

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

AM PEAK HOUR
PM PEAK HOUR
000/000

North

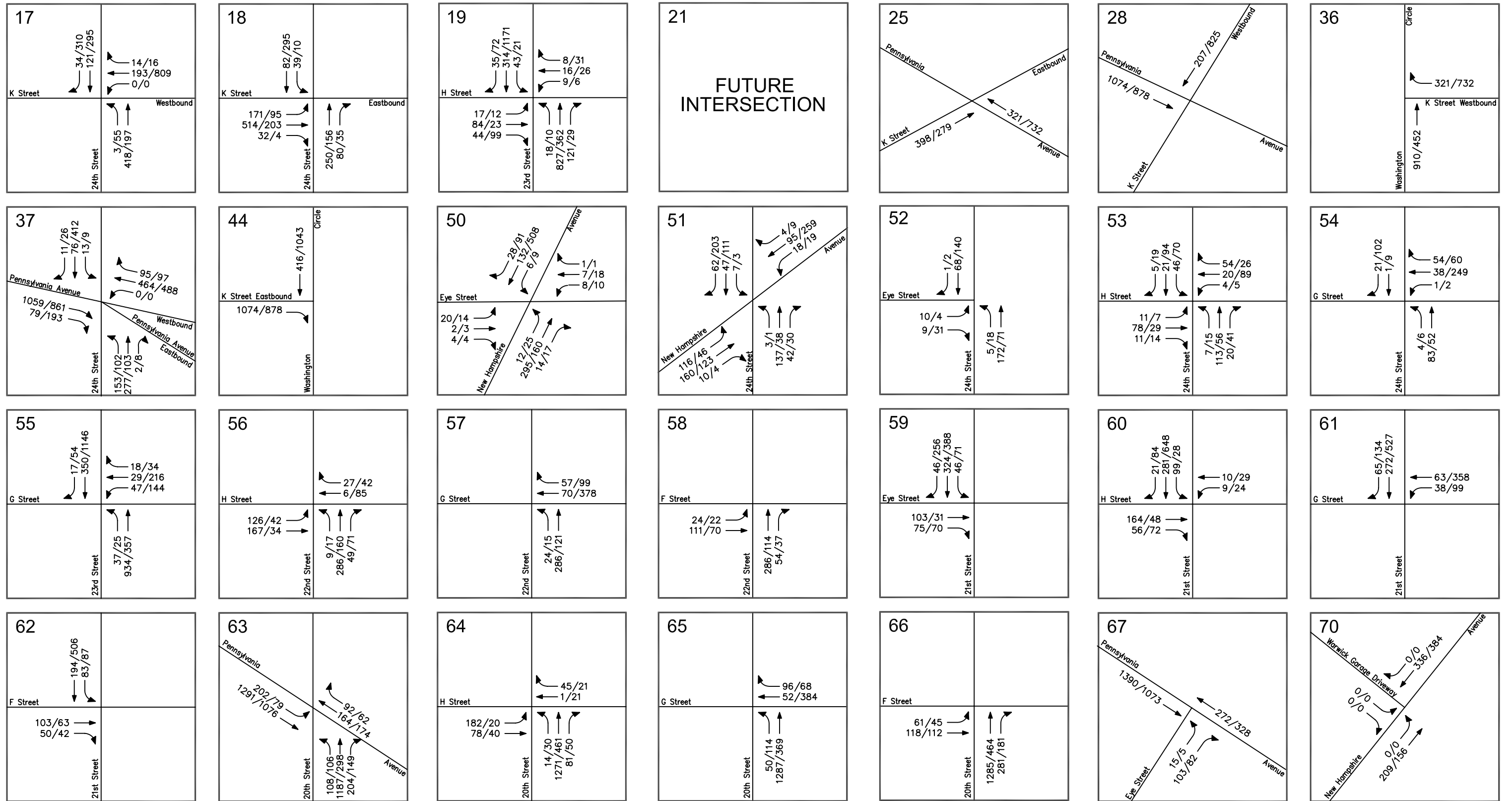


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes



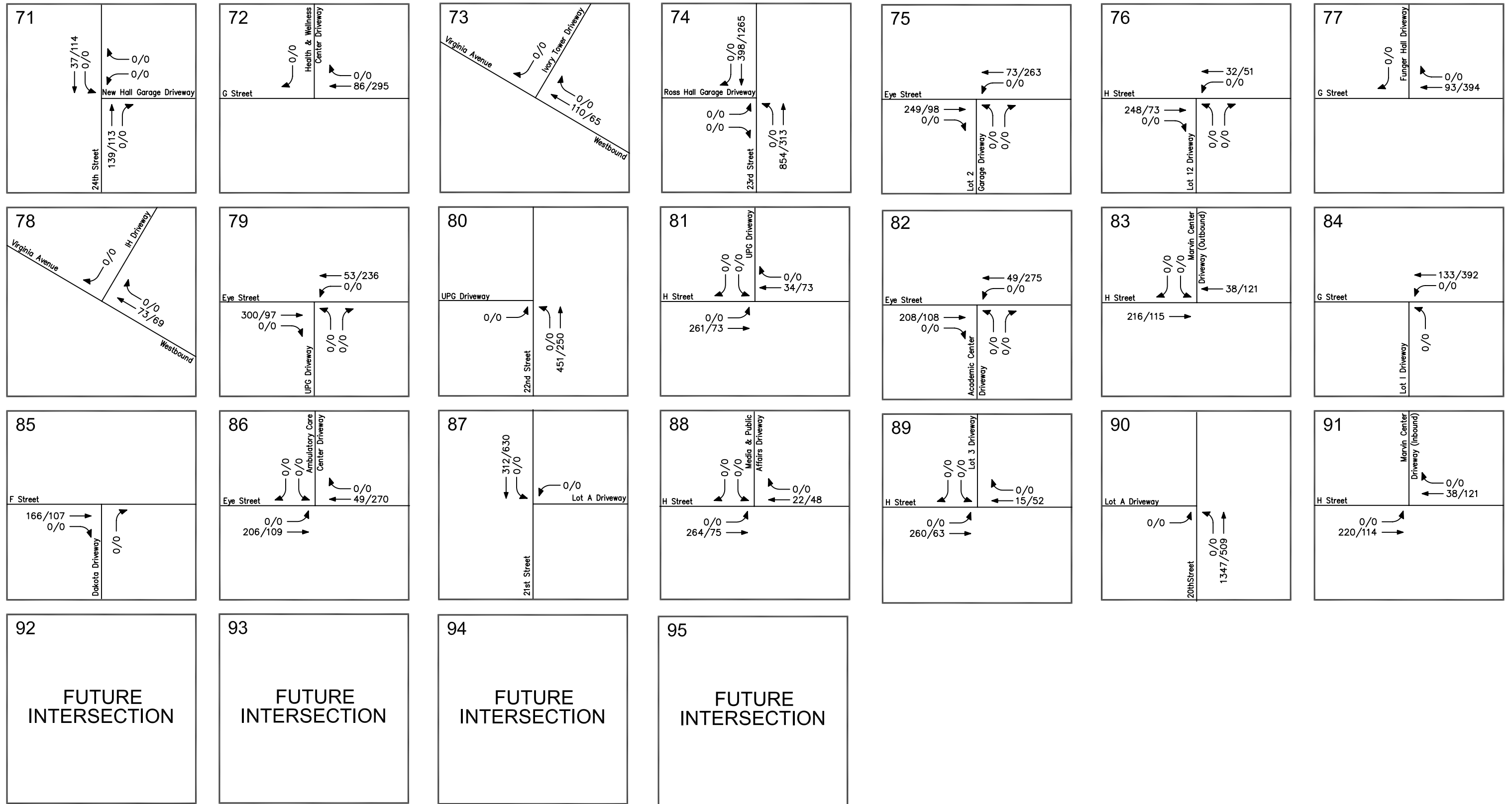


Figure 3-3
Existing Non-GWU Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



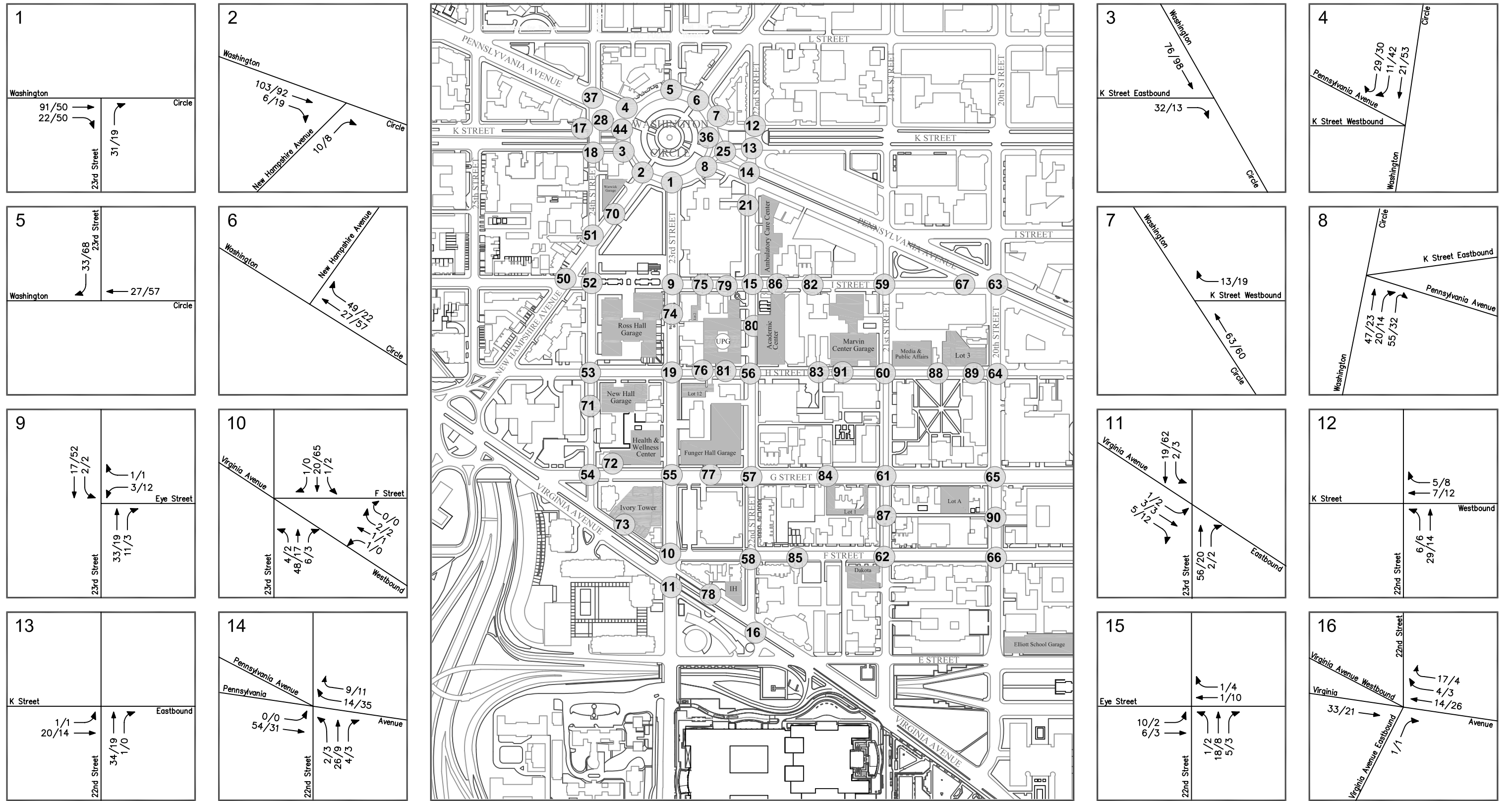


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



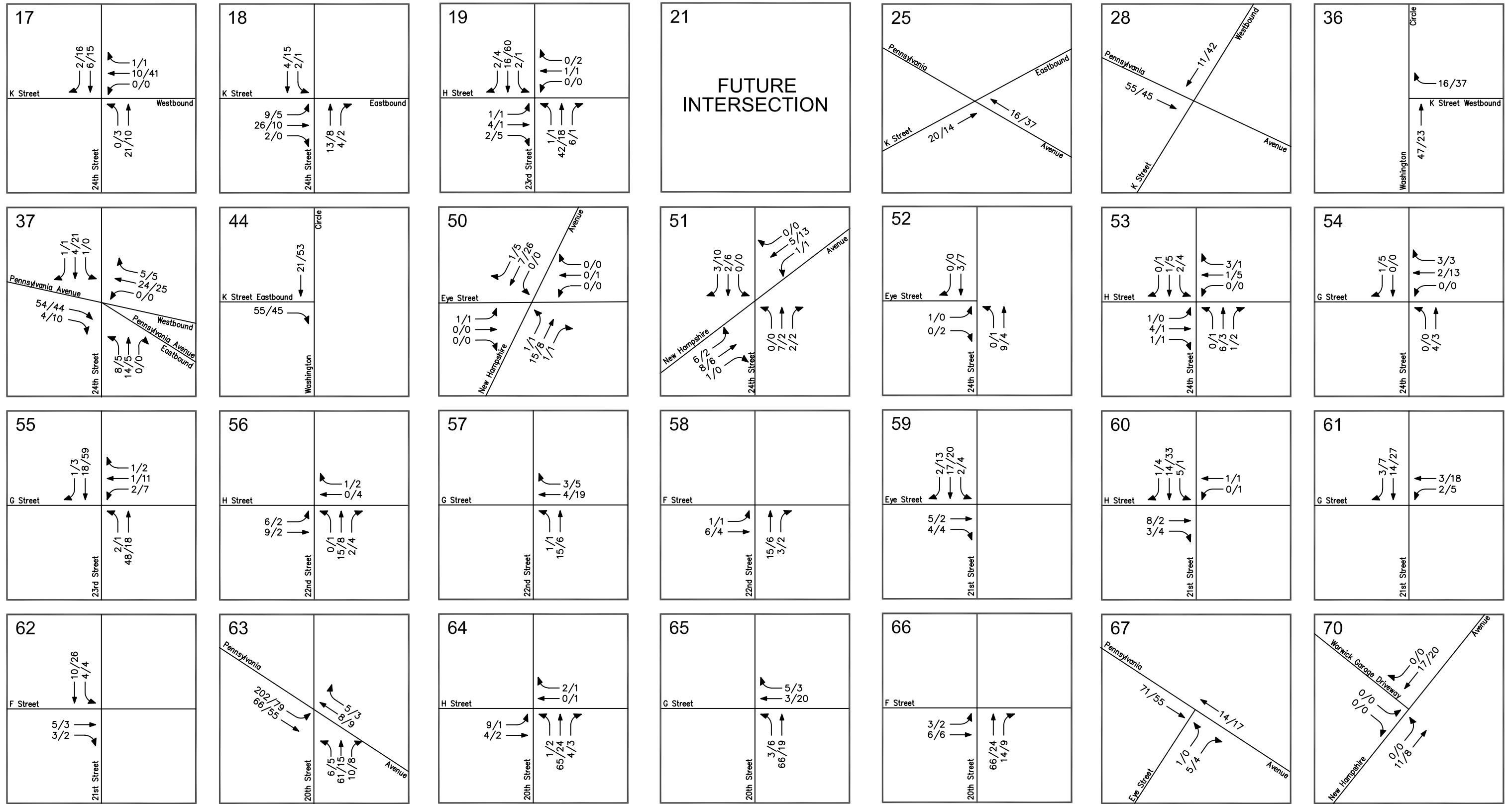


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



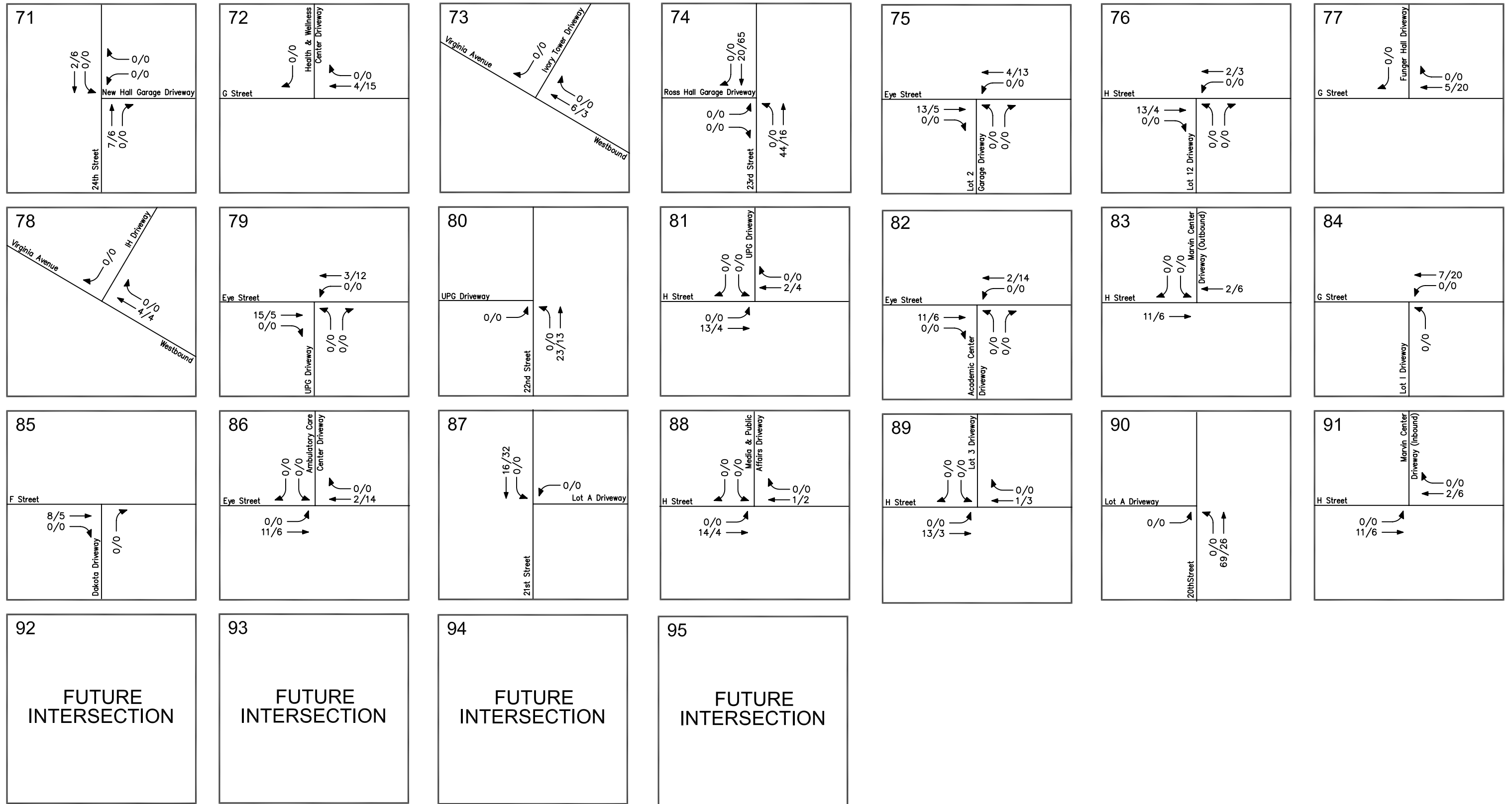


Figure 3-4
Regional Growth of Non-GWU Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000



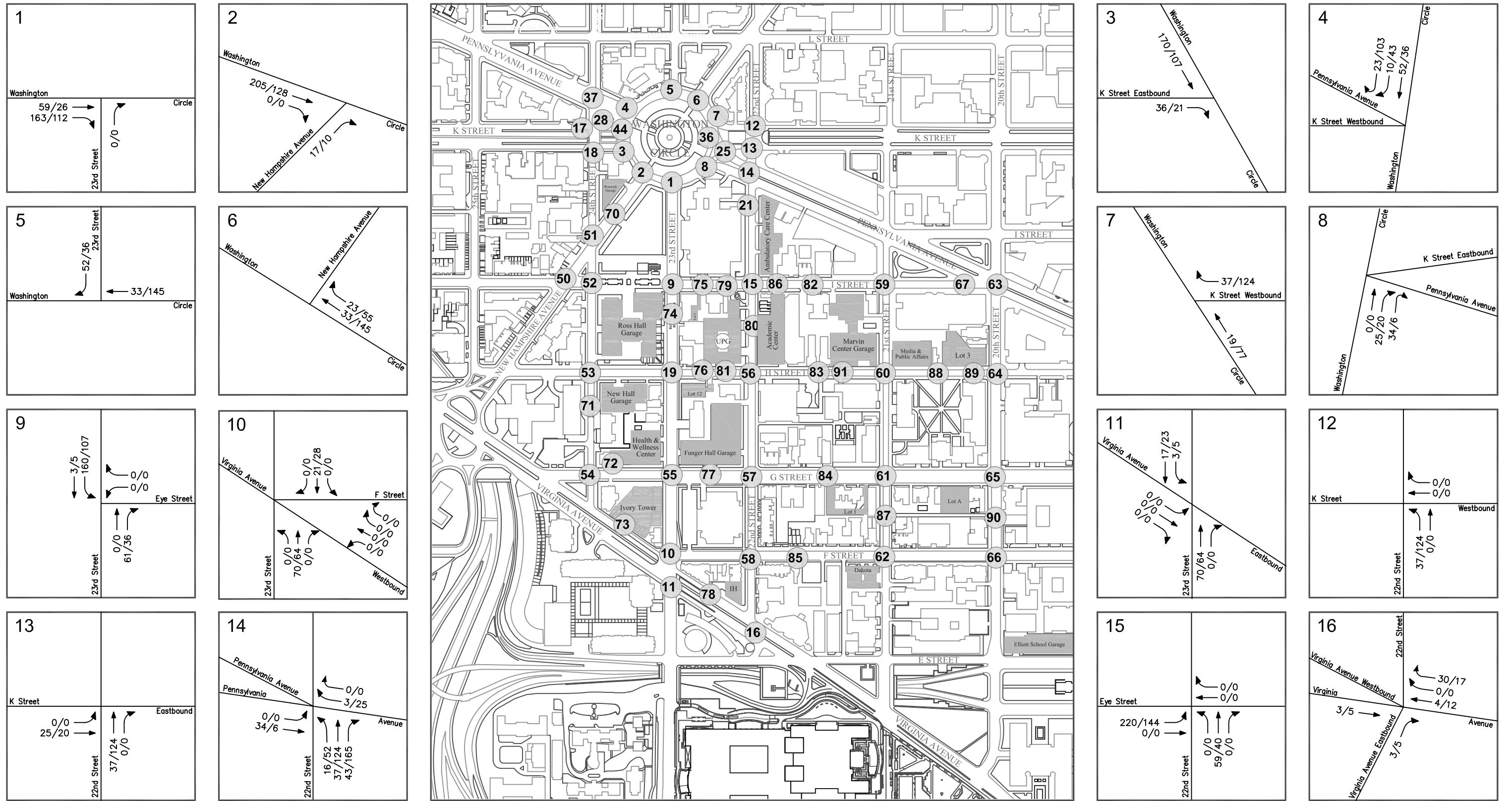


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



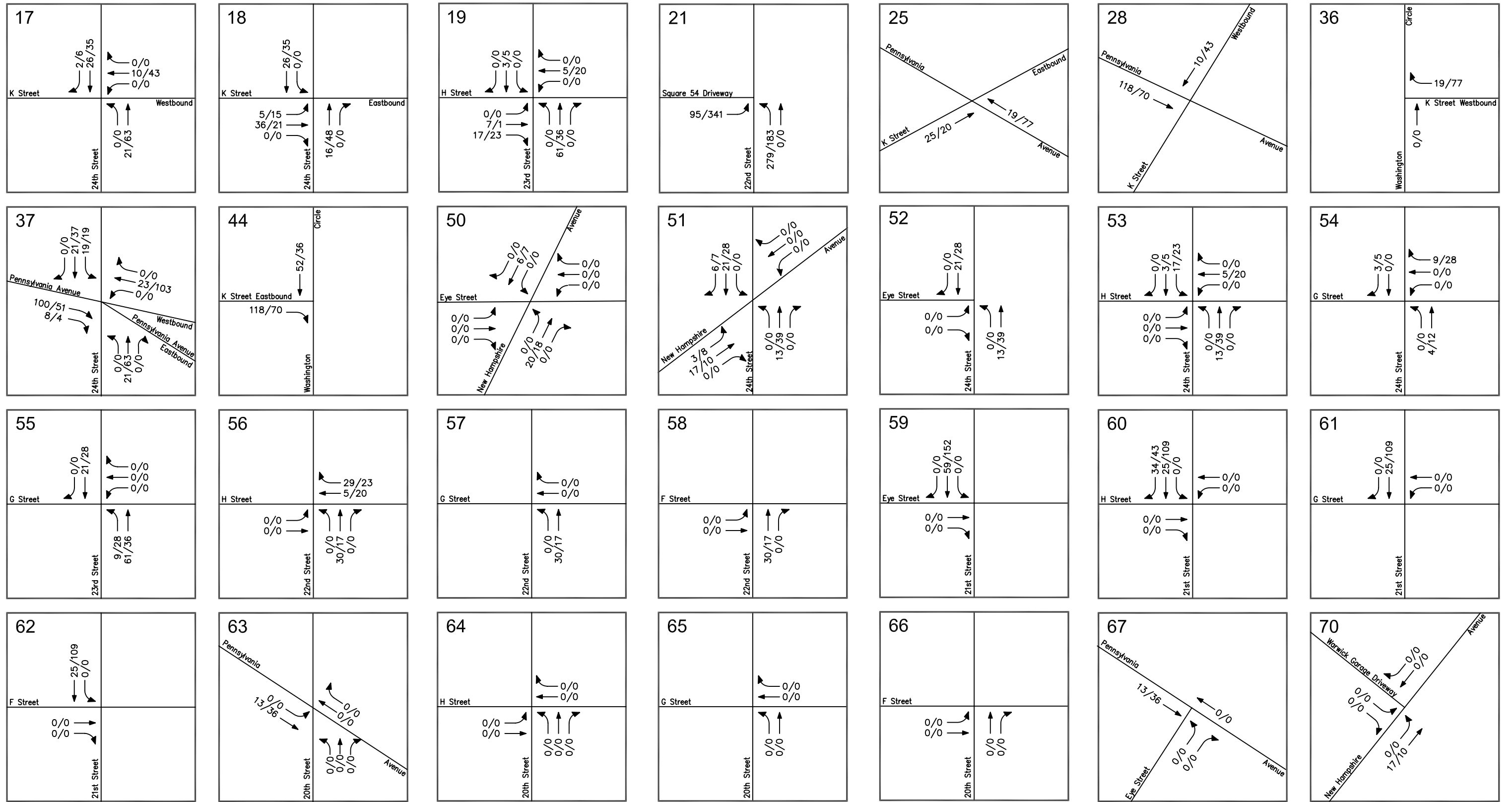


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



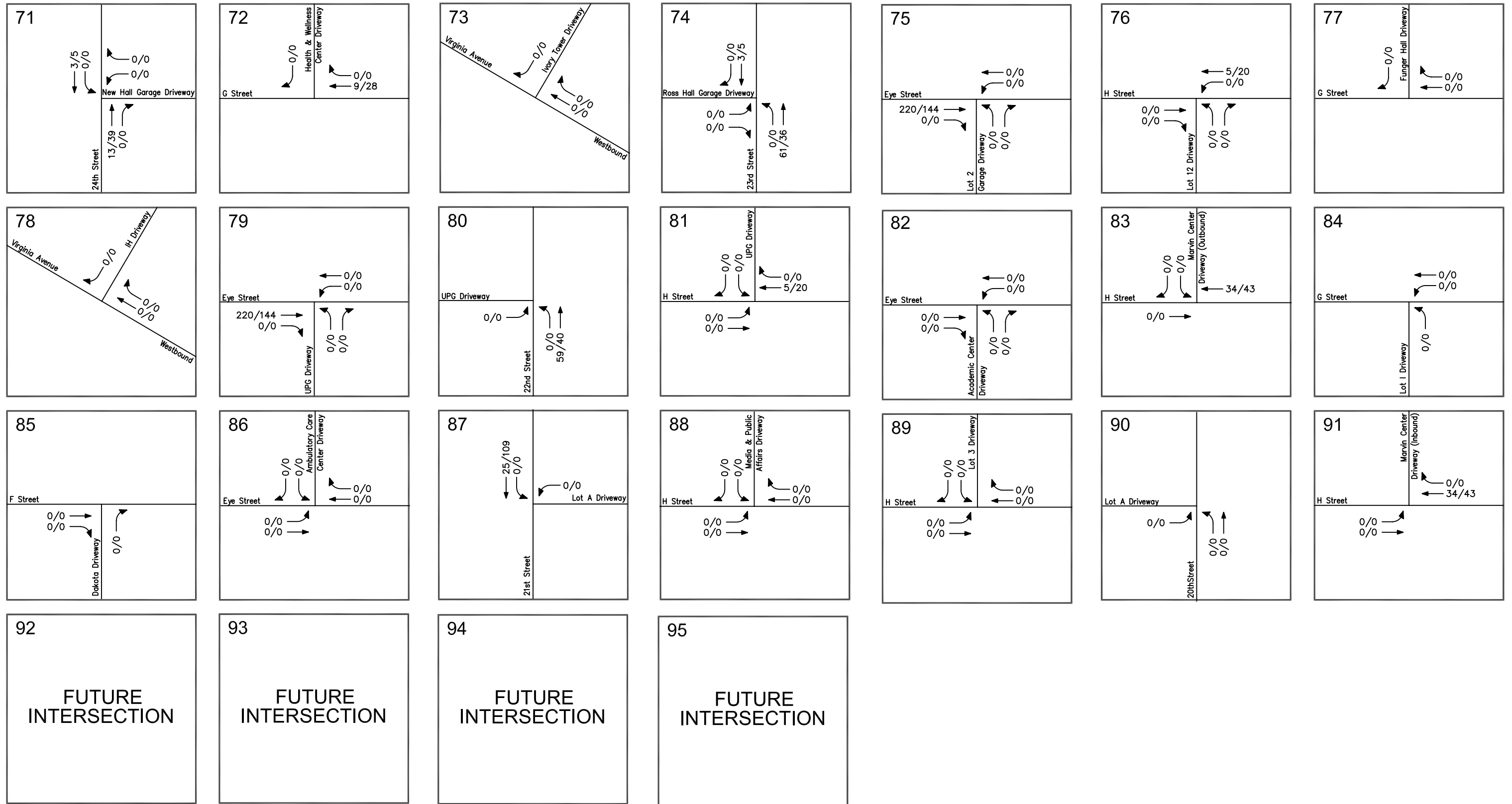


Figure 3-5
Pipeline Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



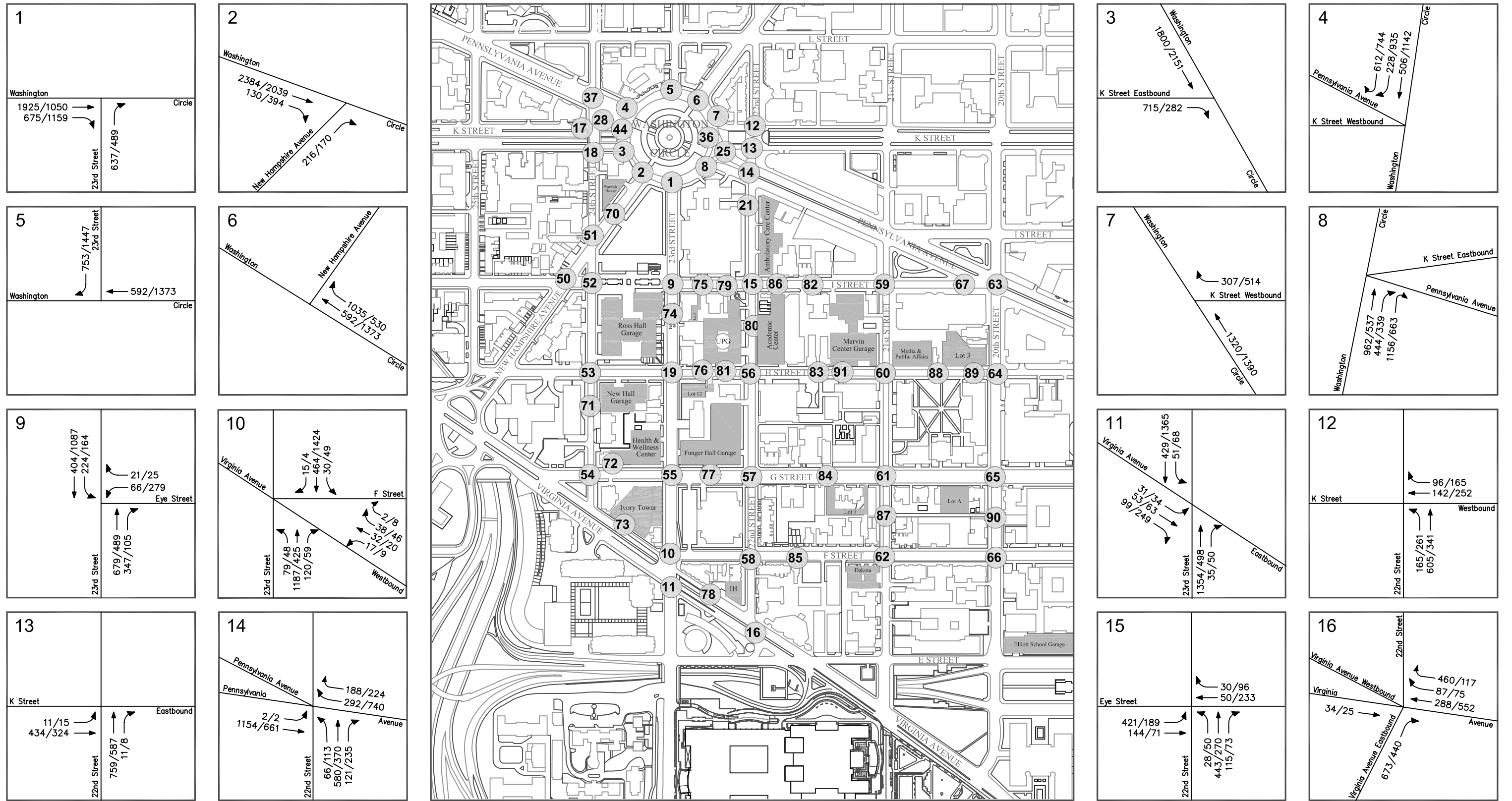


Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000

North

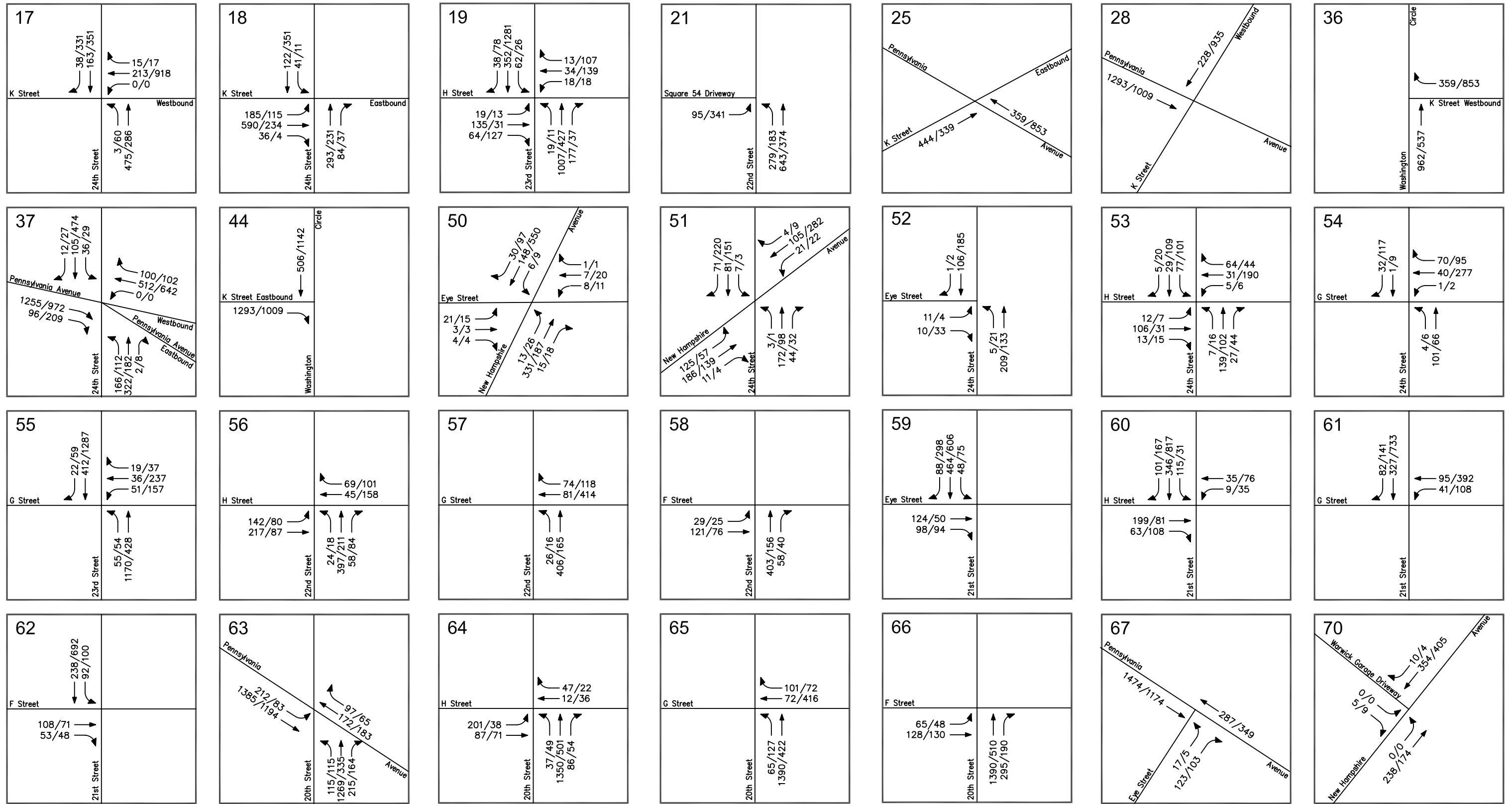


Figure 3-6
Future Background Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



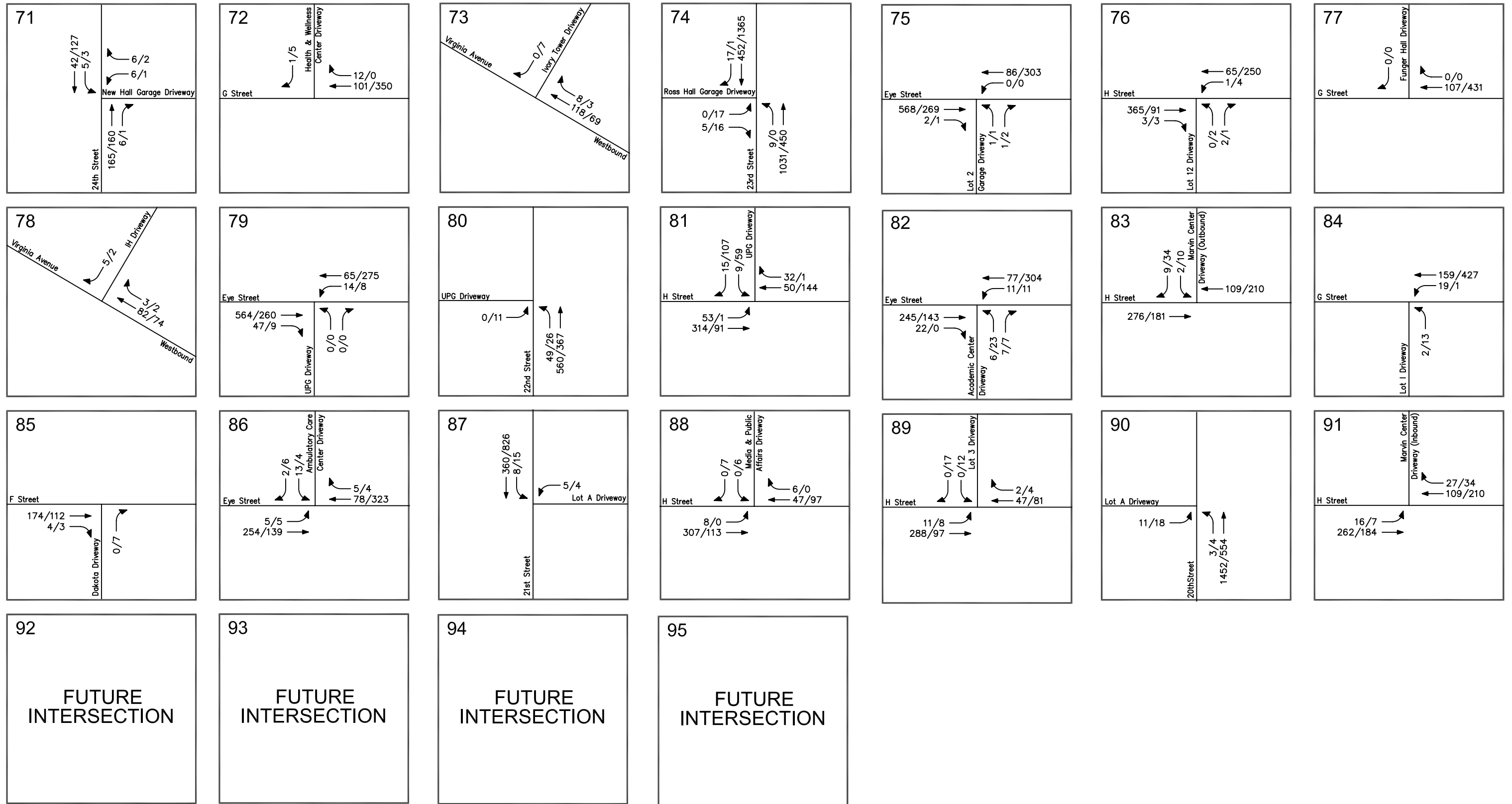


Figure 3-6
 Future Background Traffic Forecasts

AM PEAK HOUR
 PM PEAK HOUR
 000/000



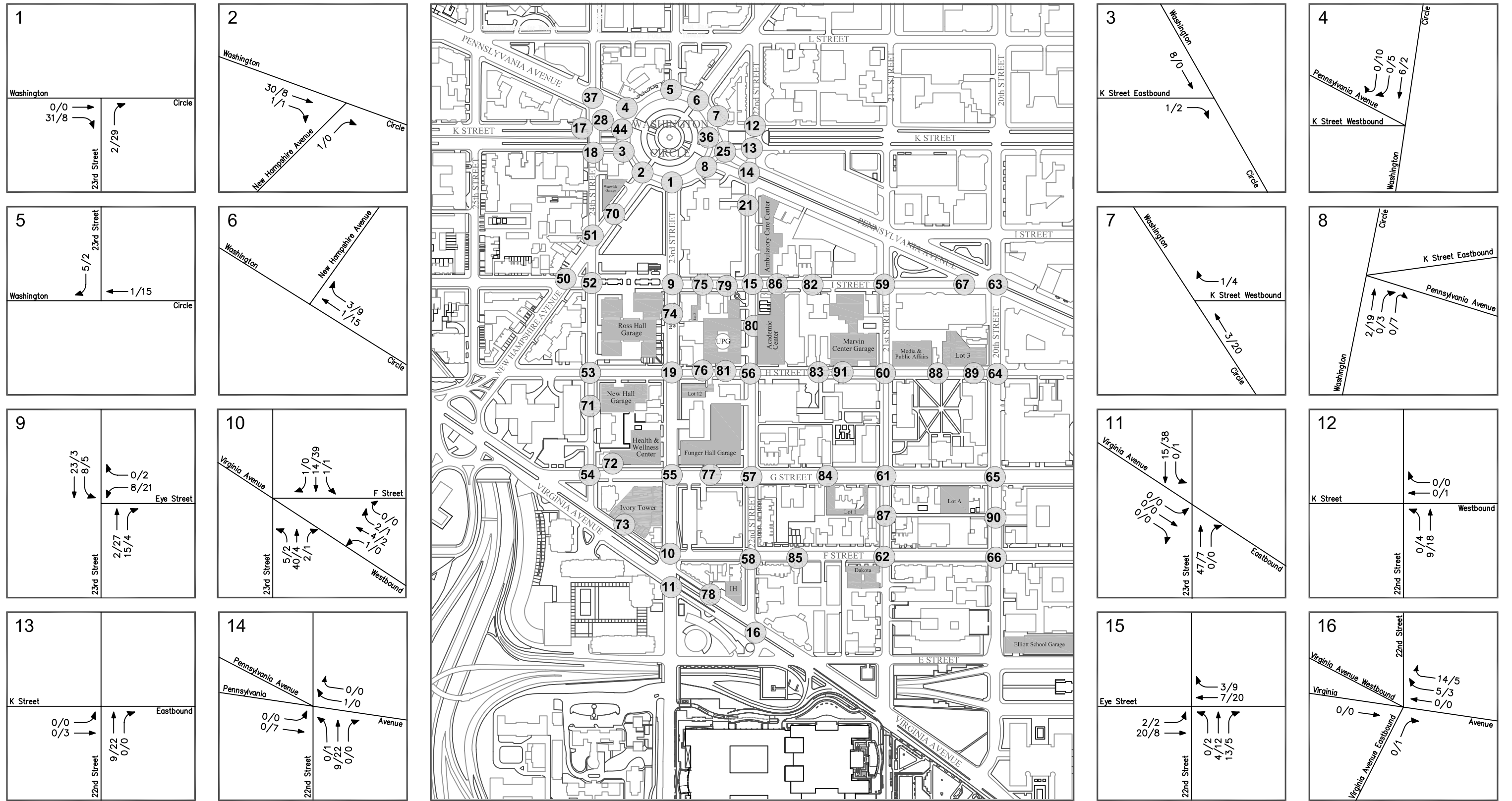


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
000/000

North

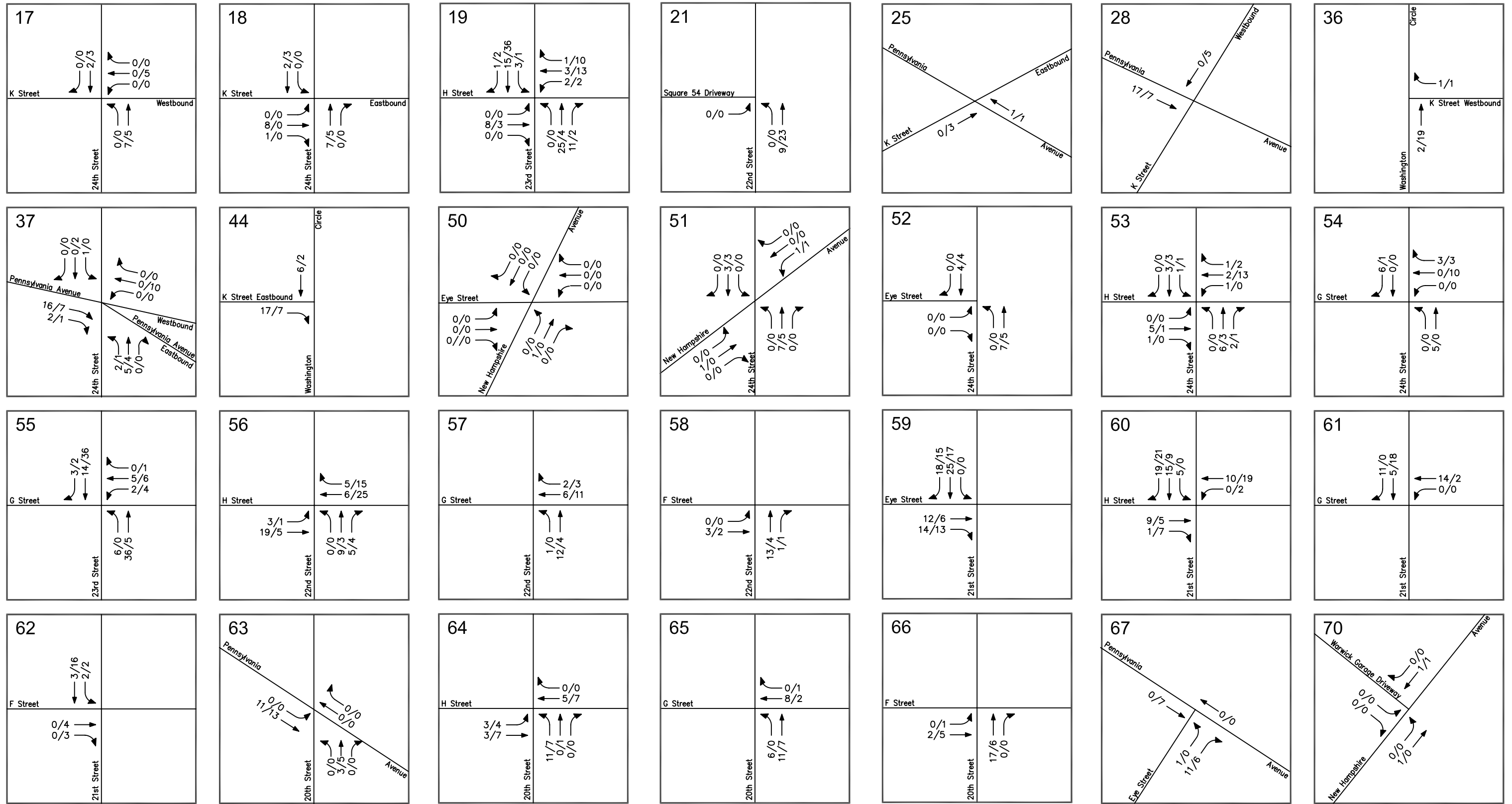


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
000/000



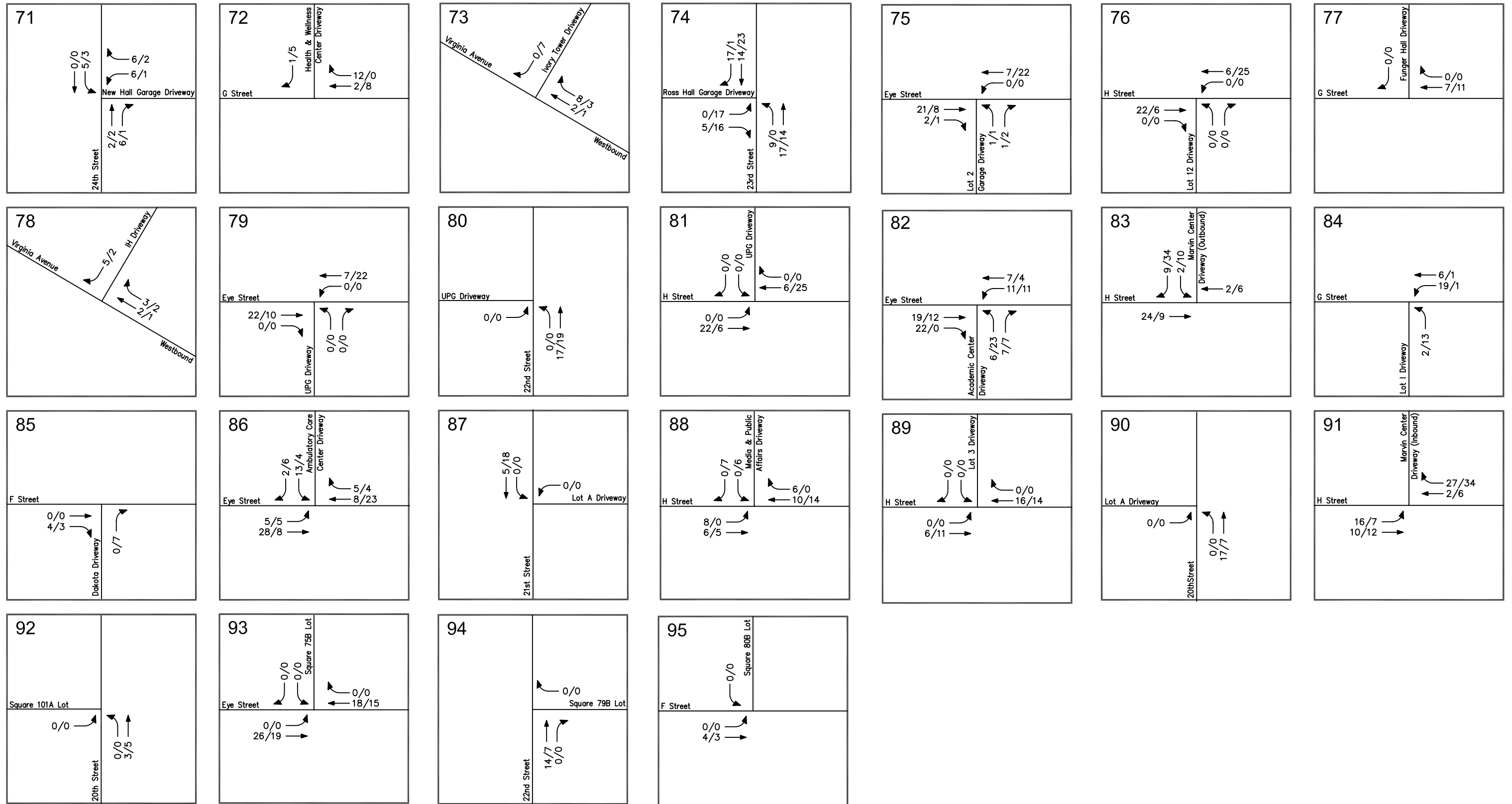


Figure 3-7
Existing GWU Garage Site Trips to Remain

AM PEAK HOUR
PM PEAK HOUR
000/000



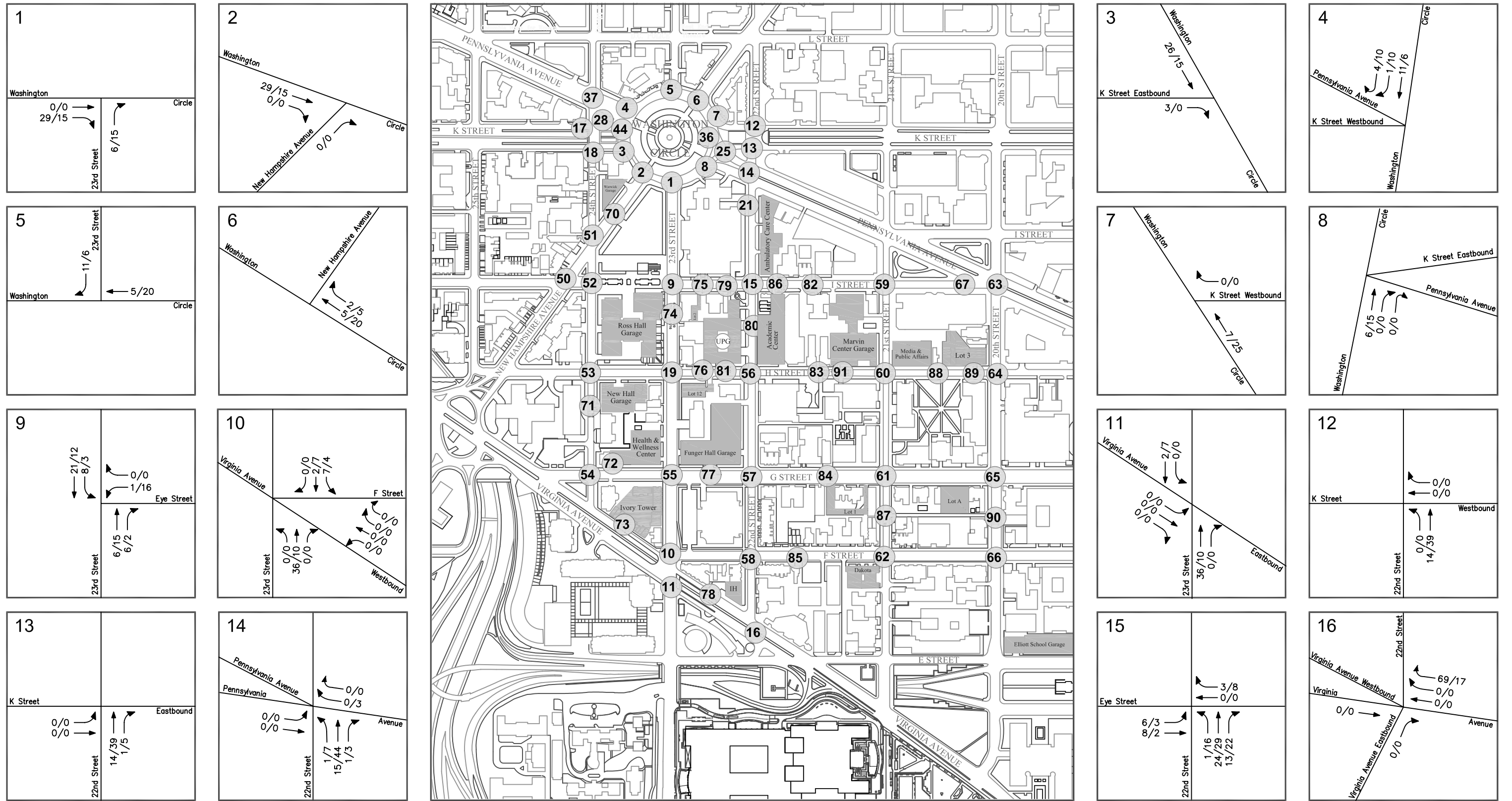


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



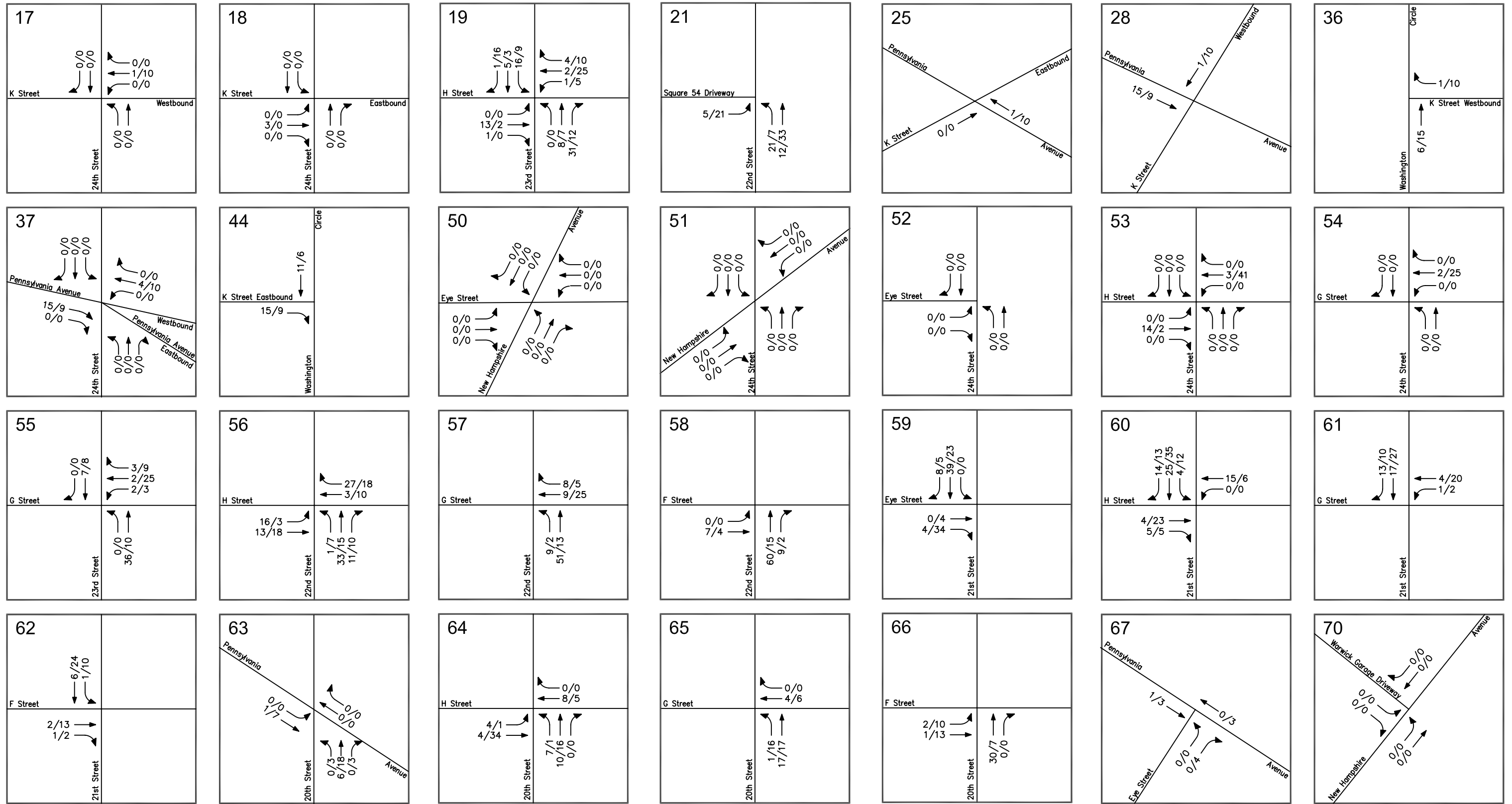


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



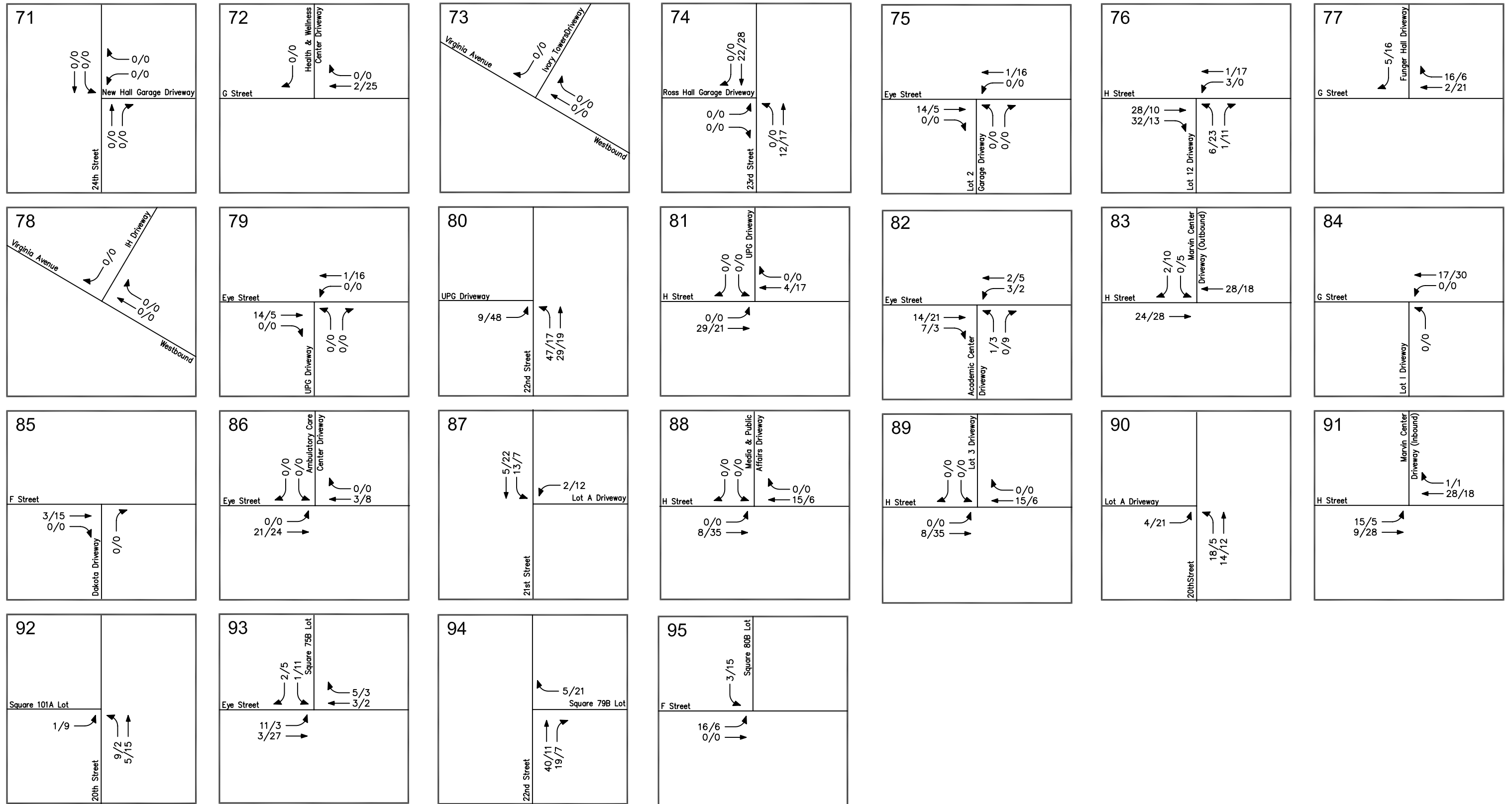


Figure 3-8
Rerouted GWU Site Trips

AM PEAK HOUR
PM PEAK HOUR
000/000



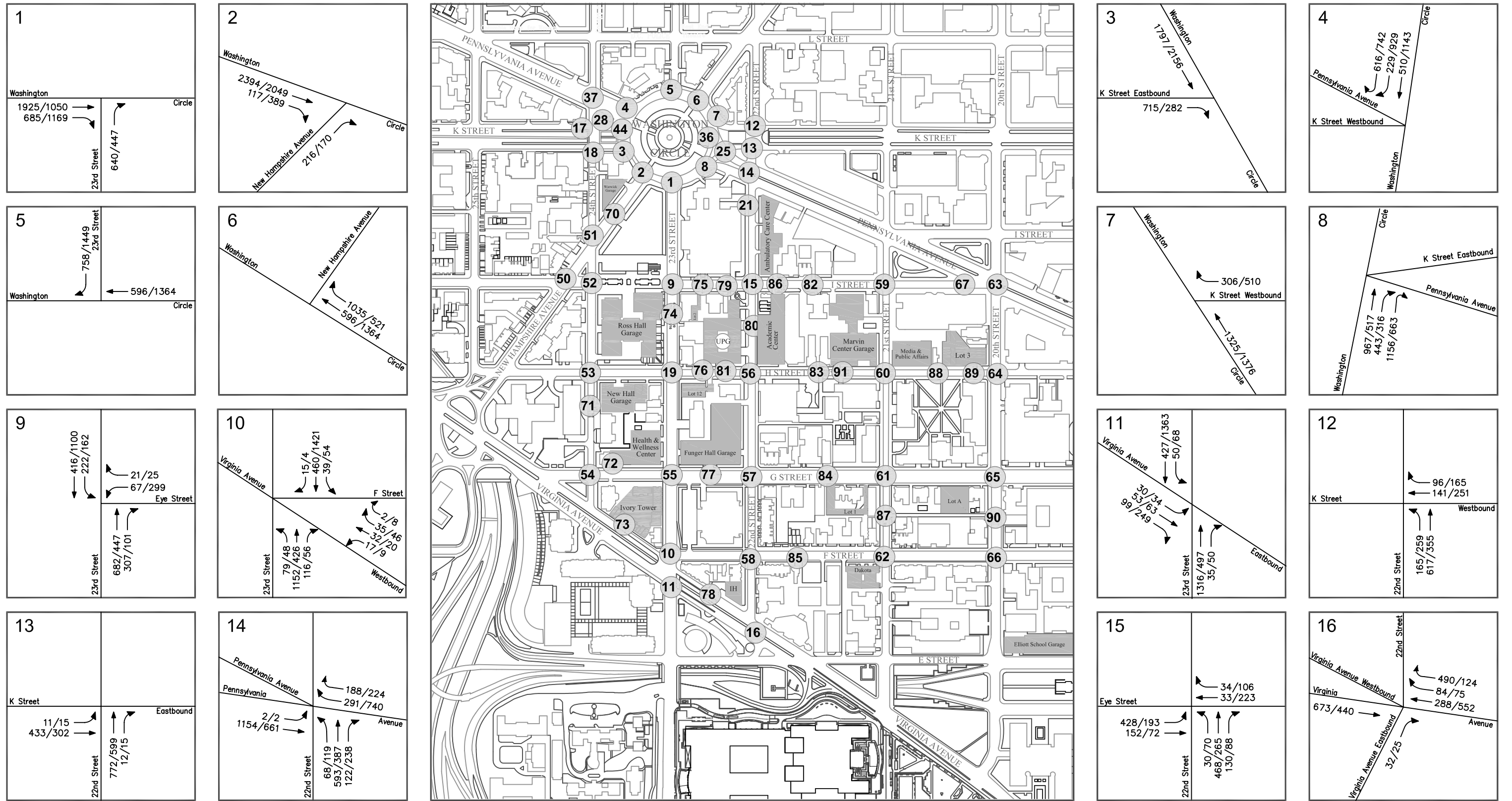


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



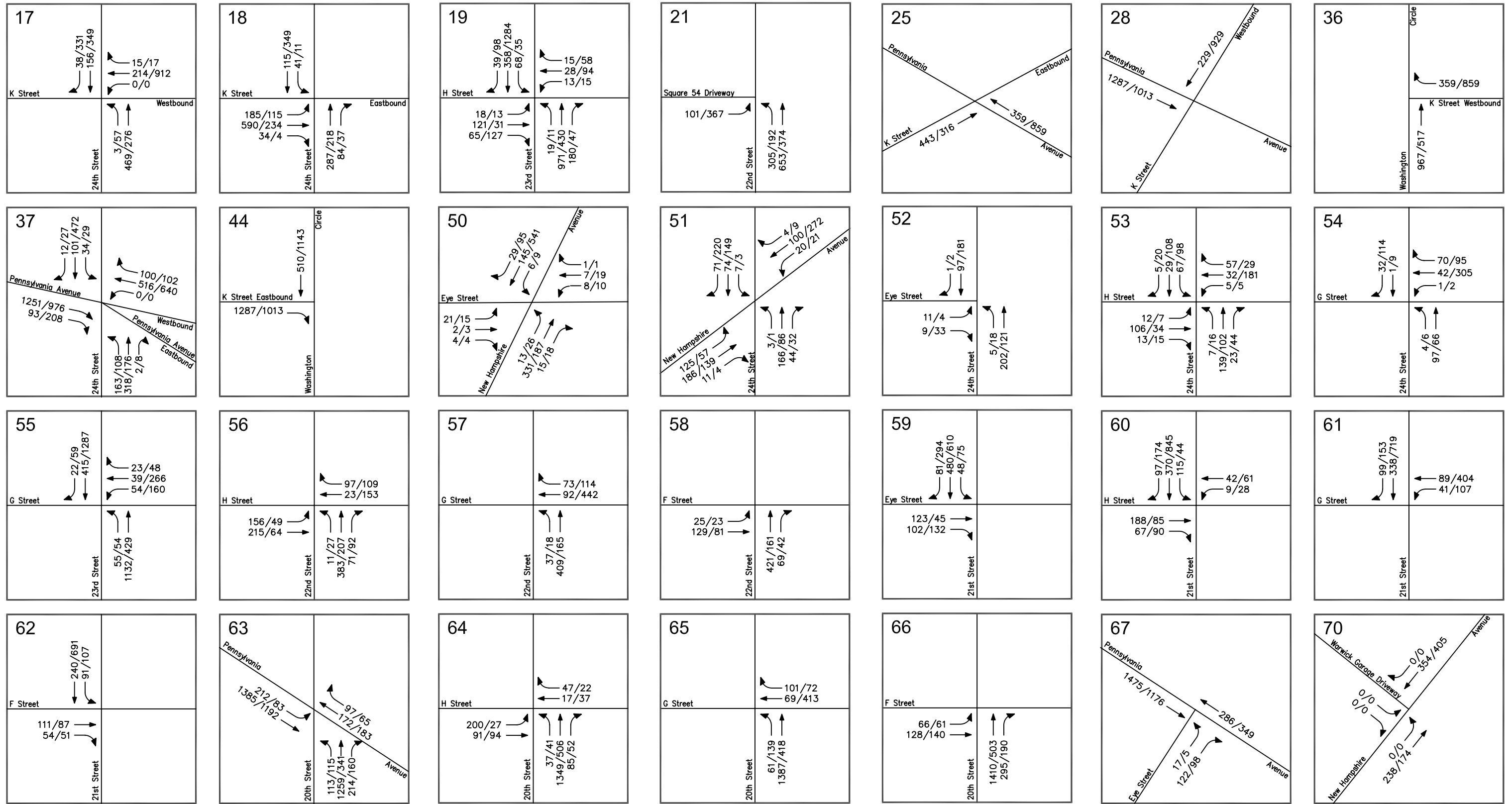


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



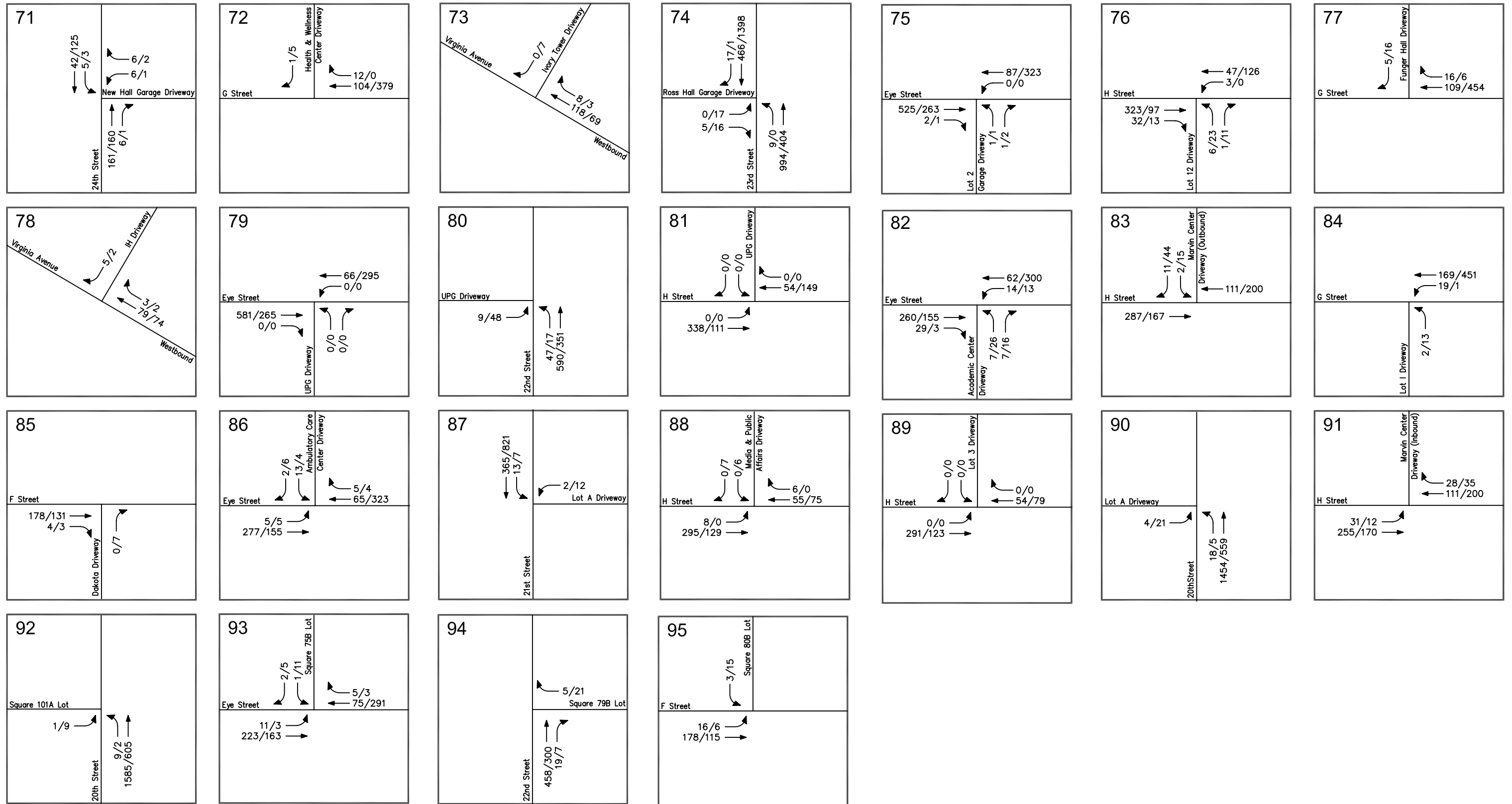
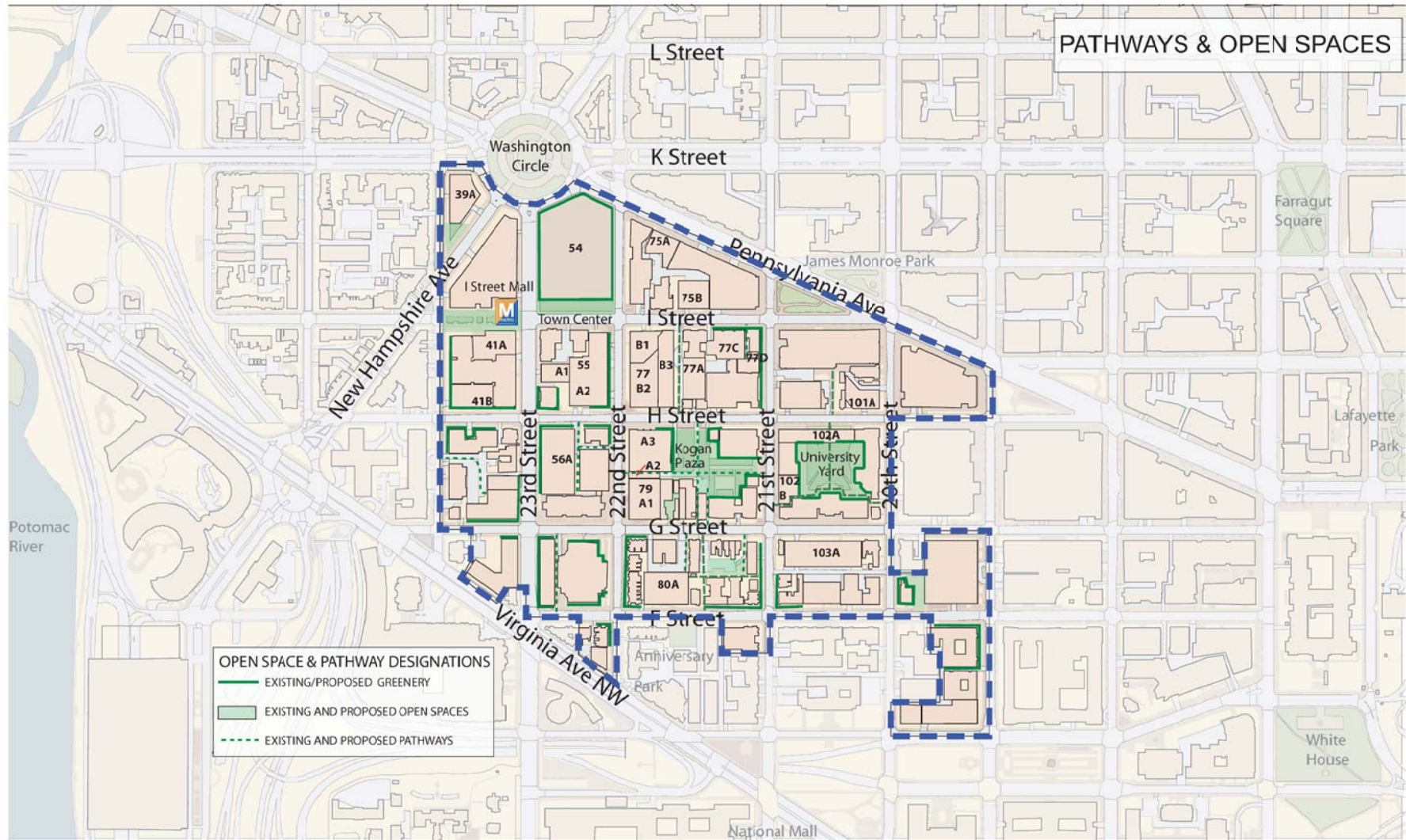


Figure 3-9
Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000/000



North



PATHWAYS & OPEN SPACES

- OPEN SPACE & PATHWAY DESIGNATIONS**
- EXISTING/PROPOSED GREENERY
 - EXISTING AND PROPOSED OPEN SPACES
 - - - EXISTING AND PROPOSED PATHWAYS

Ehrenkrantz Eckstut & Kuhn Architects

THE GEORGE WASHINGTON UNIVERSITY

Foggy Bottom Campus Plan: 2006-2025

SCALE
0 100' 200' 400'

DATE
February 2005

Figure 3-10
Pedestrian Plan

