

Figure 3-1  
Existing and Proposed Potential Parking Sites



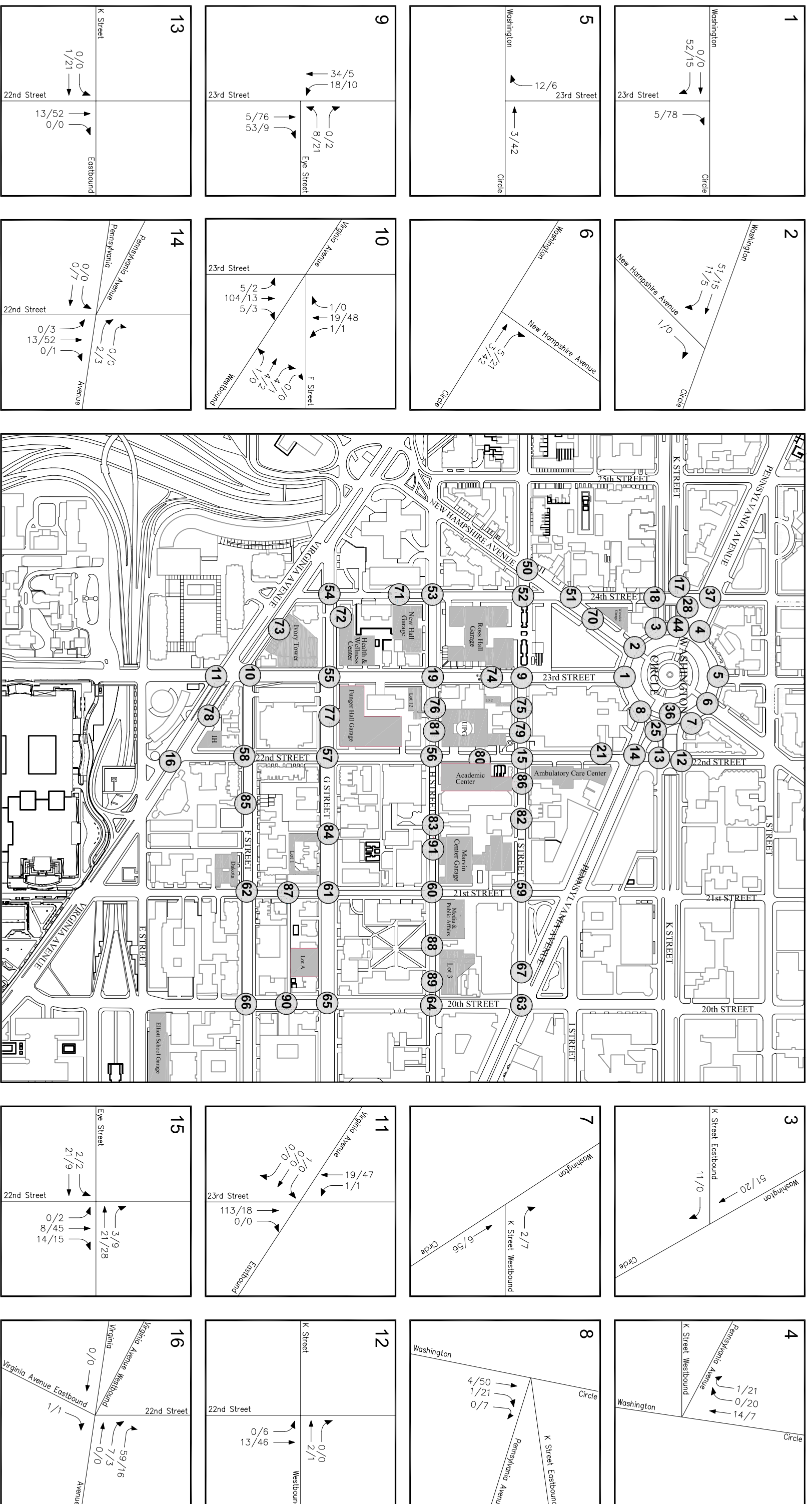


Figure 3-2  
Existing GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR





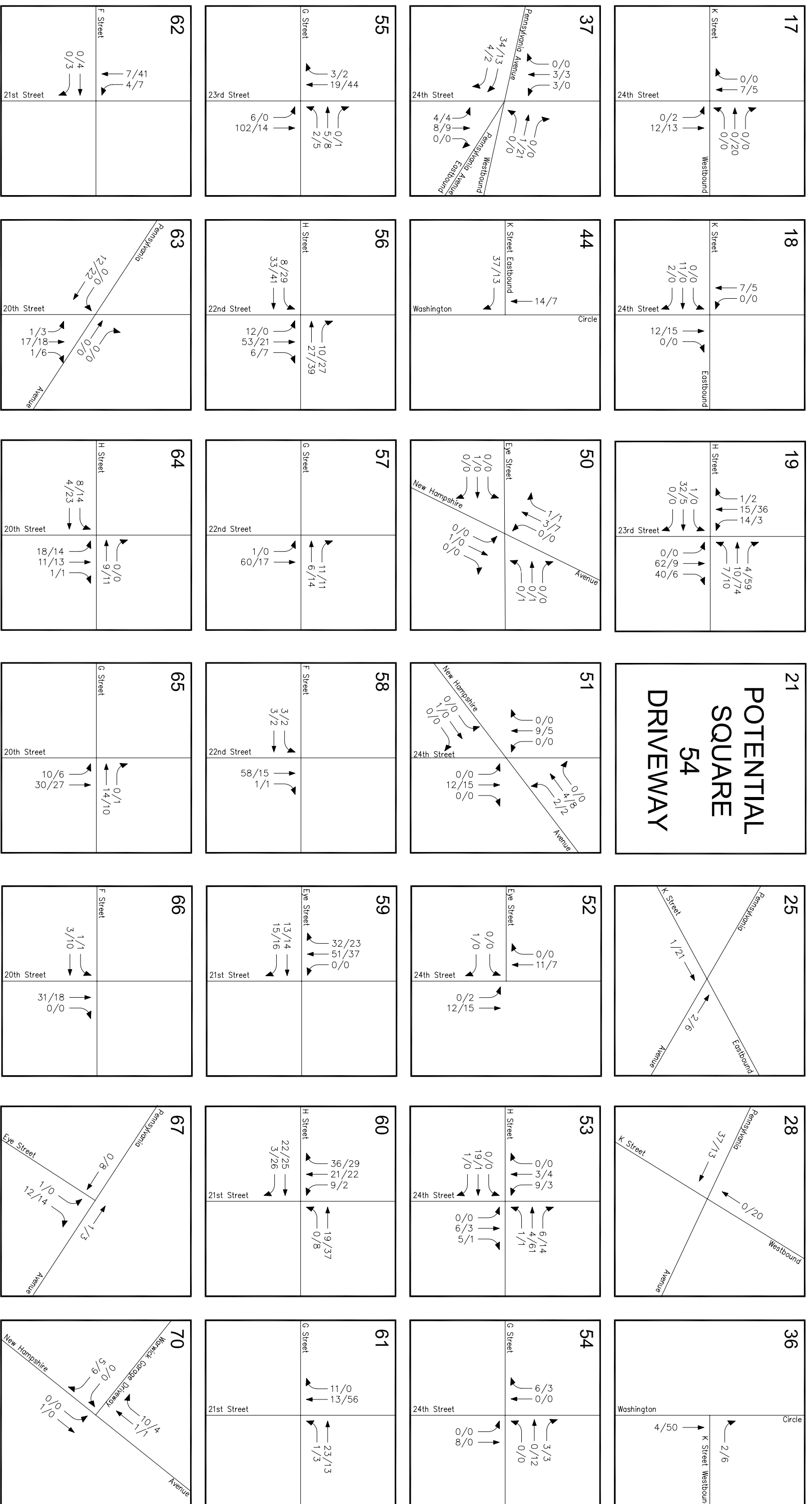


Figure 3-2  
Existing GWU Site Trips

AM PEAK HOUR  
PM PEAK HOUR  
000/000



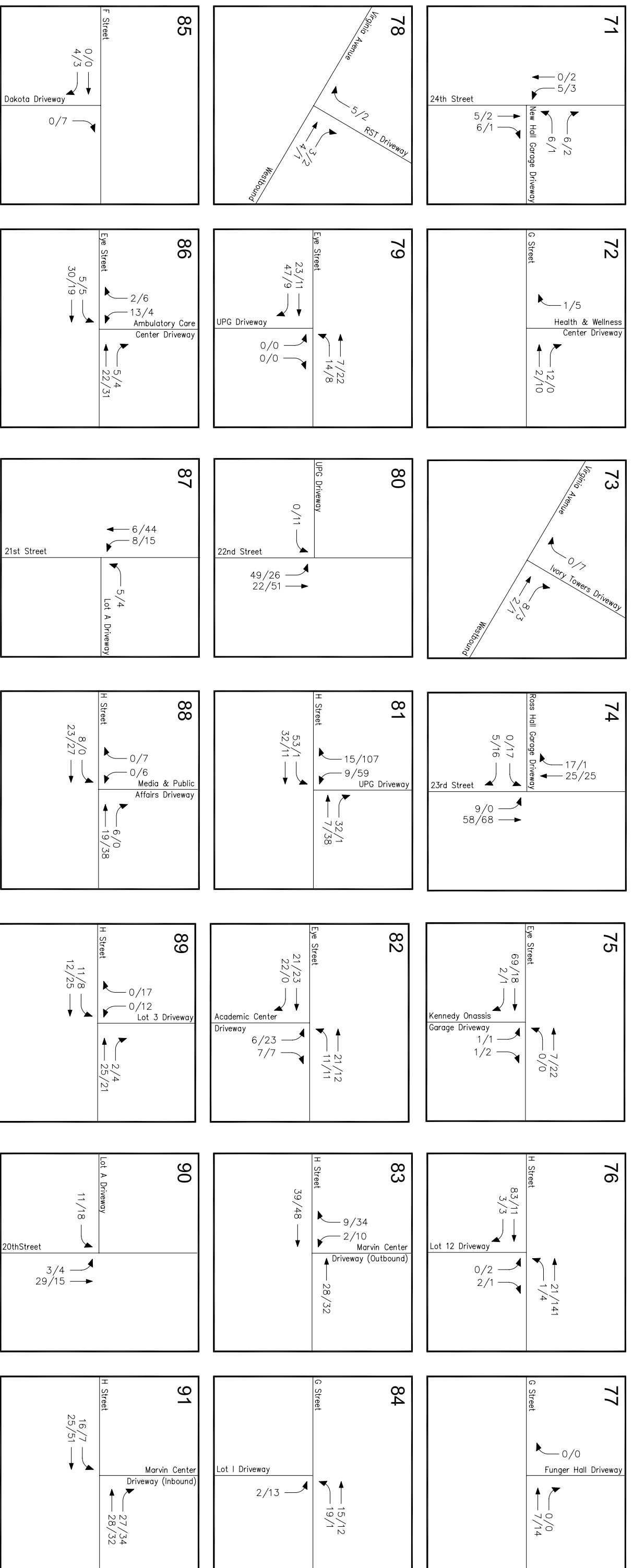


Figure 3-2  
Existing GWU Site Trips

AM PEAK HOUR  
000/000  
PM PEAK HOUR



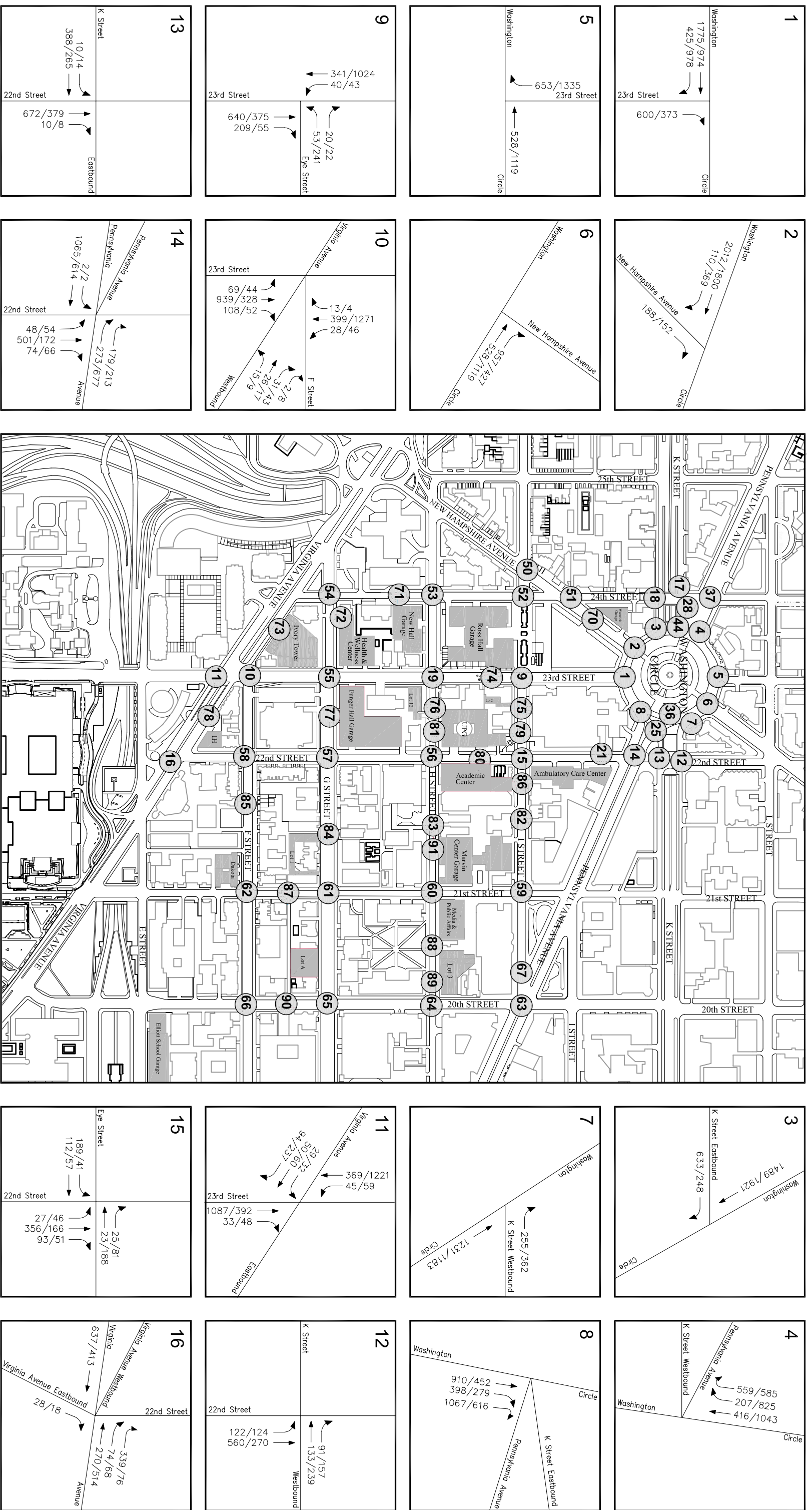


Figure 3-3 Existing Non-GWU Peak Hour Traffic Volumes

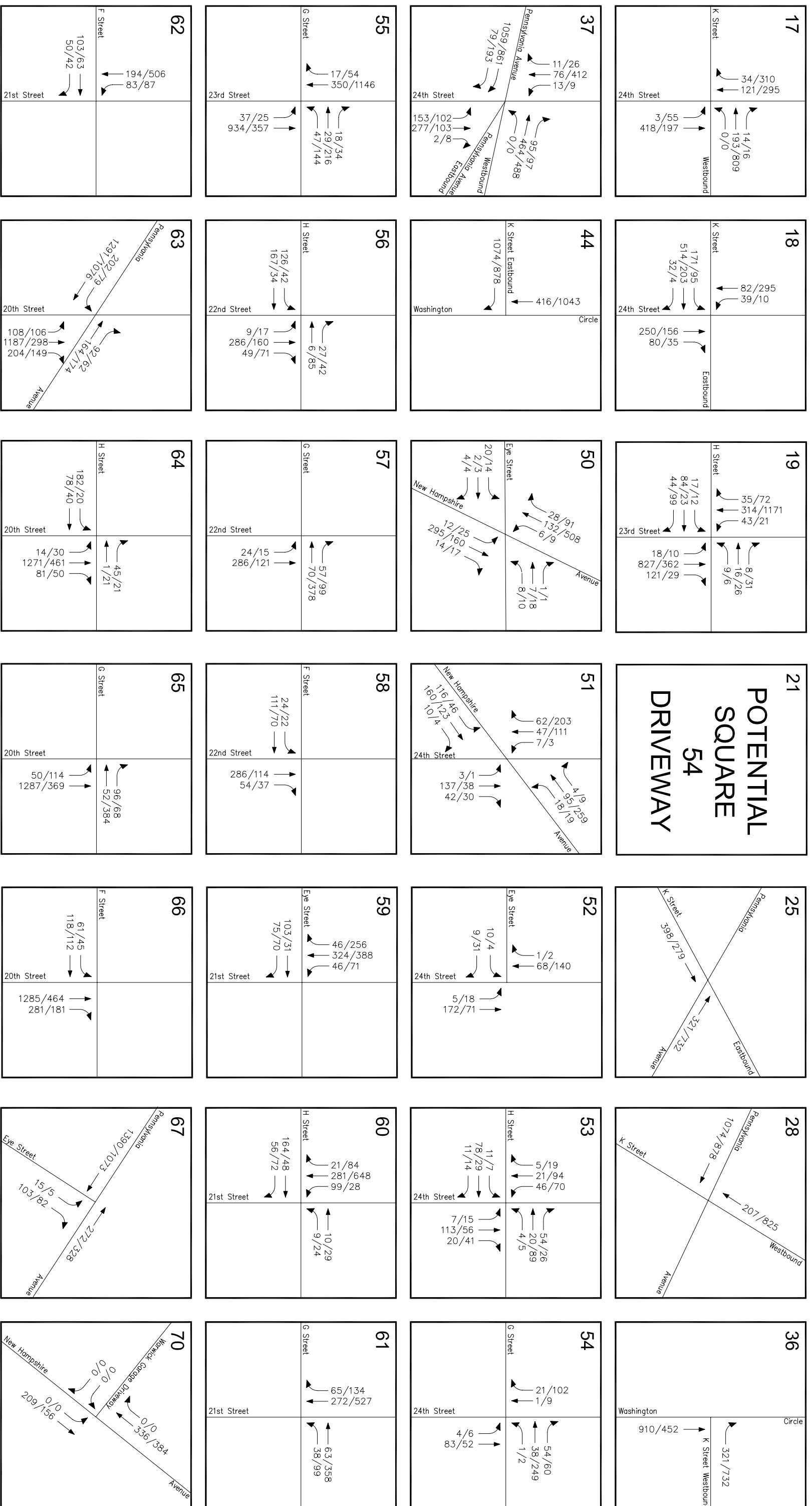


Figure 3-3  
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR



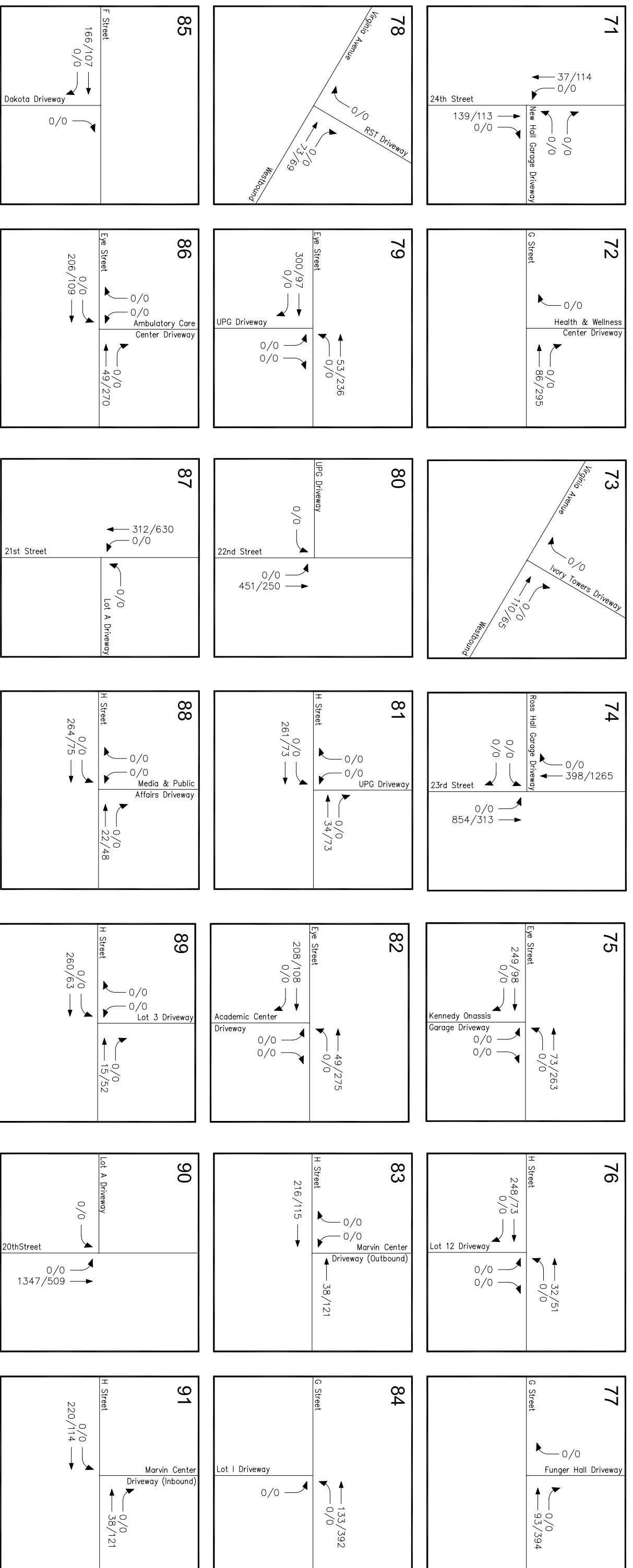


Figure 3-3  
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR  
000/000  
PM PEAK HOUR



North

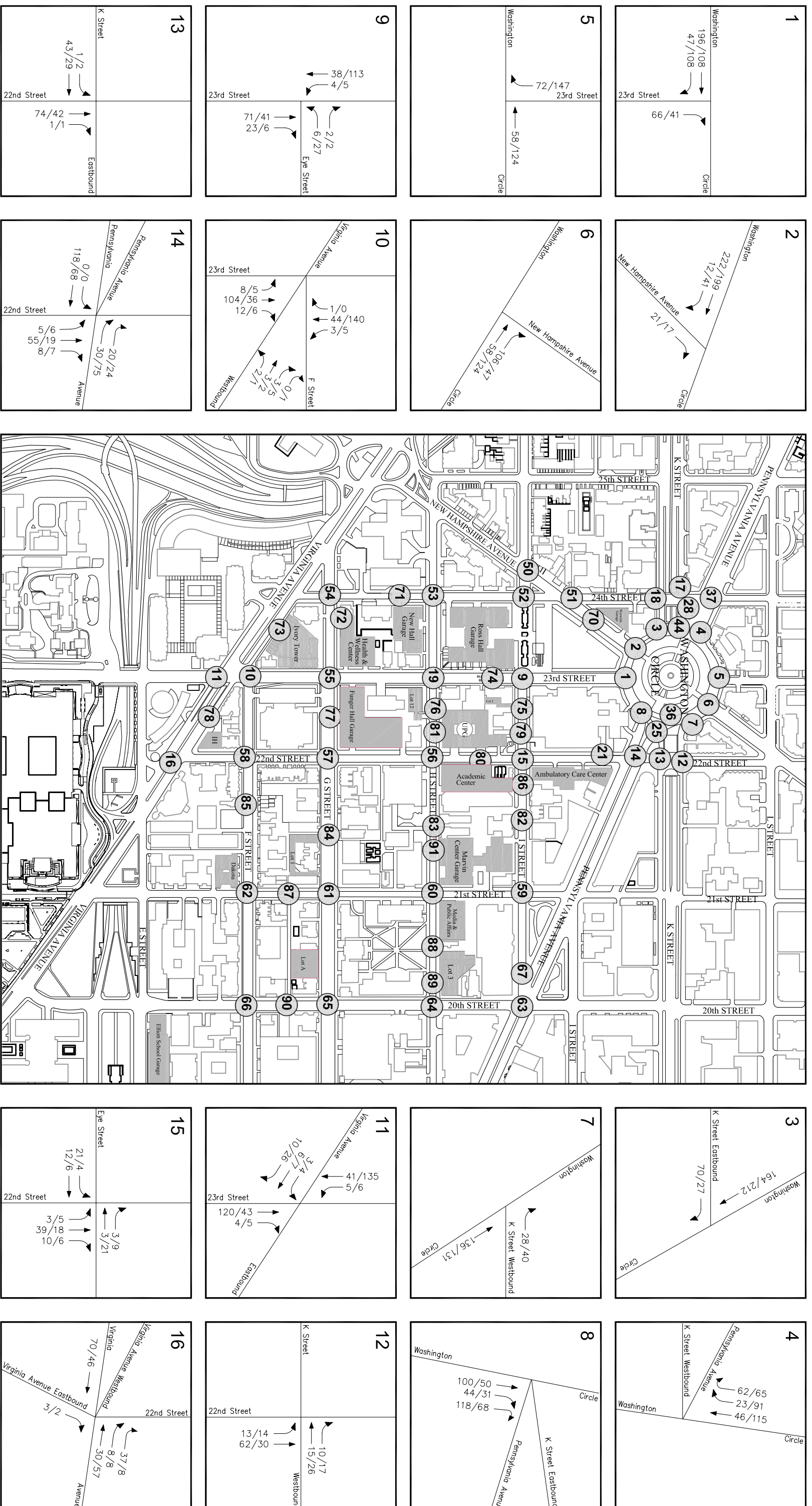


Figure 3-4  
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR  
PM PEAK HOUR  
000/000





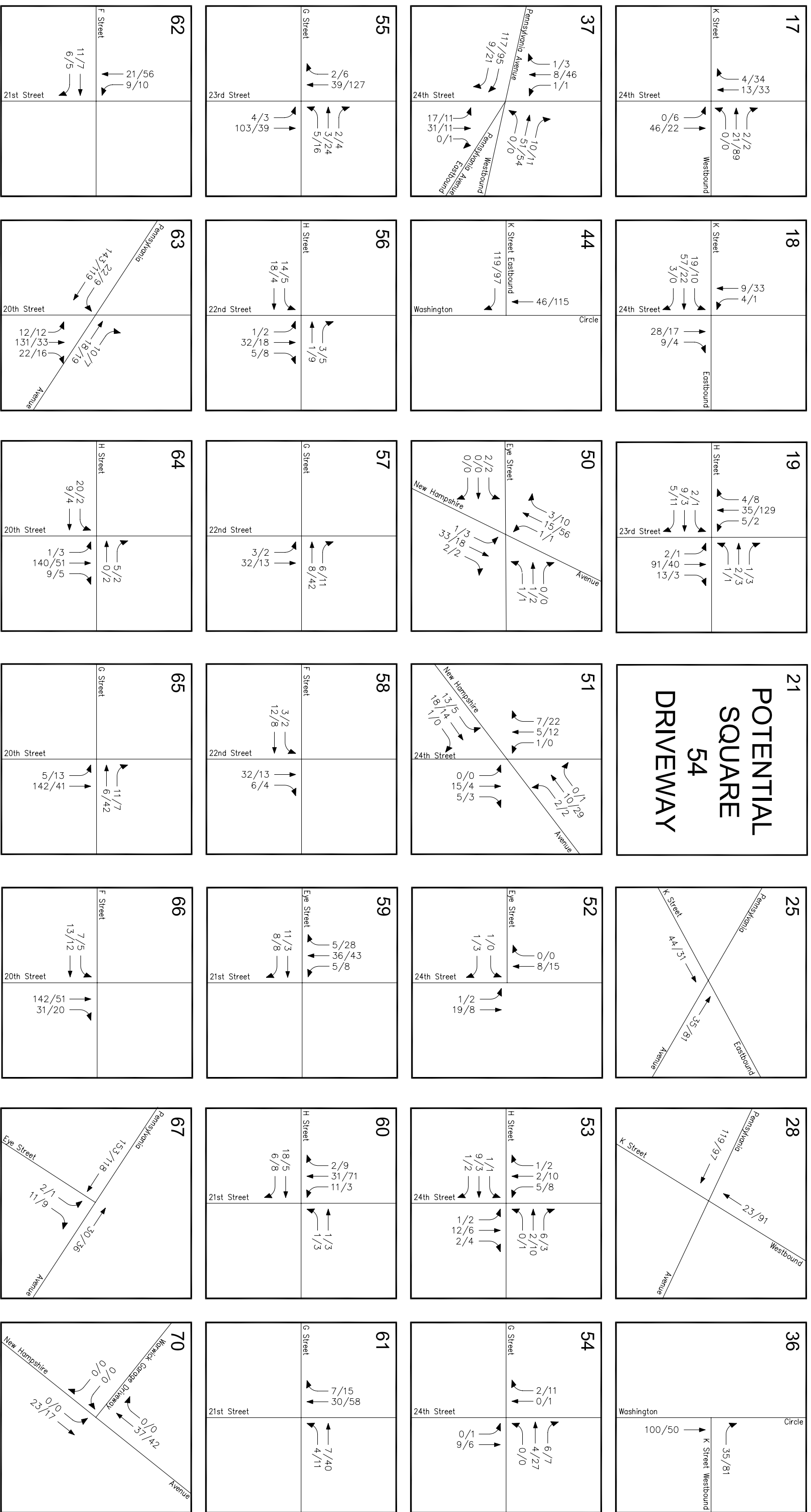


Figure 3-4  
 Regional Growth of Non-GWU Traffic Volumes

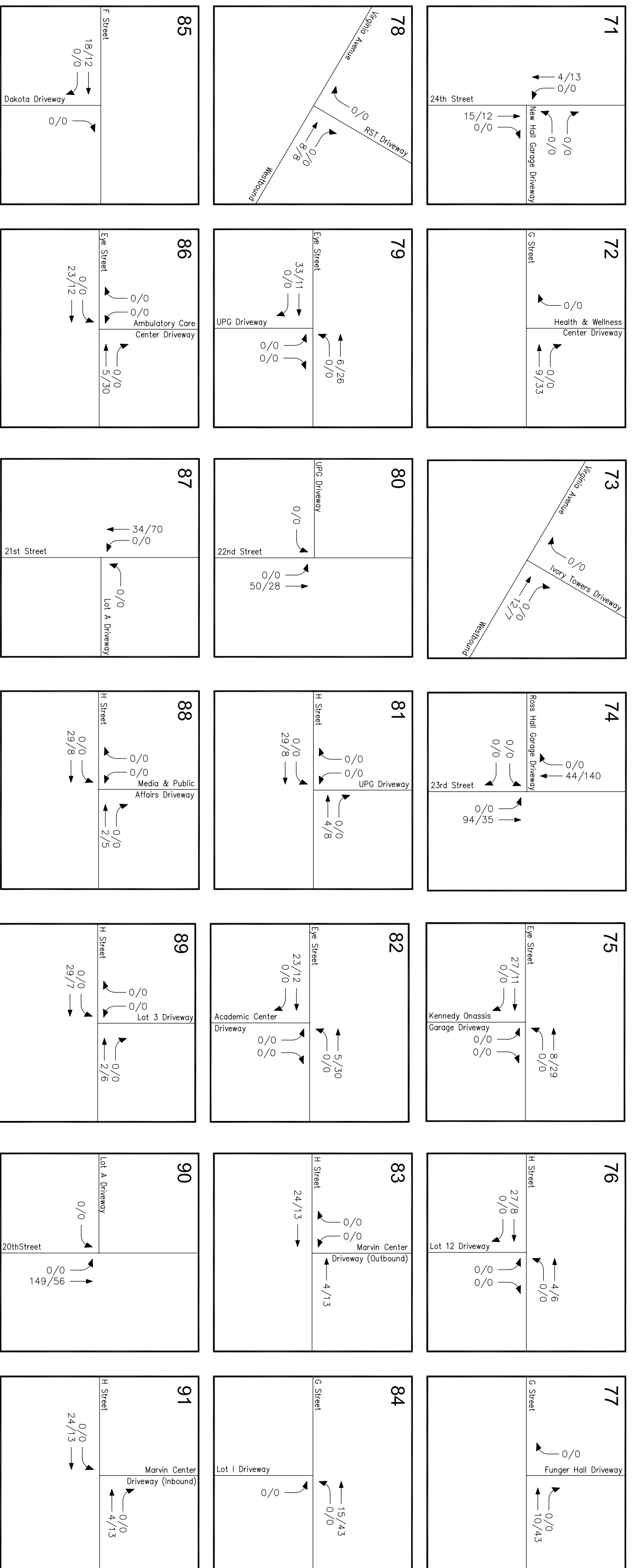


Figure 3-4  
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR  
000/000  
PM PEAK HOUR



North

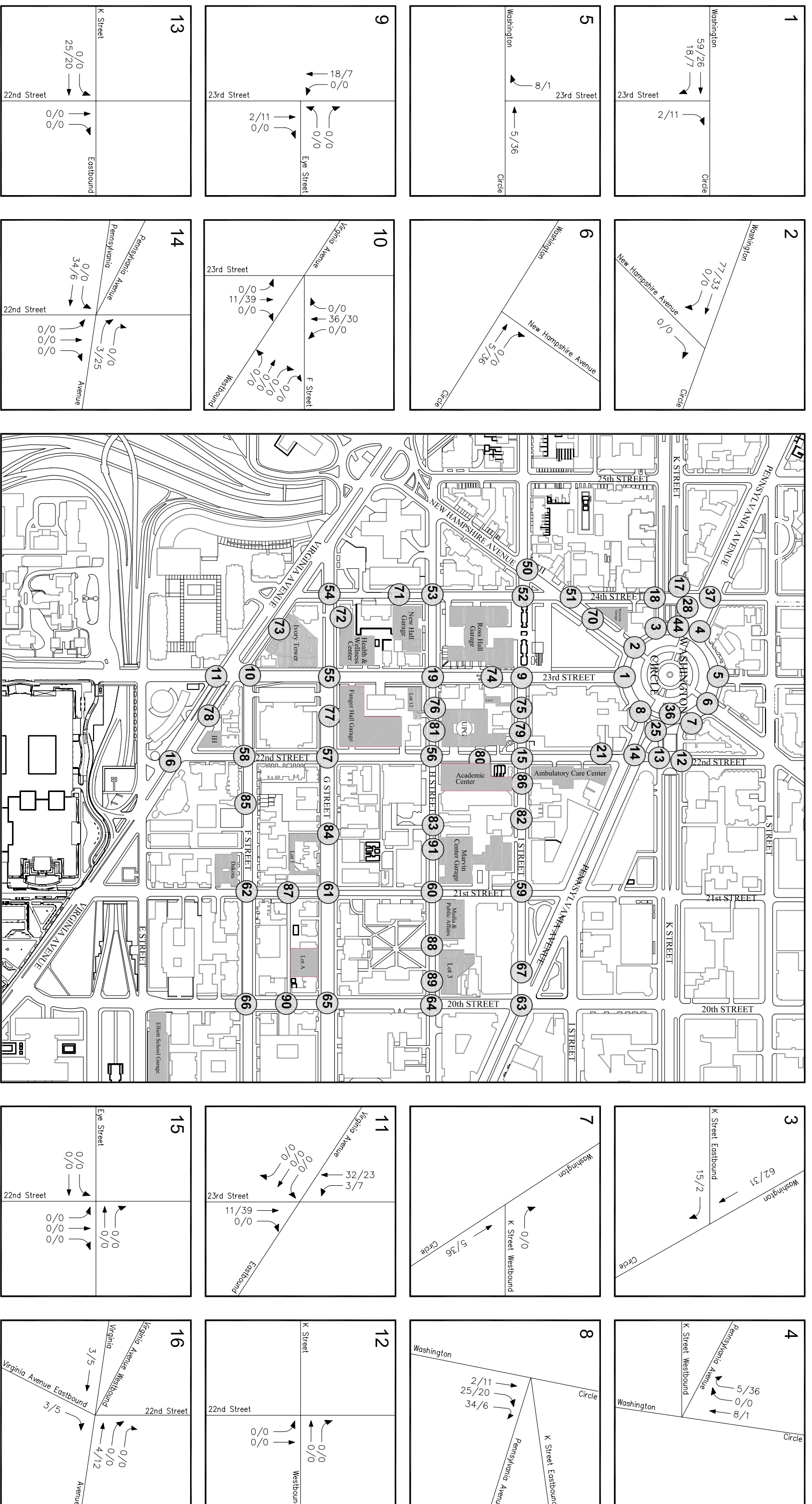


Figure 3-5  
Pipeline Site Trips



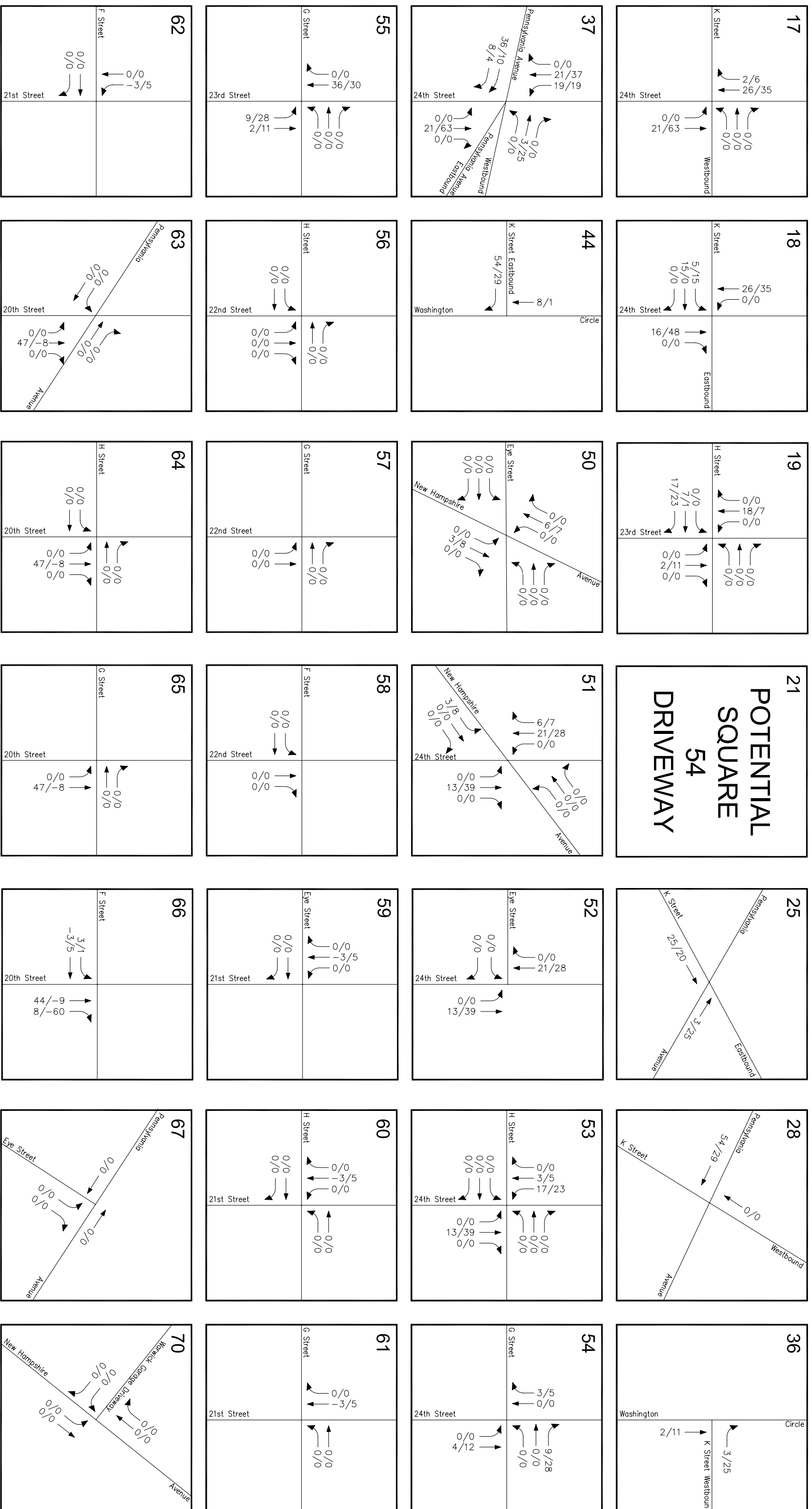


Figure 3-5  
Pipeline Site Trips

AM PEAK HOUR  
000/000  
PM PEAK HOUR





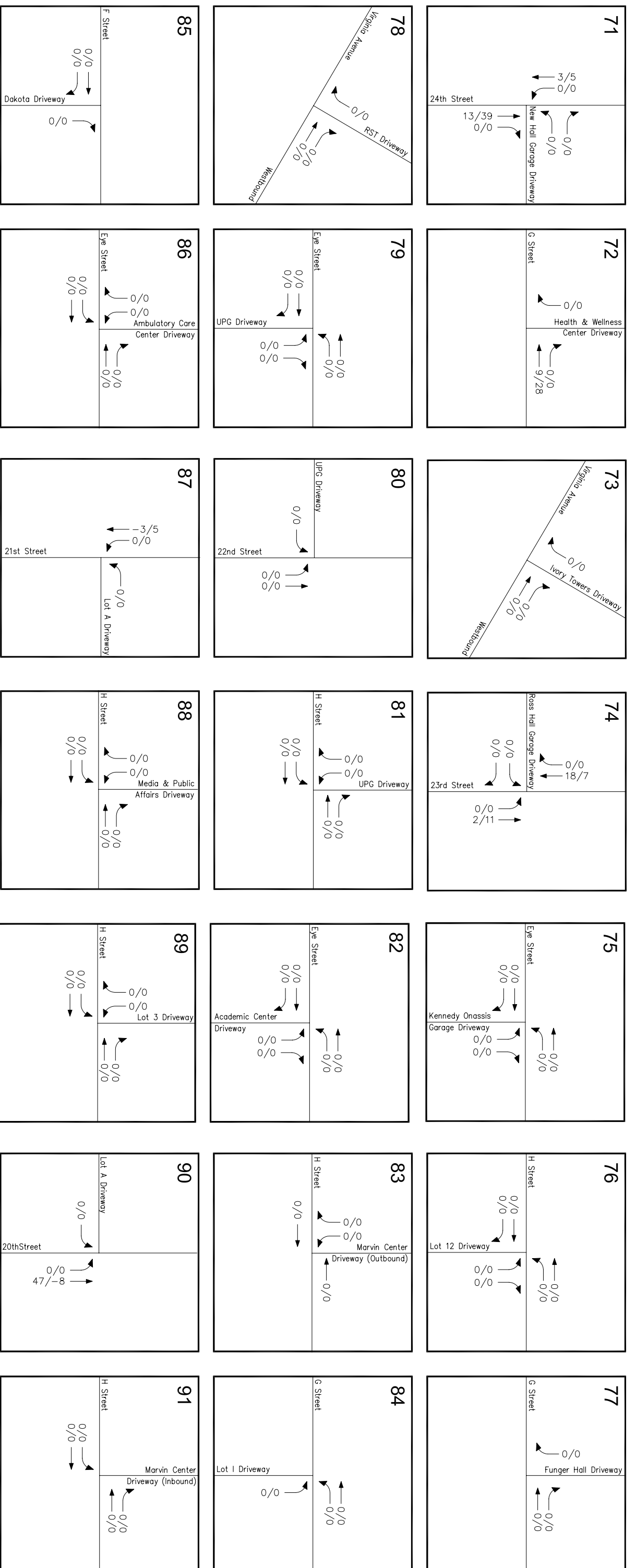


Figure 3-5  
Pipeline Site Trips

AM PEAK HOUR  
000/000  
PM PEAK HOUR



North

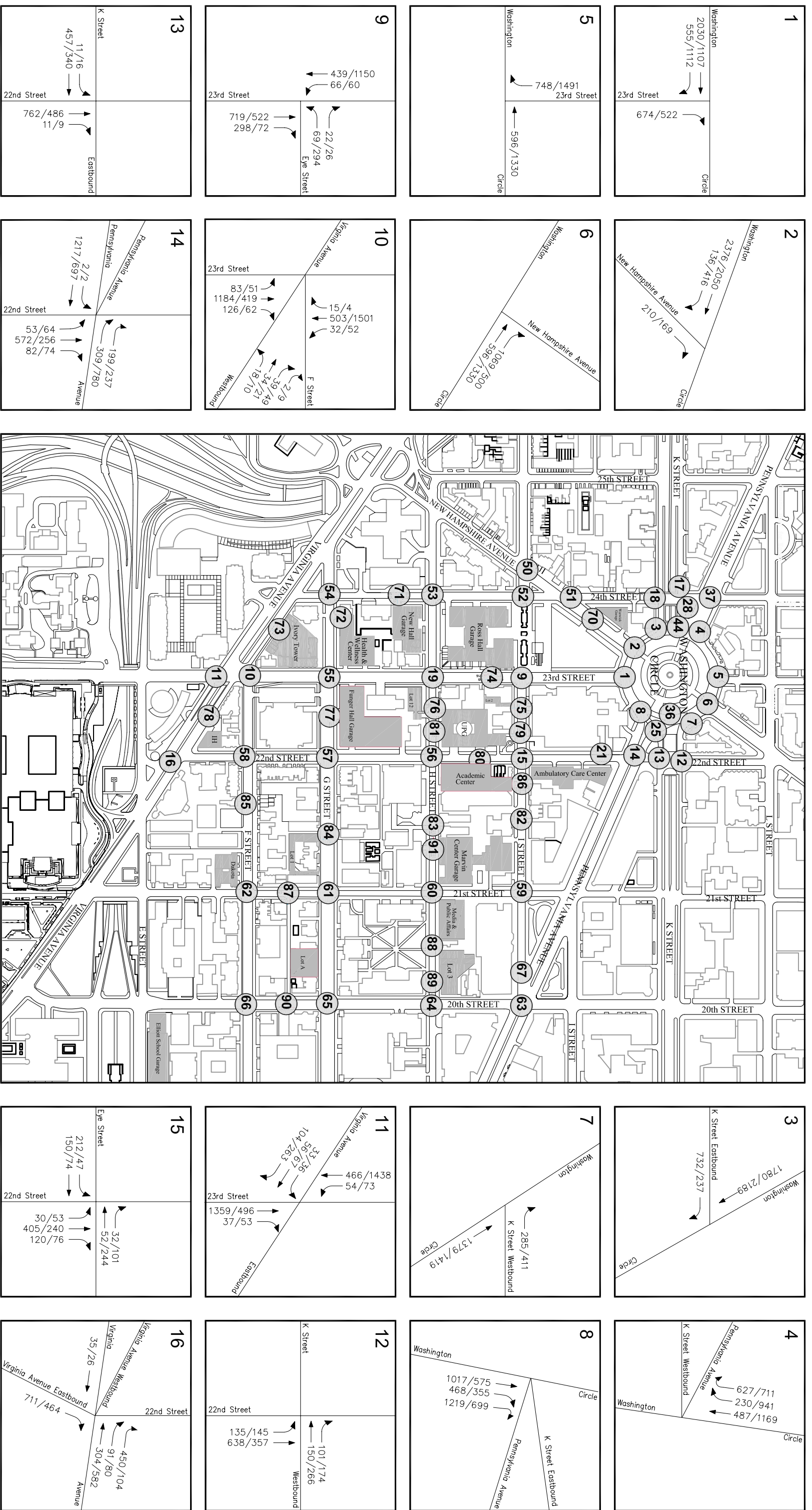


Figure 3-6  
 Future Background Traffic Forecasts

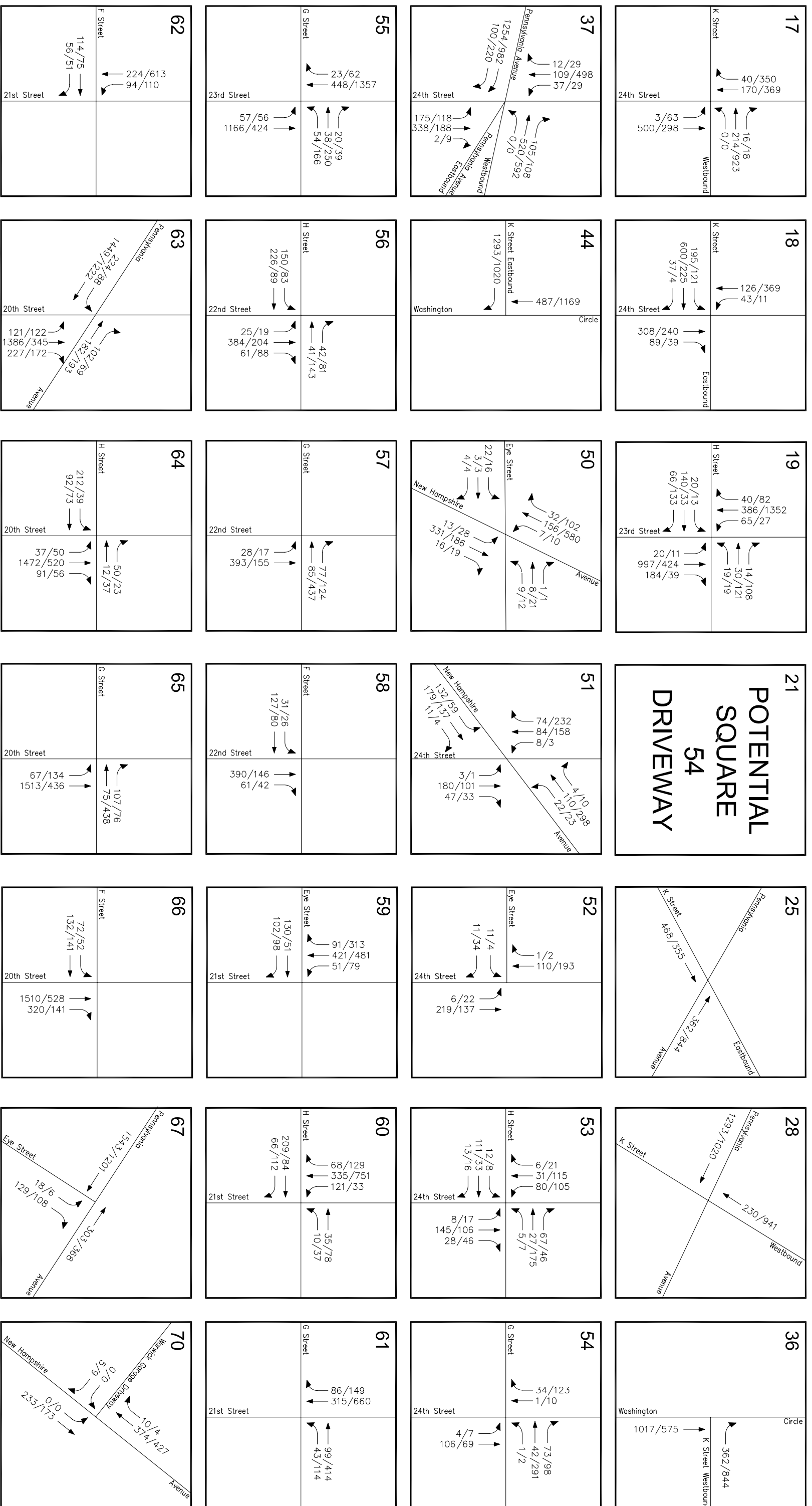


Figure 3-6  
Future Background Traffic Forecasts

AM PEAK HOUR  
PM PEAK HOUR

