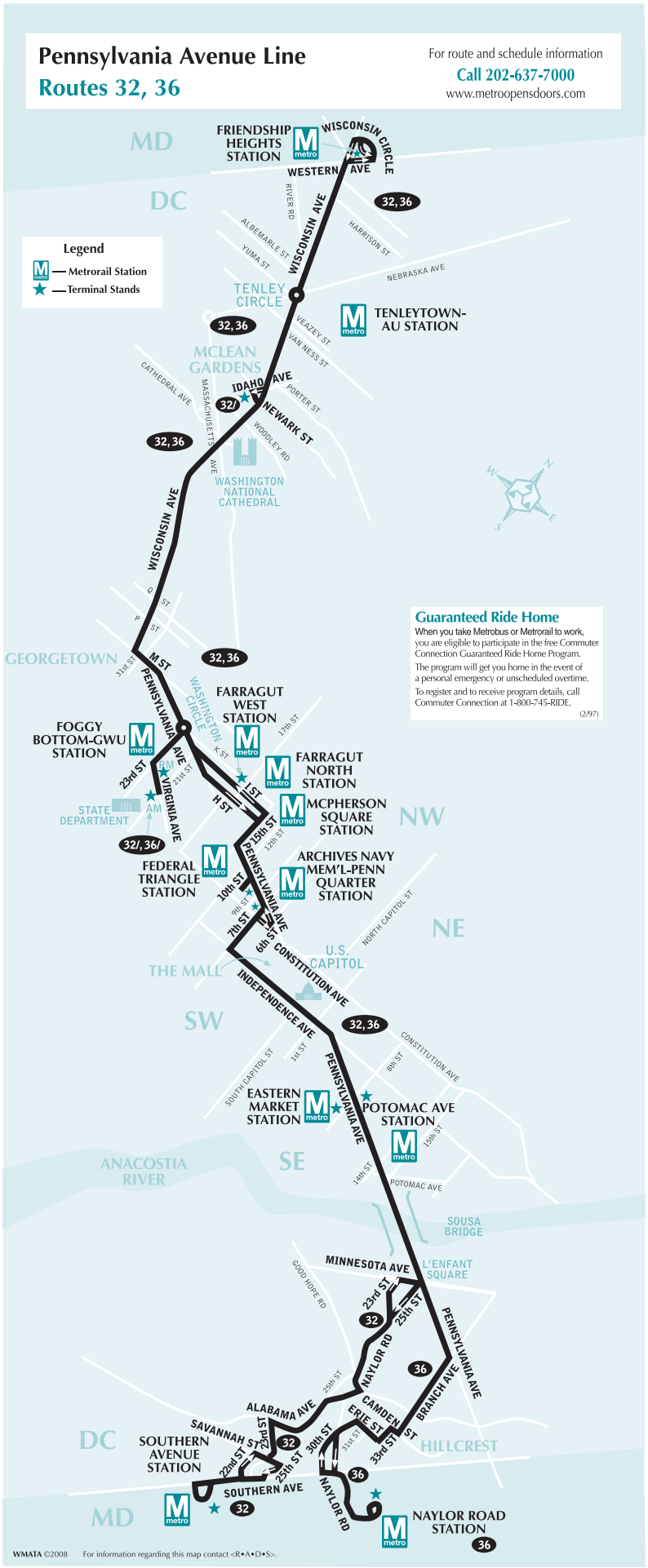
Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Pennsylvania Avenue Line
Routes 32, 36

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



32,36
Weekend only
Pennsylvania Avenue Line

Saturday Westbound — En sábados con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino												
32	4:50	-	-	4:59	5:03	5:09	5:17	5:25	5:32	5:39	5:45	5:50
36	-	5:13	5:18	-	5:23	5:29	5:37	5:45	5:52	5:59	6:05	6:10
32	5:30	-	-	5:39	5:43	5:49	5:57	6:05	6:12	6:19	6:25	6:30
36	-	5:49	5:56	-	6:02	6:08	6:17	6:25	6:33	6:41	6:47	6:53
32	6:10	-	-	6:19	6:25	6:31	6:40	6:48	6:56	7:04	7:10	7:16
36	-	6:24	6:31	-	6:37	6:43	6:52	7:00	7:08	7:16	7:22	7:28
32	6:40	-	-	6:49	6:55	7:01	7:10	7:18	7:26	7:34	7:40	7:46
36	-	6:54	7:01	-	7:07	7:13	7:22	7:30	7:38	7:46	7:52	7:58
32	7:10	-	-	7:19	7:25	7:31	7:40	7:48	7:56	8:04	8:10	8:16
36	-	7:24	7:31	-	7:37	7:43	7:52	8:00	8:08	8:16	8:22	8:28
32	7:40	-	-	7:49	7:55	8:01	8:10	8:18	8:26	8:34	8:40	8:46
36	-	7:48	7:55	-	8:04	8:10	8:20	8:30	8:38	8:49	8:56	9:05
32	8:05	-	-	8:15	8:22	8:28	8:38	8:48	8:56	9:07	9:14	9:23
36	-	8:18	8:25	-	8:34	8:40	8:50	9:00	9:08	9:19	9:26	9:35
32	8:35	-	-	8:45	8:52	8:58	9:08	9:18	9:26	9:37	9:44	9:53
36	-	8:48	8:55	-	9:04	9:10	9:20	9:30	9:38	9:49	9:56	10:05
32	9:05	-	-	9:15	9:22	9:28	9:38	9:48	9:56	10:07	10:14	10:23
36	-	9:16	9:24	-	9:32	9:39	9:50	10:00	10:11	10:26	10:37	10:47
32	9:30	-	-	9:40	9:48	9:55	10:06	10:16	10:27	10:42	10:53	11:03
36	-	9:44	9:52	-	10:00	10:07	10:18	10:28	10:39	10:54	11:05	11:15
32	10:00	-	-	10:10	10:18	10:25	10:36	10:46	10:57	11:12	11:23	11:33
36	-	10:14	10:22	-	10:30	10:37	10:48	10:58	11:09	11:24	11:35	11:45
32	10:30	-	-	10:40	10:48	10:55	11:06	11:16	11:27	11:42	11:53	12:03
36	-	10:44	10:52	-	11:00	11:07	11:18	11:28	11:39	11:54	12:05	12:15
32	11:00	-	-	11:10	11:18	11:25	11:36	11:46	11:57	12:12	12:23	12:33
36	-	11:14	11:22	-	11:30	11:37	11:48	11:58	12:09	12:24	12:35	12:45
32	11:30	-	-	11:40	11:48	11:55	12:06	12:16	12:27	12:42	12:53	1:03
36	-	11:44	11:52	-	12:00	12:07	12:18	12:28	12:39	12:54	1:05	1:15

32,36

Weekend only

Pennsylvania Avenue Line

Saturday Westbound — En sábados con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
PM Service — Servicio vespertino												
32	12:00	-	-	12:10	12:18	12:25	12:36	12:46	12:57	1:12	1:23	1:33
36	-	12:14	12:22	-	12:30	12:37	12:48	12:58	1:09	1:24	1:35	1:45
32	12:30	-	-	12:40	12:48	12:55	1:06	1:16	1:27	1:42	1:53	2:03
36	-	12:44	12:52	-	1:00	1:07	1:18	1:28	1:39	1:54	2:05	2:15
32	1:00	-	-	1:10	1:18	1:25	1:36	1:46	1:57	2:12	2:23	2:33
36	-	1:14	1:22	-	1:30	1:37	1:48	1:58	2:09	2:24	2:35	2:45
32	1:30	-	-	1:40	1:48	1:55	2:06	2:16	2:27	2:42	2:53	3:03
36	-	1:44	1:52	-	2:00	2:07	2:18	2:28	2:39	2:54	3:05	3:15
32	2:00	-	-	2:10	2:18	2:25	2:36	2:46	2:57	3:12	3:23	3:33
36	-	2:14	2:22	-	2:30	2:37	2:48	2:58	3:09	3:24	3:35	3:45
32	2:30	-	-	2:40	2:48	2:55	3:06	3:16	3:27	3:42	3:53	4:03
36	-	2:44	2:52	-	3:00	3:07	3:18	3:28	3:39	3:54	4:05	4:15
32	3:00	-	-	3:10	3:18	3:25	3:36	3:46	3:57	4:12	4:23	4:33
36	-	3:14	3:22	-	3:30	3:37	3:48	3:58	4:09	4:24	4:35	4:45
32	3:30	-	-	3:40	3:48	3:55	4:06	4:16	4:27	4:42	4:53	5:03
36	-	3:44	3:52	-	4:00	4:07	4:18	4:28	4:39	4:54	5:05	5:15
32	4:00	-	-	4:10	4:18	4:25	4:36	4:46	4:57	5:12	5:23	5:33
36	-	4:14	4:22	-	4:30	4:37	4:48	4:58	5:09	5:24	5:35	5:45
32	4:30	-	-	4:40	4:48	4:55	5:06	5:16	5:27	5:42	5:53	6:03
36	-	4:44	4:52	-	5:00	5:07	5:18	5:28	5:39	5:54	6:05	6:15
32	5:00	-	-	5:10	5:18	5:25	5:36	5:46	5:57	6:12	6:23	6:33
36	-	5:14	5:22	-	5:30	5:37	5:48	5:58	6:09	6:24	6:35	6:45
32	5:30	-	-	5:40	5:48	5:55	6:06	6:16	6:27	6:42	6:53	7:03
36	-	5:44	5:52	-	6:00	6:07	6:18	6:28	6:39	6:54	7:05	7:15
32	6:02	-	-	6:11	6:18	6:24	6:32	6:41	6:52	7:05	7:12	7:20
36	-	6:16	6:21	-	6:30	6:36	6:44	6:53	7:04	7:17	7:24	7:32
32	6:30	-	-	6:39	6:46	6:52	7:00	7:09	7:20	7:33	7:40	7:48
36	-	6:44	6:49	-	6:58	7:04	7:12	7:21	7:32	7:45	7:52	8:00
32	7:00	-	-	7:09	7:16	7:22	7:30	7:39	7:50	8:03	8:10	8:18
36	-	7:14	7:19	-	7:28	7:34	7:42	7:51	8:02	8:15	8:22	8:30
32	7:31	-	-	7:39	7:45	7:51	8:00	8:08	8:19	8:32	8:39	8:46
36	-	7:45	7:50	-	7:57	8:03	8:12	8:20	8:31	8:44	8:51	8:58
32	8:01	-	-	8:09	8:15	8:21	8:30	8:38	8:49	9:02	9:09	9:16
36	-	8:15	8:20	-	8:27	8:33	8:42	8:50	9:01	9:14	9:21	9:28
32	8:31	-	-	8:39	8:45	8:51	9:00	9:08	9:19	9:32	9:39	9:46
36	-	8:45	8:50	-	8:57	9:03	9:12	9:20	9:31	9:44	9:51	9:58
32	9:01	-	-	9:09	9:15	9:21	9:30	9:38	9:49	10:02	10:09	10:16
36	-	9:25	9:30	-	9:37	9:43	9:51	10:00	10:11	10:23	10:29	10:35
32	9:48	-	-	9:55	10:01	10:07	10:15	10:24	10:35	10:47	10:53	10:59
36	-	10:19	10:24	-	10:31	10:37	10:45	10:54	11:05	11:17	11:23	11:29
32	10:48	-	-	10:55	11:01	11:07	11:15	11:24	11:35	11:47	11:53	11:59
36	-	11:19	11:24	-	11:31	11:37	11:45	11:54	12:05	12:17	12:23	12:29
32	11:48	-	-	11:55	12:01	12:07	12:15	12:24	12:35	12:47	12:53	12:59
After Midnight Service — Servicio después de la medianoche												
36	-	12:19	12:24	-	12:30	12:36	12:43	12:50	12:59	1:09	1:13	1:19
32	12:48	-	-	12:55	1:00	1:06	1:13	1:20	1:29	1:39	1:43	1:49
36	-	1:18	1:23	-	1:29	1:35	1:42	1:49	1:58	2:08	2:12	2:18
32	1:47	-	-	1:54	1:59	2:05	2:12	2:19	2:28	2:38	2:42	2:48
36	-	2:18	2:23	-	2:29	2:35	2:42	2:49	2:58	3:08	3:12	3:18

32,36
Weekend only
Pennsylvania Avenue Line

Saturday Eastbound — En sábados con dirección al este

Route Number	Friendship Heights	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter)	Pennsylvania Ave. & 8th St. SE (Eastern Market)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD	SOUTHERN AVE
AM Service — Servicio matutino												
32	4:31	4:37	4:42	4:48	4:53	5:00	5:07	5:11	5:15	-	-	5:22
36	4:46	4:52	4:57	5:03	5:08	5:15	5:22	5:26	-	5:31	5:35	-
32	5:06	5:12	5:17	5:23	5:28	5:35	5:42	5:46	5:50	-	-	5:57
36	5:18	5:24	5:29	5:35	5:40	5:47	5:54	5:58	-	6:03	6:07	-
32	5:30	5:36	5:42	5:49	5:55	6:03	6:11	6:15	6:20	-	-	6:28
36	5:42	5:48	5:54	6:01	6:07	6:15	6:23	6:27	-	6:33	6:37	-
32	6:00	6:06	6:12	6:19	6:25	6:33	6:41	6:45	6:50	-	-	6:58
36	6:12	6:18	6:24	6:31	6:37	6:45	6:53	6:57	-	7:03	7:07	-
32	6:30	6:36	6:42	6:49	6:55	7:03	7:11	7:15	7:20	-	-	7:28
36	6:41	6:47	6:53	7:00	7:06	7:14	7:22	7:26	-	7:32	7:36	-
32	6:49	6:56	7:02	7:11	7:18	7:26	7:35	7:40	7:45	-	-	7:53
36	7:01	7:08	7:14	7:23	7:30	7:38	7:47	7:52	-	7:58	8:03	-
32	7:19	7:26	7:32	7:41	7:48	7:56	8:05	8:10	8:15	-	-	8:23
36	7:29	7:36	7:42	7:51	7:58	8:06	8:15	8:20	-	8:26	8:31	-
32	7:45	7:52	7:58	8:07	8:14	8:22	8:31	8:36	8:41	-	-	8:49
36	7:50	7:59	8:07	8:18	8:27	8:36	8:47	8:53	-	9:00	9:05	-
32	8:00	8:09	8:17	8:28	8:37	8:46	8:57	9:03	9:09	-	-	9:19
36	8:12	8:21	8:29	8:40	8:49	8:58	9:09	9:15	-	9:22	9:27	-
32	8:30	8:39	8:47	8:58	9:07	9:16	9:27	9:33	9:39	-	-	9:49
36	8:42	8:51	8:59	9:10	9:19	9:28	9:39	9:45	-	9:52	9:57	-
32	9:00	9:09	9:17	9:28	9:37	9:46	9:57	10:03	10:09	-	-	10:19
36	9:12	9:21	9:29	9:40	9:49	9:58	10:09	10:15	-	10:22	10:27	-
32	9:30	9:39	9:47	9:58	10:07	10:16	10:27	10:33	10:39	-	-	10:49
36	9:42	9:51	9:59	10:10	10:19	10:28	10:39	10:45	-	10:52	10:57	-
32	9:58	10:07	10:15	10:26	10:35	10:44	10:55	11:01	11:07	-	-	11:17
36	10:03	10:14	10:26	10:42	10:53	11:03	11:15	11:21	-	11:30	11:35	-
32	10:16	10:27	10:39	10:55	11:06	11:16	11:28	11:34	11:41	-	-	11:51
36	10:28	10:39	10:51	11:07	11:18	11:28	11:40	11:46	-	11:55	12:00	-
32	10:46	10:57	11:09	11:25	11:36	11:46	11:58	12:04	12:11	-	-	12:21
36	10:58	11:09	11:21	11:37	11:48	11:58	12:10	12:16	-	12:25	12:30	-
32	11:16	11:27	11:39	11:55	12:06	12:16	12:28	12:34	12:41	-	-	12:51
36	11:28	11:39	11:51	12:07	12:18	12:28	12:40	12:46	-	12:55	1:00	-
32	11:46	11:57	12:09	12:25	12:36	12:46	12:58	1:04	1:11	-	-	1:21
36	11:58	12:09	12:21	12:37	12:48	12:58	1:10	1:16	-	1:25	1:30	-

32,36

Weekend only

Pennsylvania Avenue Line

Saturday Eastbound — En sábados con dirección al este

Route Number	Friendship Heights	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. NW (Georgetown)	M St. & Jackson Pl. NW (Lafayette Square)	H St. & Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter)	Pennsylvania Ave. & 8th St. SE (Eastern Market)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD	SOUTHERN AVE
PM Service — Servicio vespertino												
32	12:16	12:27	12:39	12:55	1:06	1:16	1:28	1:34	1:41	-	-	1:51
36	12:28	12:39	12:51	1:07	1:18	1:28	1:40	1:46	-	1:55	2:00	-
32	12:46	12:57	1:09	1:25	1:36	1:46	1:58	2:04	2:11	-	-	2:21
36	12:58	1:09	1:21	1:37	1:48	1:58	2:10	2:16	-	2:25	2:30	-
32	1:16	1:27	1:39	1:55	2:06	2:16	2:28	2:34	2:41	-	-	2:51
36	1:28	1:39	1:51	2:07	2:18	2:28	2:40	2:46	-	2:55	3:00	-
32	1:46	1:57	2:09	2:25	2:36	2:46	2:58	3:04	3:11	-	-	3:21
36	1:58	2:09	2:21	2:37	2:48	2:58	3:10	3:16	-	3:25	3:30	-
32	2:16	2:27	2:39	2:55	3:06	3:16	3:28	3:34	3:41	-	-	3:51
36	2:28	2:39	2:51	3:07	3:18	3:28	3:40	3:46	-	3:55	4:00	-
32	2:46	2:57	3:09	3:25	3:36	3:46	3:58	4:04	4:11	-	-	4:21
36	2:58	3:09	3:21	3:37	3:48	3:58	4:10	4:16	-	4:25	4:30	-
32	3:16	3:27	3:39	3:55	4:06	4:16	4:28	4:34	4:41	-	-	4:51
36	3:28	3:39	3:51	4:07	4:18	4:28	4:40	4:46	-	4:55	5:00	-
32	3:46	3:57	4:09	4:25	4:36	4:46	4:58	5:04	5:11	-	-	5:21
36	3:58	4:09	4:21	4:37	4:48	4:58	5:10	5:16	-	5:25	5:30	-
32	4:16	4:27	4:39	4:55	5:06	5:16	5:28	5:34	5:41	-	-	5:51
36	4:28	4:39	4:51	5:07	5:18	5:28	5:40	5:46	-	5:55	6:00	-
32	4:46	4:57	5:09	5:25	5:36	5:46	5:58	6:04	6:11	-	-	6:21
36	4:58	5:09	5:21	5:37	5:48	5:58	6:10	6:16	-	6:25	6:30	-
32	5:16	5:27	5:39	5:55	6:06	6:16	6:28	6:34	6:41	-	-	6:51
36	5:28	5:39	5:51	6:07	6:18	6:28	6:40	6:46	-	6:55	7:00	-
32	5:48	5:59	6:08	6:22	6:32	6:41	6:50	6:56	7:03	-	-	7:12
36	6:02	6:13	6:22	6:36	6:46	6:55	7:04	7:10	-	7:19	7:24	-
32	6:20	6:31	6:40	6:54	7:04	7:13	7:22	7:28	7:35	-	-	7:44
36	6:34	6:45	6:54	7:08	7:18	7:27	7:36	7:42	-	7:51	7:56	-
32	6:54	7:05	7:14	7:28	7:38	7:47	7:56	8:02	8:09	-	-	8:18
36	7:08	7:19	7:28	7:42	7:52	8:01	8:10	8:16	-	8:25	8:30	-
32	7:28	7:39	7:48	8:02	8:12	8:21	8:30	8:36	8:43	-	-	8:52
36	7:50	8:01	8:10	8:24	8:34	8:43	8:52	8:58	-	9:07	9:12	-
32	8:22	8:31	8:39	8:51	9:01	9:10	9:18	9:24	9:30	-	-	9:39
36	8:52	9:01	9:09	9:21	9:31	9:40	9:48	9:54	-	10:01	10:07	-
32	9:26	9:35	9:43	9:55	10:05	10:12	10:20	10:25	10:31	-	-	10:39
36	9:56	10:05	10:13	10:25	10:35	10:42	10:50	10:55	-	11:02	11:07	-
32	10:26	10:35	10:43	10:55	11:05	11:12	11:20	11:25	11:31	-	-	11:39
36	10:56	11:05	11:13	11:25	11:35	11:42	11:50	11:55	-	12:02	12:07	-
32	11:26	11:35	11:43	11:55	12:05	12:12	12:20	12:25	12:31	-	-	12:39
After Midnight Service — Servicio después de la medianoche												
36	12:10	12:17	12:23	12:31	12:38	12:44	12:51	12:55	-	1:02	1:07	-
32	12:40	12:47	12:53	1:01	1:08	1:14	1:21	1:25	1:29	-	-	1:37
36	1:10	1:17	1:23	1:31	1:38	1:44	1:51	1:55	-	2:02	2:07	-
32	1:40	1:47	1:53	2:01	2:08	2:14	2:21	2:25	2:29	-	-	2:37

32,36
Weekend only
Pennsylvania Avenue Line

Sunday Westbound — En domingo con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino												
32	4:54	-	-	5:01	5:05	5:11	5:19	5:28	5:35	5:43	5:48	5:55
36	-	5:19	5:24	-	5:30	5:36	5:44	5:53	6:00	6:08	6:13	6:20
32	5:36	-	-	5:46	5:51	5:57	6:06	6:14	6:21	6:29	6:35	6:43
36	-	6:09	6:14	-	6:21	6:27	6:36	6:44	6:51	6:59	7:05	7:13
32	6:21	-	-	6:31	6:38	6:44	6:54	7:03	7:11	7:21	7:28	7:37
36	-	6:46	6:52	-	6:58	7:04	7:14	7:23	7:31	7:41	7:48	7:57
32	7:01	-	-	7:11	7:18	7:24	7:34	7:43	7:51	8:01	8:08	8:17
36	-	7:26	7:32	-	7:38	7:44	7:54	8:03	8:11	8:21	8:28	8:37
32	7:41	-	-	7:51	7:58	8:04	8:14	8:23	8:31	8:41	8:48	8:57
36	-	8:06	8:12	-	8:18	8:24	8:34	8:43	8:51	9:01	9:08	9:17
32	8:21	-	-	8:31	8:38	8:44	8:54	9:03	9:11	9:21	9:28	9:37
36	-	8:38	8:44	-	8:50	8:56	9:06	9:15	9:23	9:33	9:40	9:49
32	8:51	-	-	9:03	9:10	9:16	9:26	9:36	9:46	10:00	10:09	10:18
36	-	9:08	9:14	-	9:22	9:28	9:38	9:48	9:58	10:12	10:21	10:30
32	9:23	-	-	9:35	9:42	9:48	9:58	10:08	10:18	10:32	10:41	10:50
36	-	9:40	9:46	-	9:54	10:00	10:10	10:20	10:30	10:44	10:53	11:02
32	9:53	-	-	10:05	10:12	10:18	10:28	10:38	10:48	11:02	11:11	11:20
36	-	10:10	10:16	-	10:24	10:30	10:40	10:50	11:00	11:14	11:23	11:32
32	10:23	-	-	10:35	10:42	10:48	10:58	11:08	11:18	11:32	11:41	11:50
36	-	10:40	10:46	-	10:54	11:00	11:10	11:20	11:30	11:44	11:53	12:02
32	10:53	-	-	11:05	11:12	11:18	11:28	11:38	11:48	12:02	12:11	12:20
36	-	11:10	11:16	-	11:24	11:30	11:40	11:50	12:00	12:14	12:23	12:32
32	11:25	-	-	11:37	11:44	11:50	12:00	12:10	12:20	12:34	12:43	12:52
36	-	11:42	11:48	-	11:56	12:02	12:12	12:22	12:32	12:46	12:55	1:04
32	11:55	-	-	12:07	12:14	12:20	12:30	12:40	12:50	1:04	1:13	1:22

32,36
Weekend only
Pennsylvania Avenue Line

Sunday Westbound — En domingo con dirección al oeste

Route Number	Southern Ave Metro	Naylor Road Metro	Erie & 31st Sts. SE (Hillcrest)	Naylor & Good Hope Rds. SE	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	I & 17th Sts. NW (Farragut Square)	M & 31st Sts. NW (Georgetown)	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
PM Service — Servicio vespertino												
36	-	12:12	12:18	-	12:26	12:32	12:42	12:52	1:02	1:16	1:25	1:34
32	12:27	-	-	12:39	12:46	12:52	1:02	1:12	1:22	1:36	1:45	1:54
36	-	12:44	12:50	-	12:58	1:04	1:14	1:24	1:34	1:48	1:57	2:06
32	12:57	-	-	1:09	1:16	1:22	1:32	1:42	1:52	2:06	2:15	2:24
36	-	1:14	1:20	-	1:28	1:34	1:44	1:54	2:04	2:18	2:27	2:36
32	1:27	-	-	1:39	1:46	1:52	2:02	2:12	2:22	2:36	2:45	2:54
36	-	1:44	1:50	-	1:58	2:04	2:14	2:24	2:34	2:48	2:57	3:06
32	1:57	-	-	2:09	2:16	2:22	2:32	2:42	2:52	3:06	3:15	3:24
36	-	2:14	2:20	-	2:28	2:34	2:44	2:54	3:04	3:18	3:27	3:36
32	2:27	-	-	2:39	2:46	2:52	3:02	3:12	3:22	3:36	3:45	3:54
36	-	2:44	2:50	-	2:58	3:04	3:14	3:24	3:34	3:48	3:57	4:06
32	2:57	-	-	3:09	3:16	3:22	3:32	3:42	3:52	4:06	4:15	4:24
36	-	3:14	3:20	-	3:28	3:34	3:44	3:54	4:04	4:18	4:27	4:36
32	3:27	-	-	3:39	3:46	3:52	4:02	4:12	4:22	4:36	4:45	4:54
36	-	3:44	3:50	-	3:58	4:04	4:14	4:24	4:34	4:48	4:57	5:06
32	3:57	-	-	4:09	4:16	4:22	4:32	4:42	4:52	5:06	5:15	5:24
36	-	4:14	4:20	-	4:28	4:34	4:44	4:54	5:04	5:18	5:27	5:36
32	4:27	-	-	4:39	4:46	4:52	5:02	5:12	5:22	5:36	5:45	5:54
36	-	4:44	4:50	-	4:58	5:04	5:14	5:24	5:34	5:48	5:57	6:06
32	4:57	-	-	5:09	5:16	5:22	5:32	5:42	5:52	6:06	6:15	6:24
36	-	5:14	5:20	-	5:28	5:34	5:44	5:54	6:04	6:18	6:27	6:36
32	5:27	-	-	5:39	5:46	5:52	6:02	6:12	6:22	6:36	6:45	6:54
36	-	5:44	5:50	-	5:58	6:04	6:14	6:24	6:34	6:48	6:57	7:06
32	5:54	-	-	6:06	6:13	6:19	6:29	6:39	6:49	7:03	7:12	7:21
36	-	6:13	6:18	-	6:25	6:31	6:39	6:47	6:55	7:05	7:11	7:18
32	6:28	-	-	6:38	6:43	6:49	6:57	7:05	7:13	7:23	7:29	7:36
36	-	6:43	6:48	-	6:55	7:01	7:09	7:17	7:25	7:35	7:41	7:48
32	6:58	-	-	7:08	7:13	7:19	7:27	7:35	7:43	7:53	7:59	8:06
36	-	7:13	7:18	-	7:25	7:31	7:39	7:47	7:55	8:05	8:11	8:18
32	7:28	-	-	7:38	7:43	7:49	7:57	8:05	8:13	8:23	8:29	8:36
36	-	7:43	7:48	-	7:55	8:01	8:09	8:17	8:25	8:35	8:41	8:48
32	7:58	-	-	8:08	8:13	8:19	8:27	8:35	8:43	8:53	8:59	9:06
36	-	8:13	8:18	-	8:25	8:31	8:39	8:47	8:55	9:05	9:11	9:18
32	8:28	-	-	8:38	8:43	8:49	8:57	9:05	9:13	9:23	9:29	9:36
36	-	8:43	8:48	-	8:55	9:01	9:09	9:17	9:25	9:35	9:41	9:48
32	8:58	-	-	9:08	9:13	9:19	9:27	9:35	9:43	9:53	9:59	10:06
36	-	9:31	9:36	-	9:43	9:49	9:57	10:05	10:13	10:23	10:29	10:36
32	9:58	-	-	10:08	10:13	10:19	10:27	10:35	10:43	10:53	10:59	11:06
36	-	10:29	10:34	-	10:40	10:46	10:54	11:02	11:09	11:18	11:23	11:29
32	10:58	-	-	11:05	11:10	11:16	11:24	11:32	11:39	11:48	11:53	11:59
36	-	11:25	11:30	-	11:36	11:42	11:50	11:57	12:02	12:08	12:12	12:17
32	11:50	-	-	11:58	12:02	12:08	12:16	12:23	12:28	12:34	12:38	12:43
After Midnight Service — Servicio después de la medianoche												
36	-	12:21	12:26	-	12:32	12:38	12:46	12:53	12:58	1:04	1:08	1:13
32	12:50	-	-	12:58	1:02	1:08	1:16	1:23	1:28	1:34	1:38	1:43
36	-	1:15	1:20	-	1:26	1:32	1:40	1:47	1:52	1:58	2:02	2:07
32	1:40	-	-	1:48	1:52	1:58	2:06	2:13	2:18	2:24	2:28	2:33
36	-	2:10	2:15	-	2:21	2:27	2:35	2:42	2:47	2:53	2:57	3:02

32,36
Weekend only
Pennsylvania Avenue Line

Sunday Eastbound — En domingo con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metro	SOUTHERN AVE Metro
AM Service — Servicio matutino												
32	4:27	4:35	4:40	4:46	4:52	4:59	5:06	5:11	5:15	-	-	5:25
36	4:51	4:59	5:04	5:10	5:16	5:23	5:30	5:35	-	5:41	5:46	-
32	5:11	5:19	5:24	5:30	5:36	5:43	5:50	5:55	5:59	-	-	6:09
36	5:31	5:39	5:44	5:50	5:56	6:03	6:10	6:15	-	6:21	6:26	-
32	5:51	5:59	6:04	6:10	6:16	6:23	6:30	6:35	6:39	-	-	6:49
36	6:11	6:19	6:24	6:30	6:36	6:43	6:50	6:55	-	7:01	7:06	-
32	6:31	6:39	6:44	6:50	6:56	7:03	7:10	7:15	7:19	-	-	7:29
36	6:43	6:51	6:57	7:06	7:13	7:22	7:30	7:35	-	7:42	7:47	-
32	7:01	7:09	7:15	7:24	7:31	7:40	7:48	7:53	7:58	-	-	8:08
36	7:14	7:22	7:28	7:37	7:44	7:53	8:01	8:06	-	8:13	8:18	-
32	7:31	7:39	7:45	7:54	8:01	8:10	8:18	8:23	8:28	-	-	8:38
36	7:43	7:51	7:57	8:06	8:13	8:22	8:30	8:35	-	8:42	8:47	-
32	8:00	8:09	8:17	8:26	8:34	8:42	8:50	8:56	9:01	-	-	9:11
36	8:12	8:21	8:29	8:38	8:46	8:54	9:02	9:08	-	9:15	9:20	-
32	8:30	8:39	8:47	8:56	9:04	9:12	9:20	9:26	9:31	-	-	9:41
36	8:42	8:51	8:59	9:08	9:16	9:24	9:32	9:38	-	9:45	9:50	-
32	9:00	9:09	9:17	9:26	9:34	9:42	9:50	9:56	10:01	-	-	10:11
36	9:12	9:21	9:29	9:38	9:46	9:54	10:02	10:08	-	10:15	10:20	-
32	9:30	9:39	9:47	9:56	10:04	10:12	10:20	10:26	10:31	-	-	10:41
36	9:37	9:47	9:55	10:05	10:15	10:24	10:33	10:39	-	10:46	10:51	-
32	9:55	10:05	10:13	10:23	10:33	10:42	10:51	10:57	11:05	-	-	11:15
36	10:07	10:17	10:25	10:35	10:45	10:54	11:03	11:09	-	11:16	11:21	-
32	10:25	10:35	10:43	10:53	11:03	11:12	11:21	11:27	11:35	-	-	11:45
36	10:35	10:45	10:53	11:03	11:13	11:22	11:31	11:37	-	11:44	11:49	-
32	10:50	11:00	11:09	11:22	11:32	11:42	11:52	11:58	12:05	-	-	12:16
36	11:02	11:12	11:21	11:34	11:44	11:54	12:04	12:10	-	12:18	12:24	-
32	11:20	11:30	11:39	11:52	12:02	12:12	12:22	12:28	12:35	-	-	12:46
36	11:32	11:42	11:51	12:04	12:14	12:24	12:34	12:40	-	12:48	12:54	-
32	11:50	12:00	12:09	12:22	12:32	12:42	12:52	12:58	1:05	-	-	1:16

32,36

Weekend only

Pennsylvania Avenue Line

Sunday Eastbound — En domingo con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Wisconsin & Cathedral Aves. NW (Massachusetts Ave.)	M St. & Wisconsin Ave. NW (Georgetown)	H St. & Jackson Pl. NW (Lafayette Square)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) Metro	Pennsylvania Ave. & 8th St. SE (Eastern Market) Metro	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Naylor & Good Hope Rds. SE	Erie & 31st Sts. SE (Hillcrest)	NAYLOR ROAD Metro	SOUTHERN AVE Metro
PM Service — Servicio vespertino												
36	12:02	12:12	12:21	12:34	12:44	12:54	1:04	1:10	-	1:18	1:24	-
32	12:20	12:30	12:39	12:52	1:02	1:12	1:22	1:28	1:35	-	-	1:46
36	12:32	12:42	12:51	1:04	1:14	1:24	1:34	1:40	-	1:48	1:54	-
32	12:50	1:00	1:09	1:22	1:32	1:42	1:52	1:58	2:05	-	-	2:16
36	1:02	1:12	1:21	1:34	1:44	1:54	2:04	2:10	-	2:18	2:24	-
32	1:20	1:30	1:39	1:52	2:02	2:12	2:22	2:28	2:35	-	-	2:46
36	1:32	1:42	1:51	2:04	2:14	2:24	2:34	2:40	-	2:48	2:54	-
32	1:50	2:00	2:09	2:22	2:32	2:42	2:52	2:58	3:05	-	-	3:16
36	2:02	2:12	2:21	2:34	2:44	2:54	3:04	3:10	-	3:18	3:24	-
32	2:20	2:30	2:39	2:52	3:02	3:12	3:22	3:28	3:35	-	-	3:46
36	2:32	2:42	2:51	3:04	3:14	3:24	3:34	3:40	-	3:48	3:54	-
32	2:50	3:00	3:09	3:22	3:32	3:42	3:52	3:58	4:05	-	-	4:16
36	3:02	3:12	3:21	3:34	3:44	3:54	4:04	4:10	-	4:18	4:24	-
32	3:20	3:30	3:39	3:52	4:02	4:12	4:22	4:28	4:35	-	-	4:46
36	3:32	3:42	3:51	4:04	4:14	4:24	4:34	4:40	-	4:48	4:54	-
32	3:50	4:00	4:09	4:22	4:32	4:42	4:52	4:58	5:05	-	-	5:16
36	4:04	4:13	4:21	4:32	4:42	4:51	5:00	5:06	-	5:14	5:19	-
32	4:24	4:33	4:41	4:52	5:02	5:11	5:20	5:26	5:32	-	-	5:43
36	4:38	4:47	4:55	5:06	5:16	5:25	5:34	5:40	-	5:48	5:53	-
32	4:58	5:07	5:15	5:26	5:36	5:45	5:54	6:00	6:06	-	-	6:17
36	5:10	5:19	5:27	5:38	5:48	5:57	6:06	6:12	-	6:20	6:25	-
32	5:28	5:37	5:45	5:56	6:06	6:15	6:24	6:30	6:36	-	-	6:47
36	5:40	5:49	5:57	6:08	6:18	6:27	6:36	6:42	-	6:50	6:55	-
32	5:58	6:07	6:15	6:26	6:36	6:45	6:54	7:00	7:06	-	-	7:17
36	6:10	6:19	6:27	6:38	6:48	6:57	7:06	7:12	-	7:20	7:25	-
32	6:28	6:37	6:45	6:56	7:06	7:15	7:24	7:30	7:36	-	-	7:47
36	6:40	6:49	6:57	7:08	7:18	7:27	7:36	7:42	-	7:50	7:55	-
32	6:58	7:07	7:15	7:26	7:36	7:45	7:54	8:00	8:06	-	-	8:17
36	7:10	7:19	7:27	7:38	7:48	7:57	8:06	8:12	-	8:20	8:25	-
32	7:28	7:37	7:45	7:56	8:06	8:15	8:24	8:30	8:36	-	-	8:47
36	7:58	8:07	8:15	8:26	8:36	8:45	8:54	9:00	-	9:08	9:13	-
32	8:28	8:37	8:45	8:56	9:06	9:15	9:24	9:30	9:36	-	-	9:47
36	8:58	9:07	9:15	9:26	9:36	9:45	9:54	10:00	-	10:08	10:13	-
32	9:28	9:37	9:45	9:56	10:06	10:15	10:24	10:30	10:36	-	-	10:47
36	10:02	10:10	10:16	10:25	10:34	10:43	10:50	10:56	-	11:02	11:07	-
32	10:32	10:40	10:46	10:55	11:04	11:13	11:20	11:26	11:31	-	-	11:41
36	11:02	11:10	11:16	11:25	11:34	11:43	11:50	11:56	-	12:02	12:07	-
32	11:32	11:40	11:46	11:55	12:04	12:13	12:20	12:26	12:31	-	-	12:41
After Midnight Service — Servicio después de la medianoche												
36	12:09	12:13	12:18	12:25	12:32	12:40	12:46	12:51	-	12:56	1:00	-
32	12:40	12:44	12:49	12:56	1:03	1:11	1:17	1:22	1:26	-	-	1:34
36	1:10	1:14	1:19	1:26	1:33	1:41	1:47	1:52	-	1:57	2:01	-
32	1:40	1:44	1:49	1:56	2:03	2:11	2:17	2:22	2:26	-	-	2:34

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

39 metrobus

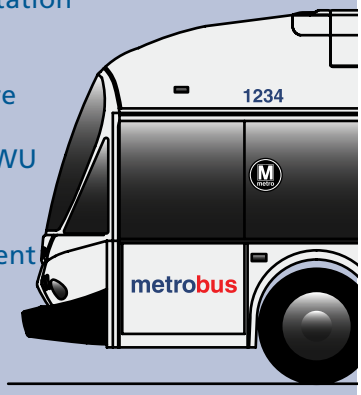
Pennsylvania Ave. express

Limited-Stop Service

- Service every 15 minutes weekdays 6:35 a.m. to 8:39 a.m. westbound and 4:01 p.m. to 6:09 p.m. eastbound
- Limited stops. For more frequent stops, please use Metrobus 32, 34 or 36
- Same fare as a regular Metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

Naylor Road station
Fairfax Village
L'Enfant Square
Potomac Ave station
Eastern Market station
Capitol Hill
Federal Triangle
McPherson Square
Farragut Square
Foggy Bottom-GWU station
Potomac Park/ State Department



Schedule 6-29-08 Reprinted 7-14-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780

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Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

39 metrobus Pennsylvania Ave. express

Limited-Stop Service

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

FOGGY BOTTOM-GWU STATION
WASHINGTON CIRCLE
FARRAGUT WEST STATION
McPHERSON SQ STATION
ARCHIVES-NAVY MEM'L-PENN QUARTER STATION
STATE DEPARTMENT
POTOMAC PARK
FEDERAL TRIANGLE STATION
U.S. CAPITOL
EASTERN MARKET STATION
POTOMAC AVE STATION
L'ENFANT SQUARE
FAIRFAX VILLAGE
NAYLOR ROAD STATION

22nd ST
21st ST
19th ST
17th ST
15th ST
23rd ST
VIRGINIA AVE
PENNSYLVANIA AVE
I ST
H ST
MADISON PL
12th ST
7th ST
CONSTITUTION AVE
6th ST
INDEPENDENCE AVE
3rd ST
1st ST SE
8th ST
POTOMAC AVE
MINNESOTA AVE
30th ST
BRANCH AVE
ALABAMA AVE
FORT DAVIS ST
SOUTHERN AVE
SUITLAND RD

NW
SW
SE
MD

PM
AM

Legend

- Metrorail Station
- Terminal Stands
- Serves Only Selected Stops

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

 For information regarding this map contact <R•A•D•S>.

39
Pennsylvania Avenue Express Limited-Stop Service

Weekday Westbound — Entre semana con dirección al oeste

Route Number	Naylor Road (Metro)	Pennsylvania Ave. & Fort Davis St. SE (Alabama Ave.)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & 8th St. SE (Eastern Market) (Metro)	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) (Metro)	I & 17th Sts. NW (Farragut Square)	Virginia Ave. & 21st St. NW (Potomac Park) ●
AM Service — Servicio matutino							
39	6:35	6:40	6:48	6:54	7:03	7:10	7:19
39	6:50	6:55	7:03	7:09	7:18	7:25	7:34
39	7:05	7:10	7:21	7:27	7:38	7:47	7:57
39	7:20	7:25	7:36	7:42	7:53	8:02	8:12
39	7:35	7:40	7:51	7:57	8:08	8:17	8:27
39	7:50	7:55	8:06	8:12	8:23	8:32	8:42
39	8:05	8:10	8:21	8:27	8:38	8:47	8:57
39	8:20	8:25	8:36	8:42	8:53	9:02	9:12
39	8:39	8:44	8:52	8:57	9:07	9:17	9:27

● *Buses sign FOGGY BOTTOM STATION*

Weekday Eastbound — Entre semana con dirección al este

Route Number	Virginia Ave. & 21st St. NW (Potomac Park)	H & 17th Sts. NW	Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter) (Metro)	Pennsylvania Ave. & 8th St. SE (Eastern Market) (Metro)	Pennsylvania & Minnesota Aves. SE (L'Enfant Square)	Pennsylvania Ave. & Alabama Ave. SE (Fairfax Village)	NAYLOR ROAD (Metro)
PM Service — Servicio vespertino							
39	4:01	4:09	4:21	4:32	4:39	4:47	4:52
39	4:17	4:25	4:38	4:49	4:56	5:05	5:10
39	4:33	4:41	4:54	5:05	5:12	5:21	5:26
39	4:49	4:57	5:10	5:21	5:28	5:37	5:42
39	5:05	5:15	5:29	5:40	5:46	5:55	6:00
39	5:21	5:31	5:45	5:56	6:02	6:11	6:16
39	5:37	5:47	6:01	6:12	6:18	6:27	6:32
39	5:53	6:03	6:16	6:26	6:32	6:40	6:45
39	6:09	6:19	6:32	6:42	6:48	6:56	7:01

Designated Stops
Pennsylvania Avenue Limited trips only serve the following stops:

Route 39 designated stops-westbound

- Naylor Road station
- Branch & Southern Aves. (Md.)
- Southern Ave & Suitland Rd. SE
- Pennsylvania Ave. & Fort Davis St. SE (Alabama Ave.)
- Pennsylvania & Branch Aves. SE
- Pennsylvania Ave. & 30th St. SE
- Pennsylvania & Minnesota Aves. SE (L'Enfant Sq.)
- Pennsylvania & Potomac Aves. SE (Potomac Ave station)
- Pennsylvania Ave. & 8th St. SE (Eastern Market station)
- Independence Ave. & 1st St. SE (Capitol Hill)
- Independence Ave. & 3rd St. SW
- 7th St. & Independence Ave. SW
- Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter station)
- Pennsylvania Ave. & 12th St. NW (Federal Triangle)
- I (Eye) & 15th Sts. NW (McPherson Square)
- I (Eye) & 17th Sts. NW (Farragut Square)
- I (Eye) & 19th Sts. NW
- Pennsylvania Ave. & 22nd St. NW
- 23rd & I (Eye) Sts. NW (Foggy Bottom-GWU station)
- Virginia Ave. & 21st St. NW (Potomac Park/State Department)

Route 39 designated stops-eastbound

- Virginia Ave. & 21st St. NW (Potomac Park/State Department)
- 23rd & I (Eye) Sts. NW (Foggy Bottom-GWU station)
- Pennsylvania Ave. & 21st St. NW
- H & 17th Sts. NW
- H St. & Madison Pl. NW
- Pennsylvania Ave. & 12th St. NW (Federal Triangle)
- Pennsylvania Ave. & 7th St. NW (Archives-Navy Mem'l-Penn Quarter station)
- Independence Ave. & 6th St. SW
- Independence Ave. & 3rd St. SW
- Independence Ave. & 1st St. SE (Capitol Hill)
- Pennsylvania Ave. & 8th St. SE (Eastern Market station)
- Pennsylvania & Potomac Aves. SE (Potomac Ave station)
- Pennsylvania & Minnesota Aves. SE (L'Enfant Sq.)
- Pennsylvania Ave. & 30th St. SE
- Pennsylvania & Branch Aves. SE
- Pennsylvania & Alabama Aves. SE (Fairfax Village)
- Southern Ave & Suitland Rd. SE (Fairfax Village)
- Branch & Southern Aves. (Md.)
- Naylor Road station

How to use this timetable

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- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
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- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

80
North Capitol Street Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Fort Totten station
Providence Hospital
Brookland-CUA station
Catholic University
Government Printing Office
Union Station
Gallery Pl-Chinatown station
Metro Center station
McPherson Square station
Farragut North station
Farragut West station
State Department
Kennedy Center

Schedule 9-24-06 Reprinted 3-20-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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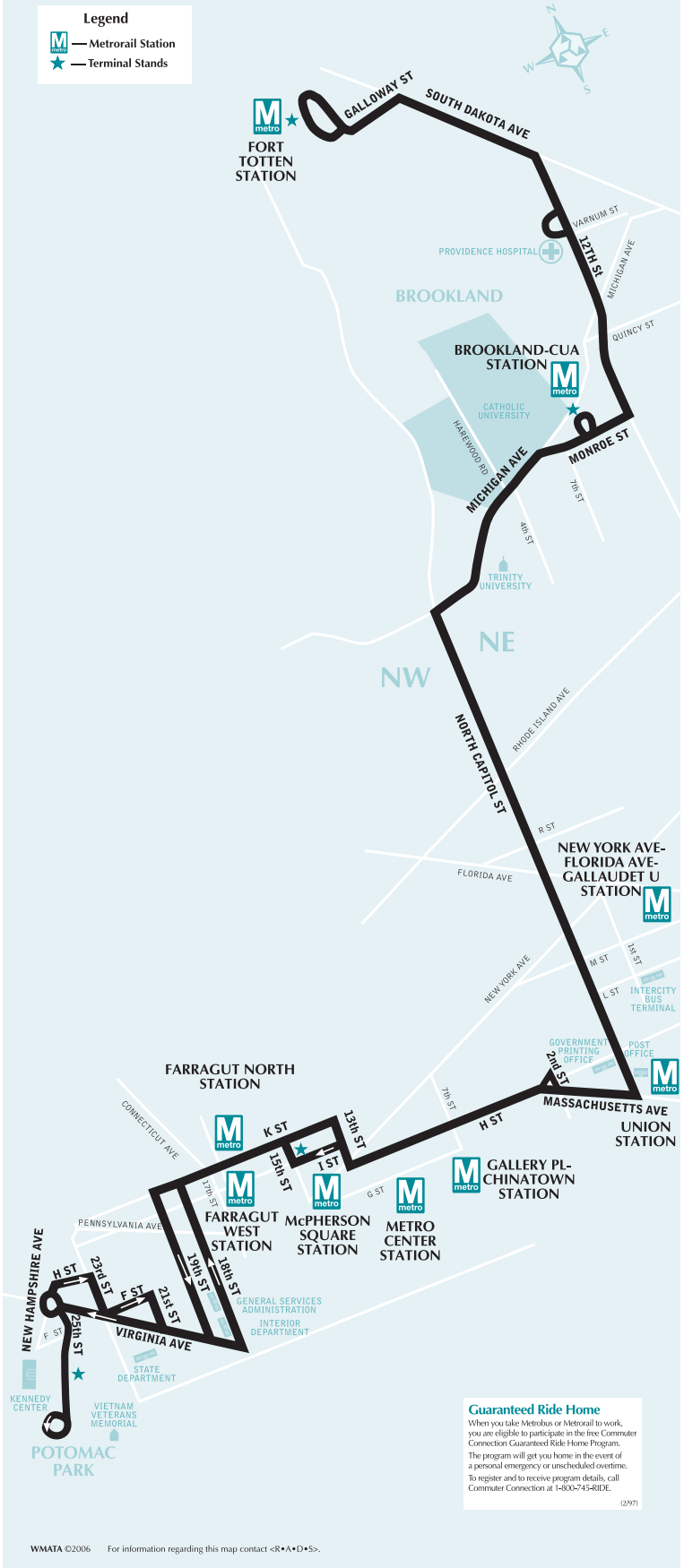
Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

North Capitol Street Line
Route 80

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



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(2/97)

 For information regarding this map contact <R•A•D•S>.

80
North Capitol Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Fort Totten (M metro)	12th & Varnum Sts. NE (Providence Hospital)	Brookland-CUA (M metro)	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-China-town) (M metro)	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) (M metro)	K St. & Connecticut Ave NW (Farragut N & W) (M metro)	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80	-	-	4:33	4:43	4:47	4:54	4:58	-	5:03	5:07	5:17
80	-	-	4:52	5:02	5:06	5:13	5:17	-	5:22	5:26	5:36
80	4:57	5:02	5:07	5:17	5:21	5:28	5:32	-	5:37	5:41	5:51
80	5:12	5:17	5:22	5:32	5:36	5:43	5:47	-	5:52	5:56	6:06
80	5:24	5:29	5:34	5:45	5:51	5:58	6:03	-	6:10	6:14	6:23
80	5:39	5:44	5:49	6:00	6:06	6:13	6:18	-	6:25	6:29	6:38
80	5:54	5:59	6:04	6:15	6:21	6:28	6:33	-	6:40	6:44	6:53
80	6:09	6:14	6:19	6:30	6:36	6:43	6:48	-	6:55	6:59	7:08
80	6:24	6:29	6:34	6:45	6:51	6:58	7:03	-	7:10	7:14	7:23
80	-	-	6:41	6:53	7:01	7:08	7:12	-	7:21	7:26	7:38
80	6:40	6:46	6:51	7:03	7:11	7:18	7:22	-	7:31	7:36	7:48
80	6:50	6:56	7:01	7:13	7:21	7:28	7:32	-	7:41	7:46	7:58
80	7:00	7:06	7:11	7:23	7:31	7:38	7:42	-	7:51	7:56	8:08
80	7:10	7:16	7:21	7:33	7:41	7:48	7:52	-	8:01	8:06	8:18
80	7:20	7:26	7:31	7:43	7:51	7:58	8:02	-	8:11	8:16	8:28
80	7:30	7:36	7:41	7:53	8:01	8:08	8:12	-	8:21	8:26	8:38
80	7:38	7:44	7:49	8:01	8:09	8:16	8:20	-	8:29	8:34	8:46
80	7:46	7:52	7:57	8:09	8:17	8:24	8:28	-	8:37	8:42	8:54
80	7:54	8:00	8:05	8:17	8:25	8:32	8:36	-	8:45	8:50	9:02
80	8:02	8:08	8:13	8:25	8:33	8:40	8:44	-	8:53	8:58	9:10
80	8:11	8:17	8:22	8:34	8:42	8:49	8:53	-	9:02	9:07	9:19
80	8:20	8:26	8:33	8:47	8:54	9:02	9:06	-	9:15	9:20	9:30
80	8:35	8:41	8:48	9:02	9:09	9:17	9:21	-	9:30	9:35	9:45
80	8:50	8:56	9:03	9:17	9:24	9:32	9:36	-	9:45	9:50	10:00
80	9:05	9:10	9:17	9:30	9:40	9:48	9:53	-	10:01	10:06	10:15
80	9:20	9:25	9:32	9:45	9:55	10:03	10:08	-	10:16	10:21	10:30
80	9:35	9:40	9:47	10:00	10:10	10:18	10:23	-	10:31	10:36	10:45
80	9:50	9:55	10:02	10:15	10:25	10:33	10:38	-	10:46	10:51	11:00
80	10:05	10:10	10:17	10:30	10:40	10:48	10:53	-	11:01	11:06	11:15
80	10:20	10:25	10:32	10:45	10:55	11:03	11:08	-	11:16	11:21	11:30
80	10:35	10:40	10:47	11:00	11:10	11:18	11:23	-	11:31	11:36	11:45
80	10:50	10:55	11:02	11:15	11:25	11:33	11:38	-	11:46	11:51	12:00
80	11:05	11:10	11:17	11:30	11:40	11:48	11:53	-	12:01	12:06	12:15
80	11:20	11:25	11:32	11:45	11:55	12:03	12:08	-	12:16	12:21	12:30
80	11:35	11:40	11:47	12:00	12:10	12:18	12:23	-	12:31	12:36	12:45
80	11:50	11:55	12:02	12:15	12:25	12:33	12:38	-	12:46	12:51	1:00

80
North Capitol Street Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	Fort Totten	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-China-town)	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ)	K St. & Connecticut Ave NW (Farragut N & W)	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
PM Service — Servicio vespertino											
80	12:05	12:10	12:17	12:30	12:40	12:48	12:53	-	1:01	1:06	1:15
80	12:18	12:24	12:31	12:46	12:55	1:04	1:09	-	1:16	1:21	1:31
80	12:33	12:39	12:46	1:01	1:10	1:19	1:24	-	1:31	1:36	1:46
80	12:48	12:54	1:01	1:16	1:25	1:34	1:39	-	1:46	1:51	2:01
80	1:03	1:09	1:16	1:31	1:40	1:49	1:54	-	2:01	2:06	2:16
80	1:18	1:24	1:31	1:46	1:55	2:04	2:09	-	2:16	2:21	2:31
80	1:33	1:39	1:46	2:01	2:10	2:19	2:24	-	2:31	2:36	2:46
80	1:48	1:54	2:01	2:16	2:25	2:34	2:39	-	2:46	2:51	3:01
80	2:03	2:09	2:16	2:31	2:40	2:49	2:54	-	3:01	3:06	3:16
80	2:18	2:24	2:31	2:46	2:55	3:04	3:09	-	3:16	3:21	3:31
80	2:33	2:39	2:46	3:01	3:10	3:19	3:24	-	3:31	3:36	3:46
80	2:48	2:54	3:01	3:16	3:25	3:34	3:39	-	3:46	3:51	4:01
80	3:03	3:09	3:16	3:31	3:40	3:49	3:54	-	4:01	4:06	4:16
80	3:15	3:21	3:28	3:43	3:52	4:01	4:06	-	4:13	4:18	4:28
80/	3:25	3:31	3:38	3:53	4:02	4:11	4:16	4:18	-	-	-
80	3:33	3:39	3:46	4:01	4:10	4:19	4:24	-	4:31	4:36	4:46
80	3:42	3:48	3:55	4:14	4:23	4:33	4:38	-	4:45	4:52	5:03
80	3:53	3:59	4:06	4:25	4:34	4:44	4:49	-	4:56	5:03	5:14
80	4:04	4:10	4:17	4:36	4:45	4:55	5:00	-	5:07	5:14	5:25
80/	4:18	4:24	4:31	4:50	4:59	5:09	5:14	5:16	-	-	-
80	4:32	4:38	4:45	5:04	5:13	5:23	5:28	-	5:35	5:42	5:53
80	4:46	4:52	4:59	5:18	5:27	5:37	5:42	-	5:49	5:56	6:07
80/	4:58	5:04	5:11	5:30	5:39	5:49	5:54	5:56	-	-	-
80	5:18	5:24	5:30	5:45	5:52	5:59	6:03	-	6:10	6:16	6:27
80/	5:33	5:39	5:45	6:00	6:07	6:14	6:18	6:20	-	-	-
80	5:48	5:54	6:00	6:15	6:22	6:29	6:33	-	6:40	6:46	6:57
80	6:12	6:18	6:25	6:38	6:45	6:52	6:57	-	7:03	7:06	7:15
80	6:36	6:42	6:49	7:02	7:09	7:16	7:21	-	7:27	7:30	7:39
80	7:00	7:06	7:13	7:26	7:33	7:40	7:45	-	7:51	7:54	8:03
80	7:22	7:28	7:35	7:48	7:55	8:02	8:07	-	8:13	8:16	8:25
80	7:53	7:59	8:04	8:16	8:22	8:29	8:34	-	8:40	8:43	8:49
80	8:23	8:29	8:34	8:46	8:52	8:59	9:04	-	9:10	9:13	9:19
80	8:53	8:59	9:04	9:16	9:22	9:29	9:34	-	9:40	9:43	9:49
80	9:21	9:27	9:32	9:44	9:50	9:57	10:02	-	10:08	10:11	10:17
80	9:51	9:57	10:02	10:14	10:20	10:27	10:32	-	10:38	10:41	10:47
80	10:21	10:27	10:32	10:44	10:50	10:57	11:02	-	11:08	11:11	11:17
80	11:01	11:06	11:11	11:21	11:25	11:30	11:34	-	11:39	11:41	11:47
80	11:31	11:36	11:41	11:51	11:55	12:00	12:04	-	12:09	12:11	12:17
After Midnight Service — Servicio después de la medianoche											
80	12:01	12:06	12:11	12:21	12:25	12:30	12:34	-	12:39	12:41	12:47
80	12:31	12:36	12:41	12:51	12:55	1:00	1:04	-	1:09	1:11	1:17

80
North Capitol Street Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W)	15th St. (W) NW between I & K Sts. (McPherson Sq)	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN
AM Service — Servicio matutino											
80	-	-	-	5:07	5:09	5:12	5:19	5:23	5:33	5:38	5:44
80	5:22	5:27	5:32	-	5:36	5:40	5:47	5:54	6:04	6:09	6:14
80	5:42	5:47	5:52	-	5:56	6:00	6:07	6:14	6:24	6:29	6:34
80	5:58	6:03	6:08	-	6:12	6:16	6:23	6:30	6:40	6:45	6:50
80	6:14	6:19	6:24	-	6:28	6:32	6:39	6:46	6:56	7:01	7:06
80	6:29	6:35	6:41	-	6:46	6:50	6:58	7:05	7:15	7:21	7:27
80	6:44	6:50	6:56	-	7:01	7:05	7:13	7:20	7:30	7:36	7:42
80	6:59	7:05	7:11	-	7:16	7:20	7:28	7:35	7:45	7:51	7:57
80	-	-	-	7:22	7:24	7:29	7:38	7:46	7:58	8:07	8:13
80	7:16	7:23	7:31	-	7:37	7:42	7:51	7:59	8:11	8:20	8:26
80	7:30	7:37	7:45	-	7:51	7:56	8:05	8:13	8:25	8:34	8:40
80	7:45	7:52	8:00	-	8:06	8:11	8:20	8:28	8:40	8:49	8:55
80	8:00	8:07	8:15	-	8:21	8:26	8:35	8:43	8:55	9:04	9:10
80	8:15	8:22	8:30	-	8:36	8:41	8:50	8:58	9:10	9:19	9:25
80	8:26	8:31	8:41	-	8:48	8:55	9:05	9:13	9:23	9:34	9:40
80	8:40	8:45	8:55	-	9:02	9:09	9:19	9:27	9:37	9:48	9:54
80	8:55	9:00	9:10	-	9:17	9:24	9:34	9:42	9:52	10:03	10:09
80	9:10	9:15	9:25	-	9:32	9:39	9:49	9:57	10:07	10:18	10:24
80	9:25	9:33	9:42	-	9:49	9:55	10:05	10:14	10:24	10:32	10:38
80	9:40	9:48	9:57	-	10:04	10:10	10:20	10:29	10:39	10:47	10:53
80	9:55	10:03	10:12	-	10:19	10:25	10:35	10:44	10:54	11:02	11:08
80	10:10	10:18	10:27	-	10:34	10:40	10:50	10:59	11:09	11:17	11:23
80	10:25	10:33	10:42	-	10:49	10:55	11:05	11:14	11:24	11:32	11:38
80	10:40	10:48	10:57	-	11:04	11:10	11:20	11:29	11:39	11:47	11:53
80	10:55	11:03	11:12	-	11:19	11:25	11:35	11:44	11:54	12:02	12:08
80	11:10	11:18	11:27	-	11:34	11:40	11:50	11:59	12:09	12:17	12:23
80	11:25	11:33	11:42	-	11:49	11:55	12:05	12:14	12:24	12:32	12:38
80	11:40	11:48	11:57	-	12:04	12:10	12:20	12:29	12:39	12:47	12:53
80	11:55	12:03	12:12	-	12:19	12:25	12:35	12:44	12:54	1:02	1:08

80
North Capitol Street Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W)	15th St. (W) NW between I & K Sts. (McPherson Sq)	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN
PM Service — Servicio vespertino											
80	12:10	12:18	12:27	-	12:34	12:40	12:50	12:59	1:09	1:17	1:23
80	12:25	12:33	12:42	-	12:49	12:55	1:05	1:14	1:24	1:32	1:38
80	12:40	12:48	12:57	-	1:04	1:10	1:20	1:29	1:39	1:47	1:53
80	12:55	1:03	1:12	-	1:19	1:25	1:35	1:44	1:54	2:02	2:08
80	1:10	1:18	1:27	-	1:34	1:40	1:50	1:59	2:09	2:17	2:23
80	1:25	1:33	1:42	-	1:49	1:55	2:05	2:14	2:24	2:32	2:38
80	1:40	1:48	1:57	-	2:04	2:10	2:20	2:29	2:39	2:47	2:53
80	1:55	2:02	2:14	-	2:21	2:27	2:35	2:44	2:57	3:04	3:10
80	2:10	2:17	2:29	-	2:36	2:42	2:50	2:59	3:12	3:19	3:25
80	2:25	2:32	2:44	-	2:51	2:57	3:05	3:14	3:27	3:34	3:40
80	2:40	2:47	2:59	-	3:06	3:12	3:20	3:29	3:42	3:49	3:55
80	2:55	3:02	3:14	-	3:21	3:27	3:35	3:44	3:57	4:04	4:10
80	-	-	-	3:28	3:31	3:37	3:45	3:54	4:07	4:14	4:20
80	3:15	3:22	3:34	-	3:41	3:47	3:55	4:04	4:17	4:24	4:30
80	3:25	3:32	3:44	-	3:51	3:57	4:05	4:14	4:27	4:34	4:40
80	-	-	-	3:58	4:01	4:07	4:15	4:24	4:37	4:44	4:50
80	3:45	3:52	4:04	-	4:11	4:17	4:25	4:34	4:47	4:54	5:00
80	3:55	4:02	4:14	-	4:21	4:27	4:35	4:44	4:57	5:04	5:10
80	-	-	-	4:33	4:36	4:42	4:50	4:58	5:10	5:17	5:23
80	4:15	4:23	4:38	-	4:46	4:52	5:00	5:08	5:20	5:27	5:33
80	4:25	4:33	4:48	-	4:56	5:02	5:10	5:18	5:30	5:37	5:43
80	-	-	-	5:03	5:06	5:12	5:20	5:28	5:40	5:47	5:53
80	4:45	4:53	5:08	-	5:16	5:22	5:30	5:38	5:50	5:57	6:03
80	4:55	5:03	5:18	-	5:26	5:32	5:40	5:48	6:00	6:07	6:13
80	-	-	-	5:32	5:35	5:43	5:53	6:00	6:12	6:19	6:26
80	5:11	5:22	5:37	-	5:44	5:52	6:02	6:09	6:21	6:28	6:35
80	5:22	5:33	5:48	-	5:55	6:03	6:13	6:20	6:32	6:39	6:46
80	-	-	-	6:04	6:07	6:15	6:25	6:32	6:44	6:51	6:58
80	5:42	5:53	6:08	-	6:15	6:23	6:33	6:40	6:52	6:59	7:06
80	6:01	6:10	6:22	-	6:29	6:36	6:45	6:51	7:03	7:10	7:15
80	6:21	6:30	6:42	-	6:49	6:56	7:05	7:11	7:23	7:30	7:35
80	6:45	6:52	7:00	-	7:06	7:10	7:18	7:24	7:36	7:42	7:47
80	7:05	7:12	7:20	-	7:26	7:30	7:38	7:44	7:56	8:02	8:07
80	7:25	7:32	7:40	-	7:46	7:50	7:58	8:04	8:16	8:22	8:27
80	7:48	7:55	8:01	-	8:06	8:14	8:22	8:27	8:37	8:42	8:47
80	8:10	8:17	8:23	-	8:28	8:36	8:44	8:49	8:59	9:04	9:09
80	8:32	8:39	8:45	-	8:50	8:58	9:06	9:11	9:21	9:26	9:31
80	8:55	9:02	9:08	-	9:13	9:21	9:29	9:34	9:44	9:49	9:54
80	9:25	9:32	9:38	-	9:43	9:51	9:59	10:04	10:14	10:19	10:24
80	9:55	10:02	10:08	-	10:13	10:21	10:29	10:34	10:44	10:49	10:54
80	10:25	10:32	10:38	-	10:43	10:51	10:59	11:04	11:14	11:19	11:24
80	10:55	11:02	11:08	-	11:13	11:21	11:29	11:34	11:44	11:49	11:54
80	11:25	11:32	11:38	-	11:43	11:51	11:59	12:04	12:14	12:19	12:24
80	11:55	12:01	12:08	-	12:15	12:19	12:26	12:31	12:40	12:44	12:49
After Midnight Service — Servicio después de la medianoche											
80	12:25	12:31	12:38	-	12:45	12:49	12:56	1:01	1:10	1:14	1:19
80	12:55	1:01	1:08	-	1:15	1:19	1:26	1:31	1:40	1:44	1:49
80	1:25	1:31	1:38	-	1:45	1:49	1:56	2:01	2:10	2:14	2:19

80
North Capitol Street Line

Saturday Southbound —
En sábados con dirección al sur

Route Number	Fort Totten	12th & Varnum Sts. NE (Providence Hospital)	Brookland -CUA	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-Chinatown)	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ)	K St. & Connecticut Ave NW (Farragut N & W)	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80/	-	-	4:49	4:57	5:02	5:07	5:10	5:12	-	-	-
80	-	-	5:20	5:28	5:33	5:38	5:41	-	5:45	5:52	5:55
80	5:38	5:43	5:48	5:57	6:02	6:07	6:11	-	6:15	6:22	6:25
80	6:01	6:06	6:12	6:22	6:27	6:33	6:37	-	6:42	6:49	6:53
80	6:26	6:31	6:37	6:47	6:52	6:58	7:02	-	7:07	7:14	7:18
80	6:51	6:56	7:02	7:12	7:17	7:23	7:27	-	7:32	7:39	7:43
80	7:13	7:19	7:25	7:36	7:42	7:49	7:54	-	8:00	8:08	8:12
80	7:39	7:45	7:51	8:02	8:08	8:15	8:20	-	8:26	8:34	8:38
80	8:05	8:11	8:17	8:28	8:34	8:41	8:46	-	8:52	9:00	9:04
80	8:31	8:37	8:43	8:54	9:00	9:07	9:12	-	9:18	9:26	9:30
80	8:57	9:03	9:09	9:20	9:26	9:33	9:38	-	9:44	9:52	9:56
80	9:23	9:29	9:35	9:46	9:52	9:59	10:04	-	10:10	10:18	10:22
80	9:49	9:55	10:01	10:12	10:18	10:25	10:30	-	10:36	10:44	10:48
80	10:15	10:21	10:27	10:38	10:44	10:51	10:56	-	11:02	11:10	11:14
80	10:41	10:47	10:53	11:04	11:10	11:17	11:22	-	11:28	11:36	11:40
80	11:07	11:13	11:19	11:30	11:36	11:43	11:48	-	11:54	12:02	12:06
80	11:33	11:39	11:45	11:56	12:02	12:09	12:14	-	12:20	12:28	12:32
80	11:59	12:05	12:11	12:22	12:28	12:35	12:40	-	12:46	12:54	12:58
PM Service — Servicio vespertino											
80	12:25	12:31	12:37	12:48	12:54	1:01	1:06	-	1:12	1:20	1:24
80	12:51	12:57	1:03	1:14	1:20	1:27	1:32	-	1:38	1:46	1:50
80	1:17	1:23	1:29	1:40	1:46	1:53	1:58	-	2:04	2:12	2:16
80	1:43	1:49	1:55	2:06	2:12	2:19	2:24	-	2:30	2:38	2:42
80	2:09	2:15	2:21	2:32	2:38	2:45	2:50	-	2:56	3:04	3:08
80	2:35	2:41	2:47	2:58	3:04	3:11	3:16	-	3:22	3:30	3:34
80	3:01	3:07	3:13	3:24	3:30	3:37	3:42	-	3:48	3:56	4:00
80	3:27	3:33	3:39	3:50	3:56	4:03	4:08	-	4:14	4:22	4:26
80	3:53	3:59	4:05	4:16	4:22	4:29	4:34	-	4:40	4:48	4:52
80	4:19	4:25	4:31	4:42	4:48	4:55	5:00	-	5:06	5:14	5:18
80	4:45	4:51	4:57	5:08	5:14	5:21	5:26	-	5:32	5:40	5:44
80	5:11	5:17	5:23	5:34	5:40	5:47	5:52	-	5:58	6:06	6:10
80	5:37	5:43	5:49	6:00	6:06	6:13	6:18	-	6:24	6:32	6:36
80	6:03	6:09	6:15	6:26	6:32	6:39	6:44	-	6:50	6:58	7:02
80	6:31	6:36	6:41	6:52	6:57	7:03	7:08	-	7:13	7:21	7:25
80	6:56	7:01	7:06	7:17	7:22	7:28	7:33	-	7:38	7:46	7:50
80	7:21	7:26	7:31	7:42	7:47	7:53	7:58	-	8:03	8:11	8:15
80	7:51	7:56	8:01	8:12	8:17	8:23	8:28	-	8:33	8:41	8:45
80	8:24	8:29	8:34	8:44	8:49	8:55	9:00	-	9:04	9:11	9:15
80	8:54	8:59	9:04	9:14	9:19	9:25	9:30	-	9:34	9:41	9:45
80	9:24	9:29	9:34	9:44	9:49	9:55	10:00	-	10:04	10:11	10:15
80	9:54	9:59	10:04	10:14	10:19	10:25	10:30	-	10:34	10:41	10:45
80	10:24	10:29	10:34	10:44	10:49	10:55	11:00	-	11:04	11:11	11:15
80	10:54	10:59	11:04	11:14	11:19	11:25	11:30	-	11:34	11:41	11:45
80	11:24	11:29	11:33	11:42	11:47	11:52	11:56	-	12:00	12:07	12:10
80	11:54	11:59	12:03	12:12	12:17	12:22	12:26	-	12:30	12:37	12:40
After Midnight Service — Servicio después de la medianoche											
80	12:24	12:29	12:33	12:42	12:47	12:52	12:56	-	1:00	1:07	1:10

80
North Capitol Street Line

Saturday Northbound —
En sábados con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W)	15th St. (W) NW between I & K Sts. (McPherson Sq)	13th & I Sts. NW	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN
AM Service — Servicio matutino											
80	-	-	-	5:23	5:25	5:27	5:31	5:35	5:44	5:48	5:53
80	-	-	-	6:03	6:05	6:07	6:11	6:15	6:25	6:29	6:34
80	6:08	6:16	6:23	-	6:28	6:31	6:36	6:41	6:51	6:55	7:00
80	6:34	6:42	6:49	-	6:54	6:57	7:02	7:07	7:17	7:21	7:26
80	7:00	7:08	7:15	-	7:20	7:23	7:28	7:33	7:43	7:47	7:52
80	7:26	7:34	7:41	-	7:46	7:49	7:54	7:59	8:09	8:13	8:18
80	7:52	8:00	8:07	-	8:12	8:15	8:20	8:25	8:35	8:39	8:44
80	8:18	8:26	8:33	-	8:38	8:41	8:46	8:51	9:01	9:05	9:10
80	8:43	8:51	8:59	-	9:05	9:08	9:14	9:19	9:30	9:35	9:41
80	9:09	9:17	9:25	-	9:31	9:34	9:40	9:45	9:56	10:01	10:07
80	9:35	9:43	9:51	-	9:57	10:00	10:06	10:11	10:22	10:27	10:33
80	10:01	10:09	10:17	-	10:23	10:26	10:32	10:37	10:48	10:53	10:59
80	10:27	10:35	10:43	-	10:49	10:52	10:58	11:03	11:14	11:19	11:25
80	10:53	11:01	11:09	-	11:15	11:18	11:24	11:29	11:40	11:45	11:51
80	11:19	11:27	11:35	-	11:41	11:45	11:51	11:57	12:09	12:14	12:20
80	11:45	11:53	12:01	-	12:07	12:11	12:17	12:23	12:35	12:40	12:46
PM Service — Servicio vespertino											
80	12:11	12:19	12:27	-	12:33	12:37	12:43	12:49	1:01	1:06	1:12
80	12:37	12:45	12:53	-	12:59	1:03	1:09	1:15	1:27	1:32	1:38
80	1:03	1:11	1:19	-	1:25	1:29	1:35	1:41	1:53	1:58	2:04
80	1:29	1:37	1:45	-	1:51	1:55	2:01	2:07	2:19	2:24	2:30
80	1:55	2:03	2:11	-	2:17	2:21	2:27	2:33	2:45	2:50	2:56
80	2:21	2:29	2:37	-	2:43	2:47	2:53	2:59	3:11	3:16	3:22
80	2:47	2:55	3:03	-	3:09	3:13	3:19	3:25	3:37	3:42	3:48
80	3:13	3:21	3:29	-	3:35	3:39	3:45	3:51	4:03	4:08	4:14
80	3:39	3:47	3:55	-	4:01	4:05	4:11	4:17	4:29	4:34	4:40
80	4:05	4:13	4:21	-	4:27	4:31	4:37	4:43	4:55	5:00	5:06
80	4:31	4:39	4:47	-	4:53	4:57	5:03	5:09	5:21	5:26	5:32
80	4:57	5:05	5:13	-	5:19	5:23	5:29	5:35	5:47	5:52	5:58
80	5:23	5:31	5:39	-	5:45	5:49	5:55	6:01	6:13	6:18	6:24
80	5:49	5:57	6:04	-	6:09	6:12	6:18	6:23	6:34	6:39	6:45
80	6:15	6:23	6:30	-	6:35	6:38	6:44	6:49	7:00	7:05	7:11
80	6:41	6:49	6:56	-	7:01	7:04	7:10	7:15	7:26	7:31	7:37
80	7:07	7:15	7:22	-	7:27	7:30	7:36	7:41	7:52	7:57	8:03
80	7:32	7:40	7:47	-	7:52	7:55	8:01	8:06	8:17	8:22	8:28
80	7:57	8:05	8:12	-	8:17	8:20	8:25	8:30	8:40	8:44	8:49
80	8:22	8:30	8:37	-	8:42	8:45	8:50	8:55	9:05	9:09	9:14
80	8:52	9:00	9:07	-	9:12	9:15	9:20	9:25	9:35	9:39	9:44
80	9:22	9:30	9:37	-	9:42	9:45	9:50	9:55	10:05	10:09	10:14
80	9:52	10:00	10:07	-	10:12	10:15	10:20	10:25	10:35	10:39	10:44
80	10:22	10:30	10:37	-	10:42	10:45	10:50	10:55	11:05	11:09	11:14
80	10:52	11:00	11:07	-	11:12	11:14	11:19	11:23	11:33	11:37	11:42
80	11:22	11:30	11:37	-	11:42	11:44	11:49	11:53	12:03	12:07	12:12
80	11:52	12:00	12:07	-	12:12	12:14	12:19	12:23	12:33	12:37	12:42
After Midnight Service — Servicio después de la medianoche											
80	12:22	12:30	12:37	-	12:42	12:44	12:49	12:53	1:03	1:07	1:12
80	12:50	12:58	1:05	-	1:10	1:12	1:17	1:21	1:31	1:35	1:40
80	1:20	1:28	1:35	-	1:40	1:42	1:47	1:51	2:01	2:05	2:10

80
North Capitol Street Line

Sunday Southbound — En domingo con dirección al sur

Route Number	Fort Totten Metro	12th & Varnum Sts. NE (Providence Hospital)	Brookland-CUA Metro	North Capitol St. & Florida Ave. NW	North Capitol & H Sts. NW (Govt. Printing Office)	H & 7th Sts. NW (Gallery Pl-Chinatown) Metro	H & 13th Sts. NW	15th St. (W) NW between I & K Sts. (MCPHERSON SQ) Metro	K St. & Connecticut Ave NW (Farragut N & W) Metro	Virginia Ave. & 21st St. NW (State Dept.)	KENNEDY CENTER
AM Service — Servicio matutino											
80/	-	-	4:55	5:04	5:08	5:12	5:15	5:17	-	-	-
80	-	-	5:30	5:39	5:43	5:47	5:50	-	5:53	5:59	6:02
80	6:00	6:05	6:10	6:19	6:23	6:27	6:30	-	6:33	6:39	6:42
80	6:31	6:36	6:41	6:52	6:56	7:02	7:05	-	7:09	7:16	7:19
80	7:06	7:11	7:16	7:27	7:31	7:37	7:40	-	7:44	7:51	7:54
80	7:36	7:41	7:46	7:57	8:01	8:07	8:10	-	8:14	8:21	8:24
80	8:06	8:11	8:16	8:27	8:31	8:37	8:40	-	8:44	8:51	8:54
80	8:32	8:37	8:42	8:53	8:58	9:04	9:08	-	9:13	9:20	9:24
80	9:02	9:07	9:12	9:23	9:28	9:34	9:38	-	9:43	9:50	9:54
80	9:32	9:37	9:42	9:53	9:58	10:04	10:08	-	10:13	10:20	10:24
80	10:02	10:07	10:12	10:23	10:28	10:34	10:38	-	10:43	10:50	10:54
80	10:32	10:37	10:42	10:53	10:58	11:04	11:08	-	11:13	11:20	11:24
80	11:02	11:07	11:12	11:23	11:28	11:34	11:38	-	11:43	11:50	11:54
80	11:32	11:37	11:42	11:53	11:58	12:04	12:08	-	12:13	12:20	12:24
PM Service — Servicio vespertino											
80	12:02	12:07	12:12	12:23	12:28	12:34	12:38	-	12:43	12:50	12:54
80	12:32	12:37	12:42	12:53	12:58	1:04	1:08	-	1:13	1:20	1:24
80	1:02	1:07	1:12	1:23	1:28	1:34	1:38	-	1:43	1:50	1:54
80	1:32	1:37	1:42	1:53	1:58	2:04	2:08	-	2:13	2:20	2:24
80	2:02	2:07	2:12	2:23	2:28	2:34	2:38	-	2:43	2:50	2:54
80	2:32	2:37	2:42	2:53	2:58	3:04	3:08	-	3:13	3:20	3:24
80	3:02	3:07	3:12	3:23	3:28	3:34	3:38	-	3:43	3:50	3:54
80	3:32	3:37	3:42	3:53	3:58	4:04	4:08	-	4:13	4:20	4:24
80	4:02	4:07	4:12	4:23	4:28	4:34	4:38	-	4:43	4:50	4:54
80	4:34	4:39	4:44	4:55	4:59	5:05	5:09	-	5:14	5:20	5:24
80	5:04	5:09	5:14	5:25	5:29	5:35	5:39	-	5:44	5:50	5:54
80	5:34	5:39	5:44	5:55	5:59	6:05	6:09	-	6:14	6:20	6:24
80	6:04	6:09	6:14	6:25	6:29	6:35	6:39	-	6:44	6:50	6:54
80	6:34	6:39	6:44	6:55	6:59	7:05	7:09	-	7:14	7:20	7:24
80	7:04	7:09	7:14	7:25	7:29	7:35	7:39	-	7:44	7:50	7:54
80	7:35	7:40	7:45	7:56	8:00	8:06	8:10	-	8:15	8:21	8:25
80	8:16	8:21	8:25	8:35	8:39	8:44	8:47	-	8:52	8:57	9:00
80	8:51	8:56	9:00	9:10	9:14	9:19	9:22	-	9:27	9:32	9:35
80	9:26	9:31	9:35	9:45	9:49	9:54	9:57	-	10:02	10:07	10:10
80	10:01	10:06	10:10	10:20	10:24	10:29	10:32	-	10:37	10:42	10:45
80	10:36	10:41	10:45	10:55	10:59	11:04	11:07	-	11:12	11:17	11:20
80	11:15	11:20	11:23	11:31	11:36	11:40	11:43	-	11:47	11:52	11:55
80/	11:45	11:50	11:53	12:01	12:06	12:10	12:13	12:15	-	-	-

80
North Capitol Street Line

Sunday Northbound —
En domingo con dirección al norte

Route Number	Kennedy Center	Virginia Ave. & 21st St. NW (State Dept.)	K & 17th Sts. NW (Farragut N & W) M metro	15th St. (W) NW between I & K Sts. (McPherson Sq) M metro	13th & I Sts NW	H & 7th Sts. NW (Gallery Pl-Chinatown) M metro	North Capitol & H Sts. NE (Govt. Printing Office)	North Capitol St. & Florida Ave. NE	Brookland -CUA M metro	12th & Varnum Sts. NE (Providence Hospital)	FORT TOTTEN M metro
AM Service — Servicio matutino											
80	-	-	-	5:21	5:23	5:26	5:31	5:35	5:42	5:46	5:51
80	-	-	-	5:55	5:57	6:00	6:05	6:09	6:16	6:20	6:25
80	6:15	6:22	6:27	-	6:32	6:35	6:40	6:44	6:51	6:55	7:00
80	6:55	7:03	7:08	-	7:13	7:15	7:21	7:25	7:34	7:39	7:44
80	7:30	7:38	7:43	-	7:48	7:50	7:56	8:00	8:09	8:14	8:19
80	8:00	8:08	8:15	-	8:20	8:23	8:29	8:34	8:44	8:50	8:56
80	8:30	8:38	8:45	-	8:50	8:53	8:59	9:04	9:14	9:20	9:26
80	9:00	9:08	9:15	-	9:20	9:23	9:29	9:34	9:44	9:50	9:56
80	9:30	9:38	9:45	-	9:50	9:53	9:59	10:04	10:14	10:20	10:26
80	10:00	10:08	10:15	-	10:20	10:23	10:29	10:34	10:44	10:50	10:56
80	10:30	10:38	10:45	-	10:50	10:53	10:59	11:04	11:14	11:20	11:26
80	11:00	11:08	11:15	-	11:20	11:23	11:29	11:34	11:44	11:50	11:56
80	11:30	11:38	11:45	-	11:50	11:53	11:59	12:04	12:14	12:20	12:26
PM Service — Servicio vespertino											
80	12:00	12:08	12:15	-	12:20	12:23	12:29	12:34	12:44	12:50	12:56
80	12:30	12:38	12:45	-	12:50	12:53	12:59	1:04	1:14	1:20	1:26
80	1:00	1:08	1:15	-	1:20	1:23	1:29	1:34	1:44	1:50	1:56
80	1:30	1:38	1:45	-	1:50	1:53	1:59	2:04	2:14	2:20	2:26
80	2:00	2:08	2:15	-	2:20	2:23	2:29	2:34	2:44	2:50	2:56
80	2:30	2:38	2:45	-	2:50	2:53	2:59	3:04	3:14	3:20	3:26
80	3:00	3:08	3:15	-	3:20	3:23	3:29	3:34	3:44	3:50	3:56
80	3:30	3:38	3:45	-	3:50	3:53	3:59	4:04	4:14	4:20	4:26
80	4:00	4:08	4:15	-	4:20	4:23	4:29	4:34	4:44	4:50	4:56
80	4:30	4:38	4:45	-	4:50	4:53	4:59	5:04	5:14	5:20	5:26
80	5:00	5:08	5:15	-	5:20	5:23	5:29	5:34	5:44	5:50	5:56
80	5:30	5:38	5:45	-	5:50	5:53	5:59	6:04	6:14	6:20	6:26
80	6:00	6:08	6:15	-	6:20	6:23	6:29	6:34	6:44	6:50	6:56
80	6:30	6:38	6:45	-	6:50	6:53	6:59	7:04	7:14	7:20	7:26
80	7:00	7:08	7:15	-	7:20	7:23	7:29	7:34	7:44	7:50	7:56
80	7:30	7:38	7:44	-	7:48	7:51	7:57	8:01	8:11	8:16	8:21
80	8:00	8:08	8:14	-	8:18	8:21	8:27	8:31	8:41	8:46	8:51
80	8:30	8:38	8:44	-	8:48	8:51	8:57	9:01	9:11	9:16	9:21
80	9:05	9:13	9:19	-	9:23	9:26	9:32	9:36	9:46	9:51	9:56
80	9:40	9:48	9:54	-	9:58	10:01	10:07	10:11	10:21	10:26	10:31
80	10:15	10:23	10:29	-	10:33	10:36	10:42	10:46	10:56	11:01	11:06
80	10:50	10:57	11:02	-	11:06	11:09	11:13	11:17	11:27	11:30	11:34
80	11:25	11:32	11:37	-	11:41	11:44	11:48	11:52	12:02	12:05	12:09
After Midnight Service — Servicio después de la medianoche											
80	12:00	12:07	12:12	-	12:16	12:18	12:21	12:25	12:32	12:36	12:40

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

H1
Brookland-Potomac Park Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones
Brookland-CUA station
Columbia Heights station
Adams Morgan
Dupont Circle station
Foggy Bottom-GWU station
Potomac Park/State Dept.

Schedule 12-30-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

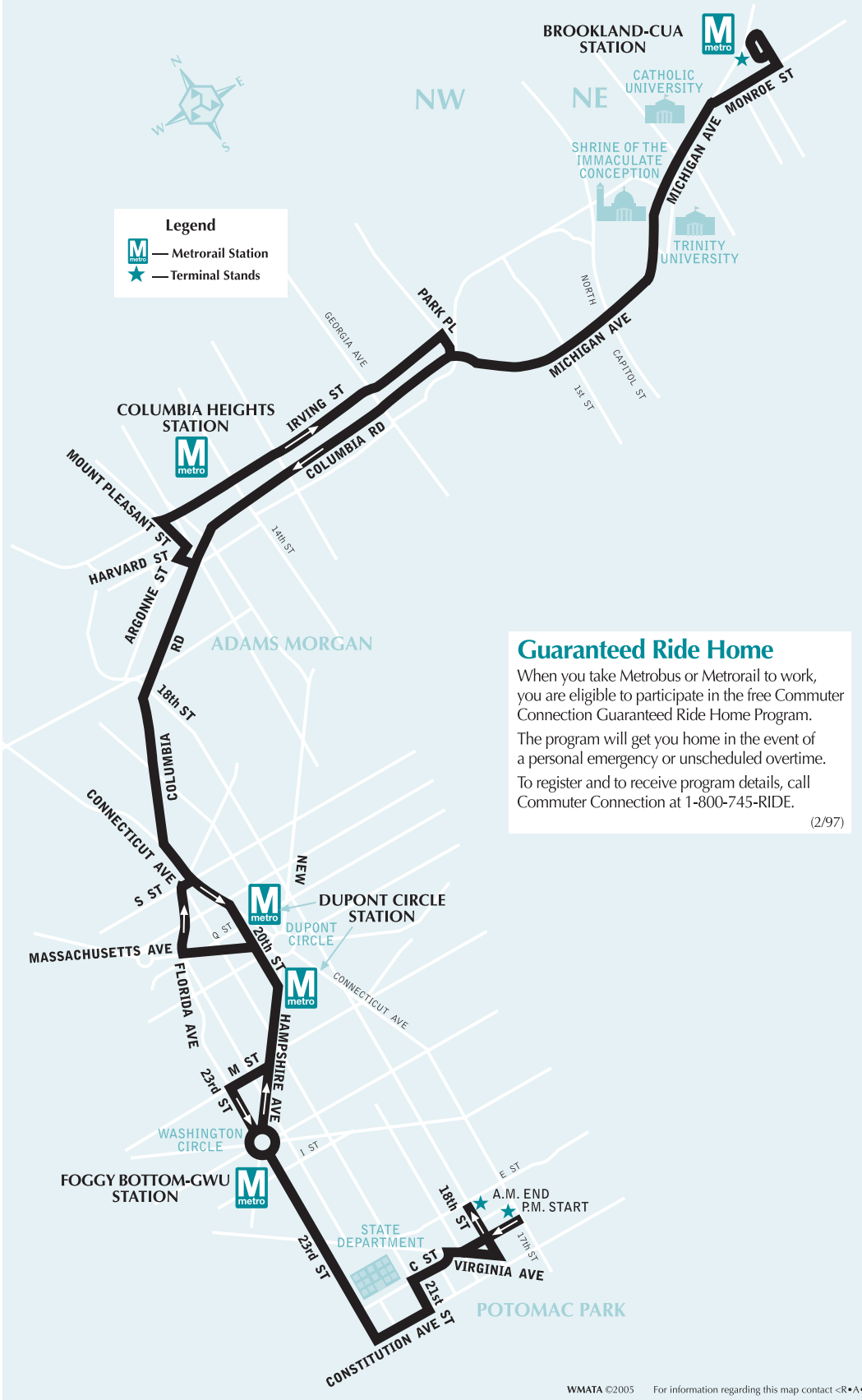
Metro Opens Doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Brookland-Potomac Park Line
Route H1

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Legend
- Metrorail Station
- Terminal Stands

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

 For information regarding this map contact <R•A•D•S>.

H1
Brookland-Potomac Park Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Brookland -CUA	Michigan Ave. & 1st St. NW	Columbia Rd. & Georgia Ave. NW	Columbia Rd. & 14th St. NW (Columbia Heights)	Columbia Rd. & Biltmore St. NW (18th St.) (Adams Morgan)	20th & Q Sts. NW (Dupont Circle)	23rd & I Sts. NW (Foggy Bottom-GWU)	18th & E Sts. NW (POTOMAC PARK)
AM Service — Servicio matutino								
H1	6:20	6:26	6:29	6:33	6:38	6:43	6:52	7:01
H1	6:42	6:48	6:51	6:55	7:00	7:05	7:14	7:23
H1	7:02	7:08	7:11	7:15	7:20	7:25	7:34	7:43
H1	7:22	7:28	7:32	7:37	7:44	7:50	7:58	8:07
H1	7:38	7:44	7:48	7:53	8:00	8:06	8:14	8:23
H1	7:55	8:01	8:05	8:10	8:17	8:23	8:31	8:40
H1	8:13	8:19	8:23	8:28	8:35	8:41	8:49	8:58
H1	8:31	8:37	8:41	8:46	8:53	8:59	9:07	9:16
H1	8:57	9:03	9:07	9:12	9:19	9:25	9:33	9:42

Weekday Northbound — Entre semana con dirección al norte

Route Number	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU)	Massachusetts Ave. & 20th St. NW (Dupont Circle)	Columbia Rd. & 18th St. NW (Adams Morgan)	Irving & 14th Sts. NW (Columbia Heights)	Irving St. & Georgia Ave. NW	Michigan Ave. & 1st St. NW	BROOKLAND -CUA
PM Service — Servicio vespertino								
H1	4:20	4:29	4:37	4:44	4:54	5:00	5:04	5:09
H1	4:40	4:53	5:01	5:09	5:18	5:23	5:27	5:34
H1	5:00	5:13	5:21	5:29	5:38	5:43	5:47	5:54
H1	5:20	5:30	5:38	5:46	5:55	6:00	6:04	6:10
H1	5:45	5:55	6:03	6:11	6:20	6:25	6:29	6:35
H1	6:10	6:20	6:28	6:36	6:45	6:50	6:54	7:00

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

L1,2,4
Connecticut Avenue Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Chevy Chase Circle
Van Ness-UDC station
Cleveland Park station
Woodley Park-Zoo/Adams Morgan station
Adams Morgan (L2)
Dupont Circle station
Farragut North station (L2)
Farragut West station (L2)
McPherson Sq station (L2)
Foggy Bottom-GWU station (L1)
Potomac Park (L1)

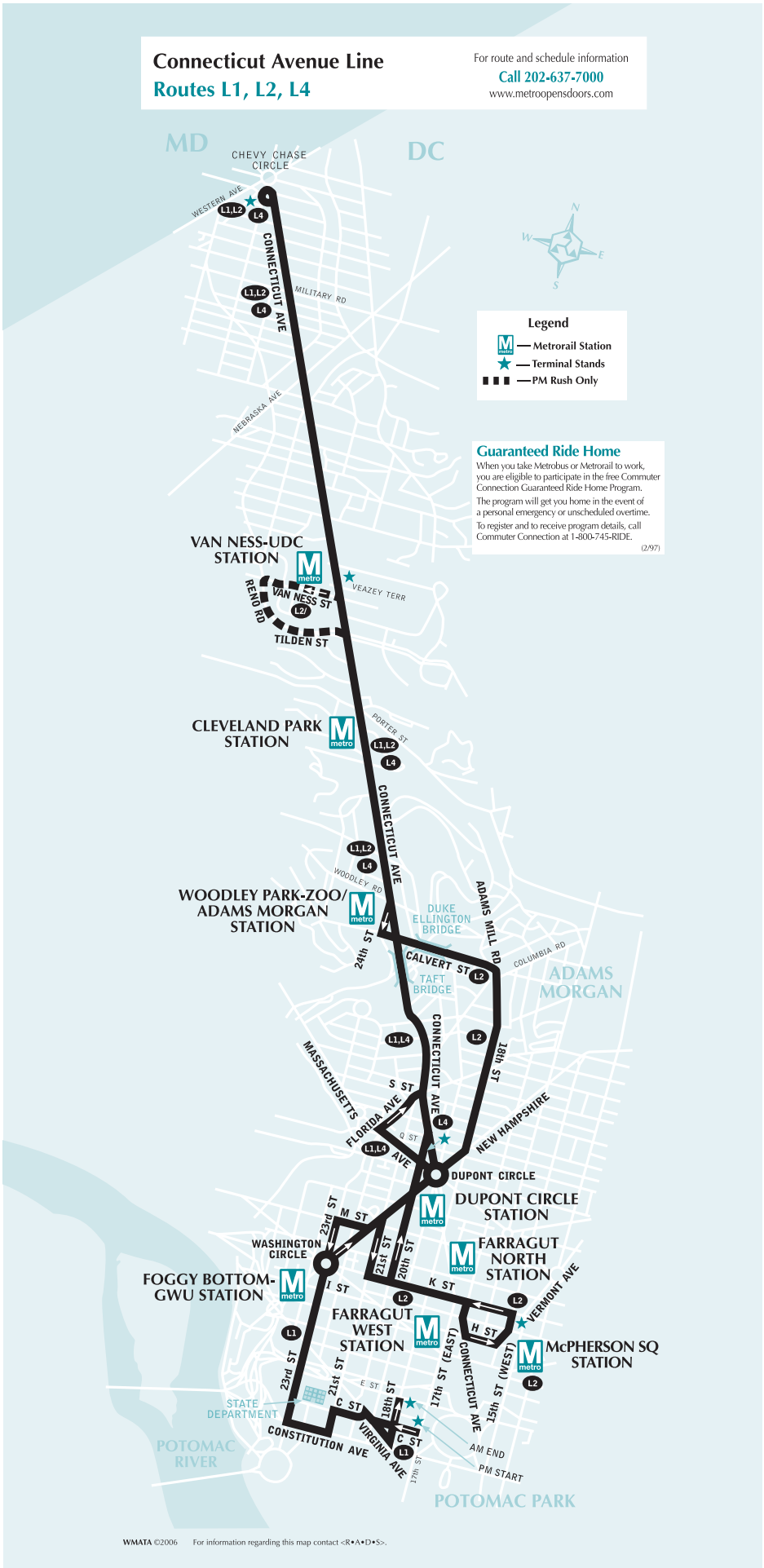
Schedule 3-29-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership


Connecticut Avenue Line
Routes L1, L2, L4
For route and schedule information
Call 202-637-7000
www.metroopensdoors.com
MD
DC
CHEVY CHASE CIRCLE
WESTERN AVE
L1,L2
L4
CONNECTICUT AVE
MILITARY RD
NEBRASKA AVE
N
W
E
S
Legend
Metrorail Station
Terminal Stands
PM Rush Only
Guaranteed Ride Home
When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.
The program will get you home in the event of a personal emergency or unscheduled overtime.
To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.
(2/97)
VAN NESS-UDC STATION
VEAZEY TERR
VAN NESS ST
L2,L7
RENO RD
TILDEN ST
CLEVELAND PARK STATION
PORTER ST
WOODLEY PARK-ZOO/ ADAMS MORGAN STATION
WOODLEY RD
24th ST
DUKE ELLINGTON BRIDGE
ADAMS MILL RD
COLUMBIA RD
CALVERT ST
TAFT BRIDGE
ADAMS MORGAN
L1,L4
L2
18th ST
MASSACHUSETTS AVE
FLORIDA AVE
S ST
Q ST
NEW HAMPSHIRE AVE
DUPONT CIRCLE
DUPONT CIRCLE STATION
M ST
23rd ST
WASHINGTON CIRCLE
FOGGY BOTTOM-GWU STATION
21st ST
20th ST
FARRAGUT NORTH STATION
I ST
K ST
VERMONT AVE
FARRAGUT WEST STATION
H ST
McPHERSON SQ STATION
17th ST (EAST)
15th ST (WEST)
E ST
18th ST
C ST
STATE DEPARTMENT
CONSTITUTION AVE
VIRGINIA AVE
AM END
PM START
POTOMAC RIVER
POTOMAC PARK
WMATA ©2006
For information regarding this map contact <R•A•D•S>.

L1,2,4
Connecticut Avenue Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut Ave. & Veazey Terr. NW (Northbound stop) (VAN NESS-UDC) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	New Hampshire Ave. & Dupont Circle NW (north side) M metro	Connecticut Ave. & 20th St. NW (DUPONT CIRCLE) M metro	20th & Q Sts. NW (Dupont Circle) M metro	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	18th & E Sts. NW (POTOMAC PARK)	K & 17th Sts. NW (Farragut North & Farragut West) M metro	15th St. (W) & K St. NW (MCPHERSON SQ) M metro
AM Service — Servicio matutino													
L2	5:05	5:09	5:12	-	5:15	5:19	5:25	-	-	-	-	5:30	5:34
L2	5:35	5:39	5:42	-	5:45	5:49	5:55	-	-	-	-	6:00	6:04
L2	5:55	5:59	6:02	-	6:05	6:09	6:15	-	-	-	-	6:20	6:24
L2	6:12	6:16	6:20	-	6:23	6:28	6:35	-	-	-	-	6:41	6:45
L2	6:30	6:34	6:38	-	6:41	6:46	6:53	-	-	-	-	6:59	7:03
L2	6:48	6:52	6:56	-	6:59	7:04	7:11	-	-	-	-	7:17	7:21
L1	6:58	7:03	7:09	-	7:12	7:18	-	-	7:23	7:29	7:38	-	-
L2	7:07	7:12	7:18	-	7:21	7:27	7:36	-	-	-	-	7:44	7:49
L1	7:15	7:20	7:26	-	7:29	7:35	-	-	7:40	7:46	7:55	-	-
L2	7:22	7:27	7:33	-	7:36	7:42	7:51	-	-	-	-	7:59	8:04
L1	7:30	7:35	7:41	-	7:44	7:50	-	-	7:55	8:01	8:10	-	-
L2	7:37	7:42	7:48	-	7:51	7:57	8:06	-	-	-	-	8:14	8:19
L1	7:45	7:51	7:57	-	8:02	8:09	-	-	8:14	8:22	8:30	-	-
L2	7:52	7:58	8:04	-	8:09	8:16	8:25	-	-	-	-	8:34	8:38
L1	7:59	8:05	8:11	-	8:16	8:23	-	-	8:28	8:36	8:44	-	-
L2	8:05	8:11	8:17	-	8:22	8:29	8:38	-	-	-	-	8:47	8:51
L1	8:11	8:17	8:23	-	8:28	8:35	-	-	8:40	8:48	8:56	-	-
L2	8:17	8:23	8:29	-	8:34	8:41	8:50	-	-	-	-	8:59	9:03
L1	8:23	8:29	8:35	-	8:40	8:47	-	-	8:52	9:00	9:08	-	-
L2	8:30	8:36	8:42	-	8:47	8:54	9:03	-	-	-	-	9:12	9:16
L1	8:37	8:43	8:49	-	8:54	9:01	-	-	9:06	9:14	9:22	-	-
L2	8:47	8:54	8:59	-	9:03	9:10	9:18	-	-	-	-	9:28	9:33
L2	9:00	9:07	9:12	-	9:16	9:23	9:31	-	-	-	-	9:41	9:46
L4	9:15	9:22	9:27	-	9:31	9:38	-	9:43	-	-	-	-	-
L2	9:30	9:37	9:42	-	9:46	9:53	10:01	-	-	-	-	10:11	10:16
L4	9:45	9:52	9:57	-	10:01	10:08	-	10:13	-	-	-	-	-
L2	10:00	10:07	10:12	-	10:16	10:23	10:31	-	-	-	-	10:41	10:46
L4	10:15	10:22	10:27	-	10:31	10:38	-	10:43	-	-	-	-	-
L2	10:30	10:37	10:42	-	10:46	10:53	11:01	-	-	-	-	11:11	11:16
L4	10:45	10:52	10:57	-	11:01	11:08	-	11:13	-	-	-	-	-
L2	11:00	11:07	11:12	-	11:16	11:23	11:31	-	-	-	-	11:41	11:46
L4	11:15	11:22	11:27	-	11:31	11:38	-	11:43	-	-	-	-	-
L2	11:30	11:37	11:42	-	11:46	11:53	12:01	-	-	-	-	12:11	12:16
L4	11:45	11:52	11:57	-	12:01	12:08	-	12:13	-	-	-	-	-
PM Service — Servicio vespertino													
L2	12:00	12:07	12:12	-	12:16	12:23	12:31	-	-	-	-	12:41	12:46
L4	12:15	12:22	12:27	-	12:31	12:38	-	12:43	-	-	-	-	-
L2	12:30	12:37	12:42	-	12:46	12:53	1:01	-	-	-	-	1:11	1:16
L4	12:45	12:52	12:57	-	1:01	1:08	-	1:13	-	-	-	-	-
L2	1:00	1:07	1:12	-	1:16	1:23	1:31	-	-	-	-	1:41	1:46
L4	1:15	1:22	1:27	-	1:31	1:38	-	1:43	-	-	-	-	-
L2	1:30	1:37	1:42	-	1:46	1:53	2:01	-	-	-	-	2:11	2:16
L4	1:45	1:52	1:57	-	2:01	2:08	-	2:13	-	-	-	-	-
L2	2:00	2:07	2:12	-	2:16	2:23	2:31	-	-	-	-	2:41	2:46
L4	2:15	2:22	2:27	-	2:31	2:38	-	2:43	-	-	-	-	-
L2	2:30	2:37	2:42	-	2:46	2:53	3:01	-	-	-	-	3:11	3:16
L4	2:45	2:52	2:57	-	3:01	3:08	-	3:13	-	-	-	-	-
L2	3:00	3:05	3:10	-	3:13	3:21	3:29	-	-	-	-	3:38	3:44
L4	3:15	3:20	3:25	-	3:28	3:36	-	3:42	-	-	-	-	-
L2	3:30	3:35	3:40	-	3:43	3:51	3:59	-	-	-	-	4:08	4:14
L2	3:42	3:47	3:52	-	3:55	4:03	4:11	-	-	-	-	4:20	4:26

L1,2,4
Connecticut Avenue Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut Ave. & Veazey Terr. NW (Northbound stop) (VAN NESS-UDC) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	New Hampshire Ave. & Dupont Circle NW (north side) M metro	Connecticut Ave. & 20th St. NW (DUPONT CIRCLE) M metro	20th & Q Sts. NW (Dupont Circle) M metro	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	18th & E Sts. NW (POTOMAC PARK)	K & 17th Sts. NW (Farragut North & Farragut West) M metro	15th St. (W) & K St. NW (MCPHERSON SQ) M metro
PM Service — Servicio vespertino													
L4	3:52	3:57	4:02	-	4:05	4:13	-	4:19	-	-	-	-	-
L2	4:02	4:07	4:12	-	4:15	4:23	4:31	-	-	-	-	4:40	4:46
L4	4:12	4:17	4:22	-	4:25	4:33	-	4:39	-	-	-	-	-
L2	4:22	4:27	4:32	-	4:35	4:43	4:51	-	-	-	-	5:00	5:06
L4	4:32	4:38	4:43	-	4:47	4:54	-	4:59	-	-	-	-	-
L2	4:42	4:48	4:53	-	4:57	5:04	5:12	-	-	-	-	5:24	5:29
L2/	4:48	4:54	4:59	5:06	-	-	-	-	-	-	-	-	-
L4	4:52	4:58	5:03	-	5:07	5:14	-	5:19	-	-	-	-	-
L2/	5:00	5:06	5:11	5:18	-	-	-	-	-	-	-	-	-
L2	5:03	5:09	5:14	-	5:18	5:25	5:33	-	-	-	-	5:45	5:50
L2/	5:13	5:19	5:24	5:31	-	-	-	-	-	-	-	-	-
L4	5:15	5:21	5:26	-	5:30	5:37	-	5:42	-	-	-	-	-
L2/	5:23	5:29	5:34	5:41	-	-	-	-	-	-	-	-	-
L2	5:30	5:36	5:41	-	5:45	5:52	6:00	-	-	-	-	6:12	6:17
L2/	5:33	5:39	5:44	5:51	-	-	-	-	-	-	-	-	-
L4	5:44	5:50	5:55	-	5:59	6:06	-	6:10	-	-	-	-	-
L2/	5:47	5:53	5:58	6:05	-	-	-	-	-	-	-	-	-
L2/	5:55	6:01	6:06	6:13	-	-	-	-	-	-	-	-	-
L2	5:58	6:04	6:09	-	6:13	6:20	6:28	-	-	-	-	6:36	6:40
L2/	6:09	6:15	6:20	6:27	-	-	-	-	-	-	-	-	-
L4	6:14	6:20	6:25	-	6:29	6:36	-	6:40	-	-	-	-	-
L2/	6:21	6:27	6:32	6:39	-	-	-	-	-	-	-	-	-
L2	6:28	6:34	6:39	-	6:43	6:50	6:58	-	-	-	-	7:06	7:10
L2/	6:31	6:37	6:42	6:49	-	-	-	-	-	-	-	-	-
L4	6:44	6:50	6:55	-	6:59	7:06	-	7:10	-	-	-	-	-
L2/	6:47	6:52	6:57	7:04	-	-	-	-	-	-	-	-	-
L2/	6:56	7:01	7:06	7:13	-	-	-	-	-	-	-	-	-
L2	7:00	7:05	7:10	-	7:13	7:19	7:27	-	-	-	-	7:34	7:38
L2/	7:07	7:12	7:17	7:24	-	-	-	-	-	-	-	-	-
L4	7:15	7:20	7:25	-	7:28	7:34	-	7:37	-	-	-	-	-
L2	7:30	7:35	7:40	-	7:43	7:49	7:57	-	-	-	-	8:04	8:08
L4	7:45	7:50	7:55	-	7:58	8:04	-	8:07	-	-	-	-	-
L2	8:00	8:05	8:10	-	8:13	8:19	8:27	-	-	-	-	8:34	8:38
L4	8:15	8:20	8:25	-	8:28	8:34	-	8:37	-	-	-	-	-
L2	8:30	8:34	8:38	-	8:41	8:46	8:56	-	-	-	-	9:02	9:05
L2	9:00	9:04	9:08	-	9:11	9:16	9:26	-	-	-	-	9:32	9:35
L2	9:30	9:34	9:38	-	9:41	9:46	9:56	-	-	-	-	10:02	10:05
L2	10:00	10:04	10:08	-	10:11	10:16	10:26	-	-	-	-	10:32	10:35
L2	10:30	10:34	10:38	-	10:41	10:46	10:56	-	-	-	-	11:02	11:05
L2	11:00	11:04	11:08	-	11:11	11:16	11:26	-	-	-	-	11:32	11:35
L2	11:25	11:29	11:33	-	11:36	11:41	11:51	-	-	-	-	11:57	12:00
After Midnight Service — Servicio después de la medianoche													
L2	12:00	12:03	12:05	-	12:08	12:12	12:18	-	-	-	-	12:25	12:27

L1,2,4
Connecticut Avenue Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	15th St.(W) & K St. NW (McPherson Sq) M metro	K St. & Connecticut Ave. NW (Farragut North & Farragut West) M metro	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	Connecticut Ave. & 20th St. NW (Dupont Circle) M metro	New Hampshire Ave. & Dupont Circle NW (south side) M metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino												
L2	5:40	5:42	-	-	-	5:46	-	5:52	5:55	5:57	6:01	6:05
L2	6:10	6:12	-	-	-	6:17	-	6:25	6:29	6:32	6:36	6:41
L2	6:32	6:34	-	-	-	6:40	-	6:49	6:54	6:57	7:01	7:06
L2	6:52	6:54	-	-	-	7:00	-	7:09	7:14	7:17	7:21	7:26
L2	7:11	7:13	-	-	-	7:19	-	7:28	7:33	7:36	7:40	7:45
L2	7:27	7:30	-	-	-	7:35	-	7:46	7:53	7:57	8:03	8:08
L2	7:42	7:45	-	-	-	7:50	-	8:01	8:08	8:12	8:18	8:23
L2	7:57	8:00	-	-	-	8:05	-	8:16	8:23	8:27	8:33	8:38
L2	8:12	8:15	-	-	-	8:20	-	8:31	8:38	8:42	8:48	8:53
L2	8:27	8:30	-	-	-	8:35	-	8:46	8:53	8:57	9:03	9:08
L4	-	-	-	-	8:51	-	8:53	9:00	9:07	9:11	9:17	9:22
L2	8:52	8:56	-	-	-	9:03	-	9:14	9:20	9:24	9:29	9:35
L4	-	-	-	-	9:21	-	9:23	9:29	9:35	9:39	9:44	9:50
L2	9:22	9:26	-	-	-	9:33	-	9:44	9:50	9:54	9:59	10:05
L4	-	-	-	-	9:51	-	9:53	9:59	10:05	10:09	10:14	10:20
L2	9:52	9:56	-	-	-	10:03	-	10:14	10:20	10:24	10:29	10:35
L4	-	-	-	-	10:21	-	10:23	10:29	10:35	10:39	10:44	10:50
L2	10:22	10:26	-	-	-	10:33	-	10:44	10:50	10:54	10:59	11:05
L4	-	-	-	-	10:51	-	10:53	10:59	11:05	11:09	11:14	11:20
L2	10:52	10:56	-	-	-	11:03	-	11:14	11:20	11:24	11:29	11:35
L4	-	-	-	-	11:21	-	11:23	11:29	11:35	11:39	11:44	11:50
L2	11:22	11:26	-	-	-	11:33	-	11:44	11:50	11:54	11:59	12:05
L4	-	-	-	-	11:51	-	11:53	11:59	12:05	12:09	12:14	12:20
L2	11:52	11:56	-	-	-	12:03	-	12:14	12:20	12:24	12:29	12:35
PM Service — Servicio vespertino												
L4	-	-	-	-	12:21	-	12:23	12:29	12:35	12:39	12:44	12:50
L2	12:22	12:26	-	-	-	12:33	-	12:44	12:50	12:54	12:59	1:05
L4	-	-	-	-	12:51	-	12:53	12:59	1:05	1:09	1:14	1:20
L2	12:52	12:56	-	-	-	1:03	-	1:14	1:20	1:24	1:29	1:35
L4	-	-	-	-	1:21	-	1:23	1:29	1:35	1:39	1:44	1:50
L2	1:22	1:26	-	-	-	1:33	-	1:44	1:50	1:54	1:59	2:05
L4	-	-	-	-	1:51	-	1:53	1:59	2:05	2:09	2:14	2:20
L2	1:52	1:56	-	-	-	2:03	-	2:14	2:20	2:24	2:29	2:35
L4	-	-	-	-	2:21	-	2:23	2:29	2:35	2:39	2:44	2:50
L2	2:22	2:25	-	-	-	2:33	-	2:45	2:52	2:57	3:03	3:09
L4	-	-	-	-	2:51	-	2:53	2:59	3:06	3:11	3:17	3:23
L2	2:52	2:55	-	-	-	3:03	-	3:15	3:22	3:27	3:33	3:39
L4	-	-	-	-	3:21	-	3:23	3:29	3:36	3:41	3:47	3:53
L2	3:22	3:25	-	-	-	3:33	-	3:45	3:52	3:57	4:03	4:09
L4	-	-	-	-	3:50	-	3:52	3:58	4:05	4:10	4:16	4:22
L2	3:52	3:56	-	-	-	4:03	-	4:14	4:20	4:24	4:29	4:35
L2	-	-	-	-	-	-	-	-	-	4:33	4:38	4:44
L1	-	-	4:09	4:17	-	-	4:23	4:29	4:34	4:39	4:45	4:52
L2	-	-	-	-	-	-	-	-	-	4:45	4:51	4:58
L2	4:20	4:23	-	-	-	4:30	-	4:42	4:47	4:52	4:58	5:05

L1,2,4
Connecticut Avenue Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	15th St.(W) & K St. NW (McPherson Sq) M metro	K St. & Connecticut Ave. NW (Farragut North & Farragut West) M metro	C & 17th Sts. NW (Potomac Park)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	Connecticut Ave. & 20th St. NW (Dupont Circle) M metro	New Hampshire Ave. & Dupont Circle NW (south side) M metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
PM Service — Servicio vespertino												
L2	-	-	-	-	-	-	-	-	-	4:58	5:04	5:11
L1	-	-	4:32	4:40	-	-	4:46	4:52	4:57	5:02	5:08	5:15
L2	-	-	-	-	-	-	-	-	-	5:07	5:13	5:20
L2	4:40	4:43	-	-	-	4:50	-	5:02	5:07	5:12	5:18	5:25
L2	-	-	-	-	-	-	-	-	-	5:19	5:24	5:30
L1	-	-	4:52	4:59	-	-	5:07	5:15	5:21	5:24	5:29	5:35
L2	-	-	-	-	-	-	-	-	-	5:32	5:37	5:43
L2	5:00	5:03	-	-	-	5:12	-	5:25	5:31	5:34	5:39	5:45
L2	-	-	-	-	-	-	-	-	-	5:42	5:47	5:53
L1	-	-	5:12	5:19	-	-	5:27	5:35	5:41	5:44	5:49	5:55
L2	-	-	-	-	-	-	-	-	-	5:52	5:57	6:03
L2	5:20	5:23	-	-	-	5:32	-	5:45	5:51	5:54	5:59	6:05
L1	-	-	5:32	5:39	-	-	5:47	5:55	6:01	6:04	6:09	6:15
L2	-	-	-	-	-	-	-	-	-	6:06	6:11	6:17
L2	-	-	-	-	-	-	-	-	-	6:16	6:22	6:27
L2	5:40	5:44	-	-	-	5:56	-	6:14	6:20	6:24	6:30	6:35
L2	-	-	-	-	-	-	-	-	-	6:28	6:34	6:39
L1	-	-	5:57	6:05	-	-	6:13	6:21	6:27	6:31	6:37	6:42
L2	-	-	-	-	-	-	-	-	-	6:40	6:46	6:51
L2	6:00	6:04	-	-	-	6:16	-	6:34	6:40	6:44	6:50	6:55
L2	-	-	-	-	-	-	-	-	-	6:50	6:56	7:02
L2	6:27	6:29	-	-	-	6:37	-	6:47	6:54	6:57	7:03	7:09
L1	-	-	6:28	6:36	-	-	6:44	6:52	6:59	7:02	7:08	7:13
L2	-	-	-	-	-	-	-	-	-	7:05	7:11	7:17
L4	-	-	-	-	6:48	-	6:51	6:58	7:05	7:08	7:14	7:20
L2	-	-	-	-	-	-	-	-	-	7:14	7:20	7:26
L2	6:47	6:49	-	-	-	6:57	-	7:07	7:14	7:17	7:23	7:29
L2	-	-	-	-	-	-	-	-	-	7:25	7:31	7:37
L4	-	-	-	-	7:14	-	7:17	7:24	7:31	7:34	7:40	7:46
L2	7:17	7:19	-	-	-	7:27	-	7:37	7:44	7:47	7:53	7:59
L4	-	-	-	-	7:45	-	7:47	7:53	7:58	8:00	8:05	8:10
L2	7:47	7:49	-	-	-	7:56	-	8:06	8:11	8:13	8:18	8:23
L4	-	-	-	-	8:13	-	8:15	8:21	8:26	8:28	8:33	8:38
L2	8:17	8:19	-	-	-	8:26	-	8:36	8:41	8:43	8:48	8:53
L4	-	-	-	-	8:43	-	8:45	8:51	8:56	8:58	9:03	9:08
L2	8:49	8:51	-	-	-	8:58	-	9:08	9:13	9:15	9:20	9:25
L2	9:15	9:17	-	-	-	9:24	-	9:34	9:39	9:41	9:46	9:51
L2	9:42	9:44	-	-	-	9:51	-	10:01	10:06	10:08	10:13	10:18
L2	10:12	10:14	-	-	-	10:21	-	10:31	10:36	10:38	10:43	10:48
L2	10:42	10:44	-	-	-	10:51	-	11:01	11:06	11:08	11:13	11:18
L2	11:12	11:15	-	-	-	11:19	-	11:27	11:32	11:35	11:39	11:43
L2	11:42	11:45	-	-	-	11:49	-	11:57	12:02	12:05	12:09	12:13
After Midnight Service — Servicio después de la medianoche												
L2	12:05	12:08	-	-	-	12:12	-	12:20	12:25	12:28	12:32	12:36
L2	12:35	12:37	-	-	-	12:40	-	12:48	12:51	12:53	12:56	12:58

L1,2,4
Connecticut Avenue Line

Saturday Southbound — En sábados con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M	Connecticut Ave. & Porter St. NW (Cleveland Park) M	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M	New Hampshire Ave. & Dupont Circle NW (north side) M	K & 17th Sts. NW (Farragut North & Farragut West) M	15th St. (W) & K St. NW (MCPHERSON SQ) M
AM Service — Servicio matutino								
L2	6:15	6:19	6:23	6:26	6:31	6:38	6:43	6:46
L2	6:45	6:49	6:53	6:56	7:01	7:08	7:13	7:16
L2	7:05	7:09	7:13	7:16	7:21	7:28	7:33	7:36
L2	7:25	7:30	7:34	7:37	7:43	7:50	7:56	7:59
L2	7:45	7:50	7:54	7:57	8:03	8:10	8:16	8:19
L2	8:03	8:08	8:12	8:15	8:22	8:30	8:36	8:40
L2	8:23	8:28	8:32	8:35	8:42	8:50	8:56	9:00
L2	8:43	8:48	8:52	8:55	9:02	9:10	9:16	9:20
L2	9:03	9:08	9:12	9:15	9:22	9:30	9:36	9:40
L2	9:23	9:28	9:32	9:35	9:42	9:50	9:56	10:00
L2	9:43	9:48	9:52	9:55	10:02	10:10	10:16	10:20
L2	9:55	10:01	10:06	10:10	10:19	10:27	10:36	10:40
L2	10:15	10:21	10:26	10:30	10:39	10:47	10:56	11:00
L2	10:35	10:41	10:46	10:50	10:59	11:07	11:16	11:20
L2	10:55	11:01	11:06	11:10	11:19	11:27	11:36	11:40
L2	11:15	11:21	11:26	11:30	11:39	11:47	11:56	12:00
L2	11:35	11:41	11:46	11:50	11:59	12:07	12:16	12:20
L2	11:55	12:01	12:06	12:10	12:19	12:27	12:36	12:40
PM Service — Servicio vespertino								
L2	12:15	12:21	12:26	12:30	12:39	12:47	12:56	1:00
L2	12:35	12:41	12:46	12:50	12:59	1:07	1:16	1:20
L2	12:55	1:01	1:06	1:10	1:19	1:27	1:36	1:40
L2	1:15	1:21	1:26	1:30	1:39	1:47	1:56	2:00
L2	1:35	1:41	1:46	1:50	1:59	2:07	2:16	2:20
L2	1:55	2:01	2:06	2:10	2:19	2:27	2:36	2:40
L2	2:15	2:21	2:26	2:30	2:39	2:47	2:56	3:00
L2	2:35	2:41	2:46	2:50	2:59	3:07	3:16	3:20
L2	2:55	3:01	3:06	3:10	3:19	3:27	3:36	3:40
L2	3:15	3:21	3:26	3:30	3:39	3:47	3:56	4:00
L2	3:35	3:41	3:46	3:50	3:59	4:07	4:16	4:20
L2	3:55	4:01	4:06	4:10	4:19	4:27	4:36	4:40
L2	4:15	4:21	4:26	4:30	4:39	4:47	4:56	5:00
L2	4:35	4:41	4:46	4:50	4:59	5:07	5:16	5:20
L2	4:55	5:01	5:06	5:10	5:19	5:27	5:36	5:40
L2	5:15	5:21	5:26	5:30	5:39	5:47	5:56	6:00
L2	5:35	5:41	5:46	5:50	5:59	6:07	6:16	6:20
L2	6:06	6:12	6:16	6:20	6:26	6:34	6:42	6:45
L2	6:36	6:42	6:46	6:50	6:56	7:04	7:12	7:15
L2	7:08	7:14	7:18	7:22	7:28	7:36	7:44	7:47
L2	7:38	7:44	7:48	7:52	7:58	8:06	8:14	8:17
L2	8:08	8:14	8:18	8:22	8:28	8:36	8:44	8:47
L2	8:38	8:44	8:48	8:52	8:58	9:06	9:14	9:17
L2	9:08	9:14	9:18	9:22	9:28	9:36	9:44	9:47
L2	9:38	9:44	9:48	9:52	9:58	10:06	10:14	10:17
L2	10:08	10:14	10:18	10:22	10:28	10:36	10:44	10:47
L2	10:38	10:44	10:48	10:52	10:58	11:06	11:14	11:17
L2	11:08	11:14	11:18	11:22	11:28	11:36	11:44	11:47
L2	11:38	11:44	11:48	11:52	11:58	12:06	12:14	12:17
After Midnight Service — Servicio después de la medianoche								
L2	12:12	12:16	12:19	12:21	12:25	12:35	12:41	12:43

L1,2,4
Connecticut Avenue Line

Saturday Northbound — En sábados con dirección al norte

Route Number	15th St, (W) & K St. NW (Mc Pherson Sq) M metro	K St. & Connecti-cut Ave. NW (Farragut North & Farragut West) M metro	New Hampshire Ave. & Dupont Circle NW (south side) M metro	Connecti-cut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	Connecti-cut Ave. & Porter St. NW (Cleve-land Park) M metro	Connecti-cut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecti-cut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino								
L2	6:10	6:12	6:16	6:25	6:29	6:32	6:36	6:40
L2	6:50	6:52	6:56	7:05	7:09	7:12	7:16	7:20
L2	7:20	7:23	7:28	7:37	7:42	7:45	7:49	7:53
L2	7:45	7:48	7:53	8:02	8:07	8:10	8:14	8:18
L2	8:05	8:08	8:13	8:22	8:27	8:30	8:34	8:38
L2	8:25	8:28	8:33	8:42	8:47	8:50	8:54	8:58
L2	8:45	8:48	8:53	9:02	9:07	9:10	9:14	9:18
L2	9:05	9:08	9:13	9:22	9:27	9:30	9:34	9:38
L2	9:25	9:28	9:33	9:44	9:51	9:54	9:59	10:05
L2	9:45	9:48	9:53	10:04	10:11	10:14	10:19	10:25
L2	10:05	10:08	10:13	10:24	10:31	10:34	10:39	10:45
L2	10:25	10:28	10:33	10:44	10:51	10:54	10:59	11:05
L2	10:45	10:48	10:53	11:04	11:11	11:14	11:19	11:25
L2	11:05	11:08	11:13	11:24	11:31	11:34	11:39	11:45
L2	11:25	11:28	11:33	11:44	11:51	11:54	11:59	12:05
L2	11:45	11:48	11:53	12:04	12:11	12:14	12:19	12:25
PM Service — Servicio vespertino								
L2	12:05	12:08	12:13	12:24	12:31	12:34	12:39	12:45
L2	12:25	12:28	12:33	12:44	12:51	12:54	12:59	1:05
L2	12:45	12:48	12:53	1:04	1:11	1:14	1:19	1:25
L2	1:05	1:08	1:13	1:24	1:31	1:34	1:39	1:45
L2	1:25	1:28	1:33	1:44	1:51	1:54	1:59	2:05
L2	1:45	1:48	1:53	2:04	2:11	2:14	2:19	2:25
L2	2:05	2:08	2:13	2:24	2:31	2:34	2:39	2:45
L2	2:25	2:28	2:33	2:44	2:51	2:54	2:59	3:05
L2	2:45	2:48	2:53	3:04	3:11	3:14	3:19	3:25
L2	3:05	3:08	3:13	3:24	3:31	3:34	3:39	3:45
L2	3:25	3:28	3:33	3:44	3:51	3:54	3:59	4:05
L2	3:45	3:48	3:53	4:04	4:11	4:14	4:19	4:25
L2	4:05	4:08	4:13	4:24	4:31	4:34	4:39	4:45
L2	4:25	4:28	4:33	4:44	4:51	4:54	4:59	5:05
L2	4:45	4:48	4:53	5:04	5:11	5:14	5:19	5:25
L2	5:05	5:08	5:13	5:24	5:31	5:34	5:39	5:45
L2	5:25	5:28	5:33	5:44	5:51	5:54	5:59	6:05
L2	5:45	5:48	5:53	6:04	6:11	6:14	6:19	6:25
L2	6:05	6:08	6:13	6:24	6:31	6:34	6:39	6:45
L2	6:27	6:30	6:34	6:48	6:53	6:56	7:00	7:03
L2	6:52	6:55	6:59	7:13	7:18	7:21	7:25	7:28
L2	7:22	7:25	7:29	7:43	7:48	7:51	7:55	7:58
L2	7:52	7:55	7:59	8:13	8:18	8:21	8:25	8:28
L2	8:22	8:25	8:29	8:43	8:48	8:51	8:55	8:58
L2	8:52	8:55	8:59	9:13	9:18	9:21	9:25	9:28
L2	9:22	9:25	9:29	9:43	9:48	9:51	9:55	9:58
L2	9:52	9:55	9:59	10:13	10:18	10:21	10:25	10:28
L2	10:22	10:25	10:29	10:43	10:48	10:51	10:55	10:58
L2	10:52	10:55	10:59	11:13	11:18	11:21	11:25	11:28
L2	11:22	11:25	11:29	11:43	11:48	11:51	11:55	11:58
L2	11:52	11:55	11:59	12:13	12:18	12:21	12:25	12:28
After Midnight Service — Servicio después de la medianoche								
L2	12:22	12:25	12:29	12:43	12:48	12:51	12:55	12:58
L2	12:49	12:52	12:56	1:10	1:15	1:18	1:22	1:25

L1,2,4
Connecticut Avenue Line

Sunday Southbound — En domingo con dirección al sur

Route Number	Chevy Chase Circle NW	Connecticut & Nebraska Aves. NW	Connecticut Ave. & Veazey Terr. NW (Van Ness-UDC) M metro	Connecticut Ave. & Porter St. NW (Cleveland Park) M metro	Connecticut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) M metro	New Hampshire Ave. & Dupont Circle NW (north side) M metro	K & 17th Sts. NW (Farragut North & Farragut West) M metro	15th St. (W) & K St. NW (MCPHERSON SQ) M metro
AM Service — Servicio matutino								
L2	6:12	6:17	6:20	6:23	6:29	6:35	6:41	6:44
L2	6:48	6:53	6:56	6:59	7:05	7:11	7:17	7:20
L2	7:20	7:25	7:28	7:31	7:37	7:43	7:49	7:52
L2	7:40	7:45	7:48	7:51	7:57	8:03	8:09	8:12
L2	8:00	8:05	8:08	8:11	8:17	8:23	8:29	8:32
L2	8:30	8:35	8:38	8:41	8:47	8:53	8:59	9:02
L2	9:00	9:05	9:09	9:12	9:20	9:27	9:34	9:37
L2	9:30	9:35	9:39	9:42	9:50	9:57	10:04	10:07
L2	10:00	10:05	10:09	10:12	10:20	10:27	10:34	10:37
L2	10:30	10:35	10:39	10:42	10:50	10:57	11:04	11:07
L2	11:00	11:05	11:09	11:12	11:20	11:27	11:34	11:37
L2	11:30	11:35	11:39	11:42	11:50	11:57	12:04	12:07
PM Service — Servicio vespertino								
L2	12:00	12:05	12:10	12:13	12:22	12:30	12:38	12:41
L2	12:30	12:35	12:40	12:43	12:52	1:00	1:08	1:11
L2	1:00	1:05	1:10	1:13	1:22	1:30	1:38	1:41
L2	1:30	1:35	1:40	1:43	1:52	2:00	2:08	2:11
L2	2:00	2:05	2:10	2:13	2:22	2:30	2:38	2:41
L2	2:30	2:35	2:40	2:43	2:52	3:00	3:08	3:11
L2	3:00	3:05	3:10	3:13	3:22	3:30	3:38	3:41
L2	3:30	3:35	3:40	3:43	3:52	4:00	4:08	4:11
L2	4:00	4:05	4:10	4:13	4:22	4:30	4:38	4:41
L2	4:30	4:35	4:40	4:43	4:52	5:00	5:08	5:11
L2	5:00	5:05	5:10	5:13	5:22	5:30	5:38	5:41
L2	5:30	5:35	5:40	5:43	5:52	6:00	6:08	6:11
L2	6:00	6:05	6:10	6:13	6:22	6:30	6:38	6:41
L2	6:30	6:35	6:40	6:43	6:52	7:00	7:08	7:11
L2	7:00	7:04	7:08	7:11	7:17	7:24	7:30	7:33
L2	7:30	7:34	7:38	7:41	7:47	7:54	8:00	8:03
L2	8:00	8:04	8:08	8:11	8:17	8:24	8:30	8:33
L2	8:30	8:34	8:38	8:41	8:47	8:54	9:00	9:03
L2	9:00	9:04	9:08	9:11	9:17	9:24	9:30	9:33
L2	9:37	9:41	9:45	9:48	9:54	10:01	10:07	10:10
L2	10:13	10:17	10:21	10:24	10:30	10:37	10:43	10:46
L2	10:49	10:53	10:57	11:00	11:06	11:13	11:19	11:22
L2	11:25	11:29	11:33	11:36	11:42	11:49	11:55	11:58
After Midnight Service — Servicio después de la medianoche								
L2	12:05	12:08	12:11	12:13	12:19	12:26	12:31	12:33

L1,2,4
Connecticut Avenue Line

Sunday Northbound — En domingo con dirección al norte

Route Number	15th St, (W) & K St. NW (Mc Pherson Sq) Ⓜ metro	K St. & Connecti-cut Ave. NW (Farragut North & Farragut West) Ⓜ metro	New Hampshire Ave. & Dupont Circle NW (south side) Ⓜ metro	Connecti-cut Ave. & Calvert St. NW (Woodley Park-Zoo/ Adams Morgan) Ⓜ metro	Connecti-cut Ave. & Porter St. NW (Cleve-land Park) Ⓜ metro	Connecti-cut Ave. & Veazey Terr. NW (Van Ness-UDC) Ⓜ metro	Connecti-cut & Nebraska Aves. NW	CHEVY CHASE CIRCLE
AM Service — Servicio matutino								
L2	6:13	6:15	6:19	6:27	6:31	6:33	6:36	6:40
L2	6:49	6:51	6:55	7:03	7:07	7:09	7:12	7:16
L2	7:25	7:27	7:31	7:39	7:43	7:45	7:48	7:52
L2	7:57	7:59	8:03	8:11	8:15	8:17	8:20	8:24
L2	8:23	8:25	8:29	8:37	8:41	8:43	8:46	8:50
L2	8:45	8:47	8:52	9:00	9:07	9:09	9:14	9:19
L2	9:15	9:17	9:22	9:30	9:37	9:39	9:44	9:49
L2	9:45	9:47	9:52	10:00	10:07	10:09	10:14	10:19
L2	10:15	10:17	10:22	10:30	10:37	10:39	10:44	10:49
L2	10:45	10:48	10:53	11:04	11:11	11:14	11:19	11:25
L2	11:15	11:18	11:23	11:34	11:41	11:44	11:49	11:55
L2	11:45	11:48	11:53	12:04	12:11	12:14	12:19	12:25
PM Service — Servicio vespertino								
L2	12:15	12:18	12:23	12:34	12:41	12:44	12:49	12:55
L2	12:45	12:48	12:53	1:04	1:11	1:14	1:19	1:25
L2	1:15	1:18	1:23	1:34	1:41	1:44	1:49	1:55
L2	1:45	1:48	1:53	2:04	2:11	2:14	2:19	2:25
L2	2:15	2:18	2:23	2:34	2:41	2:44	2:49	2:55
L2	2:45	2:48	2:53	3:04	3:11	3:14	3:19	3:25
L2	3:15	3:18	3:23	3:34	3:41	3:44	3:49	3:55
L2	3:45	3:48	3:53	4:04	4:11	4:14	4:19	4:25
L2	4:15	4:18	4:23	4:34	4:41	4:44	4:49	4:55
L2	4:45	4:48	4:53	5:04	5:11	5:14	5:19	5:25
L2	5:15	5:18	5:23	5:34	5:41	5:44	5:49	5:55
L2	5:45	5:48	5:53	6:04	6:11	6:14	6:19	6:25
L2	6:15	6:17	6:21	6:31	6:36	6:39	6:43	6:47
L2	6:45	6:47	6:51	7:01	7:06	7:09	7:13	7:17
L2	7:15	7:17	7:21	7:31	7:36	7:39	7:43	7:47
L2	7:45	7:47	7:51	8:01	8:06	8:09	8:13	8:17
L2	8:15	8:17	8:21	8:31	8:36	8:39	8:43	8:47
L2	8:45	8:47	8:51	9:01	9:06	9:09	9:13	9:17
L2	9:15	9:17	9:21	9:31	9:36	9:39	9:43	9:47
L2	9:45	9:47	9:51	10:01	10:06	10:09	10:13	10:17
L2	10:15	10:17	10:20	10:28	10:32	10:34	10:38	10:43
L2	10:51	10:53	10:56	11:04	11:08	11:10	11:14	11:19
L2	11:27	11:29	11:32	11:40	11:44	11:46	11:50	11:55
After Midnight Service — Servicio después de la medianoche								
L2	12:06	12:08	12:11	12:19	12:23	12:25	12:29	12:34
L2	12:39	12:41	12:44	12:52	12:56	12:58	1:02	1:07

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

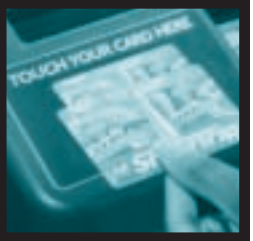
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

N2,3,4,6
Massachusetts Avenue Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Friendship Heights station
Tenleytown-AU station (N2)
American University Park
Spring Valley (N3,N4,N6)
American University
Ward Circle
Wesley Heights (N2,N6)
Berkshire Apts. (N3,N4,N6)
Washington National Cathedral
Massachusetts Ave. Heights
Embassy Row
Dupont Circle (N2,N4,N6)
Farragut North station (N2,N4,N6)
Farragut West station (N2,N4,N6)
Foggy Bottom-GWU station (N3)
Potomac Park/State Dept. (N3)
Federal Triangle station (N3)

Schedule 12-28-08

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

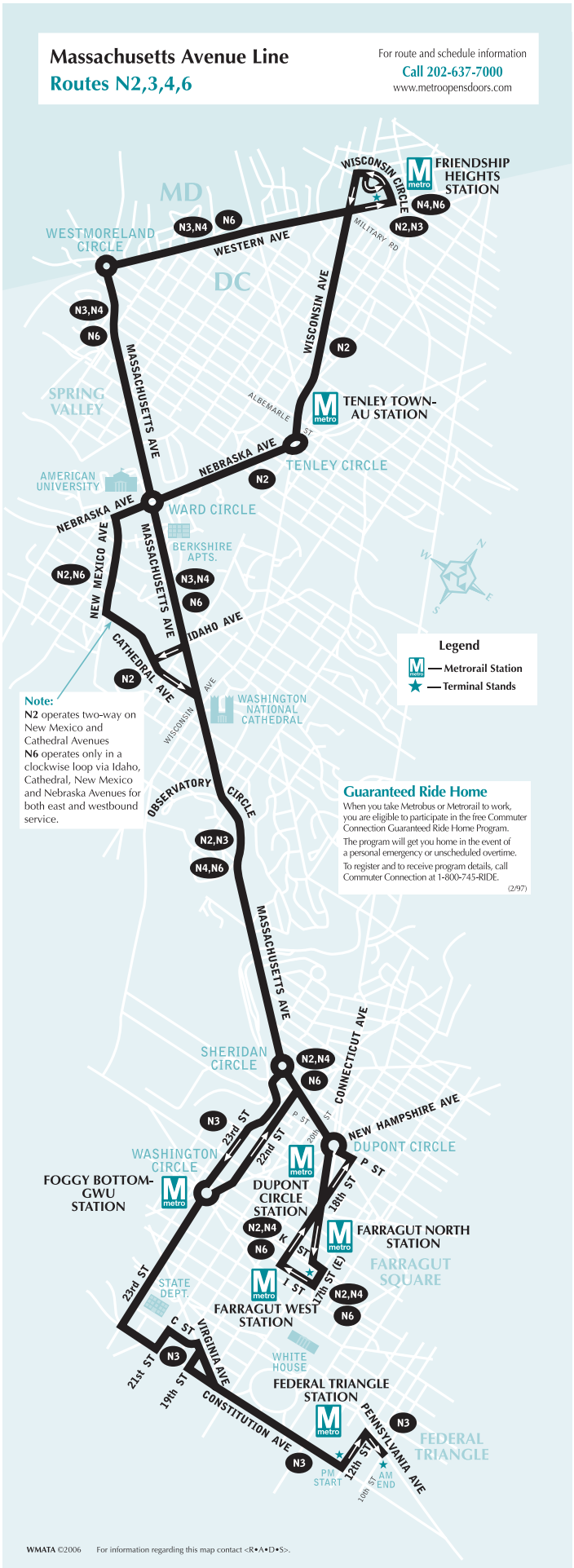
Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Massachusetts Avenue Line
Routes N2,3,4,6

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Note:
N2 operates two-way on New Mexico and Cathedral Avenues
N6 operates only in a clockwise loop via Idaho, Cathedral, New Mexico and Nebraska Avenues for both east and westbound service.

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

N2,3,4,6
Massachusetts Avenue Line

Weekday Eastbound — Entre semana con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Westmoreland Circle NW	Nebraska Ave. & Ward Circle NW (south side) (American University)	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights)	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	17th St. (E) & I St. NW (FARRAGUT N & W) Metro	23rd & I Sts. NW (Foggy Bottom-GWU) Metro	Pennsylvania Ave. & 10th St. NW (FEDERAL TRIANGLE)
AM Service — Servicio matutino												
N4	5:35	-	5:40	-	5:43	-	5:44	5:48	5:55	6:01	-	-
N2	5:48	5:54	-	5:58	-	6:02	-	6:06	6:13	6:19	-	-
N4	6:10	-	6:15	-	6:18	-	6:19	6:23	6:30	6:36	-	-
N2	6:18	6:24	-	6:28	-	6:32	-	6:36	6:43	6:49	-	-
N4	6:35	-	6:40	-	6:44	-	6:45	6:48	6:56	7:02	-	-
N3	6:43	-	6:48	-	6:52	-	6:53	6:56	-	-	7:08	7:21
N2	6:42	6:49	-	6:53	-	6:57	-	7:00	7:08	7:14	-	-
N4	6:53	-	6:58	-	7:02	-	7:03	7:06	7:14	7:20	-	-
N4	7:01	-	7:06	-	7:10	-	7:11	7:14	7:22	7:28	-	-
N2	7:00	7:07	-	7:10	-	7:16	-	7:21	7:32	7:39	-	-
N3	7:06	-	7:14	-	7:20	-	7:21	7:26	-	-	7:40	7:58
N4	7:13	-	7:21	-	7:27	-	7:28	7:33	7:44	7:51	-	-
N2	7:17	7:24	-	7:27	-	7:33	-	7:38	7:49	7:56	-	-
N4	7:28	-	7:36	-	7:42	-	7:43	7:48	7:59	8:06	-	-
N2	7:32	7:39	-	7:42	-	7:48	-	7:53	8:04	8:11	-	-
N3	7:36	-	7:44	-	7:50	-	7:51	7:56	-	-	8:10	8:28
N4	7:41	-	7:49	-	7:55	-	7:56	8:01	8:12	8:19	-	-
N2	7:47	7:54	-	7:57	-	8:03	-	8:08	8:19	8:26	-	-
N4	7:51	-	8:00	-	8:05	-	8:06	8:12	8:26	8:35	-	-
N4	7:59	-	8:08	-	8:13	-	8:14	8:20	8:34	8:43	-	-
N3	8:02	-	8:11	-	8:16	-	8:17	8:23	-	-	8:38	8:56
N2	8:05	8:12	-	8:16	-	8:21	-	8:25	8:39	8:48	-	-
N4	8:07	-	8:16	-	8:21	-	8:22	8:28	8:42	8:51	-	-
N4	8:15	-	8:24	-	8:29	-	8:30	8:36	8:50	8:59	-	-
N2	8:21	8:28	-	8:32	-	8:37	-	8:41	8:55	9:04	-	-
N4	8:23	-	8:32	-	8:37	-	8:38	8:44	8:58	9:07	-	-
N3	8:28	-	8:37	-	8:42	-	8:43	8:49	-	-	9:04	9:22
N4	8:33	-	8:42	-	8:47	-	8:48	8:54	9:08	9:17	-	-
N2	8:37	8:44	-	8:48	-	8:53	-	8:57	9:11	9:20	-	-
N4	8:45	-	8:54	-	8:59	-	9:00	9:06	9:20	9:29	-	-
N2	8:58	9:05	-	9:09	-	9:13	-	9:16	9:25	9:33	-	-
N4	9:05	-	9:12	-	9:17	-	9:18	9:21	9:30	9:38	-	-
N4	9:20	-	9:27	-	9:32	-	9:33	9:36	9:45	9:53	-	-
N2	9:28	9:35	-	9:39	-	9:43	-	9:46	9:55	10:03	-	-
N4	9:45	-	9:52	-	9:57	-	9:58	10:01	10:10	10:18	-	-
N2	9:58	10:05	-	10:09	-	10:13	-	10:16	10:25	10:33	-	-
N4	10:15	-	10:22	-	10:27	-	10:28	10:31	10:40	10:48	-	-
N2	10:28	10:35	-	10:39	-	10:43	-	10:46	10:55	11:03	-	-
N4	10:45	-	10:52	-	10:57	-	10:58	11:01	11:10	11:18	-	-
N2	10:58	11:05	-	11:09	-	11:13	-	11:16	11:25	11:33	-	-
N4	11:15	-	11:22	-	11:27	-	11:28	11:31	11:40	11:48	-	-
N2	11:28	11:35	-	11:39	-	11:43	-	11:46	11:55	12:03	-	-
N4	11:45	-	11:52	-	11:57	-	11:58	12:01	12:10	12:18	-	-
N2	11:58	12:05	-	12:09	-	12:13	-	12:16	12:25	12:33	-	-

N2,3,4,6
Massachusetts Avenue Line

Weekday Eastbound — Entre semana con dirección al este

Route Number	Friendship Heights Metro	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	Westmoreland Circle NW	Nebraska Ave. & Ward Circle NW (south side) (American University)	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights)	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	17th St. (E) & I St. NW (FARRAGUT N & W) Metro	23rd & I Sts. NW (Foggy Bottom-GWU) Metro	Pennsylvania Ave. & 10th St. NW (FEDERAL TRIANGLE)
PM Service — Servicio vespertino												
N4	12:15	-	12:22	-	12:27	-	12:28	12:31	12:40	12:48	-	-
N2	12:28	12:35	-	12:39	-	12:43	-	12:46	12:55	1:03	-	-
N4	12:45	-	12:52	-	12:57	-	12:58	1:01	1:10	1:18	-	-
N2	12:58	1:05	-	1:09	-	1:13	-	1:16	1:25	1:33	-	-
N4	1:15	-	1:22	-	1:27	-	1:28	1:31	1:40	1:48	-	-
N2	1:28	1:35	-	1:39	-	1:43	-	1:46	1:55	2:03	-	-
N4	1:45	-	1:52	-	1:57	-	1:58	2:01	2:10	2:18	-	-
N2	1:58	2:05	-	2:09	-	2:13	-	2:16	2:25	2:33	-	-
N4	2:15	-	2:22	-	2:27	-	2:28	2:31	2:40	2:48	-	-
N2	2:28	2:35	-	2:39	-	2:43	-	2:46	2:55	3:03	-	-
N4	2:45	-	2:52	-	2:57	-	2:58	3:01	3:10	3:18	-	-
N2	2:58	3:05	-	3:09	-	3:13	-	3:16	3:25	3:33	-	-
N4	3:15	-	3:22	-	3:27	-	3:29	3:32	3:41	3:50	-	-
N2	3:26	3:33	-	3:39	-	3:44	-	3:47	3:56	4:05	-	-
N4	3:41	-	3:48	-	3:53	-	3:55	3:58	4:07	4:16	-	-
N2	3:56	4:03	-	4:09	-	4:14	-	4:17	4:26	4:35	-	-
N4	4:13	-	4:20	-	4:25	-	4:27	4:30	4:39	4:48	-	-
N2	4:19	4:26	-	4:32	-	4:37	-	4:40	4:49	4:58	-	-
N4	4:33	-	4:40	-	4:45	-	4:47	4:50	4:59	5:08	-	-
N2	4:39	4:46	-	4:52	-	4:57	-	5:00	5:09	5:18	-	-
N4	4:53	-	5:00	-	5:05	-	5:07	5:10	5:19	5:28	-	-
N2	4:59	5:06	-	5:12	-	5:17	-	5:20	5:29	5:38	-	-
N4	5:13	-	5:20	-	5:25	-	5:27	5:30	5:39	5:48	-	-
N2	5:23	5:30	-	5:36	-	5:41	-	5:44	5:53	6:02	-	-
N4	5:35	-	5:42	-	5:47	-	5:49	5:52	6:01	6:10	-	-
N2	5:46	5:53	-	5:59	-	6:04	-	6:07	6:16	6:25	-	-
N4	6:03	-	6:09	-	6:14	-	6:16	6:19	6:26	6:33	-	-
N2	6:16	6:24	-	6:28	-	6:33	-	6:36	6:43	6:50	-	-
N4	6:33	-	6:39	-	6:44	-	6:46	6:49	6:56	7:03	-	-
N2	6:46	6:54	-	6:58	-	7:03	-	7:06	7:13	7:20	-	-
N4	7:03	-	7:09	-	7:14	-	7:16	7:19	7:26	7:33	-	-
N2	7:16	7:24	-	7:28	-	7:33	-	7:36	7:43	7:50	-	-
N4	7:33	-	7:39	-	7:44	-	7:46	7:49	7:56	8:03	-	-
N6	7:49	-	7:55	-	8:00	■ 8:05	8:09	8:12	8:19	8:26	-	-
N6	8:11	-	8:17	-	8:22	■ 8:27	8:31	8:34	8:41	8:48	-	-
N6	8:33	-	8:39	-	8:44	■ 8:49	8:53	8:56	9:03	9:10	-	-
N6	8:55	-	9:01	-	9:06	■ 9:11	9:15	9:18	9:25	9:32	-	-
N6	9:25	-	9:31	-	9:36	■ 9:41	9:45	9:48	9:55	10:02	-	-
N6	9:55	-	10:01	-	10:06	■10:11	10:15	10:18	10:25	10:32	-	-
N6	10:27	-	10:33	-	10:38	■10:43	10:47	10:50	10:57	11:04	-	-
N6	11:02	-	11:08	-	11:11	■11:16	11:20	11:22	11:28	11:33	-	-
N6	11:32	-	11:38	-	11:41	■11:46	11:50	11:52	11:58	12:03	-	-

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	12th St. & Constitution Ave. NW (Federal Triangle)	23rd & I Sts. NW (Foggy Bottom-GWU) M metro	17th St. (E) & I St. NW (Farragut N & W) M metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) M metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave NW (Berkshire Apts.)	Catherdal & New Mexico Aves. NW (Wesley Heights)	Massachuetts Ave. & Ward Circle NW (American University)	Nebraska Ave. & Ward Circle NW (south side) (American University)	Westmoreland Circle NW	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) M metro	FRIENDSHIP HEIGHTS M metro
AM Service — Servicio matutino												
N4	-	-	5:40	5:49	5:56	5:59	-	6:00	-	6:04	-	6:09
N2	-	-	5:55	6:04	6:11	-	6:14	-	6:17	-	6:21	6:27
N4	-	-	6:10	6:20	6:28	6:31	-	6:32	-	6:36	-	6:41
N2	-	-	6:25	6:35	6:43	-	6:46	-	6:50	-	6:55	7:02
N4	-	-	6:40	6:50	6:58	7:01	-	7:02	-	7:06	-	7:11
N2	-	-	6:55	7:05	7:13	-	7:16	-	7:20	-	7:25	7:32
N4	-	-	7:10	7:21	7:30	7:34	-	7:35	-	7:39	-	7:45
N2	-	-	7:27	7:38	7:47	-	7:51	-	7:55	-	8:00	8:06
N4	-	-	7:44	7:55	8:04	8:08	-	8:09	-	8:13	-	8:19
N2	-	-	7:56	8:07	8:16	-	8:20	-	8:24	-	8:29	8:35
N4	-	-	8:07	8:19	8:29	8:33	-	8:34	-	8:39	-	8:46
N2	-	-	8:17	8:29	8:39	-	8:42	-	8:46	-	8:51	8:58
N4	-	-	8:28	8:40	8:50	8:54	-	8:55	-	9:00	-	9:07
N2	-	-	8:40	8:52	9:02	-	9:05	-	9:09	-	9:14	9:21
N4	-	-	8:55	9:06	9:17	9:20	-	9:22	-	9:27	-	9:35
N2	-	-	9:10	9:21	9:32	-	9:35	-	9:39	-	9:43	9:49
N4	-	-	9:25	9:36	9:47	9:50	-	9:52	-	9:57	-	10:05
N2	-	-	9:40	9:51	10:02	-	10:05	-	10:09	-	10:13	10:19
N4	-	-	9:57	10:08	10:19	10:22	-	10:24	-	10:29	-	10:37
N2	-	-	10:10	10:21	10:32	-	10:35	-	10:39	-	10:43	10:49
N4	-	-	10:25	10:36	10:47	10:50	-	10:52	-	10:57	-	11:05
N2	-	-	10:40	10:51	11:02	-	11:05	-	11:09	-	11:13	11:19
N4	-	-	10:55	11:06	11:17	11:20	-	11:22	-	11:27	-	11:35
N2	-	-	11:10	11:21	11:32	-	11:35	-	11:39	-	11:43	11:49
N4	-	-	11:25	11:36	11:47	11:50	-	11:52	-	11:57	-	12:05
N2	-	-	11:40	11:51	12:02	-	12:05	-	12:09	-	12:13	12:19
N4	-	-	11:55	12:06	12:17	12:20	-	12:22	-	12:27	-	12:35

N2,3,4,6
Massachusetts Avenue Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	12th St. & Constitution Ave. NW (Federal Triangle)	23rd & I Sts. NW (Foggy Bottom-GWU) Metro	17th St. (E) & I St. NW (Farragut N & W) Metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave NW (Berkshire Apts.)	Catherdal & New Mexico Aves. NW (Wesley Heights)	Massachuetts Ave. & Ward Circle NW (American University)	Nebraska Ave. & Ward Circle NW (south side) (American University)	Westmoreland Circle NW	Wisconsin Ave. & Albemarle St. NW (Tenleytown-AU) Metro	FRIENDSHIP HEIGHTS Metro
PM Service — Servicio vespertino												
N2	-	-	12:10	12:21	12:32	-	12:35	-	12:39	-	12:43	12:49
N4	-	-	12:25	12:36	12:47	12:50	-	12:52	-	12:57	-	1:05
N2	-	-	12:40	12:51	1:02	-	1:05	-	1:09	-	1:13	1:19
N4	-	-	12:55	1:06	1:17	1:20	-	1:22	-	1:27	-	1:35
N2	-	-	1:10	1:21	1:32	-	1:35	-	1:39	-	1:43	1:49
N4	-	-	1:25	1:36	1:47	1:50	-	1:52	-	1:57	-	2:05
N2	-	-	1:40	1:51	2:02	-	2:05	-	2:09	-	2:13	2:19
N4	-	-	1:55	2:06	2:17	2:20	-	2:22	-	2:27	-	2:35
N2	-	-	2:10	2:21	2:32	-	2:35	-	2:39	-	2:43	2:49
N4	-	-	2:25	2:36	2:47	2:50	-	2:52	-	2:57	-	3:05
N2	-	-	2:40	2:51	3:02	-	3:05	-	3:09	-	3:13	3:19
N4	-	-	2:55	3:06	3:17	3:20	-	3:22	-	3:27	-	3:35
N2	-	-	3:10	3:21	3:32	-	3:35	-	3:39	-	3:43	3:49
N4	-	-	3:25	3:36	3:47	3:50	-	3:52	-	3:57	-	4:05
N2	-	-	3:40	3:51	4:02	-	4:05	-	4:09	-	4:13	4:19
N4	-	-	3:55	4:08	4:18	4:21	-	4:22	-	4:28	-	4:37
N2	-	-	4:10	4:23	4:33	-	4:36	-	4:42	-	4:45	4:54
N4	-	-	4:22	4:35	4:45	4:48	-	4:49	-	4:55	-	5:04
N2	-	-	4:32	4:45	4:55	-	4:58	-	5:04	-	5:07	5:16
N4	-	-	4:44	4:57	5:07	5:10	-	5:11	-	5:17	-	5:26
N3	4:43	4:59	-	-	5:13	5:16	-	5:17	-	5:23	-	5:32
N2	-	-	4:54	5:07	5:17	-	5:20	-	5:26	-	5:29	5:38
N4	-	-	5:03	5:16	5:26	5:29	-	5:30	-	5:36	-	5:45
N2	-	-	5:11	5:27	5:39	-	5:42	-	5:47	-	5:51	5:58
N3	5:11	5:27	-	-	5:41	5:45	-	5:46	-	5:51	-	5:59
N4	-	-	5:19	5:35	5:47	5:51	-	5:52	-	5:57	-	6:05
N2	-	-	5:28	5:44	5:56	-	5:59	-	6:04	-	6:08	6:15
N4	-	-	5:37	5:53	6:05	6:09	-	6:10	-	6:15	-	6:23
N3	5:40	5:56	-	-	6:10	6:14	-	6:15	-	6:20	-	6:28
N2	-	-	5:46	6:02	6:14	-	6:17	-	6:22	-	6:26	6:33
N4	-	-	5:55	6:11	6:23	6:27	-	6:28	-	6:33	-	6:41
N2	-	-	6:07	6:23	6:35	-	6:38	-	6:43	-	6:47	6:54
N3	6:10	6:26	-	-	6:40	6:44	-	6:45	-	6:50	-	6:58
N4	-	-	6:17	6:33	6:45	6:49	-	6:50	-	6:55	-	7:03
N2	-	-	6:31	6:47	6:59	-	7:02	-	7:07	-	7:11	7:18
N4	-	-	6:42	6:54	7:03	7:07	-	7:09	-	7:14	-	7:21
N2	-	-	6:56	7:08	7:17	-	7:21	-	7:26	-	7:30	7:37
N4	-	-	7:08	7:20	7:29	7:33	-	7:35	-	7:40	-	7:47
N2	-	-	7:26	7:38	7:47	-	7:51	-	7:56	-	8:00	8:07
N4	-	-	7:38	7:50	7:59	8:03	-	8:05	-	8:10	-	8:17
N2	-	-	7:56	8:08	8:17	-	8:21	-	8:26	-	8:30	8:37
N4	-	-	8:08	8:20	8:29	8:33	-	8:35	-	8:40	-	8:47
N6	-	-	8:32	8:40	8:48	8:52	8:57	9:01	-	9:05	-	9:11
N6	-	-	8:54	9:02	9:10	9:14	9:19	9:23	-	9:27	-	9:33
N6	-	-	9:16	9:24	9:32	9:36	9:41	9:45	-	9:49	-	9:55
N6	-	-	9:38	9:46	9:54	9:58	10:03	10:07	-	10:11	-	10:17
N6	-	-	10:08	10:16	10:24	10:28	10:33	10:37	-	10:41	-	10:47
N6	-	-	10:38	10:46	10:54	10:58	11:03	11:07	-	11:11	-	11:17
N6	-	-	11:10	11:16	11:24	11:27	11:31	11:35	-	11:39	-	11:44
N6	-	-	11:40	11:46	11:54	11:57	12:01	12:05	-	12:09	-	12:14
After Midnight Service — Servicio después de la medianoche												
N6	-	-	12:10	12:16	12:24	12:27	12:31	12:35	-	12:39	-	12:44

N2,3,4,6
Massachusetts Avenue Line

Saturday Eastbound — En sábados con dirección al este

Route Number	Friendship Heights (Metro)	Westmoreland Circle NW	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights) ■	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) (Metro)	17th St. (E) & I St. NW (FARRAGUT N & W) (Metro)
AM Service — Servicio matutino								
N6	5:47	5:52	5:55	5:57	6:03	6:05	6:10	6:14
N6	6:22	6:28	6:31	6:34	6:40	6:43	6:49	6:54
N6	7:02	7:08	7:11	7:14	7:20	7:23	7:29	7:34
N6	7:41	7:47	7:50	7:53	7:59	8:02	8:08	8:14
N6	8:21	8:27	8:30	8:33	8:39	8:42	8:48	8:54
N6	8:51	8:57	9:00	9:03	9:09	9:12	9:18	9:24
N6	9:21	9:27	9:30	9:33	9:39	9:42	9:48	9:54
N6	9:46	9:53	9:57	10:01	10:08	10:11	10:18	10:24
N6	10:10	10:17	10:21	10:25	10:32	10:35	10:42	10:48
N6	10:34	10:41	10:45	10:49	10:56	10:59	11:06	11:12
N6	10:58	11:05	11:09	11:13	11:20	11:23	11:30	11:36
N6	11:22	11:29	11:33	11:37	11:44	11:47	11:54	12:00
N6	11:46	11:53	11:57	12:01	12:08	12:11	12:18	12:24
PM Service — Servicio vespertino								
N6	12:10	12:17	12:21	12:25	12:32	12:35	12:42	12:48
N6	12:34	12:41	12:45	12:49	12:56	12:59	1:06	1:12
N6	12:58	1:05	1:09	1:13	1:20	1:23	1:30	1:36
N6	1:22	1:29	1:33	1:37	1:44	1:47	1:54	2:00
N6	1:46	1:53	1:57	2:01	2:08	2:11	2:18	2:24
N6	2:10	2:17	2:21	2:25	2:32	2:35	2:42	2:48
N6	2:34	2:41	2:45	2:49	2:56	2:59	3:06	3:12
N6	2:58	3:05	3:09	3:13	3:20	3:23	3:30	3:36
N6	3:22	3:29	3:33	3:37	3:44	3:47	3:54	4:00
N6	3:46	3:53	3:57	4:01	4:08	4:11	4:18	4:24
N6	4:10	4:17	4:21	4:25	4:32	4:35	4:42	4:48
N6	4:34	4:41	4:45	4:49	4:56	4:59	5:06	5:12
N6	4:58	5:05	5:09	5:13	5:20	5:23	5:30	5:36
N6	5:22	5:29	5:33	5:37	5:44	5:47	5:54	6:00
N6	5:51	5:57	6:00	6:03	6:09	6:12	6:19	6:24
N6	6:15	6:21	6:24	6:27	6:33	6:36	6:43	6:48
N6	6:39	6:45	6:48	6:51	6:57	7:00	7:07	7:12
N6	7:03	7:09	7:12	7:15	7:21	7:24	7:31	7:36
N6	7:32	7:38	7:41	7:44	7:50	7:53	8:00	8:05
N6	8:12	8:18	8:21	8:24	8:30	8:33	8:40	8:45
N6	8:54	8:59	9:02	9:05	9:11	9:13	9:19	9:24
N6	9:34	9:39	9:42	9:45	9:51	9:53	9:59	10:04
N6	10:14	10:19	10:22	10:25	10:31	10:33	10:39	10:44
N6	10:54	10:59	11:02	11:05	11:11	11:13	11:19	11:24
N6	11:34	11:39	11:42	11:45	11:51	11:53	11:59	12:04

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Saturday Westbound — En sábados con dirección al oeste

Route Number	17th St. (E) & I St. NW (Farragut N & W) Metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave. NW (Berkshire Apts.)	Cathedral & New Mexico Aves. NW (Wesley Heights)	Massachusetts Ave. & Ward Circle NW (American University)	Westmoreland Circle NW	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino								
N6	6:20	6:29	6:35	6:37	6:41	6:45	6:48	6:52
N6	7:00	7:09	7:15	7:17	7:21	7:25	7:28	7:32
N6	7:40	7:50	7:58	8:00	8:04	8:08	8:11	8:15
N6	8:20	8:30	8:40	8:42	8:46	8:51	8:54	9:00
N6	9:00	9:10	9:20	9:22	9:26	9:31	9:34	9:40
N6	9:30	9:40	9:50	9:52	9:56	10:01	10:04	10:10
N6	10:00	10:10	10:19	10:22	10:27	10:31	10:35	10:41
N6	10:30	10:40	10:49	10:52	10:57	11:01	11:05	11:11
N6	10:54	11:04	11:13	11:16	11:21	11:25	11:29	11:35
N6	11:18	11:28	11:37	11:40	11:45	11:49	11:53	11:59
N6	11:42	11:52	12:01	12:04	12:09	12:13	12:17	12:23
PM Service — Servicio vespertino								
N6	12:06	12:16	12:25	12:28	12:33	12:37	12:41	12:47
N6	12:30	12:40	12:49	12:52	12:57	1:01	1:05	1:11
N6	12:54	1:04	1:13	1:16	1:21	1:25	1:29	1:35
N6	1:18	1:28	1:37	1:40	1:45	1:49	1:53	1:59
N6	1:42	1:52	2:01	2:04	2:09	2:13	2:17	2:23
N6	2:06	2:16	2:25	2:28	2:33	2:37	2:41	2:47
N6	2:30	2:40	2:49	2:52	2:57	3:01	3:05	3:11
N6	2:54	3:04	3:13	3:16	3:21	3:25	3:29	3:35
N6	3:18	3:28	3:37	3:40	3:45	3:49	3:53	3:59
N6	3:42	3:52	4:01	4:04	4:09	4:13	4:17	4:23
N6	4:06	4:16	4:25	4:28	4:33	4:37	4:41	4:47
N6	4:30	4:40	4:49	4:52	4:57	5:01	5:05	5:11
N6	4:54	5:04	5:13	5:16	5:21	5:25	5:29	5:35
N6	5:18	5:28	5:37	5:40	5:45	5:49	5:53	5:59
N6	5:42	5:52	6:01	6:04	6:09	6:13	6:17	6:23
N6	6:06	6:16	6:25	6:28	6:33	6:37	6:41	6:47
N6	6:30	6:39	6:47	6:50	6:54	6:58	7:02	7:07
N6	6:54	7:03	7:11	7:14	7:18	7:22	7:26	7:31
N6	7:18	7:27	7:35	7:38	7:42	7:46	7:50	7:55
N6	7:42	7:51	7:59	8:02	8:06	8:10	8:14	8:19
N6	8:10	8:19	8:27	8:30	8:34	8:38	8:42	8:47
N6	8:50	8:59	9:07	9:10	9:14	9:18	9:22	9:27
N6	9:30	9:38	9:47	9:50	9:54	9:58	10:01	10:06
N6	10:10	10:18	10:27	10:30	10:34	10:38	10:41	10:46
N6	10:50	10:58	11:07	11:10	11:14	11:18	11:21	11:26
N6	11:30	11:38	11:47	11:50	11:54	11:58	12:01	12:06
After Midnight Service — Servicio después de la medianoche								
N6	12:10	12:18	12:27	12:30	12:34	12:38	12:41	12:46

N2,3,4,6
Massachusetts Avenue Line

Sunday Eastbound — En domingo con dirección al este

Route Number	Friendship Heights Metro	Westmoreland Circle NW	Massachusetts Ave. & Ward Circle NW (American University)	Cathedral & New Mexico Aves. NW (Wesley Heights) ■	4200 Massachusetts Ave. NW (opposite Berkshire Apts.)	Massachusetts & Wisconsin Aves. NW	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	17th St. (E) & I St. NW (FARRAGUT N & W) Metro
AM Service — Servicio matutino								
N6	6:00	6:05	6:09	6:11	6:16	6:18	6:23	6:26
N6	6:40	6:45	6:49	6:52	6:58	7:00	7:06	7:11
N6	7:20	7:25	7:29	7:32	7:38	7:40	7:46	7:51
N6	8:00	8:05	8:09	8:12	8:18	8:20	8:26	8:31
N6	8:40	8:45	8:49	8:52	8:58	9:00	9:06	9:11
N6	9:20	9:25	9:29	9:32	9:38	9:40	9:46	9:51
N6	9:46	9:52	9:56	10:00	10:07	10:10	10:17	10:23
N6	10:16	10:22	10:26	10:30	10:37	10:40	10:47	10:53
N6	10:46	10:52	10:56	11:00	11:07	11:10	11:17	11:23
N6	11:16	11:22	11:26	11:30	11:37	11:40	11:47	11:53
N6	11:46	11:52	11:56	12:00	12:07	12:10	12:17	12:23
PM Service — Servicio vespertino								
N6	12:16	12:22	12:26	12:30	12:37	12:40	12:47	12:53
N6	12:46	12:52	12:56	1:00	1:07	1:10	1:17	1:23
N6	1:16	1:22	1:26	1:30	1:37	1:40	1:47	1:53
N6	1:46	1:52	1:56	2:00	2:07	2:10	2:17	2:23
N6	2:16	2:22	2:26	2:30	2:37	2:40	2:47	2:53
N6	2:46	2:52	2:56	3:00	3:07	3:10	3:17	3:23
N6	3:18	3:24	3:28	3:31	3:38	3:41	3:47	3:52
N6	3:48	3:54	3:58	4:01	4:08	4:11	4:17	4:22
N6	4:18	4:24	4:28	4:31	4:38	4:41	4:47	4:52
N6	4:48	4:54	4:58	5:01	5:08	5:11	5:17	5:22
N6	5:18	5:24	5:28	5:31	5:38	5:41	5:47	5:52
N6	5:48	5:54	5:58	6:01	6:08	6:11	6:17	6:22
N6	6:18	6:24	6:28	6:31	6:38	6:41	6:47	6:52
N6	6:48	6:54	6:58	7:01	7:08	7:11	7:17	7:22
N6	7:28	7:34	7:38	7:41	7:48	7:51	7:57	8:02
N6	8:12	8:18	8:22	8:25	8:32	8:35	8:41	8:46
N6	8:53	8:59	9:03	9:07	9:13	9:15	9:20	9:24
N6	9:33	9:39	9:43	9:47	9:53	9:55	10:00	10:04
N6	10:13	10:19	10:23	10:27	10:33	10:35	10:40	10:44

■ — *N6 eastbound trips operate in a clockwise loop via Idaho, Cathedral, New Mexico, and Nebraska Avenues and serve the same stops as westbound trips.*

N2,3,4,6
Massachusetts Avenue Line

Sunday Westbound — En domingo con dirección al oeste

Route Number	17th St. (E) & I St. NW (Farragut N & W) Metro	Massachusetts Ave. & 20th St. NW (Dupont Circle) Metro	Massachusetts & Wisconsin Aves. NW	4201 Massachusetts Ave. NW (Berkshire Apts.)	Cathedral & New Mexico Aves. NW (Wesley Heights)	Massachusetts Ave. & Ward Circle NW (American University)	Westmoreland Circle NW	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino								
N6	6:39	6:47	6:53	6:55	6:59	7:02	7:06	7:10
N6	7:19	7:27	7:33	7:35	7:39	7:42	7:46	7:50
N6	7:59	8:07	8:13	8:15	8:19	8:22	8:26	8:30
N6	8:36	8:45	8:53	8:56	9:01	9:05	9:09	9:14
N6	9:16	9:25	9:33	9:36	9:41	9:45	9:49	9:54
N6	9:56	10:05	10:13	10:16	10:21	10:25	10:29	10:34
N6	10:30	10:39	10:47	10:50	10:55	10:59	11:03	11:08
N6	11:00	11:09	11:17	11:20	11:25	11:29	11:33	11:38
N6	11:30	11:39	11:47	11:50	11:55	11:59	12:03	12:08
PM Service — Servicio vespertino								
N6	12:00	12:09	12:17	12:20	12:25	12:29	12:33	12:38
N6	12:30	12:39	12:47	12:50	12:55	12:59	1:03	1:08
N6	1:00	1:09	1:17	1:20	1:25	1:29	1:33	1:38
N6	1:30	1:39	1:47	1:50	1:55	1:59	2:03	2:08
N6	2:00	2:09	2:17	2:20	2:25	2:29	2:33	2:38
N6	2:30	2:39	2:47	2:50	2:55	2:59	3:03	3:08
N6	3:00	3:09	3:17	3:20	3:25	3:29	3:33	3:38
N6	3:30	3:39	3:47	3:50	3:55	3:59	4:03	4:08
N6	4:00	4:09	4:17	4:20	4:25	4:29	4:33	4:38
N6	4:30	4:39	4:47	4:50	4:55	4:59	5:03	5:08
N6	5:00	5:09	5:17	5:20	5:25	5:29	5:33	5:38
N6	5:30	5:39	5:47	5:50	5:55	5:59	6:03	6:08
N6	6:00	6:09	6:17	6:20	6:25	6:29	6:33	6:38
N6	6:30	6:39	6:47	6:50	6:55	6:59	7:03	7:08
N6	7:00	7:09	7:17	7:20	7:25	7:29	7:33	7:38
N6	7:30	7:39	7:47	7:50	7:55	7:59	8:03	8:08
N6	8:10	8:19	8:27	8:30	8:35	8:39	8:43	8:48
N6	8:50	8:59	9:07	9:10	9:15	9:19	9:23	9:28
N6	9:30	9:38	9:46	9:48	9:51	9:54	9:57	10:01
N6	10:10	10:18	10:26	10:28	10:31	10:34	10:37	10:41
N6	10:50	10:58	11:06	11:08	11:11	11:14	11:17	11:21

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

METROBUS - DC

P1,2,6

Anacostia-Eckington Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Anacostia station
Navy Yard
Capitol Hill (P6)
Navy Yard station (P1,2)
Waterside Mall (P1,2)
Archives
Potomac Park/State Dept. (P1)
Metro Center station (P6)
Chinatown (P6)
Edgewood (P6)
Rhode Island Ave-Brentwood station (P6)

Schedule 6-29-03 Reprinted 9-1-06

INFORMATION ANYTIME 202-637-7000

TTY 202-638-3780

Metro opens doors

MetroOpensDoors.com

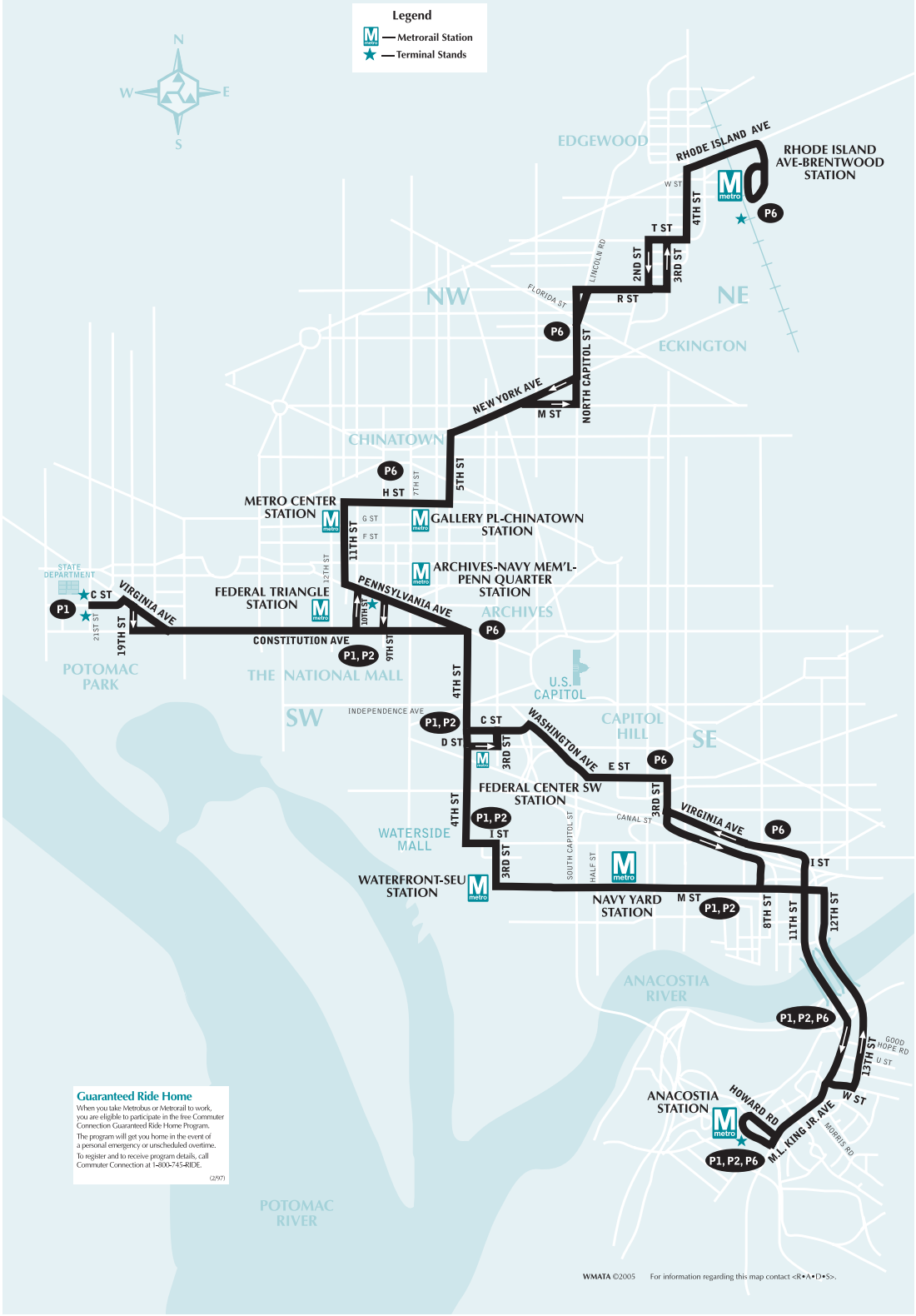
Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Anacostia-Eckington Line

Routes P1, 2, 6

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



P1,2,6

Anacostia-Eckington Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Anacostia	M & 8th Sts. SE (Navy Yard)	I & 8th Sts. SE (Navy Yard)	M & Half Sts SE (Navy Yard)	C & 3rd Sts. SW #	D & 3rd Sts. SW (Federal Center SW)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	Constitution Ave. & 10th St. NW	C & 21st Sts. NW (POTOMAC PARK)	H & 7th Sts. NW (Gallery Pl - Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino														
P6	-	-	-	-	-	-	5:10	-	-	-	5:15	5:24	5:29	5:32
P6	-	-	-	-	-	-	5:30	-	-	-	5:35	5:44	5:49	5:52
P6	5:30	-	5:39	-	5:46	-	-	5:51	-	-	5:56	6:05	6:10	6:13
P6	5:50	-	5:59	-	6:06	-	-	6:11	-	-	6:16	6:25	6:30	6:33
P6	6:10	-	6:19	-	6:26	-	-	6:31	-	-	6:36	6:45	6:50	6:53
P6	6:25	-	6:35	-	6:42	-	-	6:49	-	-	6:54	7:04	7:10	7:13
P1	6:35	6:44	-	6:48	-	6:54	-	-	7:02	7:11	-	-	-	-
P6	6:45	-	6:55	-	7:02	-	-	7:09	-	-	7:14	7:24	7:30	7:33
P1	6:55	7:04	-	7:08	-	7:14	-	-	7:22	7:31	-	-	-	-
P6	7:05	-	7:16	-	7:23	-	-	7:30	-	-	7:36	7:47	7:54	7:57
P1	7:15	7:25	-	7:29	-	7:36	-	-	7:45	7:54	-	-	-	-
P6	7:25	-	7:36	-	7:43	-	-	7:50	-	-	7:56	8:07	8:14	8:17
P1	7:37	7:47	-	7:51	-	7:58	-	-	8:07	8:16	-	-	-	-
P6	7:45	-	7:56	-	8:03	-	-	8:10	-	-	8:16	8:27	8:34	8:37
P1	7:55	8:05	-	8:09	-	8:16	-	-	8:25	8:34	-	-	-	-
P6	8:05	-	8:16	-	8:23	-	-	8:30	-	-	8:36	8:47	8:54	8:57
P1	8:15	8:25	-	8:29	-	8:36	-	-	8:45	8:54	-	-	-	-
P6	8:25	-	8:36	-	8:43	-	-	8:50	-	-	8:56	9:07	9:14	9:17
P1	8:35	8:45	-	8:49	-	8:56	-	-	9:05	9:14	-	-	-	-
P6	8:45	-	8:56	-	9:03	-	-	9:10	-	-	9:16	9:27	9:34	9:37
P1	9:00	9:10	-	9:14	-	9:21	-	-	9:30	9:39	-	-	-	-
P6	9:15	-	9:25	-	9:33	-	-	9:40	-	-	9:47	9:58	10:04	10:08
P2	9:25	9:35	-	9:39	-	9:45	9:53	-	-	-	-	-	-	-
P6	9:45	-	9:55	-	10:03	-	-	10:10	-	-	10:17	10:28	10:34	10:38
P2	9:57	10:07	-	10:11	-	10:17	10:25	-	-	-	-	-	-	-
P6	10:15	-	10:25	-	10:33	-	-	10:40	-	-	10:47	10:58	11:04	11:08
P2	10:27	10:37	-	10:41	-	10:47	10:55	-	-	-	-	-	-	-
P6	10:45	-	10:55	-	11:03	-	-	11:10	-	-	11:17	11:28	11:34	11:38
P2	10:57	11:07	-	11:11	-	11:17	11:25	-	-	-	-	-	-	-
P6	11:15	-	11:25	-	11:33	-	-	11:40	-	-	11:47	11:58	12:04	12:08
P2	11:27	11:37	-	11:41	-	11:47	11:55	-	-	-	-	-	-	-
P6	11:45	-	11:55	-	12:03	-	-	12:10	-	-	12:17	12:28	12:34	12:38
P2	11:57	12:07	-	12:11	-	12:18	12:26	-	-	-	-	-	-	-

❍ — *Trip operates Friday only.*
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Northbound —
Entre semana con dirección al norte

Route Number	Anacostia Metro	M & 8th Sts. SE (Navy Yard)	I & 8th Sts. SE (Navy Yard)	M & Half Sts SE (Navy Yard) Metro	C & 3rd Sts. SW #	D & 3rd Sts. SW (Federal Center SW) Metro	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	Constitution Ave. & 10th St. NW	C & 21st Sts. NW (POTOMAC PARK)	H & 7th Sts. NW (Gallery Pl - Chinatown) Metro	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD Metro
PM Service — Servicio vespertino														
P6	12:15	-	12:25	-	12:33	-	-	12:39	-	-	12:45	12:56	1:02	1:05
P2	12:27	12:37	-	12:41	-	12:48	12:56	-	-	-	-	-	-	-
P6	12:45	-	12:55	-	1:03	-	-	1:09	-	-	1:15	1:26	1:32	1:35
P2	12:58	1:08	-	1:12	-	1:19	1:27	-	-	-	-	-	-	-
P6	1:15	-	1:25	-	1:33	-	-	1:39	-	-	1:45	1:56	2:02	2:05
P2	1:28	1:38	-	1:42	-	1:49	1:57	-	-	-	-	-	-	-
P6	1:45	-	1:55	-	2:03	-	-	2:09	-	-	2:15	2:26	2:32	2:35
P2	1:59	2:09	-	2:13	-	2:20	2:28	-	-	-	-	-	-	-
P6	2:15	-	2:25	-	2:33	-	-	2:39	-	-	2:45	2:56	3:02	3:05
P2	2:30	2:40	-	2:44	-	2:51	2:59	-	-	-	-	-	-	-
P6	2:37	-	2:47	-	2:55	-	-	3:01	-	-	3:07	3:18	3:24	3:27
P6	2:52	-	3:02	-	3:10	-	-	3:16	-	-	3:22	3:33	3:39	3:42
P6	3:02	-	3:12	-	3:20	-	-	3:26	-	-	3:32	3:43	3:49	3:52
P2	3:06	3:16	-	3:20	-	3:27	3:35	-	-	-	-	-	-	-
P6	3:15	-	3:26	-	3:34	-	-	3:40	-	-	3:47	3:58	4:04	4:08
P6	3:33	-	3:44	-	3:52	-	-	3:58	-	-	4:05	4:16	4:22	4:26
P2	3:43	3:54	-	3:58	-	4:06	4:14	-	-	-	-	-	-	-
P6	3:53	-	4:04	-	4:12	-	-	4:18	-	-	4:25	4:36	4:42	4:46
P6	4:14	-	4:26	-	4:34	-	-	4:40	-	-	4:46	4:57	5:03	5:07
P2	4:23	4:35	-	4:39	-	4:46	4:54	-	-	-	-	-	-	-
P6	4:34	-	4:46	-	4:54	-	-	5:00	-	-	5:06	5:17	5:23	5:27
P6	4:54	-	5:06	-	5:14	-	-	5:20	-	-	5:26	5:37	5:43	5:47
P2	5:03	5:15	-	5:19	-	5:26	5:34	-	-	-	-	-	-	-
P6	5:14	-	5:26	-	5:34	-	-	5:40	-	-	5:46	5:57	6:03	6:07
P6	5:34	-	5:46	-	5:54	-	-	6:00	-	-	6:06	6:17	6:23	6:27
P2	5:45	5:57	-	6:01	-	6:08	6:16	-	-	-	-	-	-	-
P6	5:57	-	6:06	-	6:16	-	-	6:22	-	-	6:28	6:38	6:44	6:47
P6	6:20	-	6:29	-	6:39	-	-	6:45	-	-	6:51	7:01	7:07	7:10
P2	6:25	6:35	-	6:39	-	6:45	6:53	-	-	-	-	-	-	-
P6	6:45	-	6:54	-	7:04	-	-	7:10	-	-	7:16	7:26	7:32	7:35
P2	7:00	7:10	-	7:14	-	7:20	7:28	-	-	-	-	-	-	-
P6	7:14	-	7:24	-	7:31	-	-	7:37	-	-	7:42	7:53	7:59	8:02
P6	7:48	-	7:58	-	8:05	-	-	8:11	-	-	8:16	8:27	8:33	8:36
P6	8:22	-	8:32	-	8:39	-	-	8:45	-	-	8:50	9:01	9:07	9:10
P6	8:57	-	9:07	-	9:14	-	-	9:20	-	-	9:25	9:36	9:42	9:45
P6	9:31	-	9:41	-	9:48	-	-	9:54	-	-	9:59	10:10	10:16	10:19
P6	10:05	-	10:15	-	10:22	-	-	10:28	-	-	10:33	10:44	10:50	10:53
P6	10:40	-	10:49	-	10:57	-	-	11:03	-	-	11:07	11:15	11:20	11:22
P6	11:14	-	11:23	-	11:31	-	-	11:37	-	-	11:41	11:49	11:54	11:56
P6	11:44	-	11:53	-	12:01	-	-	12:07	-	-	12:11	12:19	12:24	12:26
After Midnight Service — Servicio después de la medianoche														
❍ **P6**	-	-	-	-	-	-	12:37	-	-	-	12:41	12:49	12:54	12:56
❍ **P6**	-	-	-	-	-	-	1:07	-	-	-	1:11	1:19	1:24	1:26
❍ **P6**	-	-	-	-	-	-	1:37	-	-	-	1:41	1:49	1:54	1:56
❍ **P6**	-	-	-	-	-	-	2:07	-	-	-	2:11	2:19	2:24	2:26
❍ **P6**	-	-	-	-	-	-	3:07	-	-	-	3:11	3:19	3:24	3:26

❍ — *Trip operates Friday only.*
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 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	C & 21st Sts. NW (Potomac Park)	Rhode Island Ave-Brentwood M metro	4th & W Sts. NE (Edgewood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown) M metro	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	D & 3rd Sts. SW (Federal Center SW) M metro	C & 3rd Sts. SW #	M & Half Sts. SE (Navy Yard) M metro	M & 9th Sts. SE (Navy Yard)	ANACOSTIA M metro
AM Service — Servicio matutino												
P6/	-	5:00	5:04	5:09	5:18	5:24	-	-	-	-	-	-
P6	-	5:19	5:23	5:28	5:37	-	5:41	-	5:46	-	5:56	6:02
P6	-	5:40	5:44	5:50	5:59	-	6:03	-	6:08	-	6:19	6:26
P6	-	6:05	6:09	6:15	6:24	-	6:28	-	6:33	-	6:44	6:51
P6	-	6:25	6:29	6:36	6:47	-	6:53	-	7:00	-	7:11	7:18
P6	-	6:45	6:49	6:56	7:07	-	7:13	-	7:20	-	7:31	7:38
P6	-	7:05	7:09	7:16	7:27	-	7:33	-	7:40	-	7:51	7:58
P6	-	7:25	7:29	7:36	7:47	-	7:53	-	8:00	-	8:11	8:18
P6	-	7:40	7:44	7:51	8:02	-	8:08	-	8:15	-	8:26	8:33
P6	-	7:55	7:59	8:06	8:17	-	8:23	-	8:30	-	8:41	8:48
P6	-	8:10	8:14	8:21	8:32	-	8:38	-	8:45	-	8:56	9:03
P6	-	8:26	8:30	8:37	8:47	-	8:53	-	9:01	-	9:11	9:18
P6	-	8:45	8:49	8:56	9:06	-	9:12	-	9:20	-	9:30	9:37
P2	-	-	-	-	-	9:26	-	9:34	-	9:41	9:45	9:52
P6	-	9:05	9:09	9:16	9:26	-	9:32	-	9:40	-	9:50	9:57
P6	-	9:25	9:29	9:36	9:46	-	9:52	-	10:00	-	10:10	10:17
P2	-	-	-	-	-	9:57	-	10:05	-	10:12	10:16	10:23
P6	-	9:46	9:50	9:57	10:07	-	10:13	-	10:21	-	10:31	10:38
P2	-	-	-	-	-	10:28	-	10:36	-	10:43	10:47	10:54
P6	-	10:16	10:20	10:27	10:37	-	10:43	-	10:51	-	11:01	11:08
P2	-	-	-	-	-	10:58	-	11:06	-	11:13	11:17	11:24
P6	-	10:46	10:50	10:57	11:07	-	11:13	-	11:21	-	11:31	11:38
P2	-	-	-	-	-	11:28	-	11:36	-	11:43	11:47	11:54
P6	-	11:16	11:20	11:27	11:37	-	11:43	-	11:51	-	12:01	12:08
P2	-	-	-	-	-	11:58	-	12:06	-	12:13	12:17	12:24
P6	-	11:46	11:50	11:57	12:07	-	12:13	-	12:21	-	12:31	12:38

❍ — *Trip operates Friday only.*
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 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Weekday Southbound —
Entre semana con dirección al sur

Route Number	C & 21st Sts. NW (Potomac Park)	Rhode Island Ave-Brentwood (Metro)	4th & W Sts. NE (Edgewood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown) (Metro)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	D & 3rd Sts. SW (Federal Center SW) (Metro)	C & 3rd Sts. SW #	M & Half Sts. SE (Navy Yard) (Metro)	M & 9th Sts. SE (Navy Yard)	ANACOSTIA (Metro)
PM Service — Servicio vespertino												
P2	-	-	-	-	-	12:29	-	12:37	-	12:44	12:48	12:55
P6	-	12:16	12:20	12:27	12:37	-	12:43	-	12:51	-	1:01	1:08
P2	-	-	-	-	-	12:59	-	1:07	-	1:14	1:18	1:25
P6	-	12:46	12:50	12:57	1:07	-	1:13	-	1:21	-	1:31	1:38
P2	-	-	-	-	-	1:30	-	1:38	-	1:45	1:49	1:56
P6	-	1:16	1:20	1:27	1:37	-	1:43	-	1:51	-	2:01	2:08
P2	-	-	-	-	-	2:00	-	2:08	-	2:15	2:19	2:26
P6	-	1:46	1:50	1:57	2:07	-	2:13	-	2:21	-	2:31	2:38
P2	-	-	-	-	-	2:31	-	2:39	-	2:46	2:50	2:57
P6	-	2:16	2:20	2:27	2:37	-	2:43	-	2:51	-	3:01	3:08
P2	-	-	-	-	-	3:02	-	3:10	-	3:17	3:21	3:28
P6	-	2:43	2:48	2:55	3:03	-	3:09	-	3:17	-	3:29	3:38
P2	-	-	-	-	-	3:24	-	3:33	-	3:40	3:45	3:54
P6	-	3:13	3:18	3:25	3:33	-	3:39	-	3:47	-	3:59	4:08
P2	-	-	-	-	-	3:48	-	3:57	-	4:04	4:09	4:18
P6	-	3:33	3:38	3:45	3:53	-	3:59	-	4:07	-	4:19	4:28
P1	3:56	-	-	-	-	4:07	-	4:16	-	4:24	4:29	4:38
P6	-	3:53	3:57	4:04	4:13	-	4:21	-	4:29	-	4:39	4:48
P1	4:16	-	-	-	-	4:27	-	4:36	-	4:44	4:49	4:58
P6	-	4:13	4:17	4:24	4:33	-	4:41	-	4:49	-	4:59	5:08
P1	4:36	-	-	-	-	4:47	-	4:56	-	5:04	5:09	5:18
P6	-	4:33	4:37	4:44	4:53	-	5:01	-	5:09	-	5:19	5:28
P1	4:56	-	-	-	-	5:07	-	5:16	-	5:24	5:29	5:38
P6	-	4:53	4:57	5:04	5:13	-	5:21	-	5:29	-	5:39	5:48
P1	5:16	-	-	-	-	5:27	-	5:36	-	5:44	5:49	5:58
P6	-	5:13	5:17	5:24	5:33	-	5:41	-	5:49	-	5:59	6:08
P1	5:43	-	-	-	-	5:52	-	6:00	-	6:07	6:11	6:18
P6	-	5:38	5:42	5:49	5:58	-	6:05	-	6:12	-	6:21	6:28
P6	-	5:56	6:00	6:07	6:16	-	6:23	-	6:30	-	6:39	6:46
P2	-	-	-	-	-	6:28	-	6:36	-	6:43	6:47	6:54
P6	-	6:19	6:23	6:30	6:39	-	6:46	-	6:53	-	7:02	7:09
P2	-	-	-	-	-	7:00	-	7:08	-	7:15	7:19	7:26
P6	-	6:53	6:57	7:04	7:13	-	7:20	-	7:27	-	7:36	7:43
P2	-	-	-	-	-	7:35	-	7:43	-	7:50	7:54	8:01
P6	-	7:27	7:31	7:38	7:47	-	7:54	-	8:01	-	8:10	8:17
P6	-	8:07	8:11	8:16	8:25	-	8:31	-	8:37	-	8:46	8:52
P6	-	8:41	8:45	8:50	8:59	-	9:05	-	9:11	-	9:20	9:26
P6	-	9:15	9:19	9:24	9:33	-	9:39	-	9:45	-	9:54	10:00
P6	-	9:50	9:54	9:59	10:08	-	10:14	-	10:20	-	10:29	10:35
P6	-	10:24	10:28	10:33	10:42	-	10:48	-	10:54	-	11:03	11:09
P6	-	10:58	11:02	11:07	11:14	-	11:19	-	11:26	-	11:33	11:39
P6	-	11:27	11:31	11:36	11:43	-	11:48	-	11:55	-	12:02	12:08
After Midnight Service — Servicio después de la medianoche												
P6/	-	12:01	12:05	12:10	12:17	12:24	-	-	-	-	-	-
P6/	-	12:31	12:35	12:40	12:47	12:54	-	-	-	-	-	-
❍ **P6/**	-	1:01	1:05	1:10	1:17	1:24	-	-	-	-	-	-
❍ **P6/**	-	1:31	1:35	1:40	1:47	1:54	-	-	-	-	-	-
❍ **P6/**	-	2:01	2:05	2:10	2:17	2:24	-	-	-	-	-	-
❍ **P6/**	-	2:31	2:35	2:40	2:47	2:54	-	-	-	-	-	-

❍ — Trip operates Friday only.
Los autobuses funcionan solamente el viernes.

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Saturday Northbound —
En sábados con dirección al norte

Route Number	Anacostia	I & 8th Sts. SE (Navy Yard)	C & 3rd Sts. SW #	10th St. & Pennsylvania Ave. NW (Archives)	Pennsylvania Ave. & 10th St. NW (Archives)	H & 7th Sts. NW (Gallery Pl - Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino									
P6	-	-	-	5:48	-	5:52	6:02	6:07	6:10
P6	-	-	-	6:18	-	6:22	6:32	6:37	6:40
P6	-	-	-	6:48	-	6:52	7:02	7:07	7:10
P6	-	-	-	7:18	-	7:23	7:33	7:39	7:43
P6	-	-	-	7:48	-	7:53	8:03	8:09	8:13
P6	-	-	-	8:08	-	8:13	8:23	8:29	8:33
P6	8:12	8:22	8:30	-	8:36	8:41	8:51	8:57	9:01
P6	8:42	8:52	9:00	-	9:06	9:11	9:21	9:27	9:31
P6	9:12	9:22	9:30	-	9:36	9:41	9:51	9:57	10:01
P6	9:42	9:52	10:00	-	10:06	10:11	10:21	10:27	10:31
P6	10:12	10:22	10:30	-	10:36	10:41	10:51	10:57	11:01
P6	10:42	10:52	11:00	-	11:06	11:11	11:21	11:27	11:31
P6	11:12	11:22	11:30	-	11:36	11:41	11:51	11:58	12:02
P6	11:42	11:52	12:00	-	12:06	12:11	12:21	12:28	12:32
PM Service — Servicio vespertino									
P6	12:12	12:22	12:30	-	12:36	12:41	12:51	12:58	1:02
P6	12:42	12:52	1:00	-	1:06	1:11	1:21	1:28	1:32
P6	1:12	1:22	1:30	-	1:36	1:41	1:51	1:58	2:02
P6	1:42	1:52	2:00	-	2:06	2:11	2:21	2:28	2:32
P6	2:12	2:22	2:30	-	2:36	2:41	2:51	2:58	3:02
P6	2:42	2:52	3:00	-	3:06	3:11	3:21	3:28	3:32
P6	3:12	3:22	3:30	-	3:36	3:41	3:51	3:58	4:02
P6	3:42	3:52	4:00	-	4:06	4:11	4:21	4:28	4:32
P6	4:12	4:22	4:30	-	4:36	4:41	4:51	4:58	5:02
P6	4:42	4:52	5:00	-	5:06	5:11	5:21	5:28	5:32
P6	5:12	5:22	5:30	-	5:36	5:41	5:51	5:58	6:02
P6	5:42	5:52	6:00	-	6:06	6:11	6:21	6:28	6:32
P6	6:10	6:19	6:27	-	6:32	6:37	6:46	6:51	6:55
P6	6:42	6:51	6:59	-	7:04	7:09	7:18	7:23	7:27
P6	7:15	7:24	7:32	-	7:37	7:42	7:51	7:56	8:00
P6	7:48	7:57	8:05	-	8:10	8:15	8:24	8:29	8:33
P6	8:21	8:30	8:38	-	8:43	8:48	8:57	9:02	9:06
P6	8:54	9:03	9:11	-	9:16	9:21	9:30	9:35	9:39
P6	9:29	9:36	9:43	-	9:47	9:51	10:01	10:06	10:09
P6	10:01	10:08	10:15	-	10:19	10:23	10:33	10:38	10:41
P6	10:34	10:41	10:48	-	10:52	10:56	11:06	11:11	11:14
P6	11:05	11:12	11:19	-	11:23	11:27	11:37	11:42	11:45
P6	11:36	11:43	11:50	-	11:54	11:58	12:08	12:13	12:16
After Midnight Service — Servicio después de la medianoche									
P6	-	-	-	12:24	-	12:28	12:38	12:43	12:46
P6	-	-	-	12:54	-	12:58	1:08	1:13	1:16
P6	-	-	-	1:24	-	1:28	1:38	1:43	1:46
P6	-	-	-	1:54	-	1:58	2:08	2:13	2:16
P6	-	-	-	2:54	-	2:58	3:08	3:13	3:16

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Saturday Southbound —
En sábados con dirección al sur

Route Number	Rhode Island Ave-Brentwood (Metro)	4th & W Sts. NE (Edgewood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown) (Metro)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	C & 3rd Sts. SW #	M & 9th Sts. SE (Navy Yard)	ANACOSTIA (Metro)
AM Service — Servicio matutino									
P6/	5:20	5:23	5:27	5:36	5:42	-	-	-	-
P6/	5:50	5:53	5:57	6:06	6:12	-	-	-	-
P6/	6:20	6:23	6:27	6:36	6:42	-	-	-	-
P6/	6:50	6:53	6:57	7:06	7:12	-	-	-	-
P6/	7:20	7:23	7:27	7:36	7:42	-	-	-	-
P6	7:48	7:52	7:58	8:07	-	8:11	8:17	8:25	8:32
P6	8:18	8:22	8:28	8:37	-	8:41	8:47	8:55	9:02
P6	8:48	8:52	8:58	9:07	-	9:11	9:17	9:25	9:32
P6	9:18	9:22	9:28	9:37	-	9:41	9:47	9:55	10:02
P6	9:48	9:52	9:58	10:07	-	10:11	10:17	10:25	10:32
P6	10:18	10:22	10:28	10:37	-	10:41	10:47	10:55	11:02
P6	10:46	10:50	10:56	11:06	-	11:11	11:18	11:27	11:34
P6	11:16	11:20	11:26	11:36	-	11:41	11:48	11:57	12:04
P6	11:46	11:50	11:56	12:06	-	12:11	12:18	12:27	12:34
PM Service — Servicio vespertino									
P6	12:16	12:20	12:26	12:36	-	12:41	12:48	12:57	1:04
P6	12:46	12:50	12:56	1:06	-	1:11	1:18	1:27	1:34
P6	1:16	1:20	1:26	1:36	-	1:41	1:48	1:57	2:04
P6	1:46	1:50	1:56	2:06	-	2:11	2:18	2:27	2:34
P6	2:16	2:20	2:26	2:36	-	2:41	2:48	2:57	3:04
P6	2:46	2:50	2:56	3:06	-	3:11	3:18	3:27	3:34
P6	3:16	3:20	3:26	3:36	-	3:41	3:48	3:57	4:04
P6	3:46	3:50	3:56	4:06	-	4:11	4:18	4:27	4:34
P6	4:16	4:20	4:26	4:36	-	4:41	4:48	4:57	5:04
P6	4:46	4:50	4:56	5:06	-	5:11	5:18	5:27	5:34
P6	5:16	5:20	5:26	5:36	-	5:41	5:48	5:57	6:04
P6	5:49	5:53	5:59	6:09	-	6:14	6:21	6:30	6:37
P6	6:22	6:26	6:32	6:42	-	6:47	6:54	7:03	7:10
P6	7:00	7:03	7:08	7:18	-	7:22	7:28	7:36	7:43
P6	7:33	7:36	7:41	7:51	-	7:55	8:01	8:09	8:16
P6	8:06	8:09	8:14	8:24	-	8:28	8:34	8:42	8:49
P6	8:39	8:42	8:47	8:57	-	9:01	9:07	9:15	9:22
P6	9:12	9:15	9:20	9:30	-	9:34	9:40	9:48	9:55
P6	9:46	9:49	9:54	10:03	-	10:07	10:12	10:20	10:26
P6	10:17	10:20	10:25	10:34	-	10:38	10:43	10:51	10:57
P6	10:48	10:51	10:56	11:05	-	11:09	11:14	11:22	11:28
P6	11:19	11:22	11:27	11:36	-	11:40	11:45	11:53	11:59
P6/	11:50	11:53	11:58	12:07	12:13	-	-	-	-
After Midnight Service — Servicio después de la medianoche									
P6/	12:20	12:23	12:28	12:37	12:43	-	-	-	-
P6/	12:50	12:53	12:58	1:07	1:13	-	-	-	-
P6/	1:20	1:23	1:28	1:37	1:43	-	-	-	-
P6/	1:50	1:53	1:58	2:07	2:13	-	-	-	-
P6/	2:20	2:23	2:28	2:37	2:43	-	-	-	-

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Sunday Northbound —
En domingo con dirección al norte

Route Number	Anacostia	I & 8th Sts. SE (Navy Yard)	C & 3rd Sts. SW #	10th St. & Pennsylvania Ave. NW (Archives)	Pennsylvania Ave. & 10th St. NW (Archives)	H & 7th Sts. NW (Gallery Pl-Chinatown)	North Capitol St. & Florida Ave. NE	4th & W Sts. NE (Edgewood)	RHODE ISLAND AVE-BRENTWOOD
AM Service — Servicio matutino									
P6	-	-	-	6:50	-	6:54	7:04	7:09	7:12
P6	-	-	-	7:20	-	7:24	7:34	7:39	7:42
P6	-	-	-	7:50	-	7:54	8:04	8:09	8:12
P6	8:01	8:09	8:16	-	8:20	8:24	8:34	8:39	8:42
P6	8:35	8:44	8:52	-	8:57	9:01	9:11	9:16	9:19
P6	9:10	9:19	9:27	-	9:32	9:36	9:46	9:51	9:54
P6	9:45	9:54	10:02	-	10:07	10:11	10:21	10:26	10:29
P6	10:20	10:29	10:37	-	10:42	10:46	10:56	11:01	11:04
P6	10:55	11:04	11:12	-	11:17	11:21	11:31	11:36	11:39
P6	11:30	11:39	11:47	-	11:52	11:56	12:06	12:11	12:14
PM Service — Servicio vespertino									
P6	12:05	12:14	12:22	-	12:27	12:31	12:41	12:46	12:49
P6	12:40	12:49	12:57	-	1:02	1:06	1:16	1:21	1:24
P6	1:14	1:23	1:31	-	1:37	1:41	1:52	1:58	2:01
P6	1:50	1:59	2:07	-	2:13	2:17	2:28	2:34	2:37
P6	2:26	2:35	2:43	-	2:49	2:53	3:04	3:10	3:13
P6	3:02	3:11	3:19	-	3:25	3:29	3:40	3:46	3:49
P6	3:38	3:47	3:55	-	4:01	4:05	4:16	4:22	4:25
P6	4:14	4:23	4:31	-	4:37	4:41	4:52	4:58	5:01
P6	4:50	4:59	5:07	-	5:13	5:17	5:28	5:34	5:37
P6	5:26	5:35	5:43	-	5:49	5:53	6:02	6:07	6:10
P6	6:02	6:11	6:19	-	6:25	6:29	6:38	6:43	6:46
P6	6:38	6:47	6:55	-	7:01	7:05	7:14	7:19	7:22
P6	7:13	7:22	7:30	-	7:35	7:39	7:48	7:53	7:56
P6	7:46	7:55	8:03	-	8:08	8:12	8:21	8:26	8:29
P6	8:19	8:28	8:36	-	8:41	8:45	8:54	8:59	9:02
P6	8:52	8:59	9:06	-	9:10	9:14	9:23	9:28	9:31
P6	9:25	9:32	9:39	-	9:43	9:47	9:56	10:01	10:04
P6	9:58	10:05	10:12	-	10:16	10:20	10:29	10:34	10:37
P6	10:31	10:38	10:45	-	10:49	10:53	11:02	11:07	11:10
P6	11:04	11:11	11:18	-	11:22	11:26	11:35	11:40	11:43
P6	11:37	11:44	11:51	-	11:55	11:59	12:08	12:13	12:16

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

P1,2,6

Anacostia-Eckington Line

Sunday Southbound —
En domingo con dirección al sur

Route Number	Rhode Island Ave-Brentwood	4th & W Sts. NE (Edgewood)	North Capitol St. & Florida Ave. NW	H & 7th Sts. NW (Gallery Pl - Chinatown)	10th St. & Pennsylvania Ave. NW (ARCHIVES)	Pennsylvania Ave. & 10th St. NW (Archives)	C & 3rd Sts. SW #	M & 9th Sts. SE (Navy Yard)	ANACOSTIA
AM Service — Servicio matutino									
P6/	6:20	6:23	6:28	6:37	6:44	-	-	-	-
P6/	6:50	6:53	6:58	7:07	7:14	-	-	-	-
P6/	7:20	7:23	7:28	7:37	7:44	-	-	-	-
P6	7:50	7:53	7:58	8:07	-	8:12	8:17	8:23	8:28
P6	8:25	8:28	8:33	8:42	-	8:47	8:52	8:58	9:03
P6	8:51	8:55	9:00	9:09	-	9:16	9:23	9:31	9:37
P6	9:26	9:30	9:35	9:44	-	9:51	9:58	10:06	10:12
P6	10:01	10:05	10:10	10:19	-	10:26	10:33	10:41	10:47
P6	10:36	10:40	10:45	10:54	-	11:01	11:08	11:16	11:22
P6	11:11	11:15	11:20	11:29	-	11:36	11:43	11:51	11:57
P6	11:46	11:50	11:55	12:04	-	12:11	12:18	12:26	12:32
PM Service — Servicio vespertino									
P6	12:19	12:23	12:28	12:38	-	12:45	12:52	1:01	1:08
P6	12:55	12:59	1:04	1:14	-	1:21	1:28	1:37	1:44
P6	1:31	1:35	1:40	1:50	-	1:57	2:04	2:13	2:20
P6	2:07	2:11	2:16	2:26	-	2:33	2:40	2:49	2:56
P6	2:43	2:47	2:52	3:02	-	3:09	3:16	3:25	3:32
P6	3:19	3:23	3:28	3:38	-	3:45	3:52	4:01	4:08
P6	3:55	3:59	4:04	4:14	-	4:21	4:28	4:37	4:44
P6	4:31	4:35	4:40	4:50	-	4:57	5:04	5:13	5:20
P6	5:08	5:11	5:16	5:25	-	5:32	5:39	5:48	5:55
P6	5:43	5:46	5:51	6:00	-	6:07	6:14	6:23	6:30
P6	6:18	6:21	6:26	6:35	-	6:42	6:49	6:58	7:05
P6	6:55	6:58	7:03	7:12	-	7:18	7:24	7:32	7:38
P6	7:28	7:31	7:36	7:45	-	7:51	7:57	8:05	8:11
P6	8:01	8:04	8:09	8:18	-	8:24	8:30	8:38	8:44
P6	8:34	8:37	8:42	8:51	-	8:57	9:03	9:11	9:17
P6	9:07	9:10	9:15	9:24	-	9:30	9:36	9:44	9:50
P6	9:40	9:43	9:48	9:57	-	10:03	10:09	10:17	10:23
P6	10:13	10:16	10:21	10:30	-	10:36	10:42	10:50	10:56
P6	10:46	10:49	10:54	11:03	-	11:09	11:15	11:23	11:29
P6	11:19	11:22	11:27	11:36	-	11:42	11:48	11:56	12:02

 # — Federal Center SW Station is one block to the south, at 3rd & D Streets SW.

Note: For early morning and late night service between Anacostia and Archives, see timetable for Routes A42, A46, A48.

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

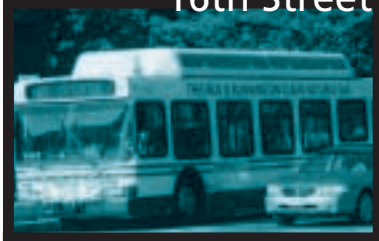
Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

S1
16th Street-Potomac Park Line
S2,4
16th Street Line



♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Silver Spring station (S2,4)
16th St. and Eastern Ave. N.W. (S2,4)
Alaska Ave. and Kalmia Rd. N.W. (S2)
Walter Reed Army Medical Center (S2,4)
Carter Barron Park & Ride Lot
McPherson Sq station (S2,4)
Metro Center station (S2,4)
Federal Triangle (S2,4)
(10th St. and Constitution Ave. N.W.)
Potomac Park/State Dept. (S1)

Schedule 3-29-09

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

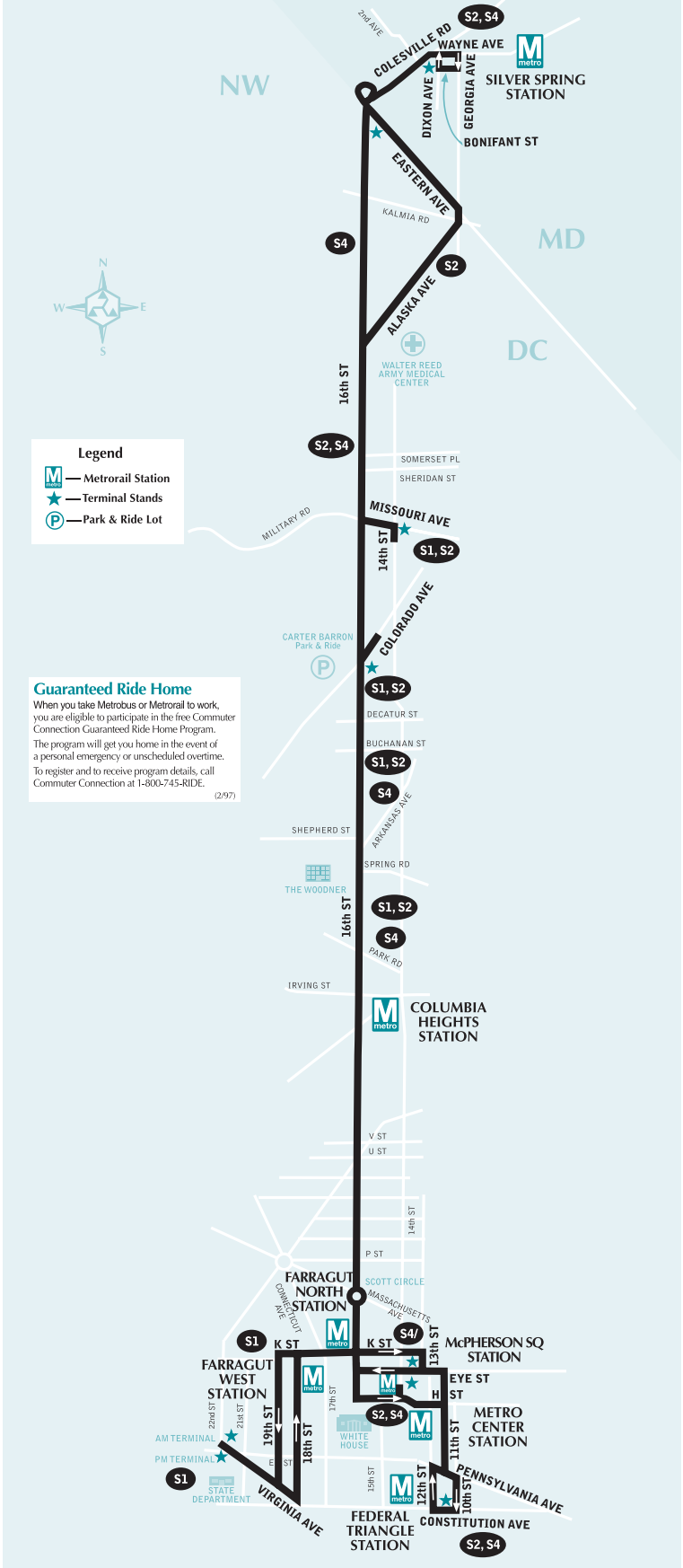
Metro opens doors
MetroOpensDoors.com

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

16th Street Line—Routes S2, S4
16th Street-Potomac Park Line—Route S1

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com



Legend
- Metrorail Station
- Terminal Stands
- Park & Ride Lot

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

 For information regarding this map contact <R•A•D•S>.

16th Street-Potomac Park Line

Monday thru Friday —
Lunes por Viernes
(except holidays - ex cepto los días festivos)

Southbound — Dirección al sur

Route Number	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	K St. & Connecti-cut Ave. NW (Farragut N & W)	Virginia Ave. & 22nd St. NW (PO-TOMAC PARK)
AM Service — Servicio matutino						
S1	5:50	5:55	6:01	6:04	6:10	6:17
S1	6:03	6:08	6:14	6:17	6:23	6:30
S1	6:18	6:24	6:30	6:35	6:41	6:50
S1	6:31	6:37	6:43	6:48	6:54	7:03
S1	6:43	6:49	6:55	7:00	7:06	7:15
S1	6:55	7:01	7:07	7:12	7:18	7:27
S1	7:05	7:11	7:17	7:22	7:28	7:37
S1	7:12	7:18	7:24	7:29	7:35	7:44
S1	7:17	7:23	7:30	7:35	7:41	7:51
S1	7:23	7:29	7:36	7:42	7:49	8:00
S1	7:28	7:34	7:41	7:47	7:54	8:05
S1	7:33	7:39	7:46	7:52	7:59	8:10
S1	7:38	7:44	7:51	7:57	8:04	8:15
S1	7:43	7:49	7:56	8:02	8:09	8:20
S1	7:48	7:54	8:01	8:07	8:14	8:25
S1	7:53	7:59	8:06	8:12	8:19	8:30
S1	7:58	8:04	8:11	8:17	8:24	8:35
S1	8:03	8:09	8:16	8:22	8:29	8:40
S1	8:08	8:14	8:21	8:27	8:34	8:45
S1	8:13	8:19	8:26	8:32	8:39	8:50
S1	8:18	8:24	8:31	8:37	8:44	8:55
S1	8:23	8:29	8:36	8:42	8:49	9:00
S1	8:28	8:34	8:41	8:47	8:54	9:05
S1	8:34	8:40	8:47	8:53	9:00	9:11
S1	8:42	8:48	8:55	9:00	9:07	9:18
S1	8:52	8:58	9:05	9:10	9:17	9:28
S1	9:07	9:13	9:20	9:25	9:32	9:43
S1	9:22	9:28	9:35	9:40	9:47	9:58

Northbound — Dirección al norte

Route Number	Virginia Ave. & E St. NW (Potomac Park)	K & 17th Sts. NW (Farragut N & W)	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buch-anan Sts. NW	Colorado Ave. & 16th St. NW ✖
PM Service — Servicio vespertino						
S1	3:58	4:08	4:17	4:22	4:29	4:32
S1	4:13	4:23	4:32	4:37	4:44	4:47
S1	4:28	4:38	4:47	4:52	4:59	5:02
S1	4:43	4:53	5:03	5:08	5:15	5:18
S1	4:58	5:08	5:18	5:23	5:30	5:33
S1	5:13	5:23	5:33	5:38	5:45	5:48
S1	5:28	5:38	5:48	5:53	6:00	6:03
S1	5:45	5:55	6:04	6:09	6:16	6:19
S1	6:03	6:13	6:22	6:27	6:34	6:37
S1	6:20	6:30	6:39	6:44	6:51	6:54
S1	6:40	6:50	6:59	7:04	7:11	7:14
S1	7:02	7:12	7:21	7:26	7:33	7:36

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (McPherson Sq)	I & 13th Sts. NW (MCPHERSON SQ)	14th & I Sts. NW (MCPHERSON SQ)	10th St. & Constitution Ave. NW (FEDERAL TRIANGLE)
AM Service — Servicio matutino													
S2	4:09	-	4:15	4:18	4:22	-	4:27	4:34	4:38	4:46	-	-	4:51
S4	4:26	4:32	-	-	4:37	-	4:42	4:49	4:53	5:01	-	-	5:06
S2	4:37	-	4:43	4:46	4:50	-	4:55	5:02	5:06	5:14	-	-	5:19
S4	4:48	4:54	-	-	4:59	-	5:04	5:11	5:15	5:23	-	-	5:28
S2	4:55	-	5:01	5:04	5:08	-	5:13	5:20	5:24	5:32	-	-	5:37
S4	5:05	5:11	-	-	5:16	-	5:21	5:28	5:32	5:40	-	-	5:45
S2	5:09	-	5:15	5:18	5:22	-	5:27	5:34	5:38	5:46	-	-	5:51
S4	5:17	5:23	-	-	5:28	-	5:33	5:40	5:44	5:52	-	-	5:57
S2	5:21	-	5:27	5:30	5:34	-	5:39	5:46	5:50	5:58	-	-	6:03
S4	5:29	5:35	-	-	5:40	-	5:45	5:52	5:56	6:04	-	-	6:09
S2/	-	-	5:39	5:42	5:46	-	5:51	5:58	6:02	-	-	6:10	-
S2	5:40	-	5:46	5:49	5:53	-	5:58	6:05	6:09	6:17	-	-	6:22
S4	5:49	5:55	-	-	6:00	-	6:05	6:12	6:16	6:24	-	-	6:29
S2	-	-	5:58	6:01	6:05	-	6:10	6:17	6:21	6:29	-	-	6:34
S2/	-	-	-	-	-	6:11	6:16	6:23	6:28	-	-	6:37	-
S2	5:59	-	6:06	6:10	6:16	-	6:21	6:28	6:33	6:42	-	-	6:48
S4	6:09	6:16	-	-	6:21	-	6:26	6:33	6:38	6:47	-	-	6:53
S2/	-	-	-	-	-	6:28	6:33	6:40	6:45	-	-	6:54	-
S2	6:15	-	6:22	6:26	6:32	-	6:37	6:44	6:49	6:58	-	-	7:04
S2/	-	-	-	-	-	6:36	6:42	6:49	6:55	-	-	7:04	-
S4	6:25	6:33	-	-	6:39	-	6:45	6:52	6:58	7:07	-	-	7:14
S2/	-	-	-	-	-	6:47	6:53	7:00	7:06	-	-	7:15	-
S2	6:32	-	6:40	6:44	6:50	-	6:56	7:03	7:09	7:18	-	-	7:25
S2/	-	-	-	-	-	6:55	7:01	7:08	7:14	-	-	7:23	-
S4	6:44	6:52	-	-	6:58	-	7:04	7:11	7:17	7:26	-	-	7:33
S2/	-	-	-	-	-	7:05	7:11	7:18	7:24	-	-	7:33	-
S2	6:50	-	6:58	7:02	7:08	-	7:14	7:22	7:28	7:38	-	-	7:45
S4	6:58	7:06	-	-	7:12	-	7:18	7:26	7:32	7:42	-	-	7:49
S2/	-	-	7:09	7:13	7:19	-	7:25	7:33	7:39	-	-	7:49	-
S2	7:06	-	7:14	7:18	7:24	-	7:30	7:38	7:45	7:55	-	-	8:03
S2/	-	-	-	-	-	7:29	7:35	7:43	7:50	-	-	8:00	-
S4	7:17	7:25	-	-	7:31	-	7:37	7:45	7:52	8:02	-	-	8:10
S2/	-	-	-	-	-	7:36	7:42	7:50	7:57	-	-	8:07	-
S2	7:21	-	7:29	7:33	7:39	-	7:45	7:53	8:00	8:10	-	-	8:18
S2/	-	-	-	-	-	7:44	7:50	7:58	8:05	-	-	8:15	-
S4	7:32	7:40	-	-	7:46	-	7:52	8:00	8:07	8:17	-	-	8:25
S2/	-	-	7:40	7:44	7:50	-	7:56	8:04	8:11	-	-	8:21	-
S2/	-	-	-	-	-	7:55	8:01	8:09	8:16	-	-	8:26	-
S2	7:39	-	7:47	7:51	7:57	-	8:03	8:11	8:18	8:28	-	-	8:36
S2/	-	-	-	-	-	8:01	8:07	8:15	8:22	-	-	8:32	-
S4	7:49	7:57	-	-	8:03	-	8:09	8:17	8:24	8:34	-	-	8:42
S2/	-	-	7:55	7:59	8:05	-	8:11	8:19	8:26	-	-	8:36	-
S2/	-	-	-	-	-	8:09	8:15	8:23	8:30	-	-	8:40	-
S2	7:53	-	8:01	8:05	8:11	-	8:17	8:25	8:32	8:42	-	-	8:50
S2/	-	-	-	-	-	8:15	8:21	8:29	8:36	-	-	8:46	-
S4	8:03	8:11	-	-	8:17	-	8:23	8:31	8:38	8:48	-	-	8:56
S2/	-	-	8:10	8:14	8:20	-	8:26	8:34	8:41	-	-	8:51	-
S2/	-	-	-	-	-	8:23	8:29	8:37	8:44	-	-	8:54	-
S2/	-	-	-	-	-	8:26	8:32	8:40	8:47	-	-	8:57	-
S2	8:09	-	8:17	8:21	8:27	-	8:33	8:41	8:48	8:58	-	-	9:06
S2/	-	-	-	-	-	8:30	8:36	8:44	8:51	-	-	9:01	-
S4	8:18	8:26	-	-	8:32	-	8:38	8:46	8:53	9:03	-	-	9:11
S2/	-	-	-	-	-	8:37	8:43	8:51	8:58	-	-	9:08	-
S2	8:26	-	8:33	8:37	8:41	-	8:46	8:54	9:00	9:12	-	-	9:20
S2/	-	-	-	-	-	8:44	8:50	8:58	9:04	-	-	9:16	-
S4	8:34	8:41	-	-	8:47	-	8:52	9:00	9:06	9:18	-	-	9:26
S2/	-	-	-	-	-	8:49	8:55	9:03	9:09	-	-	9:21	-
S2/	-	-	-	-	-	8:53	8:59	9:07	9:13	-	-	9:25	-
S2	8:41	-	8:48	8:52	8:56	-	9:01	9:09	9:15	9:27	-	-	9:35
S2/	-	-	-	-	-	9:00	9:06	9:14	9:20	-	-	9:32	-
S4	8:51	8:58	-	-	9:04	-	9:09	9:17	9:23	9:35	-	-	9:43
S2/	-	-	-	-	-	9:09	9:15	9:23	9:29	-	-	9:41	-

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (McPherson Sq)	I & 13th Sts. NW (MCPHERSON SQ)	14th & I Sts. NW (MCPHERSON SQ)	10th St. & Constitution Ave. NW (FEDERAL TRIANGLE)
AM Service — Servicio matutino													
S2	8:59	-	9:06	9:10	9:14	-	9:19	9:27	9:33	9:45	-	-	9:53
S2/	-	-	-	-	-	9:19	9:25	9:33	9:39	-	-	9:51	-
S4	9:10	9:17	-	-	9:23	-	9:28	9:36	9:42	9:54	-	-	10:02
S2/	-	-	-	-	-	9:29	9:35	9:43	9:49	-	-	10:01	-
S2	9:18	-	9:25	9:29	9:33	-	9:38	9:46	9:52	10:04	-	-	10:12
S2	-	-	-	-	-	9:40	9:46	9:54	10:00	10:12	-	-	10:20
S4	9:32	9:39	-	-	9:45	-	9:50	9:58	10:04	10:16	-	-	10:24
S2/	-	-	-	-	-	9:49	9:55	10:03	10:09	-	-	10:21	-
S2	9:39	-	9:46	9:50	9:54	-	9:59	10:07	10:13	10:25	-	-	10:33
S4	9:49	9:56	-	-	10:02	-	10:07	10:15	10:21	10:33	-	-	10:41
S2	9:55	-	10:02	10:06	10:10	-	10:15	10:23	10:29	10:41	-	-	10:49
S4	10:05	10:12	-	-	10:18	-	10:23	10:31	10:37	10:49	-	-	10:57
S2	10:11	-	10:18	10:22	10:26	-	10:31	10:39	10:45	10:57	-	-	11:05
S4	10:21	10:28	-	-	10:34	-	10:39	10:47	10:53	11:05	-	-	11:13
S2	10:27	-	10:34	10:38	10:42	-	10:47	10:55	11:01	11:13	-	-	11:21
S4	10:37	10:44	-	-	10:50	-	10:55	11:03	11:09	11:21	-	-	11:29
S2	10:43	-	10:50	10:54	10:58	-	11:03	11:11	11:17	11:29	-	-	11:37
S4	10:53	11:00	-	-	11:06	-	11:11	11:19	11:25	11:37	-	-	11:45
S2	10:59	-	11:06	11:10	11:14	-	11:19	11:27	11:33	11:45	-	-	11:53
S4	11:09	11:16	-	-	11:22	-	11:27	11:35	11:41	11:53	-	-	12:01
S2	11:15	-	11:22	11:26	11:30	-	11:35	11:43	11:49	12:01	-	-	12:09
S4	11:25	11:32	-	-	11:38	-	11:43	11:51	11:57	12:09	-	-	12:17
S2	11:31	-	11:38	11:42	11:46	-	11:51	11:59	12:05	12:17	-	-	12:25
S4	11:41	11:48	-	-	11:54	-	11:59	12:07	12:13	12:25	-	-	12:33
S2	11:47	-	11:54	11:58	12:02	-	12:07	12:15	12:21	12:33	-	-	12:41
S4	11:57	12:04	-	-	12:10	-	12:15	12:23	12:29	12:41	-	-	12:49
PM Service — Servicio vespertino													
S2	12:03	-	12:10	12:14	12:18	-	12:23	12:31	12:37	12:49	-	-	12:57
S4	12:13	12:20	-	-	12:26	-	12:31	12:39	12:45	12:57	-	-	1:05
S2	12:19	-	12:26	12:30	12:34	-	12:39	12:47	12:53	1:05	-	-	1:13
S4	12:29	12:36	-	-	12:42	-	12:47	12:55	1:01	1:13	-	-	1:21
S2	12:35	-	12:42	12:46	12:50	-	12:55	1:03	1:09	1:21	-	-	1:29
S4	12:45	12:52	-	-	12:58	-	1:03	1:11	1:17	1:29	-	-	1:37
S2	12:51	-	12:58	1:02	1:06	-	1:11	1:19	1:25	1:37	-	-	1:45
S4	1:00	1:07	-	-	1:13	-	1:18	1:26	1:32	1:44	-	-	1:52
S2	1:06	-	1:13	1:17	1:21	-	1:26	1:34	1:40	1:52	-	-	2:00
S4	1:16	1:23	-	-	1:29	-	1:34	1:42	1:48	2:00	-	-	2:08
S2	1:22	-	1:29	1:33	1:37	-	1:42	1:50	1:56	2:08	-	-	2:16
S4	1:32	1:39	-	-	1:45	-	1:50	1:58	2:04	2:16	-	-	2:24
S2	1:38	-	1:45	1:49	1:53	-	1:58	2:06	2:12	2:24	-	-	2:32
S4	1:48	1:55	-	-	2:01	-	2:06	2:14	2:20	2:32	-	-	2:40
S2	1:54	-	2:01	2:05	2:09	-	2:14	2:22	2:28	2:40	-	-	2:48
S4	2:03	2:10	-	-	2:16	-	2:21	2:29	2:35	2:47	-	-	2:55
S2	2:10	-	2:17	2:21	2:25	-	2:30	2:38	2:44	2:56	-	-	3:04
S4	2:20	2:27	-	-	2:33	-	2:38	2:46	2:52	3:04	-	-	3:12
S2	2:26	-	2:33	2:37	2:41	-	2:46	2:54	3:00	3:12	-	-	3:20
S4	2:35	2:42	-	-	2:48	-	2:53	3:01	3:07	3:19	-	-	3:27
S2	2:41	-	2:48	2:52	2:56	-	3:01	3:09	3:15	3:27	-	-	3:35
S4	2:51	2:58	-	-	3:04	-	3:09	3:17	3:23	3:35	-	-	3:43
S2	2:55	-	3:02	3:06	3:10	-	3:15	3:23	3:29	3:41	-	-	3:49
S4	3:05	3:12	-	-	3:18	-	3:23	3:31	3:37	3:49	-	-	3:57
S2	3:09	-	3:16	3:20	3:24	-	3:29	3:37	3:43	3:55	-	-	4:03
S2	3:17	-	3:26	3:29	3:34	-	3:40	3:48	3:54	4:06	-	-	4:14
S4	3:28	3:37	-	-	3:43	-	3:49	3:57	4:03	4:15	-	-	4:23
S2	3:36	-	3:45	3:48	3:53	-	3:59	4:07	4:13	4:25	-	-	4:33
S4	3:45	3:54	-	-	4:00	-	4:06	4:14	4:20	4:32	-	-	4:40
S2	-	-	-	-	-	4:06	4:11	4:19	4:25	4:37	-	-	4:45
S2	3:54	-	4:03	4:06	4:11	-	4:17	4:25	4:31	4:43	-	-	4:51
S4	4:00	4:09	-	-	4:15	-	4:21	4:29	4:35	4:47	-	-	4:55
S2	4:04	-	4:13	4:16	4:21	-	4:27	4:35	4:41	4:53	-	-	5:01
S4	4:10	4:19	-	-	4:25	-	4:31	4:39	4:45	4:57	-	-	5:05

16th Street Line

Weekday Southbound — Entre semana con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	14th St. & Missouri Ave. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts.NW (McPherson Sq)	I & 13th Sts. NW (MCPHERSON SQ)	14th & I Sts. NW (MCPHERSON SQ)	10th St. & Constitution Ave. NW (FEDERAL TRIANGLE)
PM Service — Servicio vespertino													
S2	-	-	-	-	-	4:31	4:36	4:44	4:50	5:02	-	-	5:10
S2	4:18	-	4:27	4:30	4:35	-	4:41	4:49	4:55	5:07	-	-	5:15
S4/	-	-	-	-	-	4:38	4:43	4:51	4:57	-	5:09	-	-
S4	4:28	4:37	-	-	4:43	-	4:49	4:57	5:03	5:15	-	-	5:23
S2	-	-	-	-	-	4:48	4:53	5:01	5:07	5:19	-	-	5:27
S2	4:34	-	4:43	4:46	4:51	-	4:57	5:05	5:11	5:23	-	-	5:31
S4/	-	-	-	-	-	4:55	5:00	5:08	5:14	-	5:26	-	-
S4	4:42	4:51	-	-	4:57	-	5:03	5:11	5:17	5:29	-	-	5:37
S4/	-	-	-	-	-	5:02	5:07	5:15	5:21	-	5:33	-	-
S2	4:47	-	4:56	4:59	5:04	-	5:10	5:18	5:24	5:36	-	-	5:44
S2	-	-	-	-	-	5:08	5:13	5:21	5:27	5:39	-	-	5:47
S4	4:56	5:05	-	-	5:11	-	5:17	5:25	5:31	5:43	-	-	5:51
S4/	-	-	-	-	-	5:15	5:20	5:28	5:34	-	5:46	-	-
S2	4:59	-	5:08	5:11	5:16	-	5:22	5:30	5:36	5:48	-	-	5:56
S4/	-	-	-	-	-	5:23	5:28	5:36	5:42	-	5:54	-	-
S4	5:09	5:18	-	-	5:24	-	5:30	5:38	5:44	5:56	-	-	6:04
S2	5:12	-	5:21	5:24	5:29	-	5:35	5:43	5:49	6:01	-	-	6:09
S4/	-	-	-	-	-	5:34	5:39	5:47	5:53	-	6:05	-	-
S4	5:20	5:29	-	-	5:35	-	5:41	5:49	5:55	6:07	-	-	6:15
S2	5:26	-	5:35	5:39	5:44	-	5:49	5:56	6:02	6:13	-	-	6:20
S4	5:36	5:45	-	-	5:50	-	5:55	6:02	6:08	6:19	-	-	6:26
S2	5:41	-	5:50	5:54	5:59	-	6:04	6:11	6:17	6:28	-	-	6:35
S4	5:49	5:58	-	-	6:03	-	6:08	6:15	6:21	6:32	-	-	6:39
S2	5:52	-	6:01	6:05	6:10	-	6:15	6:22	6:28	6:39	-	-	6:46
S4	6:02	6:11	-	-	6:16	-	6:21	6:28	6:34	6:45	-	-	6:52
S2	6:08	-	6:17	6:21	6:26	-	6:31	6:38	6:44	6:55	-	-	7:02
S4	6:19	6:28	-	-	6:33	-	6:38	6:45	6:51	7:02	-	-	7:09
S2	6:24	-	6:33	6:37	6:42	-	6:47	6:54	7:00	7:11	-	-	7:18
S4	6:34	6:43	-	-	6:48	-	6:53	7:00	7:06	7:17	-	-	7:24
S2	6:40	-	6:49	6:53	6:58	-	7:03	7:10	7:16	7:27	-	-	7:34
S4	6:52	7:01	-	-	7:06	-	7:11	7:18	7:24	7:35	-	-	7:42
S2	7:03	-	7:10	7:14	7:18	-	7:23	7:30	7:35	7:45	-	-	7:51
S4	7:16	7:23	-	-	7:28	-	7:33	7:40	7:45	7:55	-	-	8:01
S2	7:24	-	7:31	7:35	7:39	-	7:44	7:51	7:56	8:06	-	-	8:12
S4	7:37	7:44	-	-	7:49	-	7:54	8:01	8:06	8:16	-	-	8:22
S2	7:45	-	7:52	7:56	8:00	-	8:05	8:12	8:17	8:27	-	-	8:33
S4	7:57	8:04	-	-	8:09	-	8:14	8:21	8:26	8:36	-	-	8:42
S2	8:08	-	8:15	8:19	8:23	-	8:28	8:34	8:39	8:47	-	-	8:53
S4	8:20	8:27	-	-	8:32	-	8:37	8:43	8:48	8:56	-	-	9:02
S2	8:29	-	8:36	8:40	8:44	-	8:49	8:55	9:00	9:08	-	-	9:14
S4	8:41	8:48	-	-	8:53	-	8:58	9:04	9:09	9:17	-	-	9:23
S2	8:49	-	8:56	9:00	9:04	-	9:09	9:15	9:20	9:28	-	-	9:34
S4	9:01	9:08	-	-	9:13	-	9:18	9:24	9:29	9:37	-	-	9:43
S2	9:09	-	9:16	9:20	9:24	-	9:29	9:35	9:40	9:48	-	-	9:54
S4	9:21	9:28	-	-	9:33	-	9:38	9:44	9:49	9:57	-	-	10:03
S2	9:29	-	9:36	9:40	9:44	-	9:49	9:55	10:00	10:08	-	-	10:14
S4	9:49	9:55	-	-	10:00	-	10:04	10:09	10:13	10:20	-	-	10:26
S2	10:01	-	10:07	10:10	10:14	-	10:18	10:23	10:27	10:34	-	-	10:40
S4	10:09	10:15	-	-	10:20	-	10:24	10:29	10:33	10:40	-	-	10:46
S2	10:19	-	10:25	10:28	10:32	-	10:36	10:41	10:45	10:52	-	-	10:58
S4	10:31	10:37	-	-	10:42	-	10:46	10:51	10:55	11:02	-	-	11:08
S2	10:43	-	10:49	10:52	10:56	-	11:00	11:05	11:09	11:16	-	-	11:22
S4	11:02	11:08	-	-	11:13	-	11:17	11:22	11:26	11:33	-	-	11:39
S2	11:17	-	11:23	11:26	11:30	-	11:34	11:39	11:43	11:50	-	-	11:56
S4	11:45	11:51	-	-	11:55	-	11:58	12:03	12:07	12:14	-	-	12:19
After Midnight Service — Servicio después de la medianoche													
S2	12:09	-	12:15	12:17	12:21	-	12:24	12:29	12:33	12:40	-	-	12:45
S4	12:32	12:38	-	-	12:42	-	12:45	12:50	12:54	1:01	-	-	1:06
S2	1:04	-	1:10	1:12	1:16	-	1:19	1:24	1:28	1:35	-	-	1:40
❍ **S2**	1:37	-	1:43	1:45	1:49	-	1:52	1:57	2:01	2:08	-	-	2:13
❍ **S2**	2:29	-	2:35	2:37	2:41	-	2:44	2:49	2:53	3:00	-	-	3:05

❍ — *Trip operates Friday only. Los autobuses funcionan solamente el viernes.*

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) Ⓜ	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) Ⓜ
AM Service — Servicio matutino												
S2	4:42	-	4:50	4:58	5:02	5:08	-	5:12	5:17	5:20	-	5:23
S4	4:58	-	5:06	5:14	5:18	5:24	-	5:28	-	-	5:34	5:37
S2	5:12	-	5:20	5:28	5:32	5:38	-	5:42	5:47	5:50	-	5:53
S4	5:24	-	5:32	5:40	5:44	5:50	-	5:54	-	-	6:00	6:03
S2	5:34	-	5:42	5:51	5:55	6:02	-	6:07	6:12	6:15	-	6:18
S4	5:43	-	5:51	6:00	6:04	6:11	-	6:16	-	-	6:22	6:25
S2	5:52	-	6:00	6:09	6:13	6:20	-	6:25	6:30	6:33	-	6:36
S4	5:59	-	6:07	6:16	6:20	6:27	-	6:32	-	-	6:38	6:41
S2	6:06	-	6:14	6:23	6:27	6:34	-	6:39	6:44	6:47	-	6:50
S4	6:12	-	6:20	6:29	6:33	6:40	-	6:45	-	-	6:51	6:54
S2	6:20	-	6:28	6:37	6:41	6:48	-	6:53	6:58	7:01	-	7:04
S4	6:28	-	6:36	6:46	6:51	6:58	-	7:04	-	-	7:10	7:14
S2	6:36	-	6:44	6:54	6:59	7:06	-	7:12	7:17	7:21	-	7:25
S4	6:44	-	6:52	7:02	7:07	7:14	-	7:20	-	-	7:26	7:30
S2	6:53	-	7:01	7:11	7:16	7:23	-	7:29	7:34	7:38	-	7:42
S4	7:00	-	7:08	7:18	7:23	7:30	-	7:36	-	-	7:42	7:46
S2	7:10	-	7:20	7:31	7:36	7:43	-	7:49	7:54	7:58	-	8:02
S4	7:20	-	7:30	7:41	7:46	7:53	-	7:59	-	-	8:05	8:09
S2	7:30	-	7:40	7:51	7:56	8:03	-	8:09	8:14	8:18	-	8:22
S4	7:40	-	7:50	8:01	8:06	8:13	-	8:19	-	-	8:25	8:29
S2	7:50	-	8:01	8:13	8:18	8:25	-	8:31	8:35	8:39	-	8:43
S4	8:00	-	8:11	8:23	8:28	8:35	-	8:41	-	-	8:47	8:51
S2	8:10	-	8:21	8:33	8:38	8:45	-	8:51	8:55	8:59	-	9:03
S4	8:19	-	8:30	8:42	8:47	8:54	-	9:00	-	-	9:06	9:10
S2	8:31	-	8:42	8:54	8:59	9:06	-	9:12	9:16	9:20	-	9:24
S4	8:41	-	8:52	9:04	9:09	9:16	-	9:22	-	-	9:28	9:32
S2	8:50	-	9:00	9:11	9:16	9:23	-	9:28	9:32	9:36	-	9:40
S4	8:58	-	9:08	9:19	9:24	9:31	-	9:36	-	-	9:42	9:46
S2	9:06	-	9:16	9:27	9:32	9:39	-	9:44	9:48	9:52	-	9:56
S4	9:14	-	9:24	9:35	9:40	9:47	-	9:52	-	-	9:58	10:02
S2	9:22	-	9:32	9:43	9:48	9:55	-	10:00	10:04	10:08	-	10:12
S4	9:30	-	9:40	9:51	9:56	10:03	-	10:08	-	-	10:14	10:18
S2	9:38	-	9:48	9:59	10:04	10:11	-	10:16	10:20	10:24	-	10:28
S4	9:46	-	9:56	10:07	10:12	10:19	-	10:24	-	-	10:30	10:34
S2	9:54	-	10:04	10:15	10:20	10:27	-	10:32	10:36	10:40	-	10:44
S4	10:02	-	10:12	10:23	10:28	10:35	-	10:40	-	-	10:46	10:50
S2	10:10	-	10:20	10:31	10:36	10:43	-	10:48	10:52	10:56	-	11:00
S4	10:18	-	10:28	10:39	10:44	10:51	-	10:56	-	-	11:02	11:06
S2	10:26	-	10:36	10:47	10:52	10:59	-	11:04	11:08	11:12	-	11:16
S4	10:34	-	10:44	10:55	11:00	11:07	-	11:12	-	-	11:18	11:22
S2	10:42	-	10:52	11:03	11:08	11:15	-	11:20	11:24	11:28	-	11:32
S4	10:50	-	11:00	11:11	11:16	11:23	-	11:28	-	-	11:34	11:38
S2	10:58	-	11:08	11:19	11:24	11:31	-	11:36	11:40	11:44	-	11:48
S4	11:06	-	11:16	11:27	11:32	11:39	-	11:44	-	-	11:50	11:54
S2	11:14	-	11:24	11:35	11:40	11:47	-	11:52	11:56	12:00	-	12:04
S4	11:22	-	11:32	11:43	11:48	11:55	-	12:00	-	-	12:06	12:10
S2	11:30	-	11:40	11:51	11:56	12:03	-	12:08	12:12	12:16	-	12:20
S4	11:38	-	11:48	11:59	12:04	12:11	-	12:16	-	-	12:22	12:26
S2	11:46	-	11:56	12:07	12:12	12:19	-	12:24	12:28	12:32	-	12:36
S4	11:54	-	12:04	12:15	12:20	12:27	-	12:32	-	-	12:38	12:42
PM Service — Servicio vespertino												
S2	12:02	-	12:12	12:23	12:28	12:35	-	12:40	12:44	12:48	-	12:52
S4	12:10	-	12:20	12:31	12:36	12:43	-	12:48	-	-	12:54	12:58
S2	12:18	-	12:28	12:39	12:44	12:51	-	12:56	1:00	1:04	-	1:08
S4	12:26	-	12:36	12:47	12:52	12:59	-	1:04	-	-	1:10	1:14
S2	12:34	-	12:44	12:55	1:00	1:07	-	1:12	1:16	1:20	-	1:24
S4	12:42	-	12:52	1:03	1:08	1:15	-	1:20	-	-	1:26	1:30
S2	12:50	-	1:00	1:11	1:16	1:23	-	1:28	1:32	1:36	-	1:40
S4	12:58	-	1:08	1:19	1:24	1:31	-	1:36	-	-	1:42	1:46
S2	1:06	-	1:16	1:27	1:32	1:39	-	1:44	1:48	1:52	-	1:56
S4	1:14	-	1:24	1:35	1:40	1:47	-	1:52	-	-	1:58	2:02
S2	1:22	-	1:32	1:43	1:48	1:55	-	2:00	2:04	2:08	-	2:12
S4	1:30	-	1:40	1:51	1:56	2:03	-	2:08	-	-	2:14	2:18

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) Ⓜ	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) Ⓜ
PM Service — Servicio vespertino												
S2	1:38	-	1:48	1:59	2:04	2:11	-	2:16	2:20	2:24	-	2:28
S4	1:45	-	1:55	2:06	2:11	2:18	-	2:23	-	-	2:29	2:33
S2	1:52	-	2:02	2:13	2:19	2:26	-	2:32	2:37	2:41	-	2:45
S4	1:59	-	2:09	2:20	2:26	2:33	-	2:39	-	-	2:45	2:49
S2	2:06	-	2:16	2:27	2:33	2:40	-	2:46	2:51	2:55	-	2:59
S2/	2:15	-	2:25	2:36	2:42	2:49	2:51	-	-	-	-	-
S4	2:20	-	2:30	2:41	2:47	2:54	-	3:00	-	-	3:06	3:10
S2	2:27	-	2:37	2:48	2:54	3:01	-	3:07	3:12	3:16	-	3:20
S2/	2:36	-	2:46	2:57	3:03	3:10	3:12	-	-	-	-	-
S4	2:40	-	2:50	3:01	3:07	3:14	-	3:20	-	-	3:26	3:30
S2	2:46	-	2:56	3:07	3:13	3:20	-	3:26	3:31	3:35	-	3:39
S2/	2:53	-	3:03	3:14	3:20	3:27	3:29	-	-	-	-	-
S4	-	3:07	3:08	3:19	3:25	3:32	-	3:38	-	-	3:44	3:48
S2	3:02	-	3:12	3:23	3:29	3:36	-	3:42	3:47	3:51	-	3:55
S2	3:09	-	3:19	3:30	3:36	3:43	-	3:49	3:54	3:58	-	4:02
S4	-	3:26	3:27	3:38	3:44	3:51	-	3:57	-	-	4:03	4:07
S2/	3:22	-	3:32	3:44	3:49	3:56	3:59	-	-	-	-	-
S2	3:28	-	3:38	3:50	3:55	4:02	-	4:08	4:13	4:17	-	4:22
S4	-	3:42	3:43	3:55	4:00	4:07	-	4:13	-	-	4:21	4:26
S2/	3:38	-	3:48	4:00	4:05	4:12	4:15	-	-	-	-	-
S2	3:42	-	3:52	4:04	4:09	4:16	-	4:22	4:27	4:31	-	4:36
S4	-	3:57	3:58	4:10	4:15	4:22	-	4:28	-	-	4:36	4:41
S2/	3:52	-	4:02	4:14	4:19	4:26	4:29	-	-	-	-	-
S2	3:56	-	4:06	4:18	4:23	4:30	-	4:36	4:41	4:45	-	4:50
S4	-	4:09	4:10	4:22	4:27	4:34	-	4:40	-	-	4:48	4:53
S2/	4:05	-	4:15	4:27	4:32	4:39	4:42	-	-	-	-	-
S2	4:09	-	4:19	4:31	4:36	4:43	-	4:49	4:54	4:58	-	5:03
PM Service — Servicio vespertino												
S4	-	4:21	4:22	4:34	4:39	4:46	-	4:52	-	-	5:00	5:05
S2/	4:17	-	4:27	4:39	4:44	4:51	4:54	-	-	-	-	-
S2	4:20	-	4:30	4:42	4:47	4:54	-	5:00	5:05	5:09	-	5:14
S4	-	4:32	4:33	4:45	4:50	4:57	-	5:03	-	-	5:11	5:16
S2/	4:28	-	4:38	4:50	4:55	5:02	5:05	-	-	-	-	-
S2	4:31	-	4:41	4:53	4:58	5:05	-	5:11	5:16	5:20	-	5:25
S4	-	4:43	4:44	4:56	5:01	5:08	-	5:14	-	-	5:22	5:27
S2/	4:37	-	4:48	5:00	5:05	5:12	5:15	-	-	-	-	-
S2	4:40	-	4:51	5:03	5:08	5:15	-	5:21	5:27	5:31	-	5:36
S4	-	4:54	4:55	5:07	5:12	5:19	-	5:25	-	-	5:33	5:38
S2/	4:47	-	4:58	5:10	5:15	5:22	5:25	-	-	-	-	-
S2	4:51	-	5:02	5:14	5:19	5:26	-	5:32	5:38	5:42	-	5:47
S4	-	5:04	5:05	5:17	5:22	5:29	-	5:35	-	-	5:43	5:48
S2/	4:58	-	5:09	5:21	5:26	5:33	5:36	-	-	-	-	-
S2	5:01	-	5:12	5:24	5:29	5:36	-	5:42	5:48	5:52	-	5:57
S4	-	5:14	5:15	5:27	5:32	5:39	-	5:45	-	-	5:53	5:58
S2/	5:08	-	5:19	5:31	5:36	5:43	5:46	-	-	-	-	-
S2	5:11	-	5:22	5:34	5:39	5:46	-	5:52	5:58	6:02	-	6:07
S4	-	5:24	5:25	5:37	5:42	5:49	-	5:55	-	-	6:03	6:08
S2/	5:18	-	5:29	5:41	5:46	5:53	5:56	-	-	-	-	-
S2	5:21	-	5:32	5:44	5:49	5:56	-	6:02	6:08	6:12	-	6:17
S4	-	5:34	5:35	5:47	5:52	5:59	-	6:05	-	-	6:13	6:18
S2/	5:30	-	5:39	5:51	5:56	6:03	6:06	-	-	-	-	-
S2	5:33	-	5:42	5:54	5:59	6:06	-	6:12	6:17	6:21	-	6:25
S4	-	5:44	5:45	5:57	6:02	6:09	-	6:15	-	-	6:22	6:26
S2/	5:40	-	5:49	6:01	6:06	6:13	6:16	-	-	-	-	-
S2	5:43	-	5:52	6:04	6:09	6:16	-	6:22	6:26	6:30	-	6:34
S4	-	5:54	5:55	6:07	6:12	6:19	-	6:25	-	-	6:31	6:35
S2/	5:50	-	5:59	6:11	6:16	6:23	6:26	-	-	-	-	-
S2	5:53	-	6:02	6:14	6:19	6:26	-	6:32	6:36	6:40	-	6:44
S4	-	6:04	6:05	6:17	6:22	6:29	-	6:35	-	-	6:41	6:45
S2/	6:00	-	6:09	6:21	6:26	6:33	6:36	-	-	-	-	-
S2	6:03	-	6:12	6:24	6:29	6:36	-	6:42	6:46	6:50	-	6:54

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

16th Street Line

Weekday Northbound — Entre semana con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 13th Sts. NW (McPherson Sq)	I & 14th Sts. NW (McPherson Sq) Ⓜ	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	Colorado Ave. & 16th St. NW ✖	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves. (SILVER SPRING) Ⓜ
PM Service — Servicio vespertino												
S4	-	6:14	6:15	6:27	6:32	6:39	-	6:45	-	-	6:51	6:55
S2/	6:11	-	6:20	6:32	6:37	6:44	6:47	-	-	-	-	-
S2	6:15	-	6:24	6:36	6:41	6:48	-	6:54	6:58	7:02	-	7:06
S4	-	6:26	6:27	6:39	6:44	6:51	-	6:57	-	-	7:03	7:07
S2/	6:23	-	6:32	6:44	6:49	6:56	6:59	-	-	-	-	-
S2	6:27	-	6:36	6:48	6:53	7:00	-	7:06	7:10	7:14	-	7:18
S4	6:32	-	6:41	6:53	6:58	7:05	-	7:11	-	-	7:17	7:21
S2	6:41	-	6:50	7:01	7:06	7:13	-	7:18	7:22	7:25	-	7:28
S4	6:46	-	6:55	7:06	7:11	7:18	-	7:23	-	-	7:28	7:31
S2	6:52	-	7:01	7:12	7:17	7:24	-	7:29	7:33	7:36	-	7:39
S4	6:58	-	7:07	7:18	7:23	7:30	-	7:35	-	-	7:40	7:43
S2	7:04	-	7:13	7:24	7:29	7:36	-	7:41	7:45	7:48	-	7:51
S4	7:10	-	7:19	7:30	7:35	7:42	-	7:47	-	-	7:52	7:55
S2	7:16	-	7:25	7:36	7:41	7:48	-	7:53	7:57	8:00	-	8:03
S4	7:24	-	7:33	7:44	7:49	7:56	-	8:01	-	-	8:06	8:09
S2	7:32	-	7:41	7:52	7:57	8:04	-	8:09	8:13	8:16	-	8:19
S4	7:40	-	7:49	8:00	8:05	8:12	-	8:17	-	-	8:22	8:25
S2	7:49	-	7:58	8:09	8:14	8:21	-	8:26	8:30	8:33	-	8:36
S4	7:59	-	8:08	8:19	8:24	8:31	-	8:36	-	-	8:41	8:44
S2	8:09	-	8:18	8:29	8:34	8:41	-	8:46	8:50	8:53	-	8:56
S4	8:19	-	8:28	8:39	8:44	8:51	-	8:56	-	-	9:01	9:04
S2	8:29	-	8:38	8:49	8:54	9:01	-	9:06	9:10	9:13	-	9:16
S4	8:39	-	8:48	8:59	9:04	9:11	-	9:16	-	-	9:21	9:24
S2	8:49	-	8:58	9:09	9:14	9:21	-	9:26	9:30	9:33	-	9:36
S4	8:59	-	9:08	9:19	9:24	9:31	-	9:36	-	-	9:41	9:44
S2	9:09	-	9:18	9:29	9:34	9:41	-	9:46	9:50	9:53	-	9:56
S4	9:19	-	9:28	9:38	9:43	9:50	-	9:54	-	-	9:58	10:01
S2	9:29	-	9:38	9:48	9:53	10:00	-	10:04	10:08	10:11	-	10:14
S2/	9:35	-	9:44	9:54	9:59	10:06	10:08	-	-	-	-	-
S4	9:40	-	9:49	9:59	10:04	10:11	-	10:15	-	-	10:19	10:22
S2/	9:42	-	9:51	10:01	10:06	10:13	10:15	-	-	-	-	-
S2	9:48	-	9:57	10:07	10:12	10:19	-	10:23	10:27	10:30	-	10:33
S2/	9:53	-	10:02	10:12	10:17	10:24	10:26	-	-	-	-	-
S4	9:59	-	10:08	10:18	10:23	10:30	-	10:34	-	-	10:38	10:41
S2/	10:04	-	10:13	10:23	10:28	10:35	10:37	-	-	-	-	-
S2	10:10	-	10:19	10:29	10:34	10:41	-	10:45	10:49	10:52	-	10:55
S2/	10:19	-	10:28	10:38	10:43	10:50	10:52	-	-	-	-	-
S4	10:25	-	10:34	10:44	10:49	10:56	-	11:00	-	-	11:04	11:07
S2	10:32	-	10:41	10:51	10:56	11:03	-	11:07	11:11	11:14	-	11:17
S2/	10:40	-	10:49	10:59	11:04	11:11	11:13	-	-	-	-	-
S4	10:47	-	10:56	11:06	11:11	11:18	-	11:22	-	-	11:26	11:29
S2	10:54	-	11:03	11:13	11:18	11:25	-	11:29	11:33	11:36	-	11:39
S2/	11:03	-	11:12	11:22	11:27	11:34	11:36	-	-	-	-	-
S4	11:09	-	11:18	11:28	11:33	11:40	-	11:44	-	-	11:48	11:51
S2	11:16	-	11:25	11:35	11:40	11:47	-	11:51	11:55	11:58	-	12:01
S2/	11:28	-	11:37	11:47	11:52	11:59	12:01	-	-	-	-	-
S4	11:39	-	11:48	11:58	12:03	12:10	-	12:14	-	-	12:18	12:21
S2	11:51	-	12:00	12:10	12:15	12:22	-	12:26	12:30	12:33	-	12:36
After Midnight Service — Servicio después de la medianoche												
S4	12:09	-	12:18	12:28	12:33	12:40	-	12:44	-	-	12:48	12:51
S2	12:27	-	12:36	12:46	12:51	12:58	-	1:02	1:06	1:09	-	1:12
S4	12:51	-	12:58	1:06	1:10	1:15	-	1:18	-	-	1:22	1:25
S2	1:20	-	1:27	1:35	1:39	1:44	-	1:47	1:50	1:52	-	1:55
S2	1:50	-	1:57	2:05	2:09	2:14	-	2:17	2:20	2:22	-	2:25
❍ **S2**	2:20	-	2:27	2:35	2:39	2:44	-	2:47	2:50	2:52	-	2:55
❍ **S2**	3:10	-	3:17	3:25	3:29	3:34	-	3:37	3:40	3:42	-	3:45

✖ — *Buses sign "16TH & COLORADO". Operators will permit passengers on request to remain on the bus as far as Colorado Avenue & 14th Street.*
La señal del autobús dice 16TH y COLORADO. Los choferes permitrán que los pasjeros que lo soliciten permanezcan en el autobús hasta Colorado Avenue y 14th Street.

❍ — *Trip operates Friday only.*
Los autobuses funcionan solamente el viernes.

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Southbound — En sábados con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (D.C. Line)	Eastern Ave. & 16th St. NW (D.C. Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq)	10th St. & Constitution Ave. NW (FED. TRIANGLE)
AM Service — Servicio matutino										
S2	4:17	-	4:23	4:26	4:31	4:34	4:39	4:43	4:50	4:58
S4	4:37	4:43	-	-	4:48	4:51	4:56	5:00	5:07	5:15
S2	4:49	-	4:55	4:58	5:03	5:06	5:11	5:15	5:22	5:30
S4	5:05	5:11	-	-	5:16	5:19	5:24	5:28	5:35	5:43
S2	5:15	-	5:21	5:24	5:29	5:32	5:37	5:41	5:48	5:56
S4	5:28	5:34	-	-	5:39	5:42	5:47	5:51	5:58	6:06
S2	5:35	-	5:41	5:44	5:49	5:52	5:57	6:01	6:08	6:16
S4	5:46	5:52	-	-	5:57	6:00	6:05	6:09	6:16	6:24
S2	5:53	-	5:59	6:02	6:07	6:10	6:15	6:19	6:26	6:34
S4	6:04	6:10	-	-	6:15	6:18	6:23	6:27	6:34	6:42
S2	6:11	-	6:17	6:20	6:25	6:28	6:33	6:37	6:44	6:52
S4	6:20	6:26	-	-	6:32	6:35	6:40	6:45	6:52	7:01
S2	6:27	-	6:33	6:36	6:42	6:45	6:50	6:55	7:02	7:11
S4	6:34	6:41	-	-	6:47	6:51	6:57	7:03	7:11	7:20
S2	6:39	-	6:46	6:49	6:55	6:59	7:05	7:11	7:19	7:28
S4	6:50	6:57	-	-	7:03	7:07	7:13	7:19	7:27	7:36
S2	6:55	-	7:02	7:05	7:11	7:15	7:21	7:27	7:35	7:44
S4	7:05	7:12	-	-	7:18	7:22	7:28	7:34	7:42	7:51
S2	7:10	-	7:17	7:20	7:26	7:30	7:36	7:42	7:50	7:59
S4	7:20	7:27	-	-	7:33	7:37	7:43	7:49	7:57	8:06
S2	7:25	-	7:32	7:35	7:41	7:45	7:51	7:57	8:05	8:14
S4	7:35	7:42	-	-	7:48	7:52	7:58	8:04	8:12	8:21
S2	7:40	-	7:47	7:50	7:56	8:00	8:06	8:12	8:20	8:29
S4	7:47	7:55	-	-	8:01	8:05	8:12	8:18	8:27	8:37
S2	7:52	-	8:00	8:03	8:10	8:14	8:21	8:27	8:36	8:46
S4	8:02	8:10	-	-	8:16	8:20	8:27	8:33	8:42	8:52
S2	8:07	-	8:15	8:18	8:25	8:29	8:36	8:42	8:51	9:01
S4	8:17	8:25	-	-	8:31	8:35	8:42	8:48	8:57	9:07
S2	8:22	-	8:30	8:33	8:40	8:44	8:51	8:57	9:06	9:16
S4	8:32	8:40	-	-	8:46	8:50	8:57	9:03	9:12	9:22
S2	8:37	-	8:45	8:48	8:55	8:59	9:06	9:12	9:21	9:31
S4	8:47	8:55	-	-	9:01	9:05	9:12	9:18	9:27	9:37
S2	8:52	-	9:00	9:03	9:10	9:14	9:21	9:27	9:36	9:46
S4	9:02	9:10	-	-	9:16	9:20	9:27	9:33	9:42	9:52
S2	9:07	-	9:15	9:18	9:25	9:29	9:36	9:42	9:51	10:01
S4	9:17	9:25	-	-	9:31	9:35	9:42	9:48	9:57	10:07
S2	9:22	-	9:30	9:33	9:40	9:44	9:51	9:57	10:06	10:16
S4	9:32	9:40	-	-	9:46	9:50	9:57	10:03	10:12	10:22
S2	9:37	-	9:45	9:48	9:55	9:59	10:06	10:12	10:21	10:31
S4	9:47	9:55	-	-	10:01	10:05	10:12	10:18	10:27	10:37
S2	9:52	-	10:00	10:03	10:10	10:14	10:21	10:27	10:36	10:46
S4	10:02	10:10	-	-	10:16	10:20	10:27	10:33	10:42	10:52
S2	10:07	-	10:15	10:18	10:25	10:29	10:36	10:42	10:51	11:01
S4	10:17	10:25	-	-	10:31	10:35	10:42	10:48	10:57	11:07
S2	10:22	-	10:30	10:33	10:40	10:44	10:51	10:57	11:06	11:16
S4	10:32	10:40	-	-	10:46	10:50	10:57	11:03	11:12	11:22
S2	10:37	-	10:45	10:48	10:55	10:59	11:06	11:12	11:21	11:31
S4	10:47	10:55	-	-	11:01	11:05	11:12	11:18	11:27	11:37
S2	10:52	-	11:00	11:03	11:10	11:14	11:21	11:27	11:36	11:46
S4	11:02	11:10	-	-	11:16	11:20	11:27	11:33	11:42	11:52
S2	11:07	-	11:15	11:18	11:25	11:29	11:36	11:42	11:51	12:01
S4	11:17	11:25	-	-	11:31	11:35	11:42	11:48	11:57	12:07
S2	11:22	-	11:30	11:33	11:40	11:44	11:51	11:57	12:06	12:16
S4	11:32	11:40	-	-	11:46	11:50	11:57	12:03	12:12	12:22
S2	11:37	-	11:45	11:48	11:55	11:59	12:06	12:12	12:21	12:31
S4	11:47	11:55	-	-	12:01	12:05	12:12	12:18	12:27	12:37
S2	11:52	-	12:00	12:03	12:10	12:14	12:21	12:27	12:36	12:46
PM Service — Servicio vespertino										
S4	12:02	12:10	-	-	12:16	12:20	12:27	12:33	12:42	12:52
S2	12:07	-	12:15	12:18	12:25	12:29	12:36	12:42	12:51	1:01
S4	12:17	12:25	-	-	12:31	12:35	12:42	12:48	12:57	1:07
S2	12:22	-	12:30	12:33	12:40	12:44	12:51	12:57	1:06	1:16
S4	12:32	12:40	-	-	12:46	12:50	12:57	1:03	1:12	1:22
S2	12:37	-	12:45	12:48	12:55	12:59	1:06	1:12	1:21	1:31
S4	12:47	12:55	-	-	1:01	1:05	1:12	1:18	1:27	1:37
S2	12:52	-	1:00	1:03	1:10	1:14	1:21	1:27	1:36	1:46
S4	1:02	1:10	-	-	1:16	1:20	1:27	1:33	1:42	1:52
S2	1:07	-	1:15	1:18	1:25	1:29	1:36	1:42	1:51	2:01

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Southbound — En sábados con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (D.C. Line)	Eastern Ave. & 16th St. NW (D.C. Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq)	10th St. & Constitution Ave. NW (FED. TRIANGLE)
PM Service — Servicio vespertino										
S4	1:17	1:25	-	-	1:31	1:35	1:42	1:48	1:57	2:07
S2	1:22	-	1:30	1:33	1:40	1:44	1:51	1:57	2:06	2:16
S4	1:32	1:40	-	-	1:46	1:50	1:57	2:03	2:12	2:22
S2	1:37	-	1:45	1:48	1:55	1:59	2:06	2:12	2:21	2:31
S4	1:47	1:55	-	-	2:01	2:05	2:12	2:18	2:27	2:37
S2	1:52	-	2:00	2:03	2:10	2:14	2:21	2:27	2:36	2:46
S4	2:02	2:10	-	-	2:16	2:20	2:27	2:33	2:42	2:52
S2	2:07	-	2:15	2:18	2:25	2:29	2:36	2:42	2:51	3:01
S4	2:17	2:25	-	-	2:31	2:35	2:42	2:48	2:57	3:07
S2	2:22	-	2:30	2:33	2:40	2:44	2:51	2:57	3:06	3:16
S4	2:32	2:40	-	-	2:46	2:50	2:57	3:03	3:12	3:22
S2	2:37	-	2:45	2:48	2:55	2:59	3:06	3:12	3:21	3:31
S4	2:47	2:55	-	-	3:01	3:05	3:12	3:18	3:27	3:37
S2	2:52	-	3:00	3:03	3:10	3:14	3:21	3:27	3:36	3:46
S4	3:02	3:10	-	-	3:16	3:20	3:27	3:33	3:42	3:52
S2	3:07	-	3:15	3:18	3:25	3:29	3:36	3:42	3:51	4:01
S4	3:17	3:25	-	-	3:31	3:35	3:42	3:48	3:57	4:07
S2	3:22	-	3:30	3:33	3:40	3:44	3:51	3:57	4:06	4:16
S4	3:32	3:40	-	-	3:46	3:50	3:57	4:03	4:12	4:22
S2	3:37	-	3:45	3:48	3:55	3:59	4:06	4:12	4:21	4:31
S4	3:47	3:55	-	-	4:01	4:05	4:12	4:18	4:27	4:37
S2	3:52	-	4:00	4:03	4:10	4:14	4:21	4:27	4:36	4:46
S4	4:02	4:10	-	-	4:16	4:20	4:27	4:33	4:42	4:52
S2	4:07	-	4:15	4:18	4:25	4:29	4:36	4:42	4:51	5:01
S4	4:17	4:25	-	-	4:31	4:35	4:42	4:48	4:57	5:07
S2	4:22	-	4:30	4:33	4:40	4:44	4:51	4:57	5:06	5:16
S4	4:32	4:40	-	-	4:46	4:50	4:57	5:03	5:12	5:22
S2	4:37	-	4:45	4:48	4:55	4:59	5:06	5:12	5:21	5:31
S4	4:47	4:55	-	-	5:01	5:05	5:12	5:18	5:27	5:37
S2	4:53	-	5:01	5:04	5:11	5:15	5:22	5:28	5:37	5:47
S4	5:06	5:14	-	-	5:20	5:24	5:31	5:37	5:46	5:56
S2	5:13	-	5:21	5:24	5:31	5:35	5:42	5:48	5:57	6:07
S4	5:26	5:34	-	-	5:40	5:44	5:51	5:57	6:06	6:16
S2	5:38	-	5:45	5:48	5:54	5:58	6:04	6:10	6:18	6:27
S4	5:51	5:58	-	-	6:04	6:08	6:14	6:20	6:28	6:37
S2	5:59	-	6:06	6:09	6:15	6:19	6:25	6:31	6:39	6:48
S4	6:11	6:18	-	-	6:24	6:28	6:34	6:40	6:48	6:57
S2	6:22	-	6:29	6:32	6:38	6:42	6:48	6:54	7:02	7:11
S4	6:38	6:45	-	-	6:51	6:55	7:01	7:07	7:15	7:24
S2	6:50	-	6:57	7:00	7:06	7:10	7:16	7:22	7:30	7:39
S4	7:07	7:14	-	-	7:20	7:24	7:30	7:36	7:44	7:53
S2	7:20	-	7:27	7:30	7:36	7:40	7:46	7:52	8:00	8:09
S4	7:37	7:44	-	-	7:50	7:54	8:00	8:06	8:14	8:23
S2	7:50	-	7:57	8:00	8:06	8:10	8:16	8:22	8:30	8:39
S4	8:07	8:14	-	-	8:20	8:24	8:30	8:36	8:44	8:53
S2	8:20	-	8:27	8:30	8:36	8:40	8:46	8:52	9:00	9:09
S4	8:37	8:44	-	-	8:50	8:54	9:00	9:06	9:14	9:23
S2	8:50	-	8:57	9:00	9:06	9:10	9:16	9:22	9:30	9:39
S4	9:11	9:18	-	-	9:24	9:28	9:34	9:40	9:48	9:57
S2	9:32	-	9:39	9:42	9:47	9:50	9:56	10:02	10:09	10:17
S4	9:54	10:01	-	-	10:07	10:10	10:16	10:22	10:29	10:37
S2	10:12	-	10:19	10:22	10:27	10:30	10:36	10:42	10:49	10:57
S4	10:34	10:41	-	-	10:47	10:50	10:56	11:02	11:09	11:17
S2	10:54	-	11:01	11:04	11:09	11:12	11:18	11:23	11:30	11:38
S4	11:17	11:24	-	-	11:30	11:33	11:39	11:44	11:51	11:59
S2	11:35	-	11:42	11:45	11:50	11:53	11:59	12:04	12:11	12:19
S4	11:57	12:04	-	-	12:10	12:13	12:19	12:24	12:31	12:39
After Midnight Service — Servicio después de la medianoche										
S2	12:26	-	12:32	12:35	12:40	12:42	12:48	12:54	12:58	1:06
S4	12:56	1:02	-	-	1:08	1:10	1:16	1:22	1:26	1:34
S2	1:29	-	1:35	1:38	1:43	1:45	1:51	1:57	2:01	2:09
S2	2:24	-	2:30	2:33	2:38	2:40	2:46	2:52	2:56	3:04

S2,4

16th Street Line Weekend/ Holiday Only

Saturday Northbound — En sábados con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 14th Sts. NW (McPherson Sq)	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (D.C. Line)	16th St. & Eastern Ave. NW (D.C. Line)	Wayne & Dixon Aves (SILVER SPRING)
AM Service — Servicio matutino										
S2	5:05	5:11	5:17	5:21	5:26	5:29	5:33	5:36	-	5:39
S4	5:20	5:26	5:32	5:36	5:41	5:44	-	-	5:50	5:53
S2	5:37	5:43	5:49	5:53	5:58	6:01	6:05	6:08	-	6:11
S4	5:48	5:55	6:03	6:07	6:13	6:16	-	-	6:23	6:26
S2	6:01	6:08	6:16	6:20	6:26	6:29	6:34	6:37	-	6:40
S4	6:11	6:18	6:26	6:30	6:36	6:39	-	-	6:46	6:49
S2	6:21	6:28	6:36	6:40	6:46	6:49	6:54	6:57	-	7:00
S4	6:30	6:37	6:45	6:49	6:55	6:58	-	-	7:05	7:08
S2	6:39	6:47	6:55	6:59	7:05	7:08	7:13	7:16	-	7:19
S4	6:48	6:56	7:04	7:08	7:14	7:17	-	-	7:23	7:26
S2	6:58	7:06	7:14	7:18	7:24	7:27	7:32	7:35	-	7:38
S4	7:08	7:16	7:24	7:28	7:34	7:37	-	-	7:43	7:46
S2	7:18	7:26	7:34	7:38	7:44	7:47	7:52	7:55	-	7:58
S4	7:26	7:35	7:44	7:49	7:55	7:59	-	-	8:07	8:10
S2	7:34	7:43	7:52	7:57	8:03	8:07	8:12	8:16	-	8:19
S4	7:42	7:51	8:00	8:05	8:11	8:15	-	-	8:23	8:26
S2	7:50	7:59	8:08	8:13	8:19	8:23	8:28	8:32	-	8:35
S4	7:58	8:07	8:16	8:21	8:27	8:31	-	-	8:39	8:42
S2	8:06	8:15	8:24	8:29	8:35	8:39	8:44	8:48	-	8:51
S4	8:14	8:23	8:32	8:37	8:43	8:47	-	-	8:55	8:58
S2	8:22	8:31	8:40	8:45	8:51	8:55	9:00	9:04	-	9:07
S4	8:29	8:38	8:47	8:52	8:58	9:02	-	-	9:10	9:13
S2	8:37	8:46	8:55	9:00	9:06	9:10	9:15	9:19	-	9:22
S4	8:44	8:53	9:02	9:07	9:13	9:17	-	-	9:25	9:28
S2	8:52	9:01	9:10	9:15	9:21	9:25	9:30	9:34	-	9:37
S4	8:59	9:08	9:17	9:22	9:28	9:32	-	-	9:40	9:43
S2	9:07	9:16	9:25	9:30	9:36	9:40	9:45	9:49	-	9:52
S4	9:14	9:23	9:32	9:37	9:43	9:47	-	-	9:55	9:58
S2	9:22	9:31	9:40	9:45	9:51	9:55	10:00	10:04	-	10:07
S4	9:29	9:38	9:47	9:52	9:58	10:02	-	-	10:10	10:13
S2	9:37	9:46	9:55	10:00	10:06	10:10	10:15	10:19	-	10:22
S4	9:44	9:53	10:02	10:07	10:13	10:17	-	-	10:25	10:28
S2	9:52	10:01	10:10	10:15	10:21	10:25	10:30	10:34	-	10:37
S4	9:59	10:08	10:17	10:22	10:28	10:32	-	-	10:40	10:43
S2	10:07	10:16	10:25	10:30	10:36	10:40	10:45	10:49	-	10:52
S4	10:14	10:23	10:32	10:37	10:43	10:47	-	-	10:55	10:58
S2	10:22	10:31	10:40	10:45	10:51	10:55	11:00	11:04	-	11:07
S4	10:29	10:38	10:47	10:52	10:58	11:02	-	-	11:10	11:13
S2	10:37	10:46	10:55	11:00	11:06	11:10	11:15	11:19	-	11:22
S4	10:44	10:53	11:02	11:07	11:13	11:17	-	-	11:25	11:28
S2	10:52	11:01	11:10	11:15	11:21	11:25	11:30	11:34	-	11:37
S4	10:59	11:08	11:17	11:22	11:28	11:32	-	-	11:40	11:43
S2	11:07	11:16	11:25	11:30	11:36	11:40	11:45	11:49	-	11:52
S4	11:14	11:23	11:32	11:37	11:43	11:47	-	-	11:55	11:58
S2	11:22	11:31	11:40	11:45	11:51	11:55	12:00	12:04	-	12:07
S4	11:29	11:38	11:47	11:52	11:58	12:02	-	-	12:10	12:13
S2	11:37	11:47	11:57	12:03	12:09	12:13	12:18	12:22	-	12:25
S4	11:44	11:54	12:04	12:10	12:16	12:20	-	-	12:28	12:31
S2	11:52	12:02	12:12	12:18	12:24	12:28	12:33	12:37	-	12:40
S4	11:59	12:09	12:19	12:25	12:31	12:35	-	-	12:43	12:46
PM Service — Servicio vespertino										
S2	12:07	12:17	12:27	12:33	12:39	12:43	12:48	12:52	-	12:55
S4	12:14	12:24	12:34	12:40	12:46	12:50	-	-	12:58	1:01
S2	12:22	12:32	12:42	12:48	12:54	12:58	1:03	1:07	-	1:10
S4	12:29	12:39	12:49	12:55	1:01	1:05	-	-	1:13	1:16
S2	12:37	12:47	12:57	1:03	1:09	1:13	1:18	1:22	-	1:25
S4	12:44	12:54	1:04	1:10	1:16	1:20	-	-	1:28	1:31
S2	12:52	1:02	1:12	1:18	1:24	1:28	1:33	1:37	-	1:40
S4	12:59	1:09	1:19	1:25	1:31	1:35	-	-	1:43	1:46
S2	1:07	1:17	1:27	1:33	1:39	1:43	1:48	1:52	-	1:55
S4	1:14	1:24	1:34	1:40	1:46	1:50	-	-	1:58	2:01
S2	1:22	1:32	1:42	1:48	1:54	1:58	2:03	2:07	-	2:10
S4	1:29	1:39	1:49	1:55	2:01	2:05	-	-	2:13	2:16
S2	1:37	1:47	1:57	2:03	2:09	2:13	2:18	2:22	-	2:25
S4	1:44	1:54	2:04	2:10	2:16	2:20	-	-	2:28	2:31
S2	1:52	2:02	2:12	2:18	2:24	2:28	2:33	2:37	-	2:40
S4	1:59	2:09	2:19	2:25	2:31	2:35	-	-	2:43	2:46
S2	2:07	2:17	2:27	2:33	2:39	2:43	2:48	2:52	-	2:55

S2,4
16th Street Line Weekend/ Holiday Only

Saturday Northbound — En sábados con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Federal Triangle)	I & 14th Sts. NW (McPherson Sq)	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (D.C. Line)	16th St. & Eastern Ave. NW (D.C. Line)	Wayne & Dixon Aves (SILVER SPRING)
PM Service — Servicio vespertino										
S4	2:14	2:24	2:34	2:40	2:46	2:50	-	-	2:58	3:01
S2	2:22	2:32	2:42	2:48	2:54	2:58	3:03	3:07	-	3:10
S4	2:29	2:39	2:49	2:55	3:01	3:05	-	-	3:13	3:16
S2	2:37	2:47	2:57	3:03	3:09	3:13	3:18	3:22	-	3:25
S4	2:44	2:54	3:04	3:10	3:16	3:20	-	-	3:28	3:31
S2	2:52	3:02	3:12	3:18	3:24	3:28	3:33	3:37	-	3:40
S4	2:59	3:09	3:19	3:25	3:31	3:35	-	-	3:43	3:46
S2	3:07	3:17	3:27	3:33	3:39	3:43	3:48	3:52	-	3:55
S4	3:14	3:24	3:34	3:40	3:46	3:50	-	-	3:58	4:01
S2	3:22	3:32	3:42	3:48	3:54	3:58	4:03	4:07	-	4:10
S4	3:29	3:39	3:49	3:55	4:01	4:05	-	-	4:13	4:16
S2	3:37	3:47	3:57	4:03	4:09	4:13	4:18	4:22	-	4:25
S4	3:44	3:54	4:04	4:10	4:16	4:20	-	-	4:28	4:31
S2	3:52	4:02	4:13	4:19	4:25	4:29	4:34	4:38	-	4:41
S4	3:59	4:09	4:20	4:26	4:32	4:36	-	-	4:44	4:47
S2	4:07	4:17	4:28	4:34	4:40	4:44	4:49	4:53	-	4:56
S4	4:14	4:24	4:35	4:41	4:47	4:51	-	-	4:59	5:02
S2	4:22	4:32	4:43	4:49	4:55	4:59	5:04	5:08	-	5:11
S4	4:29	4:39	4:50	4:56	5:02	5:06	-	-	5:14	5:17
S2	4:37	4:47	4:58	5:04	5:10	5:14	5:19	5:23	-	5:26
S4	4:44	4:54	5:05	5:11	5:17	5:21	-	-	5:29	5:32
S2	4:52	5:02	5:13	5:19	5:25	5:29	5:34	5:38	-	5:41
S4	4:59	5:09	5:20	5:26	5:32	5:36	-	-	5:44	5:47
S2	5:07	5:17	5:28	5:34	5:40	5:44	5:49	5:53	-	5:56
S4	5:14	5:24	5:35	5:41	5:47	5:51	-	-	5:59	6:02
S2	5:22	5:32	5:43	5:49	5:55	5:59	6:04	6:08	-	6:11
S4	5:29	5:39	5:50	5:56	6:02	6:06	-	-	6:14	6:17
S2	5:37	5:47	5:58	6:04	6:10	6:14	6:19	6:23	-	6:26
S4	5:45	5:55	6:06	6:12	6:18	6:22	-	-	6:30	6:33
S2	5:54	6:04	6:15	6:21	6:27	6:31	6:36	6:40	-	6:43
S4	6:04	6:14	6:24	6:30	6:36	6:40	-	-	6:48	6:51
S2	6:14	6:24	6:34	6:40	6:46	6:50	6:55	6:59	-	7:02
S4	6:24	6:34	6:44	6:50	6:56	7:00	-	-	7:08	7:11
S2	6:34	6:44	6:54	7:00	7:06	7:10	7:15	7:19	-	7:22
S4	6:44	6:54	7:04	7:10	7:16	7:20	-	-	7:28	7:31
S2	6:54	7:04	7:14	7:20	7:26	7:30	7:35	7:39	-	7:42
S4	7:04	7:14	7:24	7:30	7:36	7:40	-	-	7:48	7:51
S2	7:17	7:27	7:37	7:43	7:49	7:53	7:58	8:02	-	8:05
S4	7:30	7:39	7:49	7:54	8:00	8:04	-	-	8:10	8:13
S2	7:45	7:54	8:04	8:09	8:15	8:19	8:24	8:27	-	8:30
S4	8:00	8:09	8:19	8:24	8:30	8:34	-	-	8:40	8:43
S2	8:15	8:24	8:34	8:39	8:45	8:49	8:54	8:57	-	9:00
S4	8:30	8:39	8:49	8:54	9:00	9:04	-	-	9:10	9:13
S2	8:45	8:53	9:02	9:07	9:13	9:17	9:21	9:24	-	9:27
S4	9:00	9:08	9:17	9:22	9:28	9:32	-	-	9:38	9:41
S2	9:15	9:23	9:32	9:37	9:43	9:47	9:51	9:54	-	9:57
S4	9:30	9:38	9:47	9:52	9:58	10:02	-	-	10:08	10:11
S2	9:45	9:53	10:02	10:07	10:13	10:17	10:21	10:24	-	10:27
S4	10:03	10:11	10:20	10:25	10:31	10:35	-	-	10:41	10:44
S2	10:23	10:31	10:40	10:45	10:51	10:55	10:59	11:02	-	11:05
S4	10:43	10:51	11:00	11:05	11:11	11:15	-	-	11:21	11:24
S2	11:03	11:11	11:20	11:25	11:31	11:35	11:39	11:42	-	11:45
S4	11:23	11:31	11:40	11:45	11:51	11:55	-	-	12:01	12:04
S2	11:44	11:52	12:01	12:06	12:12	12:16	12:20	12:23	-	12:26
After Midnight Service — Servicio después de la medianoche										
S4	12:05	12:13	12:22	12:27	12:33	12:37	-	-	12:43	12:46
S2	12:25	12:33	12:41	12:45	12:51	12:54	12:58	1:01	-	1:04
S4	12:45	12:53	1:01	1:05	1:11	1:14	-	-	1:20	1:23
S2	1:12	1:20	1:28	1:32	1:38	1:41	1:45	1:48	-	1:51
S4	1:40	1:46	1:53	1:56	2:01	2:04	-	-	2:10	2:13
S2	2:15	2:21	2:28	2:31	2:36	2:39	2:43	2:46	-	2:49
S2	3:10	3:16	3:23	3:26	3:31	3:34	3:38	3:41	-	3:44

S2,4
16th Street Line Weekend/ Holiday Only

Sunday Southbound — En domingo con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring)	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq)	10th St. & Constitution Ave. NW (FED. TRIANGLE)
AM Service — Servicio matutino										
S2	4:33	-	4:39	4:42	4:45	4:49	4:55	4:59	5:06	5:12
S4	4:51	4:57	-	-	5:01	5:05	5:11	5:15	5:22	5:28
S2	5:05	-	5:11	5:14	5:17	5:21	5:27	5:31	5:38	5:44
S4	5:25	5:31	-	-	5:35	5:39	5:45	5:49	5:56	6:02
S2	5:37	-	5:43	5:46	5:49	5:53	5:59	6:03	6:10	6:16
S4	5:53	5:59	-	-	6:03	6:07	6:13	6:17	6:24	6:30
S2	6:05	-	6:11	6:14	6:17	6:21	6:27	6:31	6:38	6:44
S4	6:21	6:27	-	-	6:31	6:35	6:41	6:45	6:52	6:58
S2	6:28	-	6:35	6:38	6:43	6:47	6:54	6:59	7:06	7:12
S4	6:46	6:53	-	-	6:57	7:01	7:08	7:13	7:20	7:26
S2	6:56	-	7:03	7:06	7:11	7:15	7:22	7:27	7:34	7:40
S4	7:13	7:20	-	-	7:24	7:28	7:35	7:40	7:47	7:53
S2	7:22	-	7:29	7:32	7:37	7:41	7:48	7:53	8:00	8:06
S4	7:38	7:45	-	-	7:49	7:53	8:00	8:05	8:12	8:18
S2	7:48	-	7:55	7:58	8:03	8:07	8:14	8:19	8:26	8:32
S4	8:04	8:11	-	-	8:15	8:19	8:26	8:31	8:38	8:44
S2	8:14	-	8:21	8:24	8:29	8:33	8:40	8:45	8:52	8:58
S4	8:29	8:36	-	-	8:40	8:44	8:51	8:56	9:03	9:09
S2	8:35	-	8:42	8:45	8:50	8:54	9:01	9:06	9:13	9:19
S4	8:48	8:55	-	-	8:59	9:03	9:10	9:15	9:22	9:28
S2	8:52	-	8:59	9:02	9:07	9:11	9:18	9:23	9:30	9:36
S4	8:59	9:06	-	-	9:11	9:16	9:26	9:31	9:39	9:46
S2	9:06	-	9:13	9:16	9:20	9:25	9:35	9:40	9:48	9:55
S4	9:18	9:25	-	-	9:30	9:35	9:45	9:50	9:58	10:05
S2	9:27	-	9:34	9:37	9:41	9:46	9:56	10:01	10:09	10:16
S4	9:39	9:46	-	-	9:51	9:56	10:06	10:11	10:19	10:26
S2	9:47	-	9:54	9:57	10:01	10:06	10:16	10:21	10:29	10:36
S4	10:00	10:07	-	-	10:12	10:17	10:27	10:32	10:40	10:47
S2	10:08	-	10:15	10:18	10:22	10:27	10:37	10:42	10:50	10:57
S4	10:20	10:27	-	-	10:32	10:37	10:47	10:52	11:00	11:07
S2	10:29	-	10:36	10:39	10:43	10:48	10:58	11:03	11:11	11:18
S4	10:41	10:48	-	-	10:53	10:58	11:08	11:13	11:21	11:28
S2	10:50	-	10:57	11:00	11:04	11:09	11:19	11:24	11:32	11:39
S4	10:59	11:06	-	-	11:11	11:17	11:27	11:33	11:42	11:49
S2	11:07	-	11:15	11:18	11:22	11:28	11:38	11:44	11:53	12:00
S4	11:20	11:27	-	-	11:32	11:38	11:48	11:54	12:03	12:10
S2	11:28	-	11:36	11:39	11:43	11:49	11:59	12:05	12:14	12:21
S4	11:41	11:48	-	-	11:53	11:59	12:09	12:15	12:24	12:31
S2	11:49	-	11:57	12:00	12:04	12:10	12:20	12:26	12:35	12:42

S2,4
16th Street Line Weekend/ Holiday Only

Sunday Southbound — En domingo con dirección al sur

Route Number	Wayne & Dixon Aves. (Silver Spring) Metro	16th St. & Eastern Ave. NW (District Line)	Eastern Ave. & 16th St. NW (District Line)	Alaska Ave. & Kalmia Rd. NW	16th & Sheridan Sts. NW	16th & Buchanan Sts. NW	16th & Irving Sts. NW	16th & U Sts. NW	H & 14th Sts. NW (McPherson Sq) Metro	10th St. & Constitution Ave. NW (FED. TRIANGLE)
PM Service — Servicio vespertino										
S4	12:02	12:09	-	-	12:14	12:20	12:30	12:36	12:45	12:52
S2	12:09	-	12:17	12:20	12:24	12:30	12:40	12:46	12:55	1:02
S4	12:22	12:29	-	-	12:34	12:40	12:50	12:56	1:05	1:12
S2	12:30	-	12:38	12:41	12:45	12:51	1:01	1:07	1:16	1:23
S4	12:43	12:50	-	-	12:55	1:01	1:11	1:17	1:26	1:33
S2	12:51	-	12:59	1:02	1:06	1:12	1:22	1:28	1:37	1:44
S4	1:04	1:11	-	-	1:16	1:22	1:32	1:38	1:47	1:54
S2	1:11	-	1:19	1:22	1:26	1:32	1:42	1:48	1:57	2:04
S4	1:24	1:31	-	-	1:36	1:42	1:52	1:58	2:07	2:14
S2	1:31	-	1:39	1:42	1:46	1:52	2:02	2:08	2:17	2:24
S4	1:44	1:51	-	-	1:56	2:02	2:12	2:18	2:27	2:34
S2	1:51	-	1:59	2:02	2:06	2:12	2:22	2:28	2:37	2:44
S4	2:04	2:11	-	-	2:16	2:22	2:32	2:38	2:47	2:54
S2	2:11	-	2:19	2:22	2:26	2:32	2:42	2:48	2:57	3:04
S4	2:24	2:31	-	-	2:36	2:42	2:52	2:58	3:07	3:14
S2	2:34	-	2:42	2:45	2:49	2:55	3:04	3:09	3:18	3:24
S4	2:47	2:54	-	-	2:59	3:05	3:14	3:19	3:28	3:34
S2	2:54	-	3:02	3:05	3:09	3:15	3:24	3:29	3:38	3:44
S4	3:07	3:14	-	-	3:19	3:25	3:34	3:39	3:48	3:54
S2	3:14	-	3:22	3:25	3:29	3:35	3:44	3:49	3:58	4:04
S4	3:27	3:34	-	-	3:39	3:45	3:54	3:59	4:08	4:14
S2	3:34	-	3:42	3:45	3:49	3:55	4:04	4:09	4:18	4:24
S4	3:47	3:54	-	-	3:59	4:05	4:14	4:19	4:28	4:34
S2	3:54	-	4:02	4:05	4:09	4:15	4:24	4:29	4:38	4:44
S4	4:07	4:14	-	-	4:19	4:25	4:34	4:39	4:48	4:54
S2	4:14	-	4:22	4:25	4:29	4:35	4:44	4:49	4:58	5:04
S4	4:27	4:34	-	-	4:39	4:45	4:54	4:59	5:08	5:14
S2	4:34	-	4:42	4:45	4:49	4:55	5:04	5:09	5:18	5:24
S4	4:47	4:54	-	-	4:59	5:05	5:14	5:19	5:28	5:34
S2	4:54	-	5:02	5:05	5:09	5:15	5:24	5:29	5:38	5:44
S4	5:07	5:14	-	-	5:19	5:25	5:34	5:39	5:48	5:54
S2	5:18	-	5:25	5:28	5:32	5:37	5:44	5:49	5:57	6:04
S4	5:30	5:37	-	-	5:42	5:47	5:54	5:59	6:07	6:14
S2	5:38	-	5:45	5:48	5:52	5:57	6:04	6:09	6:17	6:24
S4	5:54	6:01	-	-	6:06	6:11	6:18	6:23	6:31	6:38
S2	6:07	-	6:14	6:17	6:21	6:26	6:33	6:38	6:46	6:53
S4	6:24	6:31	-	-	6:36	6:41	6:48	6:53	7:01	7:08
S2	6:37	-	6:44	6:47	6:51	6:56	7:03	7:08	7:16	7:23
S4	6:54	7:01	-	-	7:06	7:11	7:18	7:23	7:31	7:38
S2	7:11	-	7:18	7:21	7:25	7:30	7:37	7:42	7:50	7:57
S4	7:39	7:45	-	-	7:50	7:54	8:00	8:05	8:12	8:17
S2	7:57	-	8:03	8:06	8:10	8:14	8:20	8:25	8:32	8:37
S4	8:19	8:25	-	-	8:30	8:34	8:40	8:45	8:52	8:57
S2	8:37	-	8:43	8:46	8:50	8:54	9:00	9:05	9:12	9:17
S4	8:59	9:05	-	-	9:10	9:14	9:20	9:25	9:32	9:37
S2	9:17	-	9:23	9:26	9:30	9:34	9:40	9:45	9:52	9:57
S4	9:39	9:45	-	-	9:50	9:54	10:00	10:05	10:12	10:17
S2	9:57	-	10:03	10:06	10:10	10:14	10:20	10:25	10:32	10:37
S4	10:19	10:25	-	-	10:30	10:34	10:40	10:45	10:52	10:57
S2	10:42	-	10:48	10:50	10:54	10:57	11:02	11:06	11:12	11:17
S4	11:07	11:13	-	-	11:18	11:21	11:26	11:30	11:36	11:41
S2	11:29	-	11:35	11:37	11:41	11:44	11:49	11:53	11:59	12:04
S4	11:48	11:54	-	-	11:59	12:02	12:07	12:11	12:17	12:22
After Midnight Service — Servicio después de la medianoche										
S2	12:06	-	12:12	12:14	12:18	12:21	12:26	12:30	12:36	12:41
S4	12:30	12:36	-	-	12:41	12:44	12:49	12:53	12:59	1:04
S2	1:05	-	1:11	1:13	1:17	1:20	1:25	1:29	1:35	1:40

S2,4
16th Street Line Weekend/ Holiday Only

Sunday Northbound — En domingo con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Fed. Triangle)	I & 14th Sts. NW (McPherson Sq) M	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th St. & Somerset Pl. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	Wayne & Dixon Aves (SILVER SPRING) M
AM Service — Servicio matutino										
S2	5:17	5:23	5:29	5:33	5:38	5:41	5:44	5:48	-	5:51
S4	5:33	5:39	5:45	5:49	5:54	5:57	-	-	6:02	6:05
S2	5:49	5:57	6:05	6:09	6:15	6:19	6:22	6:25	-	6:28
S4	6:07	6:15	6:23	6:27	6:33	6:37	-	-	6:41	6:44
S2	6:22	6:30	6:38	6:42	6:48	6:52	6:55	6:58	-	7:01
S4	6:36	6:44	6:52	6:56	7:02	7:06	-	-	7:10	7:13
S2	6:50	6:58	7:06	7:10	7:16	7:20	7:23	7:26	-	7:29
S4	7:04	7:12	7:20	7:24	7:30	7:34	-	-	7:38	7:41
S2	7:18	7:26	7:34	7:38	7:44	7:48	7:51	7:54	-	7:57
S4	7:32	7:40	7:48	7:52	7:58	8:02	-	-	8:06	8:09
S2	7:46	7:54	8:02	8:06	8:12	8:16	8:19	8:22	-	8:25
S4	7:59	8:07	8:16	8:21	8:28	8:33	-	-	8:39	8:43
S2	8:12	8:20	8:29	8:34	8:41	8:46	8:51	8:55	-	8:59
S4	8:24	8:32	8:41	8:46	8:53	8:58	-	-	9:04	9:08
S2	8:37	8:45	8:54	8:59	9:06	9:11	9:16	9:20	-	9:24
S4	8:50	8:58	9:07	9:12	9:19	9:24	-	-	9:30	9:34
S2	9:03	9:11	9:20	9:25	9:32	9:37	9:42	9:46	-	9:50
S4	9:16	9:24	9:33	9:38	9:45	9:50	-	-	9:56	10:00
S2	9:26	9:34	9:43	9:48	9:55	10:00	10:05	10:09	-	10:13
S4	9:35	9:43	9:52	9:57	10:04	10:09	-	-	10:15	10:19
S2	9:44	9:52	10:01	10:06	10:13	10:18	10:23	10:27	-	10:31
S4	9:53	10:01	10:10	10:15	10:22	10:27	-	-	10:33	10:37
S2	10:01	10:11	10:21	10:27	10:36	10:42	10:46	10:50	-	10:53
S4	10:11	10:21	10:31	10:37	10:46	10:52	-	-	10:58	11:01
S2	10:22	10:32	10:42	10:48	10:57	11:03	11:07	11:11	-	11:14
S4	10:32	10:42	10:52	10:58	11:07	11:13	-	-	11:19	11:22
S2	10:42	10:52	11:02	11:08	11:17	11:23	11:27	11:31	-	11:34
S4	10:53	11:03	11:13	11:19	11:28	11:34	-	-	11:40	11:43
S2	11:03	11:13	11:23	11:29	11:38	11:44	11:48	11:52	-	11:55
S4	11:13	11:23	11:33	11:39	11:48	11:54	-	-	12:00	12:03
S2	11:24	11:34	11:44	11:50	11:59	12:05	12:09	12:13	-	12:16
S4	11:34	11:44	11:54	12:00	12:09	12:15	-	-	12:21	12:24
S2	11:45	11:55	12:05	12:11	12:20	12:26	12:30	12:34	-	12:37
S4	11:55	12:05	12:15	12:21	12:30	12:36	-	-	12:42	12:45

S2,4

16th Street Line Weekend/ Holiday Only

Sunday Northbound — En domingo con dirección al norte

Route Number	10th St. & Constitution Ave. NW (Fed. Triangle)	I & 14th Sts. NW (McPherson Sq)	16th & U Sts. NW	16th & Irving Sts. NW	16th & Buchanan Sts. NW	16th & Sheridan Sts. NW	Alaska Ave. & Kalmia Rd. NW	Eastern Ave. & 16th St. NW (District Line)	16th St. & Eastern Ave. NW (District Line)	SILVER SPRING
PM Service — Servicio vespertino										
S2	12:06	12:16	12:26	12:32	12:41	12:47	12:51	12:55	-	12:58
S4	12:16	12:26	12:36	12:42	12:51	12:57	-	-	1:03	1:06
S2	12:27	12:37	12:47	12:53	1:01	1:06	1:10	1:13	-	1:16
S4	12:37	12:47	12:57	1:03	1:11	1:16	-	-	1:22	1:25
S2	12:48	12:58	1:08	1:14	1:22	1:27	1:31	1:34	-	1:37
S4	12:58	1:08	1:18	1:24	1:32	1:37	-	-	1:43	1:46
S2	1:08	1:18	1:28	1:34	1:42	1:47	1:51	1:54	-	1:57
S4	1:18	1:28	1:38	1:44	1:52	1:57	-	-	2:03	2:06
S2	1:29	1:39	1:49	1:55	2:03	2:08	2:12	2:15	-	2:18
S4	1:39	1:49	1:59	2:05	2:13	2:18	-	-	2:24	2:27
S2	1:50	2:00	2:10	2:16	2:24	2:29	2:33	2:36	-	2:39
S4	2:00	2:10	2:20	2:26	2:34	2:39	-	-	2:45	2:48
S2	2:10	2:20	2:30	2:36	2:44	2:49	2:53	2:56	-	2:59
S4	2:20	2:30	2:40	2:46	2:54	2:59	-	-	3:05	3:08
S2	2:30	2:40	2:50	2:56	3:04	3:09	3:13	3:16	-	3:19
S4	2:40	2:50	3:00	3:06	3:14	3:19	-	-	3:25	3:28
S2	2:50	3:00	3:10	3:16	3:24	3:29	3:33	3:36	-	3:39
S4	3:00	3:10	3:20	3:26	3:34	3:39	-	-	3:45	3:48
S2	3:10	3:20	3:30	3:36	3:44	3:49	3:53	3:56	-	3:59
S4	3:20	3:30	3:40	3:46	3:54	3:59	-	-	4:05	4:08
S2	3:30	3:40	3:50	3:56	4:04	4:09	4:13	4:16	-	4:19
S4	3:40	3:50	4:00	4:06	4:14	4:19	-	-	4:25	4:28
S2	3:50	4:00	4:10	4:16	4:24	4:29	4:33	4:36	-	4:39
S4	4:00	4:10	4:20	4:26	4:34	4:39	-	-	4:45	4:48
S2	4:10	4:20	4:30	4:36	4:44	4:49	4:53	4:56	-	4:59
S4	4:20	4:30	4:40	4:46	4:54	4:59	-	-	5:05	5:08
S2	4:30	4:40	4:50	4:56	5:04	5:09	5:13	5:16	-	5:19
S4	4:40	4:50	5:00	5:06	5:14	5:19	-	-	5:25	5:28
S2	4:50	5:00	5:10	5:16	5:24	5:29	5:33	5:36	-	5:39
S4	5:00	5:10	5:20	5:26	5:34	5:39	-	-	5:45	5:48
S2	5:10	5:20	5:30	5:36	5:44	5:49	5:53	5:56	-	5:59
S4	5:20	5:30	5:40	5:46	5:54	5:59	-	-	6:05	6:08
S2	5:30	5:40	5:50	5:56	6:04	6:09	6:13	6:16	-	6:19
S4	5:40	5:50	6:00	6:06	6:14	6:19	-	-	6:25	6:28
S2	5:50	5:59	6:08	6:14	6:21	6:25	6:29	6:33	-	6:36
S4	6:00	6:09	6:18	6:24	6:31	6:35	-	-	6:40	6:43
S2	6:10	6:19	6:28	6:34	6:41	6:45	6:49	6:53	-	6:56
S4	6:20	6:29	6:38	6:44	6:51	6:55	-	-	7:00	7:03
S2	6:30	6:39	6:48	6:54	7:01	7:05	7:09	7:13	-	7:16
S4	6:44	6:53	7:02	7:08	7:15	7:19	-	-	7:24	7:27
S2	6:59	7:08	7:17	7:23	7:30	7:34	7:38	7:42	-	7:45
S4	7:14	7:23	7:32	7:38	7:45	7:49	-	-	7:54	7:57
S2	7:29	7:38	7:47	7:53	8:00	8:04	8:08	8:12	-	8:15
S4	7:44	7:53	8:02	8:08	8:15	8:19	-	-	8:24	8:27
S2	8:03	8:12	8:21	8:27	8:34	8:38	8:42	8:46	-	8:49
S4	8:23	8:32	8:41	8:45	8:51	8:55	-	-	8:59	9:02
S2	8:43	8:52	9:01	9:05	9:11	9:15	9:18	9:21	-	9:24
S4	9:03	9:12	9:21	9:25	9:31	9:35	-	-	9:39	9:42
S2	9:23	9:32	9:41	9:45	9:51	9:55	9:58	10:01	-	10:04
S4	9:43	9:52	10:01	10:05	10:11	10:15	-	-	10:19	10:22
S2	10:03	10:12	10:21	10:25	10:31	10:35	10:38	10:41	-	10:44
S4	10:23	10:32	10:41	10:45	10:51	10:55	-	-	10:59	11:02
S2	10:43	10:52	11:01	11:05	11:11	11:15	11:18	11:21	-	11:24
S4	11:03	11:12	11:21	11:25	11:31	11:35	-	-	11:39	11:42
S2	11:23	11:30	11:37	11:41	11:47	11:50	11:54	11:56	-	11:59
S4	11:47	11:54	12:01	12:05	12:11	12:14	-	-	12:18	12:21
After Midnight Service — Servicio después de la medianoche										
S2	12:10	12:17	12:24	12:28	12:34	12:37	12:41	12:43	-	12:46
S4	12:28	12:35	12:41	12:44	12:49	12:52	-	-	12:56	12:58
S2	12:47	12:54	1:00	1:03	1:08	1:11	1:14	1:16	-	1:18
S4	1:10	1:17	1:23	1:26	1:31	1:34	-	-	1:38	1:40
S2	1:45	1:52	1:58	2:01	2:06	2:09	2:12	2:14	-	2:16

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end- of- the- line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español

metrobus

X1,3
Benning Road Line

♿ All Metrobuses are fully accessible and are equipped with lifts or ramps for wheelchair accessibility
Todos los autobuses de Metro son accesibles a personas con impedimentos y están equipados con rampas o elevadores para sillas de ruedas

Serves these locations-
Brinda servicio a estas ubicaciones

Minnesota Ave station
Benning Rd. N.E.
Hechinger Mall
H St. N.E. (X1)
Government Printing Office (X1)
Federal Triangle (X1)
Potomac Park/State Dept. (X1)
Gallaudet University (X3)
New York Ave-Florida Ave-Gallaudet U station (X3)
U St/African-Amer Civil War Memorial/ Cardozo station (X3)
Reeves Center (X3)
Adams Morgan (X3)
Woodley Park-Zoo/ Adams Morgan station (X3)
McLean Gardens (X3)

Schedule 12-30-07

INFORMATION ANYTIME 202-637-7000 TTY 202-638-3780 ♿

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Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Benning Road Line
Routes X1,3

For route and schedule information
Call 202-637-7000
www.metroopensdoors.com

Legend
M — Metrorail Station
★ — Terminal Stands

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.

The program will get you home in the event of a personal emergency or unscheduled overtime.

To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

MINNESOTA AVE STATION
MINNESOTA AVE
BENNING RD
X1,X3
X1,X3
HECHINGER MALL
BLADENSBURG RD
16th ST
15th ST
X1
8th ST
NEW YORK AVE-FLORIDA AVE-GALLAUDET U STATION
FLORIDA AVE
H ST
G PL
NE
X1
X3
NORTH CAPITOL ST
LOUISIANA AVE
NW
GOVT. PRINTING OFFICE
X1
GEORGIA AVE
7th ST
U ST/AFRICAN-AMER CIVIL WAR MEMORIAL/CARDOZO STATION
U ST
13th ST
14th ST
FEDERAL TRIANGLE STATION
10th ST
ADAMS MILL RD
X3
16th ST
X1
CONSTITUTION AVE
18th ST
WOODLEYPARK-ZOO/ ADAMS MORGAN STATION
DUKE ELLINGTON BRIDGE
CALVERT ST
ADAMS MORGAN
POTOMAC PARK
24th ST
21st ST
A.M. END ★ ★ P.M. START
CONNECTICUT AVE
29th ST
STATE DEPT.
VIRGINIA AVE
WOODLEY RD
X3
X1
C ST
CATHEDRAL AVE
WISCONSIN AVE
IDAHO AVE
NEWARK ST
X3
McLEAN GARDENS

 For information regarding this map contact <R•A•D•S>.

X1,3
Benning Road Line

Weekday Westbound — Entre semana con dirección al oeste

Route Number	Minnesota Ave Metro	Benning Rd. & 16th St. NE (Hechinger Mall)	H & 8th Sts. NE	Florida Ave. & North Capitol St. NW	North Capitol St. & G Pl. NW (Govt. Printing Office)	Florida & Georgia Aves. NW	U & 14th Sts. NW (Reeves Center)	Constitution Ave. & 10th St. NW	Duke Ellington Bridge	C & 21st Sts. NW (POTOMAC PARK)	Newark St. & Wisconsin Ave. NW (MCLEAN GARDENS)
AM Service — Servicio matutino											
X3	6:00	6:08	-	6:20	-	6:24	6:28	-	6:36	-	6:48
X1	6:06	6:14	6:19	-	6:23	-	-	6:31	-	6:40	-
X1	6:23	6:31	6:36	-	6:40	-	-	6:48	-	6:57	-
X3	6:28	6:38	-	6:50	-	6:55	7:00	-	7:08	-	7:22
X1	6:38	6:48	6:53	-	6:58	-	-	7:07	-	7:16	-
X3	6:50	7:00	-	7:12	-	7:17	7:22	-	7:30	-	7:44
X1	6:53	7:03	7:08	-	7:13	-	-	7:22	-	7:31	-
X1	7:08	7:18	7:23	-	7:28	-	-	7:37	-	7:46	-
X3	7:13	7:23	-	7:35	-	7:40	7:45	-	7:53	-	8:07
X1	7:26	7:36	7:41	-	7:46	-	-	7:55	-	8:04	-
X3	7:33	7:43	-	7:55	-	8:00	8:05	-	8:13	-	8:27
X1	7:40	7:52	7:58	-	8:04	-	-	8:13	-	8:22	-
X3	7:58	8:10	-	8:24	-	8:30	8:35	-	8:45	-	8:58
X1	8:00	8:12	8:18	-	8:24	-	-	8:33	-	8:42	-
X1	8:17	8:29	8:35	-	8:41	-	-	8:50	-	8:59	-
X3	8:19	8:31	-	8:45	-	8:51	8:56	-	9:06	-	9:19
X1	8:39	8:51	8:57	-	9:03	-	-	9:12	-	9:21	-

Weekday Eastbound — Entre semana con dirección al este

Route Number	Newark St. & Wisconsin Ave. NW (McLean Gardens)	C & 21st Sts. NW (Potomac Park)	Duke Ellington Bridge	Constitution Ave. & 10th St. NW	U & 14th Sts. NW (Reeves Center)	North Capitol & H Sts. NE (Govt. Printing Office)	Florida Ave. & 7th St. NW	Florida Ave. & North Capitol St. NW	H & 8th Sts. NE	Benning Rd. & 15th St. NE (Hechinger Mall)	MINNESOTA AVE Metro
PM Service — Servicio vespertino											
X1	-	3:40	-	3:50	-	4:01	-	-	4:07	4:13	4:26
X3	3:40	-	3:51	-	3:59	-	4:04	4:10	-	4:24	4:37
X1	-	4:05	-	4:15	-	4:26	-	-	4:32	4:38	4:51
X3	4:00	-	4:11	-	4:19	-	4:24	4:30	-	4:44	4:57
X1	-	4:30	-	4:40	-	4:51	-	-	4:57	5:03	5:16
X3	4:34	-	4:45	-	4:53	-	4:58	5:06	-	5:19	5:34
X1	-	4:55	-	5:07	-	5:19	-	-	5:25	5:31	5:46
X3	5:08	-	5:19	-	5:27	-	5:32	5:40	-	5:53	6:08
X1	-	5:20	-	5:32	-	5:44	-	-	5:50	5:56	6:11
X1	-	5:45	-	5:54	-	6:01	-	-	6:06	6:11	6:24
X3	5:45	-	5:56	-	6:04	-	6:10	6:16	-	6:26	6:39

Fares

From LaPlata and Waldorf to Washington, D.C. is Zone 3.

	Zone 3
One-Way Full Fare	$4.25
One-Way Senior/Disability Fare	$3.20
Ten-Trip Ticket	$38.25
Sen./Dis. Ten-Trip	$32.00
Monthly Pass	$144.50
Transit Link Card	$219.50

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the U.S. 301 Park & Ride to southbound trips heading towards Smallwood Village Center, Southern Maryland Blue Crabs Stadium, South Potomac Church, or La Plata.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 454-7039
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Keller Transportation, Inc.	1 (800) 273-8618
WMATA Metrorail and Metrobus	(202) 637-7000
Prince George's TheBus	(301) 324-2877
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

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COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 901

LA PLATA, CHARLES COUNTY
WALDORF, CHARLES COUNTY
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 210 TO:

La Plata Park & Ride
South Potomac Church
Smallwood Village Center
Southern Maryland Blue Crabs Stadium
U.S. 301 Park & Ride
St. Charles Towne Center Mall
L'Enfant Plaza
Federal Triangle
Farragut Square
George Washington University
State Department

MTA Maryland

www.mtamaryland.com
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Operated under a service contract with
Keller Transportation, Inc. • 1-800-273-8618

NO SMOKING

NO EATING OR DRINKING

NO LOUD TALKING OR PROFANITY

NO RADIOS WITHOUT HEADPHONES

Effective January 12, 2009

NO. 901 LINE
NORTHBOUND FROM LA PLATA / WALDORF TO WASHINGTON, D.C. (A.M.)

Trip No.	S 1	L 2	S 3	4	S 5	6	L/S 7	8	S 9	L 10	S 11	12	S 13	14	S 15
CHARLES COUNTY															
La Plata Park & Ride (Washington Ave.)	4:24	4:34	4:42	--	4:58	5:06	--	5:21	--	5:35	5:45	--	--	5:54	6:00
South Potomac Church (U.S. 301, White Plains)	4:30	4:40	4:48	--	5:04	5:12	--	5:27	--	5:41	5:51	--	--	6:00	6:06
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	--	--	--	4:54	--	--	5:18	--	5:32	--	--	--	--	--	--
Smallwood Village Center	--	--	--	5:02	--	--	5:26	--	5:40	--	6:05	--	--	--	--
U.S. 301 Park & Ride (U.S. 301 & Smallwood Dr.)	4:46	4:56	5:04	5:12	5:20	5:28	5:36	5:43	5:50	5:57	--	6:04	6:10	6:16	6:22
St. Charles Towne Mall (J.C. Penney)	--	5:00	--	5:16	--	5:32	--	5:47	--	6:01	--	--	6:14	--	6:26
St. Charles Towne Mall (Dick's Sporting Goods)	4:50	--	5:08	--	5:24	--	5:40	--	5:54	--	--	6:08	--	6:20	--
WASHINGTON D.C.															
7th St. bet. E & D Sts., S.W. (HUD)	5:30	5:40	5:48	5:56	6:04	6:13	6:23	6:31	6:39	6:46	6:50	6:54	7:02	7:10	7:17
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	5:32	5:42	5:50	5:58	6:06	6:15	6:25	6:33	6:41	6:48	6:52	6:56	7:04	7:12	7:19
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	5:35	5:45	5:53	6:01	6:09	6:18	6:28	6:36	6:44	6:51	6:55	6:59	7:07	7:15	7:22
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	5:37	5:47	5:55	6:03	6:11	6:20	6:30	6:38	6:46	6:53	6:57	7:01	7:09	7:17	7:24
Pennsylvania Ave. & 12th St., N.W. (Fed Triangle)	5:39	5:49	5:57	6:05	6:13	6:22	6:32	6:40	6:48	6:55	6:59	7:03	7:11	7:19	7:26
12th St. & G St., N.W. (Metro Center Ⓜ)	5:41	5:51	5:59	6:07	6:15	6:24	6:34	6:42	6:50	6:57	7:01	7:05	7:13	7:21	7:28
K St. & 14th St., N.W.	5:44	5:54	6:02	6:10	6:18	6:27	6:37	6:45	6:53	7:00	7:04	7:08	7:16	7:24	7:31
K St. & 16th St., N.W.	5:46	5:56	6:04	6:12	6:20	6:29	6:39	6:47	6:55	7:02	7:06	7:10	7:18	7:26	7:33
K St. & 18th St., N.W.	5:48	5:58	6:06	6:14	6:22	6:31	6:41	6:49	6:57	7:04	7:08	7:12	7:20	7:28	7:35
K St. & 20th St., N.W.	5:50	6:00	6:08	6:16	6:24	6:33	6:43	6:51	6:59	7:06	7:10	7:14	7:22	7:30	7:37
K St. & 22nd St., N.W.	5:52	6:02	6:10	6:18	6:26	6:35	6:45	6:53	7:01	7:08	7:12	7:16	7:24	7:32	7:39
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	5:54	6:04	6:12	6:20	6:28	6:37	6:47	6:55	7:03	7:10	7:14	7:18	7:26	7:34	7:41
21st St. & C St., N.W. (State Department)	5:57	6:07	6:15	6:23	6:31	6:40	6:50	6:58	7:06	7:13	7:17	7:21	7:29	7:37	7:44

Effective January 12, 2009

NO. 901 LINE
NORTHBOUND FROM LA PLATA / WALDORF TO WASHINGTON, D.C. (A.M.)

Trip No.	L 16	S 17	18	S 19	L 20	S 21	22	S 23	L 24	L/S 25	26	L/S 27	28	L/S 29	30
CHARLES COUNTY															
La Plata Park & Ride (Washington Ave.)	--	6:12	6:18	--	6:31	--	6:45	--	--	6:59	--	7:18	7:28	7:38	7:48
South Potomac Church (U.S. 301, White Plains)	--	6:18	6:24	--	6:37	--	6:51	--	--	7:05	--	7:24	7:34	7:44	7:54
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	6:10	--	--	6:28	--	6:42	--	--	--	--	7:12	--	--	--	--
Smallwood Village Center	6:18	--	--	6:36	--	6:50	7:05	--	--	--	7:20	--	--	--	--
U.S. 301 Park & Ride (U.S. 301 & Smallwood Dr.)	6:28	6:34	6:40	6:46	6:53	7:00	--	7:07	7:14	7:21	7:30	7:40	7:50	8:00	8:10
St. Charles Towne Mall (J.C. Penney)	--	6:38	--	6:50	--	7:04	--	--	7:18	--	7:34	--	7:54	--	8:14
St. Charles Towne Mall (Dick's Sporting Goods)	6:32	--	6:44	--	6:57	--	--	7:11	--	7:25	--	7:44	--	8:04	8:16
WASHINGTON D.C.															
7th St. bet. E & D Sts., S.W. (HUD)	7:24	7:32	7:39	7:45	7:52	7:59	8:00	8:06	8:13	8:20	8:29	8:39	8:49	8:59	9:11
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	7:26	7:34	7:41	7:47	7:54	8:01	8:02	8:08	8:15	8:22	8:31	8:41	8:51	9:01	9:13
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	7:29	7:37	7:44	7:50	7:57	8:04	8:05	8:11	8:18	8:25	8:34	8:44	8:54	9:04	9:16
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	7:31	7:39	7:46	7:52	7:59	8:06	8:07	8:13	8:20	8:27	8:36	8:46	8:56	9:06	9:18
Pennsylvania Ave. & 12th St., N.W. (Fed Triangle)	7:33	7:41	7:48	7:54	8:01	8:08	8:09	8:15	8:22	8:29	8:38	8:48	8:58	9:08	9:20
12th St. & G St., N.W. (Metro Center Ⓜ)	7:35	7:43	7:50	7:56	8:03	8:10	8:11	8:17	8:24	8:31	8:40	8:50	9:00	9:10	9:22
K St. & 14th St., N.W.	7:38	7:46	7:53	7:59	8:06	8:13	8:14	8:20	8:27	8:34	8:43	8:53	9:03	9:13	9:25
K St. & 16th St., N.W.	7:40	7:48	7:55	8:01	8:08	8:15	8:16	8:22	8:29	8:36	8:45	8:55	9:05	9:15	9:27
K St. & 18th St., N.W.	7:42	7:50	7:57	8:03	8:10	8:17	8:18	8:24	8:31	8:38	8:47	8:57	9:07	9:17	9:29
K St. & 20th St., N.W.	7:44	7:52	7:59	8:05	8:12	8:19	8:20	8:26	8:33	8:40	8:49	8:59	9:09	9:19	9:31
K St. & 22nd St., N.W.	7:46	7:54	8:01	8:07	8:14	8:21	8:22	8:28	8:35	8:42	8:51	9:01	9:11	9:21	9:33
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	7:48	7:56	8:03	8:09	8:16	8:23	8:24	8:30	8:37	8:44	8:53	9:03	9:13	9:23	9:35
21st St. & C St., N.W. (State Department)	7:51	7:59	8:06	8:12	8:19	8:26	8:27	8:33	8:40	8:47	8:56	9:06	9:16	9:26	9:38

Effective January 12, 2009

NO. 901 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO WALDORF/LA PLATA (P.M.)

Trip No.	S 31	L 32	S 33	34	S 35	L 36	S 37	38	S 39	L 40	S 41	42	S 43	44	L/S 45	46
WASHINGTON D.C.																
C St. & 21st St., N.W. (State Department)	12:20	2:40	2:52	3:04	3:16	3:26	3:32	3:38	3:44	3:50	3:56	4:03	4:10	4:15	4:17	4:24
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	12:22	2:43	2:55	3:07	3:19	3:29	3:35	3:41	3:47	3:53	3:59	4:06	4:13	4:18	4:20	4:27
K St. & 22nd St., N.W.	12:24	2:46	2:58	3:10	3:22	3:32	3:38	3:44	3:50	3:56	4:02	4:09	4:16	4:21	4:23	4:30
K St. & 20th St., N.W.	12:26	2:48	3:00	3:12	3:24	3:34	3:40	3:46	3:52	3:58	4:04	4:11	4:18	4:23	4:25	4:32
K St. & 18th St., N.W.	12:28	2:50	3:02	3:14	3:26	3:36	3:42	3:48	3:54	4:00	4:06	4:13	4:20	4:25	4:27	4:34
K St. & 16th St., N.W.	12:30	2:52	3:04	3:16	3:28	3:38	3:44	3:50	3:56	4:02	4:08	4:15	4:22	4:27	4:29	4:36
K St. & 14th St., N.W.	12:32	2:54	3:06	3:18	3:30	3:40	3:46	3:52	3:58	4:04	4:10	4:17	4:24	4:29	4:31	4:38
11th St. & H St., N.W. (Metro Center Ⓜ)	12:35	2:58	3:10	3:22	3:34	3:44	3:50	3:56	4:02	4:08	4:14	4:21	4:28	4:33	4:35	4:42
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	12:38	3:02	3:14	3:26	3:38	3:48	3:54	4:00	4:06	4:12	4:18	4:25	4:32	4:37	4:39	4:46
Pennsylvania Ave. & 9th St., N.W.	12:39	3:03	3:15	3:27	3:39	3:49	3:55	4:01	4:07	4:13	4:19	4:26	4:33	4:38	4:40	4:47
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	12:43	3:08	3:20	3:32	3:44	3:54	4:00	4:06	4:12	4:18	4:24	4:31	4:38	4:43	4:45	4:52
7th St. bet. D & E Sts., S.W. (HUD)	12:45	3:10	3:22	3:34	3:46	3:56	4:02	4:08	4:14	4:20	4:26	4:33	4:40	4:45	4:47	4:54
CHARLES COUNTY																
St. Charles Towne Mall (JC Penney)	1:25	3:52	4:05	4:18	4:31	4:44	4:51	4:58	5:04	5:10	5:16	5:24	5:31	--	5:39	5:46
St. Charles Towne Mall (Dick's Sporting Goods)	1:29	3:56	4:09	4:22	4:35	4:48	4:55	5:02	5:08	5:14	5:20	5:28	5:35	--	5:43	5:50
U.S. 301 Park & Ride (U.S 301 & Smallwood Dr.)	1:31	3:58	4:11	4:24	4:37	4:50	4:57	5:04	5:10	5:16	5:22	5:30	5:37	--	5:45	5:52
St. Charles Towne Plaza (behind Jo-Ann's)	*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Smallwood Village Center	1:37	--	--	4:30	--	4:56	--	--	5:16	--	--	5:36	--	5:35	--	--
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	*	--	--	4:38	--	5:04	--	--	5:24	--	--	5:44	--	--	--	--
South Potomac Church (U.S. 301, White Plains)	1:50	4:08	4:21	--	4:47	--	5:07	5:14	--	5:26	5:32	--	--	5:48	--	6:02
La Plata Park & Ride (Washington Ave.)	1:54	4:12	4:25	--	4:51	--	5:11	5:18	--	5:30	5:36	--	--	5:52	--	6:06

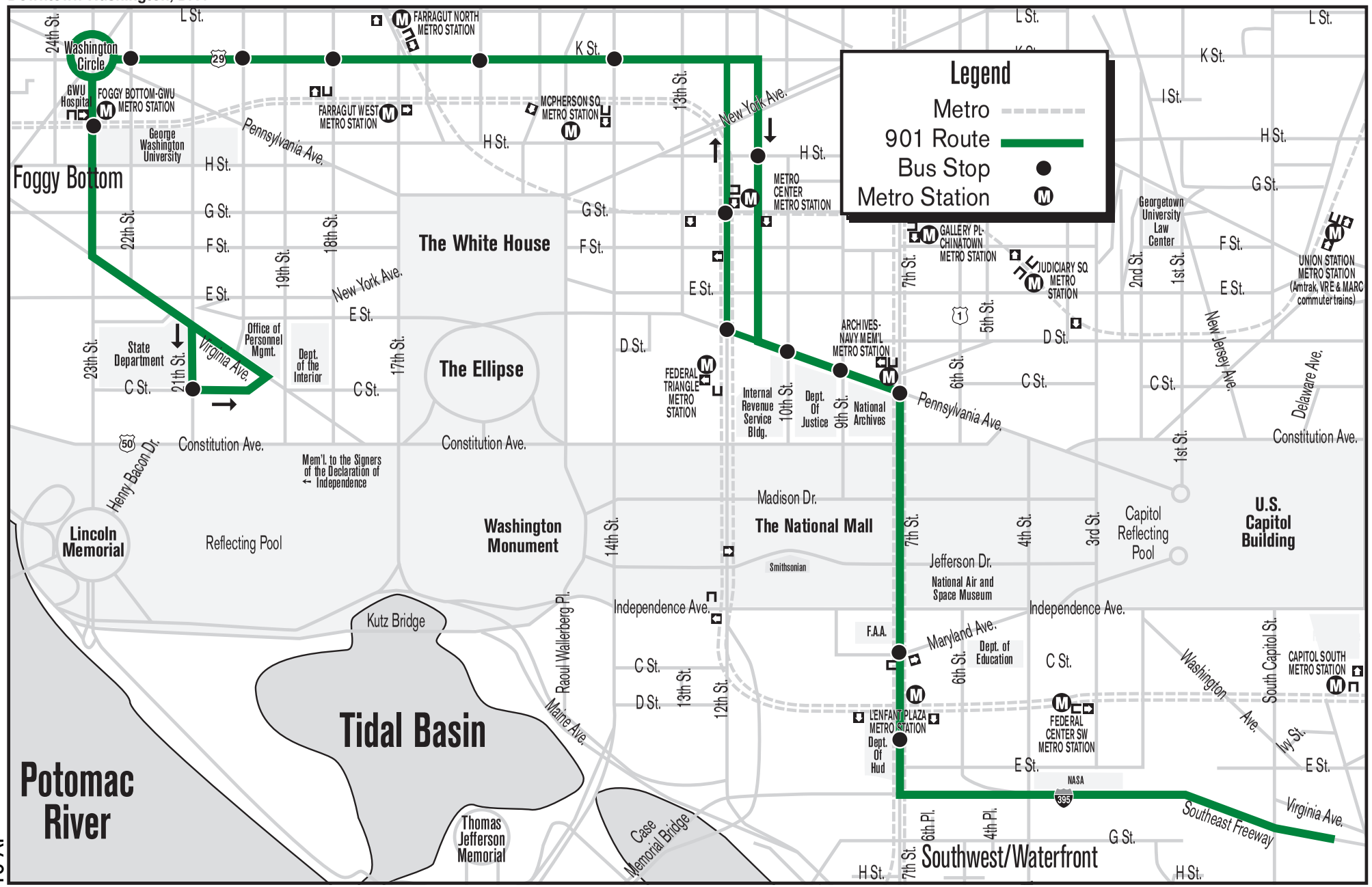
Effective January 12, 2009

NO. 901 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO WALDORF/LA PLATA (P.M.)

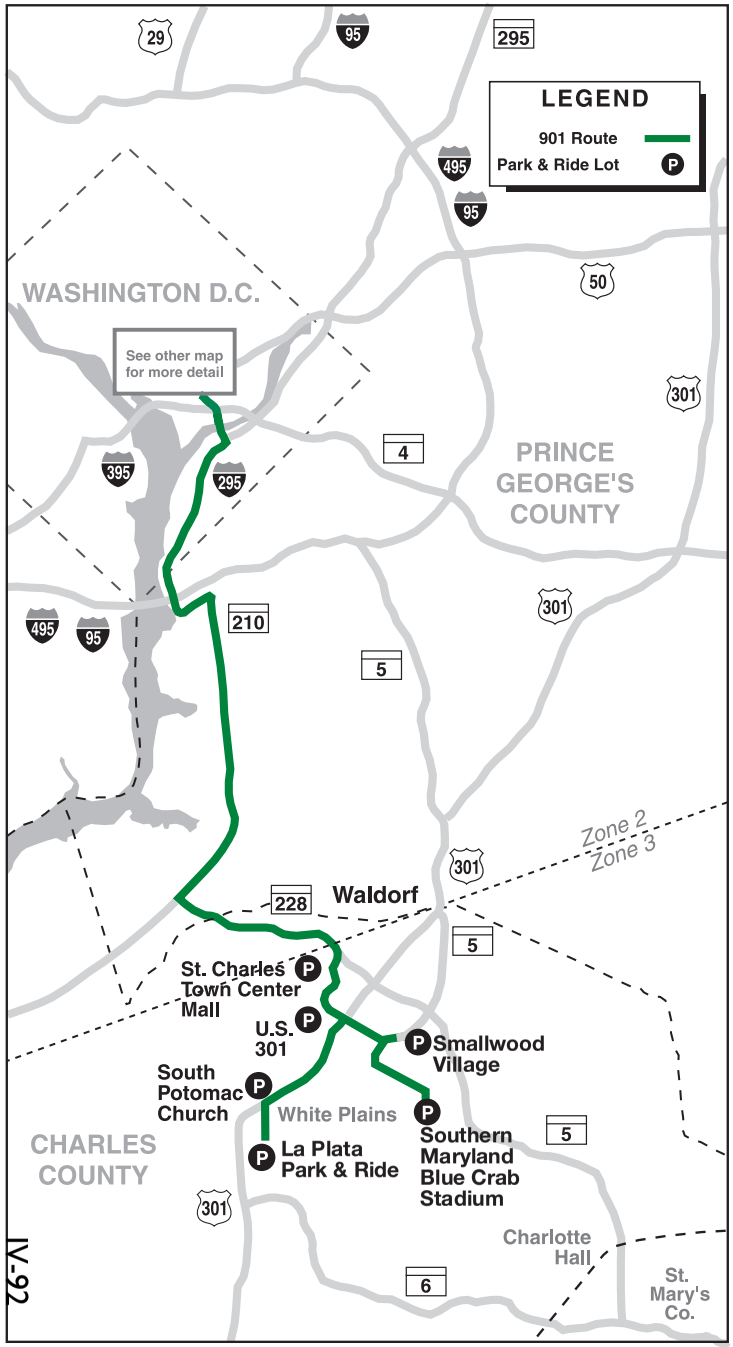
Trip No.	S 47	L 48	S 49	50	L/S 51	52	S 53	L 54	S 55	56	L/S 57	58	S 59	60	L/S 61
WASHINGTON D.C.															
C St. & 21st St., N.W. (State Department)	4:31	4:38	4:44	4:50	4:56	5:02	5:05	5:08	5:14	5:20	5:30	5:40	5:50	6:00	6:30
23rd St. & I (Eye) St., N.W. (Foggy Bottom-GWU Ⓜ)	4:34	4:41	4:47	4:53	4:59	5:05	5:08	5:11	5:17	5:23	5:33	5:43	5:53	6:03	6:33
K St. & 22nd St., N.W.	4:37	4:44	4:50	4:56	5:02	5:08	5:11	5:14	5:20	5:26	5:36	5:46	5:56	6:06	6:36
K St. & 20th St., N.W.	4:39	4:46	4:52	4:58	5:04	5:10	5:13	5:16	5:22	5:28	5:38	5:48	5:58	6:08	6:38
K St. & 18th St., N.W.	4:41	4:48	4:54	5:00	5:06	5:12	5:15	5:18	5:24	5:30	5:40	5:50	6:00	6:10	6:40
K St. & 16th St., N.W.	4:43	4:50	4:56	5:02	5:08	5:14	5:17	5:20	5:26	5:32	5:42	5:52	6:02	6:12	6:42
K St. & 14th St., N.W.	4:45	4:52	4:58	5:04	5:10	5:16	5:19	5:22	5:28	5:34	5:44	5:54	6:04	6:14	6:44
11th St. & H St., N.W. (Metro Center Ⓜ)	4:49	4:56	5:02	5:08	5:14	5:20	5:23	5:26	5:32	5:38	5:48	5:58	6:08	6:18	6:48
Pennsylvania Ave. & 10th St., N.W. (FBI, Justice)	4:53	5:00	5:06	5:12	5:18	5:24	5:27	5:30	5:36	5:42	5:52	6:02	6:12	6:22	6:52
Pennsylvania Ave. & 9th St., N.W.	4:54	5:01	5:07	5:13	5:19	5:25	5:28	5:31	5:37	5:43	5:53	6:03	6:13	6:23	6:53
7th St. & Maryland Ave., S.W. (L'Enfant Plaza Ⓜ)	4:59	5:06	5:12	5:18	5:24	5:30	5:33	5:36	5:42	5:48	5:58	6:08	6:18	6:28	6:58
7th St. bet. D & E Sts., S.W. (HUD)	5:01	5:08	5:14	5:20	5:26	5:32	5:35	5:38	5:44	5:50	6:00	6:10	6:20	6:30	7:00
CHARLES COUNTY															
St. Charles Towne Mall (JC Penney)	5:53	6:00	6:06	6:12	6:18	6:24	--	6:30	6:36	6:42	6:50	6:58	7:08	7:16	7:38
St. Charles Towne Mall (Dick's Sporting Goods)	5:57	6:04	6:10	6:16	6:22	6:28	--	6:34	6:40	6:46	6:54	7:02	7:12	7:20	7:42
U.S. 301 Park & Ride (U.S 301 & Smallwood Dr.)	5:59	6:06	6:12	6:18	6:24	6:30	--	6:36	6:42	6:48	6:56	7:04	7:14	7:22	7:44
St. Charles Towne Plaza (behind Jo-Ann's)	--	--	--	--	--	--	--	--	--	--	*	--	*	*	*
Smallwood Village Center	6:05	--	--	6:24	--	--	6:25	--	--	6:54	--	7:10	--	--	7:50
Southern Md. Blue Crabs Stadium (Piney Church Rd.)	6:13	--	--	6:32	--	--	--	--	--	7:02	--	7:18	--	--	*
South Potomac Church (U.S. 301, White Plains)	--	6:16	6:22	--	6:34	--	6:38	--	6:52	--	7:06	--	7:24	7:32	8:03
La Plata Park & Ride (Washington Ave.)	--	6:20	6:26	--	6:38	--	6:42	--	6:56	--	7:10	--	7:28	7:36	8:07

* Will stop upon request only

Downtown Washington, D.C.



No. 901 Line



Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 1:00, 1:05, 1:10, 1:15,1:20, 1:25, 1:30, 1:35, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:40, 5:00, 5:30, 6:00, and 6:30 p.m.

- Before 2:00 p.m., buses will depart at 2:00, 2:05, 2:10, 2:15, 2:20, 2:25, 2:30, 2:35, 2:40, 2:45, 2:50, 2:55, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:10, 4:20, 4:30, 4:40, 4:50, 5:00, 5:10, 5:20, 5:30, 6:00, and 6:30 p.m.

- After 2:00 p.m., coaches will operate on their regular schedules.

  Midday service will operate on its regular schedule.

  All trips will serve St. Charles Towne Center Mall stops, U.S. 301 Park & Ride, Smallwood Village Center, Southern Maryland Blue Crabs Stadium, South Potomac Church, and La Plata Park & Ride.

The MTA will generate e-notices and post announcements on the Commuter Bus Service Update Center online once changes in service occur.

Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.

Days of Operation

The No. 901 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 12th below Constitution (Federal Triangle), 11th & G (Metro Center), 14th & I (McPherson Square), 18th & I (Farragut West), and 23rd & I (Foggy Bottom-GWU)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza) and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Additional Service

No. 907 line operates between LaPlata, Waldorf, and Downtown Washington D.C.

Nos. 903 and 905 lines operate between Waldorf Mattawoman-Beantown Park & Ride) and downtown Washington, D.C. **No. 903** line also serves the Suitland Green Line Metro Station.

A **Guaranteed Ride Home** program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Fares

From Dunkirk to Washington, D.C. is Zone 2; all stops between Fairgrounds and Sunderland to Washington, D.C. are Zone 3; from St. Leonard to Washington, D.C. is Zone 4.

	Zone 2	Zone 3	Zone 4
One-Way Full Fare	$3.50	$4.25	$5.00
One-Way Senior/Disability Fare	$2.45	$3.20	$3.95
Ten-Trip Ticket	$31.50	$38.25	$45.00
Sen./Dis. Ten-Trip Ticket	$24.50	$32.00	$39.50
Monthly Pass	$119.00	$144.50	$170.00
Transit Link Card	$194.00	$219.50	$245.00

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the Dunkirk Park & Ride to all outbound trips heading towards St. Leonard or the Calvert County Fairgrounds.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 767-3439
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Keller Transportation, Inc.	1 (800) 273-8618
WMATA Metrorail and Metrobus	(202) 637-7000
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

This timetable is printed on recycled paper.
This document is available in alternate format upon request.

COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 902

ST. LEONARD, CALVERT COUNTY
PRINCE FREDERICK, CALVERT CO.
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 2 & MD 4 TO:

Calvert County Fairgrounds
Prince Frederick
Sunderland
Dunkirk
Capitol Hill
L'Enfant Plaza
Federal Triangle
Farragut Square
State Department

MTA Maryland

www.mtamaryland.com
410-539-5000 • 1-866-RIDE-MTA

Operated under a service contract with
Keller Transportation, Inc. • 1-800-273-8618

Effective January 12, 2009

NO. 902 LINE
NORTHBOUND FROM ST. LEONARD / PRINCE FREDERICK TO WASHINGTON, D.C. (A.M.)

Trip No.	S 1	L 2	S 3	4	L/S 5	6	S 7	L 8	S 9	10	L/S 11	12	S 13	L 14	S 15	16	L/S 17
CALVERT COUNTY																	
St. Leonard (Crossroad Church, MD 2-4 & Ball Rd.)	4:35	--	4:53	--	5:11	--	5:29	--	5:46	--	6:02	--	6:18	--	6:34	--	6:50
Calvert County Fairgrounds (MD 231)	--	4:51	--	5:09	--	5:27	--	5:45	--	6:01	--	6:17	--	6:33	--	6:49	--
Prince Frederick Park & Ride (Fairgrounds & Armory Rds.)	4:50	4:59	5:08	5:17	5:26	5:35	5:44	5:53	6:01	6:09	6:17	6:25	6:33	6:41	6:49	6:57	7:05
Sunderland Park & Ride (MD 2 near MD 4 & MD 262)	5:05	5:14	5:23	5:32	5:41	5:50	5:59	6:08	6:16	6:24	6:32	6:40	6:48	6:56	7:04	7:12	7:20
Dunkirk Park & Ride (Ferry Landing Rd.)	5:15	5:24	5:33	5:42	5:51	6:00	6:09	6:18	6:26	6:34	6:42	6:50	6:58	7:06	7:14	7:22	7:30
WASHINGTON D.C.																	
Independence Ave. & 1 St., S.E. (Library of Congress)	5:55	6:05	6:15	6:25	6:36	6:46	6:56	7:06	7:15	7:24	7:33	7:42	7:50	7:58	8:06	8:14	8:22
Independence Ave. & 4th St., S.W. (HHS, Voice of America)	5:57	6:07	6:17	6:27	6:38	6:48	6:58	7:08	7:17	7:26	7:35	7:45	7:53	8:01	8:09	8:17	8:25
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza (M))	5:59	6:09	6:19	6:29	6:40	6:50	7:00	7:10	7:19	7:28	7:37	7:48	7:56	8:04	8:12	8:20	8:28
Pennsylvania Ave. & 7th St., N.W. (Archives (M))	6:02	6:12	6:22	6:32	6:43	6:53	7:03	7:13	7:22	7:31	7:40	7:51	7:59	8:07	8:15	8:23	8:31
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	6:04	6:14	6:24	6:34	6:45	6:55	7:05	7:15	7:24	7:33	7:42	7:54	8:02	8:10	8:18	8:26	8:34
Pennsylvania Ave. & 12th St., N.W. (Federal Triangle)	6:05	6:15	6:25	6:35	6:46	6:56	7:06	7:16	7:25	7:34	7:43	7:56	8:04	8:12	8:20	8:28	8:36
12th & G Sts., N.W. (Metro Center (M))	6:07	6:17	6:27	6:37	6:48	6:58	7:08	7:18	7:27	7:36	7:45	8:00	8:08	8:16	8:24	8:32	8:40
K & 13th Sts., N.W.	6:09	6:19	6:29	6:39	6:50	7:00	7:10	7:20	7:29	7:38	7:47	8:03	8:11	8:19	8:27	8:35	8:43
K & 15th Sts., N.W.	6:10	6:20	6:30	6:40	6:51	7:01	7:11	7:21	7:30	7:39	7:48	8:05	8:13	8:21	8:29	8:37	8:45
K & 17th/Connecticut Ave., N.W. (Farragut (M))	6:11	6:21	6:31	6:41	6:52	7:02	7:12	7:22	7:31	7:40	7:49	8:06	8:14	8:22	8:30	8:38	8:46
K & 19th Sts., N.W.	6:12	6:22	6:32	6:42	6:53	7:03	7:13	7:23	7:32	7:41	7:50	8:08	8:16	8:24	8:32	8:40	8:48
21 St & M Sts., N.W.	6:14	6:24	6:34	6:44	6:55	7:05	7:15	7:25	7:34	7:43	7:52	8:10	8:18	8:26	8:34	8:42	8:50
19th St. bet. Penn. Ave. & H St., N.W. (World Bank)	6:16	6:26	6:36	6:46	6:57	7:07	7:17	7:27	7:36	7:45	7:54	8:12	8:20	8:28	8:36	8:44	8:52
19th & E Sts., N.W. (Office of Personnel Mgmt.)	6:18	6:28	6:38	6:48	6:59	7:09	7:19	7:29	7:38	7:47	7:56	8:14	8:22	8:30	8:38	8:46	8:54
21st St & C Sts., N.W. (State Department)	6:20	6:30	6:40	6:50	7:01	7:11	7:21	7:31	7:40	7:49	7:58	8:16	8:24	8:32	8:40	8:48	8:56

Effective January 12, 2009

NO. 902 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO PRINCE FREDERICK / ST. LEONARD (P.M.)

Trip No.	L/S 18	S 19	20	L/S 21	22	S 23	L 24	S 25	26	L/S 27	28	S 29	L 30	S 31	L 32	S 33	34	L/S 35
WASHINGTON D.C.																		
C & 21st Sts., N.W. (State Department)	12:05	2:45	2:55	3:10	3:25	3:40	3:50	4:00	4:09	4:18	4:27	4:36	4:44	4:52	5:00	5:08	5:20	5:40
20th & E Sts., N.W. (Office of Personnel Mgmt.)	12:07	2:48	2:58	3:13	3:28	3:43	3:53	4:03	4:12	4:21	4:30	4:39	4:47	4:55	5:03	5:11	5:23	5:43
20th St. & Pennsylvania Ave., N.W.	12:09	2:50	3:00	3:15	3:30	3:45	3:55	4:05	4:14	4:23	4:32	4:41	4:49	4:57	5:05	5:13	5:25	5:45
K & 19th Sts., N.W.	12:10	2:52	3:02	3:17	3:32	3:47	3:57	4:07	4:16	4:25	4:34	4:43	4:51	4:59	5:07	5:15	5:27	5:47
K & 17th St./Connecticut Ave., N.W. (Farragut (M))	12:12	2:55	3:05	3:20	3:35	3:50	4:00	4:10	4:19	4:28	4:37	4:46	4:54	5:02	5:10	5:18	5:30	5:50
K & 15th Sts., N.W.	12:14	2:57	3:07	3:22	3:37	3:52	4:02	4:12	4:21	4:30	4:39	4:48	4:56	5:04	5:12	5:20	5:32	5:52
K & 13th Sts., N.W.	12:16	2:59	3:09	3:24	3:39	3:54	4:04	4:14	4:23	4:32	4:41	4:50	4:58	5:06	5:14	5:22	5:34	5:54
11th & H Sts., N.W.	12:18	3:01	3:11	3:26	3:41	3:56	4:06	4:16	4:25	4:34	4:43	4:52	5:00	5:08	5:16	5:24	5:36	5:56
11th & E Sts., N.W.	12:19	3:03	3:13	3:28	3:43	3:58	4:08	4:18	4:27	4:36	4:45	4:54	5:02	5:10	5:18	5:26	5:38	5:58
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	12:22	3:07	3:17	3:32	3:47	4:02	4:12	4:22	4:31	4:40	4:49	4:58	5:06	5:14	5:22	5:30	5:42	6:02
Pennsylvania Ave. & 9th St., N.W.	12:23	3:08	3:18	3:33	3:48	4:03	4:13	4:23	4:32	4:41	4:50	4:59	5:07	5:15	5:23	5:31	5:43	6:03
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza (M))	12:27	3:13	3:23	3:38	3:53	4:08	4:18	4:28	4:37	4:46	4:55	5:04	5:12	5:20	5:28	5:36	5:48	6:08
Ind. Ave. bet. 4th & 3rd Sts., S.W. (HHS, Voice of America)	12:29	3:15	3:25	3:40	3:55	4:10	4:20	4:30	4:39	4:48	4:57	5:06	5:14	5:22	5:30	5:38	5:50	6:10
Independence Ave. & 1st St., S.E. (Library of Congress)	12:32	3:19	3:29	3:44	3:59	4:14	4:24	4:34	4:43	4:52	5:01	5:10	5:18	5:26	5:34	5:42	5:54	6:14
CALVERT COUNTY																		
Dunkirk Park & Ride (Ferry Landing Rd.)	1:09	3:56	4:06	4:23	4:39	4:56	5:08	5:18	5:27	5:36	5:45	5:54	6:02	6:10	6:18	6:26	6:38	6:54
Sunderland Park & Ride (MD 2 near MD 4 & MD 262)	1:19	4:06	4:16	4:33	4:49	5:06	5:18	5:28	5:37	5:46	5:55	6:04	6:12	6:20	6:28	6:36	6:48	7:04
Prince Frederick Park & Ride (Fairgrounds & Armory Rds.)	1:33	4:19	4:29	4:46	5:02	5:19	5:31	5:41	5:50	5:59	6:08	6:17	6:25	6:33	6:41	6:49	7:01	7:17
Calvert County Fairgrounds (MD 231)	1:40	--	4:36	--	5:09	--	5:38	--	5:57	--	6:15	--	6:32	--	6:48	--	--	7:24
St. Leonard (Crossroad Church, MD 2-4 & Ball Rd.)	1:50	4:31	--	4:58	--	5:31	--	5:53	--	6:11	--	6:29	--	6:45	--	7:01	7:13	7:34

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 11th & G (Metro Center), 14th & I (McPherson) Square), and 18th & I (Farragut West)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza), and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Days of Operation

The No. 902 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Additional Service

No. 904 line operates from North Beach, Owings, Pindell, and points north to Downtown Washington, D.C.

Guaranteed Ride Home Program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 12:05, 1:00, 1:10: 1:20, 1:30, 1:40, 1:50, 2:00, 2:10, 2:20, 2:30, 2:45, 3:00, 3:30, 4:00, 4:30, 5:00, and 5:40 p.m.
- Before 2:00 p.m., buses will depart at 12:05, 2:00, 2:10, 2:20, 2:30, 2:40, 2:50, 3:00, 3:10, 3:20, 3:30, 3:40, 3:50, 4:00, 4:15, 4:30, 5:00, and 5:40 p.m.
- After 2:00 p.m., buses will operate on their regular schedules.

  Midday service will operate on its regular schedule.

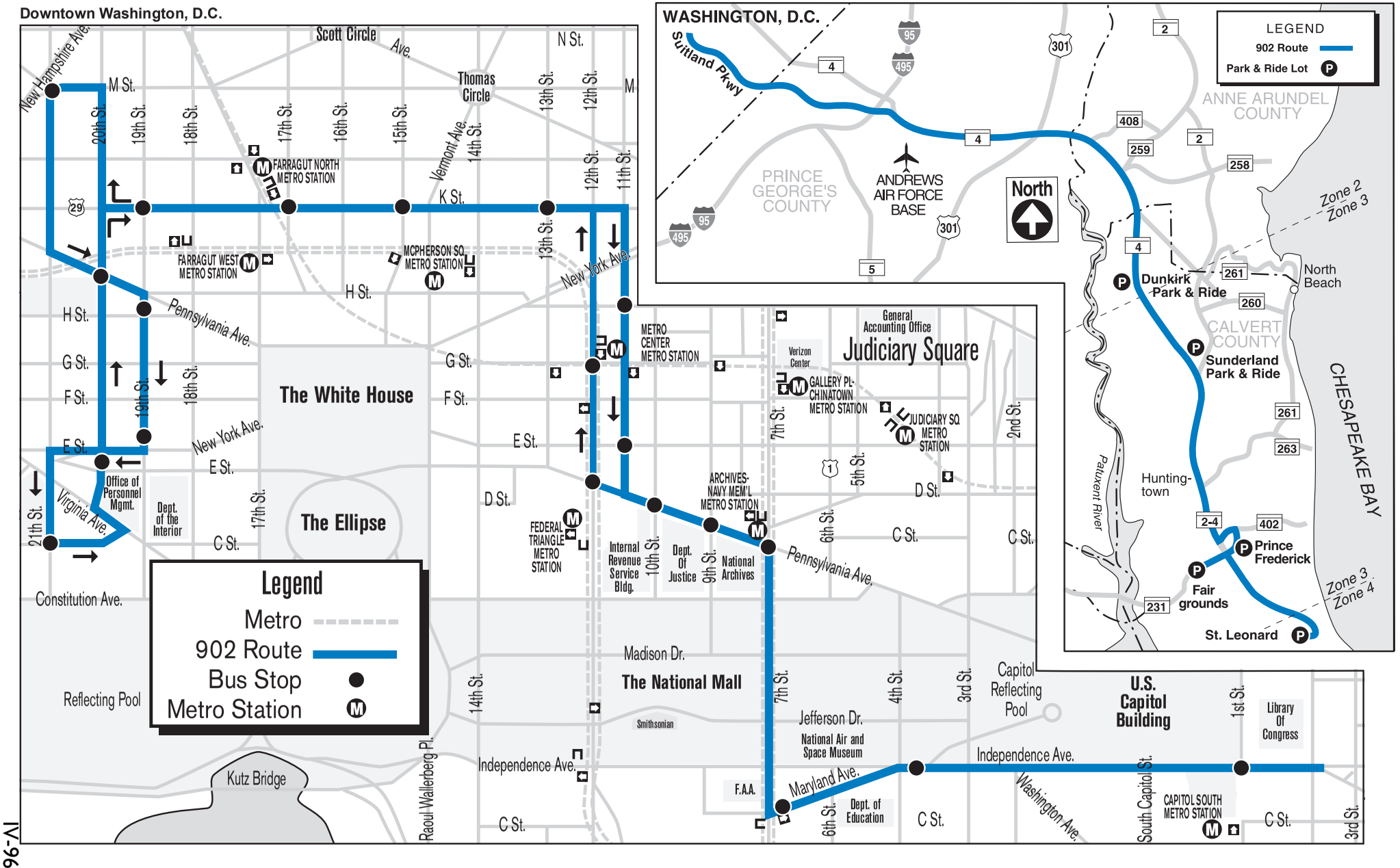
  When the early release plan is in effect, all buses will stop at both the Calvert County Fairgrounds and St. Leonard stops.

Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.


Downtown Washington, D.C.
Calvert County
WASHINGTON, D.C.
Suitland Pkwy
PRINCE GEORGE'S COUNTY
ANDREWS AIR FORCE BASE
North
ANNE ARUNDEL COUNTY
CALVERT COUNTY
LEGEND
902 Route
Park & Ride Lot
Dunkirk Park & Ride
Sunderland Park & Ride
Prince Frederick
Fair grounds
St. Leonard
North Beach
Huntingtown
Patuxent River
CHESAPEAKE BAY
Zone 2
Zone 3
Zone 4
New Hampshire Ave.
M St.
Scott Circle
Thomas Circle
N St.
Vermont Ave.
K St.
FARRAGUT NORTH METRO STATION
FARRAGUT WEST METRO STATION
MCPHERSON SQ METRO STATION
H St.
Pennsylvania Ave.
G St.
F St.
E St.
New York Ave.
The White House
The Ellipse
Office of Personnel Mgmt.
Dept. of the Interior
Virginia Ave.
Constitution Ave.
C St.
D St.
Reflecting Pool
Kutz Bridge
Raoul Wallerberg Pl.
Independence Ave.
14th St.
Madison Dr.
The National Mall
Smithsonian
Jefferson Dr.
National Air and Space Museum
F.A.A.
Maryland Ave.
Dept. of Education
Washington Ave.
South Capitol St.
CAPITOL SOUTH METRO STATION
Capitol Reflecting Pool
U.S. Capitol Building
Library Of Congress
1st St.
3rd St.
4th St.
6th St.
7th St.
9th St.
10th St.
11th St.
12th St.
13th St.
15th St.
16th St.
17th St.
18th St.
19th St.
20th St.
21st St.
2nd St.
5th St.
METRO CENTER METRO STATION
General Accounting Office
Judiciary Square
Verizon Center
GALLERY PL-CHINATOWN METRO STATION
JUDICIARY SQ METRO STATION
ARCHIVES-NAVY MEM'L METRO STATION
FEDERAL TRIANGLE METRO STATION
Internal Revenue Service Bldg.
Dept. Of Justice
National Archives
Legend
Metro
902 Route
Bus Stop
Metro Station

Fares

- All stops between Pindell and Equestrian Center to Washington, D.C. are Zone 2. All stops between North Beach and Owings to Washington, D.C. are Zone 3.

	Zone 2	Zone 3
One-Way Full Fare	$3.50	$4.25
One-Way Senior/Disability Fare	$2.45	$3.20
Ten-Trip Ticket	$31.50	$38.25
Sen./Dis. Ten-Trip Ticket	$24.50	$32.00
Monthly Pass	$119.00	$144.50
Transit Link Card	$194.00	$219.50

- Exact fare is required. No change will be given if you overpay.
- One-way fares and ten-trip tickets may be purchased on the bus. Contact the MTA to purchase monthly passes.
- MTA Commuter Choice Maryland Vouchers and WMATA SmartBenefit Vouchers are accepted on this service.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare Cardholders. To be eligible, you must show one of the following; a valid MTA Senior/Disability photo ID card, or any valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with any valid government issued photo ID, or a Medicare card with any valid government photo ID.
- Transit Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrorail, Metrobus, and Ride-On during the indicated month.
- Riders may transfer free of charge at the Equestrian Center to all southbound trips heading towards North Beach.

Wheelchair Accessible Service

- All coaches are wheelchair accessible.

MTA Telephone Numbers

Information	(410) 539-5000 or 1 (866) RIDE-MTA
Internet Address	www.mtamaryland.com
E-Mail Comment Line	commuterbus@mtamaryland.com
TTY (hearing/speech impaired)	(410) 539-3497
Directory Assistance	1 (888) 218-2267
Monthly Pass Credit Card Sales	(410) 767-3439
Commuter Choice Maryland Info.	(410) 767-8755

Other Telephone Numbers

Dillon's Bus Service, Inc.	1 (800) 827-3490
WMATA Metrorail and Metrobus	(202) 637-7000
Prince George's TheBus	(301) 324-2877
Tri-County Council	(301) 870-2777

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
6 St. Paul Street
Baltimore, Maryland 21202-1614

This timetable is printed on recycled paper.
This document is available in alternate format upon request.

COMMUTER BUS SERVICE

Effective January 12, 2009

BUS ROUTE NO. 904

NORTH BEACH, CALVERT COUNTY
PINDELL, ANNE ARUNDEL COUNTY
WASHINGTON, D.C.

EXPRESS SERVICE VIA MD 4 TO:

Owings
Bristol
Wayson's Corner
Prince George's Equestrian Center
Capitol Hill
L'Enfant Plaza
Federal Triangle
Farragut Square
State Department

MTA Maryland

www.mtamaryland.com
410-539-5000 • 1-866-RIDE-MTA
Operated under a service contract with
Dillon's Bus Service Inc. • 1-800-827-3490


NO SMOKING


NO EATING OR DRINKING


NO LOUD TALKING OR PROFANITY


NO RADIOS WITHOUT HEADPHONES

Effective January 12, 2009

NO. 904 LINE
NORTHBOUND FROM NORTH BEACH/PINDELL TO WASHINGTON, D.C. (A.M.)

Trip No.	1	L/S 2	3	4	L/S 5	6	L/S 7	8	9	L/S 10	11	L/S 12	13	L/S 14
CALVERT COUNTY														
North Beach (Municipal Lot, 5th St. & Chesapeake Ave.)	-	5:15	-	-	5:45	-	6:15	-	-	6:45	-	6:57	-	7:21
Owings (Dash-In, MD 2 & MD 260)	-	5:24	-	-	5:54	-	6:24	-	-	6:54	-	7:06	-	7:30
ANNE ARUNDEL COUNTY														
Pindell Park & Ride (MD 4 & Lower Pindell Rd.)	5:15	5:30	5:40	5:50	6:00	6:15	*	6:30	6:45	*	7:00	7:12	7:24	7:36
Bristol Park & Ride (MD 4 & MD 258)	5:20	5:35	5:45	5:55	6:05	6:20	*	6:35	6:50	*	7:05	7:17	7:29	7:41
Wayson's Corner Park & Ride (MD 4 near MD 408)	5:25	5:40	5:50	6:00	6:10	6:25	*	6:40	6:55	*	7:10	7:22	7:34	7:46
PRINCE GEORGE'S COUNTY														
Equestrian Center (MD 4 west of U.S. 301, Upper Marlboro)	5:33	5:48	5:58	6:08	6:18	6:33	6:40	6:48	7:03	7:10	7:18	7:30	7:42	7:54
WASHINGTON, D.C.														
Independence Ave. & 1st St., S.E. (Library of Congress)	6:05	6:22	6:33	6:43	6:54	7:11	7:20	7:29	7:48	7:56	8:06	8:18	8:30	8:42
Independence Ave. & 4th St., S.W. (HHS, Voice of America)	6:07	6:25	6:36	6:46	6:57	7:14	7:23	7:32	7:51	7:59	8:09	8:21	8:33	8:45
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	6:09	6:27	6:38	6:48	6:59	7:16	7:25	7:34	7:54	8:02	8:12	8:24	8:36	8:48
Pennsylvania Ave. & 7th St., N.W. (Archives Ⓜ)	6:12	6:30	6:41	6:51	7:02	7:18	7:28	7:37	7:57	8:05	8:15	8:27	8:39	8:51
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	6:14	6:32	6:43	6:53	7:04	7:20	7:30	7:39	8:00	8:08	8:18	8:30	8:42	8:54
Pennsylvania Ave. & 12th St., N.W. (Federal Triangle)	6:15	6:33	6:44	6:54	7:05	7:22	7:32	7:41	8:02	8:10	8:20	8:32	8:44	8:56
12th & G Sts., N.W. (Metro Center Ⓜ)	6:17	6:35	6:46	6:56	7:08	7:25	7:35	7:44	8:05	8:13	8:23	8:35	8:47	8:59
K & 13th Sts., N.W.	6:19	6:37	6:48	6:58	7:11	7:28	7:38	7:47	8:08	8:16	8:26	8:38	8:50	9:02
K & 15th Sts., N.W.	6:20	6:38	6:49	6:59	7:12	7:29	7:39	7:48	8:09	8:18	8:28	8:40	8:52	9:04
K St. & 17th St./Connecticut Ave., N.W. (Farragut Ⓜ)	6:21	6:39	6:50	7:00	7:13	7:30	7:40	7:49	8:10	8:19	8:29	8:41	8:53	9:05
K & 19th Sts., N.W.	6:22	6:40	6:52	7:02	7:15	7:32	7:42	7:51	8:12	8:21	8:31	8:43	8:55	9:07
21st & M Sts., N.W.	6:24	6:42	6:54	7:04	7:17	7:34	7:44	7:53	8:14	8:23	8:33	8:45	8:57	9:09
19th St. bet. Penn. Ave. & H St., N.W. (World Bank)	6:26	6:44	6:56	7:06	7:19	7:36	7:46	7:55	8:16	8:25	8:35	8:47	8:59	9:11
19th & E Sts., N.W. (Office of Personnel Mgmt.)	6:28	6:46	6:58	7:08	7:21	7:38	7:48	7:57	8:18	8:27	8:37	8:49	9:01	9:13
21st & C Sts., N.W. (State Department)	6:30	6:48	7:00	7:10	7:23	7:40	7:50	7:59	8:20	8:29	8:39	8:51	9:03	9:15

* On Limited/Special Service days ONLY, trips 7 & 10 will make all stops.

Days of Operation

The No. 904 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays:

New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders when demand for these buses is significantly lower.

Trips marked with "L" denote the "Limited Service Schedule." On Limited Service Days only, those trips designated with the "L" will operate.

Trips marked with "S" denote the "Special Service Schedule." On Special Service Days only, those trips designated with the "S" will operate.

Connecting Transit Services

Ⓜ **Metro Blue** and **Orange Lines** at 7th & Maryland (L'Enfant Plaza), 11th & G (Metro Center), 14th & I (McPherson) Square), and 18th & I (Farragut West)

Ⓜ **Metro Green** and **Yellow Lines** at 7th & Maryland (L'Enfant Plaza), and 7th & Pennsylvania (Archives)

Ⓜ **Metro Red Line** at 11th & G (Metro Center) and at Connecticut & K (Farragut North)

Metrobus at most Downtown Washington stops.

Prince George's TheBus at Prince George's Equestrian Center.

Additional Service

No. 902 line operates from Dunkirk and points south to Downtown Washington, D.C.

Prince George's TheBus Route 21 operates between the Equestrian Center and New Carrollton Metrorail Station with connecting service to downtown Washington, D.C. via **Metro Orange Line.**

Guaranteed Ride Home Program is available for personal emergencies and unscheduled overtime. Participants must register with Commuter Connections at (800) 745-7433 to use this service.

Effective January 12, 2009

NO. 904 LINE
SOUTHBOUND FROM WASHINGTON, D.C. TO PINDELL/NORTH BEACH (P.M.)

Trip No.	L/S 15	L/S 16	17	L/S 18	19	L/S 20	21	22	L/S 23	24	25	L/S 26	27	L/S 28	29
WASHINGTON, D.C.															
C & 21st Sts., N.W. (State Department)	12:15	3:00	3:15	3:30	3:45	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:40
20th & E Sts., N.W. (Office of Personnel Mgmt.)	12:17	3:03	3:18	3:33	3:48	4:03	4:13	4:23	4:33	4:43	4:53	5:03	5:13	5:23	5:43
20th St. & Pennsylvania Ave., N.W.	12:19	3:05	3:20	3:35	3:50	4:05	4:15	4:25	4:35	4:45	4:55	5:05	5:15	5:25	5:45
K & 19th Sts., N.W.	12:20	3:07	3:22	3:37	3:52	4:07	4:17	4:27	4:37	4:47	4:57	5:07	5:17	5:27	5:47
K St. & 17th St./Connecticut Ave., N.W. (Farragut Ⓜ)	12:22	3:10	3:25	3:40	3:55	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:50
K & 15th Sts., N.W.	12:24	3:12	3:27	3:42	3:57	4:12	4:22	4:32	4:42	4:52	5:02	5:12	5:22	5:32	5:52
K & 13th Sts., N.W.	12:26	3:14	3:29	3:44	3:59	4:14	4:24	4:34	4:44	4:54	5:04	5:14	5:24	5:34	5:54
11th & H Sts., N.W.	12:28	3:16	3:31	3:46	4:01	4:16	4:26	4:36	4:46	4:56	5:06	5:16	5:26	5:36	5:56
11th & E Sts., N.W.	12:29	3:18	3:33	3:48	4:03	4:18	4:28	4:38	4:48	4:58	5:08	5:18	5:28	5:38	5:58
Pennsylvania Ave. & 10th St., N.W. (FBI, Dept. of Justice)	12:32	3:22	3:37	3:52	4:07	4:22	4:32	4:42	4:52	5:02	5:12	5:22	5:32	5:42	6:02
Pennsylvania Ave. & 9th St., N.W.	12:33	3:23	3:38	3:53	4:08	4:23	4:33	4:43	4:53	5:03	5:13	5:23	5:33	5:43	6:03
Maryland Ave. & 7th St., S.W. (L'Enfant Plaza Ⓜ)	12:37	3:28	3:43	3:58	4:13	4:28	4:38	4:48	4:58	5:08	5:18	5:28	5:38	5:48	6:08
Ind. Ave. bet. 4th & 3rd Sts., S.W. (HHS, Voice of America)	12:39	3:30	3:45	4:00	4:15	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:10
Independence Ave. & 1st St., S.E. (Library of Congress)	12:42	3:34	3:49	4:04	4:19	4:34	4:44	4:54	5:04	5:14	5:24	5:34	5:44	5:54	6:14
PRINCE GEORGE'S COUNTY															
Equestrian Center (MD 4 west of U.S. 301, Upper Marlboro)	1:12	4:07	4:22	4:37	4:52	5:07	5:17	5:27	5:37	5:47	5:57	6:07	6:17	6:27	6:47
ANNE ARUNDEL COUNTY															
Wayson's Corner Park & Ride (MD 4 near MD 408)	1:19	4:14	4:29	4:44	4:59	5:14	5:24	5:34	**	5:54	6:04	6:14	6:24	**	6:54
Bristol Park & Ride (MD 4 & MD 258)	1:23	4:18	4:33	4:48	5:03	5:18	5:28	5:38	**	5:58	6:08	6:18	6:28	**	6:58
Pindell Park & Ride (MD 4 & Lower Pindell Rd.)	1:26	4:21	4:36	4:51	5:06	5:21	5:31	5:41	**	6:01	6:11	6:21	6:31	**	7:01
CALVERT COUNTY															
Owings (Dash-In, MD 2 & MD 260)	1:32	4:27	-	4:57	-	5:27	-	-	5:51	-	-	6:27	-	6:41	-
North Beach (Municipal Lot, 5th St. & Chesapeake Ave.)	1:40	4:35	-	5:05	-	5:35	-	-	5:59	-	-	6:35	-	6:49	-

** On Limited/Special Service days ONLY, trips 23 & 28 will make all stops.

Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WBAL (1090 AM Baltimore), WMAL (630 AM Washington), and WSMD (98.3 Star FM). If the morning service does not operate, then the afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or miscellaneous events, the MTA will determine if coaches are available to depart according to a modified schedule.

Commuters should understand that the MTA requires sufficient advance notice in order to mobilize coaches for early departures with individual service providers.

If the early release is:

- Before 1:00 p.m., buses will depart at 1:00 (NB), 1:10: 1:20 (NB), 1:30, 1:40 (NB), 1:50, 2:00, 2:30 (NB), 3:00, 3:30, 4:00 (NB), 4:30, 5:00 (NB), and 5:40 p.m.
- Before 2:00 p.m., buses will depart at 2:00 (NB), 2:10, 2:20 (NB), 2:30, 2:40 (NB), 2:50, 3:00, 3:10 (NB), 3:20, 3:30, 4:00 (NB), 4:30, 5:00 (NB), and 5:40 p.m.
- After 2:00 p.m., buses will operate on their regular schedules. Midday service will operate on its regular schedule.

(NB) trip operates to North Beach.

All trips to Pindell and North Beach will make all intermediate stops.

The MTA will generate e-notices and post announcements on the Commuter Bus Service Update Center online once changes in service occur.

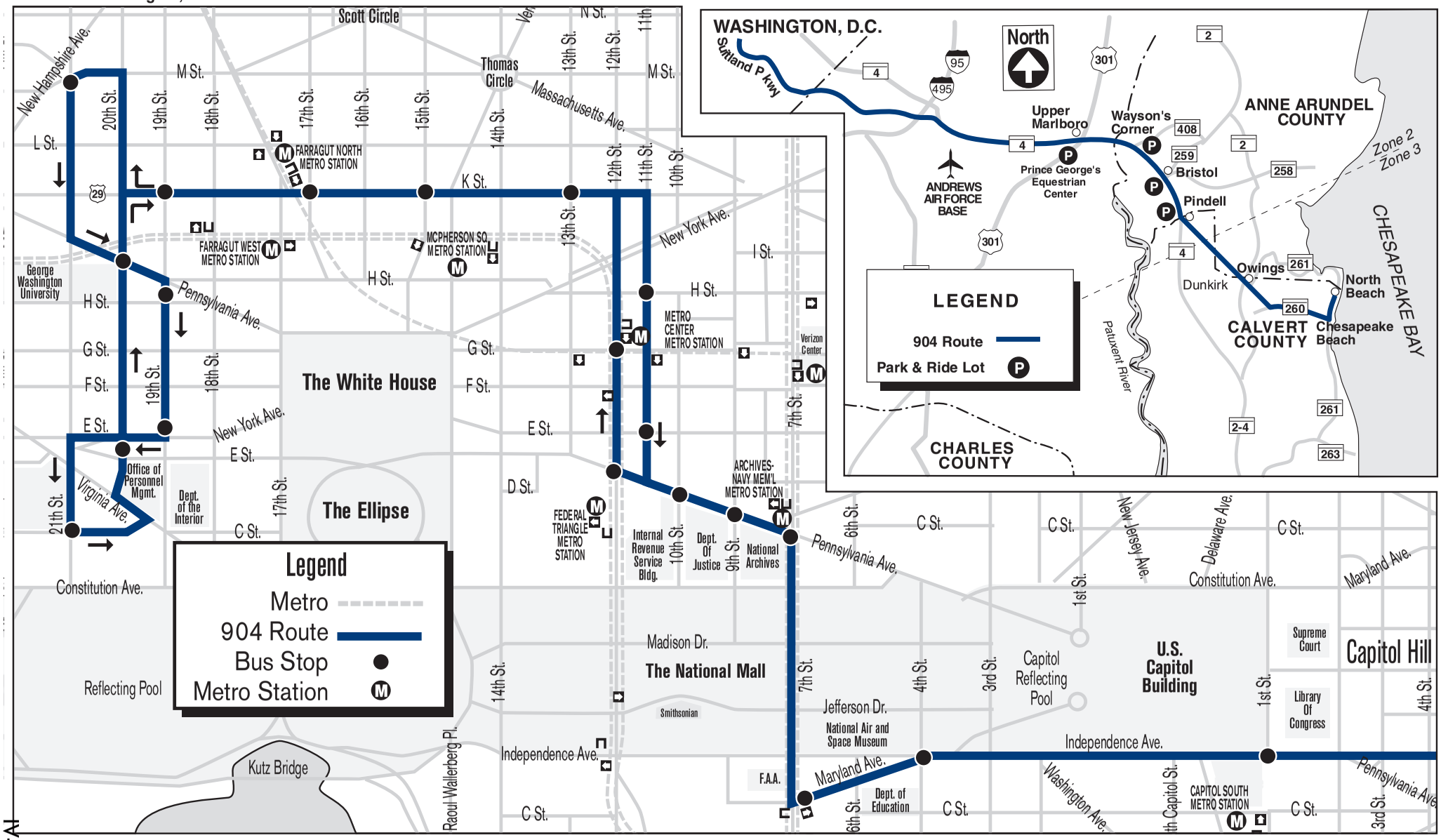
Standee Policy

For the safety of our riders, the MTA prohibits standees on commuter buses except under the following circumstances:

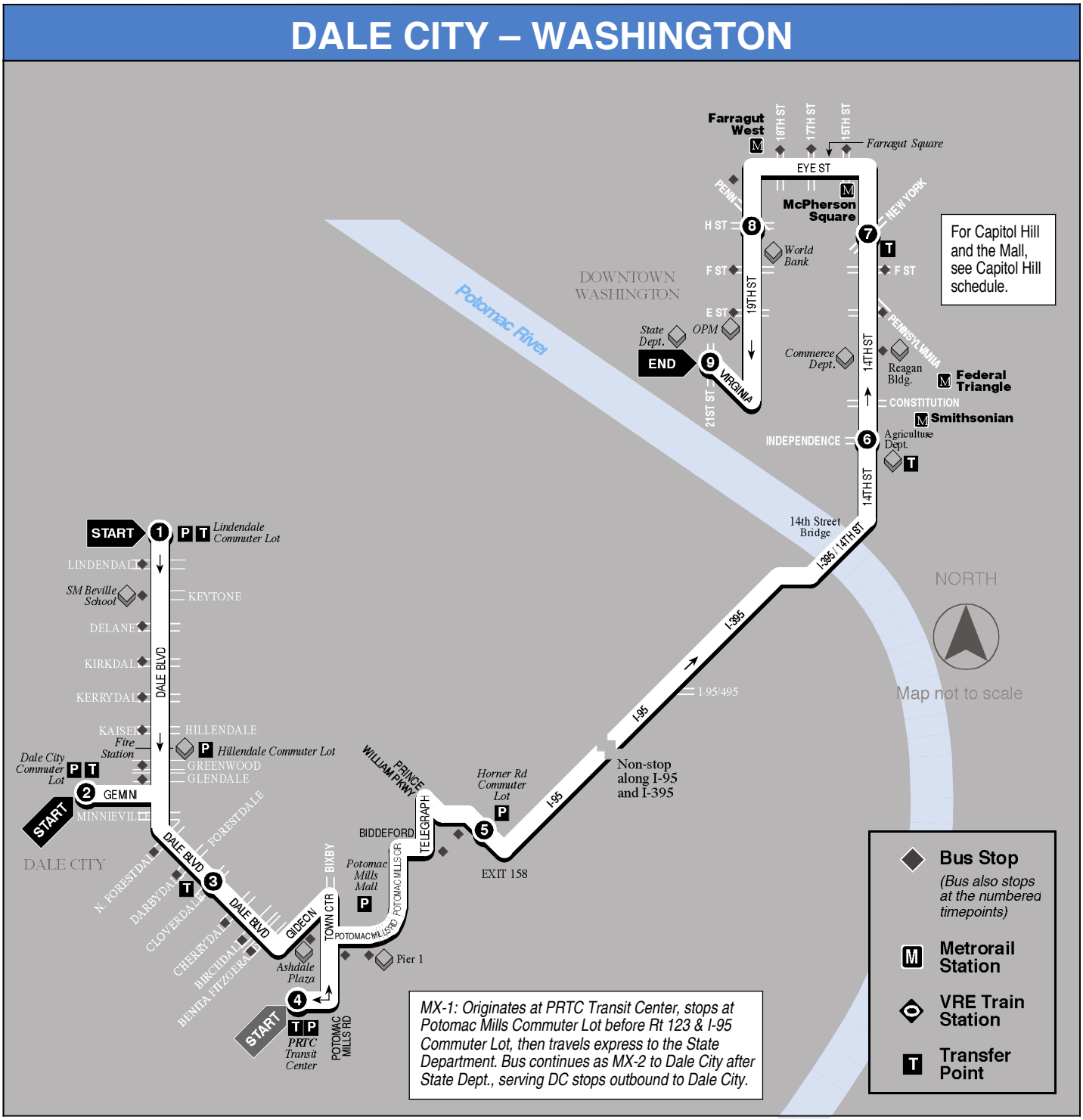
- If the last evening bus has a full seated load;
- To accommodate passengers from another bus that has become disabled en-route; or
- In emergency situations, such as severe inclement weather or civil defense events.

Please note that a patron's need to reach his or her destination by a certain time is not considered an "emergency" for these purposes. Drivers are required to enforce this policy and to deny boarding to additional passengers once the bus has achieved a full seated load.

Downtown Washington, D.C.



DALE CITY – WASHINGTON



Trip Number	1 BUS STARTS at Lindendale Commuter Lot	2 Bus Leaves from Dale City Commuter Lot	3 Bus Leaves from Cloverdale & Dale Blvd.	4 Bus Leaves from PRTC Transit Center	5 Bus Leaves from Horner Rd./ I-95 Commuter Lot	6 Bus Leaves from 14th St and Indep (Agri Dept)	7 Bus Leaves from 14th St and New York	8 Bus Leaves from 19th St and H St	9 BUS ENDS at Virginia and 21st St (State Dept)
WEEKDAYS									
D-101 A.M.	4:20	4:27	4:31	4:38	4:50	5:13	5:19	5:26	5:31
D-102T	—	—	—	4:54	5:06	5:36	5:42	5:49	5:54
D-103C	—	4:53	4:57	5:04	5:16	5:48	5:54	6:01	6:06
D-104	5:03	5:12	5:16	5:23	5:35	6:07	6:13	6:20	6:25
D-105C	—	5:23	5:28	5:37	5:51	6:21	6:28	6:35	6:40
D-106T	—	—	—	5:48	6:02	6:34	6:41	6:49	6:54
D-107	5:32	5:42	5:47	5:56	6:10	6:40	6:47	6:54	6:59
D-108C	—	5:49	5:54	6:03	6:17	6:47	6:54	7:01	7:06
D-109	5:44	5:54	5:59	6:08	6:22	6:52	6:59	7:06	7:11
D-110C	—	6:02	6:07	6:16	6:30	7:00	7:07	7:14	7:19
D-111	5:59	6:09	6:14	6:23	6:37	7:09	7:16	7:24	7:29
D-112C	—	6:17	6:22	6:31	6:45	7:15	7:22	7:29	7:34
D-113T	—	—	—	6:38	6:52	7:24	7:31	7:39	7:44
D-114	6:20	6:30	6:35	6:44	6:58	7:30	7:37	7:45	7:50
D-115C	—	6:38	6:43	6:52	7:06	7:38	7:45	7:53	7:58
D-116T	—	—	—	6:59	7:13	7:45	7:52	8:00	8:05
D-117	6:40	6:51	6:56	7:05	7:19	7:51	7:58	8:06	8:11
D-118C	—	7:02	7:07	7:14	7:28	8:05	8:14	8:22	8:27
D-119	7:02	7:11	7:16	7:23	7:37	8:14	8:23	8:31	8:36
D-120C	—	7:27	7:32	7:39	7:53	8:30	8:39	8:47	8:52
D-121	7:37	7:46	7:51	7:58	8:12	8:49	8:58	9:06	9:11
MX-1	*See note above on map*		—	11:20	—	—	—	12:07	—

Shaded trips operate on Modified Holidays - See below. See other side for trip to Dale City.

INSTRUCTIONS

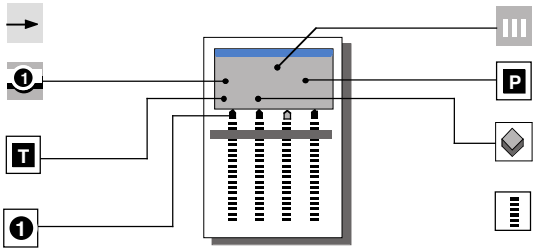
For your safety, do not run along side or after buses.

The route always runs from left to right. The map and timetable are also read from left to right.

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

Design by Smartmaps, Inc.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington	$ 6.50
One-way SmarTrip fare	$ 4.75
Local destinations within Prince William (Cash Only)	$ 1.10
Local Bus Day Pass—Cash Only (see below)	$ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM

MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare	$ 3.25
Local Bus Day Pass (see below)	$ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)

Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card.

Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS

Transfers good for 3 hours on the day issued. Please request when you board.

Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.

Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.

Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.

Local bus to/from Metro Direct—For cash fare, pay and request transfer.

OmniRide to/from OmniRide—FREE with transfer

OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.

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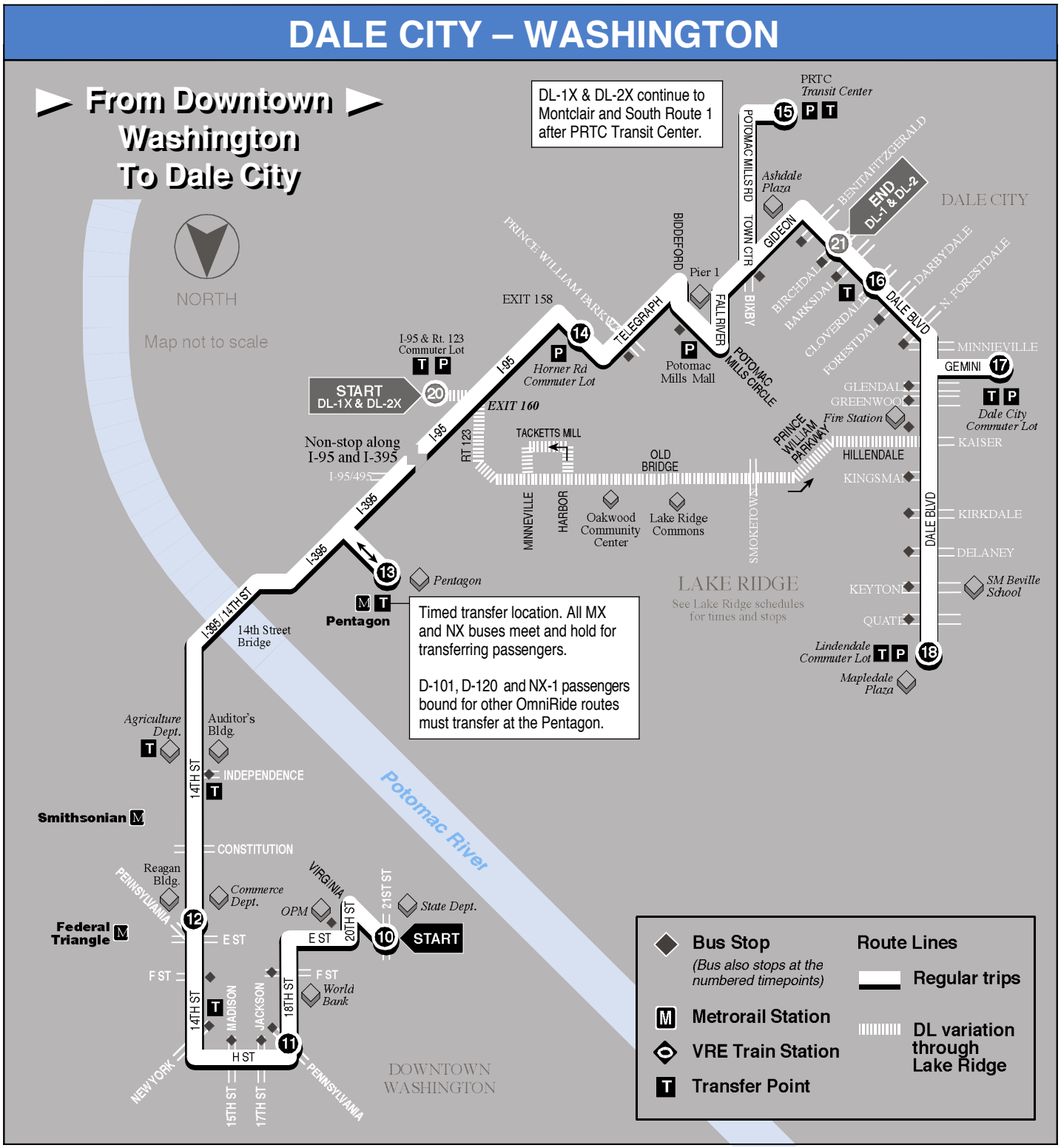
DALE CITY – WASHINGTON



Trip Number		10 BUS STARTS at Virginia and 21st St (State Dept)	11 Bus Leaves from 18th St and Penn	12 Bus Leaves from 14th St and Penn (Commerce Dept)	13 Bus Leaves from Pentagon (Bus Bay L1– near Metro)	14 Bus Leaves from Horner Rd./ I-95 Commuter Lot	15 Bus Leaves from PRTC Transit Center	16 Bus Leaves from Cloverdale and Dale Blvd.	17 Bus Leaves from Dale City Commuter Lot	18 BUS ENDS at Lindendale Commuter Lot
WEEKDAYS STATE DEPARTMENT TO DALE CITY TRIPS										
MX-2	P.M.	12:20	12:26	12:35	—	1:08	1:16	1:21	1:26	1:34
D-101		1:50	1:56	2:05	2:17	2:44	2:52	2:57	3:02	3:10
D-102		2:55	3:01	3:13	—	3:46	4:00	4:06	4:12	4:18
D-103		3:10	3:16	3:25	—	3:58	4:12	4:18	4:24	4:30
D-104		3:25	3:31	3:40	—	4:13	4:27	4:33	4:39	4:45
D-105		3:40	3:46	3:58	—	4:31	4:47	4:53	5:01	5:07
D-106		3:55	4:01	4:13	—	4:46	5:02	5:08	5:16	5:22
D-107		4:05	4:11	4:23	—	4:56	5:12	5:18	5:26	5:32
D-108		4:15	4:21	4:33	—	5:06	5:22	5:28	5:36	5:42
D-109		4:23	4:29	4:41	—	5:14	5:30	5:36	5:44	5:50
D-110		4:31	4:37	4:49	—	5:30	5:46	5:52	6:00	6:06
D-111		4:39	4:45	4:57	—	5:38	5:54	6:00	6:08	6:14
D-112		4:47	4:53	5:05	—	5:46	6:02	6:08	6:16	6:22
D-113		4:55	5:01	5:13	—	5:54	6:10	6:16	6:24	6:30
D-114		5:03	5:09	5:24	—	6:09	6:25	6:32	6:39	6:45
D-115		5:11	5:17	5:32	—	6:17	6:33	6:40	6:47	6:53
D-116		5:21	5:27	5:42	—	6:27	6:40	6:47	6:54	7:00
D-117		5:33	5:39	5:54	—	6:39	6:52	6:59	7:06	7:12
D-118		5:45	5:51	6:06	—	6:51	7:04	7:11	7:18	7:24
D-119		6:00	6:06	6:21	—	7:06	7:19	7:26	7:33	7:39
D-120		6:15	6:21	6:36	6:50	7:19	7:30	7:35	7:40	7:46
D-121		6:30	6:36	6:51	7:05	7:34	7:45	7:50	7:55	8:01
NX-1		7:34	7:39	7:50	8:00	8:29	8:40	8:45	8:50	8:58

Shaded trips operate on Modified Holidays - see instruction panel. See other side for trip from Dale City.

Trip Number		10 BUS STARTS at Virginia and 21st St (State Dept)	11 Bus Leaves from 18th St and Penn	12 Bus Leaves from 14th St and Penn (Commerce Dept)	13 Bus Leaves from Pentagon (Bus Bay L1– near Metro)	20 Bus Leaves from 123 & I-95 Commuter Lot	14 Bus Leaves from Horner Rd./ I-95 Commuter Lot	15 BUS ENDS at PRTC Transit Center	17 Bus Leaves from Dale City Commuter Lot	21 BUS ENDS at Dale and Birchdale
WEEKDAYS COMBINED LAKE RIDGE / DALE CITY TRIPS (SEE NOTES ON MAP)										
DL-1	P.M.	6:45	6:51	7:02	7:13	7:42	—	—	8:12	8:14
DL-1X		—	—	—	—	7:42	7:45	7:53	—	—
DL-2		7:10	7:16	7:27	7:38	8:07	—	—	8:37	8:39
DL-2X		—	—	—	—	8:07	8:10	8:18	—	—

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Priority Seating and Special Needs

Front row "Priority Seating" has been designated on every Metro Direct bus. Please accommodate the special needs of mobility-impaired passengers by giving up those seats as needed.

Passengers requiring lift-equipped buses are requested to confirm travel arrangements with Customer Service at (703) 730-6664 24 hours prior to their trip. For Virginia Relay Center–TDD call 711

SmarTrip® Sales Locations

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(703) 730-6664

The Commuter Stores

- Ballston
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  Arlington, VA
  (703) 528-3541
- Crystal City
  1615-B Crystal Square Arcade
  Arlington, VA
  (703) 413-4287
- Rosslyn
  1700 N. Moore Street, Suite 235
  Arlington, VA
  (703) 525-1995

Manassas Area Giant Grocery Stores

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Fairfax Connector buses serve northern Virginia, including shuttles to Tysons Corner from West Falls Church Metro Station. (703) 339-7200

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SmartBenefits® is a tax-free, employer-sponsored transit benefit. It is electronically paid monthly and can be downloaded to SmarTrip cards. (202) 962-1326.

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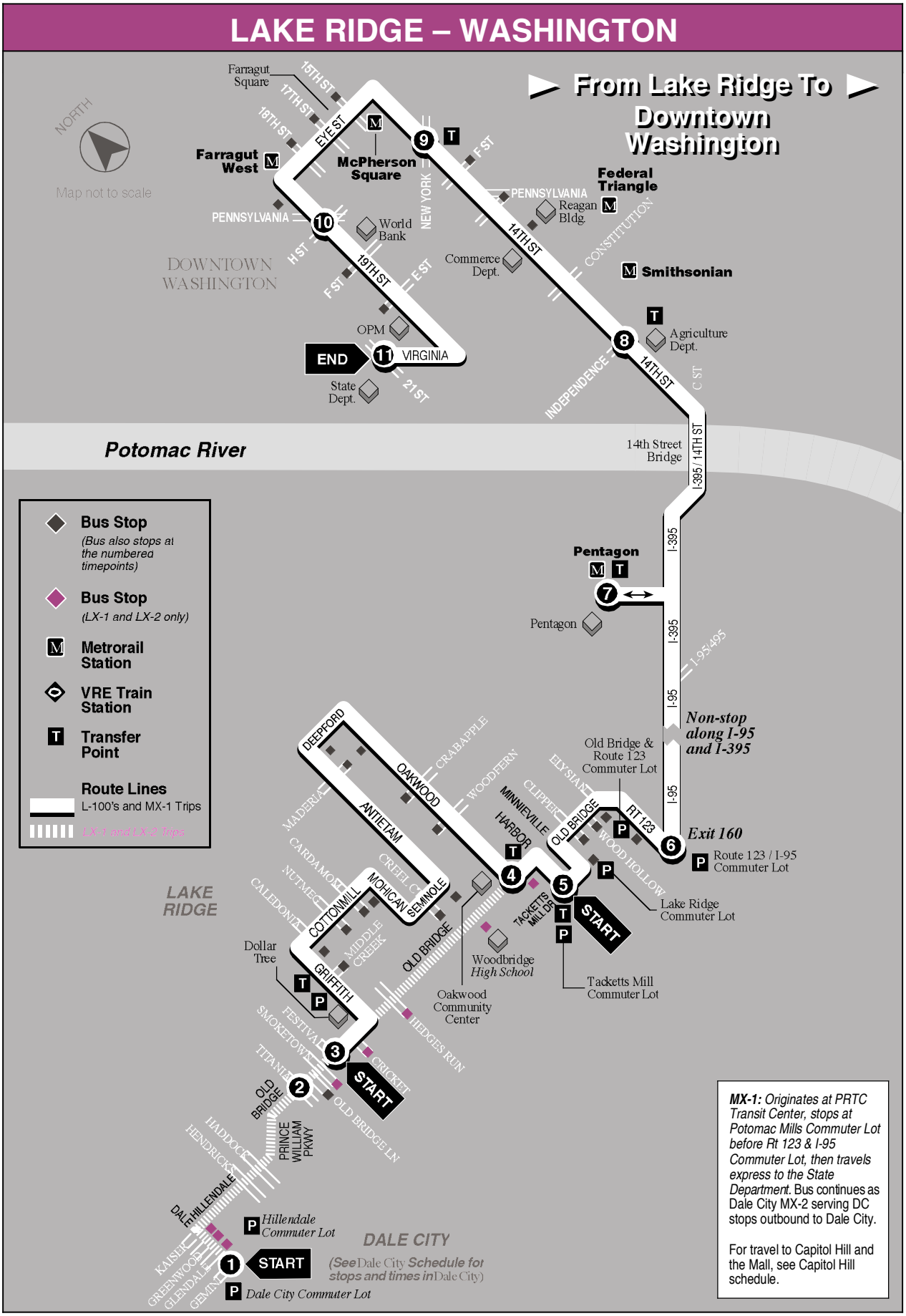
LAKE RIDGE – WASHINGTON



Trip Number	1 BUS STARTS at Dale City Commuter Lot	2 Bus Leaves from Old Bridge and Titania	3 BUS STARTS at Festival at Old Bridge (Dollar Tree)	4 Bus Leaves from Oakwood and Old Bridge	5 Bus Leaves from Tackett's Mill Commuter Lot	6 Bus Leaves from Rt 123 and I-95 Commuter Lot	7 Bus Leaves from Pentagon (Bus Bay L2)	8 Bus Leaves from 14th and Indep (Agric Dept)	9 Bus Leaves from 14th and New York	10 Bus Leaves from 19th and H	11 BUS ENDS at Virginia and 21st (State Dept)
WEEKDAYS—(AM)											
L-101	—	—	5:15	5:27	5:35	5:47	—	6:13	6:19	6:26	6:31
L-102C	—	—	—	—	5:55	6:09	—	6:39	6:46	6:53	6:58
L-103	—	—	5:55	6:07	6:15	6:29	—	6:59	7:06	7:13	7:18
L-104C	—	—	—	—	6:36	6:50	—	7:20	7:27	7:35	7:40
L-105	—	—	6:35	6:48	6:56	7:12	—	7:42	7:49	7:57	8:02
L-106C	—	—	—	—	7:16	7:32	—	8:02	8:09	8:17	8:22
L-107	—	—	7:15	7:28	7:36	7:50	—	8:22	8:31	8:39	8:44
L-108C	—	—	—	—	7:56	8:10	—	8:42	8:51	8:59	9:04
LX-1	7:43	7:51	—	7:56	8:06	8:20	8:54	9:06	9:13	9:21	9:26
LX-2	8:28	8:36	—	8:41	8:51	9:05	9:39	9:51	9:58	10:06	10:11
MX-1	*See note above on map*		—	—	—	11:35	—	—	—	—	12:07

Shaded trips operate on Modified Holidays - see other side. See other side for trip to Lake Ridge.

INSTRUCTIONS

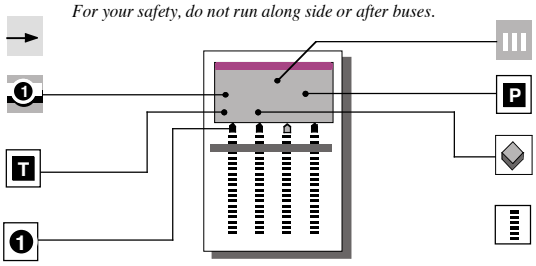
The route always runs from left to right. The map and timetable are also read from left to right.

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.

For your safety, do not run along side or after buses.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington	$ 6.50
One-way SmarTrip fare	$ 4.75
Local destinations within Prince William (Cash Only)	$ 1.10
Local Bus Day Pass—Cash Only (see below)	$ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM

MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare	$ 3.25
Local Bus Day Pass (see below)	$ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)

Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.
Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card. Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS Transfers good for 3 hours on the day issued. Please request when you board.
Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.
Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.
Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.
Local bus to/from Metro Direct—For cash fare, pay and request transfer.
OmniRide to/from OmniRide—FREE with transfer
OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

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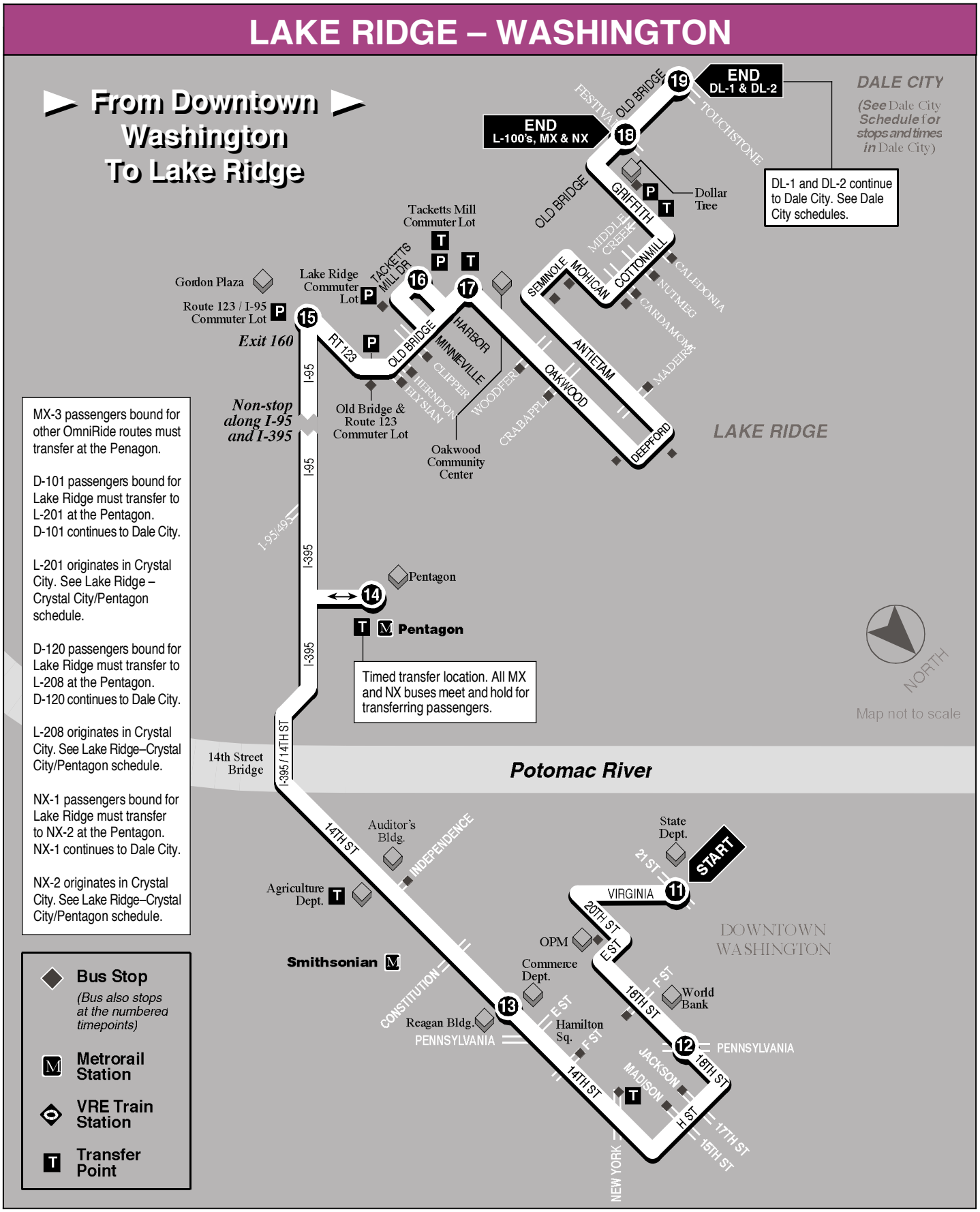
Design by Smartmaps, Inc.

LAKE RIDGE – WASHINGTON



Trip Number	11 BUS STARTS at Virginia and 21st St (State Dept)	12 Bus Leaves from 18th St and Penn	13 Bus Leaves from 14th St and Pennsylvania	14 Bus Leaves from Pentagon (Bus Bay L2)	15 Bus Leaves from Rt 123 and I-95 Commuter Lot	16 Bus Leaves from Tackett's Mill Commuter Lot	17 Bus Leaves from Oakwood and Old Bridge	18 BUS ENDS at Festival at Old Bridge (Dollar Tree)	19 BUS ENDS at Old Bridge and Touchstone
WEEKDAYS—(PM)									
MX-3	12:07	12:13	12:19	12:34	1:00	1:13	1:19	1:26	—
D-101	1:50	1:56	2:05	2:17	Lake Ridge passengers must transfer to L-201 at Pentagon—See notes on map				—
L-201	Originates in Crystal City—See notes on map		—	2:17	2:41	2:56	3:05	3:13	—
L-101	3:20	3:26	3:35	—	4:12	4:26	4:35	4:43	—
L-102	3:40	3:46	3:55	4:06	4:32	4:46	4:55	5:03	—
L-103	4:00	4:06	4:18	—	4:57	5:11	5:21	5:29	—
L-104	4:15	4:21	4:33	—	5:12	5:26	5:36	5:44	—
L-105	4:30	4:36	4:48	—	5:27	5:41	5:51	5:59	—
L-106	4:40	4:46	4:58	—	5:37	5:51	6:01	6:09	—
L-107	4:50	4:56	5:08	—	5:47	6:01	6:11	6:19	—
L-108	5:00	5:06	5:21	—	6:02	6:16	6:26	6:35	—
L-109	5:10	5:16	5:31	—	6:12	6:26	6:36	6:45	—
L-110	5:20	5:26	5:41	—	6:22	6:36	6:46	6:55	—
L-111	5:30	5:36	5:51	—	6:32	6:46	6:56	7:05	—
L-112	5:40	5:46	6:01	6:16	6:48	7:00	7:10	7:19	—
L-113	5:55	6:01	6:16	6:28	7:03	7:15	7:25	7:34	—
L-208	Originates in Crystal City—See notes on map		—	6:50	7:18	7:29	7:39	7:47	—
D-120	6:15	6:21	6:36	6:50	Passengers bound for Lake Ridge must transfer to L-207 at Pentagon; D-120 continues to Dale City				—
DL-1	6:45	6:51	7:02	7:13	7:42	7:54	—	—	8:02
DL-2	7:10	7:16	7:27	7:38	8:07	8:19	—	—	8:27
NX-1	7:34	7:39	7:50	8:00	Passengers bound for Lake Ridge must transfer to NX-2 at Pentagon; NX-1 continues to Dale City				—
NX-2	Originates in Crystal City—See notes on map		—	8:00	8:29	8:40	8:50	8:58	—

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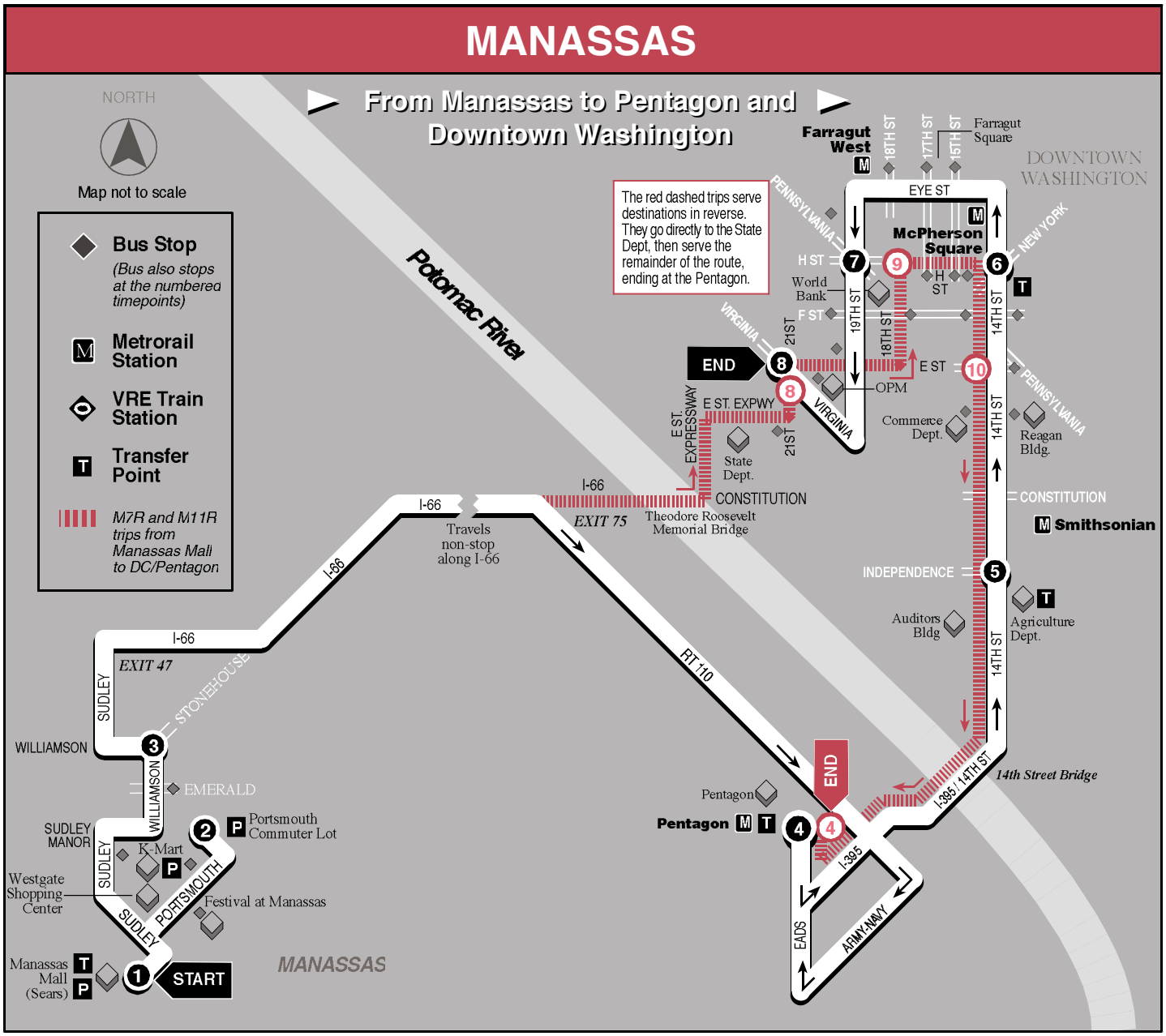

MANASSAS
NORTH
Map not to scale
Bus Stop
(Bus also stops at the numbered timepoints)
Metrorail Station
VRE Train Station
Transfer Point
M7R and M11R trips from Manassas Mall to DC/Pentagon
From Manassas to Pentagon and Downtown Washington
The red dashed trips serve destinations in reverse. They go directly to the State Dept, then serve the remainder of the route, ending at the Pentagon.
Potomac River
DOWNTOWN WASHINGTON
Farragut West
Farragut Square
18TH ST
17TH ST
15TH ST
EYE ST
McPherson Square
PENNSYLVANIA
NEW YORK
H ST
World Bank
F ST
19TH ST
18TH ST
14TH ST
VIRGINIA
21ST
END
E ST
OPM
E ST. EXPWY
E ST. EXPRESSWAY
State Dept.
Commerce Dept.
Reagan Bldg.
I-66
EXIT 75
Theodore Roosevelt Memorial Bridge
CONSTITUTION
Smithsonian
INDEPENDENCE
Auditors Bldg
Agriculture Dept.
Travels non-stop along I-66
EXIT 47
STONEHOUSE
SUDLEY
WILLIAMSON
EMERALD
SUDLEY MANOR
Portsmouth Commuter Lot
K-Mart
Westgate Shopping Center
PORTSMOUTH
Festival at Manassas
Manassas Mall (Sears)
START
MANASSAS
RT 110
Pentagon
Pentagon
I-395
I-395 / 14TH ST
14th Street Bridge
EADS
ARMY-NAVY

Trip Number	1 BUS STARTS at Manassas Mall (Sears)	2 Bus Leaves from Portsmouth Commuter Lot	3 Bus Leaves from Williamson and Stonehouse	Does Bus travel Rt. 110 to Pentagon or travel over Roosevelt Bridge to State Dept?	4 Bus Leaves from Pentagon (Bus Bay L-2)	5 Bus Leaves from 14th St and Indepen (Agri Dept)	6 Bus Leaves from 14th St and New York	7 Bus Leaves from 19th St and H St	8 BUS ENDS at Virginia and 21st St	8 Bus Leaves from Virginia and 21st St *(red trip only)*	9 Bus Leaves from 18th St and Penn *(red trip only)*	10 Bus Leaves from 14th St and Penn *(red trip only)*	4 BUS ENDS at Pentagon *(red trip only)*
WEEKDAYS													
M-1 A.M.	4:45	4:48	4:57	Rt. 110	5:34	5:41	5:46	5:52	5:57	—	—	—	—
M-2	5:00	5:03	5:12	Rt 110	5:49	5:56	6:01	6:07	6:12	—	—	—	—
M-3	5:15	5:19	5:28	Rt 110	6:08	6:16	6:22	6:28	6:33	—	—	—	—
M-4	5:30	5:34	5:43	Rt 110	6:23	6:31	6:38	6:46	6:51	—	—	—	—
M-5	5:45	5:49	5:59	Rt 110	6:44	6:53	7:00	7:06	7:11	—	—	—	—
M-6	6:00	6:04	6:14	Rt 110	6:59	7:08	7:15	7:21	7:26	—	—	—	—
M-7R	6:15	6:21	6:30	Roosevelt	—	—	—	—	—	7:36	7:40	7:49	7:58
M-8	6:30	6:34	6:43	Rt 110	7:43	7:57	8:05	8:12	8:17	—	—	—	—
M-9	6:45	6:49	6:58	Rt 110	7:58	8:12	8:20	8:27	8:32	—	—	—	—
M-10	7:00	7:04	7:13	Rt 110	8:18	8:32	8:41	8:50	8:55	—	—	—	—
M-11R	7:15	7:21	7:30	Roosevelt	—	—	—	—	—	8:36	8:40	8:49	8:58

Shaded trips operate on Modified Holidays - see below.

INSTRUCTIONS

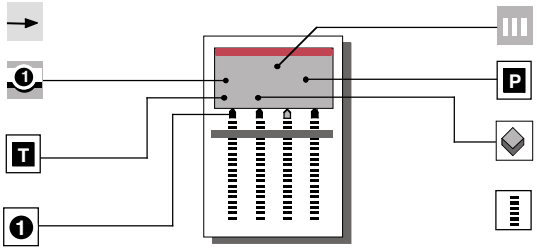
For your safety, do not run along side or after buses.

The route always runs from left to right. The map and timetable are also read from left to right.

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

Design by

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington	$ 6.50
One-way SmarTrip fare	$ 4.75
Local destinations within Prince William (Cash Only)	$ 1.10
Local Bus Day Pass—Cash Only (see below)	$ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM
MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare	$ 3.25
Local Bus Day Pass (see below)	$ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)
Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card.

Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS

Transfers good for 3 hours on the day issued. Please request when you board.

Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.

Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.

Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.

Local bus to/from Metro Direct—For cash fare, pay and request transfer.

OmniRide to/from OmniRide—FREE with transfer

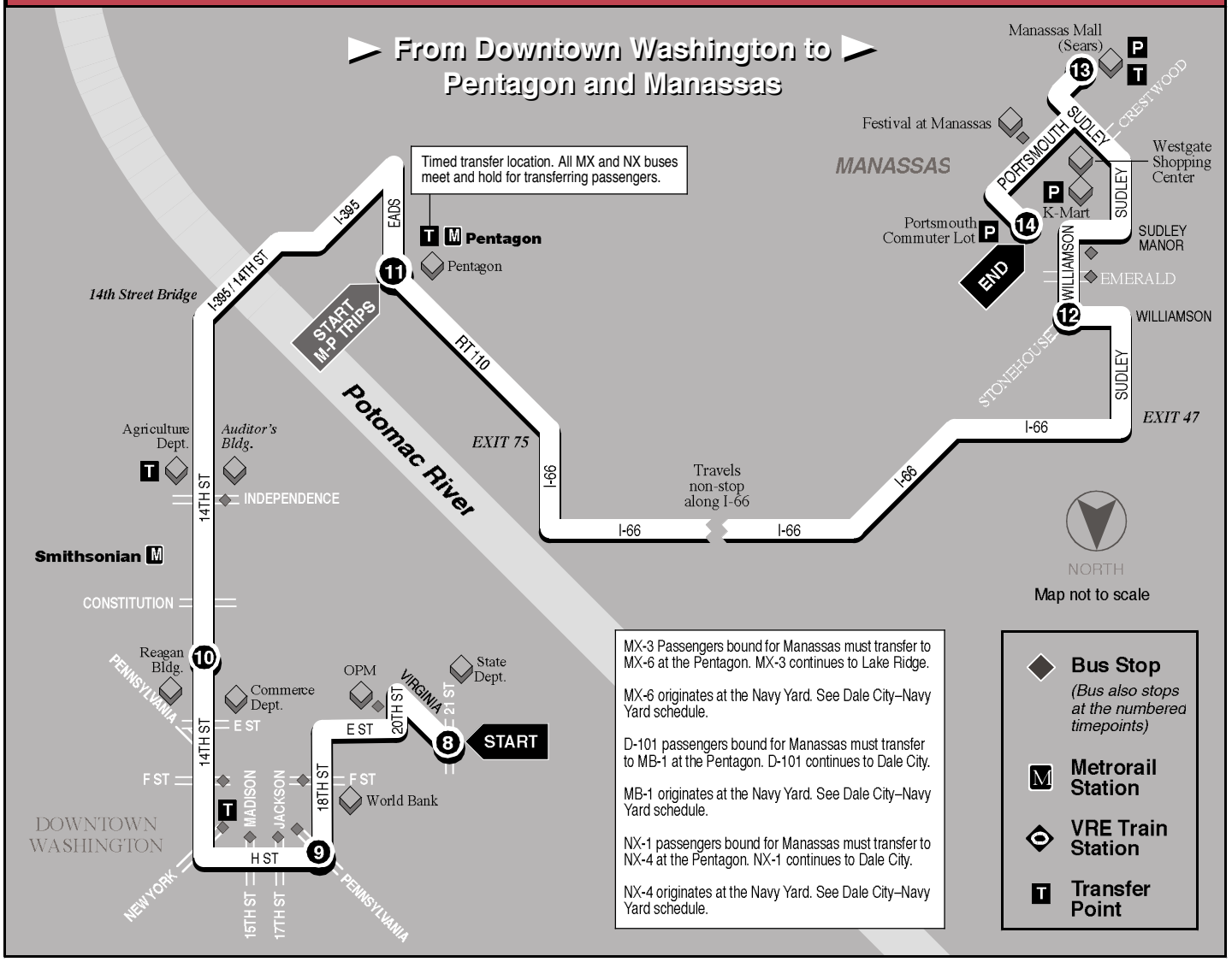
OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.

Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

MANASSAS


From Downtown Washington to Pentagon and Manassas
Timed transfer location. All MX and NX buses meet and hold for transferring passengers.
Pentagon
Pentagon
START M-P TRIPS
14th Street Bridge
I-395/14TH ST
I-395
EADS
RT 110
Potomac River
EXIT 75
I-66
Travels non-stop along I-66
I-66
I-66
I-66
EXIT 47
Manassas Mall (Sears)
Festival at Manassas
MANASSAS
PORTSMOUTH
SUDLEY
CRESTWOOD
Westgate Shopping Center
K-Mart
Portsmouth Commuter Lot
END
SUDLEY
SUDLEY MANOR
WILLIAMSON
EMERALD
WILLIAMSON
STONEHOUSE
SUDLEY
Agriculture Dept.
Auditor's Bldg.
INDEPENDENCE
14TH ST
Smithsonian
CONSTITUTION
Reagan Bldg.
PENNSYLVANIA
Commerce Dept.
E ST
OPM
VIRGINIA
20TH ST
21 ST
State Dept.
START
E ST
F ST
18TH ST
World Bank
MADISON
JACKSON
DOWNTOWN WASHINGTON
H ST
NEW YORK
15TH ST
17TH ST
PENNSYLVANIA
NORTH
Map not to scale
MX-3 Passengers bound for Manassas must transfer to MX-6 at the Pentagon. MX-3 continues to Lake Ridge.
MX-6 originates at the Navy Yard. See Dale City–Navy Yard schedule.
D-101 passengers bound for Manassas must transfer to MB-1 at the Pentagon. D-101 continues to Dale City.
MB-1 originates at the Navy Yard. See Dale City–Navy Yard schedule.
NX-1 passengers bound for Manassas must transfer to NX-4 at the Pentagon. NX-1 continues to Dale City.
NX-4 originates at the Navy Yard. See Dale City–Navy Yard schedule.
Bus Stop
(Bus also stops at the numbered timepoints)
Metrorail Station
VRE Train Station
Transfer Point

Trip Number		8 BUS STARTS at Virginia and 21st St (State Dept)	9 Bus Leaves from 18th St and Penn	10 Bus Leaves from 14th St and Penn (Commerce Dept)	11 Bus Leaves from Pentagon (Bus Bay L-2)	12 Bus Leaves from Williamson and Stonehouse	13 Bus Leaves from Manassas Mall (Sears)	14 BUS ENDS at Portsmouth Commuter Lot
WEEKDAYS								
MX-3	P.M.	12:07	12:13	12:19	12:34	For continuing service to Manassas, transfer to MX-6 at the Pentagon–See note on map		
MX-6		—	Originates at the Navy Yard		12:34	1:13	1:19	1:23
D-101		1:50	1:56	2:05	2:17	For continuing service to Manassas, transfer to MB-1 at the Pentagon–See note on map		
MB-1		—	Originates at the Navy Yard	—	2:17	3:00	3:10	3:16
M-1		3:05	3:11	3:20	3:31	4:16	4:26	4:32
M-2		3:30	3:36	3:45	3:56	4:41	4:51	4:57
M-3P		—	—	—	4:10	5:01	5:11	5:17
M-4		3:55	4:01	4:13	4:24	5:13	5:23	5:29
M-5		4:20	4:26	4:38	4:49	5:38	5:48	5:54
M-6P		—	—	—	5:00	5:51	6:01	6:07
M-7		4:45	4:51	5:03	5:14	6:10	6:20	6:26
M-8P		—	—	—	5:30	6:21	6:31	6:37
M-9		5:10	5:16	5:31	5:43	6:34	6:44	6:50
M-10		5:35	5:41	5:56	6:08	6:59	7:09	7:15
M-11		6:00	6:06	6:21	6:33	7:24	7:34	7:40
NX-1		7:34	7:39	7:50	8:00	For service to Manassas, transfer to NX-4 at the Pentagon–See note on map		
NX-4		—	—	—	8:00	8:45	8:52	8:56

Shaded trips operate on Modified Holidays - see other side.

Other PRTC Services

Metro Direct offers three routes to connect you with nearby Metrorail stations. Prince William-Metro Direct connects eastern Prince William with the Franconia-Springfield Metro Station, with stops at OmniRide Transfer Center, Potomac Mills Mall and Route 1 in Woodbridge. Manassas Metro Direct connects Manassas with the West Falls Church Metro Station, with stops at Manassas Mall and Manassas VRE Station. And the Linton Hall Metro Direct serves stops along the Linton Hall Corridor then travels express on I-66 to the West Falls Church Metro Station.

OmniLink¨ local (demand responsive) buses serve six routes in Prince William and the Manassas area. With advanced notice, buses can leave the route to serve locations up to 3/4 mile off the route.

Cross County Connector connects Eastern Prince William and the Manassas area, with transfers to local OmniLink buses and OmniRide commuter buses.

OmniMatch¨ is a FREE ridematching service that matches you with a carpool or vanpool that best suits your commute needs.

Connecting Service

OmniRide connects to these other regional transit providers.

Metrorail and Metrobus system provides service throughout the Washington Metropolitan area. (202) 637-7000

Fairfax Connector buses serve northern Virginia, including shuttles to Tysons Corner from West Falls Church Metro Station. (703) 339-7200

Virginia Railway Express has six commuter rail stations in the Prince William and Manassas areas. (800) RIDE-VRE

Other Commuter Services

OmniRide also participates in these regional commuter programs:

SmartBenefits® is a tax-free, employer-sponsored transit benefit. It is electronically paid monthly and can be downloaded to SmarTrip cards. (202) 962-1326.

Guaranteed Ride Home (GRH)—This program relieves commuters of the fear of being stranded in the event of a personal emergency or unscheduled overtime by providing up to four free rides home per year. (800) 745-RIDE

Lost and Found

Items found on buses will be held at the OmniRide Transit Center at 14700 Potomac Mills Road, Woodbridge, VA for 30 days. To inquire about a lost item, please call (703) 730-6664 or email to Omni@OmniRide.com.

Passenger Conduct

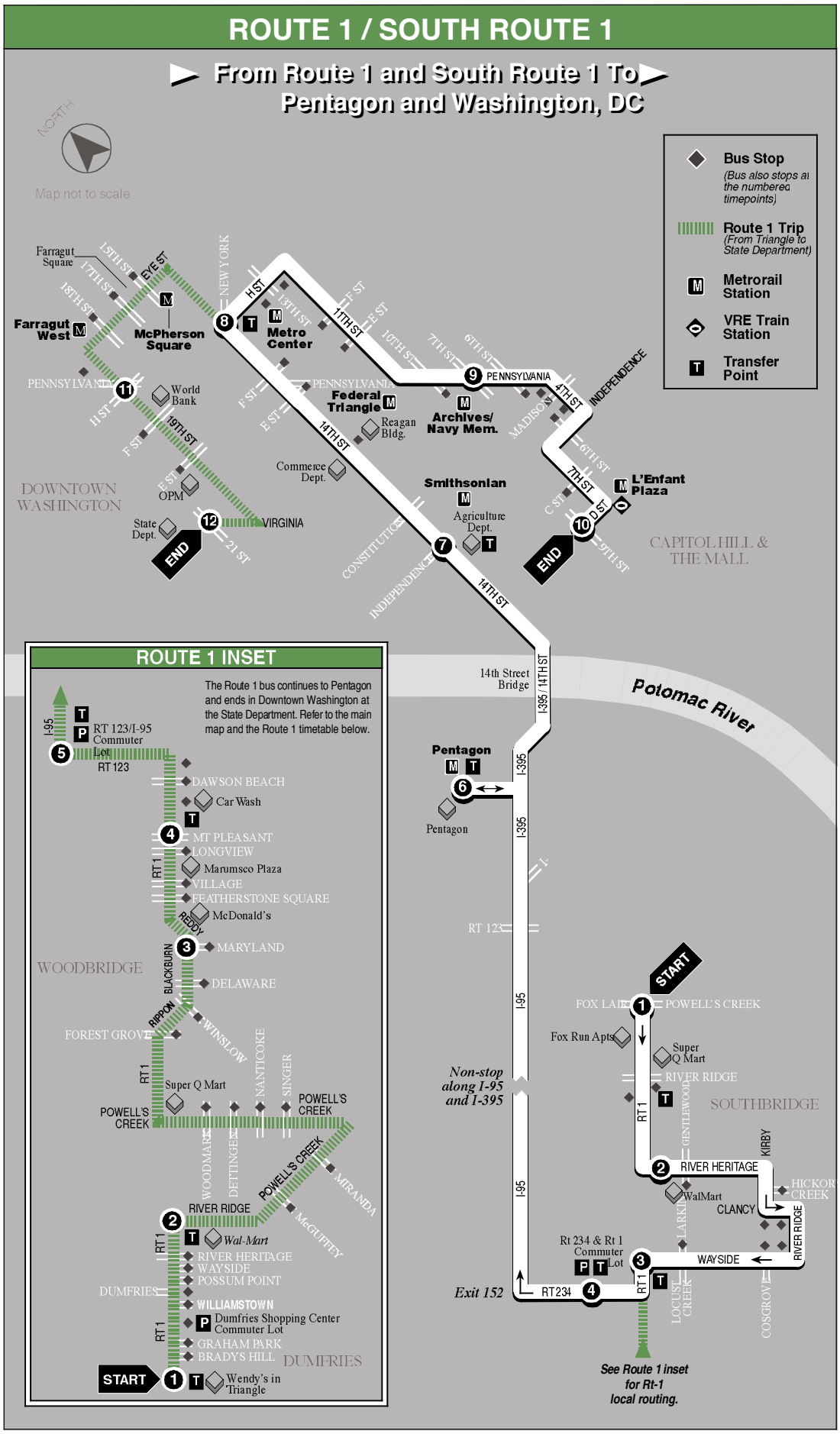
PRTC reserves the right to deny entry to, expel and/or temporarily or permanently ban any person from PRTC property and/or vehicles, who in the judgement of the PRTC management or its agent, is imperiling public safety or being a public nuisance. Actions that could imperil public safety or quality as a public nuisance include, but are not limited to, 1) verbal or physical intimidation; 2) disrespecting the rights of other PRTC patrons; 3) use of profanity; 4) lewd behavior; 5) refusal to pay a fare; and 6) defacing or otherwise damaging PRTC-owned assets.

Title VI Policy

In compliance with Title VI of the Civil Rights Act of 1964, it is PRTC's policy to use its best efforts to assure that no person shall be excluded from participation or denied the benefits of PRTC's services, on the grounds of race, color or national origin. To file a complaint, contact PRTC's Customer Service or visit the "Passenger Rights" page at PRTCtransit.org.

ROUTE 1 / SOUTH ROUTE 1

From Route 1 and South Route 1 To Pentagon and Washington, DC



	Trip Number	1 BUS STARTS at Route 1 and Fox Lair	2 Bus Leaves from River Ridge and Route 1	3 Bus Leaves from Wayside and Route 1	4 Bus Leaves from Rt 234 and Rt 1 Commuter Lot	6 Bus Leaves from Pentagon (Bus Bay L2)	7 Bus Leaves from 14th St and Independence	8 Bus Leaves from 14th St and New York	9 Bus Leaves from Pennsylvania and 7th St	10 BUS ENDS at D St and 9th St, SW
SOUTH ROUTE 1 WEEKDAYS—(AM)										
A.M.	RS-1	5:13	5:18	5:26	5:30	6:10	6:19	6:26	6:34	6:39
	RS-2	6:03	6:08	6:16	6:20	7:00	7:09	7:16	7:24	7:29
	RS-3	6:43	6:48	6:56	7:00	7:39	7:48	7:57	8:05	8:10
	RS-4	7:23	7:28	7:36	7:40	8:21	8:33	8:42	8:50	8:55

Shaded trips operate on Modified Holidays - See other side for trip to Fox Lair Apartments and Southbridge.

	Trip Number	1 BUS STARTS at Wendy's in Triangle	2 Bus Leaves from River Ridge and Route 1	3 Bus Leaves from Blackburn and Maryland	4 Bus Leaves from Route 1 and Mt Pleasant	5 Bus Leaves from Rt 123/I-95 Commuter Lot	6 Bus Leaves from Pentagon (Bus Bay L2)	7 Bus Leaves from 14th St and Independence	8 Bus Leaves from 14th St and New York	11 Bus Leaves from 19th St and H	12 BUS ENDS at Virginia and 21st St (State Dept)
ROUTE 1 WEEKDAYS—(AM)											
A.M.	RT-1	5:49	5:57	6:08	6:25	6:33	7:01	7:10	7:17	7:24	7:29

Shaded trips operate on Modified Holidays - See other side for trip to Triangle, Dumfries.

INSTRUCTIONS

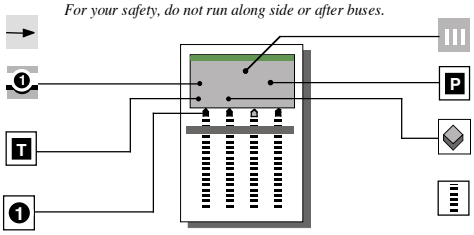
The route always runs from left to right. The map and timetable are also read from left to

The bus stops here at listed times. Look for the matching symbol below the map.

Transfer point. Shows where you may transfer to another bus. Buses will only wait for transferring passengers at pickup locations. At drop off locations, buses will drop and go.

The bus stops at each of the times listed below the symbol.

For your safety, do not run along side or after buses.



The bus loops here sometimes. Tip: Look for questions and answers below the map.

Indicates Commuter Lots available along the bus route.

Indicates points of interest along the route.

The timetable shows WHEN the bus stops. Times are always approximate and depend upon traffic and weather conditions. **Shaded trips** operate on modified holidays.

FARES, SMARTRIP® AND TRANSFERS

Exact cash fare or SmarTrip is required; the driver does not carry cash.

Regular Fares

One-way cash fare to/from Pentagon, Crystal City, Washington	$ 6.50
One-way SmarTrip fare	$ 4.75
Local destinations within Prince William (Cash Only)	$ 1.10
Local Bus Day Pass—Cash Only (see below)	$ 2.50

Reduced Fares

(See below for eligibility) 9:30 AM to 3PM and after 7 PM

MUST BE PAID WITH CASH OR WMATA issued Senior (65+)/Disabled SmarTrip card

One-way cash fare	$ 3.25
Local Bus Day Pass (see below)	$ 1.25

FREE Fares

Valid VRE Ticket or Pass (to or from bus stop nearest a VRE Station)

Children 5 & under (2 per paying adult, children 8 and under cannot ride unattended)

Local Bus Day Pass may be purchased on buses. Passes are good for travel within Prince William, Manassas and Manassas Park all day on the date issued. DAY PASSES MUST BE PURCHASED WITH CASH.

Reduced Fare Eligibility is applicable to adults 60 years and older, persons with a disability or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses MUST PAY WITH CASH or WMATA issued Senior (65+)/Disabled SmarTrip Card. Passengers meeting reduced fare eligibility may apply for a Reduced Fare Eligibility Card by contacting PRTC's Customer Service.

TRANSFER OPTIONS Transfers good for 3 hours on the day issued. Please request when you board.

Using a SmarTrip Card—The electronic farebox will calculate and automatically deduct the correct fare from your SmarTrip card.

Local bus to local bus—NO FREE transfers (except between Potomac Mills Mall and PRTC Transit Center), purchase Day Pass, pay separate fares on each bus or pay fare for entire trip on the first bus and request transfer.

Local bus to/from OmniRide Commuter Bus—For cash fare, pay and request transfer.

Local bus to/from Metro Direct—For cash fare, pay and request transfer.

OmniRide to/from OmniRide—FREE with transfer

OmniRide or Metro Direct to/from other regional bus—FREE with transfer to other bus systems. Cost varies for return trip. Some regional bus services have eliminated paper transfers. Call Customer Service to determine the cost of your trip.

HOLIDAY SERVICE

Modified Holiday Service—The buses that operate on modified holidays are noted with shaded times on the schedule. OmniRide will provide limited service on Martin Luther King, Jr. Day, Presidents' Day, Columbus Day, Veteran's Day, Thanksgiving Friday, and Christmas Eve.

Holiday Schedule—No service on: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Welcome Aboard!

What is OmniRide?

OmniRide offers commuters weekday rush hour service (excluding holidays) from locations throughout Prince William County and the City of Manassas to destinations that include the Vienna, West Falls Church and Franconia-Springfield Metro Stations, the Pentagon, Crystal City, Rosslyn/Ballston, downtown Washington, DC, Capitol Hill, Washington Navy Yard, Bolling AFB and Anacostia NAS.

Customer Service

PRTC Customer Service Office is open Monday-Friday, 5:30 AM to 8:30 PM (except some holidays). To contact us:

- Call (703) 730-6664 or (888) 730-6664
- Email Omni@OmniRide.com
- Write to 14700 Potomac Mills Road, Woodbridge, VA 22192

Schedules and other service related information is available on the web at www.PRTCtransit.org. For the latest service updates by email, subscribe to our Rider Express email list at PRTCtransit.org.

Emergency Service Policy

Pick up a copy of the Emergency Service Plan brochure, which details procedures for snow and non-weather related emergencies. The plan is also available at PRTCtransit.org or call Customer Service to have a brochure mailed to you.

Priority Seating and Special Needs

Front row "Priority Seating" has been designated on every Metro Direct bus. Please accommodate the special needs of mobility-impaired passengers by giving up those seats as needed.

Passengers requiring lift-equipped buses are requested to confirm travel arrangements with Customer Service at (703) 730-6664 24 hours prior to their trip. For Virginia Relay Center–TDD call 711

SmarTrip® Sales Locations

PRTC Transit Center
Administrative Office (6 AM – 8 PM)
14700 Potomac Mills Rd.
Woodbridge, VA
(703) 730-6664

The Commuter Stores

- Ballston
  4238 Wilson Blvd., Suite 1244
  Arlington, VA
  (703) 528-3541

- Crystal City
  1615-B Crystal Square Arcade
  Arlington, VA
  (703) 413-4287

- Rosslyn
  1700 N. Moore Street, Suite 235
  Arlington, VA
  (703) 525-1995

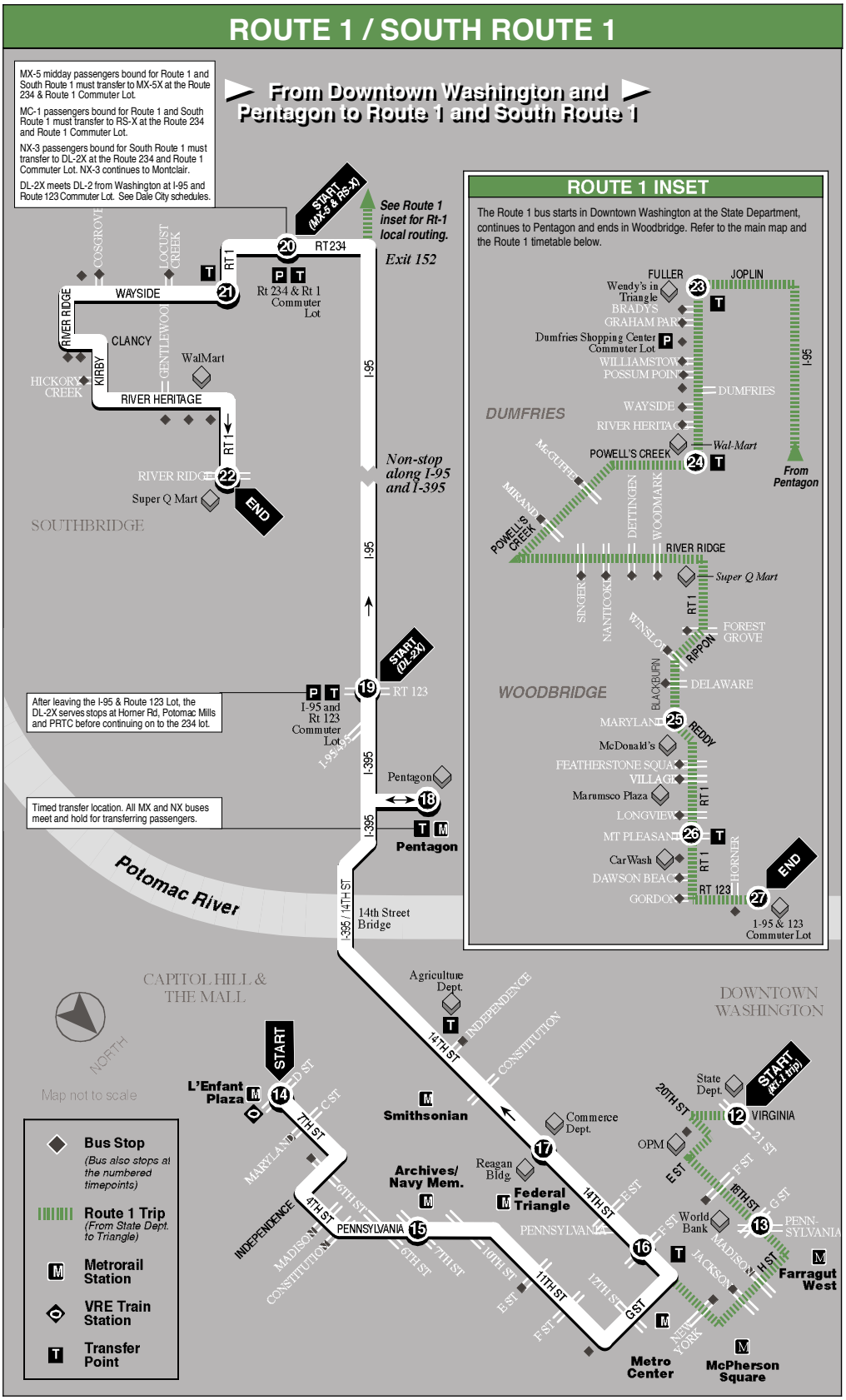
Manassas Area Giant Grocery Stores

- Westgate Plaza, 8025 Sudley Rd.
- Manassas Junction, 8819 Centerville Rd.
- Wellington Station, 10100 Dumfries Rd.

Vending machines located at the Franconia-Springfield, Vienna and West Falls Church Metro Stations and other locations with large parking facilities.

Online at SmarTrip.com and CommuterPage.com.

 Design by Smartmaps, Inc.


ROUTE 1 / SOUTH ROUTE 1
MX-5 midday passengers bound for Route 1 and South Route 1 must transfer to MX-5X at the Route 234 & Route 1 Commuter Lot.
MC-1 passengers bound for Route 1 and South Route 1 must transfer to RS-X at the Route 234 and Route 1 Commuter Lot.
NX-3 passengers bound for South Route 1 must transfer to DL-2X at the Route 234 and Route 1 Commuter Lot. NX-3 continues to Montclair.
DL-2X meets DL-2 from Washington at I-95 and Route 123 Commuter Lot. See Dale City schedules.
From Downtown Washington and Pentagon to Route 1 and South Route 1
START (MX-5 & RS-X)
See Route 1 inset for Rt-1 local routing.
Exit 152
RT 234
Rt 234 & Rt 1 Commuter Lot
WAYSIDE
CLANCY
RIVER RIDGE
KIRBY
HICKORY CREEK
GENTLEWOOD
COSGROVE
LOCUST CREEK
WalMart
RIVER HERITAGE
RT 1
I-95
Non-stop along I-95 and I-395
RIVER RIDGE
Super Q Mart
END
SOUTHBRIDGE
START (DL-2X)
RT 123
I-95 and Rt 123 Commuter Lot
I-95/I-395
After leaving the I-95 & Route 123 Lot, the DL-2X serves stops at Horner Rd, Potomac Mills and PRTC before continuing on to the 234 lot.
Timed transfer location. All MX and NX buses meet and hold for transferring passengers.
Pentagon
I-395
Potomac River
14th Street Bridge
I-395 / 14TH ST
ROUTE 1 INSET
The Route 1 bus starts in Downtown Washington at the State Department, continues to Pentagon and ends in Woodbridge. Refer to the main map and the Route 1 timetable below.
FULLER
JOPLIN
Wendy's in Triangle
BRADYS
GRAHAM PARK
Dumfries Shopping Center Commuter Lot
WILLIAMSTOWN
POSSUM POINT
DUMFRIES
WAYSIDE
RIVER HERITAGE
DUMFRIES
Wal-Mart
POWELL'S CREEK
From Pentagon
McCUTCHEN
MIRANDY
DETTINGEN
WOODMARK
POWELL'S CREEK
RIVER RIDGE
Super Q Mart
SINGER
NANTICOKE
WINSLOW
RT 1
RIPPON
FOREST GROVE
BLACKBURN
DELAWARE
WOODBRIDGE
MARYLAND
REDDY
McDonald's
FEATHERSTONE SQUARE
VILLAGE
Marumsco Plaza
LONGVIEW
MT PLEASANT
Car Wash
DAWSON BEACH
GORDON
HORNER
RT 123
END
1-95 & 123 Commuter Lot
CAPITOL HILL & THE MALL
DOWNTOWN WASHINGTON
NORTH
Map not to scale
START
L'Enfant Plaza
D ST
C ST
7TH ST
MARYLAND
INDEPENDENCE
4TH ST
MADISON
CONSTITUTION
Smithsonian
Agriculture Dept.
INDEPENDENCE
CONSTITUTION
14TH ST
Commerce Dept.
Archives/ Navy Mem.
Reagan Bldg
Federal Triangle
PENNSYLVANIA
6TH ST
7TH ST
10TH ST
11TH ST
12TH ST
E ST
F ST
G ST
State Dept.
START (RC-1 trip)
20TH ST
VIRGINIA
21 ST
OPM
E ST
F ST
18TH ST
G ST
World Bank
PENN-SYLVANIA
MADISON
H ST
JACKSON
NEW YORK
Farragut West
Metro Center
McPherson Square
Bus Stop
(Bus also stops at the numbered timepoints)
Route 1 Trip
(From State Dept. to Triangle)
Metrorail Station
VRE Train Station
Transfer Point

Trip Number	14 BUS STARTS at D St and 7th St, SW	15 Bus Leaves from 7th St and Pennsylvania	16 Bus Leaves from 14th St and F St.	18 Bus Leaves from Pentagon (Bus Bay L2)	19 Bus Leaves from I-95 and Rt. 123 Lot	20 Bus Leaves from Rt 234 and Rt 1 Lot	21 Bus Leaves from Wayside and Route 1	22 BUS ENDS at Route 1 and River Ridge
SOUTH ROUTE 1 WEEKDAYS—(PM)								
P.M. MX-5	12:06	12:14	12:22	12:34	—	1:04	*MX-5 continues to Montclair-See notes on map*	
MX-5X	—	—	—	—	—	1:04	1:10	1:20
MC-1	1:49	1:57	2:05	2:17	—	2:47	*MC-1 continues to Montclair-See notes on map*	
RS-X	—	—	—	—	—	2:47	2:53	3:03
RS-1	3:10	3:20	3:29	3:41	—	4:17	4:23	4:33
RS-2	3:50	3:59	4:09	4:21	—	4:57	5:03	5:13
RS-3	4:35	4:44	4:53	5:05	—	5:45	5:51	5:59
MC-8P	—	—	—	5:26	—	6:13	*MC-8P continues to Montclair-See notes on map*	
RS-4	5:12	5:22	5:32	5:45	—	6:25	6:31	6:39
RS-5	6:18	6:28	6:38	6:50	—	7:30	7:36	7:44
NX-3	7:27	7:35	7:44	8:00	—	8:35	*NX-3 continues to Montclair-See notes on map*	
DL-2X	*Meets DL-2 from Washington, see notes on map*			—	8:07	8:35	8:41	8:46

Shaded trips operate on Modified Holidays - See other side for trip from Fox Lair Apts and Southbridge. See note on map for late evening service.

Trip Number	12 BUS STARTS at Virginia and 21st St	13 Bus Leaves from 18th St and Pennsylvania	17 Bus Leaves from 14th St and Pennsylvania	18 Bus Leaves from Pentagon (Bus Bay L2)	23 Bus Leaves from Wendy's in Triangle	24 Bus Leaves from River Ridge and Route 1	25 Bus Leaves from Blackburn and Maryland	26 Bus Leaves from Route 1 and Mt. Pleasant	27 BUS ENDS at I-95 & 123 Commuter Lot
ROUTE 1 WEEKDAYS—(PM)									
P.M. RT-1	5:08	5:14	5:29	5:41	6:24	6:29	6:43	6:49	6:57

Shaded trips operate on Modified Holidays - See other side for trip from Triangle, Dumfries.

Other PRTC Services

Metro Direct offers three routes to connect you with nearby Metrorail stations. Prince William-Metro Direct connects eastern Prince William with the Franconia-Springfield Metro Station, with stops at OmniRide Transfer Center, Potomac Mills Mall and Route 1 in Woodbridge. Manassas Metro Direct connects Manassas with the West Falls Church Metro Station, with stops at Manassas Mall and Manassas VRE Station. And the Linton Hall Metro Direct serves stops along the Linton Hall Corridor then travels express on I-66 to the West Falls Church Metro Station.

OmniLink™ local (demand responsive) buses serve six routes in Prince William and the Manassas area. With advanced notice, buses can leave the route to serve locations up to 3/4 mile off the route.

Cross County Connector connects Eastern Prince William and the Manassas area, with transfers to local OmniLink buses and OmniRide commuter buses.

OmniMatch™ is a FREE ridematching service that matches you with a carpool or vanpool that best suits your commute needs.

Connecting Service

OmniRide connects to these other regional transit providers.

Metrorail and Metrobus system provides service throughout the Washington Metropolitan area. (202) 637-7000

Fairfax Connector buses serve northern Virginia, including shuttles to Tysons Corner from West Falls Church Metro Station. (703) 339-7200

Virginia Railway Express has six commuter rail stations in the Prince William and Manassas areas. (800) RIDE-VRE

Other Commuter Services

OmniRide also participates in these regional commuter programs:

SmartBenefits® is a tax-free, employer-sponsored transit benefit. It is electronically paid monthly and can be downloaded to SmarTrip cards. (202) 962-1326.

Guaranteed Ride Home (GRH)—This program relieves commuters of the fear of being stranded in the event of a personal emergency or unscheduled overtime by providing up to four free rides home per year. (800) 745-RIDE

Lost and Found

Items found on buses will be held at the OmniRide Transit Center at 14700 Potomac Mills Road, Woodbridge, VA for 30 days. To inquire about a lost item, please call (703) 730-6664 or email to Omni@OmniRide.com.

Passenger Conduct

PRTC reserves the right to deny entry to, expel and/or temporarily or permanently ban any person from PRTC property and/or vehicles, who in the judgement of the PRTC management or its agent, is imperiling public safety or being a public nuisance. Actions that could imperil public safety or quality as a public nuisance include, but are not limited to, 1) verbal or physical intimidation; 2) disrespecting the rights of other PRTC patrons; 3) use of profanity; 4) lewd behavior; 5) refusal to pay a fare; and 6) defacing or otherwise damaging PRTC-owned assets.

Title VI Policy

In compliance with Title VI of the Civil Rights Act of 1964, it is PRTC's policy to use its best efforts to assure that no person shall be excluded from participation or denied the benefits of PRTC's services, on the grounds of race, color or national origin. To file a complaint, contact PRTC's Customer Service or visit the "Passenger Rights" page at PRTCtransit.org.

Schedule Effective – August 31, 2009

Bus Service from Purcellville to
Rosslyn, Crystal City, The Pentagon, Washington DC & West Falls Church Metro

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, and M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)
For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after
5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of
Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Purcellville to Rosslyn, Crystal City, The Pentagon and Washington DC

Run Number ▼	Purcellville – Patrick Henry College – 1 Patrick Henry Circle	Purcellville -St. Andrew Presbyterian Church - 711 W Main St	Rosslyn -19th & Moore Streets	Crystal Drive & 20th Street	Eads Street & 12th Street – Northeast Corner	Army/Navy Drive & Fern Street	Pentagon Transit Center – Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	--	4:38	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DC2E*	--	4:50	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DC5E	--	5:10	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	--	5:12	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DC7*	--	5:20	6:35	--	--	--	--	6:41	6:45	6:47	6:49	6:51	6:52	6:53	6:54	6:55	6:56	6:57	6:59	7:00	7:04	7:05	--	7:09	7:14	7:15	7:18	7:21	--
DC11**	6:00	--	7:00	--	--	--	--	7:06	7:10	7:12	7:14	7:16	7:17	7:18	7:19	7:20	7:21	7:22	7:24	7:25	7:29	7:30	--	7:34	7:39	7:40	7:43	7:46	--
DC17E*	6:05	--	7:10	--	--	7:19	7:21	--	--	--	--	--	--	--	--	--	--	--	7:31	7:32	7:36	7:37	--	7:41	7:46	7:47	7:50	7:53	7:57
DC19*	--	6:00	--	--	--	--	--	7:15	7:19	7:21	7:23	7:25	7:26	7:27	7:28	7:29	7:30	7:31	7:33	7:34	7:38	7:39	--	7:43	7:48	7:49	7:52	7:55	--
DC20*	--	6:15	7:30	--	--	--	--	7:36	7:40	7:42	7:44	7:46	7:47	7:48	7:49	7:50	7:51	7:52	7:54	7:55	7:59	8:00	--	8:04	8:09	8:10	8:13	8:16	--
DC21*	6:35	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC26*	6:40	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC36*	7:25	--	8:40	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	9:07	9:08	9:12	9:13	--	9:17	9:19	9:20	9:23	9:26	--

* These buses bypass the Dulles North Transit Center.

** This bus goes directly into Rosslyn & DC – it does not stop at Leesburg or at the Dulles North Transit Center.

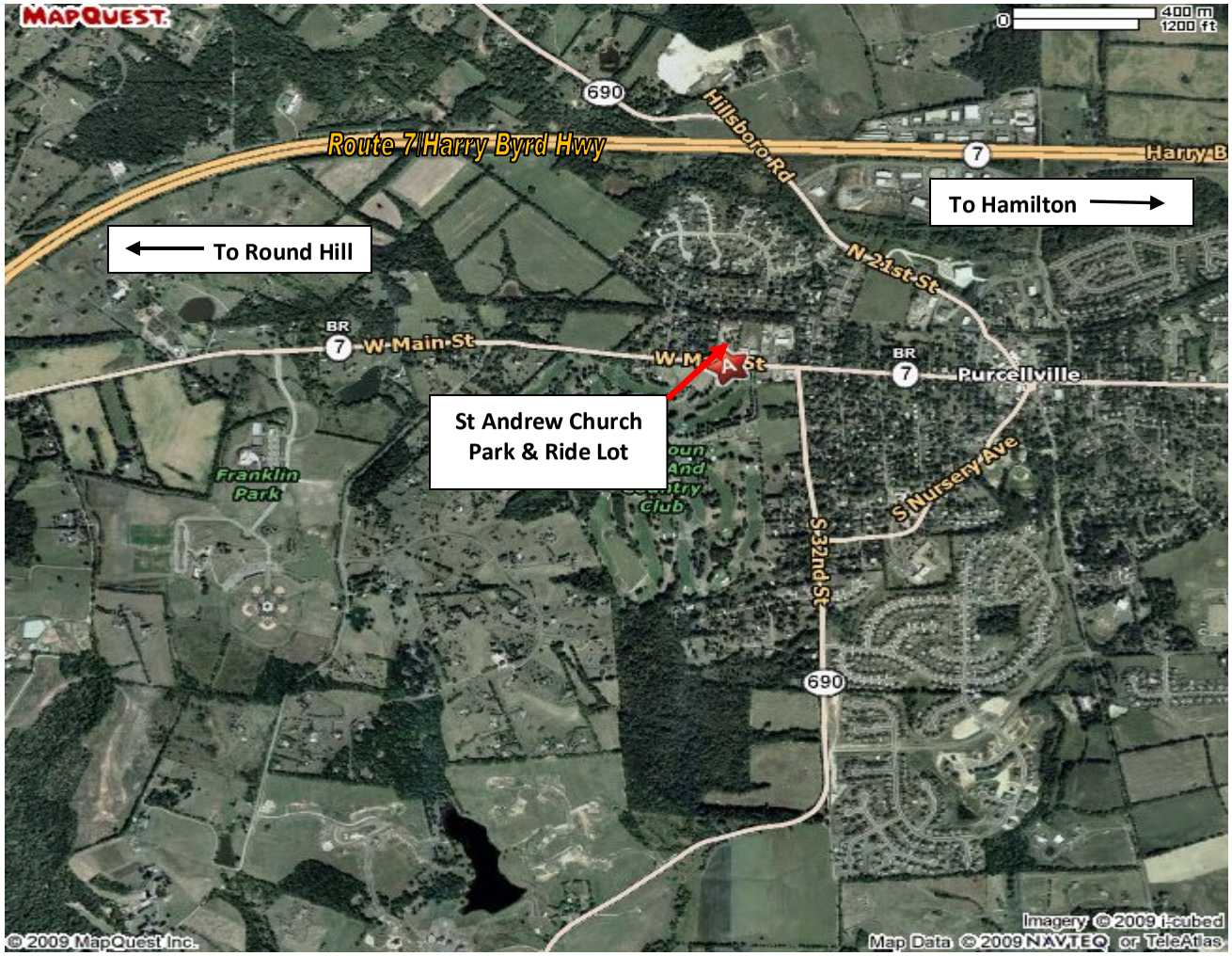
Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn and Crystal City to Purcellville

Run Number	Convention Ctr - L & 7th St., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Pennsylvania. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads & 12th Streets – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station North Bus Bay "A"	Purcellville - Patrick Henry College – 1 Patrick Henry Circle	Purcellville - St. Andrew Presbyterian Church - 711 W Main St
Friday Midday	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	2:30	2:35
LC4W*	--	--	--	--	--	--	--	--	--	--	3:32	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	5:14	5:19
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	5:28	5:33
LC8E*	--	3:40	3:43	3:45	3:47	3:51	3:54	3:56	3:57	--	--	--	--	--	--	--	--	--	4:08	--	--	--	--	5:18	5:23
LC9E*		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:08	4:16	4:26	--	5:36	5:41
LC12*	--	3:47	3:50	3:52	3:54	3:58	4:01	4:03	4:04	4:05	--	4:08	4:09	4:12	4:14	4:16	4:19	4:22	--	--	--	4:32	--	5:42	5:47
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:52	5:57
LC16*	--	4:07	4:10	4:12	4:14	4:18	4:21	4:23	4:24	4:25	--	4:28	4:29	4:32	4:34	4:36	4:39	4:41	--	--	--	4:53	--	5:58	6:03
LC18*	--	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	6:08	6:13
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	6:23	6:28
LC23*	--	4:30	4:33	4:35	4:37	4:41	4:44	4:46	4:47	4:48	--	4:52	4:53	4:57	4:59	5:02	5:05	5:08	--	--	--	5:20	--	6:30	6:35
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:48	6:53
LC26W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:38	6:43
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:52	6:57
LC30*	--	4:57	5:00	5:03	5:05	5:09	5:12	5:14	5:15	5:16	--	5:19	5:21	5:25	5:28	5:32	5:36	5:39	--	--	--	5:51	--	7:01	7:06
LC32*	--	5:17	5:20	5:23	5:25	5:29	5:32	5:34	5:35	5:36	--	5:39	5:41	5:46	5:49	5:53	5:57	6:00	--	--	--	6:12	--	7:22	7:27
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:46	7:51
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:53	7:58
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:53	7:58
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	7:12	7:17
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:50	7:55
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	8:29	8:34

*These buses bypass the Dulles North Transit Center.

St. Andrew Presbyterian Church
711 W Main St, Purcellville VA

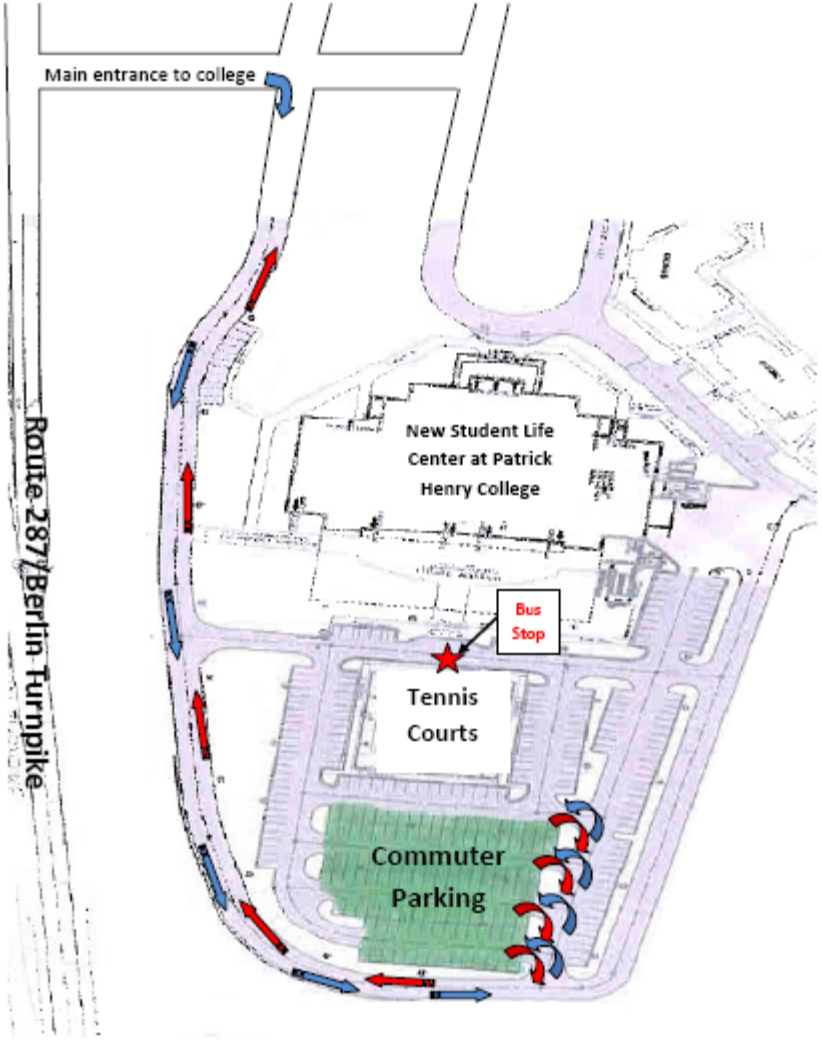


Patrick Henry College
Park & Ride Lot Information
1 Patrick Henry Circle
Purcellville VA 20132

Please follow the exterior road to the southeast corner of the parking lot and park only in the spaces that are painted yellow.

The **BLUE ARROWS** indicate the direction for entering the park & ride lot.

The **RED ARROWS** indicate the direction for exiting the park & ride lot.



Route 7 Business/West Colonial Highway

Schedule Effective – August 31, 2009

Bus Service from Leesburg to Rosslyn, Crystal City, The Pentagon, Washington DC and West Falls Church Metro Station

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, and M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)
For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
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For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The top row shows pick up points and the destinations of the buses.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Leesburg to Crystal City, Rosslyn, The Pentagon, Washington DC & West Falls Church Metro Station

Run Number	Leesburg – 110 Catoctin Circle, SE	West Falls Church Metro Station - North Bus Bay A	Rosslyn -19th & Moore Streets	Crystal Drive & 20th Street	Eads & 12th Street – Northeast corner	Army/Navy Drive & Fern Street	Pentagon Transit Center – Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	5:03	--	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DC2E*	5:15	--	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DC5E	5:35	--	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	5:37	--	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DC7*	5:45	--	6:35	--	--	--	--	6:41	6:45	6:47	6:49	6:51	6:52	6:53	6:54	6:55	6:56	6:57	6:59	7:00	7:04	7:05	--	7:09	7:14	7:15	7:18	7:21	--
DC10W	6:00	--	--	--	--	--	--	6:54	6:58	7:00	7:02	7:04	7:05	7:06	7:07	7:08	7:09	7:10	--	--	--	--	--	--	--	--	--	--	--
DC12	6:10	--	7:05	--	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	--	7:39	7:44	7:45	7:48	7:51	--
DC17E*	6:25	--	7:10	--	--	7:19	7:21	--	--	--	--	--	--	--	--	--	--	--	7:31	7:32	7:36	7:37	--	7:41	7:46	7:47	7:50	7:53	7:57
DC19*	6:25	--	--	--	--	--	--	7:15	7:19	7:21	7:23	7:25	7:26	7:27	7:28	7:29	7:30	7:31	7:33	7:34	7:38	7:39	--	7:43	7:48	7:49	7:52	7:55	--
DC20*	6:40	--	7:30	--	--	--	--	7:36	7:40	7:42	7:44	7:46	7:47	7:48	7:49	7:50	7:51	7:52	7:54	7:55	7:59	8:00	--	8:04	8:09	8:10	8:13	8:16	--
DC21*	6:55	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC26*	7:00	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC29E	7:20	--	8:20	8:30	8:35	--	8:38	--	--	--	--	--	--	--	--	--	--	--	8:48	8:49	8:53	8:54	--	8:58	9:03	9:04	9:07	9:10	9:15
DC30W*	7:20	--	--	--	--	--	--	8:20	8:24	8:26	8:28	8:30	8:31	8:32	8:35	8:36	8:37	8:38	--	--	--	--	--	--	--	--	--	--	--
DC35W	7:45	--	--	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	--	--	--	--	--	--	--	--	--	--	--
DC36*	7:45	--	8:40	--	--	--	--	8:46	8:50	8:52	8:54	8:56	8:58	8:59	9:02	9:03	9:04	9:05	9:07	9:08	9:12	9:13	--	9:17	9:19	9:20	9:23	9:26	--
M1	8:10	9:00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M2	8:30	9:20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3	9:05	9:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

* These buses bypass the Dulles North Transit Center.

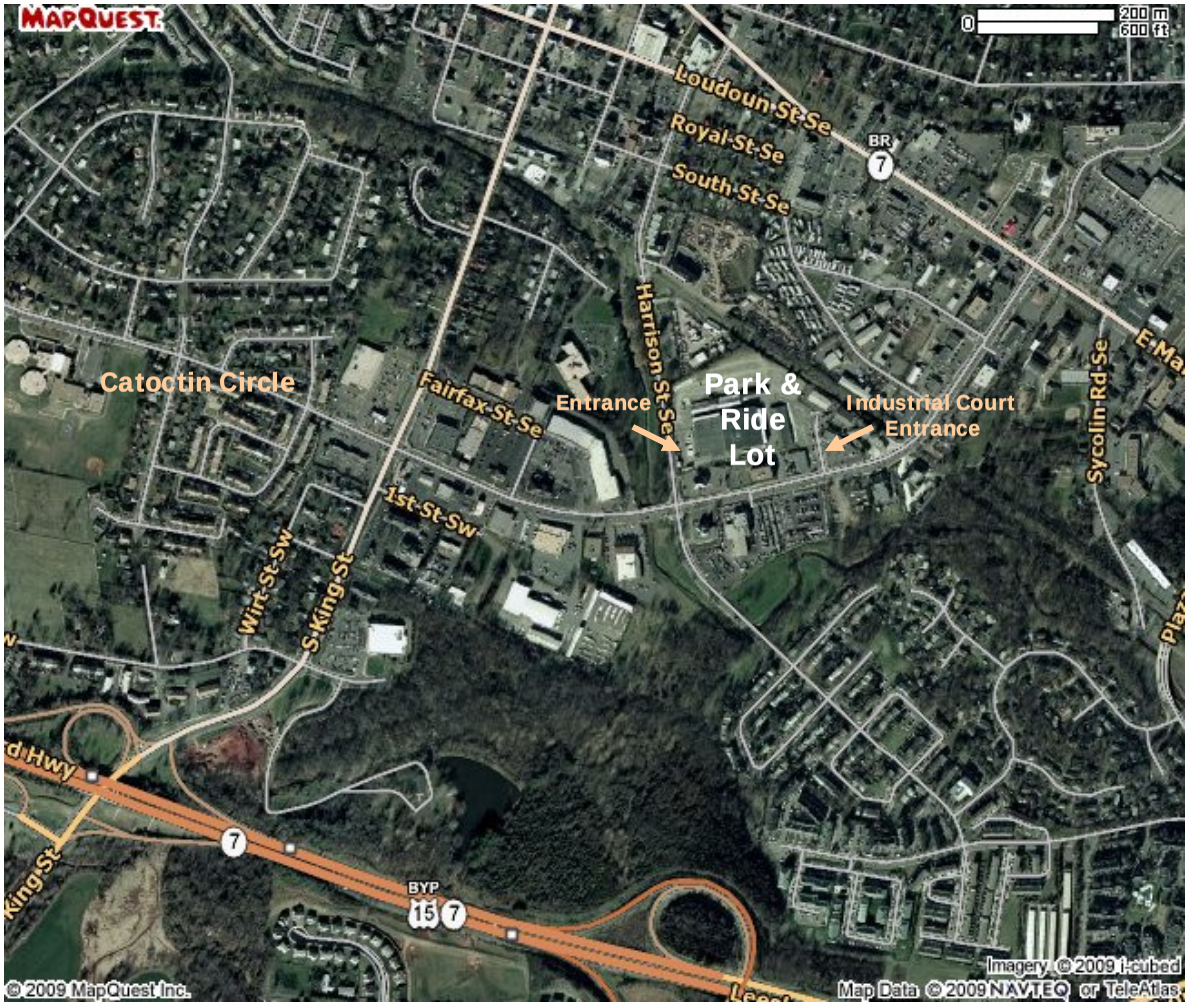
Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn, Crystal City and West Falls Church Metro Station to Leesburg

Run Number	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Penn. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads &12th Street – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station - North Bus Bay A	Leesburg – 110 Catoctin Circle, SE
Midday Mon-Thu	--	1:25	1:28	1:30	1:32	1:36	1:39	1:41	1:42	1:43	--	1:46	1:47	1:50	1:52	1:54	1:55	1:56	--	--	--	2:12	--	3:07
Midday Friday	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	2:10
LC2W	--	--	--	--	--	--	--	--	--	--	--	3:15	3:16	3:20	3:22	3:25	3:28	3:30	--	--	--	--	--	4:34
LC4W*	--	--	--	--	--	--	--	--	--	--	3:32	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:54
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	5:08
LC7	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	5:13
LC8E*	--	3:40	3:43	3:45	3:47	3:51	3:54	3:56	3:57	--	--	--	--	--	--	--	--	--	4:08	--	--	--	--	4:58
LC9E*		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:08	4:16	4:26	--	5:16
LC12*	--	3:47	3:50	3:52	3:54	3:58	4:01	4:03	4:04	4:05	--	4:08	4:09	4:12	4:14	4:16	4:19	4:22	--	--	--	4:32	--	5:22
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:32
LC16*	--	4:07	4:10	4:12	4:14	4:18	4:21	4:23	4:24	4:25	--	4:28	4:29	4:32	4:34	4:36	4:39	4:41	--	--	--	4:53	--	5:38
LC18*	--	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:48
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	6:03
LC23*	--	4:30	4:33	4:35	4:37	4:41	4:44	4:46	4:47	4:48	--	4:52	4:53	4:57	4:59	5:02	5:05	5:08	--	--	--	5:20	--	6:10
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:28
LC26W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:18
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:32
LC30*	--	4:57	5:00	5:03	5:05	5:09	5:12	5:14	5:15	5:16	--	5:19	5:21	5:25	5:28	5:32	5:36	5:39	--	--	--	5:51	--	6:41
LC32*	--	5:17	5:20	5:23	5:25	5:29	5:32	5:34	5:35	5:36	--	5:39	5:41	5:46	5:49	5:53	5:57	6:00	--	--	--	6:12	--	7:02
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:26
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:33
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:33
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:52
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:30
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	8:09

*These buses bypass the Dulles North Transit Center.

Directions to the Leesburg Park & Ride Lot
110 Catoctin Circle SE, Leesburg VA



The Leesburg Park and Ride lot is located at 110 Catoctin Circle, SE, Leesburg VA 20175. It is located at the old Barber and Ross site at the intersection of Catoctin Circle, SE and Harrison Street behind the Middleburg Bank. The park and ride lot has 365 parking spaces.

Via Route 7 Bypass

From the East

Take the King Street North exit (US-15 business) and turn right at the end of the ramp onto King Street. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

From the West

Take the King Street North exit (US-15 business) and turn left onto Clubhouse Drive. Turn left onto King Street at the traffic light. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Via Route 15

From the North

Travel south on US-15 towards Leesburg. Continue on James Monroe Highway which becomes King Street. Proceed straight through the traffic light at Market Street and King Street. Turn left at the traffic light at Loudoun Street. At the bottom of the hill, turn right on to Harrison Street. Pass by Raflo Park and turn left at the park and ride lot sign.

From the South

Travel north on US-15 (James Monroe Highway) towards Leesburg. US-15 becomes King Street. Proceed straight through the traffic light at King Street and Clubhouse Drive. Proceed straight through the traffic light at King Street and Davis Ave. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Via the Dulles Greenway

Travel north on Dulles Greenway (267) towards Leesburg. Take exit 1A/US-15 South/VA 7 West onto US-15 bypass south towards Leesburg/Warrenton. Take the King Street North exit (US-15 business) and turn right at the end of the ramp onto King Street. Proceed straight through the traffic light at the intersection of Davis Ave and King Street. Turn right at the traffic light at Catoctin Circle. Turn left at the traffic light on Harrison Street. Turn right into the park and ride lot.

Schedule Effective – August 31, 2009

Bus Service from The Dulles North Transit Center to
Crystal City, Rosslyn, The Pentagon, Washington DC and West Falls Church Metro Station

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)
For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The top row shows pick up points and the destinations of the buses.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

Morning departures from Dulles North Transit Center to Crystal City, Rosslyn, The Pentagon, Washington DC & West Falls Church Metro Station

Run Number	Dulles North Transit Center (Moran Rd & Lockridge Rd)	West Falls Church Metro Station North Bus Bay A	Rosslyn -19th & Moore Streets	Crystal Drive & 20th St	Eads & 12th Streets – Northeast corner	Army/Navy Drive and Fern Street	Pentagon Transit Station – Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave., NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DC1W	5:23	--	--	--	--	--	--	5:57	6:01	6:02	6:04	6:06	6:07	6:08	6:09	6:10	6:11	6:12	6:14	6:15	6:19	6:20	6:27	--	--	--	--	--	--
DS3E	5:37	--	6:05	--	--	6:14	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DS4W	5:45	--	--	--	--	--		6:21	6:25	6:26	6:28	6:30	6:31	6:32	6:33	6:34	6:35	6:36	--	--	--	--	--	--	--	--	--	--	--	--
DC5E	5:55	--	6:30	6:40	6:45	--	6:48	--	--	--	--	--	--	--	--	--	--	--	6:54	6:55	6:59	7:00	--	7:04	7:09	7:10	7:13	7:16	--
DC6W	5:57	--	--	--	--	--	--	6:31	6:35	6:37	6:39	6:41	6:42	6:43	6:44	6:45	6:46	6:47	6:49	6:50	6:54	6:55	7:02	--	--	--	--	--	--
DS8E	6:10	--	6:50	--	--	6:59	7:01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DS9E	6:15	--	--	6:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:07	7:08	7:12	7:13	--	7:17	7:22	7:23	7:26	7:29	7:33
DC10W	6:20	--	--	--	--	--	--	6:54	6:58	7:00	7:02	7:04	7:05	7:06	7:07	7:08	7:09	7:10	--	--	--	--	--	--	--	--	--	--	--
DC12	6:30	--	7:05	--	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	--	7:39	7:44	7:45	7:48	7:51	--
DC14E*	6:35	--	7:10	7:20	7:25	--	7:28	--	--	--	--	--	--	--	--	--	--	--	7:38	7:39	7:43	7:44	--	7:48	7:53	7:54	7:57	8:00	8:04
DC15W*	6:40	--	--	--	--	--	--	7:16	7:20	7:22	7:24	7:26	7:27	7:28	7:29	7:30	7:31	7:32	7:34	7:35	7:39	7:40	7:47	--	--	--	--	--	--
DC22*	7:05	--	7:45	--	--	--	--	7:51	7:55	7:57	7:59	8:01	8:02	8:03	8:04	8:05	8:06	8:07	8:09	8:10	8:14	8:15	--	8:19	8:24	8:25	8:28	8:31	--
DC25*	7:15	--	7:55	--	--	--	--	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17	8:19	8:20	8:24	8:25	--	8:29	8:34	8:35	8:38	8:41	--
DC27*	7:20	--	8:00	--	--	--	--	8:06	8:10	8:12	8:14	8:16	8:17	8:18	8:19	8:20	8:21	8:22	8:24	8:25	8:29	8:30	--	8:34	8:39	8:40	8:43	8:46	--
DC28*	7:30	--	8:10	--	--	--	--	8:16	8:20	8:22	8:24	8:26	8:27	8:28	8:29	8:30	8:31	8:32	8:34	8:35	8:39	8:40	--	8:44	8:49	8:50	8:53	8:56	--
DC29E	7:40	--	8:20	8:30	8:35	--	8:38	--	--	--	--	--	--	--	--	--	--	--	8:48	8:49	8:53	8:54	--	8:58	9:03	9:04	9:07	9:10	9:15
DC33*	7:55	--	--	--	--	--	--	8:36	8:40	8:42	8:44	8:46	8:48	8:49	8:52	8:53	8:54	8:55	8:57	8:58	9:02	9:03	--	9:07	9:09	9:10	9:13	9:16	--
DC34E*	8:00	--	8:40	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8:52	8:53	8:57	8:58	--	9:02	9:04	9:05	9:08	9:11	--
DC35W	8:05	--	--	--	--	--	--	8:46	8:50	8:52	8:54	8:57	8:58	8:59	9:02	9:03	9:04	9:05	--	--	--	--	--	--	--	--	--	--	--
DS37W	8:30	--	--	--	--	--	--	9:15	9:19	9:21	9:23	9:26	9:27	9:28	9:31	9:32	9:33	9:34	--	--	--	--	--	--	--	--	--	--	--
M1A	8:30	9:00	--	--	--	--	--	--	--	--	--	--	--	--	--	-	--	--	--	--	--	--	--	--	--	--	--	--	--
M2A	8:50	9:20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M3A	9:25	9:55	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

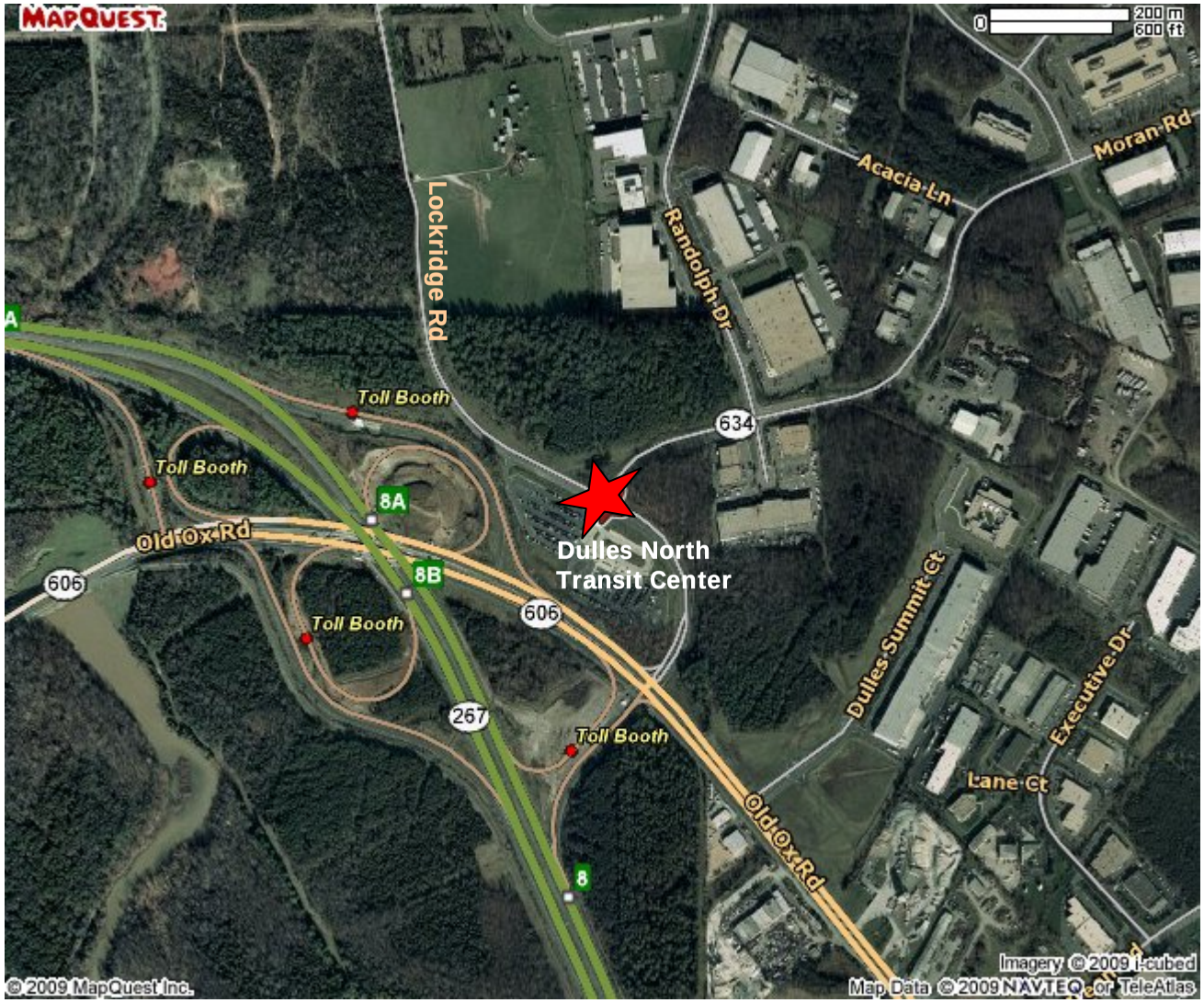
*Run originates at the Dulles North Transit Center

Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Rosslyn, Crystal City & West Falls Church Metro Station to Dulles North Transit Center

Run Number	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Penn. Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW e (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th Street	Eads & 12th Streets – Southeast corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station -North Bus Bay A	Dulles North Transit Center (Moran Rd & Lockridge Rd)
Midday Mon-Thu	--	1:25	1:28	1:30	1:32	1:36	1:39	1:41	1:42	1:43	--	1:46	1:47	1:50	1:52	1:54	1:55	1:56	--	--	--	2:12	--	2:47
Midday *Friday*	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	1:50
DS1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3:07	3:12	3:15	3:26	--	4:05
LC2W	--	--	--	--	--	--	--	--	--	--	--	3:15	3:16	3:20	3:22	3:25	3:28	3:30	--	--	--	--	--	4:14
LC3	--	3:20	3:23	3:25	3:27	3:31	3:34	3:36	3:37	3:38	--	3:41	3:42	3:46	3:48	3:51	3:54	3:55	--	--	--	--	--	4:34
DS5	--	3:26	3:29	3:31	3:33	3:37	3:40	3:42	3:43	3:44	--	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:41
LC6	--	3:30	3:33	3:35	3:37	3:41	3:44	3:46	3:47	3:48	--	3:51	3:52	3:55	3:57	3:59	4:00	4:01	--	--	--	4:13	--	4:48
LC7	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	4:53
LC10E	--	3:46	3:49	3:51	3:53	3:57	4:00	4:02	4:03	--	--	--	--	--	--	--	--	--	4:14	--	--	--	--	4:54
DS11E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:12	4:20	4:30	--	5:05
LC13	--	3:57	4:00	4:02	4:04	4:08	4:11	4:13	4:14	4:15	--	4:18	4:19	4:22	4:24	4:26	4:29	4:32	--	--	--	4:42	--	5:12
LC15W	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:12
DS17	--	4:10	4:13	4:15	4:17	4:21	4:24	4:26	4:27	4:28	--	4:31	4:32	4:35	4:37	4:39	4:42	4:44	--	--	--	4:56	--	5:31
LC19	4:12	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:33
LC20E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	5:43
DS22	--	4:25	4:28	4:30	4:32	4:36	4:39	4:41	4:42	4:43	--	4:47	4:48	4:52	4:54	4:57	5:00	5:03	--	--	--	5:13	--	5:48
DS24	--	4:32	4:36	4:38	4:40	4:44	4:47	4:49	4:51	4:52	--	4:56	4:58	5:02	5:04	5:07	5:10	5:13	--	--	--	5:25	--	6:00
LC25	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:08
LC27W	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:10
LC28E	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:12
DS29	4:45	4:50	4:53	4:55	4:57	5:01	5:04	5:06	5:07	5:08	--	5:11	5:13	5:17	5:20	5:24	5:28	5:31	--	--	--	5:43	--	6:18
LC31	--	5:07	5:10	5:13	5:15	5:19	5:22	5:24	5:25	5:26	--	5:29	5:31	5:36	5:39	5:43	5:47	5:50	--	--	--	6:02	--	6:34
DS34	--	5:22	5:25	5:28	5:30	5:34	5:37	5:39	5:40	5:41	--	5:44	5:46	5:51	5:54	--	--	--	--	--	--	--	--	6:39
DS35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5:52	5:56	6:00	--	--	--	6:12	--	6:47
LC36 Mon-Thu	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	--	--	7:06
LC36 Fridays Only	--	5:42	5:45	5:48	5:50	5:54	5:57	5:59	6:00	6:02	--	6:05	6:07	6:12	6:15	6:19	6:23	6:26	--	--	--	6:38	--	7:13
LC37 Mon-Thu	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:38	--	7:13
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:32
M2P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:45	7:10
M3P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	7:27	7:49

Dulles North Transit Center



The Dulles North Transit Center is located at the intersection of Route 606 and Route 634, next to the Dulles Greenway. The Center opened in the summer of 2001 with 750 parking spaces.

Via the Dulles Greenway

From the East

Take the Dulles Toll Road (267) west toward Leesburg. Continue west onto the Greenway. From the Greenway Toll Plaza, go west for 1.1 miles and take Exit 8B/Old Ox Road/Route 606. At the signal, go directly across Old Ox Road to Moran Road/Route 634. The park-and-ride lot will be on the left at the top of the hill.

From the West

Take the Dulles Toll Road (267) east toward Dulles Airport/Washington. Take Exit 8B (Route 606/Old Ox Road). Turn left at traffic light onto Moran Road/Route 634. The park-and-ride lot will be on the left at the top of the hill.

Via Waxpool Road

From Ashburn

Take Waxpool Road (Route 625) east toward Route 28. Take a right on Broderick Road. Broderick Road will dead end into Moran Road (634). Make a right onto Moran Road. Parking lot is straight ahead.

SCHEDULE EFFECTIVE – August 31, 2009

Bus Service from Dulles South/Stone Ridge to Rosslyn, Crystal City, The Pentagon and Washington DC

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)

For SmarTrip card issues call 1-888-762-7874. SmarTrip cards can be loaded at any Metro Station.

Passenger Information Regarding Service
Service is weekday only. Schedule varies for certain holidays.
Once doors close and bus begins departing each stop, the bus will not open the doors for late arriving passengers.
Posted times on this schedule indicate arrivals and departures and are subject to traffic conditions and can vary by 5 to 10 minutes.
For safety reasons drivers are not permitted to pick up or drop off passengers other than at designated stops.

Contact Information

8:30AM – 5:00PM
Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
1 Harrison Street, SE
4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

How to read this schedule

- The first column on the left is the run number, which will be displayed on the passenger side of the bus above the dash board.
- The top row shows pick up points and the destinations of the buses.
- The timetable shows when the bus stops. Times are always approximate and depend upon traffic and weather conditions. It is recommended to be at the stop early.
- If no time is listed, the run will not serve that point.
- Park & Ride symbol indicates locations in Loudoun County where commuters can park or pick up the buses.
- Metro symbols indicate stops with access to Metro Rail Stations.

Service Alert Systems

If you use the Loudoun County Commuter Bus Service you need to sign up for both of the following:

BUS BIZ - To sign up to receive email messages called Bus Biz from the County regarding future service disruptions, send us an email at Rideshare@loudoun.gov

LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

SCHEDULE EFFECTIVE – August 31, 2009

Morning departures from Dulles South to Rosslyn, Crystal City, The Pentagon and Washington DC

Run Number	Dulles South -Stone Ridge (Millstream Dr & Village Ctr Pl)	Dulles North Transit Center	Rosslyn -19th & Moore Streets	Army/Navy Dr and Fern Street	Crystal Drive & 20th Street	Pentagon Transit Center – Bus Bay L11	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)	Independence & 12th St., SW	Independence & L'Enfant Promenade, SW	Independence & 7th St. SW (FAA Bldg)	Independence & 6th St. SW (NASA)	Navy Yard Metro Station	3rd & C Streets, NW (Courthouse Complex)	E & New Jersey Ave., NW (Metro Bus Stop)	N. Capitol and Mass. Ave, NE (Metro Shelter)	H & N. Capitol St., NW (GPO Metro Shelter)	H & 4th Streets, NW (Metro Bus Shelter)	Convention Ctr-L & 7th St, NW (Metro Bus Stop)
DS3E	5:20	5:37	6:05	6:14	--	6:16	--	--	--	--	--	--	--	--	--	--	--	6:22	6:23	6:25	6:26	--	6:30	6:35	6:36	6:39	6:42	--
DS4W	5:28	5:45	--	--	--	--	6:21	6:25	6:26	6:28	6:30	6:31	6:32	6:33	6:34	6:35	6:36	--	--	--	--	--	--	--	--	--	--	--
DS8E	5:50	6:10	6:50	6:59	--	7:01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DS9E	5:55	6:15	--	--	6:55	--	--	--	--	--	--	--	--	--	--	--	--	7:07	7:08	7:12	7:13	--	7:17	7:22	7:23	7:26	7:29	7:33
DS13W	6:20	--	7:05	--	--	--	7:11	7:15	7:17	7:19	7:21	7:22	7:23	7:24	7:25	7:26	7:27	7:29	7:30	7:34	7:35	7:42	--	--	--	--	--	--
DS24	6:58	--	7:48	--	--	--	7:54	7:58	8:00	8:02	8:04	8:05	8:06	8:07	8:08	8:09	8:10	8:12	8:13	8:17	8:18	--	8:22	8:27	8:28	8:31	8:34	--
DS31	7:35	--	8:37	--	--	--	8:45	8:49	8:51	8:53	8:55	8:56	8:57	8:58	8:59	9:00	9:01	9:03	9:04	9:08	9:09	--	9:13	9:15	9:16	9:19	9:22	--
DS37W	8:05	8:30	--	--	--	--	9:15	9:19	9:21	9:23	9:26	9:27	9:28	9:31	9:32	9:33	9:34	--	--	--	--	--	--	--	--	--	--	--

Schedule Effective – August 31, 2009

Afternoon departures from Washington DC, The Pentagon, Crystal City and Rosslyn to Dulles South

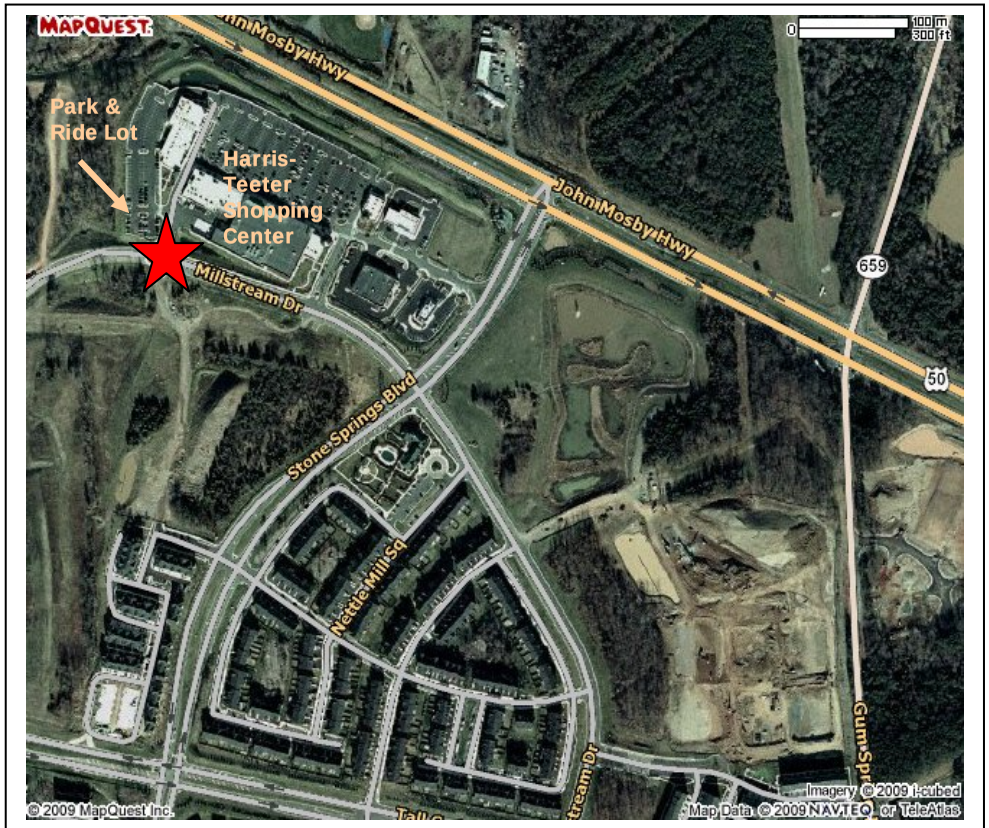
Run Number ▼	Convention Ctr - L & 7th Sts., NW (Metro Bus Stop)	H & 4th Streets, NW (Metro Bus Stop)	H & N. Capitol Sts., NW (GPO Metro Shelter)	N. Capitol & Mass., NW (Metro Shelter)	E & New Jersey Ave., NW (Metro Bus Stop)	3rd & Pennsylvania Ave., NW (East Wing Gallery)	Independence & 6th St., SW (Air & Space Museum)	Independence & L'Enfant Promenade, SW (Haupt Grd)	Independence & 12th St., SW (Metro Bus Stop)	Independence & 14th St., SW (W. Arch)	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant -near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Crystal Drive & 20th St	Eads & 12th Street – Southeast Corner	Pentagon Transit Center Bus Bay L11	Rosslyn (1801 Lynn Street-new silver building)	West Falls Church Metro Station – North Bus Bay A	Dulles North Transit Center	Dulles South -Stone Ridge (Millstream Dr & Village Ctr Plaza)
Midday Friday ONLY	--	12:32	12:35	12:37	12:39	12:43	12:46	12:48	12:49	12:50	--	12:53	12:54	12:57	12:59	1:01	1:02	1:03	--	--	--	1:15	--	1:50	**2:05****
DS1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3:07	3:12	3:15	3:26	--	4:05	4:20
LC3*	--	3:20	3:23	3:25	3:27	3:31	3:34	3:36	3:37	3:38	--	3:41	3:42	3:46	3:48	3:51	3:54	3:55	--	--	--	--	--	4:34	--
DS5	--	3:26	3:29	3:31	3:33	3:37	3:40	3:42	3:43	3:44	--	3:47	3:48	3:51	3:53	3:55	3:56	3:57	--	--	--	--	--	4:41	4:56
LC7*	--	3:35	3:38	3:40	3:42	3:46	3:49	3:51	3:52	3:53	--	3:56	3:57	4:00	4:02	4:04	4:05	4:06	--	--	--	4:18	--	4:53	--
LC10E*	--	3:46	3:49	3:51	3:53	3:57	4:00	4:02	4:03	--	--	--	--	--	--	--	--	--	4:14	--	--	--	--	4:54	--
DS11E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:12	4:20	4:30	--	5:05	5:20
LC15W*	--	--	--	--	--	--	--	--	--	--	4:08	4:23	4:24	4:27	4:29	4:31	4:34	4:37	--	--	--	--	--	5:12	--
DS17	--	4:10	4:13	4:15	4:17	4:21	4:24	4:26	4:27	4:28	--	4:31	4:32	4:35	4:37	4:39	4:42	4:44	--	--	--	4:56	--	5:31	5:54
LC19*	4:12	4:17	4:20	4:22	4:24	4:28	4:31	4:33	4:34	4:35	--	4:38	4:39	4:42	4:44	4:46	4:49	4:51	--	--	--	5:01	--	5:33	--
LC20E*	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4:45	4:50	4:57	5:08	--	5:43	--
DS22	--	4:25	4:28	4:30	4:32	4:36	4:39	4:41	4:42	4:43	--	4:47	4:48	4:52	4:54	4:57	5:00	5:03	--	--	--	5:13	--	5:48	6:13
DS24	--	4:32	4:36	4:38	4:40	4:44	4:47	4:49	4:51	4:52	--	4:56	4:58	5:02	5:04	5:07	5:10	5:13	--	--	--	5:25	--	6:00	6:25
LC25*	--	4:37	4:41	4:43	4:45	4:49	4:52	4:54	4:56	4:57	--	5:01	5:03	5:07	5:10	5:14	5:18	5:21	--	--	--	5:33	--	6:08	--
LC27W*	--	--	--	--	--	--	--	--	--	--	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	--	--	--	6:10	--
LC28E*	4:40	4:45	4:48	4:50	4:52	4:56	4:59	5:01	5:03	--	--	--	--	--	--	--	--	--	5:16	5:21	5:26	5:37	--	6:12	--
DS29	4:45	4:50	4:53	4:55	4:57	5:01	5:04	5:06	5:07	5:08	--	5:11	5:13	5:17	5:20	5:24	5:28	5:31	--	--	--	5:43	--	6:18	6:33
M1P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6:10	6:32	--
DS34	--	5:22	5:25	5:28	5:30	5:34	5:37	5:39	5:40	5:41	--	5:44	5:46	5:51	5:54	--	--	--	--	--	--	--	--	6:39	6:54
DS35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5:52	5:56	6:00	--	--	--	6:12	--	6:47	7:02

*Transfer Opportunities for Dulles South riders

LC3 passengers can transfer at the Dulles North Transit Center to the DS5 that serves Dulles South.
LC7 & LC10E passengers can transfer at the Dulles North Transit Center to the DS11E that serves Dulles South.
LC15W passengers can transfer at the Dulles North Transit Center to the DS17 that serves Dulles South.
LC19 & LC20E passengers can transfer at the Dulles North Transit Center to the DS22 that serves Dulles South.
LC25, LC27W & LC28E passengers can transfer at the Dulles North Transit Center to the DS29 that serves Dulles South.
M1P passengers can transfer at the Dulles North Transit Center to the DS34.

**** Friday midday shuttle bus from Dulles North to Dulles South.**

Directions to the Dulles South Park & Ride Lot



The Dulles South Park & Ride lot is located in the Stone Ridge Village Center, Aldie VA 20105 (near the Harris Teeter) at the intersection of Village Center Plaza and Millstream Drive. There are 250 parking spaces located behind the Urgent Care and Glory Days.

VIA ROUTE 50

From the East

Take Route 50 west (John S. Mosby Highway) towards Stone Ridge. Turn left onto Stone Springs Blvd and go 0.2 miles. Turn right onto Millstream Drive and go 0.1 miles. Turn right onto Village Center Plaza. Turn left at the first entrance into the parking lot.

From the West

Take Route 50 east (John S. Mosby Highway) towards Stone Ridge. Turn right onto Stone Springs Blvd and go 0.2 miles. Turn right onto Millstream Drive and go 0.1 miles. Turn right onto Village Center Plaza. Turn left at the first entrance into the parking lot.

Schedule Effective – August 31, 2009

Bus Service from Ashburn North to Rosslyn and Washington DC

Fare Structure

SmarTrip Card - $7.00 one-way
Cash -$8.00 one-way (exact amount)
With the exception of West Falls Church Connection (M1, M2, M3) SmarTrip Card - $1.75 one-way
Cash - $2.25 one-way (exact amount)
IntraCounty: Cash only - $1.00 (exact amount)

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Local - **703-771-5665**
1-877-GO-LCBUS

Before 8:30AM and after 5:00PM (Emergencies)
Veolia Dispatch
443-506-9499

Loudoun County Office of Transportation Services
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4th Floor, Mail Stop 69
Leesburg, VA 20175

Website:
www.loudoun.gov/bus

Email Address:
rideshare@loudoun.gov

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LC ALERT - To sign up to receive text messages regarding immediate service disruptions go to the website and look for **LC Alert.**

Guaranteed Ride Home Information:
1-800-745-RIDE
www.commuterconnections.org

Schedule Effective – August 31, 2009

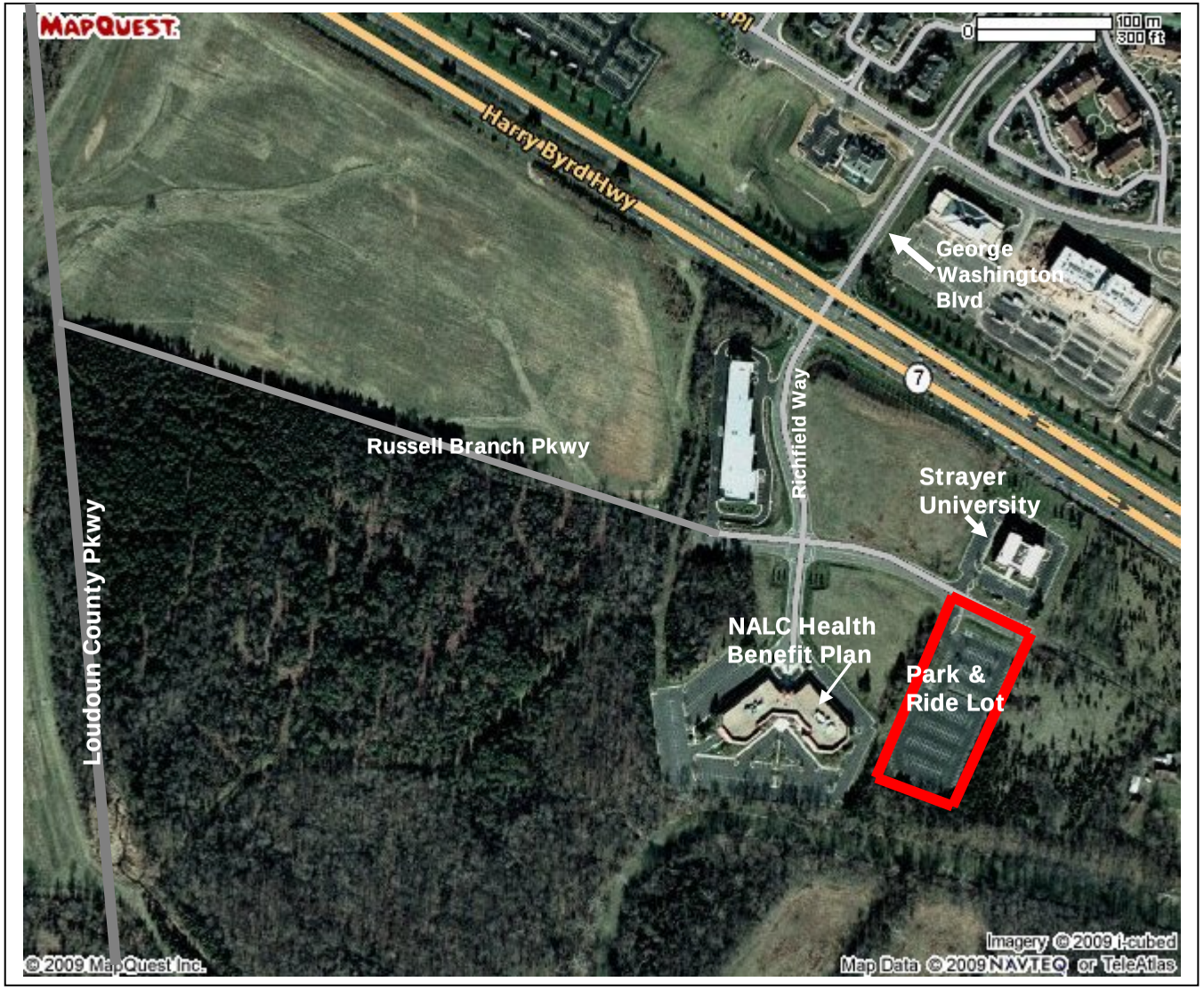
Morning departures from Ashburn North to Rosslyn and Washington DC

Run Number ▼	Ahsburn North – Russell Branch Pkwy & Richfield Way (near Strayer University)	Rosslyn – 19th & Moore Streets	State Dept (21st & Virginia Ave-Metro Bus Stop)	18th & E Streets, NW (Metro Bus Stop)	18th & G Streets, NW	18th & K Streets, NW	K & 17th Streets, NW	K & 15th Streets, NW	K & 14th Streets, NW	14th & H Streets, NW	14th & F Streets, NW (National Press Bldg)	14th & Pennsylvania, NW (Willard Hotel)	14th & Constitution, NW (Ronald Reagan Bldg)
DC16W	6:40	7:25	7:31	7:35	7:37	7:39	7:41	7:42	7:43	7:44	7:45	7:46	7:47
DC18W	6:55	7:40	7:46	7:50	7:52	7:54	7:56	7:57	7:58	7:59	8:00	8:01	8:02
DC23W	7:10	7:55	8:01	8:05	8:07	8:09	8:11	8:12	8:13	8:14	8:15	8:16	8:17
DC32W	7:50	8:35	8:41	8:45	8:47	8:49	8:52	8:54	8:55	8:58	8:59	9:00	9:01

Afternoon departures from Washington DC, Rosslyn and the West Falls Church Metro Station to Ashburn North

Run Number ▼	Navy Yard Metro Station	14th & Constitution, NW (Ronald Reagan Bldg)	14th & F Streets, NW (National Press Bldg)	I & 15th Sts., NW (The McPherson Bldg)	I & Connecticut Ave., NW (Army/Navy Bldg - 1627 on doors)	1825 I St., NW (Metro Marker)	19th & H Sts., NW (down from green fire hydrant - near water fountain)	19th & E Sts., NW (NW Corner near Mitchell Hall)	Rosslyn – 1801 N Lynn Street	West Falls Church Metro Station -North Bus Bay A	Dulles North Transit Center – Moran Rd & Lockridge Rd	Ashburn North – Russell Branch Pkwy & Richfield Way (near Strayer University)
LC14W	--	4:20	4:21	4:24	4:26	4:28	4:31	4:33	4:43	--	--	5:18
LC21W	--	4:37	4:38	4:41	4:43	4:45	4:48	4:50	5:00	--	--	5:40
LC27W	4:53	5:08	5:10	5:14	5:17	5:21	5:25	5:28	--	--	6:10	6:22
LC33W	--	5:40	5:42	5:47	5:50	5:54	5:58	6:01	6:13	--	--	6:53
FRIDAY ONLY	--	--	--	--	--	--	--	--	--	2:20	--	3:18

Ashburn North Park & Ride Lot



The Ashburn North Park & Ride lot is located south of Strayer University, 45150 Russell Branch Pkwy, Ashburn VA, which is south of Route 7 (Harry Byrd Highway) near the intersection of Russell Branch Parkway and Richfield Way. There are 220 parking spaces available.

Via Route 7

From the East (Sterling)

Take Route 7 west towards Leesburg. Once you pass Route 28 you will travel .8 miles and turn left onto George Washington Blvd/Richfield Way. Turn left at Russell Branch Parkway. You will see the park & ride lot on the right.

From the West (Leesburg)

Take Route 7 east towards Sterling. Once you pass Belmont Ridge Road you will travel 3.88 miles and turn right onto George Washington Blvd/Richfield Way. Turn left onto Russell Branch Parkway. You will see the park & ride lot on the right.

Via Loudoun County Pkwy

From the South

Take Loudoun County Pkwy north to Route 7. Turn right onto Rt 7 East. Travel ½ mile and turn right onto Richfield Way. Turn left onto Russell Branch Pkwy. You will see the park & ride lot on the right.

Valley Connector			Commuter Bus Schedule	
Updated August 15, 2009			Effective August 17, 2009	
Route 46				
Morning Service			Evening Service	
Woodstock	4:10		K St and 18th St	3:45
Front Royal	4:40		K St and 15th St	3:48
Linden	4:55		K St and 12th St	3:50
Rosslyn Station	5:55		H St and 9th St	3:52
Pentagon / Pentagon City	6:00		H St NW and 4th St NW	3:55
14th and Independence	6:05		4th St SW and E St SW	4:05
12th & Constitution	6:07		Navy Yard Metro Station	4:10
7th & Independence	6:12		7th & Independence	4:15
4th St SW and E St SW	6:15		12th & Constitution	4:22
Navy Yard Metro Station	6:20		Pentagon / Pentagon City	4:35
H St NW and 4th St NW	6:30		Rosslyn Station	4:45
H St and 11th St	6:35		Linden	6:00
K St and 12th St	6:38		Front Royal	6:10
K St and 15th St	6:40		Woodstock	6:40
K St and 18th St	6:42			
Route 48				
Morning Service			Evening Service	
Front Royal	4:50		McLean VA	3:30
Vienna	5:50		Vienna	4:00
McLean VA	6:20		Front Royal	5:00
Route 69				
Morning Service			Evening Service	
Winchester	4:40		K St and 18th St	3:10
Waterloo	5:00		K St and 15th St	3:12
Front Royal	5:20		K St and 12th St	3:15
Ballston	6:30		H St and 9th St	3:18
Rosslyn Station	6:40		H St NW and 4th St NW	3:20
Pentagon / Pentagon City	6:45		Union Station	3:25
14th and Independence	6:50		4th St SW and E St SW	3:33
12th & Constitution	6:53		Navy Yard Metro Station	3:40
7th & Independence	6:56		Capital South	3:41
4th St SW and E St SW	7:00		7th & Independence	3:47
Navy Yard Metro Station	7:05		12th & Constitution	3:55
Capital South	7:06		Pentagon / Pentagon City	4:05
Union Station	7:12		Rosslyn Station	4:15
H St NW and 4th St NW	7:17		Ballston	4:20
H St and 9th St	7:20		Linden	5:35
K St and 12th St	7:23		Front Royal	5:45
K St and 15th St	7:25		Waterloo	6:05

K St and 18th St	7:28		Winchester	6:25	
Route 57					
Morning Service			Evening Service		
Front Royal	5:40		H St NW and 4th St NW	4:30	
Waterloo	6:00		Union Station	4:33	
Berryville	6:15		Navy Yard Metro Station	4:48	
Ballston	7:20		4th St SW and E St SW	4:54	
Rosslyn Station	7:25		7th & Independence	4:59	
State Dept	7:30		Pennsylvania &7th	5:03	
K St and 18th St	7:35		Pennsylvania &10th (FBI)	5:04	
K St and 14th St	7:38		14th & F Streets, NW	5:08	
11th & H	7:40		I St and 15th St	5:12	
11th & F	7:42		I St and 18th St	5:16	
Pennsylvania &10th (FBI)	7:44		19th & E Streets, NW	5:20	
Pennsylvania & 7th	7:45		Rosslyn Station	5:30	
Independence & 7th	7:47		Ballston	5:40	
4th St SW and E St SW	7:49		Berryville	6:50	
Navy Yard Metro Station	7:54		Waterloo	7:05	
Union Station	8:04		Front Royal	7:25:	

Morning Service	46	69	57
Woodstock	4:10		
Winchester		4:40	
Waterloo		5:00	6:00
Front Royal	4:40	5:20	5:40
Linden	4:55		
Berryville			6:15
Ballston		6:30	7:20
Rosslyn Station	5:55	6:40	7:25
Pentagon / Pentagon City	6:00	6:45	
14th and Independence	6:05	6:50	
12th & Constitution	6:07	6:53	
State Dept			7:30
11th & H			7:40
11th & F			7:42
Pennsylvania &10th (FBI)			7:44
Pennsylvania & 7th			7:45
Independence & 7th	6:12	6:56	7:47
4th St SW and E St SW	6:15	7:00	7:49
Navy Yard Metro Station	6:20	7:05	7:54
Captal South		7:06	
Union Station		7:12	8:04
H St NW and 4th St NW	6:30	7:17	
H St and 11th St	6:35	7:20	
K St and 12th St	6:38	7:23	
K St and 15th St	6:40	7:25	7:38
K St and 18th St	6:42	7:28	7:35

Evening Service	69	46	57
K St and 18th St	3:10	3:45	
K St and 15th St	3:12	3:48	
K St and 12th St	3:15	3:50	
H St NW and 9th St NW	3:18	3:52	
H St NW and 4th St NW	3:20	3:55	4:30
Union Station	3:25		4:33
4th St SW and E St SW	3:33	4:05	4:54
Navy Yard Metro Station	3:40	4:12	4:48
Capital South	3:41		
7th & Independence	3:47	4:17	4:59
12th & Constitution	3:55	4:25	
Pennsylvania &10th (FBI)			5:04
14th & F Streets, NW			5:08
I St and 15th St			5:12
I St and 18th St			5:16
19th & E Streets, NW			5:20
Rosslyn Station	4:15	4:45	5:30
Ballston	4:20		5:40
Linden	5:35	6:00	
Front Royal	5:45	6:10	7:25
Waterloo	6:05		7:05
Winchester	6:25		
Berryville			6:50
Woodstock		6:40	

Table IV-1
Metro Bus Ridership Summary
Department of State - 22nd Street EA Addendum (1)

Route	Name	Total Monthly Ridership	Average Weekday Ridership
Metro Bus 13 A,B,F,G	National Airport-Pentagon-Washington Line	19,846	873
Metro Bus 32, 36	Pennsylvania Avenue Line	333,139	12,534
Metro Bus 39	Pennsylvania Avenue Express	12,190	580
Metro Bus 80	North Capitol Street Line	195,223	8,074
Metro Bus H1	Brookland-Potomac Park Line	11,159	531
Metro Bus L1, L2, L4	Connecticut Avenue Line	103,835	4,166
Metro Bus N2, N3, N4, N6	Massachusetts Avenue Line	91,053	3,840
Metro Bus P1, P2, P6	Anacostia-Eckington Line	84,412	3,458
Metro Bus S1	16th Street-Potomac Park Line	32,512	1,548
Metro Bus X1, X3	Benning Road-Line	21,510	1,024
Metro Bus Subtotal		**904,879**	**36,628**

Notes:
(1) WMATA Bus ridership data based on August 2009 records provided by WMATA

Table IV-2
PRCT OmniRide Bus Ridership Summary
Department of State - 22nd Street EA Addendum (1)

Route	Name	Total Monthly Ridership												Average Weekday Ridership	
		July 2008	August 2008	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	FY 2008	FY 2009
OmniRide R1	Dale City - Washington	39,291	36,293	37,683	39,518	30,224	31,829	31,309	32,846	36,492	38,566	34,815	37,270	1,497	1,671
OmniRide R2	Lake Ridge - Washington	18,685	16,278	17,824	18,829	14,503	15,645	15,262	16,011	18,414	17,925	15,738	16,150	702	789
OmniRide R3	Manassas	17,414	17,194	17,943	19,024	14,913	16,267	15,601	16,528	19,143	18,621	16,666	16,984	632	809
OmniRide R5	Route 1 / South Route 1	740	781	949	1,014	892	727	388	325	563	697	667	780	36	33
Total OmniRide Ridership		**76,130**	**70,546**	**74,399**	**78,385**	**60,532**	**64,468**	**62,560**	**65,710**	**74,612**	**75,809**	**67,886**	**71,184**	**2,867**	**3,303**

Notes:
(1) OmniRide ridership data based on records provided by PRCT.

Table IV-3
Loudoun County Transit Ridership Summary
Department of State - 22nd Street EA Addendum (1)

Monthly Ridership	November 2007	December 2007	January 2008	February 2008	March 2008	April 2008	May 2008	June 2008	July 2008	August 2008	September 2008		
Loudoun County Transit	45,477	38,850	53,689	47,091	51,928	55,825	55,509	59,444	63,233	59,915	64,133		
Average Weekday Ridership	September 2008	October 2008	November 2008	December 2008	January 2009	February 2009	March 2009	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009
Loudoun County Transit	3,054	2,906	2,642	2,557	2,639	2,806	2,910	2,834	2,870	3,000	2,945	3,009	3,233

Notes:
(1) Data provided by Loudoun County.

ATTACHMENT V

DDOT SIGNAL TIMING SHEETS

TIMING PLAN SCHEDULE			TS- 768-B	22ND STREET AND CONSTITUTION AVENUE, N.W. LOCATION
PLAN	PERIOD	DATE	DEPARTMENT OF TRANSPORTATION WASHINGTON, D.C. TRAFFIC SERVICES ADMINISTRATION	S-DRAWING NO: SHEET: 1
1	OFF PEAK - 80			
2	AM PEAK - 80			
3	PM PEAK - 80			
4	OFF PEAK - 100			
5	AM PEAK - 100			
6	PM PEAK - 100			
7	AM PEAK - 120			
8	PM PEAK - 120			
9	EVACUATION		CONTROLLER: 170	ISNUM: 318 ACISA: 1146

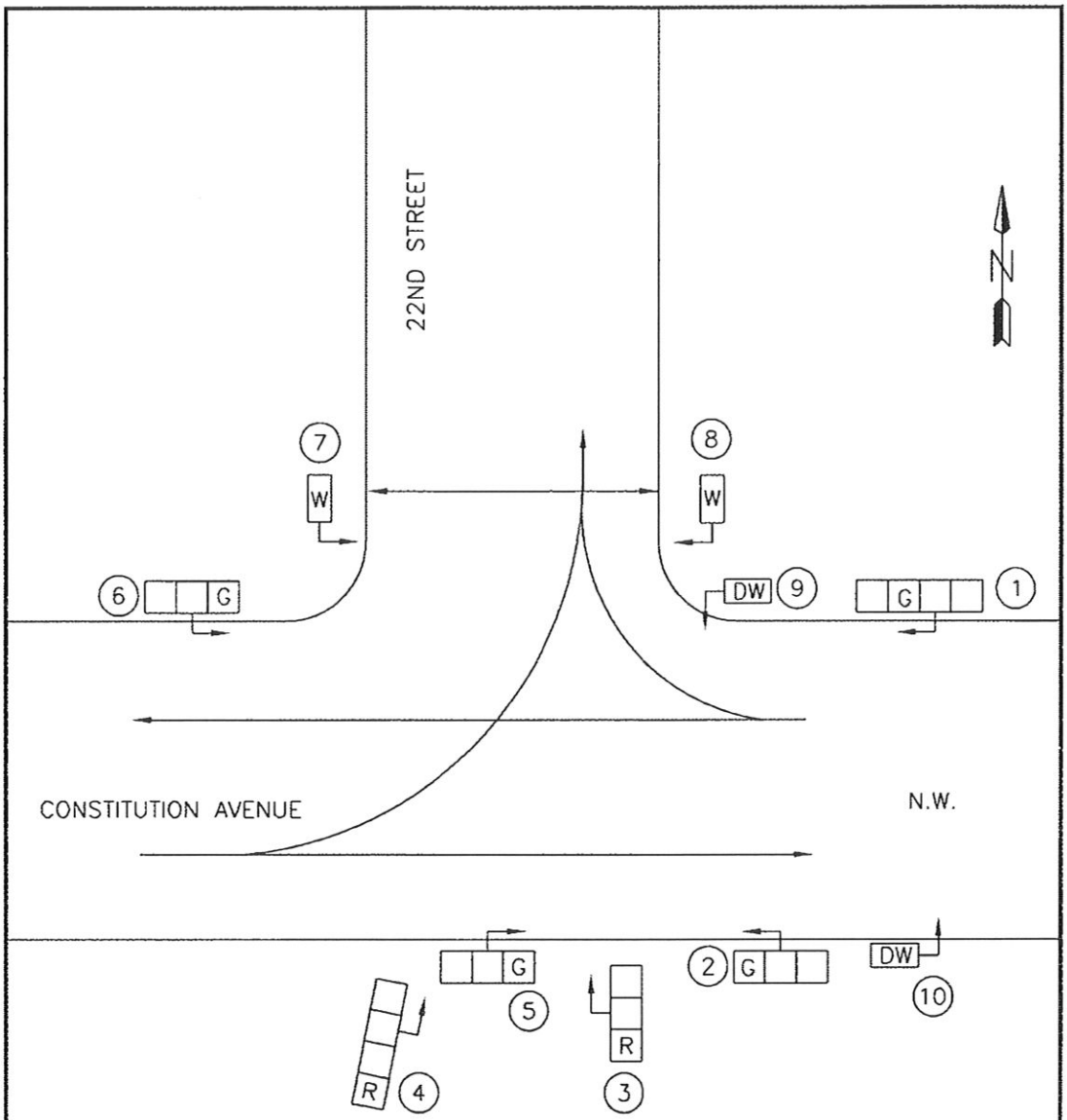
Int. Sketch

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	9 S	9 C	S	C
CONSTITUTION AVENUE GREEN + W	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10		
CONSTITUTION AVENUE GREEN + W	V	2	9	(19)	8	(18)	10	(20)	23	(33)	23	(33)	30	(40)	43	(53)	50	(60)	164	(174)		
CONSTITUTION AVENUE GREEN + FDW	F	3	10	29	10	28	10	30	10	43	10	43	10	50	10	63	10	70	10	184		
CONSTITUTION AVENUE EBG, WBY + DW	F	4	4	33	4	32	4	34	4	47	4	47	4	54	4	67	4	74	4	188		
CONSTITUTION AVENUE EBG, EBLG, 22ND STREET RIGHT GREEN	F	5	6	39	6	38	6	40	6	53	6	53	6	60	6	73	6	80	6	194		
CONSTITUTION AVENUE EBG, EBLG, 22ND STREET RIGHT GREEN	V	6	2	(41)	7	(45)	1	(41)	2	(55)	12	(65)	1	(61)	12	(85)	1	(81)	1	(195)		
CONSTITUTION AVENUE EBY, 22ND STREET RIGHT GREEN	F	7	4	45	4	49	4	45	4	59	4	69	4	65	4	89	4	85	4	199		
CONSTITUTION AVENUE EBR, 22ND STREET RIGHT GREEN	F	8	1	46	1	50	1	46	1	60	1	70	1	66	1	90	1	86	1	200		
22ND STREET GREEN + W	F	9	6	52	6	55	6	52	6	66	6	75	6	72	6	95	6	92	6	206		
22ND STREET GREEN + W	V	10	8	(60)	4	(59)	8	(60)	13	(79)	4	(79)	8	(80)	4	(99)	8	(100)	14	(220)		
22ND STREET GREEN + FDW	F	11	15	75	15	74	15	75	15	94	15	94	15	95	15	114	15	115	15	235		
22ND STREET YELLOW + DW	F	12	4	79	4	78	4	79	4	98	4	98	4	99	4	118	4	119	4	239		
ALL RED + DW	F	13	1	80	1	79	1	80	1	99	1	99	1	100	1	119	1	120	1	240		
CYCLE LENGTH			80		80		80		99		100		100		120		120		240			
OFFSET			43		55		51		81		68		71		70		59		96			

PREPARED BY:	
DATE TO SHOP:	
WORK OR SHOP ORDER NO.	
APPROVED BY:	
DATE INSTALLED:	
INSTALLED BY:	

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval (circle) = Force Off (circle the interval)

V-1

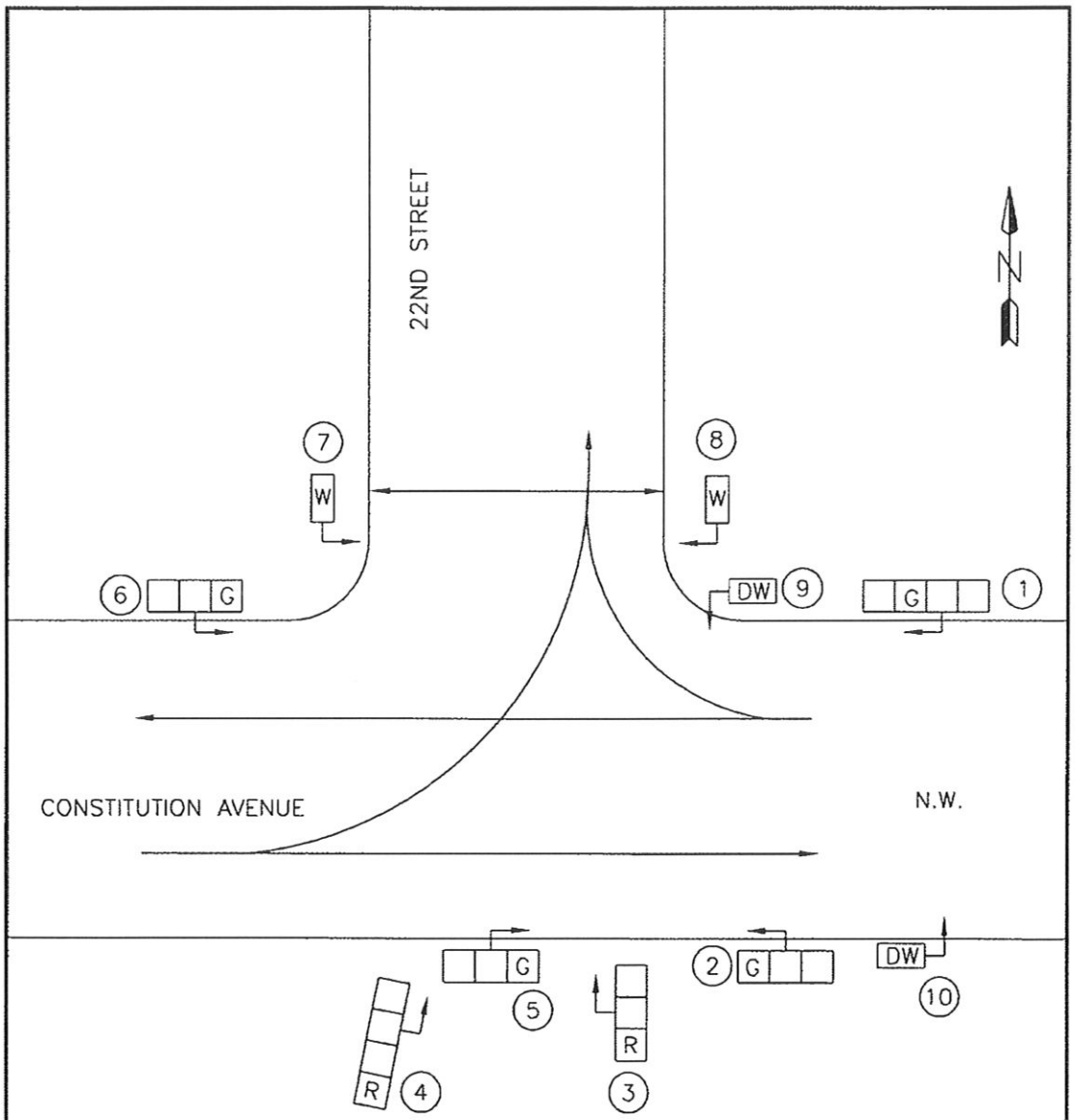


INTERVAL NO. 1

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:	T.S. 768-B
CHECK BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC DATE:	APPROVED BY: DIVISION CHIEF	1 OF 13
IN SERVICE: SCALE: NONE		



INTERVAL NO. 2

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

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CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	2 OF 13
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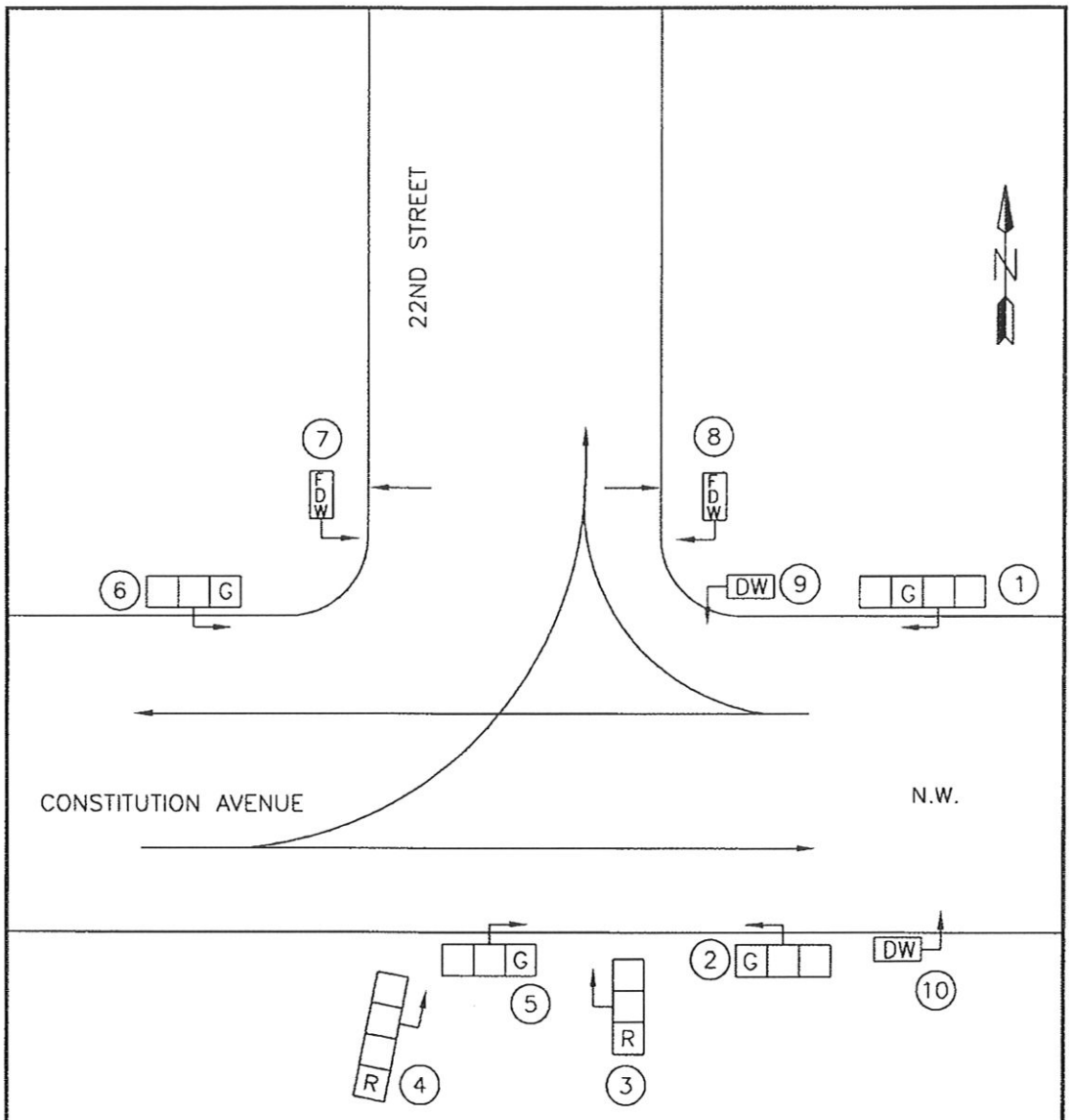
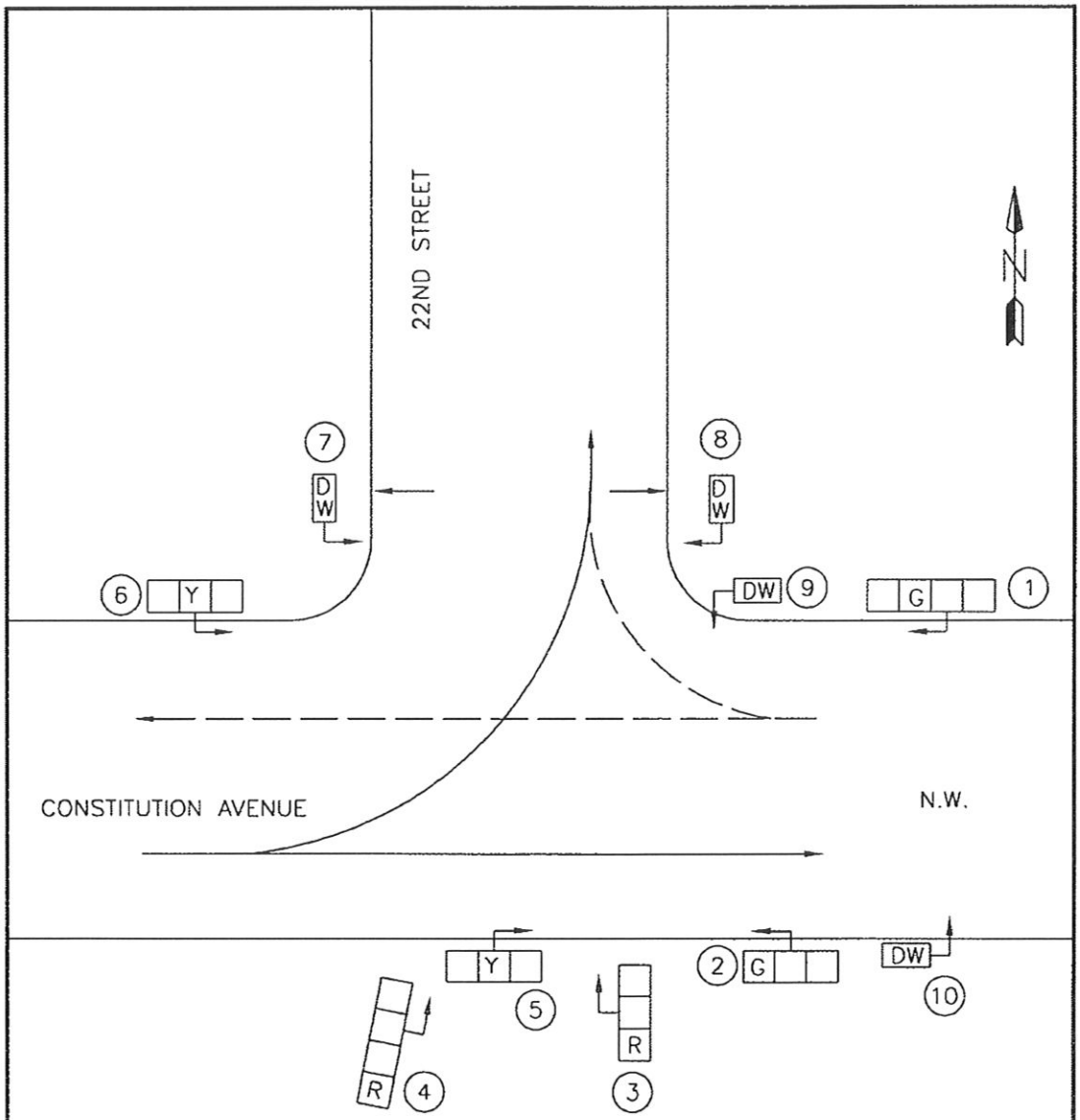


INTERVAL NO. 3

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	3 OF 13
IN SERVICE:	SCALE: NONE		



INTERVAL NO. 4

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	4 OF 13
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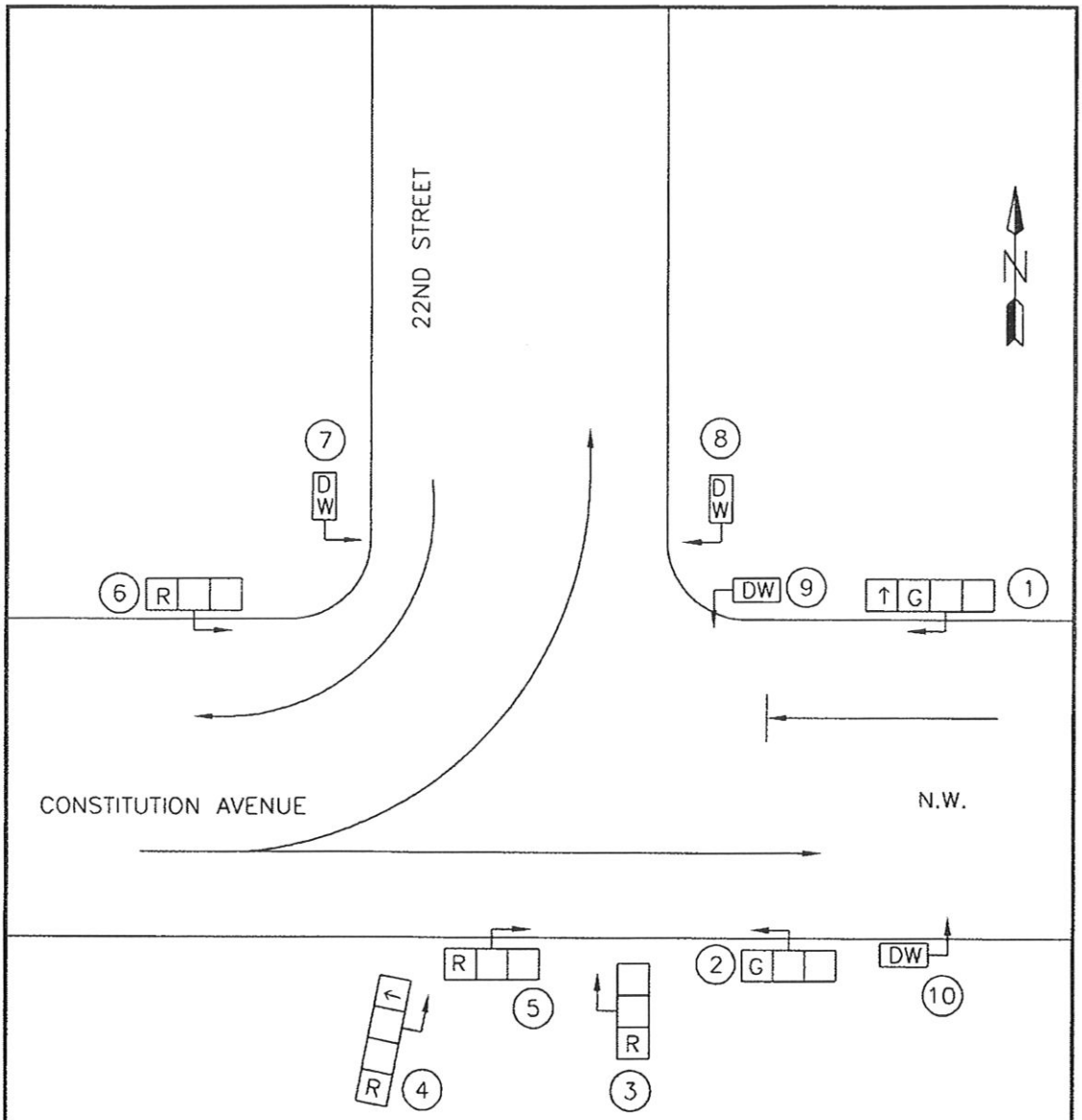

INTERVAL NO. 5

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

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CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
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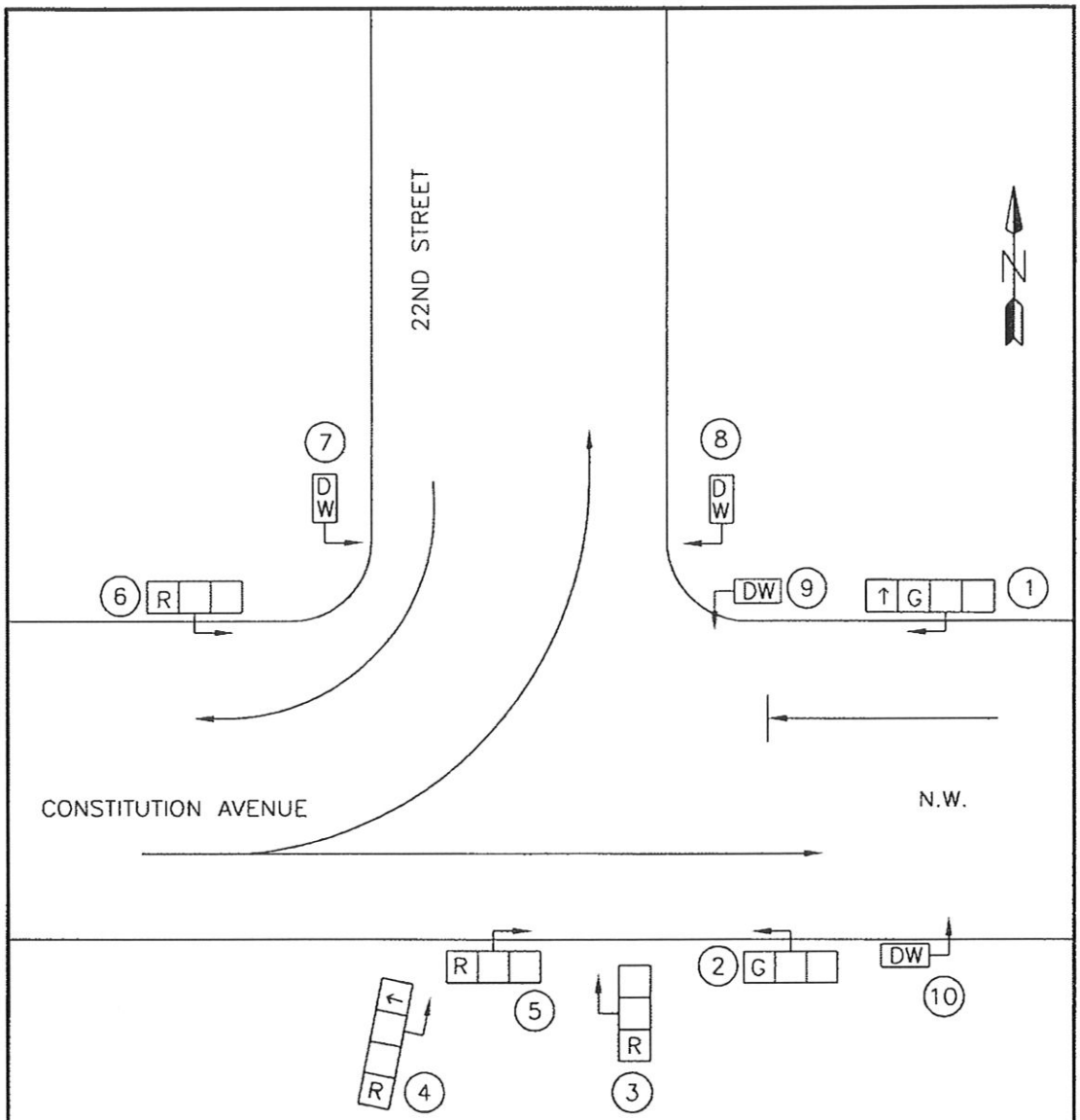

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22ND STREET AND CONSTITUTION AVENUE N.W.

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CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	6 OF 13
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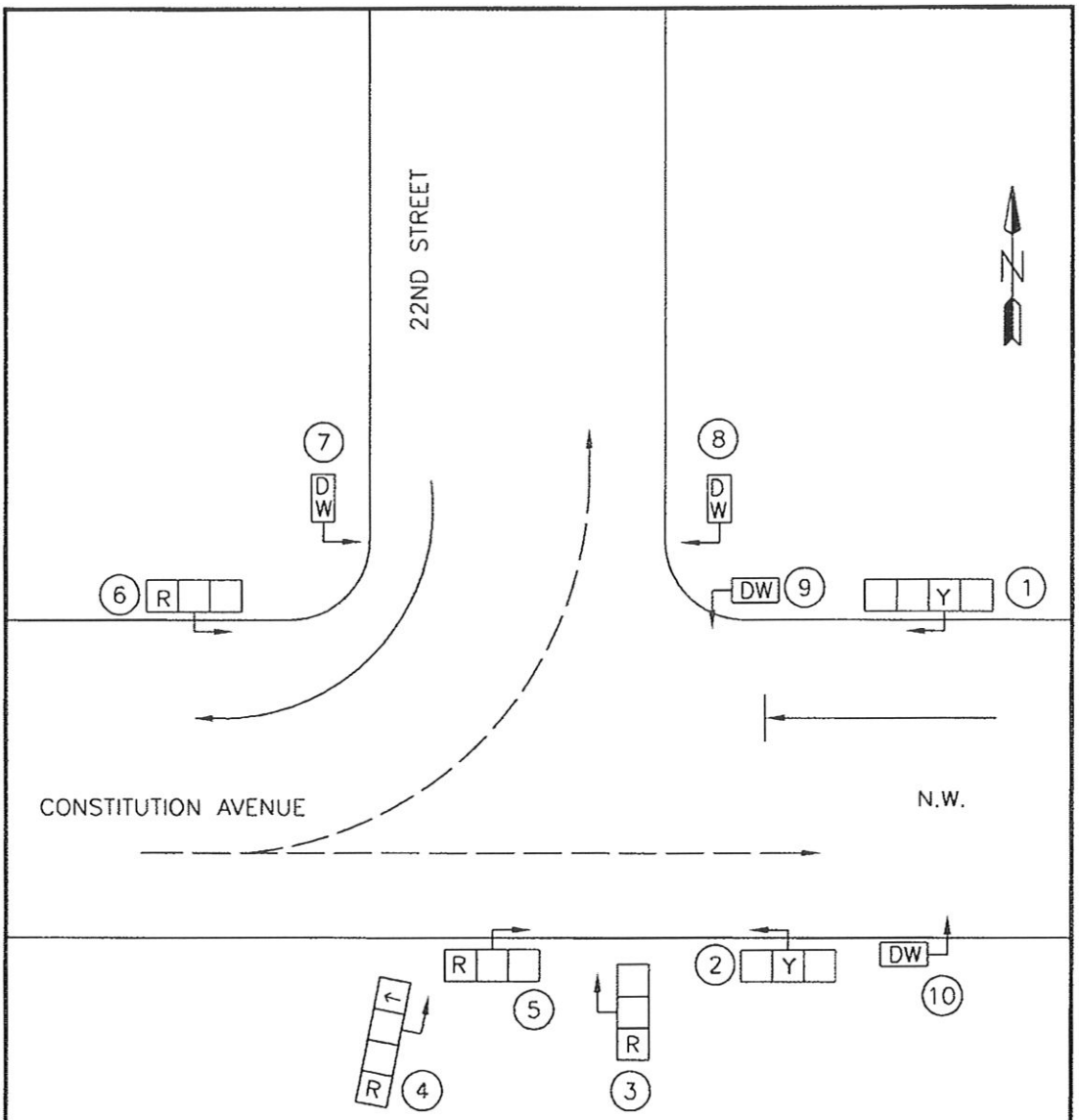

INTERVAL NO. 7

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

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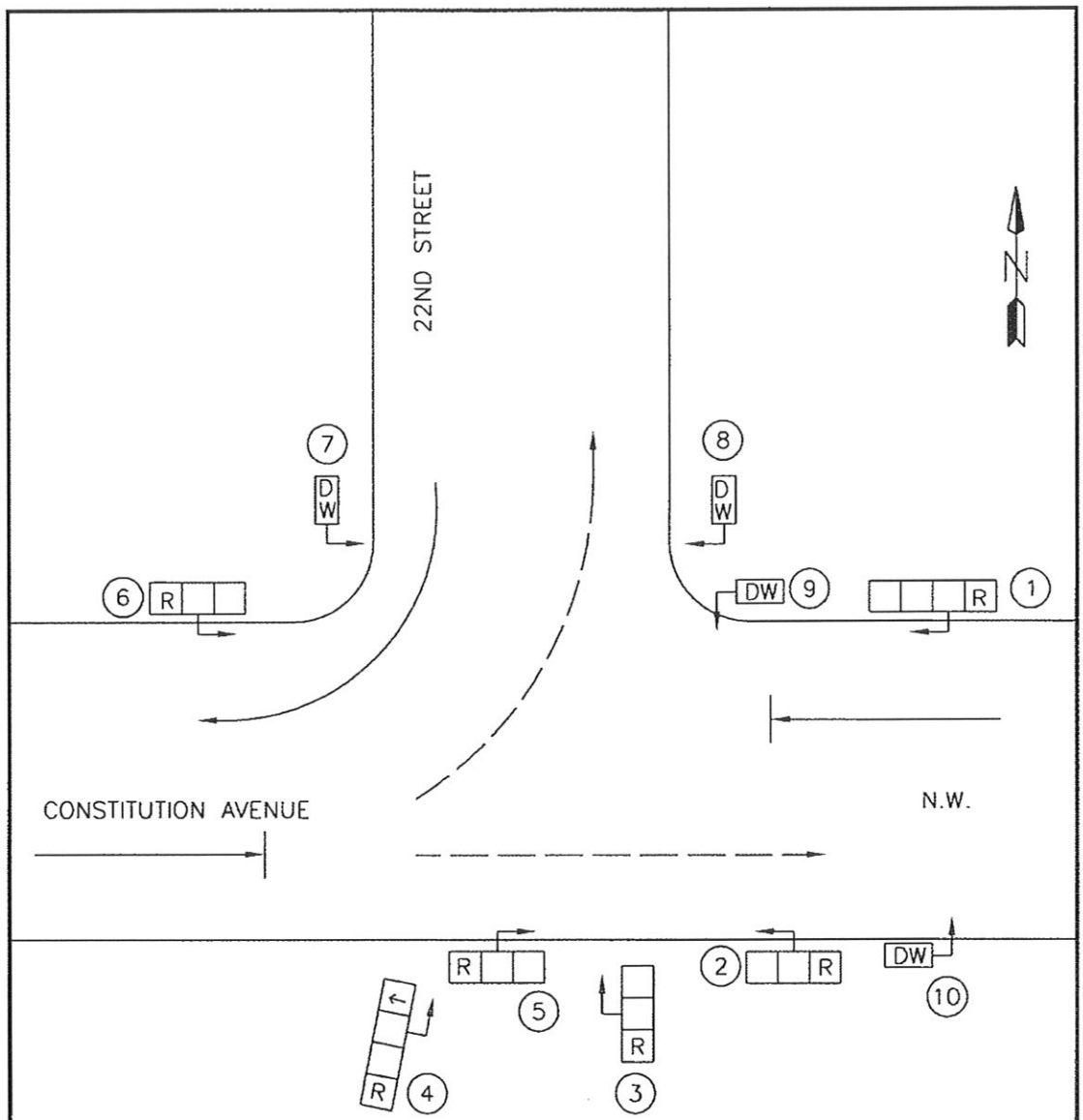
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	7 OF 13
IN SERVICE:	SCALE: NONE		

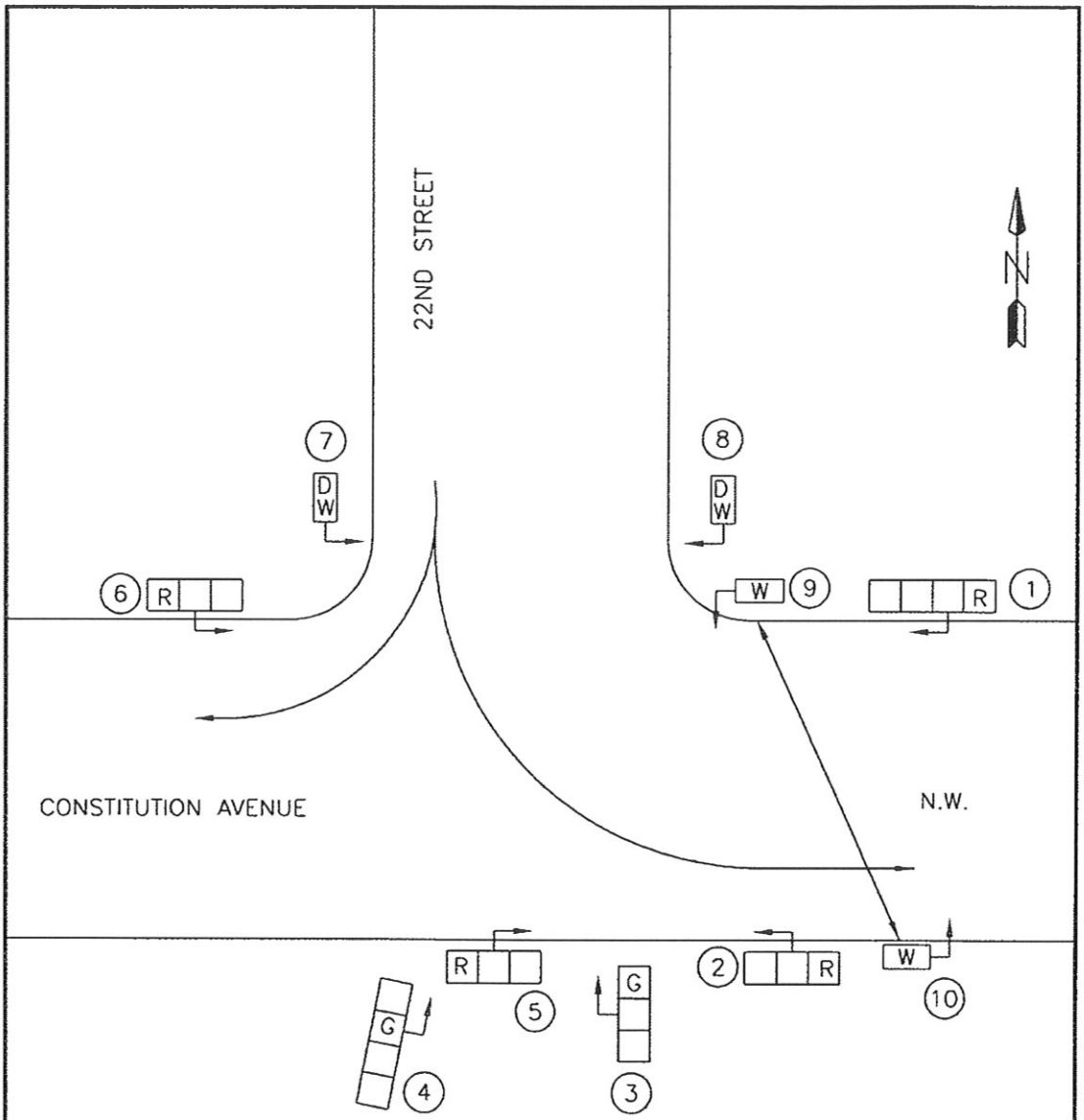


INTERVAL NO. 8

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	8 OF 13
IN SERVICE:	SCALE: NONE		

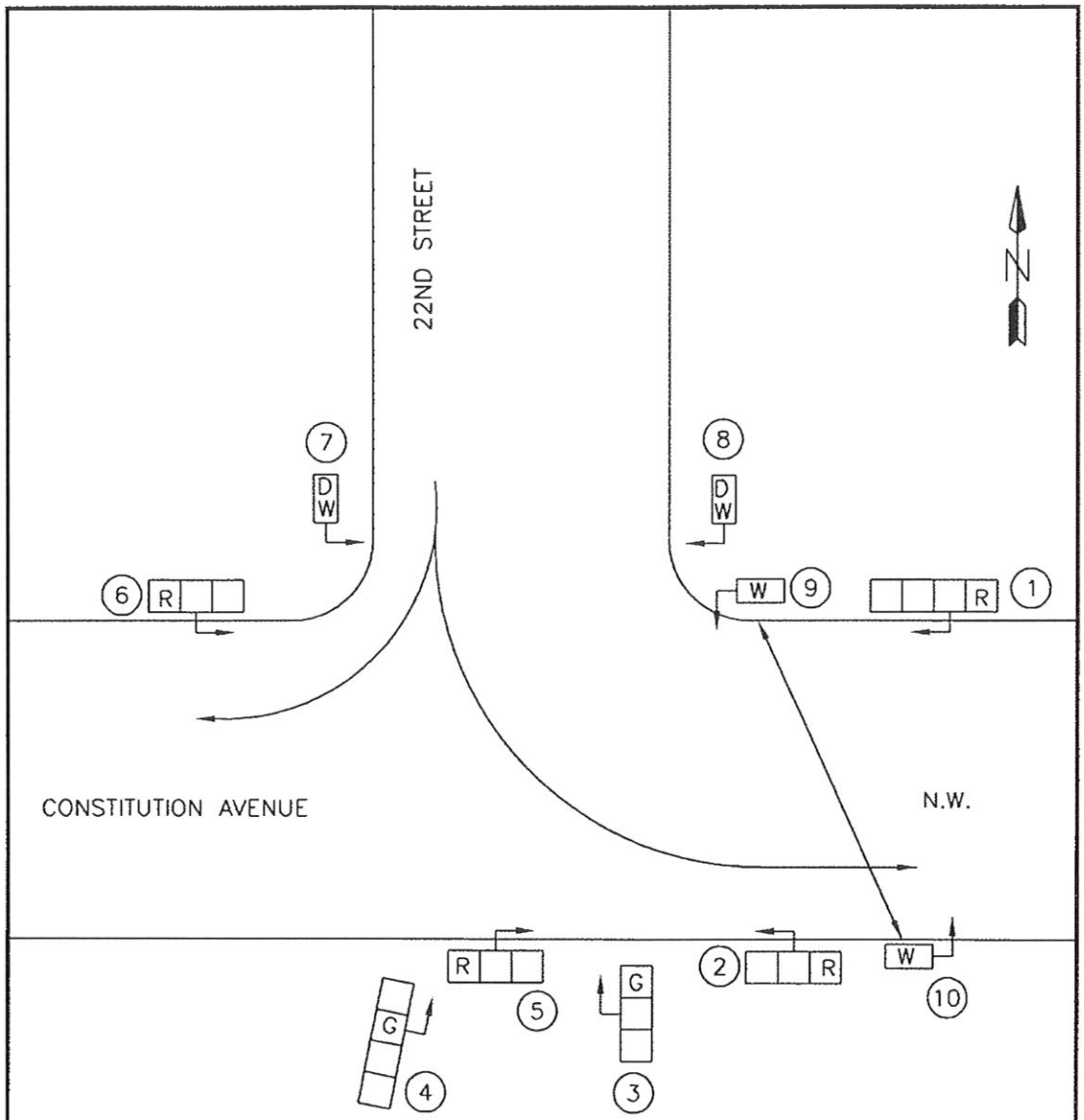


INTERVAL NO. 9

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	9 OF 13
IN SERVICE:	SCALE: NONE		



INTERVAL NO. 10

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	10 OF 13
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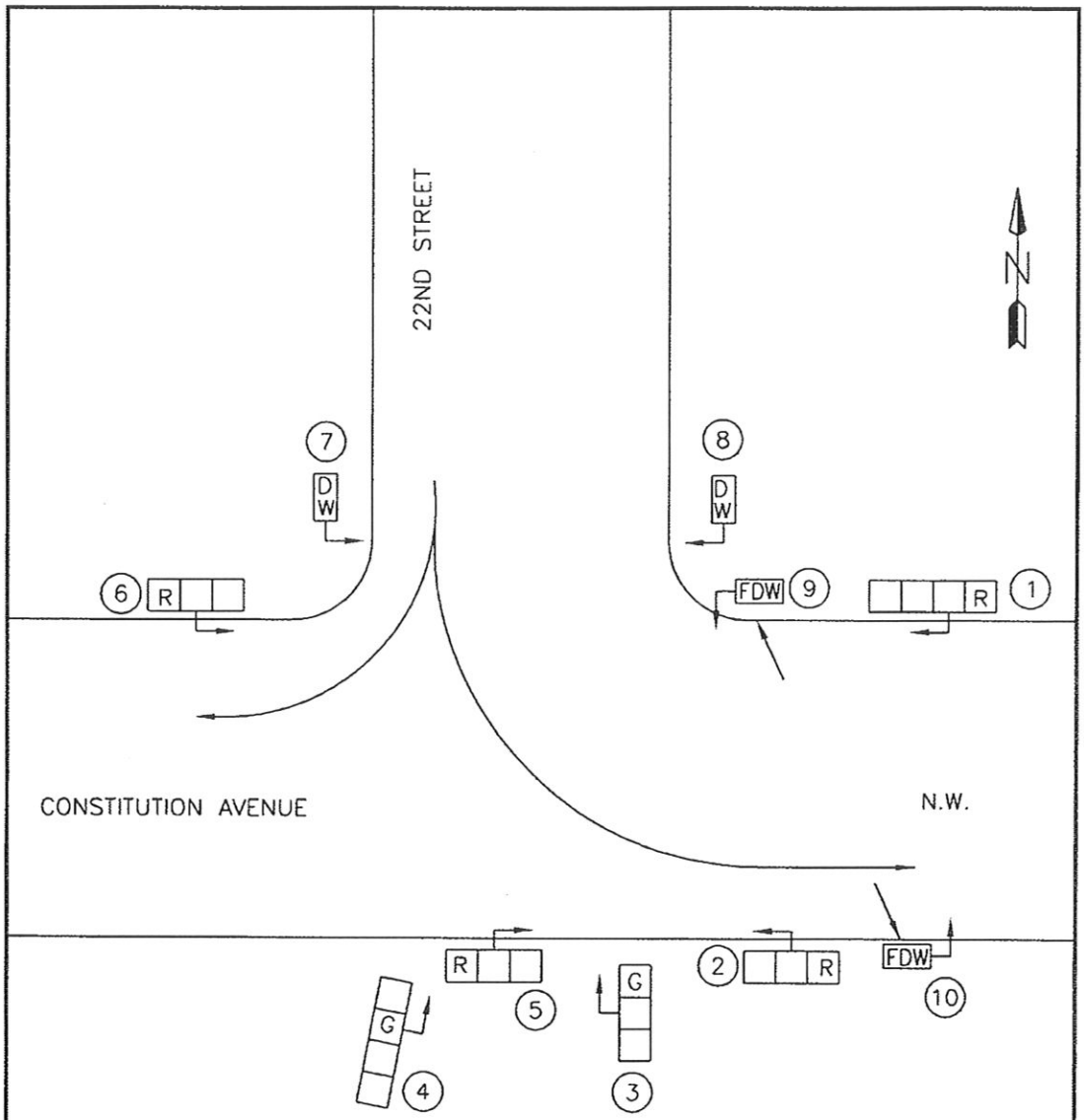

INTERVAL NO. 11

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

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CHECK BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC DATE:	APPROVED BY: DIVISION CHIEF	11 OF 13
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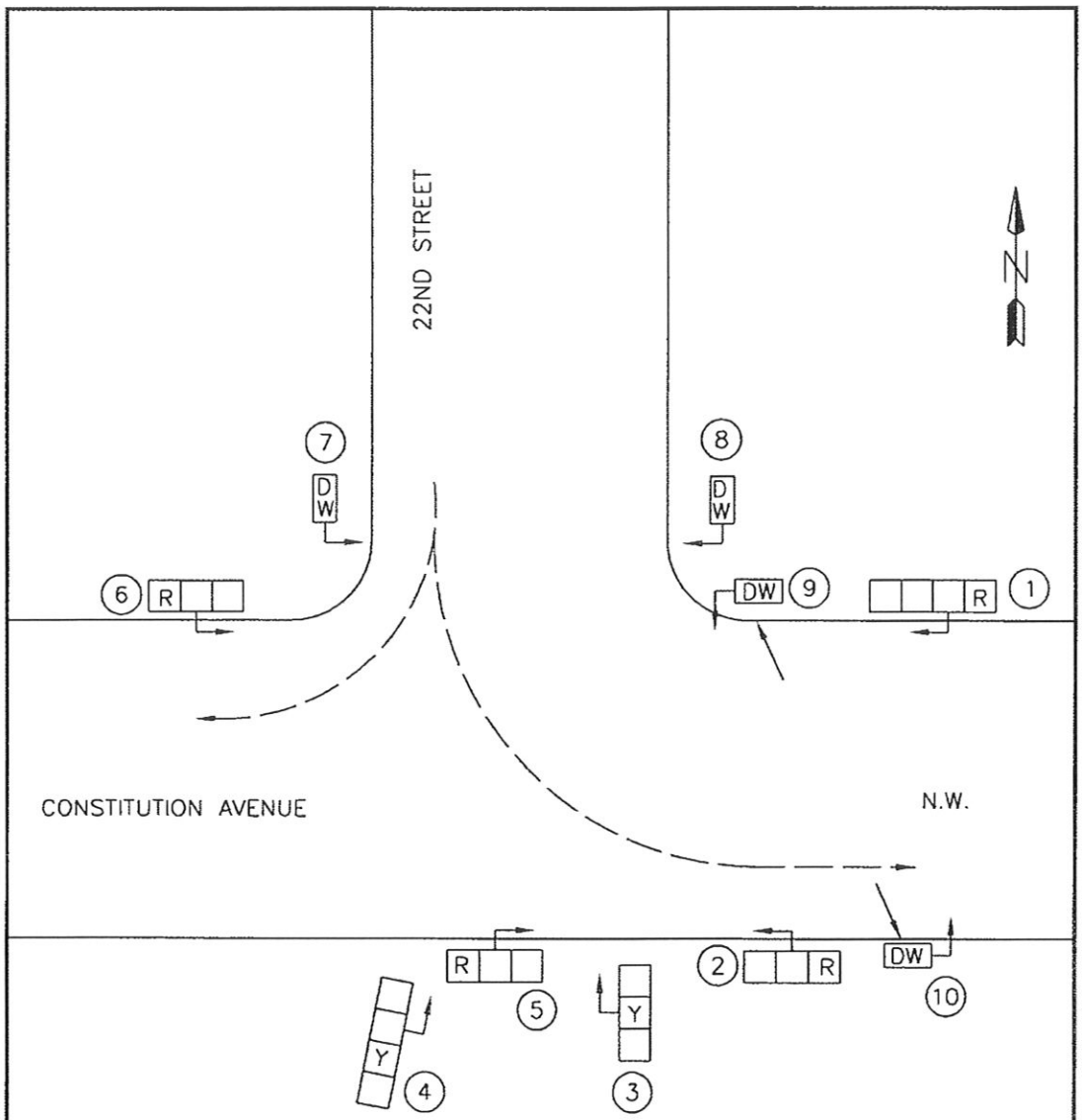
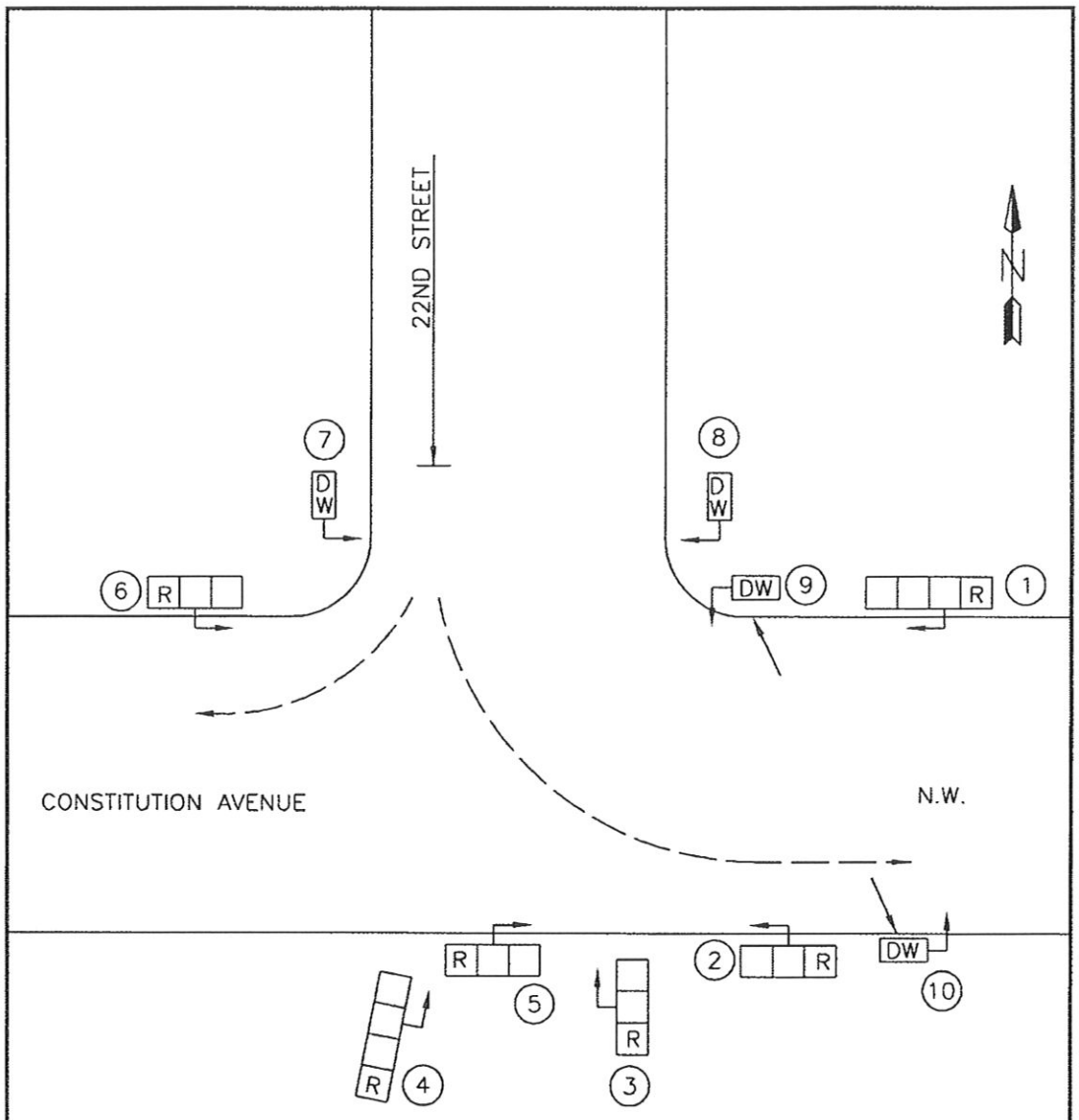


INTERVAL NO. 12

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	12 OF 13
IN SERVICE:	SCALE: NONE		

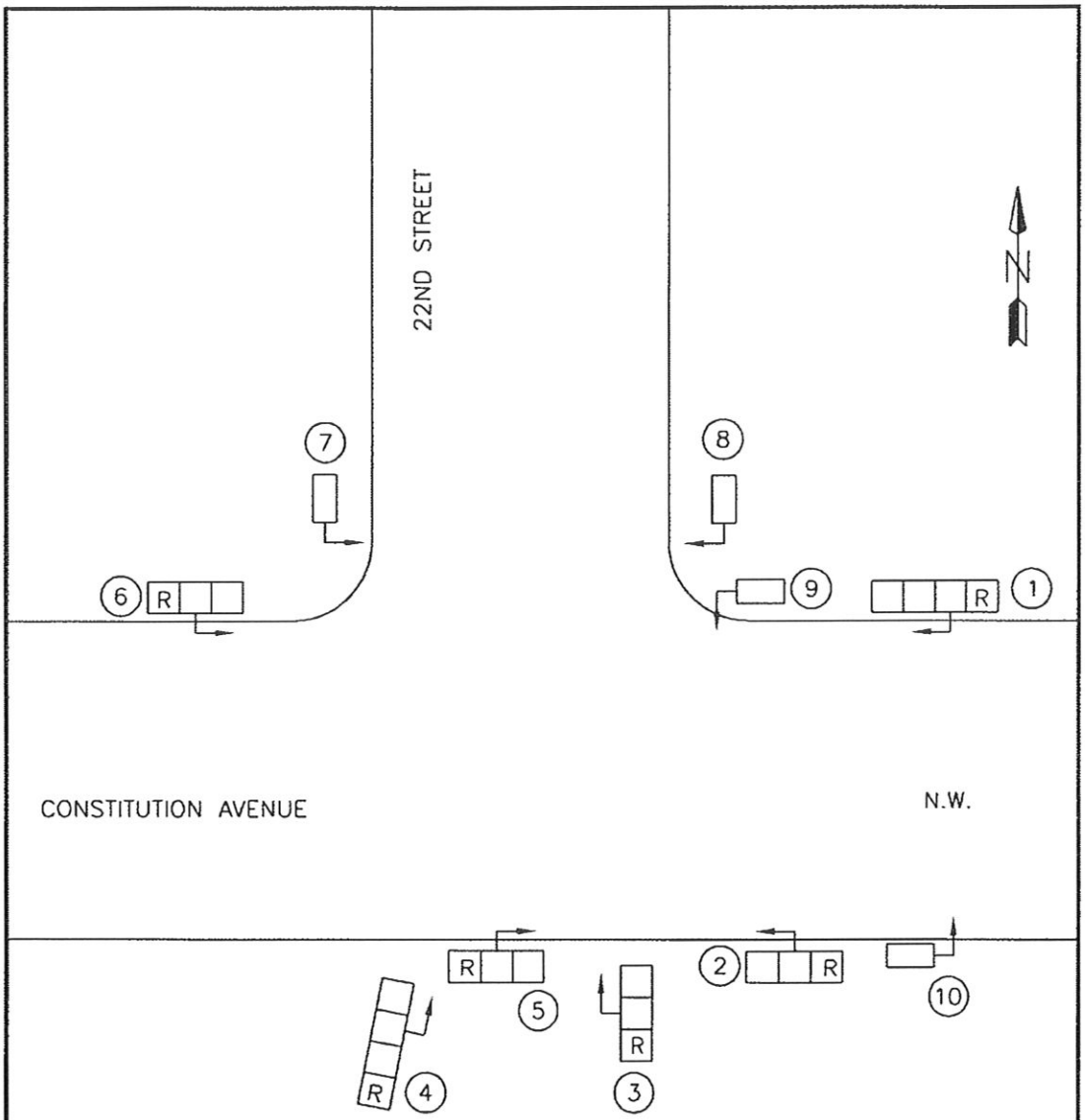


INTERVAL NO. 13

TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:	T.S. 768-B
CHECK BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC DATE:	APPROVED BY: DIVISION CHIEF	13 OF 13
IN SERVICE: SCALE: NONE		



TRAFFIC SIGNALS OPERATE ON COLORS 24 HOURS PER DAY, FLASHING RED TO ALL DIRECTIONS ONLY DURING EMERGENCY CONDITIONS

INTERVAL FLASH

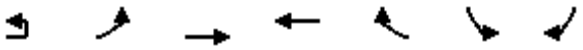
TRAFFIC SIGNAL OPERATION

22ND STREET AND CONSTITUTION AVENUE N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 768-B
CHECK BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: KTC	DATE:	APPROVED BY: DIVISION CHIEF	
IN SERVICE:	SCALE: NONE		FLASH

ATTACHMENT VI

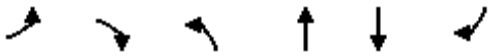
EXISTING CAPACITY ANALYSIS



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	6	151	1637	695	68	24	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	12	12
Total Lost time (s)			4.0	4.0		4.0	4.0
Lane Util. Factor			0.86	0.91		1.00	1.00
Frpb, ped/bikes			1.00	1.00		1.00	1.00
Flpb, ped/bikes			1.00	1.00		1.00	1.00
Frt			1.00	0.99		1.00	0.85
Flt Protected			1.00	1.00		0.95	1.00
Satd. Flow (prot)			5923	4671		1770	1583
Flt Permitted			0.75	1.00		0.95	1.00
Satd. Flow (perm)			4479	4671		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	164	1779	755	74	26	84
RTOR Reduction (vph)	0	0	0	11	0	0	43
Lane Group Flow (vph)	0	0	1950	818	0	26	41
Confl. Peds. (#/hr)	5	5			5		
Confl. Bikes (#/hr)					3		
Bus Blockages (#/hr)	0	0	5	0	0	0	0
Turn Type	custom	pm+pt					pt+ov
Protected Phases		5	2	6		4	4 5!
Permitted Phases	5!	2					
Actuated Green, G (s)			65.0	43.0		25.0	48.0
Effective Green, g (s)			66.0	43.0		26.0	49.0
Actuated g/C Ratio			0.66	0.43		0.26	0.49
Clearance Time (s)			5.0	4.0		5.0	
Lane Grp Cap (vph)			3231	2009		460	776
v/s Ratio Prot			c0.11	0.18		0.01	c0.03
v/s Ratio Perm			c0.28				
v/c Ratio			0.60	0.41		0.06	0.05
Uniform Delay, d1			9.6	19.7		27.8	13.4
Progression Factor			1.00	1.00		1.00	1.00
Incremental Delay, d2			0.8	0.6		0.2	0.1
Delay (s)			10.5	20.3		28.0	13.5
Level of Service			B	C		C	B
Approach Delay (s)			10.5	20.3		16.9	
Approach LOS			B	C		B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	0	26	151	115	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	28	164	125	0
Pedestrians	18			24	7	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				311		
pX, platoon unblocked						
vC, conflicting volume	371	167	143			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	371	167	143			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	608	852	1412			

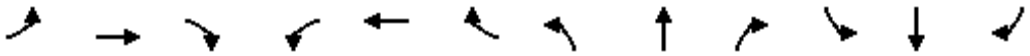
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	192	125
Volume Left	1	28	0
Volume Right	0	0	0
cSH	608	1412	1700
Volume to Capacity	0.00	0.02	0.07
Queue Length 95th (ft)	0	2	0
Control Delay (s)	10.9	1.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	1.3	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	107	0	0	45
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	122	0	0	51
Pedestrians	94		28			40
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	8		2			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			447			
pX, platoon unblocked						
vC, conflicting volume	295	256			216	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	295	256			216	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	631	702			1248	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	122	51
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1248
Volume to Capacity	0.00	0.07	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		

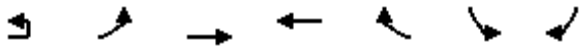


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	72	0	0	3	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	78	0	0	3	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			0			2	0	0	39	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			2	0	0	39	0	0
tC, single (s)	4.1			4.1			7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	*9.9	3.4	3.5	*9.9	3.3
p0 queue free %	100			100			100	78	100	100	99	100
cM capacity (veh/h)	1623			1623			1004	364	1073	810	364	1091

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	78	3
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	364	364
Volume to Capacity	0.00	0.00	0.22	0.01
Queue Length 95th (ft)	0	0	20	1
Control Delay (s)	0.0	0.0	17.6	15.0
Lane LOS			C	B
Approach Delay (s)	0.0	0.0	17.6	15.0
Approach LOS			C	B

Intersection Summary			
Average Delay	17.5		
Intersection Capacity Utilization	7.1%	ICU Level of Service	A
Analysis Period (min)	15		

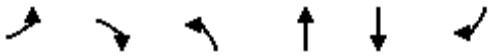
* User Entered Value



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	3	83	1089	1758	56	47	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	12	12
Total Lost time (s)			4.0	4.0		4.0	5.0
Lane Util. Factor			0.86	0.91		1.00	1.00
Frpb, ped/bikes			1.00	1.00		1.00	1.00
Flpb, ped/bikes			1.00	1.00		1.00	1.00
Frt			1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00		0.95	1.00
Satd. Flow (prot)			5946	4718		1770	1583
Flt Permitted			0.72	1.00		0.95	1.00
Satd. Flow (perm)			4319	4718		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	90	1184	1911	61	51	175
RTOR Reduction (vph)	0	0	0	4	0	0	2
Lane Group Flow (vph)	0	0	1277	1969	0	51	173
Confl. Peds. (#/hr)	21	21			21	39	1
Confl. Bikes (#/hr)					3		
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Perm	pm+pt					pt+ov
Protected Phases		5	2	6		4	4 5!
Permitted Phases	2!	2					
Actuated Green, G (s)			61.0	50.0		29.0	41.0
Effective Green, g (s)			62.0	50.0		30.0	41.0
Actuated g/C Ratio			0.62	0.50		0.30	0.41
Clearance Time (s)			5.0	4.0		5.0	
Lane Grp Cap (vph)			2808	2359		531	649
v/s Ratio Prot			c0.04	c0.42		0.03	c0.11
v/s Ratio Perm			0.25				
v/c Ratio			0.45	0.83		0.10	0.27
Uniform Delay, d1			10.1	21.4		25.2	19.5
Progression Factor			1.00	1.00		1.00	1.00
Incremental Delay, d2			0.5	3.7		0.4	1.0
Delay (s)			10.6	25.1		25.6	20.5
Level of Service			B	C		C	C
Approach Delay (s)			10.6	25.1		21.7	
Approach LOS			B	C		C	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

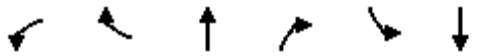
! Phase conflict between lane groups.
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	15	0	97	151	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	17	0	108	168	1
Pedestrians	5			4	2	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				309		
pX, platoon unblocked						
vC, conflicting volume	283	177	174			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	283	177	174			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	707	864	1391			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	17	108	169
Volume Left	0	0	0
Volume Right	17	0	1
cSH	864	1391	1700
Volume to Capacity	0.02	0.00	0.10
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.2	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.2	0.0	0.0
Approach LOS	A		

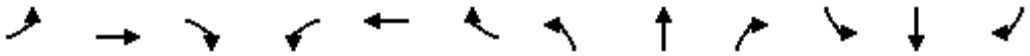
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	19	0	0	74
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	21	0	0	80
Pedestrians	91		12			106
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	8		1			9
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			446			
pX, platoon unblocked						
vC, conflicting volume	204	218			112	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204	218			112	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	722	697			1366	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	12	21	80
Volume Left	12	0	0
Volume Right	0	0	0
cSH	722	1700	1366
Volume to Capacity	0.02	0.01	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.1	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	1	0	0	44	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	1	0	0	48	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			0			24	0	0	1	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			24	0	0	1	0	0
tC, single (s)	4.1			4.1			7.2	6.6	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	*9.9	3.4	3.5	*9.9	3.3
p0 queue free %	100			100			100	100	100	100	87	100
cM capacity (veh/h)	1623			1623			879	364	1073	1025	364	1091

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	1	48
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	364	364
Volume to Capacity	0.00	0.00	0.00	0.13
Queue Length 95th (ft)	0	0	0	11
Control Delay (s)	0.0	0.0	14.9	16.4
Lane LOS			B	C
Approach Delay (s)	0.0	0.0	14.9	16.4
Approach LOS			B	C

Intersection Summary			
Average Delay	16.4		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

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ATTACHMENT VII

LEVELS OF SERVICE DESCRIPTIONS

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	>80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

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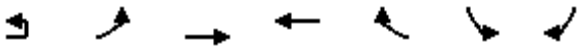
ATTACHMENT VIII

FUTURE CAPACITY ANALYSIS



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	6	101	1637	695	46	23	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	12	12
Total Lost time (s)			4.0	4.0		4.0	4.0
Lane Util. Factor			0.86	0.91		1.00	1.00
Frpb, ped/bikes			1.00	1.00		1.00	1.00
Flpb, ped/bikes			1.00	1.00		1.00	1.00
Frt			1.00	0.99		1.00	0.85
Flt Protected			1.00	1.00		0.95	1.00
Satd. Flow (prot)			5931	4694		1770	1583
Flt Permitted			0.80	1.00		0.95	1.00
Satd. Flow (perm)			4787	4694		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	110	1779	755	50	25	82
RTOR Reduction (vph)	0	0	0	7	0	0	42
Lane Group Flow (vph)	0	0	1896	798	0	25	40
Confl. Peds. (#/hr)	5	5			5		
Confl. Bikes (#/hr)					3		
Bus Blockages (#/hr)	0	0	5	0	0	0	0
Turn Type	custom	pm+pt					pt+ov
Protected Phases		5	2	6		4	4 5!
Permitted Phases	5!	2					
Actuated Green, G (s)			65.0	43.0		25.0	48.0
Effective Green, g (s)			66.0	43.0		26.0	49.0
Actuated g/C Ratio			0.66	0.43		0.26	0.49
Clearance Time (s)			5.0	4.0		5.0	
Lane Grp Cap (vph)			3377	2018		460	776
v/s Ratio Prot			c0.11	0.17		0.01	c0.03
v/s Ratio Perm			c0.26				
v/c Ratio			0.56	0.40		0.05	0.05
Uniform Delay, d1			9.2	19.6		27.8	13.3
Progression Factor			1.00	1.00		1.00	1.00
Incremental Delay, d2			0.7	0.6		0.2	0.1
Delay (s)			9.9	20.2		28.0	13.5
Level of Service			A	C		C	B
Approach Delay (s)			9.9	20.2		16.9	
Approach LOS			A	C		B	

Intersection Summary			
HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

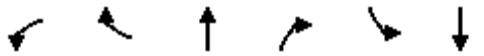
! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	0	19	0	0	26	79	0	0	99	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.92	0.95	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92
Hourly flow rate (vph)	1	0	0	20	0	0	28	86	0	0	108	0
Pedestrians		18						24			7	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						2			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								311				
pX, platoon unblocked												
vC, conflicting volume	275	268	150	274	268	93	126			86		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	275	268	150	274	268	93	126			86		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	*9.9	4.0	3.3	3.5	4.0	3.3	*9.9			2.2		
p0 queue free %	100	100	100	97	100	100	92			100		
cM capacity (veh/h)	275	580	871	619	580	959	367			1510		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	1	20	28	86	108
Volume Left	1	20	28	0	0
Volume Right	0	0	0	0	0
cSH	275	619	367	1700	1700
Volume to Capacity	0.00	0.03	0.08	0.05	0.06
Queue Length 95th (ft)	0	3	6	0	0
Control Delay (s)	18.2	11.0	15.6	0.0	0.0
Lane LOS	C	B	C		
Approach Delay (s)	18.2	11.0	3.9		0.0
Approach LOS	C	B			

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	24.4%	ICU Level of Service	A	
Analysis Period (min)	15			

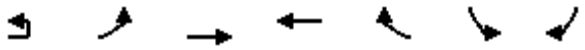
* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	35	0	0	23
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	40	0	0	26
Pedestrians	94		28			40
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	8		2			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			447			
pX, platoon unblocked						
vC, conflicting volume	188	174			134	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	174			134	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	725	779			1337	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	40	26
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1337
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

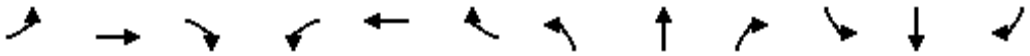
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	3	82	1089	1758	56	37	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	12	12
Total Lost time (s)			4.0	4.0		4.0	5.0
Lane Util. Factor			0.86	0.91		1.00	1.00
Frpb, ped/bikes			1.00	1.00		1.00	1.00
Flpb, ped/bikes			1.00	1.00		1.00	1.00
Frt			1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00		0.95	1.00
Satd. Flow (prot)			5947	4718		1770	1583
Flt Permitted			0.72	1.00		0.95	1.00
Satd. Flow (perm)			4325	4718		1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	89	1184	1911	61	40	138
RTOR Reduction (vph)	0	0	0	4	0	0	2
Lane Group Flow (vph)	0	0	1276	1969	0	40	136
Confl. Peds. (#/hr)	21	21			21	39	1
Confl. Bikes (#/hr)					3		
Bus Blockages (#/hr)	0	0	2	0	0	0	0
Turn Type	Perm	pm+pt					pt+ov
Protected Phases		5	2	6		4	4 5!
Permitted Phases	2!	2					
Actuated Green, G (s)			61.0	50.0		29.0	41.0
Effective Green, g (s)			62.0	50.0		30.0	41.0
Actuated g/C Ratio			0.62	0.50		0.30	0.41
Clearance Time (s)			5.0	4.0		5.0	
Lane Grp Cap (vph)			2811	2359		531	649
v/s Ratio Prot			c0.04	c0.42		0.02	c0.09
v/s Ratio Perm			0.25				
v/c Ratio			0.45	0.83		0.08	0.21
Uniform Delay, d1			10.0	21.4		25.1	19.0
Progression Factor			1.00	1.00		1.00	1.00
Incremental Delay, d2			0.5	3.7		0.3	0.7
Delay (s)			10.6	25.1		25.3	19.8
Level of Service			B	C		C	B
Approach Delay (s)			10.6	25.1		21.0	
Approach LOS			B	C		C	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

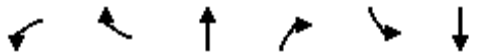


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	15	13	0	0	1	96	0	0	94	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.95	0.90	0.95	0.95	0.95	0.90	0.90	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	0	0	17	14	0	0	1	107	0	0	104	1
Pedestrians		5						4			2	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								309				
pX, platoon unblocked												
vC, conflicting volume	221	219	114	235	219	109	111			107		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	221	219	114	235	219	109	111			107		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	*9.9	3.5	4.0	3.3	*9.9			2.2		
p0 queue free %	100	100	95	98	100	100	100			100		
cM capacity (veh/h)	731	674	345	679	674	943	370			1484		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	17	14	1	107	106
Volume Left	0	14	1	0	0
Volume Right	17	0	0	0	1
cSH	345	679	370	1700	1700
Volume to Capacity	0.05	0.02	0.00	0.06	0.06
Queue Length 95th (ft)	4	2	0	0	0
Control Delay (s)	15.9	10.4	14.8	0.0	0.0
Lane LOS	C	B	B		
Approach Delay (s)	15.9	10.4	0.2		0.0
Approach LOS	C	B			

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	20.3%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	18	0	0	17
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	20	0	0	18
Pedestrians	91		12			106
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	8		1			9
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			446			
pX, platoon unblocked						
vC, conflicting volume	141	217			111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	217			111	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	784	698			1367	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	12	20	18
Volume Left	12	0	0
Volume Right	0	0	0
cSH	784	1700	1367
Volume to Capacity	0.02	0.01	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

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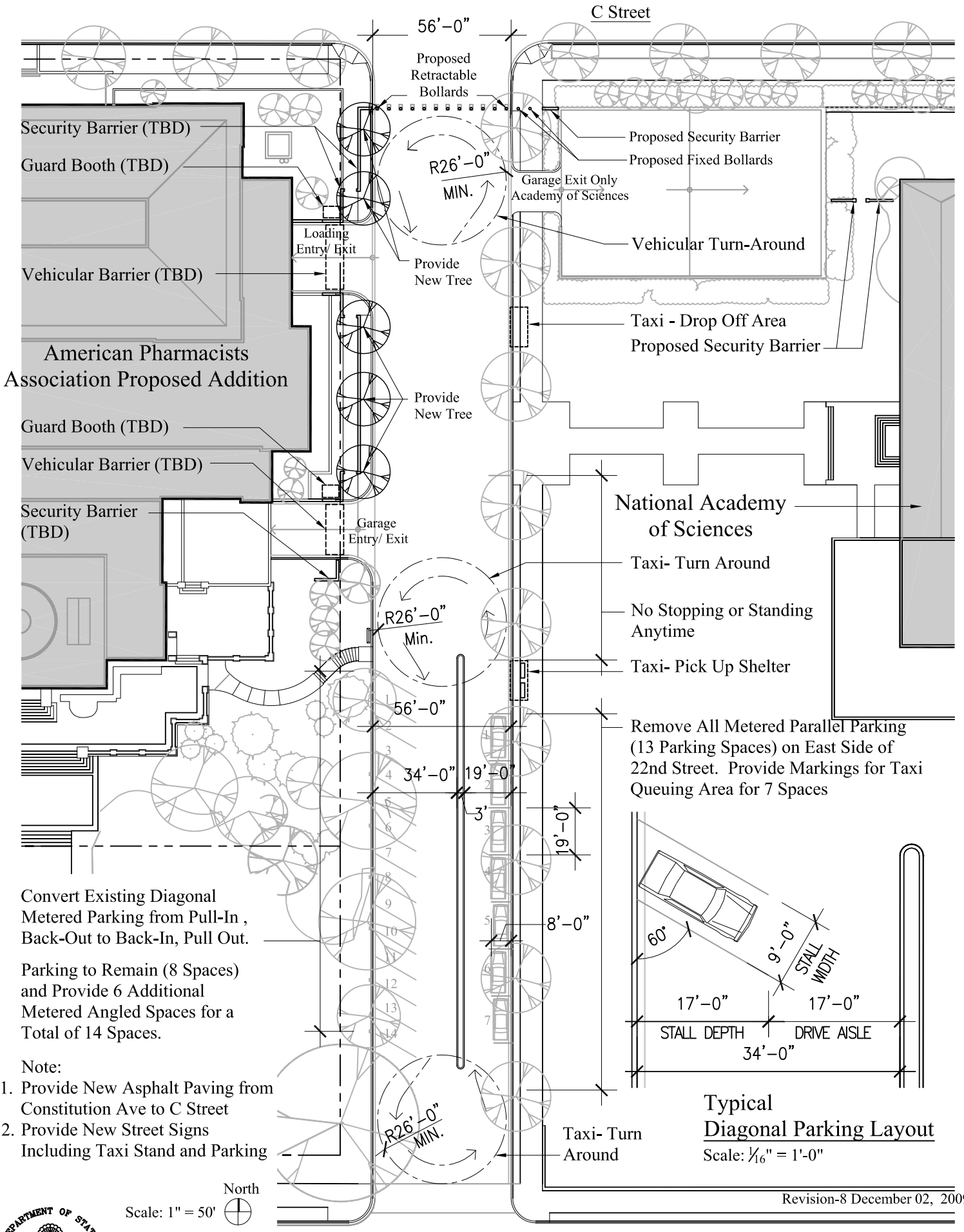
ATTACHMENT IX

22ND STREET NW PLAN SHEETS



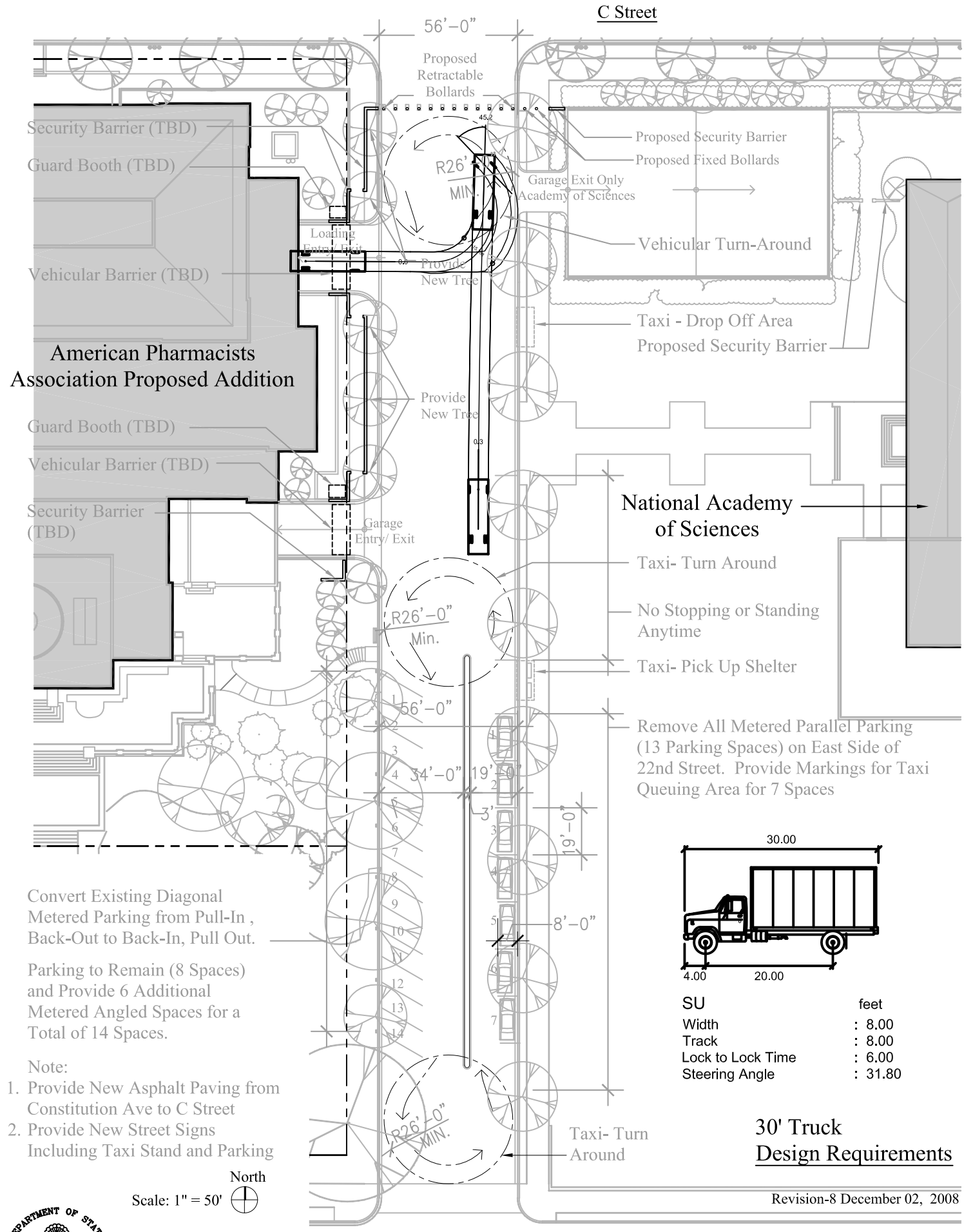
Typical Diagonal Parking Layout

Scale: 1/16" = 1'-0"

Revision-8 December 02, 2009

Harry S Truman Building
Department of State
Perimeter Security Improvements
22nd Street - Urban Design Concept

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
ARCHITECTURE • PLANNING • INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036



SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.00
Steering Angle	: 31.80

30' Truck Design Requirements

Revision-8 December 02, 2008

Harry S Truman Building
Department of State
Perimeter Security Improvements
22nd Street - 30'-Truck Movement

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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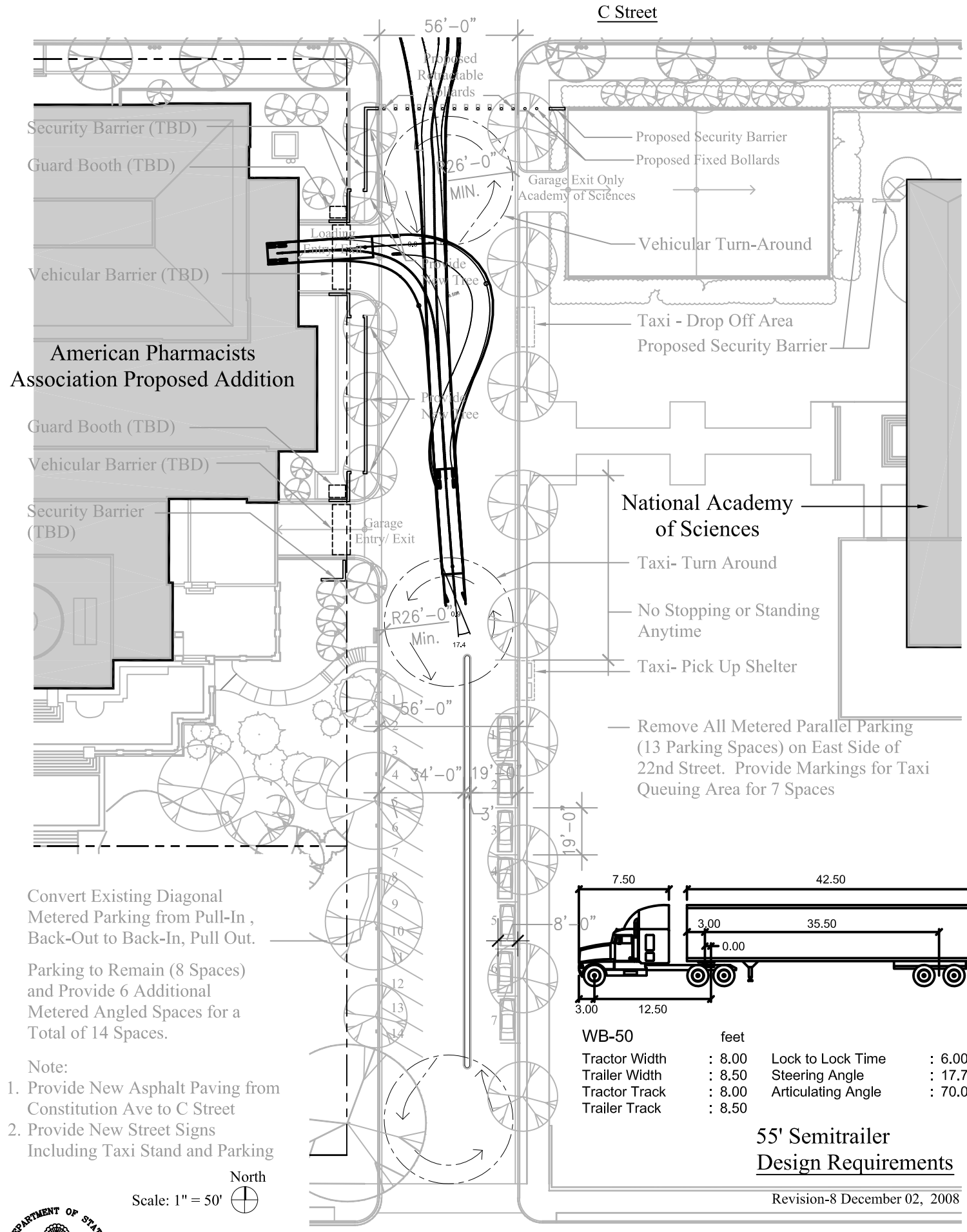
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036



Revision-8 December 02, 2008

Harry S Truman Building
Department of State
Perimeter Security Improvements
22nd Street - 55'- Semitrailer Movement

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036

APPENDIX C

Draft Programmatic Agreement

April 7, 2010 Draft

PROGRAMMATIC AGREEMENT
AMONG
THE GENERAL SERVICES ADMINISTRATION,
THE DEPARTMENT OF STATE,
THE District Of Columbia STATE HISTORIC PRESERVATION OFFICE,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
THE NATIONAL PARK SERVICE,
THE NATIONAL ACADEMY OF SCIENCES,
AND THE AMERICAN PHARMACISTS ASSOCIATION
REGARDING THE PERIMETER SECURITY IMPROVEMENT PROJECT
AT THE HARRY S TRUMAN BUILDING, WASHINGTON, D.C.

This Programmatic Agreement (PA) is made as of this _____day of_____ 2010, by and among the United States General Services Administration (GSA), the United States Department of State (DOS), the National Park Service (NPS), the National Academy of Sciences (NAS), the American Pharmacists Association (APHA), the Advisory Council on Historic Preservation (ACHP), and the District of Columbia State Historic Preservation Officer (SHPO) (referred to collectively herein as the "Parties" or "Signatories" or individually as a "Party" or "Signatory") pursuant to Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470f, and its implementing regulations 36 CFR Part 800 and section 110 of the NHPA.

WHEREAS, the Undertaking, which is defined as the Perimeter Security Concept Plan, illustrated in Appendices A and B, will be implemented through a multi-phase design and construction program as funding becomes available, and in accordance with the renovation phasing schedule and security requirements of the Harry S Truman Building; and

WHEREAS, DOS has developed a Concept Plan for the perimeter security of the Harry S Truman Building at 2201 C Street, N.W., in Washington, D.C. and has determined that the Undertaking encompasses both primary and secondary Areas of Potential Effect (APE; Appendix D) that include, but are not limited to, the following properties, all of which are listed in or have been determined eligible for the National Register of Historic Places: the Harry S Truman Building, the headquarters of the APHA, the NAS, the Northwest Rectangle Historic District, and the L'Enfant and McMillan Plans of the City of Washington; and

WHEREAS, DOS has completed the Harry S Truman Building Perimeter Security Improvements Plan Section 106 Summary (Appendix D), which outlines historic resources, effects, and mitigations for the Undertaking, and will serve as a guide to the implementation of this PA; and

WHEREAS, DOS will serve as the lead agency for the Section 106 consultation because the Undertaking is funded by DOS and is intended to satisfy DOS security

requirements and GSA will serve as a secondary agency as Federal owner of the Truman building; and

WHEREAS, in accordance with 36CFR 800.6(a) (1) DOS and GSA have notified the ACHP of its potential adverse effects determination with the specified documentation and the ACHP has chosen to participate in the consultation pursuant to 36CFR 800.6(a) (1) (iii); and

WHEREAS, DOS is conducting an Environmental Assessment (EA) for the Undertaking and has coordinated its Section 106 consultation with the National Environmental Policy Act (NEPA) in accordance with 36 CFR Part 800.8 and in addition to the Signatories has included the Federal Reserve Board, Advisory Neighborhood Council 2A06, the DC Preservation League, the Committee of 100 for the Federal City, the National Coalition to Save Our Mall, the Foggy Bottom Association, the National Capital Planning Commission, the Commission of Fine Arts, the DC Office of Planning and the DC Department of Transportation in the consultation as consulting parties

WHEREAS, DOS and GSA have determined that there is a low probability for impacts to Archeological Resources due to the previous ground disturbance at the site, however in the event of an unanticipated discovery, GSA will notify the DC State Archeologist to initiate consultation and proceed in accordance with the "Guidelines for Archaeological Investigations in the District of Columbia", if it is determined that pre-historic resource will be impacted DOS will notify the appropriate Tribal Historic Preservation Officers; and

WHEREAS, the Concept Plan was reviewed by the SHPO and the ACHP and approved by the U.S. Commission of Fine Arts (CFA) on November 18, 2004, and by the National Capital Planning Commission (NCPC) on December 2, 2004; and

WHEREAS, pursuant to 36 CFR § 800.14, this Programmatic Agreement (PA) sets forth the process by which DOS and GSA will meet their responsibilities under Section 106 of the NHPA;

NOW THEREFORE, the Signatories agree that the Undertaking shall be administered in accordance with the following stipulations to take into account the Undertaking's effect on historic resources.

STIPULATIONS

DOS and GSA shall ensure that the following measures are carried out:

I. Project Outline:

A. Phasing:

The project will be implemented in several phases over an approximate ten year period and will be coordinated with the building's modernization for the construction of the entry pavilions and streetscape security improvements. Each phase will require a separate design submission and consultation with the Signatories and consulting parties, resulting in Memorandums of Agreement (MOA) for each consultation.

II. Design Review

A. All design elements of the Harry S Truman Building Perimeter Security Project will conform to the design concept plan approved by CFA and NCPC illustrated in Appendix A, with the understanding that specific elements of the concept plan will be further developed as the phases of the Project are funded.

B. DOS will develop design documents for each phase of the project, and for submission to the signatories and consulting parties for review. Each phase submission and consultation will be subject to 36 CFR Part 800 for the assessment and resolution of adverse effects to the Truman Building, the grounds of American Pharmaceutical Association (APHA) and the National Academy of Sciences (NAS), the Northwest Rectangle Historic District and the L'Enfant and McMillan Plans of the City of Washington

C. Restoration as well as any additions to the Truman building and all site improvements surrounding the building will adhere to *The Secretary of the Interior's Standards for the Treatment of Historic Properties* and are consistent with the *Historic Structure Report and Preservation Manual for the State Department*, which is on file with the SHPO and ACHP. Chapter IX of the *Historic Structure Report* addresses issues of maintenance, restoration, and alteration of the Truman Building and is attached to the PA as Appendix C.

D. The design of the new entrance pavilions, constructed to replace existing canopies, will be contemporary and appropriate to the required security functions. They will emulate the character of original canopies by their lightness and transparency, and by the use of original materials such as stainless steel, ceramic mosaic tile and granite. The new pavilions will follow consistent design principles at each of the five entrances to the Truman Building.

E. DOS shall submit to the Signatories and consulting parties for their review and comment design documents at the 65 percent design development levels of completion. DOS and GSA will also ensure that the DCSHPO, NCPC, ACHP, and CFA are invited to participate in a multi-agency review of the design at the 35 and 65 percent levels of design development or at

completion levels agreed to by the SHPO and ACHP. A 30 day comment period will be allowed for each submission.

F. Consultations for each phase of design will conclude with a Historic Preservation Report (HPR), summarizing the design elements, identifying the adverse effects and the corresponding actions taken to avoid, minimize or mitigate the effects. The HPR will be attached to the MOA to document the agreed upon design and mitigation.

III. Mitigations for Foreseeable Adverse Effects

A. Lobby Restoration

To mitigate the demolition of the entry canopies and other original features of the Truman Building entrance sequence, the interior lobbies will be restored to their original treatment. The lobby restoration will take place under the GSA interior modernization project, which is subject to Section 106 review.

B. Documentation

1. Prior to demolition or alteration of the entry canopies and other original features of the Truman Building entrance sequence, DOS shall ensure that the building is documented to Historic American Buildings Survey (HABS)/Historic American Engineering (HAER) standards. DOS and GSA will contact the NPS to determine the level and kind of documentation required.

Ms. Kathleen Catalano Milley, National Park Service,
Philadelphia Support Office, U.S. Custom House,
200 Chestnut Street, 3rd Floor, Philadelphia, PA
19106

2. All Documentation must be accepted by NPS. DOS and GSA will notify ACHP and the SHPO of HABS/HAER documentation acceptance, prior to the demolition of the canopies. Copies of the HABS/HAER documentation will be provided to the SHPO within 30 days of acceptance of the HABS/HAER documentation by NPS

C. D.C. Inventory and National Register Nomination

"Old State" was determined eligible for the National Register in 1992, and the Harry S Truman Building is included as a contributing building in the Northwest Rectangle Historic District. To further document the building's significance, GSA will complete documentation to nominate the Harry S

Truman Building to the D.C. Inventory of Historic Sites and the National Register of Historic Places.

IV Roles and Responsibilities

A: DOS/GSA

1. DOS and GSA shall ensure that the requirements of Section 106 are met for the proposed Project, including identification of effects to National Register-listed or -eligible resources in the area of potential effects and involvement of signatories to this agreement and consulting parties in subsequent consultation as the Project's phases are implemented.

2. DOS and GSA shall ensure that in completing the necessary provisions of the PA it will employ or contract with the appropriate, qualified professionals who meet *The Secretary of Interior's Professional Qualifications Standards* at 36 CFR 61 (Professional Qualifications).

3. DOS shall take the lead on arranging meetings or using other means to involve the Section 106 consulting parties in identifying and addressing issues related to the Undertaking's potential impacts to National Register listed or eligible resources, including the development of avoidance/minimization/mitigation measures.

4. DOS shall respond to information requests from the consulting parties pertaining to the Project's impact to National Register-listed or eligible resources.

5. DOS and GSA in future consultation with the Signatories and consulting parties, will prepare individual MOAs to address specific measures to avoid, minimize or mitigate any adverse effects identified as the Undertaking's phases are funded, designed and executed.

B. NPS (for issues/actions affecting land and resources under their jurisdiction) will:

1. Attend meetings or participate by other means of involving the Section 106 consulting parties in identifying and addressing issues related to the Undertaking's potential impacts to National Register listed or eligible resources under the jurisdiction of NPS.

2. Be responsible for guiding decisions associated with improvements to lands under NPS jurisdiction and obtain written approval from the Secretary of the Interior, where and if required by law, with respect to components of the Undertaking that may affect NPS properties;

C. NAS and APHA will:

Participate in design reviews as outlined in the PA on aspects of the Project that impact their properties

D. Consulting Parties:

1. Attend meetings or participate by other means to consult on issues related to the Undertaking's potential impacts.

2. Upon invitation by DOS, GSA will review and provide comments on subsequent memoranda of agreement.

V. Dispute Resolution

Objections: Should any party to this PA object to any action carried out or proposed by DOS with respect to the implementation of this PA, DOS and GSA shall consult with the objecting Party to resolve the objection.

1. If, after initiating such consultation, DOS and GSA determines that the objection cannot be resolved through consultation, DOS and GSA shall forward all documentation including without limit, documentation of DOS and GSA's responses to the objections, as submitted by the Party or Parties relevant to the objection, to the ACHP, in accordance with 36 CFR 800.2(b)(2). Within 30 days after receipt of all adequate documentation, the ACHP shall exercise one of the following options:

a. Upon receipt of documentation from DOS and GSA, the ACHP shall review and advise DOS and GSA on the resolution of the objection. Any comment provided by the ACHP, and all comments from the parties to the PA, will be taken into account by DOS and GSA in reaching a final decision regarding the dispute.

b. If the ACHP does not provide written comments to DOS and GSA regarding the dispute within 30 days after receipt of adequate documentation, DOS and GSA may render a decision regarding the dispute. In reaching its decision, DOS and GSA will take into account all comments regarding the dispute from the parties to the PA.

2. DOS and GSA's responsibility to carry out all other actions subject to the terms of this PA that are not subject to the dispute, remain unchanged. DOS and GSA will notify all Parties of its decision in writing before implementing that portion of the Undertaking subject to dispute under this stipulation. DOS and GSA's decision will be final.

VI. Amendments

If any Signatory to this PA determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to the PA pursuant to 36 CFR Part 800.(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the Signatories cannot agree to appropriate terms to amend the PA, any Signatory may terminate the agreement in accordance with Stipulation V.

VII. Termination

If the PA is not amended following the consultation set out in Stipulation IV, it may be terminated by any signatory. Within 30 days following termination, DOS and GSA shall notify the Signatories if it will initiate consultation to execute a new PA with the signatories under 36 CFR Part 800.6(c) (7) and 800.6(c) (8), or request the comments of the ACHP under 36 CFR Part 800.7(a), and proceed accordingly.

VIII. Execution

DOS and GSA will carry out their commitments as outlined in the PA; however this PA is subject to applicable laws and regulations. As to the Signatories only, fulfillment of this PA is subject, pursuant to the Anti-Deficiency Act, 31 U. S.C. 1341 et seq., to the availability of funds. This PA is not an obligation of funds in advance of an appropriation of such funds, and it does not constitute authority for the expenditure of funds. If a Signatory does not have sufficient funds available to fulfill the stipulations of this PA, such Signatory shall so notify the other Signatories and shall take such actions as are necessary to comply with all requirements of 36 CFR Part 800. Nothing in this PA shall be deemed to authorize an expenditure of funds in violation of the Anti-Deficiency Act U.S.C. 1341 et seq.

IX. Duration

This PA will be null and void if its terms are not carried out within 15 years from the date of its execution. Prior to such time, DOS GSA may consult with the other Signatories to reconsider the terms of the PA and amend it in accordance with Stipulation IV.

X. Monitoring and Reporting

Following the execution of this PA until it expires or is terminated, DOS shall provide all the signatories to this PA a summary report detailing work undertaken pursuant to its terms at the completion of each phase. Such report shall include any scheduling changes proposed, any problems encountered,

and any disputes and objections received in DOS and GSA's efforts to carry out the terms of this PA.

XI. Signatures

Execution and implementation of this PA by the Signatories and implementation of its terms, evidence that DOS and GSA has afforded SHPO and ACHP an opportunity to comment on the Undertaking, and that DOS and GSA have considered the effects of its action on historic properties and fully complies with 36CFR Part 800, and Sections 110 and 111 of the NHPA.

(Please see the following page for signatures)

FOR THE DEPARTMENT OF STATE

By:

_____

Adam H. Bodner Date
Director
Office of Real Property Management

FOR THE GENERAL SERVICES ADMINISTRATION

By:

_____

Bart Bush Date
Regional Commissioner
Public Buildings Service
National Capital

By:

_____

Beth Savage
Federal Preservation Officer
Office of Chief Architect
Public Buildings Service
National Office

FOR THE District Of Columbia STATE HISTORIC PRESERVATION OFFICE

By:

_____

David Maloney Date
State Historic Preservation Officer

FOR THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:

_____

John Fowler Date
Executive Director

FOR THE NATIONAL ACADEMY OF SCIENCES

By: _____

Date: _____

FOR THE AMERICAN PHARMACEUTICAL ASSOCIATION

By: _____

Date: _____

FOR THE NATIONAL PARK SERVICE

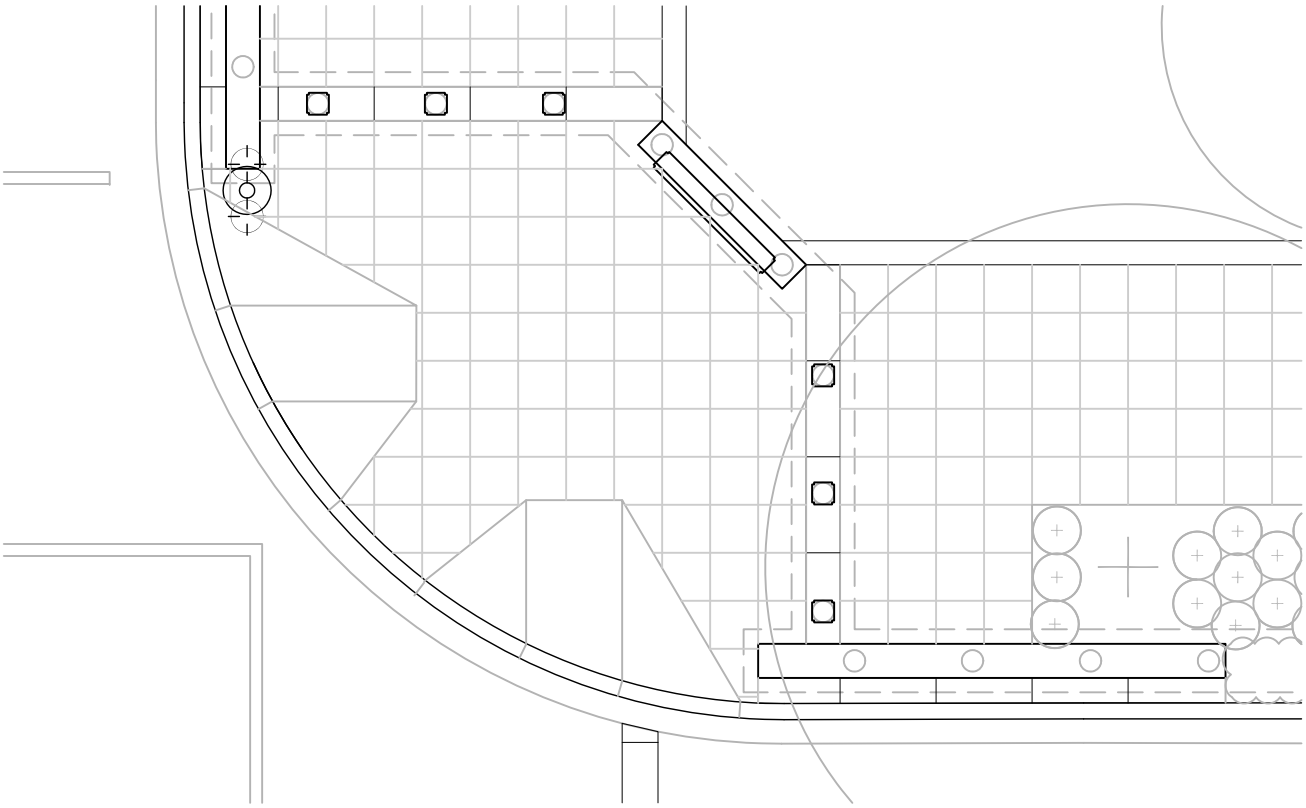
By: _____

Date: _____

APPENDIX D

Corner Marker Partial Plan and Rendering

Partial Plans and Exterior Elevations for the Proposed Perimeter Security Elements at NAS



Partial Plan - 23rd and C Street

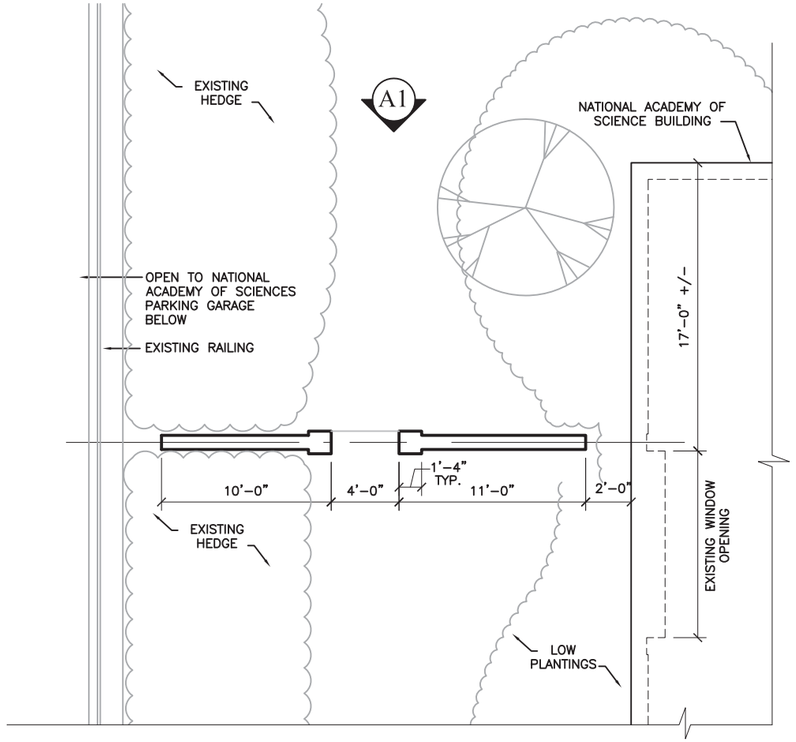
23rd and C Street Redering

Corner Marker Partial Plan and Rendering

MARCH 2010

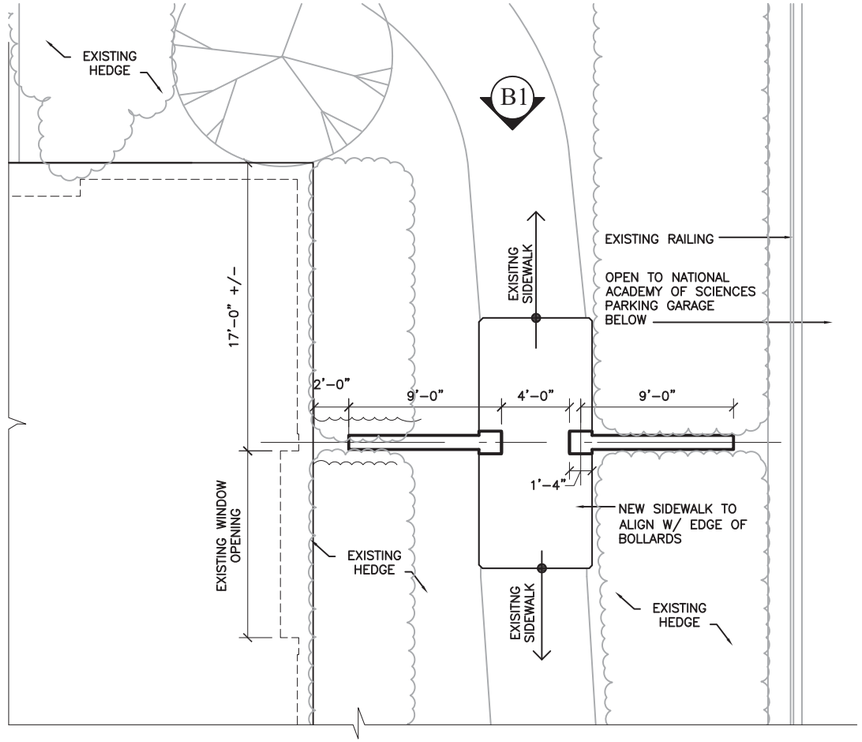
Harry S Truman Building
Department of State
Perimeter Security Improvements

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
ARCHITECTURE • PLANNING • INTERIORS
1120 CONNECTICUT AVENUE, N.W. SUITE 1250
WASHINGTON D.C. 20036



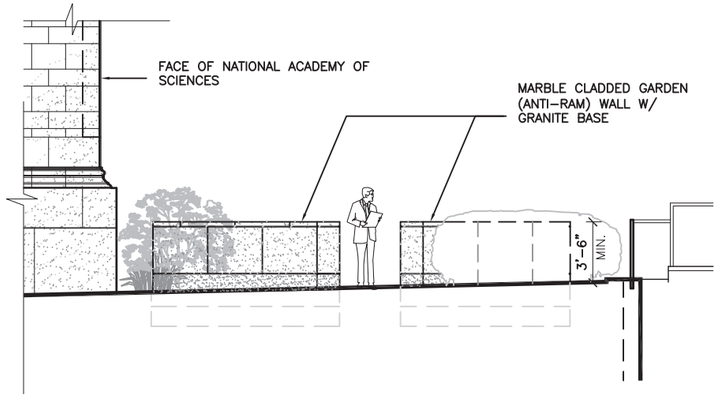
A Proposed Partial Plan
Scale: Noted

NORTH

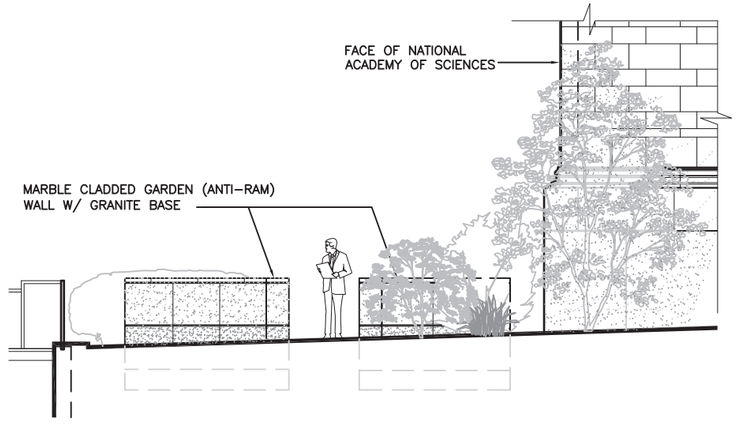


B Proposed Partial Plan
Scale: Noted

NORTH

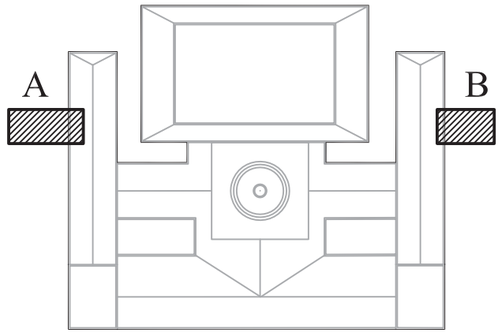


A1 Proposed Elevation
Scale: Noted



A1 Proposed Elevation
Scale: Noted

C Street



National Academy of Sciences
KEY PLAN

NORTH

Partial Plans and Exterior Elevations for Proposed Perimeter Security Elements at the National Academy of Sciences

MARCH 2010

Department of State
Perimeter Security Improvements
At National Academy of Sciences

KARN CHARUHAS CHAPMAN & TWOHEY - ARCHITECTS
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